

BISCAYNE BAY STRATEGIC ACCESS PLAN ADVISORY TEAM

**MEETING #4
October 8, 2003**

TRANSCRIPT

The morning session of the meeting was spent allowing the small Goal groups to refine and discuss the work they did at the last meeting. Each Goal group then gave a short report on their work; what was done and indicating any changes made.

GOAL GROUP REPORTS/ TEAM COMMENTS AND REACTIONS:

Group: Coordinated Governance and Sound Public Policy

Comments:

1. Are you considering a Bay Commission?
2. The goal of all objectives is to withstand scrutiny.
3. Permitting should include reviewing state statutes.
4. Political support should include adoption of Plan by resolution, ordinance, etc.

Group: Comprehensive Environmental Education and Public Awareness

1. Uneducated politicians not addressed.
2. Lack of knowledge of physical characteristics of the Bay not addressed.
 - a. Is this an action step?
3. Partnerships- improve what is already out there on education, don't start anew.
4. Encourage linkages to groups already working on the objectives identified; ex: Education Coalition
5. The preservation that is spoken of seems to be "clean up"; the preservation that was suggested was also Historical Preservation.
6. Get a mascot.
7. Development of true communication strategy for the Bay.
8. Appreciation should include more than just "on the water" experiences.

Group: Respect for Wildlife and Environmental Sustainability

1. Plan pollution clean up which includes benefit to wildlife.
2. Identification of pollution only the beginning; we need to have a plan to clean up the pollution.
3. Don't see "using environmentally sustainable practices" anywhere
 - a. i.e. composting toilets; xeroscaping
4. Identify funding as an objective.

Group: Integrated Transportation Systems

1. The Seaport may be a large enough issue itself to be its own category or subgroup.

2. There should be a plan for buses to service neighborhoods for folks with no access.
3. Waterborne category- maybe it should be broken up into “motorized” and “non-motorized”; include “blueways”
4. What do you do about parking once folks get to the access; they need parking and landings; vendors and private lots could be source for space.
5. Need to think about causeways.
6. Don’t ignore air access; ADA issues.
7. Greenways, trails, bike trails: linking issues.

Group: Responsible and Balanced Access

1. Broward County’s Swim Central
2. Didn’t address commercial vs. recreational (however it is addressed on the second page of subgroups on the chart- they did not have time to refine that today)
3. All groups topics will have some overlap.

Group: Safe enjoyment, Security and Enforcement

1. Add as an objective: need for formal licensing program
2. Focus lack of resources as they pertain to resource issues
3. Illegal immigration-impact is taking local police from normal duties
4. Need a statement that the regulatory objectives need priority because regulatory folks are being reassigned and not able to enforce rules.
5. Need examples of certification that other states use for boating, etc.; consider Federal too.
6. Consider the impacts of homeland security on access.
7. Vandalism: how do we deal with it; need to make things as graffiti proof as possible.
8. Jet skis are different from boats so look at whether safety needs special targeting for rentals.
9. Sober Skipper Program
10. Diver/snorkeling training should be required.
11. Voluntary prop guard system should be put in place.
12. Speed limits
13. One objective should be coordination between agencies to maximize resource protection.
14. Try to include licensing into final document
15. Should be minimal certification before you can rent a boat or gain access to a launching facility.

Group: Economic Vitality and Smart Growth (Note: no one from this group was in attendance; therefore the Team reviewed the work from the last meeting and made the following comments):

1. Encourage responsible water related commercial uses and amenities
 - a. Examples: vendors; jet skis, commissaries
2. Economic Vitality might need to be separated from Smart Growth
 - a. Marine related businesses
 - b. Marine related uses
 - c. Allowing of “grit” uses (need definition of “grit”)
3. Change the Goal title: Economics of our Natural Resource
4. Stress responsible use not elimination of use.
5. Verification of economic value of public lands; need to reinforce the economics of public spaces=valuation
6. Comprehensive Growth Plan is needed for Marine Industry and should be integrated in this Goal.

7. Ecology and Economy are not mutually exclusive.
8. Property group to give economic value to the Bay (like a car race in downtown Miami)
9. Advisability of having public input into the new Master Plan for the Port; public should be involved before plan is developed.
10. There is no objective for redevelopment. Look at purchasing redevelopment rights.
11. Consider water dependent shoreline uses for businesses
12. Should be a needs assessment for boat ramps and boat slips; inventory is not enough, needs to be more comprehensive.
13. Need objectives under the Port of Miami expansion and dredging; the current expansion is slated to go into a state area of critical concern
14. Clarify the intent of what was meant with regard to heights; visual access; were they talking about west of the Park toward the viewsheds?
15. May want to add heights to existing Shoreline Ordinance
16. Use the CDMP; go straight to Ordinance
17. Not contrary to state and county approved manatee protection plan
18. Don't allow any degradation of state owned sovereign submerged lands.
19. Biscayne Bay economic study: Hazen and Sawyer is the consultant; we should consider this
20. Promote viewscape "staging" to allow a type of shoreline development
21. Port development-need to review and participate in studies of Environmental Impact Statements and other work plans
22. There should be public input BEFORE EIS, when they are still in the planning stage
23. There should always be public comment and hearings on Port development projects in general
24. Port development can bring negative environmental impacts.
25. With regard to boat access, look at carrying capacity study as the basis for deciding on access.
26. Provide boating experiences for different socio-economic groups.
27. Protect submerged lands and public lands from private development.

SEE CHART FOR CHANGES MADE DURING MORNING SESSION OF MEETING.