

Appendix G Consistency with FS Chapter 311

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Consistency with FS Chapter 311

PORTS AND HARBORS SEAPORT PROGRAMS AND FACILITIES

311.14 Seaport planning.—

(1) The Department of Transportation shall develop, in coordination with the ports listed in s. [311.09\(1\)](#) and other partners, a Statewide Seaport and Waterways System Plan. This plan shall be consistent with the goals of the Florida Transportation Plan developed pursuant to s. [339.155](#) and shall consider needs identified in individual port master plans and those from the seaport strategic plans required under this section. The plan will identify 5-year, 10-year, and 20-year needs for the seaport system and will include seaport, waterway, road, and rail projects that are needed to ensure the success of the transportation system as a whole in supporting state economic development goals.

(2) Each port shall develop a strategic plan with a 10-year horizon. Each plan must include the following:

(a) An economic development component that identifies targeted business opportunities for increasing business and attracting new business for which a particular facility has a strategic advantage over its competitors, identifies financial resources and other inducements to encourage growth of existing business and acquisition of new business, and provides a projected schedule for attainment of the plan's goals.

(b) An infrastructure development and improvement component that identifies all projected infrastructure improvements within the plan area which require improvement, expansion, or development in order for a port to attain a strategic advantage for competition with national and international competitors.

(c) A component that identifies all intermodal transportation facilities, including sea, air, rail, or road facilities, which are available or have potential, with improvements, to be available for necessary national and international commercial linkages and provides a plan for the integration of port, airport, and railroad activities with existing and planned transportation infrastructure.

(d) A component that identifies physical, environmental, and regulatory barriers to achievement of the plan's goals and provides recommendations for overcoming those barriers.

(e) An intergovernmental coordination component that specifies modes and methods to coordinate plan goals and missions with the missions of the Department of Transportation, other state agencies, and affected local, general-purpose governments.

To the extent feasible, the port strategic plan must be consistent with the local government comprehensive plans of the units of local government in which the port is located. Upon approval of a plan by the port's board, the plan shall be submitted to the Florida Seaport Transportation and Economic Development Council.

(3) The Florida Seaport Transportation and Economic Development Council shall review the strategic plans submitted by each port and prioritize strategic needs for inclusion in the Florida Seaport Mission Plan prepared pursuant to s. [311.09\(3\)](#).

History.—s. 69, ch. 99-251; s. 3, ch. 2011-164; s. 14, ch. 2012-174.

Economic Development Component pursuant to F.S. 311.14 (2) (a) Targeted business opportunities are analyzed within Sections 4.2, 4.3 and 4.4. Financial resources include operational revenues from new business, reallocation of existing revenues, Public Private Partnerships that would provide project financing and operational agreements to generate new revenue streams, Land lease and operational agreements for facilities or infrastructure that enhance OHPA operations within the limits of their Charter. The currently identified business goals are provided within a 2, 5 and 10 year timeframe within the referenced Master Plan.

Infrastructure Development & Improvement Component pursuant to F.S. 311.14 (2) (b) Projected infrastructure improvements and opportunities to increase capacity are referenced within Sections 5.4, 5.5, 5.6 and 5.7 and include Port waterside, berth, storage yard, equipment, intermodal and utilities and dredge disposal occurring within existing Port property and near port property as well as locations in the region in accordance with the OHPA Charter. Subsection 3.4.2.4, includes a reference to Resolution 2012-9 (included in Appendix C) a resolution which formally grants OHPA the authority to enter into negotiations with the City of Callahan regarding the provision of water and sewer utilities for the Crawford Diamond Industrial Park.

Intermodal Transportation Facilities Component pursuant to F.S. 311.14 (2) (c) the following is recommended to be inserted into the Port Master Plan following Subsection 3.4.4:

3.4.5 Intermodal Transportation Facilities

All identifiable Intermodal Transportation Facilities that have potential, with improvements, for utilization are provided herein based upon linkages to the existing and planned transportation infrastructure. The analysis includes adjacent land that may not currently function with regard to the Intermodal potential or currently represent the highest and best use under available regulatory and physical constraints.

The OHPA may utilize land acquisition, lease or operations and management agreements in the course of providing enhancements to the Port facilities and related business opportunities. Potential Intermodal Transportation Facilities in off-port locations are generally related to adjacent rail yards that could be expanded and supplemented with intermodal transfer equipment. Future Land Use adjustments to accommodate actual utilization of the property will range from expansion of the existing un-designated rail ROW to inclusion of Intermodal Transportation Facilities as a Public use and inclusion of this land use within the local governmental LDR's. It is not recommended that further expansion of Industrial Land be pursued since it has a much broader range of allowable uses within local governmental regulatory framework.

Areas previously mapped as Industrial within the Future Land Use of Nassau County and Industrial Waterfront in the City of Fernandina Beach may also have potential for Intermodal Transportation functions where the allowable use includes Distribution and Freight Services. These existing Industrial sites are considered secondary to the four identified sites, since they do not have direct or adjacent linkages to existing transportation infrastructure or represent sites more suitable to manufacturing and distribution.

The recommended ITF program includes:

- 1) Identification of the existing Fernandina rail-siding yard as an Intermodal Transportation Facility within the Local government Comprehensive Plan via mapping and text amendment.
- 2) Identification of the existing shared rail, road access, and water frontage between the existing OHPA Port Facilities and the adjacent paper mills as a strategic logistic

- relationship for all entities and recognition of the need to cooperatively approach Intermodal capacities and usage options with each other. Formal agreements in the future planning horizon may become necessary to address equipment, land utilization, operations or services to facilitate business expansion for any or all entities where rail spur extensions and yard storage, berth extension, or parking is desirable within the context of facilitating water based or inland Intermodal efficiencies.**
- 3) Identification of the existing Yulee rail-siding yard as an Intermodal Transportation Facility within the Local government Comprehensive Plan via mapping and text amendment.**
 - 4) Intermodal capacities and usage options within the Local Government Comprehensive Plan. Formal agreements in the future planning horizon may become necessary to address equipment, land utilization, operations or services to facilitate increased freight business associated with land already designated Industrial within the local government Future Land Use Map series. (FLUM)**
 - 5) Identification of the existing Class 1 rail crossing under I-95 as a strategic link to a broader network of rail, highway and Industrial land use in the region that reinforces an East-West and North –South capability to provide efficient Intermodal capacity and transfer to National scale logistic services.**
 - 6) Dual use of ITF with existing Industrial Land Use areas where such use can be offered via an operational agreement with the end-user or property owner.**
 - 7) Acquisition or lease of property or extension of infrastructure service agreements within the County or OHPA Charter service region having rail, gas-pipeline, fiber-optic trunk lines and/or arterial access where the scale of developable land allows for the promotion of the mission of the OHPA within the region.**
 - 8) Identification of the existing shared Class 1 rail lines, Yulee rail yard, rail spurs and road access, and the existing OHPA Port Facilities as a strategic logistic relationship for supporting all Industrial Land use in the region and recognition of the need to cooperatively approach**

Physical, Environmental & Regulatory Barriers Component pursuant to F.S. 311.14 (2) (d) have been addressed in Sections 2.1-2.4. These subsections examine the limitations within the current port site, environmental regulatory issues and constraints and physical expansion restraints as related to land use and zoning policies.

Intergovernmental Coordination Component pursuant to F.S. 311.14 (2) (e) the Objective and subsequent policies represent the modes and methods of coordination of Plan goals with local government and the mission of the FDOT and other State Agencies. Appendix E of this Strategic Master Plan contain the proposed policies, including intergovernmental coordination policies, to be submitted to the City of Fernandina Beach for incorporation into its Conservation and Coastal Management Element of the Comprehensive Plan pursuant to FS 163.3178(2)(k).

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Appendix H Resolution 2014-4

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RESOLUTION NUMBER 2014- 4

**A RESOLUTION OF THE OCEAN HIGHWAY
AND PORT AUTHORITY OF NASSAU COUNTY,
FLORIDA, CLARIFYING THE PORT MASTER
PLAN REGARDING AN OVERVIEW OF THE
PLAN; PORT SAFETY AND SECURITY;
DREDGE AND FILL ACTIVITY, SPOIL
DISPOSITION, AND WETLANDS, AND
PROVIDING AN EFFECTIVE DATE:**

WHEREAS: The Ocean, Highway, and Port Authority [AUTHORITY] is an independent, special district created and chartered under the laws of the State of Florida at Chapter 2005-293, as authorized by F.S. Ch. 189; and

WHEREAS, After public input and due consideration of the comments by all concerned, and after consideration of the past experience and projected needs of AUTHORITY and its expected income and expenses, assets and its debts, liabilities and obligations, it was reasonable and prudent for the AUTHORITY to adopt its Port Master Plan for purposes of planning and meeting its statutory obligations under FS 311.14. Such plan was adopted by AUTHORITY in June, 2014; and

WHEREAS, After additional public input, it is clear that:

- a. There is a need for an explanatory sub-title and preface;
- b. The additional study of environmental and regulatory constraints, consistent with the statutory obligations imposed, have created public concern regarding **beaches, shores and wetlands** and the intentions of AUTHORITY; and
- c. The implementation of recommended actions consistent with port safety and security should be included; and

WHEREAS, It is appropriate that AUTHORITY clarify its conclusions drawn from such

studies, and to clearly state its goals, objectives, and policies in relation thereto,

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSIONER OF THE OCEAN HIGHWAY AND PORT AUTHORITY OF NASSAU COUNTY, FLORIDA, THAT:

1. SUB-TITLE, PREAMBLE AND EDITING:

A. A sub-title shall be added to the face of the plan, to-wit: "A REALM OF POSSIBILITIES" followed by the caption, "Data and Strategic Analysis Performed as Mandated by F.S. 311.14(2)";

B. A preamble, consisting the brief history of the AUTHORITY, as found and published on its web-site, shall be added for purposes of additional data, and for consistency and connectivity with the Charter of AUTHORITY found in Appendix B of the Plan;

C. All tables and text which indicate or infer that Alachua Street connects North 8th Street to the Port shall be clearly foot-noted to advise that Dade Street provides the actual connection;

D. An appendix shall be added to correlate the Plan with the components of F.S. 311.14(2);

See Appendix G

2. BEACHES, SHORES, and WETLANDS:

A. It is the policy and objective of The Ocean Highway and Port Authority of Nassau County, Florida, that is shall to continue to cooperate with the United States Army, Corp of Engineers, and the State of Florida, Department of Environmental Protection, in the placement of dredged spoil material, obtained from maintenance and dredging of the St. Marys Channel, consisting of beach-quality sands, upon the shores and beaches on the northern end of Amelia Island; and

See App. E Proposed Policy 5P.01.03

B. It is the policy and objective of The Ocean Highway and Port Authority of Nassau County, Florida, that it shall cooperate with the City of Fernandina Beach, Florida, and assist that municipality in development and implementation of a spoil disposal program connected with the maintenance dredging of the City Marina and assist, to the extent feasible, with its redevelopment activities along the waterfront of the City, southerly of Calhoun Street, on the Amelia River; and See App. E Proposed Policy 5P.01.03

C. It is the policy and objective of The Ocean Highway and Port Authority of Nassau County, Florida, that it shall cooperate with the Florida Inland Navigation District in development and implementation of a spoil disposal program, and otherwise, to the extent feasible, assist with the maintenance of the inland channel, specifically including that of the Amelia River and/or Nassau Sound in Nassau County, Florida; See App. E Proposed Policy 5P.01.03

D. The Ocean Highway and Port Authority of Nassau County, Florida, finds that it is neither appropriate nor economically feasible to fill any wetlands, beaches, shoreline, or near-shore areas, including marshlands and shoreline owned by The Ocean Highway and Port Authority of Nassau County, Florida, for purposes of expanding the cargo storage deck area of the Port of Fernandina; See Section 5, Phase 3

3. PORT SAFETY AND SECURITY: It is the announced goal of The Ocean Highway and Port Authority of Nassau County, Florida, that it provide the safest and most secure port operation in Florida. To achieve that goal:

A. It is the policy and objective of The Ocean Highway and Port Authority of Nassau County, Florida, that it will swiftly implement the recommendations received from appropriate agencies, including, but not limited to the Florida Department of Law Enforcement, United States Coast Guard, Homeland Security, and local law enforcement agencies regarding

sequent

studies, and to clearly state its goals, objectives, and policies in relation thereto,

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