

PA-97-19 - (ORDINANCE 97-19) - PORT MANATEE

Request: An Ordinance of the County of Manatee, Florida, amending Manatee County Ordinance 89-01, as amended, the Manatee County Comprehensive Plan; providing for text amendments to the Port Master Plan in Chapter 4, Coastal Element, to update current conditions and proposed improvements at the Port and revise existing goals, objectives and policies; providing for severability; and providing for an effective date.

P.C.: 05/29/97, 06/05/97  
06/12/97, 06/26/97  
07/10/97

B.O.C.C. 06/24/97, 07/22/97  
07/29/97, 08/05/97  
01/27/98, 02/17/98  
02/24/98

RECOMMENDED MOTION:

Based upon the evidence presented, comments made at the Public Hearing, the action of the Planning Commission, upon the technical support documents, finding the request to be CONSISTENT with the provisions of Chapter 163, Florida Statutes, and the Manatee County Comprehensive Plan, and upon the comments received from the Florida Department of Community Affairs, I move to ADOPT Manatee County Ordinance 97-19 (Plan Amendment PA-97-19).

RESPONSE TO STATE COMMENTS:

In the October 17, 1997, Objections, Recommendations and Comments Report, there were no objections, recommendations and comments for this amendment.

PLANNING COMMISSION ACTION:

On July 10, 1997, by a vote of 4-0, the Planning Commission recommended ADOPTION of Manatee County Ordinance 97-19 (PA-97-19) - Port Manatee.

BOARD OF COUNTY COMMISSIONER'S ACTION:

On June 24, 1997, by a vote of 5-0, the Board of County Commissioners CONTINUED the public hearing for this ordinance to July 22, 1997.

On July 29, 1997, by a vote of 7-0, the Board of County Commissioners CONTINUED the public hearing for this ordinance to August 5, 1997.

On August 5, 1997, by a vote of 7-0, the Board of County Commissioners APPROVED the transmittal of this ordinance to the Department of Community Affairs.

On January 27, 1998, by a vote of 5-0, the Board of County Commissioners CONTINUED the public hearing for this ordinance to February 17, 1998.

On February 17, 1998, by a vote of 7-0, the Board of County Commissioners CONTINUED the public hearing for this ordinance to February 24, 1998.

PUBLIC HEARING COMMENTS/CORRESPONDENCE:

There was no public comment at any of the public hearings, and no correspondence was entered into the record.

# PLAN AMENDMENT SUMMARY

NAME: Manatee County Port Authority

CASE NO.: PA-97-19  
ORDINANCE 97-19

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## SUMMARY

- REQUEST:
- A. To amend, delete and update portions of the Port Manatee Master Plan in Chapter 4, Coastal Element of the Plan. The majority of changes relate to updating obsolete information regarding facilities, shipping, and dredging, and eliminating unnecessary cargo information.
  - B. Items of note to be amended include:
    - 1. Item #16 relates to the environmental goals, objectives and policies of the port. Staff has suggested changes to clarify proposed changes to 2.4.1.3. Staff has recommended language which reads:

2.4.1.3. The Port shall continually monitor water quality to ensure the non-degradation standard for the basin and surrounding water bodies is not violated in accordance with the approved water quality monitoring plan, which includes existing data and standards, as well as additional monitoring necessary to establish conditions and trends. The monitoring plan shall be periodically re-evaluated in conjunction with the Environmental Management Department, in order to ensure appropriateness of the plan in ascertaining compliance with the non-degradation standard.
    - 2. Staff has recommended a few other minor changes to the Port's proposed language that the Port has agreed to, and they are included within the staff report below. These changes reflect the difference between the attached master plan and the proposed language.

# PLAN AMENDMENT DETAILED REVIEW

## DISCUSSION: PART A

### Item #1:

Element: Coastal Element  
Text Reference: Section 1.4  
Additions/Deletions: Changing figures and updating information

Discussion: Changes to items in chapter 1 are updates of existing information in the plan to reflect current conditions and changes at the port.

#### 1.4. Port Facilities.

The existing Port facilities include approximately ~~700~~ 1,064 acres of land, a ship basin 1,500 feet long by 788 feet wide, and an access channel three miles long, initially 400 feet wide and 40 feet deep, which links the ship basin with the Tampa Bay Federal Channel in Tampa Bay.

The ship basin has seven improved berths, four of which are capable of berthing vessels up to 850 feet in length. There is a roll-on, roll-off berth for handling trailer chassis and rolling equipment. Bunkering, electrical, and water connections are provided at the Port. Five of the berths have underground pipelines installed to handle the loading and discharge of petroleum. The Port operates its own Class III Terminal Railroad, with two switch engines and approximately 7 miles of track connecting with the CSX Railroad. The Port owns approximately 230,000 square feet of warehouse space (including 67,000 square feet of chilled storage and 15,200 square feet of office space) for the storage of general cargo products. An additional approximately 280,000 square feet of warehouse space is provided by Port tenants.

~~A cruise terminal with adequate parking was completed in October, 1994. A 4,000 square foot Pavilion was added in October 1995, and a 5,000 square foot Baggage Overflow Structure was added in November, 1996. The 30,000 square foot portion of warehouse #2 chilled for Tropicana Products, Inc. in January 1995 was converted to freezer space in May 1996 and leased to Juice Bowl Products, Inc. d/b/a Tropicana Dole Beverages International for storing cargo for their European market. Thirty-two (32) additional reefer plugs were added on Berth 10 and land adjacent to Berth 9 was chilled for storage. A portion (30,000 sq. ft.) of warehouse #2 was recently chilled and leased to Tropicana Products Inc. for storing cargo for their European market.~~

The north side of the ship basin has two berths. Berth #7 is an all purpose berth, and berth #6 is also an all-purpose berth consisting of approximately 800 feet of steel bulkhead with a 60-foot clear apron. The Port, LaFarge Florida,

Inc. and Pakhoed Dry Bulk are cost sharing equally the cost of installing a conveyor system to permit LaFarge to utilize Berth 6 or 7 to unload cargo. The south side of the ship basin has a continuous 1,500 foot long concrete dock with an 80-foot clear apron (berths 9 & 10). The east end of the basin has 800 feet of bulkheading and 650 feet of berthing space (berth #8). Berth #11 consists of 650 feet of berthing and is used primarily for general cargo shipments. The Port facilities are shown on Exhibit 1.2.

Item #2:

Element: Coastal Element  
Text Reference: Section 1.5  
Additions/Deletions: Updating information  
Discussion: Same as #1 above.

1.5. Federal Harbor Improvements.

In December 1970, the United States Congress enacted legislation authorizing the deepening of Tampa Harbor Channels from 34 to 43 feet. The Port and the US Army Corps of Engineers entered into a Project Cooperative Agreement to maintain dredge the access channel and Port basin; and subsequently, enlarge the turning basin and widen the entrance to the access channel. The maintenance dredging (Phase 1) of the project commenced in October 1995 and was completed in December 1996. The Port will now be considered a Federalized Port. The access channel that connects Port Manatee with the Federal Channel is designed for a depth of 40 feet, and is currently maintained by the Port Authority; however, as a result of a U.S. Corps of Engineers feasibility study begun in 1976 and updated in 1984, the Corps has recommended to Congress that the access channel to the Port be designated a Federal channel. This project was approved by Congress and the Corps of Engineers and by 1993 complete maintenance dredging of the Port channel and the care of the navigational aids, thereby making Port Manatee a Federalized Port.

Item #3:

Element: Coastal Element  
Text Reference: Section 1.6  
Additions/Deletions: Update information  
Discussion: Adding more specific information regarding cruise terminal security and updating information. They are also proposing to eliminate language regarding evacuation of foreign nationals and prisoners and the detention center.

### 1.6. Emergency Preparedness.

Port Manatee encompasses approximately ~~790~~ 1,064 acres of land. Though the area is large, security is good and emergency preparedness is well developed. Emergency procedures are used and reviewed on a continuing basis. Designated Port personnel receive first aid and C.P.R. training. Refresher courses are provided as needed to maintain current certification. Designated Port personnel are trained in fire and rescue techniques and are encouraged to remain proficient in those skills. Routine procedures are used on a frequent basis for interacting with the North River Fire Department, the U.S. Coast Guard, Florida Marine Patrol, Florida Highway Patrol, Manatee County Sheriff's Office, Florida Department of Law Enforcement, U.S. Customs, U.S. Immigration and Naturalization Service, the Florida Department of Environmental Protection, the Manatee County Environmental Management Department Action Commission and others.

~~Petroleum Product Handling and Cleanup.~~—The Oil Pollution Act of 1990 designated the United States Coast Guard as the responsible authority for coordinating the cleanup of all waterside oil spills. ~~Port Manatee is dealing proactively with oil oil spills on-site. The Port has a nine-man rapid-response team trained in oil spill and hazardous materials related accidents.~~ Coastal Fuels and Transtate have contracts with national cleanup organizations and have stockpiled large amounts of spill equipment on-site.

Direct radio communication are utilized between the Port and emergency crews and Port employees are encouraged to seek law enforcement, fire and rescue, and hazardous materials identification training. ~~Port security, access, and control are tight and 100 percent evacuation of the Port can be accomplished in one hour. The most time-consuming activity associated with an evacuation is arranging for Foreign National Merchant Marine personnel to abandon ship and legally enter the United States for transport to an evacuation shelter.~~ Responsibility for evacuation of the county-operated ~~port stockade rest with the Sheriff.~~ A current Hurricane Preparedness Plan outlining the various oil spill response teams and their responsibilities in the event of a spill of any magnitude and a detailed plan for other hazardous materials controls are maintained. Drills are conducted from time to time to insure the efficiency and effectiveness of each.

In accordance with Coast Guard Regulations 33CFR, parts 120 and 128, the Port developed a Cruise Terminal Security Plan in September 1996 that has been approved by the Coast Guard.

#### Item #4:

Element:	Coastal Element
Text Reference:	Section 1.7, 1st and 5th paragraphs
Additions/Deletions:	Update information
Discussion:	Same as #1 above

### 1.7. Land Area and Use.

~~The Port owns approximately 700 acres of land. The Port authority recently purchased an additional 414 acres (approximately) known as the Hendry Tract, thereby increasing its total land to about 1,064 acres and leases an additional 62 acres (a spoil island) from the State of Florida. Approximately 250 acres of property are currently being used by the Port and its tenants. The balance is vacant and available for use. The six current areas (zones) are depicted in Exhibit 1.3. Currently, the APort land is divided into six areas (zones) as depicted in Exhibit 1.3. The Hendry Tract will be analyzed and inserted into the appropriate zone or zones in the near future.~~

Zone D is a tract of land owned by the Port but not immediately accessible to the waterfront. Scrap steel has been stored on the site in the past, but the economics of moving cargo to or from the docks to this zone are not favorable. ~~Several months ago, the Port sold approximately 50 acres to Manatee County for use by the Detention Facility and with that sale of land there remains approximately 27 acres, which consists of a former scrap yard and land adjacent to CSX rail siding for future expansion of rail facilities. This site is well served by rail. The most likely uses for this site include distribution centers for general cargo, manufacturing activities which require proximity to ocean shipping facilities, and institutional uses. The county stockade and prison farm occupies a portion of the zone, and a State of Florida Department of Natural Resources fish hatchery is adjacent to the site. In the event that non-maritime uses are allowed in this zone, care should be taken to preserve sufficient land for expansion of the existing rail facilities.~~

#### Item #5:

Element:	Coastal Element
Text Reference:	Section 1.8.1, 1st paragraph
Additions/Deletions:	Update information

Discussion:	This section has been updated to reflect current conditions and the port has deleted ongoing water quality monitoring language.
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### 1.8.1. Water Quality.

~~Tampa Bay at Port Manatee is designated as Class III waters which include recreational uses as well as navigation and commerce. Water quality at Port Manatee is recognized as very good to excellent. The existing water quality at and in the vicinity of Port Manatee is designated Class III waters and is recognized to have good to excellent water quality.~~ Published documentation of every agency which presently or in the past sampled water at Port Manatee substantiates this statement, and summary documents are on file with many State, Federal, local or regional agencies. These agencies include DEP, EPCHC, USACOE and MCEMD EACMG. Geotechnical studies show that dredging the Port and channel areas did not affect water supply formations in the region. The aquifer is beneath a relatively impervious limestone stratum and was not

affected by original dredging. DEP provides a Class V classification for water used for navigational purposes; however ~~t~~he Port is committed to maintaining water quality at or above its present condition and maintaining a non-degradation standard. To that end, a water quality monitoring plan was developed, ~~and approved, and implemented. The plan for continuous ongoing monitoring has been implemented.~~

Item #6

Element: Coastal Element  
Text Reference: Section 1.8.2  
Additions/Deletions: Update information

Discussion: There have been several deletions regarding historic air quality problems and additions regarding changes to DEP monitoring stations.

1.8.2 Air Quality.

Local, State and Federal Governments have established a variety of air quality standards to ensure high caliber air quality throughout the State of Florida. Port Manatee air quality studies have indicated air quality at Port Manatee is within established Local, State, and Federal standards. ~~An historic exception is Total Suspended Particulates (TSP). TSP values have been occasionally recorded at levels in excess of established standards. These activities include bulk materials handling and manufacturing operations which both contribute particulates to the atmosphere. Studies were conducted between 1976-78 to investigate TSP conditions at Port Manatee. Several recommendations were made and implemented in the resultant report which would minimize impacts on air quality.~~

~~Subsequent air quality sampling conducted in 1979-1980 indicated the corrective measures were effective and no violations of TSP standards were observed. Additional studies conducted through 1980 indicate TSP values, while still elevated in certain areas, have no off-site impact.~~

The Manatee County Environmental Management Department Action Commission operates several air monitoring stations in and around Port Manatee for compliance with all applicable State and County Air Quality Standards. There ~~is a~~ are two PM-10 particulate samplers, ~~one~~ located at the end of Piney Point Road, and ~~another~~ located on the corner of Buckeye Road and U.S. 41. These samplers monitor for small particles having the most health impact. In response to local concerns, the Manatee County Environmental Management Department entered into a one-year agreement with the Florida Department of Environmental Protection to locate and monitor for FDEP's database, a PM-10 particulate sampler at the existing Port Manatee ozone monitor, sulphur dioxide monitor and weather station (near the south guard gate). A continuous monitoring site is located at the intersection of South Dock and Reeder Roads. Monitoring at this site includes parameters such as wind speed/direction, ozone concentrations, and sulphur dioxide. A monthly report is submitted to the

Board of County Commissioners summarizing the findings of the monitoring program.

Item #7

Element: Coastal Element  
Text Reference: Section 1.9.1  
Additions/Deletions: Eliminate this entire section

Discussion: This section has been eliminated as it is informational in nature and not regulatory. This information will be contained within other port documents, but is not relevant or necessary within the Comprehensive Plan.

**1.6.1. Summary.**

~~Petroleum products accounted for 2,858,320 tons or 55 percent of the total cargo tonnage moving through the Port during the twelve months ended September 30, 1994. Florida Power and Light Company (FPL) is the largest single user of petroleum products moving through Port Manatee. All of the fuel oil for this plant is imported through Port Manatee, and moves to the plant via a 17-mile pipeline constructed by FPL. The Coastal Fuels Marketing, Inc. also imports Bunker "C" type residual fuel oil and other petroleum products for distribution throughout Florida. Bunker "C" amounted to 66 percent of total petroleum handled in FY'93-94. Coastal Fuels imports other petroleum products, such as diesel oil, gasoline, jet fuel, kerosene, ethanol, and asphalt. Imports of these products was 1,270,434 tons in 1989 and 960,708 tons in 1991.~~

The volume of dry bulk products moving through Port Manatee has fluctuated. Phosphate fertilizers, and cement accounts for most of the dry bulk shipments. Manatee Terminals, Inc., one of the original Port tenants, receives, stores, and exports phosphate fertilizer products. General cargo shipments at Port Manatee increased about 136,000 tons over the past five years. The Port anticipates continued growth in trade in this area with seaports in Mexico, Central and South American and the Caribbean.

Item #8:

Element: Coastal Element  
Text Reference: Section 1.9.2  
Additions/Deletions: Eliminate this section entirely

Discussion: As in item #7 above, this information is more suited to an informational document than a regulatory one.

**1.9.2. Analysis of Historical Cargo Mix and Volume.**

Exhibit 1.5 lists waterborne cargo tonnage volumes for the past five (5) years from 1990 through 1994. Over the past five years, cargo tonnage ranged from a low of 4.3 to a high of 5.3 million tons, averaging 5.0 million tons a year.<sup>163</sup>



The preponderance of cargo tonnage remains in the liquid and dry bulk cargoes. However, the ratio of general and containerized cargo to bulk cargo has increased. In 1978, general cargo amounted to only one percent of total tonnage. In 1994, eleven percent of the tonnage was general cargo. Containers were not handled at Port Manatee until fiscal year 1984/85.

Scheduled liner service for RO/RO and containerized cargo began in 1985. At one period, three shipping lines connected Port Manatee to Central America and western Europe. Container tonnage has increased from 35,792 tons in 1983 to 74,067 tons in 1994.

Liquid bulk, primarily petroleum products, has remained relatively constant. During the earlier period of 1978 to 1983, tonnage ranged between 2.5 million to 3.5 million tons. The last five year period reflects a stable tonnage range of about 3.4 million tons annually. Since 1982, Port Manatee has made an effort to diversify its cargo mix by pursuing general and containerized cargo. Higher revenues per ton is the principle reason for pursuing general cargoes, and general cargo is more environmentally favorable.

Port Manatee presently has one cruise line operating from the Port to the Western Caribbean and Mexico. It is estimated that in excess of 35,000 passengers will pass through the Port aboard this sole carrier during 1995.

Item #9:

Element:	Coastal Element
Text Reference:	Section 1.9.3
Additions/Deletions:	Delete this section entirely, with no replacement.
Discussion:	This section is informational and is not appropriate in the Master Plan.

#### 1.9.3 Shipping Trends

Changes and technological developments in waterborne transportation over the past 20 years have greatly influenced the selection of ports for the throughput movement of commodities between land and water modes. Previous plans for Port Manatee assumed a vessel of 600 feet in length, beam of 80 feet, and drawing 40 feet. Now, bulk and general cargo container vessels, with lengths of 800 feet plus and deadweight tonnage of 40,000 and 50,000 tons are not unusual, with larger vessels in excess of 850 feet in length.

The increased size of the vessels in worldwide waterborne trade increases operating costs associated with the vessels. Previously, the normal daily vessel cost ranged from \$5,000 to \$10,000. Newer vessels incur costs that can range from \$25,000 to \$50,000 per day. With increased vessel size, port facilities must be more efficient to reduce cargo handling time. Port facility automation is a key to expeditious vessel port turnaround time.

Item #10:

Element: Coastal Element  
Text Reference: Section 1.9.1, 2nd paragraph (new number)  
Additions/Deletions: Updating information and deleting unnecessary information

Discussion: Update information on dredging projects at the Port.

~~The Port Channel and Basin maintenance dredging (Phase 1) was completed in December 1996. Currently, it is planned to have the Port channel and basin maintenance dredged by spring 1996. The channel will be maintenance dredged to 40 feet deep at mean low water with a 400-foot bottom width extending from the main Tampa Harbor channel to the Manatee County Port Authority Facilities. The channel length would be approximately 15,650 feet. From the Port facilities, the Manatee Harbor and main Tampa Harbor channels would provide access to the deeper waters of the Gulf of Mexico. Channel side slopes would be 1-foot vertical to 3-foot horizontal. The 400-foot bottom width would allow for occasional two-way traffic, and navigation markers would enable day and night passage. Subsequently, in Phase 2 dredging, the northwest end of the Manatee Harbor channel would intersect the main Tampa Harbor channel in a widener. The west side of the channel would diverge in a circular path with a radius of 3,000 feet beginning 2,700 feet from the intersection. The east side of the channel would provide a 45 degree transition beginning 1,000 feet from the intersection. Construction of the widener would involve excavating approximately 1,175,000 cubic yards of material over a 33 acre area. The widener would be adequate for present and expected future vessels to navigate the turn without unnecessary hazards.~~

Item #11:

Element: Coastal Element  
Text Reference: Section 1.9.2 (new number)  
Additions/Deletions: Update of information

Discussion: Changes in this section are based upon actual plans for the maintenance dredging and not speculation as in previous versions of the plan.

**1.40 9.2. Spoil Disposal Facilities.**

~~Upland dredge disposal facilities were enlarged for the recently completed maintenance dredging. Upland spoil disposal facilities have been prepared for planned maintenance dredging in 1995/96.~~ Exhibit 1.5 illustrates the proposed locations of these spoil disposal areas. Subsequently, the material obtained from enlarging the widener and turning basin would be placed within diked disposal areas or to mutually agreeable sites/locations determined by the appropriate agencies in cooperation with Port staff and engineers. Updated channel accretion estimates show that the channel would receive approximately 240,000 cubic yards of shoaling every three years after maintenance dredging is completed. After subsequent dredging of the widener and turning basin,

320,000 cubic yards of shoaling would occur every three years. Current planning would have the first periodic maintenance dredging operation occur no sooner than three years after completion of the widener and turning basin.

Item #12:

Element: Coastal Element  
Text Reference: Section 1.9.3 (new number)  
Additions/Deletions: The applicant has proposed to delete the entire section.  
Discussion: The mitigation for phase 2 dredging projects is addressed in Section 3, under proposed improvements, and is not needed in this section as the mitigation for phase 1 has taken place.

~~1.10.9.3 Mitigation for Planned Improvements:~~

~~The shallow bay bottom proposed to be dredged in enlarging the turning basin contains areas of productive sea grasses, the loss of which would negatively impact the area's ecological balance and it would be necessary to create an equal area of shallow bay bottom. The original mitigation plan to mitigate for the loss of 7.5 acres of shallow bay bottom in enlarging the turning basin is anticipated to be 11.5 acres of shallow bay bottom created from the adjacent created spoil emergent island. Consequently, material would be redistributed from 11.5 acres along the shoreline of the existing spoil island to obtain a desired 2 foot mean low water elevation. Port staff is presently coordinating with representatives of FDEP, U.S. Army Corps of Engineers and commenting agencies regarding this plan.~~

~~The Port is committed to mitigating for the maximum possible impact. Relocation of sea grass beds shall meet all applicable mitigation requirements as determined through the permitting process. None of the proposed mitigation activities will negatively effect existing bay bottom communities. Port staff will coordinate with the SWIM program staff to ensure that the proposed dredging and mitigation activities will not negatively impact the Tempo Bay ecosystem.~~

~~As required by DEP regulations, the Port will investigate the "beneficial uses" of spoil material created in dredging with off-site disposal options such as beach replenishment. Other beneficial uses such as the restoration of the Leisey Shell Pits with spoil material has been suggested by USCOE.~~

Item #13:

Element: Coastal Element  
Text Reference: Exhibit 1.4  
Additions/Deletions: Delete this chart in its entirety  
Discussion: This chart has been deleted because the language associated with it has been deleted. Former Sections 1.9.1, 1.9.2 and 1.9.3 were deleted.

Item #14:

Element: Coastal Element  
Text Reference: Section 2.1  
Additions/Deletions: Changes made to some of the goals, objectives and policies to reflect the current situation. The other goals, objectives and policies not listed shall remain the same.

Discussion: Some of the changes are made to indicate the faster growth of certain areas at the Port and update old policies that were out of date.

Policy 2.1.1.1. ~~Pursue maintenance dredging to obtain authorized 40 foot water draft in Port Manatee channel and basin by spring 1996. Complete permitting process to deepen berths 4 & 5 to authorized 40 foot water draft and pursue dredging of both berths.~~

Policy 2.1.1.2. ~~Initiate permitting process to deepen berths 4 and 5 to authorized 40 foot water draft in the 1996-97 fiscal year time frame. Develop a plan for use of the recently acquired Hendry Tract of land for both Port expansion and a plan for conservation easements.~~

Policy 2.1.1.3. ~~Identify and initiate the permitting process on 2-4 additional berths to meet future projected cargo needs by the year 2000. This may involve the purchase of additional land and/or redesignation of existing lands.~~

Policy 2.1.1.4. Improve and extend the Port Manatee railroad as required to enhance fluidity and productivity of cargo and passenger movement by upgrading existing track to insure safe operations and as needed to expand rail service.

Policy 2.1.1.5. ~~Complete Initiate Phase 2 dredging of the Port channel widener and turning basin, in fiscal year 1996-97.~~

Item #15:

Element: Coastal Element  
Text Reference: Section 2.4, Environmental Goal  
Additions/Deletions: This amendment is to update the reference to EAC. Those not shown here are to remain the same.

Discussion: This proposal is a housekeeping item.

Policy 2.4.1.3. 2.4.1.3. The Port shall continually monitor water quality to ensure the non-degradation standard for the basin and surrounding water bodies is not violated in accordance with the approved water quality monitoring plan, which includes existing data and standards, as well as additional

monitoring necessary to establish conditions and trends. The monitoring plan shall be periodically re-evaluated in conjunction with the Environmental Action Commission Management Department, in order to ensure appropriateness of the plan in ascertaining compliance with the non-degradation standard.

Item #16:

Element: Coastal Element  
Text Reference: Section 3.1  
Addition/Deletion: Updating information

Discussion: The update of information includes the improvements for phase 2 for the turning basin and channel widener.

3.1 Port Dredging.

~~The Port and Corps of Engineers have entered into a Project Cooperation Agreement for the maintenance dredging of the Port channel and basin and subsequent dredging of channel widener and enlargement of the turning basin. This dredging is necessary to achieve a forty (40) foot water draft in the channel and basin and a four hundred (400) foot wide channel, which is necessary for servicing existing Port tenants, future commerce, safety, and environmental protection. The time frame for completion of the maintenance dredging is by the spring of 1996. The time frame for the subsequent dredging is FY 1996-97. Phase 1 (maintenance dredging) of the Project Cooperation Agreement between the Port and the US Army Corps of Engineers was completed in December 1996. Phase 2 of the Agreement to enlarge the turning basin and dredging of a channel widener at the intersection of the Tampa Bay Channel will be constructed when financially feasible.~~

Item #17:

Element: Coastal Element  
Text Reference: Section 3.2  
Additions/Deletions: Add a reference to Exhibit 3.1.

Discussion: As the other cargo information has been deleted from the plan, the addition of the reference to this chart

Item #18:

Element: Coastal Element  
Text Reference: Section 3.3  
Additions/Deletions: Update information

Discussion: This is just the minor updating of language in this section.

### 3.3. Cruise Ship Operation.

The Port currently has a successful cruise ship operation. Port Manatee will have to provide adequate secure parking, an additional berth, and covered terminal building to attract an additional cruise line. The south side of the Port basin ~~will be acceptable~~ is the most probable area for a cruise terminal, especially south of berth 11.

#### Item #19:

Element:	Coastal Element
Text Reference:	Section 3.4
Additions/Deletions:	Delete this section in its entirety and renumber subsequent sections.
Discussion:	This section has been deleted in order to streamline the Plan. This information will be contained within other Port plans and documents. It is more informational than regulatory.

### ~~3.4. Analysis of Existing Facility Utilization and Capacity.~~

#### ~~Vessel Berth Utilization.~~

~~An analysis is made at least annually of berth utilization at the Port. The period of an average usage of 50%. It is generally accepted in the industry that a seaport with predominately random arrivals and departures, that 35% utilization of a berth is a warning, 50% is potential congestion, and 75% utilization is at maximum. Port Manatee is currently above the potential congestion percentage. The most recent two year period (1990-92) was a usage of 48 percent. There are differences of opinion in the industry about what represents optimum and maximum utilization, however, a public seaport does not directly control vessel arrivals and departures, and therefore Port staff considers 50 percent utilization to be a warning sign and maximum utilization is considered to be in the 75 percent range. Port Manatee is currently below the warning percentage, but and must plan for expansion since it is estimated a minimum of two years is needed for constructing a new berth.~~

~~Currently, as evidenced by Exhibit 3.2, all berths are above congestion warning levels, five are at or above potential congestion levels, and two are at or near maximum utilization.~~

#### Item #20:

Element:	Coastal Element
Text Reference:	Section 3.5 (renumber to 3.4, and renumber all subsequent sections)
Additions/Deletions:	Add information for update and delete specific cargo facility information

Discussion: This proposed amendment both deletes existing cargo facility information, which will be contained within other Port documents, and adds new language about facility requirements.

### 3.54 Facility Requirements.

#### 3.54.1. Introduction.

~~Ports are the focal point where ocean and land modes of transportation join, and the point at which the transfer of cargo takes place. The facilities to handle the waterborne commerce must be available to permit expeditious cargo movement through the Port, with effective interchange between highway and rail and leaved to handle peak volumes.~~

~~At most ports, facilities for bulk, especially dry bulk, are located in a separate area from facilities for containerized, general, and RO-RO cargo transfers. Dry bulk vessels normally require longer cargo operational periods at berths. Containerized cargo vessels require berths at specific times to maintain liner schedules and turnaround time is faster. The Port must relocate its one general cargo user from the north side of the basin to the south side to permit bulk cargo only on the north side.~~

The projected growth in cargos for Port Manatee will not be achieved unless new berths are constructed as indicated in the Port Goals, Objectives & Policies. Liquid and dry bulk shipments are on random schedules, while general cargo, especially cruise and food products, are on scheduled type service. The addition of cruise and general cargo, especially food products, to Port Manatee in the past 3 years has heightened berth congestion because Port Manatee cannot dedicate berths to a particular cargo. In the past fiscal year, many liquid and dry bulk vessels were diverted from Port Manatee to Port of Tampa due to scheduling problems of the berths.

Berth 5 is utilized primarily by a dry bulk tenant. Berth 6 is currently operating as a general cargo berth, but is soon to be utilized by dry bulk and liquid bulk tenants. Berth 7 accommodates two dry bulk tenants and a liquid bulk tenant. Berth 8 serves a dry bulk tenant, general cargo tenant, and other general cargo users. Berth 9 accommodates the cruise line, liquid bulk and general cargo users. Finally, berths 10 & 11 accommodate general and liquid cargo users. Conflicts at several berths are frequent. The completion of maintenance dredging will permit large, deep draft vessels to access the Port but apply additional congestion pressure because their size restricts them to specific berths.

Interim measures, (e.g. a new conveyor from berth 6 to berth 7 to allow clinker to be unloaded at berth 6), have been taken to help relieve congestion. However, the Port's goal of attracting additional food product shippers and cruise lines to the Port cannot be achieved without additional berths, because these users require scheduled service and will not utilize the Port without berthing priorities.

### 3.5.2. ~~Liquid Bulk Cargo Facilities.~~

~~The projected growth of liquid bulk cargo will be moderate over the next five years unless FPL secures permission to burn a new fuel in its Parrish plant. If this occurs, their fuel imports will probably triple. Port facilities are adequate for handling the immediate and mid-term periods. Any major expansion of liquid bulk facilities will likely be in the fiscal year 1997-98. The upland area of the Port can accommodate these increased capacity needs, but additional berth space would be necessary by FY 1997-98.~~

### 3.5.3. ~~Dry Bulk Cargo Facilities.~~

~~Berth 7, the primary dry bulk berth, is nearing maximum capacity at current throughput levels. Shoreside vessel cargo handling capacity needs to be upgraded, including rail-car dump facilities, truckage, and the ship loading system. Otherwise, improvements in vessel berth and cargo storage capabilities may not be maximized for overall throughput of dry bulk cargo. For the short term (five years), additional dry bulk cargo berths and upland facilities will be needed. Berths 4 and 5 would, dredged to 40-foot depth, accommodate expansion, including liquid bulk.~~

### 3.5.4. ~~General and Containerized Cargo Facilities.~~

~~The most visible facility needs are in the general and containerized cargo areas. The volume and variety of cargo mix in this category was not originally anticipated for Port Manatee, so existing facilities and storage space were installed in a reactionary manner.~~

~~The Port is currently deficient in covered dry cargo storage space, especially since 30,000 square feet of Warehouse #2 was converted to chilled warehouse space. Estimates of 60-80,000 square feet of space is needed in the short term, based upon industry norms and tenant demand.~~

~~General and containerized cargo require extensive improved open storage. The vacant sites east of the basin are too far from ship side for cost effective cargo handling and storage. Therefore, any new berths ideally should be located with adequate (30-40 acres) behind each for storage and terminal handling operations.~~

~~Container operations require a considerable amount of paved open storage. A minimum of 25 additional acres could be needed during the next five years. Likewise additional open storage of 10 acres or more could be needed for general cargo.~~

~~If, as planned, container and general cargo levels increase, cranes acquisition could be necessary. Wheel-mounted mobile cranes may be utilized as backup for a container crane and/or terminal work. In the event private stevedore companies or terminal operators do not secure adequate material handling equipment, the Port may have to invest in such equipment for leasing.~~



Item #21:

Element: Coastal Element  
Text Reference: 3.6 (renumber 3.5)  
Additions/Deletions: Update information

Discussion: Update information on the port road system.

**3.65. Transportation.**

**3.65.1. Port Road System.**

The Port has obtained intermodal grants from FDOT to construct a new road along the southern Port boundary to Berth 11 (to be completed approximately February 1997) and to reconstruct/repave other roads.

**3.65.2. Rail.**

In anticipation of increased demands on the railroad, primarily in container traffic, the Port has obtained additional grant funding.

Item #22:

Element: Coastal Element  
Text Reference: Section 3.7 (renumber 3.6)  
Additions/Deletions: Renumber each subsection of this section

Discussion: This is for the renumbering of this section.

**3.76.1. Administration Building.**

Port Manatee also needs office space for Port support services such as steamship agents, cargo marine superintendents, brokers, chandlers, and Federal governmental activities. The presence of more direct maritime activity at the Port can be beneficial to Port development and growth. To meet the administrative and operational needs of the maritime services and Port staff, a permanent office building should be developed within five years.

**3.76.2. Consolidation/Distribution Warehouses.**

Terminals and warehousing for lot consolidation of less than truckload (LTL) or less than rail carload (LCL) should be developed on property close to US Highway 41. This location would be suited for warehouses which do not need to be on the waterfront.

**3.76.3. Office/Warehouse Park.**

A planned 70-acre office/warehouse park can be located at the same general location on the east side of the Port between Reader Road and the CSX Railroad. Public utilities are available. This could be a joint venture with an experienced office/warehouse development firm.

*Revised page*

~~utilized, as appropriate, to contain turbidity within the immediate dredging area. Return water from the upland disposal site will be monitored to assure water quality standards are maintained. Discharge canals are well vegetated and contain numerous sumps to improve the discharge water quality. Every effort will be made to conserve and protect wetlands, marine life, and wildlife to maintain their environmental, economic and aesthetic values.~~

When planning for construction of roads, warehousing, container/storage yards, terminals or similar facilities, run-off from paving will be managed as required by current regulations. Deep sump catch basins will continue to be utilized throughout the Port system and the remaining box cut ditches will be reconstructed with wide bottoms and grassed slopes capable of being mowed. Construction will be within the Port General Development Plan, as approved by Manatee County.

Proposed impacts of Port expansion on adjacent natural areas, shallow bay bottoms, shoreline and wetlands will be reviewed and assessed as a part of the planning process for projects that would have an impact. One such project is the US Army Corps of Engineers Phase 2 dredging project and Port staff has been involved with the Corps and FDEP in developing a mitigation plan for the project. As a part of the permitting process ongoing for berths 4 & 5, all the seagrass beds in the vicinity of the Port have been surveyed. Port Manatee is committed to the mitigation process necessary for the creation of new berths that disturb existing habitat and will address any concerns in the regulatory permitting process.

Item #25:

Element:	Coastal Element
Text Reference:	Section 3.10 (renumber 3.9)
Additions/Deletions:	Deleting language that is unnecessary and outdated.
Discussion:	This change eliminates unnecessary information regarding monitoring data.

**3.109. Environmental Monitoring Program.**

Port Manatee ~~has~~ recognizes the importance of proper environmental stewardship of on-site resources and those resources of adjacent habitats. A monitoring program ~~has been~~ was designed with the intention of protecting and conserving natural resources in the area. Data generated from this program ~~will~~ documents existing Port environmental conditions, allows for trend analysis, and aids in regulatory and resource management decisions. This program ~~will~~ identifies problems and dictates a course of action to remedy existing pollution problems and to plan ahead for operational changes as they occur during Port growth. This program shall be drafted, approved by the EAC EMD and implemented by 1997.

*Manatee "capture lake"*  
Components of the subject monitoring program ~~will include~~ are meteorology, hydrology, water quality sediments, and ecology. It ~~will~~ also includes two additional elements: air quality; and a component designed to track and review all monitoring requirements stipulated in Port permits as well as permits of Port tenants and users. The air quality element will be conducted by Manatee County EAC EMD at the Port, their recently installed site.

*may corrected replaced*

~~utilized, as appropriate, to contain turbidity within the immediate dredging area. Return water from the upland disposal site will be monitored to assure water quality standards are maintained. Discharge canals are well vegetated and contain numerous sumps to improve the discharge water quality. Every effort will be made to conserve and protect wetlands, marine life, and wildlife to maintain their environmental, economic and aesthetic values.~~

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Additions/Deletions:	Deleting language that is unnecessary and outdated.
Discussion:	This change eliminates unnecessary information regarding monitoring data.

**3.409. Environmental Monitoring Program.**

Port Manatee recognizes the importance of proper environmental stewardship of on-site resources and those resources of adjacent habitats. A monitoring program has been designed with the intention of protecting and conserving natural resources in the area. Data generated from this program will document existing Port environmental conditions, allow for trend analysis, and aid in regulatory and resource management decisions. This program will identify problems and dictate a course of action to remedy existing pollution problems and to plan ahead for operational changes as they occur during Port growth. This program shall be drafted, approved by the EAC and implemented by 1997.

Components of the subject monitoring program will include meteorology, hydrology, water quality sediments, and ecology. It will also include two additional elements: air quality; and a component designed to track and review all monitoring requirements stipulated in Port permits as well as permits of Port tenants and users. The air quality element will be conducted by Manatee County EAC EMD at the Port, their recently installed site.

~~Integral with the Port's monitoring efforts is the integration of compiling monitoring data from all other agencies and organizations conducting studies in the vicinity of Port Manatee. Presently the Port regularly receives this information from several sources either by contract or through letter of agreement. These sources include the Florida Department of Environmental Regulation (FDER), the Florida Department of Natural Resources (FDNR), the US Army Corps of Engineers (USACE), Mote Marine Laboratory (MML), the Manatee County Audubon Society (MCAS), Manatee County Environmental Action Commission (MCEAC), Conservation Consultants, Inc. (CCI), Environmental Affairs Consultants, Inc. (EAC), and various contract consultants of Port Manatee.~~

~~The Florida Coastal Management Program Final Environmental Impact Statement (FEIS) identified "Ports" as one of ten primary issues of special concern (DOR, undated). The FEIS further states that water quality and air quality are perhaps the most important elements to consider as issues relating to Port management. The value of an ongoing monitoring program as described above should be recognized as a necessary Port Management tool. The environmental analysis and data information is found in Exhibit A, Environmental Analysis.~~

**ATTACHMENTS:**

1. Port Master Plan with strikethru and underline language
2. DRC Comments
3. Consistency with the State Comprehensive Plan

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# MANATEE COUNTY PORT AUTHORITY MASTER PLAN

## Section 1

### Port Manatee Current Analysis

#### 1.1 THE PORT AUTHORITY

The Manatee County Port Authority operates under the authorization of Chapter 315, Florida Statutes, which is the general law authorizing Florida counties to engage in Port activities, and Special Acts, Chapter 67-1681, Laws of Florida, 1967, as amended, which is a special act pertaining to the Port Authority, giving the Port Authority the general powers contained in Chapter 315.

#### 1.2 GENERAL DESCRIPTION

Port Manatee is considered a landlord port in that it leases sites to private terminal operators and licenses stevedoring companies to handle cargo. The Port Authority builds and maintains berths, channels, selected storage facilities, on-site road, rail, and other necessary port infrastructure.

The Port's proximity to Florida's phosphate rock deposits has made the export shipment of bulk phosphate fertilizer products a principal commodity since the Port's inception. Overall, the greatest cargo volumes are in the form of liquid and dry bulk. However, in recent years the percentage of these cargoes has declined from 98 percent of all tonnage to 89 percent because general cargo and containerized cargo have increased. Port trade development efforts have been directed to attracting higher value general cargo as well as diversifying the cargo mix.

#### 1.3 LOCATION

Port Manatee is located in the northwestern corner of Manatee County, in the area generally known as Piney Point. Port Manatee fronts on Tampa Bay and borders the Manatee-Hillsborough County line. An access channel from the Port connects with the Federal Channel in Tampa Bay, and the point where it connects is only ten miles from the Gulf of Mexico. U.S. Highway 41 and a main line of the CSX Railroad are both situated a few hundred feet from the Port and provide rail and highway access to the Port facilities. The location of Port Manatee relative to other Tampa Bay Port facilities is shown on Exhibit 1.1.

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### 1.4 PORT FACILITIES.

The existing Port facilities include approximately 1,064,350,700 acres of land, a ship basin 1,500 feet long by 788 feet wide, and an access channel three miles long, initially 400 feet wide and 40 feet deep, which links the ship basin with the Tampa Bay Federal Channel in Tampa Bay.

The ship basin has seven improved berths, four of which are capable of berthing vessels up to 850 feet in length. There is a roll-on, roll-off berth for handling trailer chassis and rolling equipment. Bunkering, electrical, and water connections are provided at the Port. Five of the berths have underground pipelines installed to handle the loading and discharge of petroleum. The Port operates its own Class III Terminal Railroad, with two switch engines and approximately 7 miles of track connecting with the CSX Railroad. The Port owns approximately 230,000 square feet of warehouse space (including 57,000 square feet of chilled storage and 65,200 square feet of office space) for the storage of general cargo products. An additional approximately 280,000 square feet of warehouse space is provided by Port tenants.

A cruise terminal with adequate parking was completed in October, 1994, a 4,000 square foot Pavilion added in October 1995, and a 5,000 square foot Baggage Overflow Structure added in November, 1996. The 30,000 square foot portion of warehouse #2 chilled for Tropicana Products, Inc. in January 1995 was converted to freeze space in May 1996 and leased to Juice Bowl Products, Inc. d/b/a Tropicana Dole Beverages International for storing cargo for their European market. Thirty-two (32) additional reefer plugs were added on Berth 10 and land adjacent to Berth 9 was shelled for storage. A portion (30,000 sq. ft.) of warehouse #2 was recently chilled and leased to Tropicana Products Inc. for storing cargo for their European market.

The north side of the ship basin has two berths. Berth #9 is an all purpose berth, and berth #6 is also an all-purpose berth consisting of approximately 800 feet of steel bulkhead with a 60-foot clear apron. The Port, LaFarge Florida, Inc., and Pakhoyd Dry Bulk are cost sharing equally the cost of installing a conveyor system to permit LaFarge to utilize Berth 6 or 7 to unload cargo. The south side of the ship basin has a continuous 1,500-foot long concrete dock with an 80-foot clear apron (berths #9 and #10). The east end of the basin has 800 feet of bulkheading and 650 feet of berthing space (berth #8). Berth #11 consists of 650 feet of berthing and is used primarily for general cargo shipments. The Port facilities are shown on Exhibit 1.2.

### 1.5 FEDERAL HARBOR IMPROVEMENTS.

In December, 1970, the United States Congress enacted legislation authorizing the deepening of Tampa Harbor Channels from 34 to 43 feet. The Port and the U.S. Army Corps of Engineers entered into a Project Cooperative Agreement to



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~~maintenance dredge the access channel and Port basin, and subsequently, enlarge the turning basin and widen the entrance to the access channel. The maintenance dredging (Phase II) of the project commenced in October 1995 and was completed in December 1996. The Port will now be considered a Federalized Port. The access channel that connects Port Manatee with the Federal Channel is designed for a depth of 40 feet, and is currently maintained by the Port Authority; however, as a result of a U.S. Corps of Engineers feasibility study begun in 1976 and updated in 1984, the Corps has recommended to Congress that the access channel to the Port be designated a Federal channel. This project was approved by Congress and the Corps of Engineers and by the spring of 1996, the Corps of Engineers will complete maintenance dredging of the Port channel and the care of the navigational aids, thereby making Port Manatee a Federalized Port.~~

### 1.6 EMERGENCY PREPAREDNESS.

Port Manatee encompasses approximately 1,064 650 700 acres of land. Though the area is large, security is good and emergency preparedness is well developed. Emergency procedures are used and reviewed on a continuing basis. Designated Port personnel receive first aid and C.P.R. training. Refresher courses are provided as needed to maintain current certification. Designated Port personnel are trained in fire and rescue techniques and are encouraged to remain proficient in those skills. Routine procedures are used on a frequent basis for interacting with the North River Fire Department, the U.S. Coast Guard, Florida Marine Patrol, Florida Highway Patrol, Manatee County Sheriff's Office, Florida Department of Law Enforcement, U.S. Customs, U.S. Agriculture, U.S. Immigration and Naturalization Service, the Florida Department of Environmental Protection, the Manatee County Environmental Management Department, Action Commission, and others.

Direct radio communications are utilized between the Port and emergency crews and Port employees are encouraged to seek law enforcement, fire and rescue, and hazardous materials identification training.

~~Port security, access, and control are tight and 100 percent evacuation of the Port can be accomplished in one hour. The most time-consuming activity associated with an evacuation is arranging for Foreign National Merchant Marine personnel to abandon ship and legally enter the United States for transport to an evacuation shelter. Responsibility for evacuation of the county-operated penal stockade rest with the Sheriff.~~

A current Hurricane Preparedness Plan outlining the various oil spill response teams and their responsibilities in the event of a spill of any magnitude and a detailed plan for other hazardous materials control are maintained. Drills are conducted from time to time to ensure the efficiency and effectiveness of each.

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~~Petroleum Product Handling and Cleanup~~ The Oil Pollution Act of 1990 designated the United States Coast Guard as the responsible authority for coordinating the cleanup of all waterside oil spills. ~~Port Manatee is dealing proactively with all oil spills on-site. The Port has a nine-man rapid response team trained in oil spill and hazardous materials related accidents.~~ Coastal Fuels and Transtate have contracts with national cleanup organizations and have stockpiled large amounts of spill equipment on-site.

In accordance with Coast Guard Regulations 33CFR, parts 120 and 128, the Port developed a Cruise Terminal Security Plan in September 1996 that has been approved by the Coast Guard.

### 1.7 LAND AREA AND USE.

The Port Authority recently purchased an additional 414 acres (approximately) known as the Hendry Tract, thereby increasing its total land to about 1,064 acres. The Port owns approximately 650-700 acres of land and leases an additional 62 acres (a spoil island) from the State of Florida. Approximately 250 acres of property are currently being used by the Port and its tenants. The balance is vacant and available for use. Currently, the Port land is divided into six areas (zones) as depicted in Exhibit 1.3. The Hendry Tract will be analyzed and inserted into the appropriate zone or zones in the near future. The six current areas (zones) are depicted in Exhibit 1.3.

Zone A surrounds the waterfront. It is the area of greatest activity, serves the primary functions associated with ocean shipping, requires maximum flexibility for uses, determines the capacity of the Port, establishes the floor elevations for cargo handling activities, and is the foundation upon which development decisions are considered for all the other zones of the Port.

Zone B, adjacent to Zone A, is an area needed to support shipping by providing storage away from the docks. Dry bulk, liquid bulk, and container cargo terminals will eventually occupy this area. Some cargo manipulation, packaging, or assembly could occur in this zone. Terminals could be public or private and may overlap.

Zone C, an extension of Zones A and B, has been reserved for what are normally considered to be typical industrial/commercial land use activities. These activities are scheduled for Zone C because they need not be "on the docks". Offices, ship stores, repair services, warehousing, and similar professional, commercial, and service industries will occupy this zone.

Zone D is a tract of land owned by the Port but not immediately accessible to the waterfront. Scrap steel has been stored on the site in the past, but the economics of moving cargo to or from the docks to this zone are not favorable. Several

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

~~months ago, the Port sold approximately 50 acres to the County of Manatee for use by the Detention Facility and with that sale of land there remains approximately 27 acres which consists of a former scrap yard and land adjacent to CSX rail siding for future expansion of rail facilities. The site is well served by rail. The most likely uses for this site include distribution centers for general cargo, manufacturing activities which require proximity to ocean shipping facilities, and institutional uses. The county stockade and prison farm occupies a portion of the zone, and a State of Florida Department of Natural Resources fish hatchery is adjacent to the site. In the event that non-maritime uses are allowed in this zone, care should be taken to preserve sufficient land for expansion of the existing rail facilities.~~

Zone E will be a difficult area to develop because of its location, configuration, and elevation. However, Zone E is sufficiently close to the docks to warrant the intense uses which can be served by conveyor or pipeline. Additionally, the westernmost 200 feet of the zone, the area adjacent to Smith Harbor, represents an area of unique natural habitats which should be protected.

Zone F is the site of the upland dredge spoil disposal facility. Maintenance and the vertical expansion of the facility is necessary for navigation safety on the bay.

### 1.8 WATER AND AIR QUALITY.

#### 1.8.1 Water Quality.

~~Tampa Bay at Port Manatee is designated as Class III waters which include recreational uses as well as navigation and commerce. Water quality at Port Manatee is recognized as very good to excellent. The existing water quality at and in the vicinity of Port Manatee is designated Class III waters and is recognized to have good to excellent water quality. Published documentation of every agency which presently or in the past sampled water at Port Manatee substantiates this statement, and summary documents are on file with many State, Federal, local or regional agencies. These agencies include DEP, EPCHC, USACOE and MCEMD. EACMC. Geotechnical studies show that dredging the Port and channel areas did not affect water supply formations in the region. The aquifer is beneath a relatively impervious limestone stratum and was not affected by original dredging. The Port is committed to maintaining water quality at or above its present condition and maintaining a non-degradation standard. To that end, a water quality monitoring plan was developed, and approved and implemented. The plan for continuous ongoing monitoring has been implemented.~~

In addition, Port Manatee is sensitive to the nearby Aquatic Preserves, Cockroach Bay, Bishop Harbor and Terra Ceia. To help protect these areas, Port Manatee will coordinate with any duly authorized agency or advisory group. One example of a duly authorized agency with which the Port will

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

interact is the Cockroach Bay Aquatic Preserve Management Team. Also, Port Manatee cooperates and interacts to assist with the implementation of studies associated with the Tampa Bay National Estuary Program.

### 1.8.2 Air Quality

Local, State, and Federal Governments have established a variety of air quality standards to ensure high caliber air quality throughout the State of Florida. Port Manatee air quality studies have indicated air quality at Port Manatee is within established Local, State, and Federal standards. An historic exception is Total Suspended Particulates (TSP). TSP values have been occasionally recorded at levels in excess of established standards. These activities include bulk materials handling and manufacturing operations which both contribute particulates to the atmosphere. Studies were conducted between 1976-1978 to investigate TSP conditions at Port Manatee. Several recommendations were made and implemented in the resultant report which would minimize impacts on air quality.

Subsequent air quality sampling conducted in 1979-1980 indicated the corrective measures were effective and no violations of TSP standards were observed. Additional studies conducted through 1989 indicate TSP values, while still elevated in certain areas, have no off-site impact.

The Manatee County Environmental Management Department Action Commission operates several air monitoring stations in and around Port Manatee for compliance with all applicable State and County Air Quality Standards. There is a are two PM-10 particulate samplers, one located at the end of Piney Point Road, and another the other located on the corner of Buckeye Road and U.S. 41. These samplers monitor for small particles having the most health impact. In response to local concerns, the Manatee County Environmental Management Department entered into a one-year agreement with the Florida Department of Environmental Protection to locate and monitor for FDEP's database, a PM-10 particulate sampler at the existing Port Manatee ozone monitor, sulphur dioxide monitor and weather station (near the south guard gate). A continuous monitoring site is located at the intersection of South Dock and Reeder Roads. Monitoring at this site includes parameters such as wind speed/direction, ozone concentrations, and sulfur dioxide. A monthly report is submitted to the Board of County Commissioners summarizing the findings of the monitoring program.

### 1.9 CARGO TONNAGE

#### 1.9.1 Summary

Petroleum products accounted for 2,858,329 tons or 55 percent of the total cargo tonnage moving through the Port during the twelve months ended

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

~~September 30, 1994. Florida Power and Light Company (FPL) is the largest single user of petroleum products moving through Port Manatee. All of the fuel oil for this plant is imported through Port Manatee, and moves to the plant via a 17-mile pipeline constructed by FPL. The Coastal Fuels Marketing, Inc., also imports Bunker "C" type residual fuel oil and other petroleum products for distribution through Florida. Bunker "C" amounted to 66 percent of total petroleum handled in FY '93-94. Coastal Fuels imports other petroleum products, such as diesel oil, gasoline, jet fuel, kerosene, ethenol, and asphalt. Imports of these products was 1,270,134 tons in 1989 and 980,708 tons in 1994.~~

~~The volume of dry bulk products moving through Port Manatee has fluctuated from 1,633,000 tons in 1990 to 981,000 tons in 1993 and back to 1,771,000 tons in 1994. Phosphate, fertilizers, and cement accounts for most of the dry bulk shipments. Manatee Terminals, Inc., one of the original Port tenants, receives, stores, and exports phosphate fertilizer products. General cargo shipments at Port Manatee increased about 125,000 tons over the past five years. The Port anticipates continued growth in trade in this area with seaports in Mexico, Central and South America, the Caribbean, Europe and Africa.~~

### 1.9.2 Analysis of Historical Cargo Mix and Volume

~~Exhibit 1.4 lists waterborne cargo tonnage volumes for the past five (5) years from 1990 through 1994. Over the past five years, cargo tonnage ranged from a low of 4.3 to a high of 5.3 million tons, averaging 5.0 million tons a year. The preponderance of cargo tonnage remains in the liquid and dry bulk cargoes. However, the ratio of general and containerized cargo to bulk cargo has increased. In 1978, general cargo amounted to only one percent of total tonnage. In 1994, eleven percent of the tonnage was general cargo. Containers were not handled at Port Manatee until fiscal year 1984/85.~~

~~Scheduled liner service for RO/RO and containerized cargo began in 1985. At one period, three shipping lines connected Port Manatee to Central America and western Europe. Container tonnage has increased from 35,792 tons in 1988 to 74,067 tons in 1994.~~

~~Liquid bulk, primarily petroleum products, has remained relatively constant. During the earlier period of 1978 to 1983, tonnage ranged between 2.5 million to 3.5 million tons. The last five-year period reflects a stable tonnage range of about 3.1 million tons annually. Since 1982, Port Manatee has made an effort to diversify its cargo mix by pursuing general and containerized cargo. Higher revenues per ton is the principle reason for pursuing general cargoes; and general cargo is more environmentally favorable.~~

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~~Port Manatee presently has one cruise line operating from the Port to the Western Caribbean and Mexico. It is estimated that in excess of 35,000 passengers will pass through the Port aboard this sole carrier during 1995.~~

### ~~1.9.3 Shipping Trends.~~

~~Changes and technological developments in waterborne transportation over the past 20 years have greatly influenced the selection of ports for the throughout movement of commodities between land and water modes. Previous plans for Port Manatee assumed a vessel of 600 feet in length, beam of 80 feet, and drawing 40 feet. Now, bulk and general cargo container vessels, with lengths of 800 feet plus and deadweight tonnage of 40,000 and 50,000 tons are not unusual, with larger vessels in excess of 650 feet in length.~~

~~The increased size of the vessels in worldwide waterborne trade increases operating costs associated with the vessels. Previously, the normal daily vessel cost ranged from \$5,000 to \$10,000. Newer vessels incur costs that can range from \$25,000 to \$50,000 per day. With increased vessel size, port facilities must be more efficient to reduce cargo handling time. Port facility automation is a key to expeditious vessel port turnaround time.~~

## 1.940 ENVIRONMENTAL ANALYSIS OF PLANNED IMPROVEMENTS.

### 1.940.1 Turning Basin, Widener and Maintenance Dredging.

At present, approximately 95 percent of the bulk cargoes received and shipped at Port Manatee, enter or leave in domestic and foreign ships with drafts in excess of 30 feet. In order to realize maximum transportation savings, it is necessary that the Manatee Harbor channel and berthing areas be maintained to depths and horizontal configurations required by fleet vessel design. In order to eliminate the hazards involved in navigating the turn into the Harbor Channel and maneuvering in the turning basin, enlargement of the widener and basin has been planned. Failure to maintain adequate depths and horizontal configurations creates hazards to navigation, and maximization of transportation savings becomes secondary to personnel safety and protection of estuary resources, both of which are primary public purposes. The April 1990 Post-Authorization Change Report for Manatee Harbor, Florida, prepared by the U.S. Army Corps of Engineers, reports that the dredging is needed for public safety and that a Public Benefits/Costs Ratio of 9.3 to 1 is expected from completion of the project. The Ship Navigation Simulator Study, Port Manatee Harbor, by R.A. McCollum and L.L. Dagget, Hydraulics Laboratory, Department of the Army, August 1989, reports that due to strong cross currents the improvements are needed to minimize the risks of ships leaving the Port Manatee Channel and/or the Federal Channel. Exhibit 1.5 illustrates the proposed locations of the turning

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

basin and widener in relation to the access channel.

~~The Port Channel and Basin maintenance dredging (Phase I) was completed in December 1995. Currently, it is planned to have the Port channel and basin maintenance dredged by spring 1996. The channel length would be approximately 15,850 feet. From the Port facilities, the Manatee Harbor and main Tampa Harbor channels would provide access to the deeper water of the Gulf of Mexico. Channel side slopes would be 1 foot vertical to 3 feet horizontal. The 400-foot bottom width would allow for occasional two-way traffic, and navigation markers would enable day and night passage. Subsequently, in Phase II dredging, the northwest end of the Manatee Harbor channel would intersect the main Tampa Harbor channel in a widener. The west side of the channel would diverge in a circular path with a radius of 3,000 feet beginning 2,700 feet from the intersection. The east side of the channel would provide a 45 degree transition beginning 1,000 feet from the intersection. Construction of the widener would involve excavating approximately 1,175,000 cubic yards of material over a 33-acre area. The widener would be adequate for present and expected future vessels to navigate the turn without unnecessary hazards.~~

The Port basin is proposed to be enlarged approximately 6.6 acres adjacent to the southern berthing area to provide a circular turning basin. The diameter of the turning basin would be 980 feet and would involve excavating approximately 510,000 cubic yards of material. The turning basin would allow present and prospective vessels at the Port to maneuver safely. During the initial and subsequent maintenance operations, a 2-foot overdepth would be required in the channel, widener, and turning basin to allow for normal dredging inaccuracies. To obtain the project depths plus allowable overdepth, an estimated 3,185,000 cubic yards of material would be removed from the channel, widener, and turning basin.

### 1.940.2 Spoil Disposal Facilities.

~~Upland dredge disposal facilities were enlarged for the recently completed maintenance dredging. Upland spoil disposal facilities have been prepared for planned maintenance dredging in 1995/96. Exhibit 1.6 illustrates the locations of these dredge spoil disposal areas. Subsequently,~~ The material obtained from enlarging the widener and turning basin would be placed within these diked disposal areas or to mutually agreeable sites/locations determined by the appropriate agencies in cooperation with Port staff and engineers. Updated channel accretion estimates show that the channel would receive approximately 240,000 cubic yards of shoaling every three years after maintenance dredging is completed. After subsequent dredging of the widener and turning basin, 320,000 cubic yards of shoaling would occur every three years. Current planning would have the first periodic maintenance dredging operation occur no sooner than three years after

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

completion of the widener and turning basin.

### ~~1.10.3 Mitigation For Planned Improvements~~

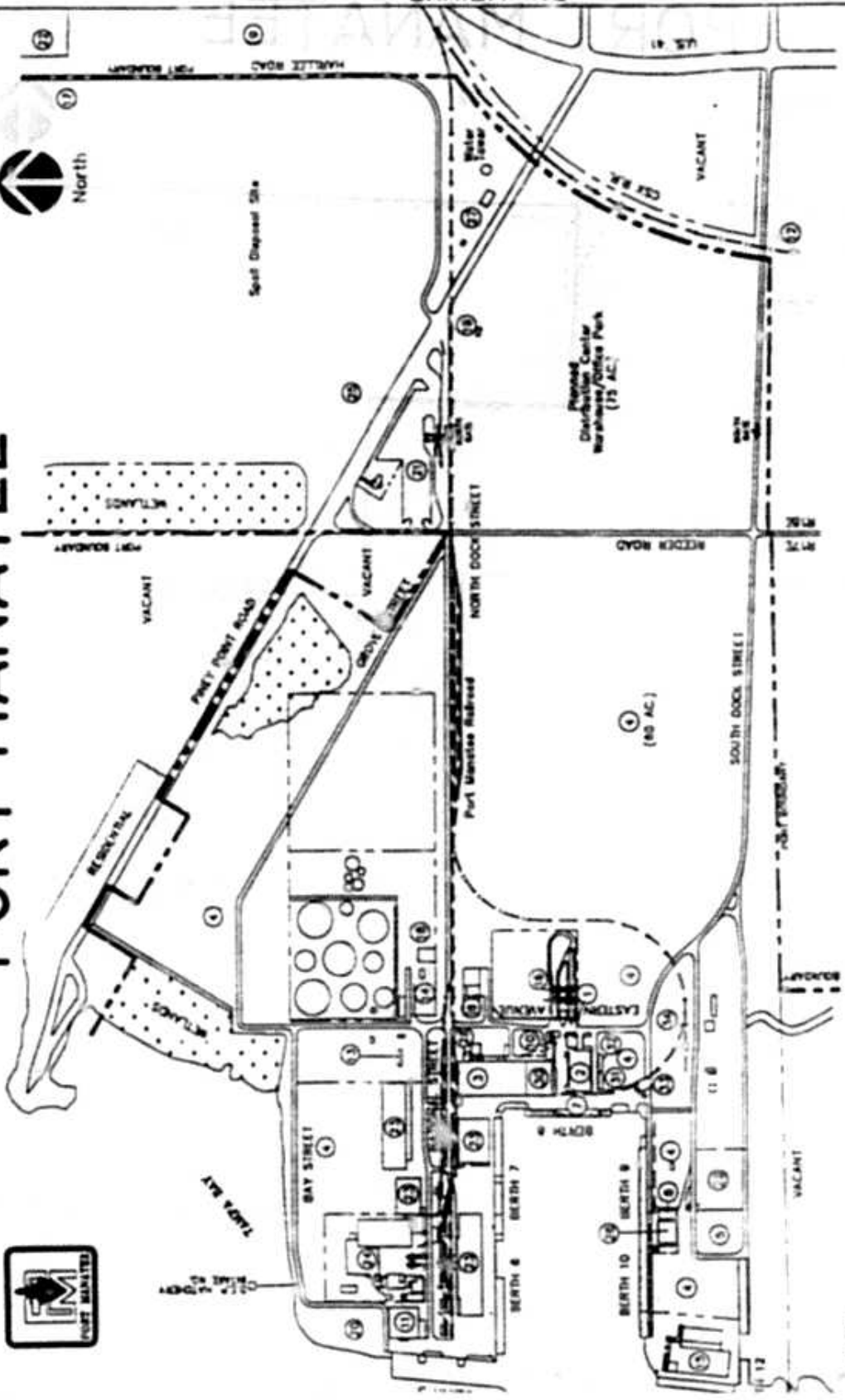
~~The shallow bay bottom proposed to be dredged in enlarging the turning basin contains areas of productive seagrass, the loss of which would negatively impact the area's ecological balance and it would be necessary to create an equal area of shallow bay bottom. The original mitigation plan to mitigate for the loss of 7.5 acres of shallow bay bottom in enlarging the turning basin is anticipated to be 11.5 acres of shallow bay bottom created from the adjacent created spoil emergent island. Consequently, material could be redistributed from 11.5 acres along the shoreline of the existing spoil island to obtain a desired 2-foot mean low water elevation. Port staff is presently coordinating with representatives of FDEP, U.S. Army Corps of Engineers and commenting on one's regarding this plan.~~

~~The Port is committed to mitigating for the maximum possible impact. Relocation of seagrass beds shall meet all applicable mitigation requirements as determined through the permitting process. None of the proposed mitigation activities will negatively affect existing bay bottom communities. Port staff will coordinate with the SWIM program staff to ensure that the proposed dredging and mitigation activities will not negatively impact the Tampa Bay ecosystem.~~

~~As required by DEP regulations, the Port will investigate the "beneficial uses" of spoil material in dredging off-site disposal options such as beach renourishment. Other beneficial uses such as the restoration of the Leisey Shell Pits with spoil material has been suggested by USCOE.~~

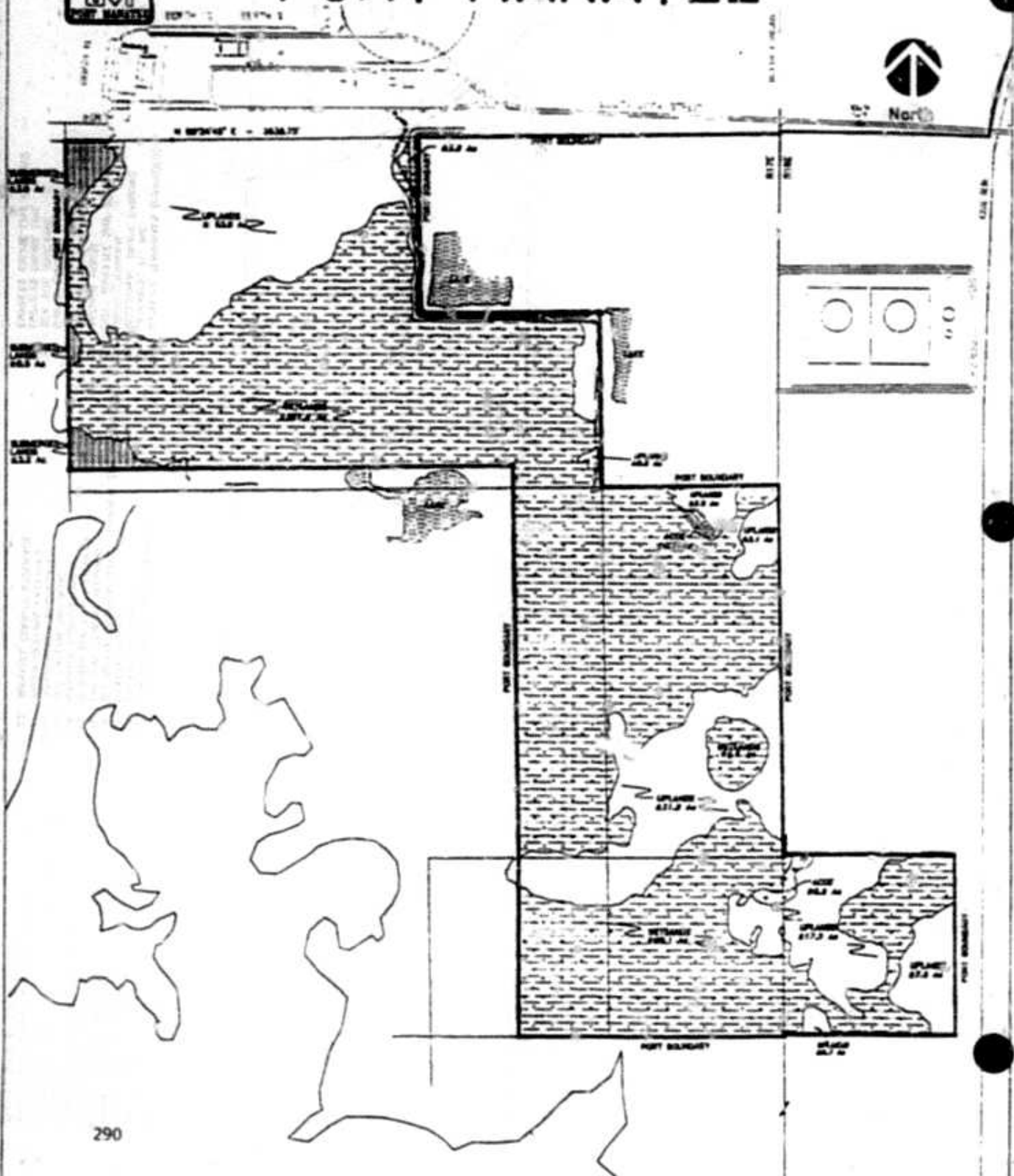


# PORT MANATEE



- LEGEND**
1. PORT AUTHORITY OFFICES
  2. TRANSIT SHED #1 (30,000 S.F.)
  3. TRANSIT SHED #2 (30,000 S.F.)
  4. OUTSIDE STORAGE AREAS W/ROLLER PILEDS
  5. CONTAINER PAD W/HEATER PILEDS
  6. OPERATIONS & MAINTENANCE BUILDING
  7. TRAFFIC OFFICE
  8. FEDERAL AGENTS - U.S.D.A., CUSTOMS, IMMIGRATION
  9. KLEIN SONS, INC.
  10. APOLLO STEVEDORING & JASON SHIPPING
  11. TRANSIT SHED #3 (30,000 S.F.)
  12. C. & D. FRUIT & VEGETABLES CO.
  13. VACANT BUILDING
  14. COASTAL STEELS
  15. DEL. NORTH TROPICAL FRUIT TERMINAL (#1 50,000 S.F.)
  16. EASTERN CEMENT TERMINAL
  17. FLORIDA DEPT. OF FISH & WILDERNESS
  18. MANATEE LAUNDRY
  19. G.C. FAICOM (TRUCKS)
  20. INTERPACIFIC AGGREGATES
  21. TRUCK QUEUING FACILITIES
  22. MANATEE COUNTY STORAGE
  23. MANATEE TERMINALS (PARKING)
  24. LA FARGE, FL. INC.
  25. ADDITIONAL TRACK PARKING
  26. CRUISE TERMINAL
  27. PORT MANATEE SHIP REPAIR
  28. ANCHOR HOUSE
  29. CRUISE TERMINAL - SHIPING AREA
  30. FRIELER MARSHDALE (25,000 S.F.)
  31. SHIP W. CANAL
  32. S.A. S&E SLUICKING
  33. EMPLOYEE CRUISE LINE
  34. EMPLOYEE CRUISE LINE PARKING

# PORT MANATEE



# PORT MANATEE

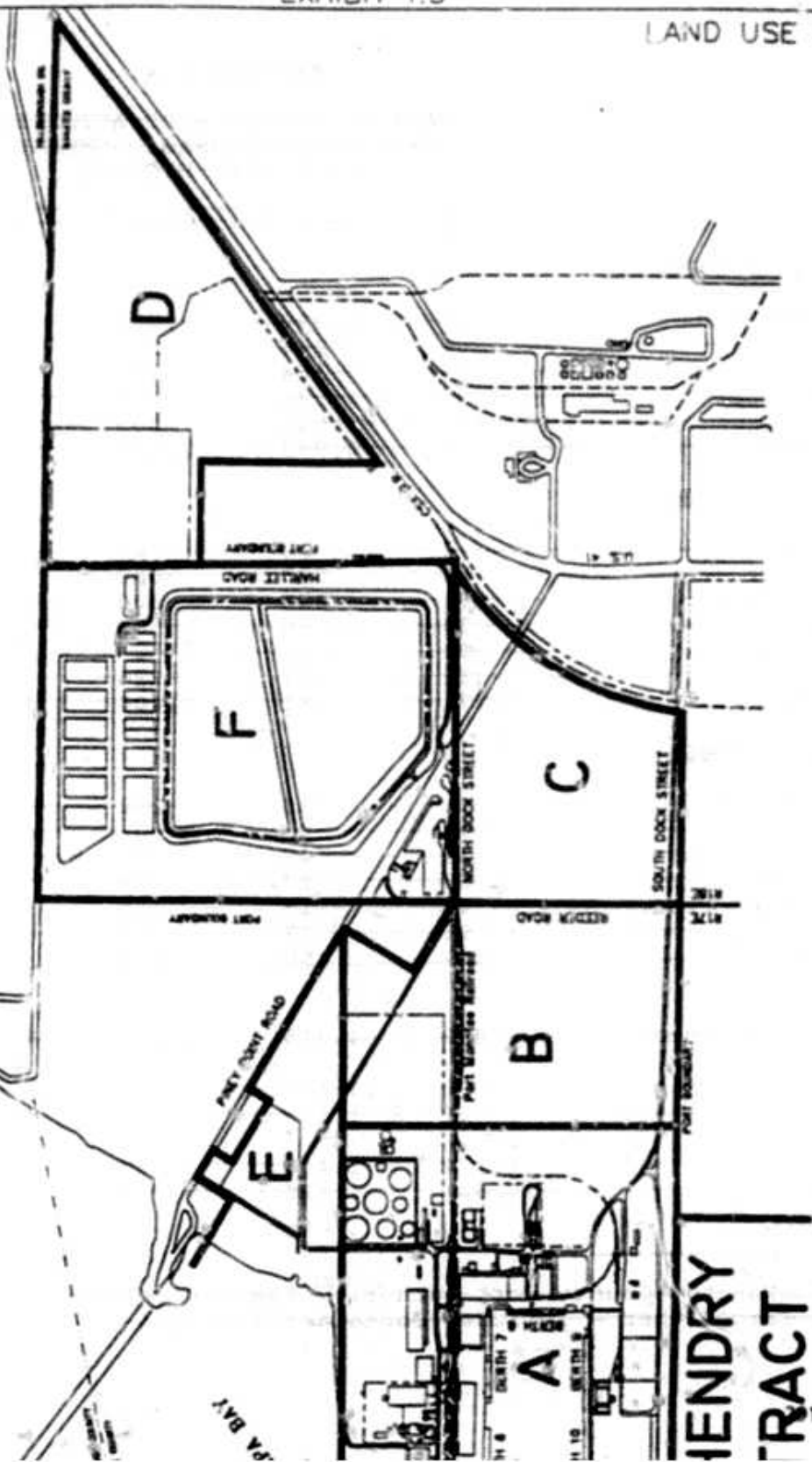


EXHIBIT 1.4

MANATEE COUNTY PORT AUTHORITY  
 WATERBORNE TONNAGE SUMMARY  
 FIVE YEAR HISTORY

1994 1993 1992 1991 1990

LIQUID BULK CARGOS:

Bunker #0 Fuel	1,818	1,320	2,300	2,309	2,182
Diesel Oil	264	260	269	244	288
Gasoline	139	164	190	158	166
Asphalt	67	74	80	63	84
Other	490	511	589	606	567
Subtotal	2,858	2,835	3,428	3,380	3,287

DRY BULK CARGOS:

Phosphate Rock	2	3	7	1	136
Fertilizers	798	503	988	635	666
Cement/Clinker	691	305	206	505	533
Aggregate	99	66	82	73	113
Gypsum	0	0	0	0	30
Other	101	104	124	90	93
Subtotal	1,771	981	1,400	1,109	1,633

GENERAL CARGOS:

Food Products	321	305	292	250	270
Seray Metal	0	0	0	0	10
Paper and Lumber	59	45	53	47	48
Water Sales	59	27	29	29	30
Construction Prod.	49	15	15	22	3
Other	91	77	45	43	56
Subtotal	579	490	474	391	425

Total Cargo Tonnage 5,209 4,315 5,303 4,874 5,265

Imports 3,790 3,177 3,476 3,306 3,791

Exports 1,410 1,138 1,827 1,568 1,474

# of Vessels 1,274 1,405 1,688 1,04 1,447

# of Rail Cars 10,638 4,425 7,064 6,031 5,249

SOURCE: Manatee County Port Authority tonnage reports.  
 General Cargo/Other: Includes Container tonnages

# PORT MANATEE

## IMPROVEMENTS TO CHANNEL & TURNING BASIN



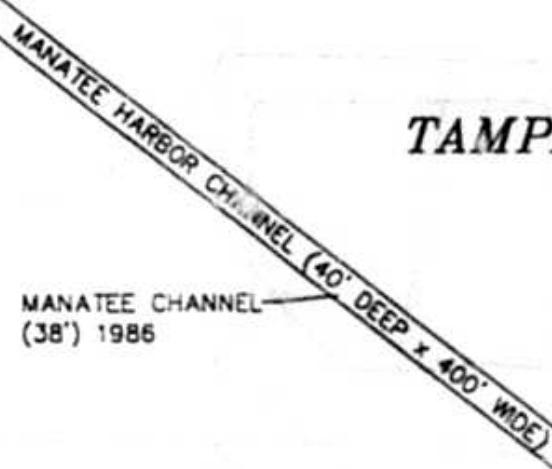
TAMPA BAY CHANNEL  
(43') 1986



North

TAMPA BAY

MANATEE CHANNEL  
(38') 1986



HILLSBOROUGH COUNTY  
MANATEE COUNTY

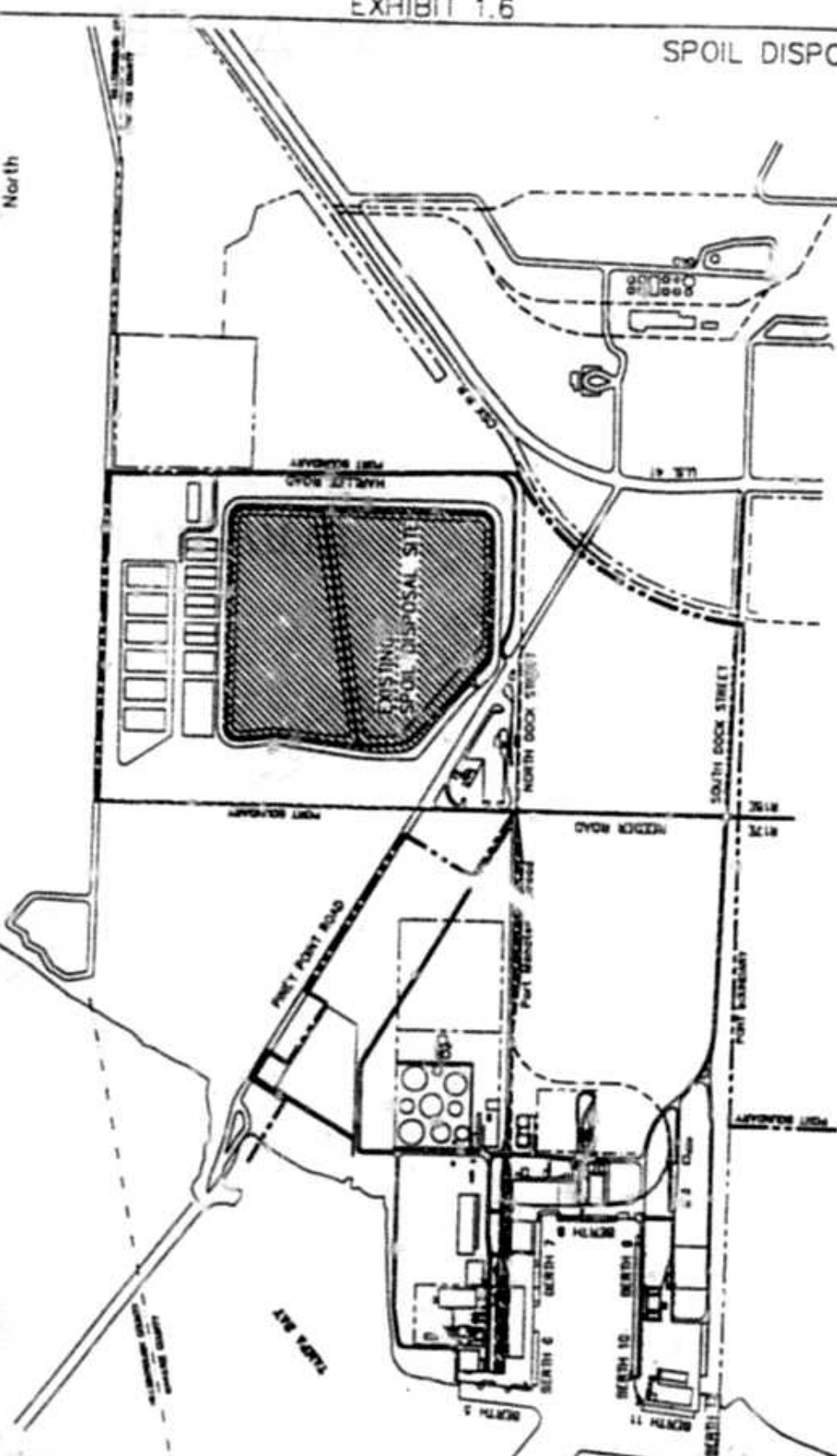
SPOIL ISLAND

PORT MANATEE BASIN  
(34') 1986

# PORT MANATEE



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# MANATEE COUNTY PORT AUTHORITY MASTER PLAN

## Section 2

PREAMBLE: CONTEXTUAL NOTE TO READERS: All references in this document to development, expansion and future projects are conceptual only, unless a specific project approval has been granted already by the Port Authority.

### Goals, Objectives, Policies

MISSION: The mission of Port Manatee is to be a powerful catalyst of countywide economic growth and hub of trade-related activity, by developing diversified and competitive deepwater shipping facilities and conducting maritime-related activities in a profitable and environmentally responsible manner. Development and operation of Port Manatee as a competitive and viable deep water shipping port to stimulate local development and serve local, state, national and international shipping needs generated by local economic development. Also, operate Port Manatee with due consideration of environmental sensitivity, with systematic land use planning.

2.1 GROWTH GOAL: Solicit, and encourage and provide for the development of the Port and plan for its implementation based upon environmental and financial feasibility.

Objective 2.1.1 Expand and improve vessel berthing areas and other Port/intermodal facilities to meet future cargo needs.

Policy 2.1.1.1: Complete permitting process to deepen berths 4 & 5 to authorized 40 foot water draft and pursue dredging of both berths. Pursue maintenance dredging to obtain authorized 40 foot water draft in Port Manatee channel and basin by spring 1996.

Policy 2.1.1.2: Develop a plan for use of the recently acquired Hendry Tract of land for both Port expansion and a plan for conservation easements. Acquire upland acreage (and wetlands, if necessary) adjacent to the Port's southern boundary known as the "Hendry Tract" for future Port expansion. Initiate permitting process to deepen berths 4 and 5 to authorized 40 foot water draft in the 1996-97 fiscal year time frame.

Policy 2.1.1.3: If acquisition of land per Policy 2.1.1.2 is not consummated in the near term, then other land or redesignation of land may be pursued for expansion. Identify and initiate permitting process on 2-4 additional berths to meet future projected cargo needs by the year 2000. This may involve the purchase of additional

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

~~land and/or redesignation of existing lands.~~

Policy 2.1.1.34: Improve and extend the Port Manatee railroad as required to enhance fluidity and productivity of cargo and passenger movement by upgrading existing track to insure safe operations and as needed to expand rail service.

Policy 2.1.1.43: ~~Initiate Phase II Complete~~ dredging of the Port channel widener and turning basin, ~~in fiscal year 1996-97.~~

Policy 2.1.1.56: Pursue construction of additional cargo warehouses (dry and/or cold), cruise terminals, intermodal container and/or storage yards, cranes and/or other facilities.

Objective 2.1.2 Encourage industrial development that will provide a diversified tax base and create jobs that will utilize local manpower resources.

Policy 2.1.2.1: Ensure the provision of berthing areas, warehouses, cargo handling and passenger facilities needed by local industries, trade and commerce.

Policy 2.1.2.2: Promote Port related industrial development that will utilize local manpower resources.

Policy 2.1.2.3: Encourage private industries to utilize and construct operational facilities. Port participation will be explored when required facilities cannot be developed by the private sector alone.

### 2.2 RESERVED

2.3 SAFETY GOAL: Provide a safe operating environment.

Objective 2.3.1 Provide protection for Port employees, tenants, users, visitors and surrounding residents.

Policy 2.3.1.1: Ensure Port operations are in compliance with applicable health and safety standards.

Policy 2.3.1.2: Construct new roads, eliminate intersection problems, install signs and/or signal devices, queuing, parking and approach areas for trucks, tractors and trailers, as needed to support Port growth expansion.

Policy 2.3.1.3: Implement the recently revised Port Safety Program.



# MANATEE COUNTY PORT AUTHORITY MASTER PLAN

## 2.4 ENVIRONMENTAL GOAL:

Keep the Port environmentally sensitive and responsive to growth and maintenance activities.

Objective 2.4.1 Minimize environmental impacts caused by Port projects or expansion.

Policy 2.4.1.1: All Port development/expansion plans shall include mitigation elements that address the impact on coastal resources.

Policy 2.4.1.2: Adoption of a plan to manage the use of Port facilities while protecting the natural habitat.

Policy 2.4.1.3: The Port shall continually monitor water quality to ensure the non-degradation standard for the basin and surrounding water bodies is not violated in accordance with the approved water quality monitoring plan, which includes existing data and standards, as well as additional monitoring necessary to establish conditions and trends. The monitoring plan shall be periodically re-evaluated in conjunction with the Environmental Management Department, Environmental Action Commission, in order to ensure appropriateness of the plan in ascertaining compliance with the non-degradation standard.

Policy 2.4.1.4: Based upon data established by the approved Water Quality Monitoring Plan, the Port shall maintain a non-degradation standard for its basin and surrounding water bodies.

Policy 2.4.1.5 The Port shall make every effort to reduce or eliminate impacts of existing and proposed dredging projects on existing seagrass beds.

Objective 2.4.2 Protect the Port area from abnormal water flow, flood and storm surge.

Policy 2.4.2.1: Annually review and update the master drainage plan, including storm water management.

Objective 2.4.3 Protect the Port from any detrimental activities of surrounding development.

Policy 2.4.3.1: Any activity that restricts cargo movement, limits safety, or infringes upon adopted environmental policies would be described as detrimental and the Port would strive to eliminate.

# MANATEE COUNTY PORT AUTHORITY MASTER PLAN

or mitigate.

Policy 2.4.3.2:

Airport Manatee will be monitored for future growth/operations infringements on Port Manatee.

# MANATEE COUNTY PORT AUTHORITY MASTER PLAN

## SECTION 3

### Implementation of Goals, Objectives & Policies Port Manatee Projections (Five to Ten Years)

#### 3.1 PORT DREDGING.

~~Phase I (maintenance dredging) of the Project Cooperation Agreement between the Port and the U.S. Army Corps of Engineers was completed in December 1996. Phase II of the Agreement to enlarge the turning basin and dredging of a channel widener at the intersection of the Tampa Bay Channel will be constructed when financially feasible. The Port and Corps of Engineers have entered into a Project Cooperation Agreement for the maintenance dredging of the Port channel and basin and subsequent dredging of channel widener and enlargement of the turning basin. This dredging is necessary to achieve a forty (40) foot water draft in the channel and basin and a four hundred (400) foot wide channel, which is necessary for servicing existing Port tenants, future commerce, safety, and environmental protection. The time frame for completion of the maintenance dredging is by the spring of 1996. The time frame for the subsequent dredging is FY 1996-97.~~

#### 3.2 PORT CARGO TONNAGE PROJECTIONS.

The projected cargo increases for Port Manatee are illustrated in Exhibit 3.1. These increases in cargo cannot be achieved without berth and facilities expansion and infrastructure improvements. The balance of this section will be devoted to a discussion of those needs.

#### 3.3 CRUISE SHIP OPERATIONS.

The Port currently has a successful cruise ship operation. Port Manatee will have to provide adequate secure parking, an additional berth, and covered terminal building to attract an additional cruise line. The south side of the Port basin is the most probable area ~~will be acceptable~~ for cruise terminals, especially south of berth 11.

#### 3.4 ANALYSIS OF EXISTING FACILITY UTILIZATION AND CAPACITY.

##### Vessel Berth Utilization

~~An analysis is made at least annually of berth utilization at the Port. The period of October, 1993, through December, 1994, showed an average usage of 59%. It is generally accepted in the industry that a seaport 90%~~

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

predominately random arrivals and departures that 35% utilization of a berth is a warning, 50% utilization is potential congestion, and 75% utilization is at maximum. Port Manatee is currently above the potential congestion percentage and must plan for expansion since it is estimated a minimum of two years is needed for constructing a new berth.

Currently, as evidenced by Exhibit 3-2, all berths are above congestion warning levels, five are at or above potential congestion level, and two are at or near maximum utilization.

### 3.54 FACILITY REQUIREMENTS.

#### 3.54.1 Introduction.

The projected growth in cargos for Port Manatee will not be achieved unless new berths are constructed as indicated in the Port Goals, Objectives & Policies. Liquid and dry bulk shipments are on random schedules, while general cargo, especially cruise and food products, are on scheduled type service. The addition of cruise and general cargo, especially food products, to Port Manatee in the past 3 years has heightened berth congestion because Port Manatee cannot dedicate berths to a particular cargo. In the past fiscal year, many liquid and dry bulk vessels were diverted from Port Manatee to Port of Tampa due to scheduling problems of the berths.

Berth 5 is utilized primarily by a dry bulk tenant. Berth 6 is currently operating as a general cargo berth but is soon to be utilized by dry bulk and liquid bulk tenants. Berth 7 accommodates two dry bulk tenants and a liquid bulk tenant. Berth 8 serves a dry bulk tenant, general cargo tenant, and other general cargo users. Berth 9 accommodates the cruise line, liquid bulk and general cargo users. Finally, berth 10 & 11 accommodate general and liquid cargo users. Conflicts at several berths are frequent. The completion of maintenance dredging will permit large, deep draft vessels to access the Port but apply additional congestion pressure because their size restricts them to specific berths.

Interim measures, (e.g. a new conveyor from berth 6 to berth 7 to allow clinker to be unloaded at berth 6) have been taken to help relieve congestion, however, the Port's goal of attracting additional food product shippers and cruise lines to the Port cannot be achieved without additional berths because these users require scheduled service and will not utilize the Port without berthing priorities.

Ports are the focal point where ocean and land modes of transportation join, and the point at which the transfer of cargo takes

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

~~place. The facilities to handle the waterborne commerce must be available to permit expeditious cargo movement through the Port, with effective interchange between highway and rail and keyed to handle peak volumes.~~

~~At most ports, facilities for bulk, especially dry bulk, are located in a separate area from facilities for containerized, general, and RC-RC cargo transfers. Dry bulk vessels normally require longer cargo operational periods at berths. Containerized cargo vessels require berths at specific times to maintain liner schedules and turnaround time is faster. The Port needs to relocate its one general cargo user from the north side to the south side of the basin to permit bulk cargo only on the north side.~~

### ~~3-5-2 Liquid Bulk Cargo Facilities:~~

~~The projected growth of liquid bulk cargo will be moderate over the next five years unless FP&L secures permission to burn a new fuel in its Parrish plant. If this occurs, their fuel imports will probably triple. Port facilities are adequate for handling the immediate and mid-term periods. Any major expansion of liquid bulk facilities will likely be in the fiscal year 1997-98 time frame. The upland area of the Port can accommodate these increased capacity needs, but additional berth space would be necessary by FY 1997-98.~~

### ~~3-5-3 Dry Bulk Cargo Facilities:~~

~~Berth 7, the primary dry bulk berth, is nearing maximum capacity at current throughput levels. Shoreside vessel cargo handling capacity needs to be upgraded, including rail car dump facilities, trackage, and the ship loading system. Otherwise, improvements in vessel berth and cargo storage capabilities may not be maximized for overall throughput of dry bulk cargo. For the short term (five years), additional dry bulk cargo berths will be needed. Berths 4 & 5, dredged to 40 feet depth, would accommodate expansion, including liquid bulk.~~

### ~~3-5-4 General and Containerized Cargo Facilities:~~

~~As previously identified, the most visible facility needs are in the general and containerized cargo areas. The volume and variety of cargo mix in this category was not originally anticipated for Port Manatee, so existing facilities and storage space were installed in a reactionary manner.~~

~~The Port is currently deficient in covered dry cargo storage space, especially since 30,000 square feet of Warehouse #2 was converted.~~

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

~~to chilled warehouse. Estimates of 60-90,000 square feet of space is needed in the short term based upon industry norms and tenant demand.~~

~~General and containerized cargo require extensive improved open storage. The vacant sites east of the basin are too far from shipside for cost effective cargo handling and storage. Therefore, any new berths ideally should be located with adequate areas (30-40 acres) behind each for storage and terminal handling operations.~~

~~Container operations require a considerable amount of paved open storage. A minimum of 25 additional acres could be needed during the next five years. Likewise, additional open storage of 10 acres or more could be needed for general cargo.~~

~~If, as planned, container and general cargo levels increase, crane(s) acquisition could be necessary. Wheel-mounted mobile cranes may be utilized as backup for a container crane and/or terminal work. In the event private stevedore companies or terminal operators do not secure adequate material handling equipment, the Port may have to invest in such equipment for leasing.~~

### 3.65 TRANSPORTATION.

#### 3.65.1 Port Road System.

The Port has obtained intermodal grants from FDOT to construct a new road along the southern Port boundary to Berth 11 (to be completed approximately February 1997) and reconstruct/repave other roads.

#### 3.65.2 Rail.

In anticipation of increased demands on the railroad, primarily in container traffic, the Port has obtained additional grant funding.

### 3.76 OTHER FACILITY NEEDS.

#### 3.76.1 Administration Building.

Port Manatee needs office space for Port support services such as steamship agents, cargo marine superintendents, brokers, chandlers, and Federal governmental activities. The presence of more direct maritime activity at the Port can be beneficial to Port development and growth. To meet the administrative and operational needs of the

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

maritime services and Port staff, a permanent office building should be developed within five years.

### 3.76.2 Consolidation/Distribution Warehouses.

Terminals and warehousing for lot consolidation of less than truckload (LTL) or less than rail carload (LCL) should be developed on property close to U.S. Highway 41. This location would be suited for warehouses which do not need to be on the waterfront.

### 3.76.3 Office/Warehouse Park.

A planned 70-acre office/warehouse park can be located in the same general location on the east side of the Port between Reeder Road and the CSX Railroad. Public utilities are available. This could be a joint venture with an experienced office/warehouse development firm.

### 3.76.4 Stevedore Cargo Building.

With increased general and containerized cargo, a need has developed for covered facilities to protect cargo handling equipment from the elements. This type facility can be located a reasonable distance from the waterfront area. Building and site should be planned for additional construction as demand increases.

## 3.87 EXPANSION PLANS - ENVIRONMENTAL IMPACT.

Construction of roads, warehousing, terminals, container/storage yards or similar facilities either by Port Manatee or tenants involve impacts of stormwater and normal permitting requirements of any development within Manatee County. However, it is recognized certain areas of the Port are environmentally sensitive and when planning for improvements to accommodate existing tenants and expected growth, the potential impact of these improvements must be analyzed. The sensitive areas for the Port consist of shallow bay bottoms, shoreline and adjacent wetlands. Current Port expansion plans would impact all three of these areas.

### 3.7.1 Wetlands

Purchase of the Hendry Tract (Policy 2.1.1.2) would involve the purchase of both uplands and wetlands. The Port plans on joining with SWFWMD and FDEP to develop a plan to utilize wetlands and/or isolated upland portions of the property for possible future mitigation, a buffer zone and public environmental park and/or recreational area.

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

### 3.7.2 Shallow Bay Bottoms/Shoreline

Shallow Bay bottoms would be impacted during any future dredging operations for deepening berth 5 and constructing berth 4 (immediately north of berth 5) and any new berth(s) which could be constructed on the Hendry Tract, result if the "Hendry Tract" is purchased. This would also have an impact on the shoreline south of the Port. Obviously, the U.S. Army Corps of Engineers Phase II dredging operation would result in disturbance of shallow bay bottom due to the virgin dredging activities.

~~To accommodate existing tenants, expected growth, and to improve current conditions, the immediate needs of the Port that are environmentally sensitive are:~~

- ~~a. Port basin maintenance dredging and Port Manatee channel maintenance dredging and subsequent widener dredging.~~
- ~~b. Improvements to Bay Street.~~
- ~~c. Development of Berths 4 and 5 and possible additional berthing.~~

~~The greatest positive impact on the environment will come from the maintenance dredging to remove the lines and other materials from the channel. These materials are disturbed with the passing of each vessel and contribute to poorer water quality in the vicinity of the grass beds.~~

~~There is potential impact from the Bay Street improvements. However, adequate measures will be taken to treat run-off and mitigate impacts. Conversely, improvements would reduce substantially the emission of dust particles into the atmosphere of the Port. The impact of dredging (including Berths 4 and 5) will be addressed in the state and federal permit applications.~~

### 3.98 ENVIRONMENTAL ASSESSMENT OF PLANNED DEVELOPMENT

When planning for construction of roads, warehousing, container/storage yards, terminals or similar facilities, run-off from paving will be managed as required by current regulations. Deep sump catch basins will continue to be utilized throughout the Port system and the remaining box cut ditches will be reconstructed with wide bottoms and grassed slopes capable of being mowed. Construction will be within the Port General Development Plan, as approved by Manatee County.



## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

Proposed impacts of Port expansion on adjacent natural areas, shallow bay bottoms, shoreline and wetlands will be reviewed and assessed as a part of the planning process for projects that would have an impact. One such project is the U.S. Army Corps of Engineers Phase II dredging project and Port staff has been involved with the Corps and FDEP in developing a mitigation plan for the project. As a part of the permitting process ongoing for berth 4 & 5, all the seagrass beds in the vicinity of the Port have been surveyed. Port Manatee is committed to the mitigation process necessary for the creation of new berths that disturb existing habitat and will address any concerns in the regulatory permitting process.

### 3.0.1 Natural Resources

~~During Phase I maintenance dredging of the basin and Port Manatee channel there would be a general but temporary negative impact on the marine environment.~~

~~Run-off from paving will be collected and held as required by current regulations. Deep sump catch basins will continue to be utilized throughout the system and the remaining box cut ditches will be reconstructed with wide bottoms and grassed slopes capable of being mowed.~~

### 3.0.2 Environmental Impact Reduction

~~Phase II of the Port dredging agreement with the United States Army Corps of Engineers contains areas of productive seagrasses. A previously approved mitigation plan has been designed to compensate for the loss of 7.5 acres of shallow bay bottom. 1.5 acres of shallow bay bottom would be created from the adjacent spoil island. Material would be redistributed from 1.5 acres along the shoreline of the existing spoil island to obtain a desired 2 foot mean low water elevation. Turbidity screens will be utilized, as appropriate, to contain turbidity within the immediate dredging area. Return water from the upland disposal site will be monitored to assure water quality standards are maintained. Discharge canals are well vegetated and contain numerous sumps to improve the discharge water quality. Every effort will be made to conserve and protect wetlands, marine life, and wildlife to maintain their environmental and aesthetic values.~~

### 3.409 ENVIRONMENTAL MONITORING PROGRAM

Port Manatee recognizes the importance of proper environmental stewardship of on-site resources and those resources of adjacent 305

## MANATEE COUNTY PORT AUTHORITY MASTER PLAN

habitats. A monitoring program has been designed with the intention of protecting and conserving natural resources in the area. Data generated from this program will document ambient environmental conditions, allow for trend analysis, and aid in regulatory and resource management decisions.

Components of the subject monitoring program will include meteorology, hydrology, and water quality. It will also include two additional elements: air quality; and a component designed to track and review all monitoring requirements stipulated in Port permits as well as permits of Port tenants and users. The air quality element will be conducted by Manatee County EMD E-A-G at their Port recently installed site.

~~Integral with the Port's monitoring efforts is the intention of compiling monitoring data from all other agencies and organizations conducting studies in the vicinity of Port Manatee. Presently the Port regularly receives this information from several sources either by contract or through letter of agreement. These sources include the Florida Department of Environmental Protection (FDEP), the U.S. Army Corps of Engineers (USACE), Manatee County Environmental Action Commission (MCEAC), Mate Marine Laboratory (MML), the Manatee County Audubon Society (MCAS), Conservation Consultants, Inc. (CCI), Environmental Affairs Consultants, Inc. (EAC), and various contract consultants of Port Manatee.~~

~~The Florida Coastal Management Program Final Environmental Impact Statement (FEIS) identified "Ports" as one of ten primary issues of special focus (DER, undated). The FEIS further states that water quality and air quality are perhaps the most important elements to consider as issues relating to Port management. The value of an ongoing monitoring program as described above should be recognized as a necessary Port management tool. The environmental synopsis and data information is found in Exhibit A, Environmental Analysis.~~

MANATEE COUNTY PORT AUTHORITY  
MASTER PLAN

EXHIBIT: 3.1

CARGO PROJECTIONS: 1996-2006\*

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FISCAL YEAR ENDING	LIQUID	DRY	GENERAL CONTAINERIZED	TOTAL
9/1996	1.9	1.8	.5	4.2
9/2001	3.5	3.5	.8	7.8
9/2006	4.5	3.5	1.5	9.5

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\* Millions of Tons

MANATEE COUNTY PLANNING DEPARTMENT  
GROWTH MANAGEMENT SECTION  
DEVELOPMENT REVIEW COMMITTEE (DRC) COMMENTS  
(941) 749-3070

DATE: JANUARY 27, 1997  
PROJECT NAME: PORT MANATEE - MASTER PLAN  
PLAN AMENDMENT / TEXT CHANGES  
PA-97-19/ORDINANCE 97-19

PLANNER: LAURIE SUESS  
CONCURRENCY: KATHLEEN THOMPSON (x) 6865

*Text*  
CONCURRENCY/TRANSPORTATION RELATED COMMENTS:

- I. This submittal may proceed when the comments listed below and the comments issued by the other DRC members are satisfactorily addressed.

N/A

- II. We offer the following suggestions, comments and concerns for this proposal; however, these do not necessarily require a revision to your application at this time:

N/A

III. General Information

We have no objection to the text changes for Port Manatee's Master Plan.

If there are any questions pertaining to concurrency and/or transportation, please contact Kathleen Thompson at 749-3070 extension 6865.

cc: Records: PA-97-17/Ordinance 97-19

**MANATEE COUNTY HEALTH DEPT.**  
410 6th Ave. E., Bradenton, FL 34208  
**ENVIRONMENTAL HEALTH SERVICES DEVELOPMENT REVIEW COMMENTS**

DATE: 01-24-97

PROJECT NO: PA-97-19

PROJECT NAME: Fort Manatee

- XX 1. County Water - County Sewer.
- 2. Permit for Water Distribution System is required prior to start of construction.
- 3. Permit for Water Treatment Plant is required prior to start of construction.
- 4. County Water - Private Package Sewage Treatment Plant.
- 5. County Water - Septic Tank.
- 6. Private Well - Septic Tank.
- 7. On-Site Sewage disposal system of adequate size currently being utilized.
- 8. Abandoned septic tanks shall be pumped out, bottoms repaired, and filled with clean sand or other suitable material (permit required from Manatee County Health Dept. unless permitted by County Public Works).
- 9. Size, type and location of septic system shall be based on site survey, soil log and plan review conducted by this department or a Florida Registered Engineer.
- 10. 75 feet separation between private potable well and septic system.
- 11. 100 feet separation required between limited use public potable well and the septic system.
- 12. 200 feet separation required between public potable well and the septic system.
- 13. Any existing wells to be located, the casing extended above existing grade, marked and capped for future use.
- 14. When lake water is utilized for landscape irrigation, a separate color-coded irrigation system shall be installed & written information stating that "the water is not for human consumption" shall be provided to the residents.
- 15. All wells in the area to be developed/excavated shall be identified by the engineer of record and plugged with neat cement from bottom to top by a Florida Licensed Well Driller prior to development or excavation.
- 16. All requirements of Chapter 10D-13, F. A. C. shall be met prior to approval/licensure as a public food service establishment.
- 17. Any food service, e.g., coffee sales, requires installation of a three-compartment sink and separate hand washing sink.

- XX 18. Adequate sanitary facilities shall be provided on a business per business basis.
- 19. Adequate sanitary facilities shall be/have been provided for employees/patrons
- 20. Any food service facility for the consumption of food on the premises shall have a urinal in the men's room, in addition to the toilet and hand washing sink.
- 21. Adequate sanitary facilities, e.g., portable toilets, shall be provided for employees.
- 22. Inspection and approval is required from Dept. of Agriculture and Consumer Services, Bureau of Food & Meat Inspection, Lab Complex M-A, 3125 Conner Blvd., Tallahassee, Fl. 32399-1650, Ph: 904-488-3951 or 1-800-435-7352.
- 23. Inspection and approval is required from Dept. of Business & Professional Regulations, Restaurant Program, 2830 Winkler Ave., Suite 115, Metro Park, Ft. Myers, Fl. 33916, Ph: 813-278-7355 or 1-800-226-7359.
- 24. A properly sized grease interceptor of not less than 750 gallon capacity shall be located external to the structure.
- 25. Dumpster unit shall be located on a curbed and elevated concrete pad, sloped to a drain, equipped with a grit interceptor with a removable bucket, connected to sanitary sewer, and equipped with a hose bibb on site.
- XX 26. Industrial wastes are to be handled in accordance with all Federal, State, and Local Regulations.
- 27. A grease-grit interceptor shall be provided.
- 28. Waste water from car wash shall be handled as specified by Manatee County Environmental Management Department.
- 29. Fuel tanks shall be registered with the Department of Environmental Management and comply with Chapters 17-761 and 17-762, F.A.C.
- XX 30. To facilitate handling and maintenance, dumpster units shall be placed on concrete pads, the locations to be reviewed by Manatee County Public Works Dept.
- XX 31. Disposal of biohazardous/biomedical waste shall be in accordance with Chapter 10D-104, F.A.C.
- 32. Florida Administrative Code requires adequate sanitary facilities be provided in recreational areas.
- 33. Swimming pools shall meet the standards in Chapter 10D-5, F.A.C.
- 34. All requirements of Chapter 10M-12, F.A.C., shall be met prior to licensure as a Day Care Center.

- 35. Inspection and approval required from Health Care Administration, 7827 N. Dale Mabry, Tampa, FL, prior to licensure. (e.g., nursing homes. ACEP's) 813-975-4235.
- 36. Inspection and approval required from Department of Children & Families, 353 6th Ave. West, Bradenton, FL 34205, Phone number 941-741-3240.
- 37. Aircraft hangers: There will be no mechanical work performed at the location, nor retail sales.
- 38. A hair strainer shall be provided in the sink.
- 39. Water, sewer, and sanitary facilities are not required in electronic switching stations with no permanent or part-time employees.
- 40. Rezone: This \_\_\_\_\_ acres to be rezoned to \_\_\_\_\_. Future use of the property shall conform to all aspects of the Florida Administrative Code with respect to sanitary sewage disposal and water supply.
- 41. Additional Comments:

Signed:



\_\_\_\_\_  
Gary Cochran  
Environmental Specialist II

(DRC)



## MEMORANDUM

**DATE:** March 17, 1997

**TO:** Laurie Suess, Planning Manager  
Planning Department

**FROM:** William C. O'Shea, Environmental Manager *WCO*  
Environmental Management Department

**SUBJECT:** Development Review Comment  
Port Manatee Plan Amendment PA-97-19 (Ord. 97-19)

---

The Environmental Management Department has reviewed the above referenced proposed Plan Amendment, and offers the following revised comments:

**Air Quality Division (contact: Basim Haiwy)**

The Air Quality Division offers no comments at this time.

**Natural Resources Division (contact: Bill O'Shea)**

The comments listed below do not appear to have been addressed in this submittal:

Section 1.10.3, Mitigation for Planned Improvements, provides mitigation for impacts to seagrasses. This section is being deleted. Have all seagrass impacts for the entire dredging project been mitigated for? If not, what mitigation will be provided for impacts during Phase II dredging?

Policy 2.1.1.2 reads as follows:

"Acquire upland acreage (and wetlands, if necessary) adjacent to the Port's southern boundary known as the "Hendry Tract" for future Port expansion and initiate the permitting process for berthing on this property."



March 17, 1997

Page 2

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Has an environmental study been conducted for the Hendry Tract? Is there a report available? This office has not reviewed the proposed expansion site for potential impacts. **Please provide this office with more information/proposed activities on the Hendry Tract.**

Section 3.7, Expansion Plans, Environmental Impact paren (a) appears to include the addition of berth 12. Information on environmental impacts from berth 12 construction has not been submitted to this office for review. **Please provide additional information.**

All development projects within the Port/future Port expansion sites must comply with Section 719, Wetland Protection Policies of the Manatee County Comprehensive Plan and the Manatee County Land Development Code.

Water Quality Division (contact: Bob Fluke)

The Water Quality Division offers no comments at this time.

If you have any questions or comments, please contact me at extension 5980.

WCO:hs

cc: Douglas D. Means  
Bob Fluke

# NORTH RIVER FIRE DISTRICT

1225 14TH AVENUE WEST • PALMETTO, FLORIDA 34221 • (941) 722-3331

March 18, 1997

GC600

Ms. Laurie Sues  
Planning Manager  
Manatee County Planning & Zoning  
P.O. Box 1000  
Bradenton, FL 34206

Re: PA-97-19 Port Authority Master Plan

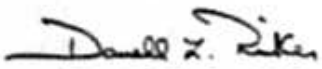
Dear Ms. Sues:

I have reviewed the captioned and my comments are as follows:

1. The existing facilities and any development of the port property must comply with the North River Fire District Fire Prevention Code.

If you have any questions or if I may be of further service, please do not hesitate to contact me.

Very truly yours,

  
Darrell L. Riker  
Fire Marshal

DLR:lld

cc: Manatee Co. Port Authority

**CONSISTENCY OF THE LOCAL COMPREHENSIVE PLAN AMENDMENT WITH  
THE STATE COMPREHENSIVE PLAN**

**NOTE:** All State goals and policies taken from Chapter 187.201, Florida Statutes

PA-97-19 (Manatee County Ordinance 97-19)

Chapter	187.201(7)(b)(2)
	187.201(16)(b)(2)
	187.201(16)(b)(4)

**ATTACHMENT #3**



IF YOU WISH TO ADDRESS THE BOARD  
DURING A PUBLIC HEARING ON TODAY'S  
AGENDA, PLEASE COMPLETE THIS FORM.  
THANK YOU.

Individuals wishing to speak on any Public Hearing  
matter must indicate so by filling out this card and  
returning it to the Clerk prior to the beginning of the  
Public Hearing.

PLEASE PRINT

Name John Paul

Address 3314 Bay Street SE

Representing Manassas

Public Hearing matter on which you want to speak:

Ordinance 97-19 (PA-97-19)

Part Minutes Part Minutes  
Please check one for each #.

1. Are you in favor opposed to ordinance  
opposed \_\_\_\_\_

2. Speaking as an individual?

Yes  No

or

Speaking as an official representative of a group.

Name of Group Manassas - 97

3. Do you have a visual presentation or other  
evidence to be submitted to the Board?

Yes  No

4. Do you wish to be notified of any subsequent  
dispute resolution proceedings?

Yes  No

cc: *Handwritten note*

*Port Manatee*



Tampa Bay  
**Manatee County  
Port Authority**

13231 EASTERN AVE. PALMETTO, FL 34221 • 813-722-6621 OR TAMPA 813-229-1051 • FAX 813-729-1453

**RECEIVED**

IAN 21 1998

Board of County Commissioners  
Manatee County

MEMORANDUM

**TO:** LARI ANN HARRIS, Chairman  
and  
PORT AUTHORITY MEMBERS

**FROM:** DAVID L. McDONALD *jd*  
Port Director

**DATE:** January 16, 1998

**SUBJECT:** Master Plan Update

At yesterday's Port Authority meeting regarding Item 4 concerning adoption of the Port's Master Plan revisions, Mr. McClash requested that an addition regarding utilization of spoil materials in the dike disposal areas be included in the Plan. The following is recommended as a policy addition:

Master Plan Amendments:

Section 2  
Goals, Objectives, Policies

ADD: Policy 2.1.1.8      Research the feasibility of reusing suitable materials from the dredge disposal area.

If there are no objections, we plan on including this in our Master Plan update. Please contact me immediately if there are any questions or concerns regarding the addition of this statement to the Plan.

jd

cc: E.N. Fay, Port Authority Attorney  
Ken Scarbrough

At the Port Authority Meeting held on January 15, 1998, it was requested that an update be made regarding Item 4 on the Agenda concerning adoption of the Port's Master Plan revisions. Joe McClash requested at that time that an addition regarding utilization of spoil materials in the dike disposal areas be included in the Plan. The following is a revision of our January 16th memorandum (copy enclosed) and is recommended as a policy addition:

Master Plan Amendments:

Section 2  
Goals, Objectives, Policies  
Develop a plan for reusing  
suitable materials from the  
dredge disposal area.

If you have any questions, please contact me as soon as possible.

jg

cc: Lari Ann Harris/Chairman  
E.N. Fay/Port Authority Attorney  
Ken Scarbrough

Non-Profit Code Administration  
Customer Service  
PO Box 2225  
Tallahassee, FL 32316-2225

Supplement 12

03/23/98

We have received the following material.

Thank you for your assistance and cooperation.

Ordinance Nos. 97-01, 97-15, 97-17 and 97-19.

1-800-252-2533 (National)

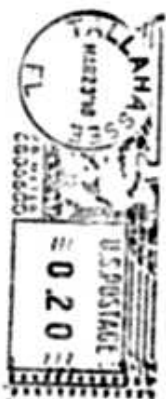
LSA

Send your ord/names to [ord@all.wn1code.com](mailto:ord@all.wn1code.com)

Visit our home page at <http://www.wn1code.com>

We have hundreds of Codes you can search.

Set additional copies of zoning, etc., Charter etc.  
for sale separately from the Code. Call for info.



TO:

R.B. Clipp Stone

Clerk of Circuit Court

Manatee County

P. O. Box 1000

Bradenton, FL 34204-1000

