

Town of Chatham

Town Landing

Master Plan



Prepared by the
Chatham Department of Coastal Resources

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CHATHAM TOWN LANDING MASTER PLAN

INTRODUCTION

Much of Chatham’s charm and economic foundation stems from its unique location at the “elbow” of Cape Cod and its over 60 miles of scenic shorelines, waterways, harbors and the open ocean. As is common with most coastal communities, the ability for the public to reach the shore and water for boating, swimming, fishing and shellfishing, strolling or simply viewing the water can be severely limited due to the preponderance of privately owned shoreline. Without adequate public access to the water and shorefront, the commercial and recreational use and enjoyment of the marine environment would be severely limited. Therefore, the establishment and maintenance of public landings and other public access points to the water are extremely valuable.

The importance of Town Landings and public water access is openly acknowledged in a number of the principal planning reports which set forth various visions and recommendations for the Town’s infrastructure and coastal resources. These include Chatham’s Long Range Comprehensive Plan, the Pleasant Bay Resource Management Plan and the South Coastal Harbor Management Plan. All of these documents encourage proactive planning to preserve, and enhance where appropriate, the public’s need and interest for access to the shores and water. These issues are not only important from an aesthetic and ecological perspective but are equally important for the economic well being of the community.

The term “town landing” has a specific meaning and legal interpretation. Within the Commonwealth of Massachusetts, a “landing” is a parcel of land taken by the town, through town meeting action, and placed under the jurisdiction of the Board of Selectmen for purposes of public access to the town’s salt and fresh water resources. Chatham has many formal “landings” which have undergone this official process. However, there are other public access opportunities in Chatham that may not have been formally designated as landings, and this plan identifies these other parcels, paths and roads giving access to waterways as “water access points.” Some of these “access points” are referred to and used as landing places (Old Mill Boat Yard as an example); however, they may not have been officially so designated by Town meeting action. The location of Chatham’s various town landings and water access ways are shown on the attached locus map.

Chatham’s formal town landings include:

- Andrew Harding’s Lane
- Barn Hill Landing
- Battlefield Road Landing
- Bearses Lane Landing
- Bridge Street East Landing
- Claflin Landing
- Cotchpinicut Landing
- Cow Yard Landing
- Crows Pond Landing
- Holway Street Landing
- Little Mill Pond Landing
- Mill Creek Landing
- Oyster Pond Furlong Landing
- Port Fortune Landing
- Ryder’s Cove Landing
- Scatteree Landing
- Strong Island Landing
- Taylor’s Pond Landing

Town of Chatham Town Landing Report Locus Map



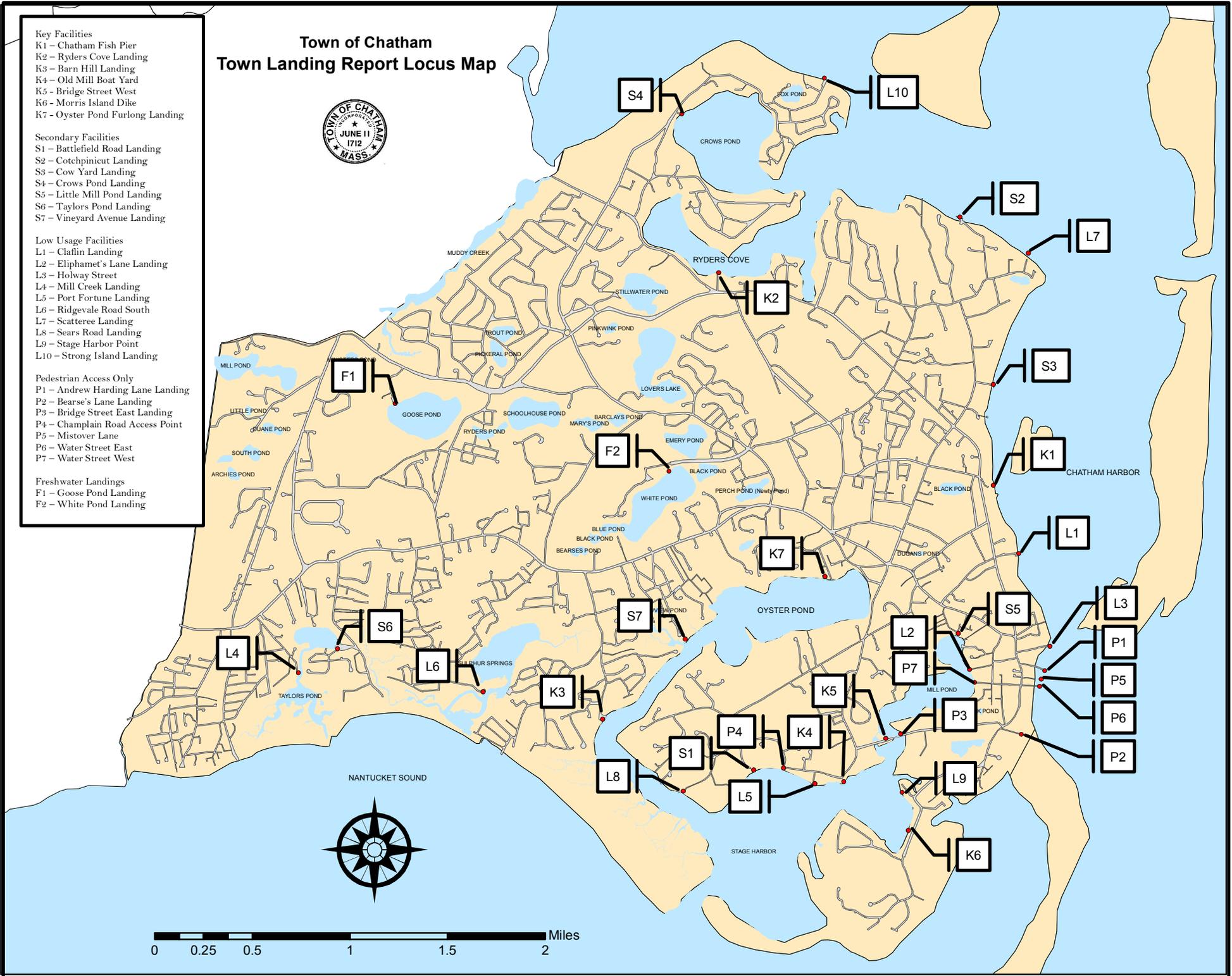
- Key Facilities**
 K1 – Chatham Fish Pier
 K2 – Ryders Cove Landing
 K3 – Barn Hill Landing
 K4 – Old Mill Boat Yard
 K5 – Bridge Street West
 K6 – Morris Island Dike
 K7 – Oyster Pond Furlong Landing

- Secondary Facilities**
 S1 – Battlefield Road Landing
 S2 – Cotchpinicut Landing
 S3 – Cow Yard Landing
 S4 – Crows Pond Landing
 S5 – Little Mill Pond Landing
 S6 – Taylors Pond Landing
 S7 – Vineyard Avenue Landing

- Low Usage Facilities**
 L1 – Clafin Landing
 L2 – Eliphamet's Lane Landing
 L3 – Holway Street
 L4 – Mill Creek Landing
 L5 – Port Fortune Landing
 L6 – Ridgevale Road South
 L7 – Scattered Landing
 L8 – Sears Road Landing
 L9 – Stage Harbor Point
 L10 – Strong Island Landing

- Pedestrian Access Only**
 P1 – Andrew Harding Lane Landing
 P2 – Bearse's Lane Landing
 P3 – Bridge Street East Landing
 P4 – Champlain Road Access Point
 P5 – Mistover Lane
 P6 – Water Street East
 P7 – Water Street West

- Freshwater Landings**
 F1 – Goose Pond Landing
 F2 – White Pond Landing



- Eliphamets Lane Landing
- Vineyard Avenue Landing
- Water Street East Landing
- White Pond Landing

Other water access points include:

- Champlain Road
- Chatham Fish Pier (formally a landing at Barcliff Ave. Extension)
- Mistover Lane (right of way to a former landing)
- Morris Island Dike
- Old Mill Boat Yard (town-owned but not formally a town landing)
- Mitchell River/Bridge Street landing (leased as a landing place)
- Ridgevale Road South
- Sears Road
- Stage Harbor Point
- Water Street West

Most of the town's recreational beaches were originally taken as town landings but were later placed under the jurisdiction of the Park and Recreation Commission to be managed as public beaches. Since they are principally used for recreational bathing, the beaches are not covered in this Master Plan. The landings that are now public beaches include:

- | | |
|--------------------------|-------------------------|
| • Cockle Cove Beach | • Pleasant Street Beach |
| • Forest Beach | • Oyster Pond Beach |
| • Harding's Beach | • Ridgevale Beach |
| • Jackknife Harbor Beach | |

Master Plan

The purpose of this report is to briefly review the town's landings and access ways and to highlight the various enhancement projects, infrastructure repairs and maintenance needs which have been identified for these locations. This will assist in developing priorities for project budgeting, scheduling, and other efforts to ensure these facilities continue to function properly and provide the public with an appropriate level of water and shorefront access opportunities.

These facilities, particularly the heavily used primary facilities, are subject to many pressures, both natural and human-induced, that contribute to the daily wear and tear that ultimately degrades their condition. Environmental factors such as wave and tidal action, erosion, marine borers in timber structures, stormwater runoff and the many human impacts accompanying the normal usage of the facilities are all issues which need to be identified and responded to. In addition, many of our facilities are modest in size and are located in close proximity to residential private property. Therefore, as the public's interest to gain access to the water intensifies, heavy usage of the facilities often overwhelms the landings' capability to service the public appropriately and safely, and without impact to adjacent private property. Part of the challenge is to balance the desire to improve and enhance the capabilities

and functioning of the landings against the associated potential congestion and other possible detrimental impacts the usage may have on neighboring private property.

The recommendations that follow attempt to identify existing issues as well as future anticipated needs and enhancements to the facilities. Many recommendations stem from obvious repairs and maintenance issues, while others were derived from discussions by various committees (i.e. Waterways Advisory Committee, South Coastal Harbor Plan Committee, Pleasant Bay Alliance, Shellfish Advisory Committee, Aunt Lydia's Cove Committee) as well as comments from the general public.

It should be noted that the break in North Beach caused by the April 2007 nor'easter has resulted in the formation of a new inlet across from North Chatham. This inlet may have some significant impacts to the mainland shorelines in this area in a manner similar to what resulted from the 1987 break in North Beach which created the inlet opposite the Chatham Lighthouse. The 1987 break had severe impacts to the Chatham's eastern town landings at Bearses Way, Water Street, Andrew Harding's Lane, Holway Street and Claflin Landing. The town lost a considerable number of parking spaces as well as the effective function of these east facing landings following the 1987 inlet formation. Likewise, there are a number of important landings in the vicinity of the new inlet (Fish Pier, Cow Yard, Scatteree, Cotchpinicut, Strong Island, Crows Pond, Ryder's Cove) that may be impacted by changed wave, current, and water level conditions resulting from this inlet. Some of these impacts are difficult to predict and may change in the near term so specific action plans to respond to these issues are not included in this plan at this time.

The physical loss and reduction in functionality of many of Chatham's eastern landing infrastructure emphasizes the importance of enhancing water access beyond current levels. Opportunities for the purchase of appropriate waterfront property do not occur very often but the town should position itself to respond to the situations when they arise. Further expansion and enhancement of existing facilities should also not simply be viewed as catering to a potentially insatiable and ever growing demand. Chatham has actually had a net loss of public shore access and parking opportunities over the past two decades, particularly along Chatham Harbor due to the mainland erosion following the 1987 breach in North Beach. Further impacts to our eastern facilities may also occur as a result of continuing physical changes resulting from the 2007 inlet formation.

Colonial Ordinance

An important topic to understand with regard to the public's right to access the shoreline is the term referred to as the "Colonial Ordinance." The Public Trust Doctrine, a doctrine dating back to ancient Roman times, guarantees that all tidelands (areas lying below mean high water) and the water itself, are held in "trust" for the benefit of the public. Therefore, most states limit the ownership of private property to above the Mean High Water (MHW) line. In 1647 Massachusetts amended this doctrine through a "Colonial Ordinance" to extend private ownership to the Low Water line. It should be noted that it is not always clear if ownership of a particular property extends to the Mean Low Water line or the Extreme Low Water line and this needs to be reviewed on a property by property basis if an issue arises. By adoption of the Colonial Ordinance, Massachusetts is one of the only states to have shifted the "ownership" of the intertidal zone (area between mean high and low water) from the public domain to the private sector. At the time this was adopted, it was done to promote private wharf construction and encourage maritime commerce.

However, recognizing the importance of the use of the intertidal area, the Colonial Ordinance preserved the rights of the general public to use intertidal lands for the purposes of “fishing, fowling and navigation.” Interpretation of these three rights can be complicated but, in general, the public has the right to use and pass freely within the intertidal zone in order to fish (including shellfishing), fowl (i.e. duck hunting and more recently interpreted to include bird watching), and for the purpose of navigation (accessing your vessel and swimming). These rights of access stop above the MHW line. It is important to understand that the right to simply walk along the shore (for personal enjoyment) is not afforded by the Ordinance, i.e. someone must be engaged in one of the activities allowed in order to preserve the public’s rights.

It should also be made clear that while the public may have certain rights to use the intertidal areas, they are not entitled to cross private property to access the intertidal zone. Therefore, the establishment of public landings and other access points to the shore and water are of extreme importance in order for the public to access the shorefront.

Dinghy Storage

One of the more pressing issues which has grown in importance over the last several years is the problem of dinghy storage along the shorefront. In typical “old Cape Cod tradition”, dinghies are commonly left along the shoreline above the high tide line in order to gain access to a moored boat offshore. Typically, the dinghies are left near the place of access to the shore and in as close a proximity to the moored boat as possible. It is also common that insufficient public shoreline is available and dinghies are frequently left on private shorefront property. More and more conflicts are developing regarding this practice of dinghy storage as concerns grow about the increasing number of dinghies, their potential impact on the vegetation and possible erosion of the beach and upland, and a general shift of the property owner to a more “its my private shorefront” attitude.

The Colonial Ordinance (right of navigation) discussed above does not allow for the storage of dinghies above the high tide on private property which is where most dinghies are kept. Dinghy storage is a recurrent issue identified for many of the landings and, unfortunately, there is not a clear or easy solution to this problem.

Consistency with Chatham Comprehensive Plan

In developing this Master Plan, the guidelines developed in the Town’s Comprehensive Long Range Plan were reviewed and incorporated where appropriate. Therefore, each section of this plan will introduce those guidelines pertinent to the section. The general guidelines that apply to all town landings are listed below. The codes OP1, OP2, etc., refer to Open Space provisions; EE1, EE2, etc. are for economic provisions in the Comprehensive Plan.

Open Space Guidelines for all Town Owned Properties:

- Parking areas to be unpaved or pervious except at major facilities OP1
- Signage minimized, yet clear and consistent OP2
- Maintain natural habitats, combat invasive vegetation OP3
- Provide periodic maintenance/upgrading OP4
- Interfere with Nature as little as possible, while minding needs of users OP5

Open Space Guidelines specific to Coastal Resources:

- Establish maintenance fund for landing repairs, improvements and cleanup OP54
- Mark all town landings and access points with clear and consistent signage OP55
- Ensure that landings are shown on maps available to the public OP56
- Print rules and regulations pertaining to use of landings on maps and brochures. OP57

The Comprehensive Plan grouped the various landing and access points into four primary categories including **Key Facilities** (major, heavily used access points providing access to major waterways), **Secondary Facilities** (smaller, less intensely used access points giving access to major waterways), **Low Usage Landings** (small access points with limited access or parking) and **Pedestrian Access Only** (small, often single point or pathways with severely restricted shore access). The landings discussed in this plan are also grouped into these same general categories.

SECTION 1: KEY FACILITIES

The Comprehensive Plan identifies seven key facilities as those which provide major, heavily used access to Chatham's waterways. Of the seven, the first four listed are truly the primary Chatham facilities providing substantial commercial and recreational benefit to the community:

- Chatham Fish Pier
- Ryders Cove Landing
- Barn Hill Landing
- Old Mill Boat Yard
- Mitchell River/Bridge Street West
- Morris Island Dike
- Oyster Pond Furlong

Comprehensive Plan guidelines of a general nature for key facilities:

- Accommodate fishing and recreation while mitigating impact to neighborhoods OP31
- Provide handicapped access OP43
- Maintain access channels at landings, especially Fish Pier OP53
- Maintain safe mooring areas and support facilities for fishing vessels EE11
- Improve town landings to serve the shellfish industry EE12

Chatham Fish Pier (K1)

Description:

The Fish Pier is comprised of one road and three adjacent parcels totaling about 2 acres. The actual pier with its offloading facilities is the nucleus of the property. Supplementing the pier itself are two pier extensions, the North and South Jogs, two parking areas, lower and upper, and a smaller building housing the Wharfinger's office, restrooms and a fishing gear baiting room.

The primary purpose of the Chatham Fish Pier is to provide berthing and offloading facilities for Chatham's commercial fishing fleet. Support provided includes off-loading of catches, provisions for fuel, ice and water, the bait room, boat and fishing gear maintenance and parking.

Secondarily, the gangway and float adjacent to the South Jog accommodate charter fishing and tour operations embarking from and returning to the Pier. The Pier's public viewing platform has long been a popular destination for tourists interested in the fishing industry. While the Pier principally accommodates commercial vessels, recreational boats also have access to fuel and to the public float.



History:

Barcliff Avenue, now Barcliff Avenue Extension, was first laid out as a way to the water and town landing in 1864. In 1936 an extension to the landing was acquired for the construction of a fish pier. In 1947, the land for the upper parking lot was acquired, and in 1967 land for the South Jog and its adjacent parking area was added. Currently, a portion of the lower south side parking lot is owned by the Chatham Bars Inn (CBI), and the Town leases this portion of the parking lot from CBI. This parking area is extremely valuable and it is important that this lease be maintained.

The first off-loading facility was finished around 1945, and a tourist observation deck was added in the 1950's. In 1979-80, the original building was replaced, and the original bait shanties were replaced with the current bait room with office and restrooms above to become what is referred to as the Wharfinger's Building. The Wharfinger is the Fish Pier's facility superintendent. Major rehabilitation to the bulkhead and pier system and a full reconstruction of the packing building have been completed in the past several years.

Issues:

The 1987 breach has led to substantial changes in the tidal currents in Chatham Harbor causing significant shoaling of traditional navigation channels. This resulted in the development of both Federal and local dredging programs to maintain access for the commercial fishing fleet. The new breach of April, 2007 has the potential to further impact navigation to and from this facility as the new inlet develops over the coming years.

Despite the many pressures on the offshore fishing industry, the Chatham Fish Pier is still the Cape's largest commercial fishing port and a very important component to the local and regional economy. The need for the Pier to serve that industry is thus important to the community as a whole. Parking

at the facility is frequently at capacity during the boating season and needs to be preserved and enhanced if possible. Given the importance of maintaining parking space, the Town should pursue ownership of the land currently being leased from Chatham Bars Inn if the opportunity ever presents itself.

Comprehensive Plan guidelines specific to the Fish Pier:

- Emphasize fishing & general public use over recreational boating OP52
- Continue restricted parking. Consider shuttle service. OP51

Projects Completed in Recent Years:

- 1998-1999 – Major bulkhead replacement and pier extension
- 2001 - South Jog bulkhead helical tieback rod installation
- 2002 - Fuel delivery system replacement
- 2003-2004 - Full renovation of the packing building and Wharfinger building improvements
- 2005-2006- New bathrooms in Wharfinger Building
- 2007 - Replacement of the South Jog seasonal timber float with a permanent concrete float
- 2010 – New North Jog timber and concrete float system

ACTION PLAN

Future Projects:

- Parking expansion in lower south side parking lot
- New stairway system and improvements to observation deck
- Pier & Jog steel bulkheads
 - New coatings for corrosion control
 - Electrolysis prevention system
- Mitigation of stormwater runoff
- Replace fuel dispensers and main fuel tanks/pumps

Maintenance Plan:

- Parking Areas- Maintain lease with CBI
- Bait room improvements, new freezers
- Inspect and plan for new septic system if necessary
- Channel Dredging
 - Maintain permits
 - Monitor shoaling
- Floats

Ryder’s Cove Landing (K2)

Description:

The actual landing place at Ryder’s Cove is small – about .31 acre. It features a 90-foot long bulkhead adjacent to Ryder’s Cove Boatyard, a boat ramp with gangway and float and parking for 8 vehicles with trailers and 12 single cars. The upper parking lot, completed in 2005, has added parking for 16 vehicles with trailers, and the new area around the MCI Powerhouse building has added 10 to 12 single car spaces.

Ryder's Cove Landing is Chatham's busiest landing in the summertime, serving commercial and recreational fishermen, shellfishermen and recreational boaters. Several charter fishing outfits and two seal tour companies are currently permitted to operate from the landing by way of Special Permit. Additionally, the landing serves as a haul-out facility for commercial fishing vessels in spring and fall.



History:

Ryder's Cove Road was laid out in 1929 by the Board of Selectmen as a way to the water with a small adjacent parking area. The landing received a major overhaul in 1989 with monies from a Coastal Facilities Improvement Program (CFIP) grant administered through the Commonwealth of Massachusetts.

Issues:

The new inlet through North Beach has modified the tide levels resulting in higher highs and lower lows. At high water, there is now only a small triangle of beach showing at the dinghy beach adjacent to the ramp. At the westerly end of the dinghy beach area, high tide is now at the toe of the coastal bank which will likely contribute to increased erosion of the bank. The landing itself also now regularly floods during high water events although this currently does not seem to damage the facility.

The timber bulkhead is now 18 years old and is beginning to deteriorate near the mud line due to marine borers (worms). The entire bulkhead will eventually require replacement. Restroom service is currently only supported by a single porta-potty. Installation of a new permanent restroom, perhaps in either the brick Marconi "powerhouse" or adjacent garage building, would provide valuable restroom capacity for this busy public facility.

Wear and tear on the boat ramp has been caused partly by usage and partly by frost breaking off small bits of concrete at low tide. In particular, the joints between sections of the ramp have eroded. Installation of a modest step system near the head of the ramp would facilitate users who currently climb up the small revetment when walking boat lines around the ramp and out to the gangway/float. The existing ramp is a single vehicle width design. Widening the ramp to facilitate two vehicles would improve the efficiencies of launching and retrieving boats.

Ryder's Cove Landing was particularly congested during the summer 2010 commercial bass fishing season due to the presence of large schools of striped bass located directly off Chatham's eastern shores. This resulted in proposals to control the number of out-of-town boaters utilizing the facility. There is also continuing interest in considering the expansion parking and other enhancements for this landing since it is the primary boat launching facility providing access to Chatham's eastern waters. The possibility of widening the ramp to accommodate two vehicles is also under consideration.

Comprehensive Plan guidelines specific to Ryder's Cove:

- Keep facility open to public; no restricted parking. OP45
- Expand parking at key facilities OP47

Projects Completed in Recent Years:

- 2002 – Anti-scour apron added at toe of boat ramp
- 2004-2005 – New parking area completed with improved stormwater drainage
- 2005 – Fresh water line installed to the bulkhead
- 2007 – Single car parking added at the MCI Powerhouse building
- 2007 – Offloading zone (conversion of single parking space) added adjacent to bulkhead
- 2009 – Improved/expanded float system, dredging around bulkhead
- 2010 - Dinghy storage rack and tie-up rails
- 2010 – New light poles

ACTION PLAN

Future Projects:

- Bulkhead replacement
- Resurfacing/replacement of boat ramp
- Restroom

Maintenance Plan:

- Bulkhead repairs as necessary pending replacement
- Boat ramp: Fill small hole developing at base of ramp, temporarily repair surface issues
- Dredging: Maintain permit for 2-foot depth at mlw along bulkhead.
- Erosion control and/or nourishment of dinghy beach
- Dinghy storage/management

Barn Hill Landing (K3)

Description:

Barn Hill Landing, at the end of Barn Hill Road, is the second busiest town landing in Chatham, primarily because of heavy use by commercial shellfishermen, particularly those engaged in the soft shell clam fishery. The landing is about .41 acre, most of which is contained within a three sided pier, with steel sheeting bulkheads on the east, south and west sides. The boat ramp lies along the east side, and a gangway and float system provide access at the southwest corner of the facility. Wholesale clam buyers often send trucks to Barn Hill Landing year round during periods of high productivity of the softshell clam fishery in order to facilitate the transfer of catch to the commercial markets. The parking area can accommodate about seven vehicles with boat trailers and as many as thirty-three single cars. The commercial clammers will frequently double park their cars and trucks with friends and acquaintances. Substantial overflow of both single cars and vehicles with trailers occurs during the summer season and the vehicles may stretch a considerable distance along the outgoing shoulder of Barn Hill Road.



History:

Barn Hill Road was officially laid out by the Board of Selectmen in 1950 as a way to the water, though the road has existed at least since the 1860's, at which time the culture of oysters in Oyster River was in full swing. In 1958 an easement was taken from abutters to lay out the three-sided bulkhead. In 1989 a Coastal Facilities Improvement Program grant provided monies to rebuild the east and south bulkheads and to install a boat ramp.

Issues:

Barn Hill is the only one of the key facilities to still have an unpaved parking area. Plans for stormwater improvements to address stormwater runoff and to pave the parking area have been in the works for the past several years. This work should commence in the near future in concert with drainage improvements and completion of the installation of the sewer lines associated with the wastewater project for this area.

The bulkhead is constructed of steel sheetpile and is in good overall condition. As currently configured, the boat ramp does not give users easy access to walk boats around to the face of the pier or to the float system. A walkway or stair system would facilitate the transition from ramp to face of the bulkhead.

Comprehensive Plan guidelines specific to the Barn Hill Landing:

- Keep facility open to public. No restricted parking. OP45

Projects Completed in Recent Years:

- 2002 - West bulkhead replaced with new steel sheetpile
- 2003 – Boat ramp rebuilt more steeply to facilitate boat launching
- 2003 – Anti-scour rip-rap apron added to protect base of boat ramp
- 2005 – Fresh water lines to face of bulkhead
- 2006 - Maintenance dredging along face of bulkhead
- 2006 – Float system replaced and expanded
- 2006 – New electrical service, power outlets and light poles for parking area
- 2010 – Replacement of timber fender piles

ACTION PLAN

Future Projects:

- Drainage system and paving of parking area
- Addition of a walkway alongside the ramp

Maintenance Plan:

- Bulkhead/fender pile maintenance as necessary
- Floats and gangway
- Maintenance dredging
- Erosion control/nourishment of dinghy beach
- Dinghy storage/management

Old Mill Boat Yard (K4)

Description:

Old Mill Boat Yard is comprised of two parcels; the first includes the main parking area, boat ramp, Harbormaster’s office and the shellfish upwelling unit, and the other parcel across the street includes the Harbormaster’s workshop and a small grass parking lot. The two parcels total about 3.5 acres.

Because of its location on Stage Harbor, the facility is in regular use by commercial fishermen and shellfishermen, recreational boaters and charter and tour companies, as well as by the Harbormaster and Shellfish Departments. The boat ramp and parking areas provide important access to Chatham's waters and also serve as an occasional haul-out facility for commercial fishing vessels. The main lot provides parking for 11 vehicles with trailers and 12 vehicles without trailers. The smaller lot holds 10 or 11 single cars.



History:

OMBY was a working boatyard for many years prior to the town acquiring it in 1987. Since that time it has served as a base for the Harbormaster Dept. and as a town landing, although it has never been declared or taken as a town landing by the Board of Selectmen. The bulkhead surrounding the main parking area was rebuilt in 1989, at which time, the old boatyard storage shed was razed. The boat ramp and the adjacent pier and float were rebuilt in 1990-1991. The current sewage pump-out facility was added in 1997. The purchase and development of this facility was funded entirely with town funds with the intent to have this as a facility for town residents. Accordingly, in 1999, parking and use of the ramp was restricted to residents and taxpayers to reduce congestion in the area.

Issues:

The existing pier and float system at this facility is very heavily used by both local recreational and commercial boaters as well as transient mariners. A redesigned float and pier system to improve efficiency is in the early design stages for this facility. The bulkhead surrounding the main parking lot has marine borer damage and should be included in the capital plan for replacement. More immediately, the east and south bulkheads on the main pier along the boat ramp are also deteriorated, and sediment is currently escaping from behind the bulkhead.

Solutions for the growing number of dinghies and tenders at Old Mill are needed. Both dinghy floats and shore-side storage racks are under consideration.

Comprehensive Plan guidelines specific to Old Mill Boat Yard:

- Emphasize fishing & general public use over recreational boating OP52
- Continue restricted parking. Consider shuttle service. OP51

Projects Completed in Recent Years:

- 2002 – Anti-scour protection added to the base of the boat ramp
- 2003 – Harbormaster building renovated with new windows, trim and shingles
- 2004 – New floats for the main pier
- 2005 – New storm water drainage and tight tank replaced
- 2005 – New restrooms added with handicap accessible ramp and walkway
- 2005-2006 – Main parking area paved with asphalt.
- 2010 – New finger floats adjacent to ramp

ACTION PLAN

Future Projects:

- Reconstruction of main pier and float system
- Replacement of bulkhead around main parking area and Harbormaster Building
- Consider adding power and fresh water service to the northeast portion of the parking lot

Maintenance Plan:

- Dinghy storage
- Dredging to maintain:
 - Access to boat ramp
 - Berthing area in front of main pier

Mitchell River/Bridge Street (West) Landing (K5)

Description:

Mitchell River or Bridge Street West Landing is a small landing with an improved asphalt boat ramp providing access onto the Mitchell River, just upstream of the Mitchell River drawbridge. It is a rather busy landing used principally by commercial shellfishermen and local fishermen. The ramp is usable only at mid to high tide since the tidal flats become exposed at low tide. Parking for about 11 single vehicles is available, while vehicles with trailers must park along the shoulder of Bridge Street to the west of the landing.



History:

The landing has been leased by the Town since perhaps 1953. The asphalt ramp has been repaired several times over the years. There have been no other significant improvements.

Issues:

Mitchell River Landing is located on private property which the town leases for \$750 per year. Should the property change hands, there is concern that the public access afforded by this facility might be lost. There is limited stormwater runoff down the ramp.

Comprehensive Plan guidelines specific to Mitchell River Landing:

- Consider purchase of the landing place

OP41

Projects in Recent Years:

- None

ACTION PLAN

Future Projects:

- Consider purchase of leased area to preserve public access
- Mitigate stormwater runoff

Maintenance Plan:

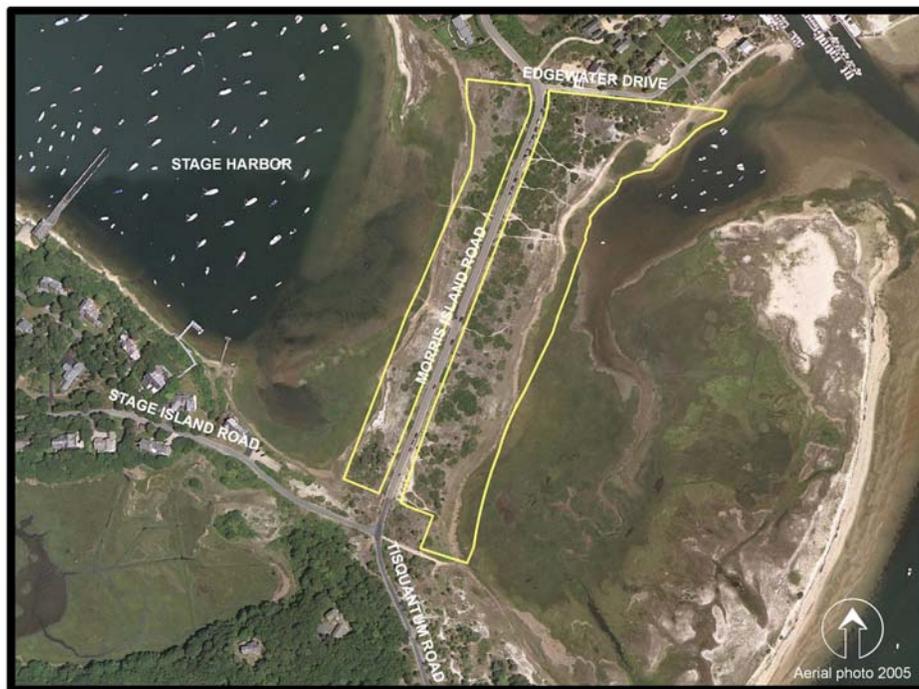
- Repaving of ramp as necessary
- Dinghy management

Morris Island Dike (K6)

Description:

The west side of the Dike mainly serves recreational shellfishermen, as the adjacent tidal flat is reserved by the Shellfish Department for that purpose. Parking is provided along the east side of Morris Island Road which runs along the top of the dike. The tidal flats are abundant with propagated and naturally set shellfish, primarily quahogs, and up to 30 or so shellfishermen can be found shellfishing at low tide on a nice summer day.

The east side of the Dike is used by commercial shellfishermen, fly-fishermen and kayakers. A few boaters as well access their moorings in the cove east of the Dike.



History:

The Dike is a man made causeway which connects the mainland to Morris and Stage Islands. It was completed in 1959 and was built by removing sand which had washed into Stage Harbor in the 1940's and 1950's when Stage Harbor had an open flowing connection to Chatham Harbor. Aside from road maintenance, no significant improvements have been implemented since that time.

Issues:

Over many years, numerous paths have been made through the beach grass, bayberry and scrub on each side of the dike by people accessing the shorefront.

Vehicles are parked along the east side of the roadway. There is insufficient room between the road shoulder and the guard post and cable fence to allow vehicles to be parked off the pavement. Traffic to and from Morris and Stage Islands is currently impeded by this arrangement and presents a safety issue. A previous effort several years ago to create a larger parking area within the eastern vegetated zone was ultimately not supported by the Selectmen.

Dinghies abound on the east side of the dike, where they are mostly overturned on top of beach grass. The practice is injurious to the beach grass and can cause wind erosion.

Comprehensive Plan guidelines specific to the Dike:

- Clarify public access to path at south end of dike

OP39

Projects in Recent Years:

- None

ACTION PLAN

Future Projects:

- Evaluate need for improvements to public access paths
- Reconsider parking improvements along the east side of the dike

Maintenance Plan:

- Dinghy management
- Trail maintenance

Oyster Pond Furlong Landing (K7)

Description:

Oyster Pond Furlong is a small landing place providing access to the head of Oyster Pond. The landing provides access to approximately forty moorings and access for commercial shellfishermen. A small, asphalt boat ramp is used at mid- to high-tide to haul and launch small boats. The parking area accommodates about fifteen single cars. No trailer parking is available. A large number of dinghies are stored above the high tide mark on private property to the east and west of the landing.



History:

Oyster Pond Furlong was taken as a way to the water by the Selectmen in 1951. Other than periodic maintenance of the boat ramp, no significant improvements have been made recently.

Issues:

Water quality impacts from stormwater runoff along the parking area and ramp as well as the existing culvert should be addressed.

Comprehensive Plan guidelines specific to Oyster Pond Furlong:

- None

Projects in Recent Years:

- None

ACTION PLAN

Future Projects:

- Mitigate stormwater runoff

Maintenance Plan:

- Re-pave/maintain ramp as necessary
- Dinghy management

SECTION 2: SECONDARY FACILITIES

Secondary facilities, according to the Comprehensive Plan, are those landings or access points which provide additional access to major waterways and embayments served by the key facilities. The following are the secondary facilities:

- Battlefield Road Landing (S1)
- Cotchpicicut Landing (S2)
- Cow Yard Landing (S3)
- Crows Pond Landing (S4)
- Little Mill Pond Landing (S5)
- Taylor's Pond Landing (S6)
- Vineyard Avenue Landing (S7)

General guidelines for secondary facilities

- Secondary landings shall be considered backup facilities to key landings. OP32
- Upgrade/expand only with careful consideration of impact to neighborhoods OP32

Battlefield Road Landing (S1)

Description:

Battlefield Road Landing lies at the end of Battlefield Road Extension. The landing serves commercial shellfishermen and a sizable community of recreational boaters who moor their boats in Stage Harbor during the summer season. Unstructured parking for perhaps 9 vehicles is provided, though on warm summer days, as many as twenty-four vehicles have been observed parked at the shore and along the very narrow lane leading to the landing.



History:

Battlefield Road Landing was taken by the town in 1958. There have been no significant improvements to the landing since its acquisition.

Issues:

Battlefield Road Landing is one of the most heavily used of the secondary facilities. Over the years erosion has occurred along the coastal bank fronting the landing, and dinghy haul-outs have caused damage to marsh grass, beach grass and coastal bank, both at the landing and on adjacent private parcels. Erosion is damaging the remaining bank, and little beach exists fronting the landing. There are probably more dinghies (over 75 based on a random count in 2007) stored along this shoreline, most of which is private, than at any other landing.

The roadway leading to the landing is in poor condition and access is very difficult on busy summer days. Users park along the roadway, leaving very little room for vehicles to navigate. While limited in scope due to the amount of available town land, parking and roadway improvements are a high priority for this facility.

Comprehensive Plan guidelines specific to Battlefield Landing:

- Explore adding parking spaces OP40

Projects in Recent Years:

- 2009- Nourishment and erosion control plantings at bank and neighboring private property
- 2009- Installation of dinghy tie-up rails at landing and adjacent property

ACTION PLAN**Future Projects:**

- Expand parking within town's right of way
- Repave/reconstruct roadway with appropriate stormwater controls
- Examine solutions to large numbers of dinghies on adjacent properties
- Investigate options to protect bank while maintaining or improving public access

Maintenance Plan:

- Continue erosion control.
- Dinghy management

Cotchpinicut Landing (S2)**Description:**

Cotchpinicut Landing at the end of Cotchpinicut Road is a small landing with only 4 unmarked parking spaces. It is mostly used by people from the neighborhood for access to their moorings and to the adjacent beach. The landing has no boat ramp, but a few local fishermen use the beach to launch small boats.



History:

Cotchpinicut Landing was acquired by easement in 1958 and was named Donham’s Landing for the owner of the land. In 1966 the landing was modified to return some beachfront to the owners. No significant improvements have since been made.

Issues:

Winter storms frequently erode the beach and minor nourishment is provided to replenish the beachfront. Higher tides due to the 2007 breach in North Beach are complicating the ability to provide sand nourishment since it is generally quickly eroded away by the higher water levels. A new project has been proposed which would maintain viable access and parking while allowing water to overwash the parking area has been supported for hazard mitigation grant funding.

Comprehensive Plan guidelines specific to Cotchpinicut:

- None

Projects in Recent Years:

- None

ACTION PLAN

Future Projects:

- Potential new parking area surface/design to account for heightened erosion/flooding

Maintenance Plan:

- Beach nourishment as needed.

- Roadway maintenance
- Parking area grading

Cow Yard Landing (S3)

Description:

Cow Yard Landing is a funnel shaped parcel that broadens from slightly above the high water mark down to the low water line. The road to the landing is unpaved and users park their vehicles along the street shoulder to access the landing. A small unpaved ramp over the coastal bank is used to access to the shorefront, generally at low tide, to launch/retrieve dinghies and to land shellfish and other catches. Cow Yard is used primarily by boaters from within the North Chatham neighborhood, although some commercial clambers take advantage of its close proximity to good shellfishing on the tidal flats north of Tern Island. Large stones were placed a number of years ago in the marsh and tidal area along the approximate property boundary lines to prevent excursion of vehicles beyond the landing limits and onto the adjoining marsh areas.



History:

Cow Yard Lane and Landing were laid out in 1890 by the Barnstable County Road Commissioners. No significant improvements have been made since.

Issues:

Although it receives steady use in the summertime, Cow Yard has always been an undeveloped landing with a dirt roadway/ramp leading down to a tidal flat below the high tide mark. The 2007 breach in North Beach has increased tidal levels and is contributing to further erosion of the earthen

ramp at Cow Yard. A proposal for a hardened ramp system has been supported for a hazard mitigation grant.

Dinghies and other small watercraft are stored on private land adjacent to Cow Yard, and solutions to the problem have been only partially identified.

Comprehensive Plan guidelines specific to Cow Yard:

- Explore increasing parking area (shoulder parking expanded summer 2008) OP38

Projects in Recent Years:

- 2007 – Encroachment of parking on northern abutter’s property remedied and shoulder parking expanded
- 2008 – In coordination with the Town, abutters to the south provided beach nourishment and a small dinghy “hitching post” to improve dinghy management.

ACTION PLAN

Future Projects:

- New ramp system utilizing a concrete block mat system

Maintenance Plan:

- Dinghy management
- Invasive and other vegetative pruning
- Address erosion issues

Crows Pond Landing (S4)

Description:

Crows Pond Landing is composed of two parcels, the short roadway leading from Fox Hill Road to a boat ramp at the end of it, and a .45 acre parcel to the north of the roadway which affords 6 unmarked parking spaces. The slope of the beach and the area just beyond the beach is not steep and the angle of the boat ramp is therefore shallow. This complicates the launching of boats from trailers, particularly at high tide because the vehicle often becomes immersed in the water while the boat is still on the trailer. Typically only relatively small boats may be hauled and launched at this ramp. Nonetheless, the landing is popular with local people as an alternative to the busier, more congested landing at Ryder’s Cove.

In addition to the town-owned parcels, the beach to the south of the landing, owned by Eastward Ho! Country Club, is commonly used by the public for limited parking and for storage of dinghies above the high tide line. As this is private property, the town has no official capacity to regulate or keep order there.



History:

Crows Pond Road was laid out from Orleans Road to the shore of Crows Pond in 1885. The northward extension to the landing was taken in 1959. In 1989 the ramp was installed with monies from the Coastal Facilities Improvement Program.

Issues:

The boat ramp at Crows Pond Landing is most suitable for smaller boats (about 16 feet long and under). Making the ramp steeper and extending it into deeper water would contribute to Crows Pond being a more viable alternative to Ryder’s Cove although parking is limited to about 9 vehicles on town-owned land. Another six or so vehicles frequently park on the adjacent Eastward Ho! property. The only trailer parking is on either side of the roadway into the landing. Given the limitations of the existing site, improvements to the ramp and parking issues could be relatively complex and costly to implement.

One goal of the Comprehensive Plan is to add a pier and float at Crows Pond to improve public access. Any structural improvements should consider including a dinghy float would help alleviate the number of dinghies hauled out on adjacent private property.

Comprehensive Plan guidelines specific to Crows Pond:

- Add pier and float to improve access OP46
- Increase parking area OP46

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Consider adding a seasonal pier and float alongside the boat ramp.
- Consider adding dinghy float(s) to pier system
- Consider increasing parking on the northern parcel and along Crows Pond Road
- Explore possibility of acquiring adjacent parcel from Eastward Ho!
- Evaluate feasibility of modifying (steepening) ramp to improve its use at all tide stages

Maintenance Plan:

- Dinghy management
- Sand management on/adjacent to boat ramp: Remove sand migrating from north and place to south of ramp

Little Mill Pond Landing (S5)

Description:

Little Mill Pond Landing is in close proximity to downtown Chatham and features a permanent pier and seasonal float. Given its location to the downtown, it is popular with boaters and shellfishermen who walk to the facility area from the surrounding neighborhood. Parking is quite limited with only two parking spaces, but up to five additional vehicles can park along Homestead Lane.



History:

Mill Pond Road was laid out to the shore in 1912. The pier was built in the late 1930's. Article 17 at town meeting in 1980 designated the facility as "Allie Hunter Town Landing." In 1989 the pier and float were rebuilt with funding from the state's Coastal Facilities Improvement Fund.

Issues:

Stormwater runoff from Mill Pond Road and Homestead Lanes has caused some erosion to the marsh east and west of the pier and has contributed to undermining of the street end. This undermining has created an eighteen to twenty-four inch vertical drop from the road's end.

Dinghies are left haphazardly around the surrounding tidal flats and marsh grass which has negatively impacted the marsh vegetation and other habitat. In 2008, a "courtesy" town dinghy was provided for public use to reduce the need for private dinghy storage. This proved successful and partially reduced the number of private dinghies left at the facility. A dinghy float adjacent and parallel to the main pier is being considered if dinghy storage remains an issue.

Comprehensive Plan guidelines specific to the Little Mill Pond:

- None

Projects Completed in Recent Years:

- 2002 – Gangway and float replaced

ACTION PLAN**Future Projects:**

- Drainage system to control stormwater runoff
- Repair of pavement and eliminate eroded scarp
- Dinghy float(s) if deemed necessary

Maintenance Plan:

- Maintain pier and float as necessary
- Dinghy management
- Erosion control.

Taylor's Pond Landing (S6)**Description:**

Taylor's Pond Landing is a small landing serving Taylor's Pond and Mill Creek. Parking is limited to about five vehicles. The landing serves boaters from the area and occasional kayakers who wish to access the pond and marsh behind Forest Beach.



History:

Taylor's Pond Landing was acquired by the town in 1950. Originally, the landing provided limited boat launching capability for South Chatham. Today, the unimproved beach and marsh area used for boat launching has been replaced with a wooden pier and launching ramp for hand-portable craft such as dinghies, kayaks and canoes.

Issues:

Dinghies continue to be placed on adjacent private property and are stored on marsh grass and other vegetation. Erosion to marsh has also occurred due to dragging of dinghies through the marsh.

Comprehensive Plan guidelines specific to Taylor's Pond:

- None

Projects Completed in Recent Years:

- 2002 – New timber pier and small launching ramp for hand-portable boats
- 2002 – Improved parking area, including partial installation of permeable “geo-pavers”

ACTION PLAN

Future Projects:

- None planned

Maintenance Plan:

- Maintain parking area
- Monitor erosion to bank
- Dinghy management

Vineyard Avenue Landing (S7)

Description:

The landing at the foot of Vineyard Avenue affords access to commercial shellfishermen and boaters with moorings in Oyster River. The property is over two acres in size, much of which is salt marsh. Parking for seven to eight single vehicles is available with additional room for two or three boat trailers. There is no boat ramp, but small boats (up to 16 feet) are often launched over the beach. Vineyard Avenue is becoming popular with kayakers wishing to paddle Oyster River and Oyster Pond.



History:

The landing place was acquired by the town in 1958, and it has seen no improvements in the years since.

Issues:

Erosion to marsh and meadow bank has occurred over many years due to dragging of dinghies. Further, there have been occasional instances of vehicles being driven over the marsh to drop off or pick up dinghies.

Comprehensive Plan guidelines specific to Vineyard Avenue Landing:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- None Planned

Maintenance Plan:

- Prevent vehicles from driving over marsh
- Remediate damage to marsh
- Dinghy management

SECTION 3: LOW USAGE FACILITIES

The Comprehensive Plan defines low usage landings as those with use limited by physical problems or constraints. The following are the low usage facilities:

- Claflin Landing (L1)
- Eliphamets Landing (L2)
- Holway Street (L3)
- Mill Creek Landing (L4)
- Port Fortune Landing (L5)
- Ridgevale Road South (L6)
- Scatteree Landing (L7)
- Sears Road Landing (L8)
- Stage Harbor Point (L9)
- Strong Island Landing (L10)

General Comprehensive Plan guidelines for low usage facilities:

- Shall be considered constrained facilities with limited access. OP33
- Parking shall be provided where feasible. OP33

Claflin Landing (L1)

Description:

Claflin Landing is one of several landings along Chatham Harbor that were severely eroded following the formation of the new inlet in North Beach in 1987. A large parking area at Claflin Landing has been lost and the current extent of the landing is only a road that leads to sandy beach and the water. The beach at the end of the road has been nourished with dredged sand from the navigation channels at Aunt Lydia's Cove and is popular now as a bathing beach. There is parking for approximately fourteen cars along the road shoulders, and as many as fifty vehicles have been counted along adjacent roads on nice summer days.



History:

Laid out in 1929 by the Board of Selectmen, Claflin Landing primarily served commercial fishermen and other boaters who moored their vessels opposite the landing until the early 1990's, when the parking lot washed away. Except for the deposition of dredged materials, the landing has received no improvements. Both the public portion of the beach as well as the adjacent private beaches to the south are designated beach disposal sites for sand dredged from Aunt Lydia's Cove. These areas have been used in the past as a dewatering site for dredged sand which is then partially removed for transport to other areas needing sand nourishment.

Issues:

The 2007 breach may have some impact on Claflin Landing; however, it is too early to identify these issues at this time. The landing has become a popular bathing beach and parking is provided along one side of the road shoulder only. The public land is limited to the width of the roadway and beach goers commonly utilize adjacent beach property which is privately owned. Strolling easements exist along portions of the shoreline immediately south of the landing but the public rights are limited to strolling only.

Comprehensive Plan guidelines specific to the Claflin Landing

- None

Projects Completed in Recent Years:

- None

ACTION PLAN**Future Projects:**

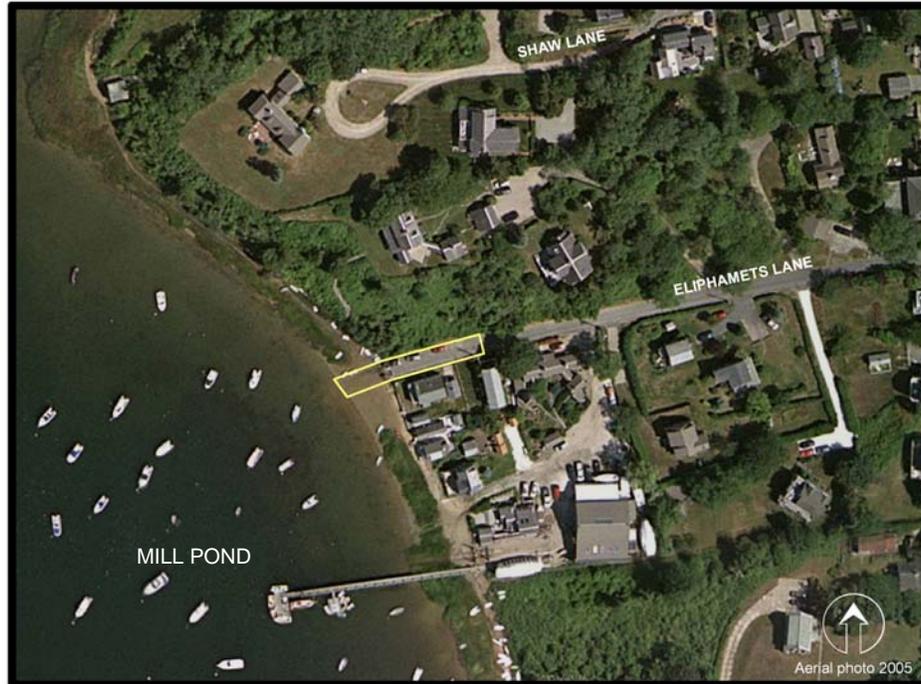
- None planned

Maintenance Plan:

- Beach nourishment as needed; maintain site as dredged material dewatering area for future use
- Monitor impacts from 2007 breach

Eliphamets Lane Landing (L2)**Description:**

Eliphamets Lane is used mostly by commercial shellfishermen and by boaters from the neighborhood to access the shore and moorings. The lane affords only four shoulder parking spaces and a small tidally restricted ramp at the street end.



History:

Laid out in 1913, Eliphamets Lane Landing has had little in the way of improvements, except for periodic repaving of the end of the lane to allow infrequent vehicle beach access.

Issues:

Stormwater runoff from Eliphamets Lane

Comprehensive Plan guidelines specific to Eliphamets Lane:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Remediation of stormwater runoff

Maintenance Plan:

- Maintain ramp-like end of pavement
- Dinghy management

Holway Street (L3)

Description:

Holway Street has historically been a way to the water without any parking or facilities present. However, erosion resulting from the 1987 inlet breach removed any viable shore access and the landing now ends at a stone revetment. The landing currently serves primarily as an overlook.



History:

Holway Street was laid out to the shore in 1859. It served as a small landing and beach until the breach in North Beach eroded perhaps fifty feet of beach and roadway. The revetment installed in 1996 to protect the street and adjacent property has rendered the landing unusable for water access today.

Issues:

A goal of the Comprehensive Plan was to build steps over the revetment to the beach below. The goal is not achievable at this time, as the beach has disappeared and deep water in Chatham Harbor now flows along the base of the revetment. Tidal scouring of the revetment adjacent to Holway Street has caused some shifting and settlement of the town's wall, although this scour is much more pronounced along the private portions of the revetment directly to the north. Repairs to the town-owned portion of revetment were undertaken in 2008 with FEMA monies derived from the April 2007 storm disaster declaration.

Comprehensive Plan guidelines specific to Holway Street:

- Build a stairway over revetment to beach when (if) conditions improve
- Explore purchase of land to south of Holway Street
 - Andrew Hardings Beach purchased, 2004

OP35
OP37

Projects Completed in Recent Years:

- 2008- Placement of additional toe stone at base of revetment
- 2009- Turnaround at street end constructed

ACTION PLAN

Future Projects:

- None planned

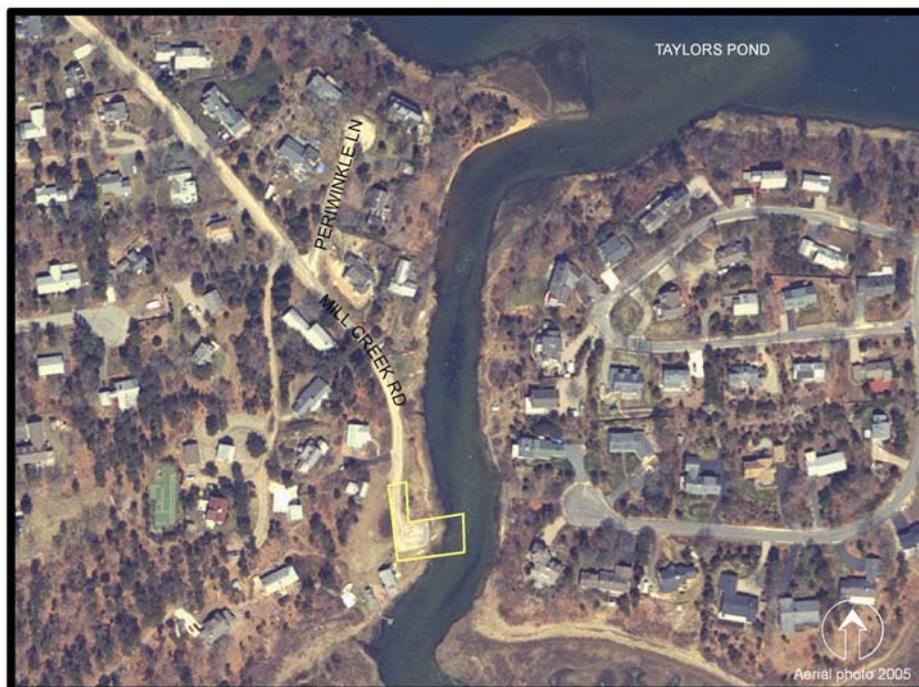
Maintenance Plan:

- Revetment
 - Monitor tidal scouring action
 - Maintain integrity of revetment

Mill Creek Landing (L4)

Description:

Mill Creek Landing is a small landing serving primarily shellfishermen and kayakers to access Mill Creek. The town's Shellfish Department maintains a large shellfish propagation nursery area in the nearby tidal flats and uses this landing for access to this nursery. The landing is a thirty-three foot wide lot at the end of Mill Creek Road. Parking for three or four vehicles is provided.



History:

Mill Creek Road and the 33-foot wide landing were laid out in 1910. The landing is paved, but no other improvements have been added.

Issues:

The town owns another parcel just easterly along the shore of Mill Creek from the landing. This parcel, comprised of about 3000 square feet, was given to the town in 1964. It does not abut the landing as there is one intervening parcel. Development of parking or other use for this parcel in conjunction with Mill Creek Landing is worth pursuing. Active erosion at the shore-side edge of the parking lot along with storm drainage flowing over the lot from Mill Creek Road at the landing was impacting portions of the lot.

Comprehensive Plan guidelines specific to Mill Creek:

- None

Projects Completed in Recent Years:

- 2010 – Storm drainage and erosion control measures completed

ACTION PLAN**Future Projects:**

- None planned

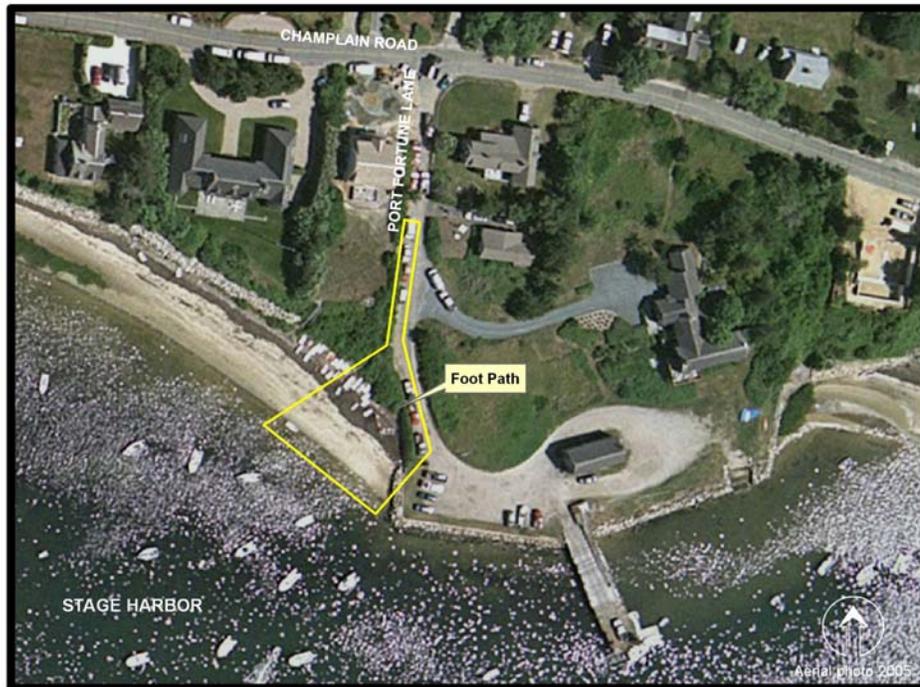
Maintenance Plan:

- Monitoring/mitigation of erosion from foot traffic and stormwater
- Dinghy management

Port Fortune Landing (L5)**Description:**

Port Fortune is a small landing pathway used by a few shellfishermen and by many boaters who have moorings in Stage Harbor in the summertime. Parking is minimal with space for perhaps four vehicles.

There is private wharf facility directly adjacent to the public access area that is not open to the public.



History:

The landing place was laid out in 1854. A stone revetment was built many years ago to protect the road and the adjacent parcel of land. No other improvements are in evidence.

Issues:

Foot traffic and stormwater have eroded the footpath leading from the road down to the beach.

Comprehensive Plan guidelines specific to Port Fortune Landing:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Improve pathway to beach

Maintenance Plan:

- Trimming of brush
- Dinghy management

Ridgevale Road South (L6)

Description:

The public access point at the end of Ridgevale Road South is not officially a town landing, but shellfishermen use it to access Buck’s Creek. The roadway is unpaved, running along part of an old dike. The footpath to the beach is steep and eroded.



History:

Ridgevale Road used to end at what is now called Ridgevale Road South. It was laid out in 1949 with a landing place at the end. In 1954 Hurricane Carol washed out the landing and the dike that led from the end of the road across Buck’s Creek. In 1959 the Selectmen discontinued the landing and part of the road. There was a plan on paper at that time to create a turnaround at the end of Ridgevale Road South. Since then, however, the access point has been accessed only by a few shellfishermen.

Issues:

While there is no landing at the end of the road, there is limited access for shellfishermen over town-owned land. Completing the turnaround planned in 1959 with parking on the shoulders would benefit users, as would brush trimming along the path leading to the water’s edge.

Comprehensive Plan guidelines specific to Ridgevale Road South:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Consider improving parking or creation of a vehicle turnaround

Maintenance Plan:

- Trimming of brush along pathway

Scatteree Landing (L7)

Description:

Scatteree Landing is located at the end of Scatteree Road and provides access for beach goers and boaters. The landing has parking for about 10 vehicles with some overflow along Scatteree Road.



History:

Scatteree was taken as a landing in 1953. Since then, little in the way of improvements has been made except for the regular nourishment of the dune to address erosion of the beach by storm effects and foot traffic. Nourishment of the dune/beach has benefited both the use of the public beach area

as well as providing a sediment source to the adjacent shorelines which have had a reduction in sediment supply due to the construction of erosion control structures.

Issues:

The 2007 breach in North Beach and the resultant higher tides and increased wave energy is causing significantly more erosion of the beach and dune at Scatterree. The parking area is constructed on coastal beach and dune sediments which by state and local regulations limit the alternatives to shore protection that may be implemented. Erosion during the winter of 2010 caused the shoreline to retreat approximately 30 feet which has significantly reduced parking area at the facility. This issue is developing and it is not clear the extent of erosion this landing may undergo. This area may require repeated temporary efforts to address these issues before an appropriate long term approach can be identified.

Comprehensive Plan guidelines specific to Scatterree:

- None

Projects in Recent Years:

- Frequent nourishment of dune and beach

ACTION PLAN

Future Projects:

- Potential shore protection due to breach.
- Re-establish maximum parking capacity as landing recedes due to erosion
- Plantings or other method of erosion control as necessary or appropriate

Maintenance Plan:

- Erosion management/dune nourishment
- Fencing to funnel foot traffic to a single path
- Dinghy management
- Maintain parking area

Sears Road Landing (L8)

Description:

Sears Road Landing is simply a road that leads to the water. Ten to twelve vehicles can park along the shoulders of the road. The landing is primarily used by commercial shellfishermen and by boaters from the neighborhood with moorings in Oyster River. Occasional launching and hauling of small boats is conducted at the street end by way of a small partial ramp.



History:

Sears Road was laid out by the Board of Selectmen to Oyster River in 1921. Other than repairs to the end of the pavement at the beach, it has never seen any improvements.

Issues:

None

Comprehensive Plan guidelines specific to Sears Road Landing:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- None planned

Maintenance Plan:

- Repave transition area between road and beach as necessary
- Dinghy management

Stage Harbor Point (L9)

Description:

Stage Harbor Point is an area of filled land created when the Morris Island Dike was built. The land was acquired for conservation purposes, but a winding natural path to the beach affords walking access to moorings for Stage Harbor boaters as well as for recreational and commercial shellfishermen. Parking for four vehicles is provided within a small fenced parking area. Overflow parking can be provided along Morris Island Road.



History:

Stage Harbor Point was acquired by the town in 1980.

Issues:

None

Comprehensive Plan guidelines specific to Stage Harbor Point:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- None planned

Maintenance Plan:

- Keep pathway clear
- Maintain parking area and fencing
- Dinghy management

Strong Island Landing (L10)

Description:

Strong Island Landing lies at the end of Strong Island Road. It has a parking area for perhaps 8 vehicles which overlooks a bank and beach the width of the parking area. The beach is used for shorefront access and to access the mooring field just offshore.



History:

The landing place was laid out as part of the road in perhaps the 1930's. A plan of the road and parking area exists from 1937.

Issues:

In the last decade erosion has been a recurring problem at Strong Island Landing. The 2007 breach of North Beach is likely to exacerbate this problem due to higher water levels during storm conditions. Dinghies stored on the beach and dune and foot traffic may also contribute to the erosion problem. The erosion problem may require more substantial shore protection measures than simply beach nourishment in the future.

Comprehensive Plan guidelines specific to Strong Island Road Landing:

- None

Projects Completed in Recent Years:

- Installation of buried fiber roll erosion protection
- Plantings and fencing to control pedestrian access

ACTION PLAN**Future Projects:**

- Consider alternative erosion control measures if conditions worsen

Maintenance Plan:

- Beach and dune nourishment
- Dinghy management

SECTION 4: PEDESTRIAN ACCESS-ONLY FACILITIES

Pedestrian access-only facilities are defined in the Comprehensive Plan as footpaths to the water or landings severely restricted by physical problems or constraints. The following are in this group:

- Andrew Harding’s Lane Landing (P1)
- Bearse’s Lane Landing (P2)
- Bridge Street East Landing (P3)
- Champlain Road Access Point (P4)
- Mistover Lane (P5)
- Water Street East (P6)
- Water Street West (P7)

Andrew Harding’s Lane Landing (P1)

Description:

Prior to the 1987 inlet breach in North Beach, Andrew Harding’s Lane Landing served for many years as a bathing beach popular with families from the surrounding Old Village neighborhood. One business also operated there, renting boats and providing ferry service to North Beach. The landing was essentially lost to erosion following the 1987 inlet formation ultimately being reduced to only a lane providing access to the water and adjacent beach.



History:

Andrew Harding’s Lane was laid out by the Board of Selectmen in 1885 as a way to the water. In 1950, the landing was extended to the south to provide parking for about 24 vehicles. The 1987 breach in North beach brought extensive erosion to the shorefront at Andrew Harding’s Landing, and the parking lot and perhaps 70 feet of roadway were lost. The Town partnered with the Old Village Association to purchase the remaining adjacent private beach property from the Perry’s in

2004 with the goal of providing expanded public beach access. The Town subsequently also granted a Conservation Restriction for the property to the Old Village Association for the purpose of ensuring the property will be maintained as a natural beach area.

Issues:

Erosion of the beach at the end of Andrew Harding’s Lane is a continuing problem due to the proximity of the Chatham Inlet. The site has been the primary location for receiving beach nourishment associated with dredging of Aunt Lydia’s Cove by the County Dredge on both a planned and emergency basis. The effects of the 2007 breach on the ongoing erosion are as yet unknown. If continued beach nourishment by itself becomes no longer cost effective to address the ongoing erosion, then alternative structural measures may be necessary.

Comprehensive Plan guidelines specific to Andrew Harding’s Lane:

- Explore purchase of land to south of Holway Street (Perry property purchased 2004) OP37
 - Andrew Harding’s Beach purchased, 2004

Projects Completed in Recent Years:

- Beach nourishment

ACTION PLAN

Future Projects:

- Erosion mitigation structures when/if necessary

Maintenance Plan:

- Beach/dune nourishment
- Dune fencing and stabilization

Bearse's Lane Landing (P2)

Description:

Bearse’s Lane Landing is an unpaved roadway and path providing access to Lighthouse Beach and South Beach. This is the only public way capable of providing vehicular access to South Beach. Vehicular access is currently limited to official vehicles only although there has been interest expressed to possibly open access to the local public in the off-season as an alternative Off Road Vehicle (ORV) access opportunity. Bearse’s Way is heavily used during the summer by beachgoers to access Lighthouse Beach which has become a popular beach destination.



History:

Bearnse's Lane was laid out in 1907 as a way to the water, providing access to the inner shores of Chatham Harbor until the breach in North Beach in 1987. The landing was then severely eroded until the inlet stabilized and the northern tip of South Beach attached to the mainland along this vicinity. An extensive beach and dune system has developed at the end of the landing since the attachment of South Beach to the mainland. No specific landing improvements have been initiated.

Issues:

Private property right issues have been expressed by some abutting property owners. These property claim they have certain property rights to portions of the beach and are concerned about the Town's assertions and use of the beach as being public.

Comprehensive Plan guidelines specific to Bearnse's Lane:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Investigate the potential for ORV access if deemed appropriate

Maintenance Plan:

- Keep way clear for pedestrians and emergency vehicles

Bridge Street East Landing (P3)**Description:**

Bridge Street East Landing is a small parcel reached by a narrow path alongside the south side of the eastern bridge abutment of the Mitchell River drawbridge located on Bridge Street. Shellfishermen and a few boaters use this as access to the shore and Mitchell River moorings.

**History:**

Bridge Street East was laid out as a landing in 1908. No improvements have been made since.

Issues:

There is another footpath located along the bridge abutment across the street from the official Bridge Street East landing that has also been utilized for pedestrian access to the shore for many years. This pathway is not officially a public way and crosses private property. The town should consider obtaining an easement or other right-of-way to ensure public access in perpetuity.

Comprehensive Plan guidelines specific to the Bridge Street East:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Investigate obtaining easement for continued access on path along north side of Bridge Street

Maintenance Plan:

- Trim brush from path
- Mitigate erosion along footpath

Champlain Road Access Point (P4)

Description:

This access point is actually a very small drainage parcel adjacent to Champlain Road. It is about 10 feet wide and the topography to the shore is quite steep. Fiber rolls and other erosion controls were installed in the late 1990's to prevent the undermining of the road. As there is no parking available and no path, this site is not viable as a landing place at this time.



History:

There is no separate parcel laid out at this location at present. Apparently, it is part of the road or was taken at some later date for drainage purposes.

Issues:

Episodic erosion at the base of the bank requires maintenance of the erosion control measures.

Comprehensive Plan guidelines specific to Champlain Road parcel:

- None

Projects Completed in Recent Years:

- Repairs to erosion protection at base of bank

ACTION PLAN

Future Projects:

- None

Maintenance Plan:

- Maintain erosion control project to protect road and bank

Mistover Lane Landing (P5)

Description:

Mistover Lane is a private way with a public easement that at one time led to a town beach and landing. Today, the lane ends at a private stone revetment.



History:

The town acquired land on the beach and a right-of-way to Mistover Lane in 1957. The beach and shore access was lost due to erosion following the 1987 inlet formation. Other than the revetment installed by abutters, no improvements have been made.

Issues:

The town still retains a right of way over Mistover Lane, but the land is owned by the lane’s abutters. Whether the town retains a legal right-of-way over the privately built revetment is uncertain.

Comprehensive Plan guidelines specific to Mistover Lane:

- Allow pedestrian use of top of revetment as an overlook, OP36

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Investigate legal rights for continued public access
- If legal public access is confirmed, consider future access stairs to shore if/when conditions allow

Maintenance Plan:

- None

Water Street East Landing (Water Street Extension) (P6)

Description:

Water Street once was a small landing place providing access to boaters and to a small town beach popular with beach-goers from the neighborhood. Today, the beach is gone and the road ends at a stone revetment. No parking is available at this site and it is used primarily as a viewing area by pedestrians.



History:

Water Street was officially laid out in 1926 as a way to the water. This area was similar to the adjacent Mistover Lane accessway in that it provided public access to a beach and dune system along Chatham Harbor. The beaches were subsequently lost to erosion following the 1987 inlet breach.

Issues:

Restoration of access over the existing revetment should be considered if/when conditions allow. Vegetation on the revetment at the end of the road way has become substantial and is beginning to impact the vista.

Comprehensive Plan guidelines specific to Water Street East:

- Allow pedestrian use of top of revetment as an overlook, OP36.

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- Stairs to the beach if/when possible

Maintenance Plan:

- Vegetative pruning at top of bank

Water Street West (P7)

Description:

Once an unpaved roadway, Water Street West is now a natural footpath leading to the Mill Pond. It provides shoreline access for the general public. Some limited road shoulder parking is available.



History:

Water Street West was taken as a road in 1958, although a public way existed there for many years prior to the taking.

Issues:

- None

Comprehensive Plan guidelines specific to Water Street West:

- None

Projects Completed in Recent Years:

- 2005 – New at-grade steps
- 2006 – New drainage and paving of roadway

ACTION PLAN

Future Projects:

- None planned

Maintenance Plan:

- Clear brush to maintain footpath
- Dinghy storage/management

SECTION 5: FRESH WATER TOWN LANDINGS

Two landings on fresh water fall under the jurisdiction of the Board of Selectmen:

- Goose Pond Landing (F1)
- White Pond Landing (F2)

Goose Pond Landing (F1)

Description:

Goose Pond Landing provides for fresh water fishing access. It features a sandy beach and parking for 6-8 vehicles. The landing is reached by an unpaved road leading off of Old Queen Anne Road in Northwest Chatham.



History:

Although the landing has been in use by the public for generations, the town formally acquired the landing, known as Fisherman's Landing, by gift in 1975. At that time, the town had only a right of way to the landing, but the purchase of the Godwin parcels included the sand road to the landing.

Issues:

None

Comprehensive Plan guidelines specific to Goose Pond Landing:

- None

Projects Completed in Recent Years:

- None

ACTION PLAN

Future Projects:

- None planned

Maintenance Plan:

- Maintain roadway
- Restrict vehicles from traveling/parking on beachfront

White Pond Landing (F2)

Description:

The landing at White Pond is off of Wilfred Road on the north side of White Pond. The landing has an area of about 4 tenths of an acre with a parking area for about 10 vehicles and a small grassy “picnic area”. A roadway leading from Wilfred Road down to the water’s edge is adjacent to the parking area. The landing serves swimmers in the summertime and the occasional fresh water fisherman in spring and fall. The landing is located adjacent to the new Chatham bike path and is a popular stopping/resting area. A self-contained “composting toilet” restroom was installed in 2006.



History:

White Pond Town Landing was taken by the Board of Selectmen in 1962 as a fresh water landing.

Issues:

- None

Comprehensive Plan guidelines specific to White Pond Landing:

- Expand parking to 20 spaces

OP29

Projects Completed in Recent Years:

- 2005-2006 – Cleared area, installed drainage and created parking area (10 spaces only due to size constraints)
- 2006 – Installed composting toilet facility

ACTION PLAN

Future Projects:

- None planned

Maintenance Plan:

- Keep picnic area clear of brush and invasive plant species
- Maintain roadway and small sandy beach at street end

SECTION 6: OTHER PRIORITY PUBLIC ACCESS ISSUES:

1) Maintain commercial fishing offloading access at Stage Harbor

Public commercial fish offloading opportunities in Stage Harbor are limited. The Old Mill Boat Yard is not designed to handle a large volume of fish offloading, and the existing offloading facilities are privately owned. Significant impacts to the commercial fishing industry in Chatham would likely occur if either of these private facilities are sold or their usage changed. This is particularly true if the existing Fish Pier in Chatham Harbor is negatively impacted by the new inlet formation and alternative facilities are necessary.

Goal

- Consider purchase of private facilities when available, or make other legal arrangements ensuring continued public access to commercial fish offloading facilities in the Stage Harbor area

2) Public access at Stage/Morris Island

There is no open public shore access on either Stage Island or Morris Island other than that provided by the US Fish and Wildlife Service at the Monomoy National Wildlife Refuge. This does not include the potential public access across the Quitnessett property at the base of Morris Island that remains unresolved at this time. Given the important shellfish resources and other recreational activities that could be accessed from these areas, any opportunities to establish public shore access should be pursued.

Goal

- Consider easements or other legal means of establishing public access to the shore along Stage Island and Morris Island

3) Public access to Muddy Creek

Muddy Creek, which is a water body shared with the Town of Harwich, has the potential to provide a unique water access experience, particularly for small non-motorized boats such as kayaks and canoes. Currently no public access exists and the topography along the Chatham side of Muddy Creek poses additional challenges given the relatively steep slopes along the creek. Nonetheless, opportunities for providing access along this very scenic area should be pursued to expand the public's ability to enjoy this resource area.

Goal

- Investigate areas where public access might be feasible along the Chatham-owned shores of Muddy Creek

