

ENVISIONING THE FUTURE OF COASTAL MANAGEMENT

STAKEHOLDER DISCUSSION SUMMARY BY TOPIC:

WATERFRONT REVITALIZATION/MARITIME COMMERCE/PUBLIC ACCESS

TOPIC SUMMARY

The topics of waterfront revitalization, maritime commerce, and public access were discussed at all five regional meetings, in a total of six breakout sessions. In Atlanta, Hawaii, Chicago, and San Francisco the issues of maritime commerce, waterfront revitalization and public access were combined into one discussion while in Boston, the issues of waterfront and public access were the subjects of their own breakout groups. All six breakout groups touched on issues related to waterfront revitalization, maritime commerce, and public access. From the six breakout groups the following themes surfaced:

The profile of these issues needs to be raised- The importance of public access, ports, and commerce should be more formalized in the CZMA. Federal support of these issues, along with increased technical and economic data, will help to compel regions, states, and local governments to address access, waterfront and commerce interests in their coastal zone management efforts.

More education and technical support is needed- Federal, regional, state and local government decision-makers, along with the public would benefit from more maps, data, economic analysis, and studies on public access, commerce, and waterfront revitalization impacts.

More incentives are needed - Government and private land owners need more incentives to preserve public access and ports and to invest in commerce, revitalization, and access resources.

OBSTACLES

Uses and Impacts

- Competing mandates: redevelopment of port areas can interfere with public access; public access and redevelopment can have adverse environmental impacts.
- Economic, transportation and shipping changes have modified the idea of the ports- the purpose that they serve and how they operate.
- Competing uses: commercial shipping can interfere with recreational boating; private development can impact beach access.
- Growing concern and uncertainty about climate change impacts, fisheries status, and invasive species

Management and Decision-Making

- No requirement that states participate in coastal management planning
- Diverse levels of state comprehensive planning laws and participation in coastal management
- Enforcement is not consistent.
- User groups do not always participate in decision-making.

- Multiple owners, including private owners, control coast and shorelines, each with potentially different interests and priorities
- Multiple jurisdictions
- Little regional coordination

Education and Values

- Public access means different things to different people.
- Difficult to engage community citizen involvement.
- Lack of political will or attention to the issues of public access
- Lack of public awareness about coastal management
- Lack of technical capacity in many communities and regions

Data and Mapping

- Lack of regional and local data on commercial and recreational use of waters, economic benefits of water-based activities (recreational and commercial), maps of historical and current access points

PARTICIPANT GENERATED SOLUTIONS

Mapping and Data Collection

- Get GIS data and maps of where access exists, where it used to, and how it is changing.
- Develop valuation models for contributions of maritime commerce and recreation.
- Map areas that have high public use.

Funding and Financial Incentives

- Create a fund for coastal zone management uses with revenues generated from user fees, tax revenues generated from harbor or marine activities, large cruise ship fees. Increase funding for maintenance dredging at launching ramps and in commercial ports.
- Offer funding for enforcement of existing laws that assure public access.
- Offer funding for communities to develop access ways to the coast/shoreline.
- Develop tax credits for sustainable fisherman, small houses, public access easements.

Land Management

- Limit amount of space a hotel can “reserve” of beach space based on size of hotel.
- Create federal land acquisition program for public access protection, like Coastal and Estuarine Land Conservation Program (CELCP).
- Reduce incentives to redevelop in areas that threaten public access; reform insurance incentives to rebuild in sensitive areas.
- Support sediment management; provide funding and support for dredged material management on a watershed basis.
- Develop minimum requirements or standardization guidelines for special areas management plans (SAMPs).
- Require states to develop waterfront revitalization elements in state plans.
- CZMA should encourage a regional planning approach for ports.
- Create special area management plans to revitalize working waterfronts, which address both commercial uses and non-water dependent uses.
- Make law that access will be made available every so many feet, i.e. every 500 feet. This will be true regardless if private or public land. Only exception would be military land.
- Require all developments using public lands along the coastal areas to provide public “foot” access to and from the beach.

Education

- Broaden chapter 15 CZMA funding to produce outreach materials to educate public about economic and social impacts of water dependent business.
- Create an ecological park which would serve as a public educational tool to demonstrate the values and characteristics of a healthy ecosystem .
- Support county planning agencies and commissions and require them to require that new developments provide public access to the oceans.
- Training and technical assistance for local and regional managers and state government officials on access options and different uses of waterways in areas where there are a lot of recreational harbor facilities.

Values and Issue Framing

- Access issues, port issues, and improved harbor infrastructure goals should be given high priority CZMA.
- Adopt an integrated, system-based approach to coastal zone management.
- Give non-consumptive use priority of access.
- Definition of access should include lateral access long the beach.
- Boating access should be viewed as public access.
- CZMA should be amended to require participating states to achieve zero net loss of public access.
- Keep public access to beaches as an evaluation criteria.
- Distinguish between Non-commercial/industrial ports.
- Coordinate a consistent and compelling message about the importance of public access and the contributions of harbor and shoreline commerce; all agencies should have the same message.
- Define working waterfront revitalization as ‘to support marine dependent uses.’