



## Policy Group XIV – Beach and Shoreline Access

Project Name: \_\_\_\_\_

TMS: \_\_\_\_\_

\* Policies excerpted from the GAPC Section of the CZMP.

The Agency's Coastal Zone Consistency (CZC) certification review of all activities within the Coastal Zone that require a State permit will be based on the policies contained within the project based checklists. For the CZC request to be complete, you must answer the questions contained within the policies segment relative to your project by checking off all that apply. More than one checklist may apply to your project based on the plan proposal. For example, a road or highway project might also require dredging and filling of coastal wetlands.

### A. Shoreline Access:

**Required: Will your proposed access project or plans...**

a.  be consistent with Agency policy that fully supports, furthers, and encourages the protection and expansion of public access to shoreline areas in the coastal zone?

or is this N/A?

b.  avoid having a negative effect on existing access to tidal and submerged lands, navigable waters and beaches or other recreational coastal resources?

or is this N/A?

c.  take into account the extent of impact on the following aspects of quality or quantity of the following valuable coastal resources:

public recreational lands - conversion to other uses without adequate replacement, interruption of existing public access, or degradation of environmental quality in these areas?

or is this N/A?

d.  (for erosion control projects in communities or on barrier islands) to which the public has full and complete access that is being funded by public monies?

or is this N/A?

e.  be consistent with Agency policy that recognizes the highest priority for expenditure of public funds for acquisition of new parks and recreation areas in the coastal zone is given to areas which offer full and complete access to the public?

or is this N/A?

f.  consist of improved access to existing publicly-owned recreation areas, particularly barrier islands, which currently only afford access by boat and are appropriate for more intensive use? (This should include access **to** the area via ferry or provision of boat landings and other facilities; and also access **across** or through the area to the beach-front via paths or walkways.

or is this N/A?

g.  include a ferry as this type and extent of public access must be determined based on the human "carrying capacity" of the area in its natural state in order to protect natural beach features and other environmentally sensitive areas?

or is this N/A?

- h.  contain lateral beach access-ways consisting of walkover structures or staggered pathways at natural breaks in the dunes to prevent disruption of sand dunes or vegetation?  
 or is this N/A?
- i.  consider additional parking spaces in upland areas adjacent to beaches as well as consider alternatives of remote parking sites (on or off island) connected to the beach by public transportation authorized weekend and holiday use?  
 or is this N/A?
- j.  (for local government projects in the coastal zone, particularly beachfront communities) incorporate considerations for public access into their local ordinances and comprehensive plans (especially subdivision regulations) which can influence the location and design of new development that might affect public access?  
 or is this N/A?
- k.  (for private developers in beach areas) consider the benefits not only for the public but for protecting private property interests to include reasonable public beach areas and access-ways in plans for new developments?  
 or is this N/A?
- l.  (for State and local governments planning recreational sites) include consideration of alternatives to actual ocean-front areas, i.e. rivers and estuaries, in order to offer other options for recreation and to relieve growing pressure on ocean-front communities?
- m.  consider joint-use public docks, public boat ramps and landings in an environmentally suitable location to meet the needs of recreational boating?  
 or is this N/A?
- n.  consider pedestrian access and fishing catwalks on all new bridges and roadways and recommends their addition to existing structures where possible?  
 or is this N/A?
- o.  consider the preservation of existing public shellfish grounds?  
 or is this N/A?
- p.  be consistent with the policies for park facilities, marinas, boat ramps, docks and piers, if applicable?  
 or is this N/A?
- q.  be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?  
 or is this N/A?

*Recommended policies to consider in designing shoreline access projects:*

- a. It is recommended that abandoned bridges and railroad trestles be left standing to serve as fishing piers when safety considerations permit. Costs of maintenance may be offset by leasing the structures to a county or local government. It has been suggested in the Resource Policies section that railroad rights-of-way be allowed to serve as access points whenever possible. (II (D) of the Resource Policies)*
- b. In the planning and design of all public access areas, full consideration should be given to assure access opportunities to elderly and handicapped visitors.*

**Required:**

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

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Signature and date