

City of Newport HARBOR MANAGEMENT PLAN

October 18, 2024



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2024 NEWPORT HARBOR MANAGEMENT PLAN

This version of the 2024 Harbor Management Plan reflects all edits, changes and direction as received via the City of Newport Waterfront Commission, Harbor Management Plan Working Group, City of Newport staff, the RI Coastal Resources Management Council and RI Department of Environmental Management.

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ACKNOWLEDGEMENTS

This iteration of Newport's Harbor Management Plan (HMP) represents a ten- year process of significant changes and updating. Appreciation is expressed to the following contributors.

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1.0 INTRODUCTION

A harbor management plan is a blueprint for establishing a community's goals, objectives and policies for the public and private uses within its adjacent state tidal waters.

The Coastal Resources Management Council (CRMC) and the Rhode Island Department of Environmental Management (RIDEM) mandates all Rhode Island coastal communities to develop and submit a Harbor Management Plan (HMP) to address mooring management, public access, water quality, and storm preparedness.

A resource inventory of harbor facilities and natural resources is also required. Finally, a harbor ordinance is also a required element of the HMP, as it provides the legal authority to implement and enforce the various elements of the HMP.

The General Laws of Rhode Island, Title 46, Section 4-6.6 grants the City of Newport the authority to establish Harbormaster ordinances and rules and regulations pertaining to the administration of their harbors. The Harbor Management Plan must be consistent with the rules of the applicable agencies of the State of Rhode Island and the federal government. The Harbormaster will also execute the specific enforcement capabilities relating to the discharge of sewage provided under applicable state law (i.e. RI General Law 46-12-39 through 41).

This plan must be approved by CRMC and RIDEM following its official adoption by the City of Newport to be legally in effect. RIDEM also reviews HMPs for water quality purposes, as does the Division of Statewide Planning for consistency with applicable elements of the State Guide Plan. Finally, at the federal level, the US Army Corps of Engineers reviews HMPs for consistency with federal navigation projects, including mooring fields, anchorages, channels, turn-around basins, and others.

The City of Newport has created an official vision for its harbor areas and established methods for achieving that vision by developing and adopting a HMP. The HMP provides guidance to City government, boards and commissions during decision-making regarding projects and activities on or affecting Newport's tidal waters. The HMP is also a reference for state and federal agencies, reflecting the intentions and desires of the City for projects using or affecting its waters.

The Waterfront Commission recognizes that implementation of some of the recommended components of this plan may require seeking actions by state or federal government or revision of the City charter and believe that the effort is warranted for the long term good of the community.

The term NEWPORT'S WATERS defines an area comprising NEWPORT HARBOR, which in turn comprises an INNER HARBOR and an OUTER HARBOR, and Newport's Waters include the North Shore and South Shore comprising the balance of the shoreline abutting the City. See Chart A.1.

2.0 HISTORY

Newport' historical, cultural, social, recreational and economic vitality is defined by its character as an ***authentic seaport community***. All of those who live, work and play here benefit from preserving our legacy of mixed and diverse waterfront use.

Historical Snapshot

Indigenous people populated Narragansett Bay and the areas that now comprise Newport Harbor. They built thriving centers of community and commerce. Their names endure today for many of the places in the region.

Early European explorers, such as Adriaen Block and Giovanni da Verrazano, recognized Newport Harbor and Narragansett Bay as one of the best harbors and roadsteads in the New World

The first English settlers arrived in Newport in 1639, attracted by what they saw as the “finest natural harbor in all the colonies”. The surrounding lands of Aquidneck Island were acquired from the local Narragansett people. The waterfront on what’s now Thames Street, then-described as an impenetrable swamp was cleared by hired Narragansett to establish the first commercial landing area.

Early trade grew quickly along the Atlantic Seaboard and with the English West Indies and across the Atlantic. Exports to supply the English sugar cane plantations worked by enslaved Africans and Native Americans included horses and other livestock, dried fish, cheese, pork and other foodstuffs, while imports included, molasses, tobacco, rice, wood, cotton, and eventually enslaved Africans. While Newport was never a primary market for the slave trade, many Newport vessels did participate in this on a regular basis, and local ships were clearly significant contributors to the Atlantic “triangle trade”. In contrast to other English trading ports in the Colonies Newport did maintain a strong multi-ethnic and multi-denominational population supporting the commerce centered on the harbor.

At the same time Newport was quite tolerant of mariners who were more irregular in their trade habits. Many pirates called Newport home, and while tolerated, some of these buccaneers practiced their trade too close to home, resulting in the public hanging of 26 pirates in 1723, below the high tide line off Gravelly Point (now the State Pier).

Prior to the American Revolution 18th century Newport was bustling with shipbuilding (with all the associated trades for ship-fitting), merchant activity, warehouses filled with products from all over the British empire, and fishing vessels. At one point 22 rum distilleries along the harbor supplied the demand for that product locally and overseas.

The British Occupation of 1776 hit Newport hard. Many of the timber wharfs were demolished to be used for heating fuel over the winter, and the merchant class quickly left town for more hospitable places from which to do business.

The arrival of the French Fleet in 1780 played a pivotal role in ending the War of Independence, as it was from Newport Harbor that General Rochambeau's forces commenced their march to Yorktown, combined with the troops of General Washington. The French Fleet then set sail to join the ships under command of Admiral de Grasse, which together with these land forces engaged the British at Yorktown- ultimately forcing the British surrender.

The destruction of the commercial heart of the City — the waterfront — coupled with the loss of the merchants who relied on it, and a significant drop in population, led to a decades long decline in Newport. It wasn't until well into the 19th century that Newport slowly came back to life. Construction of Fort Adams was initiated in 1824, so that the harbor could be better protected. Transportation links, such as inter-island ferries and the Fall River Line - which connected Newport to New York and Fall River on a daily basis - sprang up. Packets to and from the Carolinas revived what had historically been a vibrant trade route. And alongside all of this, one saw the emergence of the "Leisure Class", which increasingly brought visitors to Newport - by boat and by rail — to enjoy the benign climate of the "City by the Sea". The newly formed New York Yacht Club chose Newport as the destination for its first Annual Cruise in 1844

The Navy also had a renewed interest in Newport Harbor. The Torpedo Station was established on Goat Island in 1869, and the Naval War College on Coasters Harbor Island in 1884. In 1900 the submarine *Holland* was commissioned at Goat Island as the first Navy boat in this emerging class of vessel. Naval research and innovation in weapons, strategy, and training had become a major part of Newport's experience.

The years after the Civil War also saw a boom in manufacturing along the Newport waterfront. With the daily deliveries of cotton on the Fall River Line Steamers, and with water power being supplanted by steam, textile mills and services were built along the waterfront, along with other industrial facilities such as coal gasification works. The movement of goods along the waterfront returned almost to pre-revolution levels.

The late 19th century boom in tourism had a marked impact along the Newport waterfront. Work on Cliff Walk commenced in the 1880s, the pavilion at Easton's Beach was built in 1887, and Bailey's Beach was organized in the 1890s. Sailing for recreation became popular, with the first local yacht club-the Newport Yacht Club- founded in 1894. The New York Yacht Club had already established their Newport Station "6" on Sayers Wharf in 1889. Sailing Regattas became an increasingly common sight on the waters off Newport, and in 1928 a third yacht club - Ida Lewis Yacht Club - was organized to meet the growing demand.

The 20th century brought even greater activity to Newport Harbor - The torpedo factory was bustling, squadrons of naval seaplanes and submarines were stationed nearby, and with the passage of the Volstead act after WWI, Newport became a prime destination for liquor smuggled in from "Rum Row", 12 miles offshore. Nighttime gunfire was not uncommon as the Coast Guard chased down speedboats heavily laden with liquor — in December 1929 the violence on the water reached a new height when the Coast Guard Cutter 290 ambushed the rumrunner "Black Duck", killing 3 members of her crew by machine gun fire.

The end of Prohibition in 1933, brought an end to the liquor smuggling business, while in 1930 Newport had celebrated the arrival of the America's Cup competition to the waters off Brenton Point. Sailed since 1870 in the waters off Sandy Hook, the New York Yacht Club moved the event to Newport based on the more favorable wind conditions for which Rhode Island Sound is famous. The competition was staged again in 1933 and 1937, but with the arrival of WWII it would be more than 20 years before it would resume — again in Newport.

The Hurricane of 1938 arrived with almost no warning in Rhode Island. Newport Harbor and Rhode Island In general suffered many casualties and property losses — the waterfront business district and residential neighborhoods were severely flooded — ships, yachts, and fishing boats wrecked, and the infrastructure at Easton's and Bailey's Beaches completely destroyed. This hurricane along with later hurricanes Carol and Bob would remind us of our vulnerability to these storms.

With the outbreak of WWII, Newport saw the biggest expansion of the naval presence yet. The Torpedo Station ramped up to a workforce of almost 13,000 employees, with a facility on Rose Island for storing and processing explosives. A submarine barrier was installed in both the East and West Passages, with nets and steel cables stretching from Hammersmith Farm to Fort Weatherill. Heavy gun batteries were installed at Fort Wetherill and along Ocean Drive, along with many other locations along the shores of RI. With the cessation of hostilities in 1945 the Navy decided to double down on Newport, and quickly established Newport as the home for the North Atlantic combined destroyer and cruiser fleet of nearly 100 surface vessels. The enlarged Navy presence took over much of the downtown through the 50's and 60's, with Government Landing serving as a central ferry landing and "liberty" boat destination for the crews of the destroyers and cruisers anchored in the harbor. The areas around the waterfront were dominated by bars and other establishments thriving on the patronage of sailors.

Big changes came in the years 1969 and 1971. In 1969 the Newport Bridge was opened to traffic — this bridge replaced the Jamestown Bridge and eliminated the Jamestown ferry. In 1971 the Navy announced the move of the Navy surface fleet based in Newport to a new home in Norfolk VA, leading to a huge negative economic impact to Newport and surrounding communities.

Development pressure on the waterfront quickly became a major concern. Marinas, hotels, condominiums, and timeshare communities displaced much of the working waterfront over the next few decades.

There is now one sole surviving shipyard (Safe Harbor/ Newport Shipyard), and the remainder of the waterfront is now largely lodging, entertainment, and retail, with few exceptions, such as the International Yacht Restoration School (IYRS), the local yacht clubs, and the parks at Kings Beach and Fort Adams. The State Pier at Long Wharf still remains an active commercial fishing wharf.

The loss of the Americas Cup in 1983 spurred the formation of Sail Newport, a community sailing program based at Fort Adams. This and the acquisition of Harbor Court by the New York Yacht Club in 1988 re-established Newport as a major center for national and international sailing events.

The NYYC Annual Regatta, Sail Newport's One-design regattas, the Newport to Bermuda Race, and the regular visits of the Volvo Ocean Race/Ocean Race and Transatlantic races place Newport in the top tier of international sailing venues.

Newport now finds itself a popular stop for the cruise ship industry, with close to 100 cruise visits annually — sometimes 3 large cruise ships share the anchorage off Goat Island. The tender traffic from these vessels to and from Perrotti Park adds to the already busy harbor activity. Commercial ship use of the outer harbor anchorage by yacht transport vessels, offshore wind-farm construction vessels, large yachts and the like add to the mix. The Block Island Ferry schedules daily seasonal service, as does the Jamestown ferry and Newport Harbor Shuttle. The growth of the excursion boat fleet has added additional commercial traffic to the Harbor, and along with the berthing of mega yachts along the waterfront produces a density of use that exceeds anything historically seen.

Newport harbor continues to evolve as a vibrant, attractive, and essential part of Newport's culture and commercial core. The recent opening of The Sailing Museum on Thames Street in the old Armory Building, the launching of Rhode Island's tall ship *Oliver Hazard Perry*, the discovery and exploration of the wreck of Captain James Cook's vessel *Endeavor* just off Battery Park, and the continuing appeal of events at Fort Adams such as the Newport Jazz and Folk festivals all point to the vitality and challenges facing the diverse users of Newport Harbor.

3.0 THE NEWPORT HARBOR MANAGEMENT PLAN

This 2024 edition of the Harbor Management Plan (HMP) marks the first time since 2010 that the HMP has undergone a cover-to-cover consistency review by CRMC, with every necessary update made.

This Harbor Management Plan reinforces and supports the aims of the City of Newport Comprehensive Land Use Plan across many of that Plan's goals and policies, including those related to Land Use, Economic Development, Community Services and Facilities, Transportation and Circulation, Open Space and Recreation, Natural Resources, Historic and Cultural Resources, Water, Natural Hazards and Climate Change. Please see Appendix B for the many points of connection.

PURPOSE

The purpose of this plan is to provide goals, policies and implementation recommendations for the preservation, future protection, and management of Newport's Waters. It is a guide to the wise and sustained use of these national and historic treasures in anticipation of the changing uses that citizens will wish to make of this priceless and finite resource, while complying with state and federal regulations.

VISION

It is our vision to preserve the beauty of Newport's harbor, its safe and welcoming refuge, and to diligently manage it as a precious historic, economic and recreational community resource.

GUIDING PRINCIPLES

ENVIRONMENT: **Prioritize environmental protection and resilience** in all aspects of planning.

CHARACTER: The character of Newport's harbor and waters with its diverse recreational, cultural and economic attributes of an **authentic seaport** must be protected.

ACTIVATION: The harbor realizes its greatest value when it has the access and amenities needed to **welcome safe and active public use.**

COLLABORATION: **Collaborative engagement** of other City departments, maritime-related organizations, harbor-related businesses and on-water users strengthens the planning process.

INVESTMENT: **Significant and ongoing investment** to maintain and strengthen infrastructure, staffing, training and achievement of HMP goals and objectives.

ALIGNMENT: ***Alignment with City and state strategies, plans and initiatives*** and participation in them strengthens the harbor's future.

COMMUNICATION: ***Communication*** of plans, amenities, safety and environmental protection activities and points of access ***builds a community invested in the harbor.***

GOALS and OBJECTIVES

Goal 1: Harbor Facilities

The City of Newport will support, promote and selectively manage a diverse mix of facilities that help to activate our waters for diverse recreational, commercial, historic and cultural use while protecting environmental quality.

Objective 1.1) Maintain a current inventory of harbor facilities along Newport's shoreline and harbor front.

Objective 1.2) Annually review the facilities inventory, identify strengths and weaknesses, and support and/or take action to maintain and complement them toward the preservation of Newport as an authentic seaport community and participant in the blue economy.

Objective 1.3) Foster coordination of the HMP with other City plans including the Comprehensive Land Use Master Plan (CLUP) and the Tree, Parks and Open Space Master Plan and ensure the alignment of City Ordinances with the goals of the HMP.

Goal 2: Natural Resources

The City of Newport will support, promote and take action to ensure a clean, safe and resilient environment in support of desired recreational and commercial uses and protection of irreplaceable habitats.

Objective 2.1) Maintain a current inventory of natural resources throughout Newport's waters.

Objective 2.2) Annually review the natural resources inventory, identify strengths, weaknesses, opportunities and threats and opportunities, and support and/or take action to protect them to ensure quality, safety, protection and resilience in the face of foreseeable climate and other events.

Objective 2.3) Foster coordination of the HMP with other City and state agencies and nonprofit organizations engaged with natural resource issues.

Goal 3: Mooring and Harbor Management

The City of Newport will maintain, manage, monitor and measure policies and practices that provide for a safe and secure supply of moorings and anchorages and for the allocation of moorings among a mix of users.

Objective 3.1) Promote maximum sustainable usage of moorings and anchorages through precise definition and inventory of mooring areas, anchorage areas and navigation channels.

Objective 3.2) Manage mooring planning, allocation, transfer and enforcement using state of the art practices and clear communication about policy and practice in conformance with regulation and as part of overall professional harbor management.

Objective 3.3) Evaluate and recommend changes in channel, mooring and anchorage areas.

Objective 3.4) Ensure effective span of control and adequate resources for managing Newport's waters in a state-of-the-art manner.

Objective 3.5) Maintain mooring tackle.

Objective 3.6) Create a commercial City dock, for the working waterfront businesses.

Objective 3.7) Engage in ongoing communication about harbor amenities, facilities, rules, regulations and uses.

Goal 4: Public Access

The City of Newport will proactively ensure public access to the shore and contiguous waters as a long recognized public right and as a necessary benefit for those who live, work and visit.

Objective 4.1) Provide public access to tidal waters of the City of Newport.

Objective 4.2) Document existing public access to Newport tidal waters

Objective 4.3) Expand and improve access to Newport tidal waters

Objective 4.4) Guarantee and protect future public access to Newport tidal waters

Goal 5: Water Quality

The City of Newport will protect and improve water quality for future generations, with specific actions taken as pertain to the activities within Newport's waters.

Objective 5.1) To work with the Newport Department of Utilities to identify and monitor water quality data and areas of harbor-related water quality concern and requirements for intervention.

Objective 5.2) To ensure that all new and/or significantly expanding mooring areas do not cause significant adverse effects on water quality and are located in areas that have adequate tidal flushing.

Objective 5.3) Support the City's efforts to uphold its wastewater management plans and ordinances.

Objective 5.4) Support and enforce measures to control and manage boat sewage waste via ordinance, pump-out availability and pricing and public education.

Objective 5.5) Maintain an emergency response capability for oil and other hazardous waste, support hazardous waste recycling programs and reinforce the obligation of recreational boaters to dispose of oil, plastics, trash, paint, varnish and other pollutants at the transfer station or other approved facilities.

Objective 5.6) Encourage CRMC operation and maintenance plans for all marinas, compliance with state and federal operations and maintenance measures, and managed in-water servicing of vessels.

Objective 5.7) Support efforts to minimize pollutants, including public education about individual action, enforcement of ordinances, and coordination with Planning Board, Zoning Board of Review and other entities engaged with waterfront development and systems interacting with the waterfront.

Goal 6: Storm Preparedness

The City of Newport will maintain an adaptable storm preparedness, response and recovery plan in coordination with other City, state and federal agencies, harbor facilities and mariners to prevent the loss of life and property.

Objective 6.1) Properly prepare the harbor and shoreline areas for storm events.

Objective 6.2) Maintain a complete and enforceable response and recovery plan.

Objective 6.3) Work in cooperation with harbor and shoreline users to ensure that a coordinated approach is applied to hazard mitigation.

Objective 6.4) Integrate harbor hazard mitigation activities with other, ongoing, local hazard mitigation programs.

Objective 6.5) Identify and implement long-term actions to manage or avoid the hazard.

Goal 7: Law and Policy

The City of Newport will develop harbor-related plans, policies and ordinances consistent with applicable state and federal regulations; ordinances will reflect and ensure fidelity with the harbor management plan; and those ordinances will be effectively communicated and enforced.

Objective 7.1) Annually or as needed review all relevant state and federal harbor-related policies and regulations, update the HMP and work with City solicitor to update all relevant ordinances.

Objective 7.3) Selectively communicate policies and ordinances to the constituents they address.

4.0 RESOURCE INVENTORY

BACKGROUND AND PRINCIPLES

Harbor facilities help define the character of Newport as an authentic seaport and ensure that it welcomes a diverse mix of recreational, historical, cultural and commercial interests. Diverse and well-maintained facilities contribute to quality of life and economic prosperity.

Proper management of waterfront and harbor facilities is an integral part of comprehensive harbor management. Waterfront facilities must receive proper attention and management from the City in order to support the vision, goals and policies contained within this plan.

Ongoing review of this inventory for strengths, weaknesses, opportunities and threats will help identify gaps to close, needs for maintenance and for protection.

Prosperity, safety, and availability of service facilities to support commercial and recreational activities require direction and assistance from the government in terms of infrastructure. Prosperity and recreation are closely connected, since Newport is a significant tourist destination.

Additionally, commercial fishing, boatyards, marine trade and technology industries both diversify the economy and maintain Newport's unique character as an authentic seaport community.

Appropriate zoning for private sector uses, community-centric development of City property and other proactive measures can be taken to ensure the character, prosperity and quality of life along Newport's shoreline.

Inventory items cited are current as of December 15, 2023.

A: HARBOR FACILITIES

1. Physical Setting

- a. **Water Depth.** Newport's waters addressed by this plan have broadly ranging depths. These depths are found on NOAA Chart 13221 and in Appendix Chart A.2.
- b. **Water Quality.** Detailed information about water quality is found in Section 7 of this plan and is illustrated in Chart A.4.

- c. **FEMA V-Zones.** V-Zones are designated by FEMA. These zones are periodically updated. Current FEMA Zone V information is found on the dynamic map located at <https://msc.fema.gov/portal/search?AddressQuery=Newport%20RI> .
- d. **Areas of Shoaling and Dredging.** There are no significant areas of shoaling and dredging.
- e. **Navigational Hazards.** Most navigational hazards are those typical to RI coastal waters. Spindle Rock located south of the main fairway, the 12' clearance of the Goat Island Causeway Bridge and marine traffic density during certain summer days pose hazards distinctive to Newport.

2. CRMC Water Type Classifications

CRMC Water Type Classifications are discussed in Section 7 of this plan and are illustrated in Chart A.3.

3. Current Uses Inventory

a.) Harbor Structures

Shipyards/Boatyards

There are a number of shipyards capable of construction, repair, hauling and storage of a wide range of vessels from dinghies to yachts/ships of 150+ ft. within or near Newport harbor.

- Casey's Marina/Waterline Systems
- IYRS
- Safe Harbor/Newport Shipyard

Marinas

There are numerous marinas in Newport harbor. These facilities accommodate a wide size range of vessels. These marinas are currently capable of accommodating the demand for slips, with surplus space in all sizes. Some are associated with condominium developments or hotels.

- Ann Street Pier
- Bannisters Wharf Marina
- Bowens Wharf
- Brown and Howard Wharf Marina
- Casey's Marina- Long Wharf
- Casey's Marina- Spring Wharf
- Coddington Wharf Marina
- Forty-One North Hotel and Marina
- Goat Island Marina

- GTM Optimize- Newport
- IYRS School of Technology & Trades
- Kirby Marine
- Marina at Brown & Howard Wharf
- Newport Harbor Hotel and Marina
- Newport Marina
- Newport Onshore
- Newport Yachting Center
- Oldport Marine Services
- Perrotti Park Public Dock
- Rogue Island Marine
- Sail Newport Sailing Center
- Stanwood's Demo Marina
- The Marina at Newport Harbor Island Resort
- Wellington Marina
- West Wind Marina

Yacht Clubs and Sailing Centers

These organizations offer a wide range of private and public facing amenities which vary by organization and may include dock facilities, launch service, boat rental, sailing lessons, competitive events, exhibits and/or social gatherings.

- Coasters Harbor Island Yacht Club
- Ida Lewis Yacht Club
- International Yacht and Athletic Club
- Midtown Race Club
- New York Yacht Club
- Newport Yacht Club
- Sail Newport
- Sailing Hall of Fame

City Docks/Piers

The City of Newport owns docks and piers which provide amenities varying by location that include touch and go and short-stay dockage, dinghy dockage, access to harbor shuttles and access for commercial uses.

- Ann Street Pier
- Elm Street
- Goat Island Causeway, North and South sides adjoining Washington St.
- Long Wharf
- Perrotti Park

- Stone Pier at King Park
- Storer Park Pier
- Van Zandt Pier

Commercial Fishing Facilities

Newport Harbor supports a significant and diverse commercial fishing industry. Vessels operating out of Newport harbor range from small lobster and recreational charter boats to large offshore trawlers.

- Louis Jagschitz State Pier # 9 hosts most of the larger commercial fishing vessels. The pier is owned by the Rhode Island Department of Environmental Management (DEM), which designates this pier exclusively for commercial fishing.
- Several other piers/wharves in the harbor host commercial fishing activities.
- Fish traps along Newport's shoreline operate seasonally. They are regulated by DEM.

Boardwalks

Newport Harbor does not have boardwalks.

b.) Federal Designated Areas

There are two federal anchorage areas and one federal channel.

- Federal Anchorage D is located west of Goat Island, south of Rose Island and is identified on NOAA Chart 13221. It is unprotected and is used by cruise ships and other large vessels for short stays. See Appendix Chart A.2.
- Federal Anchorage E is located north of the Point mooring area. It is identified on NOAA Chart 13221. See Appendix Chart A.2.

There is one federal channel entering Newport Harbor from the west, transiting in a northerly direction parallel to the eastern side of Goat Island, bearing west and then slightly north to terminate at Perrotti Park. See Appendix Chart A.2.

c.) Moorings and Mooring Areas

Newport's waters comprise a variety of **mooring areas** described below and illustrated in Appendix Chart A.2.

Main Harbor: The Main Harbor Mooring area is approximately 65 square acres and has been defined below in degrees decimal minutes.

1. 71 19.461724413220W, 41 28.935450946504N – head N for approx. 1,600ft
2. 71 19.459999999193W, 41 29.200000012851N – head NE for approx. 500ft
3. 71 19.360000002235W, 41 29.235999980447N – head ENE for approx. 730ft
4. 71 19.202227144698W, 41 29.256618606901N – head ESE for approx. 360ft
5. 71 19.123422911833W, 41 29.249729602693N – head S for approx. 1,650ft
6. 71 19.123031133367W, 41 28.977152510442N – head SW for approx. 300ft
7. 71 19.157628723885W, 41 28.935633647940N – head W for approx. 1,390ft

Main Harbor City Mooring: The Main Harbor City Mooring area is approximately 10 square acres that begins at buoy C “5” extending northward to buoy C “7” and bordered on the west by the shore of Goat Island.

1. 71 19.593000010534W, 41 29.19199998406N – head E for approx. 325ft
2. 71 19.522035771180W, 41 29.191820609391N – head S for approx. 1,080ft
3. 71 19.522833936173W, 41 29.014632988351N – head SW for approx. 212ft
4. 71 19.545037951278W, 41 28.984008013672N – head W for approx. 224ft
5. 71 19.593936318453W, 41 28.984131617356N – head N for approx. 1,263ft

Point Mooring: The Point Mooring area is approximately 35 square acres and begins north of the causeway connecting mainland Newport to Goat Island.

1. 71 19.513048272510W, 41 29.795658016499N – head ENE for approx. 765ft
2. 71 19.345792382730W, 41 29.812296038614N – head S for approx. 1,375ft
3. 71 19.331000231536W, 41 29.585999758020N – head SW for approx. 400ft
4. 71 19.377000271913W, 41 29.529999746151N – head WSW for approx. 610ft
5. 71 19.509999756301W, 41 29.525000186932N – head NNW for approx. 1,025ft
6. 71 19.572833271036W, 41 29.687173617383N – head NE for approx. 714ft

Spindle Mooring: The Spindle Mooring area begins on the easterly side of Lime Rock extending to the daymark known as Spindle Rock, from this point it parallels the Newport harbor front along its easterly border and the King’s Park region along its southerly border. This area is approximately 25 square acres.

1. 71 19.079599225580W, 41 28.832338860817N – head S for approx. 590ft
2. 71 19.082000483410W, 41 28.734985429322N – head NW for approx. 315ft
3. 71 19.132460573034W, 41 28.770132333993N – head SW for approx. 420ft
4. 71 19.179844297545W, 41 28.710311779722N – head WSW for approx. 530ft
5. 71 19.266379940800W, 41 28.652323594820N – head SSW for approx. 587ft
6. 71 19.380220459772W, 41 28.607669599787N – head NNW for approx. 330ft
7. 71 19.413170660914W, 41 28.657543837604N – head WSW for approx. 130ft
8. 71 19.441469138914W, 41 28.652346680428N – head SSW for approx. 170ft
9. 71 19.443333990172W, 41 28.624160760620N – head NW for approx. 387ft
10. 71 19.506000014686W, 41 28.666999984323N – head ENE for approx. 1,111ft
11. 71 19.294986971153W, 41 28.758104667956N – head NNE for approx. 530ft
12. 71 19.229703596988W, 41 28.830747823462N – head E for approx. 685ft

Brenton Cove Mooring: The Brenton Cove Mooring area is approximately 133 square acres that begins on the westerly side of Lime Rock and extends in a NW direction towards buoy N “2” at Fort Adams. From this point the mooring area parallels the shoreline of Newport at Fort Adams State Park in a southerly direction towards the state boat ramp located just south of the last structure along the shore and returns in a NE direction back to Lime Rock, forming a triangular mooring area.

1. 71 19.527009931452W, 41 28.550375102467N – head SW for approx. 976ft
2. 71 19.710785254120W, 41 28.468252116082N – head SSW for approx. 1,467ft
3. 71 19.952809235988W, 41 28.309391151962N – head WNW for approx. 383ft
4. 71 20.030531014299W, 41 28.333190268784N – head SW for approx. 248ft
5. 71 20.076668854337W, 41 28.311483487146N – head SSW for approx. 542ft
6. 71 20.102286963609W, 41 28.224199028337N – head SW for approx. 407ft
7. 71 20.184783724252W, 41 28.198678489852N – head NNE for approx. 705ft
8. 71 20.165725599141W, 41 28.313895348197N – head NW for approx. 417ft
9. 71 20.209717456007W, 41 28.374191699043N – head NE for approx. 1,693ft
10. 71 20.025000015039W, 41 28.616000009229N – head NNW for approx. 1,254ft
11. 71 20.042181857801W, 41 28.822135891470N – head E for approx. 1,050ft
12. 71 19.812593285383W, 41 28.824569416793N – head SE for approx. 470ft

13. 71 19.747266310887W, 41 28.764889342661N – head ESE for approx. 980ft
14. 71 19.571458753128W, 41 28.672142903682N – head SSW for approx. 195ft
15. 71 19.581506667874W, 41 28.640926318780N – head SE for approx. 603ft

Main Harbor Anchorage Area: The transient anchorage area is roughly defined as a triangular area bounded by the cable line to the north and by lines drawn between the northern tip of Lime Rock and Fort Adams Light to the west and Spindle Rock to the east. This area is approximately 37 square acres.

1. 71 19.229703596988W, 41 28.830747823462N – head SSW for approx. 532ft
2. 71 19.294986971153W, 41 28.758104667956N – head SW for approx. 1,080ft
3. 71 19.500036349618W, 41 28.669574809841N – head W for approx. 300ft
4. 71 19.565933986166W, 41 28.669228298605N – head NW for approx. 1,011ft
5. 71 19.747266310887W, 41 28.764889342661N – head NNW for approx. 470ft
6. 71 19.812593285383W, 41 28.824569416793N – head E for approx. 2,662ft

Tall Ship Moorings: There are a few large capacity moorings known as the “Tall Ship Moorings” in the main harbor.

MOORING DISTRIBUTION

The table following shows the distribution of moorings by class and quantity.

Rental Moorings: 287
 Private Moorings: 496
 South Coast Moorings: 59

ALL mooring areas are managed by the City of Newport.

d.) Other Uses

Category: Public Access Facilities

Amenities

- City of Newport Maritime Center, located at 365 Thames Street adjacent to Ann Street pier offers public restrooms, showers, laundry and vending machines, WIFI, meeting room, intermodal transportation access, beach and kayak put-in.
- Perrotti Park, located at the corner of America’s Cup and Long Wharf offers the Harbormaster office, public restrooms, intermodal transportation access and seasonal food vendors.

Launch Ramps

- Elm Street
- Fort Adams State Park
- King Park (east and west)
- King's Beach on Ocean Avenue
- Price's Neck Cove on Ocean Avenue

Dinghy Docks

- Alofsin South Pier
- Ann St. Pier
- Bowen's Ferry Landing
- Elm Street
- Goat Island
- Inn on Long Wharf
- Safe Harbor/ Newport Shipyard
- Sail Newport
- Stone Pier at King Park
- West Extension Street

Port of Clearance

Newport harbor is an official Port of Clearance. The local customs office is currently located in the Post Office building that is near the harbor. A seasonal location for the customs office is being established within an historical prison building at Fort Adams State Park. Quarantine moorings will be located in the waters adjacent to the park.

Category: Designated Areas

Shell fishing

The waters in which shell fishing is allowed are controlled by the Rhode Island Department of Environmental Management. There is no shell fishing allowed in the inner harbor.

Sea Plane Landing

Seaplanes may land in any federal channel. Seaplanes are encouraged to land/take off west of Goat Island and north of Goat Island Causeway.

Cruise Ship Anchorage

This anchorage is located west of Goat Island.

Cruise Ship Launch Landing

- Alofsin Piers at Fort Adams State Park
- Goat Island Marina Piers
- Perrotti Park Marine Transit Center

Scuba Diving Areas

There are no specifically designated diving areas.

Water Skiing

Water skiing is not allowed within the inner Harbor. There are no designated water-skiing areas outside the harbor.

Kayaking and SUP

There are eight popular put-in points in Newport waters. The City has profiled and communicated the paddling hazards associated with each. The City offers a comprehensive paddle safety program and offers racks along Washington Street, at Stone Pier and King Park pumphouse.

Category: Harbor Services

Pump-out Services

- Bowen's Wharf Ferry Landing
- Casey's Marina
- Goat Island Marina
- Ida Lewis Yacht Club (members & guests)
- New York Yacht Club (members)
- Newport Shipyard
- Newport Yacht Club
- Newport Yachting Center
- Pump out Boats (privately operated)
- Westwind Marina

Launch/Ferry Services

- Jamestown and Newport Ferry Company
- Oldport Launch Service
- RIPTA Newport/Portsmouth/Providence

Fuel Docks

- Bannisters Wharf
- Casey's Marina
- Goat Island Marina
- Newport Yachting Center

e.) Municipal Shoreline Zoning Districts

Newport does not have Municipal Shoreline Zoning Districts.

ISSUES AND NEEDS ANALYSIS (SWOT)

Strengths: Harbor facilities are diverse and serve a wide range of maritime interests.

Weaknesses: Some facilities are under-capacity and/or in need of repair.

Opportunities: Increase capacity for small boat dockage, shoreside restrooms, pump out waste management, public information about harbor facilities, new amenities for small commercial fishing operators, Harbormaster staffed programs to extend Newport's welcome to the on-water public, and innovative facility uses to support the blue economy and transition to electric powered vessels.

Threats: Large scale waterfront development focused solely on hospitality and residential threaten Newport's character as an authentic seaport, may pose adverse access and environmental impacts and may impede harbor navigation, for example, some hospitality development could displace commercial fishing or marinas which are part of authenticity; lighting shoreside and on developed docks can interfere with nighttime navigation.

GOALS AND OBJECTIVES

GOAL: *The City of Newport will support, promote and selectively take action to ensure a clean, safe and resilient environment in support of desired recreational and commercial uses and protection of irreplaceable habitats.*

- Objective 1.1) Maintain a current inventory of harbor facilities along Newport’s shoreline and harbor front.
- Objective 1.2) Annually review the facilities inventory, identify strengths and weaknesses, and support and/or take action to maintain and complement them toward the preservation of Newport as an authentic seaport community and participant in the blue economy.
- Objective 1.3) Foster coordination of the HMP with other City plans including the Comprehensive Land Use Plan (CLUP) and the Tree, Parks and Open Space Master Plan and ensure the alignment of City Ordinances and Zoning with the goals of the HMP.

ACTION PER GOALS AND OBJECTIVES

COORDINATION

This plan is intended to coordinate with federal and state requirements. It references existing City of Newport plans including the Comprehensive Land Use Master Plan and the Parks, Tree and Open Space Master Plan. It is important that this plan and the Waterfront Commission inform Planning, Zoning and other activities that impact harbor facilities.

B. NATURAL RESOURCES

BACKGROUND AND PRINCIPLES

The quality of natural resources is the foundation of Newport as a vital historic, cultural, recreational and economic destination. The quality of life for those who live, work and play here is directly correlated with the quality of natural resources.

Newport Harbor is a natural basin that is located at the lower reaches of the East Passage to Narragansett Bay, one of the largest and most productive estuaries of New England. The harbor is positioned close to the interface of the Bay and Rhode Island Sound. Salinities approach full seawater (30 PPT) and tidal currents provide excellent circulation throughout the harbor.

The large diversity of marine life occurring in the harbor reflects its proximity to both ocean and estuarine environments. The Inner Harbor (See Chart A.1) consists of the natural basin and, with some exceptions, has a well-developed shoreline including seawalls, piers, pilings and floats.

The Inner Harbor has extensive mooring fields and anchorages. The exceptions to its developed shoreline are along the southern boundary from the beach at Fort Adams to the ball fields on Wellington Avenue. Here the shoreline varies with a variety of intertidal zones. There is a small salt marsh inside Brenton Cove and the rest of the shoreline along the south consists of combinations of natural rock outcrop, sandy beach, and riprap.

The Outer Harbor (See Chart A.1) includes Rose Island, the west shore of Goat Island, and the Point Section. It is much less protected, and as a result has very little developed shoreline. The currents, depths, and wave action are greater in the outer harbor.

1. Wildlife or Conservation Areas

The 17 miles of shoreline comprise many nesting and breeding habitats for wildlife. Rose Island, through its Foundation, houses a conservation area for a wide variety of birds and waterfowl.

2. Recreational/Commercial Fishing Areas

- **Anadromous Fish Runs.** There are no coastal streams emptying into Newport Harbor. Anadromous fish are only present in the harbor in juvenile and adult stages as they move to and from streams or runs in other parts of Narragansett Bay.
- **Spawning Areas.** As a protected basin, the inner harbor functions as both spawning and nursery area for a number of species of important recreational and commercial finfish in Narragansett Bay, including winter flounder, scup, tautog, and mackerel.

There is no current survey data specific to Newport Harbor; however, RI DEM samples Narragansett Bay on a regular basis. Complete listings for the seasonal abundance and distribution of juvenile and adult species of finfish in Narragansett Bay can be found in the annual reports of these beach seine surveys and trawl surveys including stations adjacent to, and in, the outer harbor.

- **Shellfish Beds.** The entire inner and outer harbor is listed as SB (see Chart A.3) and is closed to the taking of shellfish because of RI DEM water quality standards. There are no regular shellfish surveys or inventories specific to Newport harbor, however anecdotal and personnel information indicate that clams, quahogs, oysters, and mussels are all abundant in both the intertidal and sub-tidal areas along the southern boundary of the inner harbor. Shellfish are also abundant in the outer harbor including areas along the west shore of Goat Island, the shoreline of Rose Island, and the shoreline along the Point Section. The importance of these shellfish beds is in their capacity to provide a constant supply of spawn (pelagic early life stages) that continue to populate the adjacent cleaner waters (SA) supporting limited commercial and recreational shell fishing opportunities.

- **Traditional Commercial Fishing Grounds.** Both the outer and inner harbor continue to support a limited commercial lobster fishery. An abundance of pelagic and benthic marine life, tidal currents, and bottom types make this area ideal for lobster habitat. Single pots and multi-pot trawls are set in the outer harbor between Rose and Goat Island and are tended by local lobster men throughout the year. To a lesser degree, pots are set in the inner harbor. This occurs mostly on a seasonal basis when the mooring fields and the anchorages are not in use.
- **Recreational Fishing Opportunities.** The seasonal occurrence of recreationally important fish such as striped bass, bluefish, scup and tautog, in combination with managed public access areas, provide excellent opportunities for recreational fishing in Newport's waters. The entire shore of Ft. Adams is open to the public. Fishing from the seawall at the harbor entrance is popular through the months of May to November.

The Alofsin Piers located between the Museum of Yachting and Sail Newport also provide access for fishing. These piers are handicap accessible. Fishing is permitted from the Goat Island Causeway, except for the center two spans. This is a popular spot to catch the common squid during the spring run. Shore fishing is also permitted from the beach at King's Park and the Stone Pier. Striped bass frequent this area in the late spring in pursuit of clam worms that spawn in this area. There are several important recreational fishing areas in the outer harbor that are popular for anglers fishing from boats.

Striped bass are frequently taken along the west shore of Goat Island just outside the eel grass beds and summer flounder are commonly found drifting on the bottom between Rose Island and Goat Island. In the late summer and fall, schools of bluefish are attracted to both the outer and inner harbor as they forage on schools of menhaden, squid, and other species of herring.

3. Biological Habitats

- **Submerged Aquatic Vegetation.** There are two areas containing extensive beds of eel grass. Both are located in the outer harbor. The first is along the east shore of Rose Island and the second is a narrow strip along the entire west shore of Goat Island.
- **Intertidal Flats.** No significant intertidal flats are present in Newport Harbor. The north end of Rose Island, which is on the west edge of the outer harbor has an exposed gravel and sand bar running north/south for approximately 300 yards. However, an inspection of NOAA chart 13223, "Narragansett Bay, Including Newport Harbor" does not designate it as an "Intertidal Flat".

- **Tidal Wetlands.** The most significant area of tidal wetlands in Newport Harbor is located in the southwest corner of the Inner harbor where there is a small salt marsh (spartina) at the upper end of Brenton Cove. The marsh is approximately two acres in size and is fed by a freshwater runoff. It is protected on either side by rock outcrop.

ISSUES AND NEEDS ANALYSIS (SWOT)

Strengths: Natural resources are abundant and diverse largely due to the collective efforts of state, municipal and nonprofit entities, and with an increasing number of individuals and businesses environmentally aware.

Weaknesses: Portions of harbor infrastructure that help protect natural resources are in need of maintenance and repair.

Opportunities: Maintain and enhance infrastructure, interface closely with City planning, zoning, open space and utilities departments, boards and commissions; educate and enforce regulations with visiting mariners; ensure storm preparedness and recovery (See 9.0); monitor impacts of large-scale ventures.

Threats: Large scale shoreline development, increasing recreational marine traffic, changing weather and climate and large-scale ventures such as offshore wind development have the potential to threaten natural resources.

GOALS AND OBJECTIVES

The City of Newport will support, promote and selectively take action to ensure a clean, safe and resilient environment in support of desired recreational and commercial uses and protection of irreplaceable habitats.

- Objective 2.1) Maintain a current inventory of natural resources throughout Newport's waters.
- Objective 2.2) Annually review the natural resources inventory, identify strengths, weaknesses, opportunities and threats and opportunities, and support and/or take action to protect them to ensure quality, safety, protection and resilience in the face of foreseeable climate and other events.
- Objective 2.3) Foster coordination of the HMP with other City and state agencies and nonprofit organizations engaged with natural resource issues.

ACTIONS PER GOALS and OBJECTIVES

COORDINATION

This plan is intended to coordinate with federal and state requirements. It references existing City of Newport plans including the Comprehensive Land Use Plan and the Parks, Tree and Open Space Master Plan. It is important that this plan and the Waterfront Commission inform Planning, Zoning and other activities that impact harbor facilities.

The Waterfront Commission also engages with organizations such as the Friends of the Waterfront, Newport Maritime Alliance, Better Bay Alliance, Save the Bay and others to ensure a collaborative approach to harbor protection.

5.0 MOORING and HARBOR MANAGEMENT

BACKGROUND AND PRINCIPLES

Newport Harbor's moorings and anchorages must be available, accessible, safe and consistent with current and future harbor activity.

DEFINITION: A **mooring** is made of two parts, the mooring tackle and mooring permit. Tackle is the hardware such as a mushroom anchor, chain, swivels, shackles, bridle, float, pickup whip and pennant used to permanently moor a vessel. A mooring permit is a license granted by the City allowing a person, company or entity to maintain approved mooring tackle in an authorized location designated by the Harbormaster.

There are two categories of moorings in Newport Harbor, private and rental (also commonly referred to as commercial) moorings. **Private moorings** are for seasonal use by individuals for their personal vessels. **Rental moorings** used by organizations that provide seasonal or nightly rental.

Procedures regarding the allocation, transfer and ownership of moorings is governed by both state law and municipal ordinance. This plan presents principles, goals and objectives to guide decision making about policy and practice in the allocation, maintenance and transfer of moorings.

Principles

The primary principles in managing vessel mooring and anchorage areas in Newport are:

- Maximize the safe utilization of our waters by all citizens, guests and traditional fishing and maritime activities.
- Set rules and monitoring procedures to ensure that any mooring can safely accommodate any vessel permitted to be moored on it without endangering other vessels.
- Provide appropriate anchorage areas for visiting vessels.
- Equitably allocate, assign and locate private moorings in CRMC approved mooring areas on a no greater than 3:1 resident to non-resident basis.
- Regarding federal navigation projects, mooring permits shall be allocated by the Harbormaster on a first come first served "open to all" basis. However, rental moorings are prohibited in federal mooring areas.
- Allocate rental moorings to provide an appropriate mix of seasonal rentals and short-term rentals for transient vessels.
- Increase the stock of moorings available in Newport Harbor.
- Manage moorings to accommodate Newport's vital major maritime events.
- Ensure flushing at significant mooring expansions.
- Ensure that mooring sites will not adversely affect finfish or shellfish wetlands submerged aquatic vegetation, or other important aquatic habitat areas.

- Site mooring and anchoring areas where they won't substantially interfere with access to public recreation areas, conservation areas, designated shellfish management areas or traditional fishing grounds as defined by the CRMC.

ISSUES AND NEEDS ANALYSIS (SWOT)

Strengths: Newport has a good mix of recreational waters, navigational channels, temporary anchorages and permanent mooring areas. There is room for vessels of all sizes to navigate Newport waters, and facilities available for them to stay and visit. The supply and permitting of moorings is a substantial revenue source asset for the City.

Weaknesses: The rapid expansion of recreational boating use and the growth of commercial interests places pressure on existing mooring supply. There is a long wait list for residents and non-residents. Also, mooring allocation and transfer policies and practices of the past sometimes conflict with policies and practices of the present and desired future.

Opportunities: Codification and implementation of data-and technology-supported mooring management procedures, increases in supply of moorings and clarification of policy and practice regarding the transfer of rental moorings will improve access and use.

Threats: Understandably, there are conflicting interests and views about mooring management and allocation practices which may pose an impediment to attaining goals. A future of more frequent and violent storms threatens existing mooring infrastructure.

GOALS AND OBJECTIVES

The City of Newport will maintain, manage, monitor and measure policies and practices that provide for a safe and secure supply of moorings and anchorages and for the allocation of moorings among a mix of users.

Objective 3.1) Promote maximum sustainable usage of moorings and anchorages through precise definition and inventory of mooring areas, anchorage areas and navigation channels.

Objective 3.2) Manage mooring planning, allocation, transfer and enforcement using state of the art practices and clear communication about policy and practice in conformance with regulation and as part of overall professional harbor management.

Objective 3.3) Evaluate and recommend changes in channel, mooring and anchorage areas.

Objective 3.4) Ensure effective span of control and adequate resources for managing Newport's waters in a state-of-the-art manner.

Objective 3.5) Maintain mooring tackle.

Objective 3.6) Create a commercial City dock, for the working waterfront businesses.

Objective 3.7) Engage in ongoing communication about harbor amenities, facilities, rules, regulations and uses.

ACTIONS PER GOALS AND OBJECTIVES

ACTION: PROMOTE MAXIMUM SUSTAINABLE USAGE THROUGH PRECISE DEFINITION

This plan updates the definitions and boundaries of the waters addressed by this plan and with which the Harbormaster is engaged. Many factors have been considered in defining anchorages and mooring areas including current and desired user groups, environmental concerns, bottom type, impact on navigation, and more.

The City of Newport's Harbor Management Plan, the ordinances which support it, the maps that depict it and the actions which enforce it will be based on descriptions and clearly defined boundaries for the following areas, as defined below.

Activity: Clear Definitions

NEWPORT'S WATERS are all those waters abutting the City of Newport and which comprise Newport Harbor, the South Shore and the North Shore.

NEWPORT HARBOR is that body of water that is the combination of the INNER HARBOR and the OUTER HARBOR as described below.

- INNER HARBOR is that body of water that lies close to or as bounded northerly by the Goat Island causeway and Long Wharf; easterly by Thames Street; southerly by Wellington Avenue; southwesterly along the Brenton Cove shore; westerly by Fort Adams and then by a line drawn from the light on the northern point of Ft. Adams to the southern point of Goat Island and then by Goat Island back to the point of origin. These waters are characterized by heavy recreational and commercial maritime use; dense mooring fields and anchorages; marinas and maritime facilities; sailing, festivals and other events; lobstering and more.

- OUTER HARBOR is that body of water that lies close to or as bounded southerly by the Goat Island causeway; easterly by Washington Street; northerly by the south side of the Newport Bridge west to the southeast corner of the easterly suspension cable anchor pier; westerly by a line drawn to red nun no. 12-A, then to red bell no. 12 (both off Rose Island), then to the light on the northern point of Fort Adams skirting the west side of anchorage D; southerly by a line from the light on the northern point of Fort Adams to the light on the southern point of Goat Island; easterly along the east side of Goat Island back to the west end of the Goat Island causeway. This is an open body of water, characterized by unrestricted recreational and commercial boating traffic and speed and is host to activities such as sailboat racing, cruise ship anchoring, fishing and lobstering.
- SOUTH SHORE is those waters extending from the northern point at Fort Adams southward along the coastal shoreline to the Middletown town line at the east end of Easton Beach. It is a rocky coastal shoreline with residences, private beaches and state-owned public access parks and recreation areas.

It is visited by recreational boaters, kayak anglers and others. It has a small cove with moorings for small commercial fishing boats and some unregistered private moorings mostly owned by adjoining property owners. Fishing, lobstering, paddling, scuba diving and swimming are some of the common near-shore activities.

- NORTH SHORE is those waters extending from the eastern end of the Newport Bridge northward along the coastal shoreline to the Middletown town line in Coddington Cove. This area primarily abuts Naval Station Newport. There is marina and naval yacht club at the southern end near the Newport Bridge and the northern end is just short of the naval ship piers and support facilities in Coddington Cove. Portions of these waters are security-restricted.

Activity: Maintain a Current Database and Mapping Function

The Harbormaster will develop, maintain and make readily available to the public an official and up-to-date database of written descriptions of boundaries with corresponding charting of Newport's water areas. This database will host corresponding management information.

Activity: Codification

The City will formalize these definitions by taking action for their incorporation in the necessary City, state and federal ordinances and statutes.

ACTION: ENSURE PROPER FUNCTION OF MOORING AND ANCHORAGE AREAS

Policy:

The Harbormaster shall periodically assess current uses of harbor channels, mooring and anchorage areas to ensure they are being put to the most efficient use, and ensure that all moored and anchored vessels are within the appropriately designated area.

Area: Navigation Channels and Fairways within Newport Harbor

Newport Harbor includes a number of designated channels and fairways through which marine traffic flows. All fairways as well as federal channels are found in Chart A.2, Harbor Detail Chart.

Channels and fairways require special monitoring along all edges of mooring areas to ensure that there is no swing of vessels into the channel that would impede navigation under certain weather conditions.

Channel/fairway rounding and adequate passage from the City's public facilities to open water must be considered in all plans for marine traffic and navigation in the harbor.

Recommended Actions:

- Harbor layout should be regularly evaluated relative to changing use and weather patterns and modified if necessary to ensure safety.
- The Harbormaster should give establishment of proper channels and fairways priority over existing moorings where practical.
- The Harbormaster will inform regulations to ensure proper mooring placements so that vessel swing circles do not compromise the channels.
- Harbormaster should establish official access channels between public shoreline facilities and the open waters of the harbor.
- The Harbormaster should widen the west channel of the Central Mooring area at its narrowest point at can # 7. This can be accomplished by requesting federal authorities to relocate green can #7 westerly to the adjacent turning point of the west side of the ACE's federally designated eighteen-foot channel. The inclusion of the eighteen-foot depth channel alongside the twenty-one-foot depth channel will also create a wider channel capable of servicing commercial needs.
- The Harbormaster should investigate various methods to establish fore-aft vessel mooring on the tall ship moorings to maintain a clear west channel. Presently, mega-yachts single point moored to the tall ship moorings can swing into and narrow the west channel.
- Consideration should also be given to concrete floats secured between the tall ship moorings to accommodate vessels tied along both sides.

Area: Mooring Areas in Newport Harbor

Existing Mooring Areas (Chart A.2)

There are five official mooring fields in Newport Harbor. These include; the CENTRAL area in the center of the Inner Harbor which is bordered on all sides by navigational channels and fairways, BRENTON COVE which is a cove in the southwest portion of the harbor, the IDA LEWIS area, a sub-section within Brenton Cove which surrounds the Ida Lewis yacht club, the SPINDLE area located at the south end of the harbor, and the POINT area which is north of the Goat Island causeway and west of Washington Street.

There is also one unofficial mooring field, the CITY area located south of the Goat Island Marina, east of Goat Island, north of green bell #3, and west of the Central mooring area. This area contains only City owned moorings.

Possible Mooring Area Expansions (Chart A.2)

Currently, two existing mooring areas in Newport Harbor could accommodate mooring expansion, and one undesignated area could be legalized.

One area is the SPINDLE AREA in the south end of the harbor; it could be expanded into the shoal area south of the Spindle Rock, day marker #6, and clear of existing eelgrass beds. Although it is shallow, there is the potential to utilize this location for mooring of shallow draft vessels in the waters adjacent to King Park. This area has many advantages such as being sheltered from the prevailing southwest summer winds and its close proximity to public parking, launch ramp with adjacent beaching area, dinghy dock and rest rooms. This is a potential area for development as a “small boat” moorage area, especially for independent boat owners not affiliated to boating organizations.

The other area is the POINT AREA, while less accessible and less protected it has the potential to be expanded to the west and especially to the north by re-designating the part of Anchorage E south of the Newport Bridge as a mooring area. (Anchorage E is referenced in US Coastal Pilot-229th edition 1996) This expansion area would be particularly good for mooring larger vessels.

The third is to legalize the City mooring field west of the west channel in the CENTRAL area.

Recommended Actions:

- The Harbormaster should reposition moorings in the Spindle mooring area according to vessel drafts to better utilize the shallower water depths.
- Designate part of Anchorage E as an expansion of the Point mooring area. The part of Anchorage area E located adjacent to and directly south of the Newport Bridge and just west of the Washington St. shore exposes vessels to the typically strong southwesterly breezes in the summer. If an anchor drags the vessel can quickly be against the bridge or aground on the shore. Consequently, this area would be better suited to permanent moorings rather than as an anchorage.
- The Harbormaster has formalized the City Mooring Area with the present GIS map. This document was approved by CRMC in 2018. Additionally in the Brenton Cove mooring area, small special use mooring areas along the Fort Adams shore should be established with specific use definitions, such as “Quarantine Mooring Area”, and “Sail Newport Mooring Area”. The Harbormaster would monitor and regulate these areas.
- The Harbormaster should review and modify mooring field boundary lines so that proper channels are maintained and that vessels on moorings within those areas do not swing outside the mooring areas into channels.
- The Harbormaster should annually examine each mooring area’s density (ratio of registered vessel size to licensed mooring size and related swing radius) and optimize space if possible by re-locating moorings and re-sizing authorized vessel size, an action plan developed to use the available space for additional moorings.

Moorings Outside of Newport Harbor

Most seasonal and transient moorings are located in Newport Harbor. However, there are moorings elsewhere in Newport waters.

There are moorings along the SOUTH SHORE, which is classified as CRMC Type 1 waters (conservation areas). Most are pocketed at Gooseberry Cove, Price’s Neck and the greater Green Bridge area. There are some individual moorings outside these areas that seem to be associated to adjacent property owners.

The cove at Green Bridge harbors many small commercial fishing vessels, some of which are moored between mooring tackle and the shore.

The Price's Neck Cove has recreational moorings mostly of property owners, a private pier and an underutilized boat ramp that currently requires structural improvements. The Gooseberry Cove has moorings belonging to nearby property owners and to members of the beach clubs located in this cove.

More is being done by the Harbormaster to manage south shore moorings to both enhance benefit to the City and manage threats to the environment and other problems of unregulated moorings.

Most of the moorings in the NORTH SHORE fall within Naval Station Newport. These areas include the waters around Coasters Harbor Island and Coddington Cove. The Navy operates a marina on Coasters Harbor Island, which has a number of finger piers and moorings. The North Shore waters in Coddington Cove are adjacent to the Navy's two fleet piers in Middletown's waters.

Recommended actions:

- All moorings in Newport's Waters outside of Newport Harbor should be registered with the City, including their latitude and longitude; should meet the City's established minimum anchor and tackle requirements, and undergo the required periodic inspections.
- All require a yearly mooring permit issued by the Harbormaster. For safety and environmental management purposes, all moorings in Newport waters must be registered.
- Moorings in the coastal waters outside of Newport Harbor should be limited to riparian property owners. Multi-family, condominium and/or commercial properties should be limited to no more than one mooring per lot as per CRMC guidance.
- When managing placement of moorings in these coastal areas, the Harbormaster will comply with City ordinances, local, state, and federal regulations.
- In the Green Bridge Cove, the Harbormaster should regulate mooring placement and use in the cove. The cove should be designated for the exclusive traditional commercial fishing use of a limited number of small active commercial fishing vessels.
 - The Harbormaster will work with the Navy on use of adjacent waters and mooring management. At a minimum, all moorings along the North Shore should comply with the City's minimum tackle specifications and inspection interval requirements. The City's responsibility to manage as directed by the State must be clarified to avoid any possible liability for mismanagement of the area waters.
- The Newport Waterfront Commission will play a very active and significant role in the planning and use of the former Naval Hospital grounds by the City of Newport, advocating for inclusion of significant new maritime facilities.

Area: Anchorage Areas in Newport Harbor

There are four official anchorage areas in Newport Harbor. City ordinance requires that anchoring vessels must be attended. Individuals may go ashore but shall not leave the City.

- 1) INNER HARBOR ANCHORAGE is located in the southern end of the harbor. It is roughly defined as a triangular area bounded by the cable line to its north and by lines drawn between the northern tip of Lime Rock (ILYC), one westward toward Fort Adams Light and the other eastward toward Spindle Rock.
- 2) FEDERAL ANCHORAGE D, located west of Goat Island and lying between Rose Island to its north and Ft. Adams to its south. It's identified in the US Coastal Pilot-2, 29th edition, 1996 and on NOAA Chart no. 13221. This anchorage is unprotected and is used by cruise ships and miscellaneous large vessels for short stays.
- 3) FEDERAL ANCHORAGE- E, a designated anchorage located north of the Point Mooring Area going north to the southerly shore of Coasters Harbor Island and identified in the US Coastal Pilot-2 29th edition, 1996 and on NOAA chart no. 13221.
- 4) The OUTER HARBOR ANCHORAGE is a fourth anchorage area delineated by continuing the north-east side of the City channel in the Point Area, at its present terminus at the north end of Goat Island, northwesterly toward green can "5" south of Tracey Ledge for a determined distance, then turning northerly toward the Newport Bridge for a determined distance, then turning back easterly and running parallel to the bridge till it meets the current Anchorage E northwest boundary corner, then turning southerly and running along the existing westerly lines of Anchorage E and the Point Mooring Area back to the point of origin.

These determined distances incorporate a buffer area between the anchorage areas and both Tracey's Ledge and the bridge for the safety of anchoring vessels.

Recommended Actions:

- In the INNER HARBOR ANCHORAGE, the Harbormaster should enforce the boundary between the mooring and anchorage areas so the anchorage area is preserved. Any invasive moorings must be re-located into an official mooring field. It is also recommended that the west and east ends of the Anchorage be reconfigured for more efficient use, as shown in Chart A.2).

- FEDERAL ANCHORAGE D west of Goat Island should be continued in its current use for vessels over 250 feet. The surrounding open waters are heavily used for general boating and sail training and should *not* be infringed upon by anchored vessels.
- Formally designate the Outer Harbor anchorage, north of Goat Island and West of Anchorage E and Point Mooring area, primarily for large vessel use due to exposure to strong southwesterly winds.

Temporary Anchorage. There is one defined temporary anchorage area in Newport harbor. It has only filled to capacity twice-Tall Ships 1976 and America's Cup finals in 1983. Future needs should be anticipated.

Tall Ship Moorings. There are a limited number of moorings in the harbor to support large transient vessels such as Tall Ships. These large vessels provide both economic and cultural benefits. The City has 9 of these moorings and should work to maintain these moorings separate from other rental, moorings. Commercial interests may be uninterested or incapable of maintaining such moorings because they are not commercially viable and require heavier equipment than is commonly available. They should be available on a first come first serve basis through the Harbormaster. If rented seasonally and the special need of this type of mooring the permit holder would be given the right of first refusal for the following year.

Isolation and Quarantine. Newport has been an international port of call since the 17th century. Newport has its own customs and immigration officer for this reason. It is customary for vessels arriving from a foreign port to anchor in a quarantine anchorage area or take a designated quarantine mooring from the time of arrival until the vessel and crew are officially cleared into the U.S. The maintenance of quarantine moorings by the City will enhance Newport as a welcoming international port of call for visiting mariners.

ACTION: MANAGE MOORING PLANNING, ALLOCATION, TRANSFER & ENFORCEMENT

Activity: Define the proper function of various categories of moorings to achieve maximum sustainable benefits of moorings in Newport harbor.

All coastal waters out to three miles are public trust resources ultimately under the jurisdiction of the state government, which dictates that the public owns these coastal waters and their associated submerged lands. As such, the public interest in accessing and using these resources is recognized and regulated by the CRMC, the State of Rhode Island trustee for the resources. Local communities have the authority to establish and administer regulations for the use of their coastal waters only under the authority of a CRMC and RIDEM approved HMP.

Accordingly, municipal harbor management programs must include policies for both visiting yachtsmen and the resident and non-resident mooring users. In fact, because state waters are held in the Public Trust for all citizens, coastal communities have the obligation to allocate a portion of mooring licenses to non-residents who may live in land-locked towns.

The Newport Harbor ordinance initially defined moorings as either private or commercial. The language was subsequently modified to change the term commercial to rental. This was done to make it clear that the term defined a type of mooring, not the type of vessel that was being moored.

The harbor ordinance as of January 2024 defines a private mooring as: "Private mooring" means any mooring registered to an individual and used exclusively for recreational purposes. He or she must own a fifty (50) percent or greater interest in the vessel registered to use the mooring or a fifty-one (51) percent interest or greater in the entity that owns the vessel that is registered to the mooring. A mooring space permitted by the City to an individual and used exclusively for the vessel named on the permit or for a guest as allowed in the regulations for mooring use section of this chapter (Section [12.28.070](#)). The permit holder shall not sublet or otherwise charge any rent, fee or other form of compensation for the use of the mooring. No private mooring, itself, is to be used to generate any financial or other compensation to the permit holder. Corporations, trusts, businesses, LLCs, partnerships, and yacht clubs will not be accepted for private mooring space permit applications." It defines a rental mooring as: "Rental mooring" means a mooring space permitted by the City to an individual, company or other entity that is to be used to generate financial or any other compensation to the permit holder or to be used by multiple vessels without restriction other than maximum LOA.

It should be noted that many in the Newport community still commonly refer to rental moorings as commercial moorings.

The private and rental mooring permit system has helped at keeping the harbor "open to all." But as the demand for both types of service increases and the ability to expand mooring fields into new areas is limited, better and more efficient management practices are desirable. A target ratio of 75% private moorings and 25% rental moorings was originally established and has proven to be representative of actual use demands. The current ratio of 70 % private to 30% rental is not far from the initial target.

The Army Corp of Engineers' "Open to All Policy" states that: "Federal navigation projects must be managed in the general public interest and must be accessible and available to all on equal terms. Any number of approaches may be used to ensure that all citizens desiring mooring or other access to the projects are treated impartially."

A management system shall be considered acceptable provided that it:

- Make no arbitrary distinctions or requirements of any kind in allocating use of the project and ancillary facilities and services to the public except as may be consistent with the purpose for which the project was constructed.
- Does not impose arbitrary fees or arbitrary variations in fees among users. The cost of providing necessary management and ancillary facilities and services may be offset through equitable user fees based on the actual costs incurred.
- Information pertinent to harbor management – including but not limited to rules and regulations, lists of mooring holders, waiting lists and fee schedules – shall be readily available to the public at all times.

Policy:

Make the most efficient use possible of harbor resources to benefit the marine community as a whole. Ensure that private moorings are:

- Utilized as defined in the ordinance.
- Actually used and not left empty.
- Turned-over to those on the waiting list if unused.
- Not used to generate revenue, in any manner, to the permit holder.

The primary policies for rental mooring permits should be to insure that:

- The “use or lose” philosophy is applied to rental as well as private moorings.
- The City will continue the existing limit of “50% of the total allowable rental moorings” that any one entity can control. “Control” is defined as being the permit holder and/or the agent for other rental license holders.

Activity: Revise the Definition of “Private Mooring” to Reflect Current Desired Uses.

The original intent of the private mooring permit was to service the personal needs of boaters actively boating in and from the harbor. Some have held permits in Newport Harbor for decades.

As the demand for moorings exceeds supply, there has been interest in redefining the qualifications and the allowable uses of private mooring permits so that this mooring resource is utilized more efficiently, as intended.

The primary management goals for private moorings should be to ensure:

- They are utilized as defined in the ordinance.
- They are actually used and not left empty.
- The system fosters turn-over of unused moorings to those on the waiting list.

The current ordinance should be revised to read: “Private mooring means any mooring licensed to a person and used exclusively for the vessel named on the license. Further, no private mooring, itself, is to be used to generate any financial or other compensation to the license holder.

Currently some entities (persons) hold private mooring licenses for vessels that are used for non-profit educational or charter purposes. The private intent is met if the mooring is used solely for the person’s licensed vessel (s).

Activity: Change Resident to Non-Resident Mooring Allocation Ratio

Since 2016, Newport has been allocating Private moorings on an 8:1 resident to non-resident basis. CRMC has requested that Newport return to a 3:1 allocation basis to conform with statewide practices. This will be effected in 2024.

Activity; Address the Registration of “Decoy” Vessels, such as Dinghies, to Keep Private Mooring Lease without Owning a Primary Vessel.

Instances of abuse have occurred when a mooring permit holder changes their boat registration to a secondary or insignificant vessel (a “decoy” vessel), such as a dinghy, thereby effectively rendering the mooring unused.

If the permit holder changes the registered vessel on the license to a significantly larger or smaller vessel, the mooring may need to be reassigned to a different site that can better handle the reduced or enlarged swing ratio and/or draft of the new vessel. This will allow the Harbormaster to maximize the number of moorings within the defined fields.

Recommended Actions:

When the City receives a license renewal or mid-season change in vessel application with a change to a significantly smaller or larger boat, the permit holder should be informed that the swing room and depth of water previously needed will be changed to match the new vessel size, and the mooring may be re-assigned to a field that has the appropriate space for the new vessel.

In the case of significantly larger vessels, it may be necessary to place the request on a waiting list if adequate draft and swing radius are not available in any of the defined mooring fields.

Activity: Address Minimal or Non-use of Private Mooring

Minimal or non-use of a mooring can occur when the registered vessel is never on the mooring or has not been launched in years, or the mooring is identified as a “storm mooring” only, for a vessel normally kept at a dock. The result can be moorings left empty or unused by the permit holder while the City has a waiting list of resident and non-resident applicants.

Recommended Actions:

Maintain a requirement for a specific minimal use of each mooring. Requirements should set a specific minimum number of days of actual seasonal use of the mooring by the permitted vessel. If the mooring is identified by the Harbormaster as not meeting the minimum use, the permit holder should be notified that it is his responsibility to prove minimum required use or have the permit revoked. This rule should apply to all private moorings.

Activity: Investigate short-term alternative uses for private moorings during periods when the permit holder is not personally utilizing the mooring.

The Harbormaster should explore possible short-term alternative uses for private moorings when a permit holder is not using the mooring. .

Recommended Actions:

- City should consider developing specific, strictly controlled, short-term, sub-uses for private moorings.
- Private permit holders should continue to be allowed to lend their moorings to a personal guest’s transient vessel in accordance with City ordinances.
- Private permit holders who are members of a yacht club be allowed to make their mooring available to their Yacht Club for the sole purpose of the Club being able to offer “yacht club transient guest moorings” to other yacht clubs with which they have a “reciprocal privileges” agreement.
- City to be able to utilize empty private moorings with the permit holder’s agreement.

Suggestions for Short Term Alternate Uses:

Private permit holders should continue to be allowed to lend their moorings to a personal guest’s transient vessel in accordance with City ordinance that should include the following requirements:

- That the Harbormaster is contacted in writing of the request to lend, along with all required information.

- That no one, including the permit holder, receives monetary or other compensation for such use.
- That the size of the visiting vessel will not be greater than the maximum length allowed by the license.
- The length of any one stay does not exceed 14 days.
- The permit holder may loan the mooring a total of 21 days per season.

Due to the general non-profit status of yacht clubs and the fellowship they offer visiting members of other yacht clubs, it is felt to be beneficial to the visiting yacht club guest that such organizations have the ability to offer some “yacht club transient guest mooring” accommodations as part of their “reciprocal privileges” understandings. Ideally this would be done through the club having their own rental moorings. But presently, since the allowable percentage of rental moorings has been exceeded, the following alternative is suggested. Those private permit holders, who are members of a yacht club, be allowed to make their mooring available to their Yacht Club for the sole purpose of the Club being able to offer “yacht club transient guest moorings” to members of other yacht clubs with which they have a traditional reciprocal privileges relationship. Certain provisions should be met, such as:

- The Yacht club receive no compensation for the use of the private mooring in addition to whatever guest fees that are charged to any visiting boats for the general use of the club facilities.
- A club may use up to ten such member private moorings as transient guest moorings at any one time.
- The Private permit holder must notify the Harbormaster in writing that the mooring may be used for this purpose.
- The Yacht Club be allowed to offer these private moorings only to members of other yacht clubs and/or to vessels invited to participate in a club sponsored race event.
- The Yacht Clubs will keep written records as required by the Harbormaster of all such mooring use.
- The private permit holder does not receive any compensation from the yacht club, including services, for use of the mooring by the club.
- That the City’s Private Mooring license application be revised to include information of the applicant’s Yacht Club affiliation if any.

Activity: Revise the Definition of “Rental (Commercial) Mooring” and Make Consistent Use of Definition Across Ordinances and Other Communication to Reflect Current Desired Uses.

From the beginning, when the demand for commercial services was low, the City chose to not operate commercial/rental moorings. At that time the Harbormaster’s office came under the police department. The staffing and resources allocated to the harbor was very minimal and its primary responsibility was for public safety and maintaining order.

The first issuance of then-termed commercial mooring permits was via a notice to all mooring holders. There was only one mooring classification prior to that. To change to the new commercial (now rental) mooring permit, only a request and higher annual permit fee was required.

With the rapid growth of recreational boating in the past thirty years, Newport Harbor has become one of the leading destination ports in the northeast. This pushed the demand for commercial/rental moorings, resulting in the issuance of the total allowed permits (25%) decades ago.

Currently, Newport has 284 rental mooring licenses issued to 121 licensees, not including approximately 47 moorings that the City operates.

The intent of this type of mooring is for the rental permit holder to generate income for providing a mooring to other boaters. Then and now, rental moorings primarily service those boaters who do not have, want, need or qualify for a private mooring permit.

Rental moorings provide:

- Daily rentals for transient/short-term visitors.
- Seasonal rentals for long-term visitors or those on the private mooring waiting list.

The primary management goals for rental mooring permits should be to insure:

- They provide the service intended, which is other than as a private mooring.
- The “use it or lose it” philosophy be applied to rental as well as private moorings.
- The City should maintain the existing limit of “50% of the total allowable rental moorings” that any one entity can “control.” “Control” is defined as being the license holder and/or the agent for other rental license holder.

Recommended Actions

- A “Use it or Lose it” policy shall apply to Rental as well as Private moorings.
- Maintain the existing limit that any rental permit holder can control, and/or manage, at no more than 50% of the total allowable rental moorings. The intent is to prevent monopolization of rental mooring resources.
- If a Rental permit holder desires to use a mooring solely for their personal vessel, they may be allowed to change the classification to a lower cost Private mooring without penalty, subject to the limits on the allowable percentage in the category.

Activity: Clarify Policy and Practice Regarding the Transfer of Mooring Permits

The transfer of both private and rental permits among permit holders has been an ongoing issue that requires continuing and focused action to ensure legal and regulatory compliance.

Activity: Allocate Number and Location of City Moorings

The City mooring classification evolved out of necessity. Initially there were just a few to facilitate the Harbormaster when he had to remove an unauthorized vessel from a private mooring or one that dragged in the anchorage. In 1976, the first major Tall Ships event was hosted and the State had special large moorings installed to accommodate the ships. They were left in the harbor for future large vessel use. Over time, the Harbormaster set up a mooring field east of the southern half of Goat Island to gather City moorings.

City moorings are used in a variety of ways:

- As courtesy moorings to official guests of the City and to special race participants.
- As rental moorings when the commercial operators cannot accommodate requests.
- As a holding area for vessels seized or rescued by the Harbormaster.

Recommended Actions:

- An official “City Mooring Field” to be maintained and charted east of the southern end of Goat Island and west of the central harbor area’s western channel.
- Most City moorings located outside the City Mooring field should be relocated to the City Mooring field, except for “emergency, tall ship and quarantine” moorings.
- Additional moorings may be set in the City field if needed.
- Two or Three City moorings should be left in each mooring field for emergencies

Tall Ship Moorings

The City of Newport has the capaCity to attract and successfully host Tall Ship and related large vessel events. Consequently, Newport should develop and maintain the capaCity to provide large transient vessels (e.g. Tall Ships and sail training vessels) with adequate mooring facilities within the harbor. These unique tall ship moorings consist of very heavy anchors and are located along the western and southern edge of the central mooring area. Seasonal permitting of City and tall ship moorings should be avoided so the City retains the flexibility to respond to unexpected marine events that will benefit Newport.

Recommended Actions:

- Newport should continue to develop and maintain the capaCity to provide large transient vessels with adequate mooring facilities within the harbor.
- Priority use of some of these moorings should go to large “sail training” vessels, at reduced rates, to support and promote these educational endeavors.
- When not used for special events and sail training vessels, tall ship moorings should be available for permitting to large yachts that visit Newport.

Emergency Moorings

Each mooring field should have two to three “City emergency moorings” to conveniently accept disabled or vessels towed by the Harbormaster. All City moorings should comply with all mooring regulations and inspections and be numbered and listed in the City’s master mooring inventory list with all information normally required. The City shall record and report the revenue generated from City moorings.

Recommended Actions:

- Emergency moorings should be of considerable weight to ensure safety to the vessels on these mooring under the Harbormaster’s control.
- Emergency moorings should be clearly marked to eliminate unauthorized use.
- These moorings should not be used for transient rental moorings.

Quarantine Moorings

The City should establish and maintain two courtesy moorings for the exclusive use of transient foreign-visitor yachtsmen arriving directly from a foreign port, thus facilitating their clearing-in process and providing their first “welcome to Newport.”

Recommended Actions:

- The U.S. Customs Department is to use these moorings. Establishment, installation and maintenance should be a joint effort between the City and Customs.
- “Quarantine moorings” should be located north of the Alofsin Piers and just east of the Fort Adams shore, an area near the new Customs office.
- Due to the fact that these moorings are used by vessels of various sizes, they should have mushrooms of 1000 to 1500 pounds as a storm safety measure.
- These moorings should be painted yellow, the international color of quarantine moorings and have all the established markings for quarantine moorings.
- The use of these moorings is for the purpose of clearing customs only. Once cleared, the vessel should vacate the quarantine mooring. The maximum stay on these moorings for the purpose of clearing should be two days
- Per the Army Corp of Engineers publicize the existence, terms of use, and location of these moorings. (City website and other internet locations, USCG Castle Hill, Reeds, Bermuda Departures office in St George’s, BVI and Antigua locations, etc.)
- The Harbormaster in conjunction with the customs office should keep a log of the use of these moorings.

Activity: Evaluate Alternative Mooring Techniques

Mooring areas cannot be casually expanded at the expense of other uses. With the constant demand for moorings, changes in the mix of boat sizes, and limited availability, the City should explore efficient mooring techniques, e.g. the moored star dock, Mediterranean, fore and aft moorings, and double mooring docks. All of which require less water space per boat.

Activity: Employ State of the Art Technology

The Harbormaster continues to update the technology used for mooring management, including the location of moorings. The GIS database facilitates studies of the best possible distribution of moorings and mooring fields within the harbor.

ACTION: CHANGES IN CHANNEL, MOORING AND ANCHORAGE AREAS

Improve Mooring Facility Management Practices.

Policy:

- Development of an “open for all to see” mooring permitting system will lead to more compliance with mooring regulations.
- That the City be knowledgeable of Federal Project program/regulations.
- That the City request changes to the Federal Project program as needed

Eliminate Encroachment into Navigational Channels by Moored or Anchored Vessels

It is the policy of the City of Newport that vessels in the harbor or on their mooring/anchor shall be within the federal, state and City specified boundaries of their respective mooring or anchorage areas at all times. They should not be able to swing outside of their designated areas.

Recommended Actions:

Permanent helix moorings should be set to accurate coordinates to hold area corner buoys so such buoys accurately mark boundaries of the mooring/anchorage areas.

The connecting tackle shall be kept short or counter-weighted after going through a pulley under the buoy in an effort to minimize buoy drift off its coordinates.

A comprehensive review of the issue should be conducted to establish how many vessels are in violation and where. Upon review of the findings, correction techniques must be weighed, such as:

- The ability to properly reposition the violators within the area immediately.
- The establishment of a multi-year program of repositioning violators as moorings are given up. No new assignments until the area's violations are corrected.
- The possibility of repositioning the boundary line between the mooring area and channel where a channel is excessively wide due to past traffic needs that are no longer relevant today.

Such realistic solutions must be considered and used where possible to achieve clear, safe channels while also trying to accommodate mooring needs.

Any new mooring that is moved or set so as to be in violation of federal, state or City setback requirements within the specified boundaries shall cause the Harbormaster to:

- Physically tag the mooring with a sign marked "Danger – Do Not Use".
- Remove the vessel from the mooring on to an alternate suitable mooring.
- Notify the mooring permit holder immediately by phone and by written notice.
- Facilitate the repositioning/removal of the mooring immediately so that the vessel on the mooring always lies within the area boundaries, at the expense of the permit holder.

Mooring Balls to Carry Inspection and Authorization Stickers

Inspection and authorization stickers make it easy to check information about a mooring and its user and make this information open for all to see. This is an aid to management, compliance and enforcement. It helps with time management.

Moorings are identifiable by their color and an ID Number. The color identifies the class of mooring (Private, Rental) and the number identifies the specific permit holder. The ID number is issued by the Recreation Department to qualified permit holders.

A list of mooring number vs. name of permit holders, description of the authorized vessel and location of mooring is kept in the Harbormaster's Office.

During normal patrols, the Harbormaster verifies that a vessel on a mooring is authorized to be there.

Moorings are required to be inspected at least every three years by authorized mooring inspectors. Inspectors submit a form to the Harbormaster on completing their inspections. The date of last inspection appears on the annual mooring application sent to each mooring permit holder.

An identification system of stickers enables easy verification that that (1) an assigned yacht is on its proper mooring and (2) the mooring has been inspected within the required period.

Harbormaster staff and others use these stickers to assess potentially unsafe conditions or misuse.

Maintaining a program of mooring stickers facilitates verification that:

- Moorings are occupied by authorized vessels.
- Fees are current.
- Moorings are within their proper inspection interval.
- What each mooring's maximum permitted vessel length is.

Easy verification of a mooring's maximum permitted vessel length and inspection date can help prevent damage to properly moored yachts caused by oversized yachts on moorings or broken tackle on improperly maintained moorings adrift or dragging through mooring fields, especially during heavy weather.

Recommended Actions:

The Harbormaster in 2022 implemented a system of mooring stickers that met these identification requirements. This system should evolve in practice.

Use of City Mooring Field

Another goal for City Moorings is for the City to own, maintain and make available to the public a number of moorings in a specific mooring area in Newport Harbor. The following guidelines are put forward:

- The City of Newport will have exclusive use of the mooring field adjacent to the eastern side of Goat Island and that this area and number of moorings it can support will be defined by the Harbormaster.
- Establish specific limits on the number of “Tall Ship” moorings and other City moorings that can be rented on a seasonal basis by the City.
- The balance of the City moorings be available for transient rental and maritime event support.
- Seasonal, transient and maritime event mooring rental rates be determined by the Harbormaster with the approval of the Waterfront Commission.
- The number, availability and rental rates for City moorings be published and widely disseminated.
- City moorings will comply with all mooring regulations.

Recommended Actions:

- The Harbormaster will define and designate a City mooring area.
- The Harbormaster to consolidate all City moorings in this area and add moorings to the area as appropriate.
- The Harbormaster and Waterfront Commission will set the rental rates for City moorings.

Federal Project Status in Newport Harbor

Federal project program status in Newport Harbor should be aligned with the current uses and future needs of the harbor.

Recommended actions:

- The Harbormaster and Waterfront Commission should determine whether to retain, request de-authorization or modification of the federal project area program in Newport Harbor and recommend action to the City Council.
- Prepare a version of the GIS based harbor chart showing where conflicts exist.

ACTION: SPAN OF CONTROL/HARBOR MANAGEMENT

Significant portions of Newport’s waterfront are currently not directly managed by the Harbormaster. The coastal waters from the northwest tip of Fort Adams to Newport harbor to the Newport/Middletown line at the eastern end of Easton’s Beach are of significant recreational and commercial value to Newport. However, increasing recreational activity, lack of direct City management, and coastal development expansion threaten the unique character of these diverse areas.

The important uses in this area include recreational boating dockage; private moorings; public access points (e.g. Fort Adams, King’s Beach and Green Bridge – two popular dive and fishing spots); recreational and commercial fishing; scuba diving, recreational boating and sightseeing. Important coastal environmental features include substantial sea-grass beds; attractive underwater features (e.g. “the arches” of Gooseberry Island); fisheries of commercial and recreational significance; beaches; saltwater marshes, dunes and rocky shorelines. These waters are zoned Type 1 Conservation Waters by the Rhode Island CRMC.

ACTION: DATA AND MAPPING MANAGEMENT

The effective and efficient use of the harbor, management of revenue derived from the harbor, and attractiveness of the harbor to mariners is significantly enhanced by having an up-to-date data management and mapping system. The City should maintain a highly detailed GIS database of Newport Harbor channels, fairways, anchorages and individual moorings to promote maximum sustainability, use and vessel safety. A complementary management database for permits, rights of way and other features of this plan should also be maintained.

ACTION: MAINTAIN MOORING TACKLE

Mooring tackle must be managed to ensure appropriate quantity, placement and quality. The increase in more frequent and violent storms as a symptom of climate change must be anticipated. Engineering standards for storm-resistant moorings should be considered and tackle upgraded systematically.

Safety is diminished when moorings are not inspected on schedule, or when vessels improperly use moorings not qualified for their size. Failures of un-inspected moorings can result in vessels going adrift and colliding with objects or vessels. Vessels using under-sized moorings can swing into and damage neighboring vessels or drag the mooring and damage other vessels. There is a City ordinance to keep the placement of mooring tackle within mooring area boundaries. Mooring tackle must be positioned so that full channel widths are clear of such obstructions under all weather conditions.

ACTION: HARBOR COMMUNICATIONS and WELCOME

Effective communication about the harbor with harbor users and other stakeholders is essential to ensuring achievement of the HMP vision, goals and objectives. The HMP is one means by which a comprehensive and current reference to the harbor is maintained. A clear and current HMP also helps optimize use of waterfront resources, improves relations with stakeholders and decreases reliance on staff to answer basic questions and address misunderstandings.

Develop a Welcoming Atmosphere for Transient Maritime Visitors.

Policy:

- The Harbormaster will annually update and publish two documents: a “rules and regulations” document focused on mooring permit holders and a document geared to the needs and requirements of transient maritime visitors.
- The City shall improve and expand service facilities to encourage maritime visitors.
- The City shall make it as easy as possible for maritime visitor to properly dispose of trash, recyclable material.
- The City shall continue to expand public dinghy access.

Improved Information Availability and Content

Maritime visitors have needs for a wide range of information. What they need varies by the type of activity in which they are engaged. For paddlers and those who trailer boats, it may simply be access, parking and regulation. For a large vessel live-aboard, much more information is needed about securing vessels, getting access to shore, resupply and more. Race participants, anglers and others also have specific information needs.

The ease with which harbor users obtain this information is a dominant factor in determining Newport Harbor’s welcome and a strong element influencing a return visit. The way information is accessed and delivered in 2024 is radically different from the government-mandated one page anchorage regulation handbill distributed in 1839 to every master or officer commanding a vessel in the harbor.

Information Sources, Types and Distribution

Information about Newport Harbor is available through a wide range of commercially-produced cruising guides, paddling guides and related types of information.

This content is often online on static websites, and/or may be periodically pushed out on social media and through email distribution. Some print publications, updated annually, are still in use. There are also government sources for information, also in print and electronic form.

It is not the role of the Waterfront Commission or Harbormaster to replicate or collate all the available information about Newport Harbor. However, it is essential to identify the core information needed by various categories of harbor users, and to index sources for that information and to close any vital information gaps. Examples of such content could include moorings and anchorages, storm preparedness, shoreside access and essential marine services.

Recommended Action:

The Waterfront Commission, in collaboration with the Harbormaster and City of Newport Public Information Officer, will develop and maintain a Newport Harbor Communication Plan.

This plan will identify communication objectives, audiences, messages and content, as well as the distribution channels-print, electronic, media and one-to-one outreach to various stakeholder organizations and public as needed.

Some considerations:

- Transient visitor content should contain useful local knowledge info such as: VHF channel usage, storm advice (with ground tackle suggestions), a chart of the harbor describing anchorages and landings, harbor rules pertinent to visitors, and directions to shore-side sources of further information.
- Distribution should consider when and where digital versus print copies are most useful, and ensure that users have access to versions that meeting their needs.
- The role of stakeholders such as marinas, rental mooring permit holders and yacht clubs as distribution partners should be considered.

Ensure a Clear Welcome for Transient Maritime Visitors through Service Facilities

Maritime visitors to Newport who arrive by sea in sail or power vessels with live-aboard accommodations have requirements for shore-side service facilities that are related to the manner in which they chose to secure their vessel during their stay in Newport Harbor.

Visitors who stay in commercial marinas receive secure floats and/or docks, shore power, water, cable and telephone hookups, showers, laundry, trash collection, wi-fi and ancillary services. which can rival that of major hotel resorts. Similar services may be provided by Yacht Clubs.

Visitors who stay on rental moorings or who use a temporary anchorage do not benefit from marina services and need shore access, trash disposal, re-supply, boat repair, showers and other supports.

Non-resident mooring permit holders and their guests often need shore access and other supports as well.

Recommended Actions:

- Add a dinghy landing/loading facility in the Brenton Cove area.
- Create a public dinghy/loading dock facility at the Elm Street Pier to support adjacent mooring lessees and ramp users.
- Create a public dinghy landing/loading facility north of the Newport Bridge to allow maritime visitors to access the shopping area in the vicinity of the Connell Highway rotary (provisions, propane, marine equipment, etc.).
- Install signage to identify the location of public and commercial dinghy landings to boats on the water.
- Sites and procedures for waste oil and filter disposal should be made accessible to maritime visitors and be described in welcome guides for transient visitors.

6.0 PUBLIC ACCESS

BACKGROUND AND PRINCIPLES

Public access to the shore and contiguous waters is a right inherent to citizens of the United States. Adequate access for the public is necessary to meet the commercial and recreational needs of the City, and state to support tourism.

Tourism, fishing, recreational boating and commercial shipping comprise critical elements of the cultural and economic resources of the state and are dependent upon adequate access to the shore. Goals and recommendations of the Newport Harbor Management Plan regarding public access will ensure the public continues to have access to and whenever essential to protect and promote expansion along the shore.

Public access to the shore is guaranteed under provisions of the Rhode Island Constitution, Article 1, Section 17. The Article states that:

“The people shall continue to enjoy and freely exercise all the rights of fishing and privileges to the shore, to which they have been heretofore entitled under the charter and usages of the state, including but not limited to fishing from the shore, the gathering of seaweed, leaving the shore to swim in the sea and passage along the shore...”

These privileges apply as per the provisions of then-prevailing law and regulation, such as the Shoreline Access Bill and those lands termed Public Trust Land. Access to this zone through waterfront land historically is not as well defined. The State of Rhode Island has tried to improve public access to the intertidal zone by identifying traditional and existing public rights of way (ROW) to the shore. Since 1978, this responsibility has resided with the State’s Coastal Resource Management Council (CRMC). RI General Laws 46-23-6(E) gives CRMC these charges:

- (1) Designation and continuing discovery of all public rights of way to the intertidal zones of the State.
- (2) Maintenance of a complete file of all official documents relating to the legal status of all public rights of way to intertidal zones.
- (3) The power to designate for acquisition, development, and all lands for tidal rights of way, public parking facilities, etc.

(4) In designating the rights of way, the CRMC primarily considered:

1. Land evidence records.
2. The exercise of domain over the parcel such as maintenance, construction and upkeep.
3. The payment of taxes.
4. Public use.
5. Any other public record or historical evidence such as maps and street indexes.

Statutory Authority

In Rhode Island, public access to the shore is provided by designated rights of way to the water, which are the primary physical means by which the public reaches the shoreline and water areas. Generally, there are six legal methods of establishing a public ROW in Rhode Island. These are presented in Chart A.1.

The Harbor Management Plan provides guidance to the City and its government, boards and commissions during the decision-making processes concerning tidal waters. The HMP will also serve as a guide for state agencies, reflecting the intentions of the City for projects in its tidal waters. As required by the State of Rhode Island, the Goals and policies in the public access section are consistent with the Newport Comprehensive Land Use Plan (CLUP).

INVENTORY

Newport is unique in that it is bounded on three sides by water. As such, it is subject to developmental pressures that are not found in other cities and towns in Rhode Island.

Most public access areas are defined by CRMC and other City, state and federal designation. Other access points exist and yet others may be “disguised” or “privatized” by public access points. A list follows. These are found also on Chart A.1.

List of Public Access Points by CRMC Designation

- Z1 Webster Street
- Z2 Narragansett Avenue
- Z3 Ledge Road
- Z4 Ruggles Avenue

Z5 Seaview Avenue
Z6 Cypress Street
Z7 Van Zandt Avenue
Z8 Battery Street
Z9 Pine Street
Z10 Cherry Street
Z11 Chestnut Street
Z12 Walnut Street
Z13 Willow Street
Z14 Poplar Street
Z15 Elm Street
Z16 Goat Island Connector East (28B)
Z17 Goat Island Connector West (28A)
Z18 Brown and Howard Wharf
Z19 Lee's Wharf
Z20 Howard's Wharf
Z21 West Extension Street/Sisson's Wharf
Z22 Waites Wharf
Z23 Spring Wharf

List of Public Access Points by Federal/City/or State Designated Public Use

Ann Street Pier (City)
Bailey's Beach East (City)
Battery Park (City)
Brenton State Park (State)
Castle Hill Lighthouse (Federal)
Cliff Walk (Federal, lateral access)
Coddington Wharf (City)
Easton's Beach (City)
Elm Street Pier (City)
Fort Adams State Park (State)
Goat Island Causeway southeast shore end (City) Green Light (Federal)
King Park (City)
King's Beach (State)
Mary Ferrazzoli Park (City)
Perrotti Park (City)
Storer Park (City)
Safe Harbor Newport North Dock Walkway and Gazebo
Van Zandt Pier (City)
Washington Street/Long Wharf Park (City)

Dinghy and Kayak/Paddlecraft Access

Current accepted areas where there is established practice to leave a dinghy unattended and/or rent storage are:

Alofsin South Pier
Ann Street Pier
Bowen's Ferry Landing
Cherry Street
Chestnut Street
Elm Street Pier
King Park/Pumphouse
Goat Island Marina
Inn at Long Wharf
Newport Shipyard Pier
Pine Street
Poplar Street
Sail Newport Dock
Stone Pier at King Park
Walnut Street
Wellington/Coddington Slipway
West Extension Street
Willow Street

Public Beaches

Bailey's Beach (East)
Easton's Beach
Fort Adams State Beach
King Park Beach
King's Beach (Ocean Drive)

Utility Easements

Any potential rights-of-way that may arise due to the existence of any utility or buried cable are hereby incorporated by reference, and documentation to their existence may be located in the City Engineering office.

Potential Future Rights of Way

The City has been in dialogue with the U.S. Navy regarding potential acquisition of a major tract of former Navy Hospital land located north of the Point mooring area. This land provides many opportunities for public access.

ISSUES AND NEEDS ANALYSIS (SWOT)

Strengths: Newport harbor has many available and well-used public access points.

Weaknesses: There is no contiguous access to the inter-tidal zone and enforcement of established rights of way can be challenging. Some access sites are not marked or easily maintained. Some have been absorbed or “privatized” by adjacent property owners. Others are occasionally illegally chained and/or blocked off with signs declaring them for use only by neighborhood users.

Opportunities: Newport’s natural beauty and 17 miles of shoreline are a vital community asset which directly contributes to quality of life for residents and attractiveness to visitors. This value can be leveraged to attract more investment and foster more policy to protect and improve access.

Threats: Public access points provide the only link between the intertidal zone and the upland areas as the privatization of coastal zones continues. Access sites to the shore traditionally used by the public are frequently usurped by commercial and residential developments, unless positive action to protect the public’s interests is taken. Public access commitments made during planning and zoning application processes may not always be honored. And, when property is transferred, access agreements may not be conveyed to, or honored by, new owners.

Many access points have been used only by local residents or tenants who are aware of their existence through familiarity with a particular neighborhood. The result is that these access points are under-utilized by the general public and not properly documented.

Moreover, this lack of knowledge leads to the private taking of public land and increases the opportunity for additional existing ROWs to become clouded with an incorrect “private” status claimed by adjacent landowners. Some access points are found chained or posted with signage forbidding use.

These threats may be addressed via communication, education, City ordinances, state law and vigilant law and code enforcement. The public, City and developers share responsibility for ensuring public access for generations.

The public has the responsibility to:

- Access and return from the shore only in designated public ROW.
- Not trespass on adjacent private property.
- Respect private waterfront property.
- Keep the shoreline clean of debris and trash.
- Be aware of sensitive environmental areas.
- Leave the shore in the shape in which they would wish to find it.
- The public must obey all State and City ordinances when using public ROW.

The City has the responsibility to:

- Research and document the legal status of each public access area and ROW.
- Implement a system of signage at each public access area and ROW.
- Implement minimum safety requirements at each public access area and ROW.
- Notify the public of unsafe areas or conditions.
- Expand the public awareness with promotional materials.
- Write ordinances and enforce laws and code protecting ROW.
- Inspect and maintain all public access areas and ROW.

Developers have the responsibility to:

- Develop plans with clear regard for meeting, and ideally exceeding, public access goals.
- Adhering to their commitments to public access.
- Transferring those commitments to subsequent parties, if any.
- Considering funding additional public access protection activities.

With cooperation among the City, its residents, visitors, developers and other stakeholders, public access areas and ROWs for future generations can be protected.

GOALS AND OBJECTIVES

The City of Newport will proactively ensure public access to the shore and contiguous waters as a long recognized public right and as a necessary benefit for those who live, work and visit.

Objective 4.1): Provide public access to the intertidal zones of the City of Newport.

Objective 4.2) Document existing public access to Newport intertidal zones.

Objective 4.3) Expand and improve access to Newport intertidal zones.

Objective 4.4) Guarantee and protect future public access to Newport intertidal zones.

ACTIONS IN SUPPORT OF OBJECTIVES

Provide public access to the intertidal zones of the City of Newport

Policy

The City of Newport shall strive to provide adequate public access to and along the shores of its intertidal zones. It shall be the policy of the City of Newport to assist CRMC to establish public rights-of-ways not currently in existence at paper streets, drainage outfalls, buried cables and at other opportunities and or locations to provide public access to and along the shore.

Recommended Actions: Communication

- The City must create and maintain *clear and ongoing lines of communication* with all Newport waterfront landowners and stakeholders to encourage the coordination of their activities, obtain available funding and ensure access. These include private individuals, businesses, City entities and businesses that broker public access such as marinas and hotels. Other stakeholders include the state, the U.S. Coast Guard, the Navy, and non-profit organizations. There are also a variety of associations, lobby groups and government bodies with public or private interests in the waterfront. Funds for access-related work come from an equally wide variety of sources, some of them also being waterfront property owners.
- The City must review the notification requirements for abutting landowners and ensure the abutters have adequate notice of changes involving public access to the water.
- The City should assign at least one City employee for liaison with, but not limited to:
 - Army Corps of Engineers
 - Civic action groups, such as Save the Bay, Friends of the Waterfront and Clean Ocean Access
 - Coast Guard
 - CRMC
 - DEM
 - Elected Officials
 - EPA
 - Federal DOT
 - Governor's Office
 - Navy
 - State DOT
 - Waterfront property owners and developers
 - Other government, non-profit, business or other organizations and individuals as appropriate.

This liaison is to include identifying funding and obtaining all possible grants, funds etc. The identity of the employee, job description and areas of responsibility are to be well publicized, particularly informing the relevant organizations.

Recommended Actions: Ensure Safety at All Public Access Areas

Public access must be safe. Bulkheads, pilings, pier decks, fences, launching ramps and fishing areas are all subject to deterioration from weather, wave action, salt spray and other effects. The consequences of falling in the water can be severe.

- City departments must collaborate to establish minimum and standardized safety standards for all public waterfront facilities, public rights-of-way and develop a management system responsible for ensuring the standards are met.
- The City engineering department must inspect City piers and other City structures on a regular schedule, report on physical conditions and make recommendations on maintenance and other safety related programs.
- The City must assign an employee to research regulations and make recommendations regarding safety to the department responsible for safety and bring the City's facilities into compliance.

Recommended Actions: Public Awareness via Interpretive Access, Awareness Promotion and Civic Action

A successful public access program informs people of what amenities are available to them and how to use and protect them. Civic groups can use their communication channels and volunteerism to support such activities as cleaning, painting, repairs and environmental protections.

Communication channels include:

- Signs and plaques at or near access sites.
- Brochures and other materials.
- The City website.
- Education and PR media.
- City schools.

Businesses can be involved in programs like CRMC's "Adopt-An-Access Program," and receive public recognition of their contributions. Businesses such as hotels and guesthouses can distribute brochures and other materials to individuals.

The City should become involved in public education, recognition of contributions and promotion of public access sites.

- The City should develop one or more of:
 - A civic group awareness program.
 - A volunteer recognition program.
 - An organization recognition program.
 - A public education program (including signs, printed information, coordination with Discover Newport and website information).
 - A program to increase citizen and business responsibility at rights of way.

Implementation of these programs need not involve unnecessary expenditures by the City but would be a cost-effective way of increasing awareness of what is available for citizens and visitors alike.

Recommended Action: Ensure Physical Access Is Preserved

Physical access is the ability to reach the shoreline from land or water, to pass and re-pass along the shoreline (as guaranteed by the RI Constitution) using rights of way, ramps, recreational areas for diving, fishing etc., piers, beaches and other facilities. The City must continue to provide this access.

- The City should:
 - Assign a department to research City ordinances, state law and CRMC or City assents for public access.
 - Pass an ordinance to coordinate existing laws on physical access.
 - Pass an ordinance specifying fines or other penalties for encroachment of rights of way that impede physical access to the water.
 - Pass an ordinance specifying fines for littering, fouling, or other misuse of public rights of way.
 - Establish additional launching ramps where possible.
 - Establish and identify dinghy docks for boaters on moorings or at anchor to come and go unimpeded.
 - Establish a City dock.
 - Provide appropriate access to the water for all recreational uses, such as scuba diving, snorkeling, windsurfing, etc.

Recommended Actions: Ensure Visual Access Is Preserved

Visual access is the ability to see the water and other coastal views from the land and to view this beautiful, historic City from the water. Visual access is attractive to tourists and residents alike. An established harbor walk can improve the view of the Harbor from the land.

The City's planning, zoning and infrastructure initiatives must maintain the view of downtown Newport from the water. And, must also maintain and promote views of the water from the land, including a harbor walk, Cliff Walk and Ocean Drive. Actions may include:

- Identify and maintain scenic vistas which provide important visual access to the waterfront and coastal features.
- Protect visual access with appropriate zoning regulations, such as height restrictions.
- Encourage development that includes openings between structures and visual "portals" to the water.
- Enact restrictive waterfront zoning essential to maintain the authentic seaport character of Newport Harbor.
- Pass ordinances protecting visual access when application is made for re-development or new construction.
- Ensure scenic vistas are listed on City website, brochures and maps.
- Outline and publicize the process to establish mini-parks or improve existing areas that enhance public enjoyment of scenic vistas.
- Keep City waterfront property clear of wild growth that obstructs visual access.
- Ensure that legal easements and supporting documents have clearly legible dimensions.
- Provide viewing areas on public property wherever possible.

Document Existing Public Access to Newport Intertidal Zones

Policy

The City of Newport shall maintain current and detailed documentation regarding existing public access sites to Newport tidal waters.

Recommended Actions: Identify and Research

An initial inventory of all traditional and existing ROW sites is found in Appendix B. This list needs to be updated by the City on a regular basis to identify the proper location of ROWs and raise awareness of the regulations that must be followed at each site.

To clarify the ownership rights of way to the shore, the City will carry on a continuous process of discovery and designation of ROWs in order to establish and control its own ROW list. To offset the costs involved, the City can designate a harbor management fund under which a portion of the revenues will be used to develop new ROWs and maintain existing ROWs.

The City will work with the CRMC and DEM to identify and designate ROWs. This will include investigation of the legal status of existing ROWs, ROWs under dispute and potential ROWs. The most important action for the City is to determine the legal status of each ROW on the inventory.

- The City should pass an ordinance that declares that all public roads which are accepted or maintained as City roads, that physically extend to or pass over the mean high water mark and those which are platted, be declared City ROWs.
- The City should seek to discover and designate traditional and existing ROWs to the shore in all parts of the City. The City should also accept all platted paths to the water as valid ROWs after their legal status as been determined.
- An inventory of all traditional and existing ROWs should be printed and updated on a regular basis by the City. This inventory will identify the proper location of the ROWs and raise awareness of the regulations which must be followed at each site. This information should also be posted on the City's website.
- After the legal status of any site on the inventory is clarified, the ROWs should be designated and marked, barriers to access removed, and the ROWs open to the public. These ROWs should be made accessible and usable to the public and maintained in a safe condition.
- Land donations and conservation easements should be sought where feasible.
- Each ROW should be posted with a sign detailing the activities allowed at that site. The limits of each ROW will be clearly marked so that the public will be informed as to the correct place to access the shore.
- The City will document related support facilities for visiting boaters, such as all dinghy/landing areas, public launching ramps and drift ways, as well as available water taxi terminal points.

Recommended Action: Library Database

Much time and effort are spent in research every time an issue is raised concerning shoreline access. An established database with reference to all ROW/public access in the City will facilitate research and future legislation.

- The City will establish a public database on each public access/ROW, to be kept on file at City Hall, the City website and the Newport Public Library. This database should contain all pertinent information relating to ROWs:
 - Easements
 - Developer agreements
 - Deeds
 - Dedications
 - Public record or historical evidence such as maps or street indexes
 - Land evidence records
 - Payment of taxes
 - The exercise of domain over the parcel such as maintenance, construction and upkeep.

This information should also be distributed to other appropriate agencies and/or departments.

Expand and Improve Public Access to Newport Intertidal Zones

Policy

The City of Newport shall continually expand and improve public access to its tidal waters and will work with RI CRMC to develop public access to Newport waters.

Recommended Action: Uniform and Coordinated Public Access Parking Policy

- The City will designate and make available specific parking areas for public access areas and post restrictions due to the lack of land space available in historic Newport
 - Identify possible areas for increased parking facilities.
 - Develop reasonable, uniform and standardized parking regulations.
 - Suggest alternative methods of transportation such as RIPTA buses or local shuttle.

Recommended Action: All agreements with developers and private landowners pertaining to public access must be written and filed with the City's registrar of deeds.

Many agreements made in conjunction with the issuance of zoning or building permits by the City of Newport and/or CRMC to developers regarding public access have been lost and are therefore unenforceable. This lack of enforcement is detrimental to the public interest and the City of Newport. The focus of City policy should be towards protecting the public's interest.

- The Waterfront Commission shall review and approve all waterfront developments and/or redevelopment projects for possible impacts on existing public access points and for consistency with the goals and policies of the harbor management plan regarding public access.
- All agreements will be filed with the Registrar of Deeds in the City of Newport and made part of the public database for each public access area, including but not limited to:
 - Easements set forth by CRMC permits, through long-term public use, or as compensation for filled tideland or infringements upon tidal water areas.
 - Developer agreements.
 - Agreements with private landowners.
 - Agreements with Federal/other State agencies/municipalities.

Recommended Action: Protecting the Public Interest

The loss of water dependent businesses such as ship repair, ship building, fish offloading and fishing boat berthing detracts from Newport's unique character. History has also shown that the loss of these types of water dependent businesses also has meant the loss of public access as private developments encroach on the waterfront.

Efforts must be made to foster cooperation between the private and public sectors to improve access to the Newport Harbor shoreline, and stimulate innovations in balancing individual rights related to security and privacy with the advantages of better access to all.

Frequently, redevelopment in Newport has resulted in the erection of physical barriers or signs to convey the impression that casual pedestrians are unwanted. Pathways may be blocked, unmarked or circuitous, rendering access to them or through them inconvenient or discouraging.

Property owners can just as easily construct pathways, such as grade separations or landscaping which isolates private space while permitting access.

Developers are often required to provide public access when undertaking re-development projects along the waterfront. Unfortunately, many of the requirements for public access are not implemented. A system should be created to ensure that public access requirements are indeed fulfilled by the responsible party, and in a timely manner.

Pedestrians should be provided with the best opportunities to view waterfront activities, which in turn support the economic development and tourist appeal of Newport's shoreline.

- The City will clearly convey and enforce through policy and ordinance:
 - Opportunities for increasing shore access.
 - Integration of public access into any proposed waterfront development projects in all zoning categories.
 - Prohibition on development which would impair or eliminate an existing ROW.
 - Zoning regulations to protect existing ROWs from interference, impairment, or elimination during development and/or redevelopment projects.
 - Access to the shore required when water dependent and marine industrial uses of a site are replaced in whole or in part by commercial or residential uses.
 - Recording of developer commitments pertaining to public access in the land evidence records to facilitate research and enforcement of public access agreements.
Establish a schedule within the ROW database to review each agreement and inspect the ROW to ensure the developer's agreements have been enforced.

Recommended Action: Acquire Sites Providing New Public Access to the Shoreline

The City will at all times promote the public's interest in obtaining, where possible, new access to and along the unique historical and scenic resources of the Newport shoreline, thereby protecting the free movement of people and boats between the land and shore.

- The City must seek to acquire sites, e.g. former Navy hospital property, having the highest potential for providing new public access to the shore through the acquisitions of federal surplus land, direct purchase of land by City or land trusts, or by the purchase of development rights and/or easements for public access and conservation.

Recommended Action: The City will Evaluate, Improve and Maintain Public Launching Areas

Historically, the citizens of Newport have had the ability to launch and retrieve small vessels from the shore. This privilege has expanded to include any visitors wishing to launch vessels from the shore.

The resulting congestion has created unreasonable demands on the parking system in and around launching areas. These areas are established and recognized and are called various names such as breezeways, drift ways, launching ramps, etc.

- The City will manage launching areas as follows:
 - City to establish those areas which allow launching and retrieving of small vessels.
 - City to implement system of signage to identify vessel launching and retrieval areas.
 - City to establish regulations regarding applicable uses of launching areas.
 - City to establish uniform safety and maintenance standards for all vessel launching areas.
 - City to recognize the popularity of paddle sports and the use of these launching areas by paddlers and make provisions to promote paddle sport safety.

Recommended Action: City to Expand Water Taxi Terminal/Harbor Observation Areas

Private companies offer water taxi service in Newport. Additional water taxi terminal areas should be developed by the City to expand the use of water-borne transportation as part of an intermodal transportation system as described in the City's transportation master plan. These terminals should serve a dual function as attractive observation areas for visitors.

- The City should:
 - Identify possible water-borne transportation terminals.
 - Publicize location and routes of water-borne transportation services.
 - Encourage the use of water-borne transportation.

Recommended action: City Committed to Ongoing Development of the Harbor Walk

The City of Newport has supported the development of a Harbor Walk that provides pedestrian access to its shoreline. The current Harbor Walk covers much of the shoreline, but is not contiguous for a variety of reasons.

There are challenges to establishing lateral access, including physical obstacles and absence of uniform standards. Maintenance is inconsistent.

The value of the Harbor Walk and the access it creates, is that it reinforces Newport as both an attractive destination and livable community. It can also serve to provide linkage between and among a wide range of resources and amenities.

Maintenance and enhancement of the Harbor Walk has the potential to contribute to both quality of life and economic development.

- The City will encourage expanded lateral and perpendicular access via the Harbor Walk by:
 - Requiring new development projects to include it in their site design.
 - Encourage existing shore uses to modify their sites to facilitate the linkage of adjacent shore access segments.
 - Remove unauthorized barriers, specifically those blocking access areas which have previously been granted CRMC assents.

Guarantee and Protect Public Access to Newport Intertidal Zones

Policy

It shall be the policy of the City of Newport to guarantee and protect public access to its intertidal zones.

Recommended Action: Enforcement

Timely and accurate information is the key to enforcement. Agreements to provide public access are not always well documented nor easy to locate. Planning board restrictions, CRMC agreements, zoning variance agreements, and other information defining the use of property parcels are not centrally located.

- The City will improve access to information for the purposes of planning and enforcement by:
 - Compiling and maintaining a complete list of these agreements and file them for easy digital search by property and location.
 - Publicizing the availability and access to these data.
 - Publishing a summary of federal, state, and City laws concerning rights of way

Recommended Actions: Maintenance

Public use results in wear and tear. Overuse can degrade the quality of both the environment and the user experience. This can lead to further disregard and disrepair.

- The City will establish a procedure for ensuring ongoing maintenance of public ROWs and access points, including:
 - Set aesthetic standards.
 - Set safety standards.
 - Set access standards.

- Establish and manage a regular inspection schedule (at least once a year)ed with safety inspections.
- Establish maintenance budget.
- Report on conditions.
- Support legislation and code that make encroachment by abutting property owners, damage, blocking or obstructing rights of way, damaging or removing signs, punishable offenses.
- Enact ordinances to provide penalties (fines are recommended) for removal or damage of any right-of-way marker, blocking, encroaching on or obstructing, damaging, or detracting from any right of way to the waterfront.

Recommended Action: Funding for Public Access

- The City will make funding available to ensure public access is continued. This must be part of the City budget funding for the Harbormaster or other appropriately designated departments.
 - Establish a separate source of funding for harbor related projects.
 - Dedicated funding should be set aside to designate new rights of way.
 - An adequate maintenance budget should be established for existing rights of way.
 - Sufficient funding should be available for aggressive legal action to protect and defend rights of ways against developers, encroachment by abutting property owners, and other interests, including attempts to privatize public property.

7.0 WATER QUALITY

Statement of Purpose

As the seasonal population and development in the City of Newport continues to increase, possible effects to the water quality include increased algal growth, decreased water transparency, and a decline in the biological and recreational quality of the waters. Furthermore, many other factors affect the fish, shellfish and overall water quality. These factors include hydrocarbons, such as oil and grease from roads and outboard motors; inorganic fertilizers used in landscaping practices; nitrogen and bacterial impacts due to failed or substandard onsite wastewater treatment systems (OWTS); trash left on beaches which is unable to break down into organic matter, especially plastics and styrofoam; common automotive spills of transmission fluid, antifreeze, and ethylene glycol; organic chemicals and metals from antifouling paints; herbicides; over-fishing; disturbance and shading of the bottom of docks and the transport of sand into the ponds through the breachways.

Newport acknowledges the unique and precious resource inherent with coastal waters and is committed to protecting and improving the water quality for future generations. It is paramount to identify, measure, and document all sources of present and potential threats to the quality of our waters. Through City Ordinances and the City of Newport's MS4 Permit RIR040009, programs, and policies are in place to minimize water pollution and regulate inorganic waste disposal. Additional programs and policies, recommended below, will be encouraged to further minimize water pollution and improve water quality. It is the goal of the City to maintain and improve the water quality and aesthetic values of this community for fishing, shell fishing, and recreational uses.

Newport has 17 miles of tidal shoreline along Narragansett Bay, Rhode Island Sound, and the City's harbors as well as other public waters within the City's jurisdiction. The quality and use of Newport's waters have been classified by two State agencies:

- The RI Department of Environmental Management, Division of Water Resources measures and classifies the magnitude of water quality for the various harbors, inlets, and waterways of the State into water quality standards. These standards are water quality goals for the use of a particular waterbody and require the control of pollutants entering a waterbody to maintain its classification. (See Appendix C)
- The R.I. Coastal Resource Management Council classifies the types of uses that can be conducted in the various waters and on the adjacent lands (See Table 3-2). These classifications have been outlined within the sector inventory description and map.

Areas of Water Quality Concern

There are several areas within the City of Newport's jurisdiction with conditions and/or activities that have the potential to contribute to water quality degradation. Those areas and conditions are as follows:

1. *Inner Harbor*. The inner harbor experiences intensive private and commercial marine traffic, and hosts many significant sailing, yachting, and musical events. There is also ongoing significant commercial development. There are also stormwater outlets in several locations in the Inner Harbor.
2. *Outer Harbor*. Narragansett Bay also experiences intensive private and commercial marine traffic, hosts significant events, and has several deepwater anchorages used by commercial vessels.
3. *Southern Coastline*. This area comprises several coves and inlets and is adjacent to a number of ponds, some of which have poor water quality. These areas lack efficient tidal flushing.
4. *Sewage Treatment Plant/NAVSTA Newport*. The City operates a sewage treatment plant. Numerous upgrades and repairs have been conducted. The outfall for this facility discharges into Narragansett Bay. It is adjacent to NAVSTA Newport, a complex Navy facility hosting a wide range of vessels and industrial and non-industrial uses.

Available Water Quality Data

The City of Newport is committed to maintaining and improving water quality throughout its coastal rivers, estuaries and harbor areas. DEM and CRMC maintain repositories of water quality data. The City's RIPDES permit requires the City to properly operate and maintain all facilities and systems of treatment and control (and related appurtenances) that are installed or used by the permittee to achieve compliance with the conditions of the permit. Newport Wastewater Treatment Facility has three years of complete permit compliance, receiving the Rhode Island Clean Water Association Platinum Award in 2022.

Policies / Implementation

Stormwater Management

The City of Newport Department of Utilities maintains several GIS databases and associated maps that contain information on sewers (sanitary and storm), catch basins, manholes, control valves, discharge points, and privately owned infrastructure.

Records of inspection attempts and work orders, equipment, materials, and reporting are similarly stored in the Cityworks Asset Management System (AMS) that the City's Department of Utilities uses for its operation and maintenance program.

The AMS also stores information on materials currently in the City's possession that are to be used for maintenance-related activities. Cityworks is built exclusively on ArcGIS, giving both office staff and field crews access to real-time data and simplified workflows.

The City's GIS mapping system is updated as needed from data generated by WPC staff field inspection reports. All updates are the result of field inspections of the sanitary sewer and storm drainage systems and capital improvement projects implemented by the City. All inspection/maintenance reports and as-built drawings are saved in the City's Square9 database. WPC management staff perform QAQC reviews of all reports to verify updates to the GIS and prioritize repairs and cleaning. Staff verifies locations as needed with Leica GG04 for GIS or GS16 RTK GPS units.

Water Quality

Dry Weather Surveys are an integral component of the Illicit Discharge detection program. These surveys play a crucial role in identifying and addressing potential sources of contamination in stormwater systems. Through a combination of visual inspections and sampling techniques, the surveys aim to assess the condition of all outfalls and ensure that they are functioning optimally.

During the surveys, particular attention is given to flowing outfalls, as they are more likely to indicate potential illicit discharges. Samples are carefully collected from these outfalls and subjected to bacterial analysis. Any bacterial analysis that exceeds the typical stormwater system conditions is flagged for further investigation and detailed inspection. This approach allows for the prompt detection and mitigation of any illicit discharges, thereby safeguarding the quality of the surrounding environment.

Additionally, since 2008, the City has completed a weekly sampling program to monitor the water quality of Newport Harbor. The City worked with the RIDEM to identify the ten (10) sampling sites in Newport Harbor. The sites selected are from the RIDEM Shellfish Program monitoring locations and two additional sites requested by the RIDEM. Each sample's time, weather, tide, water temperature, and pH are recorded. In addition, each sample is analyzed for Fecal Coliform, Enterococci, Biochemical Oxygen Demand (BOD5), Total Suspended Solids (TSS), Total Kjeldahl Nitrogen (TKN), and salinity.

Wastewater Management

The City's Sewer Use Ordinance (SUO) is defined in Newport's Code of Ordinances, Title 13, Chapters 13.08 (Sewer Service System) and Chapter 13.10 (Industrial Pretreatment), and applies to any business or individual in Newport, Middletown, or the Naval Station that discharges to the Newport WPCP. The regulations within the SUO support the City's goal of efficiently maintaining, operating, and minimizing failures of the wastewater collection system while also reducing CSO events per the CD. Furthermore, the SUO provides regulations to ensure that all sewage infrastructure (e.g., pump stations, treatment plants, sanitary sewers, etc.) is properly maintained and operated.

The purpose of the SUO is to ensure that all sewage and wastewater is removed and disposed of in a manner consistent with local and federal laws and regulations while safeguarding the health and safety of the public.

The requirements of the SUO defined in this section to support the City's goal include building new sewers, connecting to existing sewers, extending existing connections/sewers, prohibiting discharges, and imposing penalties for violations, among others.

Boat Sewage Waste

The City of Newport will continue to support and enforce measures to improve the water quality of Newport Harbor and qualify for Federal No-Discharge Harbor status.

The City will prohibit the overboard discharge of untreated vessel generated waste by endorsing RIGL 46-12-39 and directing the Harbormaster to enforce the law. The City will uphold all relevant ordinances and RIGL 4612-39 requiring the entire Bay to be a no-discharge zone.

Dockside marine sewage pump-out facilities are provided at:

- 41 North
- Casey's Marina
- Goat Island Marina
- Newport Yacht Club
- New York Yacht Club
- Sail Newport

There is also a commercial pump-out boat that operates in the harbor. The City will continue to support and educate the public about existing pump-out facilities.

In addition, all marine pumpout facilities that are required by CRMC and/or DEM to mitigate adverse impacts to water quality associated with recreational boating shall be available for the general public's use.

Marina operators may charge a fair and nondiscriminatory fee to defray the cost of constructing and operating these facilities. Signs shall be posted directing the public to the location of the facility and should indicate the charge for pumping out and the operational hours. Pumpout facilities must be operational at all times.

Waste Disposal

Under the City's Solid Waste Master Contract, the contractor must collect trash from all of the City-owned streets and park barrels. The barrels are emptied twice a day, from April 1 through October 31, and once a day from November 1 through March 31. The City, through its Solid Waste Master Contract, also provides daily litter clean-up on various downtown streets, seven days a week from May 1 through October 31. The City has installed "Big Belly" solar-powered compacting trash bins in high pedestrian traffic areas. These bins are monitored remotely and are picked up on an as-needed basis when they signal full.

The "Big Belly" bins also feature an enclosed hopper, preventing the loss of waste to scavengers and reducing waste exposure to stormwater. The City's goal of reducing floatable debris in the harbor is being achieved during the design and engineering phase of the continuous improvements of its stormwater infrastructure by removing the open-mouth catch basin stormwater inlets and replacing them with catch basin grate stormwater inlets. Deep sumps are also being retrofitted in the replacement of catch basin structure bodies.

Operation and Maintenance of Marinas

The Harbormaster will encourage CRMC operation and maintenance plans for all marinas, and will encourage compliance with state and federal operation and maintenance measures for the marinas located in City waters. The Harbormaster will continuously monitor conditions.

In order to prevent/minimize pollution from boating activities, encourage the use of best management practices during any in-water servicing of vessels. Vessels should be serviced only at marinas that implement best management practices to prevent water quality degradation.

Efforts to Minimize Pollutants

The Harbormaster will promote public education on water quality, specifically targeting boating, septage, refuse, waterfront land use, individual septic disposal systems, and stormwater runoff. Emphasis should be put on what an individual can do to improve water quality.

City ordinance 17.88.080 - Development plan review prerequisite for building permit states, "No building permit shall be issued to construct, erect, or alter any building or structure, or develop, change, or improve land for which a development plan is required, except in accordance with the approved development plan."

The approved development plan and any applicable stipulations shall become part of the application for a building permit and shall be binding on any building permit issued. Said process requires drainage improvements for the disposal of storm or natural waters so as not to have a detrimental effect on the property of others or the public right-of-way.

Protection of Natural Resources

To protect existing shellfish resources and improve water quality, it is recommended that activities in areas suitable for the propagation of shellfish be regulated. Some suggested methods of regulating activities include:

- Establishing mooring fields away from areas conducive to shellfish propagation.
- Increasing setback requirements for waterfront development.
- Imposing innovative/alternative ISDS regulations for waterfront development.
- Effecting the repair or replacement of failing septic systems on or near the waterfront.

Where significant shallow-water habitat is identified, restrict boating activities as necessary to decrease turbidity and physical destruction of such habitat.

**TABLE 7-1
RIDEM Water Quality Classifications (See Chart A.4)**

Salt Water

Class SA - primary and secondary contact recreation activities

- shellfish harvesting for direct human consumption - fish and wildlife habitat
- aquaculture
- industrial cooling

Class SA{b} - restriction of shell fishing in the summer

Class SB - shellfish harvesting for human consumption after depuration

- primary and secondary contact recreation activities
- fish and wildlife habitat
- aquaculture
- navigation
- industrial cooling

Class SB1 - primary contact recreation activities dependent on pathogen levels from approved wastewater discharges

- secondary contact recreation activities
- fish and wildlife habitat
- aquaculture
- navigation
- industrial cooling

Class SC - boating, other secondary contact recreational activities

- fish and wildlife habitat - industrial cooling

Freshwater

Class AA - public drinking water supply

- bathing, other primary contact recreational activities - fish and wildlife habitat

Class A - primary and secondary contact recreational activities

- fish and wildlife habitat
- industrial processes and cooling
- hydropower
- agricultural uses
- navigation

Class B - fish and wildlife habitat

- agricultural uses
- primary and secondary contact recreational activities - industrial processes and cooling
- navigation

Class C - boating, other secondary contact recreational activities

- fish and wildlife habitat
- industrial processes and cooling

TABLE 7-2
CRMC WATER TYPES
(See also Chart A.3)

Section 200.1 Type 1. Conservation Areas

Included in this category are one or more of the following: (1) water areas that are within or adjacent to the boundaries of designated wildlife refuges and conservation areas, (2) water areas that have retained natural habitat or maintain scenic values of unique or unusual significance, and (3) water areas that are particularly unsuitable for structures due to their exposure to severe wave action, flooding, and erosion.

CRMC's goal is to preserve and protect Type 1 waters from activities and uses that have the potential to degrade scenic, wildlife, and plant habitat values, or which may adversely impact water quality or natural shoreline types.

Section 200.2 Type 2. Low-Intensity Use

This category includes waters in areas with high scenic value that support low-intensity recreational and residential uses. These waters include seasonal mooring areas where good water quality and fish and wildlife habitat are maintained.

CRMC's goal is to maintain and, where possible, restore the high scenic value, water quality, and natural habitat values of these areas, while providing for low-intensity uses that will not detract from these values.

Section 200.3 Type 3. High-Intensity Boating

This category includes intensely utilized water areas where recreational boating activities dominate and where the adjacent shorelines are developed as marinas, boatyards, and associated water-enhanced and water-dependent businesses.

The highest priority uses of Type 3 waters and adjoining land areas within CRMC jurisdiction are (a) marinas, mooring areas, public launching ramps, and other facilities that support recreational boating and enhance access to tidal waters; and (b) boatyards and other businesses that service recreational boaters.

Section 200.4 Type 4. Multipurpose Waters

This category includes (1) large expanses of open water in Narragansett Bay and the Sounds which support a variety of commercial and recreational activities while maintaining good value as a fish and wildlife habitat; and (2) open waters adjacent to shorelines that could support water dependent commercial, industrial, and/or high-intensity recreational activities. CRMC's goal is to maintain a balance among the diverse activities that must coexist in Type 4 waters.

The changing characteristics of traditional activities and the development of new water-dependent uses shall, where possible, be accommodated in keeping with the principle that CRMC shall work to preserve and restore ecological systems.

Section 200.5 Type 5. Commercial and Recreational Harbors

These waters are adjacent to waterfront areas that support a variety of tourist, recreational, and commercial activities. The highest priority uses of Type 5 waters and adjoining land areas within CRMC jurisdiction are (a) berthing, mooring, and servicing of recreational craft, commercial fishing vessels, and ferries; (b) water-dependent and water-enhanced commerce, including businesses catering to tourists; (c) maintenance of navigational channels and berths, removal of obstructions to navigation; and (d) activities that maintain or enhance water quality and scenic qualities, including the preservation of historic features. CRMC shall suitably modify or prohibit activities that significantly detract from or interfere with these priority uses.

Section 200.6 Type 6. Industrial Waterfronts and Commercial Navigation Channels

These water areas are extensively altered in order to accommodate commercial and industrial water-dependent and water-enhanced activities. They include all or portions of the following area:

1. NAVSTA Newport

Highest priority uses of Type 6 waters and adjacent lands under CRMC jurisdiction are: (a) berthing, loading, and unloading, and servicing of commercial vessels; (b) construction and maintenance of port facilities, navigation channels, and berths; and (c) construction and maintenance of facilities required for the support of commercial shipping and fishing activities.

8.0 STORM PREPAREDNESS

This Harbor Storm Preparedness Plan section has been written in conformance with the *Guidelines for the Development of Municipal Harbor Management Plans, State of Rhode Island, Coastal Resources Management Council*.

Recreational Waters Summary

Newport Harbor as defined in this plan spans a variety of waters, from its relatively sheltered Inner Harbor, its more exposed Outer Harbor and miles of predominantly west and south facing coastline. These waters host a wide range of recreational and commercial vessels and diversity of moorings and anchorages that serve from small recreational vessels to cruise ships. Traffic and mooring occupancy are extensive during the season.

Authority

The primary authority for carrying out the responsibilities detailed in this plan is vested in the Newport Harbormaster who works in cooperation with fire chief who serves as Emergency Management Director, the police chief and other City departments. The City has a broad Hazard Mitigation Plan that intersects with Harbormaster-driven storm preparedness plan.

Goal of the Harbormaster Storm Plan

The goal of the plan is to prevent the loss of life and property by:

- Properly preparing harbor and shoreline areas 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; and
- Identifying and completing long-term actions to redirect, interact with, or avoid the hazard.

Although this plan strives to eliminate all damage from natural disaster, providing that level of protection is clearly impossible. Therefore, the plan seeks to provide the greatest degree of protection from storm events.

Data Table: Mooring and Slips

Total Moorings: 842

Total Slips: 1310

RISK ASSESSMENT

Storm risks include rising water levels, significant tidal surge, wind and their impacts. Human life and property can experience significant consequences. These risks affect boats, marina facilities, shoreside structures such as docks and piers, the natural environment and homes and other properties.

Direct impacts include injury to persons, damage to vessels, damage to structures and erosion or displacement of natural environment features. Indirect impacts result from blowing or floating debris, dragged moorings, boats free of moorings and consequential spills, fires, downed electric and more. It is very clear that harborside risk mitigation can have significant shoreside risk mitigation as well.

Strategies for Preparedness, Response and Recovery

The Harbormaster, in conjunction with the United States Coast Guard, 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.

Issues and Analysis

The Harbormaster and collaborative agencies have anticipated a future where more frequent and violent storms will be experienced as a symptom of climate change. Their building of blocks of mitigating loss of life, property and environment are:

- Strengthening mooring, dockage and shoreline infrastructure;
- Using state of the art data and technology about weather, vessel, mooring and anchorage location;
- Maintaining a detailed preparedness, response and recovery plans;
- Formalizing systems for communicating storm preparedness, response and recovery information.

Phased Storm Preparedness, Response and Recovery Plan

PREPAREDNESS

The City of Newport, through its Harbormaster, in conjunction with the United States Coast Guard, 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 PRIOR TO STORM

1. If hurricane, begin tracking and monitoring hourly weather reports.
2. Manage harbor traffic as it increases during marina/boater preparation activities.
3. Ensure all patrol vessel fuel tanks are full and reserve batteries are charged.
4. Inventory and update first aid equipment and other on-board emergency tools.
5. Maintain radio watch.
6. Alert local port community, encouraging boat owners to seek safe refuge, remove boats from water, or take action to minimize damaging effects.
7. Alert local marina, marine interests, and holders of mooring permits, to impending emergency.
8. Keep U.S. Coast Guard Marine Safety Office (MSO), Providence apprised of hazardous conditions in harbors.

LEVEL 2 - 48 HOURS PRIOR TO STORM

1. Continue to perform activities in level 3 as required.
2. Contact those City mooring holders who are not complying with their preparedness plan. Plans are prepared by mooring holders in accordance with the guidelines provided herein and submitted with mooring applications to the Harbormaster.
3. Finalize emergency work schedule with assistant Harbormaster.
4. Confirm arrangements to have Harbormaster vessel(s) hauled and stored.
5. Prepare City properties, with Department of Public Works, including:
 - Securing all items such as trash bins, benches, etc. that are located in shoreline areas
 - Completing necessary precautions for Harbormaster dock area.
6. Establish liaison with police, public works departments and Emergency Management Director.
7. Alert maritime community to unsafe conditions in the harbor as needed via VHF radio and Harbormaster vessels.
8. Curtail regular business activities.
9. Begin regular patrols of Newport Harbor to ensure that necessary individual precautions are being taken.
10. Advise MSO Providence of the status of emergency preparedness in progress.
11. Alert local harbor community to any impending closure of anchorages or waterways.
12. Encourage local marinas to suspend fueling operations and to secure fueling piers sufficiently to minimize pollution threat.

LEVEL 1 - 24 HOURS PRIOR TO STORM

1. Continue to perform pertinent level 2 activities.
2. Undertake final patrol of the harbor:
3. Log information on transient boats.
4. Arrange for safe haven for all transient boaters in need of shelter. Coordinate with Police Department.

5. Fuel Harbormaster vessel(s)
6. Haul and store Harbormaster vessels – NO LATER THAN 12 HOURS BEFORE STORM
7. Complete shoreline survey and final harbor check from shore.
8. Alert harbor community and MSO to any unsafe conditions in harbor.

RESPONSE

The Harbormaster will not respond as usual to on-water emergencies during the storm event. Requests for assistance during the storm may be forwarded to the Coast Guard. This policy will remain in force unless revoked by the Emergency Management Director.

The Harbormaster will remain in contact with the established command center to address any harbor-related issue. All vessels will be launched to allow the Harbormaster to begin operations immediately at the conclusion of the storm.

RECOVERY

The City has three recovery priorities Immediately after the event has terminated.

- Priority 1. Reestablish the Harbormaster as an operational unit in order to facilitate
- the second and third priorities.
- Priority 2. Take immediate action to minimize additional risk to life and property.
- Priority 3. Reopen the harbor for recovery activity.

To achieve these priorities, the Harbormaster will take the following sequential actions:

IMMEDIATE FOR 24 HOURS AFTER STORM

1. Assess readiness of the Harbormaster; correct deficiencies, reestablish radio communications.
2. Complete rapid appraisal of damage.
3. Provide damage assessment information to City's public information center and to MSO Providence.
4. Be aware that the Harbormaster is not in the business of marine salvage. Harbormaster and assistants will not tow, remove vessels from the beach, or otherwise provide salvage services except in extreme and unusual circumstances.
5. Institute security watches as necessary.
6. Alert maritime community to unsafe conditions in the harbor.
7. Track beginning time and resource allocation of Harbormaster for possible state and federal reimbursement.

MID-TERM 1 TO 14 DAYS AFTER STORM

1. Complete comprehensive inventory of damage using photographs and video if possible.
2. Notify appropriate parties regarding damage (i.e., mooring holders).

3. Provide list of identified and unidentified boats to MSO Providence and DEM Enforcement.
4. Contact local harbor and shoreline users to assess their situation and identify requests for assistance.
5. Provide MSO Providence with a daily harbor status.
6. Begin to remove large pieces of floating debris from the harbor and bring to designated shorefront collection area.
7. Assist City and state agencies with damage assessments and emergency permitting process.

LONG-TERM 14 TO 90 DAYS AFTER STORM

1. Analyze effects of storm on the harbor. Complete summary report for the City manager within 30 days of storm event.
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 in emergency situations as appropriate.
7. Transfer collected harbor debris from collection site to City disposal area.

HARBOR AND SHORELINE USERS

Marinas

All marinas located in Newport Harbor are encouraged to submit a Storm Plan to address issues of community safety. A suggested plan is included here. Individual marinas are encouraged to expand upon this plan as it relates to their specific situations.

Boaters

Boat owners who hold a City mooring permit are encouraged to prepare an individual preparedness plan. This will be required of vessels that are unable to vacate the harbor in a storm event. Preparedness plans are available from the Harbormaster Division. Boat owners will be expected to comply, to the best of their ability, with the plan they have prepared. The boat owner should advise the Harbormaster of any significant changes to the plan.

Boat owners are encouraged not to stay aboard during major storm events. The City's may not respond to on-the-water requests for assistance during a major storm event. Such requests for assistance will be forwarded to the U.S. Coast Guard.

See suggested Individual Storm Plan at the end of this section.

Transients

Vessels not usually moored in the harbor but seeking safe refuge will be allowed to moor in areas designated by the Harbormaster. Transient vessels will not be allowed to tie to a mooring unless authorized by the Harbormaster. Transient vessels seeking shelter will provide the Harbormaster with information about the vessel and their preparedness plan.

Transients personal safety will be given a high priority during the storm event. Transportation to and from City designated shelters will be arranged as necessary.

Commercial Vessels and Ferries

As deemed necessary by the Harbormaster, local commercial vessels and ferries will submit individual plans to the Harbormaster prepared in accordance with their appropriate company guidelines.

SAMPLE: MARINA STORM PREPAREDNESS PLAN

Marina Storm Plan

Name of Marina: _____

1. GENERAL INFORMATION Primary contact

Name _____

Telephone _____

Cell Phone _____

Secondary Contact

Name _____

Telephone _____

Cell Phone _____

VHF channel

2. PREPARATION AND RECOVERY ACTIVITIES Preparation:

Phase Three (Alert)

72- 48 Hours Prior to Hurricane’s ETA

- Notify all personnel that the facility is on a hurricane alert. All personnel will commence preparations for putting the Severe Weather Preparedness Plan in action.
- Begin facility protection preparations by policing all yard, marina, and dock areas to stow away or secure loose equipment and items. Store in covered or sheltered areas.

- Secure all flammable and hazardous materials, such as waste oil receptacle.
- Commence plans for securing remaining in-water vessels. Ensure that all vessel removal operations are well underway. The facility has established a list of vessels to be hauled from the water and secured. Those vessels that remain in the water will be secured with extra lines and fenders.
- Top off vehicles with fuel as necessary, in preparation for the securing of all fueling operations and equipment. (We expect that loss of electrical power during a hurricane may disrupt fuel supplies after the storm)
- Check and secure any loose siding or roofing on work sheds and business buildings.
- Take down large signs, antennas, or other removable items subject to wind damage.
- Commence facility protection precautions. Install storm shutters or protect windows with masking tape to reduce the possibility of flying glass.
- Check First Aid and other emergency supplies and restock.
- Monitor storm's progress and maintain contact with Harbormaster **Phase Two (Watch)**

48 - 24 Hours Prior to ETA

- Notify all personnel that facility is on hurricane watch.
- Continue to monitor storm's progress and maintain contact with the Harbormaster.
- Complete securing operations in lowland locations. All dock structures, field buildings: and offices will be secured.
- Assess all electrical supplies to areas that may become flooded. Plan for shut-off at final evacuation.
- Secure all fuel supply tanks and lines at the shoreside installation.
- Disconnect and protect all electric motors, pumps, and like equipment at or below ground level, or place in a safe location.
- Secure waterside sewage pump-outs. Turn off sewage grinder pump breakers at last call to evacuate marina.
- Turn off fresh water supplied from municipal or other water lines at the meter.

- Check that all emergency supplies are readily available, such as first aid kits, fire protection equipment, sufficient stores of provisions, including bottled fresh water, fuel for emergency generators, battery-powered lighting, flashlights or lanterns, battery-powered radios, VHF units.
- Notify Harbormaster of any transient boaters requiring shelter during the storm event.

Phase One (Warning) 24 Hours Prior to ETA

In these hours prior to the projected arrival of the hurricane, the “hurricane warning” advisory will have been issued and it is highly likely that the hurricane will make landfall or pass near the marina facility. Continue or complete the following activities:

- Notify all personnel that the facility is on hurricane warning.
- Continue to monitor storm’s progress.
- With all vessel protection and securing operations completed, make a final check of doubled mooring lines, tied off with sufficient slack, and fender boards and/or other protective equipment.
- Secure as necessary any remaining operational facility buildings.
- Secure power to marina, if evacuated.
- Release employees who are not manning facilities during the storm with sufficient time to seek safe location prior to the storm. Give instructions for reporting back to work after the storm.
- Notify Harbormaster of any transient boaters requiring shelter during the storm event.

Recovery

The following will be considered when returning to the area:

- We understand that extensive damage may have been caused by the hurricane. While checking the condition of the marina facility is main concern, there may be limitations to access to the facility or at the facility itself. An inspection of the facility will be made as soon as practicable to determine conditions, damages, and security of premises.
- Post storm security will be provided as a priority to protect against vandalism.

Personnel returning to the facility and beginning the preliminary damage assessment are to be aware of the following:

- Wear boots and use extreme caution.

- Be aware of possible downed electrical wires, which should be considered “hot” and avoided until the power company or facility electrical maintenance personnel services the wires.
- Check facility fueling docks and tanks for leaking gasoline or diesel fuel, where applicable. File a report with your local Harbormaster if a leak is found.
- Do not start electrical equipment that has been submerged in water until it has been checked and repaired as necessary.
- Report immediately, broken sewer or water mains to the Harbormaster.
- Check building, shop, and dock electrical wiring completely prior to turning on the main power switch.

SAMPLE: INDIVIDUAL VESSEL STORM PREPAREDNESS PLAN

Individual Storm Preparedness Plan

Name: _____

Mooring #: _____

Federal and State regulations require that mooring permit holders submit a “Storm Plan” to the Town along with their annual mooring permit application. We have listed several of the most commonly accepted steps to take prior to a storm event. When a hurricane warning is issued, you will be expected to prepare your vessel, to the best of your ability, to minimize loss to your property and property of others. Not all dangerous storms are hurricanes. It is important to be “storm ready” throughout all the season.

Recommended Safety Precautions

- Double your lines and make sure chafe gear is in place where lines pass through fairleads and chocks, or over the side of the vessel. Chafing is the most common reason boats come loose in a storm.
- Put ample fendering on both sides of your boat.
- Reduce windage by removing sail covers and sails, especially roller furling sails. Also remove the boom, dodgers and awnings and any other items on deck that could come loose. If you cannot remove them, it is imperative that they be as tightly secured as possible. Secure all loose material below deck.
- Make sure all ports are secured and that all funnels are removed and capped
- Tightly secure the helm amidships.
- Remove all electronics and ship’s documents to shore.

- Remove any protruding objects such as anchors in bow rollers that could catch on another vessel.
- Shut off fuel and water systems and close all seacocks.

Do NOT attempt to ride out a storm on board. The Harbor Division will not respond for service during the storm. All calls will be referred to the US CG.

Additional plans or comments:

Please submit the name of an alternate captain who can be reached in your absence

:

Alternate Captain Name: _____

Telephone: _____

I have read the above safety recommendations. I agree to prepare my vessel in advance of a storm, to the best of my ability, to minimize risk to my own vessel and to the property of others.

Signed: _____ **Date:** _____

9.0 HARBOR ORDINANCES and POLICY

City of Newport ordinances are the basis for local enforcement of the provisions of the HMP. Policies set forth in the HMP can be conveyed to City council, City boards and commissions for incorporation in their plans and decisions regarding economic development, planning, zoning, land use, open space, transportation and more. Every effort should be made to ensure that the vision, principles, goals and objectives of the HMP inform Citywide initiatives and activities, including the CIP and other spending.

The current version of the HARBOR ORDINANCE is found at

https://library.municode.com/ri/newport/codes/code_of_ordinances?nodeId=COOR_TIT12STSIPUPL_CH12.28CIHA

NOTE: 2024 will mark a year where the current Harbor Ordinance will be formally reviewed and amended for consistency with the Harbor Management Plan once the plan is approved. This activity will also include addressing new issues requiring ordinances, including those related to houseboats.

2024 ordinance revisions will also address the following proposed changes cited in CRMC's HMP Consistency Review. The following consistency review is a document supplied by CRMC. As such, it is not edited and included as received. (See next page),

MUNICIPAL HARBOR MANAGEMENT PLAN CONSISTENCY REVIEW CHECKLIST

The “Required Elements” column of this table lists the topics that must be addressed in municipal harbor management plans to meet CRMC consistency requirements. It is mandatory to correct any deficiencies listed in **red font by a CRMC reviewer** in the “Deficiencies and Comments” column. Comments in black font are included as guidance for improving the quality of the HMP. Page or appendix numbers listed in the “Reference at page/appendix” column indicate where the CRMC reviewer found the Required Element in the draft HMP. In cases where the CRMC reviewer inserts “Not addressed” in this column, the municipality must add the necessary information to the draft HMP and indicate where the information was added in the “Corrected at page/appendix” column. Please refer to the CRMC’s *Guidelines for the Development of Municipal Harbor Management Plans* for detailed information on the various required elements.

CRMC CONSISTENCY REVIEW OF NEWPORT HARBOR MANAGEMENT PLAN 2024			
Required Elements	Reference at page/appendix	Corrected at page/appendix	Deficiencies and Comments
1. Organic waste disposal plan (pumpout)	p.70		PROPOSED AMENDMENT: Ch. 12-28.120.D to address pumpouts <i>All pumpout facilities must be operational and accessible at all times.</i>
1. 3:1 res./non-res. allocation policy	Ch.12.28.071.A		DELETE THIS PART OF Ch.12.28.071.A <i>If at any time, an excess of twenty-five (25) percent of mooring holders are non-residents, then all new mooring permits will be issued in a ratio of eight:one in favor of residents. When the ratio of moorings shall be at or close to the required three:one ratio in favor of residents to non-residents, then all new mooring permits shall be issued in a manner to maintain the three:one ratio in favor of residents over non-residents and to avoid exceeding this ratio in favor of residents over non-residents.</i>

2. Ensure all boats located w/in mooring area	Ch.12.28.070.B.3		Amend this ordinance as follows: <i>No moored vessel shall extend beyond its mooring area perimeter into designated channels.</i>
3. No comm. moorings in fed. nav. projects Add a section to the harbor ordinance as follows: <i>Rental moorings are prohibited in federal navigation projects</i>	12.28.040.D		Do “Open Channel Areas” include any federal channels? If so the following section in red font must be deleted as all moorings are prohibited in federal channels, and grandfathering is not allowable under any circumstance: <i>D. No anchoring, mooring, building or obstruction of any kind shall be permitted in open channel areas. Moorings which are in place in the open channel areas prior to the enactment of this section shall be permitted to remain in place for the duration of their effective lives. No new moorings shall be replaced in open channel areas</i>
4. No swimming or water skiing in moor.	12.28.053 Waterskiing and 12.28.130. Swimming		12.28.053. Restricted vessel use. Amend this section as follows <i>No water skiing shall take place within the Newport Inner Harbor area or any mooring areas regardless of location.</i> 12.28.130. Swimming. Amend this section as follows: <i>Swimming is not permitted in navigation channels. Swimming is “at personal risk” in mooring areas.</i>
5. Mooring transfer ordinance	Ch 12.28.072.C		<i>Add a sunset clause to this section of the harbor ordinance after which date no mooring transfers of any kind shall be permitted</i>

6. Outhaul ordinance	Not addressed		Add outhaul section to harbor ordinance
7. Mooring permit forfeiture language in ordinance? One day occupancy is all that's legally required for a mooring permit to be valid for an entire boating season?	Ch. 12.28.076.K		<p>This has to go if it in fact actually allows a vessel to only be on its mooring for a single day during the entire boating season: <i>Failure of permit holders to place their vessel registered to the mooring on the mooring for no less than twenty-four (24) consecutive hours during the period from June 1 through September 30 of each year. The permit holder shall notify the Harbormaster via VHF Channel 16 that their vessel is on the mooring. During those twenty-four (24) hours, the Harbormaster will affix a sticker for the appropriate year to the stern of the vessel. The sticker will notify the owner as well as the Harbormaster that the permit holder has complied with the year's usage requirement.</i></p>

APPENDIX A: CHARTS A.1 through A.5

The following charts are bound-in to this document. They were developed in the City of Newport's GIS mapping system. They are digitally maintained by the City.

APPENDIX A: Charts A.1-A.5

A.1: Newport RI Harbor Borders and Rights of Way

A.2: Newport RI Harbor Detail Chart

A.3: Newport RI CRMC Water Type Classification

A.4: Newport RI DEM Water Quality Standards

A.5 Newport RI Harbor Resources

(CHARTS FOLLOW)

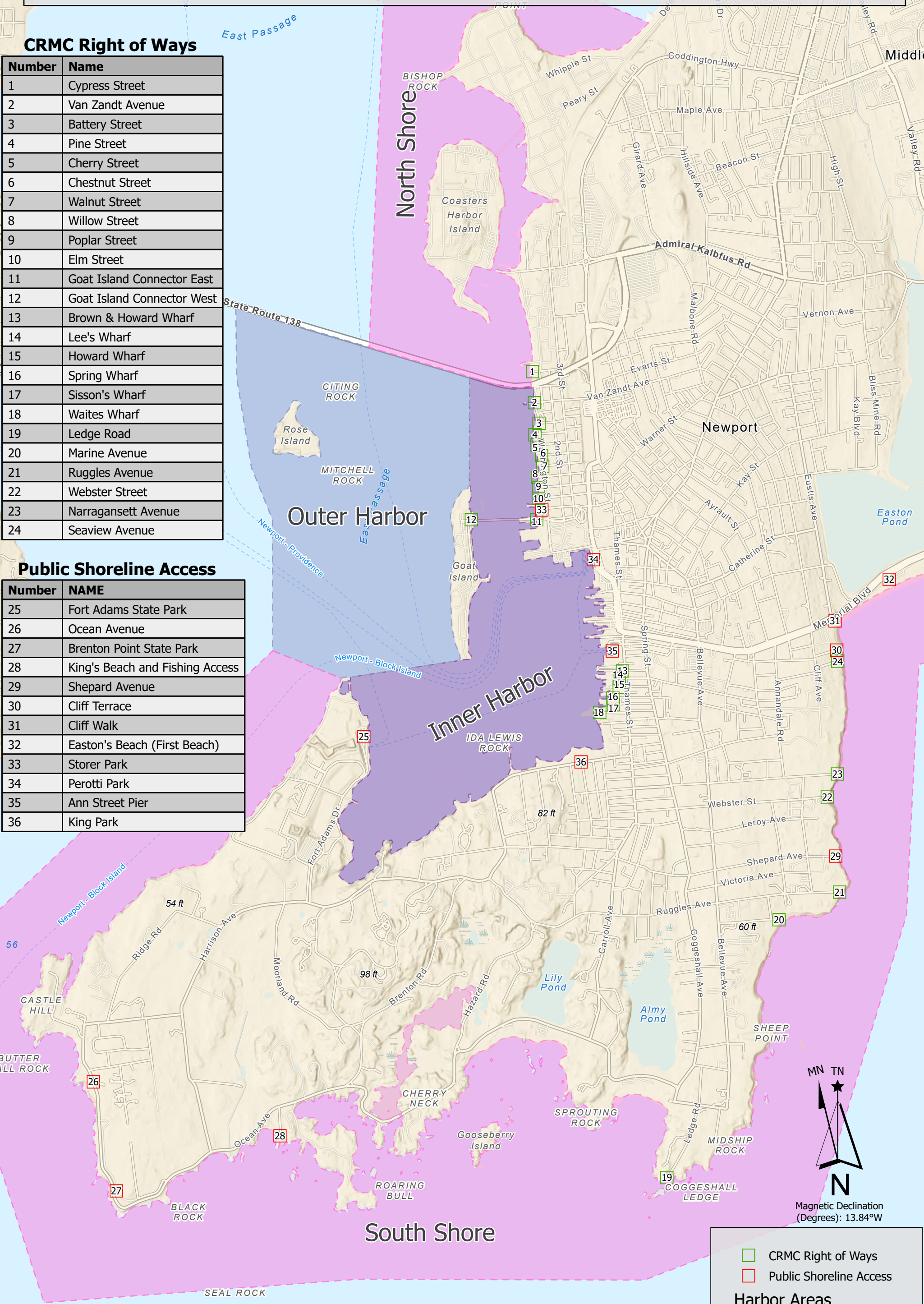
A.1: Newport, RI - Harbor Borders and Rights-of-Way

CRMC Right of Ways

Number	Name
1	Cypress Street
2	Van Zandt Avenue
3	Battery Street
4	Pine Street
5	Cherry Street
6	Chestnut Street
7	Walnut Street
8	Willow Street
9	Poplar Street
10	Elm Street
11	Goat Island Connector East
12	Goat Island Connector West
13	Brown & Howard Wharf
14	Lee's Wharf
15	Howard Wharf
16	Spring Wharf
17	Sisson's Wharf
18	Waites Wharf
19	Ledge Road
20	Marine Avenue
21	Ruggles Avenue
22	Webster Street
23	Narragansett Avenue
24	Seaview Avenue

Public Shoreline Access

Number	NAME
25	Fort Adams State Park
26	Ocean Avenue
27	Brenton Point State Park
28	King's Beach and Fishing Access
29	Shepard Avenue
30	Cliff Terrace
31	Cliff Walk
32	Easton's Beach (First Beach)
33	Storer Park
34	Perotti Park
35	Ann Street Pier
36	King Park

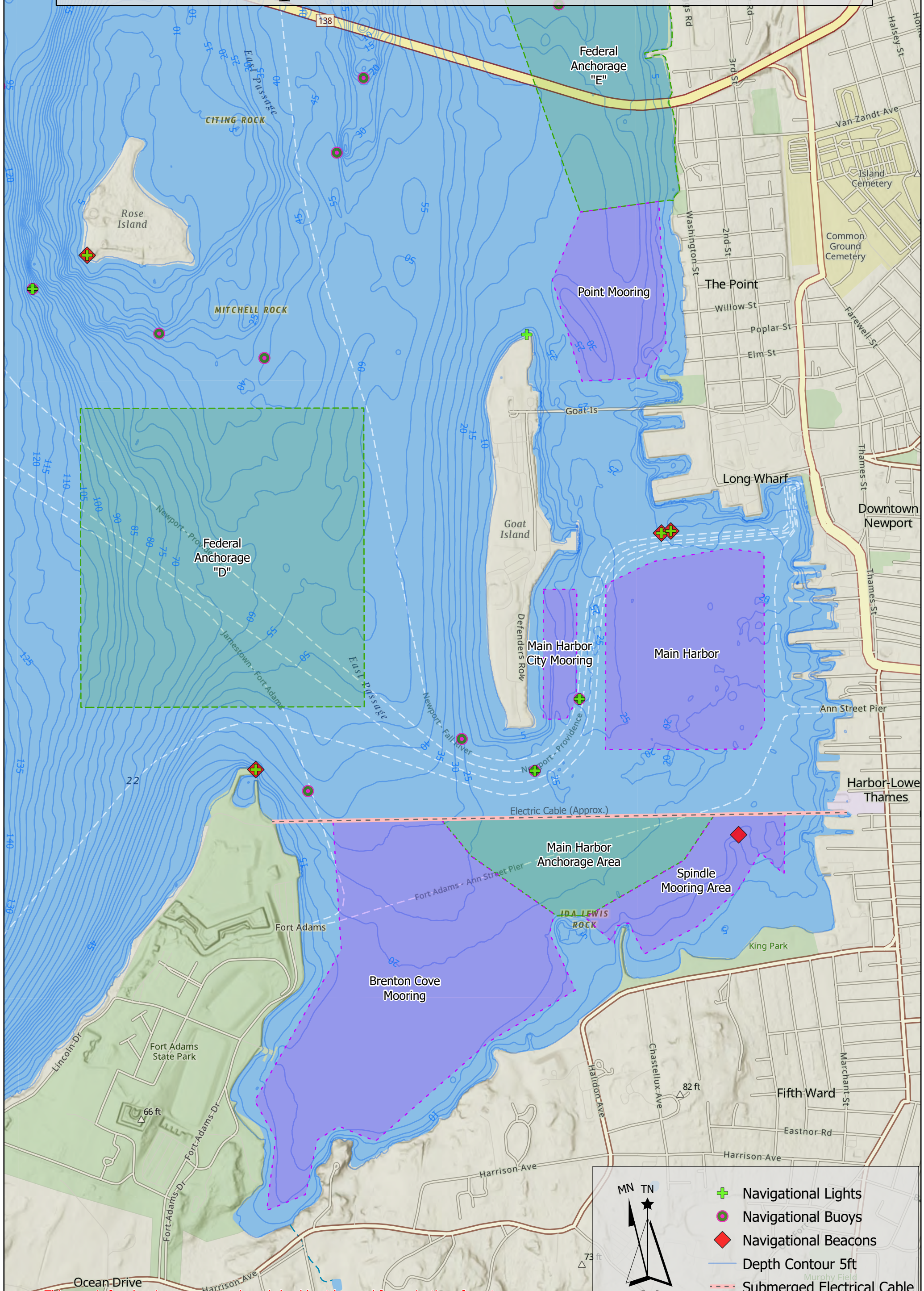


□ CRMC Right of Ways
□ Public Shoreline Access
Harbor Areas
 Inner Harbor
 Outer Harbor
 Shore Areas

This map is for planning purposes only and should not be used for navigation of any type. 22

Spatial Reference: NAD 1983 State Plane Rhode Island FIPS 3800
 Sources: Newport Harbor Management Plan V-4.4, Newport Code of Ordinances-Chapter 12.28, NOAA, ESRI, RIGIS, RIDEM.
 For further information on data sources or general questions, please contact Newport GIS at 401-845-5327.
 M. Crittenden, GIS Coordinator: 08 Feb. 2024

A.2: Newport, RI - Harbor Detail Chart



This map is for planning purposes only and should not be used for navigation of any type.

Depth contour lines measured in feet.

Spatial Reference: NAD 1983 State Plane Rhode Island FIPS 3800

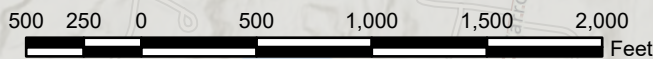
Sources: Newport Harbor Management Plan V-4.4, Newport Code of Ordinances-Chapter 12.28, NOAA, ESRI, RIGIS, USGS.

For further information on data sources or general questions, please contact Newport GIS at 401-845-5327.

M. Crittenden, GIS Coordinator: 08 Feb. 2024

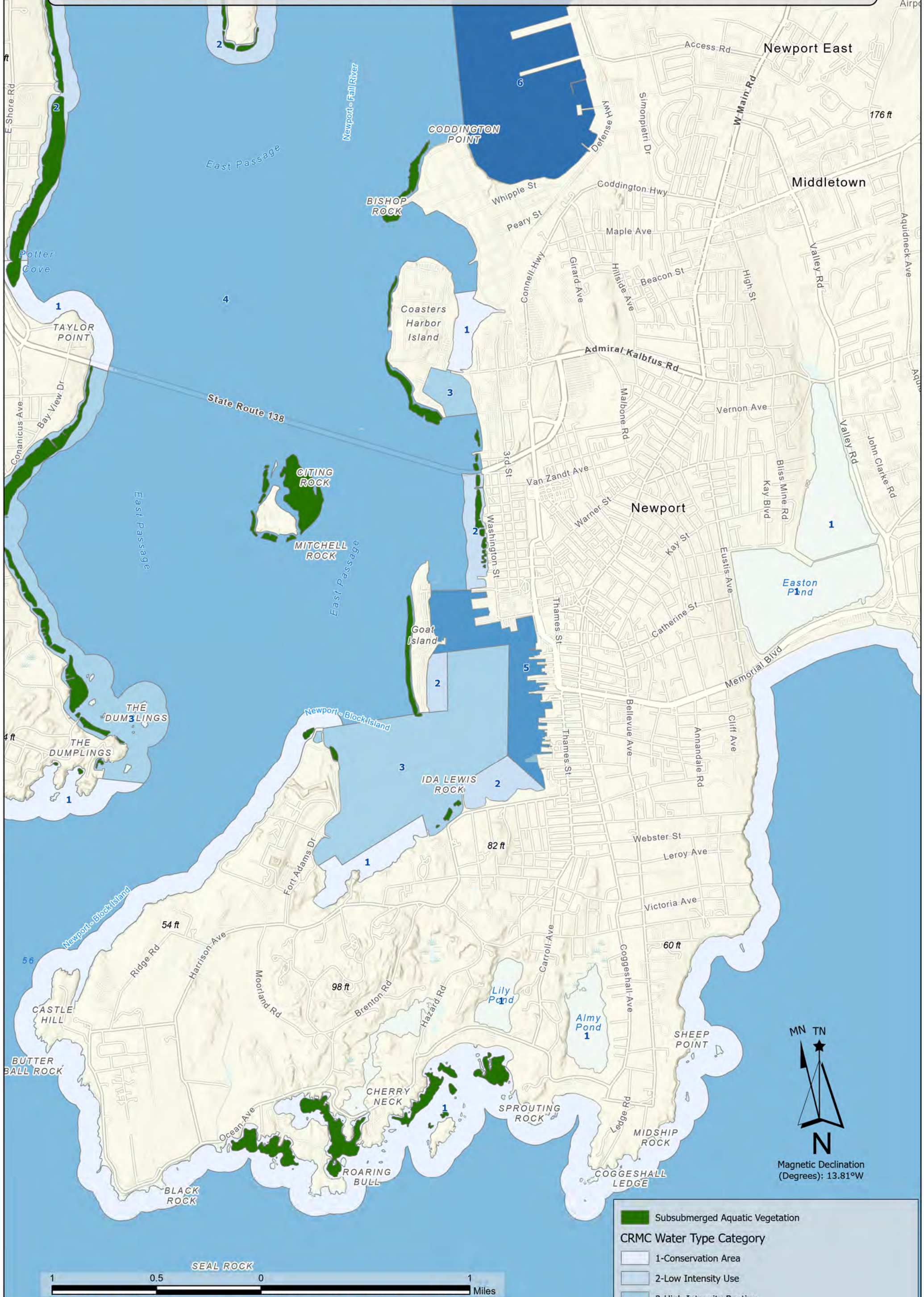


Magnetic Declination (Degrees): 13.84°W



- + Navigational Lights
- Navigational Buoys
- ◆ Navigational Beacons
- Depth Contour 5ft
- - - Submerged Electrical Cable
- - - Mooring Areas
- - - Anchorage Areas

A.3: Newport, RI - CRMC Water Type Classification



Submerged Aquatic Vegetation

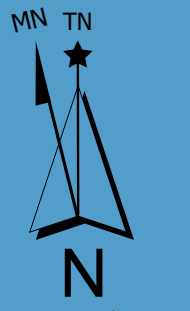
CRMC Water Type Category

- 1 - Conservation Area
- 2 - Low Intensity Use
- 3 - High Intensity Boating
- 4 - Multi-Purpose Water
- 5 - Commercial & Recreational Harbor
- 6 - Industrial Waterfronts and Commercial Navigation Channels

This map is for planning purposes only and should not be used for navigation of any type.

Spatial Reference: NAD 1983 State Plane Rhode Island FIPS 3800
 Sources: Newport Harbor Management Plan V-4.4, Newport Code of Ordinances-Chapter 12.28, NOAA, ESRI, RIGIS, RICRMC.
 For further information on data sources or general questions, please contact Newport GIS at 401-845-5327.
 M. Crittenden, GIS Coordinator: 08 Feb. 2024

A.4: Newport, RI - DEM Water Quality Standards



DEM Coastal Water Quality

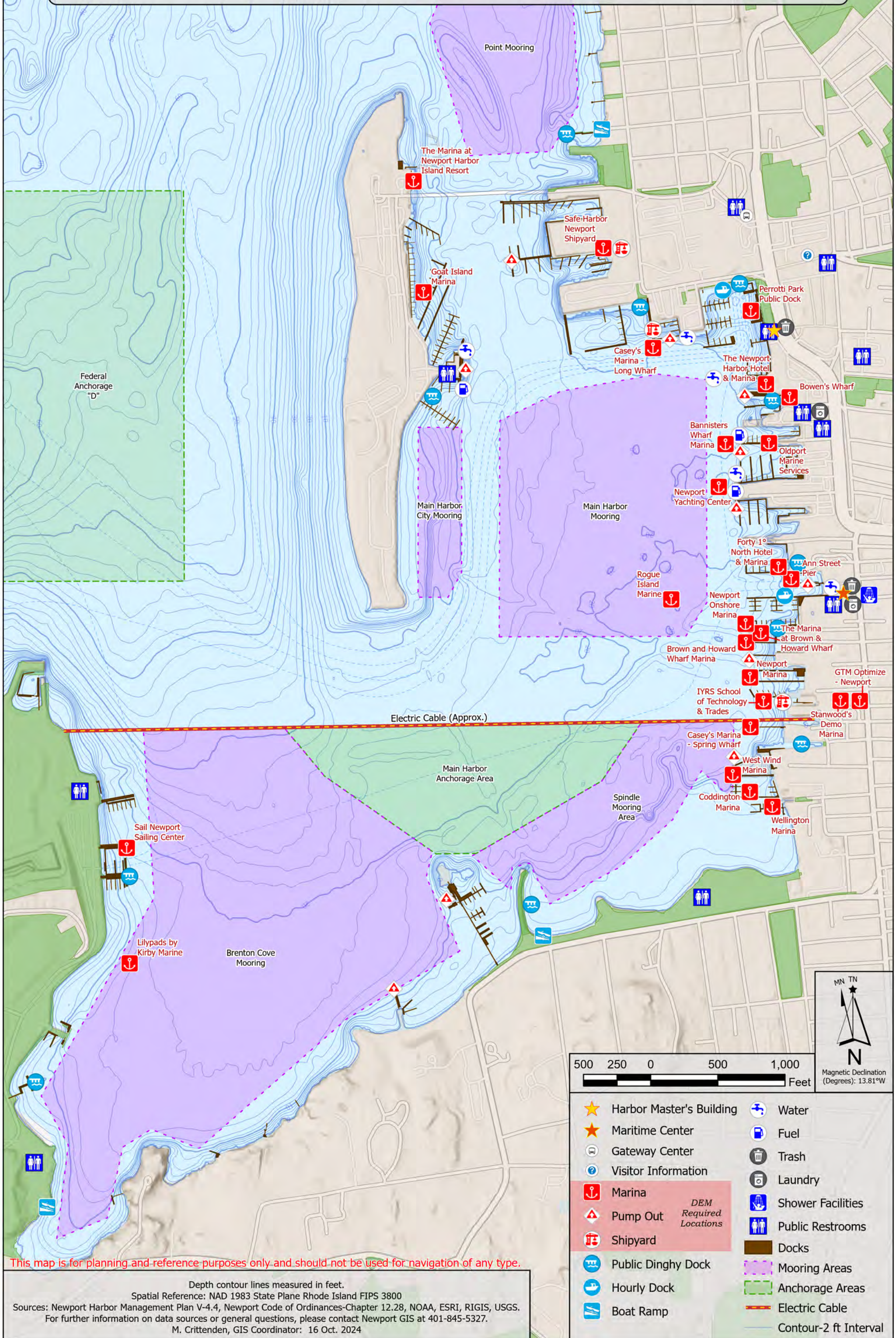
Category	Color
SA	Blue
SA{B}	Light Green
SB	Medium Green
SB1	Yellow
SB1{A}	Orange
SB{A}	Red



This map is for planning purposes only and should not be used for navigation of any type.

Spatial Reference: NAD 1983 State Plane Rhode Island FIPS 3800
 Sources: Newport Harbor Management Plan V-4.4, Newport Code of Ordinances-Chapter 12.28, NOAA, ESRI, RIGIS, RIDEM.
 For further information on data sources or general questions, please contact Newport GIS at 401-845-5327.
 M. Crittenden, GIS Coordinator: 08 Feb. 2024

A.5: Newport, RI - Harbor Resources



This map is for planning and reference purposes only and should not be used for navigation of any type.

Depth contour lines measured in feet.
 Spatial Reference: NAD 1983 State Plane Rhode Island FIPS 3800
 Sources: Newport Harbor Management Plan V-4.4, Newport Code of Ordinances-Chapter 12.28, NOAA, ESRI, RIGIS, USGS.
 For further information on data sources or general questions, please contact Newport GIS at 401-845-5327.
 M. Crittenden, GIS Coordinator: 16 Oct. 2024

500 250 0 500 1,000 Feet

MN TN
 N
 Magnetic Declination (Degrees): 13.81°W

★ Harbor Master's Building	🚰 Water
★ Maritime Center	⛽ Fuel
🚗 Gateway Center	🗑️ Trash
📍 Visitor Information	🧺 Laundry
⚓ Marina	🚿 Shower Facilities
⚠️ Pump Out <i>DEM Required Locations</i>	🚻 Public Restrooms
🏗️ Shipyard	🚢 Docks
🚤 Public Dinghy Dock	📏 Mooring Areas
🕒 Hourly Dock	🟩 Anchorage Areas
🚤 Boat Ramp	🔴 Electric Cable
	📏 Contour-2 ft Interval

APPENDIX B: CONNECTION TO NEWPORT COMPREHENSIVE LAND USE PLAN

The Comprehensive Land Use Plan (CLUP) is the City's guiding land use document and is referenced frequently in policy discussions and serves as the foundation for decisions made by the City.

The Harbor Management Plan is a document with format and content proscribed by the Rhode Island Coastal Resources Management Council. Much of the localized content relates to topics also addressed by the CLUP. There is great synergy between these two plans, and virtually no conflicts.

These are examples of how the HMP complements the CLUP.

LAND USE GOAL LU-1: *To provide a balanced City consisting of residential, commercial, and employment uses consistent with the character, environmental resources and vision of the community.*

Policy LU 1.3: *The City shall work with state regional agencies and private property owners to maintain viable maritime uses and public access within the City's harbor area, while also supporting uses necessary to accommodate tourism.*

The Harbor Management Plan comprises many actions related to cooperation with the federal government, Navy, Army Corps of Engineers, RI Coastal Resources Management Council and RI Department of Environmental Management as well as marinas, commercial fishing interests and others engage with the harbor to maintain viable uses and public access. An entire section of the HMP, developed in concert with Friends of the Waterfront and CRMC addresses public access.

Policy LU-1.4: *The City shall maintain design standards to protect historic structures, maintain the heritage of the community, and maintain views and access to the harbor and waterfront areas.*

The Harbor Management Plan states that one of its overarching goals is the protection of Newport as an authentic seaport, an attribute which defines the heritage of the City. This means protecting a wide array of maritime uses and harbor features. It also has an entire section on public access, and promotes ordinances that help to govern planned and controlled development.

Policy LU-1.5: *The City shall encourage the use of the Floating Zone Overlay in the Waterfront Business, Traditional Maritime, or Commercial / Industrial zoning districts including the Innovation Hub Area.*

The HMP is congruent with this zoning approach in that it describes principles, attributes and aims that transcend defined boundaries as well as provides specific details on hard boundaries defined by law, regulation and ordinance.

Policy LU-1.6 *The City shall encourage upgrading, beautification, and revitalization.*

The HMP cites many projects related to upgrading moorings and maritime facilities, supporting the beautification of public access points, and ensuring the vitality of a wide range of maritime interests.

LAND USE GOAL LU-2: *To develop a planning framework that helps the City respond to the impacts of sea level rise, storm surge and increased flooding.*

Policy LU- 2.2 *The City shall identify specific areas possibly impacted by these threats, assess and understand the economic, social and other roles these land uses play.*

Policy LU-2.2 *The City shall play a leadership role in advocating responsible public and private responses to impacts of these threats at both the local, state and federal levels.*

Policy LU-2.3 *The City shall design and implement capital project plans and improvements while considering the land use implications of such investments within the context of these natural hazards and threats.*

Sea level rise, storm surge and climate resiliency are significant themes in the Harbor Management Plan. For example, the design of mooring fields and types of mooring tackle uses must take these conditions into account. Docks, piers, bulkheads and other harbor facilities must address these conditions. Also, an entire section of the HMP is dedicated to Storm Preparedness, Response and Recovery in concert with the City's overall emergency response.

ECONOMIC DEVELOPMENT GOAL ED-1: *The City shall support key economic drivers while also seeking to attract and grow its technology sector and businesses that represent new and innovative concepts and technologies.*

Policy ED-1.6 *The City shall evaluate the economic impacts of sea level rise and climate change and seek to develop and implement plans and strategies to mitigate impacts and leverage opportunities short term mitigation and long-term needs.*

As described previously, the HMP considers sea level rise and climate change.

ECONOMIC DEVELOPMENT GOAL ED-2: *To protect and enhance the City's maritime related businesses.*

Policy ED-2.1 *The City shall consider the impacts of plans, programs, investments, regulations and other factors influencing or potentially influencing the viability of its maritime businesses and will take appropriate actions to avoid or mitigate negative impacts.*

The Harbor Management Plan is a foundation for managing the impact of plans, programs, investments, regulations and other factors as it considers the management of all harbor assets, impacts on natural resources, storm preparedness and more which protect and enhance the value of the City's maritime related businesses.

COMMUNITY FACILITIES AND SERVICES GOAL CFS 1: *To provide a full range of quality public services and facilities to its residents. The City shall strive to maximize inter-departmental collaboration to provide a customer focused, service-based culture that provides excellent service to the citizens of Newport.*

Policy CFS-1.2 *The City shall work to coordinate with all community groups in order to improve all public services and facilities.*

The Harbor Management Plan was developed with the participation of a wide range of commercial, private and non-profit community interest groups and individuals, many of which are listed in the plan as members of the Harbor Management Plan working group.

Policy CFS-1.3 *The City shall ensure the health, safety and long-term general welfare of residents through its ownership, maintenance and operation of the City's public facilities and services.*

The Harbor Management section of the plan describes many policies and practices related to the Harbors Department stewardship and management of moorings, docks, piers, maritime center and other facilities it management.

Policy CFS-1.4 *The City shall strive to improve its buildings and facilities to meet all applicable ADA, life safety and other applicable codes.*

Buildings and facilities encompassed by the HMP are managed with the intent of meeting all applicable codes.

Policy CFS-1.5 *The City shall deliver service efficiently through collaboration and mutually beneficial agreements with nearby communities and federal entities.*

Many of the services encompassed by the HMP are delivered in collaboration with federal and state entities, and the harbors department provides significant mutual assistance to nearby community first response agencies and statewide first response agencies through formal and informal agreement.

Policy CFS-1.7 *The City shall consider the costs/benefits of leasing, owning, subletting, co-location and other potentially suitable arrangements regarding the development and/or siting of new public facilities and/or services.*

The public facilities referenced in the HMP are cost-effectively co-located with other entities, such as the Harbormaster using dockage, office and support facilities at the Newport Yacht Club, officing at Perrotti Park co-located with visitor services and the Maritime Center co-located with the Museum of Sailing.

Policy CFS-1.8 *The City shall design facilities and City operations to be suitable and appropriate to their setting and context, particularly with regard to established residential neighborhoods and historic structures and features.*

In all three settings cited above, the facilities are appropriate and in context with the setting.

Policy CFS-1.9 *The City shall site and design public facilities to enhance long-term resistance to sea level rise, storm surge and flooding.*

The HMP currently considers and will guide plans to address siting and structure of public facilities. Several dock and pier projects are underway to address these impacts.

TRANSPORTATION GOAL T-1 *To provide a comprehensive, multimodal transportation system for all users.*

The HMP address many initiatives designed to improve on-water transportation, both for short distance shuttle, special events shuttle and broader trans-bay transportation. The Plan advocates for the development of a major new maritime hub facility at the Navy Hospital land should that property be acquired by the City.

OPEN SPACE AND RECREATION GOAL OSR-3: *To protect and enhance public access to shoreline and waterfront areas.*

Policy OSR-3.1 *The City shall enhance and protect public access to the shoreline and waterfront areas through recreational sites, public rights-of-way, and access easements.*

An entire section of the HMP is devoted to public access and public rights of way. It consider both land to water and water to land access.

NATURAL RESOURCES GOAL NR-1: *To acquire, maintain and use accurate and timely data regarding the City's natural resources, their condition, functions and relationships to other resources and the community.*

Policy NR-1.1 *The City shall take the initiative to lead and sustain a comprehensive program to create, manage and share data regarding the City's key natural resources through the Geographic Information System (GIS) process.*

Policy NR-1.2 *The City shall use accurate and current data regarding its key natural resources in making decisions to establish and adjust programs, policy and other priority actions, in order to anticipate, mitigate, avoid or respond to critical threats to the City's key natural resources.*

The HMP has an entire section that provides an inventory of natural resources in Newport's waters, as well as content which defines water quality types directly connected to natural resources. The 2024 version of the HMP also created a GIS map of Newport's waters and the features of those waters related to the HMP. This is the first time that such a GIS map has existed within the City's GIS system and not with a third party vendor.

NATURAL RESOURCES GOAL NR-4: *To fully integrate natural resource protection into all appropriate City plans, policies, regulations, and operations.*

Harbor Management Plans are a requirement of the Colorado Resources Management Council, and a significant goal of these plans is the protection of natural resources. The promulgation of Newport's Harbor Management Plan is a means of helping to integrate natural resource protection into City plans, policies, regulations and operations.

HISTORIC AND CULTURAL RESOURCES GOAL HCR-1: *To identify, protect, and enhance the City's cultural and historical resources.*

Newport's harbors and waters are its most significant historic and cultural resource. The entire HMP is developed to identify, protect and enhance these resources.

WATER GOAL WA-3: *To provide a secure and resilient water system, including enhanced storage, transmission and treatment.*

WATER GOAL WA-4: *To use best management practices (BMPs) as part of the water systems design and operation.*

WATER GOAL WA-5: *To provide a comprehensive, City-wide stormwater plan and implementation strategy to protect public safety and property.*

The HMP has an entire section devoted to the protection of water quality, including such topics as sanitation and stormwater management. This section was developed pursuant to statewide standards and was co-authored by the City of Newport Water Division.