



**AGENDA
PLANNING ADVISORY BOARD
REGULAR MEETING
FEBRUARY 24, 2021
5:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- 2. PLEDGE OF ALLEGIANCE**
- 3. WELCOME**
- 4. INTRODUCTIONS**
- 5. DISCUSSION**
 - 5.1 Review Documents
 - 5.2 Goal Statement/Objective
 - 5.3 Timeframe
 - 5.4 Deliverables
- 6. ADJOURNMENT**
- 7. NEXT SCHEDULED PORT SUBCOMMITTEE MEETING IS ON MARCH 24, 2021**

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any action, which may be considered with respect to such matter. For information regarding this matter, please contact the Planning Department (904) 310-3135.

GOAL 9

PORT FACILITIES ELEMENT





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PORT FACILITIES ELEMENT

The primary purpose of this Master Plan is to clearly define the Port's direction for the future. The Ocean Highway and Port Authority believe this plan will enable the Port to best serve the needs of the surrounding region. The Port can achieve its objectives only if local government, business, industry, and the general citizenry understand the important role of the Port and support the policies and plans outlined in this Master Plan. This Master Plan provides the Ocean Highway and Port Authority a guide for short-range and long-range planning and development opportunities.

PORT FACILITIES ELEMENT HIGHLIGHTS

1. Provides long and short-range planning and development strategies;
2. Opportunities for economic development; and
3. Strategies to retain the surrounding area's unique character.



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Objective 9.01.
Economic Development

Page 9-1

GOAL 9: PORT ELEMENT

Objective 9.02.
Operation and Expansion Planning

Page 9-1

Objective 9.03.
Maintain Community Character

Page 9-2

GOAL 9 | PORT FACILITIES ELEMENT

THE GOAL OF THE PORT OF FERNANDINA SHALL BE TO STIMULATE ECONOMIC DEVELOPMENT WITHIN THE CITY OF FERNANDINA BEACH AND NASSAU COUNTY AND COOPERATE WITH THE CITY AND COUNTY IN ITS PLANNING FOR OPERATIONS AND EXPANSIONS WHILE STRIVING TO MAINTAIN THE UNIQUE CHARACTER OF THE CITY OF FERNANDINA BEACH.

OBJECTIVE 9.01.

ECONOMIC DEVELOPMENT

The Ocean Highway and Port Authority shall continue to plan for and Maintain facilities to meet the long-term useful life of the Port facility.

POLICY 9.01.01.

The Ocean Highway and Port Authority shall utilize all available sources of funding to finance Port improvements. The Authority to the best of its ability will implement the Capital Improvements Program cited in section II of this document.

POLICY 9.01.02.

The Port Authority shall continue to coordinate with the U.S. Army Corps of Engineers to maintain and expand the Port facility Access shipping channel and turning basin as Port development continues.

POLICY 9.01.03.

The Port Authority shall continue to coordinate with the City of Fernandina Beach to identify opportunities for future economic development.

OBJECTIVE 9.02.

OPERATION AND EXPANSION PLANNING

The Port Authority shall coordinate with County and City Commissions to ensure that Port development meets appropriate City and/or County standards or requirements.

POLICY 9.02.01.

The Port Authority shall abide by the Goals, Objectives and Policies of the City of Fernandina Beach Comprehensive Plan in its planning for operation or expansion of the Port facility.

POLICY 9.02.02.

Prior to any future expansion to the Port of Fernandina, all plans or proposals for expansion shall be reviewed by the City of Fernandina Beach or the County, as appropriate, for consistency in meeting all applicable land development regulations, building permits or other permit requirements. Future Port Development projects shall be consistent with the Port Master Plan and Port Master Plan Map. No port development or project inconsistent with the Port Master Plan shall be undertaken without prior review, input and adoption as a Comprehensive Plan Amendment by the City of Fernandina Beach.

POLICY 9.02.03.

Any impact to urban services or facilities (i.e., drainage, potable water, wastewater, traffic or solid waste) brought upon by the identified and approved Port Master Plan projects, which results in the degradation of an adjusted level of service standard for such service or facility, shall be mitigated to the satisfaction of

the City and/or the County, as appropriate, prior to the issuance of a building permit for the expansion.

POLICY 9.02.04.

The Port Authority shall not commence construction on any Port expansion program until all required permits and leases are secured.

OBJECTIVE 9.03.

MAINTAIN COMMUNITY CHARACTER

The Port Authority in operating the Port facility shall take all precautions to protect the environmental and historic assets of the City of Fernandina Beach.

POLICY 9.03.01.

The Port Authority, in cooperation with the U.S. Coast Guard and the U.S. Department of Transportation, shall prohibit the handling of unauthorized toxic materials and will be prepared to contain toxic spills that could occur at the Port facility site.

POLICY 9.03.02.

The Port Authority shall continue to coordinate with the Fernandina Beach Historic District Council to ensure preservation and restoration of significant historical sites that fall within the jurisdiction of the Port Authority facility. Where Port property is adjacent to the Historic District, a 30 foot landscaped buffer will be maintained.

POLICY 9.03.03.

The Port Authority will comply with the Land Development Code of the City of Fernandina Beach to ensure that adequate buffers and screening materials are constructed and maintained between the industrial zoning of the Port and the adjacent single family residential zoned areas.

POLICY 9.03.04.

Stormwater runoff at the Port facility shall comply with stormwater management requirements established by the St. Johns River Water Management District as well as federal state and local agencies.

POLICY 9.03.05.

The Port Authority shall continue to coordinate with the Department of Environmental Protection, Division of Marine Resources, the New England Aquarium, the Cumberland Sound Pilots Association and other interested organizations to support protection of manatee and right whale communities that are on the fringe of Port operations.

POLICY 9.03.06.

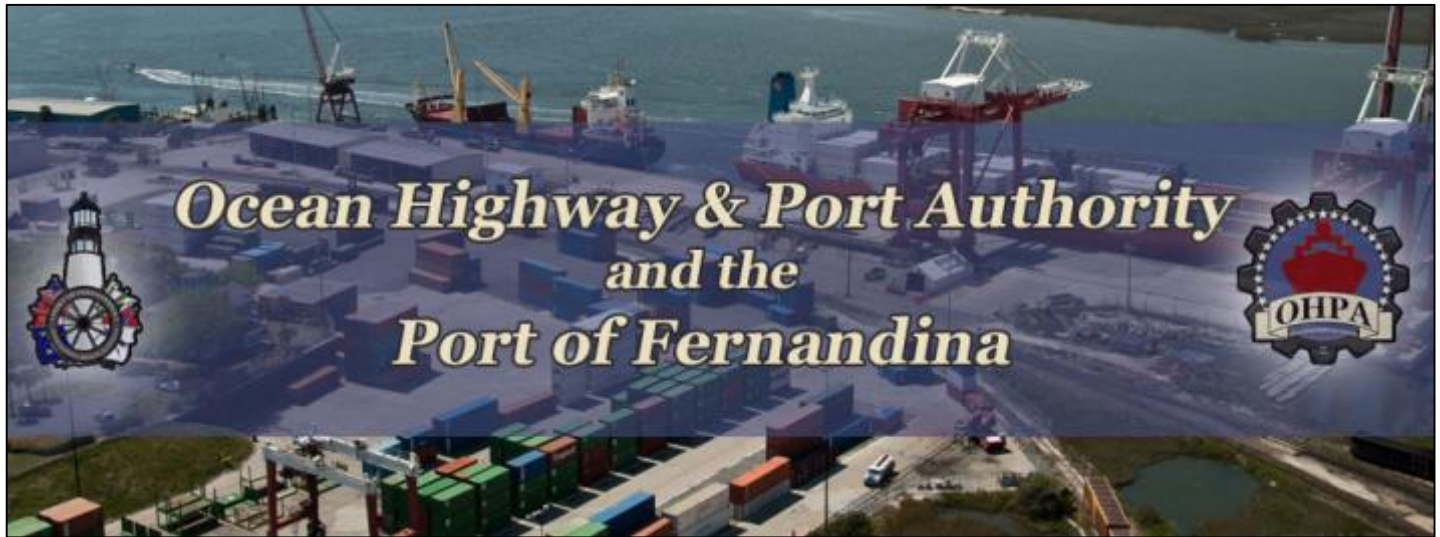
The Port Authority will continue to comply with the requirements of the permits from the Department of Environmental Protection in regard to maintaining and preserving the permanent conservation areas and the ten-foot-wide marshland mitigation area.

POLICY 9.03.07.

The Port Authority shall use best management practices during construction, operation and maintenance at the Port facility to ensure that water quality within the area of the Port facility will receive no degradation as a result of Port activity.



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Strategic Master Plan

A Realm of Possibilities

*Data and Strategic Analysis Performed as Mandated
by F.S. 311.14(2)*

October 2014



Note: The Ocean Highway and Port Authority formally adopted
this Strategic Master Plan on February 12, 2014.
This edition includes revisions formerly adopted June 11, 2014
and additional revisions from October 2014.

Executive Summary

Existing Port Facilities

The Port of Fernandina is located on the East side of the Amelia River in the northeast corner of Florida in Nassau County. The Port complex is approximately 23 acres in size and includes a 1,200 foot long pile and cap concrete wharf with an apron width between 70 to 115 feet (ft). The container yard storage has a static capacity of approximately 3,200 twenty foot equivalent units (TEUs) and there is approximately 200,000 square feet (sf) of covered storage space in three warehouses. Additional terminal infrastructure includes 1,600 ft of rail sidings, an in-ground truck scale, two gantry cranes, one mobile harbor crane, three rubber-tired gantry cranes, three reach stackers and complete maintenance facilities. The short line rail connects the Port to the CSX mainline and has double-stack capabilities. The container yard and wharf area is fenced with 24 hour security provided by the port authority. Refer to figure ES-1 for the existing site layout.

Current Port cargos handled include a mix of container and breakbulk cargos as shown on the following table:

Table ES.-1. Cargo Throughput 2010 to 2012

Cargo Summary	2010	2011	2012
Containers			
Containers (boxes)	20,540	16,330	11,312
Containers (tons)	146,652	102,969	60,384
TEUs	32,113	22,005	14,018
Breakbulk Cargo (tons)			
Kraft Liner Board (KLB)	221,186	207,543	149,770
Lumber	2,966	8,530	16
Rebar	106,136	112,430	51,284
Steel	142,576	207,416	94,501
Woodpulp	7,714	4,970	8,054
Misc. General Cargo	1,611	3,216	20,388
Bulk Cargo	0	0	345
Total General Tons	482,189	544,105	324,358
Total Tons	628,841	647,074	384,742



ES-1 Existing Site Layout

A summary of the Current Port Capacity is as follows:

Table ES-2. Port of Fernandina Annual Capacity

	Number of Berths	Practical Utilization	Berth Hours Available	Approximate Avg. time per Vessel Call	Potential Annual Vessel calls
Berth Capacity	2	50% – 60%	9,600	36 hrs.	250-275
Cargo Storage Capacity	Type	Area	Static Capacity	Avg. Dwell Time	Approximate Annual Storage Capacity
	Cover Storage	200,000 sf	54,000 Tons	30 days	555,000 Tons
	Open Storage	4 Ac.	44,000 Tons	30 days	450,000 Tons
	Container Yard	7 Ac.	3,200 TEUs	5-15 days	50,000 TEUs

The Port has the capacity to handle over 1 million tons of breakbulk cargo per year and to handle approximately 50,000 TEUs per year. The total current capacity of the Port, as operated today, is over 1,250,000 annual tons of cargo. In recent years, the Port has handled a cargo throughput that averages around 50% of the Port's overall capacity for annual cargo.

The Port of Fernandina is served by a federal channel currently authorized to a depth of -36 ft Mean Lower Low Water (MLLW). The Intracoastal Waterway channel has a project depth of -12 ft MLLW with a varying channel width of 90 to 150 ft as is contained within the deeper and wider federal channel serving the Port of Fernandina.

Access to the Atlantic Ocean is achieved by the connection to the north of Fernandina to the Cumberland Sound Access channel (Kings Bay Entrance Channel [KBEC]) which serves as the entrance channel to the Trident submarine base at Kings Bay. The KBEC has a current project depth of -51 ft MLLW including 2-ft of allowable overdepth with a bottom channel width of 500 ft. Dredge disposal options for this project include upland, beach, nearshore, and offshore disposal with annual maintenance requirements of 1,950,000 cubic yards of shoal material. The next dredging operation is expected to occur in 2014 before the existing state and federal permits expire in April 2014.

The Port is physically constrained from expanding primarily due to the Historic District. An expansion of the Port would be dependent on what type of market it is targeting to serve and the facilities needed. With the physical boundary of the Historic District at the Port's edge, and few vacant lots, the Port might need to consider leasing portions of the RockTenn site or purchasing land from them.

Opportunities/Constraints Facing the Port and OHPA Summary

The expansion of the Port footprint is restricted in large part due to regulatory policies of the City of Fernandina. The site, bounded on the south by the Community Redevelopment Area (CRA) and on the east by the Historic District, has few opportunities to increase its facility. In addition to the physical expansion limitations due to these regulatory districts, several of the Port's parcels are located within them. One of the Port's waterfront parcels is located within the CRA. Its use would be limited by height restrictions, view shed limitations and pedestrian access requirements. The Port owns several parcels on 3rd street that fall within the Historic District and thereby subject to design review and standards of the Historic District Council.

In addition to the regulatory constraints to the south and most of the east, expansion to the north and the balance of the east is also limited. RockTenn, the Port's northern neighbor, has also purchased vacant parcels between Franklin and Dade Streets, east of the Port, to 15th Street. Depending on the markets identified and the need to physically expand, consideration should be given to leasing portions of the RockTenn site or purchasing land from them.

While the Port's location within the City may have limitations, its location within Northeast Florida is of great benefit. Northeast Florida is the junction of both east-west and north-south interstate roadways and rail lines making it ideal for domestic distribution to the southeast and Florida by truck and all five eastern mega-regions by rail. Additionally, the Port shares the Foreign Trade Zone with JAXPORT and could offer relief to congestion issues should they arise once JAXPORT is able to serve Post-Panamax ships.

The Charter for the Ocean Highway and Port Authority (OHPA) provides the basis for other opportunities. The OHPA has the power to acquire land for the purposes of developments both related and unrelated to the shipping industry. Motels, hotels, radio stations, entertainment and eating places, casinos and recreational facilities including stadiums, athletic fields, concert halls and auditoriums and golf courses are a few of the non-port related uses. OHPA also has the authority to develop warehouses, industrial parks, pulp and paper mills, oil refineries and even a toll road specifically described as starting in Fernandina Beach and continuing north to Brunswick, Georgia. They can also provide public utility services including electricity, gas, water, sewer and local transportation in Nassau, Baker, and Duval counties.

With the regulatory authority to develop industrial parks, warehouses and related facilities, this study includes a brief description of the existing, developing and proposed industrial sites in Nassau County and in nearby Camden County, Georgia. These sites were listed for the potential they offer to future shipping companies who might inhabit them and partner with the Port, as well as for potential development opportunities for OHPA. For the purposes of examining an overall intermodal system for freight transport, each site was given a rating based on the number of modes available to it including truck, rail, barge and airport. Truck and rail are the predominant modes available however barge opportunities do exist near the Port. The airports studied included the Fernandina Beach Municipal Airport, Hilliard Airpark, and St. Mary's Airport. Currently, these airfields are all either too small or are too limited in the equipment they can service to provide significant air transport for freight. Jacksonville International Airport (JIA) or Cecil Field would provide better opportunities for air shipment.

Another site of significance is the Crawford Diamond Industrial Park. Having access to two Class I rail providers, this 1,800+ acre site near Callahan has garnered attention as a possible site for the development of an intermodal site and other distribution and warehousing opportunities. The most likely interaction between the Port of Fernandina and the Crawford Diamond site would be truck drayage between the Port and Crawford Diamond site due the relatively close proximity of these two sites, and that multiple truck round trips per day are possible. While rail service is available to Crawford Diamond, the current rail lines are inefficient as they are required to go down into Jacksonville to get to the site. Potential alignments for rail service connecting the two CSX lines north of JIA are being studied. Rail time from the Port to Crawford Diamond would be greatly reduced should one of the proposed rail corridors be constructed. With its authority under the Charter to develop railways it is recommended that OHPA actively support and possibly assist with funding of the rail line. Another opportunity for OHPA would be to help finance the utilities needed for Crawford Diamond.

Future Markets and Cargo Forecasts Summary

The Port of Fernandina's performance in the last few years has been down due to the recent economic downturn along with the loss of a few key carriers. The Port is consequently underutilized and has the capacity to expand its capacity back to its current capacity and beyond its current capacity if some improvements are made to the Port onsite, in conjunction with some offsite improvements. The Port has advantageous features such as being in close proximity to the ocean with a moderately deep channel but suffers from being a small port with landside limitations.

Historically, the Port processes a small percentage of its cargo as containers with the majority of the cargo being breakbulk. While the Port needs to continue to market its capability in break bulk for local markets (kraft liner board, steel rebar and billets, wood products, etc.), global trends in the industry portend increasing shipping to occur by container. With the advent of the Panama Canal widening allowing more Post-Panamax size ships to use the Canal, the Port of Fernandina Beach could easily position itself to handle more container cargo.

Many other regional ports such as JAXPORT, Savannah and Charleston, along with Caribbean ports are preparing their facilities to handle the larger Post-Panamax ships. Post-Panamax ships are over-sized for the Port of Fernandina, but the Port may benefit by the displacement of smaller ships from these regional ports, and by receiving smaller container ships and barges that are transshipped from the various Caribbean hub ports that are being created by the various shipping lines. It is anticipated that many of the proposed port improvements and dredging projects at these regional and Caribbean ports will be complete by 2018 and beyond and the increase in container traffic into the regional ports will increase dramatically.

In addition, some major local furniture distributors have indicated a desire to import more containers through the Port of Fernandina if the facilities were capable. Rayonier currently exports all of their containers of their finished product through other regional ports, and a portion of this could be redirected through the Port of Fernandina. The Port needs to have adequate facilities to accommodate the potential increase in container traffic. The proposed wharf extension at the Port, designed to handle future container cranes, would be an important improvement that would allow the Port to accommodate this increase in freight movement.

The Port of Fernandina also has many opportunities to increase shipments with barge carriers for commerce related to development along southeastern Georgia. Southeastern Georgia has an aggressive economic development program to re-develop several waterfront industrial developments. Sites such as The Mill at St. Mary's and the Dow Chemical Site in Camden County, Georgia are actively working with large manufacturers and fuel distributors to locate there. These sites are accessible by barge between the sites and the Port of Fernandina, and these proposed developments could be easily serviced by the Port of Fernandina.

Lastly, the nearby Nassau Fertilizer and Oil Company property just north of the Port could be a strategic addition to the Port to increase its landside capacity. This site could be used for a variety of uses such as a tank farm, bulk storage and handling (fertilizer for example), additional space for container storage or as a cruise terminal. The use of this site as a cruise terminal is only recommended if the cruise ship companies are willing to invest in the construction of the facilities rather than the OHPA due to the financially cyclical nature of the cruise ship industry.

The feedback from direct industry representatives and potential customers indicate that there is a definite opportunity for cargo growth at the Port and surrounding identified intermodal sites. The Market Capture and Cargo Throughput Projections summarized below will likely exceed the capacity of the Port of Fernandina by itself, and this potential growth will support the expansion and development of both local and regional intermodal facilities in the Nassau County and southern Georgia area.

Table ES-3. OHPA Projected Market Capture Summary

	2014-2015	2016-2018	2019-2023
Container-Rail		145,930	61,200
Container-Truck	42,010	218,894	291,600
Containers-Barge			1,141
Bulk-Rail			239,108
Bulk-Truck			42,276
Bulk-Barge			n/a
Breakbulk-Barge	100	150	250
Ro-Ro			n/a

Notes: All volume state in TEU

Projections by Marshal Strain Enterprises & Genesis Group 2013

Values do not include existing port freight business volumes projected beyond 2013

Values are not cumulative across time periods

Table ES-4. Cargo Throughput Projections 2010 to 2023

Cargo Summary	2010	2011	2012	2015	2018	2023
Containers						
Containers (boxes)	20,540	16,330	11,312	18,002	74,180	139,324
Containers (tons)	146,652	102,969	60,384	113,032	547,855	1,348,657
TEUs	32,113	22,005	14,018	23,327	100,515	203,376
Bulk Cargo	0	0	345	845	1,095	1,250
General Cargo Tons	482,189	544,105	324,358	334,845	347,820	375,750
Total Tons	628,841	647,074	384,742	514,870	955,860	2,659,750

Projections by Marshal Strain Enterprises & Genesis Group 2013

Facility Improvement Plan Summary

With the identified market/cargo opportunities indicating that the majority of the growth in the region will be associated with containerized cargo growth, the focus of the Facility Improvement Plan will be to identify ways to improve container capacity within the Port. The weather sensitive breakbulk cargo market (pulp, Kraft board, etc.) is forecasted to remain somewhat steady staying around 350,000 to 375,000 tons per year. This will be well within the capacity of the existing warehouses at the Port (approximately 375,000 tons per year) and less than the port handled in 2011, so the existing warehouse capacity appears to be adequate to handle this cargo type over the next few years. Therefore, the Facility Improvement Plan focuses on modifications that will optimize container handling, while considering the impacts of the change in vessel sizes that are expected to call at the Port of Fernandina and the constraints of the existing port boundaries, as discussed below.

While the Port of Fernandina is not expecting to see the large “mega” vessel calling, it is anticipated that as vessel sizes throughout the region grow, it can be expected that larger, Class C type vessels would want to call at Fernandina Beach. This Class C container vessel is commonly used to support feeder services between the US South Atlantic ports and the various hubs in the Caribbean. As shown in Table 5.2.2, the typical vessel calling at the Port today is a regional coastal vessel that has a capacity of 900- 2,000 TEUs, a LOA of up to 640 ft, and a draft of 36 ft While this vessel will still call at the Port, this Strategic Master Plan updates envisions that the vessels which will want to call at the Port of Fernandina in the future are expected to increase in size over the 10 year planning period. The Class C Container Vessel has a capacity

of from 2,000 to 2,900 TEUs, a LOA of up to 800-ft, and a draft up to 40-ft that should be recognized in the Port's planning window.

Phase 1 Make Immediate Improvements to Handle More Containers

The most immediate need for the Port will be to maximize container throughput capacity within the existing footprint of the port. There are very few options for expanding the Port outside of the existing footprint. Between land use restrictions and the environmental conservation area, there are limited options for Port expansion. Under the initial Development Plan (Phase 1) a portion of the outside, breakbulk (steel, re-bars, etc.) storage could be relocated to the operational area behind the existing wharf and gantry cranes, allowing for the expansion of a higher density container storage operations into the existing breakbulk handling area. Refer to Figure ES-2 for the Phase 1 Site Layout. Using a 1 over 4 RTG, and assuming an 80% stacking efficiency, the 750 ground slots would have a static capacity of approximately 2,400 TEUs. Total costs, with equipment and contingencies, etc. would then be approximately \$4 million.

Phase 2 Longer-Term Facility Development Plan

The longer term (3-5 years) Facility Development Plan would take place between 2015 and 2018 and would include three possible projects to expand the capacity and footprint of the existing port. Refer to Figure ES-3 Phase 2 Site Layout.

- Filling in the 0.7 acre area behind the northern end of the existing wharf;
- Expanding the existing wharf an additional 400 ft and possibility including an additional 200 ft expansion with concurrence from RockTenn;
- If possible for an environmental permitting standpoint, fill in the 1.25 ac. area behind the wharf extension to provide additional operational and cargo storage area.
- Dredging Requirements

The cost associated with the various projects could be included as one major improvement program or as separate projects. Even if proposed as separate projects, it is assumed that the projects would be designed and constructed concurrently and that the resulting capacities could support the projected cargo growth through 2018. The capital costs associated with these improvements are summarized below:

- Fill in 0.7 acres behind the existing wharf structure – Cost of \$500,000;
- Expand the existing Wharf 400 ft as a General cargo/Bulk Wharf - \$10 million (w/Contingencies)
- Expand the existing Wharf 400 ft as a Container Berth, with crane rail - \$15 million (with contingencies)
- Expand the existing Wharf 600 ft as a Container berth, with crane rail - \$21 million (with contingencies)
- Fill in 1.25 acres of wetland behind the extended wharf - \$1 million (with environmental mitigation and contingencies)

Additional equipment costs will be required to add additional RTG storage for the containers. Two or three additional RTGs would likely be required to maximize container storage and hence throughput capacity.

Another capital improvement project recommended is the need for additional dredging of the channel, widening and deepening the existing turning basin and the required dredging at the berth. The existing channel is "declared" at 36 ft. While it is much deeper along the majority of the channel there are several locations where the channel is less than the -43 to -45 ft of water depth required by a fully-loaded Class C vessel.

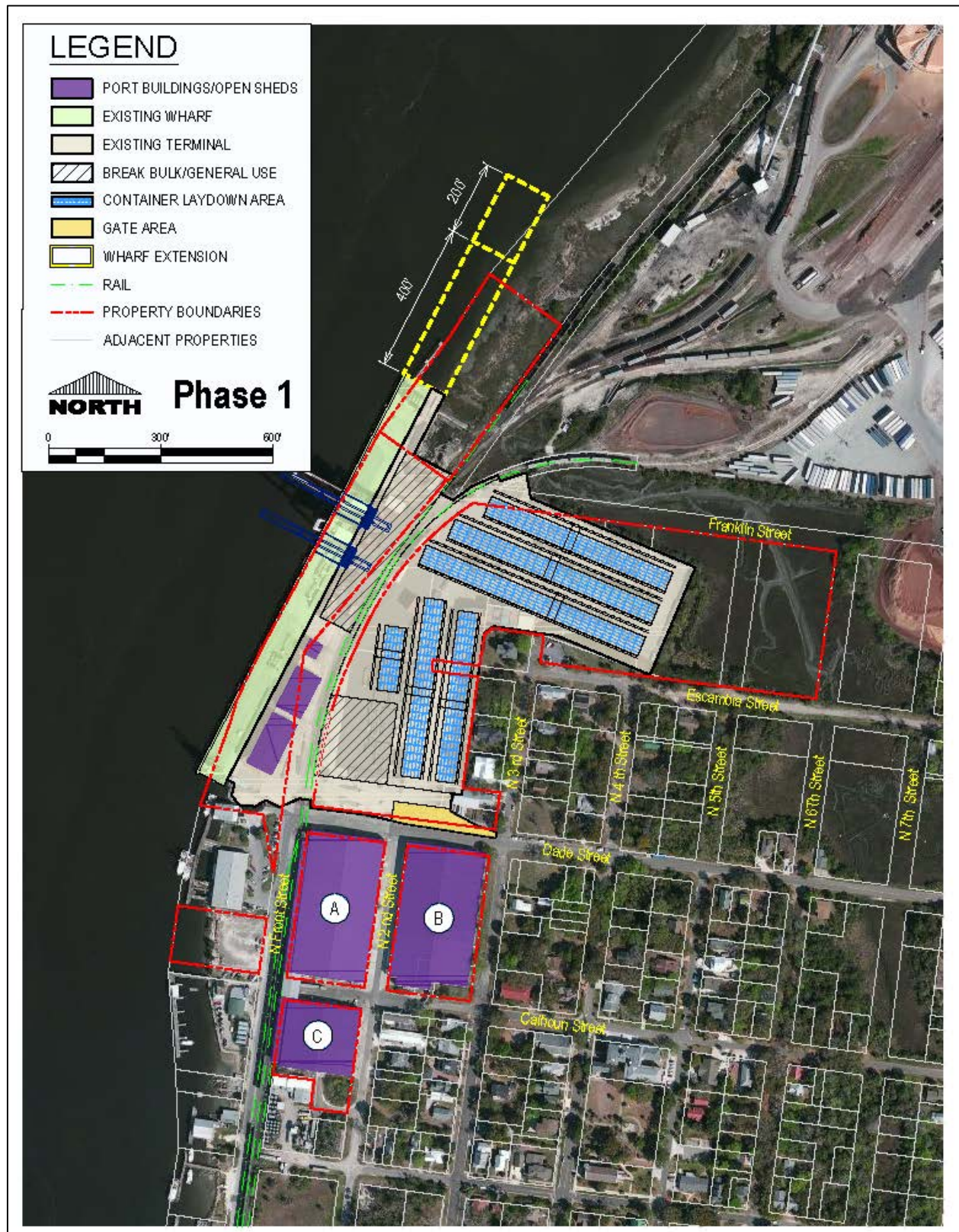
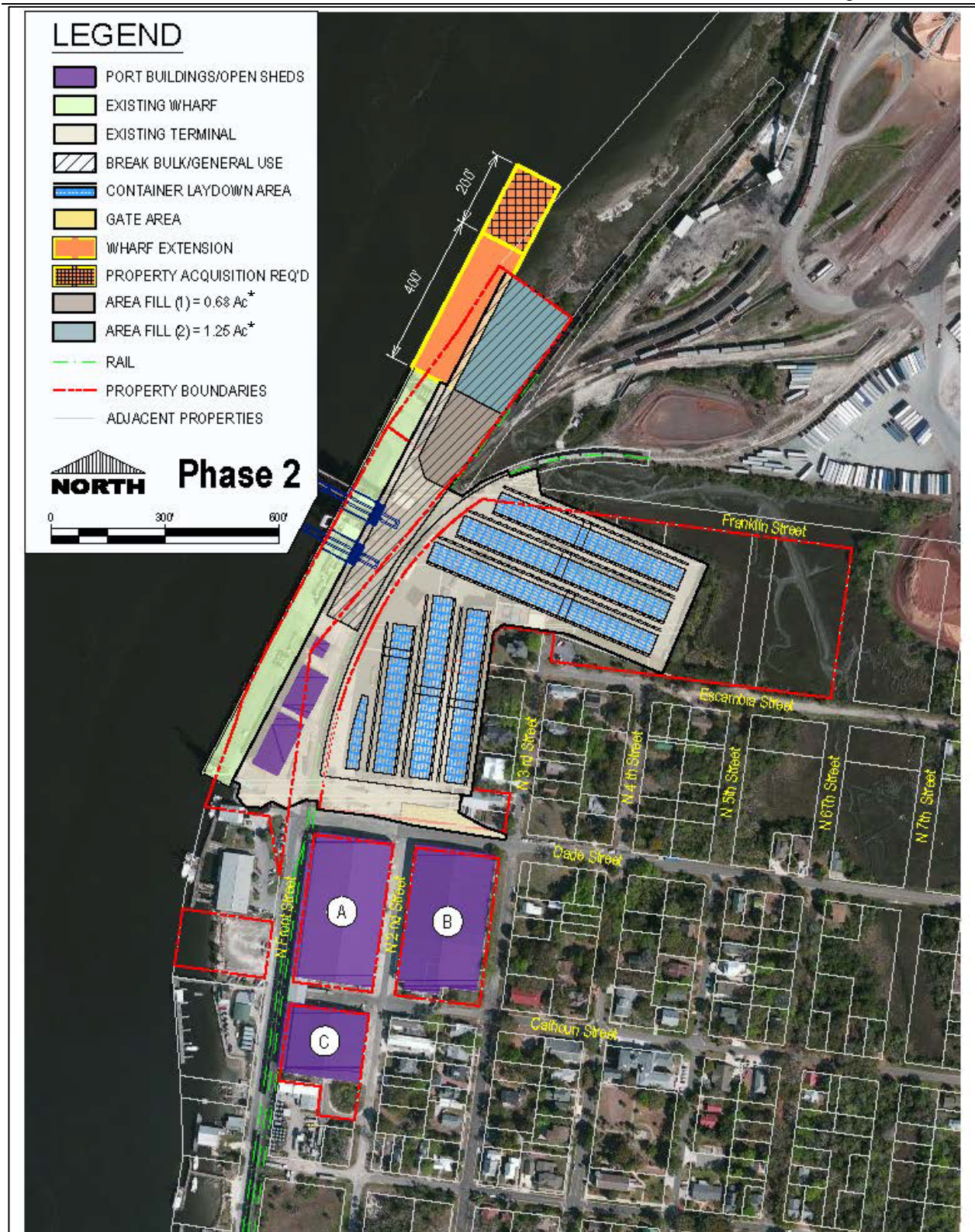


Figure ES-2 Phase 1 Site Layout



*These areas were previously permitted under FDER Permit #451730689 with mitigation completed. This permit has since expired and would require filing a new permit. The intended use for this area may occasionally include pre-staging cargo but would not be considered a cargo deck or container laydown area.

Figure ES-3. Phase 2 Site Layout

For the OHPA, the cost of dredging the approach channel, turning basin and berthing areas to accommodate larger vessels could be prohibitive. Assuming disposal of the material in the federally approved ocean disposal site (the Ocean Dredged Material Disposal Site [ODMDS]) it is estimated that dredging would cost around \$15 - \$20 per CY. This pricing would result in Capital costs of:

- Channel Dredging (estimated at 840,000 CY) = \$12.6 million to \$16.8 million
- Turning Basin Dredging (estimated at 635,000 CY) = \$9.5 million to \$12.7 million
- Berth Dredging (estimated at 37,500 CY) = \$562,500 to \$750,000

Total dredging costs could therefore range from \$22.7 million to \$30.3 million.

At best, with USACE approval, the OHPA would still need to fund 50% of the total amount as the “local sponsor”. However, the USACE may determine that these costs are not justified based upon revenues generated by the port and require that the OHPA pay 100% of these costs for the channel deepening and widened Turning Basin and future maintenance cost if their benefit/cost analysis does not support federal cost-sharing of these costs.

A summary of the Annual Cargo Capacity at the port after each phase of improvements is as follows:

Table ES-5. Annual Cargo Capacity

	Containers (in TEUs)	Covered Warehouse (Tons)	Open Breakbulk (Tons)
Existing	30,000-35,000	375,000	365,000
Phase 1	55,000-60,000	375,000	179,000
Phase 2	70,000-75,000	375,000	261,360
Phase 3	80,000-85,000	375,000	261,366

Phase 3 is a notional concept phase later in the planning horizon for the port. Phases 1 and 2 are nearer term phases of planning for which capital improvement costs have been identified. For Phase 3, Figure 5.5-3 shows a portion of the wetland area west of the storage area that could be considered for fill in Phase 3 in order to square off the corner of the storage area and improve the overall efficiency of the storage area. This fill in the marsh, currently included in the recorded environmental conservation easement area, would be approximately 0.75 acres. Other efficiency improvements may be identified over time, such as to-be-developed equipment changes, which eliminate the need for this fill to improve operational efficiencies. In order to comply with Section 404 guidelines under the Clean Water Act, avoidance of wetland impacts would have to be the first step in the planning and design of future expansion of the storage area. This avoidance approach would be prior to considering additional wetland fill with appropriate mitigation to offset the environmental impact of the fill and to mitigate for the impact of an area within an existing recorded conservation easement.”

Transportation System Summary

The Port of Fernandina landside transportation facilities are served by road and rail. Services by road and rail pass through the populated and developed areas of Nassau County and the City of Fernandina Beach then terminate geographically near the end of the land mass where the Port is located. In addition to logistics impacts of the cargo transport in and out of the Port, two large manufacturers (Rayonier and RockTenn) are also located in close proximity to the Port and generate additional road and rail traffic. The majority of the road traffic associated with the Port, Rayonier and RockTenn consists of 18-wheeled vehicles carrying timber, bulk or containers.

Traffic in and out of the Port has historically been higher in the past than it is at present, and interviews with representatives at Rayonier and RockTenn indicate that little if any additional road traffic is anticipated over the next 10 years. The trucks entering and leaving the Port and adjacent facilities are limited in access only to SR 200 (SR A1A), currently 4-lane, from Interstate 95 essentially all the way through the City of Fernandina Beach via 8th Street.

The same traffic corridor is also the main traffic corridor used by residents, tourists and other commercial vehicles serving Nassau County, Amelia Island and City of Fernandina Beach. SR 200 (SR A1A) is anticipated to be widened from 4-lanes to 6-lanes from I-95 to the Amelia River over the next 5 to 7 years to alleviate existing critical and deficient links along this corridor. Portions of SR 200 (SR A1A) just west of the Amelia River and east of the Amelia River up to Sadler Road will remain deficient or critical even after the road widening.

In this Strategic Master Plan document, a future conditions analysis was prepared to address traffic impacts for the 2023 horizon year. The analysis was evaluated under two conditions Option 1) Phase 3 Buildout program at the Port, and Option 2) Phase 3 Buildout Program at the Port PLUS the addition of a new cruise terminal at the Nassau Fertilizer and Oil Company. Refer to Figure ES-5 Phase 3 Site Layout.

For Option 1, the analysis results indicate that an insignificant increase in traffic will occur to the SR A1A (SR 200) traffic corridor, and no increase in traffic on Centre Street from Front Street to 8th Street. It is important to note, that generally, truck traffic related to either the Port or adjacent manufacturers, can operate during non-peak road conditions which help the truck traffic integrate with local traffic with less impact. For Option 2, the analysis results indicate more of an impact to the existing critical and deficient rated road segments of SR A1A (SR 200), little if no increase in traffic on Centre Street from Front Street to 8th Street, but more traffic being generated on 14th Street causing this segment to go from Non-Critical to Critical. Although Option 2 would result in an increase in traffic on already critical and deficient roadway segments, it is forecasted that the implementation of either Option 1 or Option 2 would have the same forecasted roadway deficiencies as would be anticipated to occur with natural background traffic growth alone with programmed improvements.

The rail system serving the Port by First Coast Railroad runs generally from Yulee, parallel to SR A1A (SR 200) and 8th St, through the City of Fernandina Beach, through the Port of Fernandina, terminating at the RockTenn plant. CSX picks up or delivers rail cars at the Yulee switchyard to be moved to customers by First Coast Railroad between Yulee and RockTenn. Even though the rail line is unobstructed for double-stacking, low volume at present does not warrant double-stacking transport. Rail is significantly underutilized along this rail corridor for several reasons. Trucks are a more cost effective means of transport than rail because fuel costs are relatively low, and cargo can go point-to-point with no additional unloading and reloading. In addition, the rail system in the Northeast region of Florida is inefficient because rail traffic has to pass through downtown Jacksonville to be re-directed to northerly or westerly routes. This inefficiency will hopefully be alleviated by the construction of the North JIA Rail Corridor, if this study is successful and construction funding becomes available. Based on conversations with representatives with First Coast Railroad, there is an excessive amount of available capacity in the existing rail system should rail transport become a more prevalent use for the Port or manufacturers. Other than the rail crossing at Centre Street and North Front Street, there are no significant bottlenecks that occur at road crossings at rail, primarily due to the low population density of areas served by these roads. The occasional railroad crossing at Centre Street occurs relatively infrequently and any increases in rail traffic can possibly occur at night with less impact at this intersection.

The Port of Fernandina, has been designated by the State of Florida as an Emerging Strategic Intermodal System (SIS) Seaport. As such, it is part of a statewide transportation system consisting of facilities and services of interregional significance that move both people and goods through efficient transfers between forms of transportation and facilities. The SIS network includes Florida's largest commercial service

airports, deepwater ports, freight and passenger rail terminals, bus terminals and the rail, waterway and highway corridors interconnected between them. It was established as a means to support the State's economic competitiveness through the focus of state resources on the most significant facilities providing statewide and interregional travel. Figure ES-4 illustrates Florida's Strategic Intermodal System (SIS). To identify potential solutions to the transportation issues facing the Port in the future, FDOT offers additional assistance and consideration in providing alternative solutions.

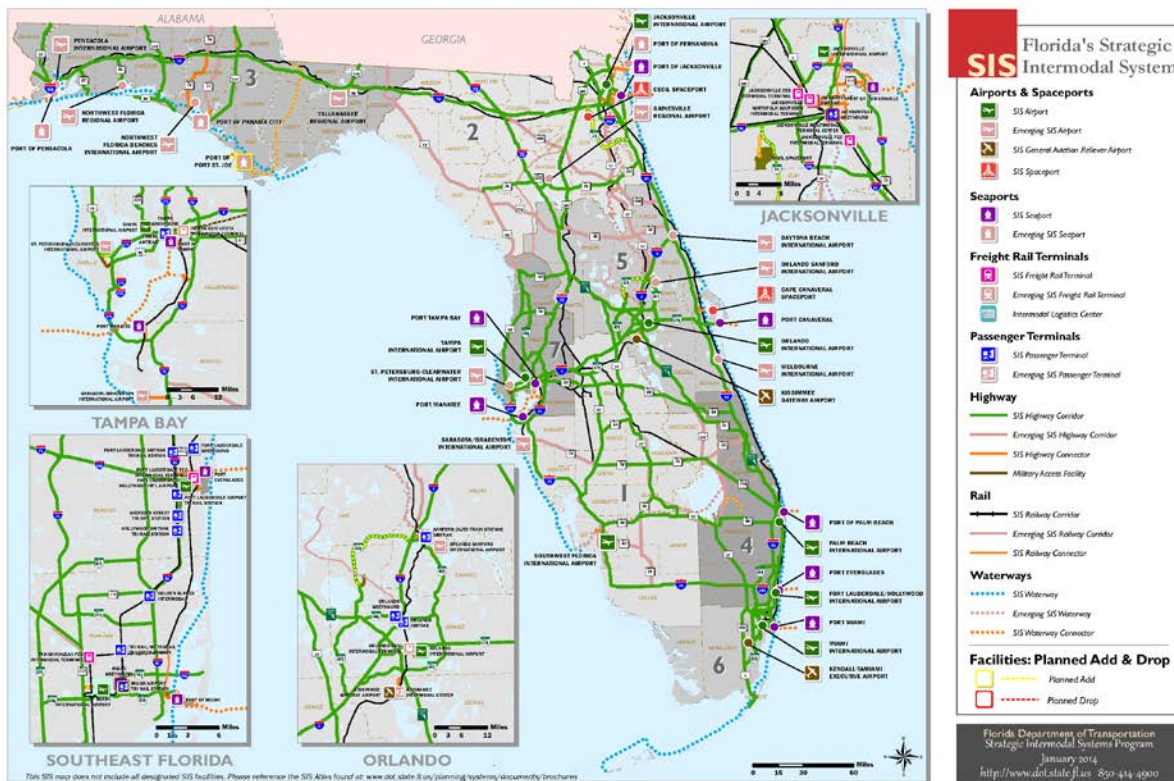
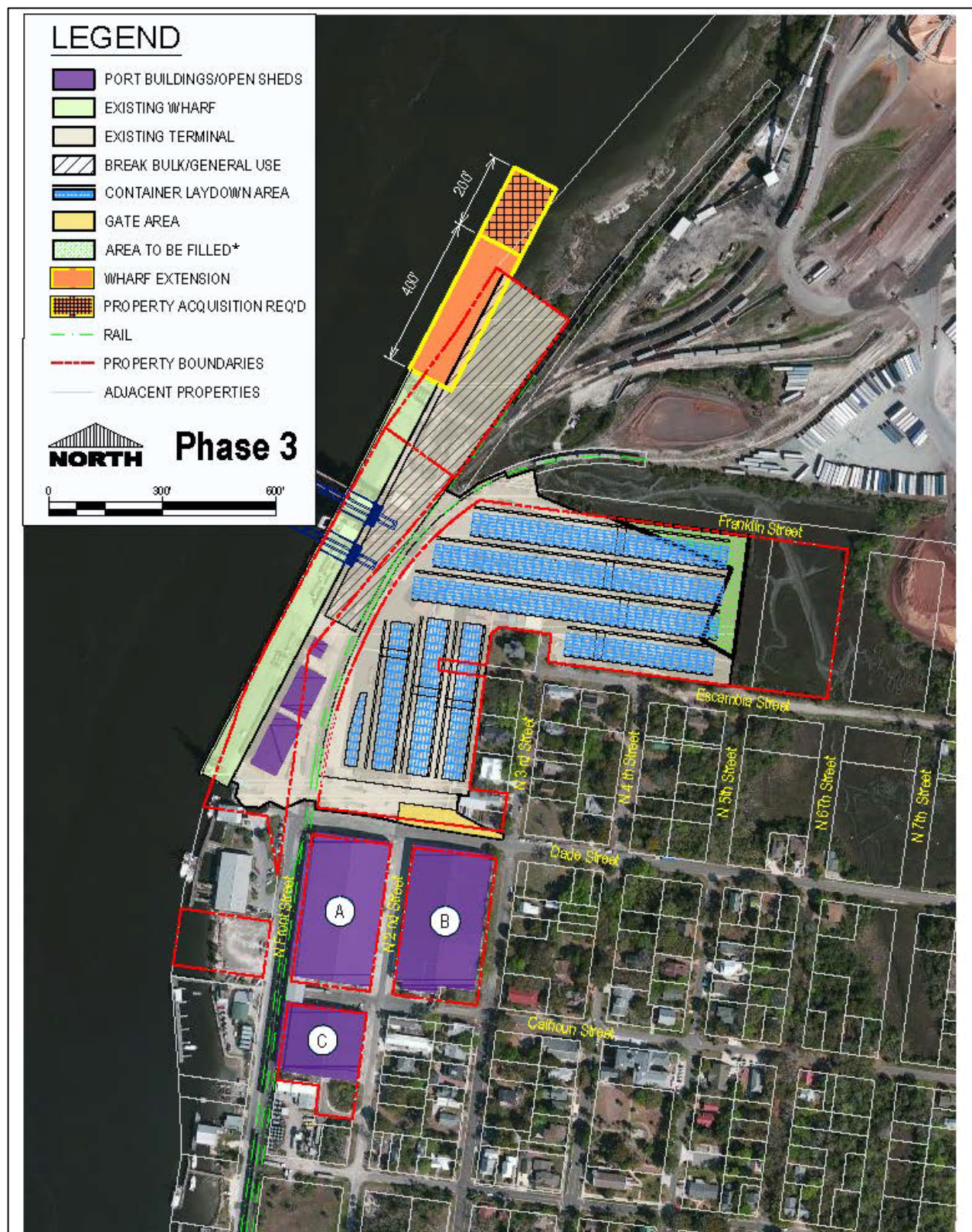


Figure ES-4 Strategic Intermodal System (SIS)



*This is part of a designated conservation easement and not permitted for fill. Filling in this area would be inconsistent with OHPA Resolution 2014-4 (Appendix H). Alternative efficiency improvements may be identified over time.

Figure ES-5 Phase 3 Site Layout

Economic and Funding Summary

Economic Analysis

The economics for OHPA over the next ten years look very strong. The Port Authority revenues that are generated by the Port come from a variety of sources, but the main revenue sources are:

- Dockage
- Wharfage
- Operator Use Fee

The dockage charges are based on vessel length and an ascending rate scale accessed on a per foot basis per day. The wharfage is accessed on a short ton (st) basis, and is \$2.98 per st on break-bulk cargo and \$2.45 per st on containerized cargo. The Operator Use Fee is paid by the operator to the port Authority at \$1.50 per st. for all cargo types.

Together these charges average over \$5.25 per st.

Based on the assumptions on vessel size and time at berth, each short ton of breakbulk earns the port approximately \$4.87 and each TEU (based on 20% empties and an average of 10 st per loaded TEU) would earn the Port Authority approximate \$34.80. Based on the current cargo throughput of 350,000st of break-bulk and approximately 30,000 TEUs of container cargoes, annual Port Authority revenues would be approximately \$2.7 million.

If the proposed full development plan is implement within the next five years, this Strategic Master Plan update has projected that annual container through put could increase to 75,000 TEUs per year. Net revenue per TEU could increase to approximately \$35.00 per TEU, as the increased size in vessel length could result in additional dockage per vessel call. An increase of 35,000 TEUs would therefore result in an increase in Port Authority revenues of approximately \$1.225 million per year to a total annual revenue to the Port Authority of over \$4 million from Port operations.

If the entire \$56 million in development projects (including \$30 million in dredging costs, or 100% of the dredging) is completed by 2018 and included in the cash flow analysis, the following Internal Rate of Return (IRR) and Net Present Value (NPV) over the next 10 and 20 years is as shown below.

Table ES-6. Economic Evaluation

IRR -10 years	-10%
NPV	\$453,185.67
IRR - 20 years	6%
NPV	\$3,598,690.18

Funding

In addition to the collection of wharfage, dockage, warehousing and terminal charges, OHPA can also establish and collect fees, admission, tolls, rates, rentals or user fees for any of their other facilities or services. They can also issue revenue bonds or certificates. The Charter also grants the authority to pursue grants or loans from federal or state agencies.

Federal funding for ports can be used to support a port's needs in a number of areas, including navigation channel improvements, landside transportation access, infrastructure development, economic development, and security. Some of the federal funding opportunities include the Port Security Grant Program (PSGP) intended to improve port-wide maritime security risk management, the Transportation Investment Generating Economic Recovery (TIGER) program for port-related infrastructure and the

Economic Development Assistance programs designed to promote projects that create jobs and strengthen America's ability to compete in the global marketplace.

The State of Florida has one of the most progressive port support programs in the U.S. and under the current Governor these programs have expanded to historic levels. During the October AAPA Convention in Orlando, the 15 deep water ports that comprise the Florida Ports Council gave the Governor its first-ever award recognizing contributions to Florida's ports. The State of Florida has the Strategic Port Investment Initiative which provides \$35 million annually to statewide projects. Additionally, there is the Intermodal Logistics Infrastructure Support Program which provides \$5 million annually for roads, rail and other means to move goods through a seaport.

The Florida Inland Navigation District offers the Waterway Assistance grant program, established by the Florida Legislature for the purpose of assisting local governments with funding for projects associated with the Atlantic Intracoastal Waterway and associated waterways within the District. Municipalities, counties, port authorities and taxing districts are eligible to submit applications for funding. Eligible candidates are sent an application package in January with a filing deadline of April 1st.

Another funding mechanism available to OHPA is the Public-Private Partnerships (P3). With recently expanded legislation adopted this year, OHPA could enter into partnerships with private organizations for the development of facilities or projects that serve a public purpose including ferries, airport or seaport facility, rail facility or project, fuel supply facility or recreational facility among others.

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Acronyms and Abbreviations

µg/m ³	micrograms per cubic meter	JIA	Jacksonville International Airport
AADT	Average Annual Daily Traffic	KBEC	Kings Bay Entrance Channel
APF	Adequate Public Facilities	KLB	Kraft Liner Board
BMP	Best Management Practices	LDC	Land Development Code
CAA	Clean Air Act	LID	Low Impact Development
CAP	Capacity	LOA	Length Overall
CFR	Code Federal Regulations	LOS	Level of Service
CO	Carbon Monoxide	mg/m ²	milligram per cubic meters
CON/CST	Construction	mi	miles
CP	Conservation Preservation District	MLLW	Mean Lower Low Water
CRA	Community Redevelopment Area	MLW	Mean Low Water
CWA	Clean Water Act	NAAQS	National Ambient Air Quality Standards
CY	Calendar Year		
DRI	Development of Regional Impact	NHPA	National Historic Preservation Act
E	Endangered	NO ₂	nitrogen dioxide
EA	Environmental Assessment	NPDES	National Pollutant Discharge Elimination System
EDA	Economic Development Administration		
EDAP	Economic Development Assistance Programs	OHPA	Ocean Highway and Port Authority
EDOS	Economic Development Opportunity Areas	ODMDS	Offshore Dredge Material Disposal Site
		PD	Planned Development
ENCPA	East Nassau Community Planning Area	PD&E	Project Development & Environmental
		PE	Preliminary Engineering
FAC	Florida Administration Code	PM ₁₀	particulate matter less than or equal 10 microns in diameter
FCRD	First Coast Railroad		
FDEP	Florida Department of Environmental Protection	PM _{2.5}	particulate matter less than or equal 2.5 microns in diameter
FDOT	Florida Department of Transportation	ppb	parts per billion
FEMA	Federal Emergency Management Agency	ppm	parts per million
FFO	Federal Funding Opportunity	PSGP	Port Security Grant Program
FLUM	Future Land Use Map	ROW	Right of Way
ft	feet	RTG	Rubber Tired Gantries
FY	Fiscal Year	sf	square feet
G&W	Genesee & Wyoming, Inc.	SJRWMD	St. John River Water Management District
ITE			
IW	Industrial Warehouse	SO ₂	sulfur dioxide
IWW	Intracoastal Waterway	SR	State Road

st	Short Tons	TSS	Total Suspended Solid
STS	Ship-to-Shore	U.S.	United States
T	Threatened	USACE	United States Army Corps of Engineers
TEU	twenty-foot equivalent unit	USFWS	U.S. Fish & Wildlife Service
TIGER	Transportation Investment Generating Economic Recovery	USGS	U.S. Geological Survey

1.0 Introduction

The purpose of this Strategic Master Plan is to provide the Port of Fernandina and the Ocean Highway and Port Authority (OHPA) with the necessary information and insight on the potential for changes to the Port's current operations and facilities to meet potential future cargo and developmental opportunities. These changes include the potential for increasing cargo handling capabilities at the Port of Fernandina Beach and for OHPA to provide developmental support to potential industrial developments planned throughout Nassau County. This Strategic Master Plan covers the ten year period from 2013 to 2023. Although there are a number of considerations that are important to establishing a plan for to increase cargo handling activities for the next ten years, the three most critical considerations are the market demand and projections for cargo growth over this time period, the expected trends in vessel types and sizes expected to call at the port, and the existing conditions and the physical constraints of the port site.

This Strategic Master Plan analyzes the Port's "strategic" position in this logistics chain and develops possible growth projections for the Port based on regional developmental opportunities. The Strategic Master Plan provides various port expansion and land use opportunities to meet some of this projected regional trade growth and to allow OHPA to support regional industrial development needs. The Strategic Master Plan provides the OHPA with:

- An understanding of the strategic cargo and developmental opportunities available to the Port and OHPA;
- A development plan that will enable the port to achieve their developmental goals and objectives;
- A master plan that allows for the most cost effective growth of the ports facilities (including equipment) and operations that will allow the port to best meet anticipate cargo demands;
- Understanding of off-site infrastructure requirements and impacts to the local transportation network from a multi-modal perspective, and
- A summary of local, State and Federal funding resources available to pursue.

The Strategic Master Plan will also serve as the basis for revisions to the City of Fernandina's Conservation and Coastal Management Element of its Comprehensive Plan. It will further serve as a mechanism to develop a Strategic Intermodal Element for the Nassau County Comprehensive Plan.

Note Concerning "Capacity":

It should be noted that the "Maximum Annual Capacity" discussed for the various cargoes and during the various phases of development were developed using Cardno's capacity models that are based on "average" port industry standards. Some of the assumptions and factors used in these models differ from the actual operations at the Port of Fernandina today, so the models used were adjusted to reflect current operations as close as possible. Factors such as dwell times, maximum storage density and type of cargo handling equipment can all impact capacity calculations. In addition, industry averages on space utilization; and pavement strengths versus storage density can all impact capacity for any one cargo type. For this Strategic Master Plan, all operational factors were adjusted to be as close as possible to Port Fernandina's current operations, but as these factors change or improve over time, capacity will change with them.

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STAFF REPORT
PAB 2014-05- OHPA Strategic Master Plan & Comp Plan Amendments
Planning Advisory Board Hearing
November 12, 2014

APPLICATION:

OWNER/APPLICANT:	City of Fernandina Beach on behalf of Nassau County OHPA
AGENT:	City of Fernandina Beach
REQUESTED ACTION:	Incorporation by reference of the OHPA Strategic Master Plan and to Delete Goal 9 (Port Element) and Add new Goal 5P in the Conservation and Coastal Management Element to contain Port related goals, objectives and policies

*** All required application materials have been received. All fees have been paid. All required notices have been made. All copies of required materials are part of the official record and have been made available on the City's website and at the Community Development Department Office. ***

The full OHPA Strategic Master Plan Update and all appendices along with public comments received and the staff report may be located online at www.fbfl.us/CompPlan.

SUMMARY OF REQUEST AND BACKGROUND INFORMATION:

The Port of Fernandina was originally developed in agreement with the City of Fernandina Beach through a Preliminary Development Agreement in February 1986 (Resolution #801). The agreement was modified in April of the same year and formally amended in May 1987. In February 1988, the agreement was amended a second time to expand the Port property. A year later (February 1989), the City approved Resolution #962 to permit the Port of Fernandina as a Development of Regional Impact. In December 1990, the City agreed to the construction of a 200 foot extension of the existing berth at the Port of Fernandina (Resolution #90-35). The following February 1991, the City approved Resolution# 91-04 which amended the DRI Resolution #962 and provided for a mitigation plan as part of the berth extension. It is within this mitigation plan that 4.06 acres of wetlands are identified as a conservation area along the back marshlands side of Alligator Creek. The mitigation plan itself states "This conservation easement will eliminate the concern of future impacts by terminating any possible future expansion to the north and east into Alligator Creek." In August 1991, the City approved an amendment under Resolution #91-25 to the DRI resolution #962 to extend the build out date of the Port to December 1992. In March 1992 the City passed Resolution # 92-07 rescinding Resolution #91-25 for not satisfying "all of the prerequisites contained in prior resolutions, including the payment of equitable annual fees as required by paragraph 51 of Resolution Number 962." In March 1997, the original DRI Resolution #962 was amended twice through Resolutions 97-10 and 97-11 to provide for additional conditions, allowed a warehouse development and revised the time table for build out of the DRI.

The City amended its Comprehensive Plan in August 1995 to include a new element titled "Port Facilities Element." This was the first time the City had a Port Element contained within its Comprehensive Plan as was required by the state laws at that time. The Port Facilities Element was amended through the City's 1999 Evaluation and Appraisal Review (EAR) based amendments in January 2000. In July 2003, the City adopted the April 2002 Port Master Plan and associated Comp Plan amendments. The amendments made in 2003 serve as the existing Comp Plan Goals, Objectives, and Policies pertaining to the Port of Fernandina.

When City staff began working on the Evaluation and Appraisal report in 2008-2009, an update to the Port Master Plan as well as associated Comprehensive Plan (Comp Plan) amendments was identified as an area for future consideration. As part of the later EAR- based Comp Plan Amendments City staff reached out to Port staff to request a copy of their master plan in word form so that the formatting of the City's revised plan could be made consistent. At that time, Port staff explained that they would be looking to complete a full master plan update within the next few



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years. The City received the requested documentation from Port Commissioner, Brian Reaves. In late 2011, the City finalized its EAR-based Comprehensive Plan Update.

Port Commissioner Brian Reaves reached out to City Staff in early 2013 to advise that the Port Authority had started the process of updating its 2002 Port Master Plan in order to become compliant with State Law requirements for providing an amended master plan every 10 years. Through a meeting with Commissioner Reaves, City Staff strongly encouraged a thorough and detailed Public Participation Program as part of their overall efforts and offered support, as needed. By the summer of 2013, the OHPA had hired a consultant team, Genesis Group, to work with them on developing a revised Master Plan. The consultant met with City Staff to obtain documents and materials necessary for their analysis. Through these meetings City Staff again encouraged the consultant to engage the public early in the process of developing a revised Port Master Plan. To date, neither a Public Participation Program nor an outline of public outreach activities has ever been provided to City Staff.

City Staff received a draft copy of the OHPA Port Master Plan for its initial review in mid- January 2014. By the end of that month, Staff had provided feedback to the consultant indicating that the document needed to reference existing Comp Plan policies, Staff expressed concern about the proposed filling of wetlands referenced in the draft as being in conflict with Coastal Management Objectives 5.08 and 5.09. Staff again provided the consultant with reference documents for the City's Comp Plan and Land Development Code. In March, City Staff requested that DEO provide some procedural direction on how to incorporate the Master Plan and Comp Plan amendments. Given the request to adopt the Master Plan update by reference and requirements to specifically cite a date and version, the Port decided to wait until they made a few adjustments.

In July 2014, City staff circulated the document for a courtesy level review among state reviewing agencies, obtained feedback, and provided the information back to OHPA via their consultants. Agencies choosing to comment included the Florida Department of Transportation – District 2 Office, Department of State- State Historic Preservation Office, and the St. Johns River Water Management District. The OHPA agreed to make changes to address the comments received by those commenting agencies.

The Port Master Plan Update and associated amendments were initially presented to the Planning Advisory Board (PAB) August 13, 2014. At that meeting, the PAB created a three member subcommittee to review the documents and collect public comments. The PAB subcommittee met on three dates in September to discuss various topics and concerns raised by citizens. Public input was permitted at all meetings. Comments received by email through September 8, 2014 were compiled into a single document and provided to the OHPA for their consideration at the OHPA Regular meeting held on September 10, 2014.

The OHPA subsequently requested a meeting with the PAB and City Staff. The meeting was held on Wednesday, October 1, 2014. PAB members were not present since the location was outside of the jurisdictional limits. The City Attorney and Senior Planner attended on behalf of the City. The primary issue presented by Staff was concern with action items contained in the Plan to fill wetlands. These action items would be inconsistent with the existing adopted policies contained in Objective 5.08 of the Conservation and Coastal Management Element which disallows filling of wetlands. The OHPA directed changes to the document in an attempt to address these concerns through a resolution (2014-04) passed at their regular meeting held on Wednesday, October 8, 2014.



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The changes to the document by the Port's consultant following OHPA Resolution 2014-04 are as follows:

- Added subtitles "A REALM OF POSSIBILITIES" "Data and Strategic Analysis performed as mandated by FS 311.14(2)"
- References to the OHPA Master Plan now include the word "strategic"
- Appendix "B" changed to contain Port History and Charter discussion
- Executive Summary contains a discussion on the SIS and the Port's position as an "emerging" SIS facility
- Footnote added to Phase 2 –Site Layout Figures contained in the Executive Summary and the Section 5 corresponding figures. Notes read as "*These areas were previously permitted under FDEP Permit #451730689 with mitigation completed. This permit has since expired and would require filing a new permit. The intended use for this area may occasionally include pre-staging cargo but would not be considered a cargo deck or container laydown area."
- Footnote added to Phase 3- Site Layout Figures contained in the Executive Summary and Section 5 corresponding figures. Notes read as "*This is part of a designated conservation easement and not permitted for fill. Filling in this area would be inconsistent with OHPA Resolution 2014-4 (Appendix H). Alternative efficiency improvements may be identified over time."
- Footnotes added to tables to clearly note that Dade Street connects to the Port
- Appendix "G" added to demonstrate consistency with FS 311.14
- Minor revisions to some of the proposed Comp Plan policies to be contained in sub-element 5P as requested through citizen input.
- Added Appendix "H" Resolution 2014-04
- Link 48 on all transportation tables revised to reflect an undivided highway. The prior error resulted in Link 48 not being "deficient" and promoted changes to Figures 2.2-5, 2.2-6, 6.1-5, 6.1-7, 6.1-8, 6.1-10, 6.1-11, 6.1-15 and 6.1-16
- A footnotes was added to Table 6.1-8 to provide source of the 1.5 passenger car equivalency
- Tables 4.5-2 and 5.2-1 revised for consistency

Following the updated documents provided to the City in late October 2014, Staff recommended that the Port include the recorded conservation easement specific to the area within City limits as part of Appendix D. It was also requested that the Port include an appendix to host all of the DRI history. The Port's representation felt these documents should not be included citing legal concern. Therefore, Staff has included them as part of the staff report to follow documentation associated with the request. Staff feels these are important aspects of the background and history of Port development and those documents should be easily located in the future. If included with the Strategic



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Master Plan Update then, all pertinent documents would be bundled together making everything accessible in one location.

CONSISTENCY WITH THE APPLICABLE FLORIDA STATUTES:

1. Section 163.3177(6)(b), Florida Statutes, identifies different levels of transportation analysis that must be included in the local government's comprehensive plan, based on the size and location of the local government.

This section of Florida Law requires that the City's transportation element address certain aspects of mobility and transportation system needs and availability of services. It requires that local governments within a Metropolitan Planning Organization (ours is the North Florida Transportation Planning Organization), address aviation, rail, seaport facilities, access to those facilities and intermodal terminals. As it pertains to the Port of Fernandina, the City's compliance with this Statute is met through Objective 2.11 (Waterways Network). The OHPA Strategic Master Plan provided a detailed transportation analysis and impacts in Section 6.

2. Section 163.3177(6)(g)8, Florida Statutes, requires that the comprehensive plan's coastal management element must "direct the orderly development, maintenance, and use of ports identified in Section 4.03.021(9) to facilitate Deepwater commercial navigation and other related activities." This requirement can be addressed in the port master plan.

*Florida law requires that the City's Coastal Management Element shall set forth the principles, guidelines, standards, and strategies that shall guide the local government's decisions and program implementation with respect to directing the "orderly development, maintenance, and use of ports to facilitate deep water commercial navigation and other related activities." As part of the OHPA Strategic Master Plan Update a proposed set of policies have been drafted as Appendix E which will be located in the City's Conservation and Coastal Management Element and identified as Goal 5P moving forward. As part of this requirement, the City will strike all of previously identified Goal 9 (Port Element). Appendix E provides details on information in **Red text** which identifies where similar Objectives and Policies were transferred over from the previous Goal 9. The new Goal 5P as proposed by the OHPA contains 16 objectives including the following:*

- 5.01 Port Development
- 5.02 Economic Diversification
- 5.03 St. Mary's River Entrance Channel and Amelia River Access
- 5.04 Intracoastal Connections
- 5.05 Highway Access and Connectivity
- 5.06 Rail Service and Connectivity
- 5.07 Airport Service and Connectivity
- 5.08 Natural Resource Preservation and Protection
- 5.09 Protection from Natural Hazards
- 5.10 Protection from Manmade Disasters
- 5.11 Budgetary Process
- 5.12 Funding Opportunities
- 5.13 Compatibility with the City's Comprehensive Plan



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- 5.14 Plan Implementation Coordination
- 5.15 Governmental and Agency Coordination
- 5.16 Collaboration with Local and Regional Maritime, Commercial and Industrial Interests

3. Section 163.3178(2)(k), Florida Statutes, requires port master plans to be included in the local government's coastal management element. It notes that port master plans must identify existing port facilities and any proposed expansions. To the extent that they are applicable, port master plans must also address the following requirements:

- a. Provide a land use and inventory map of existing coastal uses;

OHPA Strategic Master Plan Section 2.4 provides a map and summary of the City's land use and zoning (Figure 2.4-1). Coastal Resources are addressed in Section 2.3 and include: water resources, surface waters, storm water, wetlands, groundwater, and biological resources.

- b. Analyze the environmental, socioeconomic, and fiscal impact of development;

- *Environmental constraints are identified in OHPA Strategic Master Plan Sections 2.3 and 5.6.*
- *Socioeconomic issues are not fully identified in the OHPA Strategic Master Plan. There is some consideration of the City's Downtown Historic District included in Section 2.4.2 which speaks to port owned properties located within the historic district boundaries. However, the Plan itself lacks an analysis of community demographics, and demands for necessary public services in order to complete projects within the planning horizon, changes in employment and income levels, and changes to any aesthetic quality of the community. Much of this data is available through the 2010 Census and older data can be obtained using the City's data and analysis completed as part of its 2011 EAR based Comprehensive Plan Update. A "market study" or general analysis of geographical market conditions was completed and is contained within the OHPA Strategic Master Plan as Section 3 Opportunities and Constraints.*
- *Economic and Funding analysis is provided in Section 7 of the OHPA Strategic Master Plan.*

- c. Analyze effects of existing drainage systems on estuarine water quality;

An analysis of the effects of the existing drainage system on estuarine water quality has not been provided within the OHPA Strategic Master Plan. However, water resources and applicable federal laws are identified in Section 2.3.1 and Stormwater is generally discussed in Section 2.3.1.2.

- d. Outline principles for hazard mitigation and protection of human life;

Appendix E is the Port's Comprehensive Plan language developed as Goal 5P which includes Objectives 5P-09 and 5P.10 and addresses Protection from Natural Hazards and Protection from Manmade Disasters.

- e. Outline principles for protecting existing beach and dune systems;

The beach and dune system are not within proximity of the Port of Fernandina property. There is nothing within the OHPA Strategic Master Plan which calls for acquisition of property located near beaches and dunes systems within City limits. The City's Conservation and Coastal Management element addresses principles for protecting beach and dune systems in Objective 5.02.



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- f. Outline principles to eliminate inappropriate and unsafe development;

Appendix E contains requested new Comprehensive Plan language as Goal 5P which includes Objective 5P.08 and addresses Natural Resource Preservation and Protection. Together with Objectives 5P.09 and 5P.10 addressing Protection from Natural and Manmade Disasters, principles to eliminate inappropriate and unsafe development have been identified.

- g. Identify public access to shoreline areas and preservation of working waterfronts;

The City's Conservation and Coastal Management Element addresses preservation of shoreline areas and working waterfronts through Objective 5.05 and public access more specifically in Objective 5.01. These sections of the City's Comp Plan should be addressed within the OHPA Strategic Master Plan and could be added in Section 2.4 along with the other regulatory constraints identified.

- h. Designate coastal high-hazard areas and mitigation criteria;

The City's Conservation and Coastal Management Element addresses the Coastal High-Hazard Area and mitigation criteria—specifically in Objective 5.04. These sections of the City's Comp Plan should be addressed within the OHPA Strategic Master Plan and could be added in Section 2.4 along with the other regulatory constraints identified.

- i. Outline principles to assure that public facilities will be in place; and,

The City's Public Facilities Element Goal and all of its Objectives and Policies are aimed to ensure that adequate public facilities are in place at the time of development sufficient to meet the needs of current and future residents and visitors. These sections of the City's Comp Plan should be addressed within the OHPA Strategic Master Plan and could be added in Section 2.4 along with the other regulatory constraints identified.

- j. Mitigate the threat to human life and protect the coastal environment.

The OHPA Strategic Master Plan Update does not specifically include mitigation measures to protect human life and the coastal environment. Policies provided within Goal 5P however, do serve to provide for safety and security programs and measures which protect human life and the coastal environment.

4. Section 163.3178(3), Florida Statutes, identifies eligible port projects both in the port and within three (3) miles of the port that are not considered to be Developments of Regional Impact if they are consistent with the port master plan that is in compliance with Section 163.3178(2)(k), Florida Statutes.

The OHPA Strategic Master Plan Update contains Section 5 the Facility Improvement Plan which identifies port use of off-site properties in Figure 5.4.1. Section 5.5 is the 10-year Facility Improvement Plan. This section contains three (3) phases. It is within this Section that Staff previously identified potential conflicts with the City's Comprehensive Plan with language calling for filling of wetlands and those areas specifically identified in Figures 5.5-2 and 5.5-3. The City's Comprehensive Plan and existing Land Development Code regulations disallow filling of wetlands. If the projects contained within these figures are considered, under existing regulations it will require public decision making by the City prior to their approval.



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CONCLUSION:

The OHPA Strategic Master Plan Update generally fulfills statutory requirements. There are a couple of areas where analysis should be considered and included in the document. Socioeconomic analysis, outside of general market conditions, was not performed as part of the updated Strategic Master Plan. Analysis of the existing drainage system's effects on estuarine water quality was not included. Additional language from the City's Comprehensive plan relative to public access and preservation of working waterfronts, coastal high- hazard areas and mitigation criteria, and principles to assure public facilities are in should be included in the OHPA Strategic Master Plan Update. The OHPA should perform such analysis prior to its final approval and adoption by reference into the City's Comprehensive Plan. The recorded conservation easement for the property located within City limits should be included as part of Appendix D. An additional appendix should be included to provide DRI documentation history.

The PAB is requested to issue a recommendation to the City Commission on the incorporation of the OHPA Strategic Master Plan Update by reference in the Comprehensive Plan which will be reflected in Goal 5P. Further, the PAB is requested to issue a recommendation on the remaining Objectives and Policies proposed as 5P of the Conservation and Coastal Management Element.

MOTIONS TO CONSIDER:

I move to recommend **(approval or denial)** of PAB case number 2014-05 to the City Commission requesting that the City adopt by reference the OHPA Strategic Master Plan Update, that existing Goal 9 be deleted and replaced with Goal 5P to be contained in the Conservation and Coastal Management Element and that PAB case 2014-05, as presented, **(is or is not)** sufficiently compliant with applicable Florida Statutes to be approved at this time.

Submitted by:

A handwritten signature in blue ink that reads "Kelly N. Gibson".

Kelly N. Gibson
Senior Planner



GOAL 5P: PORT SUB- ELEMENT

Objective 5P.01.

Port Development

Page 5P-1

Objective 5P.02.

Economic Diversification

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Objective 5P.03.

St. Mary's River Entrance Channel and Amelia River Access

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Objective 5P.04.

Intracoastal Connections

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Objective 5P.05

Highway Access and Connectivity

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Objective 5P.06

Rail Service and Connectivity

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Objective 5P.07

Airport Service and Connectivity

Page 5P-4

Objective 5P.08

Natural Resource Preservation and Protection

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Objective 5P.09

Protection from Natural Hazards

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Objective 5P.10

Protection from Man-made Distasters

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Objective 5P.11

Budgetary Process

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Objective 5P.12

Funding Opportunities

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Objective 5P.13

Compatibility with City's Comprehensive Plan

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Objective 5P.14

Plan Implementation Coordination

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Objective 5P.15

Governmental and Agency Coordination

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Objective 5P.16

Collaboration with Local and Regional Maritime, Commercial and Industrial Interests

Page 5P-8

GOAL 5P | PORT FACILITIES ELEMENT

THE PORT OF FERNANDINA SHALL MAINTAIN, PLAN AND DEVELOP THE PORT LOCATED IN FERNANDINA BEACH, IN ACCORDANCE WITH MARKET FORECASTS AND THE COMMUNITY'S COMMERCIAL AND INDUSTRIAL RESOURCES, TO CREATE JOBS AND STIMULATE LOCAL AND REGIONAL ECONOMIC DEVELOPMENT WHILE MAINTAINING AND ENHANCING THE UNIQUE CHARACTER OF THE CITY OF FERNANDINA BEACH, PROVIDING FOR THE HEALTH, SAFETY AND ECONOMIC WELFARE OF THE COMMUNITY, PROTECTING THE LOCAL MARINE ENVIRONMENT, AND NOT EXPANDING INTO THE SURROUNDING HISTORIC RESIDENTIAL NEIGHBORHOOD.

OBJECTIVE 5P.01.

PORT DEVELOPMENT

Within the City of Fernandina Beach, the Port of Fernandina shall pursue phased planning and development, consistent with the goals of the City of Fernandina Beach Comprehensive Plan and the mandates of Florida Statutes.

POLICY 5P.01.01.

The Port of Fernandina shall prepare a Port Master Plan Map – a land use and inventory map of existing coastal uses including all existing infrastructure including fuel storage tanks, storm water management, zoning, wetland and other vegetative communities, undeveloped areas, areas subject to coastal flooding, public evacuation routes, historic preservation areas and conservation areas. The Port Master Plan Map will be posted on the City website and updated at least annually.

POLICY 5P.01.02.

Within the City of Fernandina Beach, the Port of Fernandina shall not expand port operations beyond industrially waterfront zoned or industrially zoned land (as depicted on the 2011 Comprehensive Plan Map). The Port of Fernandina will not expand any ancillary operations including parking lots into the historic district or any other residentially or mixed use zoned land (as depicted in the 2011 Comprehensive Plan Map and in the Land Development Code) with the exception of 501 North 3rd Street and the adjacent parking lot east of the property.

POLICY 5P.01.03.

Prior to any new proposed development or redevelopment, within the City of Fernandina Beach, the Port of Fernandina will conduct an analysis of the environmental, socioeconomic, and fiscal impact on the City of Fernandina Beach.

The analysis will delineate the required infrastructure to support this development or redevelopment and the plans and principles to be used to control development and redevelopment to eliminate or mitigate the adverse impacts on coastal wetlands; living marine resources; unique wildlife habitat; historical and archaeological sites; other fragile coastal resources and the adjacent historic district.

The analysis will be presented to the City of Fernandina Beach for their review and comment. Those comments will be submitted to the Port Council or other state or federal agencies with any new funding requests.

POLICY 5P.01.04.

The Port of Fernandina shall continually maintain and upgrade its in-water and upland facilities to derive the best use from its infrastructure.

POLICY 5P.01.05.

The Port of Fernandina shall coordinate with the U.S. Army Corps of Engineers and the City of Fernandina Beach, regional, state and federal regulatory agencies for maintenance dredging of the Amelia Island River, as needed to accommodate waterborne commerce operations.

POLICY 5P.01.06.

Prior to any future development or redevelopment to the Port of Fernandina, within the City of Fernandina Beach, all plans or proposals for development or redevelopment shall be reviewed by the City of Fernandina Beach for meeting all applicable Comprehensive Plan policies, land development regulations, City Ordinance requirements and provide that financial assurances are made that required public facilities will be in place to meet the demand imposed by the completed development or redevelopment. Such public facilities will be scheduled for phased completion to coincide with demands generated by the development or redevelopment.

OBJECTIVE 5P.02.

ECONOMIC DIVERSIFICATION

The Port of Fernandina shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area.

POLICY 5P.02.01.

The Port of Fernandina shall seek potential users to achieve maximum site utilization.

POLICY 5P.02.02.

The Port of Fernandina shall explore complementary upland developmental opportunities, but not within the boundaries of the Fernandina Beach historic district.

POLICY 5P.02.03.

The Port of Fernandina shall continue its participation in Foreign Trade Zone 64 with JAXPORT and shall explore other possible partnering opportunities.

OBJECTIVE 5P.03.

ST. MARY'S RIVER ENTRANCE CHANNEL AND AMELIA RIVER ACCESS

The Port of Fernandina may pursue maintenance dredging activities from the St. Mary's River Entrance Channel to the Amelia River leading to the Port to provide the water depths needed to serve ships and barges that call at the Port. Maintenance dredging activities and the management of spoil material shall be pursued in a manner consistent with the State Comprehensive Plan's goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems.

POLICY 5P.03.01.

The Port of Fernandina may undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

POLICY 5P.03.02.

Prior to any maintenance dredging the Port of Fernandina in agreement with the Corps of Engineers and other federal, state, or local agencies shall identify an

environmentally acceptable spoil site for the disposal of the dredged material the channel dredging projects generate.

OBJECTIVE 5P.04.

INTRACOASTAL CONNECTIONS

To take better advantage of its proximity to the Intracoastal Waterway, the Port of Fernandina may support initiatives to improve Intracoastal connections.

POLICY 5P.04.01.

The Port of Fernandina may cooperate with entities seeking to improve conditions along the Intracoastal Waterway.

POLICY 5P.04.02.

The Port of Fernandina, within the City of Fernandina Beach, will not accept, transfer, load or store coal, coal ash, or Liquefied Natural Gas (LNG).

OBJECTIVE 5P.05.

HIGHWAY ACCESS AND CONNECTIVITY

The Port of Fernandina may collaborate with local, regional, and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

POLICY 5P.05.01.

The Port of Fernandina shall be required to mitigate traffic impact to the surrounding residential neighborhood, by designing the facilities, and/or scheduling arriving truck traffic to eliminate the queuing of trucks outside the gates.

POLICY 5.05.02.

The Port of Fernandina shall work with the City, the TPO, the Florida Department of Transportation, the local community and other entities to gain funding for any needed improvements to roads over which Port truck traffic must travel.

POLICY 5.05.03.

The Port of Fernandina shall implement a plan to prevent truck access or egress from the Port on North Front (south of Calhoun Street), North Second (south of Broome Street), and North Third Streets in an effort to reduce truck traffic effects on adjoining residential properties.

OBJECTIVE 5P.06.

RAIL SERVICE AND CONNECTIVITY

The Port of Fernandina shall collaborate with Genesee & Wyoming and CSX, or their successors, to obtain the best possible service and interchanges.

POLICY 5P.06.01.

The Port of Fernandina may continue its use of the on-site rail line and shall seek opportunities for more efficient use of the rail line.

POLICY 5P.06.02.

The Port of Fernandina shall collaborate with railways, FDOT, and the City to improve the warning devices at the Dade and Front Street highway-rail grade crossing to increase safety, with the goal of reducing fatalities and injuries.

OBJECTIVE 5P.07.

AIRPORT SERVICE AND CONNECTIVITY

The Port of Fernandina may collaborate with City airports to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

POLICY 5P.07.01.

The Port of Fernandina may work to explore service opportunities for the efficient movement of waterborne goods through the Port.

OBJECTIVE 5P.08.

NATURAL RESOURCE PRESERVATION AND PROTECTION

The Port of Fernandina shall conserve and protect natural resources including forests, wetlands, fish, marine life, and wildlife, and shall cooperate with federal, state, regional, and local agencies in developing sound environmental impacts of Port development and operations.

POLICY 5P.08.01.

The Port of Fernandina shall limit specific and cumulative impacts on water quality to maintain the integrity of the Amelia River and maintain the applicable water quality standards. In doing so, the Port shall design the drainage system on its property to meet National Pollution Discharge Elimination System (NPDES), Florida Department of Environmental Protection, and St. Johns River Water Management District water quality standards and shall coordinate its efforts with federal, state, regional, county and city governmental agencies.

POLICY 5P.08.02.

The Port of Fernandina shall not place or build structures including pier or pier extensions in wetlands, wetland transition areas, or conservation area and shall not conduct activities which degrade any wetlands and/or wildlife habitat.

POLICY 5P.08.03.

The Port of Fernandina shall continue to coordinate with state and federal agencies, the Cumberland Sound Pilots Association, and other interested organizations to protect manatee and right whale communities surrounding the Amelia River Basin.

POLICY 5P.08.04.

The Port of Fernandina shall use best management practices during construction, operation and maintenance at the Port facility. All new development or redevelopment at the Port of Fernandina, within the City, shall meet or exceed applicable Federal, State, and local regulations.

POLICY 5P.08.05.

A plan, including a proposed funding source, to remediate the surface drains which currently empty directly into the Intracoastal Waterway and wetlands will be developed by April 1, 2019.

POLICY 5P.08.06.

The Port of Fernandina shall coordinate and implement strategies with industry and the City to meet the air quality standards established by the EPA and DEP.

POLICY 5P.08.07.

The Port of Fernandina will devise a feasibility plan by April 1, 2019 concerning the benefits and costs of installing and requiring ship to shore power at the Port of Fernandina.

OBJECTIVE 5P.09.**PROTECTION FROM NATURAL HAZARDS**

The Port of Fernandina shall implement or exceed the measures required by the City of Fernandina, Nassau County and other agencies to protect human life and property from natural hazards.

POLICY 5P.09.01.

All new development or redevelopment at the Port of Fernandina, within the City, shall meet the standard of construction for V Flood Zones or a higher standard and be maintained as required by local ordinance and shall not have any adverse effect by increasing the elevation or velocity of flood waters or in increasing flows due to change in drainage or flow characteristic (e.g. change in direction) on the subject site, adjacent properties, or any public or private right-of-way.

POLICY 5P.09.02.

The Port of Fernandina shall design and construct all development or redevelopment at the Port in accordance with the Unified Florida Building Code and Fernandina Beach City Ordinances including obtaining all required City permits and floodplain elevation certificates.

POLICY 5P.09.03.

The Port of Fernandina shall prepare a hurricane contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans. This plan will be filed with the City on or before June 1st of each year.

POLICY 5P.09.04.

The Port of Fernandina shall implement post-disaster redevelopment procedures to reduce or eliminate exposure to human life and property to natural hazards. These procedures shall include the structural modification or removal of facilities that have experienced repeated storm damage.

OBJECTIVE 5P.10.**PROTECTION FROM MAN-MADE DISASTERS**

The Port of Fernandina shall reduce exposure to harm human life and property from manmade disasters by implementing sound safety and security programs.

POLICY 5P.10.01.

To provide a safe operating environment, the Port of Fernandina shall implement required Federal, state and local safety and health measures and ensure that operations are conducted in accordance with those measures.

POLICY 5.10.02.

The Port of Fernandina shall prepare and implement the security plan mandated and approved under state and federal guidelines. Funding Port Security is a priority and shall preempt funding of any new development or redevelopment in the City of Fernandina Beach.

POLICY 5P.10.03.

The Port of Fernandina in cooperation with all federal authorities shall prohibit the handling of unauthorized hazardous materials and shall be prepared to contain hazardous material spills that could occur at the Port facility site.

POLICY 5P.10.04.

At the Port of Fernandina all emergency contingency materials and equipment necessary to mitigate petroleum spills in the water shall be stored onsite by April 1, 2019. This shall be verified by the Fernandina Beach Fire Chief or his designee on or before April 1st of each year.

POLICY 5P.10.05.

A waterfront facility, which is a facility of particular hazard as defined in 33CFR 126.3, shall not be allowed in Waterfront Industrial or I-W zoned areas.

POLICY 5P.10.06.

The Port of Fernandina shall prepare an evacuation contingency and warning plan to evacuate the adjacent area in the event of a toxic spill, toxic gas release, Port fire, or other manmade disaster and keep its plan up to date, ensuring that is consistent with city and county emergency plans. This plan shall be filed annually with the City no later than April 1st.

OBJECTIVE 5P.11.

BUDGETARY PROCESS

The Port of Fernandina shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

POLICY 5P.11.01.

The Port of Fernandina shall monitor tariffs and fees charged by neighboring ports, both north and south, and shall implement a competitive fee structure.

POLICY 5.11.02.

The Port of Fernandina shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing implementation to obtain the best return on facility investments. The capital improvement plan shall be filed with the City annually on or before April 1st.

OBJECTIVE 5P.12.

FUNDING OPPORTUNITIES

The Port of Fernandina shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement plan.

POLICY 5P.12.01.

The Port of Fernandina shall prepare a briefing for area legislators, the City, and the public in the fall of each year to review the Port's financial status, proposed capital improvement budget and to reacquaint them with the Port's economic impact on the region and the important of its needs being addressed in the state's budget process.

POLICY 5.12.02.

The Port of Fernandina shall actively seek grant funds from state and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities.

POLICY 5.12.03.

The Port of Fernandina shall explore opportunities for public/private partnerships in the development and redevelopment of the Port.

OBJECTIVE 5P.13.**COMPATIBILITY WITH THE CITY'S COMPREHENSIVE PLAN**

The Port of Fernandina shall work with the City of Fernandina to ensure that port maintenance and development or redevelopment activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan.

POLICY 5P.13.01.

The Port of Fernandina shall coordinate its planning and development efforts with the City of Fernandina Beach to ensure that the Port's planned projects and land uses comply with the City's Comprehensive Plan, including the Conservation and Coastal Management Element and Land Development Code and are compatible with adjacent land uses.

POLICY 5.13.02.

The Port of Fernandina shall continue to coordinate with the Fernandina Beach Historic District Council to ensure preservation and restoration of significant historical sites that fall within the jurisdiction of the Port Authority facility. Where Port property is adjacent to the Historic District, a 30-foot landscaped buffer shall be maintained.

POLICY 5.13.03.

The Port of Fernandina shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

OBJECTIVE 5P.14.**PLAN IMPLEMENTATION COORDINATION**

The Port of Fernandina shall be proactive in coordinating its development efforts with local, state and federal permitting agencies and other private entities to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

POLICY 5P.14.01.

The Port of Fernandina shall obtain community input prior to implementing any Port development program.

POLICY 5.14.02.

The Port of Fernandina shall comply with the provisions of the permits governing its in-water and upland development program.

OBJECTIVE 5P.15.

GOVERNMENTAL AND AGENCY COORDINATION

The Port of Fernandina shall coordinate its development and redevelopment program with applicable agencies to promote sound planning and economic opportunities.

POLICY 5P.15.01.

The Port of Fernandina shall support the economic development initiatives of the City of Fernandina Beach, by pursuing activities that expand economic opportunities.

POLICY 5.15.02.

The Port of Fernandina shall review the economic development initiatives of Nassau County and support when consistent with the City of Fernandina Beach Comprehensive Plan.

POLICY 5P.15.03.

In addition to city and county governments, the Port of Fernandina shall cooperate with the Northeast Florida Regional Council; the St. Johns River Water Management District; the Florida Departments of Transportation, Environmental Protection, and Economic Opportunity; the U.S. Army Corps of Engineers, and other applicable agencies in implementing the goals, objective and policies as delineated in the Comprehensive Plan.

POLICY 5.15.04.

The Port of Fernandina shall develop a strategic plan with a 10-year horizon which shall at a minimum include the elements listed in FS 311.14 – Seaport Planning and which adequately addresses the applicable requirements of FS 163.3178. To the extent feasible, the port master plan must be consistent with the City Comprehensive Plan.

The Port of Fernandina shall submit the Master Plan to the City for consistency review with City of Fernandina Beach Comprehensive Plan. Any inconsistencies that cannot be resolved with the Port of Fernandina shall be noted in the Port Master Plan and shall not be adopted in the Comprehensive Plan by reference.

OBJECTIVE 5P.16.

COLLABORATION WITH LOCAL AND REGIONAL MARITIME, COMMERCIAL, AND INDUSTRIAL INTERESTS

To help achieve its primary goal of economic development, the Port of Fernandina may cooperate with other Northeast Florida interests as they seek to expand the region's commercial and industrial base.

POLICY 5P.16.01.

The Port of Fernandina may participate in the efforts of local and regional groups pursuing area wide economic development.

POLICY 5.16.02.

The Port of Fernandina may cooperate with JAXPORT to pursue areas of common interest, such as cargo handling synergies, regional promotional campaigns and special funding opportunities.



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Port Development

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Objective 5P.02.

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Collaboration with Local and Regional Maritime, Commercial and Industrial Interests

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GOAL 5P | PORT FACILITIES ELEMENT

THE PORT OF FERNANDINA SHALL MAINTAIN, PLAN AND DEVELOP THE PORT LOCATED IN FERNANDINA BEACH, IN ACCORDANCE WITH MARKET FORECASTS AND THE COMMUNITY'S COMMERCIAL AND INDUSTRIAL RESOURCES, TO CREATE JOBS AND STIMULATE LOCAL AND REGIONAL ECONOMIC DEVELOPMENT WHILE MAINTAINING AND ENHANCING THE UNIQUE CHARACTER OF THE CITY OF FERNANDINA BEACH, PROVIDING FOR THE HEALTH, SAFETY AND ECONOMIC WELFARE OF THE COMMUNITY, PROTECTING THE LOCAL MARINE ENVIRONMENT, AND NOT EXPANDING INTO THE SURROUNDING HISTORIC RESIDENTIAL NEIGHBORHOOD.

OBJECTIVE 5P.01.

PORT DEVELOPMENT

Within the City of Fernandina Beach, the Port of Fernandina shall pursue phased planning and development, consistent with the goals of the City of Fernandina Beach Comprehensive Plan and the mandates of Florida Statutes.

POLICY 5P.01.01.

The Port of Fernandina shall prepare a Port Master Plan Map – a land use and inventory map of existing coastal uses including all existing infrastructure including fuel storage tanks, storm water management, zoning, wetland and other vegetative communities, undeveloped areas, areas subject to coastal flooding, public evacuation routes, historic preservation areas and conservation areas. The Port Master Plan Map will be posted on the City website and updated at least annually.

POLICY 5P.01.02.

Within the City of Fernandina Beach, the Port of Fernandina shall not expand port operations beyond industrially waterfront zoned or industrially zoned land (as depicted on the 2011 Comprehensive Plan Map). The Port of Fernandina will not expand any ancillary operations including parking lots into the historic district or any other residentially or mixed use zoned land (as depicted in the 2011 Comprehensive Plan Map and in the Land Development Code) with the exception of 501 North 3rd Street and the adjacent parking lot west of the property.

POLICY 5P.01.03.

Prior to any new proposed development or redevelopment, within the City of Fernandina Beach, the Port of Fernandina will conduct an analysis of the environmental, socioeconomic, and fiscal impact on the City of Fernandina Beach.

The analysis will delineate the required infrastructure to support this development or redevelopment and the plans and principles to be used to control development and redevelopment to eliminate or mitigate the adverse impacts on coastal wetlands; living marine resources; unique wildlife habitat; historical and archaeological sites; other fragile coastal resources and the adjacent historic district.

The analysis will be presented to the City of Fernandina Beach for their review and comment. Those comments will be submitted to the Port Council or other state or federal agencies with any new funding requests.

POLICY 5P.01.04.

The Port of Fernandina shall continually maintain and upgrade its in-water and upland facilities to derive the best use from its infrastructure.

POLICY 5P.01.05.

The Port of Fernandina shall coordinate with the U.S. Army Corps of Engineers and the City of Fernandina Beach, regional, state and federal regulatory agencies for maintenance dredging of the Amelia Island River, as needed to accommodate waterborne commerce operations.

POLICY 5P.01.06.

Prior to any future development or redevelopment to the Port of Fernandina, within the City of Fernandina Beach, all plans or proposals for development or redevelopment shall be reviewed by the City of Fernandina Beach for meeting all applicable Comprehensive Plan policies, land development regulations, City Ordinance requirements and provide that financial assurances are made that required public facilities will be in place to meet the demand imposed by the completed development or redevelopment. Such public facilities will be scheduled for phased completion to coincide with demands generated by the development or redevelopment.

OBJECTIVE 5P.02.

ECONOMIC DIVERSIFICATION

The Port of Fernandina shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area.

POLICY 5P.02.01.

The Port of Fernandina shall seek potential users to achieve maximum site utilization.

POLICY 5P.02.02.

The Port of Fernandina shall explore complementary upland developmental opportunities.

POLICY 5P.02.03.

The Port of Fernandina shall continue its participation in Foreign Trade Zone 64 with JAXPORT and shall explore other possible partnering opportunities.

OBJECTIVE 5P.03.

ST. MARY'S RIVER ENTRANCE CHANNEL AND AMELIA RIVER ACCESS

The Port of Fernandina may pursue maintenance dredging activities from the St. Mary's River Entrance Channel to the Amelia River leading to the Port to provide the water depths needed to serve ships and barges that call at the Port. Maintenance dredging activities and the management of spoil material shall be pursued in a manner consistent with the State Comprehensive Plan's goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems.

POLICY 5P.03.01.

The Port of Fernandina may undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

POLICY 5P.03.02.

The Port of Fernandina may undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

POLICY 5P.03.03.

Prior to any maintenance dredging the Port of Fernandina in agreement with the Corps of Engineers and other federal, state, or local agencies shall identify an environmentally acceptable spoil site for the disposal of the dredged material the maintenance channel dredging projects generate.

OBJECTIVE 5P.04.**INTRACOASTAL CONNECTIONS**

To take better advantage of its proximity to the Intracoastal Waterway, the Port of Fernandina may support initiatives to improve Intracoastal connections.

POLICY 5P.04.01.

The Port of Fernandina may cooperate with entities seeking to improve conditions along the Intracoastal Waterway.

POLICY 5P.04.02.

The Port of Fernandina, within the City of Fernandina Beach, will not accept, transfer, load or store coal, coal ash, or Liquefied Natural Gas (LNG).

OBJECTIVE 5P.05.**HIGHWAY ACCESS AND CONNECTIVITY**

The Port of Fernandina may collaborate with local state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

POLICY 5P.05.01.

The Port of Fernandina shall be required to mitigate traffic impact to the surrounding residential neighborhood, by designing the facilities, and/or scheduling arriving truck traffic to eliminate the queuing of trucks outside the gates.

POLICY 5.05.02.

The Port of Fernandina shall work with the City, the TPO, the Florida Department of Transportation, the local community and other entities to gain funding for any needed improvements to roads over which Port truck traffic must travel.

POLICY 5.05.03.

The Port of Fernandina shall implement a plan to prevent truck access or egress from the Port of North Front, North Second, and North Third Streets.

OBJECTIVE 5P.06.**RAIL SERVICE AND CONNECTIVITY**

The Port of Fernandina shall collaborate with Genesee & Wyoming and CSX to obtain the best possible service and interchanges.

POLICY 5P.06.01.

The Port of Fernandina may continue its use of the on-site rail line and shall seek opportunities for more efficient use of the rail line.

POLICY 5.05.02.

The Port of Fernandina shall collaborate with railways, FDOT, and the City to improve the warning devices at the Dade and Front Street highway-rail grade crossing to increase safety, with the goal of reducing fatalities and injuries.

OBJECTIVE 5P.07.

AIRPORT SERVICE AND CONNECTIVITY

The Port of Fernandina may collaborate with City airports to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

POLICY 5P.07.01.

The Port of Fernandina may work to explore service opportunities for the efficient movement of goods through the Port.

OBJECTIVE 5P.08.

NATURAL RESOURCE PRESERVATION AND PROTECTION

The Port of Fernandina shall conserve and protect natural resources including forests, wetlands, fish, marine life, and wildlife, and shall cooperate with federal, state, regional, and local agencies in developing sound environmental impacts of Port development and operations.

POLICY 5P.08.01.

The Port of Fernandina shall limit specific and cumulative impacts on water quality to maintain the integrity of the Amelia River and maintain the applicable water quality standards. In doing so, the Port shall design the drainage system on its property to meet National Pollution Discharge Elimination System (NPDES), Florida Department of Environmental Protection, and St. Johns River Water Management District water quality standards and shall coordinate its efforts with federal, state, regional, county and city governmental agencies.

POLICY 5.08.02.

The Port of Fernandina shall not place or build structures including pier or pier extensions in wetlands, wetland transition areas, or conservation area and not conduct activities which degrade any identified wetlands and wildlife habitat.

POLICY 5P.08.03.

The Port of Fernandina shall continue to coordinate with state and federal agencies, the Cumberland Sound Pilots Association, and other interested organizations to protect manatee and right whale communities.

POLICY 5.08.04.

The Port of Fernandina shall use best management practices during construction, operation and maintenance at the Port facility. All new development or redevelopment at the Port of Fernandina, within the City, shall meet or exceed applicable Federal, State, and local regulations.

POLICY 5.08.05.

A plan, including a proposed funding source, to remediate the surface drains which currently empty directly into the Intracoastal Waterway and wetlands will be developed by July 2017.

POLICY 5.08.06.

The Port of Fernandina shall coordinate and implement strategies with industry and the City to meet the air quality standards established by the EPA and DEP

POLICY 5.08.07.

The Port of Fernandina will devise a feasibility plan by July 2017 concerning the benefits and costs of installing and requiring ship to shore power at the Port of Fernandina.

OBJECTIVE 5P.09.**PROTECTION FROM NATURAL HAZARDS**

The Port of Fernandina shall implement or exceed the measures required by the City of Fernandina, Nassau County and other agencies to protect human life and property from natural hazards.

POLICY 5P.09.01.

All new development or redevelopment at the Port of Fernandina, within the City, shall meet the standard of construction for V Flood Zones or a higher standard and be maintained as required by local ordinance and shall not have any adverse effect by increasing the elevation or velocity of flood waters or in increasing flows due to change in drainage or flow characteristic (e.g. change in direction) on the subject site, adjacent properties, or any public or private right-of-way.

POLICY 5.09.02.

The Port of Fernandina shall design and construct all development or redevelopment at the Port in accordance with the Unified Florida Building Code and Fernandina Beach City Ordinances including obtaining all required City permits and floodplain elevation certificates.

POLICY 5.09.03.

The Port of Fernandina shall prepare a hurricane contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans. This plan will be filed with the City on or before June 1st of each year.

POLICY 5.09.04.

The Port of Fernandina shall implement post-disaster redevelopment procedures to reduce or eliminate exposure to human life and property to natural hazards. These procedures shall include the structural modification or removal of facilities that have experienced repeated storm damage.

OBJECTIVE 5P.10.**PROTECTION FROM MAN-MADE DISASTERS**

The Port of Fernandina shall reduce exposure to harm human life and property from manmade disasters by implementing sound safety and security programs.

POLICY 5P.10.01.

To provide a safe operating environment, the Port of Fernandina shall implement required Federal, state and local safety and health measures and ensure that operations are conducted in accordance with those measures.

POLICY 5.10.02.

The Port of Fernandina shall prepare and implement the security plan mandated and approved under state and federal guidelines. Funding Port Security is a priority and shall preempt funding of any new development or redevelopment in the City of Fernandina Beach.

POLICY 5.10.03.

The Port of Fernandina in cooperation with all federal authorities shall prohibit the handling of unauthorized hazardous materials and shall be prepared to contain hazardous material spills that could occur at the Port facility site.

POLICY 5.10.04.

At the Port of Fernandina all emergency contingency materials and equipment necessary to mitigate petroleum spills in the water shall be stored onsite by July 1, 2017. This shall be verified by the Fernandina Beach Fire Chief or his designee on or before July 1st of each year.

POLICY 5.10.05.

A waterfront facility, which is a facility of particular hazard as defined in 33CFR 126.3, shall not be allowed in Waterfront Industrial or IW zoned areas.

POLICY 5.10.06.

The Port of Fernandina shall prepare an evacuation contingency and warning plan to evacuate the adjacent area in the event of a toxic spill, toxic gas release, Port fire, or other manmade disaster and keep its plan up to date, ensuring that is consistent with city and county emergency plans. This plan shall be filed annually with the City no later than June 1st.

OBJECTIVE 5P.11.

BUDGETARY PROCESS

The Port of Fernandina shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

POLICY 5P.11.01.

The Port of Fernandina shall monitor tariffs and fees charged by neighboring ports, both north and south, and shall implement a competitive fee structure.

POLICY 5.11.02.

The Port of Fernandina shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing implementation to obtain the best return on facility investments. The capital improvement plan shall be filed with the City annually on or before June 1st.

OBJECTIVE 5P.12.

FUNDING OPPORTUNITIES

The Port of Fernandina shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement plan.

POLICY 5P.12.01.

The Port of Fernandina shall prepare a briefing for area legislators, the City, and the public in the fall of each year to review the Port's financial status, proposed capital improvement budget and to reacquaint them with the Port's economic impact on the region and the important of its needs being addressed in the state's budget process.

POLICY 5.12.02.

The Port of Fernandina shall actively seek grant funds from state and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities.

POLICY 5.12.03.

The Port of Fernandina shall explore opportunities for public/private partnerships in the development and redevelopment of the Port.

OBJECTIVE 5P.13.**COMPATIBILITY WITH THE CITY'S COMPREHENSIVE PLAN**

The Port of Fernandina shall work with the City of Fernandina to insure that port maintenance and development or redevelopment activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan.

POLICY 5P.13.01.

The Port of Fernandina shall coordinate its planning and development efforts with the City of Fernandina Beach to insure that the Port's planned projects and land uses comply with the City's Comprehensive Plan, including the Conservation and Coastal Management Element and Land Development Code and are compatible with adjacent land uses.

POLICY 5.13.02.

The Port of Fernandina shall continue to coordinate with the Fernandina Beach Historic District Council to ensure preservation and restoration of significant historical sites that fall within the jurisdiction of the Port Authority facility. Where Port property is adjacent to the Historic District, a 30-foot landscaped buffer shall be maintained.

POLICY 5.13.03.

The Port of Fernandina shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

OBJECTIVE 5P.14.**PLAN IMPLEMENTATION COORDINATION**

The Port of Fernandina shall be proactive in coordinating its development efforts with local, state and federal permitting agencies and other private entities to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

POLICY 5P.14.01.

The Port of Fernandina shall obtain community input prior to implementing any Port development program.

POLICY 5.14.02.

The Port of Fernandina shall comply with the provisions of the permits governing its in-water and upland development program.

OBJECTIVE 5P.15.

GOVERNMENTAL AND AGENCY COORDINATION

The Port of Fernandina shall coordinate its development and redevelopment program with applicable agencies to promote sound planning and economic opportunities.

POLICY 5P.15.01.

The Port of Fernandina shall support the economic development initiatives of the City of Fernandina Beach, by pursuing activities that expand economic opportunities.

POLICY 5.15.02.

The Port of Fernandina shall review the economic development initiatives of Nassau County and support when consistent with the City of Fernandina Beach Comprehensive Plan.

POLICY 5P.15.03.

In addition to city and county governments, the Port of Fernandina shall cooperate with the Northeast Florida Regional Council; the St. Johns River Water Management District; the Florida Departments of Transportation, Environmental Protection, and Economic Opportunity; the U.S. Army Corps of Engineers, and other applicable agencies in implementing the goals, objective and policies as delineated in the Comprehensive Plan.

POLICY 5.15.04.

The Port of Fernandina shall develop a strategic plan with a 10-year horizon which shall at a minimum include the elements listed in FS 311.14 – Seaport Planning and which adequately addresses the applicable requirements of FS 163.3178. To the extent feasible, the port master plan must be consistent with the City Comprehensive Plan.

The Port of Fernandina shall submit the Master Plan to the City for consistency review with City of Fernandina Beach Comprehensive Plan. Any inconsistencies that cannot be resolved with the Port of Fernandina shall be noted in the Port Master Plan and shall not be adopted in the Comprehensive Plan by reference.

OBJECTIVE 5P.16.

COLLABORATION WITH LOCAL AND REGIONAL MARITIME, COMMERCIAL, AND INDUSTRIAL INTERESTS

To help achieve its primary goal of economic development, the Port of Fernandina may cooperate with other Northeast Florida interests as they seek to expand the region's commercial and industrial base.

POLICY 5P.16.01.

The Port of Fernandina may participate in the efforts of local and regional groups pursuing area wide economic development.

POLICY 5.16.02.

The Port of Fernandina may cooperate with JAXPORT to pursue areas of common interest, such as cargo handling synergies, regional promotional campaigns and special funding opportunities.



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5 August 2016

Comparison of OHPA Proposed Policy AND ALTERNATE POLICY

Section 163.3177(6) (g) 8, Florida Statutes, requires port related policies to be included in the Coastal Management Element of the local government's Comprehensive Plan. The recommended policies below are intended to be added to the City's Conservation and Coastal Management Element as a new section. Following each Proposed Objective and Policy are references to the Current Port Element Policies or an indication of a New Objective or Policy. The current policies have been included, beginning on page 9, for comparison purposes.

GOAL 5P

OHPA PROPOSAL - The Ocean Highway and Port Authority intends to plan and develop the Port in accordance with market forecasts and the community's commercial and industrial resources, to create jobs and stimulate local and regional economic development while striving to maintain the unique character of the City of Fernandina Beach.

ALTERNATIVE PROPOSAL - The Port of Fernandina shall maintain, plan and develop the Port located in Fernandina Beach, in accordance with market forecasts and the community's commercial and industrial resources, to create jobs and stimulate local and regional economic development while maintaining and enhancing the unique character of the City of Fernandina Beach, providing for the health, safety and economic welfare of the community, protecting the local marine environment, and not expanding into the surrounding historic residential neighborhood.

OBJECTIVE 5P.01

Port Development

OHPA PROPOSAL -The Ocean Highway and Port Authority shall pursue the phased planning and development, consistent with the Port Master Plan, to provide appropriate support facilities that will accommodate projected waterborne commerce demand, and appropriate support facilities. (New Objective)

ALTERNATIVE PROPOSAL - Within the City of Fernandina Beach, the Port of Fernandina shall pursue phased planning and development, consistent with the goals of the City of Fernandina Beach Comprehensive Plan and the mandates of Florida Statutes.

Policy 5P.01.01

OHPA PROPOSAL - The Ocean Highway and Port Authority shall acquire land and work with other land owners as needed to support Port development and economic growth. The addition of lands to the Port's ownership shall prompt a revision to the Port Master Plan. (New Policy)

ALTERNATIVE PROPOSAL - The Port of Fernandina shall prepare a Port Master Plan Map - a land use and inventory map of existing coastal uses including all existing infrastructure including fuel storage tanks, storm water management, zoning, wetland and other vegetative communities, undeveloped areas, areas subject to coastal flooding, public evacuation routes, historic preservation areas and conservation areas. The Port Master Plan Map will be posted on the City website and updated at least annually.

Policy 5P.01.02

OHPA PROPOSAL -The Ocean Highway and Port Authority shall plan and develop waterfront and supporting upland infrastructure to accommodate the demand projections in the Port Master Plan and subsequent user commitments. The anticipated on-site development includes extending the existing wharf, site improvements, storage areas, cargo-handling equipment and other infrastructure needed for user service. Prior to any future expansion to the Port of Fernandina, all plans or proposals for expansion shall be reviewed by the City of Fernandina Beach or the County, as appropriate, for consistency in meeting all applicable Comprehensive Plan policies, land development regulations, building permits or other permit requirements. (Similar to Objective 9.02, Policy 9.02.01 and 9.02.02)

ALTERNATIVE PROPOSAL Within the City of Fernandina Beach, the Port of Fernandina shall not expand port operations beyond industrially waterfront zoned or industrially zoned land [as depicted on the 2011 Comprehensive Plan Map] The Port of Fernandina will not expand any ancillary operations including parking lots into the historic district or any other residentially or mixed use zoned land [as depicted on the 2011 Comprehensive Plan Map and in the Land Development Code] with the exception of 501 North 3rd Street and the adjacent parking lot west of the property.

Policy 5P.01.03

OHPA PROPOSAL -The Ocean Highway and Port Authority shall coordinate with the U.S. Army Corps of Engineers and other applicable local, regional, state and federal regulatory agencies and stakeholders for the resumption of maintenance dredging and initiation of new dredging as needed to accommodate the identified waterborne commerce operations. (Similar to proposed Policy 9.01.03)

ALTERNATIVE PROPOSAL - Prior to any new proposed development or redevelopment, within the City of Fernandina Beach, the Port of Fernandina will conduct an analysis of the environmental, socioeconomic, and fiscal impact on the City of Fernandina Beach.

The analysis will delineate the required infrastructure to support this development or redevelopment and the plans and principles to be used to control development and redevelopment to eliminate or mitigate the adverse impacts on coastal wetlands; living marine resources; unique wildlife habitat; historical and archaeological sites; other fragile coastal resources and the adjacent historic district.

The analysis will be presented to the City of Fernandina Beach for their review and comment. Those comments will be submitted with to the Port Council or other state or federal agencies with any new funding requests.

Policy 5P.01.04

OHPA PROPOSAL - -The Ocean Highway and Port Authority shall provide adequate maintenance and upkeep of its in-water and upland facilities to derive the best use from its infrastructure. (Similar to Objective 9.01)

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ALTERNATIVE PROPOSAL - The Port of Fernandina shall continually maintain and upgrade its in-water and upland facilities to derive the best use from its infrastructure

Policy 5P.01.05

OHPA PROPOSAL – NONE

ALTERNATIVE PROPOSAL - The Port of Fernandina shall coordinate with the U.S. Army Corps of Engineers and the City of Fernandina Beach, regional, state and federal regulatory agencies for maintenance dredging of the Amelia Island River, as needed to accommodate waterborne commerce operations.

Policy 5P.01.06

OHPA PROPOSAL – NONE

ALTERNATIVE PROPOSAL - Prior to any future development or redevelopment to the Port of Fernandina, within the City of Fernandina Beach, all plans or proposals for development or redevelopment shall be reviewed by the City of Fernandina Beach for meeting all applicable Comprehensive Plan policies, land development regulations, City Ordinance requirements and provide that financial assurances are made that required public facilities will be in place to meet the demand imposed by the completed development or redevelopment. Such public facilities will be scheduled for phased completion to coincide with demands generated by the development or redevelopment.

OBJECTIVE 5P.02

Economic Diversification

OHPA PROPOSAL The Ocean Highway and Port Authority shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area. (New Objective)

ALTERNATIVE PROPOSAL - The Port of Fernandina shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area.

Policy 5P.02.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall seek potential users to achieve maximum site utilization and pursue expansion and development when new facilities will support economic growth. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall seek potential users to achieve maximum site utilization.

Policy 5P.02.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall explore complementary upland development opportunities through the authority of its Charter. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall explore complementary upland development opportunities.

Policy 5P.02.03

OHPA PROPOSAL The Ocean Highway and Port Authority shall continue its participation in Foreign Trade Zone 64 with JAXPORT and shall explore possible partnering opportunities. (New Policy)

ALTERNATIVE PROPOSAL Policy 5P.02.03

The Port of Fernandina shall continue its participation in Foreign Trade Zone 64 with JAXPORT and shall explore other possible partnering opportunities.

OBJECTIVE 5P.03

St. Mary's River Entrance Channel and Amelia River Access

OHPA PROPOSAL The Ocean Highway and Port Authority shall pursue maintenance and new dredging activities at the St. Mary's River Entrance Channel and Amelia River to provide the water depths needed to serve ships and barges anticipated to call at the Port. To the extent possible, consistent with the development and expansion needs of the Port, maintenance and new dredging activities and the management of spoil material shall be pursued in a manner respectful of the State Comprehensive Plan's goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems. (New Objective)

ALTERNATIVE PROPOSAL The Port of Fernandina may pursue maintenance dredging activities from the St. Mary's River Entrance Channel to the Amelia River leading to the Port to provide the water depths needed to serve ships and barges that call at the Port. Maintenance dredging activities and the management of spoil material shall be pursued in a manner consistent with the State Comprehensive Plan's goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems.

Policy 5P.03.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall pursue maintenance and new dredging activities at the St. Mary's River Entrance and the Amelia River to provide water depths need to serve ships and barges anticipated to call at the Port. (New Policy)

ALTERNATIVE PROPOSAL

The Port of Fernandina may undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

~~Policy 5P.03.02~~

~~OHPA PROPOSAL The Ocean Highway and Port Authority shall pursue deepening and widening the Amelia River Channel and turning basin in proximity to the Port area to achieve the water depths and width needed to serve the ships and barges that are anticipated to call at the Port. (New Policy)~~

ALTERNATIVE PROPOSAL

Strike policy

Policy 5P.03.032

OHPA PROPOSAL The Ocean Highway and Port Authority shall undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities. (New Policy)

ALTERNATIVE PROPOSAL

The Port of Fernandina may undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

Policy 5P.03.043

OHPA PROPOSAL The Ocean Highway and Port Authority shall identify an environmentally acceptable spoil site for the disposal of the dredged material the channel dredging projects generate. (New Policy)

ALTERNATIVE PROPOSAL

Prior to any maintenance dredging the Port of Fernandina in agreement with the Corps of Engineers and other federal, state, or local agencies shall identify an environmentally acceptable spoil site for the disposal of the dredged material the maintenance channel dredging projects generate.

OBJECTIVE 5P.04

Intracoastal Connections

OHPA PROPOSAL To take better advantage of its proximity to the Intracoastal Waterway, the Ocean Highway and Port Authority shall support initiatives to improve Intracoastal connections, including shallow-water barge facilities, if appropriate to meet the requirements of Port users or to serve complementary industrial facility development in the region. (New Objective)

ALTERNATIVE PROPOSAL

To take better advantage of its proximity to the Intracoastal Waterway, the Port of Fernandina may support initiatives to improve Intracoastal connections.

Policy 5P.04.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall cooperate with entities seeking to improve conditions along the Intracoastal Waterway and promote more barge traffic. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina may cooperate with entities seeking to improve conditions along the Intracoastal Waterway

Policy 5P.04.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall consider synergies with industrial users that can be served by barge as well as by road and rail. (New Policy)

ALTERNATIVE PROPOSAL

The Port of Fernandina, within the City of Fernandina Beach, will not accept, transfer, load or store coal, coal ash, or Liquefied Natural Gas (LNG).

OBJECTIVE 5P.05

Highway Access and Connectivity

OHPA PROPOSAL The Ocean Highway and Port Authority shall collaborate with local and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities. (New Objective)

ALTERNATIVE PROPOSAL

The Port of Fernandina may collaborate with local and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

Policy 5P.05.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall develop internal roads to serve the Port users which provide efficient access to the proximate off-Port, city, county and state highway network and shall coordinate the development of its on-Port roads with the City, County and Florida Department of Transportation. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall be required to mitigate traffic impact to the surrounding residential neighborhood, by designing the facilities, and/or scheduling arriving truck traffic to eliminate the queuing of trucks outside the gates.

Policy 5P.05.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall work with the City, the TPO, the Florida Department of Transportation, the local community and other entities to gain funding for any needed improvements to roads over which Port truck traffic must travel. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall work with the City, the TPO, the Florida Department of Transportation, the local community and other entities to gain funding for any needed improvements to roads over which Port truck traffic must travel.

Policy 5P.05.03

OHPA PROPOSAL
NONE

ALTERNATIVE PROPOSAL The Port of Fernandina shall implement a plan to prevent truck access or egress from the Port on North Front, North Second, and North Third Streets.

OBJECTIVE 5P.06

Rail Service and Connectivity

OHPA PROPOSAL The Ocean Highway and Port Authority shall collaborate with Genesee & Wyoming and CSX to obtain the best possible service and interchanges. (New Objective)

ALTERNATIVE PROPOSAL The Port of Fernandina shall collaborate with Genesee & Wyoming and CSX to obtain the best possible service and interchanges.

Policy 5P.06.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall continue its use of the on-site rail line and shall seek opportunities for more efficient use of the rail line. (New Policy)

ALTERNATIVE PROPOSAL Policy 5P.06.01

The Port of Fernandina may continue its use of the on-site rail line and shall seek opportunities for more efficient use of the rail line.

Policy 5P.06.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall work with Genesee & Wyoming and CSX to identify and pursue improvements to the off-Port rail infrastructure, which could facilitate goods movement to and from the Port. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall collaborate with railways, FDOT, and the City to improve the warning devices at the Dade and Front Street highway-rail grade crossing to increase safety, with the goal of reducing fatalities and injuries.

OBJECTIVE 5P.07

Airport Service and Connectivity

OHPA PROPOSAL The Ocean Highway and Port Authority shall collaborate with local airports to develop the intermodal connections needed for the efficient movement of goods to and from its facilities. (New Objective)

ALTERNATIVE PROPOSAL

The Port of Fernandina may collaborate with City airports to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

Policy 5P.07.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall work with Jacksonville International Airport, Cecil Commerce Center, Fernandina Beach Municipal Airport and Hilliard Airpark to explore service opportunities for the efficient movement of goods through the Port. (New Policy)

ALTERNATIVE PROPOSAL

The Port of Fernandina may work to explore service opportunities for the efficient movement of goods through the Port.

OBJECTIVE 5P.08

Natural Resource Preservation and Protection

OHPA PROPOSAL In carrying out its development activities and day-to-day operations, the Ocean Highway and Port Authority shall conserve and protect natural resources including forests, wetlands, fish, marine life, and wildlife, and shall cooperate with federal, state, regional and local agencies in developing sound environmental policies and measures to minimize the environmental impacts of Port development and operations. (New Objective)

ALTERNATIVE PROPOSAL

The Port of Fernandina shall conserve and protect natural resources including forests, wetlands, fish, marine life, and wildlife, and shall cooperate with federal, state, regional and local agencies in developing sound environmental policies and measures to minimize the environmental impacts of Port development and operations.

Policy 5P.08.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall limit specific and cumulative impacts on water quality to maintain the integrity of the Amelia River and maintain the applicable water standards. In so doing, the Ocean Highway and Port Authority shall design the drainage system on its property to meet NPDES, Florida Department of Environmental Protection, and St. Johns River Water Management District water quality standards and shall coordinate its efforts with federal, state, regional, county and city governmental agencies. (Similar to Policy 9.03.04 and 9.03.07)

ALTERNATIVE PROPOSAL

The Port of Fernandina shall limit specific and cumulative impacts on water quality to maintain the integrity of the Amelia River and maintain the applicable water quality standards. In so doing, the Port shall design the drainage system on its property to meet National Pollution Discharge Elimination System [NPDES], Florida Department of Environmental Protection, and St. Johns River Water Management District water quality standards and shall coordinate its efforts with federal, state, regional, county and city governmental agencies.

Policy 5P.08.02

OHPA PROPOSAL The Ocean Highway and Port Authority avoid projects that destroy or significantly degrade identified wetlands and wildlife habitat or by providing mitigation measures. (Similar to Policy 9.03.06; revised based on SJRWMD comment)

ALTERNATIVE PROPOSAL

The Port of Fernandina shall not place or build structures including pier or pier extensions in wetlands, wetland transition areas, or conservation areas and not conduct activities which degrade any identified wetlands and wildlife habitat.

Policy 5P.08.03

OHPA PROPOSAL The Ocean Highway and Port Authority shall continue to coordinate with the Department of Environmental Protection, Division of Marine Resources, the New England Aquarium, the Cumberland Sound Pilots Association and other interested organizations to support protection of manatee and right whale communities that are on the fringe of Port operations. (Policy 9.03.05)

ALTERNATIVE PROPOSAL The Port of Fernandina shall continue to coordinate with state and federal agencies, the Cumberland Sound Pilots Association, and other interested organizations to protect manatee and right whale communities.

Policy 5P.08.04

OHPA PROPOSAL The Ocean Highway and Port Authority shall use best management practices during construction, operation and maintenance at the Port facility. (Similar to Policy 9.03.07)

ALTERNATIVE PROPOSAL The Port of Fernandina shall use best management practices during construction, operation and maintenance at the Port facility. All new development or redevelopment at the Port of Fernandina, within the City, shall meet or exceed applicable Federal, State, and local regulations.

Policy 5P.08.05

OHPA PROPOSAL

NONE

ALTERNATIVE PROPOSAL

A plan, including a proposed funding source, to remediate the surface drains which currently empty directly into the Intracoastal Waterway and wetlands will be developed by July 2017.

Policy 5P.08.06

OHPA PROPOSAL

NONE

ALTERNATIVE PROPOSAL - AIR QUALITY - The Port of Fernandina shall coordinate and implement strategies with industry and the City to meet the air quality standards established by the EPA and DEP.

Policy 5P.08.07

OHPA PROPOSAL

NONE

ALTERNATIVE PROPOSAL The Port of Fernandina will devise a feasibility plan by July 2017 concerning the benefits and costs of installing and requiring ship to shore power at the Port of Fernandina.

OBJECTIVE 5P.09

Protection from Natural Hazards

OHPA PROPOSAL The Ocean Highway and Port Authority shall implement the measures required by the City of Fernandina, Nassau County and other agencies to protect human life and property from natural hazards. (Similar to Policy 9.03.01)

ALTERNATIVE PROPOSAL The Port of Fernandina shall implement or exceed the measures required by the City of Fernandina, Nassau County and other agencies to protect human life and property from natural hazards.

Policy 5P.09.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall see that any habitable, non-residential buildings in special flood hazard areas are designed and constructed to reduce the potential for flooding and wind damage. (New Policy)

ALTERNATIVE PROPOSAL Policy 5P.09.01

All new development or redevelopment at the Port of Fernandina, within the City, shall meet the standard of construction for V Flood Zones or a higher standard and be maintained as required by local ordinance and shall not have any adverse effect by increasing the elevation or velocity

of flood waters or in increasing flows due to change in drainage or flow characteristic (e.g. change in direction) on the subject site, adjacent properties, or any public or private right-of-way.

Policy 5P.09.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall see that all buildings are designed and constructed in accordance with the Unified Florida Building Code or as approved by the local government. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall design and construct all development or redevelopment at the Port in accordance with the Unified Florida Building Code and Fernandina Beach City Ordinances including obtaining all required City permits and floodplain elevation certificates.

Policy 5P.09.03

OHPA PROPOSAL The Ocean Highway and Port Authority shall prepare a hurricane evacuation contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall prepare a hurricane contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans. This plan will be filed with the City on or before June 1st of each year.

Policy 5P.09.04

OHPA PROPOSAL The Ocean Highway and Port Authority shall implement post-disaster redevelopment procedures to reduce or eliminate exposure to human life and property to natural hazards. These procedures shall include the structural modification or removal of facilities that have experienced repeated storm damage. (New Policy)

ALTERNATIVE PROPOSAL Policy The Port of Fernandina shall implement post-disaster redevelopment procedures to reduce or eliminate exposure to human life and property to natural hazards. These procedures shall

include the structural modification or removal of facilities that have experienced repeated storm damage.

OBJECTIVE 5P.10

Protection from Man-made Disasters

OHPA PROPOSAL The Ocean Highway and Port Authority shall reduce exposure to human life and property to harm from manmade disasters by implementing sound safety and security programs. (Similar to Policy 9.03.01)

ALTERNATIVE PROPOSAL The Port of Fernandina shall reduce exposure to harm human life and property from manmade disasters by implementing sound safety and security programs.

Policy 5P.10.01

OHPA PROPOSAL To provide a safe operating environment, the Ocean Highway and Port Authority shall implement required Federal, state and local safety and health measures and see that operations are conducted in accordance with those measures. (New Policy)

ALTERNATIVE PROPOSAL To provide a safe operating environment, the Port of Fernandina shall implement required Federal, state and local safety and health measures and ensure that operations are conducted in accordance with those measures.

Policy 5P.10.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall prepare and implement the security plan mandated and approved under state and federal guidelines, consistent with funding availability. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall prepare and implement the security plan mandated and approved under state and federal guidelines. Funding Port Security is a priority and shall preempt funding of any new development or redevelopment in the City of Fernandina Beach.

Policy 5P.10.03

OHPA PROPOSAL The Ocean Highway and Port Authority, in cooperation with all federal authorities, shall prohibit the handling of unauthorized toxic materials and will be prepared to contain toxic spills that could occur at the Port facility site. (Similar to Policy 9.03.01)

ALTERNATIVE PROPOSAL

Port of Fernandina in cooperation with all federal authorities shall prohibit the handling of unauthorized hazardous materials and shall be prepared to contain hazardous material spills that could occur at the Port facility site.

Policy 5P.10.04

OHPA PROPOSAL

NONE

ALTERNATIVE PROPOSAL Policy

At the Port of Fernandina all emergency contingency materials and equipment **necessary (find reference to equipment required)** to mitigate petroleum spills in the water shall be stored onsite by July 1, 2017. This shall be verified by the Fernandina Beach Fire Chief or his designee on or before July 1st of each year.

Policy 5P.10.05

OHPA PROPOSAL

NONE

ALTERNATIVE PROPOSAL

A waterfront facility, which is a facility of particular hazard as defined in 33CFR 126.3, shall not be allowed in Waterfront Industrial or IW zoned areas.

Policy 5P.10.06

OHPA PROPOSAL

NONE

ALTERNATIVE PROPOSAL The Port of Fernandina shall prepare an evacuation contingency and warning plan to evacuate the adjacent area in the event of a toxic spill, toxic gas release, Port fire, or other manmade disaster and keep its plan up to date, ensuring that it is consistent with city and county emergency plans. This plan shall be filed annually with the City no later than June 1st.

OBJECTIVE 5P.11

Budgetary Process

OHPA PROPOSAL The Ocean Highway and Port Authority shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share. (New Objective)

ALTERNATIVE PROPOSAL The Port of Fernandina shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

Policy 5P.11.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall monitor tariffs and fees charged by neighboring ports, both north and south, and shall implement a competitive fee structure. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall monitor tariffs and fees charged by neighboring ports, both north and south, and shall implement a competitive fee structure.

Policy 5P.11.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing implementation to obtain the best return on facility investments. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing implementation to obtain the best return on facility investments. The capital improvement plan shall be filed with the City annually on or before June 1st.

OBJECTIVE 5P.12

Funding Opportunities

OHPA PROPOSAL The Ocean Highway and Port Authority shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement program. (Similar to Policy 9.01.01)

ALTERNATIVE PROPOSAL The Port of Fernandina shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement program.

Policy 5P.12.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall prepare a briefing for area legislators in the fall of each year to reacquaint them with the Port's economic impact on the region and the importance of its needs being addressed in the state's budget process. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall prepare a briefing for area legislators, the City, and the public in the fall of each year to review the Port's financial status, proposed capital improvement budget and to reacquaint them with the Port's economic impact on the region and the importance of its needs being addressed in the state's budget process.

Policy 5P.12.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall actively seek grant funds from state and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall actively seek grant funds from state and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities.

Policy 5P.12.03

OHPA PROPOSAL The Ocean Highway and Port Authority shall explore opportunities for public/private partnerships in the development of maritime and industrial facilities. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall explore opportunities for public/private partnerships in the development and redevelopment of the Port.

OBJECTIVE 5P.13

Compatibility with City's Comprehensive Plan

OHPA PROPOSAL The Ocean Highway and Port Authority shall work with the City of Fernandina to see that port maintenance and expansion activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan. (New Objective)

ALTERNATIVE PROPOSAL The Port of Fernandina shall work with the City of Fernandina to insure that port maintenance and development or redevelopment activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan.

Policy 5P.13.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall coordinate its planning and development efforts with the City of Fernandina to ensure that the Port's planned projects and land uses are consistent with the City's Comprehensive Plan and compatible with adjacent land uses. It shall also evaluate proposed amendments to the City's Comprehensive Plan, particularly the Conservation and Coastal Management Element, as to potential impacts on Port activities. (Similar to Policy 9.02.01)

ALTERNATIVE PROPOSAL The Port of Fernandina shall coordinate its planning and development efforts with the City of Fernandina to ensure that the Port's planned projects and land uses comply with the City's Comprehensive Plan, including the Conservation and Coastal Management Element and Land Development Code and are compatible with adjacent land uses.

Policy 5P.13.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall reduce any land use conflicts by installing and maintaining adequate buffer zones between Port property and adjacent potentially incompatible land uses. (Similar to Policy 9.03.02 and Policy 9.03.03)

ALTERNATIVE PROPOSAL The Port of Fernandina shall continue to coordinate with the Fernandina Beach Historic District Council to ensure preservation and restoration of significant historical sites that fall within the jurisdiction of the Port Authority facility. Where Port property is adjacent to the Historic District, a 30 foot landscaped buffer shall be maintained.

Policy 5P.13.03

OHPA PROPOSAL The Ocean Highway and Port Authority shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations. (Similar to Policy 9.02.03)

ALTERNATIVE PROPOSAL The Port of Fernandina shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

OBJECTIVE 5P.14

Plan Implementation Coordination

OHPA PROPOSAL The Ocean Highway and Port Authority shall be proactive in coordinating its development efforts with local, state and federal permitting agencies and with private stakeholders to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements. (Similar to Objective 9.03)

ALTERNATIVE PROPOSAL The Port of Fernandina shall be proactive in coordinating its development efforts with local, state and federal permitting agencies and other private entities to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

Policy 5P.14.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall be sensitive to the concerns of local interests in implementing its development program and shall seek out the best possible environmental solutions to controversial issues. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall obtain community input prior to implementing any Port development program.

Policy 5P.14.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall comply with the provisions of the eventual permits governing its in-water and upland development program, and shall work with local, state and federal agencies to achieve a sound balance between its expansion requirements and the need to protect the surrounding environment. (Similar to Policy 9.02.04)

ALTERNATIVE PROPOSAL The Port of Fernandina shall comply with the provisions of the permits governing its in-water and upland development program.

OBJECTIVE 5P.15

Governmental and Agency Coordination

OHPA PROPOSAL The Ocean Highway and Port Authority shall coordinate its development and expansion program with applicable agencies to promote sound planning and economic growth. (New Objective)

ALTERNATIVE PROPOSAL The Port of Fernandina shall coordinate its development and redevelopment program with applicable agencies to promote sound planning and economic opportunities.

Policy 5P.15.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall support the economic development initiatives of the City of Fernandina Beach, by pursuing activities that expand opportunities in trade, industry and manufacturing. (Similar to Policy 9.01.03)

ALTERNATIVE PROPOSAL The Port of Fernandina shall support the economic development initiatives of the City of Fernandina Beach, by pursuing activities that expand economic opportunities.

Policy 5P.15.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall support the economic development initiatives of Nassau County, by pursuing activities that expand opportunities in trade, industry and manufacturing. (New Policy)

ALTERNATIVE PROPOSAL The Port of Fernandina shall review the economic development initiatives of Nassau County and support when consistent with the City of Fernandina Beach Comprehensive Plan.

Policy 5P.15.03

OHPA PROPOSAL In addition to city and county governments, the Ocean Highway and Port Authority shall cooperate with the Northeast Florida Regional Council; the St. Johns River Water Management District; the Florida Departments of Transportation, Environmental Protection and Economic Opportunity; the U.S. Army Corps of Engineers, and other applicable agencies in implementing the goals, objectives and policies of the Port Master Plan. (Similar to Objective 9.02)

ALTERNATIVE PROPOSAL In addition to city and county governments, the Port of Fernandina shall cooperate with the Northeast Florida Regional Council; the St. Johns River Water Management District; the Florida Departments of Transportation, Environmental Protection, and Economic Opportunity; the U.S. Army Corps of Engineers, and other applicable agencies in implementing the goals, objectives and policies as delineated in the Comprehensive Plan.

Policy 5P.15.04

OHPA PROPOSAL NONE

ALTERNATIVE PROPOSAL - The Port of Fernandina shall develop a strategic plan with a 10-year horizon which shall at a minimum include the elements listed in FS 311.14 - Seaport Planning and which adequately addresses the applicable requirements of FS 163.3178. To the extent feasible, the port master plan must be consistent with the City Comprehensive Plan.

The Port of Fernandina shall submit the Master Plan to the City for consistency review with City of Fernandina Beach Comprehensive Plan. Any inconsistencies that cannot be resolved with the Port of Fernandina shall be noted in the Port Master Plan and shall not be adopted in the Comprehensive Plan by reference.

OBJECTIVE 5P.16

Collaboration with Local and Regional Maritime, Commercial and Industrial Interests

OHPA PROPOSAL To help achieve its primary goal of economic development, the Ocean Highway and Port Authority shall cooperate with other Northeast Florida interests as they seek to expand the region's commercial and industrial base. (New Objective)

ALTERNATIVE PROPOSAL

To help achieve its primary goal of economic development, the Port of Fernandina may cooperate with other Northeast Florida interests as they seek to expand the region's commercial and industrial base.

Policy 5P.16.01

OHPA PROPOSAL The Ocean Highway and Port Authority shall participate in the efforts of local and regional groups pursuing area wide economic development. (New Policy)

ALTERNATIVE PROPOSAL

The Port of Fernandina may participate in the efforts of local and regional groups pursuing area wide economic development.

Policy 5P.16.02

OHPA PROPOSAL The Ocean Highway and Port Authority shall cooperate with JAXPORT to pursue areas of common interest, such as cargo handling synergies, regional promotional campaigns and special funding opportunities. (New Policy)

ALTERNATIVE PROPOSAL

The Port of Fernandina may cooperate with JAXPORT to pursue areas of common interest, such as cargo handling synergies, regional promotional campaigns and special funding opportunities.