The City of Port St. Joe

December 3, 2013

Mr. Ray Eubanks
Division of Community Planning and Development
Department of Economic Opportunity
107 East Madison Street MSC 160
Tallahassee, Florida 32399

RE: **City of Port St Joe – Revised**
Transmittal of Adopted Comprehensive Plan Amendment for Expedited State Review
Amendment No. 13-1ESR

Dear Mr. Eubanks:

The City of Port St Joe respectfully submits three copies of the adopted Amendment No. 13-1ESR to the Department of Economic Opportunity (*one paper copy and two electronic copies in Portable Document Format (PDF) on a CD.* The adoption package is submitted **under the expedited state review process for adopted amendments**.

The City of Port St Joe City Commission held a public hearing to formally adopt the above mentioned amendment on December 3, 2013.

Enclosed are copies of the following documents:

- Certified copy of adopted Ordinance No. **491** reflecting changes to the Conservation, Housing and Infrastructure Elements.
- Certified copy of adopted Ordinance No. **492** regarding the proposed amendment to the Coastal Management Element incorporating by reference the updated Port Master Plan and revising the Goals, Objectives and Policies related to the port.
- Certified copies of adopted Ordinance No. **493** reflecting the proposed Future Land Use Map (FLUM) amendments and supporting data and analysis and a revised Map 20 of the Adopted Map Series reflecting the expanded Existing Redevelopment Area which now includes the north Port St Joe area.

The City certifies that the Adopted amendment including support data and analysis documents, have been transmitted to the Florida Department of Transportation, The Florida Department of Environmental Protection, the Northwest Florida Water Management District, the Department of State, the Apalachee Regional Planning Council, the Department of Education and Gulf County. These agencies have previously been provided with a copy of the proposed Comprehensive Plan and supporting data and analysis.

www.cityofportstjoe.com Post Office Box 278 305 Cecil G. Costin, Sr. Blvd. Phone (850) 229-8261 Fax (850) 227-7522

Port St. Joe, Florida 32457

The following is a summary of the Adopted amendment:

Text Amendments

The purpose of the adopted amendment to the City of Port St Joe Comprehensive Plan is to revise the Coastal Management Element to reflect the updated Port Master Plan and revised Goals, Objectives and Policies. This amendment is very important for the City to begin redevelopment of the port facilities and promote economic activity in the community.

There are also some text amendments to the Conservation, Infrastructure and Housing Elements; these amendments are generally intended to extend due dates for certain requirements that need to be changed to reflect a more realistic schedule for the City. The Conservation and Infrastructure Elements contain a couple of policy changes recommended by the Northwest Florida Water Management District regarding protection of groundwater resources and changes to reflect the fact that the City has already adopted Land Development Regulations regarding wetlands protection and a xeriscape ordinance.

Map Amendments

The proposed amendment contains seven FLUM amendments; these amendments are generally intended to correct discrepancies between the adopted FLUM and Zoning map and reflect existing development. The proposed Map 20 of the Adopted Map Series, Energy Conservation Areas and Features, reflects the revised Existing Redevelopment Area which now includes the north Port St Joe

The adopted amendment is not subject to an area of critical state concern.

If you have any questions, or need additional information, please call Marina G. Pennington at (850) 766-6108; she can also be reached at marina.pennington@comcast.net

Sincerely,

Jim Anderson, City Manager
City of Port St Joe

Enclosures

Cc: Jillaine Owens, FDEP
Susan Harp, Department of State
Dennis Wood, FDOT
Keith McCarron, ARPC
Tyler McMillan, NWFWMD
David Richardson, Gulf County
Tracy Suber, Department of Education

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ORDINANCE NO. 491

AN ORDINANCE OF THE CITY OF PORT ST. JOE, FLORIDA AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST. JOE, FLORIDA, PURSUANT TO AUTHORITY UNDER STATE STATUTES SECTION 163.187, SPECIFICALLY AMENDING THE TEXT OF THE HOUSING, INFRASTRUCTURE AND CONSERVATION ELEMENTS OF THE COMPREHENSIVE PLAN; PROVIDING FOR REPEAL OF ANY CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, §163.3187, Florida Statutes, provides for the authority and procedure for the City Commission of Port St. Joe, Florida to amend its Comprehensive Plan utilizing procedures applicable to large scale developments; and

WHEREAS, in accordance with the requirements of Florida Statutes, the City of Port St. Joe provided notice to the public of public hearings to be held August 13, 2013 and August 20, 2013 for the adoption of the amendments to the housing, infrastructure and conservation elements of the Comprehensive Plan; and

WHEREAS, on August 20, 2013 the Port St. Joe City Commission authorized transmittal of the proposed plan amendment to the appropriate state agencies;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA:

SECTION 1. APPROVAL

The housing, infrastructure, and conservation elements of the City of Port St. Joe Comprehensive Plan are hereby amended as set forth on Exhibit "A".

SECTION 2. CONSISTENCY WITH CITY OF PORT ST. JOE COMPREHENSIVE PLAN

The Board of City Commissioners hereby finds and determines that the approval of the amendments is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan as amended.

SECTION 3. ENFORCEMENT

The City may enforce this Ordinance as authorized by law.

SECTION 4. REPEAL

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. SEVERABILITY

The provisions of this Ordinance are hereby declared to be severable. If any provision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 6. EFFECTIVE DATE

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

This Ordinance was adopted in open regular meeting after its second reading this 3rd day of December, 2013.

THE CITY COMMISSION OF THE CITY
OF PORT ST. JOE, FLORIDA

By: _____
Mel Magidson, Jr., Mayor-Commissioner

Attest: Charlotte M. Pierce
Charlotte M. Pierce
City Clerk

The following commissioners voted yea: Magidson, Buzzett, McCroan, Patterson, Thursby
The following commissioners voted nay: 0

CONSERVATION ELEMENT

CONSERVATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL 1: The City of Port St. Joe will conserve, protect, and appropriately manage the natural resources described in the Conservation Element of the Plan to ensure the highest environmental quality possible consistent with applicable state and federal laws.

OBJECTIVE 1.1: The City will continue to monitor and ensure compliance with established minimum air quality standards.

Policy 1.1.1: Proposed developments which have the potential to lessen ambient air quality will be required to obtain state and federal permits before review of local development application can proceed

Policy 1.1.2: An ambient air monitoring station is presently located at the City's Wastewater Treatment Plant and will continue to monitor ambient air quality

OBJECTIVE 1.2: The City will conserve and protect the quality and quantity of current and projected water sources and waters that flow into the estuarine waters by implementing Policies 1.2.1 through 1.2.3.

Policy 1.2.1: The City will make improvements to drainage and stormwater system components. Projects will be undertaken in accordance with the schedule provided in the Capital Improvements Element of this Plan.

Policy 1.2.2: The City will cooperate with NorthWest Florida Water Management District N.W.F.W.M.D. in identifying the prime natural groundwater aquifer recharge areas and assist the N.W.F.W.M.D in monitoring groundwater quality levels, and conditions for the possibility of salt water intrusion.

Policy 1.2.3: Activities that would withdraw groundwater to the point of salt water intrusion or would damage important identified water sources including existing cones of influence, water, recharge areas, inflow to surface public water supply resources and water wells, are recognized as being detrimental to the City's environment and economy and shall be referred to the NWFWMD to be addressed under that agency's authority .

Policy 1.2.4: The City will adopt procedures for emergency water conservation in accordance with the plans and guidance of the NorthWest Florida Water Management District. (N.W.F.W.M.D.)

Objective 1.3: Minimize erosion, sedimentation and stormwater runoff.

Policy 1.3.1: The City shall undertake measures to reduce stormwater pollution loads into adjacent water bodies by maintaining an on-going program of stormwater management, including both regulation and capital improvements. The City will review development proposals for necessary stormwater management facility needs and require stormwater

permits pursuant to the Environmental Resource Permit provisions of Rule 62-346, F.A.C. prior to the issuance of final development approval.

Policy 1.3.2: The City shall minimize land use disturbance, clearing of native vegetation and removal of top soil. The City shall encourage utilization of Low Impact Design (LID) strategies and techniques and construction best management practices (BMPs), such as use of silt fences and sediment basins to retain sediment onsite during development.

Policy 1.3.3: The following general requirements shall apply to stormwater management systems throughout the City:
a) No direct discharge of stormwater to waterways or waterbodies;
b) When soil and water table conditions allow, require the use of offsite retention systems for stormwater treatment.
c) Promote the use of BMPs and the "Treatment Train" concept by promoting the use of swales and landscape infiltration systems;
d) Swale conveyances shall be used to the greatest extent possible;
e) Projects in areas zoned for Industrial land uses shall assure that industrial pollutants do not enter the stormwater system or come in contact with the surface or ground water.

OBJECTIVE 1.4: The City will conserve and protect its natural resources, including fisheries, wildlife, wildlife habitat, marine habitat, minerals, soils and native vegetative communities.

Policy 1.4.1: The City shall support the conservation and protection of ecologically sensitive terrestrial and marine ecological communities, as well as critical wildlife habitat. Land Development Regulations and development review processes will be used to minimize development impacts on these areas.

Policy 1.4.2: The City shall pursue the use of acquisition funding programs such as the Florida Forever Program, Florida Community Trust, DEP Office of Florida Greenways & Trails and others to acquire fee simple or less-than-fee ownership through conservation easements on land that has been identified as critical or sensitive resources.

Policy 1.4.3: During development review processes the City shall consider the use of other innovative approaches to protect sensitive resources, such as the transfer of development rights, clustering, performance zoning, open space zoning, on-site density transfer and other techniques to maximize the establishment of open space areas or areas of protection for identified environmental sensitive resources.

Policy 1.4.4: Proposed development sites will be required to be examined for the presence of state and federally protected plant and animal species prior to site clearing or construction. When a listed species is found, the proposal for development shall be submitted to the Florida Fish and Wildlife Conservation Commission (FFWCC) and DEP for recommendations to minimize the impact of development on those species. These recommendations will be considered part of the development approval process where threatened and endangered species are present.

Policy 1.4.5: The City shall encourage the protection of native vegetation as part of its land development regulations. Such standards shall include types and size of vegetation to be protected, removal/replacement, criteria, construction practices, and other similar provisions.

Policy 1.4.6: The City shall cooperate with Gulf County to protect vegetative communities located within more than one jurisdiction through application of provisions within the land development regulations.

OBJECTIVE 1.5: The City will conserve and protect natural resources from the effects of hazardous waste.

Policy 1.5.1: The City will initiate a public awareness program to inform citizens of the recycling alternatives for hazardous waste.

Policy 1.5.2: The City will enter into an agreement with Gulf County for temporary storage of any future hazardous waste that the City might generate based on Gulf County constructing a temporary storage/transfer facility as recommended in the 1986 Gulf County Hazardous Waste Management Assessment.

Policy 1.5.3: The City will continue to coordinate with the Apalachee Regional Planning Council (A.R.P.C) and the Regional Hazardous Waste Management Plan and require regional approval (permitting) before local review of any development which might have the potential to generate hazardous waste.

Policy 1.5.4: The City shall coordinate with the Florida Department of Environmental Protection(FDEP)on the requirements that all stationary above-ground and underground petroleum storage tanks conform to the provisions of Chapter 17-61, F.A.C., and that permits be obtained from FDEP prior to installation or removal of such tanks.

Policy 1.5.5: The City shall coordinate with appropriate governmental agencies that monitor small quantity generators of hazardous waste as specified under SS. 403.7234 and SS. 403.7236, F.S.

Policy 1.5.6: The City shall coordinate with the Florida Department of Health to provide information regarding "good gardening practices" to residents of the Mill View subdivision and encourage the use of such practices to reduce possible exposure to fill chemicals.

Objective 1.6: The City will continue to support the restoration of degraded natural systems.

Policy 1.6.1: Septic tanks will no longer be allowed within the city limits where city sewer service is available.

Policy 1.6.2: If natural resources are contaminated by hazardous wastes, the party responsible for the contamination will be responsible for appropriate remedial actions.

Policy 1.6.3: If natural systems are degraded by stormwater runoff from transportation facilities which are under the authority and maintenance of the state (Florida Department of Transportation), the City will take the necessary actions to improve the conditions by notifying appropriate state agencies.

Objective 1.7 Wetlands within the City of Port St. Joe shall be conserved through the combined use of the City's Comprehensive Plan standards, and state and federal wetlands permitting programs involving the Florida Department of Environmental Protection (FDEP), Northwest Florida Water Management District, and the United States Army Corps of Engineers (ACOE), . Major wetlands and wetland systems are identified on **Map 7** of the adopted plan.

Policy 1.7.1 The protection of wetlands shall be accomplished through the use of the Comprehensive Plan, including the Future Land Use Map, and shall take into account the type, intensity or density, extent, distribution and location of allowable land uses and the types, values, functions, sizes, conditions and locations of affected wetlands. Land uses that are incompatible with the protection of wetlands and wetland functions shall be directed away from wetlands.

Policy 1.7.2: The City shall continue to conserve wetlands through the implementation of its Land Development Regulations in accordance with Sec. 4.11 through Sec. 4.16.

Policy 1.7.3: The plan amendment process and the development review process shall require that the location and extent of wetlands (as defined by the Northwest Florida Water Management District [NWFWMD], FDEP, and ACOE) within the development site be identified.

Policy 1.7.4: Low quality wetlands shall mean those wetlands that do not have habitat for federally threatened or endangered species or state classified rare, critically imperiled or species of special concern, and that meet at least one of the following criteria:

a) Any wetland planted in pine or otherwise disturbed by silviculture activities
b) Any wetland consisting of a ditch, man made canal or and borrow pit
c) Any wetland containing timber roads or utility rights-of-way
d) Any wetlands that are degraded due to the prevalence of exotic vegetation evidenced by the majority of the wetland containing exotic or non-native invasive species.

As of the adoption of Ordinance No. 344, in May 2007, the planting of pines, creation of new timber roads or utility right of ways within wetlands shall not result in a previously classified high quality wetland from being re-classified as low-quality.

Policy 1.7.5: Impacts to low quality wetlands may be authorized on a case by case basis in conjunction with and as approved by applicable regulatory agencies unless such impacts are contrary to the interest of the public. When encroachments, alterations or removal of low-quality wetlands are permitted, it shall be mitigated based on the appropriate regulatory agency including FDEP, NWFWMD, and ACOE.

Policy 1.7.6: High quality wetlands shall mean all wetlands that do not qualify as a low quality wetland. High quality wetlands shall be protected with a 25-foot wide naturally vegetated buffer landward from the identified edge of the wetland except for those wetlands as provided in Policy 1.7.11. High quality wetlands reviewed as part of amendments to the Future Land Use Map shall be designated as Conservation on the Future Land Use Map series.

Policy 1.7.7: Development within high quality wetlands and their associated buffers shall be prohibited except for uses approved by the appropriate permitting agency involving passive recreational trails, water access, wetland maintenance and restoration. All encroachments into the 25-foot buffer shall be those that do not adversely affect the predevelopment hydrology of the wetland including water quality or quantity. Further, impacts to high quality wetlands shall be limited to cases where no other feasible and practicable alternative exists that will permit a reasonable use of the land as described in Policy 1.7.8.

Policy 1.7.8: The Technical Advisory Committee (TAC) or the Local Planning Agency (LPA) may use the site plan and biological assessments performed by a qualified professional to determine that no reasonable alternative (such as clustering development on upland portions of the site, shifting development within the site, using variance of lot and setback requirements etc) is available to avoid proposed impacts to high quality wetlands, and that the nature and degree of disturbance is the minimum possible to achieve development that is otherwise compliant with the goals, objectives, and policies of the Plan. A finding that no reasonable alternative is available shall only be provided when the impact is identified as beneficial to an overriding public interest. Local government approval shall not substitute for state and federal regulatory review or recommendations for preservation and mitigation.

Policy 1.7.9: New development shall be clustered on upland portions of a development site, which are not otherwise environmentally sensitive. To facilitate the clustering of development out of and away from wetlands, deviations from minimum lot sizes and density transfers on a one-to-one basis (based on density and intensity of the current land use designation) to the buildable portion of the site, may be authorized. In no case shall the density exceed the designated gross density on the future land use map.

Policy 1.7.10: Wetlands within the current city limits of the City of Port St. Joe, which are located on property which is subject to already approved existing plats, development orders or Planned Unit Developments (P.U.Ds) approved as of January 1, 2007 shall not be subject to Conservation Element policies 1.7.1 -1.7.9.

Policy 1.7.11: With the exception of water dependent uses consistent with the master plan of the port of Port St. Joe and water dependent uses that serve as public access, the required setback or minimum buffer for all areas along St. Joseph Bay and coastal and riverine wetlands shall be a minimum of 50 feet as measured from the mean high water line (MHWL). Predevelopment water flow and quality shall be maintained (see Section 3.15 of the Existing LDRs as of October 1, 2006).

Objective 1.8: The City shall continue to increase public access to the City of Port St. Joe's water resources. Provide public boat launches and/or marinas in appropriate locations to meet water access needs and to direct these uses to areas of least environmental harm.

Policy 1.8.1: The City will evaluate potential sites for boat launch/ramp and parking needs. The City will work with both public and private entities to seek funding sources to develop launches/ramps and possible marinas, including land purchase costs and facility development. Potential public sources for facility development include: Florida Boating Improvement Program (FFWCC), Florida Recreation Development Assistance Program (aka, FRDAP by DEP). Resources for land acquisition include the Florida Community Trust.

Policy 1.8.2: Encourage and support marina facilities in the City to become members of the Florida Clean Marina Program (A FDEP and USFWS sponsored program).

Policy 1.8.3: The City shall coordinate with the FDEP Office of Greenways and Trails, the FDCA's Florida Community Trust Office and the FDOT to track opportunities to develop community conservation and recreational attributes. Further, the City should work with private land owners to plan for conservation, trail and greenway development opportunities

Objective: 1.9: Conservation of fresh water supply shall be pursued.

Policy 1.9.1: The City shall encourage use appropriate water conservation techniques including the use of high-efficiency, low-volume plumbing fixtures, appliances and other water conserving devices.

Policy 1.9.2: Mixed use and larger developments in the City shall be encouraged to maintain native vegetation and to incorporate xeriscape practices and the use of native landscape plant materials into site landscaping design.

Policy 1.9.3: Homeowners association and businesses shall be directed to consider implementation of the Florida Yards and Neighborhoods Program developed by the University of Florida.

Policy 1.9.4: The City will continue to implement the adopted Xeriscape Ordinance to ensure conservation of water resources.

Policy 1.9.5: The City will recommend and request Gulf County to adopt a Xeriscape/Florida Friendly Landscape Ordinance within the unincorporated portion of the City's Water Service Area.

Policy 1.9.6: The City will incrementally reduce unaccounted water losses to 10% by 2015 through ongoing improvements to water distribution lines as shown in the capital improvement plan.

Policy 1.9.7: The City will continue to implement an adopted ordinance intended to promote and support water conservation efforts.

Policy 1.9.8: By December 2015, the City will consider adoption of an Irrigation Efficiency Ordinance.

Policy 1.9.9: The City shall continue to implement Public Education and Information Program to encourage citizens to conserve water and promote the efficient use of water resources.

Policy 1.9.10: The City will provide the NWFWMD a Reuse Feasibility Study per the Guidelines for Preparation of Reuse Feasibility Studies (FDEP, May 2007) by December 31, 2020.

Objective: 1.10: Conservation of energy and reduction of greenhouse gas shall be pursued.

Policy 1.10.1: Energy Conservation Areas shown in **Map 20** highlight features that contribute to reduced energy use and greenhouse production: parks, open space areas, increased network of bike and pedestrian paths and connections to provide non-auto transportation options and enhance the livability of the City. These connections will provide alternative transportation options, reduce vehicle miles traveled, minimize fuel consumption and contribute to reduction in greenhouse gas emissions.

Policy 1.10.2: The City shall develop a Public Education and Information Program to encourage citizens to conserve energy and reduce greenhouse gas.

HOUSING ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL 1: PROVIDE DECENT, SAFE AND AFFORDABLE HOUSING FOR ALL CURRENT AND FUTURE RESIDENTS OF THE CITY.

OBJECTIVE 1.1: The City will continue to monitor the housing stock for housing units which present a health or safety problem due to their substandard* condition in accordance with the Florida Building Code. The City will take actions to these problems (notifying private owners of problems and possible remedies or if required, take legal action). (*Substandard in terms of structural integrity, deficient plumbing, lack of central heating or overcrowded characteristics).

Policy 1.1.1: The City will strive to condemn housing units only if they pose a serious health and safety problem and are unoccupied.

Policy 1.1.2: The City will investigate and consider adoption of a Housing Code that addresses the safety conditions of units to ensure maintenance of the existing housing stock.

OBJECTIVE 1.2: By 2015, the City will evaluate the number of dwelling units that need improvement and are suitable for owner or volunteer rehabilitation efforts.

Policy 1.2.1: The City will establish principles and policies to guide rehabilitation and conservation of the housing stock. The City will identify areas which contain substandard housing units within the City. These areas shall be the target of revitalization and assistance programs, including the provisions or improvement of public services, information and state/federal housing assistance programs and City participation in and solicitation of financial assistance from state and federal programs intended to improve the condition and supply of housing.

Policy 1.2.2: Promote volunteer efforts for housing repair and maintenance.

Policy 1.2.3: The City will support public and private efforts which are directed at improving housing. Such actions could include sponsorship of "fix-up, clean-up" days; utilizing City resources and personnel to assist such efforts and coordinating with various entities (e.g. church groups, non-profit organizations, etc.) to assist in undertake housing improvements.

Policy 1.2.4: The City shall require landscaping and building maintenance as part of its land development regulations.

Policy 1.2.5: The City shall require visual buffers or fences for land uses which present an unsightly appearance or which have the potential to create nuisances.

OBJECTIVE 1.3: By the year 2015, decrease the number of elderly and low income that are living in substandard housing.

Policy 1.3.1: Promote owner/volunteer housing repair programs which make repairs sufficient to allow the elderly and low income to safely remain in their housing units.

Policy 1.3.2: Promote funding from public agencies and private sources to finance housing rehabilitation, group homes, and congregate living facilities.

OBJECTIVE 1.4: The City will continue to review all regulations and codes that relate to housing and unify/standardize them if necessary in order to assist land owners and the building industry in reducing development costs (by eliminating unnecessary procedures).

Policy 1.4.1: Assist private building industry initiatives to provide the predominant form of housing (single family detached) as well as multi-family housing via use of federal low interest construction loan programs. The City shall provide incentives to private developers intended to stimulate construction of new or rehabilitated affordable housing units. Such incentives may include reduction in fees, or waiver, waiver of fees for re-connections to rehabilitated residences, and the provision of "fast track" processing of applications and plan reviews.

Policy 1.4.2: The City will continue to participate in federal and state housing programs administered by the US Department of Housing and Urban Development and the Florida Housing Finance Corporation to assist in the development of affordable workforce housing

Policy 1.4.3: The City shall continue to participate in housing programs provided by Gulf County. The City shall continue to support and utilize the Gulf County Development Corporation to advocate for development of affordable housing in the community.

Policy 1.4.4: The City shall continue to support the efforts of the Gulf County Housing Coalition, the Christian Community Development Fund and Habitat for Humanity and work with these agencies to provide affordable housing in the community.

OBJECTIVE 1.5: The City will identify adequate sites for the location of low and moderate income homes and for households with special needs, group and foster care facilities while striving to maintain the character and quality of established neighborhoods.

Policy 1.5.1: The City will seek to foster non-discrimination and encourage the development of community residential alternatives to institutionalization by including the principles and criteria to guide the location of these facilities in the City development regulations.

Policy 1.5.2: The City's land development regulations will outline a development review procedure which addresses the consideration of affordable housing for low and moderate income groups and criteria guiding the location of mobile homes.

OBJECTIVE 1.6: Historically significant housing will be identified as it becomes known (identified by citizens and the local, state and federal government) and protected under the City's development regulations.

Policy 1.6.1: The City will continue to cooperate with the state Division of Historical Resources in identifying and preserving historic resources. The City shall seek grants with the Division to conduct a city-wide historic resource survey.

Policy 1.6.2: The City shall protect significant historic resources. Preference will be given to adaptive reuse of historic resources over activities that would significantly alter or destroy them.

OBJECTIVE 1.7: The City will provide for anticipated population growth and the existing population by developing growth management regulations which provide for adequate and affordable housing to include households with special needs.

Policy 1.7.1: Existing regulatory and permitting processes will be improved by the establishment of principles and criteria to guide the location of housing (based on future land uses) upon adoption of development regulations.

OBJECTIVE 1.8: The City will plan for relocation housing if City projects impact existing housing.

Policy 1.8.1: The City will provide assistance to the private sector to encourage replacement housing production if City housing stock is decreased or eliminated by development activities.

OBJECTIVE 1.9: The City of Port St Joe will implement an incentive program to encourage the private sector to provide affordable workforce housing.

Policy 1.9.1: The City of Port St Joe shall implement the adopted "Affordable Workforce Housing Incentive Ordinance" providing developer incentives and options for the voluntary provision of affordable housing.

Policy 1.9.2: Incentives that may be considered in the ordinance include, but are not limited to density bonuses; streamlined priority permitting; design flexibility and reduction of impact and hook up fees for every affordable housing unit. The "Affordable Workforce Housing Incentive Ordinance" shall consider all segments of affordable housing (i.e., very low, low, moderate), as defined by Chapter 420, Florida Statutes. The ordinance may consider different levels of incentives on a sliding scale basis, based on the affordable housing segment that is being addressed by the developer.

Policy 1.9.3: When funds become available, a housing trust fund shall be established by the City to receive trust fund moneys, land or other considerations that will become available as a result of the adoption and implementation of the

"Affordable Workforce Housing Incentive Ordinance". The fund will be maintained separately from the general funds of the City of Port St Joe. A qualified Gulf County-based not-for-profit organization, such as the Gulf County Community Development Corporation, a Gulf County Community Land Trust or a Gulf County Housing Coalition will administer the receipts of the housing trust fund for the benefit of Port St Joe residents in need of affordable housing

Policy 1.9.4: The City of Port St Joe shall continuously review and monitor availability of affordable workforce housing in the community.

Policy 1.9.5: At a minimum of every other year, the City shall evaluate the effectiveness of the "Affordable Workforce Housing Incentive Ordinance" and may consider mandatory affordable workforce housing ordinances if the data shows that the need for affordable workforce housing continues to increase.

OBJECTIVE 1.10: The City of Port St Joe will support energy efficiency and the use of renewable energy resources in existing housing and in the design and construction of new housing.

Policy 1.10.1: The City will support residential construction that meets the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system, the Green Building Initiative's Green Globes rating system, the Florida Green Building Coalition standards, or other nationally recognized, high performance green building rating system as recognized by the Florida Department of Management Services.

Policy 1.10.2: The City will encourage the use of energy-efficient appliances and plumbing fixtures.

Policy 1.10.3: The City will provide educational materials (i.e., inserts in utility bills) on the home energy reduction strategies and strategic placement of landscape materials to reduce energy consumption.

Policy 1.10.4: The City shall continue to allow home based businesses to the extent that they are compatible with residential areas consistent with the provisions in the land development regulations.

INFRASTRUCTURE ELEMENT

SANITARY SEWER, SOLID WASTE, STORMWATER MANAGEMENT
POTABLE WATER AND GROUNDWATER AQUIFER RECHARGE ELEMENT

GOALS, OBJECTIVES, AND POLICIES

GOAL I: NEEDED PUBLIC FACILITIES SHALL BE PROVIDED IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES AND PROMOTES ORDERLY, COMPACT URBAN GROWTH.

OBJECTIVE 1.1: By 2020, the City of Port St. Joe will implement procedures to ensure that at the time a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development.

Policy 1.1.1: The residential (City and Oak Grove) level of service standard for sanitary sewer facilities is equal to 150 gallons per capita per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

Policy 1.1.2: The commercial/light industrial level of services standard for sanitary sewer facilities is equal to 1,450 gallons per acre per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

Policy 1.1.3: New heavy industrial facilities shall provide sewage service data and contribute toward the cost of developing increased collection, transmission and treatment systems.

Policy 1.1.4: The City-wide average solid waste level of service standard shall be 8 pounds per capita per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

Policy 1.1.5: The following level of service Stormwater Management standards shall be used as the basis for determining the availability of facility capacity and the demand generated by a development:

- 25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map; and
- 3-yr. frequency, 24-hr. duration storm event for those areas designated as agricultural, conservation, and recreation land use on the Future Land Use Map.
- All new and re-development projects shall comply with the stormwater design and performance standards and stormwater retention and detention standards contained within section 62-346F.A.C.

Policy 1.1.6: All future development and re-development shall protect the functions of natural Stormwater Management features by complying with the level of service as listed within this Plan and by obtaining proper approved Stormwater Management permits from the Florida Department of Environmental Protection, Northwest Florida Water Management District, and requirements of Policy 1.1.5.

Policy 1.1.7: The residential (City) potable water level of service standard for potable water facilities is equal to 130 gallons per capita, per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

Policy 1.1.8: For unincorporated areas such as Oak Grove, White City, and St. Joe Beach, the potable water level of service is equal to 100 gallons per capita per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

Policy 1.1.9: The commercial/light industrial potable water level of service standard is equal to 2,000 gallons per acre per day and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

Policy 1.1.11: The heavy industrial potable water level of service is equal to 50 gallons per day per employee for sanitary usage only.

Policy 1.1.12: The heavy industrial potable water level of service for process usage is equal to 11,000 gallons per acre, per day.

Policy 1.1.13: All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted level of service standards for the facilities.

Policy 1.1.14: The Public Works Department shall develop procedures to update facility demand and capacity information as development permits are issued.

Policy 1.1.15: Annual summaries shall be prepared for capacity and demand information for each facility and service area.

Policy 1.1.16: Consistent with the urban growth policies of the Future Land Use element of this plan, provision of centralized sanitary sewer and potable water service shall be limited to the service areas shown for these facilities in the support documents of this plan and to areas where the City has legal commitments to provide facilities and services as of the date of adoption of this plan.

Policy 1.1.17: The City will institute a water distribution leak prevention program in an effort to conserve our natural resource, "water". In addition, water customers will be continuously informed to conserve water for conservation sakes. Programs instituted by the Water Management District, such as alternate irrigation program, will be supported by the City.

OBJECTIVE 1.2: The City will maintain a five-year schedule of capital improvement needs for public facilities, to be updated annually in conformance with the review process for the Capital Improvement Element of this plan.

Policy 1.2.1: A Capital Improvement Coordinating Committee is hereby created, composed of the City Commissioners and City Auditor-Clerk for the purpose of evaluating and ranking capital improvement projects proposed for inclusion in the five-year schedule of capital improvement needs.

Policy 1.2.2: Proposed capital improvement projects will be evaluated and ranked according to the following priority level guidelines:

Level One – whether the project is needed to protect public health and safety, to fulfill the City's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities.

Level Two – whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement costs or provides service to developed areas lacking full service.

Level Three – whether the project represents a logical extension of facilities and services within a designated service area.

GOAL 2: PORT ST. JOE WILL PROVIDE SANITARY SEWER, SOLID WASTE, STORMWATER MANAGEMENT AND POTABLE WATER FACILITIES AND SERVICES TO MEET EXISTING AND PROJECTED DEMANDS IDENTIFIED IN THIS PLAN.

OBJECTIVE 2.1: Existing deficiencies will be corrected by undertaking the projects in the five-year schedule of capital improvements. The following projects that are outside of the five year window will be included in future five year schedules:

Stormwater Management:

- Area 1: Canals "A" and "B" should be excavated with bottom width a minimum of 3 feet and (10) 36-inch pipe culvert should be constructed under the railroad.

- Area 1: Widen Canal "C" with a 5-foot bottom width and Canal "D" with a 14-foot bottom width. In Canal "D", double 6-foot by 6-foot box culverts are proposed at the road to the Arizona Chemical Plant and at S.R. 381.

- Area 3: Canals proposed for Area 3 are Canals "E" and "G", with 3-foot bottom widths. At the confluence of the canal, a new controlling weir structure will regulate the outgoing flow from the east side of the railroad to ensure the increased flow from the proposed storm improvements does not increase the flow beyond that of preconstruction runoff. A detention pond is required to be constructed along Canal "F", with 20-foot bottom width and 60-foot top width. Additional City right-of-way will be required parallel to the existing easement.

- Area 4: There is a serious flooding problem along Monument Avenue (U.S. Highway 98) due to the inadequacy of the State's storm sewer system in this area. Canal "G", with a 3-foot bottom width, is designed to divert the storm flow excess from the State's system on Monument Avenue to Area 3.

- Area 9: The proposed 24-inch storm sewer on Sixth Street and Long Avenue will remedy the flooding problems east of Long Avenue.

Potable Water Projects:

- Replace existing 2" distribution mains with 6" mains on Palm Boulevard.

Policy 2.1.1: Projects needed to correct existing deficiencies shall be given priority in the formulation and implementation of the annual work programs of the City.

Policy 2.1.2: No permits shall be issued for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the facility up to standard.

Policy 2.1.3: The annual summaries of facility capacity and demand information prepared by the City Planning Agency shall be used to evaluate the need for the timing and location of projects to extend or increase the capacity of existing facilities.

Policy 2.1.4: All projects required to meet projected demands for the years beyond the five year schedule shall be submitted to the Capital Improvements Coordinating Committee and scheduled in the Capital Improvement Element of this plan in accordance with the requirements of Section 163.377(3), E.S.

OBJECTIVE 2.2: Repair and Replacement projects for the planning period 2005 through 2020 will be met through the annual budget.

Policy 2.2.1: The City will establish an adequate budget for Public Works sanitary sewer and potable water repair and replacement. The City will provide the Public Works Department with sufficient manpower to perform the work.

OBJECTIVE 2.3: The City will maintain a ten-year Water Supply Facility Work Plan consistent with the recommendations of the Northwest Florida Water Management District Regional Water Supply Plan (RWSP) for Region V.

Policy 2.3.1: The City of Port St Joe Water Supply Facilities Work Plan identifies and plan for the water supply sources and facilities needed to serve existing and new development within the City and unincorporated areas of the County served by the City through 2020.

Policy 2.3.2. The City has adopted the Water Supply Facilities Work Plan dated July 2009 and incorporated it by reference into the City's Comprehensive Plan.

GOAL 3: THE FUNCTIONS OF NATURAL GROUNDWATER AQUIFER RECHARGE AREAS WITHIN THE CITY WILL BE PROTECTED AND MAINTAINED.

OBJECTIVE 3.1: The City will continue to protect groundwater aquifer recharge areas.

Policy 3.1.1: The City will revise the adopted xeriscape ordinance to recognize the groundwater recharge functions of natural landscape and protection of water quality.

Policy 3.1.2: The City will coordinate with County, State, and Federal agencies to achieve regional aquifer recharge protection objectives.

ORDINANCE 492

ORDINANCE NO. 492

AN ORDINANCE OF THE CITY OF PORT ST. JOE, FLORIDA AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST. JOE, FLORIDA, BY AND THROUGH PROCEDURES REQUIRED FOR LARGE-SCALE MAP AMENDMENTS PURSUANT TO AUTHORITY UNDER STATE STATUTES SECTION 163.3187, SPECIFICALLY APPROVING THE AMENDMENT TO THE COASTAL MANAGEMENT ELEMENT – PORT OF PORT ST. JOE MASTER PLAN GOALS, OBJECTIVES AND POLICIES; AND PROVIDING FOR REPEAL OF ANY CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, §163.3187, Florida Statutes, provides for the authority and procedure for the City Commission of Port St. Joe, Florida to amend its Comprehensive Plan utilizing procedures applicable to large scale developments; and

WHEREAS, The Port of Port St. Joe adopted its 2013 Port Master Plan on June 12, 2013; and

WHEREAS, in accordance with the requirements of Florida Statutes, the City of Port St. Joe provided notice to the public of public hearings to be held August 13, 2013 and August 20, 2013 for the adoption of the 2013 Port Master Plan into the Coastal Management Element of the City of Port St. Joe Comprehensive Plan; and

WHEREAS, on August 20, 2013 the Port St. Joe City Commission authorized transmittal of the proposed plan amendment to the appropriate state agencies;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA:

SECTION 1. APPROVAL

The goals, objectives and policies of the 2013 Port Master Plan described in Exhibit "A" attached and incorporated herein, is hereby approved. The application and all documentation submitted by the Applicant in support of it are hereby incorporated by reference.

SECTION 2. CONSISTENCY WITH CITY OF PORT ST. JOE COMPREHENSIVE PLAN

The Board of City Commissioners hereby finds and determines that the approval of the Port Master Plan as set forth in Section 1 is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan as amended.

SECTION 3. ENFORCEMENT

The City may enforce this Ordinance as authorized by law.

SECTION 4. REPEAL

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. SEVERABILITY

The provisions of this Ordinance are hereby declared to be severable. If any provision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 6. EFFECTIVE DATE

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

This Ordinance was adopted in open regular meeting after its second reading this 3rd day of December, 2013.

THE CITY COMMISSION OF THE CITY
OF PORT ST. JOE, FLORIDA

By: _____
Mel Magidson, Jr., Mayor-Commissioner

Attest: Charlotte M. Pierce
Charlotte M. Pierce
City Clerk

The following commissioners voted yea: Magidson, Buzzett, McCroan, Patterson, Thursbay
The following commissioners voted nay: o

GOALS OBJECTIVES AND POLICIES COMPARISON 2008 TO 2013 PLAN

GOALS, OBJECTIVES AND POLICIES – 2013 PORT MASTER PLAN

Chapter 163, Florida Statutes, requires that comprehensive plans, including this Port Master Plan 2013, "...shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements." It further recognizes that these principles and strategies are generally provided as goals, objectives, and policies within the plans. This chapter presents the goals, objectives and policies the Port St. Joe Port Authority has selected to implement this Plan, and guide its development activities over the planning period. Underlying these goals, objectives, and policies is the Port's mission statement:

> *"The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Port St. Joe area and Northwest Florida region by fostering the growth of domestic and foreign commerce."*

To accomplish the vision expressed in the above mission statement, and comply with state requirements, the Port St. Joe Port Authority has identified six goals, accompanying objectives, and implementation policies that it intends to carry out during the planning period. These goals, objectives, and policies reflect the Port St. Joe Port Authority's commitment not only to local and regional economic growth, but also to the environmental health and well-being of the surrounding ecosystems. Their implementation will be a function of the timeliness with which the Port can proceed with the planned development program, based on market demand, permitting, and funding.

Port Goals, Objectives, and Policies

Goal 1: Economic Growth. The Port of Port St. Joe is located within the municipal jurisdiction of the City of Port St. Joe, the county seat of Gulf County in Northwest Florida. As such, the Port St. Joe Port Authority intends to plan and develop the identified Port Planning Area in accordance with market forecasts, the community's commercial and industrial resources, and in cooperation with its public and private partners to create jobs and stimulate local and regional economic development. To achieve this goal, the Port St. Joe Port Authority shall implement a phased program of infrastructure development, targeted marketing, and collaboration with its private partners to create a Port environment that provides the maximum economic, environmental and social benefits to the community. This goal is consistent with Goal 21 of the State Comprehensive Plan, which addresses economic stability, job opportunities, and increased per capita income for the state's residents.

Objective 1.1: **Port Planning Area Development**. The Port St. Joe Port Authority shall pursue the phased planning and development of the Port Planning Area, including both Port and private properties, consistent with this Port Master Plan, to provide appropriate support facilities that will accommodate projected waterborne commerce demand. Consistent with Goal 3, this development shall address environmental concerns, such as estuarine water quality and wetland mitigation, while still providing an economically sound site development plan conducive to attracting the desired tenant and user base.

Policy 1.1.1: **Market Assessment.** The Port St. Joe Port Authority shall complete a market assessment or utilization of that information prepared by others that identifies potential waterborne commerce activities for short-term growth (5-year planning period) and longer-term expansion (10-year planning horizon).

Policy 1.1.2: **Land Acquisition**. The Port St. Joe Port Authority shall acquire land through purchase, lease, easement, or other as needed to support Port development and economic growth.

Policy 1.1.3: **Waterfront and Upland Development**. The Port St. Joe Port Authority shall plan and develop waterfront and supporting upland infrastructure to accommodate the demand projections in the Port's market assessment and subsequent user commitments. The anticipated development includes berth and apron construction, site improvements, storage areas, cargo-handling equipment, and other infrastructure needed for tenant and user service.

Policy 1.1.4: **St. Joseph Bay Entrance Channel and Gulf County Canal Dredging**. The Port St. Joe Port Authority shall coordinate with the U.S. Army Corps of Engineers and other applicable local, regional, state, and federal regulatory agencies and stakeholders for the resumption of maintenance dredging as needed to accommodate the identified waterborne commerce operations (see Goal 2, Objectives 2.1 and 2.2).

Policy 1.1.5: **On-Port Road and Rail.** The Port St. Joe Port Authority shall develop an efficient road network within the Port Planning Area and explore opportunities to develop internal rail spurs to support operations, as needed (see Goal 2, Objective 2.3).

Policy 1.1.6: **Facility Maintenance.** The Port St. Joe Port Authority shall provide adequate maintenance and upkeep of its in-water and upland facilities to derive the best use from its infrastructure.

Objective 1.2: **Economic Diversification.** The Port St. Joe Port Authority shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area.

Policy 1.2.1: **Facility Utilization**. The Port St. Joe Port Authority shall seek potential tenants and other users to achieve maximum site utilization and pursue expansion and development when new facilities will support economic growth.

Policy 1.2.2: **Complementary Upland Development**. The Port St. Joe Port Authority shall, in a phased approach, allow for and encourage upland development in the Port Planning Area that complements its waterborne commerce operations.

Policy 1.2.3: **Foreign Trade Zone Designation.** The Port St. Joe Port Authority shall explore the establishment of a foreign trade zone to achieve the economic benefits such zones can generate. If appropriate, the Port Authority shall pursue the option of becoming a subzone or a licensee of another Foreign Trade Zone, such as the one at Port Panama City.

Goal 2: Transportation Efficiencies. Seaports depend on efficient intermodal access to provide cost-effective and competitive services. Consequently, the Port St. Joe Port Authority shall collaborate with city, county, state, and federal agencies and with private entities responsible for water, highway, and rail connectivity to ensure that the intermodal transportation infrastructure and connectivity essential to Port operations are in place.

Objective 2.1: **Ship Channel and Gulf County Canal Access.** The Port St. Joe Port Authority shall pursue maintenance dredging of the Ship Channel (defined as all ranges plus Harbor Channel and Turning Basin) and Gulf County Canal to provide the water depths needed to serve the vessels anticipated to call at the Port. To the extent possible, consistent with the development and expansion needs of the Port, maintenance and new dredging activities and the management of spoil material shall be pursued in a manner respectful of the State Comprehensive Plan's goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems.

Policy 2.1.1: **Ship Channel Maintenance Dredging.** The Port St. Joe Port Authority shall pursue maintenance dredging of the Ship Channel and Gulf County Canal to provide the water depths needed

to serve the vessels anticipated to call at the Port. As part of the long-term maintenance and dredging activities the Port Authority will develop, or cooperate with the development if performed by others, a Dredged Material Management Plan for maintenance and dredging activities at St. Joseph's Bay and the Gulf County Canal.

Policy 2.1.2: **Gulf County Canal Dredging.** The Port St. Joe Port Authority shall cooperate with the maintenance dredging activities and efforts of the USACE in proximity to the Port Planning Area to maintain the water depths and width needed to serve the vessels that are anticipated to call at the Port.

Policy 2.1.3: **Maintenance Dredging.** The Port St. Joe Port Authority shall undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

Policy 2.1.4: **Spoil Site Development.** The Port St. Joe Port Authority shall develop, in accordance with the Dredge Material Management Plan and within the limits of its responsibility and funding resources, environmentally acceptable spoil sites for the disposal of the material the dredging projects will generate. If the spoil material is of the proper quality, and if it is permissible by the regulatory agencies, dredged material will be used for beach creation and renourishment. The added benefit of this disposal option is additional storm protection for adjacent land, and particularly for US 98, which is frequently damaged by wave action from storms.

Objective 2.2: **Intracoastal Connections.** To take better advantage of its proximity to the Intracoastal Waterway, the Port St. Joe Port Authority shall support initiatives to improve Intracoastal connections, including shallow-water barge facilities, if appropriate to meet the requirements of Port users or to serve complementary industrial facility development in the region.

Policy 2.2.1: **Gulf Intracoastal Waterway.** The Port St. Joe Port Authority shall cooperate with entities seeking to improve conditions along the Gulf Intracoastal Waterway and promote more barge traffic.

Policy 2.2.2: **Shallow-water Barge Facilities.** The Port St. Joe Port Authority shall consider synergies with industrial users that can be served by barge as well as by road and rail.

Objective 2.3: **Highway Access and Connectivity.** The Port St. Joe Port Authority shall collaborate with local and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

Policy 2.3.1: **On-Port Road Improvements.** The Port St. Joe Port Authority shall develop internal roads to serve Port Planning Area users which provide efficient access to the proximate off-Port city, county, and state highway network and shall coordinate the development of its on-Port roads with the City, County, and Florida Department of Transportation.

Policy 2.3.2: **Off-Port Highway Improvements.** The Port St. Joe Port Authority shall work with the Florida Department of Transportation to gain funding for any needed improvements to roads over which Port truck traffic must travel. Such roads include US 98 (SR 30), SR 71, CR 382, Gulf Coast Parkway, and Gulf to Bay Highway.

Objective 2.4: **Rail Service and Connectivity.** The Port St. Joe Port Authority shall implement rail service when user demand so warrants and collaborate with the AN Railway to obtain the best possible service and interchanges.

Policy 2.4.1: **On-Port Rail Improvements – Port Property.** The Port St. Joe Port Authority shall develop a rail spur to its Parcel B property from the AN Railway if required to serve Port Planning Area users.

Policy 2.4.2: **On-Port Rail Improvements – Private Property.** The Port St. Joe Port Authority shall cooperate with private property owners within the Port Planning Area to provide rail access to those properties when their planned improvements are in compliance with this Port Master Plan and determined to be beneficial to the public good.

Policy 2.4.3: **Off-Port Rail Connections.** The Port St. Joe Port Authority shall work with the AN Railway to identify and pursue improvements to the off-Port rail infrastructure, which could facilitate goods movement to and from the Port.

Goal 3: Environmental Stewardship. As a responsible citizen of the region concerned with the health and well-being of its citizenry, as expressed in the *State Comprehensive Plan*, Goal 5 (b) 1, the Port St. Joe Port Authority is committed to preserving and protecting the quality of the environmental resources within its community. It shall conserve and protect those resources, consistent with Port development and expansion needs.

Objective 3.1: **Natural Resource Preservation and Protection.** In carrying out its development activities and day-to-day operations, the Port St. Joe Port Authority shall conserve and protect natural resources and shall cooperate with federal, state, regional and local agencies in developing sound environmental policies and measures to minimize the environmental impacts of Port development and operations. The Port Authority recognizes the intent of Goal 9, Policies 1 and 7 in the *State Comprehensive Plan*, to protect natural systems and will do so to the extent consistent with Port development and expansion needs.

Policy 3.1.1: **Coastal Resources.** The Port St. Joe Port Authority shall evaluate the specific and cumulative impacts of its plans on coastal resources before undertaking development and expansion activities and shall take measures to minimize negative impacts where possible, or to mitigate for damage that cannot be avoided. This policy is consistent with Goal 8, Policies 4, 6, and 7 of the *State Comprehensive Plan*. It is understood that as yet unformulated plans by private landowners for the long-term development of their waterfront property on the Bay may impact coastal resources in the future. The Port of Port St. Joe, a proactive public entity, whose mission is to help the community overcome an economic downturn by creating jobs and development synergies, has no involvement with or control over the plans of these private landowners and, consequently, is not in a position to address the eventual impacts of these plans. To the contrary, these future plans by private entities will need to address their cumulative impacts with Port development, which is leading the way in this area.

Policy 3.1.2: **Estuarine and Surface Water Quality.** The Port St. Joe Port Authority shall limit specific and cumulative impacts on water quality to maintain the integrity of the St. Joseph Bay Aquatic Preserve and maintain the applicable water standards. In so doing, the drainage system(s) in the Port Planning Area shall be designed to meet NPDES, FDEP, and Northwest Florida Water Management District water quality standards. The Port Authority and other landowners within the Port Planning Area shall coordinate their efforts with federal, state, regional, county and city

governmental agencies. This policy is consistent with Goal 7, Policies 10 and 12 as well as Goal 15, Policy 6 in the *State Comprehensive Plan*.

Policy 3.1.3: **Wetlands and Wildlife Habitat.** The Port St. Joe Port Authority shall limit specific and cumulative impacts on identified wetlands and wildlife habitat on its properties by providing mitigation measures or, if possible, by avoiding projects that destroy or significantly degrade such habitat. Due to the industrial nature of the prior uses of the properties in the Port Planning Area, the wetlands and habitat therein have been previously impacted and are of very low quality.

Policy 3.1.4: **Portwide Best Management Practices.** The Port St. Joe Port Authority shall identify and provide best management practice guidelines for staff and tenants/users to observe in conducting their operations.

Objective 3.2: **Plan Implementation Coordination.** The Port St. Joe Port Authority shall be proactive in coordinating its development efforts with local, state, and federal permitting agencies and with private stakeholders to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

Policy 3.2.1: **Sensitivity to Local Concerns.** The Port St. Joe Port Authority shall give consideration to the concerns of local interests in implementing its development program and shall seek out the best possible environmental solutions to controversial issues.

Policy 3.2.2: **Permit Compliance.** The Port St. Joe Port Authority shall comply with the provisions of the eventual permits governing its in-water and upland development program, and shall work with local, state, and federal agencies to achieve a sound balance between its expansion requirements and the need to protect the surrounding environment.

Goal 4: Safety and Security. The Port St. Joe Port Authority shall reduce exposure of human life and property to destruction by natural hazards through hazard mitigation and hurricane evacuation measures and shall protect human life and property from manmade disasters through safety and security programs.

Objective 4.1: **Protection from Natural Hazards.** The Port St. Joe Port Authority shall implement the measures required by the City of Port St. Joe, Gulf County and other agencies to protect human life and property from natural hazards.

Policy 4.1.1: **Flood Zone Compliance.** The Port St. Joe Port Authority shall see that any habitable, non-residential buildings in special flood hazard areas are designed and constructed to reduce the potential for flooding and wind damage. This policy is consistent with Goal 15, Policy 6, with respect to the potential for flooding.

Policy 4.1.2: **Building Code Compliance.** The Port St. Joe Port Authority shall see that all buildings are designed and constructed in accordance with the Unified Florida Building Code or as approved by the City of Port St. Joe.

Policy 4.1.3: **Hurricane-Preparedness.** The Port St. Joe Port Authority shall prepare a hurricane evacuation contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans.

Policy 4.1.4: **Post-Disaster Redevelopment.** The Port St. Joe Port Authority shall implement post-disaster redevelopment procedures to reduce or eliminate exposure of human life and property to natural hazards. These procedures shall include the structural modification or removal of facilities that have experienced repeated storm damage.

Objective 4.2: **Protection from Manmade Disasters.** The Port St. Joe Port Authority shall reduce exposure of human life and property to harm from manmade disasters by implementing sound safety and security programs.

Policy 4.2.1: **Safe Operating Environment.** To provide a safe operating environment, the Port St. Joe Port Authority shall require that its personnel, tenants, facility operators, stevedores, etc. comply with the safety requirements of all federal, state, and local government and regulatory entities.

Policy 4.2.2: **Security Plan.** The Port St. Joe Port Authority shall prepare and implement the security plan mandated and approved under federal guidelines, consistent with funding availability.

Goal 5: Intergovernmental Coordination and Regional Collaboration. The Port St. Joe Port Authority shall coordinate its efforts with state and local governmental and private sector entities and shall collaborate with initiatives to enhance economic development opportunities in Northwest Florida. This Goal is consistent with Goal 25, Policy 7 of the *State Comprehensive Plan*, which addresses the integration of systematic planning capabilities at all levels of government, with an emphasis on the coordination of regional problems, issues, and conditions.

Objective 5.1: **Compatibility with City's Comprehensive Plan.** The Port St. Joe Port Authority shall work with the City of Port St. Joe to see that Port maintenance and expansion activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan.

Policy 5.1.1: **Plan Coordination.** The Port St. Joe Port Authority shall coordinate its planning and development efforts with the City of Port St. Joe to ensure that the Port's planned projects and land uses (see Objectives 1.1 and 1.2) are consistent with the City's Comprehensive Plan. It shall also evaluate proposed amendments to the City's Comprehensive Plan, particularly the Coastal Management Element, as to potential impacts on Port activities.

Policy 5.1.2: **Infrastructure and Utility Capacity.** The Port St. Joe Port Authority shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

Objective 5.2: **Governmental and Agency Coordination.** The Port St. Joe Port Authority shall coordinate its development and expansion program with applicable agencies to promote sound planning and economic growth.

Policy 5.2.1: **Gulf County.** The Port St. Joe Port Authority shall support the economic development initiatives of Gulf County, by pursuing activities that expand opportunities in trade, industry, and manufacturing.

Policy 5.2.2: **Local, Regional, State, and Federal Agencies.** In addition to city and county governments, the Port St. Joe Port Authority shall cooperate with the Apalachee Regional Planning Council; the Northwest Florida Water Management District; the Florida Departments of Transportation, Economic Opportunity, and Environmental Protection; the U.S. Army Corps of Engineers, Florida's *State Comprehensive Plan*, and other applicable agencies in implementing the goals, objectives and policies of this Port Master Plan.

Objective 5.3: **Collaboration with Local and Regional Maritime, Commercial and Industrial Interests.** To help achieve its primary goal of economic development, the Port St. Joe Port Authority shall cooperate with other Northwest Florida interests as they seek to expand the region's commercial and industrial base.

Policy 5.3.1: **Economic Development Groups.** The Port St. Joe Port Authority shall participate in the efforts of local and regional groups pursuing area wide economic development.

Policy 5.3.2: **Northwest Florida Seaports.** The Port St. Joe Port Authority shall cooperate with the Port of Panama City and the Port of Pensacola to pursue areas of common interest, such as cargo-handling synergies, regional promotional campaigns, special funding opportunities, and dredging issues. The Port St. Joe Port Authority shall support the Memorandum of Understanding currently in place with the Panama City Port Authority, which outlines a mutually beneficial working relationship between the two Port Authorities.

Goal 6: Financial Stability. The Port St. Joe Port Authority shall implement measures to secure its financial health as it proceeds with its development and expansion program.

Objective 6.1: **Budgetary Process.** The Port St. Joe Port Authority shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

Policy 6.1.1: **Port Revenues.** The Port St. Joe Port Authority shall monitor tariffs and fees charged by Gulf Ports Association members and shall implement a competitive fee structure.

Policy 6.1.2: **Annual Capital Improvement Plan Updates.** The Port St. Joe Port Authority shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing its project implementation to obtain the best return on facility investments.

Objective 6.2: **Funding Opportunities.** The Port St. Joe Port Authority shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement program.

Policy 6.2.1: **Legislative Contacts.** The Port St. Joe Port Authority shall prepare a briefing for area legislators in the fall of each year to reacquaint them with the Port's economic impact on the region and the importance of its needs being addressed in the state's budget process.

Policy 6.2.2: **Grants/Loans.** The Port St. Joe Port Authority shall actively seek grant funds from state and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities.

Policy 6.2.3: **Public/Private Partnerships.** The Port St. Joe Port Authority shall continue to explore opportunities for public/private partnerships in the development of maritime and industrial facilities.

Table 5-1 on the next page summarizes the above goals, policies, and objectives for easy reference.

Table 5-1 Summary of Port of Port St. Joe Goals, Objectives and Policies

Goal	*Objective*	*Policy*
1. Economic Growth	1.1: Port Planning Area Development	1.1.1: Market Assessment 1.1.2: Land Acquisition 1.1.3: Waterfront and Upland Development 1.1.4: St. Joseph Bay Channel and Gulf County Canal Dredging 1.1.5: On-Port Road and Rail 1.1.6: Facility Maintenance
	1.2: Economic Diversification	1.2.1: Facility Utilization 1.2.2: Complementary Upland Development 1.2.3: Foreign Trade Zone Designation
2. Transportation Efficiencies	2.1: Ship Channel and Gulf County Canal Access	2.1.1: Ship Channel Maintenance Dredging 2.1.2: Gulf County Canal Dredging 2.1.3: Maintenance Dredging
		2.1.4: Spoil Site Development
	2.2: Intracoastal Connections	2.2.1: Gulf Intracoastal Waterway 2.2.2: Shallow-Water Barge Facilities
	2.3: Highway Access and Connectivity	2.3.1: On-Port Road Improvements 2.3.2: Off-Port Highway Improvements
	2.4: Rail Service and Connectivity	2.4.1: On-Port Rail Improvements – Port Property 2.4.2: On-Port Rail Improvements – Private Property 2.4.3: Off-Port Rail Connections
3. Environmental Stewardship	3.1: Natural Resource Preservation and Protection	3.1.1: Coastal Resources 3.1.2: Estuarine and Surface Water Quality 3.1.3: Wetlands and Wildlife Habitat 3.1.4: Portwide Best Management Practices
	3.2: Plan Implementation Coordination	3.2.1: Sensitivity to Local Concerns 3.2.2: Permit Compliance
4. Safety and Security	4.1: Protection from Natural Hazards	4.1.1: Flood Zone Compliance 4.1.2: Building Code Compliance 4.1.3: Hurricane-Preparedness 4.1.4: Post-Disaster Redevelopment
	4.2: Protection from Manmade Hazards	4.2.1: Safe Operating Environment 4.2.2: Security Plan

5. Intergovernmental Coordination and Regional Collaboration	5.1: Compatibility with City's Comprehensive Plan	5.1.1: Plan Coordination 5.1.2: Infrastructure and Utility Capacity
	5.2: Governmental and Agency Coordination	5.2.1: Gulf County 5.2.2: Local, Regional, State and Federal Agencies
	5.3: Collaboration with Regional Maritime, Commercial and Industrial Interests	5.3.1: Economic Development Groups 5.3.2: Northwest Florida Seaports
6. Financial Stability	6.1: Budgetary Process	6.1.1: Port Revenues 6.1.2: Annual Capital Improvement Plan Updates
	6.2: Funding Opportunities	6.2.1: Legislative Contacts 6.2.2: Grants/Loans 6.2.3: Public/Private Partnerships

ORDINANCE 493

P

Table 1 - PROPOSED FUTURE LAND USE MAP (FLUM) AMENDMENTS

Parcel identification	Acreage	Current FLUM designation	Proposed FLUM designation	Comments/Notes
#1. Gulf Coast Community College	54.9	Industrial, Very Low Residential, County Agriculture	Public Use, Commercial, Conservation	The 54.9-acre parcel contains the Gulf Coast Community College, the Main Stay hotel and a portion of Sacred Heart hospital. A companion Rezoning is proposed to reflect changes to the FLUM.
#2. Parcel of land around groundwater wells	41.2	Public Use Conservation Open Space	Public Use Conservation and Low Intensity Industrial	The 2.0-acre designated as Public Use and the 500-foot radius around the existing protected wellhead area, required by FLUE Policy 1.5.1, will remain designated as Public Use and Conservation. The proposed amendment recognizes existing Industrial designation in Zoning Map, existing platted St Joe Commerce Industrial Park and the existing water treatment plant.
#3. Parcel south of Clifford Sims Drive and north of Avenue A in the eastern side of the City.	52.9	R-3	R-1	The proposed amendment recognizes existing R-1 designation in Zoning map and existing development pattern in this neighborhood.
#4. Parcel along St Joseph Bay between Sixth and Seven Street.	1.13	Low Intensity Industrial	Commercial	The proposed amendment recognizes the existing Commercial designation in the Zoning Map and existing use of the property as Commercial.
#5. Parcel along St Joseph Bay between Seven and Nine Street.	2.4	Low Intensity Industrial Open Space	Recreational	The proposed amendment recognizes existing Recreational designation in the Zoning Map.
#6. Residential Area located in central portion of the City south of SR 71.	393.2	R-3	R-1	The proposed amendment recognizes existing R-1 designation in the Zoning Map and existing residential neighborhoods, platted and buildout for more than 20 years.
#7. Parcel along St Joseph Bay between	0.47	Commercial	Recreational	The proposed amendment recognizes the use of a parcel acquired by the City for recreational uses.

ORDINANCE NO. 493

AN ORDINANCE OF THE CITY OF PORT ST. JOE, FLORIDA AMENDING THE COMPREHENSIVE PLAN AND FUTURE LAND USE MAP OF THE CITY OF PORT ST. JOE, BY AND THROUGH THE PROCEDURES REQUIRED FOR LARGE SCALE MAP AMENDMENTS PURSUANT TO AUTHORITY PROVIDED BY FLORIDA STATUTES SPECIFICALLY CHANGING ALL OR PART OF THE PARCELS DESCRIBED IN EXHIBIT "A"; ADOPTING REVISED MAPS; PROVIDING FOR REPEAL OF ANY CONFLICTING ORDINANCE; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, §163.3187, Florida Statutes, provides for the authority and procedure for the City Commission of Port St. Joe, Florida to amend its Comprehensive Plan utilizing procedures applicable to large scale developments; and

WHEREAS, in accordance with the requirements of Florida Statutes, the City of Port St. Joe provided notice to the public of public hearings to be held August 13, 2013 and August 20, 2013 for the adoption of amendments to the Comprehensive Plan and future land use map of the City of Port St. Joe, by and through the procedures required for large scale map amendments pursuant to authority provided by Florida Statutes specifically changing all or part of the parcels described in Exhibit "A.

WHEREAS, on August 20, 2013 the Port St. Joe City Commission authorized transmittal of the proposed plan amendment to the appropriate state agencies;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA:

SECTION 1. APPROVAL:

The application for amendment to the Future Land Use Map for the property described in Composite Exhibit "A" is approved and the new land use designation is hereby changed to those shown in Exhibit "A" – Revised Map 4 – Future Land Use Map 2020. Revised Map 20 – Energy Conservation Areas and Features is approved as shown in Exhibit "B".

SECTION 2. CONSISTENCY WITH THE CITY OF PORT ST. JOE COMPREHENSIVE PLAN:

The Board of City Commissioners hereby finds and determines that the approval of the application and change in land use as set forth in Section 1 is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan.

SECTION 3. ENFORCEMENT:

The City may enforce this Ordinance as authorized by law.

SECTION 4. FUTURE LAND USE MAP:

Upon this Ordinance becoming effective, the City of Port St. Joe Future Land Use Map shall be amended to show the Property as having a land use of as described in Exhibit "A". The City Manager is hereby directed to revise the City of Port St. Joe Future Land Use Map to reflect this designation.

SECTION 5. REPEAL:

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 6. SEVERABILITY:

The provisions of this Ordinance are hereby declared to be severable. If any provision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 7. EFFECTIVE DATE:

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

This Ordinance was adopted in regular meeting after its second reading this 3rd day of December, 2013.

THE CITY OF PORT ST. JOE BOARD OF CITY COMMISSIONERS

Mel Magidson, Jr., Mayor-Commissioner

Attest: Charlotte M. Pierce
Charlotte M. Pierce
City Clerk

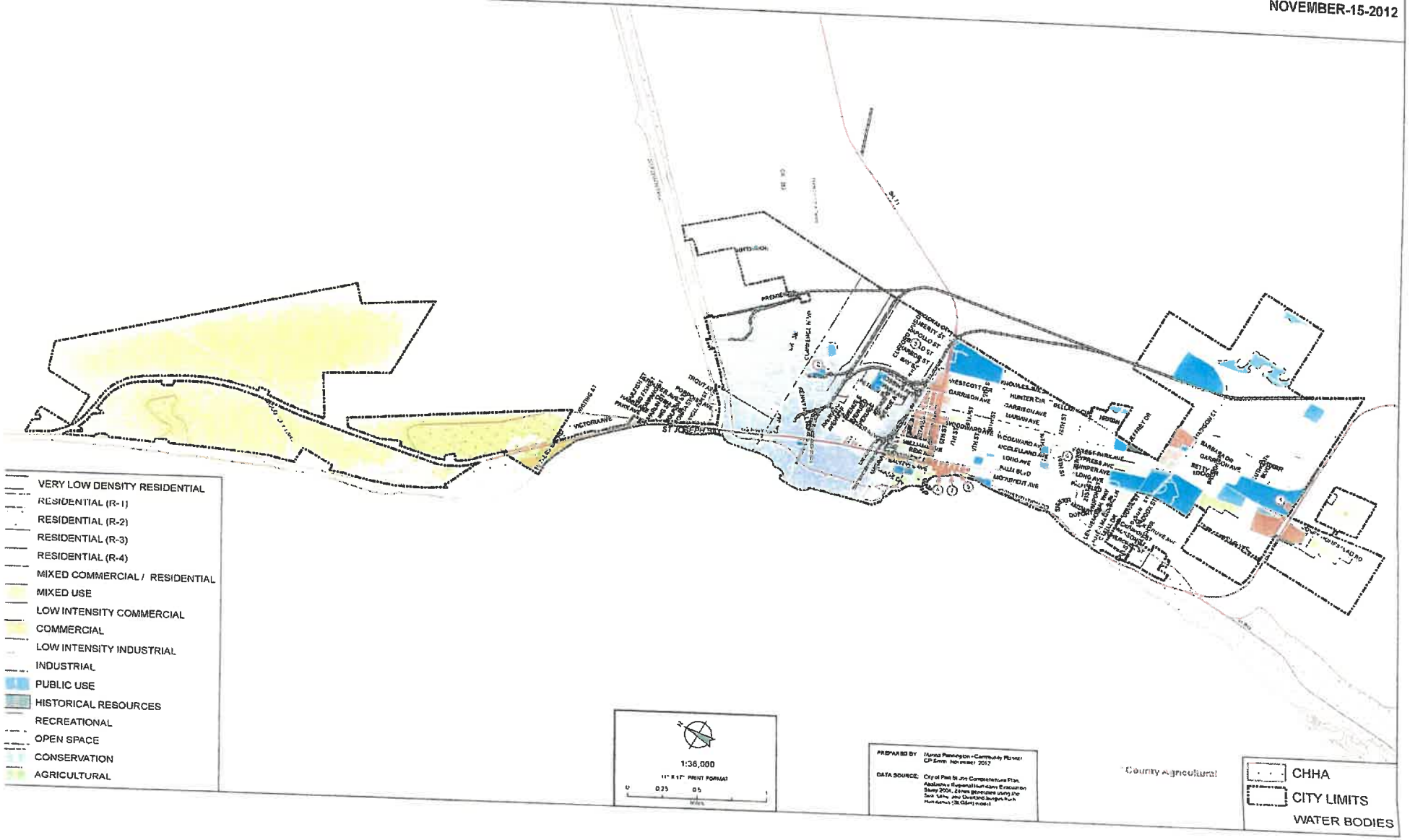
MAP 04
PROPOSED FLUM 2020
CHHA –SLOSH-NOV-2012

City of Port St Joe

FUTURE LAND USE MAP 2020

MAP 4

NOVEMBER-15-2012



MAP 20
ENERGY CONSERVATION

CITY OF PORT ST JOE

ENERGY CONSERVATION AREAS AND FEATURES

MAP 20
September-27-2012

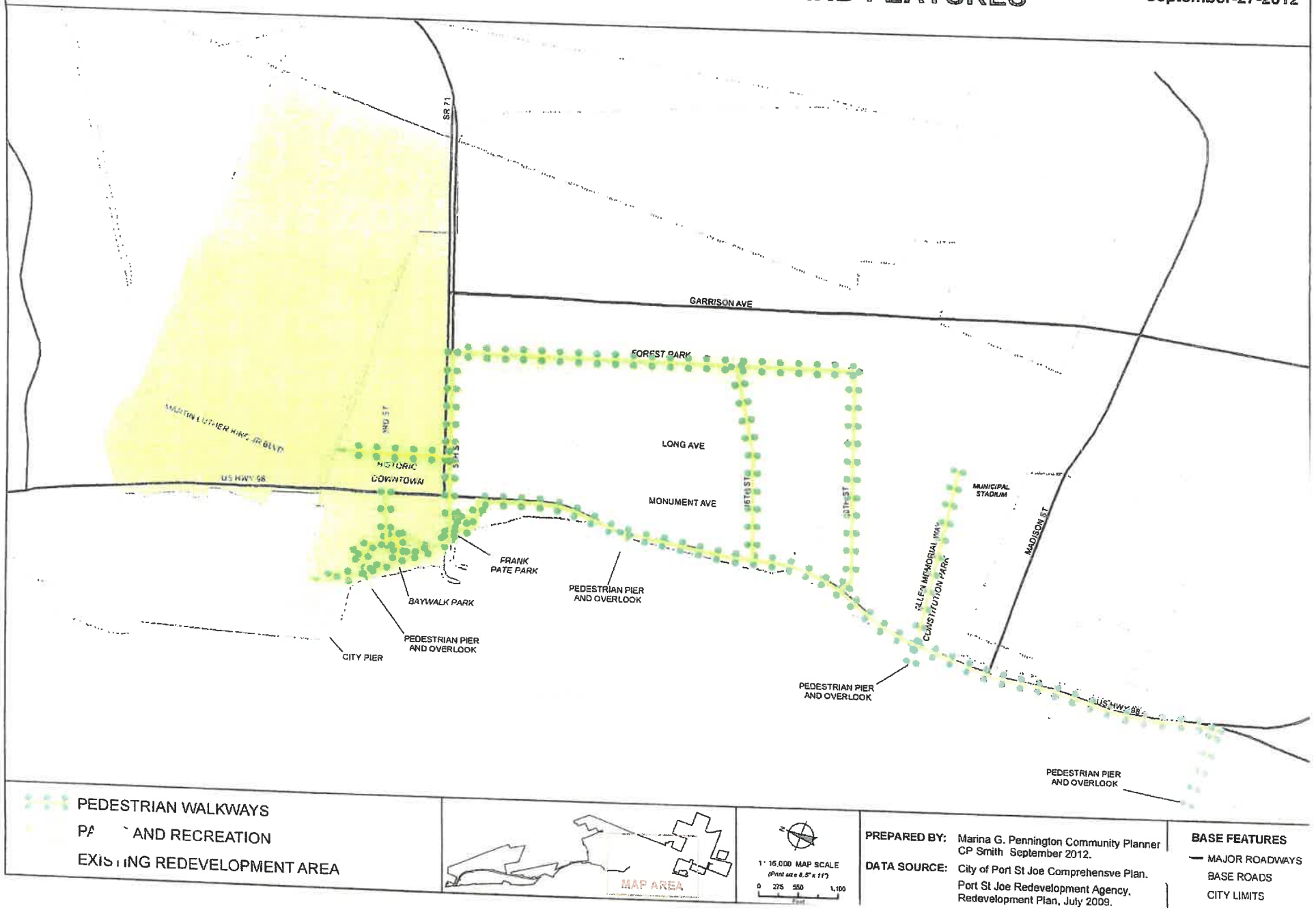


TABLE LISTING PROPOSED CHANGES TO FLUM

Table 1 - PROPOSED FUTURE LAND USE MAP (FLUM) AMENDMENTS

Parcel identification	Acreage	Current FLUM designation	Proposed FLUM designation	Comments/Notes
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PORT ST. JOE
PORT MASTER PLAN 2013

Port St. Joe Port Authority

Port St. Joe, Florida

May 2013

Port of Port St. Joe Mission Statement

"The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Port St. Joe area and Northwest Florida region by fostering the growth of domestic and foreign commerce."

PREFACE

This Port St. Joe Port Master Plan 2013, a significant update of the Port's previously adopted Port Master Plan 2008, was prepared in accordance with Florida Statute 163, Part II. To solicit comment about the document from interested parties, a public workshop was held on November 14, 2012, during a duly noticed Port Authority meeting. In addition to the citizens of Port St. Joe and Gulf County, numerous local, regional, and state agencies as well as private economic development entities were invited to this Stakeholders Meeting.

On June 12, 2013, the Port Authority approved the Port Master Plan for transmittal by the City of Port St. Joe to the Department of Economic Opportunity. The first public hearing for the City's transmittal of the draft Master Plan to the Florida Department of Economic Opportunity was held on _____, 2013. The second public hearing for the adoption of the Master Plan was held on _____, 2013. At all public hearings, the public were given opportunity to comment.

Port St. Joe Port Authority
Leonard Costin, Chairman
Eugene Raffield, Vice-Chairman
Patrick Jones, Secretary
Jessica Rish, Treasurer
Johanna White

Tommy Pitts, Port Director
Nadine Lee, Administrative Assistant

The Port Authority and Staff wish to thank all of those who contributed to the preparation of this Master Plan 2013 and particularly to acknowledge those who prepared the previous Port Master Plan 2008: Ms. Joan Sanchez of J. D. Sanchez Consulting, Inc; TEC, Inc.; and Martin Associates. This 2013 update used as its foundation that previous 2008 Plan and some of the text and figures are duplicated herein.

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EXECUTIVE SUMMARY

This Port St. Joe Port Master Plan, consistent with the requirements of Chapter 163, Florida Statutes, provides a framework for the Port's development and expansion program through the next decade to facilitate the Port St. Joe Port Authority's goals of job creation and economic revitalization. In so doing, it incorporates new properties and new relationships that were not previously considered in the 2008 Port Master Plan, taking a fresh look at the enhanced potential these new opportunities represent as the Authority strives to initiate operations and generate local, regional, and statewide economic benefits.

PORT OVERVIEW

The Port Planning Area addressed in this Master Plan encompasses approximately three hundred acres of undeveloped property with a mile and a half of waterfront on St. Joseph Bay and the Gulf County Canal (Canal, part of the Gulf Intracoastal Waterway). Over ninety five percent of this area is owned by either the Port Authority or The St. Joe Company, both of whom have entered into a Memorandum of Understanding to cooperate in the marketing and development of the Port of Port St. Joe. This Master Plan reflects the hope and intent of these parties as they work together to accomplish this important goal.

The Port Planning Area is located within the municipal limits of the City of Port St. Joe, is currently undeveloped, yet has considerable infrastructure in place that will be very beneficial to the development of the Port. This includes over twenty five hundred feet of bulkhead on the Ship Channel, nearly nine hundred feet of bulkhead on the Canal, rail access via the AN Railway, and significant excess capacity of electric power, natural gas, water, and wastewater treatment.

COMPETITIVE OPPORTUNITIES

In addition to various economic studies prepared in prior years, many other factors confirm the feasibility of revitalizing the Port of Port St. Joe: the continued growth of international trade, the anticipated expansion of the Panama Canal in 2015, and the strengthening economies that support a growing middle class in nations to the south, to name a few. With its natural harbor and quick and easy access to open water, the Port has the potential to play a major role in the area's recovery and growth. The Great Recession of recent years and the collapse of the real estate market demonstrated the need to diversify the economy of the region, resulting in overwhelming support from the citizens and governmental leaders, both local and state.

The Port is located in proximity to an expanding regional intermodal transportation system that serves the northern regions of Florida and the neighboring states in the Southeast. This Northwest Florida location facilitates domestic and international commerce with other Florida markets and with the US South and Mid-West. State plans for new and enhanced strategic corridors will only strengthen the Port's ability to serve these markets. The Port's intermodal assets include convenient access to major highways, such as I-10; to rail connections, such as the CSX Transportation Railroad; and to both the Gulf of Mexico trade lanes and the nation's intracoastal and inland waterways. The new Northwest Florida Beaches International Airport, which opened in 2010, has greatly improved access for international travelers, including port and shipping professionals. Further, the Gulf Coast Parkway, a major arterial in the development stage, will serve as the Port's primary connector to the hinterland.

It is recognized that in order to be successful the Port must be responsive to the marketplace. Specific to the Port's "marketplace", the Port must provide a service that is not being satisfactorily met at other ports or offer a lower cost alternative – whether through location, efficiencies, or other – to shippers. To

identify the trade opportunities and the market sectors to be assessed in this Port Master Plan update, various resources were considered, including: the market assessment that was prepared for the Port Master Plan 2008, inquiries received by the Port Authority staff from potential customers looking for new opportunities to ship their cargo, and market research performed by the Bank of Montreal's Infrastructure Group (BOM). BOM was engaged by The St. Joe Company to help market the port opportunity at Port St. Joe; they are very well experienced in port infrastructure development and well known and respected in the industry.

It became evident early in the effort to identify target markets that little has changed in the demand and opportunities since the assessment performed for the Port Master Plan 2008. The opportunities which became the focus for this new Port Master Plan 2013 are almost identical to those of the 2008 Plan and are summarized below:

Biomass. Biomass, specifically in the form of wood pellets, offers the greatest near-term market opportunity for the Port of Port St. Joe. Burgeoning demand in Europe, available raw material supply within the region or within reasonable transport distance, available land area at the Port to accommodate the potential tonnage, and motivated Port leadership and landowners who will aggressively pursue the project development all contribute to the feasibility of this cargo opportunity.

Ethanol. For many years the demand for ethanol and other alternative fuels has been on a steady rise. The number of ethanol inquiries to the Port has warranted that it be given some priority consideration. Recent events have, however, adversely affected the prospects for its continued growth in demand and the lack of production within the region – to date – suggest a "wait and see" approach. While the Port Authority will be receptive and supportive of the opportunity for ethanol production and shipment through the Port, it is not considered a high probability opportunity for the near term and the long-term prospects are indeterminate.

Oil and Coal. While the Port Authority has received a few inquiries into the possible construction of liquid bulk handling and storage facilities, the probability that most of the product handled would be oil gives reason for scrutiny. It is anticipated that the commitment of a significant portion of the near-water port development acreage to the throughput of oil will bring alarm to some in the community in the wake of the Deepwater Horizon oil spill. The Port Authority is not opposed to the consideration of this cargo opportunity, but the leadership and citizens would have to be sufficiently convinced of its safety before approval.

Coal might also be perceived to have some negatives, but its potential impacts are far less a threat than that of oil. The demand for coal, the volumes that have been proposed, and the benefits it could bring through the support of dredging make it a far more attractive and realistic cargo opportunity.

Liquified Natural Gas (LNG). Due to the distance from the natural gas well fields, an LNG facility is considered to be a low probability opportunity for the Port. That having been said, the energy industry in general and the natural gas industry specifically are very dynamic. Should there be changes in the industry that result in the Port becoming a targeted site for an LNG terminal, the Port Authority will give due consideration to the potential project. The available capacity at Port St. Joe of 19,000 million cubic feet per day (mcf/day) could be sufficient to attract the interest of that industry.

Dry and Break Bulk Products. Two particular dry bulk cargoes, in addition to wood pellets and coal which are addressed independently, are expected to be medium and long-term opportunities for the Port and those are aggregate and cement. Likewise, break bulk products are expected to be future

opportunities. Until maintenance dredging is performed and channel depths restored, neither opportunity is likely to be realized.

Offshore Energy Support. The Port of Port St. Joe is well positioned to support offshore energy exploration and drilling in the Eastern Planning Area of the US Gulf of Mexico. While there are few energy exploration projects in the Eastern Gulf due to a moratorium, the Port could be a base for those existing platforms within its range and offers several advantages over port facilities now serving that industry. The Canal offers significant waterfront acreage for development, but its existing 12' depth is a limiting factor. The offshore energy support opportunity is worth pursuing, but not sufficiently strong to justify the commitment of land and resources in the near term. The interest of the industry should continue to be sought and nurtured in an effort to attract their investment in project development at the Port.

Reliever/Feeder Services. As international trade continues to grow, there will be increased congestion on the transportation infrastructure system, including at ports and particularly on roadways. This may present some opportunities for the Port as more efficient alternatives are sought. Two scenarios were considered, though others could certainly be conceived and developed.

In one scenario, the growth in container volume resulting from the Panama Canal expansion could bring containers to the Port by way of a hub-and-spoke arrangement of smaller vessels delivering to shallower draft ports; this is not a near-term opportunity and there is uncertainty in the industry as to how it will evolve when the Canal expansion opens.

In the second scenario the Port's location near the eastern terminus of Marine Highway M-10 presents an opportunity for eastbound cargo from larger ports to the west to be transferred at the Port from vessel to highway or rail. This will probably not develop until traffic congestion reaches levels that justify the slower transit times of waterborne cargo.

Secondary Port Opportunities. In addition to the high tonnage/high volume, base load cargo opportunities addressed in the previous sections, there are other opportunities that the Port Authority recognizes as beneficial and that will contribute to the accomplishment of its and the community's generalized goals of economic development and job creation. Three specific examples that are being explored include barge terminal operations, manufacturing sites, and Jetty Park docking of educational, historic, and small cruise vessels.

DEVELOPMENT COSTS

The Port Authority's specific areas of responsibility in regard to infrastructure improvements to ready the Port for reactivation and to provide for future tenants are the Ship Channel and the Authority's own properties. At the time of the writing of this Plan, the estimate for the cost of dredging to 35', a depth which will accomplish the restoration of shipping activity at the Port, is estimated to be $25 million. The Port's one hundred acres, to which it plans to attract tenants and shippers, will require the provision of various utilities, security features, and road and rail improvements to complete their development. The total estimated cost – to be phased pending tenant contracts – is approximately $4 million.

ECONOMIC IMPACTS

The Authority was created in Statute "for the development of commerce and the port." The Port is perceived by the community – the citizens, local government leaders, economic development organizations, and others – as representing the best opportunity to create well paying jobs and recover from the job losses that resulted from industrial closures over the last two decades. In addition, numerous

letters and resolutions of support have been received from County Commissions, City Commissions, Chambers of Commerce, economic development organizations, etc., in the region, each recognizing the job creation and economic revitalization the Port can bring. These goals will be achieved by restoring shipping activity and attracting Port tenants and users. Those firms will provide employment and income to individuals, will purchase from local businesses and service providers, and will pay taxes to state and local governments; the beneficial economic impacts they bring are numerous and varied. Gulf County's per capita income in the 2010 Census at $18,371 was less than two thirds that of the national average of $27,915; the development of the Port will help the County and region close that income gap.

As the Authority receives specific, serious inquiries by potential shippers, tenants, or others with interest in utilizing the Port, the economic impacts of those opportunities will be assessed as part of their project review process.

DEVELOPMENT IMPACTS

Land Use. The designated land use in the City's Comprehensive Plan is "Industrial," with the exception of two small parcels owned by the City of Port St. Joe. The planned Port development for the Industrial Zone is compatible with this designation.

Public Access. Port operations will consist primarily of industrial activities; therefore, public access is neither safe nor desirable. In addition, security mandates will require most of the Port, particularly the waterfront, to be designated as a restricted area and access must be strictly controlled. An exception to this is the City of Port St. Joe's Jetty Park, a scenic and recreational park open to the public and located at the southernmost limit of the Port Planning Area.

Historic Resources. No historic or archeological resources exist within the Port Planning Area. The Port Authority is committed to protect and preserve historic and archeological resources, should any be found.

Environmental Resources. Port development will occur on land currently zoned for industrial use and previously impacted by both industrial operations and dredge spoil disposal; therefore, potential environmental impacts are expected to be minimal. Port development will, however, increase the area of paved, impervious surface and storm-water runoff in the Port Planning Area. When the properties are developed, drainage systems will be designed to meet National Pollutant Discharge Elimination System (NPDES), Florida Department of Environmental Protection (FDEP), and Northwest Florida Water Management District water quality standards and the appropriate permits secured.

There are within the Port Planning Area some small, low quality wetlands. In light of the land constraints that operational ports elsewhere are facing and the need to maximize available lands for future operations, the Port Authority proposes mitigating these wetlands off site if and when impacted. The final areas required for mitigation will be determined during the preparation of project-specific environmental documents and permitting.

Dredging and Disposal. The primary impacts from dredging include: turbidity, vessel traffic impacts during construction, endangered species impacts, and impacts to benthic communities associated with inter-tidal, soft-bottom and shallow-water habitats. The impacts related to disposal include wetlands impacts and control of return water back into the waterway. The U.S. Army Corps of Engineers (USACE) has jurisdiction over dredging projects and permits will be required. Potential impacts will be identified during the preparation of environmental documents and the permitting phase of the project. Significant beneficial impacts may be realized from beach renourishment when beach quality dredged

materials are placed on recreational beaches. Current planned dredging to be performed will be maintenance dredging of the existing authorized channel which has previously been impacted.

Utilities. Port development is not expected to have any significant impacts on local utilities. Excess capacity of electric power, natural gas, sanitary sewer, potable water, and solid waste is available as a result of the shutdown in recent years of essentially all local industry.

External Transportation Network. As stated in the Transportation Element of the City of Port St. Joe's Comprehensive Plan, all roads serving the subject parcel are currently operating at an acceptable level of service and will continue to do so through 2020, the City's planning horizon. The anticipated Port cargo will not add sufficient traffic volumes to exceed level of service standards of local roads for the duration of the planning horizon.

The Port Planning Area has no internal rail network at present, but rail access is readily available. Projected Port activities will not exceed the capacities of the local or regional rail lines as previous high volume rail users have shutdown and presently there is no rail traffic.

Operational Impacts. Other potential impacts from Port operations could include air quality, noise, and odor. These impacts are not anticipated to be significant as the Port's tenants and operators will be required to secure and abide by all necessary operating permits, including air quality permits. The Port will control noise and odor emanating from its facilities and will abide by City ordinances that may cover these issues.

CAPITAL IMPROVEMENT PROGRAM

Table 6-1 summarizes the Capital Improvement Plan that the Authority has adopted in order to implement this Port Master Plan 2013 and achieve its goals and objectives

Table 6-1 Port of Port St. Joe Capital Improvement Program FY 13/14 – FY 17/18

Project Description	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	TOTALS
Dredging						
Dredge Material Management Plan	$550,000	$50,000				$600,000
Permitting	$700,000	$200,000				$900,000
Dredging to 35'		$20,000,000				$20,000,000
15% Contingency	$187,500	$3,037,500				$3,225,000
Dredging Sub-Total	$1,437,500	$23,287,500	$0	$0	$0	$24,725,000
Manufacturing Sites						
Bulkhead	$250,000	$630,000				$880,000
Utilities	$240,000	$150,000	$230,000	$230,000		$850,000
Security		$140,000				$140,000
Rail Extension to Parcel B			$900,000			$900,000
Former Arizona Chemical Site Access Road		$200,000	$600,000			$800,000
10% Contingency	$49,000	$112,000	$173,000	$23,000	$0	$357,000
Manufacturing Sites Sub-Total	$539,000	$1,232,000	$1,903,000	$253,000	$0	$3,927,000
TOTALS	**$1,976,500**	**$24,519,500**	**$1,903,000**	**$253,000**	**$0**	**$28,652,000**

COMMITMENT TO INTERGOVERNMENTAL COORDINATION

As a rural port with a mission "to enhance the economic vitality and quality of life in the Port St. Joe area and Northwest Florida region by fostering the growth of domestic and foreign commerce," the Port of Port St. Joe is committed to intergovernmental coordination and cooperation to achieve its goals and objectives. The goals are stated below and summarized with their accompanying objectives and policies in Table ES-6.

GOALS, OBJECTIVES, AND POLICIES

Goal 1: Economic Growth. The Port St. Joe Port Authority intends to plan and develop the identified Port Planning Area in accordance with market forecasts, the community's commercial and industrial resources, and in cooperation with its public and private partners to create jobs and stimulate local and regional economic development. To achieve this goal, the Port St. Joe Port Authority shall implement a phased program of infrastructure development and targeted marketing to create a Port environment that provides the maximum economic, environmental, and social benefits to the community.

Goal 2: Transportation Efficiencies. Seaports depend on efficient intermodal access to provide cost-effective and competitive services. Consequently, the Port St. Joe Port Authority shall collaborate with city, county, state, and federal agencies and with private entities responsible for water, highway, and rail connectivity to ensure that the intermodal transportation infrastructure and connectivity essential to Port operations are in place.

Goal 3: Environmental Stewardship. As a responsible citizen of the region concerned with the health and well-being of its citizenry, the Port St. Joe Port Authority is committed to preserving and protecting the quality of the environmental resources within its community. It shall conserve and protect those resources, consistent with Port development and expansion needs.

Goal 4: Safety and Security. The Port St. Joe Port Authority shall reduce exposure of human life and property to destruction by natural hazards through hazard mitigation and hurricane evacuation measures and shall protect human life and property from manmade disasters through safety and security programs.

Goal 5: Intergovernmental Coordination and Regional Collaboration. The Port St. Joe Port Authority shall coordinate its efforts with state and local governmental and private sector entities and shall collaborate with initiatives to enhance economic development opportunities in Northwest Florida.

Goal 6: Financial Stability. The Port St. Joe Port Authority shall implement measures to secure its financial health as it proceeds with its development and expansion program.

Table ES-6 on the next page lists the above goals and, for easy reference, summarizes the objectives and policies specific to each goal. These goals, objectives, and policies, which are presented in detail in Chapter 5, reflect the Port of Port St. Joe's commitment not only to local and regional economic growth, but also to the environmental health and well-being of the surrounding ecosystems. Their implementation will be a function of the timelines with which the Port can proceed with the planned development program based on market demand, permitting, and funding.

Table ES-6 Summary of Port of Port St. Joe Goals, Objectives and Policies

Goal	Objective	Policy
1. Economic Growth	1.1: Port Planning Area Development	1.1.1: Market Assessment 1.1.2: Land Acquisition 1.1.3: Waterfront and Upland Development 1.1.4: St. Joseph Bay Channel and Gulf County Canal Dredging 1.1.5: On-Port Road and Rail 1.1.6: Facility Maintenance
	1.2: Economic Diversification	1.2.1: Facility Utilization 1.2.2: Complementary Upland Development 1.2.3: Foreign Trade Zone Designation
2. Transportation Efficiencies	2.1: Ship Channel and Gulf County Canal Access	2.1.1: Ship Channel Maintenance Dredging 2.1.2: Gulf County Canal Dredging
		2.1.3: Maintenance Dredging 2.1.4: Spoil Site Development
	2.2: Intracoastal Connections	2.2.1: Gulf Intracoastal Waterway 2.2.2: Shallow-Water Barge Facilities
	2.3: Highway Access and Connectivity	2.3.1: On-Port Road Improvements 2.3.2: Off-Port Highway Improvements
	2.4: Rail Service and Connectivity	2.4.1: On-Port Rail Improvements – Public Property 2.4.2: On-Port Rail Improvements – Private Property 2.4.2: Off-Port Rail Connections
3. Environmental Stewardship	3.1: Natural Resource Preservation and Protection	3.1.1: Coastal Resources 3.1.2: Estuarine and Surface Water Quality 3.1.3: Wetlands and Wildlife Habitat 3.1.4: Portwide Best Management Practices
	3.2: Plan Implementation Coordination	3.2.1: Sensitivity to Local Concerns 3.2.2: Permit Compliance
4. Safety and Security	4.1: Protection from Natural Hazards	4.1.1: Flood Zone Compliance 4.1.2: Building Code Compliance 4.1.3: Hurricane-Preparedness 4.1.4: Post-Disaster Redevelopment
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Chapter 1
INTRODUCTION

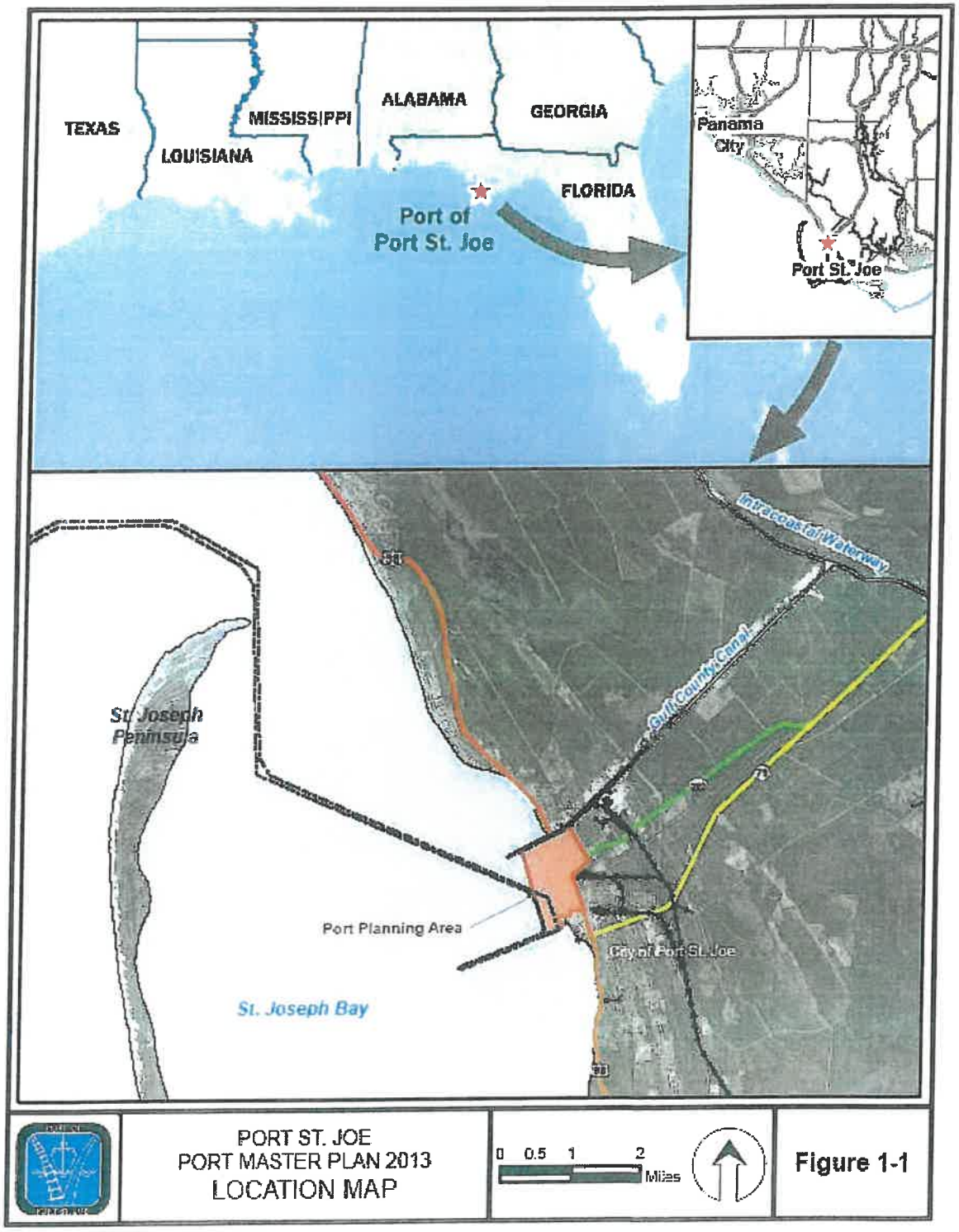
This Port St. Joe Port Master Plan 2013, consistent with the requirements of Chapter 163, Florida Statutes, provides a framework for the Port's development and expansion program through the next decade to facilitate the Port St. Joe Port Authority's goals of job creation and economic revitalization. In so doing, it incorporates new properties and new relationships that were not previously considered in the Port Master Plan 2008, taking a fresh look at the enhanced potential these new opportunities represent as the Authority strives to initiate operations and generate local, regional, and statewide economic benefits.

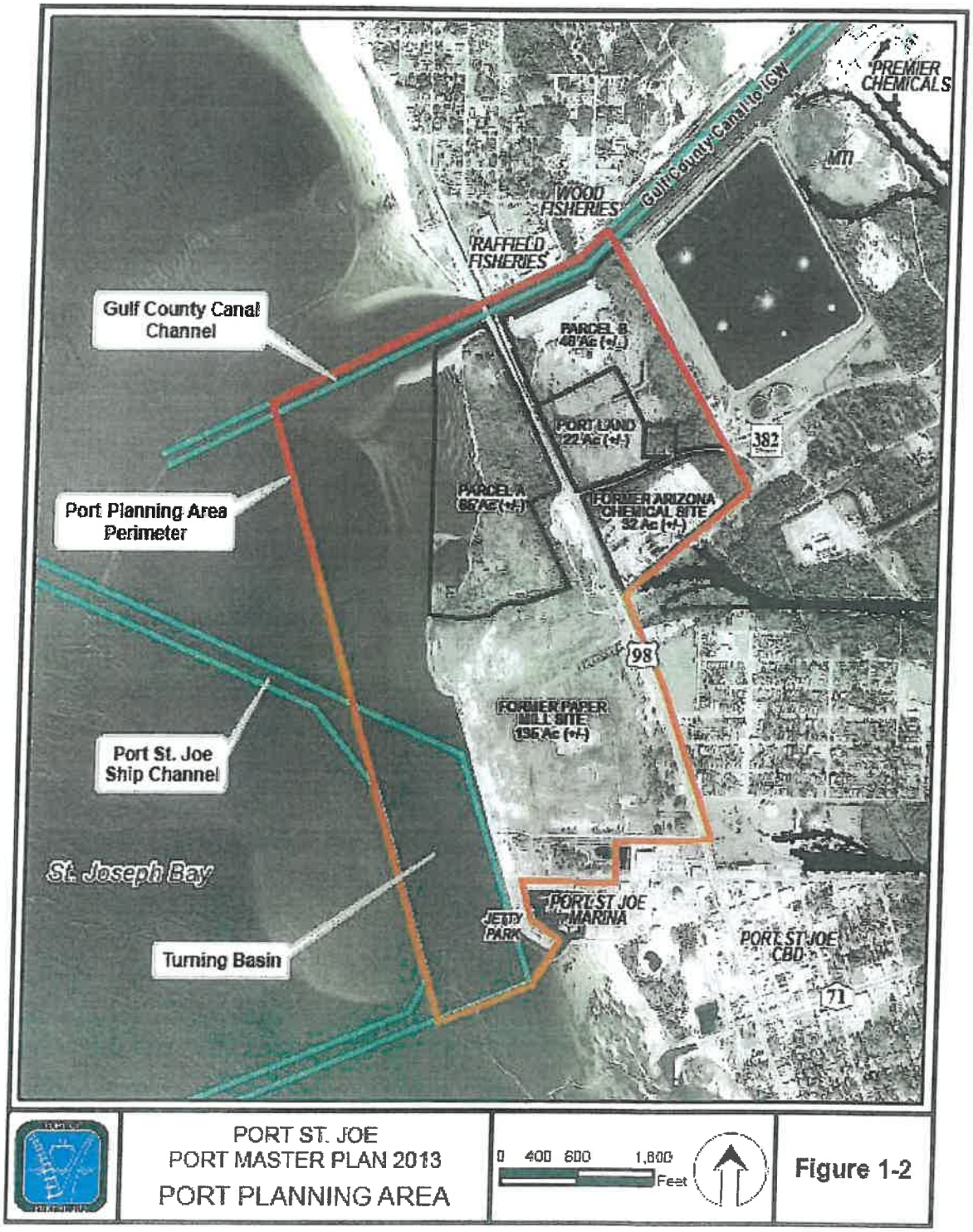
In its continuing efforts to revitalize Port operations, the Port St. Joe Port Authority is committed to intergovernmental coordination and cooperation with the City of Port St. Joe and Gulf County. It also welcomes the opportunity to work with private entities to accomplish the Port development as evidenced by its Memorandum of Understanding with The St. Joe Company in which the "primary objective is to attract new commerce and industry that will expand the employment base." Further, as part of the larger Northwest Florida region, the Port is committed to ensuring that its activities further the economic development and growth of the entire area. The Port's mission statement and the goals, objectives, and policies that will govern the Port's development over the planning period reflect this commitment.

1.1 PORT PLANNING AREA

The Port of Port St. Joe is located in the City of Port St. Joe, the county seat of Gulf County, in Northwest Florida. Port St. Joe is approximately 100 miles southwest of Tallahassee, 36 miles east of Panama City Harbor, and 140 miles east of Pensacola Harbor. The Port Planning Area addressed in this Master Plan encompasses approximately 300 acres of undeveloped property on the Ship Channel and at the junction of St. Joseph Bay and the Gulf County Canal (Canal), which is part of the Intracoastal Waterway.

The Port Planning Area is located within the municipal limits of the City of Port St. Joe and is shown in Figures 1-1 and 1-2 on the following pages.


TEXAS
LOUISIANA
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
Port of
Port St. Joe
Panama
City
Port St. Joe
Intracoastal Waterway
Gulf County Canal
St. Joseph
Peninsula
Port Planning Area
City of Port St. Joe
St. Joseph Bay
PORT ST. JOE
PORT MASTER PLAN 2013
LOCATION MAP
0 0.5 1 2
Miles
Figure 1-1


Gulf County Canal Channel
Port Planning Area Perimeter
Port St. Joe Ship Channel
St. Joseph Bay
Turning Basin
PREMIER CHEMICALS
MTI
WOOD FISHERIES
RAFFIELD FISHERIES
Gulf County Canal to ICW
PARCEL B 48 Ac (+/-)
PORT LAND 22 Ac (+/-)
PARCEL A 85 Ac (+/-)
FORMER ARIZONA CHEMICAL SITE 32 Ac (+/-)
FORMER PAPER MILL SITE 195 Ac (+/-)
JETTY PARK
PORT ST JOE MARINA
PORT ST JOE CBD
382
98
71
PORT ST. JOE
PORT MASTER PLAN 2013
PORT PLANNING AREA
0 400 800 1,600
Feet
Figure 1-2

As used in this Port Master Plan 2013, "the Port" refers to the port development at Port St. Joe. "The Port" includes both the public and private properties within the Port Planning Area shown in Figure 1-2 and is not exclusive to the properties owned by the Port Authority. The Authority's overriding goal is to facilitate the reactivation of waterborne commerce, the result of which will be to bring to the area the shippers, manufacturers, and support industries that will create the well paying jobs sought by and so desperately needed by the community and region. The Authority recognizes its responsibility to represent the interests of the public, recognizes the responsibility of private companies to represent the interests of their constituents, and is willing to work cooperatively with the private sector as long as those interests align and the public – the citizens of Port St. Joe, Gulf County and surrounding region – is a beneficiary.

1.2 HISTORY

The City of Port St. Joe and the Port of Port St. Joe have a long and dramatic history. Once known as St. Joseph, the City was the sixth largest in Florida in the early 1800s and the site of Florida's first Constitutional Convention. Its proximity to the Gulf of Mexico and the 1835 construction of railroad service to the region were key growth factors in the City's early years. Cotton from Georgia and Alabama was transported south on steam powered paddle wheel boats, then moved overland on rail to old St. Joseph where it was loaded onto large sailing ships. By 1839, St. Joseph ranked with the Ports of Mobile and New Orleans and increased in size until it became the largest city in Florida. Unfortunately, a deadly yellow fever epidemic followed by a powerful hurricane in the early 1840s decimated the community and essentially ended commercial port activity for many decades.

In the early 1900s St. Joseph's Bay and its natural deepwater harbor again drew the interest of shippers who saw it as offering the shortest shipping route from the new Panama Canal into the southeastern US. Vital to their plans was the construction of the new Apalachicola Northern Railroad (ANRR; now the AN Railway) which was completed in 1910. Furthering their plans, in 1914 a new Port channel – 7,300 feet long, 300 feet wide, and 24 feet deep – was constructed. Forest products, primarily the timber along the railroad, were an attractive cargo opportunity for the railroad and port.

The Great Depression did not spare the region and the town of Port St. Joe, the ANRR, and the Port all suffered. However, after years of struggle, the availability of the railroad and Ship Channel at Port St. Joe along with the forest resources were again recognized as an opportunity and in 1938 the St. Joe Paper Company paper mill was constructed. Development of the mill site included dredging of the current Turning Basin and filling the area where the mill was constructed. To contain that fill, approximately 2,600 linear feet of bulkhead was constructed which formed the original bulkhead line that survives to this day. There have been various repairs and reconstructions of that original bulkhead over the decades.

Prior to World War II, a portion of the Port was set aside for petroleum storage and pipeline operations to support the war efforts; St. Joseph Peninsula provided protection from German U-boats patrolling the Gulf. Over the years, ownership and use of the petroleum storage and pipeline facilities included Coastal Terminals, Gulf Oil, Pure Oil, Southeastern Pipeline Company, Standard Oil, Cities Service, Sinclair Refining Company, St. Joe Paper Company, McKenzie Tank Lines, and Hess Petroleum. After final closure in 1996 the City of Port St. Joe acquired the site, cleared the tank farm and other structures, constructed the Port St. Joe Marina, and sold the upland property for commercial development. In 2006 The St. Joe Company again acquired the Marina and continues to operate it.

The Port's channel and harbor were dredged to newly authorized project depths – ranging from 35 feet inside the Bay to 37 feet outside the Bay – in 1962. Maintenance dredging of the Ship Channel and

harbor occurred in 1973 and 1980, with a minor spot dredging project in 1985/86 near the tip of the St. Joseph Peninsula. Cargo handled at the Port between the 1940s and 1980s included paper, wood pulp, petroleum, cotton, timber, chemicals, resin, turpentine, and various agricultural commodities.

For more than 60 years, the pulp and paper industry, anchored by the St. Joe Paper Company mill, dominated the local economy. After its sale in 1995 to Florida Coast Paper Company, LLC and a subsequent bankruptcy, the paper mill ceased operations in August 1998. Its closure resulted in the loss of hundreds of jobs as well as the loss of its bulkhead and warehouses for port operations.

Through much of the 1980s and '90s, Material Transfer, Inc. (MTI) operated a dry bulk terminal on the Canal just inland of the Port site. It received barges loaded with domestic steam coal via the Intracoastal Waterway system, offloaded the coal onto railcars, and shipped it to a Florida power plant. Annual volumes exceeded three million tons per year and nearly fifty million tons during the life of its operations. Its closure in 1999 severely curtailed the traffic on the ANRR

The chemical processing industry also had an established and active presence in Port St. Joe for over fifty years with Arizona Chemical and Premier Chemicals, both of which operated manufacturing plants in proximity to the Port Planning Area. Arizona Chemical ceased operations in 2009 and Premier Chemicals ceased operations in late 2010. With the loss of these remaining rail traffic generators, the AN Railway, as it had become known by that time, discontinued service to Port St. Joe and the condition of the railroad deteriorated.

Throughout this time of economic downturn when the community was losing its industrial base, the Port Authority commissioned several economic studies of the Port opportunity. These repeatedly confirmed the feasibility of revitalizing the Port of Port St. Joe. With its natural harbor protected by the St. Joseph Peninsula, quick and easy access to open water, intermodal connectivity with the Intracoastal Waterway, the AN Railway, and regional highway network, the Port has the potential to again play a major role in the region's recovery and growth.

With the confirmation of the economic studies and long history of successful port operations, the Port Authority made successive attempts to acquire land for the reactivation and development of the Port. The 2003 Port Master Plan was predicated on the assumption that substantial land, including the site of the former paper mill, could be acquired and developed over time for diverse maritime uses.

A relatively short-lived real estate boom in the first few years of the new century limited the availability of land for port development as owners anticipated higher returns from resort and residential development. Consequently, the 2008 Port Master Plan Planning Area was constrained to the properties on either side of the Tapper Bridge – the US 98 bridge over the Canal – that afforded only shallow water access on the Bay and Canal. During that time the Port Authority persisted in its land acquisition efforts with near-term plans for a barge berth facility on the Canal and a long-term vision toward eventual development of the Port with deepwater access. Over a period of years it succeeded in acquiring a total of 100 acres ("Parcel B", "Port Land", and the "Former Arizona Chemical Site" on Figure 1-2) and, with grant support from the State of Florida, constructed an 876' bulkhead on the Canal and an access road to it from Industrial Road (CR 382).

The collapse of the real estate market, followed by the Great Recession that began in 2007, had a significant impact on Port development prospects. First of all, the citizenry and leadership came to the realization that a balanced economy was needed in order to not only survive economic downturns but

also to prosper. It was concluded and very broadly accepted that port development represents the best opportunity to bring the job numbers growth and the higher wage jobs desired by all.

Second, The St. Joe Company, as owner of the former mill site, came to the conclusion that the highest and best use of that site with its bulkhead on the Ship Channel is for Port development. In January 2012, after a series of meetings and public dialogue between the Port Authority and The St. Joe Company, the two parties entered into a Memorandum of Understanding in which they agreed to "...mutually commit to work in collaboration to explore the promotion of economic development activities associated with port development and related trade, industrial, and commercial opportunities in the City or County. The primary objective is to attract new commerce and industry that will expand the employment base in the City and County."

As a result of this new cooperative relationship and at the time of drafting this Port Master Plan 2013:

- The Port is being promoted internationally to port operators, infrastructure developers, shippers, and others with interests in international trade. The two parties' combined properties of nearly 300 acres at the waterfront with considerable infrastructure in place and 5,000 support acres inland present a rare opportunity to that growth industry for a "new" port start.
- The Authority, recognizing the necessity of rail service for a successful port, assisted in pursuing a Florida DOT matching grant of $3.75 million to repair and refurbish the AN Railway. The St. Joe Company, owner of the track and right-of-way, and Genesee & Wyoming, operator of the railroad, will pay the $1.25 million matching funds for the $5 million project. Reliable rail service will again be available to the Port when that work is completed.
- The two parties have embarked on an effort to resume maintenance dredging of the federally authorized Ship Channel. While this is very much a natural deepwater channel, there has been some loss of available draft since the last maintenance dredging in 1986. The resumption of dredging to the authorized 35' depth is critical to maximize the vessel types that call at Port St. Joe.
- There is renewed optimism that the port will again become a reality. The Port Authority, while experiencing short-term successes over the years, would always be limited in its impact without deepwater access. The new cooperative relationship with The St. Joe Company brings that access and much more. The two entities combine the assets, strengths, and capital of private industry and a public body to accomplish a common goal: restoring the economic vitality of a region and bringing well paying jobs to a struggling community.

It is in the light of this new relationship that this Port Master Plan 2013 is written.

1.3 INSTITUTIONAL AND LEGISLATIVE CONTEXT

The Port St. Joe Port Authority, which administers the Port of Port St. Joe, was originally created by special act of the Florida Legislature under Chapter 30787, Laws of Florida, in 1955, as amended. In June 2000, Chapter 30787 was essentially replaced with the passage of Chapter 2000-488, Laws of Florida, providing for the re-codification and re-creation of the Port Authority, from which all its current powers and legal authority extend. The Port Authority consists of five commissioners, appointed by the governor to four-year staggered terms. The geographic boundary limits of the Port Authority's district are contiguous with the geographic boundary limits of Gulf County, but for the purpose of planning, developing and financing Port facilities, a smaller Port Planning Area has been defined for this Master Plan (see Figure 1-2).

The purpose of the Port Authority, according to the special act, is to develop "commerce and the Port." To achieve this purpose, the Port Authority is empowered to construct, maintain and operate port facilities including, but not limited to terminal yards, warehouses, wharves, railroads and repair shops for the Port Authority district.

Day-to-day administrative and operational tasks are carried out under the direction of the Port Director, who reports to the Port Authority Board of Commissioners. Presently, the Port employs a part time Administrative Assistant in addition to the Port Director.

The Port Authority envisions operating the Port of Port St. Joe as a landlord port. For the properties that it controls through title, lease, or other, the Port will lease property and grant operating licenses to terminal or stevedoring companies. This will remove the Port Authority from any vessel or cargo-handling responsibilities. The Port Authority's primary role will be to provide the Port's basic infrastructure, including harbor facilities, wharves, roadways, railroads, utilities, and perimeter security. It will also be the Port Authority's responsibility to assure that the public interest is served by maintaining a competitive business environment and assuring that users of the Port receive adequate service at fair and reasonable prices.

As a landlord, the Port can lease property to ship lines, terminal operators, industrial users, and other service providers at rates sufficient to amortize the capital investment and generate adequate operating funds to maintain the Port's property and infrastructure. It is also advisable that revenues derived from Port operations be sufficient to generate some of the future capital required for expansions and improvements. A tariff will be constructed which delineates rules and charges that govern the use of Port facilities, both landside and waterside. It is anticipated that negotiated rates with tenants will govern leased properties.

1.4 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

The first step of the planning process for this Port Master Plan 2013 was to solicit input from the community and others with interest in the Port by convening a public meeting of stakeholders. This Stakeholders Meeting was advertised and held on November 14, 2012, during the Port Authority's regular meeting. All attendees were given opportunity to comment on the proposed development of the Port so that their comments could be addressed in this Port Master Plan 2013. In addition to the general public, numerous agencies were invited to participate, including:

- City of Port St. Joe
- Gulf County
- City of Wewahitchka
- Gulf County Chamber of Commerce
- Gulf County Economic Development
- Apalachee Regional Planning Council
- Florida Department of Economic Opportunity
- Florida Department of Transportation
- Opportunity Florida
- Port Panama City
- The St. Joe Company

The Minutes of the Stakeholders Meeting and the Attendees List are in Appendix A of this Plan.

Also, upon completion of this Plan to the Preliminary Draft stage, the Port Authority held a public workshop on Wednesday, May 22, to receive comments and suggested edits from members of the community and general public. The only comment received was a favorable one and no revisions were requested.

The Public Notice, Attendees List, and Minutes of that Public Hearing on the Preliminary Draft Port Master Plan 2013 are also in Appendix A.

As the Port Planning Area in this new Port Master Plan 2013 is entirely within the City of Port St. Joe, the City is the Port's appropriate local government and the Plan is to be incorporated into the Coastal Management Element of the City's Comprehensive Plan.

As required by the State of Florida in Chapter 163, Florida Statutes, this new Port St. Joe Port Master Plan 2013 is consistent with the Comprehensive Plan of the City of Port St. Joe as well as that of Gulf County. It is also consistent with the Strategic Regional Policy Plan of the Apalachee Regional Planning Council and the State of Florida's State Comprehensive Plan. To ensure consistency with the Comprehensive Plans of the City of Port St. Joe and Gulf County, discussions were held with the staffs of these local governments.

Chapter 2
EXISTING CONDITIONS AND FACILITIES

To handle the vessels anticipated to call at the Port and accommodate the cargoes these vessels will carry, the Port of Port St. Joe, like other ports, must offer its users the appropriate resources. Such resources include sufficiently deep navigable water, adequate berthing, upland storage, and efficient intermodal access. This chapter of the Port St. Joe Port Master Plan 2013, reviews existing land uses and facilities, including the intermodal transportation network, utilities, and environmental conditions in proximity to the Port Planning Area. It also discusses the Port's plans for addressing natural and man-made hazards or disasters.

2.1 LAND USE

Figure 2-1 shows the existing and future land uses for the Port Planning Area and adjacent properties. Map information is sourced from the City of Port St. Joe's Comprehensive Plan.

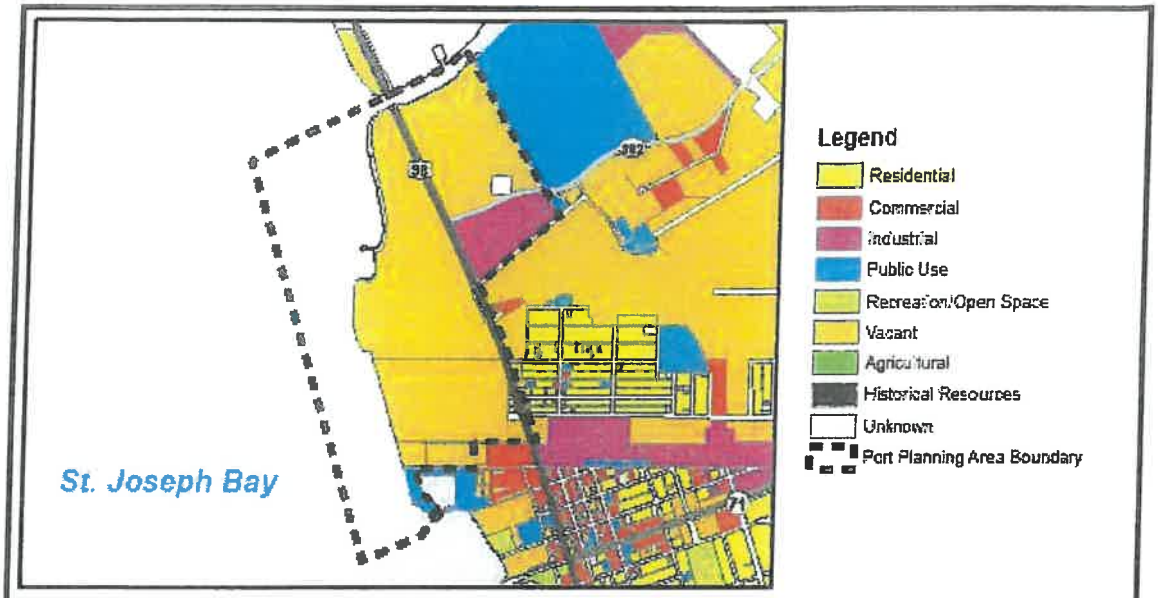
Property uses in proximity to the Port Planning Area include the following: To the north of the Port Authority properties are Raffield Fisheries and Wood Fisheries across the Canal. To the east is the City of Port St. Joe's Wastewater Treatment Plant (WWTP). To the east of the former mill site are the AN Railway rail yards, some commercial properties along US Highway 98, and the north Port St. Joe residential community. To the south are the Port St. Joe Marina, a small number of commercial properties, and the City's Central Business District.

As shown in Figure 2-1, the Port Planning Area is designated for Industrial use with two small exceptions, both owned by the City of Port St. Joe. Jetty Park (3.2 acres) on the Ship Channel east of the Marina is a public park designated Recreational and has been used for sporadic berthing by commercial, educational and historical vessels. There is also a vacant parcel (1 acre) adjacent to US 98 near the north end of the former mill site that is designated Public Use as it was previously a component of the City's wastewater collection system.

In 2012 The St. Joe Company requested that the Planned Unit Development (PUD) land use designation for its former mill site be changed to Industrial by the City in order to reflect the Company's intent to pursue development of the Port in cooperation with the Port Authority. The City Commission approved that revision in March of that year.

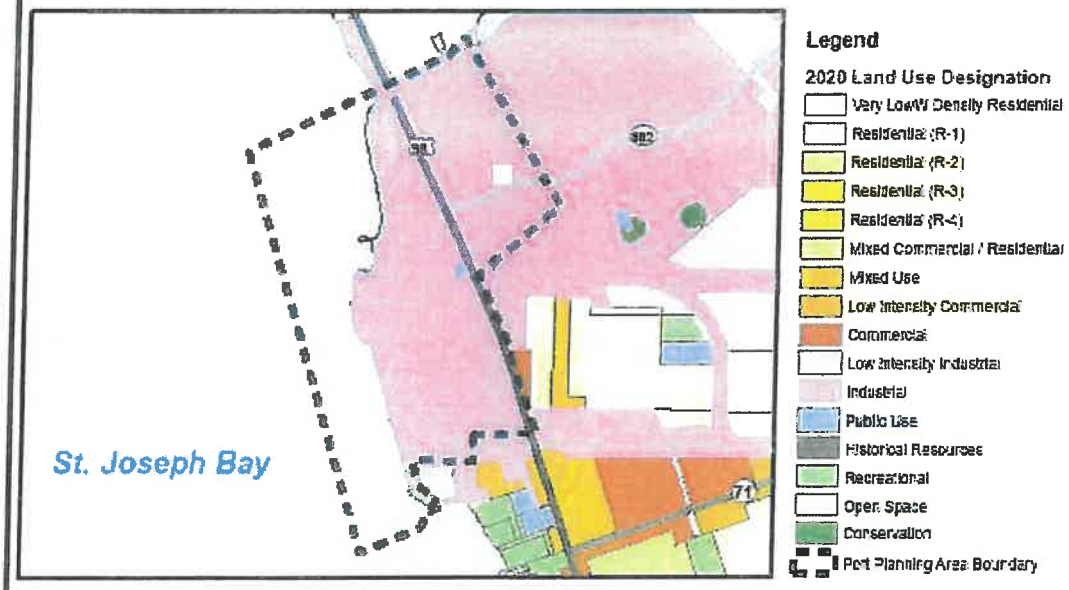
Also in 2012 the Port Authority proposed and the City approved the inclusion of Jetty Park in the Port Planning Area when it amended the Coastal Management Element of their Comprehensive Plan adopting the Port Planning Area map (Figure 1-2). The intent was to facilitate, at the City's discretion, the opportunity for the expanded docking of educational, historic, and recreational vessels at that site.

Potential activities within the Port are permitted uses within the Industrial designation.



City of Port St. Joe

EXISTING LAND USE 2005



City of Port St. Joe

FUTURE LAND USE 2020

PORT ST. JOE
PORT MASTER PLAN 2013
LAND USE MAPS

0 0.15 0.3 0.6
Miles

Figure 2-1

2.2 WATER-DEPENDENT USES

Water-dependent uses in proximity to the Port Planning Area along the Canal include Raffield Fisheries and Wood Fisheries on the north shore and the currently inactive MTI dry-bulk facility on the south shore. The Port St. Joe Marina is a water-dependent use on St. Joseph Bay that is proximate to the Planning Area with the peninsula that is Jetty Park forming its western perimeter. There are no anticipated conflicts between these uses and the Port's future operations.

2.3 EXISTING PORT INFRASTRUCTURE

The Port Planning Area has in place various assets and improvements that are important to the development of the Port. Along the Harbor Channel and Turning Basin portions of the Ship Channel is a continuous bulkhead totaling over 2500 feet. Of this total approximately 1500 feet is a concrete capped bulkhead on the waterfront of the former paper mill site, to the south of the mill site is an approximagely 500 foot steel sheetpile bulkhead, and 550 feet is concrete capped on the waterfront of Jetty Park. The 500-foot steel portion will need to be replaced to be functional and the 550 feet on Jetty Park is a low elevation (+2 feet above MHW) wall not suitable for cargo handling, but potentially for berthing of excess vessel length.

On the waterfront of the Canal at the Port's Parcel B (Figure 1-2) is an 876-foot concrete capped bulkhead suitable for barge operations and some shallower draft ocean-going vessel operations. An internal access road from Industrial Road (CR382) to that bulkhead has been constructed.

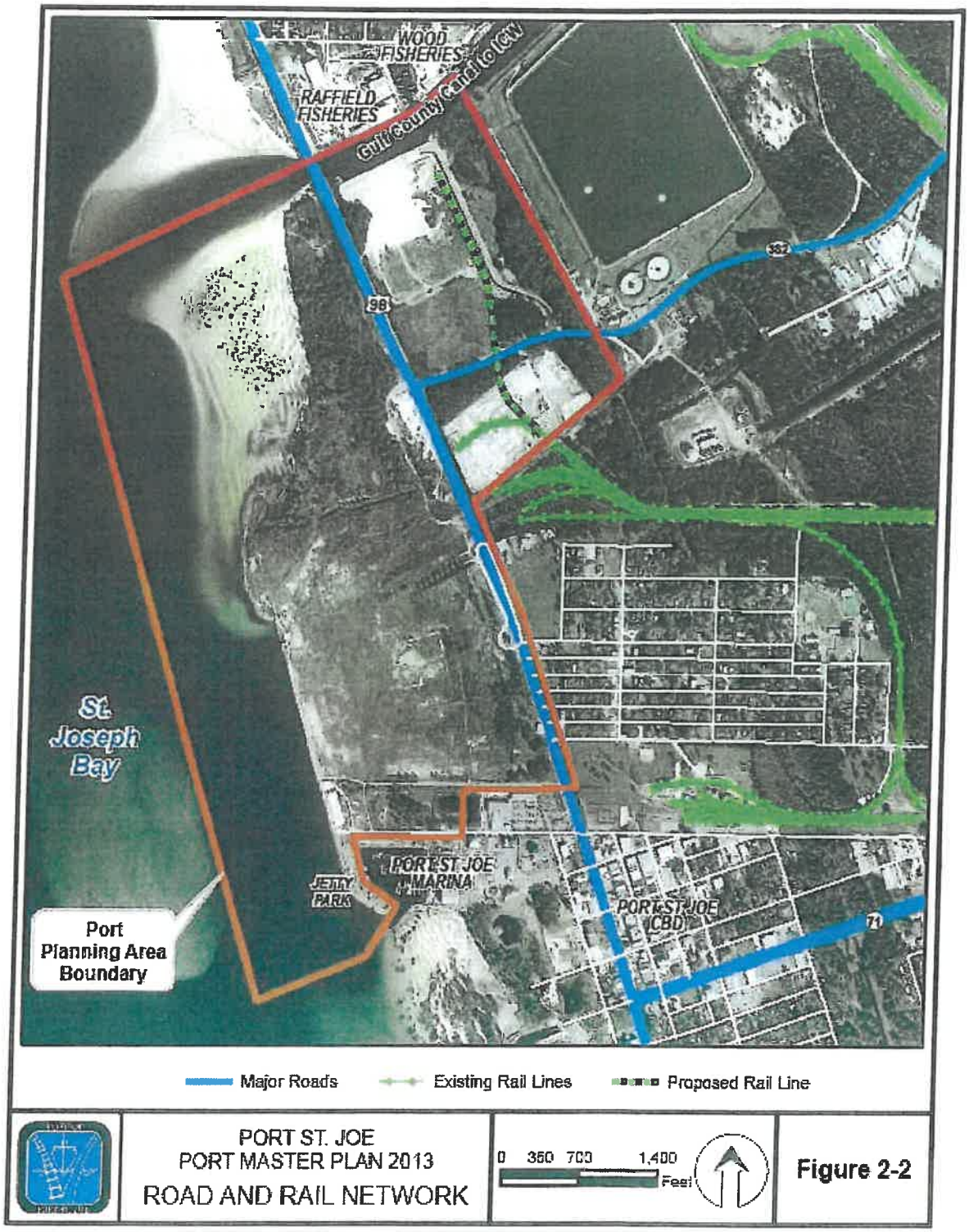
In addition to these maritime related improvements, the Port Planning Area and the industrial area to its east retained the utility and transportation infrastructure that survived the demolition of the large industrial operations that previously occupied much of the area. These assets include 30 meg-Watts (mW) of electric capacity, two natural gas pipelines with combined capacity of 19,000 mcf/day, the southern terminus of the City owned Fresh Water Canal with capacity in excess of 50 million gallons per day (mgd) previously supplied to the former paper mill, the City's 6.0 mgd potable water treatment plant, the City's 6.0 mgd wastewater treatment plant, and the vitally important AN Railway.

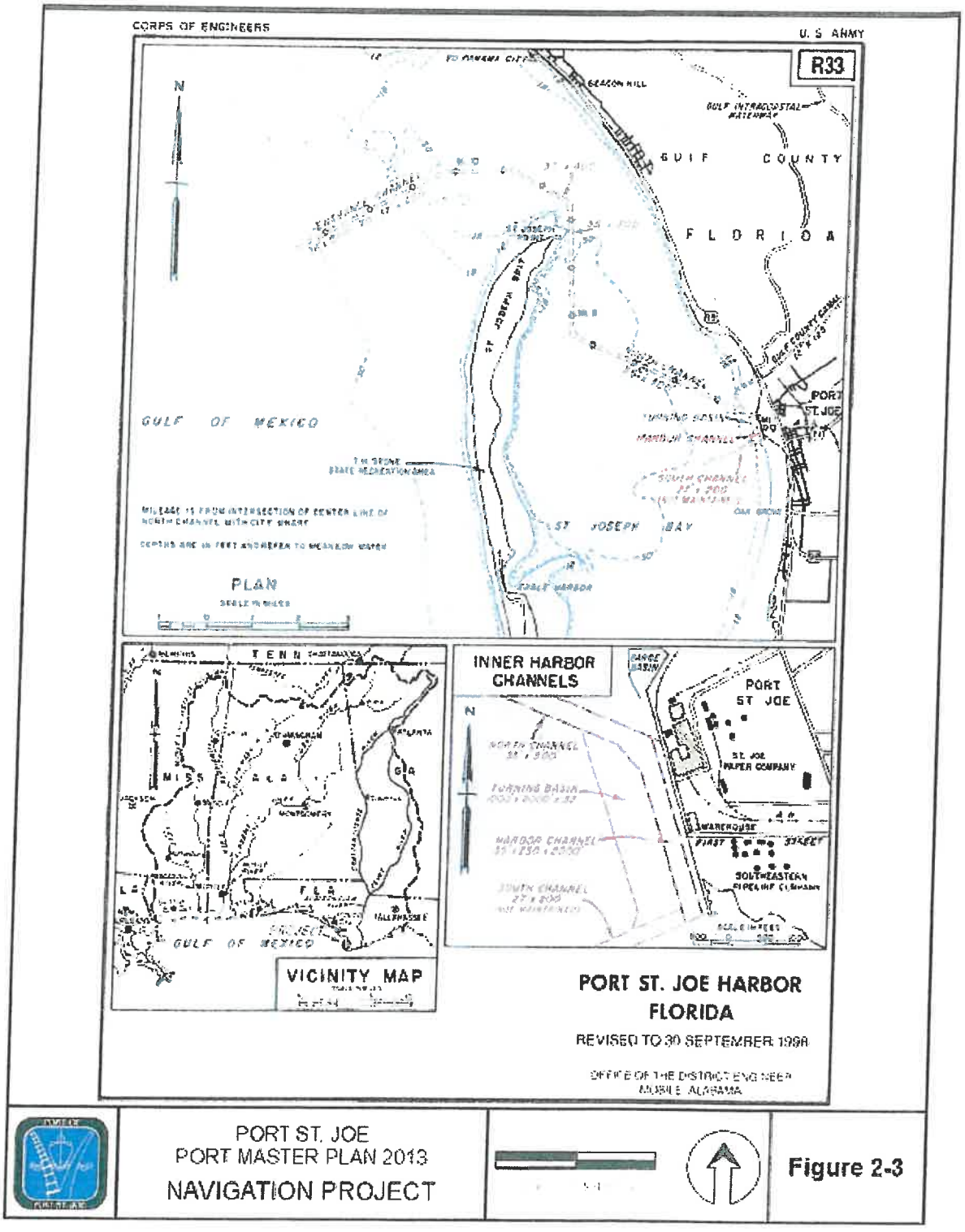
2.4 INTERMODAL TRANSPORTATION NETWORK

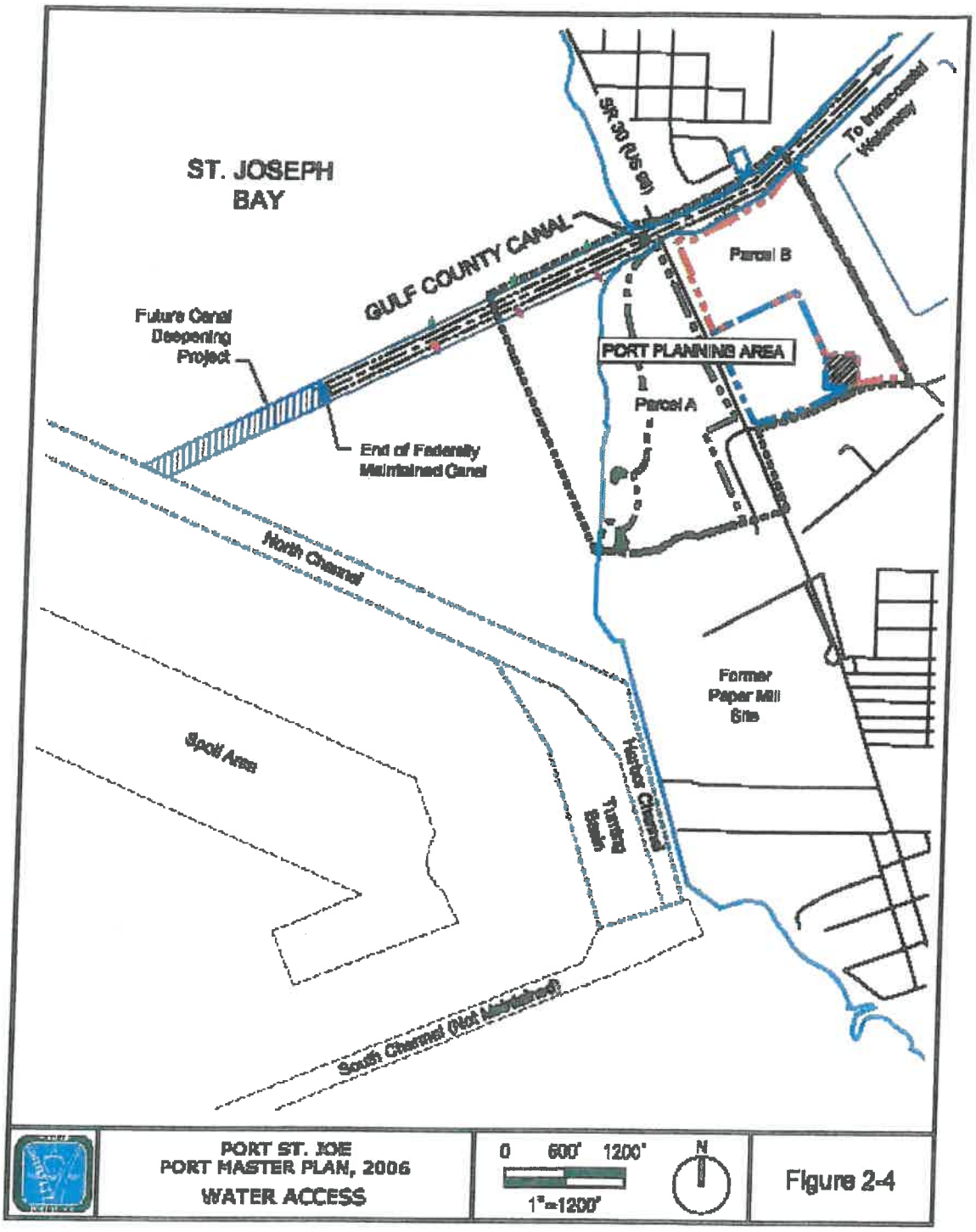
Port St. Joe is located in proximity to an expanding regional intermodal transportation system that serves the northern hinterland of Florida and the neighboring states in the Southeast. This Northwest Florida location facilitates domestic and international commerce with other Florida markets and with the US Southeast and Mid-West. State plans for new and enhanced strategic corridors will only strengthen the Port's ability to serve these markets. The Port Authority and District 3 of Florida's Department of Transportation (FDOT) are cooperating to be certain that freight interests are considered in the planning of the Gulf Coast Parkway and other area highway projects.

The Port is included as a component the State of Florida's Strategic Intermodal System (SIS) as a Planned Emerging SIS Seaport. The objective of the SIS is to enhance Florida's economic competitiveness and quality of life by ensuring mobility for both people and freight between Florida's regions and between Florida and other states and nations. The designation will assure that the Port is considered in the State's transportation planning and development initiatives and will enhance the Port's funding opportunities.

Port St. Joe's intermodal assets include convenient access to major highways, such as I-10; to rail connections via the AN Railway, such as the CSX Railroad (CSXT); and to both the Gulf of Mexico trade lanes and the nation's intracoastal waterways. Figure 2-2 shows the existing road and rail facilities that provide access to the Port Planning Area, and Figures 2-3 and 2-4 show water access to the Port.


WOOD FISHERIES
RAFFIELD FISHERIES
Gulf County Canal to ICW
98
30A
St. Joseph Bay
JETTY PARK
PORT ST. JOE MARINA
PORT ST. JOE CBD
71
Port Planning Area Boundary
Major Roads
Existing Rail Lines
Proposed Rail Line
PORT ST. JOE
PORT MASTER PLAN 2013
ROAD AND RAIL NETWORK
0 350 700 1,400
Feet
Figure 2-2


CORPS OF ENGINEERS
U. S. ARMY
R33
GULF COUNTY
FLORIDA
GULF OF MEXICO
ST JOSEPH BAY
PORT ST. JOE
PLAN
INNER HARBOR CHANNELS
PORT ST JOE
VICINITY MAP
PORT ST. JOE HARBOR
FLORIDA
REVISED TO 30 SEPTEMBER 1998
OFFICE OF THE DISTRICT ENGINEER
MOBILE, ALABAMA
PORT ST. JOE
PORT MASTER PLAN 2013
NAVIGATION PROJECT
Figure 2-3


ST. JOSEPH BAY
SR 30 (US 98)
To Interstate/ Highway
GULF COUNTY CANAL
Parcel B
PORT PLANNING AREA
Parcel A
Future Canal Deepening Project
End of Federally Maintained Canal
North Channel
Former Paper Mill Site
Spoil Area
Turning Basin
Harbor Channel
South Channel (Not Maintained)
PORT ST. JOE
PORT MASTER PLAN, 2006
WATER ACCESS
0 600' 1200'
1"=1200'
N
Figure 2-4

2.4.1 Roadway System

Port Access

Roadway access to the Port Planning Area is via US 98 (SR30) and Industrial Road (CR382). There are presently three points of access to the former mill site from US 98: via Howard Road on the south edge of that property, the truck entrance to the former paper mill directly across from the intersection of Industrial Road (CR382) with US 98, and the employee's entrance to the former paper mill. The latter is an engineered interchange with US Highway 98 which includes a grade separation, known locally as the Overpass, for automobile and rail traffic. A new internal access road was constructed on Parcel B from Industrial Road (CR382) to the waterfront bulkhead. Industrial Road terminates at state highway SR 71 on its east end and at US 98 on its west end.

US 98 is an important component of Port access as it bisects the Port Planning Area. The Tapper Bridge is located on US 98 and spans the Canal. It is a fixed-span bridge, approximately 2,800 feet long point to point. In the 1980s, prior to bridge construction and in anticipation of Port development at this site, the Port Authority compensated FDOT for the incremental cost of the grade separation of approximately 1,000 feet from the Canal southward under the Tapper Bridge and the vertical clearance of 75 feet over the Canal channel. The two grade separations – under the Tapper Bridge as described above and the previously mentioned Overpass – are important existing features that will provide for the movement of trucks, cargo, rail, conveyors, etc., within the Port Planning Area without interference with the vehicular traffic utilizing US 98.

Regional Highway Access

The primary roads providing access to the Port Planning Area and vicinity are US 98 (SR 30), SR 71, and CR 382.

- **US 98 (SR 30)** approaches the City of Port St. Joe from the southeast as a two-lane undivided roadway and continues northerly, paralleling the Gulf Coast. The Transportation Element of the City of Port St. Joe's Comprehensive Plan reports a segment of US 98 north of SR 71 as having potential expansion problems due to two close elevated structures, the Overpass and the Tapper Bridge.
- **SR 71** is a four-lane divided road within the City, extending easterly from US 98. Outside the City limits and just beyond the AN Railway grade crossing, SR 71 becomes a two-lane undivided road and turns northerly. As the principal north-south facility in Gulf County, SR 71 connects Port St. Joe with the City of Wewahitchka and provides a low-traffic connection to Interstate 10, with only two traffic signals between the Port and I-10.
- **CR 382 (Industrial Road)** is a two-lane, undivided collector that provides an east-west connection between the major corridors of US 98 in the Port Planning Area and SR 71 northeast of Port St. Joe. It serves the industrial area and Port as a truck route connector between US 98 and SR 71, bypassing the central business district and local street network of the City of Port St. Joe and thus reducing traffic impacts.

Neither US 98 (SR 30) nor SR 71 is included on the Florida Intrastate Highway System (FIHS) or the Strategic Intermodal System (SIS) within Gulf County and vicinity. Because these roads are not on those

systems, the City is permitted to establish its own level-of-service (LOS) standards for these roads and has done so as follows:

- Principal Arterial D
- Minor Arterial D
- Collector Roadways D
- Local City Roads C

LOS refers to the volume-to-capacity ratio experienced on road facilities and provides an indication of delays. The 1985 Highway Capacity Manual of the U.S. Department of Transportation provides the basis for evaluating road facilities. Six LOS ratings are defined for each type of facility, i.e., urban vs. rural, and are given letter designations from "A" to "F," with "A" representing the best operating conditions and "F," the worst.

The City has adopted LOS "E" as the peak-hour standard for the constrained segment of US 98 (SR 30) from Angel Fish Street immediately north of the Canal and including the Tapper Bridge to south of the Overpass.

Table 2-1 provides a summary description of the roads noted above that will provide Port access. According to the latest information contained in the Transportation Element of the City of Port St. Joe's Comprehensive Plan, all roads are currently operating at an acceptable LOS and will continue to do so through 2020, the City's planning horizon. Due to its small size, the City of Port St. Joe currently does not have a local traffic count system; rather it relies on data from FDOT who provided the information below.

Table 2-1 Descriptions of Roadway System Providing Port Access

DESCRIPTION	US 98 (SR 30)*	SR 71	CR 382
Right-of-Way Width	120'	120'	100'
Classification	US/State Road	State Road	County Road
Type of Facility	Rural Principal Arterial	Rural Minor Arterial	Rural Minor Collector
Jurisdiction	FDOT	FDOT	County
Annual Average Daily Trips (LOS)			
2010	5,900/10,000/8/800 (C)	3,900 (B)	1,500 (B)
2016	10,510 (C)	3,311 (B)	631 (B)
2021	11,046 (C)	3,480 (B)	663 (B)
Condition	Good to Excellent	Good	Fair
Weight Restriction	None	None	None
Capacity Improvement Plans	None	None	None

*The traffic counts for US 98 (SR 30) vary as the road traverses the City from the southeast towards the George Tapper Bridge. The highest counts occur in the vicinity of SR 71. *Source:* FDOT

FDOT's adopted Five-Year Work Program does not include any capacity improvement projects in the City of Port St. Joe or its immediate vicinity. Nevertheless, two important projects that will have a beneficial impact on regional highway access to the Port are either under way or being considered:

- **The Gulf to Bay Highway** is a four-lane minor arterial project being implemented for the purpose of improving traffic flow by realigning US 98 inland away from the low speed, local congestion in the beach communities of eastern Bay and western Gulf Counties. Segment 1 has been completed and Segments 2 and 3 were in the design phase in early 2013. For Segment 2, right-of-way is funded and most has been acquired. For Segment 3, right-of-way is being mapped and preliminary negotiations are underway for right-of-way acquisition.

- **The Gulf Coast Parkway** is a new four-lane arterial which will connect US 98 just north of the Port with US 231 north of Panama City. This road will become the Port's primary route for highway freight movements inland and will be the shortest route to I-10. It will connect on its southern terminus with Segment 2 of the Gulf to Bay Highway, go north along CR 386 in Gulf County, then north along a new corridor to SR 22, then proceed north or northwesterly to US 231. The Port Authority has expressed its preference for the selection of a corridor with the most northerly terminus at US 231 in northeastern Bay County which will give it the most direct route to I-10 and would also be in proximity to Port Panama City's intermodal distribution center. The Project Development and Environment (PD&E) studies were nearing completion at the time of the adoption of this Plan.

In implementing the development of maritime facilities, the Port Authority will pursue partnerships with those involved in these projects, including FDOT, the Northwest Florida Transportation Corridor Authority, local governments, other state and federal entities, the private-sector business community, and the public.

2.4.2 Rail Network

Port Access

Rail is currently available to the Port Planning Area via the tracks that are on the former Arizona Chemical site. The Port Authority has reserved a rail right-of-way across that site so that rail can be extended to the Parcel B property on the Canal. Also, the AN Railway's rail yard with its multiple tracks is immediately east of the Port Planning Area and rail service can readily be extended into the former mill site under the Overpass where it previously was routed. With the grade separations of the Overpass and the Tapper Bridge, a rail loop can be constructed to connect those two rail lines should it be determined to be beneficial for tenant's and shipper's cargo movements.

Regional Rail Access

The AN Railway is a Class 3 railroad owned by The St. Joe Company and operated by Genesee & Wyoming. The AN previously served the now closed industries in Port St. Joe and has a history of transporting a variety of products as noted in previous sections of this Plan. Most of its 96-mile mainline consists of heavy duty, 140-pound rail on concrete ties and is in very good condition. At the time of the adoption of this Plan, the work of repairing and upgrading the AN's trestles and bridges is being planned pending the award of a public-private partnership grant from FDOT and matched by The St. Joe Company and Genesee & Wyoming. The purpose of the grant is to prepare for new Port operations. The AN connects with the Class I CSXT Railroad at Chattahoochee in Gadsden County, Florida. The CSXT switching yard, where the AN Railway terminates, is a 25-acre facility with capacity for 500 rail cars.

2.4.3 Airports

The Port St. Joe region is served by three airports: the Apalachicola Regional Airport, the Tallahassee Regional Airport, and, the nation's newest airport, Northwest Florida Beaches International Airport near Panama City.

Cargo transfer and other commercial activities are not anticipated between the Port of Port St. Joe and the airport distribution networks. However, the availability of the Northwest Florida Beaches International Airport is considered a very beneficial asset in light of the international nature of port trade, tenants, and customers.

2.4.4 Water Access

Port Access

The Port Planning Area is located at the junction of St. Joseph Bay and the Gulf County Canal. Located directly on the Bay are Jetty Park, the former paper mill site, and Parcel A (Figure 1-2) with the first two being on the Harbor Channel and Turning Basin. The north end of Parcel A and the waterfront of Parcel B front the Canal.

The Canal is a tributary of the Gulf Intracoastal Waterway (GIWW), connecting the GIWW with St. Joseph Bay and the Gulf of Mexico. The Canal channel is maintained to a depth of 12 feet and width of 125 feet. Prime industrial property, accessible by highway and rail, lines the banks of the 5.5-mile straight Canal. Access to the Canal from St. Joseph Bay is under the US 98 Tapper Bridge. The clearances under the bridge are 170 feet horizontal and 75 feet vertical above mean lower low water (MLLW) (Navigation Chart 11393, 19th Edition, Aug. 2, 1997).

Presently, due to navigation safety issues, the maximum permissible size of tows transiting the Canal, and the GIWW from Mobile Bay east is 55 feet wide by 1,180 feet long. These dimensions equate roughly to a four-barge tow of jumbo-hopper river barges with towboat. Permits may be obtained for oversize tows, and permits are commonly granted for six-barge tows, arranged two abreast by three long. 33 Code of Federal Regulations (CFR) 162.75 provides navigation safety rules for waters that are connected to the Gulf of Mexico, and parts of this regulation set allowable tow sizes on the GIWW.

The Mobile District (Panama City Site Operations Office) of the U.S. Army Corps of Engineers (USACE) maintains the Canal and GIWW in this area. The Jacksonville District of the USACE is responsible for regulatory issues, including permitting, for the section of the GIWW and the Canal at Port St. Joe.

The federal government, through the USACE, does not have fee title to Canal real estate. Instead, they have perpetual easements on the property. The local sponsor is Gulf County, which is responsible for providing all necessary real estate interests. There are currently over 800 acres of perpetual easement for the Canal and dredged material disposal. The original width of the Canal right-of-way was 500 feet on either side of the centerline of the dredged portion. In 1968, 250 feet of the federal government's easement along the length of the south bank of the Canal were remitted with the intent of making it available for industrial development and 500 feet were added to the easement along the length of the north bank. The Canal now effectively extends 250 feet south and 1,000 feet north of the original centerline along the majority of its length. All dredged material is deposited on the north bank. All construction activities adjacent to the Canal must occur outside the limits of the perpetual easements. The uplands along the Canal, particularly the south bank, are

Harbor and Ship Channel Access

The Congressionally authorized Port of Port St. Joe Ship Channel (used in this Plan to refer to all ranges of the channel shown on Figure 2-3) provides access to the shipping lanes of the Gulf of Mexico and beyond. The alignment from the deepwater Gulf wraps around St. Joseph Peninsula, leading into St. Joseph Bay. The authorized project depth varies from –37 feet Mean Low Water (MLW) at the beginning (Gulf end) to –35 feet MLW at the Harbor Channel. The USACE no longer maintains the South Channel. The last maintenance dredging of the Entrance Channel, Harbor Channel and Turning Basin was in 1972/73. Since that time, there have been only two dredging contracts for removal of sediment in critical locations. One of these critical areas is in Range D, near the tip of the St. Joseph Peninsula where there is continual accretion of sand. This area was dredged in 1980 and again in 1985/86. Since that time, the

requirements and process to gain approval for dredged material disposal have become more stringent and complex and the limited Port activity has not justified the cost or effort to overcome those hurdles.

The resumption of maintenance dredging to authorized depths is an important and necessary task if the revitalization of the Port is to be accomplished as planned in this document. Historically, maintenance dredging has been performed by the USACE. Unfortunately funding constraints in recent years have resulted in the USACE requiring the shipment of over one million tons of cargo through a port in order to be considered for funding. This presents a dilemma for Port St. Joe since the deeper channel is required to accommodate the size vessels necessary to achieve that tonnage level. In light of this requirement, it is likely that the Port Authority will have to undertake the initial dredging project. Once accomplished and the million ton threshold is achieved, the USACE can be called upon to resume responsibility for future maintenance dredging requirements.

With appropriate customer commitments to move cargo through the Port, the Port Authority can pursue the permitting and funding of the dredging project. While the permitting effort can be difficult and time consuming, the fact that the project is for maintenance of an existing facility should assure its permitability. Funding will be the major issue to address and will most likely require assistance from the State of Florida, as has been done in other Florida ports recently, and from customers or shippers who are willing to commit to cargo assessed revenue to the Port Authority.

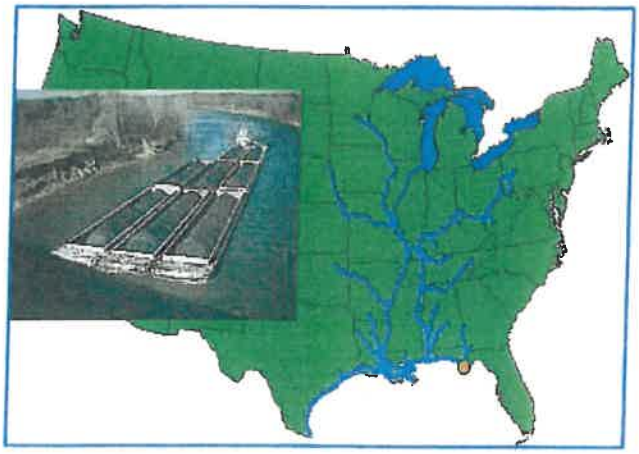
Regional Waterway Access

The Canal is part of the GIWW and connects the main channel of the GIWW to St. Joseph Bay. The Port of Port St. Joe thus has easy access to both the Gulf of Mexico and the GIWW. This water access is a critical part of the Port's intermodal transportation system and contributes to its competitive advantage.

The GIWW, which traverses Gulf County, offers Port users opportunities to transport their cargo by barge in lieu of other modes when schedules or costs so dictate. The GIWW also offers an interesting opportunity for collaboration among the other Northwest Florida deepwater ports as it serves the Panama City area as well as Pensacola Bay.

The 12-foot deep by 125-foot wide federally maintained waterway provides a means for waterborne commercial and recreational transportation from Apalachicola Bay, Florida to such distant cities as Brownsville, Texas, at the Mexican border, Pittsburgh, Chicago, St. Louis, Nashville, and even to Tulsa, Oklahoma.

Commercial traffic is primarily barge-carried bulk cargo, which moves inland from the GIWW on various river systems including the Mississippi and Ohio Rivers and the Tennessee-Tombigbee Waterway System.



Inland Waterways

2.5 UTILITIES [1]

2.5.1 Potable Water

The City of Port St. Joe provides potable water to the residents and businesses within all areas of the City limits and various unincorporated areas of Gulf County. The permitted design capacity of the City's Surface Water Treatment Plant which was completed in 2009 is 6 million gallons per day (mgd). The City's average potable water demand at the end of 2012 was only 1 mgd; therefore there is significant excess capacity for the anticipated demands from future residential growth and from the Port development.

2.5.2 Industrial Process Water

The source of water for the City's Surface Water Treatment Plant is the Fresh Water Canal, a man-made waterway which was dug from the spring fed Chipola River to supply the former paper mill with industrial process water. It terminates near the east side of the Port Planning Area at that Water Plant and is now City owned. It supplied over 50 mgd to the paper mill and other now-closed industries, therefore there is an overabundance of water for both on-Port and off-Port industrial users.

2.5.3 Wastewater

Sanitary sewage is treated at the City of Port St. Joe's wastewater treatment plant (WWTP), which is adjacent to the Port Planning Area at Parcel B. The sanitary sewer lines are accessible at the CR 382 and US 98 rights-of-way. The City has recently completed modifications to its WWTP, including shifting its discharge to a land application process that resulted in a plant capacity of 6 mgd. Total demand at the end of 2012 was less than 1mgd, therefore there is sufficient capacity for the anticipated demands from the Port development as well as future residential growth.

2.5.4 Stormwater and Drainage Facilities

The City of Port St. Joe constructs and maintains stormwater management facilities within City rights-of-way. FDOT has stormwater management responsibility for the two state highways within the City limits. The City's 1995 Stormwater Management Study, subsequently updated in 2005, reported that approximately 90 percent of the City's land area discharges to St. Joseph Bay. The other main discharge point is to the Canal, which also discharges to St. Joseph Bay. The drainage outfall into the Canal is located at Chicken House Branch, the eastern boundary of Parcel B in the Port Planning Area. An FDOT outfall occurs along the western boundary of the property at US 98.

FDEP's Stormwater Rule (Ch. 62-25, Florida Administrative Code) addresses the state's responsibilities under Section 208 of the Federal Water Pollution Control Act. This rule requires treatment of the first one half inch of run-off for sites less than 100 acres in size and the first inch of run-off for sites 100 acres or greater in size. Stormwater facilities that directly discharge to Outstanding Florida Waters such as St. Joseph Bay must include an additional level of treatment. For sites less than 100 acres, an additional ¾ inch of run-off should be treated and for sites 100 acres or more, an additional 1.5 inches.

When the proposed Port is developed, stormwater drainage will be designed to meet NPDES, FDEP, and Northwest Florida Water Management District (NWFWMD) water quality standards.

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[1] Source: Information regarding the City of Port St. Joe's utility infrastructure was from the City's Comprehensive Plan and from Jim Anderson, City Manager, in January 2013.

2.5.5 Solid Waste

The City of Port St. Joe is responsible for collecting construction, demolition, and yard trash debris within its residential and commercial areas. This solid waste is disposed of at Gulf County's Five Points Landfill northeast of the City. Industrial solid waste is to be handled and disposed of by the individual companies generating the waste. Industrial solid waste that meets its criteria for disposal can be disposed of at Five Points; waste not meeting its criteria must be removed to an approved disposal site, depending on the characterization of the waste.

The City currently maintains a contract with Waste Pro which collects and transports Class I solid waste for disposal at the waste-to-energy incinerator in Bay County. The incinerator, with a capacity of 500 tons per day, is close to capacity in the summer months due to the influx of tourists, but has excess capacity in other seasons. Under normal growth patterns, it is likely that Bay County could continue to provide Class I municipal solid waste disposal for the City of Port St. Joe for the foreseeable future. The incinerator has a permit requiring renewal every five years until 2025. No specific capacity has been allocated to serve the City of Port St. Joe; however, based on historical data 32 percent of the daily demand has been and will continue to be served by Gulf County throughout the planning period.

The Port anticipates no capacity problems in disposing of the additional waste that will be generated by Port development and future operations.

2.5.6 Energy

St. Joe Gas Company serves local users with their natural gas needs and has an abundance of excess capacity to serve future residential and industrial needs. It has two pipelines into the Port area: an 8" line with capacity of 14,000 mcf/ day and a 4" line with capacity of 5,000 mcf/day, Current average peak demand is less than 600 mcf/day from all current users.

Progress Energy provides the area with electric power and has available capacity to the industrial area, including the Port Planning Area, of 30 mW.

The electrical power grid and natural gas pipelines were constructed to serve the paper mill and other now closed industries; therefore, there is considerable excess capacity in both systems.

2.6 SECURITY

The Port of Port St. Joe, like all of Florida's and the nation's public deepwater ports, must have a security plan to comply with the nation's seaport security standards as developed by the Department of Homeland Security and the US Coast Guard. These include establishing areas of restricted access and implementing the mandated permitting requirements for those entering the restricted area, including background checks and credentialing for those employed at the Port or accessing the Port on a regular basis. The security plan will be customized to the specific cargo types and operational requirements of the various facilities and terminals that are attracted to the Port.

2.7 NATURAL AND MAN-MADE DISASTER PLANNING

The Port of Port St. Joe will prepare for natural and man-made disasters by developing appropriate policies and procedures for staff and users to follow in the case of such emergencies.

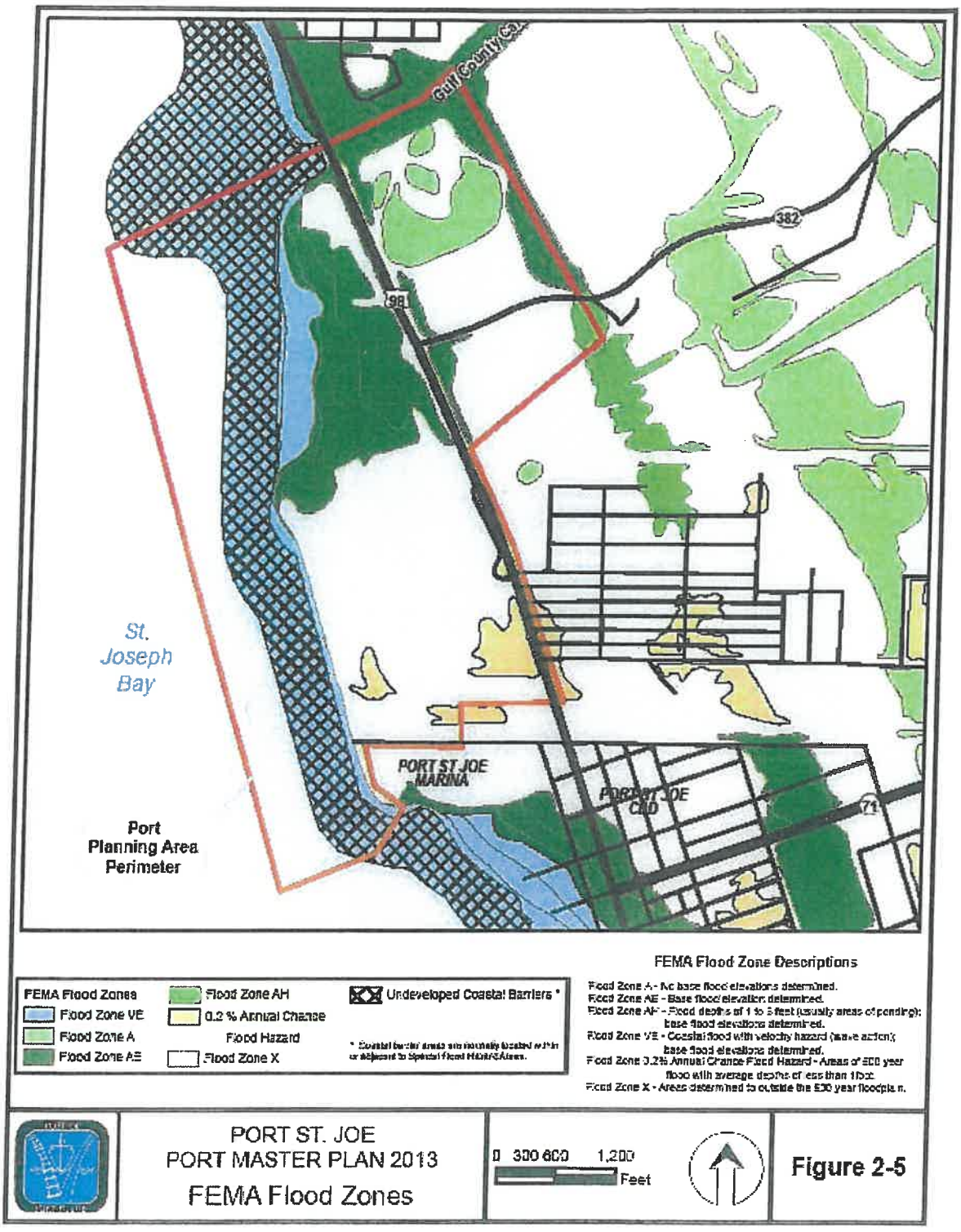
2.7.1 Coastal Flooding

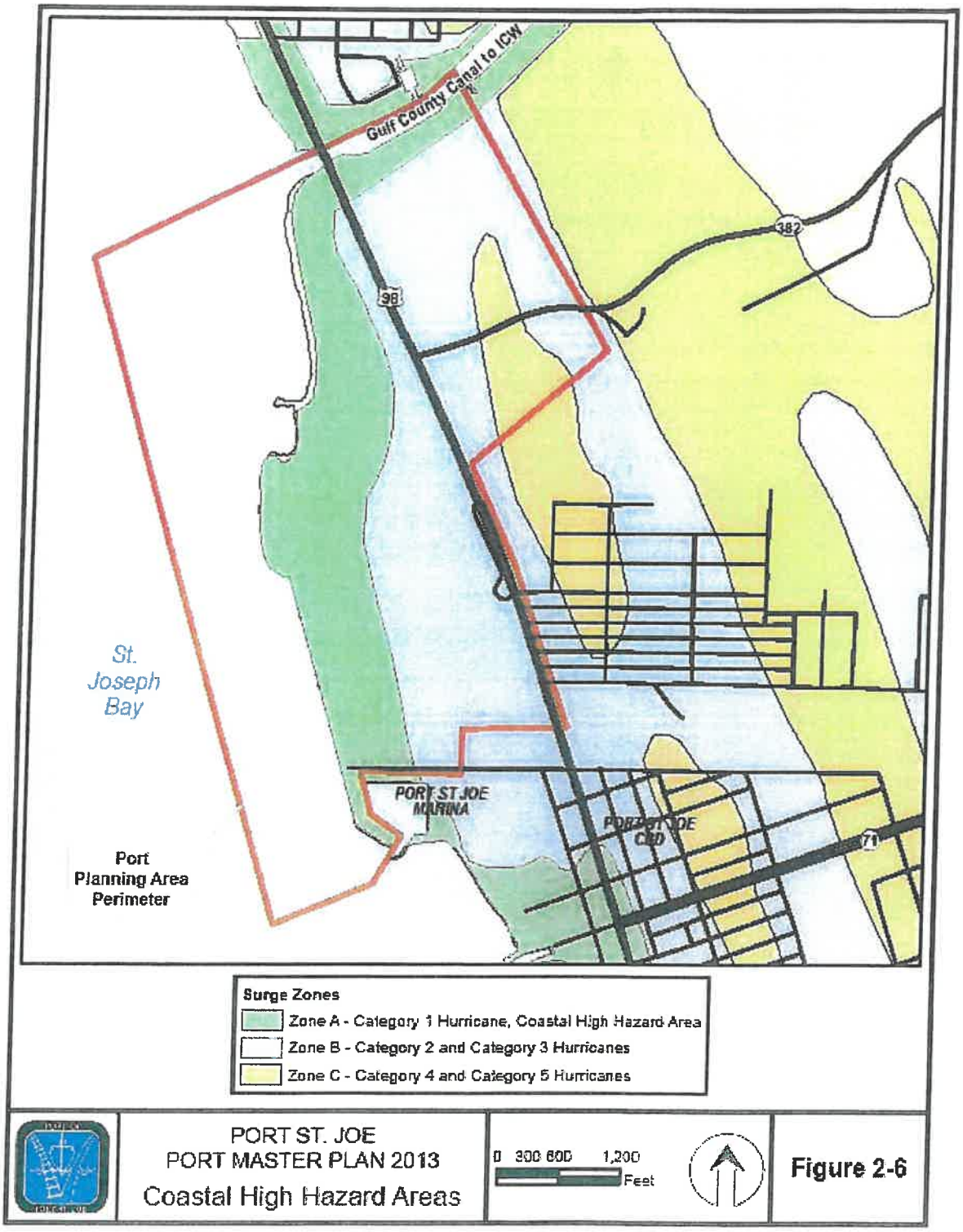
Flood zones for the Port Planning Area shown in Figure 2-5 are based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. Most of the Port Planning Area is located in Zone X which is assigned to areas that have been determined to be outside the 500-year floodplain. Some

portions of Parcel B have been identified as Zone A which identifies areas that stand a 26 percent chance of flooding at some point in a 30-year period; information about the possible depth of such floods is not available. It should be noted, however, that the development of Parcel B will include significant site grading in order to comply with the conditions of any stormwater permits and this will mitigate the flooding threat. Most of Parcel A has been designated Zone AE which has the same statistical likelihood of flooding as Zone A properties, but historical data on average flood elevations in these areas is available. All permitted development activity undertaken in designated flood zones will comply with the provisions of the City's Municipal Code, Chapter 36.

2.7.2 Coastal High Hazard Area

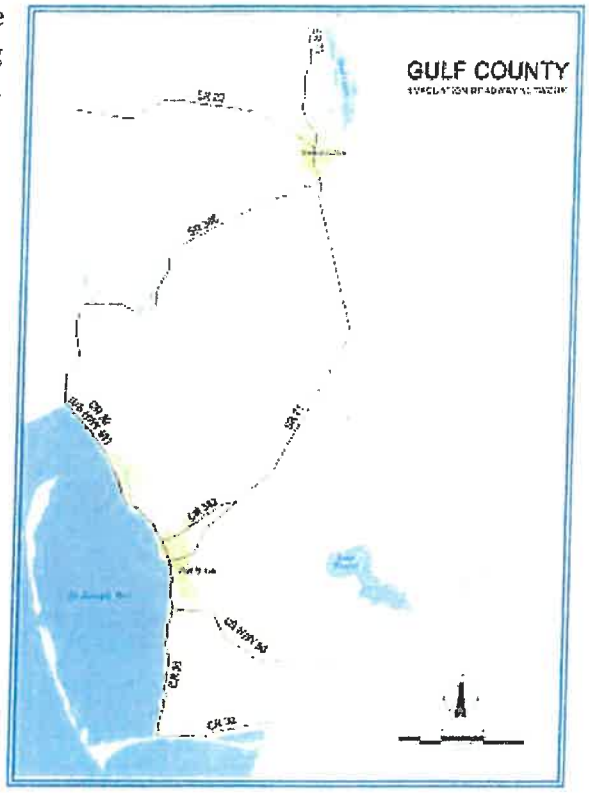
The Coastal High Hazard Area (CHHA) within the City of Port St. Joe, shown in Figure 2-6, is defined in the City's Comprehensive Plan as "the areas below the elevation of the category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as defined in Section 163.3178(2)(h) and depicted on the Land Use Map 9." That Comprehensive Plan further states that one of the City's objectives (Objective 1.2) is to direct population concentrations away from the CHHA and to give priority to water-dependent uses. The Port's land use designation as industrial will preclude residential uses and will fulfill the preference for "water-dependent" use.


Gulf County Ca.
382
98
St.
Joseph
Bay
PORT ST JOE
MARINA
PORT ST JOE
CRD
71
Port
Planning Area
Perimeter
FEMA Flood Zones
Flood Zone VE
Flood Zone A
Flood Zone AE
Flood Zone AH
0.2 % Annual Chance
Flood Hazard
Flood Zone X
Undeveloped Coastal Barriers *
* Coastal barrier areas are mostly located within or adjacent to Special Flood Hazard Areas.
FEMA Flood Zone Descriptions
Flood Zone A - No base flood elevations determined.
Flood Zone AE - Base flood elevation determined.
Flood Zone AH - Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
Flood Zone VE - Coastal flood with velocity hazard (wave action); base flood elevations determined.
Flood Zone 0.2% Annual Chance Flood Hazard - Areas of 500 year flood with average depths of less than 1 foot.
Flood Zone X - Areas determined to outside the 500 year floodplain.
PORT ST. JOE
PORT MASTER PLAN 2013
FEMA Flood Zones
0 300 600 1,200
Feet
Figure 2-5


Gulf County Canal to ICW
382
98
St.
Joseph
Bay
PORT ST JOE
MARINA
PORT ST JOE
CBD
71
Port
Planning Area
Perimeter
Surge Zones
Zone A - Category 1 Hurricane, Coastal High Hazard Area
Zone B - Category 2 and Category 3 Hurricanes
Zone C - Category 4 and Category 5 Hurricanes
PORT ST. JOE
PORT MASTER PLAN 2013
Coastal High Hazard Areas
0 300 600 1,200
Feet
Figure 2-6

2.7.3 Hurricane Evacuation Planning

As mapped in the 2012 Florida Statewide Regional Evacuation Study, the Port Planning Area encompasses two hurricane evacuation zones. Portions of properties west of US 98 are located in evacuation Zone A and those properties east of US 98 are located in evacuation Zone B.



The Port will develop a hurricane contingency plan in accord with that Study that meets the approval of Gulf County's Director of Emergency Management. That plan will be kept updated and will be distributed to Port staff and users so as to provide an orderly method of shutting down and securing Port facilities and equipment and evacuating employees in the event of a hurricane. The plan will describe the procedures to follow in case of a hurricane watch or warning and will identify the persons responsible for carrying them out and securing the Port.

The plan will emphasize preparedness, organization, and communication and will address aspects of Port operations; for example:

- Moving vessels to a safe location out of the Port;
- Maintaining liaison with the Coast Guard;
- Shutting down and protecting warehouses, offices and other structures;
- Securing equipment;
- Removing objects from the wharf and other locations which could be moved by the wind; and
- Coordinating evacuation and return plans with tenants.

The plan will also address post-storm recovery efforts by anticipating personnel return, access to equipment, and adequate fuel and other supplies needed to resume operations. The plan will be reviewed at the beginning of the hurricane season as well as prior to each possible hurricane to ensure that everyone knows what their responsibilities are in case a hurricane materializes and that contact information for the Port's tenants and other key people is accurate.

2.7.4 Man-made Disasters

The Port of Port St. Joe will require that any tenant or shipper planning to import or export hazardous materials or petroleum products will be responsible for the handling, storage, and cleanup of these materials, comply with all applicable regulations pertaining to these materials, and provide insurance protecting the Port and, by proxy, the surrounding community with coverage limits commensurate with the risk exposure. The Port will also prepare an emergency response plan in case of petroleum spills or other occurrences requiring quick action.

2.8 PUBLIC ACCESS FACILITIES

With the exception of Jetty Park, the Port Planning Area is industrial in nature. As such, public access is inconsistent both with the anticipated Port operations and required security measures. Jetty Park is a public recreational park owned by the City of Port St. Joe and its access is unrestricted for both vehicular and pedestrian traffic. It is equipped with public restroom facilities, parking, and structures for fishing. Of course, the public roads that traverse the Port Planning Area will remain unrestricted, as well.

2.9 HISTORIC RESOURCES

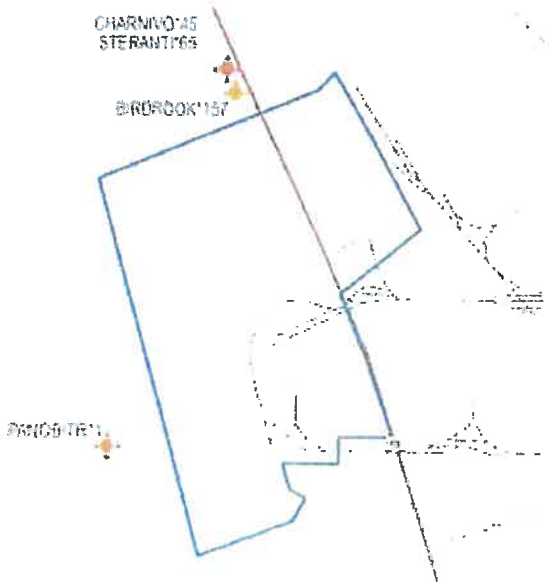
A review of the Florida Master Site File of the State Historic Preservation Office was completed for the 2003 Master Plan. This review indicated no historic or archeological resources exist within the Port Planning Area.

2.10 ECOLOGICAL AND ENVIRONMENTAL CONDITIONS

Appendix B contains results of the database search conducted by the Florida Natural Areas Inventory (FNAI) for the occurrences of natural resources within the Port Planning Area and its vicinity. The database maintained by FNAI is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources.

Appendix C contains the results of a database search conducted by Environmental Data Resources, Inc. (EDR). EDR is a national provider of current and historical environmental risk management information. Their database search identifies federal, state and local government environmental records pertinent to the subject property and adjacent properties within a prescribed search radius. EDR's GeoCheck® Physical Setting Source Addendum provides site-specific information related to topography, hydrologic and hydrogeologic information, soils characteristics, and groundwater levels. This section of the report is intended primarily to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

2.10.1 Vegetative Cover and Wildlife Habitat



According to the FNAI report in Appendix B there are no known Potential Rare Species Habitats within the Port Planning Area. North of the Planning Area and on the west side of US 98 (see left for excerpt from FNAI map) there are recorded sightings in 1991 of snowy plover (CHARNIVO*45) and least tern (STERANTI*65). There is also noted the beginnings of a bird rookery with a tern nest and a pair of Wilson's plover. The location of these sightings is on a dredge material disposal site used by the USACE for dredging the mouth of the Canal. The other notation on the map (PANOBITR*1) recognizes the sighting in 1929 of an Atlantic Geoduck in St. Joseph Bay; it is not specific to the location of the map symbol. See Appendix B for the full report and map.

2.10.2 Topography

Surface topography is reported in the EDR environmental report. According to the EDR report, the existing topography in the Port Planning Area is generally flat and level, and the general topographic gradient is downhill from east to west.

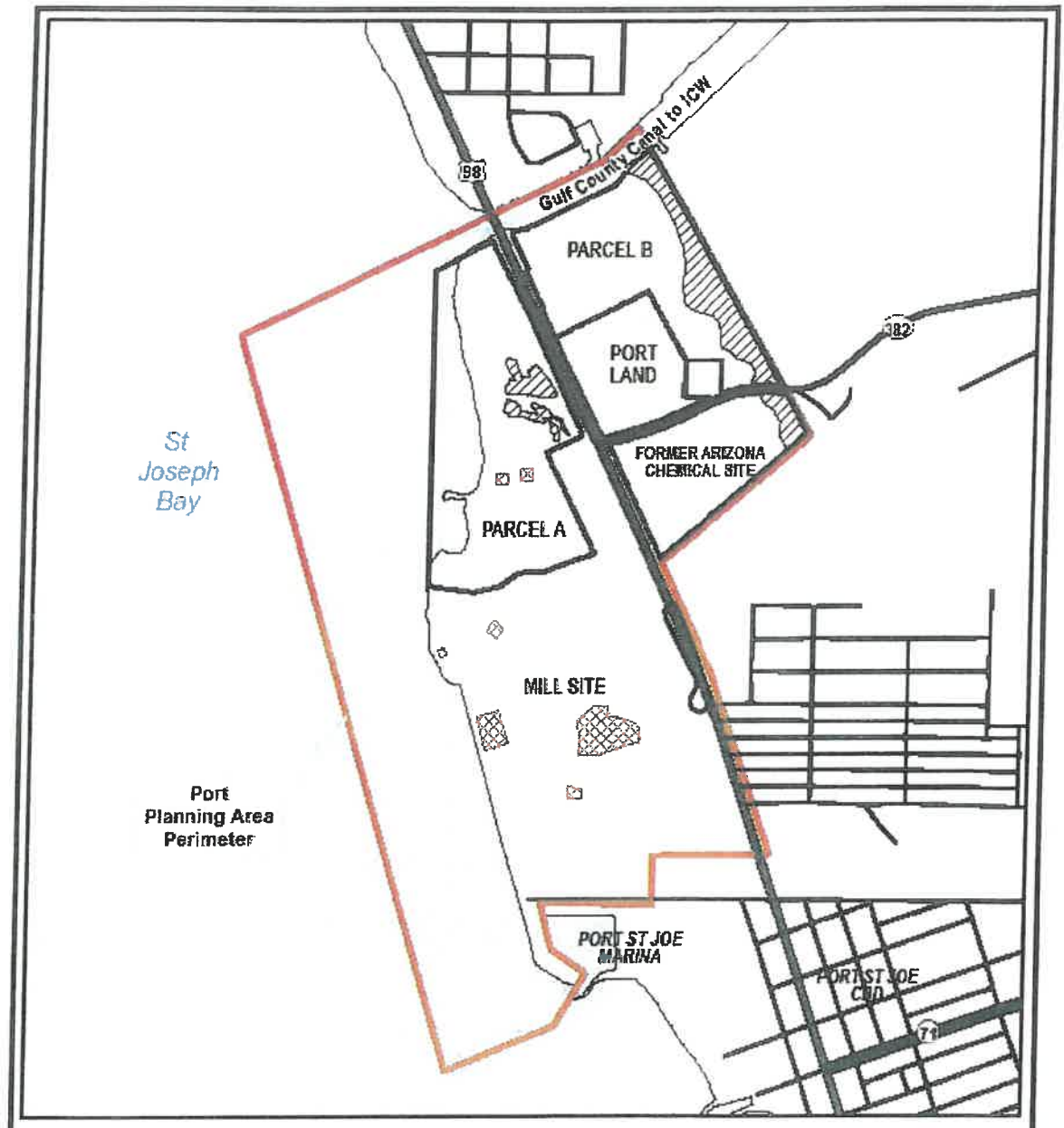
2.10.3 Wetlands

Florida wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Each of the wetland areas within the Port Planning Area has been negatively impacted by previous activities and all are low quality wetlands. The wetlands on Parcel B have been jurisdictionally delineated; the wetlands on Parcel A and on the east end of the former Arizona Chemical Site have not been delineated and are approximate. Wetlands are shown on Figure 2-7.

In light of the land constraints that operational ports elsewhere are facing and the need to maximize available lands for future operations, the Port Authority proposes mitigating these wetlands off site if and when impacted. The final areas required for mitigation will be determined during the preparation of project specific environmental documents and permitting.

2.10.4 Restricted Use Areas

The sixty-year operation of a paper mill on the Former Paper Mill Site resulted in that area and a portion of the adjacent Parcel A (Figure 1-2) being declared a brownfield after the mill's closure and demolition. The landowner of both properties, The St. Joe Company, performed extensive site assessment and rehabilitation to prepare those sites for subsequent beneficial use. They have successfully completed that work and have received a Conditional Site Rehabilitation Completion Order (CSRCO) from FDEP for the Parcel A portion of the brownfield and, at the time of the writing of this Port Master Plan 2013, a similar CSRCO is pending for the Former Mill Site. Included in those CSRCOs are restrictive covenants on several small isolated areas. Those restrictive covenants are intended to eliminate or control the potential exposure to contamination and include prohibitions of various uses such as residential, recreational, agricultural, and use of groundwater. These restrictive covenants do not prohibit the use of these areas for port related activities and are not expected to be a limiting factor in the development of the Port. Restricted areas are shown on Figure 2-7.


Gulf County Canal to ICW
98
PARCEL B
82
PORT LAND
FORMER ARIZONA CHEMICAL SITE
St Joseph Bay
PARCEL A
MILL SITE
Port Planning Area Perimeter
PORT ST JOE MARINA
PORT ST JOE CBD
71
Note: The wetlands on the Former Arizona Chemical Site and the Mill Site have not been formally delineated.
Use Restriction Areas
Estimated Wetlands
PORT ST. JOE
PORT MASTER PLAN 2013
WETLANDS & RESTRICTED AREAS
0 300 600 1,200
Feet
Figure 2-7

2.10.5 Estuarine Conditions

St. Joseph Bay Aquatic Preserve

St Joseph Bay was designated an Aquatic Preserve by Florida's Governor and Cabinet in October 1969 and is one of forty-two such preserves in the state. The boundaries of the Aquatic Preserve encompass all tidal lands and islands, sandbars, shallow banks, submerged bottom, and lands waterward of mean high water to which the state holds title. Uplands and man-made canals are excluded. Other excluded areas include a linear band of privately owned submerged lands and marsh running along the eastern shore of St. Joseph Bay, six private in-holdings occurring along the southern and western shore, the Bay area located north of the Ship Channel, and the immediate area of the Channel designed to improve or maintain commerce and navigation, as authorized by the United States Congress.

The Port Planning Area and Ship Channel are not located within the Preserve boundary.

St. Joseph Bay State Buffer Preserve

The St. Joseph Bay State Buffer Preserve (SJBSBP) project was created to protect the water quality and productive seagrass beds of St. Joseph Bay. The project includes narrow strips of uplands and wetlands that front the St. Joseph Bay Aquatic Preserve, a portion of water in St. Joseph Bay, a small area of privately held bay bottom, and a contiguous natural system of great botanical significance.

The Port Planning Area does not conflict with the SJBSBP.

Seagrasses

Data from the National Wetlands Research Center (USGS, 1998) and the St. Joseph Bay Aquatic Preserve Management Plan (FDEP, 1997), indicate that seagrass beds are located mainly along the shore on the west and southeast portions of St. Joseph Bay. The portion of the Bay at the mouth of the Canal was transformed into a delta environment due to the increase of freshwater inflow and sediment when the Canal was originally dug. For many decades there were no seagrass beds in that area. In recent years seagrasses have been observed in the shallow water of the Canal delta on the south side of the Canal navigation channel and to a lesser extent on the north side of the channel.

Control of Invasive Species

In light of the effort to return ship traffic to the Port of Port St. Joe, the Port Authority recognizes there is a risk of the introduction of non-indigenous species into U.S. waters through the discharge of ship ballast water. The Authority will require all vessels entering the Port to comply with United States Coast Guard's Ballast Water Management Rule as published in the Federal Register March 23, 2012, and all subsequent revisions. This requires vessels to conduct mid-ocean ballast water exchanges before entering U.S. waters, with some alternatives, and to submit a ballast water management report to verify this exchange.

The US Customs and Border Protection, with assistance from the USDA, is responsible for the control and prevention of the introduction of potentially harmful non-native species to the US. This is accomplished by the inspection of vessels and their cargo prior to being cleared for any activity at the Port.

Management of Dredged Materials

Maintenance dredging of the Canal is performed on an as-needed basis and is the responsibility of the USACE. Historically, dredging has not been needed in the Canal adjacent to the Port Planning Area. The

water depths in this area are naturally maintained at the authorized depth of minus 12 feet as a result of the tidal and current flows out to St. Joseph Bay. Dredged material from the Canal is disposed of upland within the easement for that purpose on the north side of the Canal. Maintenance dredging of berth areas at the Port's Canal bulkhead is the responsibility of the Port Authority; as with the original dredging at that bulkhead the material will be deposited on uplands and subsequently removed or graded in place.

Maintenance dredging of the Ship Channel is under the USACE's jurisdiction, though, as reported in Section 2.4.4, it is likely that the Port Authority will undertake the initial maintenance dredging renewal project. For either party, as part of the permitting process, a Dredge Material Management Plan (DMMP) will be prepared to determine the nature, volume, management, and placement of the materials dredged.

Maintenance dredging of the berth areas between the Harbor Channel and bulkhead is the responsibility of the upland owner. It is anticipated that berth area dredging can be accomplished with a sub-contract or other agreement with the Port Authority or USACE when they are performing dredging of the Ship Channel.

Beach and Dune Systems

No beach or dune systems will be affected by the development of the Port as proposed in this Plan. Moreover, no beaches or dunes located outside the Port Planning Area are expected to be adversely affected by future Port development activities. On the contrary, planned dredging projects may improve beach and dune systems in the area. If dredged material is of the proper quality, it will be used for beach renourishment as has been done in the past.

2.10.6 Hazardous Materials and Petroleum Products

Since the drafting of the EDR report (Appendix C) in 2006, each of the large parcels within the Port Planning Area (Figure 1-2) has undergone environmental assessments and, where environmental conditions have been recognized, remediation has been completed. Each of the parcels is now available for Port development with no further action required in regard to environmental condition.

Parcel B and 22-Acre Site

The Parcel B and 22-Acre Site comprise the improved Canal-front properties owned by the Port Authority and total approximately 68 acres. In 2006, Phase 1 and Phase 2 Environmental Site Assessments were conducted on each parcel and there were no recognized environmental conditions found; the properties received "clean" Phase 1 and 2 reports. These reports are available from the office of the Port Authority.

Former Arizona Chemical Site

The Former Arizona Chemical Site is a 32.5 acre property that was previously improved with an industrial plant that manufactured finished products from organic plant bases, specifically pine trees. Following shutdown of the plant and demolition, the Port Authority acquired the property in early 2011. At the time of acquisition the site had one recognized environmental condition for which the previous owner retained responsibility; they subsequently completed the site rehabilitation and received from FDEP an Unconditional Site Rehabilitation Completion Order (SRCO). The Unconditional SRCO is included in Appendix D of this Port Master Plan 2013. There are no other known or suspected issues or environmental conditions on that site.

Parcel A

The Parcel A property included the northern portion of FDEP's Brownfield Site ID #BF230201001; the former paper mill site comprised the southern portion of that brownfield and is addressed below. The Parcel A site included a former waste water impoundment site that was rehabilitated to non-residential standards and for which a Conditional SRCO was received from FDEP dated July 9, 2010. The allowed surviving conditions are addressed in a Declaration of Restrictive Covenant recorded in the Public Records of Gulf County. The Conditional SRCO with its restrictive covenants is included in Appendix D and states that the St. Joe Company has "satisfied the site rehabilitation requirements" and is "released from any further obligation to conduct site rehabilitation."

Former Mill Site

The former paper mill site was also rehabilitated to non-residential standards and, having completed all requirements including the recording of restrictive covenants (see "Section 2.10,4 Restricted Use Areas" above), a Conditional SRCO from FDEP was pending at the time of the writing of this Port Master Plan 2013. The areas addressed in the Restrictive Covenant are identified on Figure 2-7. As noted above, the restrictive covenants do not prohibit the use of these areas for port related activities and are not expected to be a limiting factor in the development of the Port.

Chapter 3
MARKET ASSESSMENT

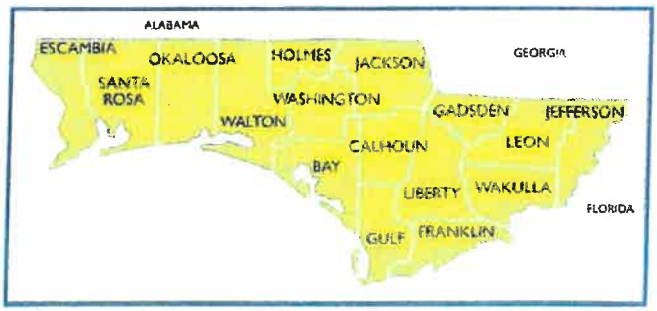
This chapter sets the table for the Port of Port St. Joe's development program by documenting the socioeconomic environment in which the Port functions and assessing market opportunities. It first describes the characteristics of the local and regional community surrounding the Port and then considers the competitive marketplace that influences the Port's development potential.

3.1 LOCAL AND REGIONAL SOCIOECONOMIC CHARACTERISTICS

Planning for the Port of Port St. Joe's future must consider the characteristics of not only the local community, but also the extended sixteen county Northwest Florida region as well as the Port's more far-reaching hinterlands.

3.1.1 Northwest Florida

As a region, Northwest Florida differs considerably from other areas of the state. It is the second least populated region in Florida and also the second least urban region, with only 81 percent of its population living in urban areas (as compared, for example, with Southeast Florida, where 97 percent live in the urban area). With the exception of Bay, Leon, Escambia, Okaloosa, and Santa Rosa, which are considered urban, most of the other counties in Northwest Florida are still quite rural. As discussed later in this chapter, development trends are, however, accelerating in portions of the region.



Extended Northwest Florida Region

The composition of the region's population also differs from the rest of the state, with the highest percentage statewide of people in the under 24 and 25 to 54 age groups and the lowest percentage statewide in the 55 and older group. As a whole, the region is expected to grow at a slower rate than most of the state and the rest of the nation; but this growth will occur in the older age groups as today's younger population matures.

The manufacturing sector in Northwest Florida, which provides better paying jobs, has declined in recent years with the closing various industries and related industry suppliers. To replace these jobs, regionwide economic development agencies are promoting the area's assets and reputation, trying to attract new industries that can take advantage of the region's location, transportation systems, and trained labor force. The revitalization of the Port of Port St. Joe has been broadly recognized as representing the best opportunity for economic development and job creation in the region.

3.1.2 Gulf County

Gulf County, where the City of Port St. Joe and the Port are located, is one of the westernmost counties in Florida. From a planning perspective, Gulf County is one of nine counties in the eastern half of the Northwest Florida region which fall under the jurisdiction of the Apalachee Regional Planning Council. The Apalachee Region contains 5,855 square miles, or 10.8 percent of the State's land area.

According to 2010 Census data, Gulf County had a population of 15,863, making it the fourth smallest county in the region and the eighth smallest of the 67 counties in the state. The County's per capita income in that census was $18,371 which was less than two-thirds of the national level of $27,915. Given the County's predominantly rural nature, industries such as forestry, fishing, and agriculture once dominated the economy, along with manufacturing. Since the loss of essentially its entire manufacturing base, now government and services sectors have taken the lead. Efforts to encourage economic development and recruit businesses to the region are crucial to preserving and enhancing the region's quality of life.

3.2 THE COMPETITIVE CARGO ARENA

The Port of Port St. Joe is one of more than two dozen US ports that line Gulf of Mexico shores. These ports vary substantially in terms of governance structure and financial resources as well as the size and composition of their cargo bases.

Many of these ports are among the top twenty-five in the nation in terms of total cargo tonnage. While traditional bulk cargoes such as petroleum, grain, chemicals and fertilizer predominate at most of these ports, two of these significant bulk ports – Houston and New Orleans – also rank among the top twenty-five container ports in the country.

Florida's Gulf cargo ports include the Port of Pensacola and Port Panama City in the Panhandle and the Port of Tampa and Port Manatee in the Tampa Bay area. If inland transportation systems and other competitive factors prove cost-effective, cargo destined for US markets to the north and west can just as easily access those markets through a conveniently situated Gulf port as through a South Atlantic port. A Memorandum of Understanding between the Port Authority and Port Panama City outlines a mutually beneficial working relationship between the two Port Authorities, demonstrates recognition of the need for additional port facilities in Northwest Florida, and acknowledges the long-term benefits a new port facility will bring to the region.

3.3 MARKET ASSESSMENT

The growth in international trade and, consequently, the growth in demand for port facilities is expected to continue as evidenced by this statement from the Florida Chamber of Commerce's and FDOT's Florida Trade and Logistics Study, 2011, "The value of trade worldwide rose from under $2 trillion in 1960 to $25 trillion in 2009 (adjusted to constant 2009 dollars); strong growth will continue through the next 50 years."[2] As many larger ports along the Gulf Coast and South Atlantic mature and their cargo volumes

[2] Florida Chamber Foundation and Florida Department of Transportation, Florida Trade and Logistics Study, 2nd Edition, February 2011.

increase, their growth potential is often constrained by a lack of land on which to build additional terminals or by increasingly congested highways on which to move the cargo. The prediction of continued strong trade growth means that some smaller ports, such as the Port of Port St. Joe, could take up the slack and expand their capacity to the extent possible to accommodate this growth.

To identify the trade opportunities and the market sectors to be assessed in this Port Master Plan update, various resources were considered, including: the market assessment that was prepared for the Port Master Plan 2008, the inquiries received by the Port Authority staff from potential customers looking for new opportunities to ship their cargo, and market research performed by the Bank of Montreal's Infrastructure Group (BOM). BOM was engaged by The St. Joe Company to help market the port opportunity at Port St. Joe; they are experienced in port infrastructure development and well known and respected in the industry.

It became evident early in the effort to identify target markets that little has changed in the demand and opportunities since the assessment performed for the Port Master Plan 2008. The following opportunities which became the focus for this new Port Master Plan 2013 are almost identical to those of the 2008 Plan:

- Biomass
- Ethanol
- Oil and Coal
- Liquified Natural Gas (LNG)
- Dry and Break Bulk Cargo
- Offshore Rig Supply Support
- Reliever/Feeder Services
- Secondary Port Opportunities

Assessments of these markets are discussed below.

3.3.1 Biomass

International concern that global warming could have significant negative impacts on humanity prompted action by the United Nations and its member countries. In 1997 the Kyoto Protocol, a UN climate change treaty, was ratified and through which committed most developed countries to the reduction of their greenhouse gas emissions which are thought to contribute to global warming. In compliance, the European Union and its member countries passed legislation requiring a portion, targeted at 20% by 2020, of their electricity production be generated using non-fossil fuels; biomass in the form of wood pellets is the predominant fuel of choice for displacing coal and other fossil fuels. The EU demand for wood pellets is expected to increase from 8 million metric tons in 2010 to 29 million metric tons in 2020.

This increase in demand presents an opportunity for the Port of Port St. Joe. The southeast US in general is one of the largest producers of forest products and that availability of supply has drawn the interest of EU utilities and fuel buyers. The "wood basket", or forest supply region, that is accessible to the Port has a relatively high density and has drawn the interest of wood pellet buyers and producers. Over the last several years the Port Authority has received numerous inquiries and several unsolicited and non-binding letters of intent from those who wish to ship wood pellets through the Port. In a related example there was a request for the annual loading of one million tons of wood chips for a power plant in Wales.

One inquiry the Port received was by those seeking a site for Green Circle Bio Energy's first plant. The Port did not have deepwater access at that time and a site inland of Panama City at Cottondale, Florida,

was selected which uses the Bay Line Railroad for transport to Port Panama City for ship loading. Harvesting from a wood basket west of Port St. Joe and the AN Railway, they produce approximately 560,000 tons per year of wood pellets for export to Europe. Green Circle's web site includes the statement that it is "projecting more pellet plants to be built in wood fiber rich areas over the next few years."

As further evidence of this demand, the St. Joe Company, which owns over a half million acres of predominantly timberland in the region, has frequently received inquiries for biomass supply for the production of wood pellets. At the time of this report, discussions are ongoing with some of those entities. BOM in their market opportunity summary notes that biomass is a high probability terminal opportunity for both the near term and long term.

The initiation of wood pellet shipments through the Port will require several infrastructure improvements and developments: the pellets must be produced, transported, stored, loaded onto a ship, and the ship depart the Port.

The production of the pellets will require the construction of a pellet plant. It is anticipated that this facility will be as centrally located within the wood basket as logistically possible. If located at the Port, over two thirds of its perimeter area would be Gulf and Bay waters from which it would obviously not receive any raw materials. Location within the center of supply minimizes delivery costs of the raw material – the harvested timber – to the plant.

Delivery of the finished pellets from an inland production site to the Port in the volumes that a pellet plant would produce is least expensive by rail. As previously noted in Section 2.4.2, the AN Railway is planning and funding repairs in anticipation of the resumption of rail traffic deliveries to the Port. Truck deliveries are generally a more expensive alternative, particularly for distances over forty or fifty miles and for tonnages a pellet plant would be anticipated to produce.

At the Port the trainloads of pellets must be stored until a shipload quantity is accumulated. The daily costs of ship operations make it prohibitive for the vessel to standby for extended periods of time awaiting the deliver of multiple trainloads. At Port Panama City a specialized warehouse was constructed for the storage of the wood pellets there; other alternatives include the construction of silos and storage domes. Each has its advantages and disadvantages and, with the wood pellet industry being relatively young, no specific method has become the industry standard. An engineering study will help determine the method that best fits the requirements of those who will be owning and operating the storage and shiploading facility. It is anticipated that that function will be private for two reasons: the Port Authority does not plan to undertake cargo handling operations, preferring to leave that to private industry, and because the Port Authority does not own land on the Ship Channel and Turning Basin.

Where the Port Authority does have an important function is with the final component of the cargo's transit through the Port and that is with the vessel departure. Wood pellets are characterized as dry bulk cargo; for dry bulk cargo the strategy for achieving the lowest shipping cost per ton is to utilize the largest tonnage capacity vessel that conditions will allow. For most ports that controlling condition is the water depth, which is the case at Port St. Joe. For wood pellets and other bulk cargoes, the Port Authority will pursue the restoration of the Congressionally authorized channel depths of 35' within St. Joseph Bay and 37' outside the Bay.

It is anticipated that once a commitment is received from a Port customer or shipper, the resumption of maintenance dredging will become a matter of highest urgency. Private industry and investors do not have the luxury of waiting several years to initiate operations and cash flow once they have committed to

a project. By the same token, neither the Port Authority nor the USACE can justify the expenditure of many millions of dollars of public funds without the customer commitments that will bring the public benefit of commerce and jobs. As previously noted in Section 2.4.4, upon receipt of the customer commitments the Port Authority will pursue the resumption of maintenance dredging as expeditiously as possible, whether through the historic route of deferring to the USACE or undertaking the project itself. In light of Federal budget constraints, particularly as they have affected the USACE in recent years, it is likely that the initial resumption of maintenance dredging will necessarily be a Port project.

3.3.2 Ethanol

The Port Authority has received several inquiries in recent years regarding the opportunity for ethanol production and distribution. These have included various scenarios ranging from the importation of cane ethanol from Brazil to the local production and distribution of cellulosic ethanol using woody biomass as raw material. Most recently, BOM has become aware of Port St. Joe being considered for a barge export site for delivery of ethanol to the East Coast.

The Renewable Fuels Association reports ethanol production in the US grew from 3.5 billion gallons in 2004 to 13.3 billion gallons in 2012. Currently, there are 211 ethanol biorefineries in the US and eight more under construction. This significant growth in ethanol production is being driven by the Renewable Fuel Standard (RFS), passed by Congress in 2005 and raised in 2007, to reduce the nation's dependence on oil by requiring that US transportation fuel contain a minimum amount of renewable fuel. To incentivize this increase in the use of renewable fuels, Congress approved a $0.45 per gallon subsidy for ethanol. In 2012 ethanol accounted for 9.9% of the nation's transportation fuel supply. The prior year there was sufficient production that a record 1.2 billion gallons were exported however that dropped to 725 million gallons in 2012.

The number and frequency of inquiries received by the Port relative to ethanol and the rapid growth in its production suggests that the production, storage, and shipment of ethanol represent a good opportunity for the Port. However, while it is worth exploring, caution should be exercised as there are other factors at play that could negatively impact the industry.

The drought of 2012 adversely affected corn production, from which over 90% of ethanol is produced, and the dramatic increase in the cost of corn brought the scrutiny of consumers and political leaders. Even in prior years there had been concern that the diversion of a staple food crop to fuel production was harmful to the nation and especially so to third world consumers. The drought elevated those concerns and that factor, among others, has Congress considering eliminating the $0.45 per gallon subsidy and reducing the annual target levels of the RFS. Both would reduce the demand for ethanol.

Another factor to consider is that there is very little ethanol production in the Port's hinterland. With waterborne transportation being the least expensive compared to rail and truck, it would be expected that producers of ethanol would load into barge or ship at the point closest to their plant. At this time there are none close to Port St. Joe.

Two opportunities that would not be dependent on production of corn ethanol proximate to the Port are the possible import of cane ethanol from Brazil, as a previous private sector party had proposed, and the production within the region of cellulosic ethanol from woody biomass.

However, each has its own uncertainties. Significant increases in the price of sugar and of the value of the Brazilian real plus reductions in their cane harvest and ethanol production made Brazil a net importer of ethanol in 2011. As for the production of cellulosic ethanol, if the biomass-to-wood-pellet opportunity discussed in 3.3.1 above becomes a reality, it may limit the biomass available for conversion to ethanol.

While the Port Authority will be receptive and supportive of the opportunity for ethanol production and shipment through the Port, it is not considered a high probability opportunity for the near term and the long term prospects are indeterminate.

3.3.3 Oil and Coal

Two high volume/high tonnage commodities that could be considered cargo opportunities for the Port are oil and coal. Shippers of each reportedly see benefits in the Port's size and layout plus the fact that there are large areas of private property proximate to the Port that are available for development. Another attractive feature is the Canal and the barge access it provides to the nation's inland waterway system (see Section 2.4.4). Each commodity is addressed below.

Oil

The Port Authority has received inquiries in recent years into the possibility of constructing a tank farm and handling facilities for liquid bulk, primarily petroleum products. As noted above, the large areas of vacant property available for industrial development proximate to the Port are attractive to that industry. Those who have visited also see value in the Port's transportation infrastructure – ship channel, barge channel, and rail – which is conducive to high volume/high tonnage movements of liquid cargo.

As noted in Section 1.2, Port St. Joe has a history of petroleum operations with the construction of a tank farm and terminal facilities on a 30-acre site between Baltzell Ave. and the waterfront that is now the site of the Marina and Jetty Park. This was operated from the early days of World War II and into the early 1990's. Petroleum products were received by tanker and barge and distributed by truck and pipeline. The pipeline connection was terminated in the early 1960's and is no longer available as a present day option.

While the logistics of Port St. Joe may be attractive to some in the liquid bulk business, there are potential issues of concern that may come from the community. The negative impacts experienced with the Deepwater Horizon oil spill locally and the specter of spilled oil harming sensitive environments further to the west could potentially have some oppose the delivery of oil in vessels to the Port. Most of St. Joseph Bay is an Aquatic Preserve that is both an attraction for tourists to the area and a source of recreation for locals. While the industry in general has a good record of environmental stewardship, legitimate concerns with protecting local assets will have to be properly addressed before the Port can successfully pursue the liquid bulk opportunity.

Coal

The Port Authority has received several inquiries over the years into the opportunity for the export of coal, most of them specific to metallurgical coal. The consistent message from each of those inquiring has been that there is growing demand for export and insufficient port capacity to meet that demand.

Metallurgical coal is higher in Btu content and lower in certain minerals, qualities that distinguish it from coal used in power plants and that make it suitable for conversion to coking coal used in steel production. The demand for US metallurgical coal is being driven by the growth in steel production in Asia. China has for several years now been the world leader in steel production and, consequently, the largest consumer of metallurgical coal. South Korea is also a large consumer and India is rapidly increasing its demand. Each of these countries and others in the region are importers of metallurgical coal and their demand is growing.

The US has large reserves of coal with most metallurgical coal being found in Appalachia from West Virginia, with highest reserves, to as far south as Alabama. While East Coast ports are closest to the reserves and therefore the most cost effective for shipping, those making inquiry to Port St. Joe have

consistently reported that there is no available capacity for ship loading of coal on the East Coast. They also report that, while there is limited capacity at Mobile that capacity is committed to a major coal company with a significant presence in Alabama.

The potential for coal shipments through the Port, based on the inquiries that have been received, is several million tons per year. That volume of dry bulk, whether coal, wood pellets, or other, would accomplish several things for the Port. First, it would justify the resumption of maintenance dredging of the Ship Channel, a prerequisite before initiating operations of the magnitude being proposed, and would generate revenue toward accomplishing the dredging. Once the channels are dredged to authorized depths, the Port will be accessible to many other vessel types and cargo opportunities that otherwise would not be in sufficient volume to justify the dredging; new, incremental cargo could be attracted and the Port's cargo base diversified. It would also establish the Port as a component of FDOT's Strategic Intermodal System (SIS), qualifying the Port and related transportation modes for SIS funding.

It is recognized that while there has been a successful history of high tonnage coal shipments through Port St. Joe, coal does have some negative connotations for some people. The possible issue of windblown dust is one that can be addressed with engineered systems to control it. This was observed to be quite effective when in late 2012 representatives of the Port visited the Port of Santa Marta on the Caribbean coast of Colombia and noted that its clean beaches and well developed tourism facilities were not adversely impacted by that Port's coal operations. The Port of Santa Marta has a capacity of 7 million tons of coal per year.

The likelihood of the shipment of coal through the Port has been assessed by BOM as medium both for the near term and the long term. Should it become a reality, it will be necessary to address, as with any cargo, legitimate community concerns should any arise. Management of the aesthetics and dust will be important to assure a successful operation. The benefits of the cargo volume make it worthwhile.

3.3.4 Liquified Natural Gas (LNG)

The availability of vacant land at the Port, both on the Ship Channel and inland, has drawn the attention of the liquified natural gas (LNG) industry. New methods of recovering natural gas and new discoveries have dramatically increased its supply and decreased its cost. Countries such as Japan, the world's largest importer of LNG, who are energy dependent are increasing their purchases to take advantage of the savings. This has prompted the LNG industry to pursue the development of numerous new export terminals.

Existing LNG terminals are located near the source of the natural gas. Not surprisingly, with the very high number of natural gas wells off the coast of Louisana, of the six terminals in the Gulf region four are located there and one each is located in neighboring Texas and Misssissippi. Port St. Joe is relatively distant from the wells which suggests that this is a low probability opportunity for the Port. Should the industry determine that the 19,000 mcf/day capacity of natural gas supply (Section 2.5.6) is sufficient and the delivery cost acceptable, their interest – and the probability of the opportunity – could increase considerably.

3.3.5 Dry and Break Bulk Products

Other "miscellaneous" cargo opportunities have been proposed for the Port. These generally fall into two categories, other dry bulk such as aggregate and cement and break bulk cargoes which are goods that are handled individually and not containerized or bulk.

Aggregate and Cement

In addition to the dry bulk cargoes of wood pellets and coal, other dry bulk cargoes have been proposed including aggregate and cement, each of which is dependent on the construction industry. The Great Recession, the collapse of the real estate market, and the continuing moribund economy have kept the construction industry in Gulf and surrounding counties suppressed for the last several years. While current conditions are not expected to last, neither is the economy expected to return in a robust fashion..

In spite of this, there is reason for optimism in light of several very positive efforts that are underway. First, there is considerable effort and investment being expended to restore economic vitality, of which this proposed Port development is the best example. With the community and its leadership, the Port Authority, and the St. Joe Company united behind this common goal, there is a high probability of success. The result will be the creation of new jobs and new industries in addition to the port activities of cargo handling, all of which will contribute to construction demands for new facilities, housing, roads, etc. Specific to roads, the Gulf Coast Parkway and Gulf-to-Bay Highway addressed in Section 2.4.1 should be nearing their construction phases over the next three to five years. While the potential demand for aggregate and cement are not expected to be at sufficient levels to support the resumption of maintenance dredging, they are very good opportunities for the medium and long terms and the delivery of them will be enhanced by the development of port facilities for the other, high volume cargoes.

Break Bulk Cargo

Break bulk cargo is cargo that is generally handled individually and is not containerized, often due to size, shape, and weight limitations of standard containers. All of the cargo that was loaded at the paper mill docks when it was operational was breakbulk and consisted of rolls of paper, barrels of resin, bagged products, fabricated steel, and others. Examples from other ports include machinery such as the windmill components at the Port of Pensacola and the copper plates received at Port Panama City.

As with the aggregate and cement, break bulk cargo is not expected to be at sufficient levels in the early days of port reactivation to support the resumption of maintenance dredging, however it is expected to be a good opportunity for the port once dredging is accomplished and break bulk vessels can access waterfront facilities on the bulkhead.

3.3.6 Offshore Energy Support

The Port of Port St. Joe is centrally located on the northern border of the Gulf Coast Eastern Planning Area established by the US Department of the Interior, Bureau of Ocean Energy Management (BOEM), for offshore energy exploration and production. The BOEM is responsible for overseeing activities, including bidding and awarding of offshore leases, for exploration and production of oil and natural gas in the US Outer Continental Shelf. The BOEM has divided the US Gulf of Mexico into three Planning Areas: Western, Central and Eastern.

Source: BOEM US Department of the Interior

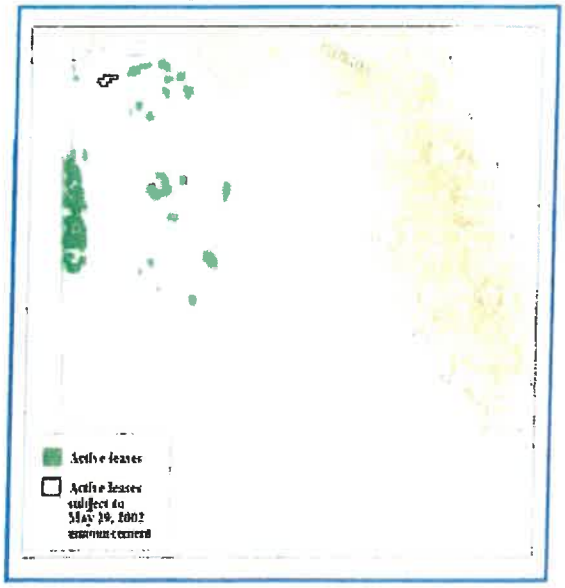
The map to the left shows the Eastern Planning Area which includes the Gulf Coast of Florida and Alabama. In 2000, the BOEM estimated the reserves in this area to be 1.6 and 2.8 billion barrels of oil and condensate

and 7 to 9 trillion cubic feet of natural gas. The locations of the active leases are shown to the right. The largest concentration of leases is to the south of Alabama. Other leases are off the Florida Panhandle, west of Port St. Joe and deeper into the Gulf to the south and southwest of Port St. Joe.

The Port of Port St. Joe is well positioned geographically to serve the Eastern Planning Area and, to a lesser extent, some of the easternmost areas of the Central Planning Area as a base for supply operations to the energy exploration and production platforms there. New exploration and production efforts are not expected to be undertaken in the Eastern Planning Area in the foreseeable future as the Federal government has placed a moratorium on new leases and permits with the exception of a very small area on the boundary of the Central Planning Area. Also, there is considerable opposition in Florida to new drilling in the area as a result of the negative impacts from the Deepwater Horizon oil spill of April 2010.

Currently, the principal base of operations serving these areas is Port Fourchon in Louisiana. Port Fourchon occupies over a thousand acres of developed land (of 4,000 available) from which numerous offshore supply and support businesses service upwards of 90 percent of the deepwater platforms and rigs in the Gulf. It has a 25-foot channel depth that accommodates deepwater supply vessels up to over 300 feet in length, drawing 20 to 22 feet, and shelf-size vessels up to 200 feet, drawing 10 to 12 feet. A roadway bridge across the channel has a 70-foot vertical clearance which is sufficient for the larger supply vessels to pass beneath the bridge without concern.

By comparison, Port St. Joe is closer to many of the easternmost platforms than Port Fourchon, also has a limiting depth in the Ship Channel of 25' (existing, without dredging), and the Canal bridge clearance at Port St. Joe is 75 feet. Also, there are several thousand acres of property along the Canal that are available for development for maritime and other industrial uses. The Canal offers the advantages of a USACE maintained, protected channel, however its depth is only 12'. While this would accommodate the shelf-size vessels, it is too shallow for the deepwater supply vessels; they would be limited to operations on the Bay front properties.



There is one area on the Canal that could be deepened to support the deeper draft supply vessels and that is the Port owned property (Figure 1-2, "Parcel B") just inside the mouth of the Canal and the Tapper Bridge. The 867' bulkhead there was designed for 20' of water depth in anticipation of some oceangoing vessels accessing it. Since the early 1980s, that property has been considered to be complementary to the deepwater properties and preferred port site on the Bay. Most oceangoing vessels that can clear the 75' bridge clearance would be drawing 20' or less. The development of the Port's property to accommodate the deeper draft vessels will require the deepening of the Canal from its entrance in St. Joseph Bay to an area inland of the Port's property. Also, the balance of the Port's property beyond the end of the existing bulkhead could be developed with boat slips at a right angle to the Canal into which supply vessels could back in for the loading of materials and supplies as is done at Port Fourchon.

While the distance to existing platforms and the unlikelihood of new drilling in the foreseeable future are negatives for this opportunity at Port St. Joe, there are advantages that could be considered by companies who provide logistical support to offshore energy platforms. Port Fourchon's elevation and location make it susceptible to hurricane hazards; Port St. Joe, with a well protected harbor and higher elevation offers an excellent site for base operations and offers redundancy to an industry that has been shutdown on occasion at Port Fourchon. Port St. Joe also has rail access that could be beneficial for the movement of high tonnage and high volume supplies (drilling mud, pipe, machinery, etc.). The new Northwest Florida Beaches International Airport and the nearby Apalachicola Airport offer good access for the movement of workers. Finally, Port St. Joe's excellent new hospital with helicopter pad offers readily available emergency care for injured workers.

Port St. Joe has been visited by representatives of the offshore supply industry who are exploring the opportunity to establish operations in the Port area. The industry is generally clean and offers well-paying jobs. While the Port Authority is receptive to the opportunity they represent, it would not be prudent to make any significant investments in Canal dredging or in site development until there is sufficient interest and commitment from the industry.

3.3.7 Reliever/Feeder Services

Growth in waterborne trade at other Gulf Coast ports and the impact of that growth on port capacity may generate opportunities for reliever operations between them and smaller ports along the eastern Gulf Coast to relieve capacity constraints. Also, feeder operations from larger ports to the west such as New Orleans and Houston to smaller eastern Gulf ports may also offer a more economic means of serving eastern Gulf markets over truck and rail options. These scenarios may present an opportunity for Port St. Joe as demonstrated in the two following examples.

Container Volume Growth in the Gulf

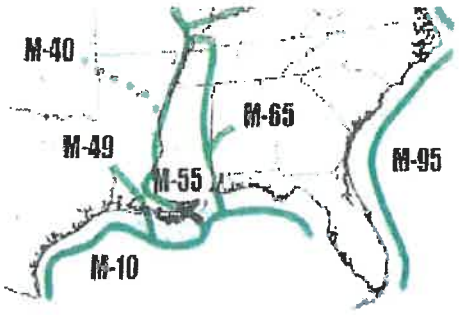
The most publicized development in global shipping the past many years is the expansion of the Panama Canal to a depth of 50' and lock dimensions that will accommodate vessels with container capacities approaching 20,000 TEUs (twenty foot equivalent units). Even though most of the containers on these mega-ships are destined for the US, there is great uncertainty as to how they will get here as only a few US ports will be able to offer a 50' deep channel. The one point that all agree upon is the certainty that the Canal Expansion will result in significant increases in container movements into the Gulf.

One possible scenario for the delivery of the containers is the expectation that the mega-ships will transit the Panama Canal and deliver to one or two "hub" ports with sufficient depths from which smaller vessels will deliver to shallower draft ports along the Gulf Coast, a hub-and-spoke arrangement. With the opening of the enlarged Canal being at least a couple of years out and with the continuing uncertainty of how the logistics will eventually be resolved, it is not thought that container operations represent a near term opportunity for Port St. Joe. The longer term prospects are indeterminate and are dependent on the future distribution patterns that develop.

America's Marine Highway Program

The USDOT Maritime Administration (MARAD) has designated as "marine highways" certain navigable waterways that have the capacity to relieve congested landside routes serving freight and passenger movements. In addition to reduced congestion on highways and railroads, other benefits include higher fuel efficiencies, reduced carbon emissions, reduced wear and tear on roadways, and improved safety.

As can be seen on the map below, a corridor coastwise along the northern Gulf has been designated as Marine Highway M-10. Its number corresponds to the on-shore and parallel Interstate 10 that is growing increasingly congested; M-10 will provide relief for I-10 if MARAD is successful at implementing the Marine Highway Program. Efforts thus far have not proven successful; that, however, may change as conditions change. As freight and passenger traffic continue to increase, the highways will become less and less efficient; there are concerns that there will eventually be situations of gridlock from time to time in the highest traffic segments. The marine highway will become increasingly attractive as those conditions develop.



While M-10 appears to extend to Tampa Bay, Port St. Joe is the last feasible point of departure for freight not destined for peninsular Florida. Freight destined for North Florida, Alabama, or Georgia could be delivered to the Port and transferred to highway or rail for final delivery. This, however, is not expected to be implemented until such time as the cost of moving freight on I-10 increases to the point that shippers find the slower waterborne delivery acceptable. For the near term, within the planning horizon of this Port Master Plan 2013, this is not expected to be a high probability opportunity for the Port.

3.3.8 Secondary Port Opportunities

In addition to the high tonnage/high volume, base load cargo opportunities addressed in the previous sections, there are other opportunities that the Port Authority recognizes as beneficial and that will contribute to the accomplishment of its and the community's generalized goals of economic development and job creation. Three specific examples that are being explored at the time of the writing of this Port Master Plan 2013 were barge terminal operations, manufacturing sites, and Jetty Park docking of educational, historic, and recreational vessels. They are further addressed below.

Barge Terminal Operations

The Port Authority's Parcel B bulkhead on the Canal, with its supporting acreage, has been considered by several potential tenants for the loading and/or unloading of barges operating on the Gulf Intracoastal Waterway. Inquiries have included a very wide range of cargo types, including aggregate, oyster shells, wood chips, fabricated steel structures, pre-cast concrete structures, roll-on-roll-off of heavy equipment, and others. These operations could vary widely in term from one time only to multi-year, continuing operations. They also could vary in site "footprint" from a couple of acres to large portions of the total available area. The steel fabrication and pre-cast concrete projects would likely involve the construction of buildings to contain and protect their work. With all of these variables, the best utilization of the Parcel B site is likely to best be realized by maintaining flexibility and by keeping the waterfront with bulkhead access available for multiple users. Multi-year tenants could lease parcels away from the bulkhead and be assured access to it when they must load or unload cargo or raw materials. Short term users could be provided short term access near the bulkhead as long as provision is made for other users. Rail access to the bulkhead area of Parcel B is planned via a right-of-way reserved across the former Arizona Chemical Site.

Manufacturing Sites

The former Arizona Chemical Site is suitable for manufacturing and industry. It is located in the center of the industrial area infrastructure and served as a plant site for over 50 years before Arizona Chemical's

shutdown in 2009. The site is well positioned within the Port area to be attractive to those who manufacture a product for export or need imported raw materials or components. Likewise, the 22-Acre Parcel and the highway frontage portion of Parcel B could serve a similar function for products requiring barge transport. Each of these areas has been offered to inquiring industries in the past with the intent of securing a plant operation that will create jobs and commerce for the community.

Jetty Park Vessel Docking

The City's Jetty Park is located at the south end of the Turning Basin and forms the outer peninsula enclosing the Marina basin. Its bulkhead and west side water depth on the Turning Basin enable it to receive a variety of non-cargo type vessels that fit with the City's intended recreational use. These can include historic and educational vessels such as replica or restored sailing ships, marine research vessels, and others. It can also include small, "boutique" cruise ships with limited passenger capacity. For example, an inquiry was received from one cruise line that planned a one-day stop at Port St. Joe for its 130 guests to tour historic sites and St. Vincent Island. These vessel types and their visits represent tourism opportunities more suited to other community development organizations than to the Port Authority; however, there may be a place for the Authority to assist with the provision or improvement of infrastructure to accommodate such vessels if it does not detract from their primary function of port development.

3.3.9 Summary of Market Opportunities

Biomass. Biomass, specifically in the form of wood pellets, offers the greatest near term market opportunity for the Port of Port St. Joe. Burgeoning demand in Europe, available raw material supply within the region or within reasonable transport distance, available land area at the Port to accommodate the potential tonnage, and motivated Port leadership and landowners who will aggressively pursue the project development all contribute to the feasibility of this cargo opportunity.

Ethanol. For many years the demand for ethanol and other alternative fuels has been on a steady rise. The number of ethanol inquiries to the Port has warranted that it be given some priority consideration. However recent events have adversely affected the prospects for its continued growth in demand and the lack of production within the region to date suggest a "wait and see" approach. While the Port Authority will be receptive and supportive of the opportunity for ethanol production and shipment through the Port, it is not considered a high probability opportunity for the near term and the long term prospects are indeterminate.

Oil and Coal. While the Port Authority has received a few inquiries into the possible construction of liquid bulk handling and storage facilities, the probability that most of the product handled would be oil gives reason for scrutiny. It is anticipated that the commitment of a significant portion of the near-water port development acreage to the throughput of oil will cause concern to some in the community in the wake of the Deepwater Horizon oil spill. The Port is not opposed to the consideration of this cargo opportunity but the leadership and citizens would have to be sufficiently convinced of its safety before approval.

Coal might also be perceived to have some negatives but its potential impacts are far less a threat that that of oil and those potential impacts can be safely controlled through technology. The export demand for metallurgical coal, the volumes that have been proposed, and the revenue it could bring to fund dredging make it a far more attractive and realistic cargo opportunity.

Liquified Natural Gas (LNG). Due to the distance from the natural gas well fields to Port St. Joe an LNG facility is considered to be a low probability opportunity for the Port. That having been said, the

energy industry in general and the natural gas industry specifically are very dynamic. Should there be changes in the industry that result in the Port becoming a targeted site for an LNG terminal, the Port Authority will give due consideration to the potential project, including any safety concerns. The available capacity at Port St. Joe of 19,000 mcf/day could be sufficient to attract the interest of that industry.

Dry and Break Bulk Products. Two particular dry bulk cargoes, in addition to wood pellets and coal addressed independently, are expected to be medium and long term opportunities for the Port and those are aggregate and cement. Likewise, break bulk products are expected to be future opportunities. Until maintenance dredging is performed and channel depths restored neither opportunity is likely to be realized and neither is expected to be attracted in such volumes as to justify the dredging.

Offshore Energy Support. The Port of Port St. Joe is well positioned to support offshore energy exploration and drilling in the Eastern Planning Area of the US Gulf of Mexico. While there are few energy exploration projects in the Eastern Gulf due to a moratorium, the Port could be a base for those existing platforms within its range and offers several advantages over port facilities now serving that industry. The Canal offers significant waterfront acreage for development, but its existing 12' depth is a limiting factor. The offshore energy support opportunity is worth pursuing, but not sufficiently strong to justify the commitment of land and resources in the near term. The interest of the industry should continue to be sought and nurtured in an effort to attract their investment in project development at the Port.

Reliever/Feeder Services. As international trade continues to grow, there will be increased congestion on the transportation infrastructure system including at ports and particularly on roadways. This may present some opportunities for the Port as more efficient alternatives are sought. Two scenarios were considered, though others could certainly be conceived and developed.

In one scenario, the growth in container volume resulting from the Panama Canal Expansion could bring containers to the Port by way of a hub-and-spoke arrangement of smaller vessels delivering to shallower draft ports; this is not a near term opportunity and there is uncertainty in the industry as to how it will evolve when the Canal Expansion opens.

In the second scenario the Port's location near the eastern terminus of Marine Highway M-10 presents an opportunity for eastbound cargo from larger ports to the west to be transferred at the Port from vessel to highway or rail. This will probably not develop until traffic congestion reaches levels that justify the slower transit times of waterborne cargo.

Secondary Port Opportunities. In addition to the high tonnage/high volume, base load cargo opportunities addressed in the previous sections, there are other opportunities that the Port Authority recognizes as beneficial and that will contribute to the accomplishment of its and the community's generalized goals of economic development and job creation. Three specific examples that are being explored include barge terminal operations, manufacturing sites, and Jetty Park docking of educational, historic, and small cruise vessels.

Chapter 4
FIVE- AND TEN- YEAR DEVELOPMENT AND EXPANSION PLAN

As noted in the opening pages of this Port Master Plan 2013, the term "the Port" refers to the port development at Port St. Joe and includes both the public and private properties within the Port Planning Area. Representing the public interests in the Port development is the Port Authority whose overriding goal is to facilitate the reactivation of waterborne commerce, the result of which will be to bring to the area the shippers, manufacturers, and support industries that will create the well paying jobs sought by and so badly needed by the community and region. To accomplish this goal, particularly in a time of limited resources and constraints on public funds, it is important that investments be well planned and made wisely.

The objective of this Chapter 4 and the remaining Chapters 5 and 6 is to anticipate and plan for the investment of public funds that will be necessary to accomplish development of the Port and ensure its continuing vitality. The Port Authority's specific areas of responsibility in regard to infrastructure improvements at the Port are its 100 acres on the Canal east of US 98 and the restoration of the Ship Channel to authorized depths. The remaining properties and transportation connections are under the responsibility and control of others: USACE over the Canal, Genesee & Wyoming as operator and The St. Joe Co. as owner of the AN Railway, and The St. Joe Company as owner of the largest portion of the Port development area with 200 acres on the Ship Channel with deepwater access.

Each of the Authority's areas of interest will be further addressed in this Chapter 4 as the Port development plans are presented for both the short term (years 1 to 5) and the longer term (years 6 to 10).

4.1 PORT DEVELOPMENT FOR TARGET MARKETS

The cargo-based market opportunities addressed in the previous chapter can be grouped into two general categories: those that require deep draft and those that can operate at shallower drafts. A third category, manufacturing sites, is noted, but its infrastructure requirements are not driven by cargo type.

Deep Draft Cargoes

Bulk cargo is cargo that is shipped unpackaged and generally in large quantities; when shipping bulk, the larger the vessel the lower the unit cost and the deeper its draft requirement. The following cargo opportunities identified in the market assessment fit into this bulk category: biomass, ethanol, oil, coal, liquified natural gas, other dry bulk, and break bulk products (with some exceptions). This group includes the cargoes that are considered to be the highest probability opportunities for the Port, the first being biomass and the second, with a lower and not quite as near term likelihood, being coal.

Shallower Draft Cargoes

The following cargo opportunities identified in the market assessment can generally operate at less than maximum authorized depth: offshore energy support, reliever/feeder services (with some exceptions), barge operations, and the historic, educational and recreational vessels identified for Jetty Park. While the offshore energy support and the reliever/feeder services opportunities could each potentially require some deepening of the Canal, they were not considered to be of sufficiently high probability to require the planning of that project at this time.

Manufacturing Sites

The Port's former Arizona Chemical site and the Industrial Road (CR382) front portions of the 22-Acre Parcel and Parcel B are suitable for manufacturing sites. The former Arizona Chemical site has available

at its property lines most of the infrastructure that a new industry would need, improvements to the entrance road being the exception. The Parcel B and 22-Acre Parcel require additional improvements to be suitable for new industry, including utilities, security fencing, and others. These needs will be addressed in this and the remaining chapters.

4.1.1 Short-Term Development Plan: Years 1 to 5

Dredging

The highest probability cargo opportunities, as noted above, are in the dry bulk category. In order for any of these opportunities to be successfully realized, the Port's Ship Channel must be restored to its authorized depth. The limiting depth at the time of the writing of this Plan was 25'; bulk cargo customers are very unlikely to commit to ship through Port St. Joe unless there is a commitment to restore the authorized depth of 35' as quickly as possible. Further, it is unlikely that commitment will be received if the completion of the dredging is projected to take three years or longer as potential shippers generally cannot delay for such extended periods of time the fulfillment of their commitments to their customers.

This creates a dilemma in that neither the permits nor the funding of the maintenance dredging can be received until there is committed customer demand to justify the action. The Authority must await the customer commitment and then be prepared to pursue maintenance dredging of the Ship Channel as quickly as possible. In light of the USACE's budget constraints and their priority of maintaining existing operations at high volume ports, it is quite probable that the Authority will have to undertake the maintenance dredging project.

The number one priority for the Port St. Joe Port Authority is the accomplishment of the maintenance dredging as expeditiously as possible. The goal for completion should be two years from receipt of documented customer commitment that justifies the dredging project and the accompanying commitment from the private landowner (The St. Joe Company, their successors or tenants) of their intent to develop the private infrastructure to accommodate the project. The first step is the preparation of a Dredge Material Management Plan and, as soon as sufficient data is gathered for that effort, the initiation of the environmental permitting process. The dredging project and these prerequisite tasks will be reflected in the Capital Improvement Plan (CIP) of Chapter 6 as the dominant project, both in importance and in cost.

Infrastructure for Manufacturing Sites

The development of infrastructure for manufacturing sites is the second highest priority task which the Authority plans to undertake within the five-year planning horizon. As with the dredging, the investment in that project is not planned to be initiated until there is a customer commitment that will sufficiently justify the investment, whether in revenue or in jobs created. The tasks to be accomplished differ with the sites.

The former Arizona Chemical site was operational as a chemical plant until 2009 when operations ceased. Demolition was completed in 2010, but much of the infrastructure was left in place including: 10 mW electric capacity, potable water and City sewer, natural gas, fencing, fire suppression system with a half million gallon water tank, some buildings, coupled-in-motion railroad track scale, truck scale, stormwater drainage and collection system, and on site rail. The site needs no more improvements until it is leased to a tenant with specific needs not already available. One off-site project is required and that is the short access road on Kenny Mill Road that will require major repair or re-building. This will be addressed in the CIP.

The portion of Parcel B and the 22-Acre Parcel that front on Industrial Road (CR382) are also suitable manufacturing sites, but they will require significant infrastructure improvements as they are essentially vacant, undeveloped land. As a minimum, they will require all utilities, security fencing, and, specific to tenant site plans, stormwater grading and facilities. In addition, rail must be extended to Parcel B, the concrete apron behind the bulkhead must be completed to provide for barge loading and unloading, and area lighting of the bulkhead must be provided. These improvements will also be address in the CIP.

4.1.2 Long-Term Development Plan: Years 6 to 10

Upon completion of the first five years of this planning term, the Port is expected to be in operation and to have annual bulk tonnage exceeding one million tons. With the success of having initiated dry bulk cargo operations and completed the initial phase of maintenance dredging to accommodate that cargo opportunity, the Authority will need to be pursuing the next phase of maintenance dredging. As further address in Section 4.1.3, the dredging to maximum allowed depth is not expected to be accomplished with the first phase; it is anticipated that the goal of 35' will have been achieved, but not the ultimate of 35' plus an additional two feet for advanced maintenance dredging and two more feet of allowed overdredge. The Authority's long-term development plan will include as its priority tasks the transfer back to the USACE of the responsibility for maintenance dredging and the tasking of the USACE with the additional maintenance dredging of the Ship Channel to maximum allowed draft.

The USACE has been solely responsible for maintenance dredging of the Ship Channel for at least the past 60 years; the only reason for the Authority to assume the task is the concern with the timing of the project. The USACE process for resuming the dredging is a long-term, multi-year effort and the Authority is expected to undertake the project in the near term in order capitalize on the customer opportunities that are anticipated. Once that is accomplished and the cargo is moving through the Port, the USACE will be expected to perform future dredging work. The Authority will pursue with the USACE and the political leadership at the Federal level the task of dredging to the maximum allowed depth, as described above. This will further improve the efficiency of the Port by increasing the maximum drafts to which ships can be loaded and will increase the profitability of port tenants and operators dependent on maximizing their cargo throughputs. This in turn attracts increased tonnage and other cargo opportunities which bring additional well paying jobs to the community, region, and state.

A second task that could become a need during years six through ten is the extension of the Parcel B bulkhead to its east property line. If the Port has success at attracting sufficient tenants to the site that congestion at the waterfront becomes a problem, the Authority will pursue the expansion of the bulkhead.

It is anticipated that, within the long-term planning horizon, the Authority will be anticipating future growth beyond ten years; a third task that could be considered is the acquisition of future growth properties. One candidate site that seems a logical growth area is the City's Wastewater Treatment Plant pond site. At present, the pond is the primary component of the treatment process. If, however, the City is required to build a new plant or if the demand for Canal property for maritime operations justifies the building of a new wastewater plant, the new plant could be designed without the pond thus making available approximately 80 acres of public property on the Canal for Port expansion. This would certainly require inter-governmental cooperation for the public good and would have to be justified by market opportunities and growth in demand.

Finally, it is anticipated that over the very long term an infrastructure need will be the development of a rail loop under the Overpass to the deepwater front on the Turning Basin, looping around under the Tapper Bridge, and completing the loop across Parcel B and the former Arizona Chemical Site back to the AN Railway rail yard. The Authority's participation in that project will be limited to their properties; a

portion of the rail loop is anticipated to have been completed in the short-term development (years 1 to 5) with the rail extension to Parcel B. All of this is contingent, again, on customer demand. It is expected that the cargo types may be diversifying by years 6 through 10, with the initial maintenance dredging having been accomplished and the growth in trade into the Gulf of Mexico presenting new opportunities. The 200 or so acres of the Port Planning Area on St. Joseph Bay is of sufficient size to accommodate numerous tenants and cargo types.

4.1.3 Dredging Considerations

The Port Authority's highest priority project, because it is a prerequisite to the resumption of deepwater draft shipping at the Port, is the resumption of maintenance dredging of the Ship Channel. The lack of maintenance dredging for nearly three decades has resulted in a limiting depth of 25' which prohibits the passage of the sized vessels used for the identified market opportunities. Restoration to the authorized depth of 35' as quickly as possible after customer commitments are signed is vitally important.

The USACE performs annual hydrographic surveys of the Ship Channel and tabulates the volume of material to be removed from the various areas of the project. Appendix E contains the spreadsheet of material volumes determined from the April 2013 survey. The upper portion of the table contains the volumes for the segments of the Ship Channel that are outside the protection of St. Joseph Bay where the authorized depth is 37' and the lower portion of the table contains the volumes for the segments that are inside the Bay where the authorized depth is 35'.

Dredge material volume is calculated and shown for various depths from 4' below project depth to 4' above project depth. The latter is the maximum permissible depth and is possible because an additional 2' is allowed for advance maintenance dredging to extend the interval before re-dredging is required and another 2' is considered an allowable over depth due to imprecision in the dredging process.

The maximum permissible dredge depth results in a dredge volume of over 7 million cubic yards (cy). The achievement of this depth, which would be 39' inside the Bay and 41' outside, is not thought to be practical in the first dredging project due to the high cost of dredging that volume. Dredging contractors are paid by the cubic yard and the cost varies widely, depending on the disposal location and method which are, in turn, dependent on the nature of the materials to be removed. Permissible disposal locations vary widely: beach quality sand can be placed to renourish beaches, in-water disposal is allowed under certain conditions, and upland disposal is required for some materials including those which are contaminated. Potential disposal sites include:

- Vacant Port property. This can include both Port Authority and St. Joe Company property that could benefit by raising the elevation in advance of site improvements.
- Potential land area on the north side of the Canal, behind Highland View. This area was previously identified in the 2003 and 2008 Master Plans. Further evaluation would be required to identify specific parcels that may be secured for upland disposal.
- St. Joseph Peninsula. Beach erosion along the western shore of St. Joseph Peninsula was so severe that over 60 homes were lost in one season which prompted initiation of the St. Joseph Peninsula Erosion Control Project. This effort resulted in a $22 million beach renourishment project in 2008 using approved borrow material from offshore. The placement of dredge material removed from the Ship Channel onto the eroded beach will, in essence, be returning the material

to the area from which it came and will reduce the cost to the public for future renourishment projects.

- Gulf County mainland beaches and Mexico Beach. These areas have suffered erosion primarily due to hurricanes and tropical storms over the last two decades. They are also in relatively close proximity to the project.

In light of the many variables affecting dredge cost, it is necessary that a Dredge Material Management Plan (DMMP) be prepared. A DMMP includes a study of the materials to be dredged to determine where they may be placed and also identifies the disposal sites. With that information a more refined estimate of cost can be prepared and environmental permitting of the dredging project can be initiated. With the information provided by the DMMP a strategy can be developed to target the maximum depth that can be achieved with the funds that are anticipated to be available for the project, *i.e.*, "how much can be afforded?"

Important to the analysis of long-term maintenance dredging requirements is knowledge of siltation rates for all segments of the navigation project. A report of an analysis of expected siltation and the resulting dredging requirements is contained in Appendix F and is retained from the Port Master Plans of 2003 and 2008. The analysis is based on a conceptual model developed using USACE dredging data and consideration of shoaling patterns, prevailing winds, typical currents, hurricanes, knowledge of the littoral response to natural forces and the Hurricane Evacuation Route and Beach Management on St. Joseph Peninsula Feasibility and Design Study. Table 5 of Appendix F depicts estimated frequency of maintenance dredging for various ranges and segments of the navigation channel. It indicates that the frequency of required dredging ranges from four years at the tip of St. Joe Peninsula (assuming no silting basin dredging), to 25 years in one segment of the North Channel, to no requirement in a segment of the outer channel (Range A). Included in these statistics are the siltation impacts of six hurricanes and three tropical storms that have touched the Port St. Joe area during the maintenance dredging interval since 1962 when the currently authorized navigation project dimensions were established. Table 4 of the siltation analysis in Appendix F contains the project's maintenance dredging statistics from the USACE. From these statistics, the average rate of siltation throughout the project was estimated to have been approximately 134,000 cubic yards of sediment per year. The DMMP study must examine and consider dredging requirements through 20 years after initial dredging.

Currently, a prediction cannot be made as to whether open-water or beneficial use options will be possible for any dredged material disposal necessary to return the Port St. Joe project to its authorized dimensions. It seems likely, however, that a large area for confined upland disposal will be necessary. The size of the disposal area will also be determined by the DMMP and is dependent on the volume, quality, and nature of the dredged materials. Materials that are too silty to be disposed of on beaches or cannot be disposed of offshore and materials that are contaminated will be disposed of on upland sites.

Another issue that will be addressed in the DMMP is the potential impacts on any wetlands that may be within potential upland disposal sites. Large contiguous areas of uplands are rare in southern Gulf County and particularly near shore. If a sufficiently sized area is not available, it may be necessary to mitigate the impacted wetlands as the pumping of dredge disposal materials to distant inland and upland sites may prove prohibitive.

4.2 DEVELOPMENT COSTS AND IMPACTS

4.2.1 Dredging Costs

Table 4-1 lists estimated costs for the dredging addressed in Section 4.1.1 Short Term Development Plan. The nearly $25 million total shown is a budget goal that it is believed will fund the restoration of 35' of water depth in the channel, a depth which will accomplish the restoration of shipping activity at the Port.

Table 4-1 Dredging Costs

ITEM	COST
Dredge Material Management Plan	$ 600,000
Permitting	$ 900,000
Dredging Operations	$ 20,000,000
Sub-Total	$ 21,500,000
Contingency @ 15%	$ 3,225,000
Total Estimated Dredging Cost to 35'	$ 24,725,000

4.2.2 Infrastructure Costs for Manufacturing Sites

Table 4-2 on the next page lists estimated infrastructure costs for manufacturing sites on the former Arizona Chemical Site and the Industrial Road (CR382) frontage portions of the 22-Acre Parcel and Parcel B. The timing and limits of these improvements will be dependent on the tenant agreements that are reached. For example, the $400,000 cost shown for water main extension is for the entire site; it is anticipated that only the portion required to supply a specific tenant will be constructed. As additional tenants or users create demand, the system will be expanded to meet their needs. The revenue generated by the new tenants and users of the site(s) will be used to finance the improvements.

Table 4-2 Infrastructure Costs for Manufacturing Sites

ITEM		COST
Parcel B and 22-Acre Parcel		
Bulkhead: Concrete Apron	$	700,000
Lighting	$	180,000
Utilities: Water Main	$	400,000
Electric	$	120,000
Sewer	$	330,000
Security: Fencing	$	140,000
Rail Extension to Bulkhead	$	900,000
Sub-Total	$	2,770,000
Former Arizona Chemical Site		
Access Road Improvements	$	800,000
Sub-Total	$	3,570,000
Contingency @ 10%	$	357,000
TOTAL	**$**	**3,927,000**

4.2.3 Economic Impacts

Waterborne activity at the Port of Port St. Joe will contribute to the local and regional economies by generating business revenue to local and national firms providing vessel and cargo handling services. These firms, in turn, provide employment and income to individuals, and pay taxes to state and local governments. The economic impacts they bring are numerous and varied.

Business Revenue Impacts. At the outset, activity at the Port will generate business revenue for firms that provide cargo-handling services. This business revenue impact will be dispersed throughout the economy in several ways. It will be used to hire people to provide the services, to purchase goods and services, and to make federal, state and local tax payments. The remainder will be used to pay stockholders, retire debt, and make investments, or will be held as retained earnings.

Employment Impacts. The employment impact of the Port will consist of three levels of job impacts.

- Direct employment impact - jobs directly generated by the movement of the cargo through the Port. Direct jobs generated by the cargo will include jobs with trucking companies moving cargo between inland origins and destinations and the Port, longshoremen, steamship agents, freight forwarders, stevedores, etc.
- Induced employment impact - jobs that will be created throughout the local economy because individuals directly employed because of the Port will spend their wages locally on goods and services such as food, housing and clothing. These jobs are held by residents located throughout the region, since they are estimated based on local and regional purchases.
- Indirect Jobs - jobs that will be created locally due to purchases of goods and services by firms, not individuals. These jobs include jobs with local office supply firms, maintenance and repair firms, parts and equipment suppliers, etc. Also, the indirect impacts associated with marine

construction activity are included.

Personal Earnings Impacts. The personal earnings impact refers to wages and salaries received by individuals directly employed due to handling the cargo at the Port. Re-spending of these earnings throughout the regional economy for purchases of goods and services is an important secondary benefit. This, in turn, generates additional jobs – the induced employment impact. Gulf County's per capita income in the 2010 Census at $18,371 was less than two thirds that of the national average of $27,915. The development of the Port will help the County and region close that income gap.

Tax Impacts. Federal, state and local tax impacts are tax payments to the state and local governments by firms and by individuals whose jobs would be directly dependent upon and supported by (induced jobs) activity at the Port.

Construction Impacts. In addition to the beneficial impacts that result from the movement of cargo and vessels through the Port, the construction of facilities to accommodate that cargo results in similar beneficial economic impacts in the community and region. This will be particularly important to the local economy as the movement of cargo will be delayed until such facility improvements are completed and the construction will provide near term employment and commercial beneficial impacts.

4.3 IMPACT ASSESSMENT

Chapter 2 provides detailed information about the land uses adjacent to the Port, environmental resources, utilities, the external transportation network, and other potential areas of impact. The paragraphs below summarize the anticipated impacts of the five- and ten-year development plan presented in this chapter.

4.3.1 Land Use

The designated land use in both the County's and the City's Comprehensive Plans is currently "industrial." The planned Port development is compatible with this designation.

4.3.2 Public Access

Port operations will consist primarily of heavy industrial activities; therefore, public access is not considered safe or desirable. In addition, security mandates will require most of the Port, particularly the waterfront, to be designated as a restricted area and public access must be strictly controlled.

4.3.3 Historic Resources

As noted in Chapter 2, a review of the Florida Master Site File of the State Historic Preservation Office was completed for the 2003 Master Plan. This review indicated no historic or archeological resources exist within the Port Planning Area. The Port Authority is committed to protect and preserve any historic and archeological resources, should any be found.

4.3.4 Environmental Resources

Port development will be on land that is currently zoned for industrial use and that was previously impacted by industrial operations and dredge spoil disposal; therefore, potential environmental impacts are expected to be minimal.

Stormwater

Port development will increase the area of paved, impervious surface and storm-water runoff in the Port Planning Area. When the properties are developed, drainage systems will be designed to meet NPDES, FDEP, and Northwest Florida Water Management District water quality standards.

Wetlands

Each of the wetland areas within the Port Planning Area has been negatively impacted by previous activities and all are low quality wetlands. The wetlands on Parcel B have been jurisdictionally delineated; the wetlands on the east end of the former Arizona Chemical Site and Parcel A have not been delineated and are approximate.

In light of the land constraints that operational ports elsewhere are facing and the need to maximize available lands for future operations, the Port Authority proposes mitigating these wetlands off site if and when impacted. The final areas required for mitigation will be determined during the preparation of project specific environmental documents and permitting.

Dredging and Disposal

The primary impacts from dredging include: turbidity, vessel traffic impacts during construction, endangered species impacts, and impacts to benthic communities associated with inter-tidal, soft-bottom and shallow-water habitats. The impacts related to disposal include wetlands impacts and control of return water back into the waterway. The USACE has jurisdiction over dredging projects, though the Port Authority may have to undertake the initial maintenance dredging of the Ship Channel, and permits will be required. Potential impacts will be identified during the preparation of environmental documents and the permitting phase of the project. Significant beneficial impacts will be realized from beach renourishment when beach quality dredged materials are placed on recreational beaches.

4.3.5 Utilities

Sanitary Sewer

The Port will not have a significant impact on sanitary sewer services in the area. Sanitary sewage is treated at the City of Port St. Joe's WWTP, which is adjacent to the proposed Port development. The WWTP is permitted to treat 6 mgd and has significant excess capacity above current users' sanitary sewer needs of 1 mgd.

Potable Water

As with the sanitary sewer, the City's new water treatment plant capacity is 6 mgd and demand is only 1 mgd. The potable water supply is sufficient for the development of the Port.

Energy

The Port will not have a significant impact on the electric power and natural gas service in the area. The electric power grid and natural gas pipelines were constructed to serve the paper mill; in its absence, there is considerable excess capacity in both systems to serve the projected needs of the Port.

Solid Waste

The Port anticipates no capacity problems in disposing of the additional waste that will be generated by Port development and operation.

4.3.6 External Transportation Network

Roads

According to the latest information contained in the Transportation Element of the City of Port St. Joe's Comprehensive Plan, 2006, all roads serving the subject parcel are currently operating at an acceptable

level of service and will continue to do so through 2020, the City's planning horizon. The anticipated cargo will not add significant traffic volumes to local roads for the duration of the planning horizons.

Rail

There is presently no rail service in the Port Planning Area, but rail is readily available. Projected Port activities are not expected to exceed the capacities of the local or regional rail lines.

4.3.7 Operational Impacts

In additional to potential impacts to roads and rail from operations, impacts from Port operations may include air quality, noise and odor. These impacts are not anticipated to be significant. Dust from sand and aggregate operations is controllable and the Port will secure and abide by all necessary operating permits, including air quality permits. Cement operations, considered a low probability cargo, can be conducted in a dust-free manner with pneumatic equipment. The Port will control noise and odor emanating from its facilities and will abide by City ordinances that may cover these issues.

Chapter 5
GOALS, OBJECTIVES AND POLICIES

Chapter 163, Florida Statutes, requires that comprehensive plans, including this Port Master Plan 2013, "...shall provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements." It further recognizes that these principles and strategies are generally provided as goals, objectives, and policies within the plans. This chapter presents the goals, objectives and policies the Port St. Joe Port Authority has selected to implement this Plan, and guide its development activities over the planning period. Underlying these goals, objectives, and policies is the Port's mission statement:

> *"The mission of the Port St. Joe Port Authority is to enhance the economic vitality and quality of life in the Port St. Joe area and Northwest Florida region by fostering the growth of domestic and foreign commerce."*

To accomplish the vision expressed in the above mission statement, and comply with state requirements, the Port St. Joe Port Authority has identified six goals, accompanying objectives, and implementation policies that it intends to carry out during the planning period. These goals, objectives, and policies reflect the Port St. Joe Port Authority's commitment not only to local and regional economic growth, but also to the environmental health and well-being of the surrounding ecosystems. Their implementation will be a function of the timeliness with which the Port can proceed with the planned development program, based on market demand, permitting, and funding.

Port Goals, Objectives, and Policies

Goal 1: Economic Growth. The Port of Port St. Joe is located within the municipal jurisdiction of the City of Port St. Joe, the county seat of Gulf County in Northwest Florida. As such, the Port St. Joe Port Authority intends to plan and develop the identified Port Planning Area in accordance with market forecasts, the community's commercial and industrial resources, and in cooperation with its public and private partners to create jobs and stimulate local and regional economic development. To achieve this goal, the Port St. Joe Port Authority shall implement a phased program of infrastructure development, targeted marketing, and collaboration with its private partners to create a Port environment that provides the maximum economic, environmental and social benefits to the community. This goal is consistent with Goal 21 of the State Comprehensive Plan, which addresses economic stability, job opportunities, and increased per capita income for the state's residents.

Objective 1.1: **Port Planning Area Development**. The Port St. Joe Port Authority shall pursue the phased planning and development of the Port Planning Area, including both Port and private properties, consistent with this Port Master Plan, to provide appropriate support facilities that will accommodate projected waterborne commerce demand. Consistent with Goal 3, this development shall address environmental concerns, such as estuarine water quality and wetland mitigation, while still providing an economically sound site development plan conducive to attracting the desired tenant and user base.

Policy 1.1.1: **Market Assessment.** The Port St. Joe Port Authority shall complete a market assessment or utilization of that information prepared by others that identifies potential waterborne commerce activities for short-term growth (5-year planning period) and longer-term expansion (10-year planning horizon).

Policy 1.1.2: **Land Acquisition.** The Port St. Joe Port Authority shall acquire land through purchase, lease, easement, or other as needed to support Port development and economic growth.

Policy 1.1.3: **Waterfront and Upland Development.** The Port St. Joe Port Authority shall plan and develop waterfront and supporting upland infrastructure to accommodate the demand projections in the Port's market assessment and subsequent user commitments. The anticipated development includes berth and apron construction, site improvements, storage areas, cargo-handling equipment, and other infrastructure needed for tenant and user service.

Policy 1.1.4: **St. Joseph Bay Entrance Channel and Gulf County Canal Dredging.** The Port St. Joe Port Authority shall coordinate with the U.S. Army Corps of Engineers and other applicable local, regional, state, and federal regulatory agencies and stakeholders for the resumption of maintenance dredging as needed to accommodate the identified waterborne commerce operations (see Goal 2, Objectives 2.1 and 2.2).

Policy 1.1.5: **On-Port Road and Rail.** The Port St. Joe Port Authority shall develop an efficient road network within the Port Planning Area and explore opportunities to develop internal rail spurs to support operations, as needed (see Goal 2, Objective 2.3).

Policy 1.1.6: **Facility Maintenance.** The Port St. Joe Port Authority shall provide adequate maintenance and upkeep of its in-water and upland facilities to derive the best use from its infrastructure.

Objective 1.2: **Economic Diversification.** The Port St. Joe Port Authority shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area.

Policy 1.2.1: **Facility Utilization.** The Port St. Joe Port Authority shall seek potential tenants and other users to achieve maximum site utilization and pursue expansion and development when new facilities will support economic growth.

Policy 1.2.2: **Complementary Upland Development.** The Port St. Joe Port Authority shall, in a phased approach, allow for and encourage upland development in the Port Planning Area that complements its waterborne commerce operations.

Policy 1.2.3: **Foreign Trade Zone Designation.** The Port St. Joe Port Authority shall explore the establishment of a foreign trade zone to achieve the economic benefits such zones can generate. If appropriate, the Port Authority shall pursue the option of becoming a subzone or a licensee of another Foreign Trade Zone, such as the one at Port Panama City.

Goal 2: Transportation Efficiencies. Seaports depend on efficient intermodal access to provide cost-effective and competitive services. Consequently, the Port St. Joe Port Authority shall collaborate with city, county, state, and federal agencies and with private entities responsible for water, highway, and rail connectivity to ensure that the intermodal transportation infrastructure and connectivity essential to Port operations are in place.

Objective 2.1: **Ship Channel and Gulf County Canal Access.** The Port St. Joe Port Authority shall pursue maintenance dredging of the Ship Channel (defined as all ranges plus Harbor Channel and Turning Basin) and Gulf County Canal to provide the water depths needed to serve the vessels anticipated to call at the Port. To the extent possible, consistent with the development and expansion needs of the Port, maintenance and new dredging activities and the management of spoil material shall be pursued in a manner respectful of the State Comprehensive Plan's goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems.

Policy 2.1.1: **Ship Channel Maintenance Dredging.** The Port St. Joe Port Authority shall pursue maintenance dredging of the Ship Channel and Gulf County Canal to provide the water depths needed to serve the vessels anticipated to call at the Port. As part of the long-term maintenance and dredging activities the Port Authority will develop, or cooperate with the development if performed by others, a Dredged Material Management Plan for maintenance and dredging activities at St. Joseph's Bay and the Gulf County Canal.

Policy 2.1.2: **Gulf County Canal Dredging.** The Port St. Joe Port Authority shall cooperate with the maintenance dredging activities and efforts of the USACE in proximity to the Port Planning Area to maintain the water depths and width needed to serve the vessels that are anticipated to call at the Port.

Policy 2.1.3: **Maintenance Dredging.** The Port St. Joe Port Authority shall undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

Policy 2.1.4: **Spoil Site Development.** The Port St. Joe Port Authority shall develop, in accordance with the Dredge Material Management Plan and within the limits of its responsibility and funding resources, environmentally acceptable spoil sites for the disposal of the material the dredging projects will generate. If the spoil material is of the proper quality, and if it is permissible by the regulatory agencies, dredged material will be used for beach creation and renourishment. The added benefit of this disposal option is additional storm protection for adjacent land, and particularly for US 98, which is frequently damaged by wave action from storms.

Objective 2.2: **Intracoastal Connections.** To take better advantage of its proximity to the Intracoastal Waterway, the Port St. Joe Port Authority shall support initiatives to improve Intracoastal connections, including shallow-water barge facilities, if appropriate to meet the requirements of Port users or to serve complementary industrial facility development in the region.

Policy 2.2.1: **Gulf Intracoastal Waterway.** The Port St. Joe Port Authority shall cooperate with entities seeking to improve conditions along the Gulf Intracoastal Waterway and promote more barge traffic.

Policy 2.2.2: **Shallow-water Barge Facilities.** The Port St. Joe Port Authority shall consider synergies with industrial users that can be served by barge as well as by road and rail.

Objective 2.3: **Highway Access and Connectivity.** The Port St. Joe Port Authority shall collaborate with local and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

Policy 2.3.1: **On-Port Road Improvements.** The Port St. Joe Port Authority shall develop internal roads to serve Port Planning Area users which provide efficient access to the proximate off-Port city, county, and state highway network and shall coordinate the development of its on-Port roads with the City, County, and Florida Department of Transportation.

Policy 2.3.2: **Off-Port Highway Improvements.** The Port St. Joe Port Authority shall work with the Florida Department of Transportation to gain funding for any needed improvements to roads over which Port truck traffic must travel. Such roads include US 98 (SR 30), SR 71, CR 382, Gulf Coast Parkway, and Gulf to Bay Highway.

Objective 2.4: **Rail Service and Connectivity.** The Port St. Joe Port Authority shall implement rail service when user demand so warrants and collaborate with the AN Railway to obtain the best possible service and interchanges.

Policy 2.4.1: **On-Port Rail Improvements – Port Property.** The Port St. Joe Port Authority shall develop a rail spur to its Parcel B property from the AN Railway if required to serve Port Planning Area users.

Policy 2.4.2: **On-Port Rail Improvements – Private Property.** The Port St. Joe Port Authority shall cooperate with private property owners within the Port Planning Area to provide rail access to those properties when their planned improvements are in compliance with this Port Master Plan and determined to be beneficial to the public good.

Policy 2.4.3: **Off-Port Rail Connections.** The Port St. Joe Port Authority shall work with the AN Railway to identify and pursue improvements to the off-Port rail infrastructure, which could facilitate goods movement to and from the Port.

Goal 3: Environmental Stewardship. As a responsible citizen of the region concerned with the health and well-being of its citizenry, as expressed in the *State Comprehensive Plan*, Goal 5 (b) 1, the Port St. Joe Port Authority is committed to preserving and protecting the quality of the environmental resources within its community. It shall conserve and protect those resources, consistent with Port development and expansion needs.

Objective 3.1: **Natural Resource Preservation and Protection.** In carrying out its development activities and day-to-day operations, the Port St. Joe Port Authority shall conserve and protect natural resources and shall cooperate with federal, state, regional and local agencies in developing sound environmental policies and measures to minimize the environmental impacts of Port development and operations. The Port Authority recognizes the intent of Goal 9, Policies 1 and 7 in the *State Comprehensive Plan*, to protect natural systems and will do so to the extent consistent with Port development and expansion needs.

Policy 3.1.1: **Coastal Resources.** The Port St. Joe Port Authority shall evaluate the specific and cumulative impacts of its plans on coastal resources before undertaking development and expansion activities and shall take measures to minimize negative impacts where possible, or to mitigate for damage that cannot be avoided. This policy is consistent with Goal 8, Policies 4, 6, and 7 of the *State Comprehensive Plan*. It is understood that as yet unformulated plans by private landowners for the long-term development of their waterfront property on the Bay may impact coastal resources in the future. The Port of Port St. Joe, a proactive public entity, whose mission is to help the community overcome an economic downturn by creating jobs and development synergies, has no involvement with or control over the plans of these private landowners and, consequently, is not in a position to address the eventual impacts of these plans. To the contrary, these future plans by private entities will need to address their cumulative impacts with Port development, which is leading the way in this area.

Policy 3.1.2: **Estuarine and Surface Water Quality.** The Port St. Joe Port Authority shall limit specific and cumulative impacts on water quality to maintain the integrity of the St. Joseph Bay Aquatic Preserve and maintain the applicable water standards. In so doing, the drainage system(s) in the Port Planning Area shall be designed to meet NPDES, FDEP, and Northwest Florida Water

Management District water quality standards. The Port Authority and other landowners within the Port Planning Area shall coordinate their efforts with federal, state, regional, county and city governmental agencies. This policy is consistent with Goal 7, Policies 10 and 12 as well as Goal 15, Policy 6 in the *State Comprehensive Plan.*

Policy 3.1.3: **Wetlands and Wildlife Habitat.** The Port St. Joe Port Authority shall limit specific and cumulative impacts on identified wetlands and wildlife habitat on its properties by providing mitigation measures or, if possible, by avoiding projects that destroy or significantly degrade such habitat. Due to the industrial nature of the prior uses of the properties in the Port Planning Area, the wetlands and habitat therein have been previously impacted and are of very low quality.

Policy 3.1.4: **Portwide Best Management Practices.** The Port St. Joe Port Authority shall identify and provide best management practice guidelines for staff and tenants/users to observe in conducting their operations.

Objective 3.2: **Plan Implementation Coordination.** The Port St. Joe Port Authority shall be proactive in coordinating its development efforts with local, state, and federal permitting agencies and with private stakeholders to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

Policy 3.2.1: **Sensitivity to Local Concerns.** The Port St. Joe Port Authority shall give consideration to the concerns of local interests in implementing its development program and shall seek out the best possible environmental solutions to controversial issues.

Policy 3.2.2: **Permit Compliance.** The Port St. Joe Port Authority shall comply with the provisions of the eventual permits governing its in-water and upland development program, and shall work with local, state, and federal agencies to achieve a sound balance between its expansion requirements and the need to protect the surrounding environment.

Goal 4: Safety and Security. The Port St. Joe Port Authority shall reduce exposure of human life and property to destruction by natural hazards through hazard mitigation and hurricane evacuation measures and shall protect human life and property from manmade disasters through safety and security programs.

Objective 4.1: **Protection from Natural Hazards.** The Port St. Joe Port Authority shall implement the measures required by the City of Port St. Joe, Gulf County and other agencies to protect human life and property from natural hazards.

Policy 4.1.1: **Flood Zone Compliance.** The Port St. Joe Port Authority shall see that any habitable, non-residential buildings in special flood hazard areas are designed and constructed to reduce the potential for flooding and wind damage. This policy is consistent with Goal 15, Policy 6, with respect to the potential for flooding.

Policy 4.1.2: **Building Code Compliance.** The Port St. Joe Port Authority shall see that all buildings are designed and constructed in accordance with the Unified Florida Building Code or as approved by the City of Port St. Joe.

Policy 4.1.3: **Hurricane-Preparedness.** The Port St. Joe Port Authority shall prepare a hurricane evacuation contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans.

Policy 4.1.4: **Post-Disaster Redevelopment.** The Port St. Joe Port Authority shall implement post-disaster redevelopment procedures to reduce or eliminate exposure of human life and property to

natural hazards. These procedures shall include the structural modification or removal of facilities that have experienced repeated storm damage.

Objective 4.2: **Protection from Manmade Disasters.** The Port St. Joe Port Authority shall reduce exposure of human life and property to harm from manmade disasters by implementing sound safety and security programs.

Policy 4.2.1: **Safe Operating Environment.** To provide a safe operating environment, the Port St. Joe Port Authority shall require that its personnel, tenants, facility operators, stevedores, etc. comply with the safety requirements of all federal, state, and local government and regulatory entities.

Policy 4.2.2: **Security Plan.** The Port St. Joe Port Authority shall prepare and implement the security plan mandated and approved under federal guidelines, consistent with funding availability.

Goal 5: Intergovernmental Coordination and Regional Collaboration. The Port St. Joe Port Authority shall coordinate its efforts with state and local governmental and private sector entities and shall collaborate with initiatives to enhance economic development opportunities in Northwest Florida. This Goal is consistent with Goal 25, Policy 7 of the *State Comprehensive Plan,* which addresses the integration of systematic planning capabilities at all levels of government, with an emphasis on the coordination of regional problems, issues, and conditions.

Objective 5.1: **Compatibility with City's Comprehensive Plan.** The Port St. Joe Port Authority shall work with the City of Port St. Joe to see that Port maintenance and expansion activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan.

Policy 5.1.1: **Plan Coordination.** The Port St. Joe Port Authority shall coordinate its planning and development efforts with the City of Port St. Joe to ensure that the Port's planned projects and land uses (see Objectives 1.1 and 1.2) are consistent with the City's Comprehensive Plan. It shall also evaluate proposed amendments to the City's Comprehensive Plan, particularly the Coastal Management Element, as to potential impacts on Port activities.

Policy 5.1.2: **Infrastructure and Utility Capacity.** The Port St. Joe Port Authority shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

Objective 5.2: **Governmental and Agency Coordination.** The Port St. Joe Port Authority shall coordinate its development and expansion program with applicable agencies to promote sound planning and economic growth.

Policy 5.2.1: **Gulf County.** The Port St. Joe Port Authority shall support the economic development initiatives of Gulf County, by pursuing activities that expand opportunities in trade, industry, and manufacturing.

Policy 5.2.2: **Local, Regional, State, and Federal Agencies.** In addition to city and county governments, the Port St. Joe Port Authority shall cooperate with the Apalachee Regional Planning Council; the Northwest Florida Water Management District; the Florida Departments of Transportation, Economic Opportunity, and Environmental Protection; the U.S. Army Corps of Engineers, Florida's *State Comprehensive Plan*, and other applicable agencies in implementing the goals, objectives and policies of this Port Master Plan.

Objective 5.3: **Collaboration with Local and Regional Maritime, Commercial and Industrial Interests.** To help achieve its primary goal of economic development, the Port St. Joe Port Authority

shall cooperate with other Northwest Florida interests as they seek to expand the region's commercial and industrial base.

Policy 5.3.1: **Economic Development Groups.** The Port St. Joe Port Authority shall participate in the efforts of local and regional groups pursuing area wide economic development.

Policy 5.3.2: **Northwest Florida Seaports.** The Port St. Joe Port Authority shall cooperate with the Port of Panama City and the Port of Pensacola to pursue areas of common interest, such as cargo-handling synergies, regional promotional campaigns, special funding opportunities, and dredging issues. The Port St. Joe Port Authority shall support the Memorandum of Understanding currently in place with the Panama City Port Authority, which outlines a mutually beneficial working relationship between the two Port Authorities.

Goal 6: Financial Stability. The Port St. Joe Port Authority shall implement measures to secure its financial health as it proceeds with its development and expansion program.

Objective 6.1: **Budgetary Process.** The Port St. Joe Port Authority shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

Policy 6.1.1: **Port Revenues.** The Port St. Joe Port Authority shall monitor tariffs and fees charged by Gulf Ports Association members and shall implement a competitive fee structure.

Policy 6.1.2: **Annual Capital Improvement Plan Updates.** The Port St. Joe Port Authority shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing its project implementation to obtain the best return on facility investments.

Objective 6.2: **Funding Opportunities.** The Port St. Joe Port Authority shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement program.

Policy 6.2.1: **Legislative Contacts.** The Port St. Joe Port Authority shall prepare a briefing for area legislators in the fall of each year to reacquaint them with the Port's economic impact on the region and the importance of its needs being addressed in the state's budget process.

Policy 6.2.2: **Grants/Loans.** The Port St. Joe Port Authority shall actively seek grant funds from state and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities.

Policy 6.2.3: **Public/Private Partnerships.** The Port St. Joe Port Authority shall continue to explore opportunities for public/private partnerships in the development of maritime and industrial facilities.

Table 5-1 on the next page summarizes the above goals, policies, and objectives for easy reference.

Table 5-1 Summary of Port of Port St. Joe Goals, Objectives and Policies

Goal	*Objective*	*Policy*
1. Economic Growth	1.1: Port Planning Area Development	1.1.1: Market Assessment 1.1.2: Land Acquisition 1.1.3: Waterfront and Upland Development 1.1.4: St. Joseph Bay Channel and Gulf County Canal Dredging 1.1.5: On-Port Road and Rail 1.1.6: Facility Maintenance
	1.2: Economic Diversification	1.2.1: Facility Utilization 1.2.2: Complementary Upland Development 1.2.3: Foreign Trade Zone Designation
2. Transportation Efficiencies	2.1: Ship Channel and Gulf County Canal Access	2.1.1: Ship Channel Maintenance Dredging 2.1.2: Gulf County Canal Dredging 2.1.3: Maintenance Dredging
		2.1.4: Spoil Site Development
	2.2: Intracoastal Connections	2.2.1: Gulf Intracoastal Waterway 2.2.2: Shallow-Water Barge Facilities
	2.3: Highway Access and Connectivity	2.3.1: On-Port Road Improvements 2.3.2: Off-Port Highway Improvements
	2.4: Rail Service and Connectivity	2.4.1: On-Port Rail Improvements – Port Property 2.4.2: On-Port Rail Improvements – Private Property 2.4.3: Off-Port Rail Connections
3. Environmental Stewardship	3.1: Natural Resource Preservation and Protection	3.1.1: Coastal Resources 3.1.2: Estuarine and Surface Water Quality 3.1.3: Wetlands and Wildlife Habitat 3.1.4: Portwide Best Management Practices
	3.2: Plan Implementation Coordination	3.2.1: Sensitivity to Local Concerns 3.2.2: Permit Compliance
4. Safety and Security	4.1: Protection from Natural Hazards	4.1.1: Flood Zone Compliance 4.1.2: Building Code Compliance 4.1.3: Hurricane-Preparedness 4.1.4: Post-Disaster Redevelopment
	4.2: Protection from Manmade Hazards	4.2.1: Safe Operating Environment 4.2.2: Security Plan

5. Intergovernmental Coordination and Regional Collaboration	5.1: Compatibility with City's Comprehensive Plan	5.1.1: Plan Coordination 5.1.2: Infrastructure and Utility Capacity
	5.2: Governmental and Agency Coordination	5.2.1: Gulf County 5.2.2: Local, Regional, State and Federal Agencies
	5.3: Collaboration with Regional Maritime, Commercial and Industrial Interests	5.3.1: Economic Development Groups 5.3.2: Northwest Florida Seaports
6. Financial Stability	6.1: Budgetary Process	6.1.1: Port Revenues 6.1.2: Annual Capital Improvement Plan Updates
	6.2: Funding Opportunities	6.2.1: Legislative Contacts 6.2.2: Grants/Loans 6.2.3: Public/Private Partnerships

Chapter 6
CAPITAL IMPROVEMENT PLAN

6.1 FIVE-YEAR CAPITAL IMPROVEMENT PLAN

To implement the five- and ten- year development and expansion planning program presented in this Port Master Plan 2013 and achieve its goals and objectives, the Port Authority has developed the phased five-year capital improvement plan summarized in Table 6-1. This approximately $29 million plan includes the Port developments presented in Chapter 4. The Port will update this capital improvement plan yearly to reflect changes in priorities and new industry demands.

Table 6-1 Port of Port St. Joe Capital Improvement Program FY 13/14 – FY 17/18

Project Description	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	TOTALS
Dredging						
Dredge Material Management Plan	$550,000	$50,000				$600,000
Permitting	$700,000	$200,000				$900,000
Dredging to 35'		$20,000,000				$20,000,000
15% Contingency	$187,500	$3,037,500				$3,225,000
Dredging Sub-Total	$1,437,500	$23,287,500	$0	$0	$0	$24,725,000
Manufacturing Sites						
Bulkhead	$250,000	$630,000				$880,000
Utilities	$240,000	$150,000	$230,000	$230,000		$850,000
Security		$140,000				$140,000
Rail Extension to Parcel B			$900,000			$900,000
Former Arizona Chemical Site Access Road		$200,000	$600,000			$800,000
10% Contingency	$49,000	$112,000	$173,000	$23,000	$0	$357,000
Manufacturing Sites Sub-Total	$539,000	$1,232,000	$1,903,000	$253,000	$0	$3,927,000
TOTALS	**$1,976,500**	**$24,519,500**	**$1,903,000**	**$253,000**	**$0**	**$28,652,000**

6.2 FUNDING AND FINANCING OPPORTUNITIES

The resumption of maintenance dredging to restore the Ship Channel to its authorized depth of 35' is the highest priority project for the Port St. Joe Port Authority. The Authority anticipates securing the necessary funds from a variety of sources including:

- Revenue bonds. The Port Authority has bonding authority and would anticipate repayment to come from tariffs imposed on the cargo throughput.
- Local funds. While the City and County each are authorized in the Port's establishing legislation to appropriate and contribute funds to the Authority, a unique opportunity is now available that will not place a further burden on the local taxpayers. As a result of the Deepwater Horizon oil spill and subsequent legislation, Gulf County is to receive a portion of any Federal fines and penalties imposed on BP and other responsible parties. This is anticipated to be upwards of several million dollars.

- State funds. The Governor and Legislature, recognizing the value of Florida's seaports, have increased the funding of seaport projects in recent years. It is anticipated that they will support the Port redevelopment financially if presented with a sound business case for doing so. In addition, the Port lies in an area that has been designated as a Rural Area of Critical Economic Concern (RACEC) – specifically Gulf County is in the Northwest RACEC – and a State Enterprise Zone. These designations help position the Port for the financial incentives Florida offers through the Department of Economic Opportunity and Enterprise Florida, among other entities. To enhance job creation, a variety of enhanced rural incentives are also available to qualified companies.
- Federal funds, staff support, and logistical support. Budget constraints are expected to limit the timely contribution of Federal funds however assistance is expected from the USACE in the preparation of the DMMP. They do have within their budget just under a half million dollars for that purpose and the staff in their Mobile operations office has offered their assistance should the Authority undertake the project, which appears to be the likely course of action. Also, at the time of the writing of this Plan, Federal and State rules are being drafted to govern the expenditure of civil penalty fines on oil company BP for its Deepwater Horizon oil spill. The Port is expected to qualify for a portion of those funds that are targeted for economic development.
- Private funds. It is anticipated that the private companies – landowners, tenants, etc. – who will most benefit from the project can in some ways contribute to the dredging financing.

Table 4-2 in Chapter 4 lists estimated infrastructure costs for manufacturing sites on the former Arizona Chemical Site and the Highway C-382 frontage portions of the 22-Acre Parcel and Parcel B. The timing and limits of these improvements will be dependent on the tenant agreements that are reached. For example, the $400,000 cost shown for water main extension is for the entire site; it is anticipated that only the portion required to supply a specific tenant will be constructed. As additional tenants or users create demand, the system will be expanded to meet their needs. The revenue generated by the new tenants and users of the site(s) will be used to finance the improvements.

Table 6-2 summarizes the various potential funding and financing programs that are available to the Port Authority for the development of the Port.

Table 6-2 Potential Funding and Financing Programs

Funding Source /Program Name	Description
Regional/Local	
Apalachee Regional Planning Council	Revolving loan program for businesses that cannot access private sector financing with capital to create, retain, or expand businesses and employment.
Special Assessment	The Port Authority is empowered in its enabling legislation to levy special assessments on real property for public works purposes.
General Obligation Bonds	To raise capital, the Port Authority can seek capital financing through the sale of general obligation bonds. The state, county, or municipality, acting as the legislative parent of the Port Authority, and as issuer of general obligation bonds, provides collateral security by pledging its full faith and credit.
Revenue Bonds	If they can lease or operate facilities at a level generating sufficient revenues to pay the principal and interest, the Port Authority may choose revenue bonds to raise capital financing. Revenues accruing from the facility are pledged as security for the outstanding bonds.

Table 6-2 Potential Funding and Financing Programs

Funding Source /Program Name	Description
Gulf County Second Gas Tax	Gulf County is authorized to pledge the second gas tax for the benefit of the Port
Gulf County Ad Valorem Tax	Gulf County is authorized to levy a millage to finance the Port.
City of Port St. Joe Ad Valorem Tax	The City of Port St. Joe is authorized to levy a millage to finance the Port.
State	
State-Funded State Infrastructure Bank (SIB)	Florida's SIB is a revolving loan and credit enhancement program consisting of a Federal-funded SIB account and a state-funded SIB account. The Federal-funded SIB is capitalized with Federal money matched with state money as authorized under Section 1511 of TEA-21, while the state-funded SIB is capitalized with state money only.
FDOT Intermodal Development Program	Program initiated in FY 1990/91 under Section 341.053 of the Florida Statutes for projects that include rail, highway, and interchange access to airports, seaports, and multimodal facilities.
FDOT Strategic Intermodal System (SIS)/Growth Management Program	Program dedicated to funding high priority transportation projects on the identified SIS. The Port of Port St. Joe is a component of the Strategic Intermodal System.
FDOT Transportation Regional Incentive Program (TRIP)	Created as part of the Growth Management legislation enacted during the 2005 Legislative Session (SB 360), TRIP's purpose is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities. Partners must form a regional transportation area, pursuant to an interlocal agreement, and develop a regional transportation plan that identifies and prioritizes regionally significant facilities.
FDOT District 3 Discretionary Funds	Requires coordination with the District Secretary to identify/ earmark funds for Port projects.
Florida Seaport Transportation and Economic Development Program (FSTED)	Chapter 311 program providing matching grants to Florida's 15 seaports for projects consistent with adopted port master plans. Also, the Small County Dredging Program could be a mechanism for funding the Port.
Department of Economic Opportunity (DEO) / Enterprise Florida	Programs and incentives to assist in financing and expansion. Also, programs and funding to attract manufacturers and tenants.
Federal	
U.S. Department of Commerce Economic Development Administration	Fuels funding through local and regional economic development districts for revolving loan funds, public works, planning, post-disaster economic recovery, and local technical assistance.
Foreign Trade Zone Corporation	Up-front assistance for feasibility studies and cost-benefit analyses.
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Multi-year funding passed by U.S. Congress in 1998 for bridges, border crossings, and intermodal facilities that require investment of $100 million or more.
U.S. Army Corps of Engineers	Maintenance dredging.
Transportation Investment Generating Economic Recovery (TIGER) Grant Program	U.S. Department of Transportation grant program awarded on a competitive basis for projects that will have significant impact on region; has both a port-focus and a rural-focus.

Appendix A

Public Comments on Master Plan

PORT ST. JOE PORT AUTHORITY

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STAKEHOLDERS MEETING

PORT MASTER PLAN UPDATE

November 14, 2012 1:00 p.m. EST

NAME	REPRESENTING	E-MAIL ADDRESS	PHONE
[illegible]	PORT	[illegible]	[illegible]
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[illegible]	Port	[illegible]	[illegible]
[illegible]	The Star	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]
Jessica Rich	Port	jessica@floridagulfcoast.com	850-227-6956
[illegible]	[illegible]	[illegible]	[illegible]
Ana Richmond	DEO	ana.richmond2@deo.myflorida.com	850 717 8509
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Bruce Ballister	ARPC	[illegible]	[illegible]

NAME	REPRESENTING	E-MAIL ADDRESS	PHONE
Nadine Lee	Port St. Joe Port Authority	nlee@portofportstjoe.com	850-229-5240
[illegible]	" "	[illegible]	[illegible]

STAKEHOLDERS MEETING – PORT MASTER PLAN UPDATE
November 14, 2012 1:00 p.m. EST

PORT ST. JOE PORT AUTHORITY
SPECIAL MEETING MINUTES
(Stakeholders' Meeting – Port Master Plan Update)
November 14, 2012

A Special Meeting of the Port St. Joe Port Authority was held on Wednesday, November 14, 2012, at 1:00 p.m. EST in Building A of the Gulf/Franklin Center, 3800 Garrison Avenue, Port St. Joe, Florida. In attendance from the Port Authority were: Mr. Eugene Raffield, Ms. Jessica Rish, Ms. Johanna White, Mr. Patrick Jones, Port Director Tommy Pitts, Ms. Nadine Lee, and Attorney Tom Gibson. (A list of attendees is attached for informational purposes.) The purpose of the Stakeholders' Meeting was to receive public input for updating the Port Master Plan.

Vice-Chairman Raffield called the meeting to order and welcomed all in attendance.

Port Director Tommy Pitts introduced Ms. Ana Richmond and Mr. Roger Doherty from the Department of Economic Opportunity; DEO is providing the funding for the Port Authority's Port Master Plan Update.

Ms. Richmond thanked the Board for having DEO in attendance to participate in the Stakeholders Meeting. She advised that she is with the Office of Community Planning and that Mr. Doherty works with DEO's CDBG Section and that DEO is happy to be a part of the Port's current process. Ms. Richmond explained that ports are one of Governor Scott's priorities; and even the former Department of Community Affairs recognized the opportunities that the area has to offer.

Mr. Doherty related that he is basically on an information gathering effort. His office oversees the Community Development Block Grant program; he is currently working on an application for the City of Port St. Joe's water/sewer system along with an ongoing economic development project. He indicated that there is a potential in the future for monies for economic development for the Port.

Port Commissioner Patrick Jones informed attendees that this is a stakeholders meeting and that this is an opportunity for the community at large to voice their opinion. This is a Master Plan rewrite for the Port; the Master Plan being a document that encompasses where the Port is, where it wants to go in the future, and tries to set up a path for accomplishing set goals. Mr. Jones encouraged those in attendance to voice their opinions and to ask questions. He expressed his thanks to DEO for their assistance.

Mr. Raffield then opened the floor for public comments.

Mr. Bruce Ballister of the Apalachee Regional Planning Council expressed that ARPC has always thought that the Port of Port St. Joe is an essential part of the Region's developing economy. He added that even with the recent setbacks he feels that the future holds a lot of promise. According to Mr. Ballister, the Port has always been a part of ARPC's Comprehensive Economic Development Strategy (CEDS). The CEDS is currently being rewritten and he wanted to affirm that the Port will remain a primary focus of the ARPC. He added the ARPC has always seen the Port in Port St. Joe as probably

one of the greatest attractors for new industry in the region. Mr. Ballister stated that this as an ongoing, developing process with a lot to be done in terms of infrastructure. He pointed out businesses like to see shovel ready sites; we may be looking at a return to the days of "build it and they will come" because it is being discovered that potential businesses do not want to wait two years for the grant process. Mr. Ballister emphasized the need to refocus on getting infrastructure ready. He stated that the ARPC is here to help wherever it can.

Upon inquiry by Mr. Jason Alderman, Director of Systems Planning of HSA Consulting Group, as to the inclusion of old mill site in the Port Planning Area, Port Director explained that the mill site and the other St. Joe properties across from, adjacent to, and north of the old mill site are included in the new Port Master Plan. He discussed the areas which were included the 2006 Master Plan and the new areas included in the current Port Planning Area; all of which will be part of the updated Port Master Plan.

Port Director stated he has forms available for any person wishing to give written comments concerning today's meeting.

Mr. Steve Norris of the Northwest Florida Corridor Transportation Authority (NFCTA) commented that they have been meeting with the Port Authority and FDOT on potential transportation corridors for a more northerly connection of the Gulf Coast Parkway and US 231 and for a PD&E study between US 231 and Hwy 77. Mr. Norris offered the support of the NFCTA to the Port Authority. Mr. Jason Alderman (HSA) related that the NFCTA is also undergoing a major Master Plan update and that Port Director Pitts has participated in one-on-one and workshop meetings of the NFCTA. These efforts are steps leading to the production of this regional transportation plan which includes seaport projects. He encouraged the Port Authority's continued involvement in this process.

Mr. Dane Caldwell (St. Joe Co.) stated St. Joe Company is committed to partnering with the Port Authority, is excited to work with the Port in unlocking the potential here in Gulf County, and looks forward to many successful years ahead.

Mr. Warren Yeager (Gulf County Commission) related that Gulf County has loaned dollars to the Port Authority and it is hoped that possibly these dollars might be used for match money for other grant dollars. He strongly emphasized that Gulf County is committed to the development of this Port. Ms. Richmond responded DEO's grant funding comes from documentary stamp funds and those funds are currently going up. Ms. Richmond stated that next fiscal year DEO can look at the potential for doing more for the City, County and Region.

Upon inquiry by Ms. Marina Pennington, Planning Consultant for the City of Port St. Joe, Ms. Richmond gave an explanation of the process of review for the Port Master Plan and it's review and acceptance by the City.

Mr. Jones commented that other areas to be addressed in the process include potential deepening of the entrance to the Gulf County Canal, channel dredging, the regional impact of the Port, coordinating with the update on the NFCTA Regional Master Plan, and Port partners such as those in attendance at this meeting (St. Joe Company, ARPC, FDOT, Corridor Authority HSA, Gulf County Commission, DEO). He stressed leveraging these partnerships both in terms influence and legitimacy of the Port's effort. Mr. Jones, in referencing the comment by Mr. Ballister regarding the need to build it and they will

come, stated there has been resistance to this effort in the past; however, with the competitive environment for business relocations recently, no one wants to wait two years.

There being no further business, Mr. Jones made a motion to adjourn the meeting. Seconded by Ms. White, motion passed 4-0. The meeting adjourned at 1:30 p.m. EST.

(s) Leonard Costin
Chairman

(s) Patrick Jones
Secretary

Post Office Box 745
Post Office Box 113257
[illegible]

PUBLIC WORKSHOP
To Receive Comments on the
DRAFT PORT MASTER PLAN 2013
May 22, 2013 11:00 a.m. EDT

NAME	REPRESENTING	E-MAIL ADDRESS
[illegible]	The Star	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Steve Wick	Visitor	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
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PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that the Port St. Joe Port Authority will hold a public hearing on Wednesday, May 22, 2013, at 11:00 a.m. EDT for the purpose of receiving comments on the Port St. Joe Port Authority's new Port Master Plan 2013. The public hearing will be held in Building A of the Gulf/Franklin Center, at 3800 Garrison Avenue, Port St. Joe, Florida.

The Port Master Plan 2013 may be viewed on the Port's web site at www.portofportstjoe.com; also, copies on compact disc can be picked up at the Port's office at 206 Marina Drive, Port St. Joe.

Interested persons may attend and be heard at the public hearing or provide comments in writing to the Port St. Joe Port Authority, P.O. Box 745, Port St. Joe, Florida 32457. Transactions of the public hearing will not be recorded. Persons wishing to appeal any decision made during the hearing will need a record of the proceeding and should ensure a verbatim record is made, including the testimony on which the appeal is based. Any person who wishes to attend and requires assistance may call the Port St. Joe Port Authority at (850) 229-5240.

4514815

PORT ST. JOE PORT AUTHORITY
PUBLIC HEARING - MEETING MINUTES
Draft Port Master Plan 2013
May 22, 2013

The Port St. Joe Port Authority held a Public Hearing on Wednesday, May 22, 2013, at 11:00 a.m. EDT in Building A of the Gulf/Franklin Center, 3800 Garrison Avenue, Port St. Joe, Florida. The purpose of the Public Hearing was to receive comments from the public on the Port St. Joe Port Authority's Draft Port Master Plan 2013.

A list of the attendees is attached.

Chairman Leonard Costin welcomed and thanked those present for their attendance.

Port Director stated the draft of the Port Master Plan has been completed and has been made available on the Port's website and on CD form at the Port office. He then invited comments on the Plan from the public so that they could be considered in the preparation of the final Port Master Plan 2013. He added that the Port Master Plan 2013 is an update of the previous plan from 2008; noting that Master Plans are updated every five years. Port Director explained that the purpose of the Port Master Plan is to give consideration to and work within the market opportunities, the desire and intent of the community and our partners, and to plan for the investment of public funds; this Plan encompasses a Planning Area of approximately 300 acres. The planned expenditures are only for public assets, none for private property. One of the primary public assets is the ship channel which is the Port Authority's priority task and the highest cost line item in the financial planning portion of the Plan.

Port Director noted that "comment sheets" were available for those who preferred giving written comments instead of a public statement.

Attorney Costin commented on the next steps in the process which are: incorporation of public comments into the final document; adoption by the Port Authority of the final document at the next regular Board Meeting; transmittal of the Plan to the City of Port St. Joe; transmittal of the Plan by the City to DEO for the State's review; and, finally, adoption into the City's Comprehensive Plan.

Chairman Costin commended the Port Director for the fine job he has done on the Port Master Plan update. He then called for public comment. The only public comment given was by Mr. Bob English who echoed the commendation by the Chairman. Mr. English stated he has spent the last 25 years of his life involved with master plans at inland ports; he felt Port Director Pitts has done a fine job on this Master Plan.

There being no additional comments the meeting adjourned at 11:10 a.m. EDT.

(s) Leonard Costin
Chairman

(s) Patrick Jones
Secretary

Appendix B

Florida Natural Areas Inventory Data Base Search of Natural Resources

FLORIDA
Natural Areas
INVENTORY

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
850-224-8207
fax 850-681-9364
www.fnai.org

February 18, 2013

Tommy Pitts
Port Director
406 Marina Drive
Port St. Joe, FL 32456

Dear Mr. Pitts,

Thank you for requesting information from the Florida Natural Areas Inventory (FNAI). We have compiled the following information for your project area.

Project:	Port of Port St. Joe
Date Received:	02/14/2013
Location:	Gulf County

Element Occurrences

A search of our maps and database indicates that we currently have [several/no] element occurrences mapped in the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

The element occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, element occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant. Extirpated element occurrences will be marked with an 'X' following the occurrence label on the enclosed map.

*Several of the species and natural communities tracked by the Inventory are considered **data sensitive**. Occurrence records for these elements contain information that we consider sensitive due to collection pressures, extreme rarity, or at the request of the source of the information. The Element Occurrence Record has been labeled "Data Sensitive." We request that you not publish or release specific locational data about these species or communities without consent from the Inventory. If you have any questions concerning this please do not hesitate to call.*

Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habitat models indicate areas, which based on land cover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the rarest species tracked by the Inventory, including all federally listed species.

Florida Resources
and Environmental
Analysis Center

titute of Science
d Public Affairs

The Florida State University

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

The Inventory always recommends that professionals familiar with Florida's flora and fauna conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/trackinglist.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. FNAI data may not be resold for profit.

This report is made available at no charge as a public service of the Florida Natural Areas Inventory.

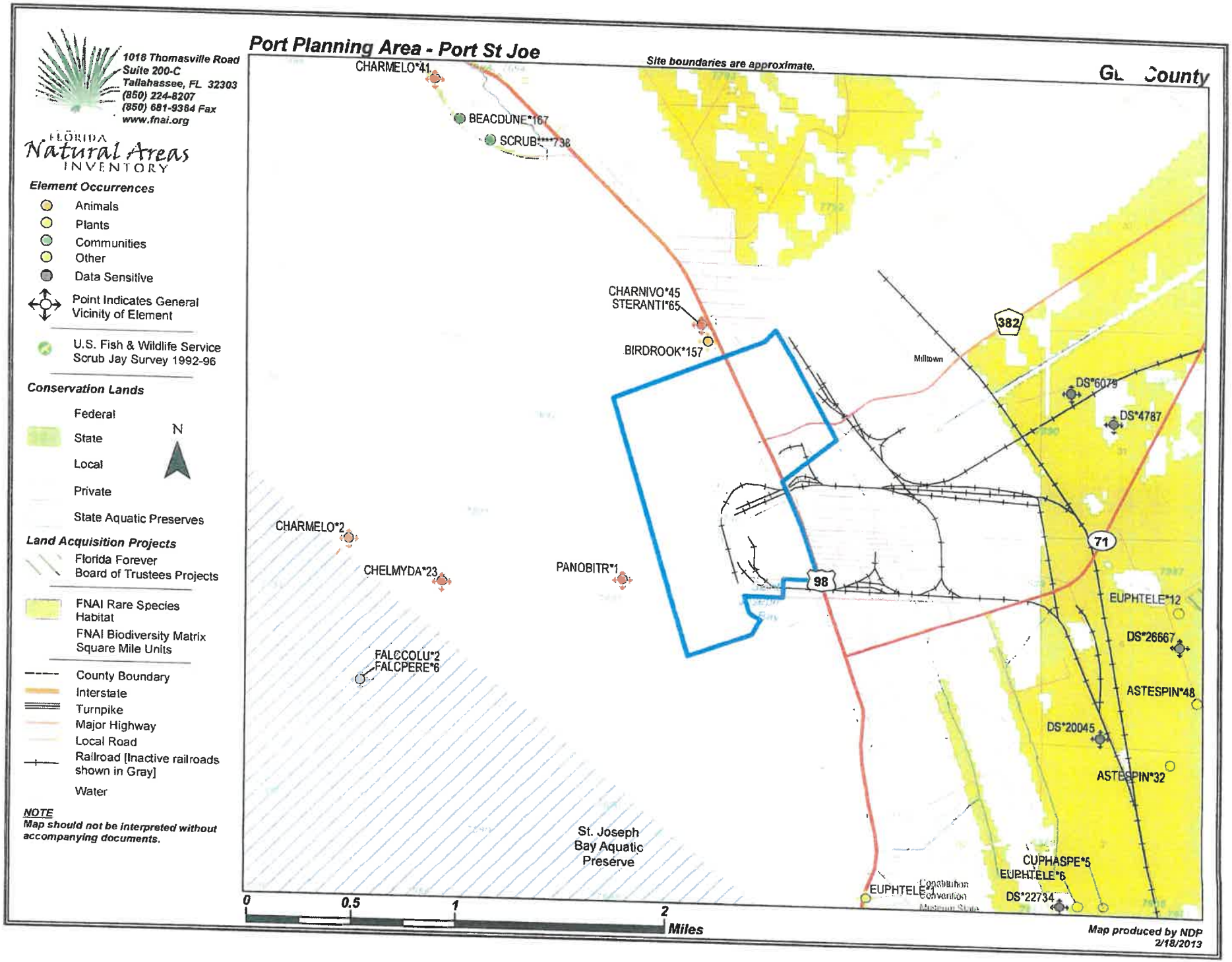
Thank you for your use of FNAI services. If I can be of further assistance, please contact me at (850) 224-8207 or at npasco@fnai.org.

Sincerely,

Nathan Pasco

Nathan Pasco
GIS / Data Services

Encl


Port Planning Area - Port St Joe
Site boundaries are approximate.
Gu County
1016 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org
Florida Natural Areas Inventory
Element Occurrences
Animals
Plants
Communities
Other
Data Sensitive
Point Indicates General Vicinity of Element
U.S. Fish & Wildlife Service Scrub Jay Survey 1992-96
Conservation Lands
Federal
State
Local
Private
State Aquatic Preserves
Land Acquisition Projects
Florida Forever Board of Trustees Projects
FNAI Rare Species Habitat
FNAI Biodiversity Matrix Square Mile Units
County Boundary
Interstate
Turnpike
Major Highway
Local Road
Railroad [Inactive railroads shown in Gray]
Water
NOTE
Map should not be interpreted without accompanying documents.
N
CHARMELO*41
BEACDUNE*167
SCRUB****738
CHARNIVO*45
STERANTI*65
BIRDROOK*157
CHARMELO*2
CHELMYDA*23
PANOBITR*1
FALCCOLU*2
FALCPERE*6
St. Joseph Bay Aquatic Preserve
Millto
382
71
98
DS*6079
DS*4787
EUPHTELE*12
DS*26667
ASTESPIN*48
DS*20045
ASTESPIN*32
CUPHASPE*5
EUPHTELE*6
DS*22734
EUPHTELE*3
0
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1
2
Miles
Map produced by NDP
2/18/2013

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

Florida Natural Areas Inventory

DOCUMENTED ELEMENT OCCURRENCES ON OR NEAR
Port Planning Area

Map Label	Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing	Observation Date	Description	EO Comments
ASTESPIN*32	*Aster spinulosus*	Pine-woods Aster	G1	S1	N	LE	1988-07-05	2000-09-19: PLANTED SLASH PINE WITH BEDDED TERRAIN. GROUNDCOVER IS STILL IN A FAIRLY NATURAL CONDITION (PNDMOR08FLUS). 1988-07-05: OPEN FIELD--BULLDOZED, WIREGRASS, PALMETTO SCRUB; WITH LONG LEAF PINE/WIREGRASS ON OTHER SIDE OF RD (U88FNA03FLUS).	2000-09-19: NO INDIVIDUALS OF ASTER SPINULOSUS WERE SEEN. SITE IS A SLASH PINE PLANTATION, WITH PINES PLANTED IN 1988 OR 1989. PLANTATION HAS BEEN BEDDED, BUT SOME NATIVE GROUNDCOVER SPECIES STILL PERSIST (PNDMOR08FLUS). 1988-07-05: 100-200 OVER 2 ACRES,
ASTESPIN*48	*Aster spinulosus*	Pine-woods Aster	G1	S1	N	LE	2000-09-19	2000-09-19: THE LAND WEST OF THE ROAD WAS POOR TO MEDIUM QUALITY HABITAT FOR THIS SPECIES, WITH RECENTLY CUT LONGLEAF PINE FLATWOODS. STILL A FEW TREES REMAINING, AND SOME NATIVE GROUNDCOVER, INCLUDING WIRE GRASS. AN ACRE OR TWO OF THE SITE IS COVERED WI	2000-09-19: SIX INDIVIDUALS OF ASTER SPINULOSUS WERE SEEN 3 TO 10 METERS WEST OF THE ROAD, IN RECENTLY- LOGGED AREA THAT HAS NOT BEEN REPLANTED. PLANTS WERE IN FRUIT AND 3 WERE IN FLOWER. ASTER SPINULOSUS WAS NOT FOUND ON EAST SIDE OF ROAD AT THIS LOCATI
BEACDUNE*167	Beach dune		G3	S2	N	N	2004	SEE ALSO SECTION 21. NARROW BEACH AND DUNE AREA FRONTING FLATWOODS (<20' WIDE).	2004: Update to last obs date was based on interpretation of aerial photography (previous value was 1991-10-12) (U05FNA02FLUS). UNIOLA PANICULATA (FL) - 50%; SCHIZACHYRIUM MARITIMUM - 50%; IPOMOEA STOLONIFERA - 2%; OENOTHERA HUMIFUSA - 2%; CENCHRUS ECHIN
BIRDROOK*157	Bird Rookery		GNR	SNR	N	N	1990-06-01	DREDGE SPOIL.	1990: J.A. Gore observed small number of terns (15 adults, 8-10 territorial) a few scrapes and 1 nest with eggs, 1 pair of Wilson's plover, and a single Snowy plover (U97GFC02FLUS). 1987: LESS THAN 25 STERNA ANTILLARUM NESTS OBSERVED (U88GOR02FLUS).

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CHARMELO*2	*Charadrius melodus*	Piping Plover	G3	S2	LT	FT	1991-01-15	ALONG BEACHES.	WINTERING SITE: 1991 PIPING PLOVER WINTER CENSUS (U92FWS01FL) FOUND 17 BIRDS IN 14.0 MILES OF SURVEY. 1988: 12 OBSERVED FORAGING ALONG BEACH, 2 WERE BANDED (F88MAC02FL). 1988: 34 OBSERVED ALONG ENTIRE PENINSULA (U88NIC02FL).
CHARMELO*41	*Charadrius melodus*	Piping Plover	G3	S2	LT	FT	1987-PRE	BEACH DUNE AND MARINE UNCONSOLIDATED SUBSTRATE (TIDAL MUD AND SANDFLATS).	WINTERING SITE: 1991 PIPING PLOVER WINTER CENSUS (U92FWS01FL) FOUND NO BIRDS IN 9.0 MILE SURVEY.
CHARNIVO*45	*Charadrius nivosus*	Snowy Plover	G4	S1	N	ST	1990-06-01	Unconsolidated substrate	1990-06-01: J.A. Gore, GFC observed 1 territorial snowy but found no nests. Small colony of terns present; saw 3 terns on scrapes, but found only 1 nest (2 eggs). Birds scattered over wide area (roosting & feeding), but only 8-10 terns territorial. Pair
CHELMYDA*23	*Chelonia mydas*	Green Turtle	G3	S2	LE	FE	2010-01	2010-01: Gulf coastal marine embayment bordered by mainland and St. Joseph peninsula; opens to Gulf at northern end (ONDFWC01FLUS, PNDRUD04FLUS).	Developmental habitat. 2010-01: extreme cold weather produced a rare cold-stunning event that yielded >100 juvenile C. mydas within this bay; many rescued (PNDRUD02FLUS, PNDRUD04FLUS), many died; data should be available from Florida Fish and Wildlife C
CUPHASPE*5	*Cuphea aspera*	Florida Waxweed	G2	S2	N	LE	1959-06-15	2003-09-30: Dry scrubby flatwoods, too xeric for Cuphea aspera, at the mapped point which is being developed; pine plantation at the other site identified by Kindell (PNDNOR04FLUS). 2001-08-01: The first location checked was dense slash pine plantation	2003-09-30: no plants seen at either site (PNDNOR04FLUS). 2001-08-01: no plants seen, but locational information is sketchy and habitat is not right for Cuphea; see comments (PNDKIN02FLUS). 1959-06-15: FLOWERING (S59WARUFFLUS).
DS*20045	*Data Sensitive Element*	Data Sensitive	G1	S1	LE	LE	1997-04-01	Data Sensitive	Data Sensitive
DS*22734	*Data Sensitive Element*	Data Sensitive	G1	S1	LE	LE	2001-10-03	Data Sensitive	Data Sensitive
DS*26667	*Data Sensitive Element*	Data Sensitive	G1	S1	LE	LE	1997-04-01	Data Sensitive	Data Sensitive
DS*4787	*Data Sensitive Element*	Data Sensitive	G1	S1	LE	LE	1985-04-10	Data Sensitive	Data Sensitive
DS*6079	*Data Sensitive Element*	Data Sensitive	G1	S1	LE	LE	1997	Data Sensitive	Data Sensitive

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EUPHTELE*1	*Euphorbia telephioides*	Telephus Spurge	G1	S1	LT	LE	1963-07-07	2000-10-02: NOT RIGHT HABITAT PLUS GREATLY DISTURBED, CUTOVER, RUTTED, DITCHED, ETC. (PNDMOR08FLUS).1963-07-07: LONGLEAF PINE SAVANNA, WITH WIREGRASS (S63GODFSFLUS).	2000-10-02: no plant seen at 1.75 mi south of jct US98 and SR 71 (PNDMOR08FLUS). 1963-07-07: IN FLOWER, FERTILE SPECIMEN COLLECTED BY R. K. GODFREY ET AL. (#63002) ON 7 JULY 1963, FLAS #86712 (S63GODFSFLUS).
EUPHTELE*12	*Euphorbia telephioides*	Telephus Spurge	G1	S1	LT	LE	1988-07-05	1988-07-05: SPARSE OAK SCRUB DOMINATED BY WIREGRASS AND ANDROPOGON (U88FNA03FLUS).	1988-07-05: 200-300 PLANTS IN 200 SQ YDS, FLOWERING, FRUITING, IN LEAF, IN BUD; SUITABLE HABITAT COULD EXTEND A MILE OR TWO UNDER THE POWERLINE TO NE ALONG POWERLINE (U88FNA03FLUS).
EUPHTELE*6	*Euphorbia telephioides*	Telephus Spurge	G1	S1	LT	LE	2000-10-03	2000-10-03: cleared area has lots of grasses, liatris, and bare white sand (PNDMOR08FLUS). 1999-06-01: SITE WAS HIGH QUALITY SCRUBBY FLATWOODS WITH MATURE LONGLEAF PINE CANOPY AND WIREGRASS, SAW PALMETTO, SAND LIVE OAK, AND RUSTY FETTERBUSH IN THE UNDERS	2000-10-03: 250+ plants seen in cleared area, plants seem less abundant in nearby uncleared vegetation (PNDMOR08FLUS). 1999-06-07: SITE BEING CLEARED; 10-20 PLANTS LEFT IN MARGIN OF SITE ALONG NORTH EDGE; ABOUT HALF IN FLOWER OR FRUIT (PNDCHA05FLUS). 198
FALCCOLU*2	*Falco columbarius*	Merlin	G5	S2	N	N	ZZ	VARIOUS PLACES IN PARK.	FALL MIGRATORY ROUTE/STOPOVER.
FALCPERE*6	*Falco peregrinus*	Peregrine Falcon	G4	S2	N	N	ZZ	VARIOUS PLACES IN PARK.	FALL MIGRATORY ROUTE/STOPOVER (FRANCIS TOLD BROCK).
PANOBITR*1	*Panopea bitruncata*	Atlantic Geoduck	G3?	S3?	N	N	1929	No general description given	1929-10-18: Occurrence on site (S29HYNSMFLUS).
SCRUB****738	Scrub		G2	S2	N	N	2004	WOODY GOLDENROD SCRUB ON LOW INLAND RIDGES BEHIND SEA OATS RIDGE.	2004: Update to last obs date was based on interpretation of aerial photography (previous value was 1991-10-12) (U05FNA02FLUS). CHRYSOMA PAUCIFLOSCULOSA - 70%; LIATRIS CHAPMANII - 5%; LICANIA MICHAUXII - 25%; SERENOA REPENS - 5%; POLYGONELLA GRACILIS - 3

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Port Planning Area

Map Label	Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing	Observation Date	Description	EO Comments
STERANTI*65	*Sternula antillarum*	Least Tern	G4	S3	N	ST	1990-06-01	DREDGE SPOIL.	1990: 01 Jun - J. A. Gore reports 15 adults seen, 3 on scrapes and only 1 nest with 2 eggs; birds were scattered over wide area feeding and roosting, but only 8-10 terns territorial (U97GFC02FLUS). 1987: LESS THAN 25 NESTS OBSERVED (U88GOR02FLUS); 01 May

1018 Thomasville Road
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FLORIDA Natural Areas INVENTORY

Florida Natural Areas Inventory

Biodiversity Matrix Report

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Matrix Unit ID: 7691					
Likely					
Chelonia mydas	Green Turtle	G3	S2	LE	FE
Potential					
Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2	S2	LT	FT
Ammodramus maritimus peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	SSC
Bird Rookery		GNR	SNR	N	N
Charadrius nivosus	Snowy Plover	G4	S1	N	ST
Cistothorus palustris marianae	Marian's Marsh Wren	G5T3	S3	N	SSC
Drymarchon couperi	Eastern Indigo Snake	G3	S3	LT	FT
Falco columbarius	Merlin	G5	S2	N	N
Falco peregrinus	Peregrine Falcon	G4	S2	N	N
Leitneria floridana	Corkwood	G3	S3	N	LT
Lupinus westianus	Gulf Coast Lupine	G3	S3	N	LT
Nerodia clarkii clarkii	Gulf Salt Marsh Snake	G4T4	S3?	N	N
Oxypolis greenmanii	Giant Water-dropwort	G3	S3	N	LE
Panopea bitruncata	Atlantic Geoduck	G3?	S3?	N	N
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Rallus longirostris scottii	Florida Clapper Rail	G5T3?	S3?	N	N
Rhexia parviflora	Small-flowered Meadowbeauty	G2	S2	N	LE
Ruellia noctiflora	Nightflowering Wild Petunia	G2	S2	N	LE
Sarracenia leucophylla	White-top Pitcherplant	G3	S3	N	LE
Sternula antillarum	Least Tern	G4	S3	N	ST
Ursus americanus floridanus	Florida Black Bear	G5T2	S2	N	ST*
Matrix Unit ID: 7692					
Likely					
Chelonia mydas	Green Turtle	G3	S2	LE	FE
Potential					
Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2	S2	LT	FT
Ammodramus maritimus peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	SSC
Andropogon arctatus	Pine-woods Bluestem	G3	S3	N	LT
Asclepias viridula	Southern Milkweed	G2	S2	N	LT
Aster spinulosus	Pine-woods Aster	G1	S1	N	LE
Bird Rookery		GNR	SNR	N	N
Calopogon multiflorus	Many-flowered Grass-pink	G2G3	S2S3	N	LE
Caretta caretta	Loggerhead	G3	S3	LT	FT
Charadrius melodus	Piping Plover	G3	S2	LT	FT
Charadrius nivosus	Snowy Plover	G4	S1	N	ST
Cistothorus palustris marianae	Marian's Marsh Wren	G5T3	S3	N	SSC
Dermochelys coriacea	Leatherback	G2	S2	LE	FE
Drymarchon couperi	Eastern Indigo Snake	G3	S3	LT	FT
Justicia crassifolia	Thick-leaved Water-willow	G3	S3	N	LE
Leitneria floridana	Corkwood	G3	S3	N	LT
Lupinus westianus	Gulf Coast Lupine	G3	S3	N	LT
Nerodia clarkii clarkii	Gulf Salt Marsh Snake	G4T4	S3?	N	N

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Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Nyssa ursina	Bog Tupelo	G2	S2	N	N
Oxypolis greenmanii	Giant Water-dropwort	G3	S3	N	LE
Panopea bitruncata	Atlantic Geoduck	G3?	S3?	N	N
Peromyscus polionotus peninsularis	St. Andrews Beach Mouse	G5T1	S1	LE	FE
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Platanthera integra	Yellow Fringeless Orchid	G3G4	S3	N	LE
Polygonella macrophylla	Large-leaved Jointweed	G3	S3	N	LT
Rallus longirostris scottii	Florida Clapper Rail	G5T3?	S3?	N	N
Rhexia parviflora	Small-flowered Meadowbeauty	G2	S2	N	LE
Rhododendron chapmanii	Chapman's Rhododendron	G1	S1	LE	LE
Ruellia noctiflora	Nightflowering Wild Petunia	G2	S2	N	LE
Sarracenia leucophylla	White-top Pitcherplant	G3	S3	N	LE
Scutellaria floridana	Florida Skullcap	G2	S2	LT	LE
Sternula antillarum	Least Tern	G4	S3	N	ST
Ursus americanus floridanus	Florida Black Bear	G5T2	S2	N	ST*
Xyris isoetifolia	Quillwort Yellow-eyed Grass	G1	S1	N	LE

Matrix Unit ID: 7790

Likely

Chelonia mydas	Green Turtle	G3	S2	LE	FE
Mesic flatwoods		G4	S4	N	N

Potential

Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2	S2	LT	FT
Ammodramus maritimus peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	SSC
Andropogon arctatus	Pine-woods Bluestem	G3	S3	N	LT
Asclepias viridula	Southern Milkweed	G2	S2	N	LT
Aster spinulosus	Pine-woods Aster	G1	S1	N	LE
Bird Rookery		GNR	SNR	N	N
Calopogon multiflorus	Many-flowered Grass-pink	G2G3	S2S3	N	LE
Charadrius nivosus	Snowy Plover	G4	S1	N	ST
Cistothorus palustris marianae	Marian's Marsh Wren	G5T3	S3	N	SSC
Cuphea aspera	Florida Waxweed	G2	S2	N	LE
Dermochelys coriacea	Leatherback	G2	S2	LE	FE
Drymarchon couperi	Eastern Indigo Snake	G3	S3	LT	FT
Euphorbia telephioides	Telephus Spurge	G1	S1	LT	LE
Gentiana pennelliana	Wiregrass Gentian	G3	S3	N	LE
Gopherus polyphemus	Gopher Tortoise	G3	S3	C	ST
Hymenocallis henryae	Panhandle Spiderlily	G2	S2	N	LE
Justicia crassifolia	Thick-leaved Water-willow	G3	S3	N	LE
Leitneria floridana	Corkwood	G3	S3	N	LT
Linum westii	West's Flax	G2	S2	N	LE
Lupinus westianus	Gulf Coast Lupine	G3	S3	N	LT
Macbridea alba	White Birds-in-a-nest	G2	S2	LT	LE
Macranthera flammea	Hummingbird Flower	G3	S2	N	LE
Nerodia clarkii clarkii	Gulf Salt Marsh Snake	G4T4	S3?	N	N
Nolina atopocarpa	Florida Beargrass	G3	S3	N	LT
Nyssa ursina	Bog Tupelo	G2	S2	N	N
Oxypolis greenmanii	Giant Water-dropwort	G3	S3	N	LE

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Panopea bitruncata	Atlantic Geoduck	G3?	S3?	N	N
Peromyscus polionotus peninsularis	St. Andrews Beach Mouse	G5T1	S1	LE	FE
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Phoebanthus tenuifolius	Narrow-leaved Phoebanthus	G3	S3	N	LT
Physostegia godfreyi	Apalachicola Dragon-head	G3	S3	N	LT
Pinguicula ionantha	Godfrey's Butterwort	G2	S2	LT	LE
Platanthera integra	Yellow Fringeless Orchid	G3G4	S3	N	LE
Polygonella macrophylla	Large-leaved Jointweed	G3	S3	N	LT
Rallus longirostris scottii	Florida Clapper Rail	G5T3?	S3?	N	N
Rhexia parviflora	Small-flowered Meadowbeauty	G2	S2	N	LE
Rhododendron chapmanii	Chapman's Rhododendron	G1	S1	LE	LE
Ruellia noctiflora	Nightflowering Wild Petunia	G2	S2	N	LE
Sarracenia leucophylla	White-top Pitcherplant	G3	S3	N	LE
Scutellaria floridana	Florida Skullcap	G2	S2	LT	LE
Sternula antillarum	Least Tern	G4	S3	N	ST
Ursus americanus floridanus	Florida Black Bear	G5T2	S2	N	ST*
Xyris isoetifolia	Quillwort Yellow-eyed Grass	G1	S1	N	LE
Matrix Unit ID: 7791					
Likely					
Mesic flatwoods		G4	S4	N	N
Potential					
Acipenser oxyrinchus desotoi	Gulf Sturgeon	G3T2	S2	LT	FT
Ammodramus maritimus peninsulae	Scott's Seaside Sparrow	G4T3Q	S3	N	SSC
Andropogon arctatus	Pine-woods Bluestem	G3	S3	N	LT
Asclepias viridula	Southern Milkweed	G2	S2	N	LT
Aster spinulosus	Pine-woods Aster	G1	S1	N	LE
Bird Rookery		GNR	SNR	N	N
Calopogon multiflorus	Many-flowered Grass-pink	G2G3	S2S3	N	LE
Caretta caretta	Loggerhead	G3	S3	LT	FT
Charadrius melodus	Piping Plover	G3	S2	LT	FT
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Gopherus polyphemus	Gopher Tortoise	G3	S3	C	ST
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Justicia crassifolia	Thick-leaved Water-willow	G3	S3	N	LE
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Nyssa ursina	Bog Tupelo	G2	S2	N	N
Oxypolis greenmanii	Giant Water-dropwort	G3	S3	N	LE
Panopea bitruncata	Atlantic Geoduck	G3?	S3?	N	N
Peromyscus polionotus peninsularis	St. Andrews Beach Mouse	G5T1	S1	LE	FE
Peucaea aestivalis	Bachman's Sparrow	G3	S3	N	N
Phoebanthus tenuifolius	Narrow-leaved Phoebanthus	G3	S3	N	LT
Physostegia godfreyi	Apalachicola Dragon-head	G3	S3	N	LT
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Rhododendron chapmanii	Chapman's Rhododendron	G1	S1	LE	LE
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Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.
Potential - This site lies within the known or predicted range of the species listed.

Elements and Element Occurrences

An **element** is any exemplary or rare component of the natural environment, such as a species, natural community, bird rookery, spring, sinkhole, cave, or other ecological feature.

An **element occurrence (EO)** is an area of land and/or water in which a species or natural community is, or was, present. An EO should have practical conservation value for the Element as evidenced by potential continued (or historical) presence and/or regular recurrence at a given location.

Element Ranking and Legal Status

Using a ranking system developed by NatureServe and the Natural Heritage Program Network, the Florida Natural Areas Inventory assigns two ranks for each element. The global rank is based on an element's worldwide status; the state rank is based on the status of the element in Florida. Element ranks are based on many factors, the most important ones being estimated number of Element Occurrences (EOs), estimated abundance (number of individuals for species; area for natural communities), geographic range, estimated number of adequately protected EOs, relative threat of destruction, and ecological fragility.

FNAI GLOBAL ELEMENT RANK

G1 = Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
G2 = Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
G3 = Either very rare and local throughout its range (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
G4 = Apparently secure globally (may be rare in parts of range).
G5 = Demonstrably secure globally.
GH = Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpecker).
GX = Believed to be extinct throughout range.
GXC = Extirpated from the wild but still known from captivity or cultivation.
G#? = Tentative rank (e.g., G2?).
G#G# = Range of rank; insufficient data to assign specific global rank (e.g., G2G3).
G#T# = Rank of a taxonomic subgroup such as a subspecies or variety; the G portion of the rank refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1).
G#Q = Rank of questionable species - ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q).
G#T#Q = Same as above, but validity as subspecies or variety is questioned.
GU = Unrankable; due to a lack of information no rank or range can be assigned (e.g., GUT2).
GNA = Ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
GNR = Element not yet ranked (temporary).
GNRTNR = Neither the element nor the taxonomic subgroup has yet been ranked.

FNAI STATE ELEMENT RANK

S1 = Critically imperiled in Florida because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
S2 = Imperiled in Florida because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
S3 = Either very rare and local in Florida (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
S4 = Apparently secure in Florida (may be rare in parts of range).
S5 = Demonstrably secure in Florida.
SH = Of historical occurrence in Florida, possibly extirpated, but may be rediscovered (e.g., ivory-billed woodpecker).
SX = Believed to be extirpated throughout Florida.
SU = Unrankable; due to a lack of information no rank or range can be assigned.
SNA = State ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
SNR = Element not yet ranked (temporary).

FEDERAL LEGAL STATUS

Legal status information provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant federal agency.

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
LE = Endangered: species in danger of extinction throughout all or a significant portion of its range.
LE, LT = Species currently listed endangered in a portion of its range but only listed as threatened in other areas
LE, PDL = Species currently listed endangered but has been proposed for delisting.
LE, PT = Species currently listed endangered but has been proposed for listing as threatened.
LE, XN = Species currently listed endangered but tracked population is a non-essential experimental population.
LT = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
SAT = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
SC = Not currently listed, but considered a "species of concern" to USFWS.

STATE LEGAL STATUS

Provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant state agency.

Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission, 1 August 1997, and subsequent updates.

FE = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
F(XN) = Federal listed as an experimental population in Florida
FT(S/A) = Federal Threatened due to similarity of appearance
ST = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future. (ST* for Ursus americanus floridanus (Florida black bear) indicates that this status does not apply in Baker and Columbia counties and in the Apalachicola National Forest. ST* for Neovison vison pop.1 (Southern mink, South Florida population) indicates that this status applies to the Everglades population only.)
SSC = Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* indicates that a species has SSC status only in selected portions of its range in Florida. SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)
N = Not currently listed, nor currently being considered for listing.

Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or see: http://www.doacs.state.fl.us/pi/.

LE = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
LT = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
N = Not currently listed, nor currently being considered for listing.

Element Occurrence Ranking

FNAI ranks of quality of the element occurrence in terms of its viability (EORANK). Viability is estimated using a combination of factors that contribute to continued survival of the element at the location. Among these are the size of the EO, general condition of the EO at the site, and the conditions of the landscape surrounding the EO (e.g. an immediate threat to an EO by local development pressure could lower an EO rank).

A = Excellent estimated viability
A? = Possibly excellent estimated viability
AB = Excellent or good estimated viability
AC = Excellent, good, or fair estimated viability
B = Good estimated viability
B? = Possibly good estimated viability
BC = Good or fair estimated viability
BD = Good, fair, or poor estimated viability
C = Fair estimated viability
C? = Possibly fair estimated viability
CD = Fair or poor estimated viability
D = Poor estimated viability
D? = Possibly poor estimated viability
E = Verified extant (viability not assessed)
F = Failed to find
H = Historical
NR = Not ranked, a placeholder when an EO is not (yet) ranked.
U = Unrankable
X = Extirpated

*For additional detail on the above ranks see: http://www.natureserve.org/explorer/eorankguide.htm

FNAI also uses the following EO ranks:

H? = Possibly historical
F? = Possibly failed to find
X? = Possibly extirpated

The following offers further explanation of the H and X ranks as they are used by FNAI:

The rank of H is used when there is a lack of recent field information verifying the continued existence of an EO, such as (a) when an EO is based only on historical collections data; or (b) when an EO was ranked A, B, C, D, or E at one time and is later, without field survey work, considered to be possibly extirpated due to general habitat loss or degradation of the environment in the area. This definition of the H rank is dependent on an interpretation of what constitutes "recent" field information. Generally, if there is no known survey of an EO within the last 20 to 40 years, it should be assigned an H rank. While these time frames represent suggested maximum limits, the actual time period for historical EOs may vary according to the biology of the element and the specific landscape context of each occurrence (including anthropogenic alteration of the environment). Thus, an H rank may be assigned to an EO before the maximum time frames have lapsed. Occurrences that have not been surveyed for periods exceeding these time frames should not be ranked A, B, C, or D. The higher maximum limit for plants and communities (i.e., ranging from 20 to 40 years) is based upon the assumption that occurrences of these elements generally have the potential to persist at a given location for longer periods of time. This greater potential is a reflection of plant biology and community dynamics. However, landscape factors must also be considered. Thus, areas with more anthropogenic impacts on the environment (e.g., development) will be at the lower end of the range, and less-impacted areas will be at the higher end.

The rank of X is assigned to EOs for which there is documented destruction of habitat or environment, or persuasive evidence of eradication based on adequate survey (i.e., thorough or repeated survey efforts by one or more experienced observers at times and under conditions appropriate for the Element at that location).

Appendix C

Environmental Data Resources (EDR)
Environmental Risk Data Base Search

EDR® Environmental
Data Resources Inc

The EDR Radius Map
with GeoCheck®

Port St. Joe, Florida
521 Premier Drive
Port St. Joe, FL 32456

Inquiry Number: 1682339.2s

May 23, 2006

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

FORM-BPK-BAR

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

521 PREMIER DRIVE
PORT ST. JOE, FL 32456

COORDINATES

Latitude (North):	29.831000 - 29° 49' 51.6"
Longitude (West):	85.310600 - 85° 18' 38.2"
Universal Tranverse Mercator:	Zone 16
UTM X (Meters):	663229.4
UTM Y (Meters):	3301077.0
Elevation:	15 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	29085-G3 PORT SAINT JOE, FL
Most Recent Revision:	1993

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL RECOVERY	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information

EXECUTIVE SUMMARY

RCRA-SQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

SHWS	Florida's State-Funded Action Sites
SWF/LF	Solid Waste Facility Database
UST	STI02 - Facility/Owner/Tank Report
AST	STI02 - Facility/Owner/Tank Report
FI Sites	Sites List
SPILLS	Oil and Hazardous Materials Incidents
ENG CONTROLS	Institutional Controls Registry
Inst Control	Institutional Controls Registry
VCP	Voluntary Cleanup Sites
DRY CLEANERS	Drycleaning Facilities
PRIORITYCLEANERS	Priority Ranking List
DEDB	Ethylene Dibromide Database Results
WASTEWATER	Wastewater Facility Regulation Database
FL Cattle Dip. Vats	Cattle Dipping Vats

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants	EDR Proprietary Manufactured Gas Plants
EDR Historical Auto Stations	EDR Proprietary Historic Gas Stations
EDR Historical Cleaners	EDR Proprietary Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STATE AND LOCAL RECORDS

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Environmental Protection's PCTO1--Petroleum Contamination Detail Report.

A review of the LUST list, as provided by EDR, and dated 02/06/2006 has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
PORT ST JOE CITY-WWTP	***P O BOX 278***	***1/4 - 1/2ESE***	***1***	***6***
Discharge Cleanup Status: NFA - NFA COMPLETE				

BROWNFIELDS: Brownfield Areas.

A review of the BROWNFIELDS list, as provided by EDR, and dated 01/29/2006 has revealed that there is 1 BROWNFIELDS site within approximately 0.5 miles of the target property.

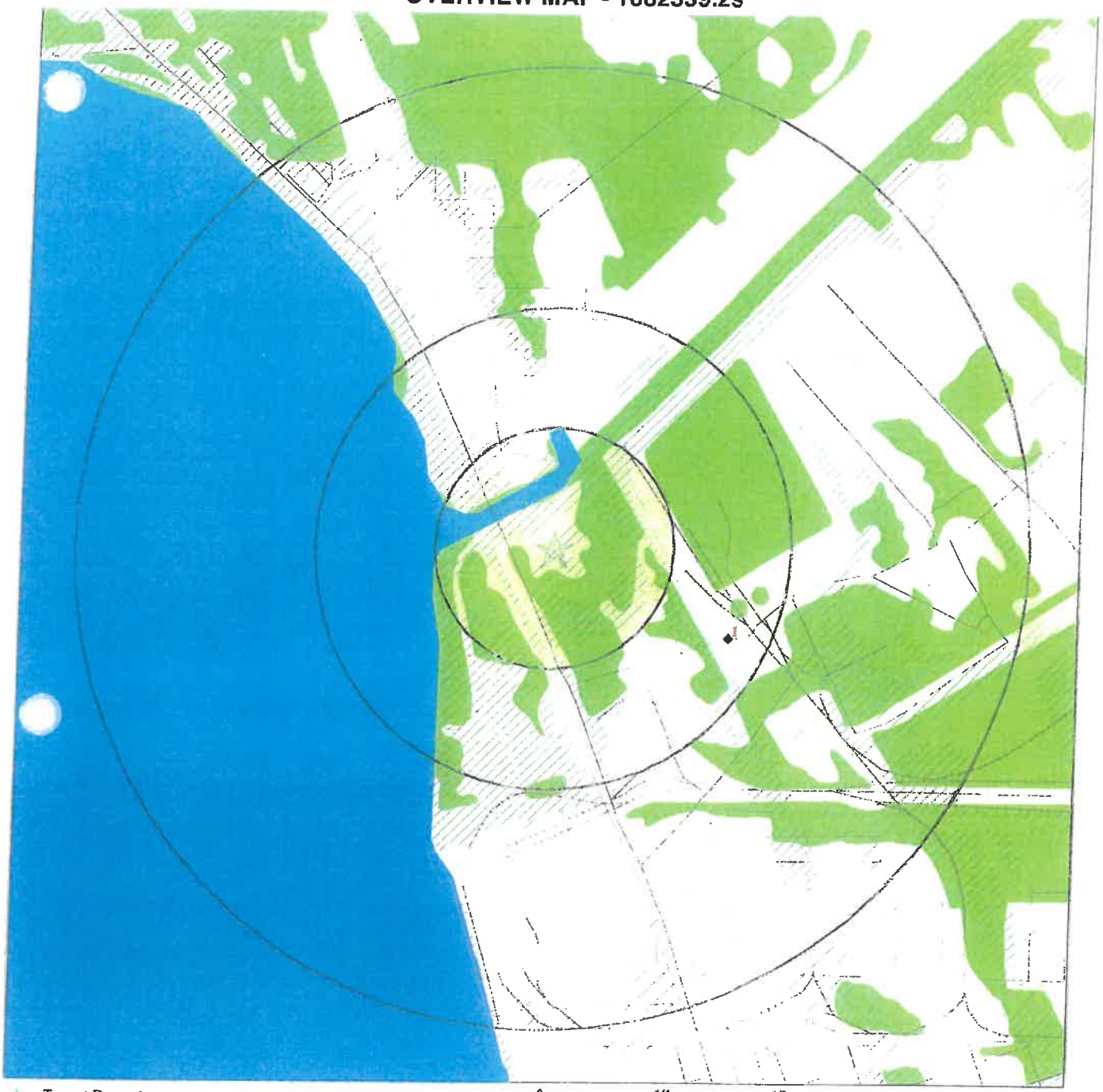
Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
PORT ST. JOE AREA		1/8 - 1/4S	0	6

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
PORT ST. JOE ELEMENTARY SCHOOL	FTTS
FORMER-PORT ST. JOE KRAFT PAPERMIL	VCP
FLORIDA COAST PAPER COMPANY L L C	PADS, CERCLIS, RCRA-SQG, FINDS
GENERAL CHEMICAL PORT ST JOE WORKS	CERCLIS, RCRA-SQG, FINDS
PORT ST. JOE MILLVIEW ADDITION	CERCLIS, FINDS
PORT SAINT JOE LANDFILL	CERC-NFRAP
APALACHICOLA NORTHERN RAILROAD	LUST, UST
RAINBOW FOODS	LUST
ST JOSEPH TELEPHONE & TELEGRAPH CO	UST
MATERIAL TRANSFER INDUSTRIES LLC	UST
GULF CNTY-FIVE POINTS LANDFILL	UST
MAPLES CONCRETE PRODUCTS	UST
LOUISIANA - PACIFIC SAWMILL	UST
DIVISION OF FORESTRY-ODENA	UST
PRESNELL'S CAMP	UST
CEMEX INC - POWER KLEEN-MIN ACID T	UST
PORT ST JOE CITY WATERFRONT PARK	UST
BELOSIC PROPERTY	UST
ST JOSEPH TELEPHONE & TELEGRAPH CO	AST
MATERIAL TRANSFER INDUSTRIES LLC	AST
GULF CNTY-FIVE POINTS LANDFILL	AST
MAPLES CONCRETE PRODUCTS	AST
CEMEX INC - POWER KLEEN-MIN ACID T	AST
RAFFIELD SHIPBUILDERS & DRY DOCK	RCRA-SQG, FINDS
5 STAR COLLISION CENTRE	RCRA-SQG, FINDS
ST JOE FOREST PROD CO	TSCA
JOE FOREST PROD CO	TSCA
ST JOE FOREST PRODUCTS CO	TSCA
PORT ST. JOE LANDFILL	ODI
ST JOE RENT-ALL INC	SSTS

OVERVIEW MAP - 1682339.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- FL Brownfield

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Port St. Joe, Florida
ADDRESS: 521 Premier Drive
Port St. Joe FL 32456
LAT/LONG: 29.8310 / 85.3106

CLIENT: TEC
CONTACT: Greg Douglas
INQUIRY #: 1682339.2s
DATE: May 23, 2006

DETAIL MAP - 1682339.2s

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- FL Brownfield

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Port St. Joe, Florida
ADDRESS: 521 Premier Drive
Port St. Joe FL 32456
LAT/LONG: 29.8310 / 85.3106

CLIENT: TEC
CONTACT: Greg Douglas
INQUIRY #: 1682339.2s
DATE: May 23. 2006

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL RECOVERY		TP	NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.250	0	0	NR	NR	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
STATE AND LOCAL RECORDS								
State Haz. Waste		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
LUST		0.500	0	0	1	NR	NR	1
UST		0.250	0	0	NR	NR	NR	0
AST		0.250	0	0	NR	NR	NR	0
FL Sites		1.000	0	0	0	0	NR	0
SPILLS		TP	NR	NR	NR	NR	NR	0
ENG CONTROLS		0.500	0	0	0	NR	NR	0
Inst Control		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
DRYCLEANERS		0.250	0	0	NR	NR	NR	0
PRIORITYCLEANERS		0.500	0	0	0	NR	NR	0
DEDB		0.500	0	0	0	NR	NR	0
BROWNFIELDS		0.500	0	1	0	NR	NR	1

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Wastewater		TP	NR	NR	NR	NR	NR	0
FL Cattle Dip. Vats		0.500	0	0	0	NR	NR	0
TRIBAL RECORDS								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0
EDR Historical Auto Stations		0.250	0	0	NR	NR	NR	0
EDR Historical Cleaners		0.250	0	0	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

South **PORT ST. JOE AREA** **BROWNFIELDS** **S105710193**
1/8-1/4 **N/A**
1181 ft. **PORT ST. JOE, FL**

FL BROWNFIELD:

Area ID:	BF230201000
PROC Time:	135
Acreage :	168
Resolution Date:	11/05/02
DEP District :	Northwest
Water Mgmt District :	NWFWMD
Federal Code :	045
User Name :	Clarke & Abron
Dt Graphics Finished :	04/03/03
Source:	Malcolm Pirnie
Method :	paper

BSRAS

Brownfield Area Id :	BF230201000
Brownfield Area Name :	Port St. Joe Area
Brownfield Program Site Id :	BF230201002
Brownfield Site Name :	Former-Port St. Joe Kraft Papermill
BSRA City :	Port St. Joe
BSRA County :	Gulf
FDEP District :	Northwest
Site Size In Acres :	125
Site Remediation Progress :	AWAITING CLEANUP
Contaminant Of Concern Found :	Vinyl chlorideMetals
Tech/Analyst Who Processed The Graphics :	Clarke & Abron
Date Graphics Finished For Each Feature :	04/03/03
Source Of Info And/or Data For Each Feature :	Malcolm Pirnie (Stone Container Property)
Processing Methodology :	Graphic was heads up digitized from paper maps
Time (Min) To Process Each Feature :	85
Brownfield Area Id :	BF230201000
Brownfield Area Name :	Port St. Joe Area
Brownfield Program Site Id :	BF230201001
Brownfield Site Name :	Former-St. Joe Site Surface Impoundment
BSRA City :	Port St. Joe
BSRA County :	Gulf
FDEP District :	Northwest
Site Size In Acres :	11
Site Remediation Progress :	AWAITING CLEANUP
Contaminant Of Concern Found :	NaphthaleneMetals
Tech/Analyst Who Processed The Graphics :	Clarke
Date Graphics Finished For Each Feature :	04/03/03
Source Of Info And/or Data For Each Feature :	Malcolm Pirnie (St. Joe Company)
Processing Methodology :	Graphic was heads up digitized from paper maps
Time (Min) To Process Each Feature :	25

---

1 **PORT ST JOE CITY-WWTP** **LUST** **U001352618**
ESE **P O BOX 278** **UST** **N/A**
1/4-1/2 **PORT SAINT JOE, FL 32456**
2186 ft.

Relative: LUST:
Lower

Facility ID:	8629754	Region:	Not reported
Facility District:	Northwest District		
Actual: Section:	036	Township:	07S
13 ft. Range:	11W	Lat/long:	29° 49' 43" / 85° 18' 16"
Facility Status:	CLOSED	Facility Type:	H - Local Government -
Operator:	MCARDLE, LARRY		
Facility Phone:	(904) 229-6395		

PORT ST JOE CITY-WWTP (Continued) **U001352618**

Related Party: PORT ST JOE CITY
RP Addr: PO BOX 278
PORT SAINT JOE, FL 32456
RP Bad Address: No
Related Party ID: 17330 Related Party Role: ACCOUNT OWNER
RP Contact: DICK GRAVES
RP Phone: (904) 229-6395 RP Phone Ext: Not reported
RP Begin: 12-04-1986
Name Update: 09-24-2004 Address Update: Not reported
Facility Cleanup Score: 60
Facility Cleanup Rank: 0
Score Effective Date: 11-12-2001
Score When Ranked: 0
Feature: Not reported
Method: AGPS
Datum: 0

Discharge Date: 02-07-1992
Pct Discharge Combined With: Not reported
Information Source: D - DISCHARGE NOTIFICATION
Other Source Description: Not reported
Score Effective Date: 11-12-2001
Score: 60
Cleanup Required : R - CLEANUP REQUIRED
Discharge Cleanup Status : NFA - NFA COMPLETE
Disch Cleanup Status Dt : 10-26-1994
Cleanup Work Status : COMPLETED
Eligibility Indicator : E
Site Manager : Not reported
Site Mgr End Date : Not reported
Tank Office : -
Rank : 0

Facility Status : CLOSED
Facility Type : H - Local Government - Local Government
Discharge Date : 02-07-1992
Discharge Combined With : Not reported
Cleanup Required : R - CLEANUP REQUIRED
Discharge Cleanup Status : NFA - NFA COMPLETE
Disch Cleanup Status Dt : 10-26-1994
Cleanup Work Status : COMPLETED
Eligibility Indicator : E
Site Manager : Not reported
Site Mgr End Date : Not reported
Tank Office : -
RAP Task ID: 0
RAP Cleanup Responsible ID: -
RAP Funding Elig Type: -
RAP Last Order Approved: Not reported
RAP Actual Completion Date: Not reported
RAP Payment Date: Not reported
RAP Actual Cost: Not reported
RA Task ID: 68725
RA Actual Cost: Not reported
RA Cleanup Responsible: -
RA Funding Elig Type: -
Ra Years to Complete: 0
SRC Completion Status: A - APPROVED

PORT ST JOE CITY-WWTP (Continued) **U001352618**

SRC Completion Status Dt:	10-26-1994
SRC Action Type:	NFA - NO FURTHER ACTION
SRC Submit Date:	10-18-1994
SRC Review Date:	10-26-1994
SRC Issue Date:	10-26-1994
SRC Comment:	Not reported
SA ID:	0
SA Cleanup Responsible:	-
SA Actual Completion Date:	Not reported
SA Payment Date:	Not reported
SA Funding Elig Type:	-
SA Actual Cost:	Not reported
SR Task ID:	0
SR Cleanup Responsible:	-
SR Oral Date:	Not reported
SR Written Date:	Not reported
Free Product Removal:	Not reported
Soil Removal:	Not reported
Soil Tonnage Removed:	Not reported
Soil Treatment:	Not reported
Other Treatment:	Not reported
SR Actual Completion Date:	Not reported
SR Funding Elig Type:	-
SR Payment Date:	Not reported
SR Actual Cost:	Not reported
SR Alternate Procedure Comments:	Not reported
SR Alternate Procedure Status:	Not reported
SR Alternate Procedure Status Date:	Not reported
SR Alternate Procedure Recieved:	Not reported

Score :	Not reported
Score Ranked :	Not reported
Score Effective :	Not reported
Rank :	Not reported
Facility Status :	Not reported
Facility Type :	Not reported
Facility Phone :	Not reported
Operator :	Not reported
Name Update :	Not reported
Address Update :	Not reported
Primary Responsible Party Id :	Not reported
Primary Responsible Party Role :	Not reported
Responsible Party Begin Date :	Not reported
Responsible Party Name :	Not reported
District :	Not reported
Sec Facility Address :	Not reported
Lat / Long :	Not reported
Feature :	Not reported
Method :	Not reported
Datum :	Not reported
Section :	Not reported
Township :	Not reported
Range :	Not reported
Responsible Party Address:	Not reported
Responsible Party Phone :	Not reported
Responsible Party Extension :	Not reported
Contact :	Not reported
Responsible Party Bad Address :	Not reported

PORT ST JOE CITY-WWTP (Continued) **U001352618**

District :	NWD
Facility Id :	8629754
Discharge Date :	02-07-1992
Disc Combined With :	Not reported
Cleanup Required :	R - CLEANUP REQUIRED
Disch Cleanup Status :	NFA - NFA COMPLETE
Disch Cleanup Status Dt :	10-26-1994
Cleanup Work Status :	COMPLETED
Information Source :	D - DISCHARGE NOTIFICATION
Other Source :	Not reported
Elig Indicator :	E - ELIGIBLE
Site Manager :	Not reported
Site Manager End Date :	Not reported
Tank Office :	-
Score :	60
Score Effective Date :	11-12-2001
Rank :	0
Contaminated Drinking Wells :	0
Contaminated Monitoring Wells :	Y
Contaminated Soil :	N
Contaminated Surface Water :	N
Contaminated Ground Water :	Y
Pollutant :	A - LEADED GAS
Other Description :	Not reported
Gallons Discharged :	Not reported

District :	NWD
Facility Id :	8629754
Discharge Date :	02-07-1992
Disc Combined With :	Not reported
Cleanup Required :	R - CLEANUP REQUIRED
Disch Cleanup Status :	NFA - NFA COMPLETE
Disch Cleanup Status Dt :	10-26-1994
Cleanup Work Status :	COMPLETED
Information Source :	D - DISCHARGE NOTIFICATION
Other Source :	Not reported
Elig Indicator :	E - ELIGIBLE
Site Manager :	Not reported
Site Manager End Date :	Not reported
Tank Office :	-
Score :	60
Score Effective Date :	11-12-2001
Rank :	0
Contaminated Drinking Wells :	0
Contaminated Monitoring Wells :	Y
Contaminated Soil :	N
Contaminated Surface Water :	N
Contaminated Ground Water :	Y
Pollutant :	B - UNLEADED GAS
Other Description :	Not reported
Gallons Discharged :	Not reported

District :	NWD
Facility Id :	8629754
Discharge Date :	02-07-1992
Discharge Combined With :	Not reported
Cleanup Required :	R - CLEANUP REQUIRED
Discharge Cleanup Status :	NFA - NFA COMPLETE

PORT ST JOE CITY-WWTP (Continued) **U001352618**

Disc Cleanup Status Date :	10-26-1994
Cleanup Work Status :	COMPLETED
Information Source :	D - DISCHARGE NOTIFICATION
Other Source :	Not reported
Application Received Dt :	02-07-1992
Cleanup Program :	C - PETROLEUM CLEANUP PARTICIPATION PROGRAM
Eligibility Status :	E - ELIGIBLE
Elig Status Date :	08-01-2002
Letter Of Intent Dt :	Not reported
Elig Letter Sent :	08-06-2002
Redetermined :	N
Inspection Date :	02-07-1992
Site Manager :	Not reported
Site Manager End Date :	Not reported
Tank Office :	-
Score :	60
Score Effective Date :	11-12-2001
Rank :	Not reported
Deductible Amount :	Not reported
Deductible Paid To Date :	$0.00
Co-pay Amount :	$25.00
Co-pay Paid To Date :	$0.00
Cap Amount :	$300,000.00

UST:

Facility ID:	8629754	Facility Type:	Local Government
Facility Phone:	(904) 229-6395	Facility Status:	CLOSED
Owner Id:	17330		
Owner Name:	PORT ST JOE CITY		
Owner Address:	PO BOX 278 PORT SAINT JOE, FL 32456		
Owner Contact:	DICK GRAVES		
Owner Phone:	(904) 229-6395		
Tank Content Desc:	Local Government		
Type Description:	Local Government		
Tank Id:	2	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Vehicular diesel		
Gallons:	2000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	31-DEC-1992
Install Date:	01-JUL-1973		
DEP Contractor Owned:	No		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		

PORT ST JOE CITY-WWTP (Continued) **U001352618**

Facility ID:	8629754	Facility Type:	Local Government
Facility Phone:	(904) 229-6395	Facility Status:	CLOSED
Owner Id:	17330		
Owner Name:	PORT ST JOE CITY		
Owner Address:	PO BOX 278		
	PORT SAINT JOE, FL 32456		
Owner Contact:	DICK GRAVES		
Owner Phone:	(904) 229-6395		
Tank Content Desc:	Local Government		
Type Description:	Local Government		
Tank Id:	1	Vessel Indicator:	TANK
Tank Location:	UNDERGROUND		
Substance:			
Description:	Unleaded gas		
Gallons:	2000		
Category:	Vehicular Fuels		
Regulation Began:	1986-07-01		
Tank Status:	Removed	Tank Status Date:	31-DEC-1992
Install Date:	01-JUL-1973		
DEP Contractor Owned:	No		
Tank Construction:			
Tank Id:	Not reported		
Construction Desc	Not reported		
Category:	Not reported		
Description:	Not reported		
Petro Monitoring:			
Monitoring Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		
Tank Piping:			
Piping Desc:	Not reported		
Category:	Not reported		
Description:	Not reported		

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
APALACHICOLA	U001352057	APALACHICOLA NORTHERN RAILROAD	5 MI FROM HWY 98 / BLUFF RD	32456	LUST, UST
PORT SAINT JOE	U004028556	ST JOSEPH TELEPHONE & TELEGRAPH CO	3RD ST & 1ST AVE	32456	UST
PORT SAINT JOE	U003110032	ST JOSEPH TELEPHONE & TELEGRAPH CO	3RD ST & 1ST AVE	32456	AST
PORT SAINT JOE	A100251255	MATERIAL TRANSFER INDUSTRIES LLC	HWY 382 N	32456	AST
PORT SAINT JOE	U004028565	MATERIAL TRANSFER INDUSTRIES LLC	HWY 382 N	32456	UST
PORT SAINT JOE	A100008059	GULF CNTY-FIVE POINTS LANDFILL	HWY 71 N	32456	AST
PORT SAINT JOE	A100148415	MAPLES CONCRETE PRODUCTS	HWY 71 S	32456	AST
PORT SAINT JOE	U004028552	GULF CNTY-FIVE POINTS LANDFILL	HWY 71 N	32456	UST
PORT SAINT JOE	U004028561	MAPLES CONCRETE PRODUCTS	HWY 71 S	32456	UST
PORT SAINT JOE	U004028563	LOUISIANA - PACIFIC SAWMILL	HWY 71 N	32456	UST
PORT SAINT JOE	S104981826	RAINBOW FOODS	210 HWY 98 N	32456	LUST
PORT SAINT JOE	U001352623	DIVISION OF FORESTRY-ODENA	HWY 98	32456	UST
PORT SAINT JOE	U004028564	PRESNELL'S CAMP	HWY C-30	32456	UST
PORT SAINT JOE	A100265706	CEMEX INC - POWER KLEEN-MIN ACID T	101 CG COSTINE SR BLVD (HWY 71	32456	AST
PORT SAINT JOE	U004028571	CEMEX INC - POWER KLEEN-MIN ACID T	101 CG COSTINE SR BLVD (HWY 71	32456	UST
PORT SAINT JOE	U004028553	PORT ST JOE CITY WATERFRONT PARK	340 W FIRST ST	32456	UST
PORT SAINT JOE	1000229228	RAFFIELD SHIPBUILDERS & DRY DOCK	US HIGHWAY 98	32456	RCRA-SQG, FINDS
PORT SAINT JOE	1003867674	PORT SAINT JOE LANDFILL	INDUSTRIAL RD CNTY RD 382	32456	CERC-NFRAP
PORT SAINT JOE	1000120986	FLORIDA COAST PAPER COMPANY L L C	600 WEST U.S. HIGHWAY 98	32456	PADS, CERCLIS, RCRA-SQG, FINDS
PORT ST JOE	1004458476	ST JOE RENT-ALL INC	706 FIRST ST	32456	SSTS
PORT ST JOE	1005932412	ST JOE FOREST PROD CO	US HWY 98	32456	TSCA
PORT ST JOE	1000248754	GENERAL CHEMICAL PORT ST JOE WORKS	US HWY 71	32456	CERCLIS, RCRA-SQG, FINDS
PORT ST JOE	1005442948	5 STAR COLLISION CENTRE	770 US HWY 98	32456	RCRA-SQG, FINDS
PORT ST JOE	1005929705	JOE FOREST PROD CO	U S HWY 98	32456	TSCA
PORT ST. JOE	1005932413	ST JOE FOREST PRODUCTS CO	U.S. HIGHWAY 98	32456	TSCA
PORT ST. JOE	1007443953	PORT ST. JOE LANDFILL	INDUSTRIAL ROAD		ODI
PORT ST. JOE	1007290577	PORT ST. JOE ELEMENTARY SCHOOL	LONG AVE	32456	FTTS
PORT ST. JOE	1003108910	PORT ST. JOE MILLVIEW ADDITION	SOUTH OF THE INTERSECTION OF A		CERCLIS, FINDS
PORT ST. JOE	S106440496	FORMER-PORT ST. JOE KRAFT PAPERMIL	600 WEST US 98	32456	VCP
WEWAHITCHKA	U003167254	BELOSIC PROPERTY	HWY 71 N	32456	UST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/19/2006
Date Data Arrived at EDR: 05/05/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 17

Source: EPA
Telephone: N/A
Last EDR Contact: 05/05/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites

Date of Government Version: 04/19/2006
Date Data Arrived at EDR: 05/05/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 17

Source: EPA
Telephone: N/A
Last EDR Contact: 05/05/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/19/2006
Date Data Arrived at EDR: 05/05/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 17

Source: EPA
Telephone: N/A
Last EDR Contact: 05/05/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Quarterly

NPL RECOVERY: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/21/2006
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 03/21/2006
Date Made Active in Reports: 04/13/2006
Number of Days to Update: 23

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 03/21/2006
Date Made Active in Reports: 04/13/2006
Number of Days to Update: 23

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/15/2006
Date Data Arrived at EDR: 03/17/2006
Date Made Active in Reports: 04/13/2006
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/06/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/21/2006
Date Data Arrived at EDR: 03/01/2006
Date Made Active in Reports: 03/31/2006
Number of Days to Update: 30

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 04/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 01/12/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 40

Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Last EDR Contact: 04/26/2006
Next Scheduled EDR Contact: 07/24/2006
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 01/16/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 36

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 04/14/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List
A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/21/2006
Date Data Arrived at EDR: 03/27/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 703-603-8905
Last EDR Contact: 03/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls
A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/21/2006
Date Data Arrived at EDR: 03/27/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 703-603-8905
Last EDR Contact: 03/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Varies

DOD: Department of Defense Sites
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/08/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 177

Source: USGS
Telephone: 703-692-8801
Last EDR Contact: 05/12/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites
The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 01/19/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 33

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 04/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 11/29/2005
Date Data Arrived at EDR: 12/05/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/2004
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 04/25/2005
Number of Days to Update: 69

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 07/24/2006
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/07/2005
Date Data Arrived at EDR: 01/06/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 46

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 04/05/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 11/04/2005
Date Data Arrived at EDR: 11/28/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 63

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2003
Date Data Arrived at EDR: 07/13/2005
Date Made Active in Reports: 08/17/2005
Number of Days to Update: 35

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002
Date Data Arrived at EDR: 04/27/2004
Date Made Active in Reports: 05/21/2004
Number of Days to Update: 24

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 04/12/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/2006
Date Data Arrived at EDR: 01/24/2006
Date Made Active in Reports: 02/27/2006
Number of Days to Update: 34

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Date of Government Version: 01/17/2006
Date Data Arrived at EDR: 01/24/2006
Date Made Active in Reports: 02/27/2006
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Quarterly

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 05/11/2006
Date Made Active in Reports: 05/22/2006
Number of Days to Update: 11

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 03/06/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 02/13/2006
Date Data Arrived at EDR: 04/21/2006
Date Made Active in Reports: 05/11/2006
Number of Days to Update: 20

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 04/11/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/27/2005
Date Data Arrived at EDR: 02/08/2006
Date Made Active in Reports: 02/27/2006
Number of Days to Update: 19

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 05/08/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 02/10/2006
Date Data Arrived at EDR: 02/16/2006
Date Made Active in Reports: 03/31/2006
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 04/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Quarterly

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/08/2005
Date Data Arrived at EDR: 12/27/2005
Date Made Active in Reports: 01/30/2006
Number of Days to Update: 34

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 03/29/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/09/2006
Date Data Arrived at EDR: 01/16/2006
Date Made Active in Reports: 02/21/2006
Number of Days to Update: 36

Source: EPA
Telephone: N/A
Last EDR Contact: 04/03/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 03/06/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2003
Date Data Arrived at EDR: 06/17/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 48

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Biennially

STATE AND LOCAL RECORDS

SHWS: Florida's State-Funded Action Sites

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 01/23/2006
Date Data Arrived at EDR: 03/21/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 28

Source: Department of Environmental Protection
Telephone: 850-488-0190
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Semi-Annually

SWF/LF: Solid Waste Facility Database

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/13/2006
Date Data Arrived at EDR: 02/13/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 11

Source: Department of Environmental Protection
Telephone: 850-922-7121
Last EDR Contact: 05/16/2006
Next Scheduled EDR Contact: 08/14/2006
Data Release Frequency: Semi-Annually

LUST: PCT01 - Petroleum Contamination Detail Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 02/06/2006
Date Data Arrived at EDR: 03/01/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 22

Source: Department of Environmental Protection
Telephone: 850-245-8839
Last EDR Contact: 03/01/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Quarterly

UST: STI02 - Facility/Owner/Tank Report

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 04/03/2006
Date Data Arrived at EDR: 04/27/2006
Date Made Active in Reports: 05/03/2006
Number of Days to Update: 6

Source: Department of Environmental Protection
Telephone: 850-245-8839
Last EDR Contact: 04/27/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Quarterly

AST: STI02 - Facility/Owner/Tank Report

Registered Aboveground Storage Tanks.

Date of Government Version: 04/03/2006
Date Data Arrived at EDR: 04/27/2006
Date Made Active in Reports: 05/03/2006
Number of Days to Update: 6

Source: Department of Environmental Protection
Telephone: 850-245-8839
Last EDR Contact: 04/27/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FL SITES: Sites List

Date of Government Version: 12/31/1989
Date Data Arrived at EDR: 05/09/1994
Date Made Active in Reports: 08/04/1994
Number of Days to Update: 87

Source: Department of Environmental Protection
Telephone: 850-245-8705
Last EDR Contact: 03/24/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS: Oil and Hazardous Materials Incidents

Statewide oil and hazardous materials inland incidents.

Date of Government Version: 03/05/2006
Date Data Arrived at EDR: 03/17/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 32

Source: Department of Environmental Protection
Telephone: 850-488-2974
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Semi-Annually

ENG CONTROLS: Institutional Controls Registry

The registry is a database of all contaminated sites in the state of Florida which are subject to engineering controls. Engineering Controls encompass a variety of engineered remedies to contain and/or reduce contamination, and/or physical barriers intended to limit access to property. ECs include fences, signs, guards, landfill caps, provision of potable water, slurry walls, sheet pile (vertical caps), pumping and treatment of groundwater, monitoring wells, and vapor extraction systems.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 02/24/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 27

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Semi-Annually

Inst Control: Institutional Controls Registry

The registry is a database of all contaminated sites in the state of Florida which are subject to institutional and engineering controls.

Date of Government Version: 02/01/2006
Date Data Arrived at EDR: 02/24/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 27

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Sites

Date of Government Version: 03/21/2006
Date Data Arrived at EDR: 03/22/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 27

Source: Department of Environmental Protection
Telephone: 850-245-8705
Last EDR Contact: 03/21/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Varies

DRYCLEANERS: Drycleaning Facilities

Date of Government Version: 02/06/2006
Date Data Arrived at EDR: 02/20/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 31

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 02/20/2006
Next Scheduled EDR Contact: 05/22/2006
Data Release Frequency: Semi-Annually

PRIORITYCLEANERS: Priority Ranking List

The Florida Legislature has established a state-funded program to cleanup properties that are contaminated as a result of the operations of a drycleaning facility.

Date of Government Version: 03/01/2006
Date Data Arrived at EDR: 03/15/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 34

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 02/20/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Varies

DEDB: Ethylene Dibromide Database Results

Ethylene dibromide (EDB), a soil fumigant, that has been detected in drinking water wells. The amount found exceeds the maximum contaminant level as stated in Chapter 62-550 or 520. It is a potential threat to public health when present in drinking water.

Date of Government Version: 01/17/2006
Date Data Arrived at EDR: 01/20/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 850-245-8335
Last EDR Contact: 04/11/2006
Next Scheduled EDR Contact: 07/17/2006
Data Release Frequency: Varies

BROWNFIELDS: Brownfield Areas

Brownfields are abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. Florida's Brownfields Redevelopment Acti primary goals are to reduce health and environmental hazards on existing commercial and industrial sites that are abandoned or underused due to these hazards and create financial and regulatory incentives to encourage voluntary cleanup and redevelopment of sites.

Date of Government Version: 01/29/2006
Date Data Arrived at EDR: 01/31/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 24

Source: Department of Environmental Protection
Telephone: 850-245-8927
Last EDR Contact: 05/08/2006
Next Scheduled EDR Contact: 07/31/2006
Data Release Frequency: Semi-Annually

WASTEWATER: Wastewater Facility Regulation Database

Domestic and industrial wastewater facilities.

Date of Government Version: 01/13/2006
Date Data Arrived at EDR: 03/07/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 16

Source: Department of Environmental Protection
Telephone: 850-921-9495
Last EDR Contact: 03/07/2006
Next Scheduled EDR Contact: 06/05/2006
Data Release Frequency: Quarterly

FL Cattle Dip. Vats: Cattle Dipping Vats

Date of Government Version: 05/01/1994
Date Data Arrived at EDR: 06/06/1994
Date Made Active in Reports: 08/17/1994
Number of Days to Update: 72

Source: Department of Environmental Protection
Telephone: 850-488-3601
Last EDR Contact: 05/08/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: No Update Planned

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/08/2005
Date Made Active in Reports: 08/04/2005
Number of Days to Update: 177

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 05/12/2006
Next Scheduled EDR Contact: 08/07/2006
Data Release Frequency: Semi-Annually

INDIAN LUST: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Minnesota, Mississippi and North Carolina.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/2006
Date Data Arrived at EDR: 02/27/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 24

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/21/2006
Data Release Frequency: Varies

INDIAN UST: Underground Storage Tanks on Indian Land

Date of Government Version: 01/01/2006
Date Data Arrived at EDR: 02/27/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 24

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/23/2006
Next Scheduled EDR Contact: 08/21/2006
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALACHUA COUNTY:

Facility List
List of all regulated facilities in Alachua County.

Date of Government Version: 02/08/2006
Date Data Arrived at EDR: 02/09/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 15

Source: Alachua County Environmental Protection Department
Telephone: 352-264-6800
Last EDR Contact: 03/20/2006
Next Scheduled EDR Contact: 06/19/2006
Data Release Frequency: Annually

BROWARD COUNTY:

BROWARD CO. AST

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: 0

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

Semi-Annual Inventory Report on Contaminated Locations
Early Detection Incentive/Environmental Assessment Remediation. This report monitors the status and remediation progress of known contaminated locations within Broward County. Sites listed by the US EPA, the Florida Department of Environmental Protection, and sites licensed for contamination assessment and cleanup by the Division of Pollution Prevention and Remediation Programs of the Department.

Date of Government Version: 12/01/2005
Date Data Arrived at EDR: 03/29/2006
Date Made Active in Reports: 04/18/2006
Number of Days to Update: 20

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 03/29/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Hazardous Material Sites
HM sites use or store greater than 25 gallons of hazardous materials per month.

Date of Government Version: 12/01/2002
Date Data Arrived at EDR: 01/31/2003
Date Made Active in Reports: 02/14/2003
Number of Days to Update: 14

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Annually

Notice Of Violations Sites
NOV facilities have received a notice of violation letter under the Broward County Chapter 27 Code.

Date of Government Version: 12/01/2002
Date Data Arrived at EDR: 01/31/2003
Date Made Active in Reports: 02/14/2003
Number of Days to Update: 14

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Annually

Underground Storage Tanks

Date of Government Version: 12/01/2002
Date Data Arrived at EDR: 01/31/2003
Date Made Active in Reports: 02/24/2003
Number of Days to Update: 24

Source: Broward County Environmental Protection Department
Telephone: 954-818-7509
Last EDR Contact: 05/01/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Annually

MIAMI-DADE COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Air Permit Sites

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Grease Trap Sites

Any non-residential facility that discharges waste to a sanitary sewer.

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Dade County Dept. of Env. Resources Mgmt.
Telephone: 305-372-6508
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Marine Facilities Operating Permit

What is this permit used for? Miami-Dade County Ordinance 89-104 and Section 24-18 of the Code of Miami-Dade County require the following types of marine facilities to obtain annual operating permits from DERM: All recreational boat docking facilities with ten (10) or more boat slips, moorings, davit spaces, and vessel tie-up spaces. All boat storage facilities contiguous to tidal waters in Miami-Dade County with ten (10) or more dry storage spaces including boatyards and boat manufacturing facilities.

Date of Government Version: 01/11/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: DERM
Telephone: 305-372-3576
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Quarterly

Maimi River Enforcement

Date of Government Version: 01/11/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: DERM
Telephone: 305-372-3576
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Quarterly

Hazardous Waste Sites

Sites with the potential to generate waste

Date of Government Version: 02/16/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Dade County Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Type 2-4 Sites

IW2s are facilities having reclaim or recycling systems with no discharges, aboveground holding tanks or spill prevention and countermeasure plans. IW4s are facilities that discharge an effluent to the ground.

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Type 5 Sites

Generally these facilities fall under the category of "conditionally exempt small quantity generator" or "small quantity generator".

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Type 6

Permits issued to those non-residential land uses located within the major drinking water wellfield protection areas that are not served by sanitary sewers. These facilities do not handle hazardous materials but are regulated because of the env. sensitivity of the areas where they are located.

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Industrial Waste Permit Sites

Facilities that either generate more than 25,000 of wastewater per day to sanitary sewers or are pre-defined by EPA.

Date of Government Version. 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Department of Environmental Resources Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

Enforcement Case Tracking System Sites

Date of Government Version: 02/15/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 02/24/2006
Number of Days to Update: 9

Source: Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 12/27/2005
Next Scheduled EDR Contact: 03/27/2006
Data Release Frequency: Semi-Annually

Fuel Spills Cases

Date of Government Version: 02/17/2006
Date Data Arrived at EDR: 02/28/2006
Date Made Active in Reports: 03/23/2006
Number of Days to Update: 23

Source: Department of Environmental Resources Management
Telephone: 305-372-6755
Last EDR Contact: 12/27/2005
Next Scheduled EDR Contact: 03/27/2006
Data Release Frequency: Semi-Annually

Underground Storage Tanks

Date of Government Version: 01/30/2006
Date Data Arrived at EDR: 02/15/2006
Date Made Active in Reports: 03/09/2006
Number of Days to Update: 22

Source: Department of Environmental Resource Management
Telephone: 305-372-6700
Last EDR Contact: 03/27/2006
Next Scheduled EDR Contact: 06/26/2006
Data Release Frequency: Semi-Annually

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 02/17/2006
Date Made Active in Reports: 04/07/2006
Number of Days to Update: 49

Source: Department of Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 03/13/2006
Next Scheduled EDR Contact: 06/12/2006
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2004
Date Data Arrived at EDR: 04/24/2006
Date Made Active in Reports: 05/02/2006
Number of Days to Update: 8

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 07/03/2006
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/01/2006
Date Made Active in Reports: 04/20/2006
Number of Days to Update: 50

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 03/01/2006
Next Scheduled EDR Contact: 05/29/2006
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 03/17/2006
Date Made Active in Reports: 05/02/2006
Number of Days to Update: 46

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/17/2006
Next Scheduled EDR Contact: 07/10/2006
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data
Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Department of Children & Families
Source: Provider Information
Telephone: 850-488-4900

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetlands Inventory
Source: Department of Environmental Protection
Telephone: 850-245-8238

STREET AND ADDRESS INFORMATION

GEOCHECK®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PORT ST. JOE, FLORIDA
521 PREMIER DRIVE
PORT ST. JOE, FL 32456

TARGET PROPERTY COORDINATES

Latitude (North):	29.83100 - 29° 49' 51.6"
Longitude (West):	85.3106 - 85° 18' 38.2"
Universal Tranverse Mercator:	Zone 16
UTM X (Meters):	663229.4
UTM Y (Meters):	3301077.0
Elevation:	15 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	29085-G3 PORT SAINT JOE, FL
Most Recent Revision:	1993

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

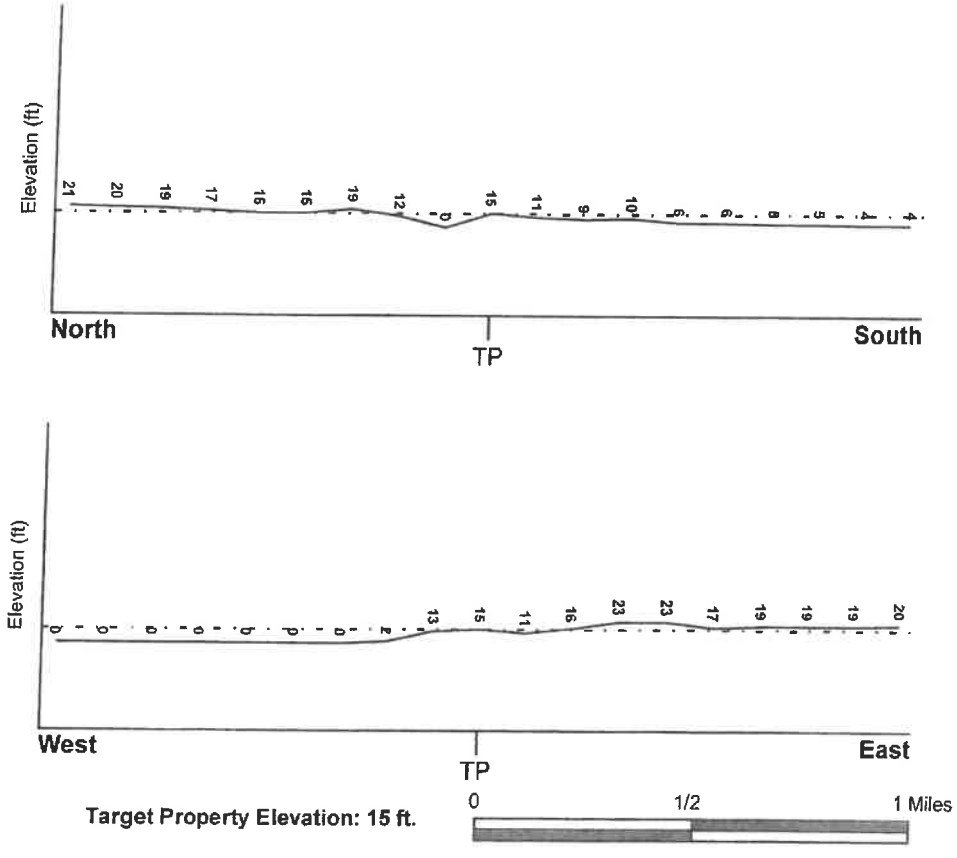
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
GULF, FL	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 1200980120C

Additional Panels in search area: 1200980115C
1200990001D

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
PORT SAINT JOE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius: 1.25 miles
Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

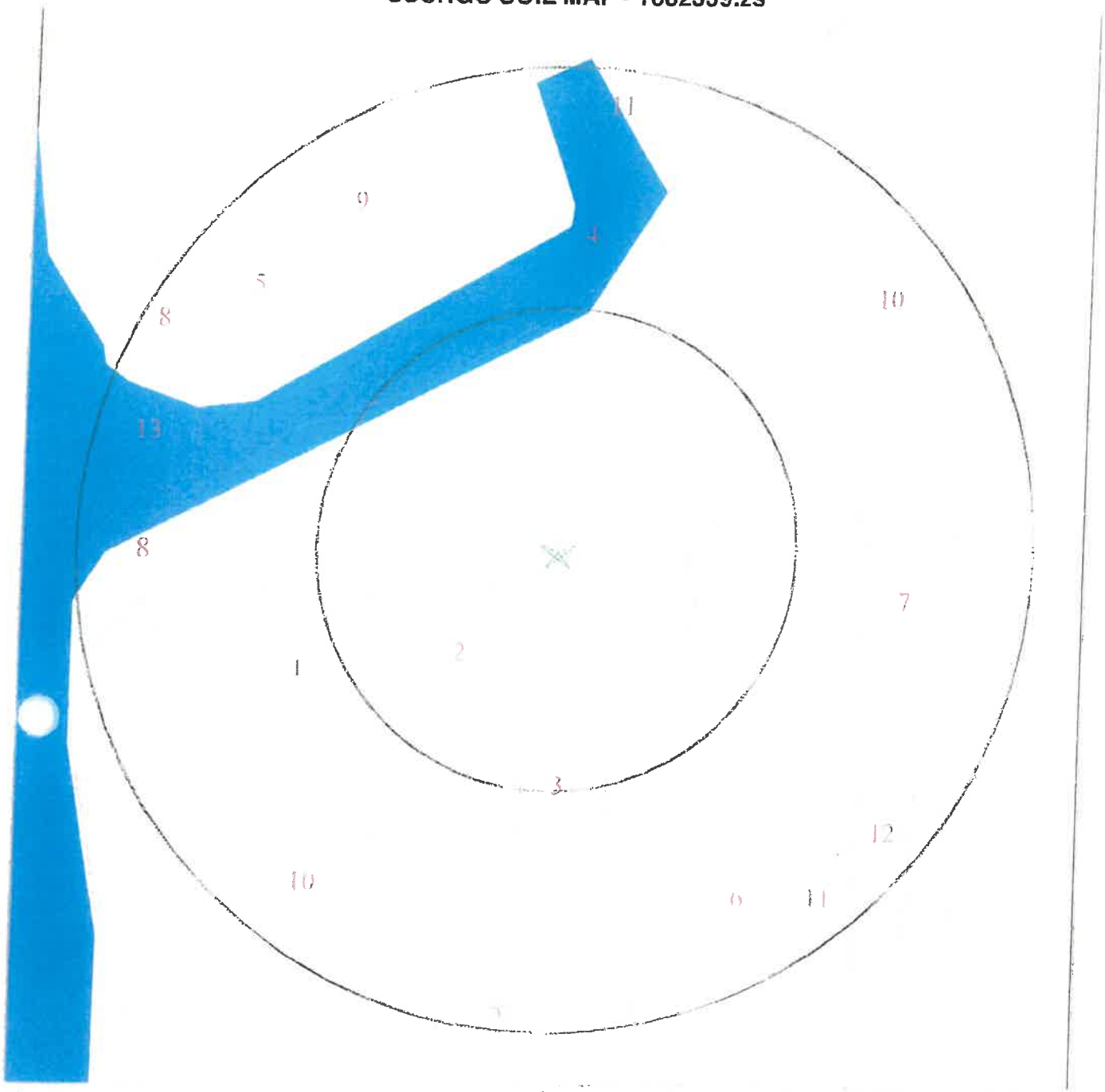
Era:	Cenozoic
System:	Quaternary
Series:	Holocene
Code:	Qh *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 1682339.2s



★ Target Property
SSURGO Soil
Water

SITE NAME:	Port St. Joe, Florida
ADDRESS:	521 Premier Drive Port St. Joe FL 32456
LAT/LONG:	29.8310 / 85.3106

CLIENT:	TEC
CONTACT:	Greg Douglas
INQUIRY #:	1682339.2s
DATE:	May 23, 2006

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: QUARTZIPSAMMENTS

Soil Surface Texture: fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 20.00	Max: 6.00 Min: 4.50

Soil Map ID: 2

Soil Component Name: SCRANTON

Soil Surface Texture: fine sand

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	9 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 6.50 Min: 4.50
2	9 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 4.50

Soil Map ID: 3

Soil Component Name: PICKNEY

Soil Surface Texture: fine sand

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Very poorly. Soils are wet to the surface most of the time. Depth to water table is less than 1 foot, or is ponded.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	51 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60
2	51 inches	80 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60

Soil Map ID: 4

Soil Component Name: WATER

Soil Surface Texture: Not reported

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Very poorly. Soils are wet to the surface most of the time. Depth to water table is less than 1 foot, or is ponded

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Bedrock Max: > 0 inches

No Layer Information available.

Soil Map ID: 5

Soil Component Name: COROLLA

Soil Surface Texture: fine sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 20.00 Min: 20.00	Max: 7.80 Min: 5.60

Soil Map ID: 6

Soil Component Name: LEON

Soil Surface Texture: fine sand

Hydrologic Group: Class B/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	3 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.50 Min: 3.50

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
2	3 inches	15 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.50 Min: 3.50
3	15 inches	30 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 6.00 Min: 0.60	Max: 6.50 Min: 3.50
4	30 inches	66 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 2.00	Max: 6.50 Min: 3.50
5	66 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 2.00 Min: 0.20	Max: 6.50 Min: 3.50

Soil Map ID: 7

Soil Component Name: PICKNEY

Soil Surface Texture: fine sand

Hydrologic Group: Class A/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Very poorly. Soils are wet to the surface most of the time. Depth to water table is less than 1 foot, or is ponded.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	51 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max. 20.00 Min: 6.00	Max: 6.00 Min: 3.60
2	51 inches	80 inches	loamy fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60

Soil Map ID: 8

Soil Component Name: BEACHES

Soil Surface Texture: sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 7.80 Min: 5.10

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 9

Soil Component Name: COROLLA

Soil Surface Texture: fine sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information

	Boundary			Classification			
Layer	**Upper**	**Lower**	**Soil Texture Class**	**AASHTO Group**	**Unified Soil**	**Permeability Rate (in/hr)**	**Soil Reaction (pH)**
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand.	Max: 20.00 Min: 20.00	Max. 7.80 Min: 5.60

Soil Map ID: 10

Soil Component Name: AQUENTS

Soil Surface Texture: sand

Hydrologic Group: Class B/D - Drained/undrained hydrology class of soils that can be drained and are classified.

Soil Drainage Class: Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60

Soil Map ID: 11

Soil Component Name: MANDARIN

Soil Surface Texture: fine sand

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Somewhat poorly. Soils commonly have a layer with low hydraulic conductivity, wet state high in profile, etc. Depth to water table is 1 to 3 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: MODERATE

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	13 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 6.00 Min: 3.60
2	13 inches	17 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 2.00 Min: 0.60	Max: 6.00 Min: 3.60

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
3	17 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 20.00 Min: 6.00	Max: 7.30 Min: 3.60

Soil Map ID: 12

Soil Component Name: RESOTA

Soil Surface Texture: fine sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Moderately well drained. Soils have a layer of low hydraulic conductivity, wet state high in the profile. Depth to water table is 3 to 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: LOW

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	80 inches	fine sand	Granular materials (35 pct. or less passing No. 200), Fine Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand	Max: 20.00 Min: 20.00	Max: 6.50 Min: 3.60

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 13

Soil Component Name:	WATER OF THE GULF OF MEXICO
Soil Surface Texture:	Not reported
Hydrologic Group:	Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.
Soil Drainage Class:	Moderately well drained. Soils have a layer of low hydraulic conductivity, wet state high in the profile. Depth to water table is 3 to 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Bedrock Max: > 0 inches

No Layer Information available.

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
B9	USGS2319037	1/4 - 1/2 Mile ENE
D16	USGS2319038	1/2 - 1 Mile NNW
E18	USGS2319035	1/2 - 1 Mile ESE
G31	USGS2319034	1/2 - 1 Mile ESE
G32	USGS2319033	1/2 - 1 Mile ESE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

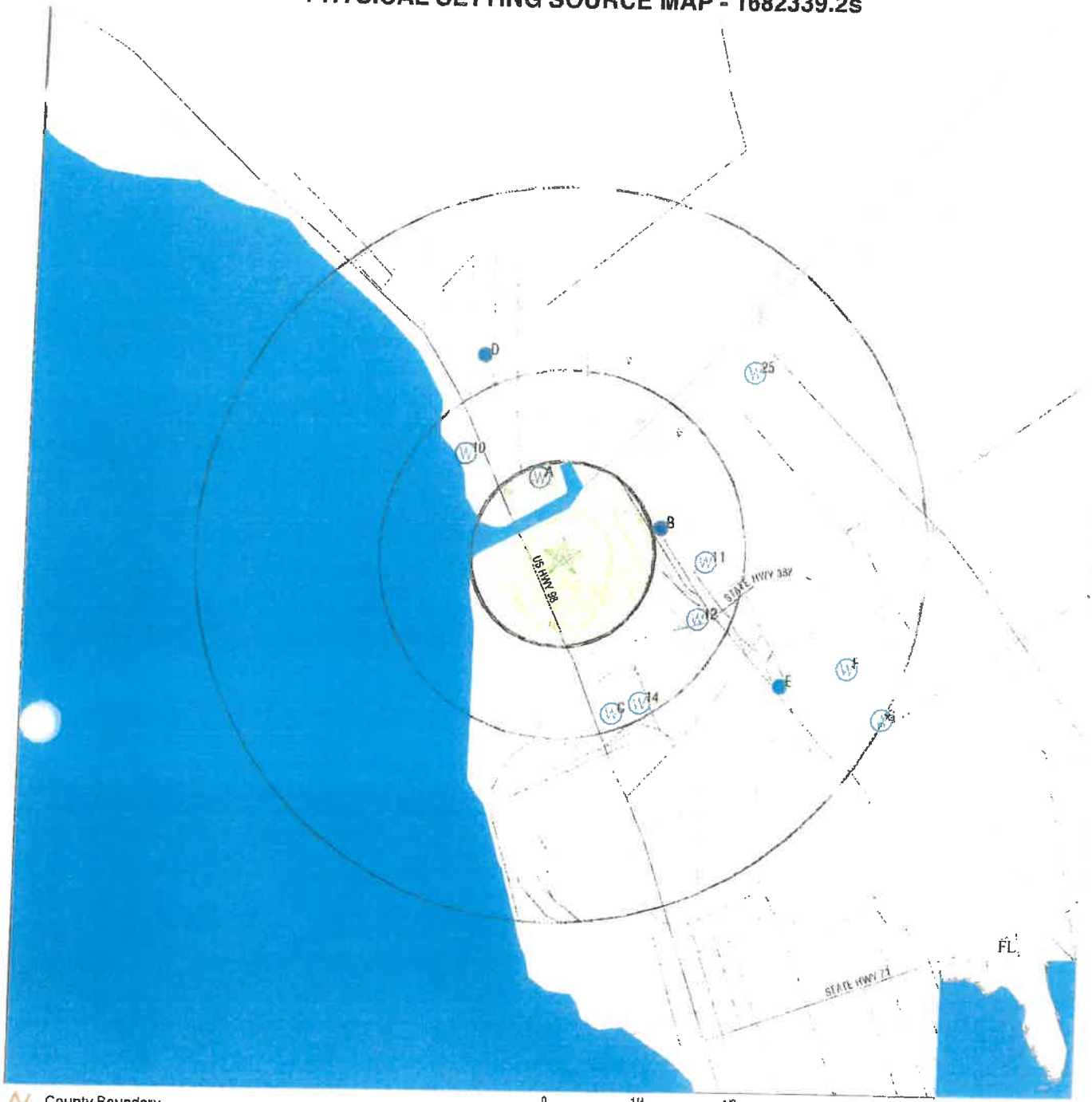
MAP ID	WELL ID	LOCATION FROM TP
D17	FL1230340	1/2 - 1 Mile NNW

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	FLNW10000134850	1/8 - 1/4 Mile NNW
A2	FLNW10000127550	1/8 - 1/4 Mile NNW
A3	FLNW10000178438	1/8 - 1/4 Mile NNW
A4	FLNW10000008574	1/4 - 1/2 Mile North
B5	FLNW10000001399	1/4 - 1/2 Mile ENE
B6	FLNW10000001397	1/4 - 1/2 Mile ENE
B7	FLNW10000001398	1/4 - 1/2 Mile ENE
B8	FLNW10000001400	1/4 - 1/2 Mile ENE
10	FLNW10000129123	1/4 - 1/2 Mile NW
11	FLNW10000141528	1/4 - 1/2 Mile East
12	FLNW10000141527	1/4 - 1/2 Mile ESE
C13	FLNW10000144010	1/4 - 1/2 Mile SSE
14	FLNW10000035259	1/4 - 1/2 Mile SSE
C15	FLNW10000034284	1/4 - 1/2 Mile SSE
E19	FLSA10000033332	1/2 - 1 Mile ESE
E20	FLNW10000164376	1/2 - 1 Mile ESE
E21	FLNW10000164377	1/2 - 1 Mile ESE
E22	FLNW10000099519	1/2 - 1 Mile ESE
E23	FLSA10000033334	1/2 - 1 Mile ESE
E24	FLSA10000033333	1/2 - 1 Mile ESE
25	FLNW10000100371	1/2 - 1 Mile NE
E26	FLSA10000033331	1/2 - 1 Mile ESE
F27	FLSA10000033336	1/2 - 1 Mile ESE
F28	FLNW10000099518	1/2 - 1 Mile ESE
F29	FLSA10000033337	1/2 - 1 Mile ESE
F30	FLNW10000098301	1/2 - 1 Mile ESE

PHYSICAL SETTING SOURCE MAP - 1682339.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Sink holes

SITE NAME: Port St. Joe, Florida
ADDRESS: 521 Premier Drive
Port St. Joe FL 32456
LAT/LONG: 29.8310 / 85.3106

CLIENT: TEC
CONTACT: Greg Douglas
INQUIRY #: 1682339.2s
DATE: May 23, 2006

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
A1		
NNW		
1/8 - 1/4 Mile	**FL WELLS**	**FLNW10000134850**
Lower		

Source:	North West District		
Job type:	R	Permit number:	T198806899
Last name:	Raffields Fisheries	First name:	Not Reported
Street1:	P. O. Box 309	Street2:	Not Reported
City:	Port St.Joe	State:	FL
Zip:	32456	Diameter:	6
Well depth:	440	Casing depth:	130
Pump rate:	20	Water level:	15
Construction method:	RO	Latitude:	295001
Longitude:	851843	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Canal off Hwy 98
Well city:	Port St.Joe		
State id:	AAB1951	Water use:	OO
Agency site id:	######		

	Database	EDR ID Number
A2		
NNW		
1/8 - 1/4 Mile	**FL WELLS**	**FLNW10000127550**
Lower		

Source:	North West District		
Job type:	C	Permit number:	T198708461
Last name:	Raffields Fisheries	First name:	Not Reported
Street1:	P.O. Box 309	Street2:	Not Reported
City:	Pt. St. Joe	State:	FL
Zip:	32456	Diameter:	6
Well depth:	300	Casing depth:	130
Pump rate:	Not Reported	Water level:	15
Construction method:	RO	Latitude:	295001
Longitude:	851844	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Canal - off Hwy 98
Well city:	Pt. St. Joe		
State id:	AAB1951	Water use:	IN
Agency site id:	Not Reported		

	Database	EDR ID Number
A3		
NNW		
1/8 - 1/4 Mile	**FL WELLS**	**FLNW10000178438**
Lower		

Source:	North West District		
Job type:	C	Permit number:	T200401106
Last name:	Raffield Fisheries Inc.	First name:	Not Reported
Street1:	1624 Grouper Avenue	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	4
Well depth:	560	Casing depth:	423
Pump rate:	90	Water level:	25
Construction method:	RO	Latitude:	295001
Longitude:	851844	Loc accuracy:	Not Reported

Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	1624 Grouper Avenue
Well city:	Port St. Joe		
State id:	AAI5384	Water use:	LP
Agency site id:	Not Reported		

A4
North
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000008574**

Source:	North West District		
Job type:	C	Permit number:	M199401995
Last name:	Woods Fisheries	First name:	Not Reported
Street1:	PO BOX 425	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	4
Well depth:	260	Casing depth:	120
Pump rate:	70	Water level:	25
Construction method:	RO	Latitude:	295004
Longitude:	851840	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Hwy 98
Well city:	Highland View		
State id:	Not Reported	Water use:	IN
Agency site id:	Not Reported		

B5
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001399**

Source:	North West District		
Job type:	C	Permit number:	M199003476
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported
Loc method:	4	Township:	08S
Range:	11W	Section:	2
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B6
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001397**

Source:	North West District		
Job type:	C	Permit number:	M199003474
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported
Loc method:	4	Township:	08S
Range:	11W	Section:	2
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B7
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001398**

Source:	North West District		
Job type:	C	Permit number:	M199003475
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B8
ENE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000001400**

Source:	North West District		
Job type:	C	Permit number:	M199003477
Last name:	Phelps Pump Service	First name:	Not Reported
Street1:	2806 Highway 390	Street2:	Not Reported
City:	Lynn Haven	State:	FL
Zip:	32444	Diameter:	2
Well depth:	20	Casing depth:	15
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	JT	Latitude:	294955
Longitude:	851823	Loc accuracy:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Loc method:	4	Township:	08S
Range:	11W	Section:	2
Well county:	45	Well street:	216 Monument Street
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	MO
Agency site id:	Not Reported		

B9
ENE
1/4 - 1/2 Mile
Higher

FED USGS **USGS2319037**

Agency cd:	USGS	Site no:	294954085182101
Site name:	949518212		
Latitude:	294954		
Longitude:	0851821	Dec lat:	29.83187505
Dec lon:	-85.30575175	Coor meth:	M
Coor accr:	F	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	SE/NW/NE S35 T07S R11W
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	12.00	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	St. AndrewSt. Joseph Bays. Florida. Area = 1350 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	138	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1969-10-01	Ground water data end date:	1969-10-01
Ground water data count:	1		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1969-10-01	10.00	

10
NW
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000129123**

Source:	North West District		
Job type:	C	Permit number:	T198801172
Last name:	Raffield Fisheries	First name:	Not Reported
Street1:	P. O. Box 309	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	2
Well depth:	200	Casing depth:	147
Pump rate:	Not Reported	Water level:	10
Construction method:	RO	Latitude:	295005
Longitude:	851855	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	26
Well county:	45	Well street:	Off Hwy. 98
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	TE
Agency site id:	Not Reported		

11
East
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000141528**

Source:	North West District		
Job type:	A	Permit number:	T199000943
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Box 278	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	600	Casing depth:	346
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	RO	Latitude:	294950
Longitude:	851815	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Hwy. 382, Waste Water Plant
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	ES
Agency site id:	Not Reported		

12
ESE
1/4 - 1/2 Mile
Higher

FL WELLS **FLNW10000141527**

Source:	North West District		
Job type:	C	Permit number:	T199000942
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Box 278	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	610	Casing depth:	410
Pump rate:	525	Water level:	42
Construction method:	RO	Latitude:	294942
Longitude:	851816	Loc accuracy:	Not Reported

Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Hwy. 382, Waste Water Plant
Well city:	Port St. Joe		
State id:	AAA2249	Water use:	ES
Agency site id:	######		

C13
SSE
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000144010**

Source:	North West District		
Job type:	A	Permit number:	T199103010
Last name:	Arizona Chemical Co.	First name:	Not Reported
Street1:	PO BOX 947	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	430	Casing depth:	170
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	RO	Latitude:	294930
Longitude:	851830	Loc accuracy:	Not Reported
Loc method:	4	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Off Hwy. 98
Well city:	Port St. Joe		
State id:	Not Reported	Water use:	IN
Agency site id:	Not Reported		

14
SSE
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000035259**

Source:	North West District		
Job type:	R	Permit number:	P199102900
Last name:	Arizona Chemical Co.	First name:	Not Reported
Street1:	PO BOX 947	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	671	Casing depth:	415
Pump rate:	500	Water level:	59
Construction method:	RO	Latitude:	294930
Longitude:	851825	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	Hwy. 98
Well city:	Port St. Joe		
State id:	AAA2247	Water use:	IN
Agency site id:	Not Reported		

C15
SSE
1/4 - 1/2 Mile
Lower

FL WELLS **FLNW10000034284**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Source:	North West District		
Job type:	C	Permit number:	P199100530
Last name:	Arizona Chem/Sylvachem #3 Wes	First name:	Not Reported
Street1:	PO Box 947	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	671	Casing depth:	400
Pump rate:	500	Water level:	70
Construction method:	RO	Latitude:	294927
Longitude:	851829	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	35
Well county:	45	Well street:	Arizona Chem. Plant 98
Well city:	Port St. JOe		
State id:	AAB1330	Water use:	IN
Agency site id:	######		

D16
NNW
1/2 - 1 Mile
Lower

FED USGS **USGS2319038**

Agency cd:	USGS	Site no:	295018085185390
Site name:	HIGHLAND VIEW TREATED PUBLIC WATER SUPPLY		
Latitude:	295018		
Longitude:	0851853	Dec lat:	29.83854156
Dec lon:	-85.31464082	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	Not Reported	Altitude method:	Not Reported
Altitude accuracy:	Not Reported	Altitude datum:	Not Reported
Hydrologic:	St. AndrewSt. Joseph Bays. Florida. Area = 1350 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	Not Reported	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	1979-03-05
Water quality data end date:	1979-03-05	Water quality data count:	1
Ground water data begin date:	0000-00-00	Ground water data end date:	0000-00-00
Ground water data count:	0		

Ground-water levels, Number of Measurements: 0

D17
NNW
1/2 - 1 Mile
Lower

FRDS PWS **FL1230340**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

PWS ID: FL1230340 PWS Status: Not Reported
Date Initiated: Not Reported Date Deactivated: Not Reported
PWS Name: HIGHLAND VIEW WTR.& SWR. DIST.
1000 FIFTH STREET
PORT ST. JOE, FL 32456

Source: Purchased ground water
Treatment Objective: DISINFECTION
Treatment Objective: PARTICULATE REMOVAL
Treatment Objective: PARTICULATE REMOVAL
Treatment Objective: PARTICULATE REMOVAL
Treatment Objective: TASTE / ODOR CONTROL

Process: GASEOUS CHLORINATION, POST
Process: COAGULATION
Process: FILTRATION, PRESSURE SAND
Process: SEDIMENTATION
Process: AERATION, SLAT TRAY

Addressee / Facility: System Owner/Responsible Party
GULF COUNTY COMMISSION
M. ADKISON/V. LIPFORD
1000 5TH STREET
PORT ST. JOE, FL 32456

Facility Latitude: 29 50 20
Facility Latitude: 29 50 20
City Served: Not Reported
Treatment Class: Treated

Facility Longitude085 18 52
Facility Longitude085 18 52
Population: 1000

PWS currently has or had major violation(s) or enforcement: Yes

Violations information not reported.

ENFORCEMENT INFORMATION:

System Name: HIGHLAND VIEW WTR.& SWR. D
Violation Type: Monitoring, Routine Minor (TCR)
Contaminant: COLIFORM (TCR)
Compliance Period: 1994-09-01 - 1994-09-30
Violation ID: 9400001V
Enforcement Date: Not Reported

Analytical Value: 00000000.00
Enforcement ID: Not Reported
Enf. Action: Not Reported

System Name: HIGHLAND VIEW WTR.& SWR. D
Violation Type: Initial Tap Sampling for Pb and Cu
Contaminant: LEAD & COPPER RULE
Compliance Period: 1993-07-01 - 2015-12-31
Violation ID: 95V0001
Enforcement Date: Not Reported

Analytical Value: 0000000.000000000
Enforcement ID: Not Reported
Enf. Action: Not Reported

System Name: HIGHLAND VIEW WTR.& SWR. DI
Violation Type: Initial Tap Sampling for Pb and Cu
Contaminant: LEAD & COPPER RULE
Compliance Period: 1993-07-01 - 2015-12-31
Violation ID: 95V0001
Enforcement Date: Not Reported

Analytical Value: 0
Enforcement ID: Not Reported
Enf. Action: Not Reported

System Name: HIGHLAND VIEW WTR.& SWR. DIST.
Violation Type: Initial Tap Sampling for Pb and Cu
Contaminant: LEAD & COPPER RULE
Compliance Period: 1993-07-01 - 2015-12-31
Violation ID: 95V0001
Enforcement Date: Not Reported

Analytical Value: 0
Enforcement ID: Not Reported
Enf. Action: Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
E18 **ESE** **1/2 - 1 Mile** **Lower**	**FED USGS**	**USGS2319035**

Agency cd:	USGS	Site no:	294933085180302
Site name:	PORT ST JOE WATER PLANT WELL AT PORT ST JOE FL		
Latitude:	294933		
Longitude:	0851803	Dec lat:	29.82604187
Dec lon:	-85.30075165	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	12.00	Altitude method:	M
Altitude accuracy:	.1	Altitude datum:	NGVD29
Hydrologic:	Blackwater, Alabama, Florida. Area = 860 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	FLORIDAN AQUIFER		
Well depth:	Not Reported	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	1981-05-27
Water quality data end date:	1989-09-20	Water quality data count:	32
Ground water data begin date:	0000-00-00	Ground water data end date:	0000-00-00
Ground water data count:	0		

Ground-water levels, Number of Measurements: 0

	Database	EDR ID Number
E19 **ESE** **1/2 - 1 Mile** **Lower**	**FL WELLS**	**FLSA10000033332**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2251
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.30063		
Latitude:	29.82588		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	665		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

E20
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000164376**

Source:	North West District		
Job type:	C	Permit number:	T200000126
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	PO Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	152	Casing depth:	82
Pump rate:	200	Water level:	21
Construction method:	RO	Latitude:	294933
Longitude:	851802	Loc accuracy:	1
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	Off Hwy 382, No. 4A
Well city:	Port St. Joe		
State id:	AAD5500	Water use:	PS
Agency site id:	######		

E21
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000164377**

Source:	North West District		
Job type:	A	Permit number:	T200000127
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	PO Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	112	Casing depth:	112
Pump rate:	Not Reported	Water level:	Not Reported
Construction method:	RO	Latitude:	294933
Longitude:	851802	Loc accuracy:	1

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	Off Hwy 382, No. 4/T200000126
Well city:	Port St. Joe		
State id:	AAA2252	Water use:	PS
Agency site id:	######		

E22
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000099519**

Source:	North West District		
Job type:	C	Permit number:	T198200203
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	165	Casing depth:	153
Pump rate:	200	Water level:	18
Construction method:	RO	Latitude:	294933
Longitude:	851802	Loc accuracy:	1
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	@ City Water Plant
Well city:	Port St. Joe		
State id:	AAA2252	Water use:	PS
Agency site id:	######		

E23
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLSA10000033334**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2252
Gps time:	Not Reported	Gps status:	Unknown
Longitude:	-85.3005		
Latitude:	29.826		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE; CITY OF
Address:	Not Reported	City:	PORT ST. JOE
Zipcode:	Not Reported	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	0		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		

Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Not Reported		
Status:	ACTIVE	Project:	SUPER
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

E24
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLSA10000033333**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAD5500
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.30048		
Latitude:	29.82598		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	0		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

25
NE
1/2 - 1 Mile
Higher

FL WELLS **FLNW10000100371**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Source:	North West District		
Job type:	C	Permit number:	T198201056
Last name:	Material Transfer Co.	First name:	Not Reported
Street1:	P. O. Box 246	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	145	Casing depth:	85
Pump rate:	Not Reported	Water level:	21
Construction method:	RO	Latitude:	295017
Longitude:	851808	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	25
Well county:	45	Well street:	Off Hwy 30
Well city:	Port St. Joe		
State id:	AAA1749	Water use:	IN
Agency site id:	Not Reported		

E26
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLSA10000033331**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	230000501
Gps time:	Not Reported	Gps status:	MMAP
Longitude:	-85.29984		
Latitude:	29.82541		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	Not Reported	Well use:	40 Community Well
County:	23	Name:	Not Reported
Address:	502 EAST FOURTH STREET	City:	PORT ST. JOE
Zipcode:	Not Reported	Case mater:	Not Reported
Diameter:	0		
Capacity g:	0		
Depth ft:	0		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Not Reported		
Status:	ACTIVE	Project:	ANDREW
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

F27
ESE
1/2 - 1 Mile
Higher

FL WELLS **FLSA10000033336**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2253
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.29762		
Latitude:	29.82652		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	145		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

F28
ESE
1/2 - 1 Mile
Higher

FL WELLS **FLNW10000099518**

Source:	North West District		
Job type:	C	Permit number:	T198200202
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P. O. Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	8
Well depth:	142	Casing depth:	70
Pump rate:	200	Water level:	Not Reported
Construction method:	RO	Latitude:	294935
Longitude:	851751	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	@ City Water Plant
Well city:	Port St. Joe		
State id:	AAA2253	Water use:	PS
Agency site id:	Not Reported		

F29
ESE
1/2 - 1 Mile
Higher

FL WELLS **FLSA10000033337**

Source:	Super Active Wells		
Feature na:	WELL	Fluwid:	AAA2254
Gps time:	Not Reported	Gps status:	DGPS
Longitude:	-85.29738		
Latitude:	29.82658		
Albersx:	0		
Albersy:	0		
Hae:	0		
Facilty id:	0		
Permit num:	1230545	Well use:	40 Community Well
County:	23	Name:	PORT ST. JOE, CITY OF
Address:	WATER PLANT ROAD	City:	PORT ST. JOE
Zipcode:	32456	Case mater:	Not Reported
Diameter:	Not Reported		
Capacity g:	0		
Depth ft:	650		
Case lengt:	0		
Data sourc:	0		
Sanitary s:	Not Reported		
Method of :	0		
Type of li:	0		
Horse powe:	0		
Normal yie:	0		
Pump intak:	0		
Comments:	Population served: 4128 - DATUM 83		
Status:	ACTIVE	Project:	DEP
Resultstat:	Not Sampled Within Previous Year		
Solventsta:	Not Sampled Within Previous Year		
Purgeable :	0		
Action:	Not Reported	Wsrp id:	Not Reported

F30
ESE
1/2 - 1 Mile
Lower

FL WELLS **FLNW10000098301**

Source:	North West District		
Job type:	R	Permit number:	T198100828
Last name:	City of Port St. Joe	First name:	Not Reported
Street1:	P.O. Drawer A	Street2:	Not Reported
City:	Port St. Joe	State:	FL
Zip:	32456	Diameter:	12
Well depth:	656	Casing depth:	420
Pump rate:	Not Reported	Water level:	52
Construction method:	Not Reported	Latitude:	294936
Longitude:	851750	Loc accuracy:	Not Reported
Loc method:	2	Township:	07S
Range:	11W	Section:	36
Well county:	45	Well street:	At Water Plant/Well #3
Well city:	Port St. Joe		
State id:	AAA0419	Water use:	PS
Agency site id:	Not Reported		

G31
ESE
1/2 - 1 Mile
Higher

FED USGS **USGS2319034**

Agency cd:	USGS	Site no:	294928085174502
Site name:	PORT ST. JOE WELL NO. S-2 AT PORT ST. JOE, FL		
Latitude:	294928		
Longitude:	0851745	Dec lat:	29.824653
Dec lon:	-85.29575155	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	15.00	Altitude method:	M
Altitude accuracy:	.1	Altitude datum:	NGVD29
Hydrologic:	Blackwater. Alabama, Florida. Area = 860 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	NONARTESIAN SAND AQUIFER		
Well depth:	98	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	1980-04-17
Water quality data end date:	1980-04-17	Water quality data count:	1
Ground water data begin date:	0000-00-00	Ground water data end date:	0000-00-00
Ground water data count:	0		

Ground-water levels, Number of Measurements: 0

G32
ESE
1/2 - 1 Mile
Higher

FED USGS **USGS2319033**

Agency cd:	USGS	Site no:	294928085174501
Site name:	PORT ST. JOE WELL NO. 2 AT PORT ST. JOE FLORIDA		
Latitude:	294928		
Longitude:	0851745	Dec lat:	29.824653
Dec lon:	-85.29575155	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	123
State:	12	County:	045
Country:	US	Land net:	Not Reported
Location map:	Not Reported	Map scale:	Not Reported
Altitude:	15.00	Altitude method:	M
Altitude accuracy:	.1	Altitude datum:	NGVD29
Hydrologic:	St. AndrewSt. Joseph Bays. Florida. Area = 1350 sq.mi.		
Topographic:	Not Reported		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	Not Reported	Mean greenwich time offset:	EST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Confined single aquifer		
Aquifer:	FLORIDAN AQUIFER		
Well depth:	654	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Peak flow data count: 0
Water quality data end date: 1980-03-14
Ground water data begin date: 1979-01-31
Ground water data count: 8

Water quality data begin date: 1979-01-31
Water quality data count: 8
Ground water data end date: 1980-03-14

Ground-water levels, Number of Measurements: 8

Date	Feet below Surface	Feet to Sealevel
1980-03-14		-20.40
1979-11-06		-8.35
1979-07-05		-6.22
1979-03-25		-5.75
1980-01-09		-20.80
1979-10-01		-3.18
1979-05-22		-9.38
1979-01-31		-7.08

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: FL Radon

Radon Test Results

Zip	Total Buildings	% of sites>4pCi/L	Data Source
32456	7	0.0	Certified Residential Database
32456	3	33.3	Mandatory Non-Residential Database
32456	2	0.0	Mandatory Residential Database

Federal EPA Radon Zone for GULF County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.
Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetlands Inventory
Source: Department of Environmental Protection
Telephone: 850-245-8238

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Well Construction Permitting Database
Source: Northwest Florida Water Management District
Telephone: 850-539-5999

Consumptive Use Permit Well Database
Source: St. Johns River Water Management District
Telephone: 386-329-4841

Permitted Well Location Database
Source: South Florida Water Management District
Telephone: 561-682-6877

Super Act Program Well Data
This table consists of data relating to all privately and publicly owned potable wells investigated as part of the SUPER Act program. The Florida Department of Health's SUPER Act Program (per Chapter 376.3071(4)(g), Florida Statutes), was given authority to provide field and laboratory services, toxicological risk assessments, investiagations of drinking water contamination complaints and education of the public
Source: Department of Health
Telephone: 850-245-4250

Water Well Location Information
Source: Suwannee River Water Management District
Telephone: 386-796-7211

Water Well Permit Database
Source: Southwest Water Management District
Telephone: 552-796-7211

OTHER STATE DATABASE INFORMATION

Florida Sinkholes
Source: Department of Environmental Protection, Geological Survey
The sinkhole data was gathered by the Florida Sinkhole Research Institute, University of Florida.

RADON

State Database: FL Radon
Source: Department of Health
Telephone: 850-245-4288
Zip Code Based Radon Data

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

STREET AND ADDRESS INFORMATION

Appendix D

Site Rehabilitation Completion Orders
For various Port parcels.

Florida Department of Environmental Protection
Northwest District
160 W. Government Street, Suite 308
Pensacola, Florida 32502-5740

Rick Scott
Governor

Jennifer Carroll
Lt. Governor

Herschel T. Vinyard, Jr.
Secretary

April 27, 2011

Sent via e-mail to:
Michael.Brantley@azchem.com

and

CERTIFIED, RETURN
RECEIPT REQUESTED
Certified Receipt No.: 7010 2780 0000 0708 0233

Mr. Michael Brantley
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Florida 32456

Subject: Site Rehabilitation Completion Order (SRCO)
Arizona Chemical Former Tall Oil Waste Staging Area
345 Kenny Mill Road
Port St. Joe, Gulf County
FDEP Site ID No. COM_15936

Dear Mr. Brantley:

The Northwest District has reviewed the June 26, 2009 Site Assessment Report, the March 12, 2010 Interim Source Removal Report and the October 29, 2010 Post Active Remediation Monitoring Report, and the January 26, 2011 Site Rehabilitation Completion Report (SRCR)/ NFA Proposal, that were prepared by WRS Compass for the Arizona Chemical Former Tall Oil Waste Storage Area located at 345 Kenny Mill Road, Port St. Joe, Gulf County, Florida. Maps showing the location of the Former Tall Oil Waste Storage Area and the former location of the "contaminated site" (i.e., contaminant plume) for which this Order is being issued are enclosed as Exhibits 1 and 2 and are incorporated by reference herein.

The contamination, which resulted from a discharge that was discovered in May 2005, consisted of Tall Oil, Biphenyl, total recoverable petroleum hydrocarbons (TRPH), and 4-nitrophenol. The discharge resulted from storage of Tall Oil. The SRCR is supported

by earlier submittals, prepared pursuant to the requirements of Chapter 62-780, Florida Administrative Code (F.A.C.), including, but not limited to:

The June 26, 2009 Site Assessment Report,
The March 12, 2010 Interim Source Removal Report, and
The October 29, 2010 Post Active Remediation Monitoring Report/ NFA Proposal

Based on the documentation submitted with the January 26, 2011 Site Rehabilitation Completion Report (SRCR)/ NFA Proposal and the above-referenced documents, the Department has reasonable assurance that Arizona Chemical has met the criteria in Chapter 62-780, Florida Administrative Code (F.A.C.). The submittals indicate that soil and groundwater contaminant concentrations are below the applicable Soil Cleanup Target Levels and Maximum Concentration Limits or Groundwater Cleanup Target Levels as adopted in Chapter 62-777, F.A.C. (Effective date April 17, 2005.) Therefore, you have satisfied the site rehabilitation requirements for the above-referenced contaminated site and are released from any further obligation to conduct site rehabilitation at the contaminated site, except as set forth below. See enclosed table (Exhibit 3), incorporated by reference herein, which includes information regarding the contaminants, affected media, and applicable cleanup target levels for the contaminated site that is the subject of this Order.

Failure to meet the following requirement will result in the revocation of this Order:

(a) You are required to properly abandon all monitoring wells within 60 days of receipt of this Order. The monitoring wells must be plugged and abandoned in accordance with the requirements of Rule 62-532.500(5), F.A.C

Further, in accordance with Chapter 376.30701(4), Florida Statutes (F.S.), upon completion of site rehabilitation, additional site rehabilitation is not required unless it is demonstrated that:

(a) Fraud was committed in demonstrating site conditions or completion of site rehabilitation;

(b) New information confirms the existence of an area of previously unknown contamination which exceeds the site-specific rehabilitation levels established in accordance with Section 376.30701(2), F.S., or which otherwise poses the threat of real and substantial harm to public health, safety, or the environment;

(c) A new discharge of pollutants or hazardous substances occurs at the site subsequent to the issuance of this Order.

Legal Issues

The Department's Order shall become final unless a timely petition for an administrative hearing is filed under sections 120.569 and 120.57, F.S., within 21 days of receipt of this Order. The procedures for petitioning for a hearing are set forth below.

Persons affected by this Order have the following options:

A. If you choose to accept the Department's decision regarding this SRCO, you do not have to do anything. This Order is final and effective on the date filed with the Clerk of the Department, which is indicated on the last page of this Order.

B. If you choose to challenge the decision, you may do the following:

1. File a request for an extension of time to file a petition for hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order. Such a request should be made if you wish to meet with the Department in an attempt to informally resolve any disputes without first filing a petition for hearing; or

2. File a petition for administrative hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order.

Please be advised that mediation of this decision pursuant to section 120.573, F.S., is not available.

How to Request an Extension of Time to File a Petition for Hearing

For good cause shown, pursuant to Rule 62-110.106(4), F.A.C., the Department may grant a request for an extension of time to file a petition for hearing. Such a request must be filed (received) by the Agency Clerk in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from the Arizona Chemical Company, shall mail a copy of the request to Arizona Chemical Company at the time of filing. Timely filing a request for an extension of time tolls the time period within which a petition for administrative hearing must be made.

How to File a Petition for Administrative Hearing

A person whose substantial interests are affected by this Order may petition for an administrative hearing under sections 120.569 and 120.57, F.S. The petition must contain the information set forth below and must be filed (received) by the Agency Clerk in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, MS 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from the Arizona Chemical Company, shall mail a copy of the petition to the Arizona Chemical Company at the time of filing. Failure to file a petition within this time period shall waive the right of anyone who may request an administrative hearing under sections 120.569 and 120.57, F.S.

Pursuant to subsection 120.569(2), F.S., and Rule 28-106.201, F.A.C., a petition for administrative hearing shall contain the following information:

a) The name, address, and telephone number of each petitioner; the name, address, and telephone number of the petitioner's representative, if any; the site owner's name and address, if different from the petitioner; the DEP facility number; and the name and address of the facility;
b) A statement of when and how each petitioner received notice of the Department's action or proposed action;
c) An explanation of how each petitioner's substantial interests are or will be affected by the Department's action or proposed action;
d) A statement of the disputed issues of material fact, or a statement that there are no disputed facts;
e) A statement of the ultimate facts alleged, including a statement of the specific facts the petitioner contends warrant reversal or modification of the Department's action or proposed action;
f) A statement of the specific rules or statutes the petitioner contends require reversal or modification of the Department's action or proposed action; and
g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the Department to take with respect to the Department's action or proposed action.

This Order is final and effective on the date filed with the Clerk of the Department, which is indicated on the last page of this Order. Timely filing a petition for administrative hearing postpones the date this Order takes effect until the Department issues either a final order pursuant to an administrative hearing or an Order Responding to Supplemental Information provided to the Department pursuant to meetings with the Department.

Judicial Review

Any party to this Order has the right to seek judicial review of it under section 120.68, F.S., by filing a notice of appeal under rule 9.110 of the Florida Rules of Appellate Procedure with the Agency Clerk of the Department in the Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000, and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice of appeal must be filed within thirty days after this order is filed with the clerk of the Department (see below).

Any questions regarding the Department's review of your NFA Proposal should be directed to Michael Hennick at 160 West Government Street, Suite 308, Pensacola, FL 32502, by phone at (850) 595-0592, or e-mail to michael.hennick@dep.state.fl.us. Questions regarding legal issues should be referred to the Department's Office of General Counsel at (850)245-2242. Contact with any of the above does not constitute a petition for administrative hearing or request for an extension of time to file a petition for administrative hearing.

Sincerely,

Emile D. Hamilton
Assistant District Director
Northwest District Office

FILED, on this date, pursuant to §120.52 Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged.

Barbara Edwards 04-27-2011

Clerk Date

Enclosures: Exhibits 1, 2, and 3

c: Terry Nishimoto, Arizona Chemical, terry.nishimoto@azchem.com
Khalid Hasna, Arizona Chemical, Khalid.hasna@azchem.com
David Rountree, P.G., WRS Compass, drountree@wrscompass.com
Robert Neff, WRS Compass, rneff@wrscompass.com

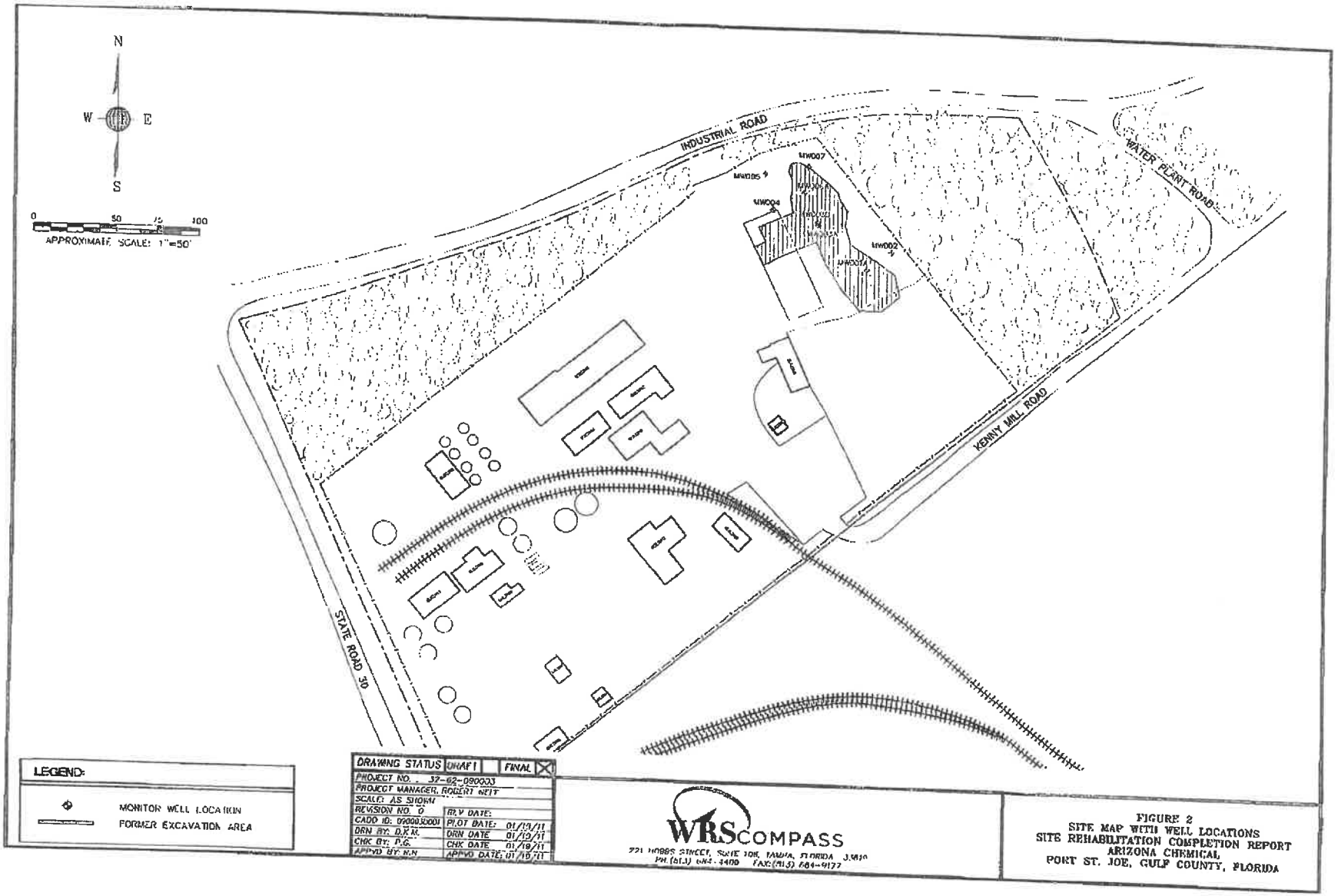


FIGURE 2
SITE MAP WITH WELL LOCATIONS
SITE REHABILITATION COMPLETION REPORT
ARIZONA CHEMICAL
PORT ST. JOE, GULF COUNTY, FLORIDA

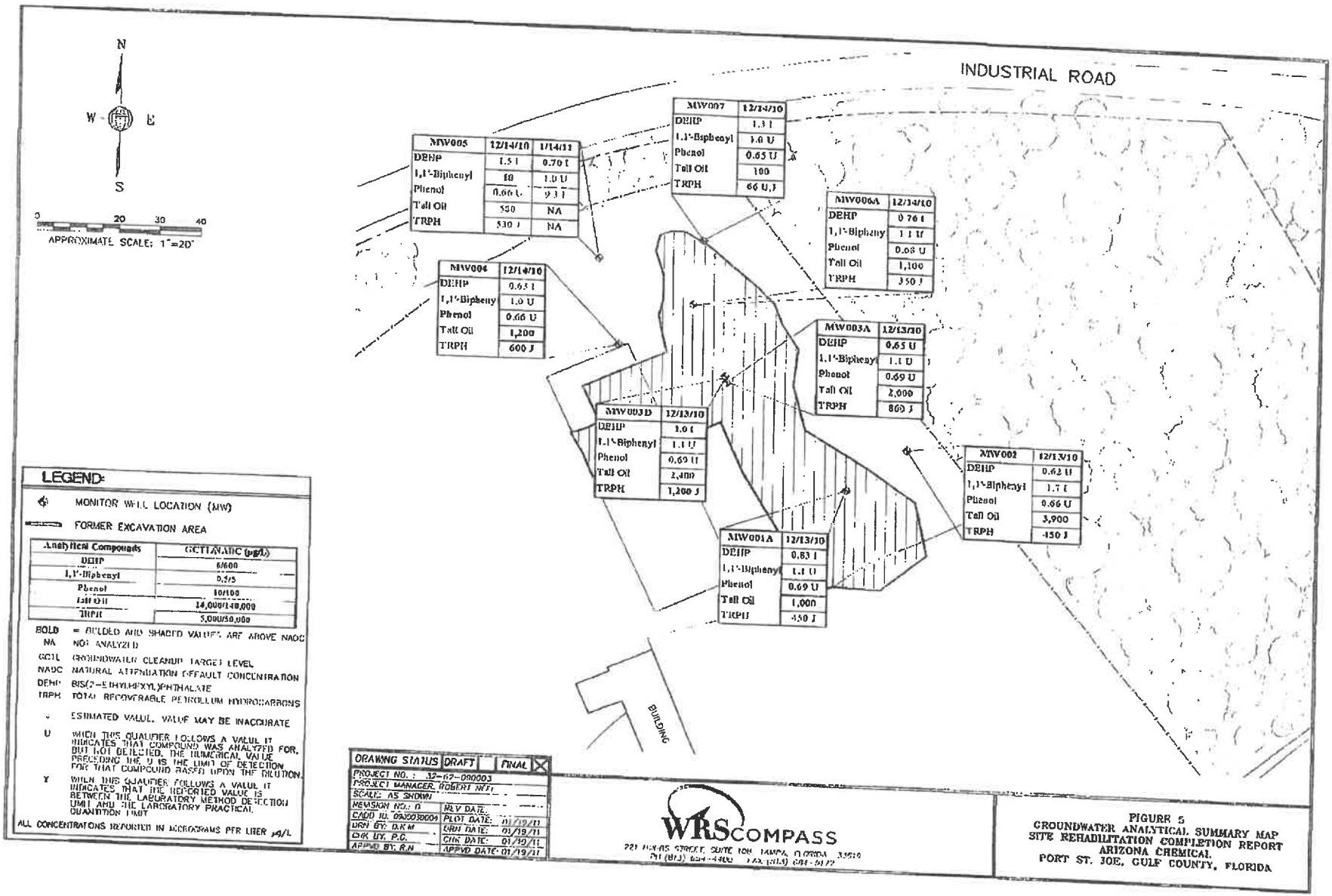


FIGURE 5
GROUNDWATER ANALYTICAL SUMMARY MAP
SITE REHABILITATION COMPLETION REPORT
ARIZONA CHEMICAL
PORT ST. JOE, GULF COUNTY, FLORIDA

Table 3
Summary of Historical Groundwater Analytical Results for Selected Contaminants
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Gulf County, Florida
WRS Project Number 32-62-090003

Sample		Detected Contaminant Concentrations							
Location Identification	Date	Acetophenone	Biphenyl	Bis(2-exylhexyl) phthalate	Dibenzo-furan	Di-n-octyl phthalate	2,4-Dinitrophenol	Naphthalene	Phenol
GCTL (µg/l)		700	0.5	6.0	28	140	14	14	10
NAGC (µg/l)		7000	5	600	280	1,400	140	140	100
MW001	09/20/2007	ND	<10	ND	ND	<10	<10	ND	<10
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	1.5 I	1.1 U	0.91 I	0.8 U	0.58 U	3.9 U	0.57 U	0.69 U
MW001A*	09/15/2010	0.76 U	1.0 U	0.97 I	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
	12/13/2010	0.80 U	1.1 U	0.83 I	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
MW002	09/20/2007	ND	10 U	ND	ND	1.7 J	10 U	ND	1.9 J
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.76 U	1 U	0.62 U	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
	09/15/2010	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
	12/13/2010	0.76 U	1.7 I	0.62 U	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
MW003	09/20/2007	ND	3.8 J	ND	ND	10 U	10 U	ND	2.6 J
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.75 U	120	0.61 U	1.5 I	0.55 U	3.7 U	5.2 I	10
MW003A*	09/15/2010	0.80 U	1.1 U	3.0 I	0.80 U	1.7 U	3.9 U	0.57 U	0.69 U
	12/13/2010	0.80 U	1.1 U	0.65 U	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
MW003D*	09/15/2010	0.80 U	1.1 U	0.89 J	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
	12/13/2010	0.80 U	1.1 U	1.0 I	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
MW004	09/20/2007	ND	10 U	ND	ND	10 U	10 U	ND	10 U
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.75 U	1 U	0.61 U	0.75 U	0.55 U	3.7 U	0.54 U	0.65 U
	09/16/2010	0.77 U	1.1 U	0.71 I	0.77 U	0.56 U	3.8 U	0.55 U	1.4 I
	12/14/2010	0.76 U	1.0 U	0.63 J	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
MW005	09/20/2007	ND	10 U	ND	ND	10 U	10 U	ND	10 U
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
	09/16/2010	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
	12/14/2010	0.76 U	18	1.5 I	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U
	01/24/2011	0.76 U	1.0 U	0.70 I	0.76 U	0.55 U	3.7 U	0.54 U	9.3 I
MW006	09/20/2007	ND	10 U	ND	ND	10 U	1.6 J	ND	10 U
	10/17/2007	NA	NA	NA	NA	NA	NA	NA	NA
	07/31/2008	0.77 U	1.1 U	0.62 U	0.77 U	0.56 U	3.8 U	0.55 U	0.66 U
MW006A*	09/16/2010	0.80 U	1.1 U	0.65 U	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
	12/14/2010	0.78 U	1.1 U	0.76 I	0.78 U	0.57 U	3.8 U	0.56 U	0.68 U
MW007*	09/16/2010	0.80 U	1.1 U	0.69 I	0.80 U	0.58 U	3.9 U	0.57 U	0.69 U
	12/14/2010	0.75 U	1.0 U	1.3 I	0.75 U	0.55 U	3.7 U	0.54 U	0.65 U
Equipment Blank	12/14/2010	0.76 U	1.0 U	0.62 U	0.76 U	0.55 U	3.7 U	0.54 U	0.66 U

See notes at end of table

Table 3
Summary of Historical Groundwater Analytical Results for Selected Contaminants
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Gulf County, Florida
WRS Project Number 32-62-090003

Sample		Detected Contaminant Concentrations							
Location Identification	Date	Lead	Silver	Arsenic	Barium	Cadmium	Chromium	Tall Oil	TRPH
GCTL (µg/l)		15	100	10	2,000	5	100	14,000	5,000
NADC (µg/l)		150	1,000	100	20,000	50	1,000	140,000	50,000
MW001	09/20/2007	NA	NA	NA	NA	NA	NA	6,800***	6,800**
	10/17/2007	4 I	4.4 I	1.0 U	6.7	1.1 I	2.3 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	1,000	640
MW001A*	09/15/2010	NA	NA	NA	NA	NA	NA	1,300	1,500 J
	12/13/2010	NA	NA	NA	NA	NA	NA	1,000	450 J
MW002	09/20/2007	NA	NA	NA	NA	NA	NA	9,800***	9,800**
	10/17/2007	5.0 U	4.1 I	1.0 U	4.3 I	0.9 I	4.8 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	320	400
	09/15/2010	NA	NA	NA	NA	NA	NA	1,500	1,400 J
	12/13/2010	NA	NA	NA	NA	NA	NA	3,900	2,900 J
MW003	09/20/2007	NA	NA	NA	NA	NA	NA	37,000***	37,000**
	10/17/2007	5.0 U	10 U	1.8	6.7	1 I	7.1 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	450	1,400
MW003A*	09/15/2010	NA	NA	NA	NA	NA	NA	1,500	1,400 J
	12/13/2010	NA	NA	NA	NA	NA	NA	2,000	860 J
MW003D*	09/15/2010	NA	NA	NA	NA	NA	NA	2,800	2,300 J
	12/13/2010	NA	NA	NA	NA	NA	NA	2,400	1,200 J
MW004	09/20/2007	NA	NA	NA	NA	NA	NA	120,000***	120,000**
	10/17/2007	2.4 I	10 U	1.8	4.1 I	1 I	8.4 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	540	380
	09/16/2010	NA	NA	NA	NA	NA	NA	1,000	1,200 J
	12/14/2010	NA	NA	NA	NA	NA	NA	1,200	600 J
MW005	09/20/2007	NA	NA	NA	NA	NA	NA	7,300***	7,300**
	10/17/2007	4.2 I	3.6 I	1.0 U	6.5	0.8 I	5.6 I	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	330	120
	09/16/2010	NA	NA	NA	NA	NA	NA	120	64 I,J
	12/14/2010	NA	NA	NA	NA	NA	NA	580	530 J
	01/14/2011	NA	NA	NA	NA	NA	NA	NA	NA
MW006	09/20/2007	NA	NA	NA	NA	NA	NA	23,000***	23,000**
	10/17/2007	5.0 U	10 U	1.0 U	26	0.9 I	10 U	NA	NA
	07/31/2008	NA	NA	NA	NA	NA	NA	1,600	780
MW006A*	09/16/2010	NA	NA	NA	NA	NA	NA	1,600	900 J
	12/14/2010	NA	NA	NA	NA	NA	NA	1,100	350 J
MW007*	09/16/2010	NA	NA	NA	NA	NA	NA	320	82 I,J
	12/14/2010	NA	NA	NA	NA	NA	NA	100	66 J
Equipment Blank	12/14/2010	NA	NA	NA	NA	NA	NA	100 U	66 U,J

See notes at end of table.

Table 3
Summary of Historical Groundwater Analytical Results for Selected Contaminants
Arizona Chemical Company
345 Kenny Mill Road
Port St. Joe, Gulf County, Florida
WRS Project Number 32-62-090003

Notes:
GCTL = Groundwater Cleanup Target Level as established in Table I of Chapter 62-777, Florida Administrative Code (F.A.C.).
NADC = Natural Attenuation Default Concentration as established in Table V of Chapter 62-777, F.A.C
TRPH – Total Recoverable Petroleum Hydrocarbons
ND = Not detected
NA = Not analyzed for this parameter
I = The reported value is between the laboratory MDL and the laboratory Practical Quantitation Limit.
J = Estimated value; value may not be accurate
U = Analyte not detected at a concentration greater than the laboratory method detection limit (MDL).
All values are expressed in micrograms per liter (µg/L)
Values in bold are detections that exceed the relevant Groundwater Cleanup Target Level (GCTL)
Shaded values are detections that exceed the relevant Natural Attenuation Default Source Concentration (NADC).
" = New Monitor Wells
" – False positive, detections are not from the petroleum range for organics based on ESC letter, dated October 11, 2007; values correlated to represent tall oil contribution
" – False positive for TRPH, detections are not from the petroleum range for organics based on ESC letter, dated October 11, 2007; values correlated to represent tall oil contribution

Florida Department of
Environmental Protection
Northwest District
160 Governmental Center, Suite 308
Pensacola, Florida 32502-5794

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

July 9, 2010

Sent via e-mail to:
Bryan.D[illegible]joe.com

Mr. Bryan Duke
Vice President, Corporate Counsel
The St. Joe Company
3800 Esplanade Way, Suite 330
Tallahassee, Florida 32311

Subject: [illegible]nal Site Rehabilitation Completion Order (SRCO)
Former [illegible]oe Paper Company Waste Water Impoundment Site
Port St. Joe, Gulf County
FDEP Brownfield Site ID #BF230201001

Dear Mr. Duke:

The Northwest District has reviewed the January 10, 2007 Source Removal and Quarterly Groundwater Monitoring Report and the January 16, 2008 Quarterly [illegible] Monitoring Report and No Further Action (NFA) request that was prepared by Professional Service Industries for the Former St. Joe Paper Company [illegible] Waste Impoundment Site (Brownfield ID No. BF[illegible] located in Port St. Joe, Gulf County, Florida. A map showing the location of the site with the location of the [illegible] that this Order is being issued is enclosed with the Declaration of Restrictive Covenant.

The contamination consisted of soil with polynuclear aromatic hydrocarbons (PAHs) and groundwater with Chromium and Arsenic above cleanup target levels. The NFA request is supported by earlier documents, prepared pursuant to the approved Brownfield Site Rehabilitation Agreement (BSRA), including, but not limited to the following:

The Brownfield Site Assessment Report (BSAR) dated January 5, 2002,
The BSAR Addendum [illegible] dated May 1, [illegible];
The BSAR Addendum #2 dated September 3, 2004,
The BSAR Interim Report dated March 21, 2005;

The Remedial Action Plan (RAP) dated December 6, 2005;
The RAP Addendum dated March 24, 2006
The Source Removal and Quarterly Groundwater Monitoring Report dated January 10, 2007, and
The Quarterly Groundwater Monitoring Reports dated April 26, 2007, July 30, 2007 and January 16, 2008

Based upon the information provided by The St Joe Company concerning the property, the Department concludes that you have successfully and satisfactorily implemented the [illegible] SSRA and program tasks and, accordingly, [illegible] further action [illegible] the Department has reasonable assurance that you have met the criteria of Chapter 62-785, Florida Administrative Code (F.A.C.), including the commitments set [illegible] proposals with respect to the implementation of engineering [illegible] the site [illegible] requirements for the above-referenced [illegible] leased [illegible] further obligation to conduct site rehabilitation [illegible] now

A Declaration of Restrictive Covenant was recorded by The St. Joe Company on June 17, 2010 in Official Record Book 492, [illegible] 1-870, Public Records of Gulf County, Florida and is enclosed and incorporated by reference as Exhibit 1.

(1) You must comply with the provisions set forth within the Declaration of Restrictive Covenant filed prior to the execution of this Order. This SRCO is conditioned upon such engineering and/or institutional controls being effective properly maintained and remaining in place. If the real property owner proposes to remove the engineering controls and [illegible] the real property owner must obtain prior written approval from the Department. The removal of the controls must be accompanied by the immediate resumption of site rehabilitation, or implementation of other approved controls, unless it is demonstrated to the Department that the criteria of Rule 62-785.680 (1), F.A.C., are met.

(2) In the event concentrations of contaminants of concern increase above the [illegible] approved in this Order, or if a subsequent discharge of contaminants occurs at the site, the Department may require site rehabilitation to reduce concentrations of contaminants of concern to the levels allowed by Chapter 62-785, F.A.C.

(3) [illegible] you are required to properly abandon all monitoring wells within 90 days of receipt of this Order. The monitoring wells must be plugged and abandoned in accordance with the requirements of Subsection 62-532.500(4), F.A.C.

Legal Issues

The Department's Order shall become final unless a timely petition for an administrative hearing is filed under sections 120.569 and 120.57 Florida Statutes ("F.S."), within 21 days of receipt of this Order. The procedures for petitioning for a hearing are set forth below.

Persons affected by this Order have the following options:

A. If you choose to accept the Department's decision regarding the SRCO you do not have to do anything. This Order is final and effective on the date filed with the Clerk of the Department, which is indicated on the last page of this Order.

B. If you choose to challenge the decision, you may do the following:

1. File a request for an extension of time to file a petition for hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order, such a request should be made if you wish to meet with the Department in an attempt to informally resolve any disputes without first filing a petition for hearing, or

2. File a petition for administrative hearing with the Department's Agency Clerk in the Office of General Counsel within 21 days of receipt of this Order.

Please be advised that mediation of this decision pursuant to section 120.573, F.S., is not available.

How to Request an Extension of Time to File a Petition for Hearing

For good cause shown, pursuant to Rule 62-110.106(4), Florida Administrative Code ("F.A.C."), the Department may grant a request for an extension of time to file a petition for hearing. Such a request must be received by the Agency Clerk in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida, within 21 days of receipt of this Order. If different from The St Joe Company's counsel, a copy of the request to The St Joe Company at the time of filing. Timely filing a request for an extension of time tolls the time period within which a petition for administrative hearing must be made.

How to File a Petition for Administrative Hearing

A person whose substantial interests are affected by this Order may petition for an administrative proceeding (hearing) under sections 120.569 and 120.57 F.S. The petition must contain the information set forth below and must be filed (received) by the Agency Clerk in the Office of General Counsel of the Department at 3900

Commonwealth Boulevard, MS 35, Tallahassee, Florida, 32399-3000, within 21 days of receipt of this Order. Petitioner, if different from The St. Joe Company, shall mail a copy of the petition to The St. Joe Company at the time of filing. Failure to file a petition within this time period shall waive the right of anyone who may request an administrative hearing under sections 120.569 and 120.57, F.S.

Pursuant to subsection 120.569(2), F.S., and Rule 28-106.201, F.A.C., a petition for administrative hearing shall contain the following information.

a) The name, address, and telephone number of each petitioner; the name, address, and telephone number of the petitioner's representative, if any; the site owner's name and address, if different from the petitioner; the DEP facility number; and the name and address of the facility;
b) A statement of how and when each petitioner received notice of the Department's action or proposed action;
c) A statement of how each petitioner's substantial interests are or will be affected by the Department's action or proposed action;
d) A statement of the disputed issues of material fact, or a statement that there are no disputed facts;
e) A statement of the ultimate facts alleged, including a statement of the specific facts the petitioner contends warrant reversal or modification of the Department's action or proposed action;
f) A statement of the specific rules or statutes the petitioner contends require reversal or modification of the Department's action or proposed action; and
g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the Department to take with respect to the Department's action or proposed action.

This Order is final and effective on the date filed with the Clerk of the Department, unless it is indicated on the last page of this Order. Timely filing a petition for administrative hearing postpones the date this Order takes effect until the Department issues either a final order pursuant to an administrative hearing or an Order responding to the supplemental information provided to the Department pursuant to meetings with the Department.

Judicial Review

Any party to this Order has the right to seek judicial review of it under section 120.68, F.S., by filing a notice of appeal under rule 9.110 of the Florida Rules of Appellate Procedure with the Agency Clerk of the Department in the Office of General Counsel, Mail Station 35, [illegible] a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice of appeal must be filed within thirty days after this order is filed with the clerk of the Department (see above).

The Department Brownfield Site ID Number for this site is BF330201001. Please use this identification on all future correspondence with the Department. You are eligible to apply for a Voluntary Cleanup Tax Credit (VCTC) for this site. Under the current rule, you may apply for a tax credit up to 50% of your costs this year and 25% of your costs over the life of the project. For more information on the VCTC, please visit our website at:

http://www.dep.state.fl.us/waste/categories/vctc/

Any questions regarding the Department's review of your SRCO should be directed to Alex Webster, P.G. at (850) 595-8360 extension 1214. Questions regarding legal issues should be referred to the Department's Office of General Counsel at (850) 245-2242. Contact with any of the above does not constitute a petition for administrative hearing or request for an extension of time to file a petition for administrative hearing.

Sincerely,

Kenneth W. Prest, Jr.
District Director

KWP/awr

Enclosure: Declaration of Restrictive Covenant

cc: Alex Webster, P.G., FDEP Alex.Webster@dep.state.fl.us
Kim Walker, FDEP Kim.Walker@dep.state.fl.us
Jack Chisolm, FDEP Office of General Counsel, Jack.Chisolm@dep.state.fl.us

FILED, on this date, pursuant to §120.52 Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged.

Clerk — July 9, 2010 — Date

This instrument was prepared by:

Bryan Duke, Esq.
Assistant General Counsel
The St. Joe Company
3800 Esplanade Way, Suite 100
Tallahassee, Florida 32311

Inst 201023002521 Date:6/17/2010 Time:10 41 AM
DC Rebecca L Norris,Gulf County B 492 P 861

DECLARATION OF RESTRICTIVE COVENANT

THIS DECLARATION OF RESTRICTIVE COVENANT (hereinafter "Declaration") is made this 16th day of January, 2010 by and between The St. Joe Company, a Florida corporation, (hereinafter "GRANTOR") and the Florida Department of Environmental Protection (hereinafter "FDEP").

RECITALS

A. GRANTOR is the fee simple owner of that certain real property situated in Gulf County, State of Florida, more particularly described in Exhibit "A" attached hereto and made a part hereof (hereinafter the "Property");

B. Within the Property are two separate areas more particularly described in Exhibit "B" attached hereto and made a part hereof (hereinafter the "Stormwater Facility Restricted Property");

The FDEP Facility Identification Number for the Property is WFL/Gul001. The facility owner at the time of this Declaration is Former Surface Impoundment area of the Port St. Joe Site. The Property is the subject of a Brownfields Site Rehabilitation Agreement that was entered into by GRANTOR and FDEP on January 28, 2003;

C. The Property is adjacent to the former St. Joe Paper mill. The property was historically used as a surface impoundment that accepted wastewater from the mill from the time of mill construction circa 1938 to 1972, when the wastewater was re-routed to the City of Port St. Joe. Since that time the Property was used for the storage of certain waste materials, such as bark from paper mill operations. The discharge of contaminants on the Property is documented in the following reports that are incorporated by reference:

1. Brownfields Site Assessment Report dated January 5, 2004 and submitted by Professional Services Industries, Inc. ("PSI").

2. Brownfields Site Assessment Report Addendum #1, dated May 4, 2004, and submitted by PSI

STATE OF FLORIDA
COUNTY OF GULF
I CERTIFY THIS TO BE A TRUE COPY
OF THE ORIGINAL
CLERK OF CIRCUIT COURT
GULF COUNTY, FLORIDA
BY: _____ DATE: _____

3. Brownfields Site Assessment Report Addendum #2, dated September 3, 2004, submitted by PSI.

4. Brownfields Site Assessment Report Interim Report, dated March 21, 2005, submitted by PSI.

5. Remedial Action Plan, dated December 6, 2005, submitted by PSI.

6. Remedial Action Plan Addendum, dated March 24, 2006, submitted by PSI

7. Source Removal and Quarterly Groundwater Monitoring Report, dated January 10, 2007, and submitted by PSI.

8. Response to FDEP Comments, dated May 21, 2007, and submitted by PSI.

9. Quarterly Groundwater Monitoring Reports, dated April 26, 2007, July 30, 2007, and January [illegible] 2008, submitted by PSI

E. The reports noted in Recital C set forth the nature and extent of the soil and groundwater [illegible] presently exist on the Property [illegible] by the Department pursuant to Chapter [illegible] Administrative Code Rules ("F.A.C."), using exposure assumptions based on [illegible] the Property. Also, these reports document that the groundwater contamination does not extend off the Property, the extent of the groundwater contamination [illegible] acre and the groundwater contamination is not migrating. This Declaration [illegible] and groundwater contamination;

F. It is the intent of the restrictions contained within this Declaration to reduce or eliminate the risk of exposure of the contaminants of the environment and to users or occupants of the Property and to reduce or eliminate the threat of migration of the contaminants;

G. The FDEP has agreed to issue a Site Rehabilitation Completion Order with Conditions [illegible] recordation of this Declaration, and the FDEP can unilaterally revoke the Order if the conditions of this Declaration or of the Order are not met. Additionally, in the event concentrations of petroleum constituents, volatile organic compounds, heavy metals, or [illegible] approved in the Order or if a subsequent discharge occurs at the Property, the FDEP may require further site rehabilitation to reduce concentrations of [illegible] levels approved in the Site Rehabilitation Completion Report or otherwise [illegible] F.A.C. The Order relating to the Property, DEP Facility No. BF[illegible], is on file with the Northwest District Brownfield Coordinator for the Department of Environmental Protection, 160 Government Center, Pensacola, Florida 32501-5794;

H. GRANTOR deems it desirable and in the best interest of all present and future owners of the Property that an Order be obtained and that the Property be held subject to certain restrictions, all of which are more particularly hereinafter set forth.

NOW, THEREFORE, to induce the FDEP to issue the Order in compliance with Consent Order (OGC File No. 02-1597-23-CU) and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by each of the undersigned parties, GRANTOR agrees as follows:

1. The foregoing recitals are true and correct and are incorporated herein by reference.

2. GRANTOR hereby imposes on the Property the following use restrictions:

a. There shall be no use of the groundwater on the Property. There shall be no drilling for water conducted on the Property nor shall any wells be installed on the Property other than monitoring wells approved by FDEP. For any dewatering activities, a plan must be in place to address and ensure the appropriate handling, [illegible] and disposal of any extracted groundwater that may be contaminated.

b. Excavation and construction below two feet surface elevations is not prohibited provided that any contaminated soils that are excavated are removed and properly disposed of pursuant to Chapter 62-785, F.A.C. (or subsequent contamination site cleanup criteria rules). Nothing herein shall limit or conflict [illegible] other legal requirements regarding construction methods and techniques that must be taken to minimize [illegible] exposure while conducting work in contaminated areas. For any dewatering activities, a plan must be in place to address and ensure the appropriate handling, treatment, and disposal of any extracted groundwater that may be contaminated.

c. Generally, there shall be no agricultural use of [illegible] including forestry, fishing and mining; no hotels or lodging; no recreational uses including amusement parks, parks, camps, museums, zoos, or gardens; no residential uses; [illegible] schools, or day care [illegible] the North American Industry Classification System, United States, 1997 (NAICS), Executive Office of the President, Office of Management and Budget. The [illegible] Hunting; [illegible] 512132 Drive-in Motion [illegible] 5311 Lessors of Residential Buildings and Dwellings; [illegible] and Secondary Schools; Subsector 623 Nursing and Residential Care Facilities; Subsector 624 [illegible] and Related [illegible] Similar Institutions, [illegible] Amusement, Gambling, and Recreation Industries; Subsector 721 Accommodation (hotels, motels, RV parks, etc.); Subsector 813 Religious, Grantmaking, Civic, Professional, and Similar Organizations; and Subsection 814 Private Households.

Property, there shall be no stormwater swales, stormwater detention or retention facilities or ditches on the Stormwater Facility Restricted Property.

3. For the purpose of monitoring the restrictions contained herein, FDEP or its respective successors and assigns shall have site access to the Property at reasonable times after reasonable notice to GRANTOR.

4. It is the intention of GRANTOR that the restrictions contained in this Declaration [illegible] shall run with the title to the Property and shall apply to and be binding upon [illegible] for the benefit of the successors and assigns of GRANTOR, and for FDEP, its successors and assigns, [illegible] parties [illegible] title or interest in the Property or any part thereof. FDEP, its successors and assigns, may enforce the terms and conditions of this Declaration by injunctive relief and other [illegible] legal [illegible] Declaration on behalf of FDEP to exercise its right in the event of [illegible] by the GRANTOR, its successors and [illegible] with the [illegible] this Declaration shall not be deemed or construed to be a waiver of FDEP's rights hereunder. This Declaration shall [illegible] GRANTOR, its successors and assigns and FDEP [illegible] and assigns, as provided in paragraph 6 hereof. These restrictions may also be enforced in a court of competent [illegible] firm, corporation, or governmental agency that is substantially benefited by this restriction.

5. In order to ensure the perpetual nature of these restrictions, GRANTOR, its successors and assigns, shall reference these restrictions in any subsequent deed of conveyance, including the recording book and page of record of this Declaration.

6. This Declaration is binding until a release of covenant is executed by the FDEP Secretary (or designee) and GRANTOR and is recorded in the county land records. To receive prior approval from FDEP to release any covenant herein, [illegible] clearing of the Property and [illegible] is established pursuant to Florida Statutes and [illegible] rules must have been achieved. This Declaration may be modified in writing only. Any subsequent amendment must be executed by both GRANTOR and FDEP or their respective successors and assigns and be recorded by GRANTOR, or its successors and assigns, as an amendment hereto.

7. If any provision of this Declaration is held to be invalid by any court of competent jurisdiction, the invalidity of such provision shall not affect the validity of any other provision thereof. All such other provisions shall continue unimpaired in full force and effect.

6. GRANTOR covenants and represents that on the date of execution of this Declaration that GRANTOR is seized of the Property in fee simple and has good right to create, establish and impose the restrictive covenants contained in this Declaration on the use of the Property. GRANTOR also covenants and warrants that the Property is free and [illegible] encumbrances of record so [illegible] that would impair GRANTOR'S right to impose the restrictive covenant described in this Declaration or that would be superior to the restrictive covenant described in this Declaration.

IN WITNESS WHEREOF, GRANTOR has executed this instrument, this 12th day of January, 2010.

Signed, sealed and delivered in the presence of:

Witness
Print Name Kay Porch
01.12.10

THE ST. JOE COMPANY

By: _____
H. Clay Smallwood
President – Timberland and Land Sales

Witness
Print Name: Jackie Lafferty
Date: 01.12.10

Date: January 12, 2010

STATE OF FLORIDA)
) AS
Leon ~~GULF~~ COUNTY)

The foregoing instrument was acknowledged before me this 12th day of January, 2010 by H. Clay Smallwood, President- Timberland and Land Sales for The St. Joe Company, on behalf of the Company. Mr. Smallwood is Personally Known to me ✓ OR Produced Identification _____. Type of Identification Produced _____

Signature of Notary Public

Print Name of Notary Public

Commission No. DD710677

Commission Expires: 9.09.11

Approved as to form by the Florida Department of Environmental Protection, Office of General Counsel. [signature]

IN WITNESS WHEREOF, the Florida Department of Environmental Protection has executed this instrument, this 18th day of May, 2010.
Signed, sealed and delivered in the presence of:

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

By: [signature]

Print Name: Kenneth W. Prest, Jr.
Title: District Director

Department [name and address]

Witness: [signature]
Print Name: Brandy M. Smith

Date: 5/18/2010

Witness [signature]
Print Name: Jessica Lamont

Date: 5-18-2010

STATE OF FLORIDA)
)
COUNTY OF Escambia)

The foregoing instrument was acknowledged before me this 18th day of May, 2010, by Kenneth W. Prest Jr as a representative for the Florida Department of Environmental Protection.

Personally Known ✓ OR Produced Identification ______________.
Type of Identification Produced

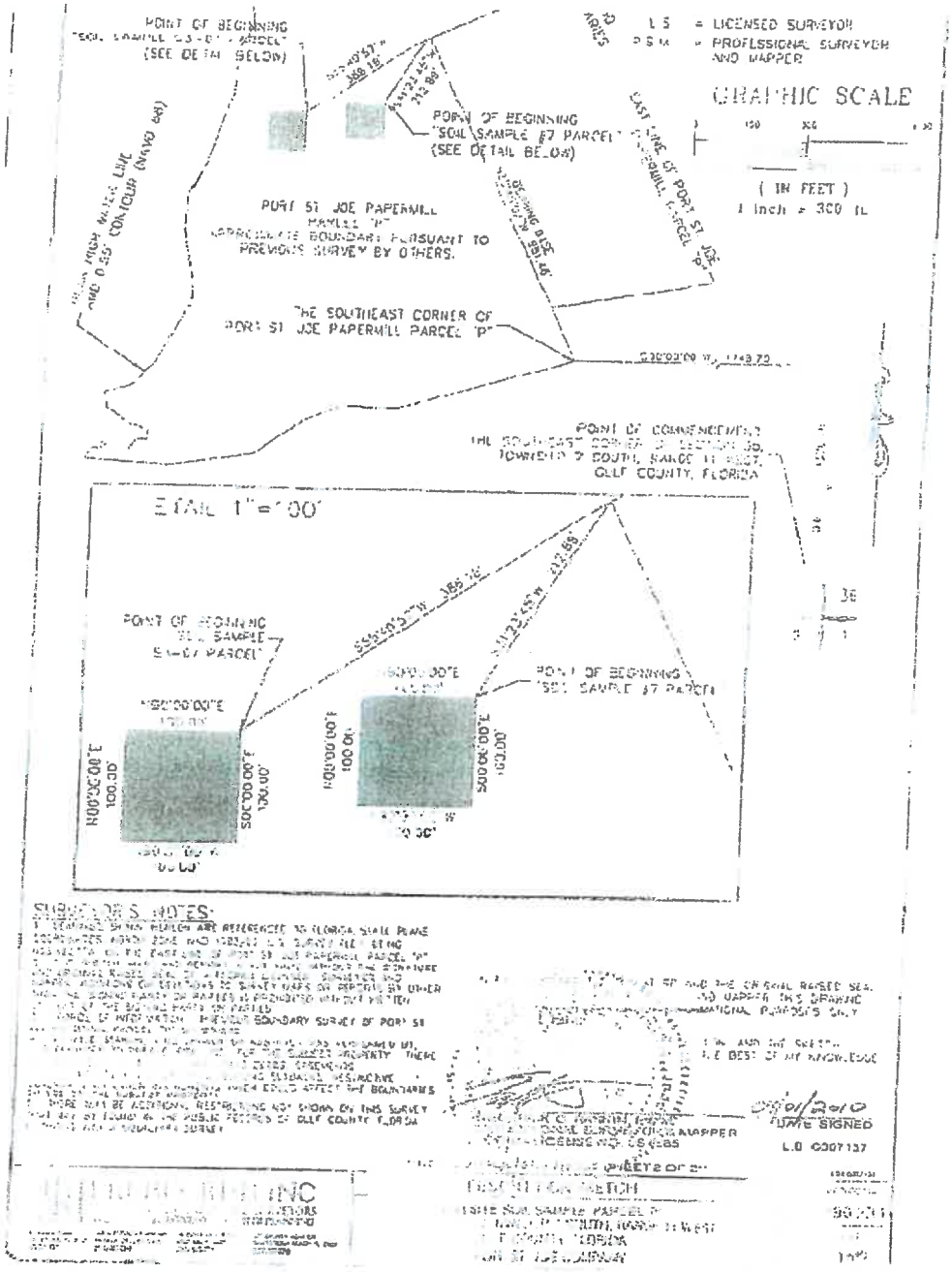
[signature]
Signature of Notary Public

Barbara H Rabenhorst
Print Name of Notary Public

Commission No. DD 644821
Commission Expires: June 26, 2011

DESCRIPTION OF PARCEL P: COMMENCE AT THE NORTHEAST CORNER OF [illegible] TOWNSHIP 8 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA; THENCE SOUTH 89 DEGREES [illegible] MINUTES [illegible] SECONDS WEST ALONG THE NORTH LINE OF SAID SECTION 2 FOR 2473.04 FEET; THENCE SOUTH 00 DEGREES [illegible] MINUTES 30 SECONDS EAST FOR 1270.85 FEET TO THE [illegible] OF A SEAWALL; THENCE NORTH 89 DEGREES 55 MINUTES [illegible] THE [illegible] LINE OF THE PROPERTY DESCRIBED [illegible] PAGE [illegible] OF THE PUBLIC RECORDS OF [illegible] FOR [illegible] FEET TO [illegible] SPIKE IN SAID SEAWALL; [illegible] THENCE NORTH [illegible] DEGREES [illegible] SECONDS EAST [illegible] LINE AND THE NORTH LINE OF HOWARD ROAD FOR [illegible] THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. [illegible] DEGREES [illegible] MINUTES 31 SECONDS WEST ALONG [illegible] RIGHT OF WAY LINE FOR 370.54 FEET TO THE SOUTH LINE [illegible] MAP OF THE CITY OF PORT ST. JOE, FLORIDA; [illegible] MINUTES [illegible] SECONDS WEST ALONG SAID [illegible] FEET; THENCE NORTH [illegible] DEGREES [illegible] MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF A 50 FOOT RIGHT OF WAY [illegible] OF BLOCKS [illegible], [illegible], AND [illegible], SAID OFFICIAL MAP OF THE CITY OF PORT ST. JOE, FLORIDA, FOR [illegible] FEET TO SAID WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 30, WHICH IS A [illegible] CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 13690.99 [illegible] ALONG SAID CURVING RIGHT OF WAY [illegible] FEET, SAID ARC HAVING A CHORD [illegible] MINUTES [illegible] SECONDS [illegible] MINUTES [illegible] SECONDS WEST ALONG [illegible] RIGHT OF WAY LINE FOR 124.05 FEET; THENCE NORTH 20 DEGREES [illegible] MINUTES 29 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR [illegible] FEET; THENCE NORTH 68 DEGREES [illegible] MINUTES [illegible] SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 80.03 [illegible]; THENCE NORTH 08 DEGREES [illegible] MINUTES [illegible] SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR [illegible] FEET; THENCE NORTH 27 [illegible] 46 [illegible] WESTERLY RIGHT [illegible] DEGREES 48 MINUTES 27 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 47.74 [illegible] SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 20.00 FEET; THENCE NORTH 24 [illegible] MINUTES 00 SECONDS WEST ALONG [illegible] RIGHT [illegible] DEGREES 49 MINUTES 00 [illegible] EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 20.00 [illegible] THENCE NORTH [illegible] DEGREES [illegible] MINUTES [illegible] EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR [illegible] FEET TO A POINT ON A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 13657.99 FEET; THENCE NORTHWESTERLY ALONG SAID CURVING RIGHT OF WAY LINE FOR AN ARC DISTANCE OF 423.82 FEET, SAID ARC HAVING A CHORD OF 423.80 FEET BEARING NORTH 25 DEGREES 26 MINUTES 50 SECONDS

SAID WESTERLY RIGHT OF WAY LINE FOR 96.54 FEET; THENCE NORTH 63 DEGREES 39 MINUTES 9[illegible] SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR [illegible] NORTH 26 DEGREES 20 MINUTES 10 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 100.04 FEET; THENCE SOUTH [illegible] DEGREES 39 MINUTES 19 SECONDS WEST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 101.16 FEET; THENCE NORTH 26 [illegible] DEGREES 10 MINUTES 19 SECONDS WEST ALONG SAID WESTERLY RIGHT [illegible] FEET; THENCE NORTH [illegible] DEGREES 10 MINUTES 35 [illegible] LINE FOR 77.59 [illegible] NORTH 26 DEGREES [illegible] MINUTES [illegible] WEST ALONG [illegible] WAY LINE FOR 84.93 FEET; THENCE NORTH 14 [illegible] ALONG SAID WESTERLY RIGHT OF [illegible] 25 09 MINUTES 22 [illegible] SAID WESTERLY [illegible] FOR 51.95 [illegible] THENCE [illegible] 65 DEGREES 08 [illegible] TES 16 SECONDS WEST FOR 345.84 FEET; [illegible] 36 DEGREES [illegible] UTES 15 SECONDS EAST FOR 981.46 FEET; THENCE SOUTH 72 DEGREES 59 MINUTES 59 SECONDS WEST FOR 479.81 [illegible] THENCE NORTH 89 DEGREES 21 MINUTES 38 SECONDS WEST FOR [illegible] SOUTH 64 DEGREES 45 MINUTES 58 SECONDS WEST FOR [illegible] THENCE SOUTH 53 DEGREES 22 MINUTES 06 SECONDS WE[illegible] [illegible] ENCE SOUTH 80 D[illegible] MINUTES 39 SEC[illegible] FEET; THENCE N[illegible] MINUTES [illegible] SECONDS WEST FOR 382.27 FEET TO THE WEST LINE OF THE PARCEL [illegible] OFFICIAL RECORDS BOOK 48, PAGE 527, IN THE PUB[illegible] DS OF GULF COUNTY, [illegible] SOUTH 00 DEGREES 08 MINUTES 36 SECONDS WEST ALONG SAID WEST LINE FOR 1621.98 FEET TO THE NORTH LINE OF [illegible] SECTION 35 TOWNSHIP 7 SOUTH, RANGE 11 WEST; [illegible] DEGREES 02 SECONDS EAST ALONG SAID [illegible] TO SAID WESTERLY RIGHT OF WAY LINE OF STATE ROAD [illegible] E SOUTH 30 DEGREES 45 MINUTES 25 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 156.02 FEET; THENCE SOUTH 33 DEGREES 09 MINUTES 22 SECONDS EAST ALONG SAID WESTERLY RIGHT OF WAY LINE FOR 199.77 FEET TO THE POINT OF BEGINNING.


L S = LICENSED SURVEYOR
P S M = PROFESSIONAL SURVEYOR AND MAPPER
GRAPHIC SCALE
(IN FEET)
1 inch = 300 ft
POINT OF BEGINNING
SOIL SAMPLE #7 PARCEL
(SEE DETAIL BELOW)
PORT ST JOE PAPERMILL
PARCEL "P"
APPROXIMATE BOUNDARY PURSUANT TO
PREVIOUS SURVEY BY OTHERS.
THE SOUTHEAST CORNER OF
PORT ST JOE PAPERMILL PARCEL "P"
POINT OF COMMENCEMENT
GULF COUNTY, FLORIDA
DETAIL 1"=100'
POINT OF BEGINNING
SOIL SAMPLE
#7 PARCEL
POINT OF BEGINNING
SOIL SAMPLE #7 PARCEL
N00°00'00"E
100.00'
S00°00'00"E
100.00'
SURVEYOR'S NOTES:

[illegible] SAMPLE "P" PARCEL

[illegible] TOWNSHIP 7 SOUTH, RANGE 11 WEST GULF COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA; THENCE PROCEED NORTH 00 DEGREES [illegible] MINUTES [illegible] SECONDS EAST, FOR A DISTANCE OF 1300.76 FEET; THENCE PROCEED SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, FOR A DISTANCE OF 1798.10 FEET TO THE SOUTHEAST CORNER OF PORT ST. JOE MILLSITE PARCEL "P"; THENCE PROCEED NORTH 24 DEGREES 44 MINUTES 07 SECONDS WEST, ON THE EAST LINE OF SAID PORT ST. JOE MILLSITE PARCEL "P", FOR A DISTANCE OF 981.46 FEET; THENCE LEAVING SAID EAST LINE, PROCEED SOUTH [illegible] DEGREES 23 MINUTES 45 SECONDS WEST, FOR A DISTANCE OF 212.89 FEET [illegible]; THENCE PROCEED SOUTH 00 DEGREES 00 [illegible] FOR A DISTANCE OF 100.00; THENCE PROCEED NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, FOR A DISTANCE OF 100.00; THENCE PROCEED NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00; THENCE PROCEED NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00 TO THE POINT OF BEGINNING.

CONTAINING 10,000 SQUARE FEET, 0.23 ACRES, MORE OR LESS.

DESCRIPTION: SOIL SAMPLE S3-07 PARCEL

A PARCEL OF LAND LYING IN SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST [illegible] MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION [illegible], TOWNSHIP 7 SOUTH, RANGE 11 WEST, GULF COUNTY, FLORIDA; THENCE PROCEED NORTH [illegible] DEGREES [illegible] MINUTES [illegible] SECONDS EAST, FOR A DISTANCE OF [illegible] FEET; THENCE PROCEED SOUTH 90 DEGREES [illegible] MINUTES 00 SECONDS WEST, FOR A DISTANCE [illegible] TO THE SOUTHEAST CORNER OF PORT ST. JOE MILLSITE PARCEL "P"; THENCE PROCEED NORTH 2[illegible] DEGREES 44 MINUTES 07 SECONDS WEST, ON THE EAST LINE OF SAID PORT ST. JOE MILLSITE PARCEL "P", FOR A DISTANCE OF [illegible] FEET; THENCE LEAVING SAID EAST LINE, PROCEED SOUTH [illegible] DEGREES [illegible] MINUTES [illegible] SECONDS WEST, FOR A DISTANCE OF 386.1[illegible] FEET TO THE POINT OF BEGINNING; THENCE PROCEED SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00; THENCE PROCEED NORTH [illegible] DEGREES [illegible] MINUTES [illegible] SECONDS WEST, FOR A DISTANCE OF 100.00; THENCE PROCEED NORTH 00 DEGREES [illegible] SECONDS EAST, FOR A DISTANCE OF 100.00; THENCE PROCEED NORTH [illegible] DEGREES [illegible] MINUTES 00 SECONDS EAST, FOR A DISTANCE OF 100.00 TO THE POINT OF BEGINNING.

CONTAINING 10,000 SQUARE FEET, 0.23 ACRES, MORE OR LESS.

SURVEYOR'S NOTES:

1. BEARINGS SHOWN [illegible] ARE REFERENCED TO FLORIDA STATE PLANE COORDINATES, NORTH ZONE, NAD 1983/90, U.S. SURVEY FEET [illegible]

[illegible] SIGNATURE [illegible] SURVEYOR AND [illegible] MAPS OR REPORTS BY OTHER [illegible] WITHOUT WRITTEN [illegible]

[illegible] BOUNDARY SURVEY [illegible]

[illegible] PROPERTY. THERE [illegible] ENCROACHMENTS, [illegible] BUILDING SETBACKS, RESTRICTIVE [illegible] THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.

[illegible] THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF GULF COUNTY, FLORIDA. [illegible]

[illegible] SIGNATURE AND THE ORIGINAL RAISED SEAL OF [illegible] SURVEYOR AND MAPPER, THIS DRAWING [illegible]

[illegible] THE DESCRIPTION [illegible] KNOWLEDGE [illegible]

[illegible] MAPPER

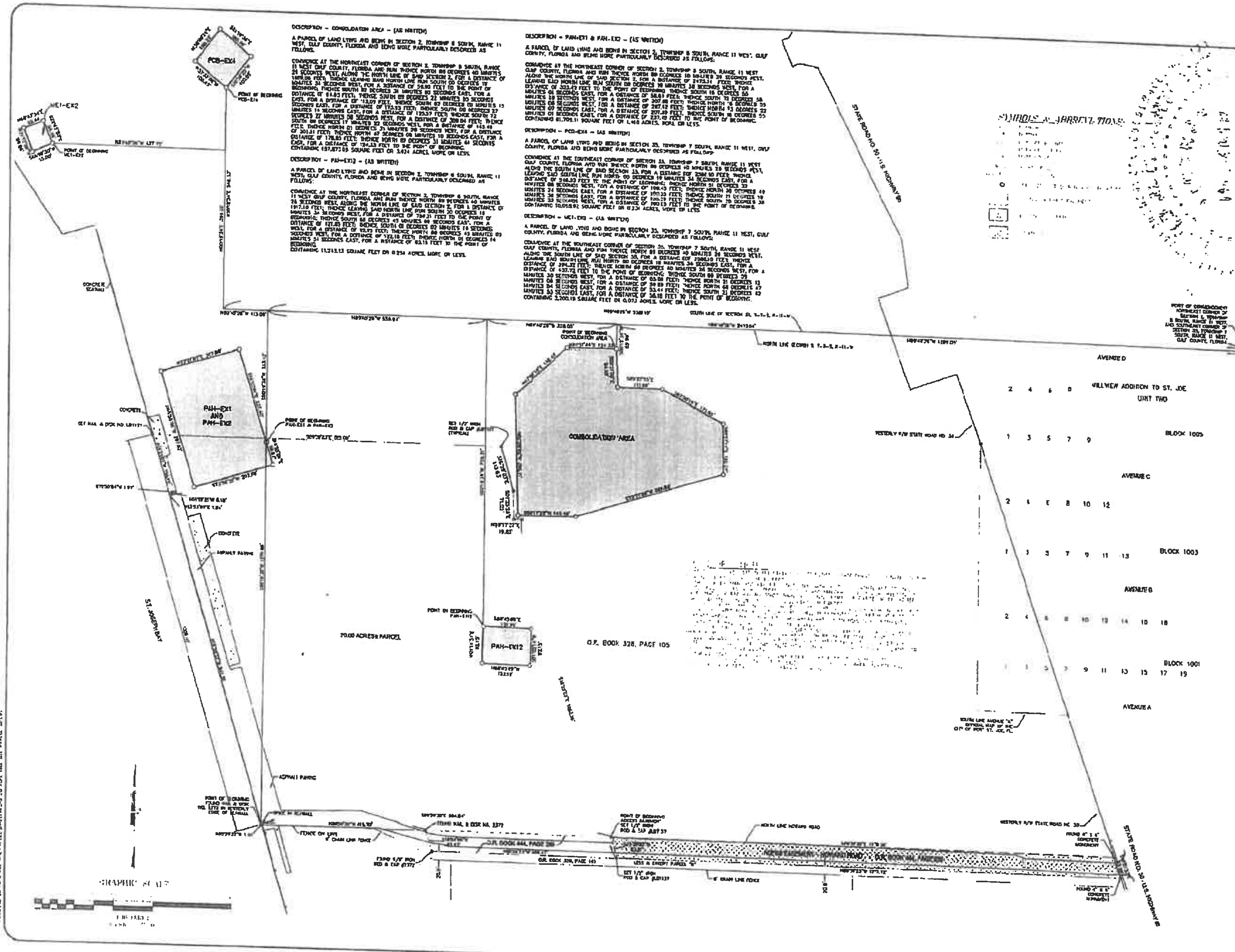
1/01/2010
DATE SIGNED

L.B. 0007137

"NOT [illegible]" SHEET 1 OF 2

SKETCH

[illegible] SOIL SAMPLE, PARCEL "P"
IN SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST,
GULF COUNTY, FLORIDA,
PORT ST. JOE COMPANY



PREBLE-RISH INC
CONSULTING ENGINEERS AND SURVEYORS
CIVIL • SURVEYING • SITE PLANNING

SCALE	DESIGNED	DRAWN	CHECKED FOR	DATE
1"=100'		DJB		6/20/12

SKETCH OF DESCRIPTION

MILL SITE EXCAVATION/STORMWATER USE RESTRICTION AREA
PORT ST. JOE, GULF COUNTY, FL
FOR : THE ST. JOE COMPANY

PROJECT NO. 190.243 SHEET 1

Appendix E

Table of Dredge Material Volumes

Port St. Joe Ship Channel
Dredge Volumes
April, 2012

PORT ST. JOE HARBOR Volume in cubic yards (cy)				Survey Date: 4/10-12/2012 Slopes: 5:1			
DGN NUMBER	CHANNEL LOCATION	STATION NUMBERS	4' Above Project Depth 33'	2' Above Project Depth 35'	Actual Project Depth 37'	Proj. Depth + Adv. Maint. 37'+2'	Proj. Depth + Adv. Maint. + Allow.Odepth 37'+2'+2'
1	ENTRANCE	00+00-74+00	0	253	8,606	67,463	233,966
2	ENTRANCE	74+00-148+00	35,649	88,564	197,756	418,929	626,338
3	ENTRANCE	148+00-220+00	920	71,180	247,466	473,813	681,163
4	ENTRANCE	220+00-288+00	2,548	127,946	334,480	550,723	746,567
5	ENTRANCE	288+00-361+00	31,198	133,982	340,008	574,026	786,181
SUB-TOTALS			70,315	421,925	1,128,316	2,084,954	3,074,215
DGN NUMBER	CHANNEL LOCATION	STATION NUMBERS	4' Above Project Depth 31'	2' Above Project Depth 33'	Actual Project Depth 35'	Proj. Depth + Adv. Maint. 35'+2'	Proj. Depth + Adv. Maint. + Allow.Odepth 35'+2'+2'
5	ENTRANCE	361+00-364+00	0	0	26	2,138	16,288
6	ENTRANCE	364+00-430+00	63,309	86,221	131,612	232,443	347,097
7	ENTRANCE	430+00-515+00	0	0	36,324	219,361	441,094
8	NORTH CH.	515+00-585+00	0	5	14,242	148,771	474,886
9	NORTH CH.	585+00-655+00	318	40,019	187,513	360,370	515,581
10	NORTH CH.	655+00-724+00	197,244	346,583	552,929	747,411	900,189
11	T. BASIN	724+00-758+97	393,765	607,289	827,999	1,057,060	1,249,565
SUB-TOTALS			654,636	1,080,117	1,750,645	2,767,554	3,944,700
TOTALS			**724,951**	**1,502,042**	**2,878,961**	**4,852,508**	**7,018,915**

Appendix F

Siltation Analysis of Port St. Joe Ship Channel

Appendix F

Siltation Analysis Report

for

Port of Port St. Joe
Ship Navigation Channels

June 20, 2001

FOSTER WHEELER
FOSTER WHEELER ENVIRONMENTAL CORPORATION

Table of Contents

1.0 Introduction

As part of the Master Plan for the Port of Port St. Joe, Gulf County, Florida, an estimate of initial channel dredging to bring the channel and harbor to authorized project depths and future maintenance dredging requirements for the next twenty years was prepared. This was necessary to quantify both new construction and operation and maintenance costs for the project and its alternatives in order to allow life cycle costing. The purpose of this development of life cycle costs was to assist in the determination of whether the project will be economically feasible, meaning that the economic benefits to the public will be greater than the costs of the project.

Using data provided by the Mobile District, U.S. Army Corps of Engineers (USACE), maintenance dredging quantities and frequencies over the length of the authorized channel were reviewed. A conceptual model was used to assist in determining the locations and relative quantities of sediment movement, and these data were refined by comparing the actual frequencies and quantities of maintenance dredging performed after the most recent channel deepening was completed in 1962.

To determine the required initial channel deepening costs to return the channel to authorized depth, a survey made in 2000 by the Corps of Engineers was used to establish average depths in the channel and vicinity. The authorized channel depths and overdepth dredging were estimated by calculating the average cross sectional areas to be dredged and multiplying these numbers by the lengths of the sections to be dredged.

2.0 Background

2.1 History

The existing project was authorized by Rivers & Harbor Act, of 2 March 1945, Rivers & Harbor Act, of 3 September 1954, and an undated report of the Chief of Engineers. The existing authorized project depths are in Table 1 below. See Figure 1 for the location of the various channel ranges and sections.

Table 1

Section of Channel	Length (ft)	Width (ft)	Depth (ft)
Range A	19,485	500 transitions to 400	-37'
Range B	8,277	400	-37'
Range C	7,236	400	-37'
Range D	14,989	300	-35'
Silting Basin	1,100	300	-35'
North Channel	23,674	300	-35'
Harbor Channel	2,000	250	-35'
Turning Basin	2,000	650	-32'

According to the USACE, construction of the channel was completed in July of 1962 at a cost of $1,960,862.

2.2 Prevailing Winds

The prevailing winds in the area during the summer months are from the south to southwest as a result of the normal convection heating over the Florida landmass. This results in a typical pattern of northward sediment movement along the coast and the peninsula. Because the convection wind driven summer waves are not particularly large, the amount of sediment moved in the littoral zone is minor but steady and occurs over approximately 8 or 9 months of the year. During the winter months, the area is periodically affected by the passage of cold fronts from the northwest that can reverse the littoral drift as a result of the northwesterly winds. These waves are normally larger as a result of being driven by higher velocity winds, so the quantity of littoral material being moved is higher over a given period of time than in the summer, but it occurs over a much shorter time period. Summer and winter wind patterns are shown in Figure 1.

2.3 Prevailing Currents

The prevailing currents in this area are Gulfstream currents. These currents progress clockwise in the Gulf of Mexico and pass along the offshore areas at velocities on the order of one half to one foot per second. These velocities are generally insufficient to move sand grains along the seafloor. The velocity required to resuspend grains of sand from the seafloor is approximately two feet per second. Additionally, the bay formed by the peninsula and the shoreline is essentially a dead-end area with no way for currents to exit the southern end. This effectively curtails the influence of the Gulf Stream current over most of the length of the navigation channel. Therefore, normal currents in the area are not seen as significant contributors to sedimentation of the channel. See Figure 1 for the embayment and dead-end of the bay off Port St. Joe.

In general, bay tidal movements transport fine grain sediments in the water column. The bay tidal movements in the Port of Port St. Joe are modest. Wave height averages around 1.4 feet, therefore, the movement of sediment has a minimal impact on the siltation rate.

2.4 Recent Storm Events

The Port of Port St Joe has experienced numerous tropical storms and hurricane events over the past 29 years. These storms have caused severe coastal erosion and shoreline damage, including breaching of St Joseph Peninsula, a natural barrier formation off the coast of Port St. Joe. Hurricane information and details have been obtained from the Hurricane Evacuation Route & Beach Management on St. Joseph Peninsula Feasibility and Design Study. These storms, described in Table 2 below, have had a great impact on the coastal zone and channels in this area.

In reviewing the information in this table, note that Stump Hole is frequently referenced. This location is a very narrow and low section of the barrier peninsula that is subject to erosion and breaching during storms. It can be seen on Figure 1.

Table 2

STORM EVENTS	DATE	DAMAGE
Hurricane Agnes	1972	Stump Hole was overtopped and the dune seaward of the road was eroded.
Hurricane Eloise	September 1975	St Joseph Peninsula experienced severe beach and dune erosion.
Hurricane Elena	September 1985	Major storm surge elevations of +7 feet NGVD. Moderate to heavy beach and dune erosion occurred along St. Joseph Peninsula. 1500-feet of southern tip of Cape San Blas eroded and disappeared.
Hurricane Juan	October 1985	Minor dune erosion at Stump Hole. Damage done by storm surge and waves.
Hurricane Kate	November 1985	Storm surge of +5.6 feet NGVD at port entrance. Peninsula experienced moderate to heavy beach and dune erosion. Stump Hole was overtopped with storm surge and material deposited in the St. Joseph Bay. 1000-feet of southern tip of Cape San Blas eroded and disappeared.
Extratropical Storm	October 1992	Storm tides and wave activity caused extensive beach and dune erosion throughout Gulf County. Many beachfront structures were damaged and destroyed.
Tropical Storm Alberto	July 1994	Generated high winds and waves causing minor beach erosion.
Tropical Storm Beryl	August 1994	Generated high winds and waves causing minor beach erosion.
Hurricane Opal	October 1995	Significant coastal erosion on the peninsula shoreline from leveling dunes and major shoreline and dune recession. Stump Hole overwashed and road severely damaged.

3.0 Analysis

An analysis of the quantity of sediment requiring removal from the navigation channel by dredging on an average annual basis was estimated by using a conceptual model and historic data from the dredging records of the Corps of Engineers. Conceptual modeling is the development of an understanding of the existing sediment movements within the natural system due to natural forces. By determining the directions and

relative volumes of the area littoral movement and comparing these to the dredging records, a reasonably accurate estimate of probable future maintenance dredging can be prepared. The estimate of future dredging was then converted to an average annual quantity to facilitate calculating the average annual costs of constructing and maintaining a future project.

The background information for this analysis was provided by the USACE in hard copy format for both survey data and dredging quantities from 1947 to 2000. The data are in non-electronic formats because of the age of the surveys. Therefore, a comprehensive analysis that would have involved computer aided volume calculations for every survey to accurately determine the siltation rate would have exceeded the scope of this study. For this reason, the conceptual model and historical maintenance dredging quantities were used to estimate future maintenance dredging.

The conceptual model, based on known weather patterns, types of shorelines, bathymetry, storm passages, the shape of the St. Joseph Peninsula, and the tracks and frequencies of tropical cyclones in the area, indicates that the highest rates of shoaling should be expected along the shoreline at the berthing areas and the turning basin and in the vicinity of the northerly tip of the St. Joseph Peninsula. The accuracy of this is shown by the fact that these locations account for over 60 percent of the total maintenance dredging over the life of the project.

Historic damage reports from hurricanes indicated that the St. Joseph peninsula had been breached and/or seriously eroded in the "Stump Hole" area of the peninsula. This information indicated a source of materials that appear to have been transported by hurricane driven waves and currents into the southern portion of St. Joseph Bay during storms. The southern end of the bay is extremely shallow as a result. The deposition into the bay feeds the summer littoral drift along the coast of the mainland.

Other shoaling patterns exist in the channel sections that tend to confirm the conceptual model. From viewing the surveys and dredging data, it can be seen that some areas silt more than others, based on the greater frequencies and quantities of historic maintenance dredging. Specifically, the Silting Basin near the point of the St. Joseph Peninsula and Channel Range D in the vicinity of the Silting Basin have required frequent maintenance dredging. While the turning basin adjacent to the shoreline has not been frequently dredged, the quantity when it was dredged was larger than the dredging quantities from other areas. These findings confirm the conceptual model that indicates higher rates of sedimentation in these two locations.

Depth of closure data (Coastal Tech, 1998) were also used in this analysis. Defined as the depth at which the sediments are no longer transported along the sea floor by natural forces, as per the USACE's "Design of Beach Fills Engineering Manual 1110-2-3301", depth of closure at St. Joseph Peninsula was calculated to be – 20 feet NGVD. The "depth of closure", however, does not apply to extraordinary events such as hurricanes.

Channel Ranges A, B, and C in the entrance channel have not experienced as much sedimentation (shoaling) because of their depth being greater than the depth of closure. This means that the sediment is relatively stable at this location and is not in constant movement. But the channel does silt up gradually from both "trickle down" of smaller particles and storm effects. As with the other locations, these data confirm the sediment transport conceptual model.

The silting basin was dredged adjacent to Range D east of St Joseph Spit (the tip of the St. Joseph Peninsula) in order to capture most of the littoral transport sediment moving along the St. Joseph Peninsula. The depth of the bay bottom surrounding the silting basin is less than the depth of closure. Therefore, the silting basin consistently captures littoral sediment and tends to reduce shoaling in Range D of the navigation channel. The reason for the construction of this sedimentation basin was to reduce the frequency of required maintenance dredging. As a matter of good practice, it is better to reduce the frequency of dredging for both cost and environmental reasons. By reducing frequency, fewer dredging equipment mobilizations are required for equivalent volumes of sediment to be dredged, thereby reducing the average cost of dredging per cubic yard. Concerning the environmental issues, reducing the frequency of dredging reduces the adverse impacts on benthic productivity and water quality.

Even though the bay bottom in the vicinity of the North Channel is greater than the depth of closure, passing cyclonic storm events have resulted in sedimentation in this area. Several hurricanes and tropical storms have eroded dunes and have breached Stump Hole at the southern end of St. Joseph Peninsula. This has resulted in significant deposition into St. Joseph Bay and into the channel sections by the summer littoral drift. Because the Harbor Channel and Turning Basin are located along the shore of the mainland, this area has a tendency to catch nearshore sediment movement. The nearshore sediment movement is increased by the fact that the surrounding baybottom is less than the depth of closure. Therefore, Harbor Channel and Turning Basin act as a catch basin for sediments moving either north or south along the shoreline and from the surrounding baybottom from the west.

Another factor in the sedimentation of the shipping channel is the Gulf County Canal. Historically, the Gulf County Canal has had significant siltation problems near the mouth of the canal during major inland floods. The floods have carried runoff from the mainland to the canal and, subsequently, into the bay of the mouth of the canal. Therefore, there has been a large buildup of sediment at the mouth creating a large shallow area at the shoreline. When the winter winds bring nearshore littoral drift from the north, the littoral drift crosses this low lying area and carries a large quantity of sediment into nearshore the portion of the North Channel, the Harbor Channel, and the Turning Basin. This buildup of sediment is shown in Figure 1.

One alternative under consideration is deepening of the channel to 45 feet. This may slightly increase the natural trapping of fine grain material suspended in the water column due to the increase in the top width of the channel, but will not have a great

impact. There is no new littoral drift that is being introduced into the equation, so deepening will have little effect.

3.1 New Work Dredging Estimates

To determine whether current economic analyses are correct, it is important to take a conservative approach to estimating the quantities that must be dredged to reconstruct the authorized navigation channel. To estimate these quantities, the most recent survey data available (year 2000) were used to determine the current depth of sediment in the channels and turning basin. The calculations of the quantities that must be dredged to restore the authorized channel depths were done by computer modeling and quality control checked by hand to ensure model accuracy. The computer model used one foot of allowable overdepth dredging and variable depths of advance maintenance in channel reaches where shoaling was routinely occurring. In each channel reach or section, quantity calculations assumed a 1 on 5 side slope.

In channel reaches where very little shoaling had occurred over long period of years, such as the outer portions of Reach A and the first 6,000 feet of Reach D, no advance maintenance was included. Additionally, in these two reaches, most of the silting had occurred only along the toe of the slopes. Normal practice would be to simply "sweep the toe," meaning a limited dredging of the shoals without advance maintenance. Based on past history, these reaches incur very little shoaling and do not need advance maintenance. The calculations are based on the recommended advanced maintenance and overdepth dredging provided below in Section 3.3 Maintenance Dredging. The results of the calculations can be reviewed in Table 3.

Table 3

Dredge Quantities to Return to Authorized Project Depths		
Location	**Authorized Project Depth**	**Total Dredge Quantity (cy)**
Range A	-37' MLLW	
Range B	-37' MLLW	
Range C	-37' MLLW	
Range D	-35' MLLW	
Silting Basin	-35' MLLW	
North Channel	-35' MLLW	
Harbor Channel	-35' MLLW	
Turning Basin	-32' MLLW	
Total Quantity		

3.2 Maintenance Dredging

The preferred method of estimating future maintenance dredging requirements is to base the current estimate on historic dredging data. However, in the case of the St. Joseph channels, it was reported that the channels were not always fully maintained due to a low volume of shipping traffic that required the full depth of the authorized

channels. Therefore, at times, the channels were not routinely restored to the authorized depth on a regular basis. This is reflected in the maintenance dredging data that show there was no regular pattern of maintenance dredging of the channels. Therefore, the estimate was based on the total quantities dredged by range, adjusted as indicated by the conceptual model, and divided by the total number of years that the channel was maintained. This provided the estimated average annual volume of dredging performed in the past, which is assumed to be very similar to what can be expected in the future if the project is restored to the authorized depths and widths.

Maintenance dredging events that occurred after the completion of the channel in 1962 were done when shoaling took place that impaired the channel from use. The dredging events and data have been provided by the USACE and are tabulated below in Table 4. The tabulation of dredging events shows that 33 and 32 percentage of dredging needs are in the Silting Basin and Range D, respectively. The Harbor Channel and Turning Basin are also about equal in percent of siltation that takes place annually.

Siltation also occurs because of severe storm events. Hurricanes have affected this area and have periodically created the need for dredging. In 1985, three hurricanes passed through the area in three months. This created the need for dredging in the following two months. By using all the dredge quantities below to determine the siltation rate, hurricane events are already factored into the calculations of maintenance dredging quantities.

Calculation of the average siltation rate includes all the dredging events that are known after the completion of the authorized channel depths and is divided by the years between completion of construction in 1962 and each subsequent dredging by range.

A contingency factor is utilized to provide a conservative estimate. Additionally, a contingency is required to account for the fact that dredging was not always performed in a manner to provide the full authorized project depths over the authorized bottom widths. Therefore, a 25 percent contingency factor for silting has been added to the estimated totals at the bottom of Table 4. The average annual siltation rate with the contingency factor added is estimated at 134,000 cubic yards.

Table 4

Dredge Events						
Date of Maintenance Dredge Event	**Range D (cy)**	**Silting Basin (cy)**	**North Channel (cy)**	**Harbor Channel (cy)**	**Turning Basin (cy)**	**Totals (cy)**
Sep-66	68,484					68,484
Jul-68	465,907		51,767	258,837	258,837	1,035,348
Jan-70	59,526	178,600				238,126
Mar-70	19,404	58,210				77,614
Sep-72 to Jan-73	68,542	141,606	58,049			268,197
Dec-73			48,038	70,278	77,615	195,931
Jul-80	66,362	232,268		33,181		331,811
Dec-85	47,118	141,353				188,471
Jan-86	11,917	35,750				47,667
Total Quantity Dredged After Completion of Channel in 1962 (cy)	807,259	787,788	157,854	362,296	336,452	**2,451,649**
Average Annual Siltation Rate (cy/yr)	35,098	34,252	6,863	15,752	14,628	**106,593**
Percentage of Siltation	33%	32%	6%	15%	14%	**100%**
Contingency Factor	1.25	1.25	1.25	1.25	1.25	**133,242**
Final Average Annual Siltation Rate (cy/yr)	43,873	42,815	8,579	19,690	18,285	**134,000**

3.3 Future Dredging Needs By Reach

Based on an evaluation of the historic maintenance dredging requirements, the year 2000 hydrographic survey, and the conceptual model of coastal sedimentation rates in the St. Joseph area, a set of recommendations for future maintenance dredging, advance maintenance, and overdepth dredging has been developed. Details are provided below, and a summary is provided in Table 5.

3.3.1 Range A

From the seaward end of the channel to Station 715+00, no dredging has been required over the project life. All existing depths are below authorized depths. Maintenance dredging is, therefore, not anticipated to be necessary in the future unless the channel is deepened below the existing authorized depth of 37 feet.

From Station 715+00 to Station 571+00, siltation has occurred only along the toes of the channel and is minor in extent. The depths are typically from 1 to 2 feet of shoaling above the authorized project depth at the toe of the channel line and extending out 20 to 30 feet into the channel. This reach does not require dredging at present after 38 years with no maintenance, and only sweeping of the toes is needed. It is recommended that

the toes be swept when a hopper dredge is already working in the area. This channel section does not require any advance maintenance dredging.

From Station 571+00 to Station 545+12.67 (the inner end of Reach A) sediment has accumulated over 38 years to depths ranging from 2 to 3 feet over the entire channel bottom. This is a slow rate of sedimentation and warrants only a minimal amount of advance maintenance. It is recommended that this part of Range A receive 1 foot of advance maintenance and 1 foot of allowable overdepth dredging. The average annual maximum shoaling rate (based on 3 feet of shoaling) is only 0.08 feet per year, so maintenance dredging should be required on average about every 12 years. Given the high variability of the weather and tropical storms, the number of "12 years" is simply a rough average. A major hurricane could cause siltation requiring maintenance dredging in a single year, but, based on the historic maintenance requirements, that is unlikely. In a sustained period of few or minor storms, maintenance may not be required for 20 or more years.

3.3.2 Range B

From Station 545+12.67 to Station 462+27.61 (The entire length of Reach B) the existing shoaling ranges from 4 feet to 5 feet above the authorized project depth. Based on available data, it appears this channel section was last dredged 38 years ago. Since the accumulated sediment is as much as 5 feet above the authorized project depth, 2 feet of advance maintenance dredging is recommended. This gives an approximate maximum shoaling rate of 0.13 feet per year and a typical period between maintenance dredgings of 15 years.

3.3.3 Range C

From Station 462+27.61 to Station 389+41 (the entire length of Range C) the existing shoaling ranges from 2 to 5 feet above the authorized project depth. This channel section was also last maintained 38 years ago and has an estimated maximum shoaling rate of 0.13 feet per year. With the recommended advance maintenance dredging of 2 feet, the probable average interval between maintenance dredgings of this channel range will be 15 years.

3.3.4 Range D

Range D is a long reach and has been subdivided into sections depending on the shoaling rates exhibited.

From Station 381+41 to Station 326+00, shoaling has been insignificant except for the section near the silting basin at the terminal spit of the St. Joseph Peninsula. Other than at the tip of the peninsula, the only shoaling lies along the toes of the channel and only sweeping of the toes is needed. Dredging of the toes is not required at present, but should be accomplished when a dredge is already working on other nearby channel sections or the silting basin.

From Station 362+00 to Station 347+00 (the reach adjacent to and a few hundred feet south of the silting basin) shoaling has been substantial. This reach has not been

dredged in 14 years, and shoaling is limited to the western half of the channel adjacent to and a few hundred feet south of the silting basin. The source of the material is littoral transport from the peninsula, which has largely filled the silting basin and has continued to spill over into the channel. Due to the continued migration of the spit to the east, shoaling has also become significant between Station 351+00 (existing southern end of the silting basin) and Station 347+00. The silting basin is completely filled in the southern end while the northern end still has depths of up to 33 feet. The tip of the peninsula has now migrated into the southern part of the silting basin, resulting in emergent lands in what was the SW quadrant of the silting basin. Due to the high rate of shoaling in this area (caused by the presence of the peninsula) it is recommended that the advance maintenance depth be 2 feet for the western half of the channel from Station 362+00 to Station 347+00. If the adjacent silting basin is enlarged as recommended below, this should reduce the frequency of maintenance dredging of this reach to once in 14 years.

From Station 326+00 to Station 239+76.75 (end of Range D) the shoaling ranges from 1 to 2 feet across the channel width. This area was last dredged 14 years ago. An advance maintenance dredging depth of 2 feet is recommended so that the frequency of maintenance will be extended to approximately 14 years, making this reach consistent in frequency of dredging with the rest of Range D.

3.3.5 Silting Basin

The silting basin lies between Stations 362+25 and 351+25 and is an area that is dredged as a means of advance maintenance of the adjacent channel section. With the continued migration of the peninsula, it is recommended that the silting basin be expanded and relocated to the reach between Station 361+25 and Station 347+00. Based on the historic dredging, it has required approximately 14 years for the silting basin to fill and encroach on the adjacent channel sections. With relocation of the silting basin as recommended, it is expected that the basin can be dredged approximately every 14 years.

As part of the St. Joseph Master Plan study, it was noted that the St. Joseph Peninsula continues to grow toward the channel. This has a strong adverse effect on shoaling of the channel and Silting Basin. Therefore, an alternative is being considered that would relocate the channel east of the existing alignment. This realignment would reduce the total channel length by 3000 feet and would substantially reduce maintenance dredging. To evaluate this alternative requires that the reductions in costs of maintenance be compared to costs of construction of new channel at the proposed location. This alternative has been recommended for further study.

3.3.6 North Channel

From Station 239+76.75 to Station 168+00, the typical accumulation of shoaling is 1 foot. This reach has not been dredged in over 27 years, indicating a very low sedimentation rate. With an advance maintenance depth of 1 foot, this area is likely to need maintenance dredging once in 25 years.

From Station 168+00 to Station 70+00, the accumulated shoaling ranges from 2 to 3 feet. The time interval since this section was last dredged is more then 27 years, but using a 1 foot advance maintenance depth would allow for a frequency of maintenance dredging of only 8 years, which is inconsistent with the rest of the project. This would increase the costs per cubic yard for maintenance dredging due to more frequent mobilizations for what is actually a small quantity. Therefore, to reduce the frequency of dredging and minimize the cost per cubic yard, an advance maintenance dredging depth of 2 feet is recommended for this section.

From Station 70+00 to Station 0+00, the shoaling ranges from 4 to 6 feet. In order to minimize the costs per cubic yard, an advance maintenance dredging depth of 3 feet is recommended for this section in order to extend the period between dredgings to around 13 years and more nearly match the other project reaches. This will minimize the costs per cubic yard by allowing the issuance of contracts for larger quantities of dredging.

3.3.7 Harbor Channel

The Harbor Channel is adjacent to the shoreline (vessel berths) and is affected by the littoral drift along the shorelines from both the north and the south, depending on the time of year and wind direction. Over the past 20 years, a range of 5 to 6 feet of shoaling has developed in this reach, with the largest deposits, as predicted by the conceptual model, at the north and south ends. In this area, 3 feet is the recommended advance maintenance dredging depth, which yields a period of 10 years between dredgings. In the final analysis, an advance maintenance dredging depth of 4 feet may prove to be of advantage in that this should increase the period between dredgings to 15 years, which is more in line with the rest of the channel reaches.

3.3.8 Turning Basin

The Turning Basin is affected by the nearshore littoral transport and the shallow bay bottoms to the west. The depths in the area are above the depth of closure, so are subject to heavy rates of shoaling. Over the last 27 years, a range of 4 to 5 feet of shoaling has accumulated in the Turning Basin. Therefore, an advance maintenance dredging depth of 3 feet is recommended in order to increase the frequency between dredgings to 15 years, thereby making it consistent with the rest of the project.

Table 5

Location	Start	End	Advanced Maintenance	Overdepth Dredging	Comments	Worst Case Rates of Siltation	Estimated Frequency of Maintenance
Range A	Seaward End	Sta. 715+00	N/A	N/A	No dredging required	None	N/A
	Sta. 715+00	Sta. 571+00	None	None	Sweeping of toe only	Insignificant	N/A
	Sta. 571+00	Sta. 545+12.67	1 foot	1 foot	Shoaling over 38 years ranges from 2 to 3 feet	0.08 Feet per Year	12 Years
Range B	Sta. 545+12.67	Sta. 462+27.61	2 feet	1 foot	Shoaling over 38 years ranges 4 to 5 feet	0.13 Feet per Year	15 Years
Range C	Sta. 462+27.61	Sta. 389+41	2 feet	1 foot	Shoaling over 38 years ranges from 2 to 5 feet	0.13 Feet per Year	15 Years
Range D	Sta. 389+41	Sta. 362 +00	None	None	Sweeping of toe except for section at silting basin – see next line item below	Insignificant	N/A
	Sta. 362+00	Sta. 347+00	2 feet	1 foot	Western half of channel only, 7 feet in 14 years	0.5 Feet per Year	4 Years (Extended to 14 years if silting basin is enlarged)
	Sta. 347+00	Sta. 326+00	None	None	Sweeping of toe only	Insignificant	N/A
	Sta. 326+00	Sta. 239+76.75	2 feet	1 foot	Shoaling over 14 years averages 1 to 2 feet	0.14 Feet per Year	14 Years
Silting Basin	Sta. 362+25	Sta. 351+25	None Required	1 foot	The silting basin has silted in an average of 30 feet in 14 years	2.14 Feet per Year	14 Years
Silting Basin Extension	Sta. 362+00	Sta. 347+00	See Note	See Note	It is recommended that the silting basin be extended to cover this entire designated length		

Location	Start	End	Advanced Maintenance	Overdepth Dredging	Comments	Worst Case Rates of Siltation	Estimated Frequency of Maintenance
North Channel	Sta. 239+76.75	Sta. 168+00	1 foot	1 foot	Shoaling over 27 years averages 1 foot	0.04 Feet per Year	25 Years
	Sta. 168+00	Sta. 70+00	2 feet	1 foot	Shoaling over 27 years ranges from 2 to 3 feet	0.11 Feet per Year	18 Years
	Sta. 70+00	Sta. 0+00	3 feet	1 foot	Shoaling over 27 years ranges from 4 to 6 feet	0.22 Feet per Year	13 Years
Harbor Channel			3 feet	1 foot	Shoaling over 20 years ranges 5 to 6 feet	0.30 Feet per Year	10 Years
Turning Basin			3 feet	1 foot	Shoaling over 27 years ranges 4 to 5 feet	0.19 Feet per Year	15 Years

4.0 Conclusion

Our conceptual model was developed from information concerning shoaling patterns, prevailing winds, typical currents, hurricanes, knowledge of the littoral response to natural forces, and the Hurricane Evacuation Route & Beach Management on St. Joseph Peninsula Feasibility and Design Study. Shoaling patterns exist in the channel sections and are explained by the model. After developing the model, the shoaling rates for the channel sections were determined. Using this information, dredging and advance maintenance requirements were estimated. Based on the above recommendations, it should be possible to adequately maintain the channel by dredging every 10 to 20 years and issuing contracts that involve large quantities and most of the channel reaches. This minimizes the cost per cubic yard for maintenance dredging.

5.0 References

1. Coastal Tech and Preble-Rish, Inc., Hurricane Evacuation Route & Beach Management on St. Joseph Peninsula Feasibility and Design Study for Florida Department of Environmental Protection, FDEP Project Number 50698, November 30, 1998.

2. NOAA Navigation Chart, St. Joseph and St. Andrew Bays, 11389, 31st Ed., Apr 4, 1998.

3. USACE, Mobile District, Dredging Quantities, 6-Page Hand Written Summary

4. USACE, Mobile District, Port St. Joe Harbor, Hydrographic Surveys, 1947 to 2000.

PARCEL 1 FLUM AMENDMENT
COMMUNITY COLLEGE

CITY OF PORT ST. JOE

Proposed FLUM Amendment Parcel # 1

Applicant: City of Port St Joe

Acres: Approximately 54.9 acres

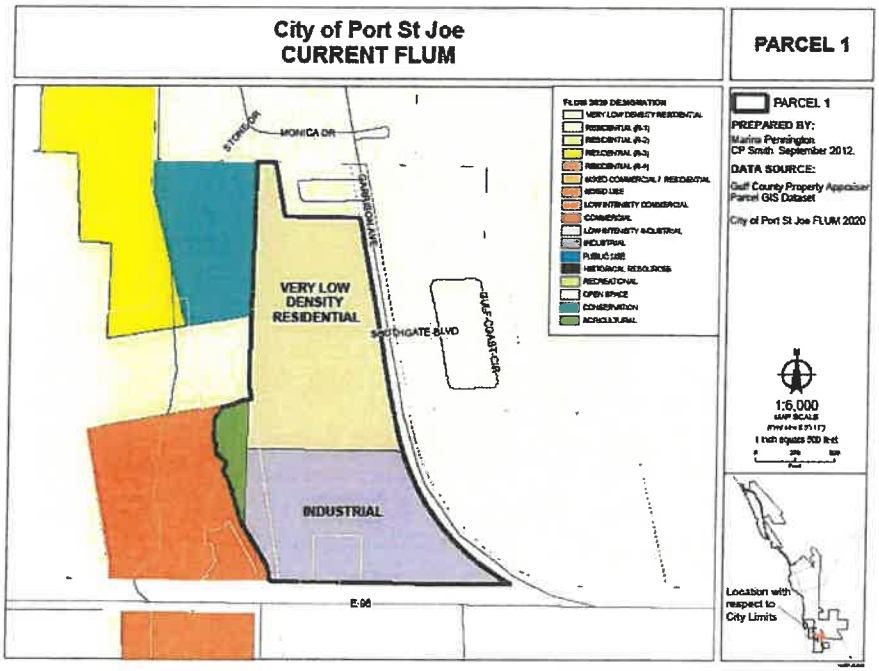
Current Land Use Designation: Industrial, Very Low Residential and County Agriculture

Proposed Land Use Designation: Public Use, Commercial and Conservation

Proposed Ordinance No. 493

I. SUMMARY

The proposed Future Land Use Map (FLUM) amendment involves approximately 54.9 acres of land at the corner of Garrison Avenue and US 98, in the southern part of the City where the Gulf Coast Community College and Mainstay Hotel are located.

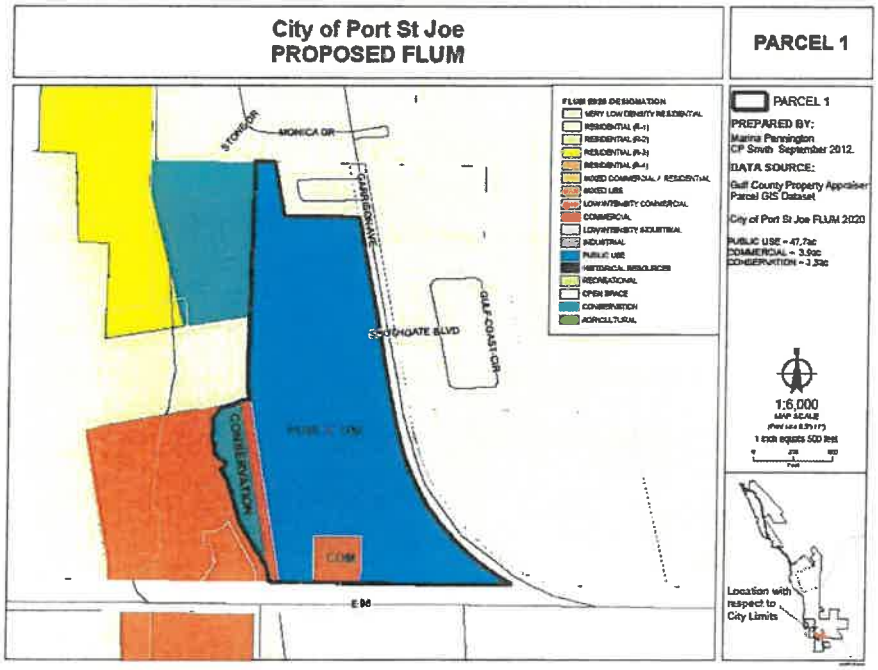


The subject property is currently designated Industrial Use which allows 90% lot coverage and 60 ft building height limitation; Very Low Residential which allows no more than 4

dwelling units per acre; and County Agricultural which allows 1 dwelling unit per acre (see Current FLUM). The current FLUM designation would allow approximately 4.7 million square feet (s.f.) of Industrial development and approximately 108 dwelling units on the property.

It should be noted that the majority of the subject property is owned by the Gulf Coast Community College; however, the southwest portion of the site includes approximately 5.2 acres of land owned by the Sacred Heart Hospital currently designated as Industrial and County Agricultural. Approximately 2.0 acres of land along US 98 are owned by Mainstay Suites Hotel.

The City proposes to change the FLUM designation of the subject property to reflect the existing uses as the Gulf Coast Community College and the Mainstay Suites Hotel sites. Approximately 47 acres owned by the community college will be designated as Public Use. The existing 2.07-acre hotel site and a ditch between the community college and the hospital parcels totaling approximately 3.9 acres will be designated as Commercial. Approximately 3.3 acres of the land owned by the hospital, designated as "Conservation Easement D" in the legal description of the hospital parcel, will be designated as Conservation in the FLUM.



The proposed FLUM designation would allow a maximum of 6.2 million square feet of Public Use and 764,478 square feet of Commercial on the property (see Proposed FLUM); however, as stated before, the subject property is already partially developed as the Gulf Coast Community College campus and the Mainstay Hotel at much lower intensity (see Aerial map below).

II. DATA AND ANALYSIS

a. Site Information

The subject property contains the Gulf Coast Community College located on approximately 19 acres of land and the 2.0-acre Mainstay Hotel site with entrance from US 98.

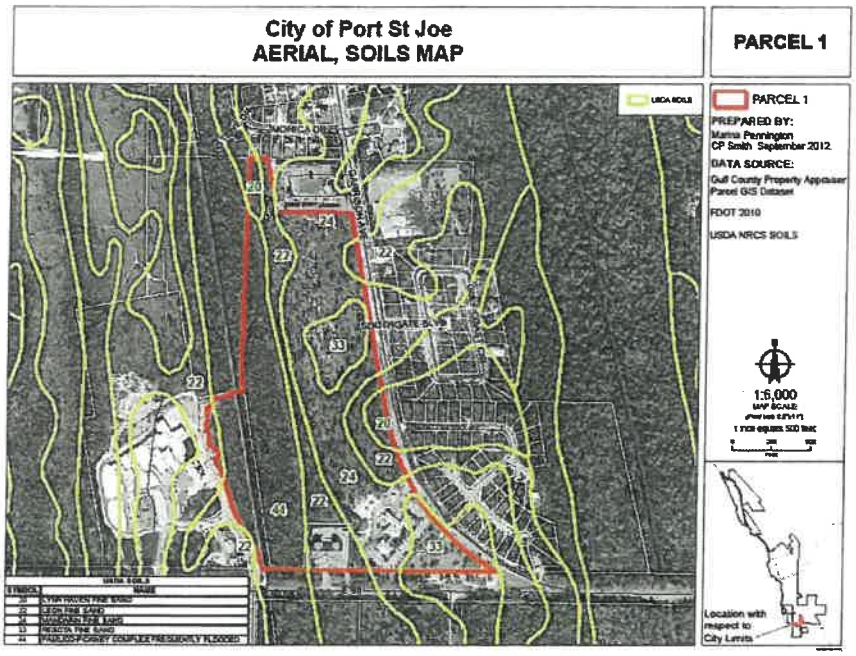
b. Adjacent Land Uses

The proposed designation is compatible with the adjacent Residential and Commercial uses and as shown in the following table:

NORTH	Residential
SOUTH	County Agricultural
EAST	Residential
WEST	Commercial

c. Site Suitability

The subject property already contains an existing building and is surrounded by existing residential and commercial development as shown in the following aerial map.



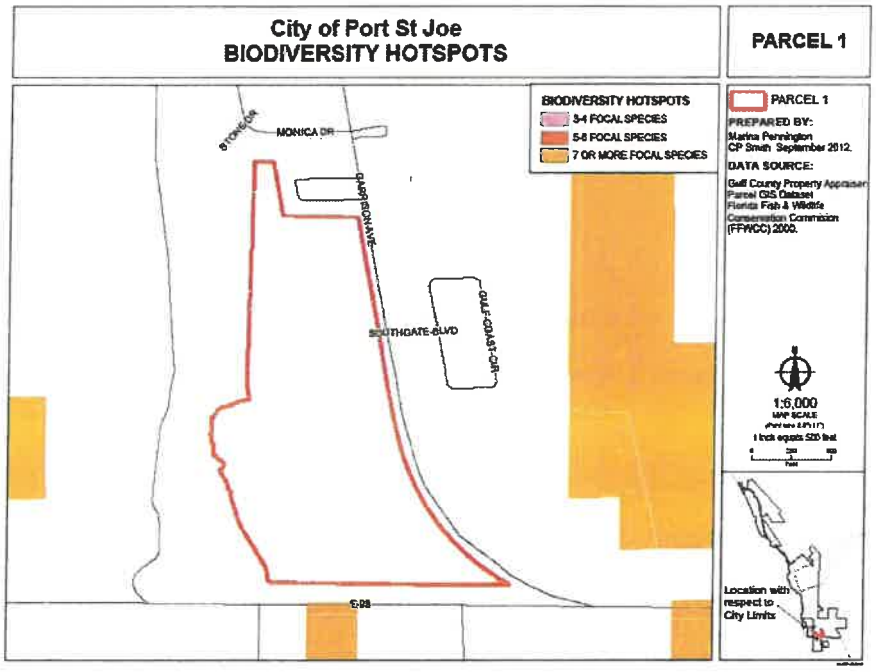
Soils

The soils of the site are Lynn Haven Fine Sand, Leon Fine Sand, Mandarin Fine Sand, Resota Fine Sand and Pamlico-Pickney Complex Frequently Flooded. According to the descriptions found in the *Soil Survey of Gulf County, Florida* (U.S. Department of Agriculture, Natural Resources Conservation Service, 2001), some of these soils are poorly drained, particularly soils in the western portion of the property. The Pamlico series consists of very poorly drained, nearly level soils that formed in decaying plant remains. These soils are in depressions, in poorly defined drainageways, and on flood plains. The Pickney series consists of very poorly drained, nearly level soils that formed in sandy marine and fluvial sediments. These soils are also in depressions, in poorly defined drainageways, and on flood plains. The Resota series consists of moderately well drained, nearly level to gently sloping soils that formed in sandy marine deposits. These soils are on coastal ridges and remnant dunes suited for urban development. Wetness is a management concern specially in the western portion of the property. Placement of suitable fill material can elevate building sites. The ratings are based on the general favorability of the soils

for building sites based on the special planning, design and site preparation needed to overcome limitations.

Vegetation and Wildlife

Based on available data from the Florida Fish and Wildlife Conservation Commission, there are no listed species on the property. The proposed amendment will not result in additional impacts to vegetation and wildlife resources.

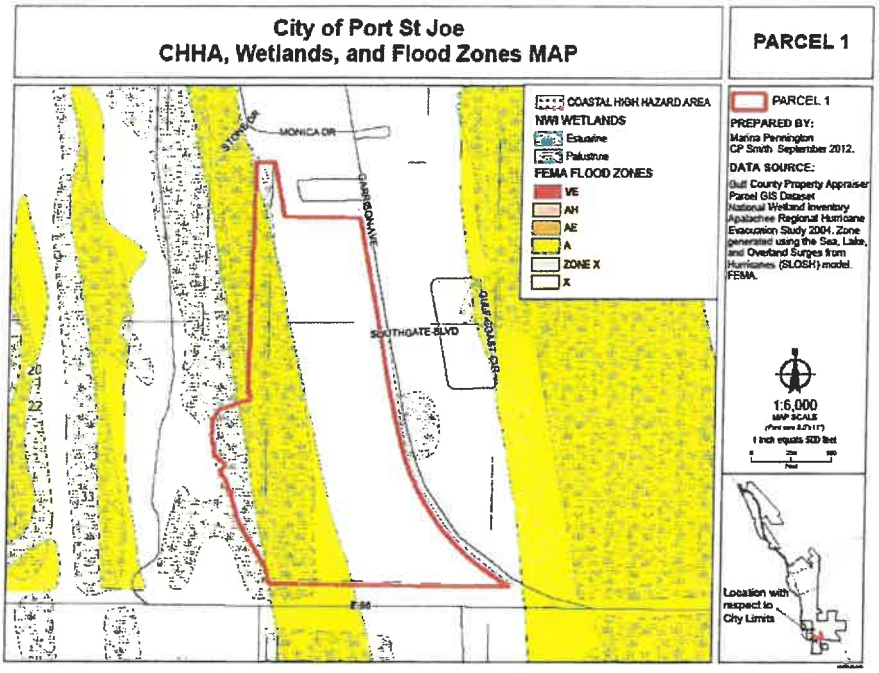


Wetlands

As shown in the following map, the western portion of the property contains wetlands; some of these wetlands will be protected under the Conservation designation. Other wetlands will be protected consistent with the City's comprehensive plan policies and the land development regulations.

Flood Prone Areas

As shown in the following map, the western portion of the property is designated A, an area inundated by 1% annual chance (100-year) flooding, for which based flood elevations (BFEs) have NOT been determined, and in a special flood hazard area. Development of the site will be subject to floodplain protection requirements and general standards for flood hazard reduction as described in the City's land development regulations.



d. Coastal High Hazard Area (CHHA)

As shown in the above map, the property is located outside the CHHA.

e. Availability of Public Facilities

Potable Water Facilities

The subject property is located within the City of Port St Joe water service area and has been served by the City. The City has a new 6-MGD surface water treatment facility which utilizes the Fresh Water Canal as its source of water. The new facility has been designed with adequate storage and pumping facilities to meet future demands of residents of the City and surrounding area.

The following table shows current and projected Water Supply Demand, Capacity and Surplus based on the permit and operation of the new surface water treatment facility:

	2009	2010	2020
Total Population Served	12,642	13,165	13,833
Demand per Capita (GPD)	114	130	130
Average Daily Demand (GPD)	1,443,751	1,711,395	1,798,290
Available Facility Capacity (GPD)	6,000,000	6,000,000	6,000,000
Facility Capacity Surplus (Deficit) *	4,556,249	4,288,605	4,201,710
Permitted Amount (GPD Annual Average)	3,147,000	3,147,000	3,147,000
Permitted Surplus (Deficit) **	1,703,249	1,603,305	1,348,710

Source: City of Port St Joe Water Plant Manager, April 2009.

* Calculated by subtracting Average Daily Demand from Available Facility Capacity
** Calculated by subtracting Average Daily Demand from Permitted Amount

As shown in this table, the City has sufficient capacity to provide central water services to its residents and nearby unincorporated communities through 2020.

Wastewater Treatment Facilities

The site is currently served by the City central sewer system consistent with the adopted City comprehensive plan. The existing wastewater treatment facility has capacity to treat 1.25 MGD. Current flows are between 0.8 and 1.0 MGD. Therefore, the City has available capacity to serve the property.

Solid Waste Collection and Disposal Services

In regards to solid waste, the site will continue to be served by the City. The City has the responsibility for collection of solid waste and transportation of same to the Gulf County landfill site. This landfill is known as 5 Points Landfill which is a 16.2 acre site located 2 miles northeast of the City.

Stormwater Treatment Facilities

The City's Comprehensive Plan identifies the level of service for stormwater management standards shall be used "25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map".

Development of the vacant portion of the property shall comply with the stormwater design and performance standards and stormwater retention and detention

standards contained within section 62-25.025 and 62-25.035 Florida Administrative Code (F.A.C.)

f. Transportation

It is estimated that the current FLUM designation of Industrial Use which allows approximately 4.7 million square feet (s.f.) of Industrial development and approximately 108 dwelling units on the property may generate a maximum of 33,746 average daily trips and a maximum of 4,151 pm peak hour trips as follows:

Industrial

Average Daily Trips: 4,700,000 x 6.96 trips/1,000 sf = 32,712 trips
PM Peak Hour Trips: 4,700,000 x 0.86 trips/1,000 sf = 4,042 trips

Category 130 (Industrial Park) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

Residential

Average Daily Trips: 108 du x 9.57 = 1,034 trips
PM Peak Hour Trips: 108 du x 1.01 = 109 trips

Category210 (Single Family Detached Housing) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

In order to estimate the trip generation for the proposed Public and Commercial Uses, student enrollment figures from the Gulf Coast Community College were requested. The Director for the community college has provided the following figures for the last three years:

2009-10: 648
2010-11: 526
2011-12: 577

It is estimated that the current trip generation on the existing Gulf Coast Community College, utilizing the highest enrollment figures of the last three years, is as follows:

Public Use – Community College

Average Daily Trips: 648 x 1.20 trips/student = 778 trips
PM Peak Hour Trips: 648 x 0.12 trips/student = 77 trips

Category540 (Junior Community College) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed FLUM amendment will designate approximately 47 acres as Public Use allowing future expansion of facilities and increased student enrollment of students at the Gulf Coast Community College; however, given the low trip generation rates per student, it is not expected to create significant impacts on transportation. Existing and projected level of service on US 98 is LOS "B"; existing and projected LOS in Garrison Avenue is LOS "C".

Commercial

Average Daily Trips: 764,478 x 9.11trips/1,000 sf = 6,964 trips
PM Peak Hour Trips: 764,478 x 0.58 trips/1,000 sf = 443 trips

Category320(Motel) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed FLUM amendment would result in a significant decrease of average daily trips and pm peak hour trips; therefore, no additional impacts are anticipated as a result of such change. The proposed amendment will not adversely impact the LOS on transportation facilities in the City.

PARCEL 2
AROUND GROUNDWATER WELLS

CITY OF PORT ST. JOE

Proposed FLUM Amendment – Parcel # 2

Applicant: City of Port St Joe

Acres: Approximately 41.2 acres

Current Land Use Designation: Open Space, Public and Conservation

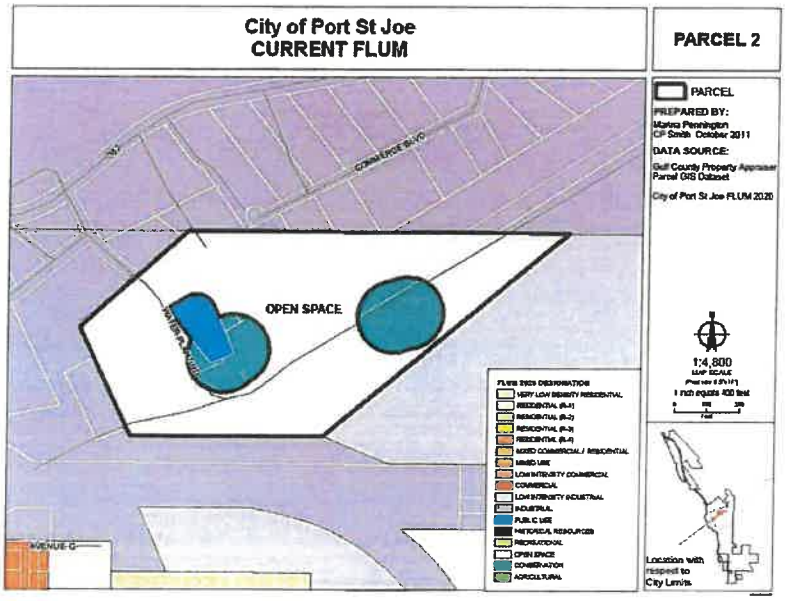
Proposed Land Use Designation: Industrial, Public and Conservation

Proposed Ordinance No. 493

I. SUMMARY

The proposed Future Land Use Map (FLUM) amendment involves approximately 41.2 acres of land located south of CR 382, around Water Plant Road and Commerce Boulevard, in the industrial area of the City. Some of the parcels of land are owned by the City, while others are owned by various private entities. The purpose of this amendment is to correct a discrepancy between the FLUM and Zoning Map.

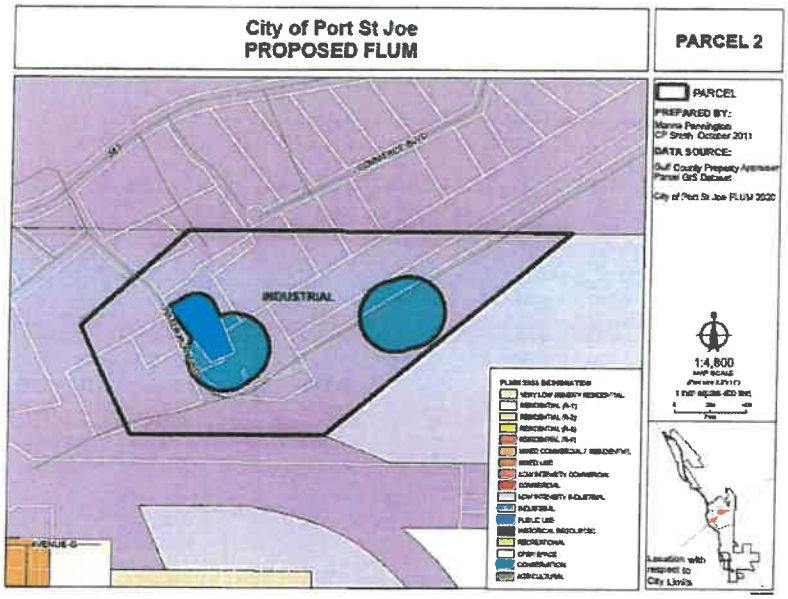
Most of the site is currently designated Open Space; the property contains two wellhead protection areas designated as Conservation and a 2.0-acre Public Use area where the water treatment plant is located (see Current FLUM).



The Open Space land use category is intended to be used for undeveloped lands suitable for passive recreation or conservation uses and allows no more than 10% lot coverage. The Conservation designation of the wellhead protection areas is consistent with the

requirements in FLUE Policy 1.5.1 which are intended to protect 500-foot radius around existing wellhead. The Zoning Map shows this property designated as Industrial District with the two Conservation areas.

According to the City, this property has always been designated as Industrial in the Zoning Map and was intended to be designated as Industrial in the FLUM as it is located in the industrial area of the City. The City proposes to change the Open Space designation to Industrial use (see Proposed FLUM). The small parcels designated as Public and Conservation use will remain unchanged. The proposed Industrial use FLUM designation would allows 90% lot coverage and 60 ft building height limitation and a maximum of 8,076,024 s.f. of development on the property; however, it is extremely unlikely that the property would be developed as such intensities given the fact that a significant portion of the property is owned by the City.



II. DATA AND ANALYSIS

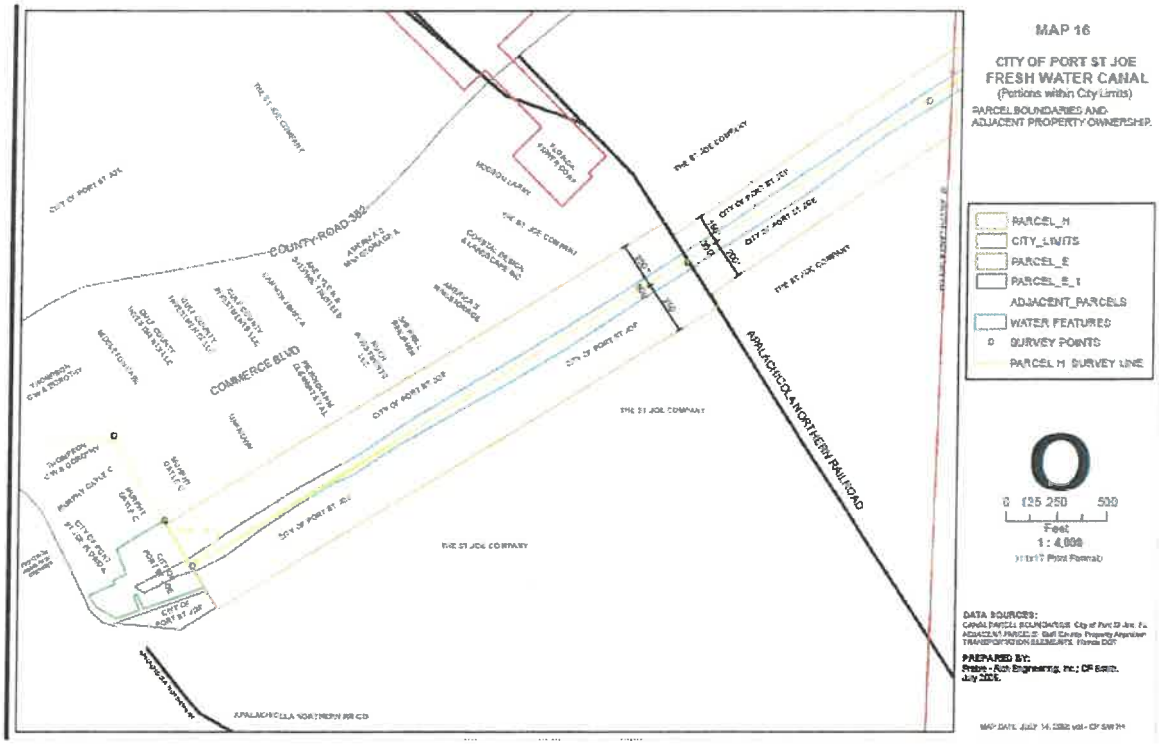
a. Location of Subject Property

The 41.2-acre subject property is located south of CR 382, around Water Plant Road and Commerce Boulevard, in the industrial area of the City.

b. Site Information

The site is surrounded by lands designated as Industrial and Low Intensity Industrial in the FLUM. The site contains property owned by the City including lands around two groundwater wells previously used as the source of water in the City. As stated earlier, the land around the groundwater wells is designated as Conservation and is protected as provided in FLUE Policy 1.5.1.

The site also contains the new surface water treatment plant and a portion of the Port St Joe freshwater canal from the Chipola River; the freshwater canal is protected by 500-foot buffer along the canal as provided in FLUE Policy 1.5.6 and as shown in Map 16 of the adopted Map Series. In addition, the site contains a few vacant or partially developed industrial parcels as described in the Gulf County Property Appraiser's database.



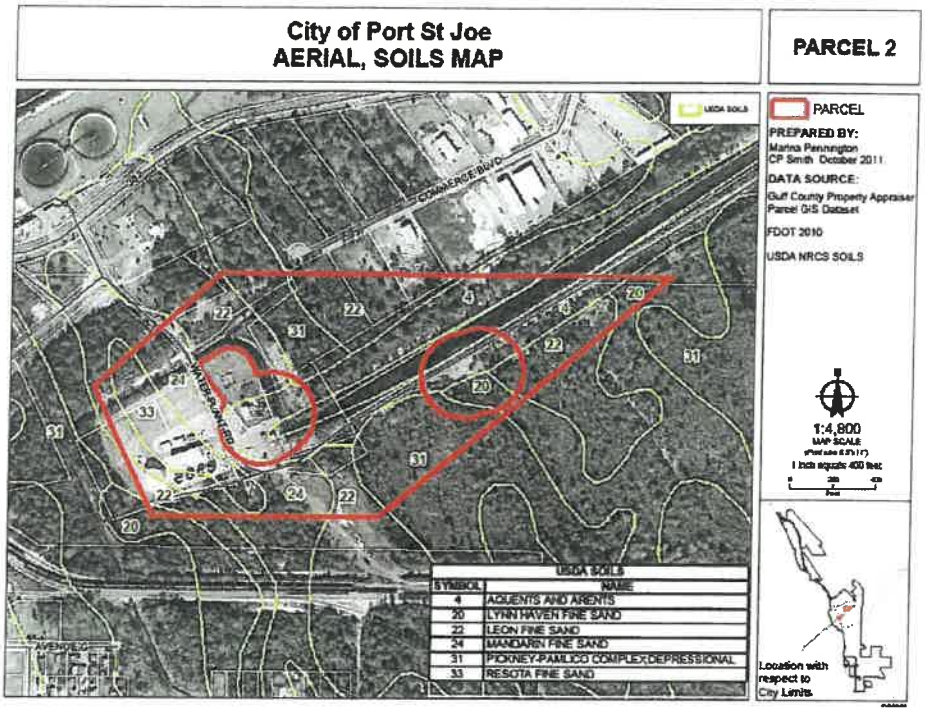
c. Adjacent Land Uses

The proposed amendment is compatible with the adjacent uses and as shown in the following table; water resources in the area will continue to be protected under the Conservation designation of the wellhead protection areas and the buffers previously described.

NORTH	Industrial
SOUTH	Industrial and Low Intensity Industrial
EAST	Industrial and Low Intensity Industrial
WEST	Industrial

d. Site Suitability

The subject property already contains municipal facilities and some vacant industrial parcels as shown in the following aerial map.



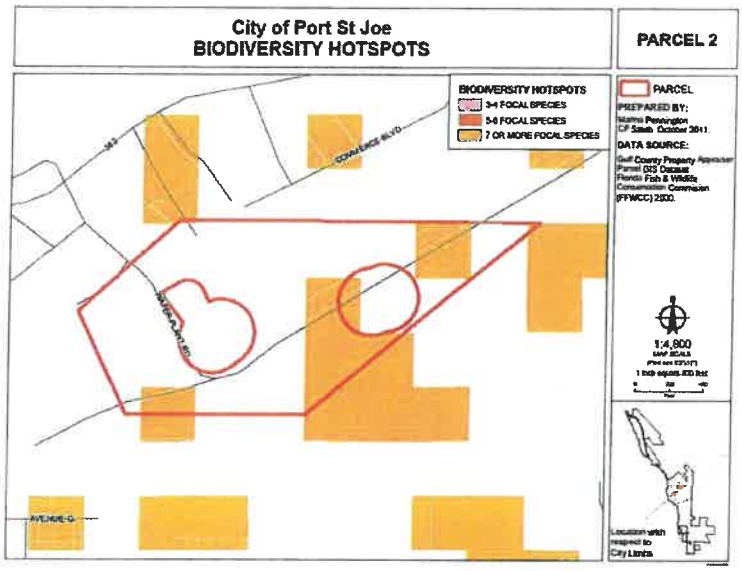
Soils

The property contains various types of soils including Aquents and Arents along the freshwater canal and Lynn Haven Fine Sand, Leon Fine Sand, Mandarin Fine Sand, Pickney-Pamlico Complex Depresional and Resota Fine Sand.

According to the descriptions found in the *Soil Survey of Gulf County, Florida* (U.S. Department of Agriculture, Natural Resources Conservation Service, 2001), some of these soils are poorly drained, nearly level soils that formed in sandy marine sediments in low areas of flatwoods. The Mandarin series consists of somewhat poorly drained, nearly level soils that formed in sandy marine and eolian sediments; these soils are on low ridges and knolls in areas of flatwoods. The Pickney series consists of very poorly drained, nearly level soils that formed in sandy marine and fluvial sediments; these soils are in depressions, in poorly defined drainageways, and on flood plains. The Pamlico series consists of very poorly drained, nearly level soils that formed in decaying plant remains; these soils are in depressions, in poorly defined drainageways, and on flood plains. The Resota series consists of moderately well drained, nearly level to gently sloping soils that formed in sandy marine deposits; these soils are on coastal ridges and remnant dunes.

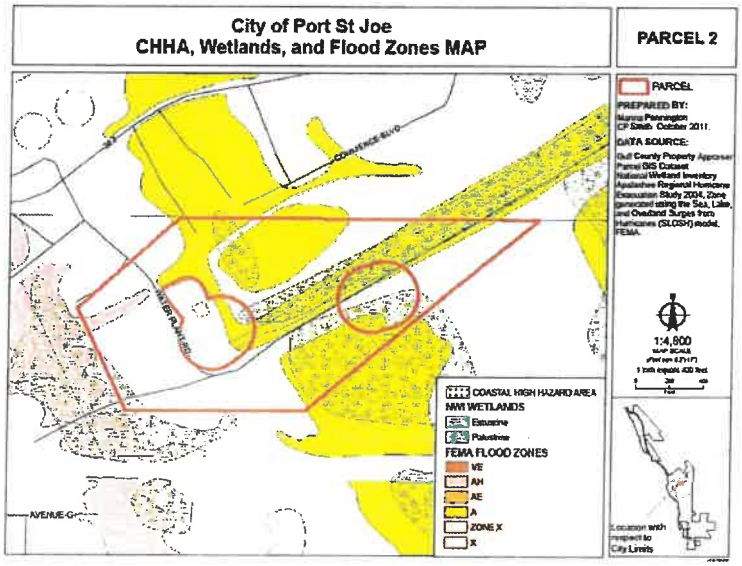
Vegetation and Wildlife

Based on available generalized data from the Florida Fish and Wildlife Conservation Commission, there are potentially some biodiversity hot spots on the property, particularly along the freshwater canal, wetlands and the Conservation area. As part of the development process, these resources will be examined in order to avoid, minimize and/or mitigate impacts on such resources.



Wetlands

As identified in the following map, the property contains wetlands mostly along the freshwater canal and the Conservation area which will be protected.



Flood Prone Areas

The subject property contains areas designated with the following Flood Zone Codes:

A - An area inundated by 1% annual chance (100-year) flooding, for which BFEs (base flood elevations) have NOT been determined, and in a special flood hazard area. These areas are located mostly along the freshwater canal and wetlands in the southern portion of the site.

X - An area that is determined to be outside the 1% and 0.2% annual chance (100-year and 500-year) flooding, out of a special flood hazard area (X and ZONEX formerly known as C.)

AH - An area inundated by 1% annual chance (100-year) flooding. Flood depths of 1 to 3 feet (usually areas of ponding); BFEs have been determined, and in a special flood hazard area.

Any future development proposal will be subject to floodplain protection requirements and general standards for flood hazard reduction as described in the City's land development regulations.

e. Coastal High Hazard Area (CHHA)

As shown in the above map, the property is located outside the CHHA.

f. Availability of Public Facilities

Potable Water Facilities

The subject property is located within the City of Port St Joe water service area and has been served by the City. The City property contains a new 6-MGD surface water treatment facility which utilizes the Fresh Water Canal as its source of water. The new facility has been designed with adequate storage and pumping facilities to meet future demands of residents of the City and surrounding area.

The City's Comprehensive Plan states that the "industrial potable water level of service standard for potable water facilities is equal to 11,000 gallons per acre, per day". As shown in the following table, the City has sufficient capacity to provide central water services to its residents and nearby unincorporated communities through 2020.

The table shows current and projected Water Supply Demand, Capacity and Surplus based on the permit and operation of the new surface water treatment facility:

	2009	2010	2020
Total Population Served	12,642	13,165	13,833
Demand per Capita (GPD)	114	130	130
Average Daily Demand (GPD)	1,443,751	1,711,395	1,798,290
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Permitted Amount (GPD Annual Average)	3,147,000	3,147,000	3,147,000
Permitted Surplus (Deficit) **	1,703,249	1,603,305	1,348,710

Source: City of Port St Joe Water Plant Manager, April 2009.

* Calculated by subtracting Average Daily Demand from Available Facility Capacity

** Calculated by subtracting Average Daily Demand from Permitted Amount

Wastewater Treatment Facilities

The site is currently served by the City central sewer system consistent with the adopted City comprehensive plan. The existing wastewater treatment facility has capacity to treat 1.25 MGD. Current flows are between 0.8 and 1.0 MGD. The comprehensive plan states that industrial facilities shall provide sewage service data and contribute toward the cost of developing increased collection, transmission and treatment systems.

Solid Waste Collection and Disposal Services

In regards to solid waste, the site will continue to be served by the City. The City's Comprehensive Plan states that the "city-wide average solid waste level of service standard shall be 8 pounds per capita per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development".

The City has the responsibility for collection of solid waste and transportation of same to the Gulf County landfill site. This landfill is known as 5 Points Landfill which is a 16.2 acre site located 2 miles northeast of the City.

Stormwater Treatment Facilities

The City's Comprehensive Plan identifies the level of service for stormwater management standards shall be used "25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map".

Future redevelopment of the property shall comply with the stormwater design and performance standards and stormwater retention and detention standards contained within section 62-25.025 and 62-25.035 Florida Administrative Code (F.A.C.)

g. Transportation

The current designation of the property as Open Space which allows no more than 10% lot coverage would result in approximately 500,000 square feet (s.f.) of development on the property. The proposed Industrial designation which allows no more than 90% lot coverage would potentially result in a maximum of 8 million square feet of development; however, as stated earlier, a significant portion of the land is owned by the City and already utilized as part of the water treatment plant facilities, the freshwater canal, conservation for wellhead protection areas, etc. Therefore, it is not anticipated that the proposed amendment would result in adverse impact to the adopted levels of service (LOS) on transportation facilities in the City.

As previously stated, the purpose of this amendment is to correct a discrepancy between the Future Land Use Map (FLUM) and the Zoning Map.

PARCEL 3
NORTH PORT ST JOE PROPERTY

CITY OF PORT ST. JOE

Proposed FLUM Amendment – Parcel #3

Applicant: City of Port St Joe

Acres: Approximately 52.9 acres

Current Land Use Designation: High Density Residential R-3

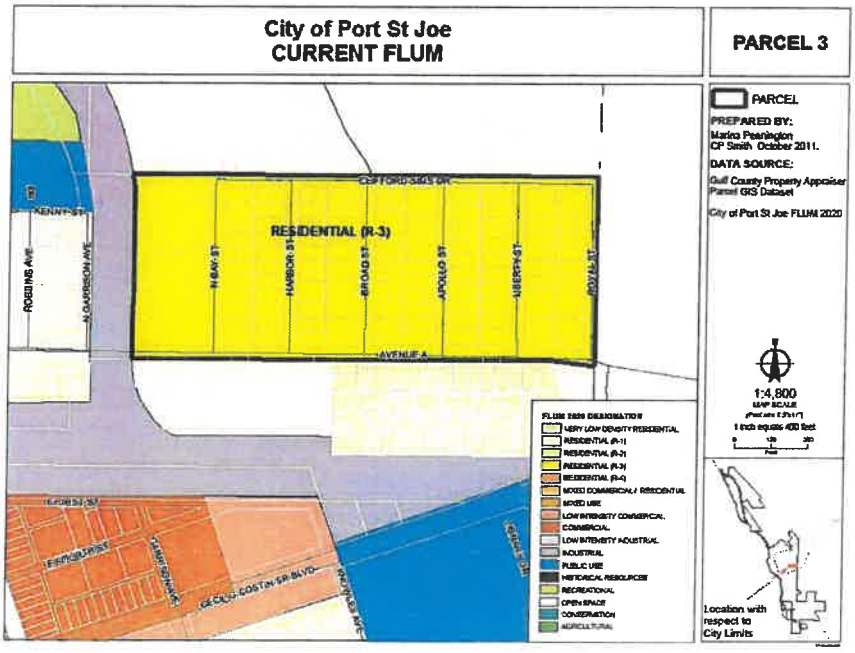
Proposed Land Use Designation: Low Density Residential R-1

Proposed Ordinance No. 493

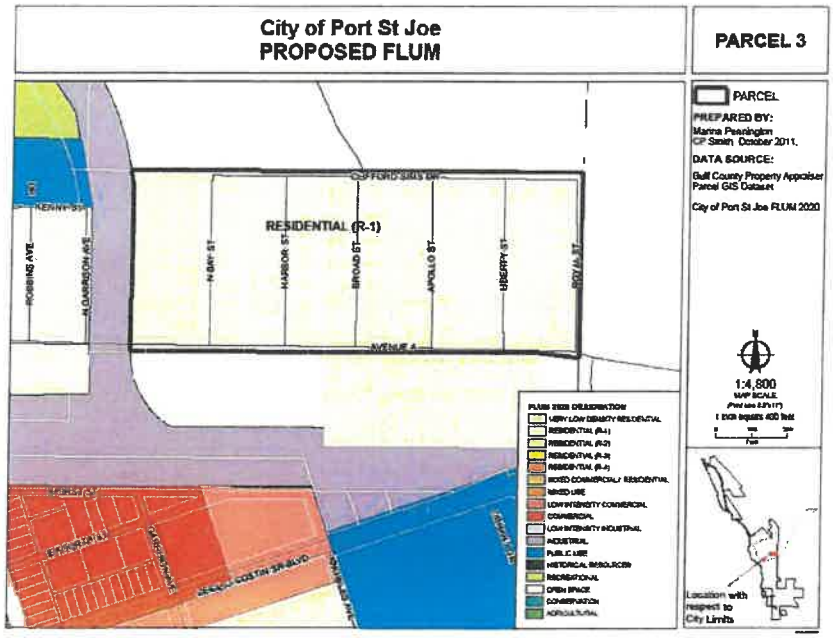
I. SUMMARY

The proposed Future Land Use Map (FLUM) amendment involves approximately 52.9 acres of land located in North Port St Joe between Clifford Sims Drive and Avenue A, east of North Garrison Avenue and west of Royal Street.

The current FLUM designation is High Density Residential R-3 which allows between 7 and 15 dwelling units per acre. The maximum development potential of the property as currently designated is 793 residential units.



The City proposes to change the FLUM designation of the property to Low Density Residential (R-1) which allows no more than 5 dwelling units per acre. The proposed FLUM designation would allow a maximum of 264 dwelling units on the property (see Proposed FLUM).



The purpose of this amendment is to correct a discrepancy between the Future Land Use Map (FLUM) and the Zoning Map and recognize that the existing Zoning Map designation of the site is R-1 District and that the existing residential neighborhood in this area of the City has been buildout for years.

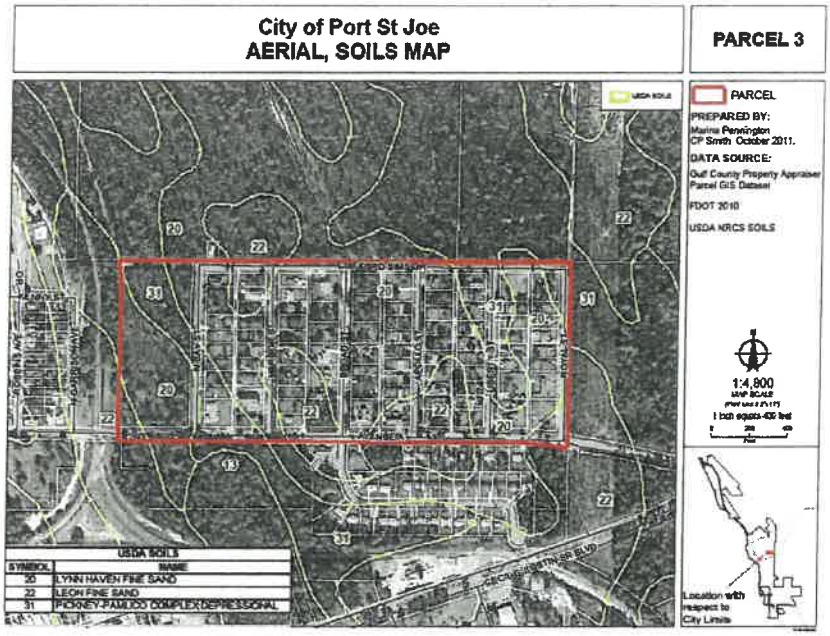
II. DATA AND ANALYSIS

a. Location of Subject Property

The subject property is located between Clifford Sims Drive and Avenue A, east of North Garrison Avenue and west of Royal Street in North Port St Joe.

b. Site Information

The property is mostly developed as a residential neighborhood; however, as shown in the following aerial map, there are approximately 7.6 acres of undeveloped land in the western portion of the site.



c. Adjacent Land Uses

The proposed R-1 designation is compatible with the adjacent uses as shown in the following table:

NORTH	Residential -1 (undeveloped)
SOUTH	Residential -1
EAST	County Agricultural Land
WEST	Residential -1

d. Site Suitability

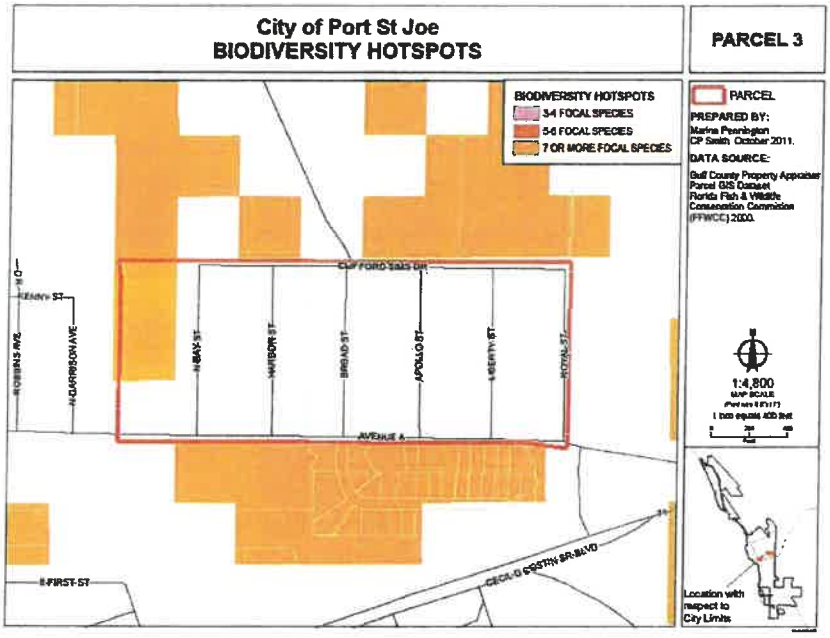
Soils

The property contains various types of soils including Lynn Haven Fine Sand, Leon Fine Sand and Pickney-Pamlico Complex Depresional. According to the descriptions found in the *Soil Survey of Gulf County, Florida* (U.S. Department of Agriculture, Natural Resources Conservation Service, 2001), some of these soils are poorly drained, nearly level soils that formed in sandy marine sediments in low areas of flatwoods. The Pickney series consists of very poorly drained,

nearly level soils that formed in sandy marine and fluvial sediments; these soils are in depressions, in poorly defined drainageways, and on flood plains. The Pamlico series consists of very poorly drained, nearly level soils that formed in decaying plant remains; these soils are in depressions, in poorly defined drainageways, and on flood plains.

Vegetation and Wildlife

Based on available data from the Florida Fish and Wildlife Conservation Commission, there is a potential for listed species on the undeveloped portion of the property. These resources will be identified as part of the development process in order to avoid, minimize and/or mitigate impacts on such resources.



Wetlands

As shown in the following map, there are some wetland areas in the undeveloped portion of the property; these wetlands will be identified and evaluated as part of any future development proposal.

Flood Prone Areas

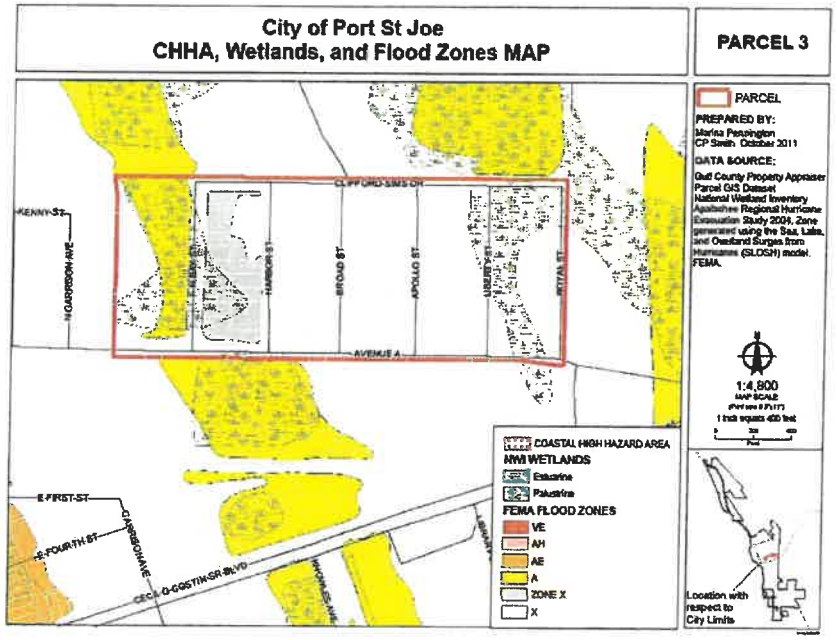
The subject property contains areas designated with the following Flood Zone Codes:

X - An area that is determined to be outside the 1% and 0.2% annual chance (100-year and 500-year) flooding, out of a special flood hazard area (X and ZONEX formerly known as C.)

Zone X - An area inundated by 0.2% annual chance (500-year) flooding; a 0.2% annual chance (500-year) area inundated by 1% annual chance (100-year) flooding with average depths of less than 1 foot or with drainage areas less than 1 square mile; or an area protected by levees from 1% annual chance (100-year) flooding; out of a special flood hazard area.

A - An area inundated by 1% annual chance (100-year) flooding, for which BFEs (base flood elevations) have NOT been determined, and in a special flood hazard area. These areas are located mostly along the freshwater canal and wetlands in the southern portion of the site.

These flood zone areas are shown in the following map. As previously indicated, most of the property has already been developed; future development of the western portion of the site will be subject to floodplain protection requirements and general standards for flood hazard reduction as described in the City's land development regulations.



d. Coastal High Hazard Area (CHHA)

As shown in the above map, the property is located outside the CHHA.

e. Availability of Public Facilities

Potable Water Facilities

The subject property is located within the City of Port St Joe water service area and has been served by the City. The City has a new 6-MGD surface water treatment facility which utilizes the Fresh Water Canal as its source of water. The new facility has been designed with adequate storage and pumping facilities to meet future demands of residents of the City and surrounding area.

The City's Comprehensive Plan states that the "residential potable water level of service standard for potable water facilities is equal to 130 gallons per capita, per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development".

The following table shows current and projected Water Supply Demand, Capacity and Surplus based on the permit and operation of the new surface water treatment facility:

	2009	2010	2020
Total Population Served	12,642	13,165	13,833
Demand per Capita (GPD)	114	130	130
Average Daily Demand (GPD)	1,443,751	1,711,395	1,798,290
Available Facility Capacity (GPD)	6,000,000	6,000,000	6,000,000
Facility Capacity Surplus (Deficit) *	4,556,249	4,288,605	4,201,710
Permitted Amount (GPD Annual Average)	3,147,000	3,147,000	3,147,000
Permitted Surplus (Deficit) **	1,703,249	1,603,305	1,348,710

Source: City of Port St Joe Water Plant Manager, April 2009.

* Calculated by subtracting Average Daily Demand from Available Facility Capacity
** Calculated by subtracting Average Daily Demand from Permitted Amount

As shown in this table, the City has sufficient capacity to provide central water services to its residents and nearby unincorporated communities through 2020.

Wastewater Treatment Facilities

The subject property is currently served by the City central sewer system consistent with the adopted City comprehensive plan which states that the "residential level of service standard for sanitary sewer facilities is equal to 150 gallons per capita per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development".

The existing wastewater treatment facility has capacity to treat 1.25 MGD. Current flows are between 0.8 and 1.0 MGD. Therefore, the City has available capacity to serve the property.

Solid Waste Collection and Disposal Services

In regards to solid waste, the site will continue to be served by the City. The City's Comprehensive Plan states that the "city-wide average solid waste level of service standard shall be 8 pounds per capita per day, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development".

The City has the responsibility for collection of solid waste and transportation of same to the Gulf County landfill site. This landfill is known as 5 Points Landfill which is a 16.2 acre site located 2 miles northeast of the City.

Stormwater Treatment Facilities

The City's Comprehensive Plan identifies the level of service for stormwater management standards shall be used "25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map".

Future development of the western portion of the property shall comply with the stormwater design and performance standards and stormwater retention and detention standards contained within section 62-25.025 and 62-25.035 Florida Administrative Code (F.A.C.)

f. Transportation

It is estimated that the current FLUM designation of the property as High Density Residential R-3 which allows approximately a maximum of 793 residential units on the property may generate the following number of trips:

Average Daily Trips: 793 du x 9.57= 7,589 trips
PM Peak Hour Trips: 793 du x 1.01= 800 trips

Category 730 (Government Office Building) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed Low Density Residential (R-1) FLUM designation would allow a maximum of 264 residential dwelling units on the property and may generate the following number of trips:

Average Daily Trips: 264 du x 9.57 = 2,526 trips
PM Peak Hour Trips: 264 du x 1.01 = 266 trips

Category210 (Single Family Detached Housing) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed FLUM amendment would result in a significant decrease of average daily trips and pm peak hour trips; therefore, no additional impacts are anticipated as a result of such change. The proposed amendment will not adversely impact the adopted level of service (LOS) on transportation facilities in the City.

As stated early, the purpose of this amendment is to correct a discrepancy between the Future Land Use Map (FLUM) and the Zoning Map. Most of the property is already developed at a much lower density and the proposed amendment will not have impacts on natural resources and public facilities in the City.

PARCEL 4
MONUMENT AVENUE

CITY OF PORT ST. JOE

Proposed FLUM Amendment – Parcel #4

Applicant: City of Port St Joe

Acres: Approximately 1.13 acres

Current Land Use Designation: Low Intensity Industrial

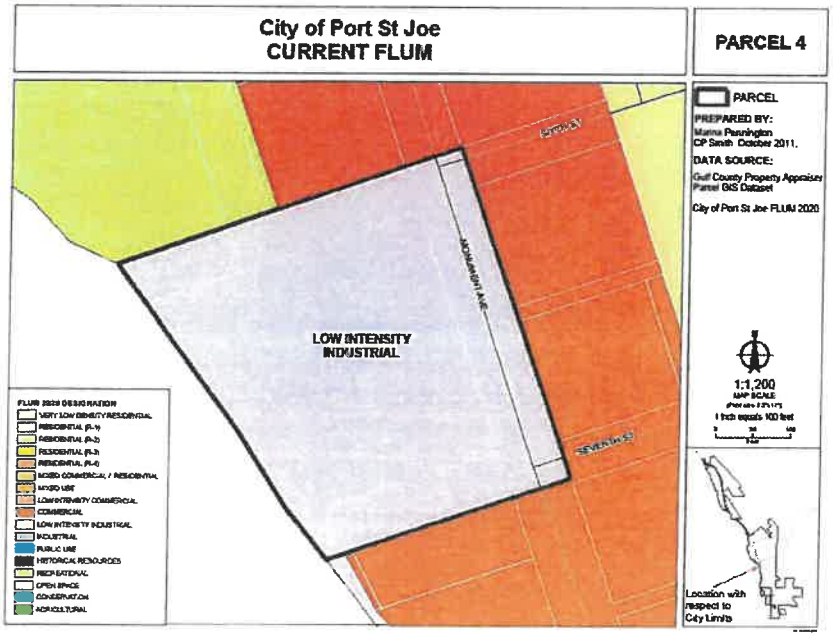
Proposed Land Use Designation: Commercial

Proposed Ordinance No. 493

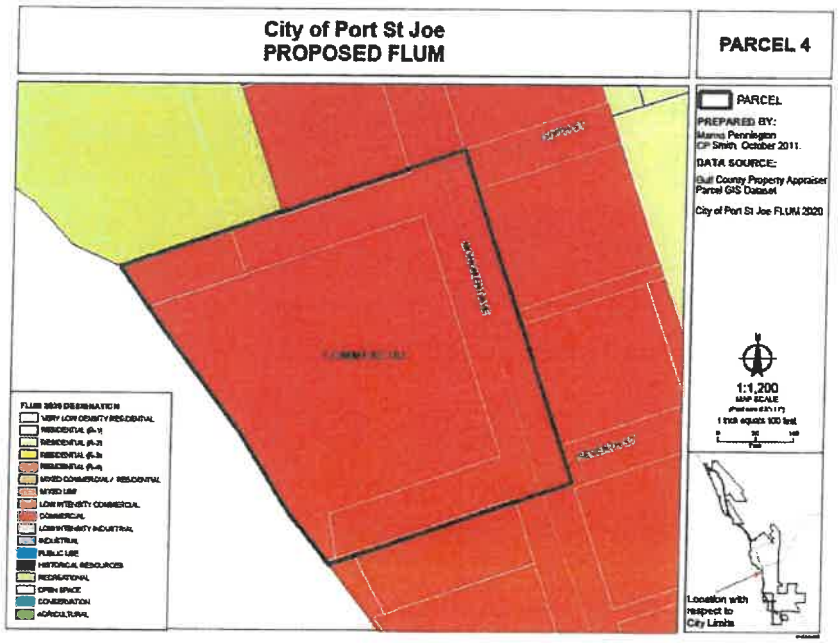
I. SUMMARY

The proposed Future Land Use Map (FLUM) amendment involves approximately 1.13 acres of land located on Monument Avenue (US 98) between Sixth and Seventh Street along St Joseph Bay. The property currently contains the Sunset Coast Grill restaurant.

The site is currently designated Low Intensity Industrial (see Current FLUM) which allows 65% lot coverage and 60 ft building height limitation. The current FLUM designation would allow approximately 159,974 square feet (s.f.) of development on the property.



The City proposes to change the FLUM designation of the 1.13-acre site to Commercial District (G.C.) which allows 90% lot coverage and 60 ft building height limitation. The proposed FLUM designation would allow a maximum of 221,449 s.f. of development on the property (see Proposed FLUM).



It is the City's intent to amend the FLUM to correct the discrepancy between the FLUM and the Zoning District and to reflect the actual use of the property. The Zoning designation of the property is Commercial, which is consistent with the surrounding area to the north, south and east of the site, and the current use of the property is Commercial.

II. DATA AND ANALYSIS

a. Location of Subject Property

The 1.13-acre subject property is located on Monument Avenue (US 98) between Sixth and Seventh Street along St Joseph Bay.

b. Site Information

The subject property contains an approximately 5,700 square feet restaurant building.

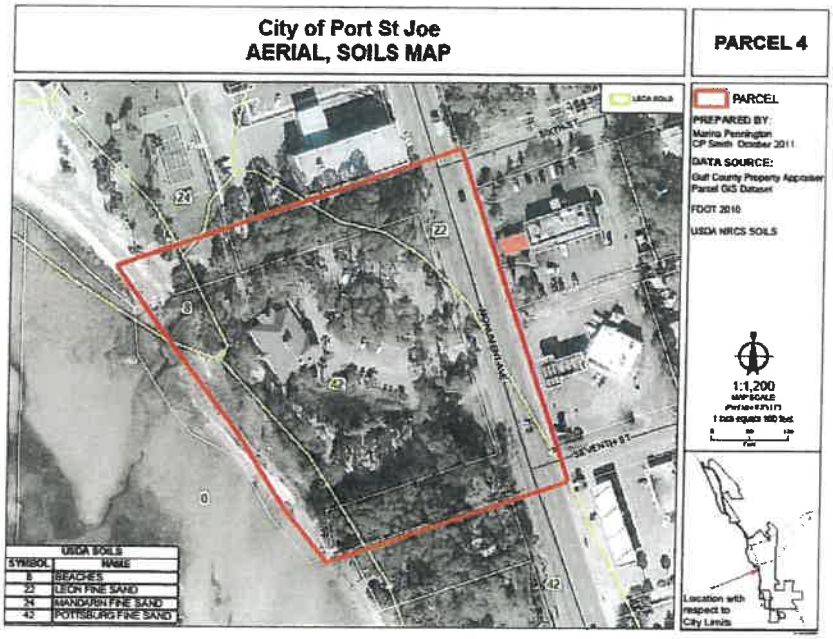
c. Adjacent Land Uses

The proposed Commercial designation is compatible with the adjacent Commercial and Recreational uses as shown in the following table:

NORTH	Commercial and Recreational
SOUTH	Commercial
EAST	Commercial
WEST	St Joseph Bay

d. Site Suitability

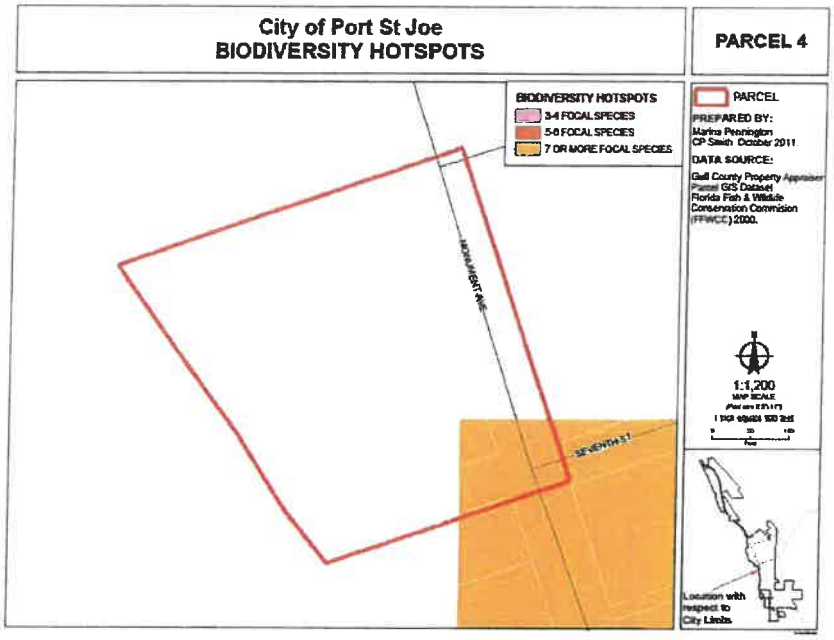
The subject property already contains an existing building and is surrounded mostly by Commercial development as shown in the following aerial map.



Soils

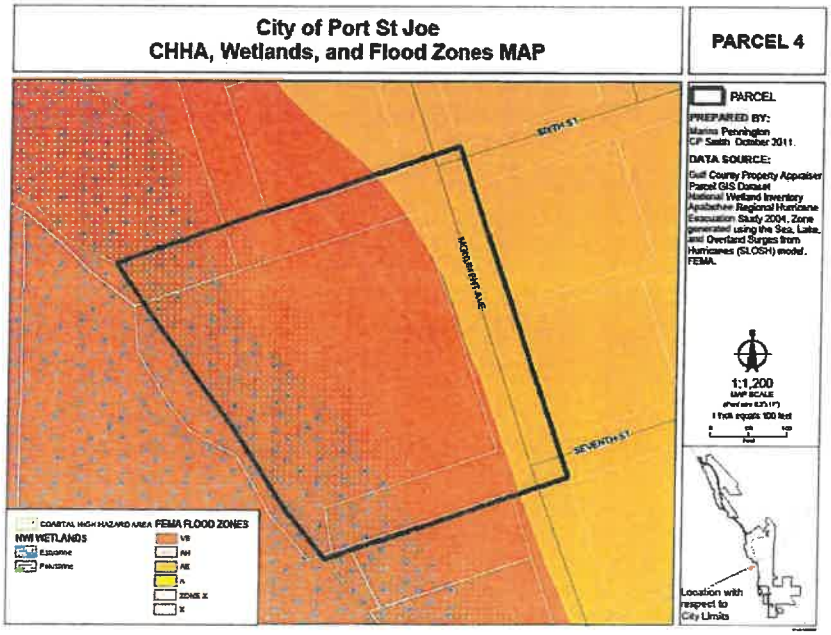
The soils of the site are mostly Pottsburg Fine Sand and Beaches. According to the descriptions found in the *Soil Survey of Gulf County, Florida* (U.S. Department of Agriculture, Natural Resources Conservation Service, 2001), these soils are poorly drained, nearly level soils that formed in sandy marine sediments. Flooding and wetness may be a concern.

Vegetation and Wildlife



Based on available generalized data from the Florida Fish and Wildlife Conservation Commission, there are no listed species on the property other than the southeastern corner of the site where there is a potential for biodiversity hotspots. The proposed amendment will not result in additional impacts to vegetation and wildlife resources.

Flood Prone Areas



The property is designated VE, an area inundated by 1% annual chance (100-year) flooding with velocity hazard (wave action), for which based flood elevations (BFEs) have been determined, and in a special flood hazard area.

d. Coastal High Hazard Area (CHHA)

As shown in the above map, the property is located within the CHHA and may be impacted by a category 1 storm event.

e. Availability of Public Facilities

Potable Water Facilities

The subject property is located within the City of Port St Joe water service area and has been served by the City. The City has a new 6-MGD surface water treatment facility which utilizes the Fresh Water Canal as its source of water. The new facility has been designed with adequate storage and pumping facilities to meet future demands of residents of the City and surrounding area.

The City's Comprehensive Plan states that the Commercial potable water level of service standard for potable water facilities is 2,000 gallons per acre per day. The following table shows current and projected Water Supply Demand, Capacity and Surplus based on the permit and operation of the new surface water treatment facility:

	2009	2010	2020
Total Population Served	12,642	13,165	13,833
Demand per Capita (GPD)	114	130	130
Average Daily Demand (GPD)	1,443,751	1,711,395	1,798,290
Available Facility Capacity (GPD)	6,000,000	6,000,000	6,000,000
Facility Capacity Surplus (Deficit) *	4,556,249	4,288,605	4,201,710
Permitted Amount (GPD Annual Average)	3,147,000	3,147,000	3,147,000
Permitted Surplus (Deficit) **	1,703,249	1,603,305	1,348,710

Source: City of Port St Joe Water Plant Manager, April 2009.

* Calculated by subtracting Average Daily Demand from Available Facility Capacity
** Calculated by subtracting Average Daily Demand from Permitted Amount

As shown in this table, the City has sufficient capacity to provide central water services to its residents and nearby unincorporated communities through 2020 and continue to serve this property.

Wastewater Treatment Facilities

The site is currently served by the City central sewer system consistent with the adopted City comprehensive plan which states that the Commercial level of service standard for sanitary sewer facilities is 1,450 gallons per acre. The existing wastewater treatment facility has capacity to treat 1.25 MGD. Current flows are between 0.8 and 1.0 MGD. Therefore, the City has available capacity to continue to serve the property.

Solid Waste Collection and Disposal Services

In regards to solid waste, the site will continue to be served by the City. The City's Comprehensive Plan states that the city-wide average solid waste level of service standard shall be 8 pounds per capita per day. The City has the responsibility for collection of solid waste and transportation of same to the Gulf County landfill site. This landfill is known as 5 Points Landfill which is a 16.2 acre site located 2 miles northeast of the City.

Stormwater Treatment Facilities

The City's Comprehensive Plan identifies the level of service for stormwater management standards as the 25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map.

Future redevelopment of the property shall comply with the stormwater design and performance standards and stormwater retention and detention standards contained within section 62-25.025 and 62-25.035 Florida Administrative Code (F.A.C.)

f. Transportation

It is estimated that the current FLUM designation of Low Intensity Industrial which allows approximately 159,974 square feet square feet (s.f.) of development on the property may generate the following number of trips:

Average Daily Trips (ADT): 159,974 x 6.97 trips/1,000 sf = 1,115 trips
PM Peak Hour Trips: 159,974 x 0.98 trips/1,000 sf = 159 trips

Category 110 (General Light Industrial) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed Commercial FLUM designation would allow a maximum of 221,449 s.f. of development on the property and may generate the following number of trips:

Average Daily Trips: 221,449 x 89.95/1,000 sf = 19,919 trips
PM Peak Hour Trips: 221,449 x 7.49/1,000 sf = 1,658 trips

Category931 (Quality Restaurant) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed FLUM amendment would potential result in a significant increase of ADT and pm peak hour trips; however, the actual ADT of the existing 5,700 sf quality restaurant is 512 trips and the PM peak hour trips generation is 42 trips. No changes are expected as a result of the proposed amendment.

As previously stated, the purpose of this amendment is to correct a discrepancy between the FLUM and the Zoning District and to reflect the actual use of the property as a Commercial.

PARCEL 5
MONUMENT AVENUE

CITY OF PORT ST. JOE

Proposed FLUM Amendment – Parcel #5

Applicant: City of Port St Joe

Acres: Approximately 2.4 acres

Current Land Use Designation: Low Intensity Industrial and Open Space

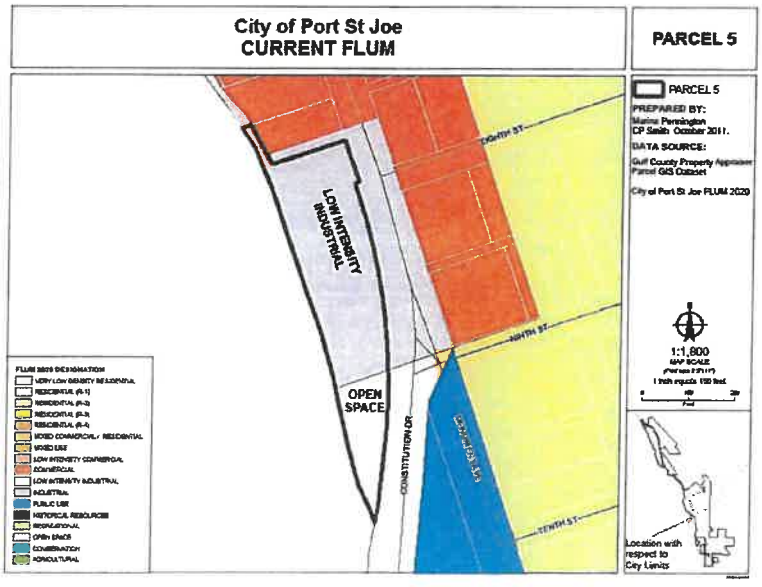
Proposed Land Use Designation: Recreational

Proposed Ordinance No. 493

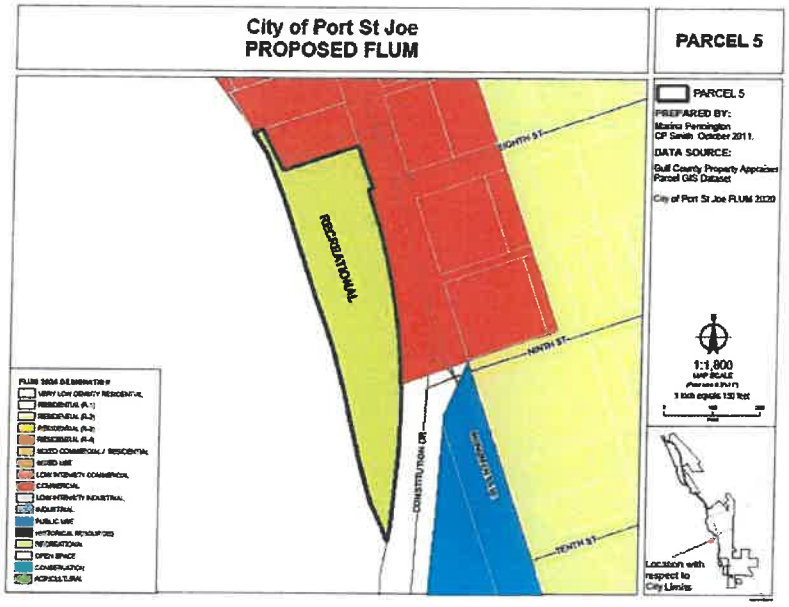
I. SUMMARY

The proposed Future Land Use Map (FLUM) amendment involves approximately 2.4 acres of land located along Monument Avenue (US 98) between 7th and south of 9th Street. The property is owned by the City and is part of a larger parcel that includes submerged lands.

The site is currently designated Low Intensity Industrial and Open Space (see Current FLUM). Low Intensity Industrial allows 65% lot coverage and 60 ft building height limitation. Open Space allows no more than 10% lot coverage; this category is used for undeveloped lands suitable for passive recreation or conservation uses. The current FLUM designation would allow approximately 299,000 square feet (s.f.) of development on the property.



The City proposes to change the FLUM designation of the 2.4-acre site to Recreational which allows 40% lot coverage and 35 ft building height limitation. The proposed FLUM designation would allow a maximum of 125,452 s.f. of development on the property (see Proposed FLUM).



The purpose of the proposed amendment is to correct a discrepancy between the FLUM which shows this land designated as Low Intensity Industrial and Open Space and the Zoning Map which shows this parcel as Recreational. It should be noted that the roadway segment of Monument Avenue and the small street between this parcel and the parcel immediately to the north have been designated as Commercial consistent with the roadway designation in this area.

II. DATA AND ANALYSIS

a. Location of Subject Property

The 2.4-acre subject property is located on Monument Avenue (US 98) between between 7th and south of 9th Street.

b. Site Information

The subject property is vacant; there are currently no plans for development of the site.

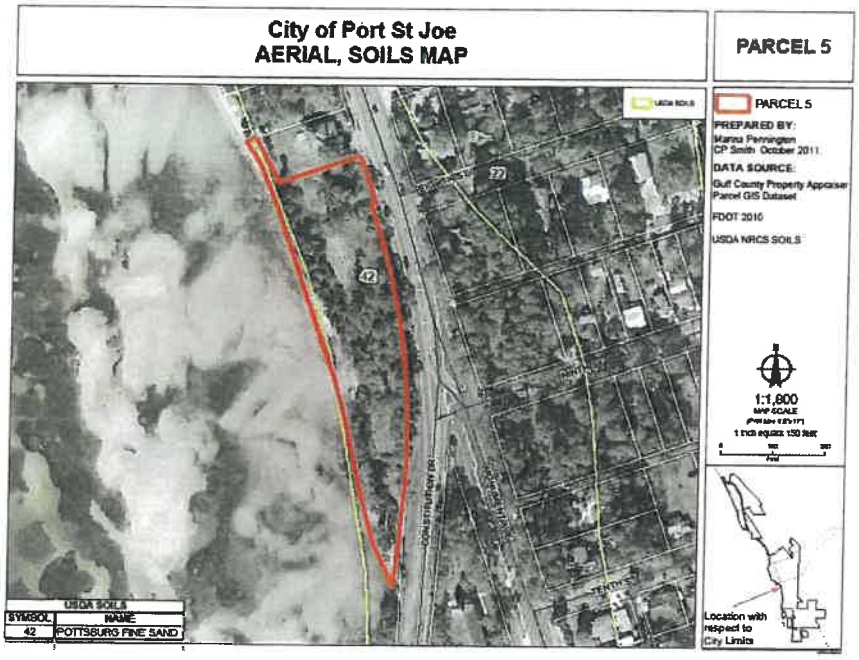
c. Adjacent Land Uses

The proposed Recreational designation is compatible with the adjacent uses as shown in the following table:

NORTH	Commercial
SOUTH	Public and Open Space
EAST	Commercial and Public Use
WEST	St Joseph Bay

d. Site Suitability

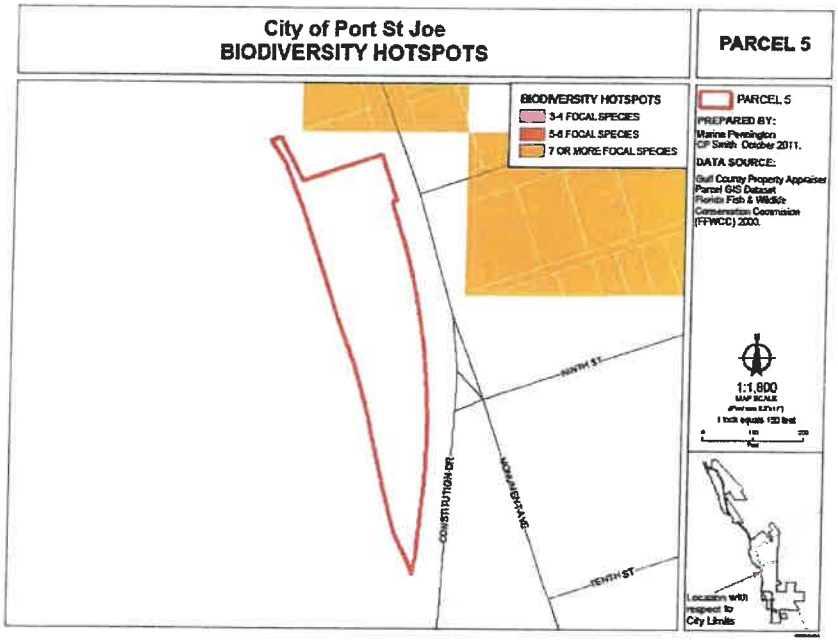
As shown in the following aerial map, the subject property is vacant and there are currently no plans for development of the site.



Soils

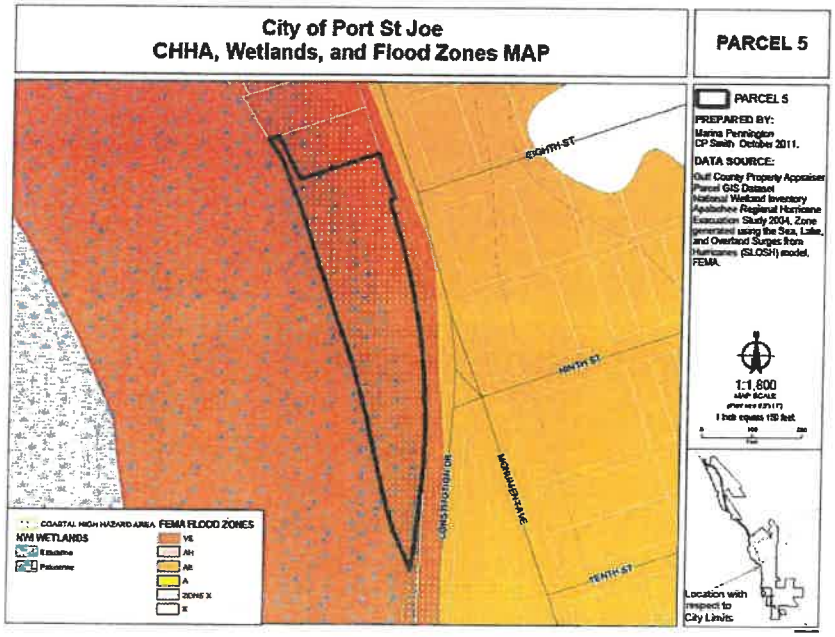
The soils of the site are mostly Pottsburg Fine Sand. According to the descriptions found in the *Soil Survey of Gulf County, Florida* (U.S. Department of Agriculture, Natural Resources Conservation Service, 2001), these soils are poorly drained, nearly level soils that formed in sandy marine sediments. Flooding and wetness may be a concern.

Vegetation and Wildlife



Based on available generalized data from the Florida Fish and Wildlife Conservation Commission, there are no listed species on the property. The proposed amendment will not result in additional impacts to vegetation and wildlife resources.

Flood Prone Areas



The property is designated VE, an area inundated by 1% annual chance (100-year) flooding with velocity hazard (wave action), for which based flood elevations (BFEs) have been determined, and in a special flood hazard area.

d. Coastal High Hazard Area (CHHA)

As shown in the above map, the property is located within the CHHA and may be impacted by a category 1 storm event. The proposed designation of the property as Recreational would not result in additional impacts on hurricane evacuation clearance times.

e. Availability of Public Facilities

Potable Water Facilities

The subject property is located within the City of Port St Joe water service area and has been served by the City. The City has a new 6-MGD surface water treatment facility which utilizes the Fresh Water Canal as its source of water. The new facility has been designed with adequate storage and pumping facilities to meet future demands of residents of the City and surrounding area.

The following table shows current and projected Water Supply Demand, Capacity and Surplus based on the permit and operation of the new surface water treatment facility:

	2009	2010	2020
Total Population Served	12,642	13,165	13,833
Demand per Capita (GPD)	114	130	130
Average Daily Demand (GPD)	1,443,751	1,711,395	1,798,290
Available Facility Capacity (GPD)	6,000,000	6,000,000	6,000,000
Facility Capacity Surplus (Deficit) *	4,556,249	4,288,605	4,201,710
Permitted Amount (GPD Annual Average)	3,147,000	3,147,000	3,147,000
Permitted Surplus (Deficit) **	1,703,249	1,603,305	1,348,710

Source: City of Port St Joe Water Plant Manager, April 2009.

* Calculated by subtracting Average Daily Demand from Available Facility Capacity
** Calculated by subtracting Average Daily Demand from Permitted Amount

As shown in this table, the City has sufficient capacity to provide central water services to its residents and nearby unincorporated communities through 2020.

Wastewater Treatment Facilities

The site is currently served by the City central sewer system consistent. The existing wastewater treatment facility has capacity to treat 1.25 MGD. Current flows are between 0.8 and 1.0 MGD. Therefore, the City has available capacity to continue to serve the property.

Solid Waste Collection and Disposal Services

In regards to solid waste, the site will continue to be served by the City. The City has the responsibility for collection of solid waste and transportation of same to the Gulf County landfill site. This landfill is known as 5 Points Landfill which is a 16.2 acre site located 2 miles northeast of the City.

Stormwater Treatment Facilities

The City's Comprehensive Plan identifies the level of service for stormwater management standards as the 25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map. No specific standards are set for Recreational uses; however, any future development of the site would have to comply with statutory and rule requirements and the local land development regulations.

f. Transportation

It is estimated that the current FLUM designation of Low Intensity Industrial which allows approximately 299,000 square feet square feet (s.f.) of development on the property may generate the following number of trips:

Average Daily Trips (ADT): 299,000 x 6.97 trips/1,000 sf = 1,084 trips
PM Peak Hour Trips: 299,000 x 0.98 trips/1,000 sf = 293 trips

Category 110 (General Light Industrial) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed Recreational FLUM designation would allow a maximum of 110,400 s.f. of development on the property and may generate the following number of trips:

Average Daily Trips: 110,400 x 8/acre = 17 trips

Category411 (City Park) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed FLUM amendment would result in a significant decrease of ADT and pm peak hour trips generated by development of the property. As stated earlier, there are no plans for development of the site and no changes are

expected as a result of the proposed amendment. The purpose of this amendment is to correct the discrepancy between the FLUM and Zoning Map.

PARCEL 6
LARGE RESIDENTIAL NEIGHBORHOOD

CITY OF PORT ST. JOE

Proposed FLUM Amendment - Parcel # 6

Applicant: City of Port St Joe

Owner: Various owners

Acres: approximately 393.2 acres

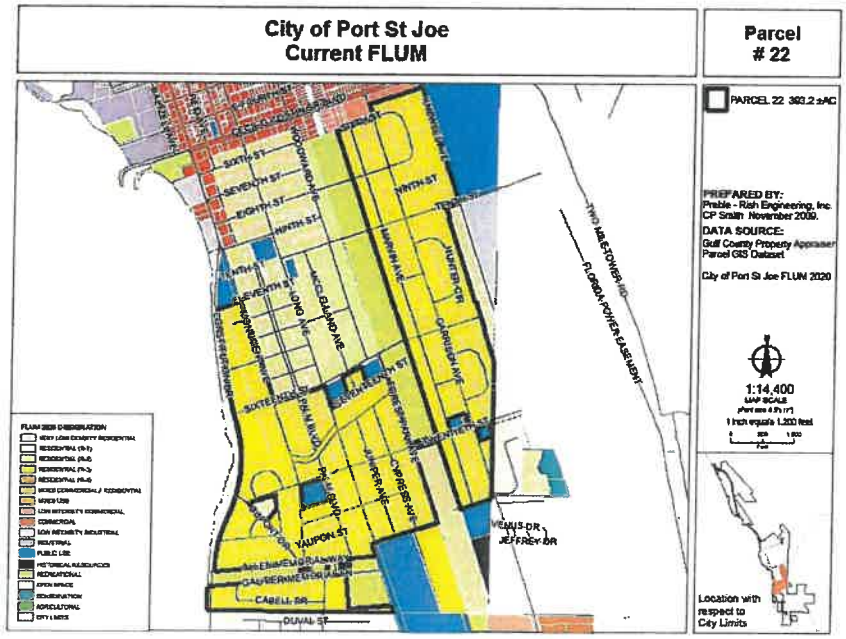
Current FLUM designation: High Density Residential (R-3).

Proposed FLUM designation: Low Density Residential (R-1)

Proposed Ordinance No. 493

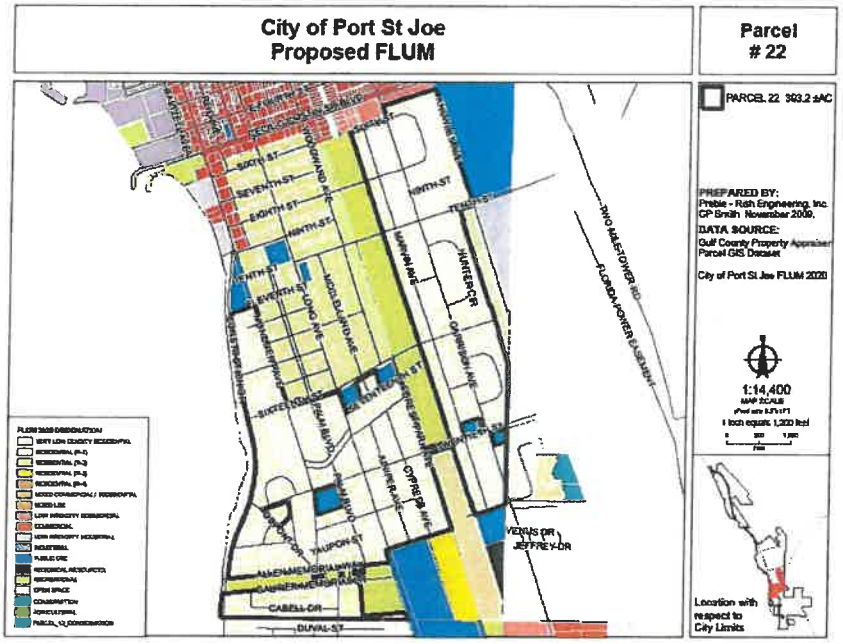
I. SUMMARY

The proposed amendment involves approximately 393.2 acres of land located within the central portion of the City. The subject property is designated High Density Residential (R-3). The City proposes to designate the site as Low Density Residential (R-1). The purpose of this amendment is to correct a discrepancy between the Future Land Use Map (FLUM) and the Zoning Map and recognize that the existing residential neighborhoods in this area of the City, have been platted and buildout for more than 20 years and the existing Zoning map designation of the site as R-1.



The subject property is currently designated as High Density Residential, R-3 (see Current FLUM). The R-3 designation allows 7-15 residential dwelling units per acre. Based on this standard, the maximum development potential of the site would currently allow approximately 5,896 residential dwelling units.

The City proposes to designate this parcel as Low Density Residential, R-1 (see Proposed FLUM). The R-1 designation allows no more than 5 dwelling units per acre and could result in approximately 1,966 residential units. The maximum development potential of the site will be reduced by approximately 3,930 units.



II. DATA AND ANALYSIS

a. Location of Subject Property

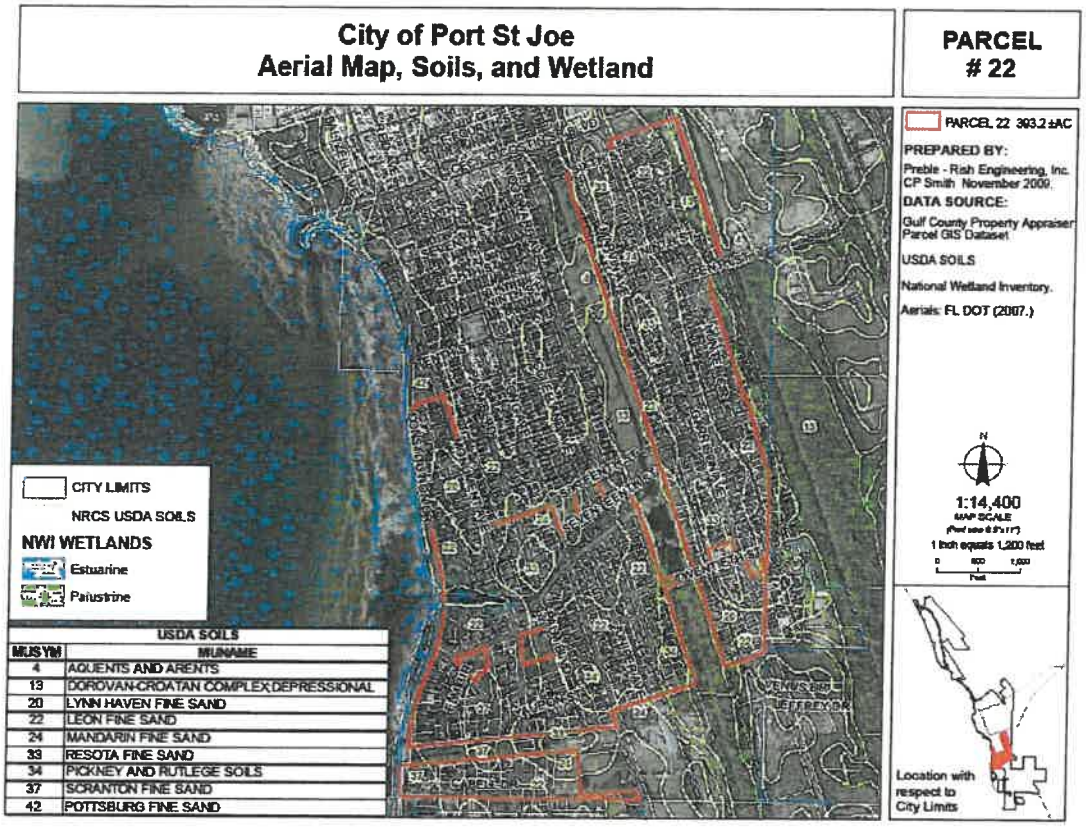
The subject property is located in the central portion part of the City south of SR 71, north of Madison Street, east of US 98 and west of Knowles Avenue.

b. Site Information

The site is surrounded by the following existing uses:

NORTH	Low Intensity Commercial and Residential
SOUTH	Residential and Public use
EAST	Public Use, Low Intensity Industrial
WEST	Water

The subject property has been developed for many years. The proposed R-1 FLUM designation is compatible with the adjacent uses and reflects the Zoning designation and actual uses in this area of the City.



c. Site Suitability

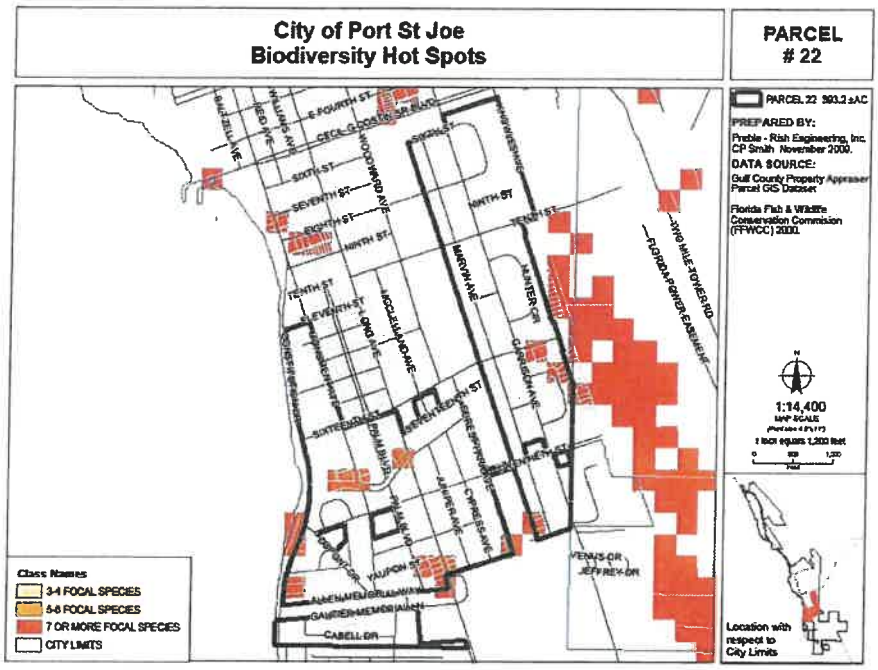
The subject property has been developed as shown in the aerial map. The proposed amendment will result in a decrease in the maximum development potential of the site and will have no additional impacts on natural resources.

Soils

The 393.2-acre property contains several types of soils as shown in the above map. No wetlands are found on the property.

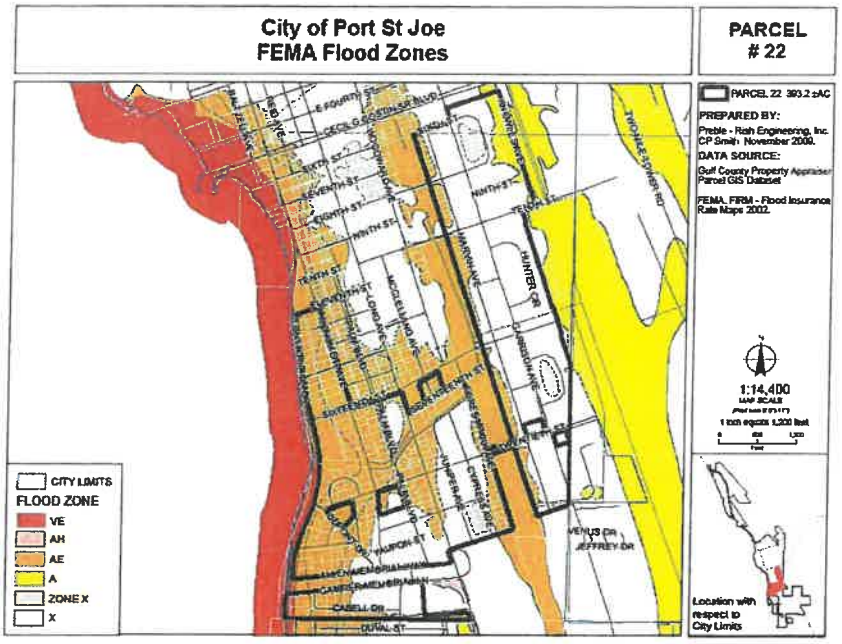
Vegetation and Wildlife

The site has been developed and the proposed amendment will not result in additional impacts to vegetation and wildlife resources.

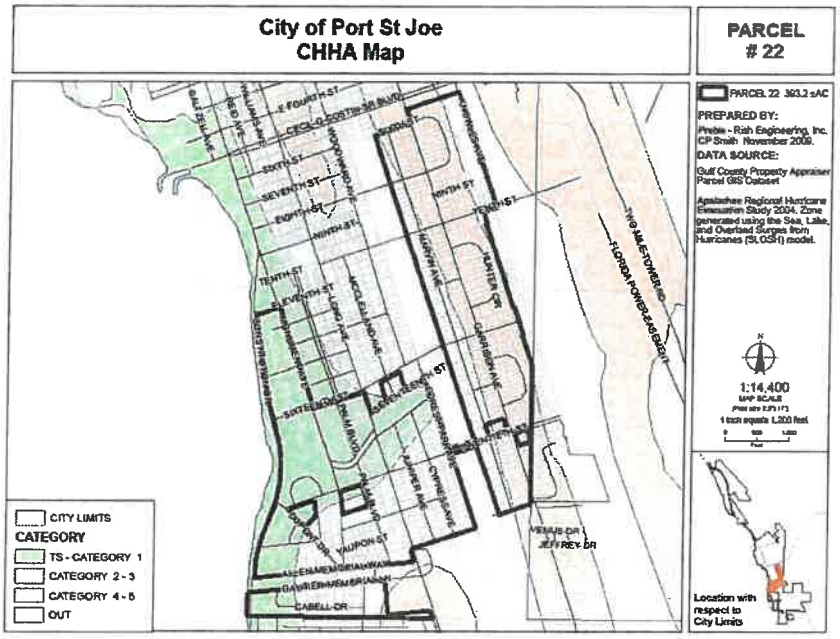


Flood Prone Areas

The following map shows that portion of the 393.2-acre property is designated Flood Zone X which is defined as an area that is determined to be outside the 1% and 0.2 annual chance (100-year and 500-year) flooding, out of a special flood hazard area. The property also contains areas designated as Flood Zone AE which is an area inundated by 1% annual chance (100-year) flooding, for which BFEs have been determined, and in a special flood hazard area.



d. Coastal High Hazard Area (CHHA)



As shown in this map, portion of the property along US 98 is located within the CHHA. The property also contains lands within the Category 2-3 and Category 4-5 hurricane evacuation zones. The proposed amendment will reduce the maximum development potential of the property and will not result in additional impacts on hurricane evacuation clearance times.

e. Historic/Archaeological Resources

The proposed amendment will not result in additional impacts to historical/archaeological resources.

f. Availability of Public Facilities

The proposed amendment will result in a decrease in the maximum development potential of the site and will not generate additional impacts on public facilities.

g. Transportation

The proposed amendment will result in a decrease in the maximum development potential of the site and will not generate additional impacts on transportation facilities.

PARCEL 7
MONUMENT AVENUE

CITY OF PORT ST. JOE

Proposed FLUM Amendment – Parcel #7

Applicant: City of Port St Joe

Acres: Approximately 0.47 acres

Current Land Use Designation: Commercial

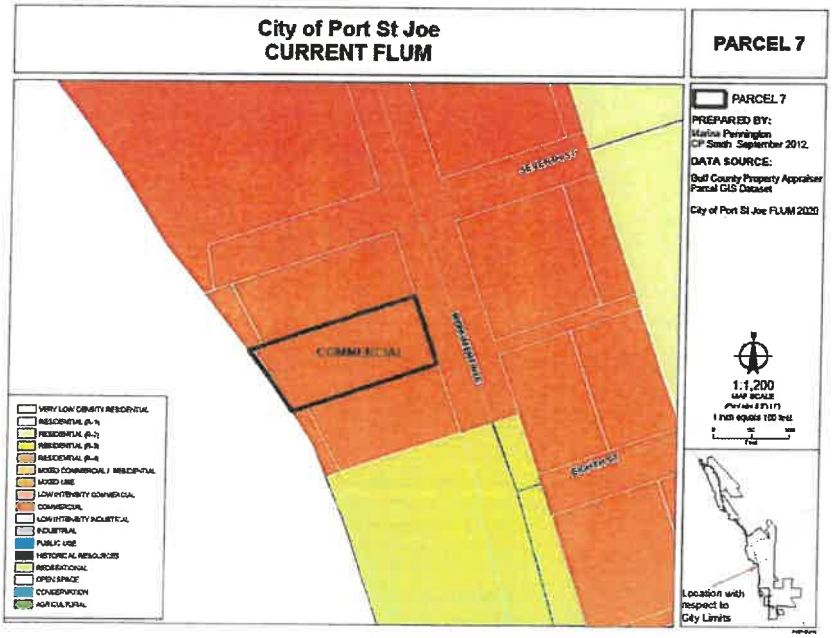
Proposed Land Use Designation: Recreational

Proposed Ordinance No. 493

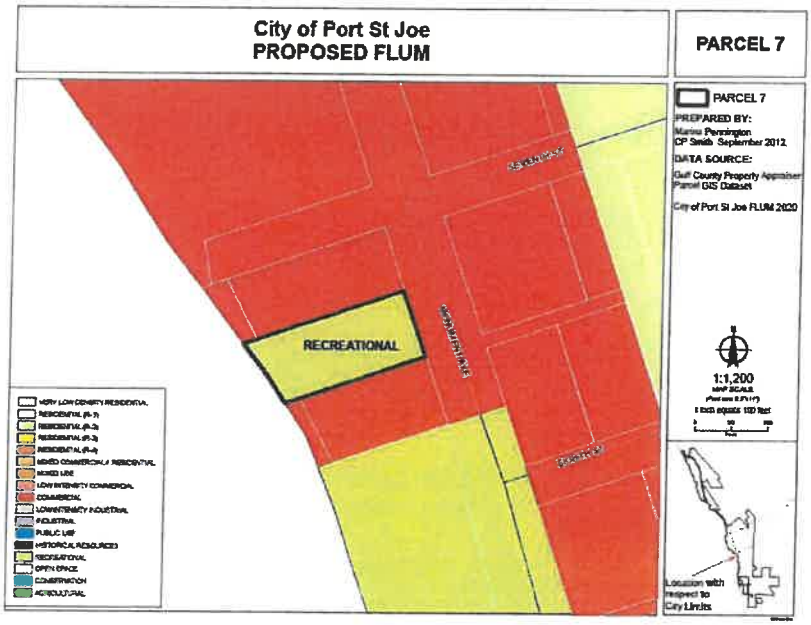
I. SUMMARY

The proposed Future Land Use Map (FLUM) amendment involves approximately 0.47 acres of land located along Monument Avenue (US 98) between 7th and 8th Street. The property is owned by the City of Port St Joe which over the last several years has been acquiring lands along the St Joseph Bay for recreational purposes.

The site is currently designated Commercial (see Current FLUM) which allows 90% lot coverage and 60 ft building height limitation. The current FLUM designation would allow approximately 92,000 square feet (s.f.) of development on the property.



The City proposes to change the FLUM designation of the 0.47-acre site to Recreational which allows 40% lot coverage and 35 ft building height limitation. The proposed FLUM designation would allow a maximum of 25,000 s.f. of development on the property (see Proposed FLUM).



The purpose of the proposed amendment is to correct a discrepancy between the current FLUM which shows this land designated as Commercial and the Zoning Map which shows this parcel as Recreational, the use intended by the City when acquired this parcel.

II. DATA AND ANALYSIS

a. Location of Subject Property

The 0.47-acre subject property is located on Monument Avenue (US 98) between 7th and 8th Street.

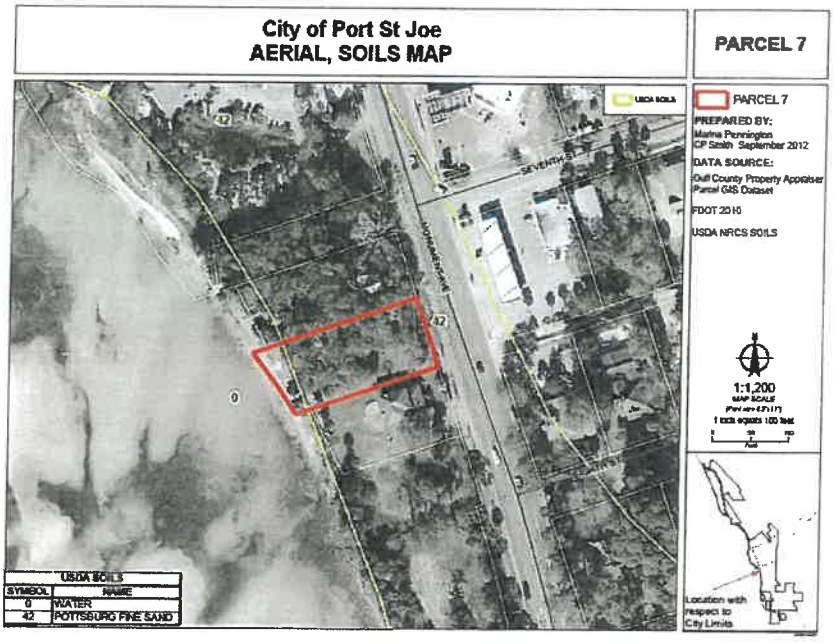
b. Adjacent Land Uses

The proposed Recreational designation is compatible with the adjacent uses as shown in the following table:

NORTH	Commercial
SOUTH	Commercial
EAST	Commercial
WEST	St Joseph Bay

c. Site Suitability

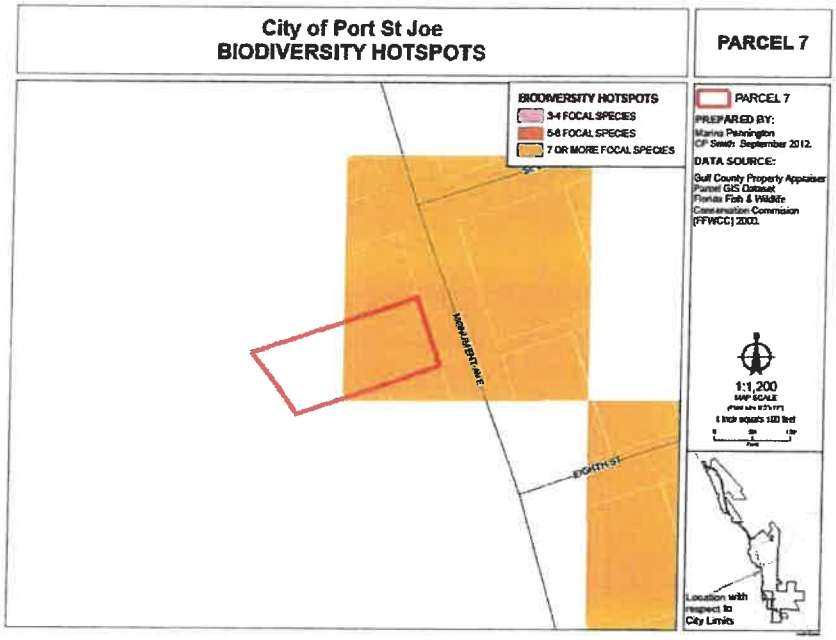
As shown in the following aerial map, the subject property is vacant and there are currently no plans for development of the site.



Soils

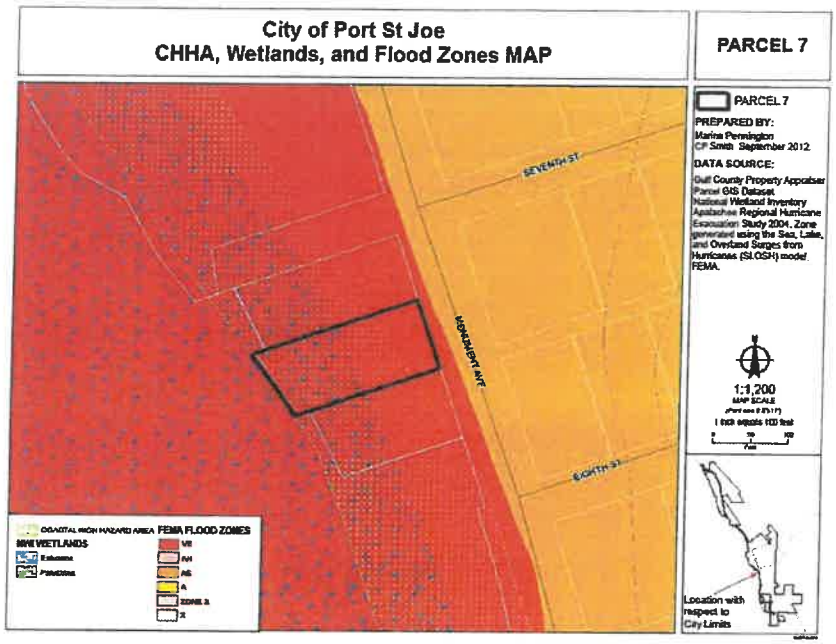
The soils of the site are mostly Pottsburg Fine Sand. According to the descriptions found in the *Soil Survey of Gulf County, Florida* (U.S. Department of Agriculture, Natural Resources Conservation Service, 2001), these soils are poorly drained, nearly level soils that formed in sandy marine sediments. Flooding and wetness may be a concern.

Vegetation and Wildlife



Based on available generalized data from the Florida Fish and Wildlife Conservation Commission shown in the Biodiversity Hot Spots map above, there are listed species on a portion of the property. The proposed amendment will not result in additional impacts to vegetation and wildlife resources.

Wetlands and Flood Prone Areas



As shown in the previous map, the property contains wetlands and is designated VE, an area inundated by 1% annual chance (100-year) flooding with velocity hazard (wave action), for which based flood elevations (BFEs) have been determined, and in a special flood hazard area.

d. Coastal High Hazard Area (CHHA)

As shown in the above map, the property is located within the CHHA and may be impacted by a category 1 storm event. The proposed designation of the property as Recreational would not result in additional impacts on hurricane evacuation clearance times and hurricane shelter spaces in the region.

e. Availability of Public Facilities

Potable Water Facilities

The subject property is located within the City of Port St Joe water service area and has been served by the City. The City has a new 6-MGD surface water treatment facility which utilizes the Fresh Water Canal as its source of water. The new facility has been designed with adequate storage and pumping facilities to meet future demands of residents of the City and surrounding area.

The following table shows current and projected Water Supply Demand, Capacity and Surplus based on the permit and operation of the new surface water treatment facility:

	2009	2010	2020
Total Population Served	12,642	13,165	13,833
Demand per Capita (GPD)	114	130	130
Average Daily Demand (GPD)	1,443,751	1,711,395	1,798,290
Available Facility Capacity (GPD)	6,000,000	6,000,000	6,000,000
Facility Capacity Surplus (Deficit) *	4,556,249	4,288,605	4,201,710
Permitted Amount (GPD Annual Average)	3,147,000	3,147,000	3,147,000
Permitted Surplus (Deficit) **	1,703,249	1,603,305	1,348,710

Source: City of Port St Joe Water Plant Manager, April 2009.

* Calculated by subtracting Average Daily Demand from Available Facility Capacity
** Calculated by subtracting Average Daily Demand from Permitted Amount

As shown in this table, the City has sufficient capacity to provide central water services to its residents and nearby unincorporated communities through 2020.

Wastewater Treatment Facilities

The site is currently served by the City central sewer system consistent. The existing wastewater treatment facility has capacity to treat 1.25 MGD. Current flows are between 0.8 and 1.0 MGD. Therefore, the City has available capacity to continue to serve the property.

Solid Waste Collection and Disposal Services

In regards to solid waste, the site will continue to be served by the City. The City has the responsibility for collection of solid waste and transportation of same to the Gulf County landfill site. This landfill is known as 5 Points Landfill which is a 16.2 acre site located 2 miles northeast of the City.

Stormwater Treatment Facilities

The City's Comprehensive Plan identifies the level of service for stormwater management standards as the 25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map. No specific standards are set for Recreational uses; however, any future development of the site would have to comply with statutory and rule requirements and the local land development regulations.

f. Transportation

It is estimated that the current FLUM designation of Commercial which allows approximately 92,000 square feet square feet (s.f.) of development on the property may generate the following number of trips:

Average Daily Trips (ADT): 92,000 x 44.32 trips/1,000 sf = 4,077 trips
PM Peak Hour Trips: 92,000 x 2.71trips/1,000 sf = 249 trips

Category 814 (Specialty Retail Center) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

The proposed Recreational FLUM designation on the subject property may generate the following number of trips:

Average Daily Trips: 0.47 acres x 1.59 trips/acre = .74 trips

Category411 (City Park) trip generation rates from the ITE Trip Generation Manual, 7th Volume, was applied

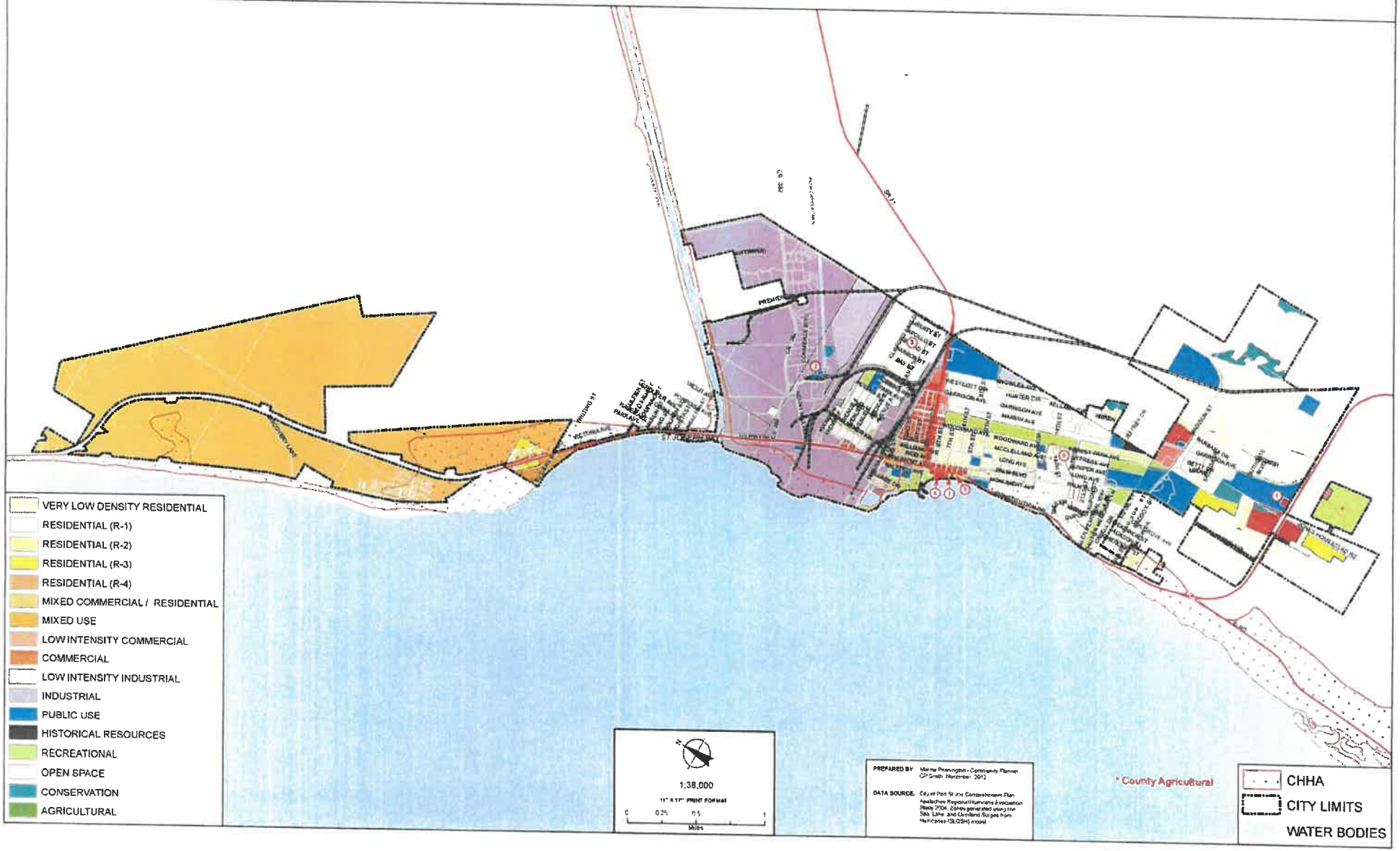
The proposed FLUM amendment would result in a significant decrease of ADT and pm peak hour trips generated by development of the property. As stated earlier, there are no plans for development of the site and no changes are expected as a result of the proposed amendment. The purpose of this amendment is to correct the discrepancy between the FLUM and Zoning Map.

City of Port St Joe

FUTURE LAND USE MAP 2020

MAP 4

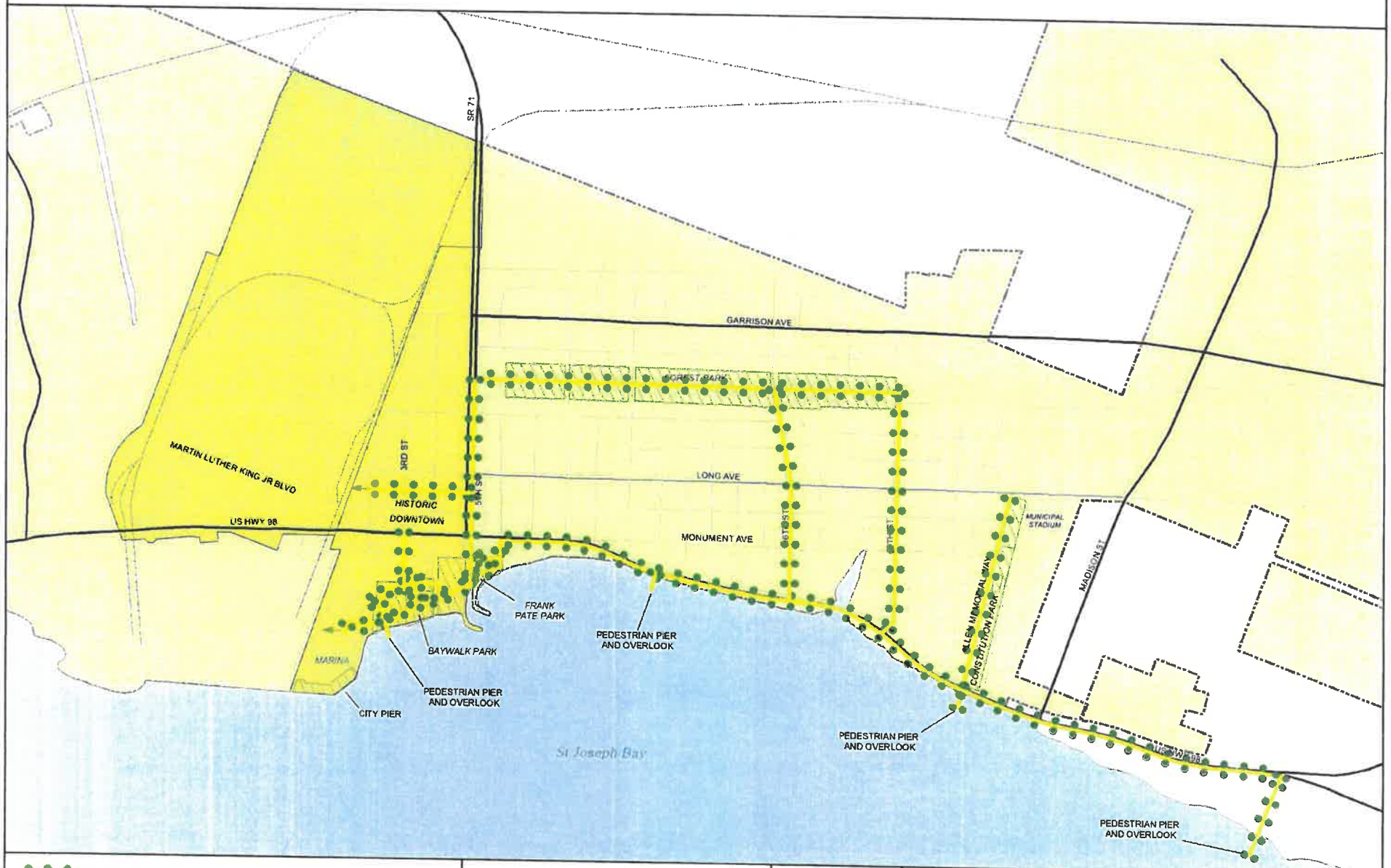
NOVEMBER-15-2012



CITY OF PORT ST JOE

ENERGY CONSERVATION AREAS AND FEATURES

MAP 20
September-27-2012



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