



March 5, 2026 - Land Use Meeting

Subject

Generic Public Comments

Category

ANNOUNCEMENTS

Briefings

None

Contact and/or Presenter Information

Contact: Bobbi Roy, Supervisor, Agenda Division, 941-748-4501 ext. 6878,
bobbi.roy@mymanatee.org

Action Requested

N/A

Enabling/Regulating Authority

N/A

Applicable Advisory Board

N/A

Background Discussion

N/A

Attorney Review

Not Reviewed (No apparent legal issues)

Instructions to Board Records

N/A

Cost and Funds Source Account Number and Name

N/A

Amount and Frequency of Recurring Costs

N/A



March 5, 2026 - Land Use Meeting

Subject

Updates to Agenda - March 4, 2026

Category

ANNOUNCEMENTS

Briefings

None

Contact and/or Presenter Information

Bobbi Roy, Supervisor, Agenda Division, 941-748-4501 ext. 6878,
bobbi.roy@mymanatee.org

Action Requested

Agenda items updated accordingly

Enabling/Regulating Authority

N/A

Applicable Advisory Board

N/A

Background Discussion

Below are agenda updates (dated 3/4/26) for the meeting of March 5, 2026:

ANNOUNCEMENTS

Generic Public Comments - Additional Public Comments attached.

CONSENT AGENDA

1. **Resolution R-26-028 Denying Application PDR-24-08(Z)(P) – Zipperer Rd – Mary E. Chamness, Moran Family Land LLC, and Johnathan S Sinkler (Owners) – M/I Homes Of Sarasota, LLC (Contract Purchaser) – PLN2404-0056-James J. McDevitt III, MURP, Development Services Team Leader- District 1** - Public Comment attached.

ADVERTISED PUBLIC HEARINGS - LEGISLATIVE

Presentations Scheduled

4. PA-25-13 / Ordinance 26-01 County Initiated Comprehensive Plan Text Amendment 5-1 Series - PLN2510-0080 - Legislative - Elizabeth Shulman, Senior Planner - Countywide – Updated Ordinance removing Draft Watermark from maps.

ADVERTISED PUBLIC HEARINGS - QUASI-JUDICIAL

Presentations Scheduled

7. First Public Hearing for LDA-24-02 – Local Development Agreement for Crosswind Ranch LDA - PLN2404-0112- Quasi-Judicial - Rachel Layton, AICP, Planning Division Manager/Impact Fee Administrator, District 1 - Updated Maps and Aerials attached.

Attorney Review

Not Reviewed (No apparent legal issues)

Instructions to Board Records

N/A

Cost and Funds Source Account Number and Name

N/A

Amount and Frequency of Recurring Costs

N/A

From: Barry Stulberg <ebstulberg@gmail.com>
Sent: Friday, February 13, 2026 12:50 PM
To: Jason Bearden <jason.bearden@mymanatee.org>
Subject: Copy of My Email to Nicole Knapp FYI

You don't often get email from ebstulberg@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from an external source.
Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

Dear Ms. Knapp. This is a follow up to my explaining to you after the Board meeting Wednesday on how you could create a zoning ordinance that would accomplish Commissioner Kruse's objectives of creating additional uses in the S-41 corridor that would be of right provided they meet certain requirements and could be approved administratively. This was to encourage desired development in this corridor because the builder wouldn't have to worry that its investment in time and cost would be lost if the property was not rezoned for its use. This zoning ordinance is called "overlay zoning".

This is what I was earlier explaining to Commissioner Ballard and Chair Siddique, and briefly explaining to Commissioner Kruse. My 1st attachment below is a ChatGPT discussion by way of example of what overlay zoning is all about.

My 2nd attachment is a tailored draft by ChatGPT of an overlay district structured specifically around Manatee County's Comprehensive Plan framework in ordinance format so it could be realistically inserted into the Manatee County Land Development Code (LDC) as a new overlay district. ChatGPT says it is also structured to comply with Florida's Live Local Act.

You can treat the types of permitted uses by right and requirements in the example (1st attachment) and in the draft ordinance (2nd attachment) as merely suggestions as ideas and can be retooled and tailored to the desires of the Board.

Also, under the ordinance I would suggest adding under Section 1. Purpose and Intent:

"7. Adoption of the overlay district shall not be construed as requiring reassessment of properties unless and until development approval is granted." (I would also suggest you discuss this with the Manatee County Assessor to see if it is in agreement that it will not reassess.

I would also under the ordinance suggest adding in Section 9. Administrative Approval Process that a development shall comply with:

"All applicable building and site development standards." (This was in the example but somehow got left out of the ordinance.)

All of the above are ideas the County Attorney can consider in preparing a draft of an overlay ordinance if the Board wishes to go in that direction.

Glad to help. I can be of any further assistance, please don't hesitate to contact me.

Barry Stulberg 248 310 8308

MANATEE COUNTY COMMERCIAL CORRIDOR MIXED-USE OVERLAY (CCMUO)

Section 1. Purpose and Intent

The Commercial Corridor Mixed-Use Overlay (CCMUO) is established to:

1. Encourage redevelopment of aging commercial corridors.
2. Promote vertical mixed-use and residential development in commercially zoned areas.
3. Increase housing supply, including workforce housing.
4. Preserve existing commercial entitlements.
5. Provide objective standards allowing administrative approval.
6. Implement the Future Land Use Element policies encouraging infill and mixed-use development.

The overlay is **optional** and does not remove or alter underlying zoning permissions.

Section 2. Applicability

This overlay may be applied to properties zoned:

- GC – General Commercial
- HC – Heavy Commercial
- LM – Light Manufacturing (where consistent with Future Land Use)
- PD-C – Planned Development Commercial

within designated Commercial Corridors identified on the Overlay Map adopted by resolution of the Board of County Commissioners.

Section 3. Relationship to Underlying Zoning

A. All uses permitted in the underlying district remain permitted.

B. Property owners may elect to develop under:

- The underlying zoning regulations; OR

- The overlay standards.

C. Where overlay standards conflict with the underlying district, the overlay standards control for developments electing to use the overlay.

D. No rezoning shall be required if development complies with this overlay.

Section 4. Additional Uses Permitted By Right

The following uses shall be permitted administratively, provided all objective standards are met:

1. Multifamily residential
2. Mixed-use buildings (ground-floor commercial required on arterial/collector frontages)
3. Live-work units
4. Townhomes
5. Boutique hotel (≤ 100 rooms)
6. Senior housing / independent living

No special exception or public hearing required.

Section 5. Density and Intensity

A. Base Residential Density

Up to **30 dwelling units per acre**, regardless of underlying FLU density limitations, provided property has Commercial Future Land Use designation.

B. Bonus Density (Up to 45 DU/acre)

Permitted if one of the following is provided:

- 15% of units affordable at $\leq 120\%$ AMI
- Structured parking
- Transit stop improvement
- 10% publicly accessible open space

C. Floor Area Ratio (Non-Residential)

- Base FAR: 1.0
 - Maximum FAR with mixed-use: 2.5
-

Section 6. Height

A. Base height: 45 feet (3–4 stories)

B. Maximum height: 75 feet (6 stories) if:

- Adjacent to arterial roadway; AND
 - Stepback of 15 feet above 3rd story when adjacent to residential zoning.
-

Section 7. Site Design Standards (Objective)

To qualify for administrative approval, the following must be met:

1. Primary entrance oriented toward public street.
2. Parking located to side or rear (front parking limited to 40% of frontage).
3. Minimum 10% landscaped open space.
4. Sidewalk connection to public right-of-way.
5. Ground-floor transparency minimum 50% for commercial frontages.
6. Dumpster enclosures screened.
7. Building façade articulation every 50 feet.

All standards are measurable and objective.

Section 8. Parking

- A. Multifamily: 1.5 spaces per unit.
- B. Mixed-use reductions allowed for shared parking.
- C. 20% reduction permitted within ¼ mile of transit stop.
-

Section 9. Administrative Approval Process

A development complying with:

- All overlay standards

- County concurrency requirements
- Stormwater and utility requirements

shall be approved administratively by the Development Services Director within 45 days.

No public hearing required.

Section 10. Existing Uses

- Existing commercial uses remain conforming.
 - Redevelopment may occur under underlying zoning without using overlay.
 - Nonconforming uses are unaffected.
-

Can you please give me an example of an overlay zoning of a commercial area where sas of right are created provided they meet certain conditions while still allowing existing zoned uses as permitted uses

Yes — what you're describing is commonly called a **"by-right conditional overlay"** or a **"use-incentive overlay"** where additional uses are permitted *by right* if objective standards are met, while the underlying zoning and its permitted uses remain intact.

Below is a clear example you can use as a model.

Example: Commercial Corridor Mixed-Use Overlay (CCMUO)

1. Purpose

The Commercial Corridor Mixed-Use Overlay (CCMUO) is established to:

- Encourage redevelopment of aging commercial corridors
- Promote mixed-use and residential development
- Increase walkability and economic vitality
- Preserve existing commercial entitlements

The overlay **does not remove or alter underlying zoning uses**. Instead, it adds additional permitted uses subject to objective standards.

2. Applicability

This overlay applies to properties zoned:

- CG (General Commercial)
- HC (Highway Commercial)

within the designated Commercial Corridor Overlay Map.

3. Relationship to Underlying Zoning

1. All uses permitted in the underlying zoning district remain permitted.
2. All dimensional standards of the underlying zoning remain in effect **unless modified by this overlay.**
3. Where standards conflict, the overlay standards control.

4. Additional Uses Permitted by Right (Overlay Uses)

The following uses are permitted **by right**, provided the development complies with all overlay standards:

1. **Multifamily residential**
2. **Mixed-use buildings** (ground-floor commercial with upper-story residential)
3. Live-work units
4. Boutique hotel (≤ 75 rooms)

No rezoning or special exception is required if objective criteria are satisfied.

5. Conditions for By-Right Approval

Overlay uses shall be permitted administratively if the following standards are met:

A. Minimum Lot Size

- 1 acre minimum for standalone multifamily
- No minimum for vertical mixed-use

B. Density

- Up to 30 dwelling units per acre
- Up to 45 dwelling units per acre if:
 - 15% of units are workforce housing, OR
 - Structured parking is provided

C. Height

- Base height: 3 stories
- Up to 5 stories if:

- Building steps back 10 feet above the 3rd floor adjacent to residential zones

D. Design Standards

- Minimum 60% transparency on ground floor
- Parking located behind or beside building
- Primary entrance facing public street
- 10% open space or plaza area

E. Traffic Threshold

- Project must generate fewer than X peak hour trips or provide mitigation consistent with adopted concurrency rules.

6. Administrative Approval Process

If the applicant demonstrates compliance with:

- All overlay standards
- All applicable building and site development standards

Approval shall be granted administratively within 30 days.

No public hearing required.

7. Existing Commercial Uses

- Existing permitted commercial uses remain permitted.
- Existing developments may continue as legal conforming uses.
- Property owners may choose to:
 - Develop under underlying zoning, OR
 - Elect to use overlay standards.

The overlay is optional, not mandatory.

Why This Structure Works

This type of overlay:

Overlay Zoning Example

- ✓ Preserves existing zoning rights
- ✓ Avoids downzoning claims
- ✓ Creates predictable "by-right" approvals
- ✓ Encourages redevelopment
- ✓ Reduces political discretion

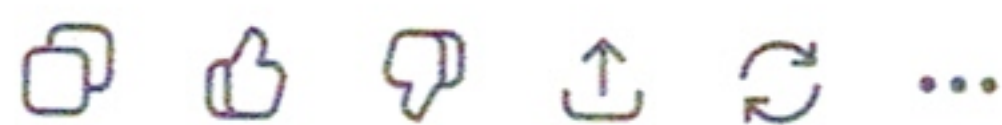
Real-World Examples of Similar Overlays

- Miami 21 Transit Corridor Overlay
- Arlington, VA Columbia Pike Form-Based Overlay
- Tampa Midtown Overlay
- Denver Mixed-Use Corridor Overlay

If you would like, I can:

- Draft one tailored specifically to **Manatee County commercial districts**
- Structure one to comply with Florida's Live Local Act
- Or draft language designed to withstand legal challenge

Just tell me the jurisdiction and development goal.



Please draft one tailored specifically to Manatee County commercial districts

Barry, below is a **tailored draft overlay district** structured specifically around **Manatee County's Comprehensive Plan framework and common commercial districts (GC, HC, LM, PD-C, etc.)**.

This is written in ordinance format so it could realistically be inserted into the **Manatee County Land Development Code (LDC)** as a new overlay district.

From: Carolinalawson99 <carolinalawson99@gmail.com>

Sent: Thursday, February 19, 2026 5:21 PM

To: Bobbi Roy <bobbi.roy@mymanatee.org>

Subject: A Resident's Strong Opposition

You don't often get email from carolinalawson99@gmail.com. [Learn why this is important](#)

CAUTION:This email originated from an external source.

Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

Good evening,

My name is Carolina Lawson, I am an American citizen and resident of Manatee county deeply disturbed by and in strong opposition to the board's plans to allow our land, wildlife and water supply to be destroyed for the sake of a cruise ship port off of Terra Ceia Bay and Rattlesnake Key.

There is no amount of short term gain a cruise port or any similar project could provide that would outweigh the horror of the long term consequences. Aside from upsetting the delicate balance required for the various ecosystems in our area, this is dangerous to our community. In 2020, the Tampa Bay Estuary Program performed a study and released a detailed [Habitat Master Plan Update](#) which showed that to deliver on water quality and habitat goals in Tampa Bay, there could be no net loss of mangroves. This assessment included all proposed development tracts. **This business proposition is a NET LOSS to the environment, to our water quality, and to our LOCAL economy.**

I live here because I am love the breathtaking beauty of the hammocks, estuaries, and mangroves. I care about my community and our access to resources. If you allow this to happen, it will very much negatively impact all residents- including those on the board.

I urge you reconsider. Please feel free to reach out with any questions.

Best,

Carolina Lawson

Z-14-2026

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cown Tract

To: Manatee Co Board of County Commissioners
George Kruse, Amanda Ballend, Carol Ann Felts,
Tal Siddique, Mike Rahn, Bob McCann, Jason Bearden:

I'm writing to ask you, to beg you, to not allow any rezoning of the above referenced tract of Florida estuary. Over the past decade so much of wild, native Florida is being destroyed by over growth that soon we will have nothing left. No votes by you will help preserve our dwindling fragile ecosystem for Floridians and tourists alike, and not eliminate the habitat for our fish, other sealife, and of course our beloved manatees. Thank you for doing what is best for OUR Florida.

Denise Decker
Apollo Beach, FL

Manatee County Board of Commissioners

Re: Rezoning of Knott-Covey Tract

Commissioners: Chair George Krause
 Amanda Ballard
 Carol Ann Feltz
 Tad Siddique
 Mike Rahn
 Dr Bob McCann
 Jason Bearden



I respectfully urge you all to deny any request to rezone this tract in Terra Ceia, Tampa as a connected estuary and dredging and large vessel traffic will harm water quality, as to if the grasses impact wild life more and the fisheries.

Our daughter studied this area while she attended University of Minnesota Duluth Campus in 2009-11 as she studied Environment; obtained her degree. This area is known for it's ability to recover from storms; pollution and studied for it's resilience - please don't reduce this ability

We reside in Bay Colony and love it here.

Carolyn : Cliff Schmidt
 5000 Beacon Rd
 Palmetto, FL

612-669-9812

612-865-4641

2-14-26

Manatee County Board of
County Commissioners

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowen Tract

Dear Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Tal Siddique

Mike Rahn
Dr. Bob McCann
Jason Bearden

I'm writing to ~~ask~~ you to deny any rezoning requests for higher density uses of the Knott-Cowen Tract. Dredging and massive vessels moving through that area will affect the environment all over the Bay, not just that immediate area. It will harm water quality, wildlife, rookeries, fish nurseries, seagrass, and citizen recreation.

Please deny the proposal and keep a priority on the health of Tampa Bay for economic and environmental reasons.

Sincerely,

Julie Del Cueto

St Petersburg, FL

February 14, 2026

Steven Novo
1590 Braeside CT.
Palm Harbor, FL 34681

Manatee County Board of County Commissioners
P.O. Box 1000
Bradenton, FL 34206

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cowin Tract

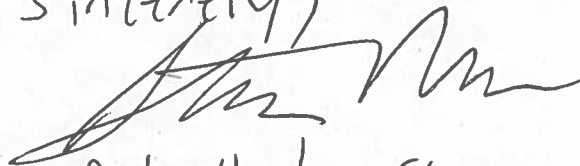
Dear Chair George Kruse, Vice Chair Amanda Ballard,
Carol Ann Felts, Tal Siddique, Mike Rahn,
Dr. Bob McCann, Jason Bearden

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Cowin Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass and impact wild wildlife, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,



Palm Harbor, FL

Esteemed County Commissioners,



Please remember your constituents and the impact to "the paradise" that is Terra Ceia, voting for continuing this port will have.

This is our home. There is already a defunct cruise port @ Port MANATEE! IT did not work before and will not work again. This port does nothing but destroy the community and lose a few pockets. At what point do you realize you work for us and not special interest? I hope this is a pivotal moment in all of your careers as a Commissioner and you show us we chose wisely when voting in the prior elections.

If care for your constituents does not sway your vote to opposition, I invite you all to spend a day on Terra Ceia and immerse your selves in the Cultural, Historical, environmental and Quality of life that will be severely impacted by anything less than opposition on your part.

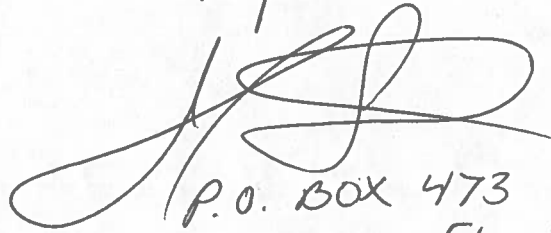
RECEIVED 2

FEB 19 2026
Board of County Commissioners
Manatee County

Development of the Knott-Gowen Tract
in any capacity is destruction to one
of the last remaining areas of MANATEE
COUNTY that is pristine!

I respectfully ask you All to put
this development of the Port on
this property to the people. Please
put it on the ballot and let US
decide.

My best,



P.O. BOX 473
Terra Ceia, FL



2/14/26

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Lowen Tract for higher density uses. Tampa Bay is one connected estuary, and digging and large vessel traffic would harm water quality and the way of life for birds, animals living in the area and people throughout Tampa Bay.

Please prioritize protecting Tampa Bay's long-term health ~~for~~ and deny the proposal.

Sincerely

Tiane Lynn Riggs

Terra Cia Island, FL 34250

RE: Rezoning of the Knott-Cowen

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,
Chair George Kruse, Vice chair Amanda Ballard,
Carol Ann Felts, Tal Siddique, Mike Rahn, Dr. Bo
McCan, & Jason Bearden,

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density use. Tampa Bay is one connected estuary, & dredging & large vessel traffic would harm water quality, destroy sea grass, & impact wildlife fisheries & recreation across the entire bay for decades.

we have enough cruise ports, we have enough development. What we are lacking are natural spaces for wild life & human recreation. At what point do we stop prioritizing greed & money over planetary health? Is it once hurricanes flood our cities b/c we have destroyed the natural barriers that protect our shores? Is it once we have almost no wild life left? You have the power to

do good; Please choose to do so, not only
for your constituents, but for the Tampa
Bay plants & animals that do not have
a voice.

Please Prioritize protecting Tampa Bay's
long-term health & deny the proposal

Sincerely,

Anya Hayman

Kevin Santana

City of St. Pete FL



Dear Manatee County Commissioners,

As a resident of the Tampa area, I respectfully urge you to deny any requests to re-zone the Kott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary, & dredging & large vessel traffic would harm water quality, destroy seagrass, & impact wildlife, fisheries, & recreation across the entire bay. Mangroves & seagrass beds are hotbeds of biodiversity & are absolutely critical both to the health of local ecosystems & our fishing sector, both recreational & commercial. The next generation deserves to have this beautiful wild space.

Please prioritize protecting Tampa Bay's long-term health & deny the proposal.

Sincerely,

Jared Mancini

Largo

Manatee County Board of County Commissioners,

P.O. Box 1000

Bradenton, FL 34206

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Re: Rezoning of the Knott Cowen Tract

Dear Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

* Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

Date: 2-14-26

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott Cowen Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

Maria Berthou

6603 38th Ave. Cir W.

Bradenton, FL 34209

Manatee County Board of County Commissioners
PO Box 1600
Bradenton, FL 34206

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowen tract

To: Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Tal Siddique
Mike Rahn
Dr. Bob McCann
Jason Bearden

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny this proposal.

Sincerely,
Judith MacInness
Palmetto, Florida

Manatee County Board
of County Commissioners
P.O. Box 1000
Bradenton FL 34206

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE: Rezoning of The Knott-Cowen Tract

Dear Commissioners Kruse, Ballard, Felts,
Siddique, Rahn, McCann and Bearden:

I don't only urge you, I implore you to
deny any request to rezone the Knott-
Cowen Tract for higher density uses.

I've been visiting Florida since I was a
child. My great grandma and uncle lived
in Gephyrhills and we came every year
visiting different areas/beaches. My
husband was stationed at Patrick and
MacDill AFB and we always knew we
would move to Florida at some point,
once retired. My ~~five~~^{three} times great
grandfather was stationed at Fort Dade
on Egmont Key during the Spanish -
American War. So while we only
moved to this area a little over four
years ago, I feel like we've been kicked
in the gut. I drove from Parrish to

Bay Pines VA Regional Office until retiring in December 2025. I can't imagine driving over the beautiful Sunshine Skyway Bridge and seeing the ugliness of concrete and super-sized cruise ships. Not to mention the destruction of the beautiful and necessary waters, topography, sea life and wildlife. I just can't fathom how anyone thinks a cruise port in this pristine area is a good idea.

I want to continue kayaking and hiking this beautiful irreplaceable area.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

Joy L. Klein
Parrish FL

February 14, 2026

Re: Rezoning of the Knott-Cowen Tract

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr Bob McCann

Jason Bearden

I respectfully urge you to deny requests for rezoning that negatively affects our natural environment.

Dredging and large vessels will majorly hurt our waters, our wildlife, our fisheries, and the long-term health of our bay.

Please deny the proposal that leads to the devastation of our eco-system.

Sincerely,

Frank Milazzo

Palmetto, FL

To: Manatee Co. Board of County Commissioners

Attn: Chair George Kruse

Vice Chair Amanda Brannen

Carol Ann Feltz

Tal Siddique

Mike Rahn

DR. Bob McCann

Jason Brander



I respectfully URGE you to deny
any requests to REZONE the Knot-
Coven Tract for higher density uses.
As a resident of Terra Ceia Island
I oppose ANY rezoning of any
land around our island. The
impacts to our community will
be devastating! We moved to
this island for Privacy, to enjoy
peaceful property, and to enjoy the
water around us. Please Do
NOT ALLOW ANY REZONING

Kind Regards,
Rhonda Jolly

Re: Rezoning of the Knott-Cowan Tract

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear George Knise, Amanda Ballard, Carol Ann Felts,
Tal Siddique, Mike Rahn, Dr. Bob McCann,
and Jason Bearden,

When I heard the news, I, as well as many
other residents were devastated. As a Manatee County
citizen, and business owner, I strongly urge you to
listen to the voices of our community.

You have the Power,

Icon Anderson
Bradenton, FL. Resident



RE: Re-zoning of the Knott-Cowen Tract
To:

Manatee County Board of Commissioners

Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Dear Manatee County Commissioners;

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses.

Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

Natalie Park

City of St. Petersburg, FL

Good Day, 2/14/26 Re: Rezoning of the
Knott-Coven Tract

Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden



I'm at the Stop the Skyway/Cruise Port,
Save the Bay rally. It's amazing to see
all of the support in our community and
communities around us. Environmental protection
is so important to all generations: the
future of our coastline. Please don't vote
to rezone this area!! All folks enjoy
this area we are a strong numerous group.
There are a lot of votes here today.
Please stand up for us: our beautiful
coastline!!

Thank you
Theresa Perella

Feb. 14, 2026

Manatee County Board of Commissioners

RE: Rezoning of the Knott-Cowen Tract

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Chair Kruse
Vice Chair Ballard
C. Felts
T. Siddique
B. McCann
J. Bearden

I respectfully urge you to deny any requests to rezone the Knott Cowen Tract for any and all high density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic would harm water quality, seagrass and impact wildlife, fisheries and recreation.

Please prioritize protecting Tampa Bay long term health and DENY the proposal.

This is our home, please respect that and honor your commitment to your constituents.

Brenda Whaley
4213 Pinfish Lane
Palmetto, FL 34221

Brenda
Whaley

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

February 14, 2026 ♡

Greetings to All Commissioners:

Chair Kruse, Vice Chair Ballard,
Carol Feltz, Tal Siddique, Mike Rahn,
Dr. Bob McCann and Jason Beardon

RE: Rezoning of the Knott-Cowen Tract

Are you aware that Manatee Co. already
has a port? We really don't need another

Are you aware that Estuaries are
baby nurseries?

Are you aware of the benefits of
aquatic preserves.

If you have spent any time at boat
stations, there is no sea grass, the water
is undean as is the air.

There are many qualified experts whom
would be willing to educate the commission
on many of these issues.

Please invite and educate yourselves
as well as the whole of the county

Thank you for you

Rebecca Pierson, voter

716 36th St. W

Bradenton, FL 34205

RE: Rezoning of the Knott - Cowen Tract

Addressing: Chair George Kruse, Vice Chair Amanda Ballard, Carol Ann Felts, Tal Siddique, Mike Rahn, Dr. Bob McCann, Jaso Bearden

Dear Commissioners,
I respectfully urge you to deny any requests to rezone the Knott-Cowen tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass and impact wildlife, fisheries, and recreation across the entire bay for decades. It's truly heartbreaking. Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,
Laura Owen

Bradenton, 34207

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cowen Tract

Dear George Kruse, Amanda Ballard, Carol Ann Felt

Dear TAL Siddique, Mike Rahn, Dr. Bob McCann,

Dear JASON BEARDEN,

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Please deny all requests to rezone
the Knott-Cowen Tract for higher density uses!
I am born and raised here, own property here,
and have utilized this area since childhood
for personal and family time. This area
is our "top treasure." It's world class.

Higher density use will greatly impact this.

Please let our children experience what
those that have been here have seen!

Sincerely,

William Palmer
6274 5th Ave S.
St. Pete FL

RE: Rezoning of the Knott-Cowan Tra

To: George Kruse
 Amanda Ballard
 Carol Ann Felts
 Tal Siddique
 Mike Rahn
 Dr. Bob McCann
 Jason Bearden

RECIEVED
 FEB 19 2026
 Board of County Commissioners
 Manatee County

Dear Manatee County Commissioners,

As a long-time Florida resident,
 I strongly disagree with the
 re-zoning of the Knott-Cowan Tract.

I moved to this area over 25 years
 ago to enjoy NATURAL FLORIDA. Every
 day our family fishes, boats, swims,
 or just walks by the local waterway.
 I have watched traffic increase,

building increase, and our wonderful natural resources are being covered and sold off and repurposed.

If this cruise port is allowed to progress, I feel natural Florida will be gone, and all we will have is another soul-less city. My heart breaks that we would even consider such a desecration of our beautiful area.

Please protect our natural areas, when they are gone, they will never be restored.

Lynea Kelly, MD
St. Petersburg, FL

RE: Rezoning of the Knott-Cowen Tract

Dear Manatee County Commissioners,

Chair George Kruse

Vice Chair Amanda Ballard

Cand Ann Feltz

Tai Siddique

Mike Kahn

Dr. Bob McCann

Jason Bearden,

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

~~Manatee~~ Terra Ceia Aquatic Preserve is one of the most special places in the world. Filled with hard and soft corals, seagrass, threatened and endangered species like manatees and reddish egrets, and water-filtering mangroves, these waters are a critical foundation to all life in Tampa Bay.

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is our connected estuary. Dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, & recreation across the entire bay for generations to come.

Our aquatic ecosystems underpin all life in Tampa Bay. Hardbottom habitat on relic limestone outcroppings, present

in Terra Ceia Aquatic Preserve, ~~serve~~^{as} nurseries for our fisheries. Mangroves Alter our water, improving quality, clarity, making the water enticing for tourists & residents alike. Even open sandy bottom, which may look barren, hosts hundreds of microorganisms that gastropods feed on. Every element of the aquatic ecosystem in Terra Ceia Aquatic Preserve supports the environment that draws people to Tampa Bay & Manatee County. To put the profit of external developers & the cruise industry over the well-being of local residents, our planet, & our shared systems, is to disregard your duty.

Please prioritize protecting Tampa Bay's long-term health & deny the proposal.

We are one with the planet. By destroying our ecosystems, we destroy ourselves.

Sincerely,

Heidi Marie Brockhaus

(St. Petersburg, FL)

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Manatee County Board of Commissioners
P.O. Box 1000
Bradenton, FL 34206

Re: Rezoning of the Knott-Cowen Tract

Dear commissioners Kuse, Ballard, Felts, Siddique, Pahn,
McCann, Bearden:

Please deny any requests to rezone the Knott-Cowen Tract for higher density uses. Dredging and cruise ship traffic would damage this local estuary. Please protect this critical area of Tampa Bay -

Sincerely,

Tom Findlay T. Findlay
4653 Mirabella Court
St. Pete Beach, FL 33706

02/14/2026

RE: Rezoning of the Knott-Cowen Tract

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

attn: Chair George Kruse,
Vice Chair Amanda Ballard,
Carol Ann Felts,
Tal Siddique,
Mike Rahn, Dr. Bob McCann,
Jason Bearden

Dear Manatee County Commissioners,
I respectfully urge you to deny any requests to rezone the Knott-Cowen tract for higher density uses. Tampa Bay is lifeblood to our region. As one connected estuary - dredging large vessel traffic and the inevitable pollution these operations would bring will be detrimental destroying precious sea grasses, imperative and essential wildlife habitats, fisheries and beautiful recreation. Once destroyed there is no return - it's gone forever.

Please make prioritizing and protecting Tampa Bay's long term health a non-negotiable! Deny this proposal!

Sincerely,
Isabella Whaley Palumbo, FL

RE: REZONING OF THE KNOTT-COWEN TRACT

Dear Manatee County Commissioners, Chair George Krus, Vice Chair Amanda Bellward, Carol Ann Felts, Tai Siddique, Mike Rahn, DR Bob McGinnis, and Jason Bearden

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

ZIGGY GREENHALGH

TERRA CEIA

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Board of County Commissioners
Manatee County

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cowen Tract

Dear commissioners: Chair George Kruse, Vice Chair Amanda Ballard, Carol Ann Fells, Tal Siddique, Mike Rahn, Dr. Bob McCann, Jason Bearden,

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic ~~will~~ would harm water quality, destroy seagrass and impact wildlife, fisheries and recreation across the entire bay for decades.

This is my home - and the health of the Tampa Bay estuary touches every aspect of my life - and the lives of the people I love in my community. A cruise port already exists not too far from the proposed location of this new one - and it feels ^{injust to} ~~wrong to~~ exploit our bay for something that would not benefit our community long-term.

Before making your decision, I encourage you to imagine the difference between a living, healing, breathing ecosystem — one that powers Tampa Bay's economy, tourism, food sources, the mental & physical well-being of this community — imagine the fiscal and real loss of something like this compared to a cruise port which is stagnant, requires upkeep, and imposes irreversible damage to the Tampa Bay Watershed.

I am sincerely grateful for the work you do for our community — and I appreciate the care & consideration you're putting into this decision.

Thank you!
Sincerely,

Kate Andersen
Saint Petersburg, FL

Re: Rezoning of the Knott-Cowen Tract

2026 Feb 14

MANATEE County Commission,

As an active member of Sierra Club, and having taken on a position on the board of the Local TAMPA BAY Group of Sierra Club, I am writing to voice my opposition to the idea of the Skyway Cruise Port. Florida's natural treasure of coastline is already overdeveloped, and this undeveloped mangrove natural paradise offers not only much needed protection from intensifying hurricanes, but also a public space that all can enjoy and be reminded of God's glory in creation.

Please protect our public spaces. Please put people over corporate profits that will mostly be extracted out of the local economy.

Please fully resist this horrible idea, and Please stop the Skyway Cruise Port.

Todd Randolph

Sierra Club TAMPA BAY group.

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FEB 19 2026
Board of County Commissioners
Manatee County

CC: Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

Re: Rezoning of the Knott-Cover Tract

Dear,

Chair George Kruse

Vice Chair Amanda Ballou

Carol Ann Felts

Tal Siddiquee

Mike Rahn

Dr. Bob McLann

Jason Berden



Once the damage is done,
the damage is done and No coming back.

Protect the bay,

Devin Lieberman

St. Petersburg Florida

Manatee County Board of County Commissioners,
P.O. Box 1000
Bradenton, FL 34206

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cover Tract

Chairman George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Mai Suddique
Mike Rahr
Dr. Bob McCann
Jason Beard

Dear Manatee Commissioners

I respectfully urge you to deny requests to rezone Knott-Cover Tract for higher density uses.

This will kill the environment throughout Manatee County & beyond. by dredging and huge vessel traffic. It will ~~also~~ also affect human environment on land, not only the waterway. It would take decades to correct, if ever.

Please ~~prioritize~~ prioritize Tampa Bay and Florida long term health & deny this proposal.
Respectfully
Carol Schultz

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Cowan Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay long-term health and deny the Proposal.

Sincerely,

Dennis K Foley
10 Flores Dr
Palmetto, FL

Dennis K Foley

34221

Manatee County Board of County Commissioners
P.O. Box 1000
Bradenton, FL 34206

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowen Tract

Attn: Chair George Kuse
Vice Chair Amanda Ballard
Carol Ann Felts

Tal Siddiqui
Mike Kahn
Dr. B.B. McCann
Taron Beardon

Dear Manatee Co. Commissioners:

I respectfully urge you, as well as emphatically,
to deny any requests to rezone the Knott-Cowen Tract
for higher density uses. Tampa Bay is one connected
estuary, and dredging and large vessel traffic would
not just harm, but potentially destroy water quality,
destroy seagrass, and impact the dwindling wildlife,
fisheries and recreation across the entire bay for
decades.

PLEASE prioritize protecting Tampa Bay's long-
term health and deny the proposal.
Sincerely, Nancy & Peter, Elkerton

As it stands, Manatee County has already been ruined. There is way too much traffic, infrastructure is failing, water is running out.

YOU have been given the responsibility to be stewards of this community. Do a conscientious job.

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Manatee County Board of County Commissioners

Re: Rezoning of the Knott-Cowen Tract

Dear George Kruse, Amanda Ballard, Carol Ann Felts, Tal Siddique
Mike Rahn, Dr. Bob McCann, + Jason Bearden,

I respectfully urge you to deny any requests to
rezone the Knott-Cowen Tract for higher density uses.
Tampa Bay is one connected estuary, + dredging + large
vessel traffic would harm water quality, destroy seagrass,
+ impact wildlife, fisheries + recreation across the entire
Bay for decades.

If this incredible land was your backyard, would
you really want to rezone this + destroy it?

Please prioritize protecting Tampa Bay's long-term
health + deny the proposal.

Sincerely

Cristi Poindexter

Terra Cella FL

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Commissioners,

I Respectfully urge you to deny request to rezone the Knott-Lowen Tract. As you know, this will harm our amazing, one of a kind environment! In fact, I recently moved here from Pennsylvania, and chose this area because of the nature preserves and wildlife. This is very disappointing that this may be happening. I personally thank each one of you for your consideration!

Thank You!

Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Tal Siddique
Mike Rahn
Dr Bob McCam
Jason Bearden

Sincerely,
Brian & Toni Davis
Palmetto

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Regina Forbes
60 Mound Place
Terra Ceia FL 34750

RE: Rezoning of the Knotts-Cowen Tract

DEAR County Commissioner Krause, Ballard, Folts,
Sirovique, Rahn, McCann, Bearden:

On behalf of the Manatees, dolphins, Rosette Spoonbills,
my 6 grandkids, two daughters and myself, I
kindly request that you deny any requests
to rezone the Knotts-Cowen tract for denser
and more intense use than what ~~it~~ is
currently approved. I am a 70-yr old Floridian
I grew up on the East coast, graduated from
UF, settled in the Tampa Bay area to raise
my two girls. I taught them to love the
water, the beach, the mangroves, the beautiful
west coast of FL. And now with 6 grand-
kids who visit me in Terra Ceia to play in
the water, to ride their bikes, to fish the Bay and
to look for their "Nina's" favorite Spoonbills and
Eagles, I want to and pray that I will be able
to give this glorious place to them. We are
caretakers of this glorious place - God gave it
to us and asked us to keep it safe. Please
be on God's side, our side, my grandkids
side and support ~~the~~ our namesake, the
Manatee - what would Manatee County be
without Manatees!!!

Thank You - a resident of TCI who lives
on Miguel Bay!!! Regina Forbes

RE: Rezoning of the Knott-Cowen Tract

Dear Manatee County Commissioners,

Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

I strongly urge you to deny any request to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is an interconnected estuary, and dredging along with large vessel traffic would harm water quality, destroy seagrass, and negatively impact wildlife, fisheries & recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's longterm health & deny the proposal.

Respectfully *Monika Beard*

City of Anna Maria

RE: Rezoning of the Knott-Cowan Tract

Dear Commissioners, George Kruse, Amanda Bellard,
 Carol Ann Folts, Tal Siddique, Mike Rahn,
 Dr. Bob McCorn, & Jason Bourdea,

RECEIVED

FEB 19 2026

Board of County Commissioners
 Manatee County

I respectfully urge you to deny any requests to rezone the Knott-Cowan Tract for higher density uses. Aside from the severely negative environmental impact this will have upon Terra Ceia & the Tampa Bay ecosystem, this will destroy a vital piece of Manatee County & Florida history & way of life. I understand the vast economical benefit this will bring, however, it will destroy the Old Florida & its natural beauty that many will never be able to replace. People move here & tourist visit here for our natural beauty, not an artificial environment of concrete, fake beaches, & post card palm trees. Keep Florida pure & true. Say NO to Developers.

Sincerely & Respectfully,

William Wallin

Terra Ceia Native.

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowan Tract

To: Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Tal Siddique
Mike Rahn
Dr Bob McCann
Jason Bearden

Dear Manatee County Commissioners:

I respectfully urge you to deny any requests to rezone the Knott-Cowan Tract for higher density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic would harm water quality, destroy sea grass, and impact wildlife, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long term health and deny the proposal.

Sincerely,
Maureen Bittney
Palmetto

Manatee County Board of County Commissioners

P.O. Box 1000

Bradenton, FL 34206

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cowen Tract

TO: Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felte
Tal Siddique
Mike Rahn
Dr. Bob McCann
Jason Bearden

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to re-zone the Knott-Cowen tract for higher density uses.

Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wild life, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long term health and deny the proposal.

Sincerely,
Evelin Herald - Bay Colony, Palmetto.

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

To the Board;

Chair George Kruse, Vice chair Amanda Ballard,
Carol Ann Felts, Tal Siddique, Mike Rahn,
Dr. Bob McCann, & Jason Bearden,

Dear Commissioners,

I respectfully urge you to deny any requests to
rezone the Knott-Cowen Tract for any high-density
uses. Tampa Bay is one connected estuary, and
dredging & large vessel traffic would be harmful
to water quality, destroy sea grass, & impact
wildlife, fisheries, & recreation across the entire
bay for decades.

Please do the right thing. Deny any proposal
for this

Sincerely,

Terry L. Malink
Palmetto, FL

Rezoning of the
Knott-Cowen Tract

Manatee County Board of County Commissioner
P.O. Box 1000
Bradenton, Fl. 34206

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE. Rezoning of the Knott-Cowen Tract

To: Chair George Kruse
Vice Chair Amanda Ballard
Carol Felts
Tal Siddique
Mike Rahn
Dr. Bob McCann
Jason Bearden

I respectfully urge you to deny any requests to
Rezone the Knott-Cowen Tract for higher density
uses. Tampa Bay is one connected estuary and
dredging and large vessel-traffic would harm
water quality, destroy sea grass, and impact wildlife
fisheries and recreation across the entire bay for
decades.

Please prioritize protecting Tampa Bay's long term
health and deny the proposal

Sincerely
Dan + Julie Howland
Bradenton

From: Jessica Loos <jessicamjloos@icloud.com>

Sent: Monday, February 16, 2026 6:20 PM

To: Bobbi Roy <bobbi.roy@mymanatee.org>

Subject: Cruise port

[You don't often get email from jessicamjloos@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from an external source.

Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

Do not allow them to destroy more of Florida for a cruise port. As a Floridian I enjoy nature more than any human development. Please if you care about Florida and what we stand for do not allow this to happen. I was born here in Florida and love it here. Every year that goes on more destruction and development ruins what I remember Florida to be.

RE: Opposition to SSA Marine / Slip-Knot Cruise Port Proposal
Agenda Item - Page 60 of 129
Please distribute to all Commissioners and enter into the public record

Dear Manatee County Commissioners:

- Chair George Kruse
- Vice chair Amanda Ballard
- Carol Ann Feltz
- Tal Siddique
- Mike Rahn
- Dr. Bob McCann
- Jason Bearden



I respectfully urge you to deny the proposed SSA Marine / Slip-Knot cruise port project.

Tampa Bay is one connected estuary, and dredging + large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

Natalie Cammisa

City Clerk + Public

From: Christina Vuillemot <cjv.0796@gmail.com>
Sent: Monday, February 2, 2026 11:02 AM
To: BCC Agenda <bcc.agenda@mymanatee.org>
Subject: A CONCERNED FLORIDA NATIVE CITIZEN

You don't often get email from cjv.0796@gmail.com. [Learn why this is important](#)

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To whoever this may concern,

I am writing because the proposed cruise port in Manatee County — particularly near Terra Ceia Bay, Rattlesnake Key, and the Sunshine Skyway area — isn't just an economic project. It is a plan that threatens to destroy some of Florida's most valuable natural ecosystems and the wildlife that depends on them.

This area is not vacant land — it is a biologically rich coastal wetland system made of mangrove forests, seagrass meadows, and estuarine habitats that play an essential role for wildlife, water quality, and coastal resilience.

Mangroves are irreplaceable:

- Mangrove forests — including red, black, and white mangroves — are protected under Florida law and cannot be removed or cut without permits because they stabilize shorelines against erosion, filter pollutants, and support food webs that sustain fish, birds, and marine life.
- These mangroves provide nursery habitat for juvenile fish and crustaceans, which support commercial and recreational fisheries.
- They also sequester high levels of carbon and act as a buffer against storm surge and rising seas — a natural defense our communities rely on.

Wildlife at stake:

- The waters around Terra Ceia Bay and Rattlesnake Key are critical for species like tarpon, snook, seatrout, redfish, and other game fish, with adjacent Aquatic Preserves protecting these sensitive habitats.
- These habitats form key parts of migratory and spawning routes. Dredging and construction would destroy seagrass beds, increase turbidity, and fragment habitat, deeply harming fish populations and diminishing biodiversity.
- Mangroves and wetlands support birds, reptiles, and marine mammals — including important nursery grounds for species that bring both ecological and economic value to Manatee County.

Environmental and community costs:

- Creating a deep access channel for cruise ships means extensive dredging through seagrass and hardbottom habitats, scraping away life that cannot be easily replaced.

- Increased ship traffic, pollution from emissions and wastewater, and shoreline development would degrade water quality — harming fisheries, tourism, and local livelihoods tied to a healthy bay.
- Local opposition is strong, with thousands of residents signing petitions opposing the project because they know once these ecosystems are gone, they cannot be restored at scale.

This isn't just rhetoric — these habitats are legally and ecologically protected because they matter. Florida's mangroves and seagrass-rich estuaries are sources of life and economic activity, not obstacles to progress.

Before moving forward, I urge you to consider the true long-term costs of this proposal — both for wildlife that cannot speak for itself and for the people whose lives and businesses depend on a healthy Tampa Bay ecosystem.

Sincerely

Christina Vuillemot. Florida native who has seen so much of natural Florida being ripped away by the hands of developers .

From: Ainsley MacDonald Smith <AMS@gsw-law.com>

Sent: Wednesday, February 4, 2026 11:55 AM

To: Cindy Nelson <cindy.nelson@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; CarolAnn Felts <carolann.felts@mymanatee.org>; Robert McCann <drbob.mccann@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Tal Siddique <tal@mymanatee.org>; Dana Summers <dana.summers@mymanatee.org>; Ed Bailey <ed.bailey@mymanatee.org>; Kelli OMalley <kelli.omalley@mymanatee.org>; Maria Zuleta <maria.zuleta@mymanatee.org>; Marianne Beijster <marianne.beijster@mymanatee.org>; Selena Cunningham <selena.cunningham@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Reviewer on Call <revieweroncall@mymanatee.org>; Denise Greer <denise.greer@mymanatee.org>; PlansReview <plansreview@mymanatee.org>; EnvironmentalFieldInspections <environmentalfieldinspections@mymanatee.org>; Floodplain Management <Flood@mymanatee.org>; BCC Agenda <bcc.agenda@mymanatee.org>; Stephanie Charles <stephanie.charles@mymanatee.org>

Cc: George Smith <george.smith@sbscorporation.com>

Subject: Public Comment for February 5, 2026 Meeting - Opposition to Cruise Terminal

Some people who received this message don't often get email from ams@gsw-law.com.
[Learn why this is important](#)

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Good morning,

My name is Ainsley MacDonald Smith, a resident of Manatee County. I am requesting that you make this email part of the public comments for the Thursday, February 5, 2026 Planning Commission meeting.

I have previously outlined a number of negative impacts that this proposed cruise terminal would have on our community. However, today I am writing to you to emphasis just how PERSONAL this matter is to us. A cruise terminal for a "mega" cruise ship is huge. There really is no way that SSA Marine and Slip Knot, LLC can preserve one part of Terra Ceia, while they destroy another part. It is not that big of an island. Realistically, if this cruise port moves forward, they will take over all of Terra Ceia. Residents of Terra Ceia cannot co-exist with a heavy industrial cruise port. Th amount of dredging that will have to be done will completely erode the coastline, and the flooding will become unbearable. Ultimately the cruise port will take over that whole island, and I am not sure if they will build around the historical protected Native American mound and the 2000 acre Nature Preserve or if Slip Knott LLC/SSA Marine plan to just buy themselves some laws in Tallahassee so they can get rid of those two pesky protected areas too. The home values of Terra Ceia, Palmetto Point, Bay Colony and surrounding areas will diminish. Our lives that we have built here will be gone. If that is not PERSONAL then I don't know what is. It feels like war was declared on us by SSA Marine and Slip Knot, LLC, and we have all been placed into survival mode. We are all worried that none of our commissioners or politicians have our backs. We are all worried that we are going to be sold out to these

companies that can buy and bully their way in. To say emotions are high in my neighborhood is an understatement, and we are prepared to defend our community at all costs.

Over 50 years ago, my grandparents on my mother's side started an art and antique gallery in New Hampshire. However, their biggest customers were throughout Florida, especially in Sarasota. That is when they first discovered Manatee County as their home away from home. They bought a place down Manatee Avenue, near Anna Maria Island, and then eventually a home on the Manatee River, which they still own to this day. I spent half of my childhood here in Florida and half in New Hampshire. I grew up on the beaches of Anna Maria. I grew up going out with my dad and grandfather on the boat throughout the Manatee River, Terra Ceia Bay, and Miguel Bay. I grew up biking with my family to The Nook on Main Street in Palmetto for breakfast. I grew up going to the Sandbar on Anna Maria Island and trying to guess the sunset time. I grew up going with my family to business dinners at the Bradenton Yacht Club, and falling asleep under the table while they discussed business. I went to college here in Florida, and at Rollins College is where I met my now husband, George Smith. Funny enough, his father and step mother did not live far from my family's home, as they were in Sarasota near Siesta Key. So George and I decided to build a life for ourselves in my childhood "happy" place, Manatee County. George decided to work for his father's manufacturing company, which his father ended up moving from Auburn Hills, Michigan down to Manatee County. I ended up going to law school at Stetson Law in Gulfport. After my first year in law school, my husband and I moved out of my family's house and purchased our first home in Palmetto Point, near Terra Ceia Bay. We wanted to remain close to the water because we love to fish, boat, and kayak. I am also a runner, and love being able to run throughout the rural community of Terra Ceia and throughout the Preserve. During one of our kayaking trips out in Terra Ceia Bay, when the tide was out and the sandbars were exposed, I heard this rustling behind me and the kayak felt like it was going to tip over. I turned around and my now husband, George, had gotten out of the kayak and he was kneeling on one knee on the sand bar of Terra Ceia Bay with a diamond ring in his hand. With no one around us but the gorgeous Florida wildlife, we got engaged in the middle of Terra Ceia Bay. After our engagement, we were married on my mother-in-law's 25-acre farm on Terra Ceia, where we promised a lifetime together. So again, I will say, if that is not PERSONAL, then I do not know what is. My days are consumed with this proposal lingering over our heads. I go through cycles of anger, rage, and then just wanting to cry thinking about all of this being destroyed. The life we have built, being destroyed.

Our land use attorney has pulled a number of proposals that have been far less egregious than this cruise ship proposal, and you have denied all of these proposals. Given this track record, the cruise ship terminal should not even be a consideration. I cannot even believe this is a fight that we are facing.

If you have actually read this far, I thank you for taking the time to read my story, and I have included some photos.

Photo 1: My husband and I on our wedding day.

Photo 2: My father walking me down the aisle on my wedding day.

Photo 3: Kayaking in Terra Ceia Bay

Photo 4: Me at 7 months with my mom on Anna Maria Island

Sincerely,

Ainsley MacDonald Smith









From: Tiffani Long <me@tiffanilong.com>

Sent: Saturday, January 31, 2026 10:46 PM

To: George Kruse <george.kruse@mymanatee.org>

Subject: Public Comment for Record – Opposition to Proposed Skyway Cruise Port

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Dear George Kruse,

Please see below/attached letter regarding the proposed Skyway cruise port. I respectfully ask that it be included in the public record for any future hearings related to this proposal.

Thank you for your time.

Tiffani Long

Valrico, FL

January 31st, 2026

Dear Manatee County Commissioners and to whom it may concern,

I am writing as a Florida resident who has lived here since 2004 and who has been visiting this state my entire life, including many spring breaks spent in different coastal communities. Over decades, I've watched Florida grow and change, and I care deeply about protecting our region's natural environment, economy, and resilience in the face of climate threats. I strongly oppose the proposed cruise port development near the Sunshine Skyway Bridge on the Knott-Cowen tract north of Rattlesnake Key.

While I understand the desire for economic development, this concept poses significant and potentially irreversible harm to the region's ecology, wildlife, water quality, and long-term community resilience. I am not opposed to cruising and have taken cruises before. I would gladly depart from Tampa or drive to Miami rather than see vital Tampa Bay ecosystems sacrificed for a new terminal.

Below are the key concerns this proposal raises:

1. Threat to One of Florida's Most Sensitive Ecosystems

The project site borders the Terra Ceia Aquatic Preserve and Tampa Bay estuarine waters—areas that support critical seagrass meadows, extensive mangrove forests and wetlands, and nursery grounds for species important to our commercial and recreational fishing industries. Transforming this area into a cruise port places heavy industrial infrastructure into what has historically been a relatively undisturbed and biologically rich coastal ecosystem. Even proposals to preserve Rattlesnake Key itself do not mitigate the broader harm from adjacent dredging, construction, and industrial activity.

2. Long-Term Harm from Dredging and Habitat Loss

To allow ultra-large cruise ships to access the site safely, deep channels and turning basins would almost certainly be required. This dredging would smother or eliminate seagrass beds essential forage for manatees and nursery habitat for fish, disturb sediments that can contain legacy pollutants and reduce water clarity, and permanently alter the seabed and water flow patterns that underpin the health of the bay ecosystem. Once seagrass and other submerged aquatic vegetation are lost, they are extremely difficult to restore at scale in shallow coastal estuaries like Tampa Bay.

3. Direct Risks to Wildlife — Including Manatees and Shorebirds

The Terra Ceia and Rattlesnake Key region supports Florida's iconic manatees, migratory and resident shorebirds, and fisheries species that contribute to Tampa Bay's recreational and commercial economy. A cruise terminal brings increased vessel traffic, wake disturbance, noise, light pollution, and potential for spills or harmful discharges — all of which elevate risks to wildlife that are already coping with habitat loss elsewhere.

4. History of Cruise Industry Environmental Impacts

Large cruise ships have a documented record of environmental violations, including illegal wastewater and oily waste discharges, and have been fined for pollution over multiple years. Independent analyses also show that cruise vessels emit significant air and water pollutants that can degrade water quality and harm marine life. In shallow harbors, the movement of large cruise ships has been observed to re-suspend sediments and increase turbidity, damaging seagrass beds and other sensitive habitats.

Other coastal communities have already learned this lesson the hard way. In Venice, years of large cruise ship traffic in shallow lagoon waters led to increased turbidity, sediment disturbance, shoreline erosion, and damage to sensitive marine habitats. The cumulative impacts of prop wash, wakes, and repeated dredging ultimately prompted authorities to restrict large cruise vessels from the historic lagoon. This serves as a clear warning that introducing mega cruise ships into fragile, shallow ecosystems can cause long-term harm that communities are forced to address only after damage has already occurred.

5. Rural Infrastructure, Water Quality, and Red Tide Concerns

I am deeply concerned about water quality impacts in an area that is rural and not equipped with cruise-scale infrastructure. Large terminals generate significant wastewater, stormwater runoff, and vessel-related discharges, all of which increase pressure on already fragile coastal systems. Tampa Bay regularly struggles with harmful algal blooms and red tide. Additional nutrient loading or water disturbance could worsen these events.

6. Increased Hurricane Vulnerability

Mangroves, salt marshes, wetlands, and seagrass beds serve as natural defenses against hurricanes and storm surge. Removing or degrading these systems weakens coastal resilience.

7. Economic Claims Do Not Account for Local or Regional Losses

A degraded bay would hurt fishing, eco-tourism, and property values. Port Tampa Bay already supports cruise operations, making this proposal unnecessary duplication.

8. A Troubling Development Precedent

Approving heavy industrial development in one of Manatee County's remaining natural coastal areas sets a troubling precedent.

Please include this letter in the public record for any future hearings related to the proposed Skyway cruise port.

Thank you for your attention.

Sincerely,

Tiffani Long

Valrico, Florida

References

1. U.S. Environmental Protection Agency (EPA). Cruise Ship Discharges and Studies.
<https://www.epa.gov/vessels-marinas-and-ports/cruise-ship-discharges-and-studies>
2. U.S. Department of Justice. Cruise Line Ordered to Pay \$40 Million for Illegal Dumping of Oil-Contaminated Waste. [https://www.justice.gov/usao-sdfl/pr/cruise-line-ordered-pay-40-million-illegal-](https://www.justice.gov/usao-sdfl/pr/cruise-line-ordered-pay-40-million-illegal-dumping-oil-contaminated-waste-and?) dumping-oil-contaminated-waste-and?
3. Friends of the Earth. The Cruise Industry's History of Environmental Violations.
<https://foe.org/cruise-history-violations/>
4. U.S. Fish & Wildlife Service. West Indian Manatee Species Profile.
<https://www.fws.gov/species/west-indian-manatee-trichechus-manatus>
5. Florida Fish and Wildlife Conservation Commission. Florida Manatee Program.
<https://myfwc.com/wildlifehabitats/profiles/mammals/aquatic/florida-manatee/>
6. Audubon Florida. Birds & Habitat Conservation. <https://fl.audubon.org/birds>
7. [Earth.Org](https://earth.org). The Environmental Impact of Cruise Ships.
<https://earth.org/the-environmental-impact-of-cruise-ships/>
- 8.) Italy Bans Large Cruise Ships from Venice Lagoon: Italian government implements a permanent ban on large cruise ships entering the historic Venice Lagoon to protect the fragile waterway and ecosystem.
<https://www.archdaily.com/965527/italian-government-officially-bans-cruise-ships-in-venice>

From: Vincent Lysobey <vincentlbusiness@gmail.com>

Sent: Saturday, January 31, 2026 2:59 PM

To: Robert McCann <drbob.mccann@mymanatee.org>; CarolAnn Felts <Carolann.felts@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; Charlie Bishop <Charlie.bishop@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Scott Ziegler <Scott.ziegler@mymanatee.org>; Matt Bower <Matt.bower@mymanatee.org>; John DeLesline <John.delesline@mymanatee.org>; Bruce Stamm <Bruce.stamm@mymanatee.org>; Robert Brown <Robert.brown@mymanatee.org>; Lorraine Prosser <Lorraine.prosser@mymanatee.org>; Tal Siddique <tal.siddique@mymanatee.org>

Subject: Opposition to Proposed Cruise Port Near Terra Ceia Aquatic Preserve

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Dear Commissioners,

I'm reaching out because I recently learned about plans to potentially rezone areas near Terra Ceia Aquatic Preserve, Rattlesnake Key, and Fletchers Point for a cruise port, and honestly, I'm really troubled by it.

This isn't just any stretch of coastline, it's one of the last truly wild places we have left in this area. I wade fish and kayak in these waters regularly, and I can tell you firsthand how alive and healthy this ecosystem still is. The shallow waters around Rattlesnake Key serve as a nursery for so much of our local marine life. Dredging channels for cruise ships and dumping that material would devastate an ecosystem that took generations to develop. Once it's gone, we don't get it back.

I also just don't see the need. Tampa's port is right there, and Miami is a few hours away for anyone wanting the megaship experience. Why sacrifice something irreplaceable for something we already have access to nearby?

I'm asking you to please reject any rezoning proposals for this area. My neighbors feel the same way. We moved here because of the water, the wildlife, the quiet. Not to watch cruise ships roll past our homes. Please help us protect what makes this place special. Protect what makes Florida, Florida. That includes safeguarding its water quality, conserving critical land, and preserving biodiversity.

Thank you for your time and consideration.

From: Sal Tarantino <sal.p.tarantino@outlook.com>
Sent: Friday, January 30, 2026 8:51:21 PM
To: CarolAnn Felts <carolann.felts@mymanatee.org>
Subject: No to the cruise port

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Speaking for the countless Floridians who enjoy Florida for what it is and not for cruise ports. The specific location in Tampa Bay where the supposed cruise port will be placed will not only be ridiculously destructive to the environment and countless people who choose to enjoy the outdoors. The construction and dredging is actually nonsensical based on the location and amount of work to get a ship into that section of the bay. Find another place for the port besides acres of shallow grass flats and mangroves full of life.

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From: Melanie Powell <melpowell222@gmail.com>

Sent: Thursday, January 29, 2026 3:21 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: No to Skyway Cruise Port

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It is my understanding that you all as commissioners will be voting to approve or not approve initial permitting for the skyway cruise port. I just want to express that I am strongly against any sort of development on our waterway, especially one of this magnitude.

I live on the bay, and throughout the years the quality of the water has really degraded. I believe the development of this port would just contribute to this degradation by eliminating our natural beautiful mangroves and mangrove islands and will create an additional threat to our wildlife.

I'm sure you have personally witnessed the vast over-development of Manatee County and the surrounding communities. Please do not allow this company to develop a cruise port on our beautiful waters and in our lovely community.

Sincerely,

Melanie Powell

Sent from my iPhone

From: Melanie Powell <melpowell222@gmail.com>

Sent: Thursday, January 29, 2026 3:21 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: No to Skyway Cruise Port

[You don't often get email from melpowell222@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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I'm sure you have personally witnessed the vast over -development of Manatee County and the surrounding communities. Please do not allow this company to develop a cruise port on our beautiful waters and in our lovely community.

Sincerely,

Melanie Powell

Sent from my iPhone

From: Julee LePera <julee.lepera@gmail.com>

Sent: Thursday, January 29, 2026 2:58 AM

To: Robert McCann <drbob.mccann@mymanatee.org>; CarolAnn Felts <Carolann.felts@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; Charlie Bishop <Charlie.bishop@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>
Subject: No new cruise port

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I am writing after learning of reports that SSA Marine and another company are in the early planning stages of seeking rezoning within the Terra Ceia Aquatic Preserve area, including Rattlesnake Key, Fletchers Point, and surrounding locations, for the potential development of a cruise port.

I want to clearly express my strong opposition to any such proposal.

This area represents one of the last remaining stretches of truly natural, sensitive coastline in our region and is among the most important ecological habitats we have. It supports wildlife, protects water quality, and preserves the character and quality of life that residents value so deeply. Development of this scale — particularly a cruise port designed for large ships — would fundamentally and irreversibly change the environmental and community fabric of this area.

Our region already has established port infrastructure in Tampa, which appropriately serves this purpose. Introducing industrial-scale development into a protected and fragile preserve is neither necessary nor responsible.

My neighbors and I respectfully urge you to oppose any rezoning or development considerations for this area and to prioritize the long-term protection of our natural resources and coastal ecosystem.

Thank you for your time and for your continued commitment to safeguarding what makes our community so special.

Sincerely,
Julee LePera



Public Comment

Manatee County Government

Agenda Item - Page 78 of 129
Submitted On:
Jan 28, 2026, 02:57PM EST

Full Name	First Name: Donna Last Name: Satiro-Kyzer
Email	donnasatiro58@gmsil.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Terra Ceia projects
Comment	As residents of Manatee county of 50+ years,& resident of Terra Ceia for well over 20+ years.. it's clear that what I've been told by the county appears to have no standing.. Why have regulations if you adjust them to fit at a whim.. I'm really looking to understand this. I was told I can't generate traffic, I was forced to get agriculture special exemption allowing me agriculture status for 10 years.. with up to a 10 year option to renew ..once. It was strongly influenced that this area was NOT going to be agriculture... so I was informed by Joaquin Sylvia. It was going to be residential.. so I invested a great deal in to this quite, excluded space .. just what I was looking for. I operate a real agriculture operation, & have for almost 20 years... cattle & bees. My space was invaded by a wedding venue and an amusement park.. these businesses are directly next door to me. I have a 18,000 ft.² commercial building posing as a barn... towering over my 3700 square-foot two-story home.. that could fit inside ... I no longer have beautiful trees to gaze at... but a steel wall with NFL stadium lighting... that makes its presence regardless of my feelings.. all for the safety of their Employees, And guests.. As I was informed. A rather large well had to be bored ... Despite prior droughts.. My Pounds have never dried up ... but have so twice in the last year.. all the while As this farm continues to water their massive lawn. I dread a storm, due to the massive amounts of fill they brought in... and having removed the water retention ditches between our properties. The rave at this " farm" venue held in December disturbed my Bees.. they swarmed for over two days.

Vibration and lightening affect bees! I informed the owners of this venue.. only to be reprimanded by their attorneys for having a threatened the client. (I threatened their letter to me.)

By the way, bees are federally protected... Terra Ceia is one of the few areas left with abundance of lush plants.. Able to Harbor , House..& sustain Bees .

Even more so.. than out east.

After the last two storms, it became even less.

In a letter to me...a ceased and assist letter from the wedding venue's attorney ...I need to cease mowing..Really!? evidently, I was being malicious as I mowed my dry yard, attempting to still clean up after the storms.. evidently this interfered with a wedding in process Nextdoor..!?

& should one of their guests get drunk and wander behind the fence onto my property... Attempting to do something stupid like cow tip one of my cows/ or bulls for fun...this Leaves me open for a huge liability.

I was told in the June 20 meeting of 2024. The county would not allow a Wedding venue next to me.

If I recall the prior owner was denied this.. I'm to understand it's allowed now?

The county not only putting me at liability risk with this decision that was made by the county.. Solely.. according to the venue owner....

Now the county putting their guests at risk as well... these buildings have NOT been inspected, OR Permitted, .. if they have been I'd like to see the permitting.. I've not been able to locate one yet... And how they got access to DOT right away for Hundreds of people is beyond me.

As I Attempted to add a single drive off my property the year prior.. denied.

Has no one thought about the traffic over flow in a short run of cars & trucks doing 55+ with two limited view curves!

While all these ppl are attempting to do u turns in front of on coming high speed traffic?

These venues do not even have to abide by the fire marshals codes, according to the Fire Marshal, they are farms.

EXEMPT.. hence no permits from my understanding.

You're ok with allowing hundreds of ppl to think they are protected by country rules & regulations for building.. but these regulations don't apply to either of these venues.. "farms"

I was Informed by the fire marshal that he was able to talk Elia's owners into getting some fire extinguishers and exit signs..

& how is 135 -2' ft hedge bushes an orchard of olive trees!?

They can't produce for 8-10 years.. (maturity) not even planted far enough apart to grow adequately..... From the pictures on their website. They not only DO NoT have an orchard .. but no way to process these olives to make oil if they did... from what I can see from the elaborate pics on their website . Perhaps you can show me.. I refuse to talk to these people any further.. in fear of getting sued for things I don't do, or say.

I was also reprimanded for speaking to the fire marshal even though my business with him was on something totally different..

I've been too angry to write letters.. Sadly, they would not have been very kind.

Please explain to me how commercial business's were allowed to come into a residential area and totally disrupt the residence. Space.?

Would you like your home space invaded with this.. I'm subject to these venues events up to 11-12 PM..7 days a week.

They haven't even got started.. once business increase so will the risk... & disruptions to the residence here.

I would truly like to understand this..

As I mentioned bees are Federally protected.. why have protection of you are not protecting what's supposed to be protecting ?

That goes for this cruise ship operation as well!

I'd truly love to know.. please explain.

thank you,
Donna Kyzer



Public Comment

Agenda Item - Page 81 of 129
Submitted On:
Jan 28, 2026, 12:26PM EST

Manatee County Government

Full Name	First Name: Nichoke Last Name: Harold
Email	ngorski71@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	Cruise port
Comment	The October 2024 hurricanes yielded extensive flooding. Development in the Terra Ceia Aquatic Preserve of any kind will most definitely require dredging and mangrove/land destruction that will add to flooding potential that this community cannot survive. A development like this will change the way water moves. Dredging, shoreline, fill, and loss of wetlands will push water inland faster. We are in a Coastal High Hazard area - which are by design, not intended to be densely populated because of the flooding and evacuation risks. Purpose of the CHHA designation is to have LESS people in those areas, not MORE in the event of hurricane or emergencies. (Which is why they will also need an amendment to the comprehensive plan in addition a rezone)



Public Comment

Manatee County Government

Agenda Item - Page 82 of 129
Submitted On:
Jan 28, 2026, 10:04AM EST

Full Name	First Name: Ainsley Last Name: Macdonald Smith
Email	ams@gsw-law.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use
Comment	My name is Ainsley MacDonald Smith. I am a resident of Manatee County and live in Palmetto Point near Terra Ceia Bay. I request that you reject the rezone proposal that we anticipate will be submitted by SSA Marine and Slip Knot LLC. The future land use is currently classified at Res-1. Rezoning that land on Terra Ceia Island to heavy industrial would be egregious and reckless as it would cause safety and environmental concerns to the residents. It is also not compatible with the area. Terra Ceia has a 2000 acre Nature Preserve on it and a protected Native American archeological site. SSA Marine and Slip Knott LLC would not just be developing the land but they would also be significantly developing the nearby water way. It is my understanding that they do not own the water way of Miguel Bay, but they would control those waters with dredging and the presence of cruise ships. Essentially, they would take away our beloved Miguel Bay and the Terra Ceia Aquatic Preserve. A place that we enjoy and fish. Another concerns is our infrastructure. Our county is developing so rapidly that we do not have the roads and infrastructure to support it. Adding a cruise terminal to manatee along with the increase traffic that it would bring would be reckless. I commute over the Skyway bridge and the traffic has become significantly worse in the past two years. I cannot imagine a cruise terminal being put in next to the Skyway Bridge. I also have major concerns about the safety of the skyway bridge with a cruise terminal being put in right next to it. Ultimately, Floridians are becoming exhausted with having our land and water ways taken from us from outsider multi billion dollar development companies. Where we live is not simply an amusement park for tourists. The quality of life for your residents matter, but it feels like everything we love and cherish is being taken from us. Our wildlife, our fishing spots, our roads. Please protect your residents and reject the rezoning proposal that SSA Marine and Slip Knot LLC submit.



Public Comment

Agenda Item - Page 83 of 129
Submitted On:
Jan 28, 2026, 09:25AM EST

Manatee County Government

Full Name	First Name: Kim Last Name: Henson
Email	Flfish535@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land use
Comment	NO CRUISE PORT IN TERRA CEIA BAY. In 2011 Terra Ceia Aquatic Preserve was placed in the Climate Change Lands category of FLORIDA FOREVER project with the primary objective of management of the Terra Ceia Project to preserve and restore the coastal nature communities. There is NO REVENUE that should be generated by the destruction of this aquatic preserve which contains BIRD Rookeries, known as BIRD ISLAND, and its SEAGRASS BEDs to feed and protect the manatees, as well as its NURSERY area for crucial fish and invertebrates. This is disgusting to even consider this coastal shoreline to be destroyed.

From: Samantha Gaebel <samantha.gaebel@gmail.com>

Sent: Wednesday, January 28, 2026 9:22 AM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: Proposed Cruise Port Next to Skyway Bridge

You don't often get email from samantha.gaebel@gmail.com. [Learn why this is important](#)

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Dear Carol Ann Felts,

I am writing to formally express my strong opposition to the proposed cruise port development on the seaward side of the Skyway Bridge on the Knott-Cowen tract near Terra Ceia Bay and Rattlesnake Key.

Based on the information that has been made public, this project would result in the dredging, destruction, and industrial development of more than 300 acres of coastal and marine habitat, with far-reaching impacts extending across thousands of additional acres. The proposal to rezone this land for heavy industrial use is deeply concerning, particularly in such a sensitive and ecologically valuable area.

Rattlesnake Key and the surrounding coastal waters support critical habitat for manatees, seagrasses, fisheries, shorebirds, and other wildlife that are essential to the health of Tampa Bay and the Gulf ecosystem. Large-scale dredging and cruise port activity would permanently alter water quality, disrupt marine life, increase vessel traffic, and introduce long-term pollution and noise impacts that cannot be undone.

I understand that the official review and approval process has now begun. I urge the County Commission and all relevant departments to prioritize environmental protection, public interest, and long-term sustainability over short-term industrial development. Once these ecosystems are destroyed, they cannot be restored.

Supporting Local Jobs?

SSA Marine claims that the building of this port would add 31,000 local jobs, ***but this ignores the economic fallout for restaurants, waterfront businesses, homeowners, fishing professionals, and recreational guides. These local entrepreneurs who rely on a healthy bay would suffer devastating losses if this port is built.***

Strengthening the region?

Manatee County generates billions annually through tourism, fishing and boating. Building a massive industrial terminal in a key recreational and fishing area would disrupt these industries,

stress aging stormwater and wastewater infrastructure, and degrade surrounding lands. Coastal wetlands alone can provide up to \$23 billion in coastline protection services. All of these elements that support our region today would be severely compromised with the introduction and operation of this terminal.

Preserving the region's unique ecology?

Terra Ceia Aquatic Preserve is considered one of the most environmentally sensitive, home to seagrass beds, wetlands, and vital wildlife habitat. Though SSA Marine touts the preservation of Rattlesnake Key as a token of their "commitment to environmental stewardship", Rattlesnake Key is simply not enough to account for the disastrous impacts of industrial development that would ripple across the entire watershed.

Reflecting the values of West Central Florida?

The beauty and bliss of West Central Florida lies in our natural, wild landscapes. We who live in and love West Central Florida know that clean water defines our way of life. This terminal would be a blaring contradiction to the values and lifestyle we cherish

Please consider the cumulative environmental, economic, and community impacts of this proposal, and reject rezoning and permitting that would allow this project to move forward. I respectfully request transparency, robust environmental review, and meaningful opportunities for public input throughout this process.

Thank you for your time and for your responsibility to protect Manatee County's natural resources for current residents and future generations.

Sincerely,
Sam Gaebel



Public Comment

Manatee County Government

Agenda Item - Page 86 of 129
Submitted On:
Jan 28, 2026, 09:15AM EST

Full Name	First Name: Julie Last Name: Madison
Email	dawsgirlziggy87@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Proposed Cruse Port
Comment	I am a manatee county resident, I also happen to be an open water endurance exploratory swimmer. I was the first person to swim the circumference of both anna Maria island and long boat key. I have also done the circumference of rattlesnake key, cutting through critical bayou. This area is unique and is the only Island in our area where you can go and be in the wild, no bridges, no buildings, just peace. While I may be the only one to swim it, I am not the only one to find peace there. In fact almost all aquatic wild life in the Tampa bay originates there. I would like to express my deep opposition to the proposed cruise port at the Terra Ceia aquatic preserve and any rezoning of that area. In addition to the many extreme environmental concerns, I have severe concerns about cost for surrounding infrastructure as well. Nothing happens in a vacuum and I cannot imagine the costs necessary to expand road ways and other infrastructure. I was at thew BoCC meeting yesterday fighting for a hallway, a roof, and 120-150 6x6 boxes so our dogs, staff, and volunteers could have a safe and efficient space, and almost all of you agreed that we have no money to even evaluate for that. So if this proceeds any further I will be very interested in where all the money is going to come from to support the infrastructure for a project that will decimate our local ecosystem and crush our already struggling infrastructure.

From: Alexandra Donovan <donovan.alex.1991@gmail.com>

Sent: Wednesday, January 28, 2026 9:14 AM

To: Courtney DePol <courtney.depol@mymanatee.org>; BCC Agenda <bcc.agenda@mymanatee.org>; Stephanie Charles <stephanie.charles@mymanatee.org>; Nicole Knapp <nicole.knapp@mymanatee.org>; Charlie Hunsicker <charlie.hunsicker@mymanatee.org>; naturalresources <naturalresources@mymanatee.org>; Carmine DeMilio <carmine.demilio@mymanatee.org>; Cary Knight <cary.knight@mymanatee.org>; Bryan Parnell <bryan.parnell@mymanatee.org>; Charlie Bishop <charlie.bishop@mymanatee.org>; Peter Morrow <peter.morrow@mymanatee.org>
Subject: Terra Ceia Concerns

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Hello representatives and committee members,

My name is Alexandra Donovan, a Florida citizen. Please oppose/reject the proposed cruise port and development of the natural lands and waters of Terra Ceia. The ecosystem needs to be protected for the benefit of all life forms including humans. I urge you to listen to the knowledge of actual ethical scientists and conservationists.

Please also consider that traffic would become significantly worse if this proposal is approved, and Florida citizens are greatly opposed to the development of the natural areas of Terra Ceia, including a cruise port.

It would be highly irresponsible to allow development and cruise ports in this area. Please make the ethical, responsible decision. Please honor the citizens of Florida that you serve.

Thank you,

Alexandra Donovan



Public Comment

Agenda Item - Page 88 of 129
Submitted On:
Jan 28, 2026, 09:04AM EST

Manatee County Government

Full Name	First Name: Robert Last Name: Jacobs
Email	buzz.jacobs@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Property-rights implications
Comment	Chair and Commissioners, My name is Robert “Buzz” Jacobs. I am a resident and property owner in Terra Ceia, and I submit this written comment for the public record. I am personally and strongly opposed to this proposal, as announced, based on its location, scale, and foreseeable impacts; however, I submit these comments to ensure that, at a minimum, no action advances unless and until full legal, planning, and statutory compliance is demonstrated through competent, substantial evidence, and unless it can be shown to be consistent with Manatee County’s Comprehensive Plan as currently adopted. Changing the rules of the game to accommodate a single project — regardless of claimed and unverified economic benefits — undermines the integrity of the County’s planning and review process. I am concerned that advancing any cruise-port concept, associated port infrastructure, dredging, leases, operating agreements, or related governmental actions in or affecting the Terra Ceia Aquatic Preserve and its surrounding waters and navigable areas would impose significant and severe consequences on nearby residents and property owners, including impacts to private property rights and to the protections and limitations established under Florida law for designated aquatic preserves and environmentally sensitive coastal resources. Because port infrastructure and cruise operations create durable and often irreversible impacts, I respectfully request that the County take no action that could be construed as advancing this proposal — including but not limited to approvals, endorsements, agreements, conveyances, leases, permits, or governance changes — unless and until the County has established, based on competent, substantial evidence, that the proposal: - Complies with the Manatee County Comprehensive Plan, as currently written, and all applicable land development regulations, including coastal,

conservation, environmental, and compatibility provisions;

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- Complies with applicable Florida statutes and regulatory protections governing aquatic preserves and related coastal resources, and does not materially impair the statutory purposes of the Terra Ceia Aquatic Preserve;
- Does not impose unreasonable or unlawful burdens on adjacent property owners, including operational impacts, functional loss of access, or restrictions that interfere with the reasonable use and enjoyment of private property;
- Includes a full and transparent accounting of fiscal impacts to Manatee County and affected jurisdictions, including roadway improvements, traffic management, emergency services, enforcement, and long-term maintenance, with enforceable mechanisms to prevent cost shifting to taxpayers;
- Is supported by independent, third-party technical analysis, including hydrodynamic and storm-surge modeling, water-quality impact analysis, and vessel-traffic risk assessment, sufficient to evaluate flooding exposure, insurance implications, shoreline impacts, manatee strike risk, and seagrass and mangrove damage; and
- Demonstrates protection of public access and public trust resources, recognizing that cruise-port operations typically require controlled perimeters, security zones, and operational restrictions that can materially diminish public use and enjoyment of shoreline and adjacent waters.

In addition, any claims of economic benefit should not be treated as findings of fact. Assertions regarding “economic impact” must be evaluated through independent analysis that accounts for offsetting losses and externalities, including impacts to existing recreation, fishing, tourism, water quality, public services, and long-term compliance and remediation obligations.

For these reasons, I respectfully request that the County refrain from advancing this proposal in any form unless and until full legal compliance is demonstrated, all costs are disclosed, and the public is afforded meaningful public notice, transparency, and participation consistent with Florida law and County procedures.

Thank you for accepting this comment into the public record.

Respectfully submitted,
Robert “Buzz” Jacobs
Terra Ceia, Florida



Public Comment

Agenda Item - Page 90 of 129
Submitted On:
Jan 28, 2026, 08:35AM EST

Manatee County Government

Full Name	First Name: Stephanie Last Name: Larenas Marland
Email	stephiviviana@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use / public comments
Comment	Good morning Commissioners, My name is Stephanie Larenas and I am a resident of this community. I strongly oppose the proposed cruise port development. This project is fundamentally incompatible with our community's character, infrastructure, and long-term environmental interests. Cruise ports are not benign developments; they bring industrial-scale traffic, air and water pollution, dredging, and permanent ecological disruption. Those impacts are well-documented and irreversible. Our roads, emergency services, and coastal systems are not designed to support the volume and intensity of cruise operations. The cost of that burden does not fall on the cruise lines; it falls on residents, taxpayers, and future generations. Equally important, this proposal conflicts with the spirit and intent of our comprehensive planning and land-use protections. These plans exist to protect residents from exactly this type of overdevelopment. Allowing an industrial cruise port here sets a dangerous precedent: that profit can override planning, environmental stewardship, and community voice. This is not an anti-growth position. It is a pro-community, pro-planning, and pro-future position. I urge you to listen to the residents who live here, raise families here, and intend to stay here. When the time comes, please reject this proposal and uphold the protections that make our community what it is. Thank you for your time.



Public Comment

Manatee County Government

Agenda Item - Page 91 of 129
Submitted On:
Jan 28, 2026, 07:44AM EST

Full Name	First Name: Julie Last Name: Roberts
Email	rockmetees@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Opposition to the Proposed Terra Ceia Cruise Terminal
Comment	My name is Julie Roberts, and I strongly oppose the proposed Terra Ceia cruise terminal. This project would permanently damage one of the last open and publicly accessible stretches of Tampa Bay. Cruise terminals are classified as critical infrastructure, bringing fencing, surveillance, restricted waterways, and security zones — resulting in a loss of public access for fishing, boating, and recreation that this community has relied on for generations. A cruise port would also destroy the quality of life for Terra Ceia and surrounding neighborhoods, transforming a quiet agricultural island into an industrial zone with ship horns, intense light pollution, diesel emissions, truck traffic, and 24-hour operations. That character change is permanent. The taxpayer risk is unacceptable. Ports require major public investment in roads, intersections, emergency services, traffic control, and long-term maintenance. Access depends on corridors around I-275 that already experience daily congestion and frequent repairs. This is cost-shifting — private investors keep the profits while residents absorb the burden. There should be no blank checks. The Sunshine Skyway Bridge was not engineered to function as a ship turning basin. The structural, navigational, and financial risks of that reality have not been addressed — including who pays if retrofits or repairs are needed. Traffic impacts alone are disqualifying. Cruise traffic would choke I-275 and surrounding roads, slowing emergency response, disrupting commerce, and creating dangerous evacuation constraints during hurricanes. This congestion becomes a permanent economic drag on the region, without meaningful tourism benefit. Most importantly, this proposal conflicts directly with Florida law.

Terra Ceia Island lies within the Terra Ceia Aquatic Preserve, which is protected under Florida Statute §258.42. That statute requires Preserve waters to be maintained in an essentially natural condition and prohibits any activity — including impacts from outside the preserve — that degrades water quality, increases turbidity, alters water flow, or damages habitat. Dredging deep channels for large cruise ships, increasing vessel traffic, and introducing wastewater, ballast discharge, and fuel pollution violate those protections.

Florida's anti-degradation policy and Outstanding Florida Waters rules also prohibit trading existing water quality for speculative economic claims.

This plan sacrifices a protected public resource to Wall Street and foreign investors while leaving local communities with traffic, flooding risk, water-quality damage, and lost access. That is not Florida First.

I respectfully urge you to reject this proposal and uphold your legal duty to protect Terra Ceia and Tampa Bay.

Thank you.



Public Comment

Agenda Item - Page 93 of 129
Submitted On:
Jan 28, 2026, 07:26AM EST

Manatee County Government

Full Name	First Name: Brooke Last Name: Eversoll
Email	brookeeversoll@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise port
Comment	I've been a resident of Pinellas County since 1989. I grew up sailing the Gulf Waters off of Tampa Bay with my family. Last year we decided to sell our family home of 12 years and moved to Manatee County to live in a beautiful old Florida Neighborhood called Terra Ceia. We were a little bit tired of the cramped spaces of Pinellas County and wanted to spread our wings in a neighborhood that's filled with wide open spaces and surrounded by the natural Florida coastline, mangroves, actuaries, and shallow Waters. We take rides around our neighborhood, watching the beautiful sunset views, birding the Neighborhood paddle boarding, boating, and kayaking. The other day we did an 80 minute ride around Terra Ceia neighborhood and spotted 26 species of birds including 82 American white pelicans. I am adamantly opposed, and absolutely disgusted by the idea of a cruise port out our back door. Nobody that lives here wants this. It would forever change the landscape and the natural beauty of this area. It would be irreversible. Let me be clear, nobody is seeking out the destination of Palmetto, Florida for their cruise port. The only thing they're looking at is where the cruise is going. There are 100 better places suited for an industrial cruise port than the natural shallow area south of the skyway bridge. Cruise ports are industrial unattractive and not environmentally friendly. I don't care what revenue it brings in, it could bring in \$1 trillion and I would still adamantly oppose this. I know the elected officials are also residence of Manatee County. I hope everyone that is making these decisions will look past the money and reach deep into the hearts of the community and embrace the beauty of true Florida coastal area we all call home. If we wanted to live near a cruise port, we'd live in industrial Tampa or Port Canaveral we don't. This area is special and we need to embrace that and keep it special. Protect this area at all costs! Signed, a Terra Ceia resident and Floridian of 37 years.



Public Comment

Manatee County Government

Agenda Item - Page 94 of 129
Submitted On:
Jan 28, 2026, 07:25AM EST

Full Name	First Name: Rachael Last Name: Morrissey
Email	Rachaelmarie@live.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port
Comment	My name is Rachael Morrissey and I am a born and raised resident of Manatee County and current homeowner in Terra Ceia. I am here to strongly oppose the proposed development of a cruise port at Terra Ceia. Terra Ceia is one of the last remaining areas in our county that reflects Old Florida - defined by its environmental sensitivity, agricultural heritage, and quiet residential character. Introducing a cruise port into this area would permanently alter its landscape and purpose in ways that cannot be undone. A cruise port would bring increased traffic, air and water pollution, noise, and infrastructure strain to a region that is not designed to support industrial-scale tourism. The environmental risks to nearby wetlands, waterways, and wildlife are substantial, particularly in an area that plays a critical role in protecting our coastal ecosystems and water quality. This project does not align with the character of Terra Ceia or the wishes of many residents who live here precisely because it is not a commercial or high-density development corridor. Economic growth should not come at the expense of environmental stewardship, quality of life, and responsible land-use planning. Manatee County has opportunities for growth that respect existing communities and protect our natural resources. A cruise port at Terra Ceia is not one of them. I urge the Board of County Commissioners to reject this proposal and to prioritize long-term environmental protection, community integrity, and sustainable development for future generations. Thank you for your time and consideration.



Public Comment

Agenda Item - Page 95 of 129
Submitted On:
Jan 28, 2026, 06:06AM EST

Manatee County Government

Full Name	First Name: Rhett Last Name: Waldron
Email	rhettlwaldron@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Rattle Snake Key Rezoning
Comment	Our coastline is not just scenery—it is a living system that protects our community, supports marine life, and defines the character of Manatee County. We have a responsibility to think beyond short-term development gains and consider the long-term environmental, economic, and cultural impact on future generations. Once this land is paved, it is gone forever. STOP PAVING PARADISE



Public Comment

Agenda Item - Page 96 of 129
Submitted On:
Jan 28, 2026, 06:04AM EST

Manatee County Government

Full Name	First Name: Jessica Last Name: Hindman (Yarger)
Email	yargerjess@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use Change in Terra Ceia Aquatic Preserve
Comment	I am a resident of Terra Ceia Island and I am strongly opposed to any development within the Terra Ceia Aquatic Preserve. My neighbors and I enjoy the natural beauty of the island and the surrounding preserve, and we moved here for the pace of daily life, the natural wildlife, and the "old Florida" undeveloped feel. Any development within the preserve will destroy the lively ecosystem and our quality of life. There will be increased air pollution, water pollution, sound pollution, light pollution; there will be increased flooding, increased traffic, and increased stress on our infrastructure; our property values will decrease while our taxes and financial implications increase, and we will lose access to the areas surrounding our homes where the public has been able to enjoy boating, fishing, swimming, birding, photographing, ecotourism, and sightseeing. The area has been a designated preserve since the 1980's. There is absolutely no reason to change that now, because the cost will be catastrophic. Everyone whispers that the Manatee County Board is bought and paid for by Developers, please don't let greed or promises of future revenue allow you to hold the responsibility of destroying our cherished natural coast. Thank you for allowing us the opportunity to voice opposition on this matter, please really listen and consider what each of your constituents are asking of you.



Public Comment

Manatee County Government

Agenda Item - Page 97 of 129
Submitted On:
Jan 28, 2026, 01:18AM EST

Full Name	First Name: elizabeth Last Name: mynatt
Email	elizbamb@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port Proposal
Comment	A cruise port would transform a quiet island agricultural community into an industrialized zone – concrete expansion, loud ship horns, extreme light pollution, and increased truck and machinery noise that permanently changes the character of Terra Ceia, Palmetto Point, Bay Colony, Sned Island, Emerson Point, Palma Sola, and North Shore Anna Maria



Public Comment

Agenda Item - Page 98 of 129
Submitted On:
Jan 27, 2026, 11:01PM EST

Manatee County Government

Full Name	First Name: Angela Last Name: Jones
Email	jonesar@eckerd.edu
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port in Terra Ceia Aquatic Preserve
Comment	Please do not entertain the idea of allowing SSA Marine to build a cruise ship port off Terra Ceia Island gulfside of the Sunshine Skyway Bridge. Such development would devastate marine and coastal life in this historic neighborhood--plant and animal alike--and would lower the quality of life for nearby Manatee County residents. Developing these pristine acres would be a sin against nature, beauty, and what little paradise we have left.



Public Comment

Agenda Item - Page 99 of 129
Submitted On:
Jan 27, 2026, 10:59PM EST

Manatee County Government

Full Name	First Name: Michelle Last Name: Szeezil
Email	szeezilx@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port
Comment	I'm a 30 year resident of Terra Ceia Island. I'm very concerned and strongly oppose a cruise ship terminal going in. Flooding and insurance risk: Dredging a deep channel to house 30 ft drafts, where water is currently shallow can change how water moves during storms. If that increases surge or flooding exposure, Manatee, Hillsborough, and Pinellas homeowners pay the price through higher property risk and higher flood insurance premiums. That risk cannot be guessed – it must be modeled by independent third-party engineers and hydrodynamic modelers before any steps move forward. A plethora of evidence exists that shows shallow water and mangrove buffer protecting land from storm surge waves. Many folks lost so much during hurricane Helene. Most of the island was underwater and we were rescuing neighbors on paddle boards. We can't afford risking flooding from man-made source! Please don't allow rezoning. It will destroy this delicate, unique aquatic preserve.



Public Comment

Agenda Item - Page 100 of 129
Submitted On:
Jan 27, 2026, 10:12PM EST

Manatee County Government

Full Name	First Name: Kimberly Last Name: Wehrmann
Email	kimberlyannwehrmann@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise port
Comment	My name is Kimberly Wehrmann. My husband and I live on Terra Ceia Island, where we also own and care for a small horse farm. We moved to the island in 2018 and purchased our farm in 2022, choosing this area very intentionally because of its rural character, protected waters, and long-standing planning framework. We live on Boots Point, where the county has intentionally never paved the road due to the discovery of Native American remains and the area's proximity to Brickell Mound and Guerrero's homestead. That decision reflects a long tradition of respect for the island's environmental, historical, and cultural significance. Like many residents, we are still rebuilding after Hurricane Helene. That experience reinforced how critical thoughtful planning and foresight are in coastal areas such as this, where changes are often permanent. While there are many environmental concerns associated with placing a cruise terminal adjacent to an aquatic preserve, our primary concern is the county's consideration of amending the Comprehensive Plan to accommodate this project. The Comprehensive Plan is not a formality. It is the foundation residents rely on when deciding where to live, invest, and rebuild. It reflects years of work by planners, commissioners, and community members to protect low-density, conservation-oriented areas like Terra Ceia from incompatible industrial uses. Amending the plan to allow an industrial-scale cruise port next to homes, farms, protected waters, and culturally significant land creates uncertainty and undermines public trust. It suggests that established protections can be altered after the fact, despite the reliance residents have placed on them. This is not opposition to growth, but a request for appropriate siting and respect for long-standing planning decisions.

We respectfully ask the Commission to uphold the Comprehensive Plan and approach any proposed amendments with great care, keeping in mind residents, the aquatic preserve, and the deep history of Terra Ceia Island.

Kimberly Wehrmann
Terra Ceia Island
Kimberlyannwehrmann@gmail.com
7276437634



Public Comment

Agenda Item - Page 102 of 129
Submitted On:
Jan 27, 2026, 09:39PM EST

Manatee County Government

Full Name	First Name: Chad Last Name: Coppes
Email	ccoppes@hotmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Proposed Cruise Port
Comment	As a resident I am very opposed to this idea of building a cruise port on Rattlesnake key. This will cause irreparable harm to the surrounding communities and neighborhoods. The environmental impact to these neighborhoods areas will be devastating. This will also increase potential for flooding to our barrier communities who rely on these undisturbed mangroves islands to mitigate erosion and flooding to the area. The infrastructure in the area is not able to sustain this sort of development and would severely erode existing infrastructure as currently constructed. The skyway bridge is not equipped for this from traffic safety/management standpoint either. The noise and light pollution will also adversely impact local neighbors. This will eventually lead to a decline in local residential property values. PLEASE STOP this project!



Public Comment

Agenda Item - Page 103 of 129
Submitted On:
Jan 27, 2026, 09:24PM EST

Manatee County Government

Full Name	First Name: Chad Last Name: Coppes
Email	ccoppes@hotmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Proposed Cruise Port - No
Comment	



Public Comment

Agenda Item - Page 104 of 129
Submitted On:
Jan 27, 2026, 09:20PM EST

Manatee County Government

Full Name	First Name: Stefanie Last Name: Coppes
Email	stefanie.coppes@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise port
Comment	As a resident of Terra Ceia, I am strongly opposed to the cruise port. This port substantially violates our property rights in addition to having devastating environmental impacts. There will be severe noise, light, air, and water pollution, there is a lack of infrastructure to support increased traffic (especially on the Skyway), there is increased risk of flooding in an already at-risk area, there will be tax and financial implications for residents, this will prohibit public access to the area including fishing, boating, and other aquatic activities due to restrictive zones and surveillance at the port, there will be dredging impacts to our bayous, bays, and canals, our home values will plummet, and our overall quality of life will decline. Do not change the zoning of this area to accommodate greed and destroy such a beautiful, rare, and fragile part of our county.



Public Comment

Agenda Item - Page 105 of 129
Submitted On:
Jan 27, 2026, 05:01PM EST

Manatee County Government

Full Name	First Name: Tamara Last Name: Harte
Email	tamara4Manatee@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use of a Mega Cruise Port proposed for Terra Ceia Island
Comment	Tampa Bay has been my "home" for the last 65 years! I am a resident of Terra Ceia Island. The neighborhood and myself have been made aware that a cruise ship company has "proposed" a Mega Cruise Port terminal on this tiny island we call home! I would hope that the Manatee County Commissioners would be in unison along with the residents of Tampa Bay to say "NO" to such a proposal. A mega port cruise terminal would be the death of Tampa Bay. The degradation to the bay's eco system could never recover. The area where this "proposal" is being consider is one of the last strong holds in our bay, having a heathy estuary, solid mangrove forests and beautiful seagrass meadows. How could anyone want to dredge and build in such a pristine place? I hope the commission's sense of HOME versus the lure of money, rules this day and protects Tampa Bay . If you truly know Tampa Bay, tourist come for the bay, its beautiful sunsets, it's manatee sightings and fishing, and boating (within reason). The don't come here to jump on a Mega Ship and sail away from here - our home - our way of life - our Tampa Bay. Thank you for your time and utmost consideration to our Tampa Bay and its protection and not just for NOW but for future generations! It's the only Tampa Bay we have! THarte

From: Rebecca Ries <bries04@gmail.com>

Sent: Tuesday, January 27, 2026 3:46 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: Protect the Terra Ceia Aquatic Preserve – Oppose Cruise Ship Development

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Dear Carol Ann,

I am a local resident writing to urge you to oppose any development that would allow cruise ships or large-scale industrial activity in or near the Terra Ceia Aquatic Preserve.

This area is the most environmentally sensitive part of Tampa Bay. Dredging, increased ship traffic, and port infrastructure would cause permanent damage to seagrass, wildlife, fisheries, and water quality. Once these waters are compromised, they cannot be restored.

I respectfully ask that you take a clear public stance to:

- Oppose any cruise ship port or similar development impacting Terra Ceia
- Protect the integrity of the Aquatic Preserve and surrounding waters
- Ensure transparency and meaningful public input before any decisions are made

Many residents are watching this issue closely and care deeply about how it is handled.

Thank you for your time and for protecting the Terra Ceia Aquatic Preserve and our community.

Sincerely,

Rebecca (Concerned Palmetto Resident)



Public Comment

Agenda Item - Page 107 of 129
Submitted On:
Jan 27, 2026, 02:17PM EST

Manatee County Government

Full Name	First Name: Diana Last Name: Higgins
Email	daniumengineering@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	NO Cruise Port in Terra Ceia
Comment	SAY NO TO THE CRUISE PORT. This port would introduce significant noise, light, air, and water pollution, as well as increased flooding in an already at-risk area—conditions that were painfully evident during the storms in 2024 that devastated our community. Dredging associated with the project would also cause substantial damage to our bays, bayous, and canals. Our community lacks the infrastructure to support this development. Increased traffic would overwhelm local roads, and the Skyway Bridge was not designed to handle this volume or type of traffic. The loss of public access would be devastating for countless families, as fishing, boating, and aquatic recreation would be severely restricted by security zones and increased surveillance surrounding the cruise port. Overall, the quality of life for local residents would be significantly diminished, and property values would inevitably suffer. We are also fully aware that powerful and wealthy interests support this development and that much of the planning has already started. While this reality makes the fight more difficult, it does not make it futile. The residents of Terra Ceia are deeply committed to protecting our community, environment, and property rights. We are organized, determined, and prepared to oppose this project for as long as it takes to defend our right to a safe, accessible, and sustainable way of life. Say no to the cruise port in Terra Ceia.

From: Robert Horne <robertfhorne@gmail.com>

Sent: Tuesday, January 27, 2026 10:27 AM

To: Cindy Nelson <cindy.nelson@mymanatee.org>

Cc: Amanda Ballard <amanda.ballard@mymanatee.org>

Subject: Concerns Regarding Proposed Cruise Port Terminal Near Rattlesnake Key

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Dear Commissioner Ballard,

As a Tampa Bay resident, avid fisherman, and dedicated conservationist, I write to express measured concerns about the proposed cruise port terminal adjacent to Rattlesnake Key, informed by scientific studies on Tampa Bay's ecosystem and environmental assessments of port developments in Florida.

Research indicates that Tampa Bay's delicate ecosystem remains vulnerable to development pressures. For example, studies document significant historical losses of wetlands and seagrasses due to coastal activities, with ongoing risks from nutrient pollution and contaminants like PFAS, which could exacerbate algal blooms and harm fisheries. Land cover changes over decades have linked increased development to shifts in water quality, potentially increasing turbidity in sensitive areas.⁴ Additionally, events like the 2021 Piney Point discharge highlight how nutrient releases can stress seagrass beds and marine life, underscoring the bay's limited resilience.

Port-specific studies in Florida, such as those for Port Everglades, reveal ecological risks from dredging, including remobilization of heavy metal-contaminated sediments that exceed safe thresholds and threaten nearby coral reefs and habitats. These findings suggest similar impacts could occur here, affecting the Terra Ceia Aquatic Preserve and local biodiversity.

I urge the Commission to stand on the right side of history by prioritizing rigorous environmental reviews, robust mitigation measures, and the long-term preservation of this vital resource for future generations. By championing sustainable alternatives that protect our shared natural heritage, you can lead in fostering a resilient Tampa Bay ecosystem. I am available for further discussion and appreciate your consideration.

Sincerely, Robert Horne

<https://www.sciencedirect.com/science/article/abs/pii/S0025326X99001393>

<https://www.marine.usf.edu/tbs>

<https://coastalscience.noaa.gov/project/surveillance-of-pollution-from-emerging-chemical-threats-in-tampa-bay>

<https://www.tandfonline.com/doi/full/10.1080/23312041.2017.1422956>

<https://tbep.org/piney-point>

<https://pmc.ncbi.nlm.nih.gov/articles/PMC10655720>

<https://www.sciencedirect.com/science/article/abs/pii/S0308597X22002809>

ERNEST S. MARSHALL

P.O. BOX 320
BRADENTON, FLORIDA 34206

February 12, 2026

941-792-5039

FAX: 941-747-9621

Mr. Tal Sidique
Chairman
Manatee County Commission

Re: Suggestions For Proposed
Revision of 2019 Manatee
County Land Development Code.

Dear Commissioner Sidique:

Congratulations on becoming our new Chairman of our Manatee County Commissioners. I met you and your wife at a prior evening meeting of the San Remo Shores Homeowners Association, at the American Legion Hall, on 75th St. W., when you previously began running to be elected a County Commissioner.

I and my wife and family have been residents of San Remo Shores since 1968.

Also, congratulations on recently becoming a member of St. Peters and Paul Church on 75th St. West in Bradenton, I and our family have been members of this church for many years.

To refresh your memory, I gave a report to our above home owners association members. I stated that it appeared that "senior" staff members, at our County Building Department, had ignored warnings about "height" issues, by "junior" staff members, and approved a request and plan, to "illegally" construct one "intensity" incompatible "4 story" commercial storage building, adjacent to a "single" story and "one two" story residential building. This occurred and presently exists at the North East entrance road into San Remo Shores residential subdivision, from Cortez Road.

I pointed out then, and subsequently, that this construction is contrary to both Florida Statutory and Court case law, which clearly prohibits such incompatible and intense construction, at the above location.

Fortunately, for Manatee County and the developer, no one has filed legal proceedings against them, so far, because of this illegal construction. Also, again fortunately, Manatee County has hired Kimberely - Horn, who are presently revising and updating our present 1993 Land Development Code. This gives the County the opportunity now to delete illegal and add appropriate corrective legal language to the Counties Code. Hopefully, this will help prevent such future property owners, and their homes, from any further such new illegal construction. Importantly, this will also help protect the county from being sued, and suffer substantial damages and penalties, against County officials, and the developer, all at the

Mr. Tal Sidique
Page Two
February 12, 2026

expense of the County taxpayers, for approving and causing, such illegal construction, contrary to Florida Law.

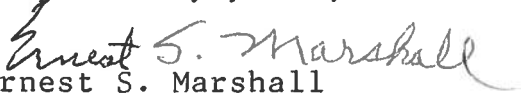
Importantly, such a law suit has already happened several years ago in Martin County, Florida. In 1993, Mrs. Karen Shidel successfully litigated against a developer, and Martin County public officials, for failure by them to comply with Florida "incompatibility" state statutory law. Enclosed is a copy of the Florida Case of Pinehurst Lakes Inc. vs. Shidel, 795 So. 2d 191 (Fla. 4 DCA 1912). Mrs. Shidel filed a law suit against a developer because the building department, in her county, approved intentionally and mistakenly, approved the developer to initially build a "5 story residential building" across from her property, but reduced to "2 story" over her objection. Initially, the lower Trial Court denied her complaint. However, the "Florida Appellate Court" overruled and reversed the lower Courts decision. The developer was ordered to tear down several two story buildings because they were "intensely incompatible" with her "single story" home. Enclosed is a copy of this case. Importantly, this case does not reveal, whether or not, the developer subsequently sued, and recovered \$3,000,000.00, (In 1912), damages from their county, they suffered, because their county, erroneously and negligently, ignored the Florida law. Also whether or not there were any penalties or sanctions, against anyone in their County Government, or Building Department, for "knowingly" allowing this to happen.

In closing, I am enclosing a list of enclosures, to help you and our new County Commission, and staff in our County Building Department to help them from making any further such mistakes in the future.

Please note that as of March 2025, the Directors of Federation of Community Association, Inc. voted to dissolve FMCCA, as a non profit Fla. Community Association. In 1968, when it was formed, there were only approximately 25 Homeowners Associations in Manatee County. Today there are in excess of 1700 such associations. This letter is the completion of some unfinished business of FMCCA.

May I please hear from you .

Respectfully yours,


Ernest S. Marshall
Former Vice President
Federation of Manatee County
Community Associations, Inc.

ESM/pkm
Enclosures-7

Mr. Tal Sidique
Page Three
February 12, 2026

P.S. Please furnish a copy of this letter to all County Commissioners and the Manager of the County Building Department.

The Planning Department has photos of the incompatible 4 story building described herein.

Also, furnish a copy to all Planning Commissioners.

LIST OF ENCLOSURES

1. Definition of "Incompatible"
(a) Random House College Dictionary, Revised Edition .
2. Definition of "Compatibility," F.S. 163.3164 (9).
3. Definition of "Compatibility" in the present Manatee County Land Development Code, at page 41 of 1433 that is presently being revised by Kimberly Horn.
4. My letter dated 1-18-22, to Commissioner Van Ostenbridge, with copy of my "Show and Tell" outline (without photos). (See Staff for Photos). including a needed suggested Amendment.
5. Letter from Barbara Powell.
6. My letter to Mr. Bill O'Shea, dated 4-13-23 with enclosures pin pointing the specific problems in our present comp plan, that needs to be corrected.
7. Contact the Manatee County Building Department for copies of the photos I provided described in the above "Show and Tell"
8. Pinehurst Case to list (See page 2 for citation of case).

The Random House College Dictionary

REVISED EDITION

THE RANDOM HOUSE COLLEGE DICTIONARY

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Based on The
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Dictionary of the
English Language

THE UNABRIDGED EDITION

JESS STEIN • EDITOR IN CHIEF

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(4) "Agricultural enclave" means an unincorporated, undeveloped parcel that:

- (a) Is owned by a single person or entity;
- (b) Has been in continuous use for bona fide agricultural purposes, as defined by s. 193.461, for a period of 5 years prior to the date of any comprehensive plan amendment application;
- (c) Is surrounded on at least 75 percent of its perimeter by:

- 1. Property that has existing industrial, commercial, or residential development; or

- 2. Property that the local government has designated, in the local government's comprehensive plan, zoning map, and future land use map, as land that is to be developed for industrial, commercial, or residential purposes, and at least 75 percent of such property is existing industrial, commercial, or residential development;

- (d) Has public services, including water, wastewater, transportation, schools, and recreation facilities, available or such public services are scheduled in the capital improvement element to be provided by the local government or can be provided by an alternative provider of local government infrastructure in order to ensure consistency with applicable concurrency provisions of s. 163.3180; and

- (e) Does not exceed 1,280 acres; however, if the property is surrounded by existing or authorized residential development that will result in a density at buildout of at least 1,000 residents per square mile, then the area shall be determined to be urban and the parcel may not exceed 4,480 acres.

(5) "Antiquated subdivision" means a subdivision that was recorded or approved more than 20 years ago and that has substantially failed to be built and the continued buildout of the subdivision in accordance with the subdivision's zoning and land use purposes would cause an imbalance of land uses and would be detrimental to the local and regional economies and environment, hinder current planning practices, and lead to inefficient and fiscally irresponsible development patterns as determined by the respective jurisdiction in which the subdivision is located.

(6) "Area" or "area of jurisdiction" means the total area qualifying under this act, whether this be all of the lands lying within the limits of an incorporated municipality, lands in and adjacent to incorporated municipalities, all unincorporated lands within a county, or areas comprising combinations of the lands in incorporated municipalities and unincorporated areas of counties.

(7) "Capital improvement" means physical assets constructed or purchased to provide, improve, or replace a public facility and which are typically large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing. For the purposes of this part, physical assets that have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

(8) "Coastal area" means the 35 coastal counties and all coastal municipalities within their boundaries.

(9) "Compatibility" means a condition in which land uses or conditions can coexist in relative proximity to

each other in a stable fashion over time such that the use or condition is unduly negatively impacted directly or indirectly by another use or condition.

(10) "Comprehensive plan" means a plan that meets the requirements of ss. 163.3177 and 163.3179.

(11) "Deepwater ports" means the ports identified in s. 403.021(9).

(12) "Density" means an objective measure of the number of people or residential units per unit of land, such as residents or employees per acre.

(13) "Developer" means any person, individual, governmental agency, undertaking any development as defined in this act.

(14) "Development" has the same meaning as in s. 380.04.

(15) "Development order" means any order denying, or granting with conditions an application for a development permit.

(16) "Development permit" includes any development permit, zoning permit, subdivision approval, certification, special exception, variance, or other official action of local government having the effect of permitting the development of land.

(17) "Downtown revitalization" means the physical and economic renewal of a central business district or a community as designated by local government. It includes both downtown development and preservation.

(18) "Floodprone areas" means areas identified in a 100-year flood event or areas identified in the National Flood Insurance Program as being in a flood insurance rate maps or flood hazard maps.

(19) "Goal" means the long-term end result of programs or activities are ultimately directed toward.

(20) "Governing body" means the board of commissioners of a county, the commission of an incorporated municipality, or the governing body of a unit of local government designated, or the combination of such entities, if the joint utilization of this act is accomplished herein.

(21) "Governmental agency" means:

- (a) The United States or any department, agency, or other instrumentality thereof;

- (b) This state or any department, agency, or other instrumentality thereof;

- (c) Any local government, as defined in s. 163.3177, or any department, commission, or other instrumentality thereof;

- (d) Any school board or other special district, or governmental entity.

(22) "Intensity" means an objective measure of the extent to which land may be developed, including the consumption or use of land, on, or below ground; the measurement of demand on natural resources; and the use of or demand on facilities.

(23) "Internal trip capture" means the ability of a mixed-use project that travel from one site to another onsite land use without using a public network.

Manatee County

Manatee County Government Land Development Code

1st Floor - Patricia M. Glass Chambers
March 7, 2019 - 9:00 am

(e.g., automobile body repair shops), or

- B. Engaging in a commercial activity normally associated with significant outdoor storage, adverse noise or other adverse sensory impact, or large amounts of heavy vehicular traffic.

Intensive commercial uses are typically community or region-serving in nature. However, many community or regional commercial uses are not intensive commercial uses.

Commercial Vehicle. Commercial. (See "Vehicle, Commercial Vehicle.")

~~Commercial Vehicle shall mean any motor vehicle (including mobile homes or recreational vehicles) that qualifies as one of the following:~~

- ~~A. Is designed, altered or used principally for business, governmental, institutional, or non-profit organizational purposes;~~
- ~~B. A. Has a platform, cabinet, box, rack, compartment, or other facility for transportation of materials, equipment, and items other than the personal effects of private passengers or for carrying passengers for hire;~~
- ~~C. A. Conspicuously displays the name or other advertising of the business, agency or organization on the exterior thereof, resulting in a total of more than six (6) square feet of sign area on the vehicle;~~
- ~~D. A. Is designed to carry passengers for hire; or~~
- ~~E. A. Has a rated gross payload of three quarter (¾) ton or greater.~~

Common Household Pet. (See "Pet, Common Household.")

Common Improvement shall mean all streets, driveways, parking areas and other vehicular use areas, and all uses, facilities, structures, buildings, and other improvements, or portions thereof, which are designed and provided for the common use, benefit, and enjoyment of all residents or occupants of all or a designated portion of a development or neighborhood, or for the protection of adjacent property.

Common Open Space. (See "Open Space, Common")

Common Ownership. (See "Ownership, Common")

Community Residential Home. A dwelling unit which provides a living environment for 7 to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents. Homes of six (6) or fewer residents shall be deemed a single-family unit and a non-commercial, residential use. For the purpose of this Code, Adult Family Care Homes, as defined in the Florida Statutes, are deemed to be Community Residential Homes.

Community Residential Home Resident. A frail and elderly person, a physically disabled or handicapped person, a developmentally disabled person, a non-dangerous mentally ill person or child as defined by Florida Statutes.

Compactor shall mean a container ranging from five (5) to forty (40) cubic yards in size, in which wastes are compressed to reduce their volume and are stored for disposal.

Compatibility shall mean a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Comprehensive Plan shall mean the Manatee County Comprehensive Plan adopted pursuant to the requirements and authority of Chapter 163, Part II, Florida Statutes (the "Community Planning Act").

Concrete Processing, Manufacturing, or Recycling Facility shall mean a plant that combines various ingredients, including sand, water, aggregate (rocks, gravel, etc.), fly ash, potash, and cement to produce concrete. The term includes both ready mix and central mix plants. Concrete recycling refers to the crushing of concrete from structures, roadways, etc. to be reused as gravel, sub-base, riprap, etc.

Conservation Area shall mean any area that has been set aside for environmental protection through conservation easements, dedicated open space, or other legal mechanism including but not limited to wetlands, wetland buffers, and upland preservation areas.

Consistent shall mean in accordance, in compliance, in agreement, and to the same extent as.

FMCCA
Est. 1964

The Federation

of Manatee County Community Associations, Inc.

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jkaiser998@aol.com

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"Eternal Vigilance
is the price
of Liberty."

SENT BY FAX ONLY

January 18, 2022

Kevin Van Ostenbridge
Chairman
Manatee County Commission
P.O. Box 3000
Bradenton, Fl. 34206

Re: Suggested Amendment to Manatee
County Ordinance allowing High
Rise Construction On Manatee
County Suburban Roads.

Dear Commission Van Ostenbridge:

Thank you for initially meeting me and briefly reviewing the
"show and tell" outline and exhibits, I delivered to you on
1-12-22, regarding the above needed amendment.

After we met, I remembered that I had requested and received,
on behalf of the Federation, a letter from Sara Shenk, assistant
Manatee County Attorney, before the present high rise ordinance
was approved by a prior Manatee County Board of Commissioners.
She confirmed that the ordinance was mandatorily required to be
construed and enforced to protect and preserve the "Health,
Safety, and Welfare" of the existing Manatee County residents,
when Manatee County Commissioners, Planning Commission and Staff
were asked to approve a request by a developer for construction, in
Manatee County, such as High Rise Construction, on our county
corridor roads. Unfortunately, I misplaced this letter. However,
I called her and she is going to try and find and furnish me a
copy, which I will Fax to you when I receive it to forward to
our County Attorney, Bill Clague.

This is important for Bill to review with the copy of the
Florida case law head notes I left with you, particularly in ref-
erence to the need for "public hearings and imput and compatability"
discussed in the Pinellas County Richmon Group of Florida, Inc.,
and Pinecrest Lakes, Inc., v. Shidel. Also, as I mentioned to you,
there may be a need for a special legislative special act to be
obtained by our local legislative delegation at this time, pointed
out in the above Pinellas County Case, that Bill Clague should
also review and give advise on.

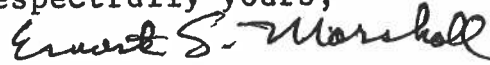
Hopefully, all of our efforts will prevent the county and
developers from being sued because of the deficiencies in our
present ordinance.

Because of my background please advise Bill Clague I am
willing to meet with and assist you and them in eliminating the

Kevin Van Ostenbridge
Chairman
Manatee County Commision
Page Two
January 18, 2022

ordinance deficiencies.

Respectfully yours,



Ernest S. Marshall,
First Vice President of the
Federation of Manatee County
Community Associations, Inc.

ESM/pkm



The Federation

of Manatee County Community Associations, Inc.

Jim Kaiser

President

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"Eternal Vigilance
is the price
of Liberty."

I. SHOW AND TELL - TO MANATEE COUNTY COMMISSIONER KEVIN VANOSTENBRIDGE, BY ERNEST S. MARSHALL, FIRST VICE PRESIDENT OF FMCCA, OF THE NEED FOR AMENDMENTS TO MANATEE COUNTY ORDINANCE, ALLOWING HIGH RISE CONSTRUCTION ON MANATEE COUNTY SUBURBAN CORRIDOR ROADS.

II. INTRODUCTION BY ERNEST S. MARSHALL AND FMCCA TO COMMISSIONER:

A. FMCCA BROCHURE.

B. Newspaper article commemorating the celebration of FMCCA's 50 years of service to Manatee County.

C. Newspaper article of FMCCA, 7-3-16, "Urban Corridor Plan Needs Work".

III. FACTUAL REPORT SHOWING NEED FOR AMENDMENTS TO MANATEE COUNTY ORDINANCES TO ALLOW MANDATORY "Public IMPUT, TO ASSIST THE COUNTY COMMISSION AND STAFF TO:

A. PROHIBIT "INCOMPATIBLE" BUILDING HEIGHTS ON COUNTY SUBURBAN CORRIDOR ROADS, WEST OF 75th ST. WEST, ON MANATEE AVE. AND CORTEZ ROAD, SUCH AS THE "FOUR STORY" HIGH RISE COMMERCIAL STORAGE BUILDING JUST CONSTRUCTED, AT THE ENTRANCE TO SAN REMO SHORES RESIDENTIAL SUBDIVISION AND CORTEZ ROAD.

IV. FACTS AND ATTACHMENTS CLEARLY SHOWING STAFF APPROVAL OF THE INCOMPATIBLE "FOUR STORY" COMMERCIAL STORAGE BUILDING, WITHOUT A PUBLIC HEARING AND PUBLIC IMPUT.

1. EIGHT PHOTO'S DEVELOPED 4-21-21, CLEARLY SHOWING THE INCOMPATIBILITY OF THE ABOVE "FOUR STORY BUILDING".

(a) Photo (1), shows the Northwest corner of the "Bantam Plaza", single story strip shopping center, that has existed at this location for in excess of sixty years, at the entrance on Cortez Road, and the main entrance and street of San Remo Shores Subdivision, where I have lived with my wife and raised our family for 54 years.

(b) Photo (2), shows the Northeast corner of the above entrance street into San Remo Shores with approximately 11 feet of fill dirt that was trucked in, to fill this corner San Remo lot, to build a

three (3) story"commercial storage building, on top of this fill.

- (c) Photo (3), shows the Northeast corner of this same San Remo lot shown in Photo 2 above, showing the beginning of the construction of the "first story" of this three story building abutting to two story residential condo owner/rental apartments, that have been there for in excess of 60 years.
- (d) Photo (4), shows a North view across Cortez Road, showing the South view of the partial construction of the Second Story of this building, abutting to the condo apartments, shown in Photo 3, above.
- (e) Photo (5), shows a Northeast view of the Northeast corner of the two stories. Also, the "roof top" of a single story home to the North, adjacent to this building construction site.
- (f) Photo (6), shows a North view of the third story of this building, plus a "roof top extension" of approximately 7 feet, on top of this third story.
- (g) Photo (7), shows a "west view" down Cortez Road, "past" the entrance intersection into San Remo Shores and the "Bantam Plaza" shopping center, and the South side of Cortez Road. Importantly, there is no existing 3 story construction of any kind, shown on either side of Cortez Road at this point.
- (h) Photo (8), shows an "East view" of Cortez Road, "past" the entrance into San Remo Shores and the first floor of the newly constructed three story building. Again, there is no existing three story construction, of any kind, shown on either side of Cortez Road, at this point.

2. Copy of Seciton 401.3 - Bulk and Dimensional Regulations, of the Manatee County Building Code. In sub paragraph "H", minimum floor elevation, requires that the minimum lowest floor elevation for structures in the "one hundred (100) year plan" shall be in accordance with the requirements of this section, in addition to Section 801 Stormwater Management, the Flood Plan Management Ordinance, and the Manatee County Building Code.

3. Copy of Section 401.5 - "Building Compatability" No-where in this section, or any building or land development codes of Manatee County, is there any correct language that prevents this "obvious incompatable construction", of a commercial three story building on top of approximately eleven feet of fill dirt at this site. Especially, when there is absolutely no three story commercial buildings, "existing" on top of approximately eleven feet, adjacent to and surrounding this site

4. Additionally, there is "no provision" to allow existing owners of residential and commercial building to object to such blatant proposed incompatibility, at public hearings, before the Manatee Planning Commission and County Commissioners, with proper guidelines so that Staff and these Commissioners would be entitled to exercise their discretion to prevent such obvious incompatibility.

5. Notably, Staff did state, (a) they had significant concerns with grading of this building construction with respect to the "slab-on grade foundation to "elevation 11 feet NAVD to no avail" (See attached copy of a page from the County Staff Public Works Storm Engineering Review). (b) Jamie Elbert, also suggested in her Staff "Flood Plan Review", dated 2-7-20, for the developers to using a "floodproofing" option instead of raising the grade, again to no avail. (See copy attached).

6. Attached is a copy of a letter, dated 4-6-20, to Ken Gary, President of San Remo Shores, Home Owners Association, regarding this storage facility, from Attorney Mathew Staggs. This letter confirmed that according to the Manatee County Zoning Department, this storage facility will meet or exceed all requirements of the County Land Development Code and that the then proposed site plan of the storage facility "will not be subject to a public hearing"

7. Lastly, enclosed is a copy of a local newspaper article, dated 6-9-21 confirming that "two" long existing storage buildings already exist within a 16 block area of Cortez Road West and 75th St. West, in Bradenton, which is predominately residential and commercial single story buildings. Notably, neither of these "two" long existing storage facilities are "three stories high". This article overlooked that there is presently a fourth long established "single story" storage facility, two blocks East of 75th St. West on the South side of Cortez Road.

V. SUGGESTED AMENDMENTS TO THE ABOVE PRESENT MANATEE COUNTY HIGH RISE CONSTRUCTION ORDINANCE ON MANATEE COUNTY SUBURBAN CORRIDOR ROADS.

1. Any county approved fill dirt or material, of any kind, placed upon any existing suburban corridor lot, shall be considered as part of the computed height elevation of the "first floor", of any proposed building, residential or commercial, up to the ceiling height elevation of 11 feet, to be constructed on such lot:

2. Any request to construct a new, or an addition for a 3 story commercial or residential building, on any existing Manatee County Suburban Corridor Road lot, adjacent to any existing, or only separated by a road, on the same corridor road, that already has an existing building located on a lot with the elevation of one or two 11 ft. stories, such request may only be approved by Manatee County, as follows:

- (a) The request must be made to both the Manatee County Planning Commission, and Board of County Commission, for approval, at two noticed and separate public hearings.
- (b) The request shall be approved by only a "Super Majority", and not just a majority, of both the Planning Commission and the County Commissioners.
- (c) Such request may be denied if it is found that the proposed construction is "incompatible"
- (d) "Incompatibility" is defined as (Have the County attorney research and state a strong and enforcible definition here).

Federation of Manatee County
Community Associations, Inc.

By: Ernest S. Marshall

Ernest S. Marshall
First Vice President

Dated: 1-12-22

AMENDEDMANATEE COUNTY ORDINANCE NO.

The County shall ensure the compatibility of adjacent and surrounding land uses. Land uses, as defined in Chapter 163, Part II, Florida Statutes, (Growth Management Act), includes, but is not limited to, permitted uses, structures, and activities allowed within the land use category or implementing zoning district. **Compatibility means a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.** The compatibility of land uses is dependent on numerous development characteristics which may impact adjacent or surrounding uses. These include type of use, density, intensity, height, general appearance and aesthetics, odors, noise, smoke, vibration, traffic generation on land or boat traffic on water, and nuisances.

Compatibility shall be measured based on the following compatibility characteristics of the proposed development in relationship to surrounding existing development in the immediate area:

- (a) permitted uses, structures and activities allowed within the land use category
- (b) building location, dimensions, height, and floor area ratio;
- (c) location and extent of parking, access drives and service areas;
- (d) traffic generation, hours of operation, noise levels and outdoor lighting;
- (e) alteration of light and air; [and]
- (f) setbacks and buffers—fences, walls, landscaping and open space treatment. It is the intent of this policy to encourage design treatments that reflect consideration of adjoining and surrounding development and land use.

County of Manatee, Florida Ordinance No. _____ Chapter _____
Policy _____ (2023).



Federation

of Manatee County Community Associations, Inc.

April 13, 2023

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"Eternal Vigilance
is the price
of Liberty."

Mr. Bill O'Shea
Manatee County Building Department
Administration
1112 Manatee Ave. W.
Bradenton, Fl. 34205

Re: Amendment to Manatee County
Suburban Corridor High Rise
Development Plans on corridor
roads such as Cortez Road and
Manatee Ave. W. of 75th St. W.

Dear Bill:

Thank you for recently providing me with copies of definitions of "Compatible", in Element 1, Definition, of our Manatee County Florida, Comprehensive Plan.

This occurred as a result of a return phone call to me, from Commissioner VanOstenbridges assistant, Horhay, to call you to continue with follow up information, concerning the above referenced matter, who also deserves a thank you.

Amazingly, you are the first person, we have spoken to, in our County Building Department for the past 2 years, that has provided the necessary information to pin point the problem in our comprehensive Plan, and what is needed to resolve the above referenced matter.

Unfortunately, we were never advised by our Building Department that a definition of "Compatible" already existed in our Comprehensive Plan since 2020. However, as it is presently written, it is seriously erroneous. It leaves Manatee County open to law suits by either developers or citizens, or Florida pursuant to F.S. 163.3167(30) 163.3202 (4) and 163.3167(3) which is what the Federation has been trying to prevent by our recently proposed Amendment.

Enclosed is a copy of the erroneous Element 1, Definition of "Compatible", stating:

"COMPATIBLE. A condition in which land uses or condition is unduly negatively impacted directly or indirectly by another use or condition"
This is the correct definition of "COMPATIBLE" under F.S. 163.3164.

Mr. Bill O'Shea
Page 2
April 13, 2023

However, the Exclusionary introductory language erroneously states:

"The following definitions shall be used in review or interpretation of this Comprehensive Plan. Where a definition contained within this section is different or inconsistent with the definition contained in enabling state legislation (Sec. 163.3164, F.S.) the definition contained herein shall be utilized"

This is clearly contrary to F.S. 163.3161 (4) and (7), which states a local government, such as Manatee County, is mandatorily required to prepare and adopt comprehensive plans or elements, in conformity with these acts, to preserve, promote, protect and improve the "public health, safety, comfort, good order, appearance, convenience, law enforcement, for prevention, and general welfare" etc. Unless the legislature has changed the above statutes, this includes compatibility above.

Accordingly, the previously posed amendment we delivered to Commissioner VanOstenbridge, in my transmittal letter to him, on 1-31-23 needs to be immediately recommended by staff to be approved by our Planning Commission and County Commission following public hearings, as soon as possible.

I would suggest that this letter and the above proposed amendment be revised by staff and the County Attorneys office for comments.

Please advise, upon receipt of this letter.

Thank you for your assistance.

Yours very truly,
Federation of Manatee County
Community Associations, Inc.

By: Ernest S. Marshall
Ernest S. Marshall,
First Vice President

ESM/pkm
cc: Commissioner Kevin VanOstenbridge
Bill Clague, Esquire

Enclosure-1

Manatee County, Florida, Comprehensive Plan
Element 1 DEFINITIONSElement 1
DEFINITIONS

The following definitions shall be used in review or interpretation of this Comprehensive Plan. Where a definition contained within this section is different or inconsistent with the definition contained in enabling State legislation (§ 163.3164, F.S.), the definition contained herein shall be utilized.

Within this definition section, the use of [brackets] explains the context within which the defined word, or groups of words, is used.

Commercial Uses related to Agriculture: Retail, wholesale, and other commercial uses typically associated with agriculture uses (e.g., farm machinery service, agricultural supplies including feed stores).

Community-Based Non-Profit Organization: A private corporation organized under Ch. 617, F.S., to assist in the provision of housing and related services on a not-for-profit basis and which is acceptable to federal and State agencies and financial institutions as a sponsor of low-income housing. These organizations shall have a Board of Directors that is elected by residents of the corporation's service area.

[REDACTED]

Chapter 2 - DEFINITIONS
Section 200. Definitions.

Section 200. Definitions.

Community Residential Home Resident. A frail and elderly person, a physically disabled or handicapped person, a developmentally disabled person, a non-dangerous mentally ill person or child as defined by Florida Statutes.

Compactor shall mean a container ranging from five (5) to forty (40) cubic yards in size, in which wastes are compressed to reduce their volume and are stored for disposal.

Compatibility shall mean a condition in which land use or conditions can coexist in relative proximity to each other in a mutually beneficial manner such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Complete Application shall mean an application package which has been determined by County staff to include the necessary information and analysis required by the Comprehensive Plan, the Land Development Code and Development Review Administrative Procedures Manual to enable staff and the approving authority to make the necessary determinations under the Comprehensive Plan and the Land Development Code.

TRANSMISSION VERIFICATION REPORT

11-14-23
Agenda Item Page 29 of 129
Federation

TIME : 11/14/2019 01:22

Letter to Bill
O'Shea

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ERNEST S. MARSHALL

P.O. BOX 320
BRADENTON, FLORIDA 34206

February 12, 2026

941-792-5039

FAX: 941-747-9621

Mr. Tal Sidique
Chairman
Manatee County Commission

Re: Suggestions For Proposed
Revision of 2019 Manatee
County Land Development Code.

Dear Commissioner Sidique:

Congratulations on becoming our new Chairman of our Manatee County Commissioners. I met you and your wife at a prior evening meeting of the San Remo Shores Homeowners Association, at the American Legion Hall, on 75th St. W., when you previously began running to be elected a County Commissioner.

I and my wife and family have been residents of San Remo Shores since 1968.

Also, congratulations on recently becoming a member of St. Peters and Paul Church on 75th St. West in Bradenton, I and our family have been members of this church for many years.

To refresh your memory, I gave a report to our above home owners association members. I stated that it appeared that "senior" staff members, at our County Building Department, had ignored warnings about "height" issues, by "junior" staff members, and approved a request and plan, to "illegally" construct one "intensity" incompatible "4 story" commercial storage building, adjacent to a "single" story and "one two" story residential building. This occurred and presently exists at the North East entrance road into San Remo Shores residential subdivision, from Cortez Road.

I pointed out then, and subsequently, that this construction is contrary to both Florida Statutory and Court case law, which clearly prohibits such incompatible and intense construction, at the above location.

Fortunately, for Manatee County and the developer, no one has filed legal proceedings against them, so far, because of this illegal construction. Also, again fortunately, Manatee County has hired Kimberely - Horn, who are presently revising and updating our present 1993 Land Development Code. This gives the County the opportunity now to delete illegal and add appropriate corrective legal language to the Counties Code. Hopefully, this will help prevent such future property owners, and their homes, from any further such new illegal construction. Importantly, this will also help protect the county from being sued, and suffer substantial damages and penalties, against County officials, and the developer, all at the

Mr. Tal Sidique
Page Two
February 12, 2026

expense of the County taxpayers, for approving and causing, such illegal construction, contrary to Florida Law.

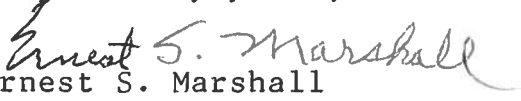
Importantly, such a law suit has already happened several years ago in Martin County, Florida. In 1993, Mrs. Karen Shidel successfully litigated against a developer, and Martin County public officials, for failure by them to comply with Florida "incompatibility" state statutory law. Enclosed is a copy of the Florida Case of Pinehurst Lakes Inc. vs. Shidel, 795 So. 2d 191 (Fla. 4 DCA 1912). Mrs. Shidel filed a law suit against a developer because the building department, in her county, approved intentionally and mistakenly, approved the developer to initially build a "5 story residential building" across from her property, but reduced to "2 story" over her objection. Initially, the lower Trial Court denied her complaint. However, the "Florida Appellate Court", overruled and reversed the lower Courts decision. The developer was ordered to tear down several two story buildings because they were "intensely incompatible" with her "single story" home. Enclosed is a copy of this case. Importantly, this case does not reveal, whether or not, the developer subsequently sued, and recovered \$3,000,000.00, (In 1912), damages from their county, they suffered, because their county, erroneously and negligently, ignored the Florida law. Also whether or not there were any penalties or sanctions, against anyone in their County Government, or Building Department, for "knowingly" allowing this to happen.

In closing, I am enclosing a list of enclosures, to help you and our new County Commission, and staff in our County Building Department to help them from making any further such mistakes in the future.

Please note that as of March 2025, the Directors of Federation of Community Association, Inc. voted to dissolve FMCCA, as a non profit Fla. Community Association. In 1968, when it was formed, there were only approximately 25 Homeowners Associations in Manatee County. Today there are in excess of 1700 such associations. This letter is the completion of some unfinished business of FMCCA.

May I please hear from you .

Respectfully yours,


Ernest S. Marshall
Former Vice President
Federation of Manatee County
Community Associations, Inc.

ESM/pkm
Enclosures-7

Mr. Tal Sidique
Page Three
February 12, 2026

P.S. Please furnish a copy of this letter to all County Commissioners and the Manager of the County Building Department.

The Planning Department has photos of the incompatible 4 story building described herein.

Also, furnish a copy to all Planning Commissioners.

LIST OF ENCLOSURES

1. Definition of "Incompatible"
(a) Random House College Dictionary, Revised Edition .
2. Definition of "Compatibility," F.S. 163.3164 (9).
3. Definition of "Compatibility" in the present Manatee County Land Development Code, at page 41 of 1433 that is presently being revised by Kimberly Horn.
4. My letter dated 1-18-22, to Commissioner Van Ostenbridge, with copy of my "Show and Tell" outline (without photos). (See Staff for Photos). including a needed suggested Amendment.
5. Letter from Barbara Powell.
6. My letter to Mr. Bill O'Shea, dated 4-13-23 with enclosures pin pointing the specific problems in our present comp plan, that needs to be corrected.
7. Contact the Manatee County Building Department for copies of the photos I provided described in the above "Show and Tell"
8. Pinehurst Case to list (See page 2 for citation of case).

The Random House College Dictionary

REVISED EDITION

THE RANDOM HOUSE COLLEGE DICTIONARY

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Based on The
Random House
Dictionary of the
English Language

THE UNABRIDGED EDITION

JESS STEIN • EDITOR IN CHIEF

onary

[illegible]

(4) "Agricultural enclave" means an unincorporated, undeveloped parcel that:

- (a) Is owned by a single person or entity;
- (b) Has been in continuous use for bona fide agricultural purposes, as defined by s. 193.461, for a period of 5 years prior to the date of any comprehensive plan amendment application;
- (c) Is surrounded on at least 75 percent of its perimeter by:

- 1. Property that has existing industrial, commercial, or residential development; or

- 2. Property that the local government has designated, in the local government's comprehensive plan, zoning map, and future land use map, as land that is to be developed for industrial, commercial, or residential purposes, and at least 75 percent of such property is existing industrial, commercial, or residential development;

- (d) Has public services, including water, wastewater, transportation, schools, and recreation facilities, available or such public services are scheduled in the capital improvement element to be provided by the local government or can be provided by an alternative provider of local government infrastructure in order to ensure consistency with applicable concurrency provisions of s. 163.3180; and

- (e) Does not exceed 1,280 acres; however, if the property is surrounded by existing or authorized residential development that will result in a density at buildout of at least 1,000 residents per square mile, then the area shall be determined to be urban and the parcel may not exceed 4,480 acres.

(5) "Antiquated subdivision" means a subdivision that was recorded or approved more than 20 years ago and that has substantially failed to be built and the continued buildout of the subdivision in accordance with the subdivision's zoning and land use purposes would cause an imbalance of land uses and would be detrimental to the local and regional economies and environment, hinder current planning practices, and lead to inefficient and fiscally irresponsible development patterns as determined by the respective jurisdiction in which the subdivision is located.

(6) "Area" or "area of jurisdiction" means the total area qualifying under this act, whether this be all of the lands lying within the limits of an incorporated municipality, lands in and adjacent to incorporated municipalities, all unincorporated lands within a county, or areas comprising combinations of the lands in incorporated municipalities and unincorporated areas of counties.

(7) "Capital improvement" means physical assets constructed or purchased to provide, improve, or replace a public facility and which are typically large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing. For the purposes of this part, physical assets that have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

(8) "Coastal area" means the 35 coastal counties and all coastal municipalities within their boundaries.

(9) "Compatibility" means a condition in which land uses or conditions can coexist in relative proximity to

each other in a stable fashion over time such that the use or condition is unduly negatively impacted directly or indirectly by another use or condition.

(10) "Comprehensive plan" means a plan that meets the requirements of ss. 163.3177 and 163.3179.

(11) "Deepwater ports" means the ports identified in s. 403.021(9).

(12) "Density" means an objective measure of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

(13) "Developer" means any person, individual, partnership, governmental agency, undertaking any development as defined in this act.

(14) "Development" has the same meaning as in s. 380.04.

(15) "Development order" means any order denying, or granting with conditions an application for a development permit.

(16) "Development permit" includes any subdivision permit, zoning permit, subdivision approval, certification, special exception, variance, or other official action of local government having the effect of permitting the development of land.

(17) "Downtown revitalization" means the physical and economic renewal of a central business district or a community as designated by local government. It includes both downtown development and preservation.

(18) "Floodprone areas" means areas identified on a 100-year flood event or areas identified on the National Flood Insurance Program as being in a flood insurance rate maps or flood hazard maps.

(19) "Goal" means the long-term end result of a program or activities are ultimately directed toward.

(20) "Governing body" means the board of commissioners of a county, the board of commissioners of an incorporated municipality, or the governing body of a unit of local government designated, or the combination of such units, if the joint utilization of this act is accomplished herein.

(21) "Governmental agency" means:

- (a) The United States or any department, commission, agency, or other instrumentality thereof;

- (b) This state or any department, commission, agency, or other instrumentality thereof;

- (c) Any local government, as defined in s. 163.3179, or any department, commission, agency, or other instrumentality thereof;

- (d) Any school board or other special district, or governmental entity.

(22) "Intensity" means an objective measure of the extent to which land may be developed, including the consumption or use of land, on, or below ground; the measurement of demand on natural resources; and the use of or demand on facilities.

(23) "Internal trip capture" means the ability of a mixed-use project that travel from one site to another onsite land use without using a regional network.

(e.g., automobile body repair shops), or

- B. Engaging in a commercial activity normally associated with significant outdoor storage, adverse noise or other adverse sensory impact, or large amounts of heavy vehicular traffic.

Intensive commercial uses are typically community or region-serving in nature. However, many community or regional commercial uses are not intensive commercial uses.

Commercial Vehicle. ~~Commercial.~~ (See "**Vehicle.** Commercial Vehicle.")

~~Commercial Vehicle shall mean any motor vehicle (including mobile homes or recreational vehicles) that qualifies as one of the following:~~

- ~~A. Is designed, altered or used principally for business, governmental, institutional, or non-profit organizational purposes;~~
- ~~B.A. Has a platform, cabinet, box, rack, compartment, or other facility for transportation of materials, equipment, and items other than the personal effects of private passengers or for carrying passengers for hire;~~
- ~~C.A. Conspicuously displays the name or other advertising of the business, agency or organization on the exterior thereof, resulting in a total of more than six (6) square feet of sign area on the vehicle;~~
- ~~D.A. Is designed to carry passengers for hire; or~~
- ~~E.A. Has a rated gross payload of three quarter (¾) ton or greater.~~

Common Household Pet. (See "Pet, Common Household.")

Common Improvement shall mean all streets, driveways, parking areas and other vehicular use areas, and all uses, facilities, structures, buildings, and other improvements, or portions thereof, which are designed and provided for the common use, benefit, and enjoyment of all residents or occupants of all or a designated portion of a development or neighborhood, or for the protection of adjacent property.

Common Open Space. (See "Open Space, Common")

Common Ownership. (See "Ownership, Common")

Community Residential Home. A dwelling unit which provides a living environment for 7 to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents. Homes of six (6) or fewer residents shall be deemed a single-family unit and a non-commercial, residential use. For the purpose of this Code, Adult Family Care Homes, as defined in the Florida Statutes, are deemed to be Community Residential Homes.

Community Residential Home Resident. A frail and elderly person, a physically disabled or handicapped person, a developmentally disabled person, a non-dangerous mentally ill person or child as defined by Florida Statutes.

Compactor shall mean a container ranging from five (5) to forty (40) cubic yards in size, in which wastes are compressed to reduce their volume and are stored for disposal.

Compatibility shall mean a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Comprehensive Plan shall mean the Manatee County Comprehensive Plan adopted pursuant to the requirements and authority of Chapter 163, Part II, Florida Statutes (the "Community Planning Act").

Concrete Processing, Manufacturing, or Recycling Facility shall mean a plant that combines various ingredients, including sand, water, aggregate (rocks, gravel, etc.), fly ash, potash, and cement to produce concrete. The term includes both ready mix and central mix plants. Concrete recycling refers to the crushing of concrete from structures, roadways, etc. to be reused as gravel, sub-base, riprap, etc.

Conservation Area shall mean any area that has been set aside for environmental protection through conservation easements, dedicated open space, or other legal mechanism, including but not limited to wetlands, wetland buffers, and upland preservation areas.

Consistent shall mean in accordance, in compliance, in agreement, and to the same extent as.

FMCCA
Est. 1964

The Federation

of Manatee County Community Associations, Inc.

January 18, 2022

SENT BY FAX ONLY

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"Eternal Vigilance
is the price
of Liberty."

Kevin Van Ostenbridge
Chairman
Manatee County Commission
P.O. Box 3000
Bradenton, Fl. 34206

Re: Suggested Amendment to Manatee
County Ordinance allowing High
Rise Construction On Manatee
County Suburban Roads.

Dear Commission Van Ostenbridge:

Thank you for initially meeting me and briefly reviewing the
"show and tell" outline and exhibits, I delivered to you on
1-12-22, regarding the above needed amendment.

After we met, I remembered that I had requested and received,
on behalf of the Federation, a letter from Sara Shenk, assistant
Manatee County Attorney, before the present high rise ordinance
was approved by a prior Manatee County Board of Commissioners.
She confirmed that the ordinance was mandatorily required to be
construed and enforced to protect and preserve the "Health,
Safety, and Welfare" of the existing Manatee County residents,
when Manatee County Commissioners, Planning Commission and Staff
were asked to approve a request by a developer for construction, in
Manatee County, such as High Rise Construction, on our county
corridor roads. Unfortunately, I misplaced this letter. However,
I called her and she is going to try and find and furnish me a
copy, which I will Fax to you when I receive it to forward to
our County Attorney, Bill Clague.

This is important for Bill to review with the copy of the
Florida case law head notes I left with you, particularly in ref-
erence to the need for "public hearings and imput and compatability"
discussed in the Pinellas County Richmon Group of Florida, Inc.,
and Pinecrest Lakes, Inc., v. Shidel. Also, as I mentioned to you,
there may be a need for a special legislative special act to be
obtained by our local legislative delegation at this time, pointed
out in the above Pinellas County Case, that Bill Clague should
also review and give advise on.

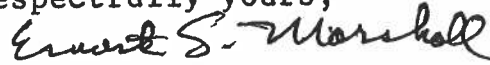
Hopefully, all of our efforts will prevent the county and
developers from being sued because of the deficiencies in our
present ordinance.

Because of my background please advise Bill Clague I am
willing to meet with and assist you and them in eliminating the

Kevin Van Ostenbridge
Chairman
Manatee County Commision
Page Two
January 18, 2022

ordinance deficiencies.

Respectfully yours,



Ernest S. Marshall,
First Vice President of the
Federation of Manatee County
Community Associations, Inc.

ESM/pkm



The Federation

of Manatee County Community Associations, Inc.

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"Eternal Vigilance
is the price
of Liberty."

I. SHOW AND TELL - TO MANATEE COUNTY COMMISSIONER KEVIN VANOSTENBRIDGE, BY ERNEST S. MARSHALL, FIRST VICE PRESIDENT OF FMCCA, OF THE NEED FOR AMENDMENTS TO MANATEE COUNTY ORDINANCE, ALLOWING HIGH RISE CONSTRUCTION ON MANATEE COUNTY SUBURBAN CORRIDOR ROADS.

II. INTRODUCTION BY ERNEST S. MARSHALL AND FMCCA TO COMMISSIONER:

- A. FMCCA BROCHURE.
- B. Newspaper article commemorating the celebration of FMCCA's 50 years of service to Manatee County.
- C. Newspaper article of FMCCA, 7-3-16, "Urban Corridor Plan Needs Work".

III. FACTUAL REPORT SHOWING NEED FOR AMENDMENTS TO MANATEE COUNTY ORDINANCES TO ALLOW MANDATORY "Public IMPUT, TO ASSIST THE COUNTY COMMISSION AND STAFF TO:

- A. PROHIBIT "INCOMPATIBLE" BUILDING HEIGHTS ON COUNTY SUBURBAN CORRIDOR ROADS, WEST OF 75th ST. WEST, ON MANATEE AVE. AND CORTEZ ROAD, SUCH AS THE "FOUR STORY" HIGH RISE COMMERCIAL STORAGE BUILDING JUST CONSTRUCTED, AT THE ENTRANCE TO SAN REMO SHORES RESIDENTIAL SUBDIVISION AND CORTEZ ROAD.

IV. FACTS AND ATTACHMENTS CLEARLY SHOWING STAFF APPROVAL OF THE INCOMPATIBLE "FOUR STORY" COMMERCIAL STORAGE BUILDING, WITHOUT A PUBLIC HEARING AND PUBLIC IMPUT.

1. EIGHT PHOTO'S DEVELOPED 4-21-21, CLEARLY SHOWING THE INCOMPATIBILITY OF THE ABOVE "FOUR STORY BUILDING".

- (a) Photo (1), shows the Northwest corner of the "Bantam Plaza", single story strip shopping center, that has existed at this location for in excess of sixty years, at the entrance on Cortez Road, and the main entrance and street of San Remo Shores Subdivision, where I have lived with my wife and raised our family for 54 years.
- (b) Photo (2), shows the Northeast corner of the above entrance street into San Remo Shores with approximately 11 feet of fill dirt that was trucked in, to fill this corner San Remo lot, to build a

three (3) story"commercial storage building, on top of this fill.

- (c) Photo (3), shows the Northeast corner of this same San Remo lot shown in Photo 2 above, showing the beginning of the construction of the "first story" of this three story building abutting to two story residential condo owner/rental apartments, that have been there for in excess of 60 years.
- (d) Photo (4), shows a North view across Cortez Road, showing the South view of the partial construction of the Second Story of this building, abutting to the condo apartments, shown in Photo 3, above.
- (e) Photo (5), shows a Northeast view of the Northeast corner of the two stories. Also, the "roof top" of a single story home to the North, adjacent to this building construction site.
- (f) Photo (6), shows a North view of the third story of this building, plus a "roof top extension" of approximately 7 feet, on top of this third story.
- (g) Photo (7), shows a "west view" down Cortez Road, "past" the entrance intersection into San Remo Shores and the "Bantam Plaza" shopping center, and the South side of Cortez Road. Importantly, there is no existing 3 story construction of any kind, shown on either side of Cortez Road at this point.
- (h) Photo (8), shows an "East view" of Cortez Road, "past" the entrance into San Remo Shores and the first floor of the newly constructed three story building. Again, there is no existing three story construction, of any kind, shown on either side of Cortez Road, at this point.

2. Copy of Seciton 401.3 - Bulk and Dimensional Regulations, of the Manatee County Building Code. In sub paragraph "H", minimum floor elevation, requires that the minimum lowest floor elevation for structures in the "one hundred (100) year plan" shall be in accordance with the requirements of this section, in addition to Section 801 Stormwater Management, the Flood Plan Management Ordinance, and the Manatee County Building Code.

3. Copy of Section 401.5 - "Building Compatability" No-where in this section, or any building or land development codes of Manatee County, is there any correct language that prevents this "obvious incompatable construction", of a commercial three story building on top of approximately eleven feet of fill dirt at this site. Especially, when there is absolutely no three story commercial buildings, "existing" on top of approximately eleven feet, adjacent to and surrounding this site

4. Additionally, there is "no provision" to allow existing owners of residential and commercial building to object to such blatant proposed incompatibility, at public hearings, before the Manatee Planning Commission and County Commissioners, with proper guidelines so that Staff and these Commissioners would be entitled to exercise their discretion to prevent such obvious incompatibility.

5. Notably, Staff did state, (a) they had significant concerns with grading of this building construction with respect to the "slab-on grade foundation to "elevation 11 feet NAVD to no avail" (See attached copy of a page from the County Staff Public Works Storm Engineering Review). (b) Jamie Elbert, also suggested in her Staff "Flood Plan Review", dated 2-7-20, for the developers to using a "floodproofing" option instead of raising the grade, again to no avail. (See copy attached).

6. Attached is a copy of a letter, dated 4-6-20, to Ken Gary, President of San Remo Shores, Home Owners Association, regarding this storage facility, from Attorney Mathew Staggs. This letter confirmed that according to the Manatee County Zoning Department, this storage facility will meet or exceed all requirements of the County Land Development Code and that the then proposed site plan of the storage facility "will not be subject to a public hearing"

7. Lastly, enclosed is a copy of a local newspaper article, dated 6-9-21 confirming that "two" long existing storage buildings already exist within a 16 block area of Cortez Road West and 75th St. West, in Bradenton, which is predominately residential and commercial single story buildings. Notably, neither of these "two" long existing storage facilities are "three stories high". This article overlooked that there is presently a fourth long established "single story" storage facility, two blocks East of 75th St. West on the South side of Cortez Road.

V. SUGGESTED AMENDMENTS TO THE ABOVE PRESENT MANATEE COUNTY HIGH RISE CONSTRUCTION ORDINANCE ON MANATEE COUNTY SUBURBAN CORRIDOR ROADS.

1. Any county approved fill dirt or material, of any kind, placed upon any existing suburban corridor lot, shall be considered as part of the computed height elevation of the "first floor", of any proposed building, residential or commercial, up to the ceiling height elevation of 11 feet, to be constructed on such lot:

2. Any request to construct a new, or an addition for a 3 story commercial or residential building, on any existing Manatee County Suburban Corridor Road lot, adjacent to any existing, or only separated by a road, on the same corridor road, that already has an existing building located on a lot with the elevation of one or two 11 ft. stories, such request may only be approved by Manatee County, as follows:

- (a) The request must be made to both the Manatee County Planning Commission, and Board of County Commission, for approval, at two noticed and separate public hearings.
- (b) The request shall be approved by only a "Super Majority", and not just a majority, of both the Planning Commission and the County Commissioners.
- (c) Such request may be denied if it is found that the proposed construction is "incompatible"
- (d) "Incompatibility" is defined as (Have the County attorney research and state a strong and enforcible definition here).

Federation of Manatee County
Community Associations, Inc.

By: Ernest S. Marshall

Ernest S. Marshall
First Vice President

Dated: 1-12-22

AMENDED

MANATEE COUNTY ORDINANCE NO.

The County shall ensure the compatibility of adjacent and surrounding land uses. Land uses, as defined in Chapter 163, Part II, Florida Statutes, (Growth Management Act), includes, but is not limited to, permitted uses, structures, and activities allowed within the land use category or implementing zoning district. **Compatibility means a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.** The compatibility of land uses is dependent on numerous development characteristics which may impact adjacent or surrounding uses. These include type of use, density, intensity, height, general appearance and aesthetics, odors, noise, smoke, vibration, traffic generation on land or boat traffic on water, and nuisances.

Compatibility shall be measured based on the following compatibility characteristics of the proposed development in relationship to surrounding existing development in the immediate area:

- (a) permitted uses, structures and activities allowed within the land use category
- (b) building location, dimensions, height, and floor area ratio;
- (c) location and extent of parking, access drives and service areas;
- (d) traffic generation, hours of operation, noise levels and outdoor lighting;
- (e) alteration of light and air; [and]
- (f) setbacks and buffers—fences, walls, landscaping and open space treatment. It is the intent of this policy to encourage design treatments that reflect consideration of adjoining and surrounding development and land use.

County of Manatee, Florida Ordinance No. _____ Chapter _____
Policy _____ (2023).



Federation

of Manatee County Community Associations, Inc.

April 13, 2023

Jim Kaiser
President

jkaiser988@aol.com

Ernest "Sandy" Marshall
1st Vice President/
Ex-Officio President

Kay Lynn Duncan
Secretary
duncankd@att.net

Carole Atkins
Treasurer
Newsletter Editor
fmccasupport@aol.com

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Director
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P. O. Box 320
Bradenton, Florida
34206

For information call:
941-792-6039

Website:
www.thefmcca.com

Email:
fmccasupport@aol.com

"Eternal Vigilance
is the price
of Liberty."

Mr. Bill O'Shea
Manatee County Building Department
Administration
1112 Manatee Ave. W.
Bradenton, Fl. 34205

Re: Amendment to Manatee County
Suburban Corridor High Rise
Development Plans on corridor
roads such as Cortez Road and
Manatee Ave. W. of 75th St. W.

Dear Bill:

Thank you for recently providing me with copies of definitions of "Compatible", in Element 1, Definition, of our Manatee County Florida, Comprehensive Plan.

This occurred as a result of a return phone call to me, from Commissioner VanOstenbridges assistant, Horhay, to call you to continue with follow up information, concerning the above referenced matter, who also deserves a thank you.

Amazingly, you are the first person, we have spoken to, in our County Building Department for the past 2 years, that has provided the necessary information to pin point the problem in our comprehensive Plan, and what is needed to resolve the above referenced matter.

Unfortunately, we were never advised by our Building Department that a definition of "Compatible" already existed in our Comprehensive Plan since 2020. However, as it is presently written, it is seriously erroneous. It leaves Manatee County open to law suits by either developers or citizens, or Florida pursuant to F.S. 163.3167(30) 163.3202 (4) and 163.3167(3) which is what the Federation has been trying to prevent by our recently proposed Amendment.

Enclosed is a copy of the erroneous Element 1, Definition of "Compatible", stating:

"COMPATIBLE. A condition in which land uses or condition is unduly negatively impacted directly or indirectly by another use or condition"
This is the correct definition of "COMPATIBLE" under F.S. 163.3164.

Mr. Bill O'Shea
Page 2
April 13, 2023

However, the Exclusionary introductory language erroneously states:

"The following definitions shall be used in review or interpretation of this Comprehensive Plan. Where a definition contained within this section is different or inconsistent with the definition contained in enabling state legislation (Sec. 163.3164, F.S.) the definition contained herein shall be utilized"

This is clearly contrary to F.S. 163.3161 (4) and (7), which states a local government, such as Manatee County, is mandatorily required to prepare and adopt comprehensive plans or elements, in conformity with these acts, to preserve, promote, protect and improve the "public health, safety, comfort, good order, appearance, convenience, law enforcement, for prevention, and general welfare" etc. Unless the legislature has changed the above statutes, this includes compatibility above.

Accordingly, the previously posed amendment we delivered to Commissioner VanOstenbridge, in my transmittal letter to him, on 1-31-23 needs to be immediately recommended by staff to be approved by our Planning Commission and County Commission following public hearings, as soon as possible.

I would suggest that this letter and the above proposed amendment be revised by staff and the County Attorneys office for comments.

Please advise, upon receipt of this letter.

Thank you for your assistance.

Yours very truly,
Federation of Manatee County
Community Associations, Inc.

By: Ernest S. Marshall
Ernest S. Marshall,
First Vice President

ESM/pkm
cc: Commissioner Kevin VanOstenbridge
Bill Clague, Esquire

Enclosure-1

Manatee County, Florida, Comprehensive Plan
Element 1 DEFINITIONS

Element 1
DEFINITIONS

The following definitions shall be used in review or interpretation of this Comprehensive Plan. Where a definition contained within this section is different or inconsistent with the definition contained in enabling State legislation (§ 163.3164, F.S.), the definition contained herein shall be utilized.

Within this definition section, the use of [brackets] explains the context within which the defined word, or groups of words, is used.

Commercial Uses related to Agriculture: Retail, wholesale, and other commercial uses typically associated with agriculture uses (e.g., farm machinery service, agricultural supplies including feed stores).

Community-Based Non-Profit Organization: A private corporation organized under Ch. 617, F.S., to assist in the provision of housing and related services on a not-for-profit basis and which is acceptable to federal and State agencies and financial institutions as a sponsor of low-income housing. These organizations shall have a Board of Directors that is elected by residents of the corporation's service area.

Commercial Use: Any use of land or building for the purpose of selling, leasing, or otherwise disposing of goods, services, or real property for a profit. This includes, but is not limited to, the use of land or building for the purpose of selling, leasing, or otherwise disposing of goods, services, or real property for a profit.

Chapter 2 - DEFINITIONS
Section 200. Definitions.

Section 200. Definitions.

Community Residential Home Resident. A frail and elderly person, a physically disabled or handicapped person, a developmentally disabled person, a non-dangerous mentally ill person or child as defined by Florida Statutes.

Compactor shall mean a container ranging from five (5) to forty (40) cubic yards in size, in which wastes are compressed to reduce their volume and are stored for disposal.

Compatibility shall mean a condition in which land use or conditions can coexist in relative proximity to each other in a mutually beneficial manner such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Complete Application shall mean an application package which has been determined by County staff to include the necessary information and analysis required by the Comprehensive Plan, the Land Development Code and Development Review Administrative Procedures Manual to enable staff and the approving authority to make the necessary determinations under the Comprehensive Plan and the Land Development Code.

TRANSMISSION VERIFICATION REPORT

4-14-23
Federation

TIME : 11/14/2019 01:22

Letter to Bill
O'Shea

DATE, TIME
FAX NO./NAME
DURATION
PAGE(S)
RESULT
MODE

11/14 01:20
9417539763
00:01:29
04
OK
STANDARD
ECM

From: Barry Stulberg <ebstulberg@gmail.com>
Sent: Friday, February 13, 2026 12:50 PM
To: Jason Bearden <jason.bearden@mymanatee.org>
Subject: Copy of My Email to Nicole Knapp FYI

You don't often get email from ebstulberg@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from an external source.
Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

Dear Ms. Knapp. This is a follow up to my explaining to you after the Board meeting Wednesday on how you could create a zoning ordinance that would accomplish Commissioner Kruse's objectives of creating additional uses in the S-41 corridor that would be of right provided they meet certain requirements and could be approved administratively. This was to encourage desired development in this corridor because the builder wouldn't have to worry that its investment in time and cost would be lost if the property was not rezoned for its use. This zoning ordinance is called "overlay zoning".

This is what I was earlier explaining to Commissioner Ballard and Chair Siddique, and briefly explaining to Commissioner Kruse. My 1st attachment below is a ChatGPT discussion by way of example of what overlay zoning is all about.

My 2nd attachment is a tailored draft by ChatGPT of an overlay district structured specifically around Manatee County's Comprehensive Plan framework in ordinance format so it could be realistically inserted into the Manatee County Land Development Code (LDC) as a new overlay district. ChatGPT says it is also structured to comply with Florida's Live Local Act.

You can treat the types of permitted uses by right and requirements in the example (1st attachment) and in the draft ordinance (2nd attachment) as merely suggestions as ideas and can be retooled and tailored to the desires of the Board.

Also, under the ordinance I would suggest adding under Section 1. Purpose and Intent:

"7. Adoption of the overlay district shall not be construed as requiring reassessment of properties unless and until development approval is granted." (I would also suggest you discuss this with the Manatee County Assessor to see if it is in agreement that it will not reassess.

I would also under the ordinance suggest adding in Section 9. Administrative Approval Process that a development shall comply with:

"All applicable building and site development standards." (This was in the example but somehow got left out of the ordinance.)

All of the above are ideas the County Attorney can consider in preparing a draft of an overlay ordinance if the Board wishes to go in that direction.

Glad to help. I can be of any further assistance, please don't hesitate to contact me.

Barry Stulberg 248 310 8308

MANATEE COUNTY COMMERCIAL CORRIDOR MIXED-USE OVERLAY (CCMUO)

Section 1. Purpose and Intent

The Commercial Corridor Mixed-Use Overlay (CCMUO) is established to:

1. Encourage redevelopment of aging commercial corridors.
2. Promote vertical mixed-use and residential development in commercially zoned areas.
3. Increase housing supply, including workforce housing.
4. Preserve existing commercial entitlements.
5. Provide objective standards allowing administrative approval.
6. Implement the Future Land Use Element policies encouraging infill and mixed-use development.

The overlay is **optional** and does not remove or alter underlying zoning permissions.

Section 2. Applicability

This overlay may be applied to properties zoned:

- GC – General Commercial
- HC – Heavy Commercial
- LM – Light Manufacturing (where consistent with Future Land Use)
- PD-C – Planned Development Commercial

within designated Commercial Corridors identified on the Overlay Map adopted by resolution of the Board of County Commissioners.

Section 3. Relationship to Underlying Zoning

A. All uses permitted in the underlying district remain permitted.

B. Property owners may elect to develop under:

- The underlying zoning regulations; OR

- The overlay standards.

C. Where overlay standards conflict with the underlying district, the overlay standards control for developments electing to use the overlay.

D. No rezoning shall be required if development complies with this overlay.

Section 4. Additional Uses Permitted By Right

The following uses shall be permitted administratively, provided all objective standards are met:

1. Multifamily residential
2. Mixed-use buildings (ground-floor commercial required on arterial/collector frontages)
3. Live-work units
4. Townhomes
5. Boutique hotel (≤ 100 rooms)
6. Senior housing / independent living

No special exception or public hearing required.

Section 5. Density and Intensity

A. Base Residential Density

Up to **30 dwelling units per acre**, regardless of underlying FLU density limitations, provided property has Commercial Future Land Use designation.

B. Bonus Density (Up to 45 DU/acre)

Permitted if one of the following is provided:

- 15% of units affordable at $\leq 120\%$ AMI
- Structured parking
- Transit stop improvement
- 10% publicly accessible open space

C. Floor Area Ratio (Non-Residential)

- Base FAR: 1.0
 - Maximum FAR with mixed-use: 2.5
-

Section 6. Height

A. Base height: 45 feet (3–4 stories)

B. Maximum height: 75 feet (6 stories) if:

- Adjacent to arterial roadway; AND
 - Stepback of 15 feet above 3rd story when adjacent to residential zoning.
-

Section 7. Site Design Standards (Objective)

To qualify for administrative approval, the following must be met:

1. Primary entrance oriented toward public street.
2. Parking located to side or rear (front parking limited to 40% of frontage).
3. Minimum 10% landscaped open space.
4. Sidewalk connection to public right-of-way.
5. Ground-floor transparency minimum 50% for commercial frontages.
6. Dumpster enclosures screened.
7. Building façade articulation every 50 feet.

All standards are measurable and objective.

Section 8. Parking

- A. Multifamily: 1.5 spaces per unit.
- B. Mixed-use reductions allowed for shared parking.
- C. 20% reduction permitted within ¼ mile of transit stop.
-

Section 9. Administrative Approval Process

A development complying with:

- All overlay standards

- County concurrency requirements
- Stormwater and utility requirements

shall be approved administratively by the Development Services Director within 45 days.

No public hearing required.

Section 10. Existing Uses

- Existing commercial uses remain conforming.
 - Redevelopment may occur under underlying zoning without using overlay.
 - Nonconforming uses are unaffected.
-

Can you please give me an example of an overlay zoning of a commercial area where sas of right are created provided they meet certain conditions while still allowing existing zoned uses as permitted uses

Yes — what you're describing is commonly called a **"by-right conditional overlay"** or a **"use-incentive overlay"** where additional uses are permitted *by right* if objective standards are met, while the underlying zoning and its permitted uses remain intact.

Below is a clear example you can use as a model.

Example: Commercial Corridor Mixed-Use Overlay (CCMUO)

1. Purpose

The Commercial Corridor Mixed-Use Overlay (CCMUO) is established to:

- Encourage redevelopment of aging commercial corridors
- Promote mixed-use and residential development
- Increase walkability and economic vitality
- Preserve existing commercial entitlements

The overlay **does not remove or alter underlying zoning uses**. Instead, it adds additional permitted uses subject to objective standards.

2. Applicability

This overlay applies to properties zoned:

- CG (General Commercial)
- HC (Highway Commercial)

within the designated Commercial Corridor Overlay Map.

3. Relationship to Underlying Zoning

1. All uses permitted in the underlying zoning district remain permitted.
2. All dimensional standards of the underlying zoning remain in effect **unless modified by this overlay.**
3. Where standards conflict, the overlay standards control.

4. Additional Uses Permitted by Right (Overlay Uses)

The following uses are permitted **by right**, provided the development complies with all overlay standards:

1. **Multifamily residential**
2. **Mixed-use buildings** (ground-floor commercial with upper-story residential)
3. Live-work units
4. Boutique hotel (≤ 75 rooms)

No rezoning or special exception is required if objective criteria are satisfied.

5. Conditions for By-Right Approval

Overlay uses shall be permitted administratively if the following standards are met:

A. Minimum Lot Size

- 1 acre minimum for standalone multifamily
- No minimum for vertical mixed-use

B. Density

- Up to 30 dwelling units per acre
- Up to 45 dwelling units per acre if:
 - 15% of units are workforce housing, OR
 - Structured parking is provided

C. Height

- Base height: 3 stories
- Up to 5 stories if:

- Building steps back 10 feet above the 3rd floor adjacent to residential zones

D. Design Standards

- Minimum 60% transparency on ground floor
- Parking located behind or beside building
- Primary entrance facing public street
- 10% open space or plaza area

E. Traffic Threshold

- Project must generate fewer than X peak hour trips or provide mitigation consistent with adopted concurrency rules.

6. Administrative Approval Process

If the applicant demonstrates compliance with:

- All overlay standards
- All applicable building and site development standards

Approval shall be granted administratively within 30 days.

No public hearing required.

7. Existing Commercial Uses

- Existing permitted commercial uses remain permitted.
- Existing developments may continue as legal conforming uses.
- Property owners may choose to:
 - Develop under underlying zoning, OR
 - Elect to use overlay standards.

The overlay is optional, not mandatory.

Why This Structure Works

This type of overlay:

- ✓ Preserves existing zoning rights
- ✓ Avoids downzoning claims
- ✓ Creates predictable "by-right" approvals
- ✓ Encourages redevelopment
- ✓ Reduces political discretion

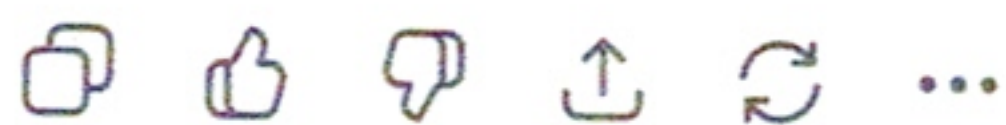
Real-World Examples of Similar Overlays

- Miami 21 Transit Corridor Overlay
- Arlington, VA Columbia Pike Form-Based Overlay
- Tampa Midtown Overlay
- Denver Mixed-Use Corridor Overlay

If you would like, I can:

- Draft one tailored specifically to **Manatee County commercial districts**
- Structure one to comply with Florida's Live Local Act
- Or draft language designed to withstand legal challenge

Just tell me the jurisdiction and development goal.



Please draft one tailored specifically to Manatee County commercial districts

Barry, below is a **tailored draft overlay district** structured specifically around **Manatee County's Comprehensive Plan framework and common commercial districts (GC, HC, LM, PD-C, etc.)**.

This is written in ordinance format so it could realistically be inserted into the **Manatee County Land Development Code (LDC)** as a new overlay district.

From: Carolinalawson99 <carolinalawson99@gmail.com>

Sent: Thursday, February 19, 2026 5:21 PM

To: Bobbi Roy <bobbi.roy@mymanatee.org>

Subject: A Resident's Strong Opposition

You don't often get email from carolinalawson99@gmail.com. [Learn why this is important](#)

CAUTION:This email originated from an external source.

Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

Good evening,

My name is Carolina Lawson, I am an American citizen and resident of Manatee county deeply disturbed by and in strong opposition to the board's plans to allow our land, wildlife and water supply to be destroyed for the sake of a cruise ship port off of Terra Ceia Bay and Rattlesnake Key.

There is no amount of short term gain a cruise port or any similar project could provide that would outweigh the horror of the long term consequences. Aside from upsetting the delicate balance required for the various ecosystems in our area, this is dangerous to our community. In 2020, the Tampa Bay Estuary Program performed a study and released a detailed [Habitat Master Plan Update](#) which showed that to deliver on water quality and habitat goals in Tampa Bay, there could be no net loss of mangroves. This assessment included all proposed development tracts. **This business proposition is a NET LOSS to the environment, to our water quality, and to our LOCAL economy.**

I live here because I am love the breathtaking beauty of the hammocks, estuaries, and mangroves. I care about my community and our access to resources. If you allow this to happen, it will very much negatively impact all residents- including those on the board.

I urge you reconsider. Please feel free to reach out with any questions.

Best,

Carolina Lawson

Z-14-2026

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cown Tract

To: Manatee Co Board of County Commissioners
George Kruse, Amanda Ballend, Carol Ann Felts,
Tal Siddique, Mike Rahn, Bob McCann, Jason Bearden:

I'm writing to ask you, to beg you, to not allow any rezoning of the above referenced tract of Florida estuary. Over the past decade so much of wild, native Florida is being destroyed by over growth that soon we will have nothing left. No votes by you will help preserve our dwindling fragile ecosystem for Floridians and tourists alike, and not eliminate the habitat for our fish, other sealife, and of course our beloved manatees. Thank you for doing what is best for OUR Florida.

Denise Decker
Apollo Beach, FL

Manatee County Board of Commissioners

Re: Rezoning of Knott-Covey Tract

Commissioners: Chair George Krause
Amanda Ballard
Carol Ann Feltz
Tad Siddique
Mike Rahn
Dr Bob McCann
Jason Bearden



I respectfully urge you all to deny any request to rezone this tract in Terra Ceia, Tampa as a connected estuary and dredging and large vessel traffic will harm water quality, as to if the grasses impact wild life more and the fisheries.

Our daughter studied this area while she attended University of Minnesota Duluth Campus in 2009-11 as she studied Environment; obtained her degree. This area is known for it's ability to recover from storms; pollution and studied for it's resilience - please don't reduce this ability

We reside in Bay Colony and love it here.

Carolyn : Cliff Schmidt
5000 Beacon Rd
Palmetto, FL

612-669-9812

612-865-4641

Manatee County Board of
County Commissioners

2-14-26

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowen Tract

Dear Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Tal Siddique

Mike Rahn
Dr. Bob McCann
Jason Bearden

I'm writing to ~~ask~~ you to deny any rezoning requests for higher density uses of the Knott-Cowen Tract. Dredging and massive vessels moving through that area will affect the environment all over the Bay, not just that immediate area. It will harm water quality, wildlife, rookeries, fish nurseries, seagrass, and citizen recreation.

Please deny the proposal and keep a priority on the health of Tampa Bay for economic and environmental reasons.

Sincerely,

Julie Del Cueto

St Petersburg, FL

February 14, 2026

Steven Novo
1590 Braeside CT.
Palm Harbor, FL 34681

Manatee County Board of County Commissioners
P.O. Box 1000
Bradenton, FL 34206

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cowin Tract

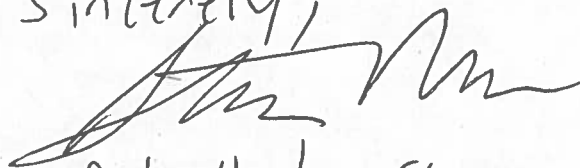
Dear Chair George Kruse, Vice Chair Amanda Ballard,
Carol Ann Felts, Tal Siddique, Mike Rahn,
Dr. Bob McCann, Jason Bearden

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Cowin Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass and impact wild wildlife, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,



Palm Harbor, FL

Esteemed County Commissioners,

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

Please remember your constituents and the impact to "the paradise" that is Terra Ceia, voting for continuing this port will have.

This is our home. There is already a defunct cruise port @ Port MANATEE! IT did not work before and will not work again. This port does nothing but destroy the community and leave a few pockets. At what point do you realize you work for us and not special interest? I hope this is a pivotal moment in all of your careers as a Commissioner and you show us we chose wisely when voting in the prior elections.

If care for your constituents does not sway your vote to opposition, I invite you all to spend a day on Terra Ceia and immerse your selves in the Cultural, Historical, environmental and Quality of life that will be severely impacted by anything less than opposition on your part.

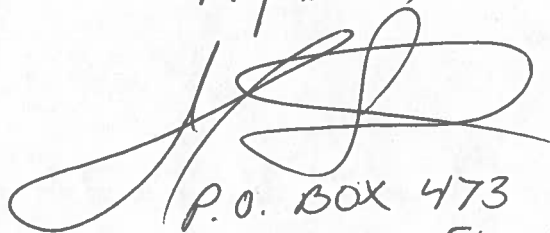
2
RECIEVED

FEB 19 2026
Board of County Commissioners
Manatee County

Development of the Knott-Gowen Tract
in any capacity is destruction to one
of the last remaining areas of MANATEE
COUNTY that is pristine!

I respectfully ask you All to put
this development of the Port on
this property to the people. Please
put it on the ballot and let US
decide.

My best,



P.O. BOX 473
Terra Ceia, FL

♡

2/14/26

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Lowen Tract for higher density uses. Tampa Bay is one connected estuary, and digging and large vessel traffic would harm water quality and the way of life for birds, animals living in the area and people throughout Tampa Bay.

Please prioritize protecting Tampa Bay's long-term health ~~for~~ and deny the proposal.

Sincerely

Tiane Lynn Riggs

Terra Cia Island, FL 34250

RE: Rezoning of the Knott-Cowen

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,
Chair George Kruse, Vice chair Amanda Ballard,
Carol Ann Felts, Tal Siddique, Mike Rahn, Dr. Bo
McCan, & Jason Bearden,

I respectfully urge you to deny any requests to
rezone the Knott-Cowen Tract for higher density
use. Tampa Bay is one connected estuary, &
dredging & large vessel traffic would harm
water quality, destroy sea grass, & impact
wildlife fisheries & recreation across the
entire bay for decades.

we have enough cruise ports, we have
enough development. What we are lacking are
natural spaces for wild life & human
recreation. At what point do we stop prioritizing
greed & money over planetary health? Is it
once hurricanes flood our cities b/c we have
destroyed the natural barriers that protect
our shores? Is it once we have almost
no wild life left? You have the power to

do good; Please choose to do so, not only
for your constituents, but for the Tampa
Bay plants & animals that do not have
a voice.

Please Prioritize protecting Tampa Bay's
long-term health & deny the proposal

Sincerely,

Anya Hayman

Kevin Santana

City of St. Pete FL

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,

As a resident of the Tampa area, I respectfully urge you to deny any requests to re-zone the Knott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary, & dredging & large vessel traffic would harm water quality, destroy seagrass, & impact wildlife, fisheries, & recreation across the entire bay. Mangroves & seagrass beds are hotbeds of biodiversity & are absolutely critical both to the health of local ecosystems & our fishing sector, both recreational & commercial. The next generation deserves to have this beautiful wild space.

Please prioritize protecting Tampa Bay's long-term health & deny the proposal.

Sincerely,

Jared Mancini

Largo

Manatee County Board of County Commissioners,

P.O. Box 1000

Bradenton, FL 34206

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Re: Rezoning of the Knott Cowen Tract

Dear Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

* Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

Date: 2-14-26

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott Cowen Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

Maria Berthou

6603 38th Ave. Cir W.

Bradenton, FL 34209

Manatee County Board of County Commissioners
PO Box 1600
Bradenton, FL 34206

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowen tract

To: Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Tal Siddique
Mike Rahn
Dr. Bob McCann
Jason Bearden

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny this proposal.

Sincerely,
Judith MacInness
Palmetto, Florida

Manatee County Board
of County Commissioners
P.O. Box 1000
Bradenton FL 34206

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE: Rezoning of The Knott-Cowen Tract

Dear Commissioners Kruse, Ballard, Felts,
Siddique, Rahn, McCann and Bearden:

I don't only urge you, I implore you to
deny any request to rezone the Knott-
Cowen Tract for higher density uses.

I've been visiting Florida since I was a
child. My great grandma and uncle lived
in Gephyrhills and we came every year
visiting different areas/beaches. My
husband was stationed at Patrick and
MacDill AFB and we always knew we
would move to Florida at some point,
once retired. My ~~five~~^{three} times great
grandfather was stationed at Fort Dade
on Egmont Key during the Spanish -
American War. So while we only
moved to this area a little over four
years ago, I feel like we've been kicked
in the gut. I drove from Parrish to

Bay Pines VA Regional Office until retiring
in December 2025. I can't imagine driving
over the beautiful Sunshine Skyway
Bridge and seeing the ugliness of concrete
and super-sized cruise ships. Not to
mention the destruction of the beautiful
and necessary waters, topography, sea
life and wildlife. I just can't fathom
how anyone thinks a cruise port in
this pristine area is a good idea.

I want to continue kayaking and
hiking this beautiful irreplaceable area.

Please prioritize protecting Tampa Bay's
long-term health and deny the proposal.

Sincerely,

Jay L. Klein
Parrish FL

February 14, 2026

Re: Rezoning of the Knott-Cowen Tract

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr Bob McCann

Jason Bearden

I respectfully urge you to deny requests for rezoning that negatively affects our natural environment.

Dredging and large vessels will majorly hurt our waters, our wildlife, our fisheries, and the long-term health of our bay.

Please deny the proposal that leads to the devastation of our eco-system.

Sincerely,

Frank Milazzo

Palmetto, FL

To: Manatee Co. Board of County Commissioners

Attn: Chair George Kruse

Vice Chair Amanda Bracken

Carol Ann Feltz

Tal Siddique

Mike Rahn

DR. Bob McCann

Jason Bracken



I respectfully URGE you to deny
any requests to REZONE the Knot-
Coven Tract for higher density uses.
As a resident of Terra Ceia Island
I oppose ANY rezoning of any
land around our island. The
impacts to our community will
be devastating! We moved to
this island for Privacy, to enjoy
peaceful property, and to enjoy the
water around us. Please Do
NOT ALLOW ANY REZONING

Kind Regards,
Rhonda Jolly

Re: Rezoning of the Knott-Cowan Tract

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear George Knise, Amanda Ballard, Carol Ann Felts,
Tal Siddique, Mike Rahn, Dr. Bob McCann,
and Jason Bearden,

When I heard the news, I, as well as many
other residents were devastated. As a Manatee County
citizen, and business owner, I strongly urge you to
listen to the voices of our community.

You have the Power,

Icon Anderson
Bradenton, FL. Resident



RE: Re-zoning of the Knott-Cowen Tract

To:

Manatee County Board of Commissioners

Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Manatee County Commissioners;

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses.

Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

Natalie Park

City of St. Petersburg, FL

Good Day, 2/14/26 Re: Rezoning of the
Knott-Coven Tract

Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden



I'm at the Stop the Skyway/Cruise Port,
Save the Bay rally. It's amazing to see
all of the support in our community and
communities around us. Environmental protection
is so important to all generations: the
future of our coastline. Please don't vote
to rezone this area!! All folks enjoy
this area we are a strong numerous group.
There are a lot of votes here today.
Please stand up for us: our beautiful
coastline!!

Thank you
Theresa Perella

Feb. 14, 2026

Manatee County Board of Commissioners

RE: Rezoning of the Knott-Cowen Tract

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Chair Kruse
Vice Chair Ballard
C. Felts
T. Siddique
B. McCann
J. Bearden

I respectfully urge you to deny any requests to rezone the Knott Cowen Tract for any and all high density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic would harm water quality, seagrass and impact wildlife, fisheries and recreation.

Please prioritize protecting Tampa Bay long term health and DENY the proposal.

This is our home, please respect that and honor your commitment to your constituents.

Brenda Whaley
4213 Pinfish Lane
Palmetto, FL 34221

Brenda
Whaley

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

February 14, 2026 ♡

Greetings to All Commissioners:

Chair Kruse, Vice Chair Ballard,
Carol Feltz, Tal Siddique, Mike Rahn,
Dr. Bob McCann and Jason Beardon

RE: Rezoning of the Knott-Cowen Tract

Are you aware that Manatee Co. already
has a port? We really don't need another

Are you aware that Estuaries are
baby nurseries?

Are you aware of the benefits of
aquatic preserves.

If you have spent any time at boat
stations, there is no sea grass, the water
is undean as is the air.

There are many qualified experts whom
would be willing to educate the commission
on many of these issues.

Please invite and educate yourselves
as well as the whole of the county

Thank you for you

Rebecca Pierson, voter

716 36th St. W

Bradenton, FL 34205

RE: Rezoning of the Knott - Cowen Tract

Addressing: Chair George Kruse, Vice Chair Amanda Ballard,
Carol Ann Felts, Tal Siddique, Mike Rahn, Dr. Bob McCann, Jaso
Bearden

Dear Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Cowen tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass and impact wildlife, fisheries, and recreation across the entire bay for decades. It's truly heartbreaking. Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,
Laura Owen

Bradenton, 34207



RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cowen Tract

Dear George Kruse, Amanda Ballard, Carol Ann Felt

Dear TAL Siddique, Mike Rahn, Dr. Bob McCann,

Dear JASON BEARDEN,

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Please deny all requests to rezone
the Knott-Cowen Tract for higher density uses!
I am born and raised here, own property here,
and have utilized this area since childhood
for personal and family time. This area
is our "top treasure." It's world class.

Higher density use will greatly impact this.

Please let our children experience what
those that have been here have seen!

Sincerely,

William Palmer
6274 5th Ave S.
St. Pete FL

RE: Rezoning of the Knott-Cowan Tra

To: George Kruse
Amanda Ballard
Carol Ann Felts
Tal Siddique
Mike Rahn
Dr. Bob McCann
Jason Bearden

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,

As a long-time Florida resident,
I strongly disagree with the
re-zoning of the Knott-Cowan Tract.

I moved to this area over 25 years
ago to enjoy NATURAL FLORIDA. Every
day our family fishes, boats, swims,
or just walks by the local waterway.
I have watched traffic increase,

building increase, and our wonderful
natural resources are being covered &
sold off and repurposed.

If this cruise port is allowed to
progress, I feel natural Florida
will be gone, and all we will
have is another soul-less city.

My heart breaks that we would
even consider such a desecration
of our beautiful area.

Please protect our natural areas,
when they are gone, they will
never be restored.

Lynea Kelly, MD
St. Petersburg, FL

RE: Rezoning of the Knott-Cowen Tract

Dear Manatee County Commissioners,

Chair George Kruse

Vice Chair Amanda Ballard

Cand Ann Feltz

Tai Siddique

Mike Kahn

Dr. Bob McCann

Jason Bearden,

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

~~Manatee~~ Terra Ceia Aquatic Preserve is one of the most special places in the world. Filled with hard and soft corals, seagrass, threatened and endangered species like manatees and reddish egrets, and water-filtering mangroves, these waters are a critical foundation to all life in Tampa Bay.

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is our connected estuary. Dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, & recreation across the entire bay for generations to come.

Our aquatic ecosystems underpin all life in Tampa Bay. Hardbottom habitat on relic limestone outcroppings, present

in Terra Ceia Aquatic Preserve, ~~serve~~^{as} nurseries for our
fisheries. Mangroves Alter our water, improving quality.
clarity, making the water enticing for tourists & residents
alike. Even open sandy bottom, which may look barren,
hosts hundreds of microorganisms that gastropods feed
on. Every element of the aquatic ecosystem in Terra
Ceia Aquatic Preserve supports the environment that
draws people to Tampa Bay & Manatee County. To put
the profit of external developers & the cruise industry over
the well-being of local residents, our planet, & our
shared systems, is to disregard your duty.

Please prioritize protecting Tampa Bay's long-term health
& deny the proposal.

We are one with the planet. By destroying our
ecosystems, we destroy ourselves.

Sincerely,

Heidi Marie Brockhaus

(St. Petersburg, FL)

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Manatee County Board of Commissioners
P.O. Box 1000
Bradenton, FL 34206

Re: Rezoning of the Knott-Cowen Tract

Dear commissioners Kuse, Ballard, Felts, Siddique, Pahn,
McCann, Bearden:

Please deny any requests to rezone the Knott-Cowen Tract for higher density uses. Dredging and cruise ship traffic would damage this local estuary. Please protect this critical area of Tampa Bay -

Sincerely,

Tom Findlay *T. Findlay*
4653 Mirabella Court
St. Pete Beach, FL 33706

02/14/2026

RE: Rezoning of the Knott-Cowen Tract

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

attn: Chair George Kruse,
Vice Chair Amanda Ballard,
Carol Ann Felts,
Tal Siddique,
Mike Rahn, Dr. Bob McCann,
Jason Bearden

Dear Manatee County Commissioners,
I respectfully urge you to deny any requests to rezone the Knott-Cowen tract for higher density uses. Tampa Bay is lifeblood to our region. As one connected estuary - dredging large vessel traffic and the inevitable pollution these operations would bring will be detrimental destroying precious sea grasses, imperative and essential wildlife habitats, fisheries and beautiful recreation. Once destroyed there is no return - it's gone forever.

Please make prioritizing and protecting Tampa Bay's long term health a non-negotiable! Deny this proposal!

Sincerely,
Isabella Whaley Palumbo, FL

RE: REZONING OF THE KNOTT-COWEN TRACT

Dear Manatee County Commissioners, Chair George Krus, Vice Chair Amanda Bellward, Carol Ann Felts, Tai Siddique, Mike Rahn, DR Bob McGinnis, and Jason Bearden

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

ZIGGY GREENHALGH

TERRA CEIA

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE: Rezoning of the Knott-Cowen Tract

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Dear commissioners: Chair George Kruse, Vice Chair Amanda Ballard, Carol Ann Fells, Tal Siddique, Mike Rahn, Dr. Bob McCann, Jason Bearden,

I respectfully urge you to deny any requests to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic ~~will~~ would harm water quality, destroy seagrass and impact wildlife, fisheries and recreation across the entire bay for decades.

This is my home - and the health of the Tampa Bay estuary touches every aspect of my life - and the lives of the people I love in my community. A cruise port already exists not too far from the proposed location of this new one - and it feels ~~wrong to~~ ^{unjust to} exploit our bay for something that would not benefit our community long-term.

Before making your decision, I encourage you to imagine the difference between a living, healing, breathing ecosystem — one that powers Tampa Bay's economy, tourism, food sources, the mental & physical well-being of this community — imagine the fiscal and real loss of something like this compared to a cruise port which is stagnant, requires upkeep, and imposes irreversible damage to the Tampa Bay Watershed.

I am sincerely grateful for the work you do for our community — and I appreciate the care & consideration you're putting into this decision.

Thank you!
Sincerely,

Kate Andersen
Saint Petersburg, FL

Re: Rezoning of the Knott-Cowen Tract
MANATEE County Commission,

2026 Feb 14

As an active member of Sierra Club, and having taken on a position on the board of the Local TAMPA BAY Group of Sierra Club, I am writing to voice my opposition to the idea of the Skyway Cruise Port. Florida's natural treasure of coastline is already overdeveloped, and this undeveloped mangrove natural paradise offers not only much needed protection from intensifying hurricanes, but also a public space that all can enjoy and be reminded of God's glory in creation.

Please protect our public spaces. Please put people over corporate profits that will mostly be extracted out of the local economy.

Please fully resist this horrible idea, and Please stop the Skyway Cruise Port.

Todd Randolph

Sierra Club TAMPA BAY group.

CC: Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Re-Zoning of the Knott-Cover Tract

Dear,

Chair George Kruse

Vice Chair Amanda Ballou

Carol Ann Felts

Tal Siddiquee

Mike Rahn

Dr. Bob McLann

Jason Berden



Once the damage is done,
the damage is done and No coming back.

Protect the bay,

Devin Lieberman

St. Petersburg Florida

Manatee County Board of County Commissioners,
P.O. Box 1000
Bradenton, FL 34206

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cover Tract

Chairman George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Mai Siddique
Mike Rahr
Dr. Bob McCann
Jason Beard

Dear Manatee Commissioners

I respectfully urge you to deny requests
to rezone Knott-Cover Tract for higher
density uses.

This will kill the environment
throughout Manatee County & beyond. by
dredging and huge vessel traffic.
It will ~~also~~ also affect human
environment on land, not only the waterway.
It would take decades to correct, if
ever.

Please ~~prioritize~~ prioritize Tampa Bay
and Florida long term health & deny
this proposal.
Respectfully
Carol Schultz

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to rezone the Knott-Cowan Tract for higher density uses. Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay long-term health and deny the Proposal.

Sincerely,

Dennis K Foley

10 Flores Dr

Palmetto, FL

34221

Dennis K Foley

Manatee County Board of County Commissioners
P.O. Box 1000
Bradenton, FL 34206

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowen Tract

Attn: Chair George Kuse
Vice Chair Amanda Ballard
Carol Ann Felts

Tal Siddiqui
Mike Kahn
Dr. B.B. McCann
Taron Beardon

Dear Manatee Co. Commissioners:

I respectfully urge you, as well as emphatically,
to deny any requests to rezone the Knott-Cowen Tract
for higher density uses. Tampa Bay is one connected
estuary, and dredging and large vessel traffic would
not just harm, but potentially destroy water quality,
destroy seagrass, and impact the dwindling wildlife,
fisheries and recreation across the entire bay for
decades.

PLEASE prioritize protecting Tampa Bay's long-
term health and deny the proposal.
Sincerely, Nancy & Peter, Elkerton

As it stands, Manatee County has already been ruined. There is way too much traffic, infrastructure is failing, water is running out.

YOU have been given the responsibility to be stewards of this community. Do a conscientious job.

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

Manatee County Board of County Commissioners

Re: Rezoning of the Knott-Cowen Tract

Dear George Kruse, Amanda Ballard, Carol Ann Felts, Tal Siddique
Mike Rahn, Dr. Bob McCann, + Jason Bearden,

I respectfully urge you to deny any requests to
rezone the Knott-Cowen Tract for higher density uses.
Tampa Bay is one connected estuary, + dredging + large
vessel traffic would harm water quality, destroy seagrass,
+ impact wildlife, fisheries + recreation across the entire
Bay for decades.

If this incredible land was your backyard, would
you really want to rezone this + destroy it?

Please prioritize protecting Tampa Bay's long-term
health + deny the proposal.

Sincerely

Cristi Poindexter

Terra Cella FL

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

Dear Commissioners,

I Respectfully urge you to deny request to rezone the Knott-Lowen Tract. As you know, this will harm our amazing, one of a kind environment! In fact, I recently moved here from Pennsylvania, and chose this area because of the nature preserves and wildlife. This is very disappointing that this may be happening. I personally thank each one of you for your consideration!

Thank You!

Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felts
Tal Siddique
Mike Rahn
Dr Bob McCam
Jason Bearden

Sincerely,
Brian & Toni Davis
Palmetto

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Regina Forbes
60 Mound Place
Terra Ceia FL 34750

RE: Rezoning of the Knotts-Cowen Tract

DEAR County Commissioner Krause, Ballard, Folts,
Sirovique, Rahn, McCann, Bearden:

On behalf of the Manatees, dolphins, Rosette Spoonbills,
my 6 grandkids, two daughters and myself, I
kindly request that you deny any requests
to Rezone the Knotts-Cowen tract for denser
and more intense use than what ~~it~~ is
currently approved. I am a 70-yr old Floridian
I grew up on the East coast, graduated from
UF, settled in the Tampa Bay area to raise
my two girls. I taught them to love the
water, the beach, the mangroves, the beautiful
west coast of FL. And now with 6 grand-
kids who visit me in Terra Ceia to play in
the water, to ride their bikes, to fish the Bay and
to look for their "Nina's" favorite Spoonbills and
Eagles, I want to and pray that I will be able
to give this glorious place to them. We are
caretakers of this glorious place - God gave it
to us and asked us to keep it safe. Please
be on God's side, our side, my grandkids
side and support ~~the~~ our namesake, the
Manatee - what would Manatee County be
without Manatees!!!

Thank You - a resident of TCI who lives
on Miguel Bay!!! Regina Forbes

RE: Rezoning of the Knott-Cowen Tract

Dear Manatee County Commissioners,

Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr. Bob McCann

Jason Bearden

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

I strongly urge you to deny any request to rezone the Knott-Cowen Tract for higher density uses. Tampa Bay is an interconnected estuary, and dredging along with large vessel traffic would harm water quality, destroy seagrass, and negatively impact wildlife, fisheries & recreation across the entire bay, for decades.

Please prioritize protecting Tampa Bay's longterm health & deny the proposal.

Respectfully, *Monika Beard*

City of Anna Maria

RE: Rezoning of the Knott-Cowan Tract

Dear Commissioners, George Kruse, Amanda Bellard,
Carol Ann Folts, Tal Siddique, Mike Rahn,
Dr. Bob McCorn, & Jason Bourdea,

RECEIVED

FEB 19 2026

Board of County Commissioners
Manatee County

I respectfully urge you to deny any requests to rezone the Knott-Cowan Tract for higher density uses. Aside from the severely negative environmental impact this will have upon Terra Ceia & the Tampa Bay ecosystem, this will destroy a vital piece of Manatee County & Florida history & way of life. I understand the vast economical benefit this will bring, however, it will destroy the Old Florida & its natural beauty that many will never be able to replace. People move here & tourist visit here for our natural beauty, not an artificial environment of concrete, fake beaches, & post card palm trees. Keep Florida pure & true. Say NO to Developers.

Sincerely & Respectfully,

William Wallin

Terra Ceia Native.

RECIEVED

FEB 19 2026

Board of County Commissioners
Manatee County

Re: Rezoning of the Knott-Cowan Tract

To: Chair George Kruse

Vice Chair Amanda Ballard

Carol Ann Felts

Tal Siddique

Mike Rahn

Dr Bob McCann

Jason Bearden

Dear Manatee County Commissioners:

I respectfully urge you to deny any requests to rezone the Knott-Cowan Tract for higher density uses. Tampa Bay is one connected estuary and dredging and large vessel traffic would harm water quality, destroy sea grass, and impact wildlife, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long term health and deny the proposal.

Sincerely,

Maureen Bittney

Palmetto

Manatee County Board of County Commissioners

P.O. Box 1000

Brdenton, FL 34206

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

REG Rezonings of the Knott-Cowen Tract

TO: Chair George Kruse
Vice Chair Amanda Ballard
Carol Ann Felte
Tal Siddique
Mike Rahn
Dr. Bob McCann
Jason Bearden

Dear Manatee County Commissioners,

I respectfully urge you to deny any requests to re-zone the Knott-Cowen tract for higher density uses.

Tampa Bay is one connected estuary, and dredging and large vessel traffic would harm water quality, destroy seagrass, and impact wild life, fisheries and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long term health and deny the proposal.

Sincerely, Eucim Herald - Bay Colony, Palmetto.

RECIEVED
FEB 19 2026
Board of County Commissioners
Manatee County

To the Board;

Chair George Kruse, Vice chair Amanda Ballard,
Carol Ann Felts, Tal Siddique, Mike Rahn,
Dr. Bob McCann, & Jason Bearden,

Dear Commissioners,

I respectfully urge you to deny any requests to
rezone the Knott-Cowen Tract for any high-density
uses. Tampa Bay is one connected estuary, and
dredging & large vessel traffic would be harmful
to water quality, destroy sea grass, & impact
wildlife, fisheries, & recreation across the entire
bay for decades.

Please do the right thing. Deny any proposal
for this

Sincerely,

Terry L. Malenk
Palmetto, FL

Manatee County Board of County Commissioner
P.O. Box 1000
Bradenton, Fl. 34206

RECEIVED
FEB 19 2026
Board of County Commissioners
Manatee County

RE. Rezoning of the Knott-Cowen Tract

To: Chair George Kruse
Vice Chair Amanda Ballard
Carol Felts
Tal Siddique
Mike Rahn
Dr. Bob McCann
Jason Bearden

I respectfully urge you to deny any requests to
Rezone the Knott-Cowen Tract for higher density
uses. Tampa Bay is one connected estuary and
dredging and large vessel-traffic would harm
water quality, destroy sea grass, and impact wildlife
fisheries and recreation across the entire bay for
decades.

Please prioritize protecting Tampa Bay's long term
health and deny the proposal

Sincerely
Dan + Julie Howland
Bradenton

From: Jessica Loos <jessicamjloos@icloud.com>

Sent: Monday, February 16, 2026 6:20 PM

To: Bobbi Roy <bobbi.roy@mymanatee.org>

Subject: Cruise port

[You don't often get email from jessicamjloos@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from an external source.

Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

Do not allow them to destroy more of Florida for a cruise port. As a Floridian I enjoy nature more than any human development. Please if you care about Florida and what we stand for do not allow this to happen. I was born here in Florida and love it here. Every year that goes on more destruction and development ruins what I remember Florida to be.

RE: Opposition to SSA Marine / Slip-Knot Cruise Port Proposal
Please distribute to all Commissioners and enter into the public record

Dear Manatee County Commissioners:

- Chair George Kruse
- Vice chair Amanda Ballard
- Carol Ann Feltz
- Tal Siddique
- Mike Rahn
- Dr. Bob McCann
- Jason Bearden



I respectfully urge you to deny the proposed SSA Marine / Slip-Knot cruise port project.

Tampa Bay is one connected estuary, and dredging + large vessel traffic would harm water quality, destroy seagrass, and impact wildlife, fisheries, and recreation across the entire bay for decades.

Please prioritize protecting Tampa Bay's long-term health and deny the proposal.

Sincerely,

Natalie Cammisa

City Clerk + Public

From: Christina Vuillemot <cjv.0796@gmail.com>
Sent: Monday, February 2, 2026 11:02 AM
To: BCC Agenda <bcc.agenda@mymanatee.org>
Subject: A CONCERNED FLORIDA NATIVE CITIZEN

You don't often get email from cjv.0796@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from an external source.
Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

To whoever this may concern,

I am writing because the proposed cruise port in Manatee County — particularly near Terra Ceia Bay, Rattlesnake Key, and the Sunshine Skyway area — isn't just an economic project. It is a plan that threatens to destroy some of Florida's most valuable natural ecosystems and the wildlife that depends on them.

This area is not vacant land — it is a biologically rich coastal wetland system made of mangrove forests, seagrass meadows, and estuarine habitats that play an essential role for wildlife, water quality, and coastal resilience.

Mangroves are irreplaceable:

- Mangrove forests — including red, black, and white mangroves — are protected under Florida law and cannot be removed or cut without permits because they stabilize shorelines against erosion, filter pollutants, and support food webs that sustain fish, birds, and marine life.
- These mangroves provide nursery habitat for juvenile fish and crustaceans, which support commercial and recreational fisheries.
- They also sequester high levels of carbon and act as a buffer against storm surge and rising seas — a natural defense our communities rely on.

Wildlife at stake:

- The waters around Terra Ceia Bay and Rattlesnake Key are critical for species like tarpon, snook, seatrout, redfish, and other game fish, with adjacent Aquatic Preserves protecting these sensitive habitats.
- These habitats form key parts of migratory and spawning routes. Dredging and construction would destroy seagrass beds, increase turbidity, and fragment habitat, deeply harming fish populations and diminishing biodiversity.
- Mangroves and wetlands support birds, reptiles, and marine mammals — including important nursery grounds for species that bring both ecological and economic value to Manatee County.

Environmental and community costs:

- Creating a deep access channel for cruise ships means extensive dredging through seagrass and hardbottom habitats, scraping away life that cannot be easily replaced.

- Increased ship traffic, pollution from emissions and wastewater, and shoreline development would degrade water quality — harming fisheries, tourism, and local livelihoods tied to a healthy bay.
- Local opposition is strong, with thousands of residents signing petitions opposing the project because they know once these ecosystems are gone, they cannot be restored at scale.

This isn't just rhetoric — these habitats are legally and ecologically protected because they matter. Florida's mangroves and seagrass-rich estuaries are sources of life and economic activity, not obstacles to progress.

Before moving forward, I urge you to consider the true long-term costs of this proposal — both for wildlife that cannot speak for itself and for the people whose lives and businesses depend on a healthy Tampa Bay ecosystem.

Sincerely

Christina Vuillemot. Florida native who has seen so much of natural Florida being ripped away by the hands of developers .

From: Ainsley MacDonald Smith <AMS@gsw-law.com>

Sent: Wednesday, February 4, 2026 11:55 AM

To: Cindy Nelson <cindy.nelson@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; CarolAnn Felts <carolann.felts@mymanatee.org>; Robert McCann <drbob.mccann@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Tal Siddique <tal@mymanatee.org>; Dana Summers <dana.summers@mymanatee.org>; Ed Bailey <ed.bailey@mymanatee.org>; Kelli OMalley <kelli.omalley@mymanatee.org>; Maria Zuleta <maria.zuleta@mymanatee.org>; Marianne Beijster <marianne.beijster@mymanatee.org>; Selena Cunningham <selena.cunningham@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Reviewer on Call <revieweroncall@mymanatee.org>; Denise Greer <denise.greer@mymanatee.org>; PlansReview <plansreview@mymanatee.org>; EnvironmentalFieldInspections <environmentalfieldinspections@mymanatee.org>; Floodplain Management <Flood@mymanatee.org>; BCC Agenda <bcc.agenda@mymanatee.org>; Stephanie Charles <stephanie.charles@mymanatee.org>

Cc: George Smith <george.smith@sbscorporation.com>

Subject: Public Comment for February 5, 2026 Meeting - Opposition to Cruise Terminal

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Good morning,

My name is Ainsley MacDonald Smith, a resident of Manatee County. I am requesting that you make this email part of the public comments for the Thursday, February 5, 2026 Planning Commission meeting.

I have previously outlined a number of negative impacts that this proposed cruise terminal would have on our community. However, today I am writing to you to emphasis just how PERSONAL this matter is to us. A cruise terminal for a "mega" cruise ship is huge. There really is no way that SSA Marine and Slip Knot, LLC can preserve one part of Terra Ceia, while they destroy another part. It is not that big of an island. Realistically, if this cruise port moves forward, they will take over all of Terra Ceia. Residents of Terra Ceia cannot co-exist with a heavy industrial cruise port. Th amount of dredging that will have to be done will completely erode the coastline, and the flooding will become unbearable. Ultimately the cruise port will take over that whole island, and I am not sure if they will build around the historical protected Native American mound and the 2000 acre Nature Preserve or if Slip Knott LLC/SSA Marine plan to just buy themselves some laws in Tallahassee so they can get rid of those two pesky protected areas too. The home values of Terra Ceia, Palmetto Point, Bay Colony and surrounding areas will diminish. Our lives that we have built here will be gone. If that is not PERSONAL then I don't know what is. It feels like war was declared on us by SSA Marine and Slip Knot, LLC, and we have all been placed into survival mode. We are all worried that none of our commissioners or politicians have our backs. We are all worried that we are going to be sold out to these

companies that can buy and bully their way in. To say emotions are high in my neighborhood is an understatement, and we are prepared to defend our community at all costs.

Over 50 years ago, my grandparents on my mother's side started an art and antique gallery in New Hampshire. However, their biggest customers were throughout Florida, especially in Sarasota. That is when they first discovered Manatee County as their home away from home. They bought a place down Manatee Avenue, near Anna Maria Island, and then eventually a home on the Manatee River, which they still own to this day. I spent half of my childhood here in Florida and half in New Hampshire. I grew up on the beaches of Anna Maria. I grew up going out with my dad and grandfather on the boat throughout the Manatee River, Terra Ceia Bay, and Miguel Bay. I grew up biking with my family to The Nook on Main Street in Palmetto for breakfast. I grew up going to the Sandbar on Anna Maria Island and trying to guess the sunset time. I grew up going with my family to business dinners at the Bradenton Yacht Club, and falling asleep under the table while they discussed business. I went to college here in Florida, and at Rollins College is where I met my now husband, George Smith. Funny enough, his father and step mother did not live far from my family's home, as they were in Sarasota near Siesta Key. So George and I decided to build a life for ourselves in my childhood "happy" place, Manatee County. George decided to work for his father's manufacturing company, which his father ended up moving from Auburn Hills, Michigan down to Manatee County. I ended up going to law school at Stetson Law in Gulfport. After my first year in law school, my husband and I moved out of my family's house and purchased our first home in Palmetto Point, near Terra Ceia Bay. We wanted to remain close to the water because we love to fish, boat, and kayak. I am also a runner, and love being able to run throughout the rural community of Terra Ceia and throughout the Preserve. During one of our kayaking trips out in Terra Ceia Bay, when the tide was out and the sandbars were exposed, I heard this rustling behind me and the kayak felt like it was going to tip over. I turned around and my now husband, George, had gotten out of the kayak and he was kneeling on one knee on the sand bar of Terra Ceia Bay with a diamond ring in his hand. With no one around us but the gorgeous Florida wildlife, we got engaged in the middle of Terra Ceia Bay. After our engagement, we were married on my mother-in-law's 25-acre farm on Terra Ceia, where we promised a lifetime together. So again, I will say, if that is not PERSONAL, then I do not know what is. My days are consumed with this proposal lingering over our heads. I go through cycles of anger, rage, and then just wanting to cry thinking about all of this being destroyed. The life we have built, being destroyed.

Our land use attorney has pulled a number of proposals that have been far less egregious than this cruise ship proposal, and you have denied all of these proposals. Given this track record, the cruise ship terminal should not even be a consideration. I cannot even believe this is a fight that we are facing.

If you have actually read this far, I thank you for taking the time to read my story, and I have included some photos.

Photo 1: My husband and I on our wedding day.

Photo 2: My father walking me down the aisle on my wedding day.

Photo 3: Kayaking in Terra Ceia Bay

Photo 4: Me at 7 months with my mom on Anna Maria Island

Sincerely,

Ainsley MacDonald Smith









From: Tiffani Long <me@tiffanilong.com>

Sent: Saturday, January 31, 2026 10:46 PM

To: George Kruse <george.kruse@mymanatee.org>

Subject: Public Comment for Record – Opposition to Proposed Skyway Cruise Port

You don't often get email from me@tiffanilong.com. [Learn why this is important](#)

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Dear George Kruse,

Please see below/attached letter regarding the proposed Skyway cruise port. I respectfully ask that it be included in the public record for any future hearings related to this proposal.

Thank you for your time.

Tiffani Long

Valrico, FL

January 31st, 2026

Dear Manatee County Commissioners and to whom it may concern,

I am writing as a Florida resident who has lived here since 2004 and who has been visiting this state my entire life, including many spring breaks spent in different coastal communities. Over decades, I've watched Florida grow and change, and I care deeply about protecting our region's natural environment, economy, and resilience in the face of climate threats. I strongly oppose the proposed cruise port development near the Sunshine Skyway Bridge on the Knott-Cowen tract north of Rattlesnake Key.

While I understand the desire for economic development, this concept poses significant and potentially irreversible harm to the region's ecology, wildlife, water quality, and long-term community resilience. I am not opposed to cruising and have taken cruises before. I would gladly depart from Tampa or drive to Miami rather than see vital Tampa Bay ecosystems sacrificed for a new terminal.

Below are the key concerns this proposal raises:

1. Threat to One of Florida's Most Sensitive Ecosystems

The project site borders the Terra Ceia Aquatic Preserve and Tampa Bay estuarine waters—areas that support critical seagrass meadows, extensive mangrove forests and wetlands, and nursery grounds for species important to our commercial and recreational fishing industries. Transforming this area into a cruise port places heavy industrial infrastructure into what has historically been a relatively undisturbed and biologically rich coastal ecosystem. Even proposals to preserve Rattlesnake Key itself do not mitigate the broader harm from adjacent dredging, construction, and industrial activity.

2. Long-Term Harm from Dredging and Habitat Loss

To allow ultra-large cruise ships to access the site safely, deep channels and turning basins would almost certainly be required. This dredging would smother or eliminate seagrass beds essential forage for manatees and nursery habitat for fish, disturb sediments that can contain legacy pollutants and reduce water clarity, and permanently alter the seabed and water flow patterns that underpin the health of the bay ecosystem. Once seagrass and other submerged aquatic vegetation are lost, they are extremely difficult to restore at scale in shallow coastal estuaries like Tampa Bay.

3. Direct Risks to Wildlife — Including Manatees and Shorebirds

The Terra Ceia and Rattlesnake Key region supports Florida's iconic manatees, migratory and resident shorebirds, and fisheries species that contribute to Tampa Bay's recreational and commercial economy. A cruise terminal brings increased vessel traffic, wake disturbance, noise, light pollution, and potential for spills or harmful discharges — all of which elevate risks to wildlife that are already coping with habitat loss elsewhere.

4. History of Cruise Industry Environmental Impacts

Large cruise ships have a documented record of environmental violations, including illegal wastewater and oily waste discharges, and have been fined for pollution over multiple years. Independent analyses also show that cruise vessels emit significant air and water pollutants that can degrade water quality and harm marine life. In shallow harbors, the movement of large cruise ships has been observed to re-suspend sediments and increase turbidity, damaging seagrass beds and other sensitive habitats.

Other coastal communities have already learned this lesson the hard way. In Venice, years of large cruise ship traffic in shallow lagoon waters led to increased turbidity, sediment disturbance, shoreline erosion, and damage to sensitive marine habitats. The cumulative impacts of prop wash, wakes, and repeated dredging ultimately prompted authorities to restrict large cruise vessels from the historic lagoon. This serves as a clear warning that introducing mega cruise ships into fragile, shallow ecosystems can cause long-term harm that communities are forced to address only after damage has already occurred.

5. Rural Infrastructure, Water Quality, and Red Tide Concerns

I am deeply concerned about water quality impacts in an area that is rural and not equipped with cruise-scale infrastructure. Large terminals generate significant wastewater, stormwater runoff, and vessel-related discharges, all of which increase pressure on already fragile coastal systems. Tampa Bay regularly struggles with harmful algal blooms and red tide. Additional nutrient loading or water disturbance could worsen these events.

6. Increased Hurricane Vulnerability

Mangroves, salt marshes, wetlands, and seagrass beds serve as natural defenses against hurricanes and storm surge. Removing or degrading these systems weakens coastal resilience.

7. Economic Claims Do Not Account for Local or Regional Losses

A degraded bay would hurt fishing, eco-tourism, and property values. Port Tampa Bay already supports cruise operations, making this proposal unnecessary duplication.

8. A Troubling Development Precedent

Approving heavy industrial development in one of Manatee County's remaining natural coastal areas sets a troubling precedent.

Please include this letter in the public record for any future hearings related to the proposed Skyway cruise port.

Thank you for your attention.

Sincerely,

Tiffani Long

Valrico, Florida

References

1. U.S. Environmental Protection Agency (EPA). Cruise Ship Discharges and Studies.
<https://www.epa.gov/vessels-marinas-and-ports/cruise-ship-discharges-and-studies>
2. U.S. Department of Justice. Cruise Line Ordered to Pay \$40 Million for Illegal Dumping of Oil-Contaminated Waste. <https://www.justice.gov/usao-sdfl/pr/cruise-line-ordered-pay-40-million-illegal-dumping-oil-contaminated-waste-and?>
3. Friends of the Earth. The Cruise Industry's History of Environmental Violations.
<https://foe.org/cruise-history-violations/>
4. U.S. Fish & Wildlife Service. West Indian Manatee Species Profile.
<https://www.fws.gov/species/west-indian-manatee-trichechus-manatus>
5. Florida Fish and Wildlife Conservation Commission. Florida Manatee Program.
<https://myfwc.com/wildlifehabitats/profiles/mammals/aquatic/florida-manatee/>
6. Audubon Florida. Birds & Habitat Conservation. <https://fl.audubon.org/birds>
7. [Earth.Org](https://earth.org). The Environmental Impact of Cruise Ships.
<https://earth.org/the-environmental-impact-of-cruise-ships/>
- 8.) Italy Bans Large Cruise Ships from Venice Lagoon: Italian government implements a permanent ban on large cruise ships entering the historic Venice Lagoon to protect the fragile waterway and ecosystem.
<https://www.archdaily.com/965527/italian-government-officially-bans-cruise-ships-in-venice>

From: Vincent Lysobey <vincentlbusiness@gmail.com>

Sent: Saturday, January 31, 2026 2:59 PM

To: Robert McCann <drbob.mccann@mymanatee.org>; CarolAnn Felts <Carolann.felts@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; Charlie Bishop <Charlie.bishop@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Scott Ziegler <Scott.ziegler@mymanatee.org>; Matt Bower <Matt.bower@mymanatee.org>; John DeLesline <John.delesline@mymanatee.org>; Bruce Stamm <Bruce.stamm@mymanatee.org>; Robert Brown <Robert.brown@mymanatee.org>; Lorraine Prosser <Lorraine.prosser@mymanatee.org>; Tal Siddique <tal.siddique@mymanatee.org>

Subject: Opposition to Proposed Cruise Port Near Terra Ceia Aquatic Preserve

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Dear Commissioners,

I'm reaching out because I recently learned about plans to potentially rezone areas near Terra Ceia Aquatic Preserve, Rattlesnake Key, and Fletchers Point for a cruise port, and honestly, I'm really troubled by it.

This isn't just any stretch of coastline, it's one of the last truly wild places we have left in this area. I wade fish and kayak in these waters regularly, and I can tell you firsthand how alive and healthy this ecosystem still is. The shallow waters around Rattlesnake Key serve as a nursery for so much of our local marine life. Dredging channels for cruise ships and dumping that material would devastate an ecosystem that took generations to develop. Once it's gone, we don't get it back.

I also just don't see the need. Tampa's port is right there, and Miami is a few hours away for anyone wanting the megaship experience. Why sacrifice something irreplaceable for something we already have access to nearby?

I'm asking you to please reject any rezoning proposals for this area. My neighbors feel the same way. We moved here because of the water, the wildlife, the quiet. Not to watch cruise ships roll past our homes. Please help us protect what makes this place special. Protect what makes Florida, Florida. That includes safeguarding its water quality, conserving critical land, and preserving biodiversity.

Thank you for your time and consideration.

From: Sal Tarantino <sal.p.tarantino@outlook.com>

Sent: Friday, January 30, 2026 8:51:21 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: No to the cruise port

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Speaking for the countless Floridians who enjoy Florida for what it is and not for cruise ports. The specific location in Tampa Bay where the supposed cruise port will be placed will not only be ridiculously destructive to the environment and countless people who choose to enjoy the outdoors. The construction and dredging is actually nonsensical based on the location and amount of work to get a ship into that section of the bay. Find another place for the port besides acres of shallow grass flats and mangroves full of life.

Get [Outlook for iOS](#)

From: Melanie Powell <melpowell222@gmail.com>

Sent: Thursday, January 29, 2026 3:21 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: No to Skyway Cruise Port

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It is my understanding that you all as commissioners will be voting to approve or not approve initial permitting for the skyway cruise port. I just want to express that I am strongly against any sort of development on our waterway, especially one of this magnitude.

I live on the bay, and throughout the years the quality of the water has really degraded. I believe the development of this port would just contribute to this degradation by eliminating our natural beautiful mangroves and mangrove islands and will create an additional threat to our wildlife.

I'm sure you have personally witnessed the vast over-development of Manatee County and the surrounding communities. Please do not allow this company to develop a cruise port on our beautiful waters and in our lovely community.

Sincerely,

Melanie Powell

Sent from my iPhone

From: Melanie Powell <melpowell222@gmail.com>

Sent: Thursday, January 29, 2026 3:21 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: No to Skyway Cruise Port

[You don't often get email from melpowell222@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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I live on the bay, and throughout the years the quality of the water has really degraded. I believe the development of this port would just contribute to this degradation by eliminating our natural beautiful mangroves and mangrove islands and will create an additional threat to our wildlife.

I'm sure you have personally witnessed the vast over-development of Manatee County and the surrounding communities. Please do not allow this company to develop a cruise port on our beautiful waters and in our lovely community.

Sincerely,

Melanie Powell

Sent from my iPhone

From: Julee LePera <julee.lepera@gmail.com>

Sent: Thursday, January 29, 2026 2:58 AM

To: Robert McCann <drbob.mccann@mymanatee.org>; CarolAnn Felts <Carolann.felts@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; Charlie Bishop <Charlie.bishop@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>
Subject: No new cruise port

You don't often get email from julee.lepera@gmail.com. [Learn why this is important](#)

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I am writing after learning of reports that SSA Marine and another company are in the early planning stages of seeking rezoning within the Terra Ceia Aquatic Preserve area, including Rattlesnake Key, Fletchers Point, and surrounding locations, for the potential development of a cruise port.

I want to clearly express my strong opposition to any such proposal.

This area represents one of the last remaining stretches of truly natural, sensitive coastline in our region and is among the most important ecological habitats we have. It supports wildlife, protects water quality, and preserves the character and quality of life that residents value so deeply. Development of this scale — particularly a cruise port designed for large ships — would fundamentally and irreversibly change the environmental and community fabric of this area.

Our region already has established port infrastructure in Tampa, which appropriately serves this purpose. Introducing industrial-scale development into a protected and fragile preserve is neither necessary nor responsible.

My neighbors and I respectfully urge you to oppose any rezoning or development considerations for this area and to prioritize the long-term protection of our natural resources and coastal ecosystem.

Thank you for your time and for your continued commitment to safeguarding what makes our community so special.

Sincerely,
Julee LePera



Public Comment

Submitted On:

Jan 28, 2026, 02:57PM EST

Manatee County Government

Full Name	First Name: Donna Last Name: Satiro-Kyzer
Email	donnasatiro58@gmsil.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Terra Ceia projects
Comment	As residents of Manatee county of 50+ years,& resident of Terra Ceia for well over 20+ years.. it's clear that what I've been told by the county appears to have no standing.. Why have regulations if you adjust them to fit at a whim.. I'm really looking to understand this. I was told I can't generate traffic, I was forced to get agriculture special exemption allowing me agriculture status for 10 years.. with up to a 10 year option to renew ..once. It was strongly influenced that this area was NOT going to be agriculture... so I was informed by Joaquin Sylvia. It was going to be residential.. so I invested a great deal in to this quite, excluded space .. just what I was looking for. I operate a real agriculture operation, & have for almost 20 years... cattle & bees. My space was invaded by a wedding venue and an amusement park.. these businesses are directly next door to me. I have a 18,000 ft.² commercial building posing as a barn... towering over my 3700 square-foot two-story home.. that could fit inside ... I no longer have beautiful trees to gaze at... but a steel wall with NFL stadium lighting... that makes its presence regardless of my feelings.. all for the safety of their Employees, And guests.. As I was informed. A rather large well had to be bored ... Despite prior droughts.. My Pounds have never dried up ... but have so twice in the last year.. all the while As this farm continues to water their massive lawn. I dread a storm, due to the massive amounts of fill they brought in... and having removed the water retention ditches between our properties. The rave at this " farm" venue held in December disturbed my Bees.. they swarmed for over two days.

Vibration and lightening affect bees! I informed the owners of this venue.. only to be reprimanded by their attorneys for having threatened their client... (in their letter to me.)

By the way, bees are federally protected... Terra Ceia is one of the few areas left with abundance of lush plants.. Able to Harbor , House..& sustain Bees .

Even more so.. than out east.

After the last two storms, it became even less.

In a letter to me...a ceased and assist letter from the wedding venue's attorney ...I need to cease mowing..Really!? evidently, I was being malicious as I mowed my dry yard, attempting to still clean up after the storms.. evidently this interfered with a wedding in process Nextdoor..!?

& should one of their guests get drunk and wander behind the fence onto my property... Attempting to do something stupid like cow tip one of my cows/ or bulls for fun...this Leaves me open for a huge liability.

I was told in the June 20 meeting of 2024. The county would not allow a Wedding venue next to me.

If I recall the prior owner was denied this.. I'm to understand it's allowed now?

The county not only putting me at liability risk with this decision that was made by the county.. Solely.. according to the venue owner....

Now the county putting their guests at risk as well... these buildings have NOT been inspected, OR Permitted, .. if they have been I'd like to see the permitting.. I've not been able to locate one yet... And how they got access to DOT right away for Hundreds of people is beyond me.
As I Attempted to add a single drive off my property the year prior.. denied.

Has no one thought about the traffic over flow in a short run of cars & trucks doing 55+ with two limited view curves!
While all these ppl are attempting to do u turns in front of on coming high speed traffic?

These venues do not even have to abide by the fire marshals codes, according to the Fire Marshal, they are farms.
EXEMPT.. hence no permits from my understanding.

You're ok with allowing hundreds of ppl to think they are protected by country rules & regulations for building.. but these regulations don't apply to either of these venues.. "farms"

I was Informed by the fire marshal that he was able to talk Elia's owners into getting some fire extinguishers and exit signs..

& how is 135 -2' ft hedge bushes an orchard of olive trees!?

They can't produce for 8-10 years.. (maturity)not even planted far enough apart to grow adequately..... From the pictures on their website. They not only DO NoT have an orchard .. but no way to process these olives to make oil if they did... from what I can see from the elaborate pics on their website .

Perhaps you can show me.. I refuse to talk to these people any further.. in fear of getting sued for things I don't do, or say.

I was also reprimanded for speaking to the fire marshal even though my business with him was on something totally different..

I've been too angry to write letters.. Sadly, they would not have been very kind.

Please explain to me how commercial business's were allowed to come into a residential area and totally disrupt the residence. Space.?

Would you like your home space invaded with this.. I'm subject to these venues events up to 11-12 PM..7 days a week.

They haven't even got started.. once business increase so will the risk... & disruptions to the residence here.

I would truly like to understand this..

As I mentioned bees are Federally protected.. why have protection of you are not protecting what's supposed to be protecting ?

That goes for this cruise ship operation as well!

I'd truly love to know.. please explain.

thank you,
Donna Kyzer



Public Comment

Submitted On:
Jan 28, 2026, 12:26PM EST

Manatee County Government

Full Name	First Name: Nichoke Last Name: Harold
Email	ngorski71@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	Cruise port
Comment	The October 2024 hurricanes yielded extensive flooding. Development in the Terra Ceia Aquatic Preserve of any kind will most definitely require dredging and mangrove/land destruction that will add to flooding potential that this community cannot survive. A development like this will change the way water moves. Dredging, shoreline, fill, and loss of wetlands will push water inland faster. We are in a Coastal High Hazard area - which are by design, not intended to be densely populated because of the flooding and evacuation risks. Purpose of the CHHA designation is to have LESS people in those areas, not MORE in the event of hurricane or emergencies. (Which is why they will also need an amendment to the comprehensive plan in addition a rezone)



Public Comment

Submitted On:

Jan 28, 2026, 10:04AM EST

Manatee County Government

Full Name	First Name: Ainsley Last Name: Macdonald Smith
Email	ams@gsw-law.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use
Comment	My name is Ainsley MacDonald Smith. I am a resident of Manatee County and live in Palmetto Point near Terra Ceia Bay. I request that you reject the rezone proposal that we anticipate will be submitted by SSA Marine and Slip Knot LLC. The future land use is currently classified at Res-1. Rezoning that land on Terra Ceia Island to heavy industrial would be egregious and reckless as it would cause safety and environmental concerns to the residents. It is also not compatible with the area. Terra Ceia has a 2000 acre Nature Preserve on it and a protected Native American archeological site. SSA Marine and Slip Knott LLC would not just be developing the land but they would also be significantly developing the nearby water way. It is my understanding that they do not own the water way of Miguel Bay, but they would control those waters with dredging and the presence of cruise ships. Essentially, they would take away our beloved Miguel Bay and the Terra Ceia Aquatic Preserve. A place that we enjoy and fish. Another concerns is our infrastructure. Our county is developing so rapidly that we do not have the roads and infrastructure to support it. Adding a cruise terminal to manatee along with the increase traffic that it would bring would be reckless. I commute over the Skyway bridge and the traffic has become significantly worse in the past two years. I cannot imagine a cruise terminal being put in next to the Skyway Bridge. I also have major concerns about the safety of the skyway bridge with a cruise terminal being put in right next to it. Ultimately, Floridians are becoming exhausted with having our land and water ways taken from us from outsider multi billion dollar development companies. Where we live is not simply an amusement park for tourists. The quality of life for your residents matter, but it feels like everything we love and cherish is being taken from us. Our wildlife, our fishing spots, our roads. Please protect your residents and reject the rezoning proposal that SSA Marine and Slip Knot LLC submit.



Public Comment

Submitted On:
Jan 28, 2026, 09:25AM EST

Manatee County Government

Full Name	First Name: Kim Last Name: Henson
Email	Flfish535@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land use
Comment	NO CRUISE PORT IN TERRA CEIA BAY. In 2011 Terra Ceia Aquatic Preserve was placed in the Climate Change Lands category of FLORIDA FOREVER project with the primary objective of management of the Terra Ceia Project to preserve and restore the coastal nature communities. There is NO REVENUE that should be generated by the destruction of this aquatic preserve which contains BIRD Rookeries, known as BIRD ISLAND, and its SEAGRASS BEDs to feed and protect the manatees, as well as its NURSERY area for crucial fish and invertebrates. This is disgusting to even consider this coastal shoreline to be destroyed.

From: Samantha Gaebel <samantha.gaebel@gmail.com>

Sent: Wednesday, January 28, 2026 9:22 AM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: Proposed Cruise Port Next to Skyway Bridge

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Dear Carol Ann Felts,

I am writing to formally express my strong opposition to the proposed cruise port development on the seaward side of the Skyway Bridge on the Knott-Cowen tract near Terra Ceia Bay and Rattlesnake Key.

Based on the information that has been made public, this project would result in the dredging, destruction, and industrial development of more than 300 acres of coastal and marine habitat, with far-reaching impacts extending across thousands of additional acres. The proposal to rezone this land for heavy industrial use is deeply concerning, particularly in such a sensitive and ecologically valuable area.

Rattlesnake Key and the surrounding coastal waters support critical habitat for manatees, seagrasses, fisheries, shorebirds, and other wildlife that are essential to the health of Tampa Bay and the Gulf ecosystem. Large-scale dredging and cruise port activity would permanently alter water quality, disrupt marine life, increase vessel traffic, and introduce long-term pollution and noise impacts that cannot be undone.

I understand that the official review and approval process has now begun. I urge the County Commission and all relevant departments to prioritize environmental protection, public interest, and long-term sustainability over short-term industrial development. Once these ecosystems are destroyed, they cannot be restored.

Supporting Local Jobs?

SSA Marine claims that the building of this port would add 31,000 local jobs, ***but this ignores the economic fallout for restaurants, waterfront businesses, homeowners, fishing professionals, and recreational guides. These local entrepreneurs who rely on a healthy bay would suffer devastating losses if this port is built.***

Strengthening the region?

Manatee County generates billions annually through tourism, fishing and boating. Building a massive industrial terminal in a key recreational and fishing area would disrupt these industries,

stress aging stormwater and wastewater infrastructure, and degrade surrounding lands. Coastal wetlands alone can provide up to \$23 billion in coastline protection services. All of these elements that support our region today would be severely compromised with the introduction and operation of this terminal.

Preserving the region's unique ecology?

Terra Ceia Aquatic Preserve is considered one of the most environmentally sensitive, home to seagrass beds, wetlands, and vital wildlife habitat. Though SSA Marine touts the preservation of Rattlesnake Key as a token of their "commitment to environmental stewardship", Rattlesnake Key is simply not enough to account for the disastrous impacts of industrial development that would ripple across the entire watershed.

Reflecting the values of West Central Florida?

The beauty and bliss of West Central Florida lies in our natural, wild landscapes. We who live in and love West Central Florida know that clean water defines our way of life. This terminal would be a blaring contradiction to the values and lifestyle we cherish

Please consider the cumulative environmental, economic, and community impacts of this proposal, and reject rezoning and permitting that would allow this project to move forward. I respectfully request transparency, robust environmental review, and meaningful opportunities for public input throughout this process.

Thank you for your time and for your responsibility to protect Manatee County's natural resources for current residents and future generations.

Sincerely,
Sam Gaebel



Public Comment

Submitted On:

Jan 28, 2026, 09:15AM EST

Manatee County Government

Full Name	First Name: Julie Last Name: Madison
Email	dawsgirlziggy87@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Proposed Cruse Port
Comment	I am a manatee county resident, I also happen to be an open water endurance exploratory swimmer. I was the first person to swim the circumference of both anna Maria island and long boat key. I have also done the circumference of rattlesnake key, cutting through critical bayou. This area is unique and is the only Island in our area where you can go and be in the wild, no bridges, no buildings, just peace. While I may be the only one to swim it, I am not the only one to find peace there. In fact almost all aquatic wild life in the Tampa bay originates there. I would like to express my deep opposition to the proposed cruise port at the Terra Ceia aquatic preserve and any rezoning of that area. In addition to the many extreme environmental concerns, I have severe concerns about cost for surrounding infrastructure as well. Nothing happens in a vacuum and I cannot imagine the costs necessary to expand road ways and other infrastructure. I was at thew BoCC meeting yesterday fighting for a hallway, a roof, and 120-150 6x6 boxes so our dogs, staff, and volunteers could have a safe and efficient space, and almost all of you agreed that we have no money to even evaluate for that. So if this proceeds any further I will be very interested in where all the money is going to come from to support the infrastructure for a project that will decimate our local ecosystem and crush our already struggling infrastructure.

From: Alexandra Donovan <donovan.alex.1991@gmail.com>

Sent: Wednesday, January 28, 2026 9:14 AM

To: Courtney DePol <courtney.depol@mymanatee.org>; BCC Agenda <bcc.agenda@mymanatee.org>; Stephanie Charles <stephanie.charles@mymanatee.org>; Nicole Knapp <nicole.knapp@mymanatee.org>; Charlie Hunsicker <charlie.hunsicker@mymanatee.org>; naturalresources <naturalresources@mymanatee.org>; Carmine DeMilio <carmine.demilio@mymanatee.org>; Cary Knight <cary.knight@mymanatee.org>; Bryan Parnell <bryan.parnell@mymanatee.org>; Charlie Bishop <charlie.bishop@mymanatee.org>; Peter Morrow <peter.morrow@mymanatee.org>
Subject: Terra Ceia Concerns

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Hello representatives and committee members,

My name is Alexandra Donovan, a Florida citizen. Please oppose/reject the proposed cruise port and development of the natural lands and waters of Terra Ceia. The ecosystem needs to be protected for the benefit of all life forms including humans. I urge you to listen to the knowledge of actual ethical scientists and conservationists.

Please also consider that traffic would become significantly worse if this proposal is approved, and Florida citizens are greatly opposed to the development of the natural areas of Terra Ceia, including a cruise port.

It would be highly irresponsible to allow development and cruise ports in this area. Please make the ethical, responsible decision. Please honor the citizens of Florida that you serve.

Thank you,

Alexandra Donovan



Public Comment

Submitted On:

Jan 28, 2026, 09:04AM EST

Manatee County Government

Full Name	First Name: Robert Last Name: Jacobs
Email	buzz.jacobs@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Property-rights implications
Comment	Chair and Commissioners, My name is Robert “Buzz” Jacobs. I am a resident and property owner in Terra Ceia, and I submit this written comment for the public record. I am personally and strongly opposed to this proposal, as announced, based on its location, scale, and foreseeable impacts; however, I submit these comments to ensure that, at a minimum, no action advances unless and until full legal, planning, and statutory compliance is demonstrated through competent, substantial evidence, and unless it can be shown to be consistent with Manatee County’s Comprehensive Plan as currently adopted. Changing the rules of the game to accommodate a single project — regardless of claimed and unverified economic benefits — undermines the integrity of the County’s planning and review process. I am concerned that advancing any cruise-port concept, associated port infrastructure, dredging, leases, operating agreements, or related governmental actions in or affecting the Terra Ceia Aquatic Preserve and its surrounding waters and navigable areas would impose significant and severe consequences on nearby residents and property owners, including impacts to private property rights and to the protections and limitations established under Florida law for designated aquatic preserves and environmentally sensitive coastal resources. Because port infrastructure and cruise operations create durable and often irreversible impacts, I respectfully request that the County take no action that could be construed as advancing this proposal — including but not limited to approvals, endorsements, agreements, conveyances, leases, permits, or governance changes — unless and until the County has established, based on competent, substantial evidence, that the proposal: - Complies with the Manatee County Comprehensive Plan, as currently written, and all applicable land development regulations, including coastal,

conservation, environmental, and compatibility provisions;

- Complies with applicable Florida statutes and regulatory protections governing aquatic preserves and related coastal resources, and does not materially impair the statutory purposes of the Terra Ceia Aquatic Preserve;
- Does not impose unreasonable or unlawful burdens on adjacent property owners, including operational impacts, functional loss of access, or restrictions that interfere with the reasonable use and enjoyment of private property;
- Includes a full and transparent accounting of fiscal impacts to Manatee County and affected jurisdictions, including roadway improvements, traffic management, emergency services, enforcement, and long-term maintenance, with enforceable mechanisms to prevent cost shifting to taxpayers;
- Is supported by independent, third-party technical analysis, including hydrodynamic and storm-surge modeling, water-quality impact analysis, and vessel-traffic risk assessment, sufficient to evaluate flooding exposure, insurance implications, shoreline impacts, manatee strike risk, and seagrass and mangrove damage; and
- Demonstrates protection of public access and public trust resources, recognizing that cruise-port operations typically require controlled perimeters, security zones, and operational restrictions that can materially diminish public use and enjoyment of shoreline and adjacent waters.

In addition, any claims of economic benefit should not be treated as findings of fact. Assertions regarding “economic impact” must be evaluated through independent analysis that accounts for offsetting losses and externalities, including impacts to existing recreation, fishing, tourism, water quality, public services, and long-term compliance and remediation obligations.

For these reasons, I respectfully request that the County refrain from advancing this proposal in any form unless and until full legal compliance is demonstrated, all costs are disclosed, and the public is afforded meaningful public notice, transparency, and participation consistent with Florida law and County procedures.

Thank you for accepting this comment into the public record.

Respectfully submitted,
Robert “Buzz” Jacobs
Terra Ceia, Florida



Public Comment

Submitted On:

Jan 28, 2026, 08:35AM EST

Manatee County Government

Full Name	First Name: Stephanie Last Name: Larenas Marland
Email	stephiviviana@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use / public comments
Comment	Good morning Commissioners, My name is Stephanie Larenas and I am a resident of this community. I strongly oppose the proposed cruise port development. This project is fundamentally incompatible with our community's character, infrastructure, and long-term environmental interests. Cruise ports are not benign developments; they bring industrial-scale traffic, air and water pollution, dredging, and permanent ecological disruption. Those impacts are well-documented and irreversible. Our roads, emergency services, and coastal systems are not designed to support the volume and intensity of cruise operations. The cost of that burden does not fall on the cruise lines; it falls on residents, taxpayers, and future generations. Equally important, this proposal conflicts with the spirit and intent of our comprehensive planning and land-use protections. These plans exist to protect residents from exactly this type of overdevelopment. Allowing an industrial cruise port here sets a dangerous precedent: that profit can override planning, environmental stewardship, and community voice. This is not an anti-growth position. It is a pro-community, pro-planning, and pro-future position. I urge you to listen to the residents who live here, raise families here, and intend to stay here. When the time comes, please reject this proposal and uphold the protections that make our community what it is. Thank you for your time.



Public Comment

Submitted On:

Jan 28, 2026, 07:44AM EST

Manatee County Government

Full Name	First Name: Julie Last Name: Roberts
Email	rockmetees@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Opposition to the Proposed Terra Ceia Cruise Terminal
Comment	My name is Julie Roberts, and I strongly oppose the proposed Terra Ceia cruise terminal. This project would permanently damage one of the last open and publicly accessible stretches of Tampa Bay. Cruise terminals are classified as critical infrastructure, bringing fencing, surveillance, restricted waterways, and security zones — resulting in a loss of public access for fishing, boating, and recreation that this community has relied on for generations. A cruise port would also destroy the quality of life for Terra Ceia and surrounding neighborhoods, transforming a quiet agricultural island into an industrial zone with ship horns, intense light pollution, diesel emissions, truck traffic, and 24-hour operations. That character change is permanent. The taxpayer risk is unacceptable. Ports require major public investment in roads, intersections, emergency services, traffic control, and long-term maintenance. Access depends on corridors around I-275 that already experience daily congestion and frequent repairs. This is cost-shifting — private investors keep the profits while residents absorb the burden. There should be no blank checks. The Sunshine Skyway Bridge was not engineered to function as a ship turning basin. The structural, navigational, and financial risks of that reality have not been addressed — including who pays if retrofits or repairs are needed. Traffic impacts alone are disqualifying. Cruise traffic would choke I-275 and surrounding roads, slowing emergency response, disrupting commerce, and creating dangerous evacuation constraints during hurricanes. This congestion becomes a permanent economic drag on the region, without meaningful tourism benefit. Most importantly, this proposal conflicts directly with Florida law.

Terra Ceia Island lies within the Terra Ceia Aquatic Preserve, which is protected under Florida Statute §258.42. That statute requires preserve waters to be maintained in an essentially natural condition and prohibits any activity — including impacts from outside the preserve — that degrades water quality, increases turbidity, alters water flow, or damages habitat. Dredging deep channels for large cruise ships, increasing vessel traffic, and introducing wastewater, ballast discharge, and fuel pollution violate those protections.

Florida's anti-degradation policy and Outstanding Florida Waters rules also prohibit trading existing water quality for speculative economic claims.

This plan sacrifices a protected public resource to Wall Street and foreign investors while leaving local communities with traffic, flooding risk, water-quality damage, and lost access. That is not Florida First.

I respectfully urge you to reject this proposal and uphold your legal duty to protect Terra Ceia and Tampa Bay.

Thank you.



Public Comment

Submitted On:

Jan 28, 2026, 07:26AM EST

Manatee County Government

Full Name	First Name: Brooke Last Name: Eversoll
Email	brookeeversoll@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise port
Comment	I've been a resident of Pinellas County since 1989. I grew up sailing the Gulf Waters off of Tampa Bay with my family. Last year we decided to sell our family home of 12 years and moved to Manatee County to live in a beautiful old Florida Neighborhood called Terra Ceia. We were a little bit tired of the cramped spaces of Pinellas County and wanted to spread our wings in a neighborhood that's filled with wide open spaces and surrounded by the natural Florida coastline, mangroves, actuaries, and shallow Waters. We take rides around our neighborhood, watching the beautiful sunset views, birding the Neighborhood paddle boarding, boating, and kayaking. The other day we did an 80 minute ride around Terra Ceia neighborhood and spotted 26 species of birds including 82 American white pelicans. I am adamantly opposed, and absolutely disgusted by the idea of a cruise port out our back door. Nobody that lives here wants this. It would forever change the landscape and the natural beauty of this area. It would be irreversible. Let me be clear, nobody is seeking out the destination of Palmetto, Florida for their cruise port. The only thing they're looking at is where the cruise is going. There are 100 better places suited for an industrial cruise port than the natural shallow area south of the skyway bridge. Cruise ports are industrial unattractive and not environmentally friendly. I don't care what revenue it brings in, it could bring in \$1 trillion and I would still adamantly oppose this. I know the elected officials are also residence of Manatee County. I hope everyone that is making these decisions will look past the money and reach deep into the hearts of the community and embrace the beauty of true Florida coastal area we all call home. If we wanted to live near a cruise port, we'd live in industrial Tampa or Port Canaveral we don't. This area is special and we need to embrace that and keep it special. Protect this area at all costs! Signed, a Terra Ceia resident and Floridian of 37 years.



Public Comment

Submitted On:

Jan 28, 2026, 07:25AM EST

Manatee County Government

Full Name	First Name: Rachael Last Name: Morrissey
Email	Rachaelmarie@live.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port
Comment	My name is Rachael Morrissey and I am a born and raised resident of Manatee County and current homeowner in Terra Ceia. I am here to strongly oppose the proposed development of a cruise port at Terra Ceia. Terra Ceia is one of the last remaining areas in our county that reflects Old Florida - defined by its environmental sensitivity, agricultural heritage, and quiet residential character. Introducing a cruise port into this area would permanently alter its landscape and purpose in ways that cannot be undone. A cruise port would bring increased traffic, air and water pollution, noise, and infrastructure strain to a region that is not designed to support industrial-scale tourism. The environmental risks to nearby wetlands, waterways, and wildlife are substantial, particularly in an area that plays a critical role in protecting our coastal ecosystems and water quality. This project does not align with the character of Terra Ceia or the wishes of many residents who live here precisely because it is not a commercial or high-density development corridor. Economic growth should not come at the expense of environmental stewardship, quality of life, and responsible land-use planning. Manatee County has opportunities for growth that respect existing communities and protect our natural resources. A cruise port at Terra Ceia is not one of them. I urge the Board of County Commissioners to reject this proposal and to prioritize long-term environmental protection, community integrity, and sustainable development for future generations. Thank you for your time and consideration.



Public Comment

Submitted On:
Jan 28, 2026, 06:06AM EST

Manatee County Government

Full Name	First Name: Rhett Last Name: Waldron
Email	rhettlwaldron@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Rattle Snake Key Rezoning
Comment	Our coastline is not just scenery—it is a living system that protects our community, supports marine life, and defines the character of Manatee County. We have a responsibility to think beyond short-term development gains and consider the long-term environmental, economic, and cultural impact on future generations. Once this land is paved, it is gone forever. STOP PAVING PARADISE



Public Comment

Submitted On:

Jan 28, 2026, 06:04AM EST

Manatee County Government

Full Name	First Name: Jessica Last Name: Hindman (Yarger)
Email	yargerjess@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use Change in Terra Ceia Aquatic Preserve
Comment	I am a resident of Terra Ceia Island and I am strongly opposed to any development within the Terra Ceia Aquatic Preserve. My neighbors and I enjoy the natural beauty of the island and the surrounding preserve, and we moved here for the pace of daily life, the natural wildlife, and the "old Florida" undeveloped feel. Any development within the preserve will destroy the lively ecosystem and our quality of life. There will be increased air pollution, water pollution, sound pollution, light pollution; there will be increased flooding, increased traffic, and increased stress on our infrastructure; our property values will decrease while our taxes and financial implications increase, and we will lose access to the areas surrounding our homes where the public has been able to enjoy boating, fishing, swimming, birding, photographing, ecotourism, and sightseeing. The area has been a designated preserve since the 1980's. There is absolutely no reason to change that now, because the cost will be catastrophic. Everyone whispers that the Manatee County Board is bought and paid for by Developers, please don't let greed or promises of future revenue allow you to hold the responsibility of destroying our cherished natural coast. Thank you for allowing us the opportunity to voice opposition on this matter, please really listen and consider what each of your constituents are asking of you.



Public Comment

Submitted On:
Jan 28, 2026, 01:18AM EST

Manatee County Government

Full Name	First Name: elizabeth Last Name: mynatt
Email	elizbamb@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port Proposal
Comment	A cruise port would transform a quiet island agricultural community into an industrialized zone – concrete expansion, loud ship horns, extreme light pollution, and increased truck and machinery noise that permanently changes the character of Terra Ceia, Palmetto Point, Bay Colony, Sned Island, Emerson Point, Palma Sola, and North Shore Anna Maria



Public Comment

Submitted On:
Jan 27, 2026, 11:01PM EST

Manatee County Government

Full Name	First Name: Angela Last Name: Jones
Email	jonesar@eckerd.edu
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port in Terra Ceia Aquatic Preserve
Comment	Please do not entertain the idea of allowing SSA Marine to build a cruise ship port off Terra Ceia Island gulfside of the Sunshine Skyway Bridge. Such development would devastate marine and coastal life in this historic neighborhood--plant and animal alike--and would lower the quality of life for nearby Manatee County residents. Developing these pristine acres would be a sin against nature, beauty, and what little paradise we have left.



Public Comment

Submitted On:

Jan 27, 2026, 10:59PM EST

Manatee County Government

Full Name	First Name: Michelle Last Name: Szeezil
Email	szeezilx@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise Port
Comment	I'm a 30 year resident of Terra Ceia Island. I'm very concerned and strongly oppose a cruise ship terminal going in. Flooding and insurance risk: Dredging a deep channel to house 30 ft drafts, where water is currently shallow can change how water moves during storms. If that increases surge or flooding exposure, Manatee, Hillsborough, and Pinellas homeowners pay the price through higher property risk and higher flood insurance premiums. That risk cannot be guessed – it must be modeled by independent third-party engineers and hydrodynamic modelers before any steps move forward. A plethora of evidence exists that shows shallow water and mangrove buffer protecting land from storm surge waves. Many folks lost so much during hurricane Helene. Most of the island was underwater and we were rescuing neighbors on paddle boards. We can't afford risking flooding from man-made source! Please don't allow rezoning. It will destroy this delicate, unique aquatic preserve.



Public Comment

Submitted On:

Jan 27, 2026, 10:12PM EST

Manatee County Government

Full Name	First Name: Kimberly Last Name: Wehrmann
Email	kimberlyannwehrmann@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise port
Comment	My name is Kimberly Wehrmann. My husband and I live on Terra Ceia Island, where we also own and care for a small horse farm. We moved to the island in 2018 and purchased our farm in 2022, choosing this area very intentionally because of its rural character, protected waters, and long-standing planning framework. We live on Boots Point, where the county has intentionally never paved the road due to the discovery of Native American remains and the area's proximity to Brickell Mound and Guerrero's homestead. That decision reflects a long tradition of respect for the island's environmental, historical, and cultural significance. Like many residents, we are still rebuilding after Hurricane Helene. That experience reinforced how critical thoughtful planning and foresight are in coastal areas such as this, where changes are often permanent. While there are many environmental concerns associated with placing a cruise terminal adjacent to an aquatic preserve, our primary concern is the county's consideration of amending the Comprehensive Plan to accommodate this project. The Comprehensive Plan is not a formality. It is the foundation residents rely on when deciding where to live, invest, and rebuild. It reflects years of work by planners, commissioners, and community members to protect low-density, conservation-oriented areas like Terra Ceia from incompatible industrial uses. Amending the plan to allow an industrial-scale cruise port next to homes, farms, protected waters, and culturally significant land creates uncertainty and undermines public trust. It suggests that established protections can be altered after the fact, despite the reliance residents have placed on them. This is not opposition to growth, but a request for appropriate siting and respect for long-standing planning decisions.

We respectfully ask the Commission to uphold the Comprehensive Plan and approach any proposed amendments with great care, keeping in mind residents, the aquatic preserve, and the deep history of Terra Ceia Island.

Kimberly Wehrmann

Terra Ceia Island

Kimberlyannwehrmann@gmail.com

7276437634



Public Comment

Submitted On:

Jan 27, 2026, 09:39PM EST

Manatee County Government

Full Name	First Name: Chad Last Name: Coppes
Email	ccoppes@hotmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Proposed Cruise Port
Comment	As a resident I am very opposed to this idea of building a cruise port on Rattlesnake key. This will cause irreparable harm to the surrounding communities and neighborhoods. The environmental impact to these neighborhoods areas will be devastating. This will also increase potential for flooding to our barrier communities who rely on these undisturbed mangroves islands to mitigate erosion and flooding to the area. The infrastructure in the area is not able to sustain this sort of development and would severely erode existing infrastructure as currently constructed. The skyway bridge is not equipped for this from traffic safety/management standpoint either. The noise and light pollution will also adversely impact local neighbors. This will eventually lead to a decline in local residential property values. PLEASE STOP this project!



Public Comment

Submitted On:
Jan 27, 2026, 09:24PM EST

Manatee County Government

Full Name	First Name: Chad Last Name: Coppes
Email	ccoppes@hotmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Proposed Cruise Port - No
Comment	



Public Comment

Submitted On:

Jan 27, 2026, 09:20PM EST

Manatee County Government

Full Name	First Name: Stefanie Last Name: Coppes
Email	stefanie.coppes@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Cruise port
Comment	As a resident of Terra Ceia, I am strongly opposed to the cruise port. This port substantially violates our property rights in addition to having devastating environmental impacts. There will be severe noise, light, air, and water pollution, there is a lack of infrastructure to support increased traffic (especially on the Skyway), there is increased risk of flooding in an already at-risk area, there will be tax and financial implications for residents, this will prohibit public access to the area including fishing, boating, and other aquatic activities due to restrictive zones and surveillance at the port, there will be dredging impacts to our bayous, bays, and canals, our home values will plummet, and our overall quality of life will decline. Do not change the zoning of this area to accommodate greed and destroy such a beautiful, rare, and fragile part of our county.



Public Comment

Submitted On:

Jan 27, 2026, 05:01PM EST

Manatee County Government

Full Name	First Name: Tamara Last Name: Harte
Email	tamara4Manatee@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	Land Use of a Mega Cruise Port proposed for Terra Ceia Island
Comment	Tampa Bay has been my "home" for the last 65 years! I am a resident of Terra Ceia Island. The neighborhood and myself have been made aware that a cruise ship company has "proposed" a Mega Cruise Port terminal on this tiny island we call home! I would hope that the Manatee County Commissioners would be in unison along with the residents of Tampa Bay to say "NO" to such a proposal. A mega port cruise terminal would be the death of Tampa Bay. The degradation to the bay's eco system could never recover. The area where this "proposal" is being consider is one of the last strong holds in our bay, having a heathy estuary, solid mangrove forests and beautiful seagrass meadows. How could anyone want to dredge and build in such a pristine place? I hope the commission's sense of HOME versus the lure of money, rules this day and protects Tampa Bay . If you truly know Tampa Bay, tourist come for the bay, its beautiful sunsets, it's manatee sightings and fishing, and boating (within reason). The don't come here to jump on a Mega Ship and sail away from here - our home - our way of life - our Tampa Bay. Thank you for your time and utmost consideration to our Tampa Bay and its protection and not just for NOW but for future generations! It's the only Tampa Bay we have! THarte

From: Rebecca Ries <bries04@gmail.com>

Sent: Tuesday, January 27, 2026 3:46 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>

Subject: Protect the Terra Ceia Aquatic Preserve – Oppose Cruise Ship Development

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Dear Carol Ann,

I am a local resident writing to urge you to oppose any development that would allow cruise ships or large-scale industrial activity in or near the Terra Ceia Aquatic Preserve.

This area is the most environmentally sensitive part of Tampa Bay. Dredging, increased ship traffic, and port infrastructure would cause permanent damage to seagrass, wildlife, fisheries, and water quality. Once these waters are compromised, they cannot be restored.

I respectfully ask that you take a clear public stance to:

- Oppose any cruise ship port or similar development impacting Terra Ceia
- Protect the integrity of the Aquatic Preserve and surrounding waters
- Ensure transparency and meaningful public input before any decisions are made

Many residents are watching this issue closely and care deeply about how it is handled.

Thank you for your time and for protecting the Terra Ceia Aquatic Preserve and our community.

Sincerely,

Rebecca (Concerned Palmetto Resident)



Public Comment

Submitted On:
Jan 27, 2026, 02:17PM EST

Manatee County Government

Full Name	First Name: Diana Last Name: Higgins
Email	daniumengineering@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	January 28, 2026
Topic/Agenda Item	NO Cruise Port in Terra Ceia
Comment	SAY NO TO THE CRUISE PORT. This port would introduce significant noise, light, air, and water pollution, as well as increased flooding in an already at-risk area—conditions that were painfully evident during the storms in 2024 that devastated our community. Dredging associated with the project would also cause substantial damage to our bays, bayous, and canals. Our community lacks the infrastructure to support this development. Increased traffic would overwhelm local roads, and the Skyway Bridge was not designed to handle this volume or type of traffic. The loss of public access would be devastating for countless families, as fishing, boating, and aquatic recreation would be severely restricted by security zones and increased surveillance surrounding the cruise port. Overall, the quality of life for local residents would be significantly diminished, and property values would inevitably suffer. We are also fully aware that powerful and wealthy interests support this development and that much of the planning has already started. While this reality makes the fight more difficult, it does not make it futile. The residents of Terra Ceia are deeply committed to protecting our community, environment, and property rights. We are organized, determined, and prepared to oppose this project for as long as it takes to defend our right to a safe, accessible, and sustainable way of life. Say no to the cruise port in Terra Ceia.

From: Robert Horne <robertfhorne@gmail.com>

Sent: Tuesday, January 27, 2026 10:27 AM

To: Cindy Nelson <cindy.nelson@mymanatee.org>

Cc: Amanda Ballard <amanda.ballard@mymanatee.org>

Subject: Concerns Regarding Proposed Cruise Port Terminal Near Rattlesnake Key

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Dear Commissioner Ballard,

As a Tampa Bay resident, avid fisherman, and dedicated conservationist, I write to express measured concerns about the proposed cruise port terminal adjacent to Rattlesnake Key, informed by scientific studies on Tampa Bay's ecosystem and environmental assessments of port developments in Florida.

Research indicates that Tampa Bay's delicate ecosystem remains vulnerable to development pressures. For example, studies document significant historical losses of wetlands and seagrasses due to coastal activities, with ongoing risks from nutrient pollution and contaminants like PFAS, which could exacerbate algal blooms and harm fisheries. Land cover changes over decades have linked increased development to shifts in water quality, potentially increasing turbidity in sensitive areas.⁴ Additionally, events like the 2021 Piney Point discharge highlight how nutrient releases can stress seagrass beds and marine life, underscoring the bay's limited resilience.

Port-specific studies in Florida, such as those for Port Everglades, reveal ecological risks from dredging, including remobilization of heavy metal-contaminated sediments that exceed safe thresholds and threaten nearby coral reefs and habitats. These findings suggest similar impacts could occur here, affecting the Terra Ceia Aquatic Preserve and local biodiversity.

I urge the Commission to stand on the right side of history by prioritizing rigorous environmental reviews, robust mitigation measures, and the long-term preservation of this vital resource for future generations. By championing sustainable alternatives that protect our shared natural heritage, you can lead in fostering a resilient Tampa Bay ecosystem. I am available for further discussion and appreciate your consideration.

Sincerely, Robert Horne

<https://www.sciencedirect.com/science/article/abs/pii/S0025326X99001393>

<https://www.marine.usf.edu/tbs>

<https://coastalscience.noaa.gov/project/surveillance-of-pollution-from-emerging-chemical-threats-in-tampa-bay>

<https://www.tandfonline.com/doi/full/10.1080/23312041.2017.1422956>

<https://tbep.org/piney-point>

<https://pmc.ncbi.nlm.nih.gov/articles/PMC10655720>

<https://www.sciencedirect.com/science/article/abs/pii/S0308597X22002809>



Public Comment

Submitted On:

Mar 4, 2026, 08:05AM EST

Manatee County Government

Full Name	First Name: GLEN GADFLY Last Name: GIBELLINA
Email	Glengibellina@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	March 05, 2026
Topic/Agenda Item	FUTURE AGENDA ITEMS
Comment	I see a recurring failure in our local government: the systemic silencing of the citizens you appointed to advise you. Advisory boards are composed of subject-matter experts and passionate volunteers who work countless hours to find solutions for attainable housing, veterans' affairs, and infrastructure. Yet, our recommendations are often buried, diluted by staff, or ignored entirely. To ensure the public interest is protected and transparency is upheld, I am demanding the immediate implementation of the following protocols: 1. Full Digital Transparency & Accessibility All Advisory Board meetings must be broadcast live via the Manatee County website and social media. These meetings must be professionally recorded and archived into the public record. • The Goal: If a citizen cannot they deserve the right to view the deliberation and evidence that led to a recommendation. 2. Direct "Member-to-Commission" Reporting The current reliance on staff to "summarize" advisory findings has failed. Staff routinely omit pertinent information or frame discussions to suit internal agendas. • The Demand: Every Advisory Board shall appoint a spokesperson to present findings in person and in writing directly to the BOCC. We must bypass the "staff filter" that prevents you from hearing the unvarnished truth of our findings. 3. Mandatory Two-Way Dialogue Communication is currently a one-way street. We need an active exchange to impact the strategic decisions of this County. • The Demand: At least once per month, a designated County Commissioner should attend the Advisory Board meeting to discuss the previous month's decisions, provide direction, and explain why specific recommendations were or were not adopted. 4. Public Conflict Resolution When the BOCC disagrees with an Advisory Board's recommendation, it should not be dismissed behind closed doors. • The Demand: If there is a disagreement on a major policy recommendation, a public dialogue between the two bodies must be scheduled. This allows the

public to weigh in and understand the rationale behind the Commission's deviation from expert advisory input.

Conclusion We can do better, and we must do better. We are at a crossroads in Manatee County where we need a change—a change that prioritizes transparency over bureaucracy. You appointed these boards because you recognized you needed our expertise; it is time you actually listened to it. I look forward to seeing these items placed on an upcoming workshop agenda.

Sincerely,

Glen Gibellina

Candidate for county commissioner, District 4.

From: Glen Gibellina <glen gibellina@gmail.com>

Sent: Tuesday, March 3, 2026 7:21 PM

To: George Kruse <george.kruse@mymanatee.org>; Tal Siddique <tal@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>

Subject: SB 180

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The Silent Gavel—How Tallahassee Silences Manatee

Masterclass in Procedural Manipulation

This morning, the Florida House chose Cowardice over Constituency. By refusing to even go on the record regarding the amendment to fix SB 180, they didn't just fail to do their jobs—they actively subverted the democratic process.

The strategy was as cynical as it was effective. They declared the amendment "Out of Order" and then buried SB 840 by assigning it to a subcommittee that is defunct and no longer meeting. This wasn't a policy debate; it was a shell game designed to ensure a vote never happened.

"If they believed they were on the right side of this vote, they would have held it." Their refusal to stand and be counted is a confession. They knew they were wrong last year, and by hiding behind procedural tricks, they prove they are still wrong today.

The Cost of Absolute Power

I have spent my career warning about the dangers of a supermajority. When any party holds absolute control, the check-and-balance system that protects citizens disappears. We are seeing the result: local elected officials in Manatee County have their hands tied by a state government that prefers "Out of Order" rulings to open floor debates.

This isn't just about a single bill; it's about the erosion of Home Rule. When Tallahassee manipulates the rules to avoid a record, they are effectively silencing the District 4 residents I am running to represent.

A Sad Day for Democracy

A failure to go on record is inexcusable. In Manatee, we deal with real-world problems—housing shortages, infrastructure needs, and Veteran support. We don't have the luxury of "assigning" our problems to defunct committees.

We need a change. We need leaders who aren't afraid to have their names attached to a "Yes" or "No" vote. Today was a loss for the public voice, but it serves as a stark reminder: If we want

our local officials to have the power to help us, we must demand accountability from those who seek to tie their hands.

For the Record

GADFLY

From: Jordan Brant III <brantgraphics@hotmail.com>

Sent: Tuesday, March 3, 2026 5:07 PM

To: Public Comments <public.comments@mymanatee.org>

Subject: The Future of Manatee County Environmental Protections

You don't often get email from brantgraphics@hotmail.com. [Learn why this is important](#)

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People of Manatee,

Manatee county has effectively eliminated environmental protections for imperiled habitats and the life these habitats support. In 2025, after a year of publicly fighting for five feet of mangrove protecting restrictions on citizens and developpers alike, Manatee County Storm Water, led by Carmine DiMillio and backed by Chad Butzow, hired contractor Rick Richards, to remove logs and debris in Gamble Creek and other Natural Water Systems, caused by 2024 hurricanes. No environmental services were engaged before, during, or after the work was performed in environmentally sensitive habitat. No environmental concerns were considered and no environmentally safe practices were put to use.

While there are many legal and ethical issues with the Gamble Creek project, this message is designed to focus on the lack of and the need for environmental protections for Manatee to hold itself to. Currently there are none. You heard that right, Manatee County does not hold itself to any sort of environmental practices or policies while working in environmentally sensitive areas. I understand this is hard to believe, so please, check with your districts comissioner.

Currently there is a group project underway between Manatee County Storm Water Management and SWFMD, a state agency. The program is "the Gamble Creek Watershed Management Plan" or, WMP. This multi-year study is designed to determine ways to mitigate flooding in the Gamble Sink flood plain, from an engineering perspective only. This program was hidden from the BOCC in 2024, in order to pass a series of emergency, no bid, "canal cleaning" contracts, making Rick Richards a multimillionaire.

Unfortunately, the program made no room for an environmental component, at all. Even worse, the county intentionally mislabeled Gamble Creek as Gamble "canal", making it fraudulently appear as if Gamble Creek is a man made system, not needing special environmental concerns. To be clear, Gamble Creek is a natural water way with no man made canals on it.

Manatee County does currently have an Environmental Services and Protections department. We have a Natural Resources Department. But, again, the county has zero policies to protect our environments from itself.

The fix for this is simple. Require Manatee Environmental Services or similar departments of the state, to participate in the existing Gamble Creek WMP. This participation could include an inventory of life in Gamble Sink. It could create policies for best practices to preserve life while improving flood mitigation. It would identify black out dates for work in sensitive breeding areas.

Adding an environmental component would provide a much more balanced approach and solution for any county work performed in sensitive habitats, not just flood water mitigation. There are no drawbacks to adding environmental science to engineering.

Jordan Brant