

**Biscayne Bay Strategic Access Plan Advisory Team
Goals and Objectives
As of November 21, 2003**

**GOAL:
Safe Enjoyment, Security and Enforcement**

**SUBGROUP:
Safe Boating**

**SUBGROUP:
Law Enforcement/
Homeland Security**

- ISSUES:**
- Safe boating access
 - Increase in power boat use may result in increase in accidents/fatalities
 - License and lesson requirements for boating

- ISSUES:**
- Lack of ~~environmental?~~ law enforcement
 - Lack of regulatory enforcement (vessel use, development)
 - Failure to enforce and/or implement existing public access or private and public development sites
 - Increasing incidence of illegal immigration via the Bay
 - Law enforcement nearly non-existent; at night none in many areas
 - Security and vandalism of access improvements
 - Need to increase awareness and preparedness of our security on water

- OBJECTIVES:**
- Educate 25% boaters in 10 years to develop safe boating skills as needed
 - Increase community-based education programs/facilities to reach 40% of boating public within 10 years
 - Increase boater access to information specific to Biscayne Bay
 - Adopt a uniform method or system of instruction

- OBJECTIVES:**
- Multiagency coordination for effective law enforcement (County-City-50%-2 years)
 - Integrate law enforcement with education programs (all – 5 years)
 - Seawatch (crimewatch) program (100% 2-years – all access – marinas/places)

**NO MEMBERS PRESENT ON NOV 21,
CHANGES YET**

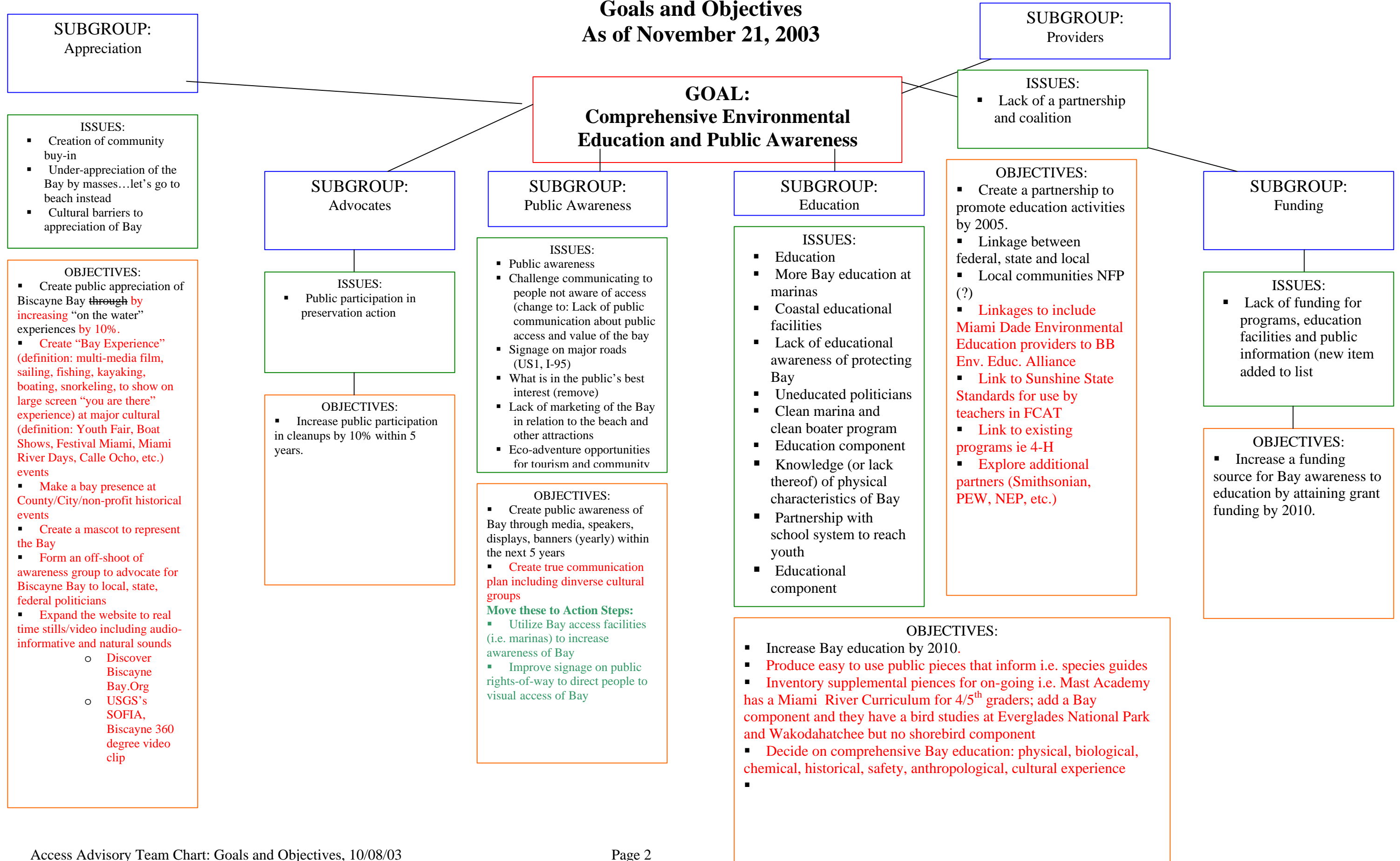
COMMENTS:
Certification is preferable to license
Education is the common thread

Should there be an agency:
Boater's Information Center
For Biscayne Bay

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**GOAL:
Economic Vitality and Smart Growth**

**SUBGROUP:
Shoreline Development**

- ISSUES**
- Coastal Development
 - Increasing development density and reduced access
 - Over-development of Bayfront
 - No growth management; haphazard development on waterfront
 - Condos, condos, condos
 - Need county shoreline review committee decisions checked on in development (i.e. are they doing what they are supposed to?)
 - No one follows comprehensive plan and shoreline development recommendations
 - Additional new construction directly on the waterfronts that lead to loss of natural areas
 - Examine new construction directly on waterfronts that lead to loss of natural areas
 - Development closing public access
 - Gated communities
 - Development
 - Decreased opportunities for access because of inappropriate development/building on shoreline
 - Better enforcement of shoreline development regulations
 - Inappropriate development proposals on few remaining undeveloped parcels, both public and private
 - Private homes and condos along the Bay
 - Private ownership of shoreline
 - Design treatment of water's edge
 - Enforcement of design guidelines
 - **Add redevelopment as an issue**

**SUBGROUP:
Public Lands
And Submerged Lands**

- ISSUES**
- Public Land
 - Funding for public land
 - Public vs. private uses
 - Municipal tax bases outweigh public benefit and resource protection
 - Protection of Bay parks
 - Open/public/park lands often neglected, unsafe, in disrepair, full of homeless (i.e. Bicentennial Park)
 - A number of undeveloped parcels strategy to access issues remain that could, with intervention, become part of the solution rather than the problem
 - Preserving access
 - **Private temporary uses prevent public access (like car race)**
 - **Degradation of submerged lands**

- OBJECTIVES:**
- Create dedicated funding source for acquisition of public access within next 5 years; perhaps link to 2004 GOB
 - Preserve and enhance existing public parks/access, including boating facilities
 - **Conduct an economic study to determine the value of public lands**
 - **Conduct a study of inaccessible public lands (i.e. causeways)**

**SUBGROUP:
Port Development
And Miami River**

- ISSUES**
- Port of Miami expansion/dredging
 - **Public should be involved in giving input into the new Master Plan for the Port of Miami**
 - **Public input before Environmental Impact Studies, while they are still in planning stage**
 - **Port development can bring negative environmental impacts**

- OBJECTIVES:**
- **There needs to be an Objective that deals with the Port of Miami expansion and dredging**

**SUBGROUP:
Economics**
This category should be eliminated and the subject of economics should be added to each subgroup

- ISSUES**
- Economics

- OBJECTIVES:**
- Maintain or improve economic stability of marine industry

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- OBJECTIVES:**
- Miami-Dade Comp Plan should be amended to require dedicated public access for all shoreline development (timeframe: during EAR process)
 - Enforce existing design guidelines for shoreline
 - Develop design guidelines for areas without them
 - **Require private shoreline development to provide public access (Baywalks, etc.)**
 - **Modify/enforce Shoreline Ordinance to achieve thies within 2 years.**

**SUBGROUP:
Visual Access**

- ISSUES**
- View corridors
 - Development controls on new construction to maximize visual access
 - Too many high-rises blocking Bay view
 - Commercial development blocks visual access
 - New development blocking Bay views
 - Protection of extraordinary aesthetic values of Biscayne National Park shoreline from development

- OBJECTIVES:**
- Implement height restrictions in relation to Biscayne National Park and 100% of other natural shoreline areas (timeframe: next EAR process)
 - **Promote viewscape “staging” to allow shoreline development of certain types**
 - **Heights and viewsapes?**
 - **Add heights to existing Shoreline Ordinance?**

**SUBGROUP:
Boat Access and
Facilities**

- ISSUES**
- Too much emphasis on accommodating more boats – how much is enough?
 - Not enough marinas will decrease the economy generated by boating on the Bay
 - Loss of water-dependent shoreline uses and access caused by redevelopment (**encourage responsible water related commercial uses and amenties**)
 - Commercial vs. pleasure/recreational use on the Bay
 - Recognition of economic impact/potential
 - Limited “big” boat access and wet slips
 - Limited boat ramps
 - **Need for moorings, pump out boats/launch service**
 - **Special needs and access**

- OBJECTIVES:**
- Increase boat slips and boat ramps by 10% by 2020
 - **Maintain existing marina and boatslip spaces**
 - **Create Bluebelt for water dependent use (tax and other financial incentives) within 2 years**
 - **Conduct needs assessment of boat slips/moorings/dry storage within 2 years**
 - **Create zoning overlays that require water depent use and public access on the Bay**
 - **Address noise impacts/issues within zoning overlays to not impede water dependent uses**
 - **More efficient use of existing big boat/wetslips**
 - **Fully fund and implement economic studies such as the Hazen and Sawyer and Marine Industries Association of S.Florida**

**SUBGROUP:
Smart Growth**

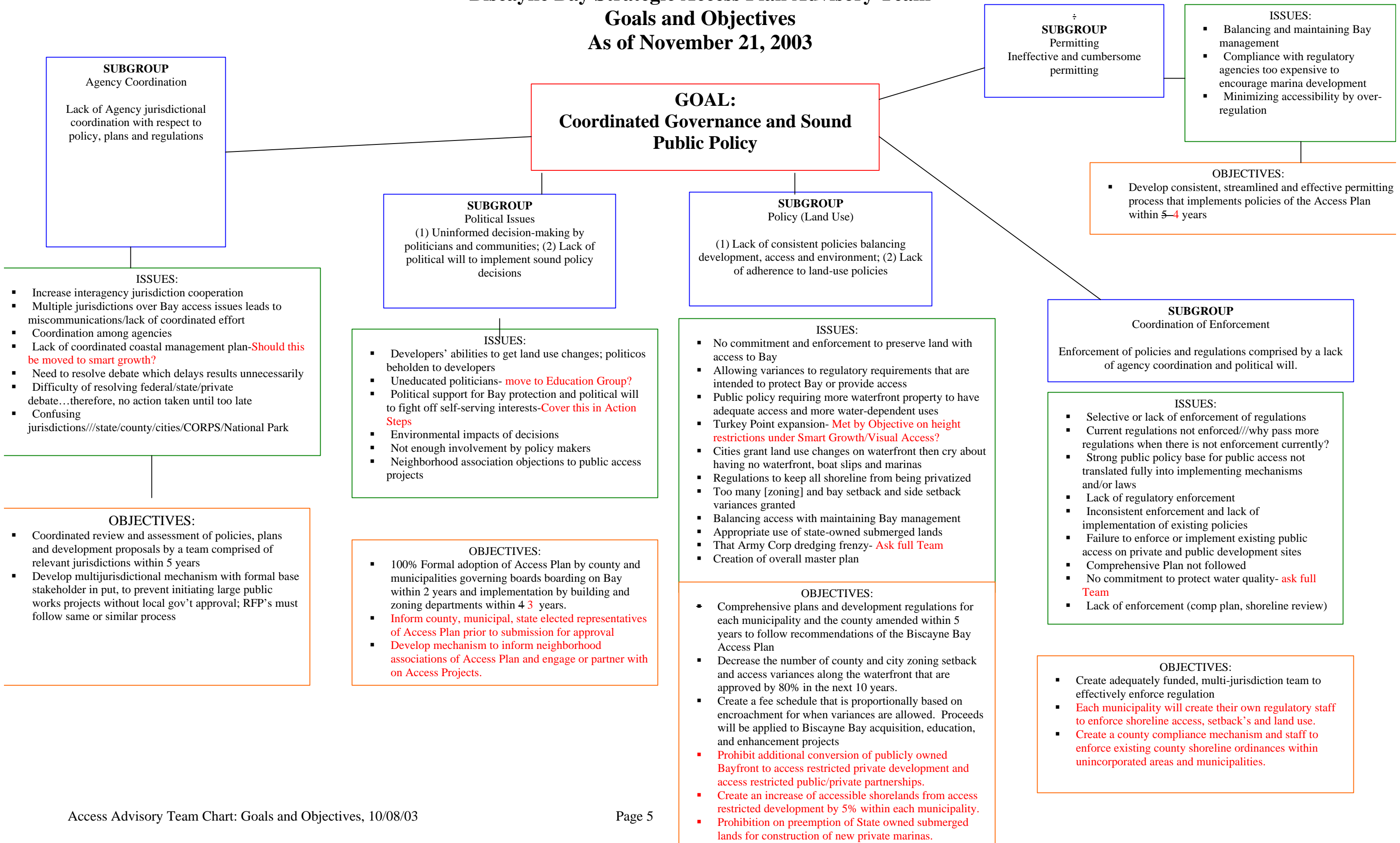
- ISSUES**
- Divide between activists and developers; balance between economic development and resource protection
 - Potential destruction of environmental resources in order to create access (seagrass, hardbottom, mangroves, etc.)
 - Industries that only seek monetary gain and don’t worry about social/environmental impacts to resources
 - Desire to make money off land no matter the environmental consequences
 - Putting “for profit” private development on public Bayfront and submerged lands
 - Can people shift from exploiting the shoreline for profit to ecotourism focus?
 - As costs for ships/boat facilities increase, access for lower income groups decreases
 - Eco-tourism

- OBJECTIVES:**
- Strike balance between environmentally sustainable development and public access
 - **Conduct public forums for common ground between developers/activists/users/industry**
 - **Educate public/users/decisionmakers re: Smart Growth for the Bay**

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FORM A BISCAYNE BAY MANAGEMENT COMMITTEE

GOAL:
Respect for Wildlife and Environmental Sustainability

SUBGROUP:
Capacity
Provide opportunities to increase access without sacrificing environmental values or resources

- ISSUES:**
- What is carrying capacity of the Bay?
 - Impacts on water quality from increased use
 - Access Bay on boardwalks through sensitive areas
 - Lack of appreciation for preservation initiatives that have allowed some natural shoreline
 - Too much access could exceed Bay's carrying capacity
 - Increased awareness toward sustainability
 - Without balancing access with other sometimes competing issues, such as aesthetics or environmental protection some intrinsic values of Bay can be lost in the name of access
 - How can we balance access and preservation of habitats>
 - Create designated access points so people do not destroy fragile ecosystems while trying to find places to launch canoes, kayaks, etc.
 - Public might create negative impact if access points are overused
 - Does public access/ownership guarantee protection
 - Must protect intrinsic values of Bay that create the "incentive" to want to access it
 - Lack of appreciation that humans are not the only ones who use the Bay
 - **Challenge of Port operations and expansion**

- OBJECTIVES:**
- Immediately establish parameters for resources with a determination of the maximum uses that provide for sustainability. Efforts should be dynamic, **ongoing and dynamic.**
 - Implement and use cutting-edge management tools that increase access while preserving wildlife and habitat.

SUBGROUP: (Also a SubGoal)
Restoration
The bay must be made accessible to those entities that have the means and ability to environmentally restore the bay. A restored bay provides experiences that can't be provided otherwise.

- ISSUES:**
- Ecosystem resources
 - Resource protection
 - Fragility of ecosystem
 - Habitat protection (e.g. seagrass and natural shoreline)
 - Avoidance of environmentally damaging human impacts
 - Restoring and preserving the environmental integrity of the Bay
 - Loss of habitat
 - **Negative environmental impacts**

- OBJECTIVES:**
- Identify opportunities within and along the bay for environmental restoration and preservation. Complete this inventory with 1 year.
 - Immediately define activities that have adverse impacts on the environmental quality of bay and eliminate these uses (**Threat analysis of Port**)
 - Focus on restoration projects that provide natural means of enhancing water quality (like seagrass, mangroves, sponges, etc.)

SUBGROUP:
Wildlife
Healthy populations of wildlife and habitat need to be increased to enhance access experiences.

- ISSUES:**
- Loss of animal life (e.g. turtles and mammals other than manatees)
 - Fish/shellfish populations; increase biomass
 - Impact of Bay access on critical wildlife habitat
 - Not enough mind is paid to animals and plants in the Bay
 - Manatees and manatee protection
 - Protection of seabirds
 - **Critical habitat within and adjacent for protected species and other sealife (see issues under Subgroup "Capacity")**

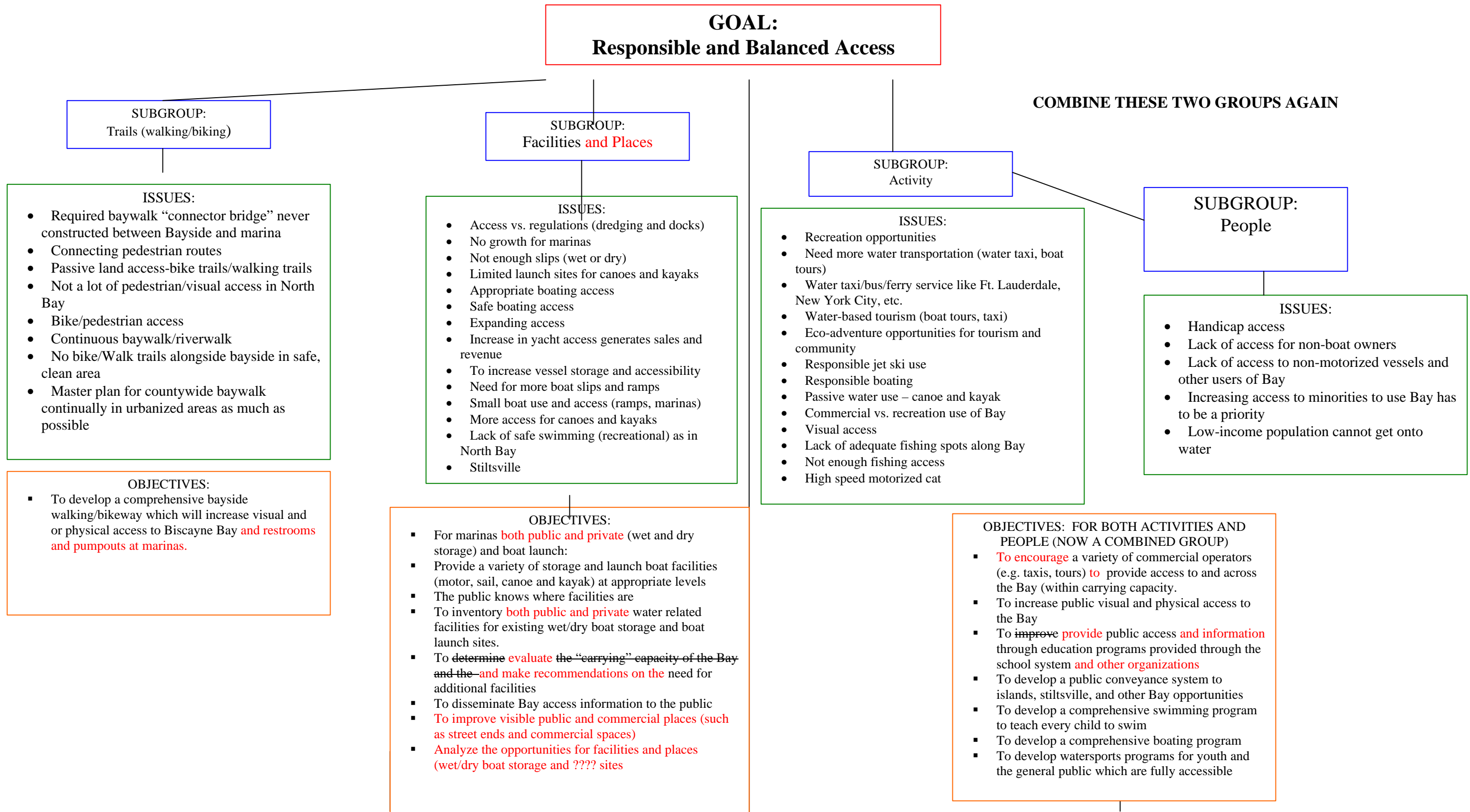
- OBJECTIVES:**
- Immediately, and as information becomes available, revise regulations as needed to enhance fish and other wildlife populations and increase habitat
 - Coordinate state and local agency **enforcement** efforts to maximize fishing and development regulations in order to protect wildlife and habitat

SUBGROUP:
Pollution
Eliminate as many sources of pollution as possible.

- ISSUES:**
- Water quality
 - Need to control and limit pollution (point sources easier)
 - Water quality is important for access
 - Should be a Bay we can swim in
 - Runoff (stormwater)
 - Mechanical (exhaust, oil, solvents, fuels)
 - Sewage (boats, marinas, uplands)
 - Turbidity
 - Litter/trash
 - Trash in waterways leading to Bay impedes access
 - Trash along the shore
 - **Dredging and tidal changes relative to Port**
 - Other
 - Noise
 - Air
 - Visual

- OBJECTIVES:**
- Immediately determine sources of pollution, **Develop a plan to address those sources**
 - Within 5 years, ensure that all types of existing bay access facilities and sites include infrastructure to reduce pollution streams (pump-out stations, solid waste containers, restrooms, etc.); make this infrastructure a requirement for all new access facilities and sites
 - Continue to retrofit sources of stormwater pollution **with emphasis on bay coastal areas and residential islands**
 - **Encourage beneficial environmental practices in shoreline, maintenance, retrofit and development**

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SUBGROUP:
Carrying Capacity
**ADD THIS TO USER
CONFLICTS AND
ELIMINATE THIS**

SUBGROUP:
Places
ADD TO PLACES

SUBGROUP:
User Conflicts

- ISSUES:**
- What is carrying capacity of the Bay?
 - Overuse
 - Increase in power boat use may result in increase in accidents/fatalities
 - Too many power boats
 - Overuse – too many vessels on Bay
 - Tourism overcrowding
- MOVE TO ISSUES WITH USER CONFLICTS**

- ISSUES:**
- ~~Not enough upland access points~~
 - ~~Public vs. private uses~~
 - ~~Private ownership of shoreline~~
 - ~~Amount of land in public ownership~~
 - ~~Preserve historic sites and buildings on the coast~~
 - ~~Stiltsville~~
 - ~~North Bay ignored~~

- ISSUES:**
- Conflict of motorized boats and passive boaters
 - User conflicts (kayaks, jet skis)
 - Boaters resenting manatee zones
 - Competing interest for Bay access types (i.e. marina vs. fishing pier)

- OBJECTIVES:**
- By 2006, maximum number of users for safety, sustainability and user conflicts will be known (within different areas)
 - Provide access commensurate with carrying capacity

- OBJECTIVES:**
- ~~By _____, all areas of the Bay will be included in a comprehensive plan to provide access to the Bay~~
 - ~~By _____, a comprehensive access plan will utilize existing points of interest~~

- OBJECTIVES:**
- **Identify user conflicts in Biscayne Bay**

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NO MEMBERS PRESENT ON NOV 21, NO WORK DONE

