



OCEAN HIGHWAY & PORT AUTHORITY
NASSAU COUNTY

County Commission Chambers
James S. Page Government Complex
96136 Nassau Place, Yulee FL 32097

SPECIAL MEETING AGENDA

Thursday, May 6, 2021

10:30 AM

10:30 AM – Meeting Call to Order – Chairman Fullwood

Invocation

Pledge of Allegiance

Roll Call: Miriam Hill, District 1; Danny Fullwood, District 2, Scott Hanna, District 3; Carrol Franklin, District 4; Mike Cole, District 5

- Comments - Audience (Comments submitted prior to the meeting)

- 1. Review RFP Port Master Plan**
- 2. City of Fernandina Beach Comprehensive Plan Revisions**
- 3. Adjourn**

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Fla. Stat. § 286.0105.

Pursuant to Executive Order No. 20-69, issued by the Office of Governor Ron DeSantis on March 20, 2020, municipalities may conduct meetings of their governing boards without having a quorum of its members present physically or at any specific location, and utilizing communications media technology such as telephonic or video conferencing, as provided by Section 120.54(5)(b)2, Florida Statutes.



RFP PORT MASTER PLAN 2021

PORT OF FERNANDINA

Port Master Plan Update RFP

Issued by

OCEAN HIGHWAY & PORT AUTHORITY

Nassau County, Florida

April 2021

I. GENERAL INFORMATION

The Ocean Highway & Port Authority of Nassau County, Florida (“OHPA”), is an independent Special District of the State of Florida created and chartered under the laws of the State of Florida at Chapter 2005-293, as authorized by Florida Statute Chapter 189. The Port Authority serves the principal public purpose to encourage economic development in Nassau County. OHPA is the owner of the Port of Fernandina, which is operated by Nassau Terminals, LLC, a division of Worldwide Terminals Fernandina, LLC (“WWT”), under a long-term operating agreement.

OHPA is requesting proposals from qualified consultant teams for a Strategic Port Master Plan that will comply with the State of Florida’s Statutory requirements and include without limitation the elements listed herein.

OHPA will not reimburse responding firms for any costs associated with their response to this request.

OHPA reserves the unconditional right to reject any or all proposals submitted.

This Request for Proposals (“RFP”) will be available on the OHPA’s website at Portoffernandina.org as well as by contacting Ms. Rossana Hebron at 904-491-7422 or emailing her at ohpanc@gmail.com. Any questions concerning the RFP shall be submitted *in writing* to Ms. Hebron.

II. SCOPE OF WORK

Update OHPA’s Port Master Plan to ensure that all state requirements are included; specifically those set forth in Florida Statute Chapter 311.14 Seaport Planning, which includes the following components:

311.14 Seaport planning.—

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

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

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

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

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

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

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

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

(3) The Florida Seaport Transportation and Economic Development Council shall review the strategic plans submitted by each port and prioritize strategic needs for inclusion in the Florida Seaport Mission Plan prepared pursuant to s. 311.09(3). History.—s. 69, ch. 99-251; s. 3, ch. 2011-164; s. 14, ch. 2012-174.

Additional Components

- a) Comprehensively surveys the current state of global trade and logistics, as well as future trends, to identify the most compelling and obtainable opportunities for the Port, as well as infrastructure needs that will directly impact the Port's future success.
- b) Develops a business plan, development plan and roadmap for securing these opportunities that would insure the future growth and success of the Port.
- c) Identifies the approximate cost of these infrastructure improvements, their eligibility for state and federal funding, and those sources of potential funding.
- d) Provides clear communication and an understanding of the Port's future path to stakeholders, educates and explains the importance and benefits of the Port's continued success, and gathers and takes account of their

concerns, and discusses mitigation strategies to ensure that these improvements will minimally impact if at all, the quality of life in the City of Fernandina.

- e) Identify and prioritize facility and infrastructure developments and improvements needed to attract, grow and sustain commercial port activity.
- f) Identify new properties in Nassau County required for growth and development of jobs and sustainment of commercial port activity.
- g) Evaluate zoning, land use designation and availability, and community impacts.
- h) Estimate costs and a schedule associated with facility and infrastructure improvements and developments and evaluate property acquisitions in a similar fashion.
- i) Develop a funding strategy for each improvement, development, and equipment purchase or property acquisition with all potential sources of funding identified.
- j) Based upon realistic funding availability projections, most probable and time-sensitive business opportunities, permitting requirements and concerns for continuity of operations, develop a prioritized and specific. **5-Year Capital Improvement Plan (CIP).**

Intermodal Transportation Facility Identification Component.

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

1. Review sufficiency of intermodal (rail, road and sea) connectivity for sustainment of current port operations and identify/quantify capacity deficiencies.
2. Identify possible uses of Natural Gas Pipeline to service future ship needs.
3. Project increased intermodal requirements that would result from activity growth and expansion identified in the Economic Development Component

4. Present identified intermodal improvement requirements to FDOT, G&W Railroad and USACE (Jacksonville District) to evaluate probability and schedule for improvements.
5. Evaluate responses from FDOT, G&W Rail and USACE to adjust probability of specific business opportunities and reflect those probabilities in the prioritization and scheduling of the 5-Year CIP.

Physical, Environmental and Regulatory Barrier Identification Component

This component identifies the physical, environmental and regulatory barriers that might impact the achievement of the Plan's goals. This component will assess each of the identified barriers and provide recommendations and strategies for overcoming/addressing those barriers.

1. Inventory of the Physical and Environmental Conditions
 - a) Topographic conditions
 - b) Hydrographic conditions
 - c) Zoning
 - d) Historical resources
 - e) Cultural resources
 - f) Natural resources
2. Identify and evaluate physical, environmental and regulatory constraints.
3. Develop a plan for obtaining required permits and resolving (mitigating for) constraints.

Intergovernmental and Community Coordination Component

This component of the Plan specifies the modes and methods to coordinate the plan's goals and missions with those of the Florida Department of Transportation, other state agencies, county and local government and the public, affected by Port activities.

1. Internal/Project-Centered Coordination
2. External/Community-Centered Coordination including public forums to educate the citizens as to the value of the Port and its importance, and to ensure that the community knows that any adverse impacts of the Port's future development will be mitigated to the greatest extent possible, if not eliminated.

III. DELIVERABLES

- Updated Port Master Plan as specified addressing all required issues.

- Proposed updates to the Port Sub-Part of the City of Fernandina Comprehensive Plan, addressing all required issues.
- Proposed Inland Port Transportation Strategic Intermodal Element for the Nassau County Comprehensive Plan
- Economic Impacts and Benefits Study to include direct, indirect and induced jobs, economic impacts and quality of life issues, of the current and future Port of Fernandina to the local, county, state and region.

IV. CRITERIA FOR PROPOSERS

Entities submitting proposals must have capability to perform engineering and design services, including engineers cost estimates for all projects and infrastructure improvements identified and included in the Master Plan.

Entities submitting proposals must provide a complete statement of relevant qualifications including the qualifications of all team members, and examples of successful experience in performing Strategic Port Master Plans for other Ports, particularly in the Southeast Atlantic Range.

Entities submitting shall provide a complete list of team members and / or sub consultants and staff representing each member, including contact information for team leads for each member of the submitting entity. The project lead for the submitting entity shall also be identified with contact information.

Additional Criteria shall include:

- Market experience in the South Atlantic Coastal region, the Florida market, and specifically Jacksonville and Fernandina
- A team member Nationally recognized for producing Economic Impact Studies that are taken seriously and relied upon by public agencies, financial markets and political subdivisions.
- A team member Nationally recognized for providing up to date market analysis regarding global and regional shipping traffic and trends.
- Submitters should evidence a track record of conducting benefit cost analysis of projects that are accepted by expert agencies and financial markets.
- Familiarity of logistics, warehousing and distribution channels within the region, including Jacksonville and other surrounding ports.
- Familiarity and conversancy in the recently issued JAXPORT Strategic Master Plan.

- Proven success at providing compelling Benefit Cost Analysis of projects to be used for the procurement of State and Federal Grants
- Familiarity with the City of Fernandina, its Comprehensive Plan and specifically the Port Sub-Part of the City's Comprehensive Plan.
- Familiarity with Nassau County, Florida and its Comprehensive Plan
- A track record of working collaboratively with stakeholders in a port community through a program of public outreach.

V. PROPOSAL EVALUATION and AWARD PROCESS

The OHPA's Board of Commissioners shall review all proposals and develop a consensus on the top 3 proposers, which will be interviewed by the Board. Once a firm is selected by the Board, with the concurrence of WWT, OHPA will initiate the contracting process, ensuring that all FDOT requirements are satisfied.

The Board reserves the right to expand or contract the number of proposers that are interviewed.

VI. CONTRACT REQUIREMENTS

The Entity that is selected must have professional liability coverage in the amount of not less than \$250,000.

The Florida Department of Transportation must approve the consulting agreement.

The Entity that is selected must have not been barred in the last 10 years from bidding to any public agency or Port Authority and must not have engaged in litigation with OHPA in the last 10 years.

VII. PROPOSAL SUBMISSIONS

Proposals shall include:

1. Schedule for Completion
2. Proposals shall be submitted to the **OCEAN HIGHWAY & PORT AUTHORITY**

at **86130 License Road, Suite 9, Fernandina Beach, FL 32034**. The Proposals shall be marked "**PORT MASTER PLAN PROPOSAL**".

3. Proposals shall be received by ~~5 PM on Monday, May 3rd, 2021~~

4. All questions shall be submitted *in writing* to Rossana Hebron at ohpanc@gmail.com not later than ~~5 PM on April 27, 2021~~.

OCEAN HIGHWAY & PORT AUTHORITY

Dated: April 15, 2021

Fernandina Beach, Fl



**CITY OF FERNANDINA BEACH
COMPREHENSIVE PLAN
2021**



AGENDA
PORT SUBCOMMITTEE
WORKSHOP
APRIL 28, 2021
5:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

- 1. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- 2. PLEDGE OF ALLEGIANCE**
- 3. APPROVAL OF MEETING MINUTES**
 - 3.1 Approval of Minutes for the April 7, 2021 Workshop
- 4. BOARD BUSINESS**
 - 4.1 Goal 5P Ocean Highway & Port Authority, Port of Fernandina Facilities Element
- 5. PUBLIC COMMENT**
- 6. ADJOURNMENT**
- 7. THE NEXT REGULAR PAB MEETING WILL BE HELD ON MAY 12, 2021**

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

Black Text = Required per FS 163.3178 (2)(K) A component which includes the comprehensive master plan prepared by each deepwater port listed in s. [311.09\(1\)](#), which addresses existing port facilities and any proposed expansions, and which adequately addresses the applicable requirements of paragraphs (a)-(k) for areas within the port and proposed expansion areas. Such component shall be submitted to the appropriate local government at least 6 months prior to the due date of the local plan and shall be integrated with, and shall meet all criteria specified in, the coastal management element. “The appropriate local government” means the municipality having the responsibility for the area in which the deepwater port lies, except that where no municipality has responsibility, where a municipality and a county each have responsibility, or where two or more municipalities each have responsibility for the area in which the deepwater port lies, “the appropriate local government” means the county which has responsibility for the area in which the deepwater port lies. Failure by a deepwater port which is not part of a local government to submit its component to the appropriate local government shall not result in a local government being subject to sanctions pursuant to s. [163.3184](#). However, a deepwater port which is not part of a local government shall be subject to sanctions pursuant to s. [163.3184](#).

Blue Text = Local Interest

Green Text = Requested by the OHPA for the Port of Fernandina?

GOAL 5P | OCEAN HIGHWAY & PORT AUTHORITY, PORT OF FERNANDINA FACILITIES ELEMENT (REQUIRED)

THE PORT MUST MAINTAIN, PLAN, AND DEVELOP THE PORT OF FERNANDINA BEACH, IN ACCORDANCE WITH MARKET FORECASTS AND THE COMMUNITY’S COMMERCIAL AND INDUSTRIAL RESOURCES, TO CREATE JOBS AND STIMULATE LOCAL AND REGIONAL ECONOMIC DEVELOPMENT WHILE MAINTAINING AND ENHANCING THE UNIQUE CHARACTER OF THE CITY OF FERNANDINA BEACH, PROVIDING FOR THE HEALTH, SAFETY AND ECONOMIC WELFARE OF THE COMMUNITY, PROTECTING THE LOCAL MARINE ENVIRONMENT, AND THE SURROUNDING HISTORIC RESIDENTIAL NEIGHBORHOOD.

OBJECTIVE 5P.01. PORT OF FERNANDINA DEVELOPMENT (REQUIRED)

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

Policy 5P.01.01. (REQUIRED)

The Port must prepare a Port Master Plan Map – a land use and inventory map of existing coastal uses including all existing infrastructure including fuel storage tanks, storm water management, zoning, wetland and other vegetative communities, undeveloped areas, areas subject to coastal flooding, public evacuation routes, historic preservation areas and conservation areas.

Policy 5P.01.02. (REQUIRED)

Within the City of Fernandina Beach, The Port will not expand port operations beyond industrially waterfront zoned or industrially zoned land (as depicted on the Future Land Use Map as amended from time to time). The Port will not expand any ancillary operations including parking lots into the historic district or any other residentially or mixed-use zoned land (as depicted on the Future Land Use Map as amended from time to time), with the exception of 501 North 3rd Street and the adjacent parking lot east of the property.

Policy 5P.01.03. (REQUIRED)

Prior to any new proposed development or redevelopment, within the City of Fernandina Beach, The Port will conduct an analysis of the environmental, socioeconomic, and fiscal impact on the City of Fernandina Beach. The analysis will delineate the required infrastructure to support this development or redevelopment and the plans and principles to be used to control development and redevelopment to eliminate or mitigate the adverse impacts on coastal wetlands; living marine resources; wildlife habitat; historical and archaeological sites; other fragile coastal resources and the adjacent historic district.

Prior to any future development or redevelopment to the Port, within the City of Fernandina Beach, all plans or proposals for development or redevelopment must be reviewed by the City of Fernandina Beach for meeting all applicable Comprehensive Plan policies, Land Development Code regulations, City Ordinance requirements.

Policy 5P.01.04. (REQUIRED)

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

Objective 5P.02. ECONOMIC DIVERSIFICATION (REQUIRED)

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

Policy 5p.02.01. (REQUIRED)

The Port may explore complementary upland developmental opportunities, but not within the boundaries of the Fernandina Beach Historic District.

Policy 5p.02.02. - (REQUIRED)

To take better advantage of its proximity to the Intracoastal Waterway, The Port may support initiatives to improve Intracoastal connections. The Port may cooperate with entities seeking to improve conditions along the Intracoastal Waterway.

Objective 5P.03. GOVERNMENTAL AND AGENCY COORDINATION (REQUIRED)

The City of Fernandina Beach and the Port must work together to ensure that port maintenance and development or redevelopment activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan. The City of Fernandina Beach and the Port must coordinate its development efforts with local, state, and federal permitting agencies and other private entities to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

Policy 5p.03.01. (REQUIRED)

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

Policy 5.03.02. (REQUIRED)

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

Policy 5.03.03. (REQUIRED)

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

Policy 5p.03.04. (REQUIRED)

The Port must obtain public input prior to implementing any Port development program.

Policy 5.03.05. (REQUIRED)

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

Policy 5p.03.06. (REQUIRED)

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

Policy 5.03.07. (REQUIRED)

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

Policy 5.03.08. (REQUIRED)

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

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

Policy 5.03.09 (REQUIRED) NEW

The Port and the City of Fernandina Beach must work together to create a long term inter-local agreement between the two entities that will establish guiding principles and specific goals and objectives to ensure a positive, productive, and economically driven long term relationship. This inter-local agreement must include those items of critical interest and concern to both parties as well as the items identified in Objectives 5P4 – 5P7 of the current Comprehensive Port Sub-element. The inter-local agreement must be reviewed and updated every 5 years at a minimum. Either party may ask for the agreement to be opened for amendment.

Objective 5P.04. MULTI-MODAL TRANSPORTATION (NOT REQUIRED)

The City will work with the Port to facilitate improvements which will support the safe, efficient, sustainable, and economical, transportation of goods and services to and from the Port.

Policy 5p.04.01. (NOT REQUIRED)

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

Policy 5p.04.02. (NOT REQUIRED)

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

Policy 5p.04.03. (NOT REQUIRED)

The Port must schedule arriving truck traffic to eliminate the queuing of trucks outside the gates, and direct drivers to utilize designated truck routes.

Policy 5p.04.04. (NOT REQUIRED)

The Port must collaborate with Genesee & Wyoming and CSX, or their successors, to obtain the best possible service and interchanges. The Port may continue its use of the on-site rail line and must seek opportunities for more efficient use of the rail line.

Policy 5p.04.05. (NOT REQUIRED)

The Port must collaborate with railways, FDOT, and the City to improve the warning devices at the Dade and Front Street rail grade crossing to increase safety.

Policy 5p.04.06. (NOT REQUIRED)

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

Policy 5p.04.07. (NOT REQUIRED)

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

Objective 5P.05. NATURAL RESOURCE PRESERVATION AND PROTECTION (NOT REQUIRED)

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

Policy 5p.05.01. (NOT REQUIRED)

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

Policy 5P.05.02. (NOT REQUIRED)

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

Policy 5p.05.03. (NOT REQUIRED)

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

Policy 5P.05.04. (NOT REQUIRED)

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

Policy 5P.05.05. (NOT REQUIRED)

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

Policy 5P.05.06. (NOT REQUIRED)

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

Policy 5P.05.07. (NOT REQUIRED)

The Port, the City of Fernandina Beach, and the electrical utility provider, should collaborate concerning the benefits and costs of installing and requiring ship to shore power at the Port of Fernandina.

Objective 5P.06. PROTECTION FROM NATURAL DISASTERS & MANMADE HAZARDS (NOT REQUIRED)

The Port must implement measures to reduce exposure which may harm human life and property from natural disasters and manmade hazards by implementing sound safety and security programs.

Policy 5P.06.01. (NOT REQUIRED)

The Port must prepare a Facility Security Plan to meet the requirements of Title 33 Code of Federal Regulations Part 105, and keep its plan up to date, ensuring that it is consistent with City, County, and Federal emergency plans.

Policy 5p.06.02. (NOT REQUIRED)

To provide a safe operating environment, The Port must implement required Federal, State and Local safety and health measures and ensure that operations are conducted in accordance with those measures. The Port must prepare and implement the Facility Security Plan mandated and approved under State and Federal guidelines.

Policy 5p.06.03. (NOT REQUIRED)

All new development or redevelopment at the Port, must comply with the Florida Building Code and the City's locally adopted floodplain ordinance.

Policy 5P.06.04. (NOT REQUIRED)

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

Policy 5P.06.05. (NOT REQUIRED)

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

Policy 5P.06.06. (NOT REQUIRED)

At the Port, all emergency contingency materials and equipment necessary to mitigate petroleum spills in the water must be stored onsite. This must be verified by the Fernandina Beach Fire Chief or his designee annually.

Policy 5P.06.07. (NOT REQUIRED)

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

Policy 5P.06.08. (NOT REQUIRED)

The Port must prepare an evacuation contingency and warning plan to evacuate the adjacent area in the event of a toxic spill, toxic gas release, Port fire, or other manmade disaster and keep its plan up to date, ensuring that is consistent with city and county emergency plans. This plan must be filed annually with the City.

Policy 5p.06.09. (NOT REQUIRED)

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

Objective 5p.07. ST. MARY'S RIVER ENTRANCE CHANNEL AND AMELIA RIVER ACCESS

(Requested by the OHPA?)

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

Policy 5P.07.01. (Not Required)

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

Policy 5p.07.02. (Not Required)

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