



**Master Plan Update – Public Meeting #1**  
**Review Material**  
**October 31, 2016**

The documents for discussion at the Public Meeting are as attached and consist of the following:

- (1) **Section A of Port of Palm Beach Master Plan** – This document presents the proposed Master Plan changes to the Goals, Objectives and Policies of the Port of Palm Beach Master Plan. These changes are shown in ~~strike through~~ and **underline / bold**. These changes are changes proposed from the previously adopted amendment approved by the Board of the Port of Palm Beach and subsequently adopted by the Palm Beach County Commission in 2012.
- (2) **Port of Palm Beach 2017–2022 Master Plan Future Improvements Map** – This document shows the proposed Future Improvements Map for the Port of Palm Beach. General Project Descriptions have not been modified to date from the past amendments and the forthcoming text modifications will be presented at a future Public Meeting.
- (3) **Color Coded numeration and order change of text to Master Plan Section A** – This document presents the same text changes proposed in document 1 above but in a color coded format to show proposed restructuring / renumbering of sections. The original goal, policy or objective numbers are on the left and the proposed goal, policy or objective numbers are on the right. The intent of this document is to show regrouping of the text into commonly themed elements.



Item 1:

Section A of Port of Palm Beach Master Plan



# SECTION A ADOPTED PORTIONS OF THE 2017 PORT OF PALM BEACH MASTER PLAN UPDATE

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The following section includes portions of the Plan that are expected to be approved by the Port of Palm Beach Commission and adopted by the Palm Beach County Commission on                      as part of their Comprehensive Plan.

This section includes:

- A1 Goals, Objectives and Policies
- A2 Future Improvements Map
- A3 5-Year Capital Improvement Program



## A-1 Goals, Objectives and Policies

The Port of Palm Beach has established the following goals, objectives, and policies to guide development and management of port facilities, as required under Chapter 163, Florida Statute. Per the requirements of Chapter 163.3178 for ports located in more than one jurisdiction, these goals, objectives, and policies are adopted in the Palm Beach County Coastal Management Element and, together with the adopted Capital Plan and the Port's Future Projects **Improvements** Map, form the Port's growth management strategy for the next five- and ten- year (2022 and 2027) planning periods.

### **Goal 1: Port Expansion and Regional Economic Development**

The Port of Palm Beach will provide the region's intermodal link to waterborne commerce through operation, maintenance, and expansion of its deepwater port facilities and **continued support of** inland intermodal logistics centers, including furtherance of container, bulk, and passenger services, with the goal of facilitating trade, creating and sustaining jobs, providing economic benefits, supporting key industries, and assisting Port tenants in an atmosphere of respect for adjacent communities and sensitive natural resources.

#### **Objective 1: Port Facility Expansion**

The Port will maintain and expand its facilities as required to fulfill intermodal transportation needs, including purchase and lease of new properties for the movement of people and goods, storage and manufacturing, and facilitation of trade, and the improvement of existing and new properties to maintain and expand cargo and passenger throughput. The Port will remain in compliance with applicable laws, regulations, ordinances, and contractual agreements with neighboring municipalities with regard to the **any** limits on the Port's future expansion.

#### **Policy 1.1 Land Acquisition and Leasing Program**

The Port will give priority consideration in its land acquisition and leasing program to properties identified in, and consistent with, this Master Plan and found to be reasonable and economically feasible in meeting demonstrated Port needs.

#### **Policy 1.2**

The Port will maintain long-term spoil disposal management options on Peanut Island through its continued ownership of the southern portion of the island. ~~and by continuing to support and press for completions of the current United States Corps of Engineers dredged material management study~~ **(Policy 1.2 will be combined with Policy 6.3)**

#### **Objective 2: Coordination of Expansion Plans**

The Port will achieve its future development program in a manner which minimizes potential adverse impacts to adjacent communities, including **the Town of Palm Beach, Palm Beach Shores**, Palm Beach County, the City of Riviera Beach, and **the** City of West Palm Beach.

#### **Policy 2.1 Community Outreach**

The Port will identify major stakeholders potentially impacted by new proposed projects, including Palm Beach County, **the Town of Palm Beach, Palm Beach Shores**, the City of Riviera Beach, and the City of West Palm Beach, and **as appropriate** engage them **these communities** in a dialogue about the project, its impacts, and potential project modifications



or impact mitigation, during the planning stages of the project. The Port will not consider impact mitigation that is not demonstrably related to the project; further, the Port will consider the costs and benefits of any identified mitigation measures in overall project feasibility.

### **Policy 2.2 Sensitivity to Off-Site Environments**

The ~~Plan~~ **Port** will endeavor to implement improvements to landscaping, screening and entrance signage for existing Port perimeter areas, subject to available funding sources. As the Port considers new development and redevelopment of facilities, it will ensure that buildings are located to reflect off-site relationships, properly designed site improvements are installed and aesthetic compatibility with surrounding properties is considered. A high priority will be given to protecting the living environment of residential neighborhoods abutting Port properties. In the City of Riviera Beach, screening and landscaping will be given the highest priority along the ~~Old Dixie Highway~~ **President Barack Obama Highway** corridor.

### **Policy 2.3 Support of City of Riviera Beach’s Community Redevelopment Area Initiatives**

The Port recognizes the Community Redevelopment Area (CRA) in the City of Riviera Beach, which includes the portions of the Port located within the City. ~~of Riviera Beach.~~ The Port will strive to support CRA planning efforts, strategies and development, ~~which that~~ **that** are consistent with the operation of a thriving Port integrated with a vibrant neighborhood and business district. Coordination will be achieved through regular dialogue with the City of Riviera Beach and **the** CRA.

### **Policy 2.4 Exchange of Master Plan Information with Adjacent Municipalities**

~~Within one year of adoption and approval of~~ **Through** the Master Plan and amendments, the Port will provide relevant Master Plan ~~portions~~ **sections** to adjacent municipalities and coordinate with these municipalities to accommodate necessary future land **use** map and policy changes consistent with the Port Commission-approved Master Plan.

### **Policy 2.5**

~~The Port will provide information on economic development properties at or on the Port and cooperate with all concerned parties in achieving economic development goals of the region as opportunities arise during the regular conduct of business and community outreach. “Joan, is this needed?”~~

### **POLICY 2.65 Marketing Program**

The Port will continue to undertake an effective marketing program which supports **the** economic development programs of the region.

### **Objective 3: Port Facilities**

The Port will ~~aggressively~~ improve existing **facilities** and maintain new facilities to ensure that the Port has ~~adequate~~ **the** security, capacity and operational efficiency **needed** to accommodate future growth in cargo and passenger services.

### **Policy 3.1 Future Project Types**

The Port will construct ~~and~~ **as well as** support tenant-user **third-party**-funded improvements, including but not limited to, berthing areas, cargo yards, rail and truck routes, gates, terminals, warehouses, utility infrastructures, and inland intermodal logistics centers, necessary to



accommodate more efficient use of land and a diverse customer base for future growth. Future types of projects are expected to include the following types of projects:

- ~~Security – Security Access Gates;~~
- Expansion - Port expansion projects, such as cargo expansion/cargo laydown, passenger terminal, and parking garages **and supporting passenger venues/facilities**. Projects;
- Redevelopment - Redevelopment and improvements to slips and berthing areas, such as ~~Slip 3 Redevelopment and Slip 2.~~
- Redevelopment and Enhancement - Property and land improvements bulk/container yard improvements.
- Rail - Rail and switching yard improvements, ~~such as On-Port and Off-Port Intermodal rail Improvement Projects;~~
- Passenger facility improvements - Including passenger terminal and garages.
- FPL – **Power** line relocation.
- **Federal** - Harbor and channel improvements, ~~including Federal Harbor Project and Dredged Material Management studies, processes and projects;~~
- Transportation - Improvements related to on- and off-port transportation and intermodal projects ~~including development and operation of inland intermodal logistics centers.~~

Projects at the Port's waterfront complex are shown on the Future Improvements Map. The **Port will support** inland intermodal logistics centers, ~~will be located at a site yet to be determined within western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties. The site will utilize rail, highway and inland waterway transportation modes. Project construction is dependent upon coordination activities, permitting, and funding availabilities from federal, state, local and private sources. Projects will be scheduled in the Port's Capital Improvement Plan. To the extent feasible, joint public use agreements should be considered with the adjoining municipalities to enhance efficient land uses.~~

### **Policy 3.2 Upgrading of Intermodal Facilities**

The Port will ~~work collaboratively upgrading of~~ **with the upgrading of the** intermodal facilities, in accordance with or as an enhancement of the Five-Year Transportation Plan and Long Range Transportation Plan of the Palm Beach County Metropolitan Planning Organization, the Florida Department of Transportation, and the City of Riviera Beach. including:

- a. ~~Widening of SR 710 from two to four lanes between I-95 and Old Dixie Highway, collaborating with the City of Riviera Beach/CRA to minimize adverse community impacts;~~
- b. ~~Improved connectivity between SR 710 and I-95;~~
- c. ~~Extension of Tri-Rail along the FEC line (Florida East Coast) and construction of new stations;~~
- d. ~~Development of Inland Intermodal Logistics Centers, and~~
- e. ~~Improving connectivity to the Marina District.~~

### **Policy 3.3 Transportation Feasibility Studies**



The Port will support and cooperate in the feasibility studies of the following specific transportation improvements, as well as other improvements identified by the Port Commission as being consistent with this Master Plan:

- ~~a. Off-Port Intermodal Rail Improvements including relocating/shifting of FEC switching facilities to the South to reduce impacts at crossings within the City of Riviera Beach,~~
- Improved switching facilities between CSX Railroad and FEC Railroad near the Port.
- Improved SR 710 connection to I-95.
- ~~• Avenue C connection to 13 Street.~~
- Blue Heron Boulevard and US 1 intersection improvements.
- 45th Street and US 1 intersection improvements.
- Atlantic Commerce Corridor improvement projects, including **associated with the Port of Palm Beach:**
  - ~~— FEC Reconstruction of rail line north of 13<sup>th</sup> Street to alleviate SR 710 blockages~~
  - ~~— FEC Expand and rebuild Trailer on Flat Car (TOFC) facilities in Fort Pierce~~
  - ~~— FEC Upgrade tracks to increase train speed in West Palm Beach and Lake Worth through crossing and signal improvements;~~
  - ~~— FEC Potentially close at grade crossings at various locations throughout the corridor within Palm Beach County.~~
- Development of inland intermodal logistics centers in western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties.
- Redevelopment initiated by the City of Riviera Beach/CRA in its Marina District and in the surrounding Port neighborhoods.
- Improved connectivity to the Marina District.

#### **Policy 3.4 Foreign Trade Zone**

The Port will support maintenance and expansion of Foreign Trade Zones ~~135~~ within the Port region, so long as the trade zones support the mission of the Port.

#### **Policy 3.5 Facility Use Diversification**

The Port will **promote** diversification in the use of the Port **its facilities** to assure its economic stability.

#### **Policy 3.6 Cruise and Ferry Passenger Terminals**

The Port will **continue to** maintain **the competitiveness** of its cruise and ferry passenger terminal facilities **in its niche market**, convenient and as safe as those of other ports.

#### **Policy 3.7 Compliance with Federal and State Requirements**

The Port will comply with mandated federal and state security requirements, ~~as manifested through its maritime Facility Security Plan (FSP) through construction of capital improvements and operational policies. Improvements include, but are not limited to redevelopment and~~



construction of gates, installation of identification systems, access control, and establishment of restricted access areas.

**Policy 3.8 Regulatory and Management Tools**

The Port will adopt and maintain appropriate regulatory and management tools to mitigate the threat to human life and to control development/ ~~and~~ redevelopment projects to protect residential neighborhoods and the coastal environment, and to give consideration to cumulative impacts.

**Policy 3.9 Cutting-Edge Technology and Services** The Port will endeavor to incorporate developments in maritime shipping technology and business trends into its strategic planning practices and its on-going operations so that the Port continues to be on the cutting edge of maritime services.

**Policy 3.10 Inland Intermodal Logistics Centers** The Port will continue to cooperate with Palm Beach County (and/or adjacent counties as appropriate), ~~the~~ Florida Department of Transportation, the Florida Department of Environmental Protection (South Florida Water Management District where applicable), and the FEC Railroad and CSX Railroads in the development of inland intermodal logistics centers, (a.k.a., Inland Ports) ~~to serve as links to Port of Palm Beach and other Florida Ports to accommodate all transportation modes and to provide off-port staging and storage of cargos to relieve on-port land area constraints of the limiting capacity of south Florida ports. The Inland Intermodal Logistics Centers will be located in cooperation with County and State agencies to maximize intermodal efficiencies, and with the goal of facilitating trade, creating and sustaining jobs, providing economic benefits, supporting key industries, and assisting Port tenants. The Centers will have adequate land area to support cargo storage, supporting cargo consolidation and repackaging, cargo staging for intermodal transfer, and long term growth.~~

**Objective 4: Efficiency**

The Port will encourage increased productivity and efficiency of existing land areas, and the production of port-related jobs and economic impact ~~related to the Port~~ through assessment programs of existing tenants and by ensuring that new agreements require factors such as throughput minimums which discourage payment of guarantees in lieu of active port use.

**Policy 4.1 Long-Term Tenant Agreements**

~~In order~~ To prevent underutilization of land, the Port ~~by year-end 2015~~ will continue to review its long-term agreements with existing tenants to determine if these agreements are offering the Port and the region substantial and sustained benefits through the growth of revenue, throughput, and job creation. ~~The Port will encourage tenants to improve their contributions in all areas through a proactive management system.~~ Future agreements under this policy will consider past performances ~~in excess of contractual minimum guarantees~~ and will have a positive impact on future agreements.

**Policy 4.2 New Customer Agreements**

Prior to entering into new customer agreements, the Port will ensure that the agreements are offering the Port and region substantial and sustained benefits through revenue, throughput, and job creation.



## **Objective 5: Harbor Improvements**

The Port will address navigational constraints, including channel width, depth, and configuration, which impact existing and future shipping, either as maintenance events or as authorized expansion activities.

### **Policy 5.1 United States Army Corps of Engineers Feasibility Study**

The Port will address shipping and navigation constraints through financial participation in a feasibility study with the United States Army Corps of Engineers (**USACE**). The purpose of the study **was and will continue** to assess benefits and measure cost impacts associated with each potential improvement, and to determine if there is long-term federal and local interest in constructing the future improvements. Port participation **has will** included coordination with the USACE on avoidance and minimization of impacts (including secondary and cumulative impacts) to wetlands, water quality, wildlife habitat, living marine resources, and beach and dune systems and assistance with coordination of impact assessment and mitigation with regulatory agencies and affected parties, as identified through the study process. ~~The study was initiated year-end 2005, with anticipated study completion by year-end 2014.~~

### **Policy 5.2 Environmental Mitigation on Federal Harbor Project**

Through its role as a local sponsor for the federal harbor project, the Port will emphasize the construction of environmental mitigation projects which are consistent with the Palm Beach County Lake Worth Lagoon Management Plan.

### **Policy 5.3 Channel Expansion and Improvements**

The Port will participate in channel expansions and improvements identified in the feasibility study and **when** approved by the Port Commission.

### **Policy 5.4 Interagency Meetings Relative to Harbor Improvements**

The Port will **continue to participate in** lead interagency meetings with the **United States Army Corps of Engineers**, ~~USACE and Port~~, and, as issues dictate, with Palm Beach County, **the** Town of Palm Beach, **Palm Beach Shores**, the City of Riviera Beach and/or other affected governments, agencies or parties, to discuss dredged material management, Lake Worth Lagoon enhancement, and potential Port expansion issues.

## **Objective 6: Dredged Material Management**

The Port will continue to **participate in** ~~lead~~ a collaborative effort ~~between~~ **among** affected parties to ensure that preventative maintenance measures are developed and that priorities for placement of dredged materials are established that favor beach placement of material.

### **Policy 6.1 Placement of Beach-Compatible Sand**

The Port will continue to request the **United States Army Corps of Engineers** ~~USACE~~ to prioritize placement of beach-compatible sand onto Palm Beach Island beaches or at a near-shore disposal site, in collaboration with the Port, the Town of Palm Beach, and Palm Beach County.

### **Policy 6.2 Sand Management Improvement Projects**

The Port will support projects which reduce the need for maintenance dredging and improve sand management at the inlet.

### **Policy 6.3 Use of Peanut Island for Disposal Material**

The Port will continue to work with ~~utilize~~ the **United States Army Corps of Engineers USACE** ~~established~~ on the study of the creation of a dredged material management site on the south half of Peanut Island in order to diversify material management options available during emergency or regular maintenance dredging events. (Policy 1.2 will be combined with Policy 6.3.)

### **Objective 7: Environmental Protection**

~~The Port shall undertake~~ Construction and operation activities by the Port shall be undertaken in a manner which protects the marine environment and associated wildlife habitat by avoiding impacts whenever possible and, when avoidance is not possible, by minimizing impacts and providing appropriate environmental mitigation.

### **Policy 7.1 Turbidity Control**

~~The Port will see that~~ Turbidity control by best management practices will be utilized **for turbidity control** during construction, as necessary, to ensure compliance with water quality standards administrated by the Florida Department of Environmental Protection. (Policy 9.3 will be combined with Policy 7.1)

### **Policy 7.2 Impact Minimization and Mitigation**

~~The Port will see that e~~Environmental studies identifying protected habitat ~~will be~~ **are** conducted as appropriate during the planning stage of projects. Impacts to resources will be avoided if possible; if avoidance is not possible, impacts will be minimized and appropriate mitigation options will be provided. Mitigation will be consistent with the Lake Worth Lagoon Management Plan, as applicable. ~~The Port will utilize c~~Construction methods and materials which minimize adverse environmental impacts ~~will be utilized by the Port~~ for all development projects.

### **Policy 7.3 Monitoring and Sampling Programs**

~~The Port will see that m~~Monitoring and sampling programs ~~will be~~ **are** accomplished in compliance with environmental permit conditions for Port development and maintenance activities.

### **Policy 7.4 Minimization of Lighting Impacts on Sea Turtles**

The Port of Palm Beach will continue to cooperate with ~~the~~ Palm Beach County's Department of Environmental Resources Management and other appropriate agencies regarding methods to minimize lighting impacts on sea turtles. **As the Port implements new lighting projects, this lighting** must also **will** be consistent with the Port's operational, safety and security obligations ~~as the Port implements new lighting projects~~. The Port will install cut-off fixtures on any new high mast lighting installed. By July 2013 the Port will provide an implementation schedule for installation of shielding on existing high mast lights.

### **Objective 8: Protection of Beaches**

The Port will cooperate with federal, state and local government agencies in multi-jurisdictional programs for proper use and conservation of coastal resources **to** reduce the impacts of inlet stabilizing structures on beaches and dunes as well as **to** protect and restore impacted beaches and dunes south of the inlet.



### **Policy 8.1 Sand Transfer**

The Port endorses effective maintenance practices and improvements to the inlet and sand transfer plant to ~~bypass~~ **transfer** sand efficiently and protect adjacent beach areas.

### **Policy 8.2 Beach Renourishment**

The Port will endeavor to support the use of suitable dredged materials for beach renourishment purposes to the maximum extent feasible, ~~the Port will lead interagency discussions as identified in Objective 6 and its related policies.~~

### **Objective 9: Water Quality**

The Port will manage its facilities, operations, **and** existing and future development, in a manner which maintains or improves the water quality of Lake Worth Lagoon.

### **Policy 9.1 Surface Runoff Treatment**

The Port will **maintain or** improve surface runoff treatment facilities, as identified and scheduled in its Master Drainage Plan to meet or exceed evolving water quality standards applicable to the Port.

### **Policy 9.2 Stormwater Runoff Management**

The Port will manage stormwater runoff **originating on Port facilities** and closely monitor tenants' compliance with required standards for treatment of stormwater runoff into Port basins.

### **Policy 9.3**

The Port will analyze sediments along wharfs and in slips prior to maintenance dredging, expansion or redevelopment activity to ensure that potential contaminants are identified and managed properly to minimize waterborne suspension **turbidity**. (Policy 9.1 will be combined with Policy 7.1, Turbidity Control.)

### **Policy 9.4 Adherence to Permit Conditions**

~~The Port~~ Development activities by the Port will adhere to environmental permit conditions and mitigation requirements **in its development activities**.

### **Objective 10: Material Handling and Clean-up**

The Port will ~~minimize~~ **encourage the** proper handling and storage of hazardous materials and ensure that clean-up procedures are in place to address unintentional spills.

### **Policy 10.1 Clean-up Procedures**

The Port will operate its facilities in accordance with the provisions of MARPOL 73/78 and the United States Coast Guard' early action clean-up procedures in order to prevent the discharge of oil into the water and promptly clean up accidental spills.

### **Policy 10.2 Spill Response Coordination**

The Port will continue to ensure that there is a coordinated response with all regulatory jurisdictions having authority, including the City of Riviera Beach, if applicable to significant oil spills at the Port of Palm Beach.

### **Policy 10.3 Inspection and Review of Hazardous Materials and Plans**

The Port will continue to assign a Safety Officer to inspect and review Port and tenant hazardous materials and plans. The Safety Officer will regularly meet and coordinate with the United States Coast Guard and Florida Department of Environmental Protection regarding hazardous materials issues and potential compliance problem areas. The **Safety Officer** will maintain emergency evacuation plans and coordinate with the United States Coast Guard and **the City of Riviera Beach Fire Department** regarding plan implementation. (Policy 10.3 will be combined with Policy 11.1.)

### **Objective 11: Hazardous Materials**

The Port will prohibit the improper storage, handling, transporting and disposal of hazardous materials.

### **Policy 11.1 Hazardous Material Inspection Program**

The Port will continue to designate a **Safety Officer** to administer its ongoing program for periodic inspection of hazardous material handling and storage facilities including **underground tanks** to ensure compliance with applicable federal and state regulations as well as accepted safe practices. (Policy 10.3 will be combined with Policy 11.1.)

### **Policy 11.2 Tenant Requirements**

The Port will require tenants to develop and maintain approved plans to assure compliance with Port safety standards for storage, handling, transporting, and disposal of hazardous materials.

### **Objective 12: Manatee Protection**

The Port will continue to assist in the protection of manatees in the Port vicinity relating to Port operations, construction, or expansion

### **Policy 12.1 Manatee Protection Plan Process**

The Port of Palm Beach will participate in the Manatee Protection Plan process, as **lead led** by Palm Beach County. As part of this participation, the Port will determine how best to support education and information systems for Port users and protect manatees from berthing impacts.

### **Policy 12.2 Manatee Protection Guidelines**

The Port will take necessary measures to ensure that construction activities do not threaten the safety and well-being of manatees, including at a minimum implementing standard manatee protection guidelines.

### **Policy 12.3 Manatee-Friendly Fenders**

The Port of Palm Beach will continue to improve all berths so that they have manatee-friendly fenders by maintaining the existing fender system or the rehabilitation efforts and by installing appropriate fenders at unimproved areas, as part of reconstruction.

### **Policy 12.4 Manatee Protection Consensus-Building**

The Port will continue to participate in and lead the consensus-building process with key groups and **regulatory agencies including and** Florida Power & Light, Palm Beach County, **the**



Town of Palm Beach, Palm Beach Shores, and the City of Riviera Beach the Florida Department of Environmental Protection, the Florida Fish and Wildlife Commission, and Save the Manatee Club, prior to expansion of dredging or replacement of waterfront structures into waters adjacent to FP&L and to the south of the Port's current boundaries.

**Objective 13: Historic and Archaeological Resources**

The Port will help achieve conservation of historic and archaeological resources.

**Policy 13.1 Historical and Archeological Artifacts**

The Port shall notify the appropriate state and local governmental agencies in the event of discovery of historical and archeological artifacts **are discovered** during the course of dredging and construction activities undertaken by the Port.

**Policy 13.2 Cultural Resource Surveys**

As part of the permitting process, the Port will conduct cultural resource surveys of undisturbed bay bottom areas prior to Port expansion into those areas, as required through project-specific coordination with the Florida State Historic Preservation Officer. The Port will coordinate with the United States Army Corps of Engineers to ensure that such surveys are conducted for expansion of the federal harbor, as required through project specific coordination with the Florida State Historic Preservation Officer.

**Objective 14: Financial Planning**

The Port will schedule and prioritize necessary studies, improvements, acquisitions and leases in its capital **improvement** plan to ensure that adequate revenue sources exist to support studies, improvements and expansions.

**Policy 14.1 Capital Improvement Plan**

The Port will adopt annually a balanced annual budget which includes a five-year capital improvement plan.

**Policy 14.2 Inclusion of Funding Sources in Capital Improvement Plan**

The **Port** capital improvement plan will include funding sources **in its capital improvement plan** for required infrastructure to support funded development and redevelopment.

**Objective 15: Prioritization of Water-Dependent Uses**

As a deepwater port facility, the Port of Palm Beach is a water-dependent facility which must have immediate intermodal access to deep water and to upland modes of transportation. Port uses will be priority uses along the waterfront and will take precedence over other land uses that are not port-related and which have a weaker relationship to the water, or which conflict with port uses due to public safety or security issues.

**Policy 15.1 Water-Dependent Facilities**

**The Port has established** the following land use priorities are established:

- Port facilities as defined by Section 315.02(6) Florida Statutes and,
- Other water-dependent facilities.

Uses which are not port-related or water-dependent are not priority uses for the waterfront area in the port vicinity.



### **Policy 15.2 Public Access**

**The Port shall control** public access and water-oriented recreation activities within the Port and immediate wharf area ~~shall be prohibited in the interest of~~ **so as to ensure** public safety and security.

### **Objective 16: Hurricane Plan and Post-Disaster Redevelopment**

The Port will coordinate hurricane planning and evacuation needs with federal and local agencies and will provide for post-disaster recovery redevelopment in the event of a catastrophic event.

### **Policy 16.1 Annual Updating of Hurricane Plan**

The Port of Palm Beach will maintain and annually update its hurricane plan in coordination with the United States Coast Guard regarding hurricane preparedness, procedures, and evacuation policies.

### **Policy 16.2 Post-Disaster Activities**

In the event of damage or disaster, the Port of Palm Beach will **repair**, redevelop, and improve its facilities. The Port will ensure that all new development meets or exceeds applicable coastal construction standards. Further, redevelopment will focus on restoration of maritime activities as a priority redevelopment activity.

### **Objective 17: Integration with Transit**

The Port will improve transit options for Port and Port-related employees in the short and long term.

### **Policy 17.1 Transit Coordinator**

The Port will continue to assign transit coordination responsibilities to an existing employee. The Port's Transit Coordinator will meet with South Florida Commuter Services and/or similar organizations to assess existing services and determine if additional services, through Palm Tran or others, would be appropriate, and also to determine a method for better education of Port and Port-related employees about transit options. The Port will continue coordination efforts throughout the planning period.

### **Policy 17.2 Tri-Rail Station and Other Regional Transit Projects**

The Port will participate in discussions with Palm Beach County and the South Florida Regional Transportation Authority regarding the proposed Tri-Rail station in the City of Riviera Beach as well other regional transit projects with relevance to the Port or Port-related employees.

### **Objective 18: Catalyst for Economic Growth and Development**

The Port of Palm Beach will be a catalyst to **for** the economic growth and development of Palm Beach County and the State of Florida.

### **Policy 18.1 Jurisdictional Standards Compliance**

The Port will be subject to the standards of entities having jurisdiction within the boundaries of the Port property, ~~located on Lake Worth Harbour bounded by Old Dixie, 10<sup>th</sup> Street, 11<sup>th</sup> Street and 59<sup>th</sup> Street.~~

### **Policy 18.1.1 Infrastructure Adequacy for Demand**



The Port will endeavor to and to the extent required by law, ~~shall to~~ maintain procedures to coordinate with other agencies that are providing services to the port **Port** to ensure that infrastructure will be available coincident with the demands created by development or redevelopment.

**Policy 18.1.2 Capital Improvement Plan**

The Port shall ~~will~~ maintain a **five-year** capital improvement program **plan** (CIP), **update the CIP and CIB each year by dropping the first year and adding a 6<sup>th</sup> sixth year with new or readjusting-rescheduled events/projects, and submit the updated CIP to the local government annually.**

~~and a capital improvements budget (CIB). The CIP is a ranking of proposed capital projects scheduled for a five-year period. The CIB is the budget document showing those projects that are intended to be funded over a five-year period. All projects in the CIB must be in the CIP. A project in the CIP may not necessarily be included in the CIB.~~

**Policy 18.1.3**

~~The Port will update the CIP and CIB each year by dropping the first year and adding a 6<sup>th</sup> sixth year with new projects or readjusting scheduled events/projects **and will submit the updated CIP to the local government annually.**~~

**Policy 18.1.4 Efforts to Secure Grants and Share Expenses**

The Port will continue its efforts to secure grants and/or share expenses with other governmental agencies, **and/or Port tenants, and/or other third-party entities** in developing the Port.

**Policy 18.2 Coordination of Planning Activities**

The Port will endeavor to coordinate planning activities with other governmental agencies **including:**

**Policy 18.2.1**

~~The Port will endeavor to coordinate **Coordination** with existing resource protection plans such as resource planning and management plans, aquatic preserve management plans, and estuarine sanctuary plans.~~

**Policy 18.2.2**

~~The Port will endeavor to resolve **Resolution** of **any** inconsistencies between the local government comprehensive plan (Palm Beach County) and the Port of Palm Beach Master Plan through the dispute resolution process, as provided under Section 186.509, F.S where appropriate.~~

**Policy 18.2.3**

~~The Port will endeavor to coordinate **Coordination** with other local governments to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, and reduce exposure to natural hazards.~~

**Policy 18.2.4**

The Port's Board **Commission** or their Designee shall be responsible for ensuring the effective governmental coordination of matters within the Port and shall coordinate with staff level personnel from Palm Beach County and each municipality within the county as appropriate to discuss matters of mutual concern.



**Policy 18.3**

~~Consistent with operation, safety, and federal, state and local security requirements, the port shall address the amount of public access to shorelines consistent with the Port's charter.~~

**~~Objective 19: Hazard Mitigation~~**

**Objective 19.1 Natural Hazard Mitigation**

The Port shall adopt and implement measures to mitigate hazards.

**Policy 19.1.1 Exposure Reduction Measures**

The Port shall adopt, maintain and implement tariffs, regulations, and programs including building codes, floodplain regulations, beach and dune protection, stormwater management, sanitary sewer, and land use to reduce the exposure of human life and public and private property to natural hazards.

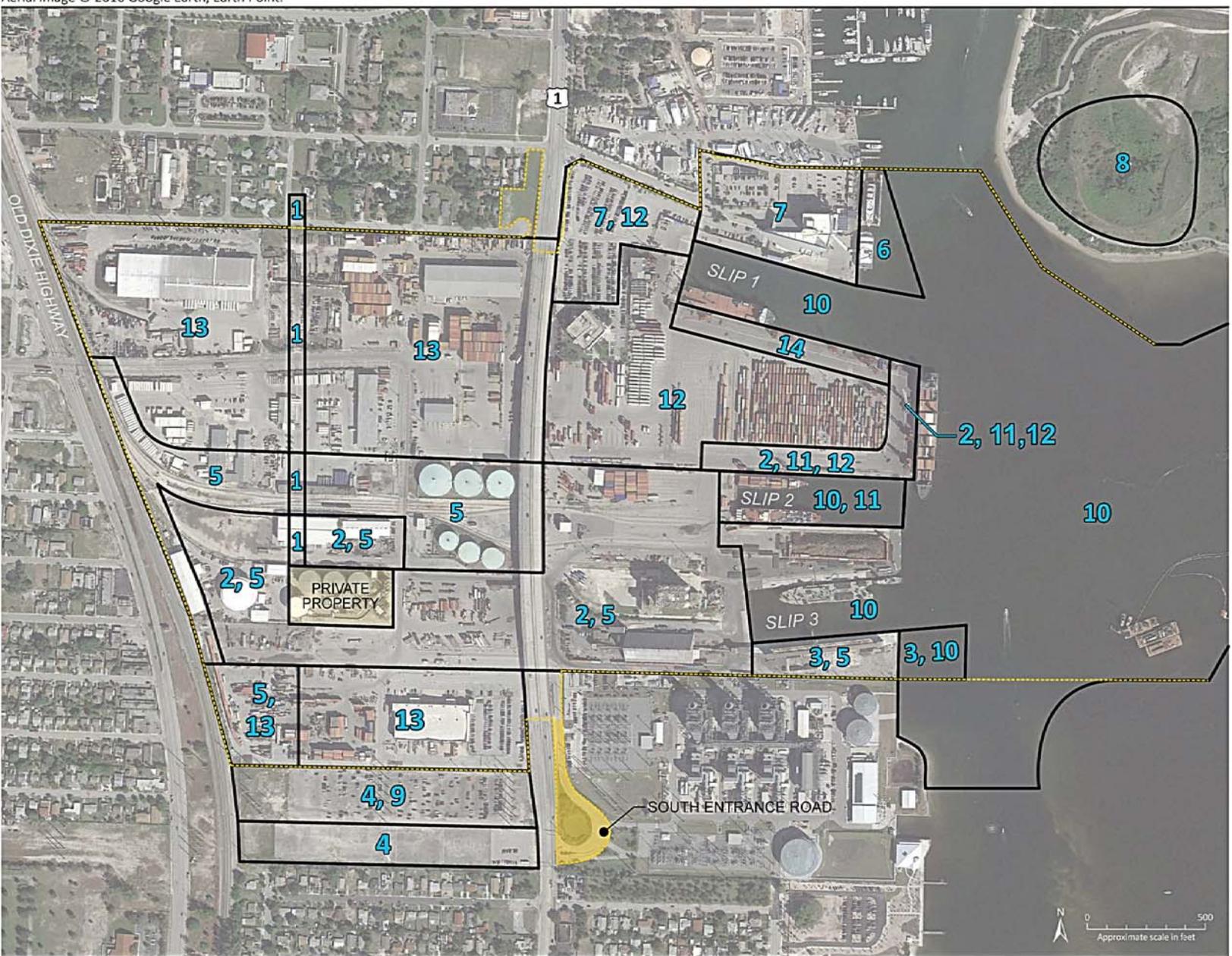
**Policy 19.1.2 Hazard Mitigation Reports**

The Port shall consider and where appropriate incorporate the recommendations of the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports.



Item 2:

Port of Palm Beach 2017–2022 Master Plan Future Improvements Map



- Project 1: FPL Overhead Line Relocation
- Project 2: Container Yard/Bulk Improvement
- Project 3: Berth 17
- Project 4: Cargo Expansion – Cargo Lay-down/Annex Property Development
- Project 5: On-Port Intermodal Rail Improvements
- Project 6: North Wharf Realignment
- Project 7: Passenger Terminal & Garage
- Project 8: Dredged Material Management, Planning & Project Implementation
- Project 9: Cargo Storage on FP&L R/W
- Project 10: Harbor and Channel Improvements
- Project 11: Slip No. 2 Redevelopment & Enhancement
- Project 12: Waterside Cargo Terminal Redevelopment
- Project 13: Western Cargo Terminal Redevelopment
- Project 14: Slip 1 Redevelopment

**LEGEND**

----- Port Boundary

———— Project Boundary



Item 3:

Color Coded numeration and order change of text to Master Plan Section A

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| <b>GOALS</b>  |
| <b>1: Port Infrastructure and Regional Economic Development</b> |
| <b>2: Environmental Stewardship</b>                             |
| <b>3: Safety and Security</b>                                   |
| <b>4: Intergovernmental Coordination</b>                        |
| <b>5: Financial Program</b>                                     |
| Combined or deleted   |

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|------------------------|--|-----------------------|
| 1                      | <p><b>Goal 1 <u>Port Expansion and Regional Economic Development</u></b></p> <p>The Port of Palm Beach will provide the region’s intermodal link to waterborne commerce through operation, maintenance, and expansion of its deepwater port facilities and <b><u>continued support of</u></b> inland intermodal logistics centers, including furtherance of container, bulk, and passenger services, with the goal of facilitating trade, creating and sustaining jobs, providing economic benefits, supporting key industries, and assisting Port tenants in an atmosphere of respect for adjacent communities and sensitive natural resources.</p>                   | 1                     |
| 1                      | <p><b>Objective 1: Port Facility Expansion</b></p> <p>The Port will maintain and expand its facilities as required to fulfill intermodal transportation needs, including purchase and lease of new properties for the movement of people and goods, storage and manufacturing, <del>and</del> facilitation of trade, and the improvement of existing and new properties to maintain and expand cargo and passenger throughput. The Port will remain in compliance with applicable laws, regulations, ordinances, and contractual agreements with neighboring municipalities with regard to <del>the</del> <b><u>any</u></b> limits on the Port’s future expansion.</p> | 1.1                   |
| 1.1                    | <p><b>Policy 1.1 <u>Land Acquisition and Leasing Program</u></b></p> <p>The Port will give priority consideration in its land acquisition and leasing program to properties identified in, and consistent with, this Master Plan and found to be reasonable and economically feasible in meeting demonstrated Port needs.</p>  | 1.1.1                 |
| 1.2                    | <p><b>Policy 1.2</b></p> <p>The Port will maintain long-term spoil disposal management options on Peanut Island through its continued ownership of the southern portion of the island, <del>and by continuing to support and press for completions of the current United States Corps of Engineers dredged material management study</del> (Policy 1.2 will be combined with Policy 6.3)</p>   | 1.8.3                 |
| 2                      | <p><b>Objective 2: Coordination of Expansion Plans</b></p> <p>The Port will achieve its future development program in a manner which minimizes potential adverse impacts to adjacent communities, including <b><u>the Town of Palm Beach, Palm Beach Shores,</u></b> Palm Beach County, the City of Riviera Beach, and <b><u>the</u></b> City of West Palm Beach.</p>  | 1.3                   |

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| 2.1                    | <p><b>Policy 2.1 <u>Community Outreach</u></b><br/> The Port will identify major stakeholders potentially impacted by new proposed projects, including Palm Beach County, <b><u>the Town of Palm Beach, Palm Beach Shores</u></b>, the City of Riviera Beach, and the City of West Palm Beach, and <b><u>as appropriate</u></b> engage them <b><u>these communities</u></b> in a <b><u>dialogue</u></b> about the project, its impacts, and potential project modifications or impact mitigation, during the planning stages of the project. The Port will not consider impact mitigation that is not demonstrably related to the project; further, the Port will consider the costs and benefits of any identified mitigation measures in overall project feasibility.</p>   | 1.3.1                 |
| 2.2                    | <p><b>Policy 2.2 <u>Sensitivity to Off-Site Environments</u></b><br/> The <del>Plan</del> <b>Port</b> will endeavor to implement improvements to landscaping, screening and entrance signage for existing Port perimeter areas, subject to available funding sources. As the Port considers new development and redevelopment of facilities, it will ensure that buildings are located to reflect off-site relationships, properly designed site improvements are installed and aesthetic compatibility with surrounding properties is considered. A high priority will be given to protecting the living environment of residential neighborhoods abutting Port properties. In the City of Riviera Beach, screening and landscaping will be given the highest priority along the <del>Old Dixie Highway</del> <b><u>President Barack Obama Highway</u></b> corridor.</p> | 1.3.2                 |
| 2.3                    | <p><b>Policy 2.3 <u>Support of City of Riviera Beach’s Community Redevelopment Area Initiatives</u></b><br/> The Port recognizes the Community Redevelopment Area (CRA) in the City of Riviera Beach, which includes the portions of the Port located within the <del>City of Riviera Beach</del>. The Port will strive to support CRA planning efforts, strategies and development, <del>which</del> <b><u>that</u></b> are consistent with the operation of a thriving Port integrated with a vibrant neighborhood and business district. Coordination will be achieved through regular <b><u>dialogue</u></b> with the City of Riviera Beach and <b><u>the</u></b> CRA.</p>  | 1.3.3                 |
| 2.4                    | <p><b>Policy 2.4 <u>Exchange of Master Plan Information with Adjacent Municipalities</u></b><br/> <del>Within one year of adoption and approval of</del> <b><u>Through</u></b> the Master Plan and amendments, the Port will provide relevant Master Plan <del>portions</del> <b><u>sections</u></b> to adjacent municipalities and coordinate with these municipalities to accommodate necessary future land <b><u>use</u></b> map and policy changes consistent with the Port Commission-approved Master Plan.</p>  | 1.3.4                 |

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|                 | <del>Policy 2.5</del><br>The Port will provide information on economic development properties at or on the Port and cooperate with all concerned parties in achieving economic development goals of the region as opportunities arise during the regular conduct of business and community outreach. "Joan, Is this needed?"   |                |
| 2.6             | <b>POLICY 2.65 Marketing Program</b><br>The Port will continue to undertake an effective marketing program which supports <u>the</u> economic development programs of the region.  | 1.5.1          |
| 3               | <b>Objective 3: Port Facilities</b><br>The Port will aggressively improve existing <u>facilities</u> and maintain new facilities to ensure that the Port has adequate <u>the</u> security, capacity and operational efficiency <u>needed</u> to accommodate future growth in cargo and passenger services.   | 1.4            |
| 3.1             | <b>Policy 3.1 Future Project Types</b><br>The Port will construct <del>and</del> <u>as well as</u> support tenant-user <u>third-party</u> -funded improvements, including but not limited to, berthing areas, cargo yards, rail and truck routes, gates, terminals, warehouses, utility infrastructures, and inland intermodal logistics centers, necessary to accommodate more efficient use of land and a diverse customer base for future growth. Future types of projects are expected to include the following types of projects:<br><br><ul style="list-style-type: none"> <li>• <del>Security – Security Access Gates;</del></li> <li>• Expansion - Port expansion projects, such as cargo expansion/cargo laydown, passenger terminal, and parking garages <u>and supporting passenger venues/facilities</u>. Projects;</li> <li>• Redevelopment - Redevelopment and improvements to slips and berthing areas, such as Slip 3 Redevelopment and Slip 2.</li> <li>• Redevelopment and Enhancement - Property and land improvements bulk/container yard improvements.</li> <li>• Rail - Rail and switching yard improvements, <del>such as On-Port and Off-Port Intermodal rail Improvement Projects;</del></li> <li>• Passenger facility improvements - Including passenger terminal and garages.</li> <li>• FPL – <u>Power</u> line relocation.</li> </ul> | 1.4.1          |

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|                        | <ul style="list-style-type: none"> <li><del><b>Federal</b> - Harbor and channel improvements, including Federal Harbor Project and Dredged Material Management studies, processes and projects;</del></li> <li><del>Transportation - Improvements related to on- and off-port transportation and intermodal projects including development and operation of inland intermodal logistics centers.</del></li> </ul> <p><del>Projects at the Port's waterfront complex are shown on the Future Improvements Map. The <b>Port will support</b> inland intermodal logistics centers, will be located at a site yet to be determined within western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties. The site will utilize rail, highway and inland waterway transportation modes. Project construction is dependent upon coordination activities, permitting, and funding availabilities from federal, state, local and private sources. Projects will be scheduled in the Port's Capital Improvement Plan. To the extent feasible, joint public use agreements should be considered with the adjoining municipalities to enhance efficient land uses.</del></p> |                       |
| 3.2                    | <p><b>Policy 3.2 <u>Upgrading of Intermodal Facilities</u></b><br/> The Port will <del>work collaboratively upgrading of</del><b>with the upgrading of the</b> intermodal facilities, in accordance with or as an enhancement of the Five-Year Transportation Plan and Long Range Transportation Plan of the Palm Beach County Metropolitan Planning Organization, the Florida Department of Transportation, and the City of Riviera Beach. including:</p> <ul style="list-style-type: none"> <li>a. <del>Widening of SR 710 from two to four lanes between I-95 and Old Dixie Highway, collaborating with the City of Riviera Beach/CRA to minimize adverse community impacts;</del></li> <li>b. <del>Improved connectivity between SR 710 and I-95;</del></li> <li>c. <del>Extension of Tri-Rail along the FEC line (Florida East Coast) and construction of new stations;</del></li> <li>d. <del>Development of Inland Intermodal Logistics Centers, and</del></li> <li>e. <del>Improving connectivity to the Marina District.</del></li> </ul>  | 4.1.1                 |
| 3.3                    | <p><b>Policy 3.3 <u>Transportation Feasibility Studies</u></b><br/> The Port will support and cooperate in the feasibility studies of the following specific transportation improvements, as well as other improvements identified by the Port Commission as being consistent with this Master Plan:</p>  | 4.1.2                 |

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|                        | <p><del>a. Off-Port Intermodal Rail Improvements including relocating/shifting of FEC switching facilities to the South to reduce impacts at crossings within the City of Riviera Beach;</del></p> <ul style="list-style-type: none"> <li>• Improved switching facilities between CSX Railroad and FEC Railroad near the Port.</li> <li>• Improved SR 710 connection to I-95.</li> <li>• <del>Avenue C connection to 13 Street.</del></li> <li>• Blue Heron Boulevard and US 1 intersection improvements.</li> <li>• 45<sup>th</sup> Street and US 1 intersection improvements.</li> <li>• Atlantic Commerce Corridor improvement projects, including <b><u>associated with the Port of Palm Beach:</u></b> <ul style="list-style-type: none"> <li>— <del>FEC Reconstruction of rail line north of 13<sup>th</sup> Street to alleviate SR 710 blockages</del></li> <li>— <del>FEC Expand and rebuild Trailer on Flat Car (TOFC) facilities in Fort Pierce</del></li> <li>— <del>FEC Upgrade tracks to increase train speed in West Palm Beach and Lake Worth through crossing and signal improvements;</del></li> <li>— <del>FEC Potentially close at grade crossings at various locations throughout the corridor within Palm Beach County.</del></li> </ul> </li> <li>• Development of inland intermodal logistics centers in western Palm Beach County communities or counties adjoining Lake Okeechobee and counties adjacent to these counties.</li> <li>• Redevelopment initiated by the City of Riviera Beach/CRA in its Marina District and in the surrounding Port neighborhoods.</li> <li>• Improved connectivity to the Marina District.</li> </ul> |                       |
| 3.4                    | <p><b>Policy 3.4 <u>Foreign Trade Zone</u></b><br/> The Port will support maintenance and expansion of Foreign Trade Zones <b><u>135</u></b> within the Port region, so long as the trade zones support the mission of the Port.</p>   | 1.4.2                 |
| 3.5                    | <p><b>Policy 3.5 <u>Facility Use Diversification</u></b><br/> <b>The Port will</b> promote diversification in the use of the Port <b><u>its facilities</u></b> to assure its economic stability.</p>   | 1.1.2                 |

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| 3.6                    | <b><u>Policy 3.6 Cruise and Ferry Passenger Terminals</u></b><br>The Port will <b>continue to</b> maintain the <b>competitiveness</b> of its cruise and ferry passenger terminal facilities <b>in its niche market</b> , <del>convenient and as safe as those of other ports.</del>  | 1.4.3                 |
| 3.7                    | <b><u>Policy 3.7 Compliance with Federal and State Requirements</u></b><br>The Port will comply with mandated federal and state security requirements, <del>as manifested through its maritime Facility Security Plan (FSP) through construction of capital improvements and operational policies. Improvements include, but are not limited to redevelopment and construction of gates, installation of identification systems, access control, and establishment of restricted access areas.</del>   | 3.1.1                 |
| 3.8                    | <b><u>Policy 3.8 Regulatory and Management Tools</u></b><br>The Port will adopt and maintain appropriate regulatory and management tools to mitigate the threat to human life and to control development/ <del>and</del> redevelopment <b>projects</b> to protect residential neighborhoods and the coastal environment, and to give consideration to cumulative impacts.  | 3.1.2                 |
| 3.9                    | <b><u>Policy 3.9 Cutting-Edge Technology and Services</u></b> The Port will endeavor to incorporate developments in maritime shipping technology and business trends into its strategic planning practices and its on-going operations so that the Port continues to be on the cutting edge of maritime services.  | 1.5.2                 |
| 3.10                   | <b><u>Policy 3.10 Inland Intermodal Logistics Centers</u></b> The Port will <b>continue to</b> cooperate with Palm Beach County (and/or adjacent counties as appropriate), <b>the</b> Florida Department of Transportation, <b>the Florida Department of Environmental Protection</b> (South Florida Water Management District <b>where applicable</b> ), <b>and the</b> FEC Railroad and CSX Railroads in the development of inland intermodal logistics centers, <del>(a.k.a., Inland Ports) to serve as links to Port of Palm Beach and other Florida Ports to accommodate all transportation modes and to provide off-port staging and storage of cargos to relieve on-port land area constraints of the limiting capacity of south Florida ports. The Inland Intermodal Logistics Centers will be located in cooperation with County and State agencies to maximize intermodal efficiencies, and with the goal of facilitating trade, creating and sustaining jobs, providing economic benefits, supporting key industries, and assisting Port tenants. The Centers will have adequate land area to support cargo storage, supporting cargo consolidation and repackaging, cargo staging for intermodal transfer, and long term growth.</del> | 4.1.3                 |

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| 4                      | <p><b>Objective 4: Efficiency</b></p> <p>The Port will encourage increased productivity and efficiency of existing land areas, and <u>the</u> production of <u>port-related</u> jobs and economic impact <del>related to the Port</del> through assessment programs of existing tenants and by ensuring that new agreements require factors such as throughput minimums which discourage payment of guarantees in lieu of active port use.</p>   | 1.6                   |
| 4.1                    | <p><b>Policy 4.1 <u>Long-Term Tenant Agreements</u></b></p> <p><del>In order</del> <u>To</u> prevent underutilization of land, the Port <del>by year-end 2015</del> will <u>continue to</u> review its long-term agreements with existing tenants to determine if these agreements are offering the Port and <u>the</u> region substantial and sustained benefits through <u>the growth of</u> revenue, throughput, and job creation. <del>The Port will encourage tenants to improve their contributions in all areas through a proactive management system.</del> Future agreements under this policy will consider past performances <del>in excess of contractual minimum guarantees</del> and will have a positive impact on future agreements.</p>   | 1.6.1                 |
| 4.2                    | <p><b>Policy 4.2 <u>New Customer Agreements</u></b></p> <p>Prior to entering into new customer agreements, the Port will ensure that the agreements <u>are</u> offering the Port and region substantial and sustained benefits through revenue, throughput, and job creation.</p>  | 1.6.2                 |
| 5                      | <p><b>Objective 5: Harbor Improvements</b></p> <p>The Port will address navigational constraints, including channel width, depth, and configuration, which impact existing and future shipping, either as maintenance events or as authorized expansion activities.</p>  | 1.7                   |
| 5.1                    | <p><b>Policy 5.1 <u>United States Army Corps of Engineers Feasibility Study</u></b></p> <p>The Port will address shipping and navigation constraints through financial participation in a feasibility study with the United States Army Corps of Engineers (<u>USACE</u>). The purpose of the study <u>was and will continue</u> to assess benefits and measure cost impacts associated with each potential improvement, and to determine if there is long-term federal and local interest in constructing the future improvements. Port participation <u>has</u> <del>will</del> <u>included</u> coordination with the USACE on avoidance and minimization of impacts (including secondary and cumulative impacts) to wetlands, water quality, wildlife habitat, living marine resources, and beach and dune systems and assistance with coordination of impact assessment and mitigation with regulatory agencies and affected parties, as identified through the study process. <del>The study was initiated year-end 2005, with anticipated study completion by year-end 2014.</del></p> | 1.7.1                 |

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| 5.2                    | <b>Policy 5.2 <u>Environmental Mitigation on Federal Harbor Project</u></b><br>Through its role as a local sponsor for the federal harbor project, the Port will emphasize the construction of environmental mitigation projects which are consistent with the Palm Beach County Lake Worth Lagoon Management Plan.  | 1.7.2                 |
| 5.3                    | <b>Policy 5.3 <u>Channel Expansion and Improvements</u></b><br>The Port will participate in channel expansions and improvements identified in the feasibility study and <u>when</u> approved by the Port Commission.   | 1.7.3                 |
| 5.4                    | <b>Policy 5.4 <u>Interagency Meetings Relative to Harbor Improvements</u></b><br>The Port will <u>continue to participate in</u> lead interagency meetings with the <u>United States Army Corps of Engineers</u> <del>USACE and Port</del> , and, as issues dictate, with Palm Beach County, <u>the</u> Town of Palm Beach, <u>Palm Beach Shores</u> , the City of Riviera Beach and/or other affected governments, agencies or parties, to discuss dredged material management, Lake Worth Lagoon enhancement, and potential Port expansion issues. | 1.7.4                 |
| 6                      | <b>Objective 6: <u>Dredged Material Management</u></b><br>The Port will continue to <u>participate in</u> lead a collaborative effort <del>between</del> <u>among</u> affected parties to ensure that preventative maintenance measures are developed and that priorities for placement of dredged materials are established that favor beach placement of material.   | 1.8                   |
| 6.1                    | <b>Policy 6.1 <u>Placement of Beach-Compatible Sand</u></b><br>The Port will continue to request the <u>United States Army Corps of Engineers</u> <del>USACE</del> to prioritize placement of beach-compatible sand onto Palm Beach Island beaches or at a near-shore disposal site, in collaboration with the Port, the Town of Palm Beach, and Palm Beach County.  | 1,8,1                 |
| 6.2                    | <b>Policy 6.2 <u>Sand Management Improvement Projects</u></b><br>The Port will support projects which reduce the need for maintenance dredging and improve sand management at the inlet.   | 1.8.2                 |
| 6.3                    | <b>Policy 6.3 <u>Use of Peanut Island for Disposal Material</u></b><br>The Port will continue to <del>work with</del> <u>utilize</u> the <u>United States Army Corps of Engineers</u> <del>USACE</del> <del>established</del> on the study of the creation of a dredged material management site on the south half of Peanut Island in order to diversify material management options available during emergency or regular maintenance dredging events. (Policy 1.2 will be combined with Policy 6.3.)  | 1.8.3                 |
| 7                      | <b>Objective 7: <u>Environmental Protection</u></b><br><u>The Port shall undertake</u> <del>c</del> Construction and operation activities <del>by the Port</del> shall be undertaken in a manner which protects the marine environment and   | 2.1                   |

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|                        | associated wildlife habitat by avoiding impacts whenever possible and, when avoidance is not possible, by minimizing impacts and providing appropriate environmental mitigation.   |                       |
|                        | <b>Policy 7.1 <u>Turbidity Control</u></b><br><del>The Port will see that</del> <u>Turbidity control</u> by best management practices will be utilized <b>for turbidity control</b> during construction, as necessary, to ensure compliance with water quality standards administered by the Florida Department of Environmental Protection. (Policy 9.3 will be combined with Policy 7.1)   |                       |
| 7.2                    | <b>Policy 7.2 <u>Impact Minimization and Mitigation</u></b><br><del>The Port will see that e</del> Environmental studies identifying protected habitat will be <b>are</b> conducted as appropriate during the planning stage of projects. Impacts to resources will be avoided if possible; if avoidance is not possible, impacts will be minimized and appropriate mitigation options will be provided. Mitigation will be consistent with the Lake Worth Lagoon Management Plan, as applicable. <b>The Port will utilize c</b> Construction methods and materials which minimize adverse environmental impacts <del>will be utilized by the Port</del> for all development projects.   | 2.1.2                 |
| 7.3                    | <b>Policy 7.3 <u>Monitoring and Sampling Programs</u></b><br><del>The Port will see that m</del> Monitoring and sampling programs will be <b>are</b> accomplished in compliance with environmental permit conditions for Port development and maintenance activities.  | 2.1.3                 |
| 7.4                    | <b>Policy 7.4 <u>Minimiztion of Lighting Impacts on Sea Turtles</u></b><br>The Port of Palm Beach will continue to cooperate with the Palm Beach County's Department of Environmental Resources Management and other appropriate agencies regarding methods to minimize lighting impacts on sea turtles. <b>As the Port implements new lighting projects, this lighting must also will</b> be consistent with the Port's operational, safety and security obligations <del>as the Port implements new lighting projects. The Port will install cut-off fixtures on any new high mast lighting installed. By July 2013 the Port will provide an implementation schedule for installation of shielding on existing high mast lights.</del> | 2.1.4                 |
| 8                      | <b>Objective 8: Protection of Beaches</b><br>The Port will cooperate with federal, state and local government agencies in multi-jurisdictional programs for proper use and conservation of coastal resources <b>to</b> reduce the impacts of inlet stabilizing structures on beaches and dunes <b>to</b> protect and restore impacted beaches and dunes south of the inlet.  | 2.2                   |

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| 8.1                    | <b>Policy 8.1 <u>Sand Transfer</u></b><br>The Port endorses effective maintenance practices and improvements to the inlet and sand transfer plant to <del>bypass</del> <u>transfer</u> sand efficiently and protect adjacent beach areas.   | 2.2.1                 |
| 8.2                    | <b>Policy 8.2 <u>Beach Renourishment</u></b><br>The Port will endeavor to support the use of suitable dredged materials for beach renourishment purposes to the maximum extent feasible, <del>the Port will lead interagency discussions as identified in Objective 6 and its related policies.</del>   | 2.2.2                 |
| 9                      | <b>Objective 9: <u>Water Quality</u></b><br>The Port will manage its facilities, operations, <b>and</b> existing and future development, in a manner which maintains or improves the water quality of Lake Worth Lagoon.  | 2.3                   |
| 9.1                    | <b>Policy 9.1 <u>Surface Runoff Treatment</u></b><br>The Port will <b>maintain or</b> improve surface runoff treatment facilities, as identified and scheduled in its Master Drainage Plan to meet or exceed evolving water quality standards applicable to the Port.   | 2.3.1                 |
| 9.2                    | <b>Policy 9.2 <u>Stormwater Runoff Management</u></b><br>The Port will manage stormwater runoff <b>originating on Port facilities</b> and closely monitor tenants' compliance with required standards for treatment of stormwater runoff into Port basins.  | 2.3.2                 |
|                        | <b>Policy 9.3</b><br>The Port will analyze sediments along wharfs and in slips prior to maintenance dredging, expansion or redevelopment activity to ensure that potential contaminants are identified and managed properly to minimize <del>waterborne suspension</del> <b>turbidity</b> . (Policy 9.1 will be combined with Policy 7.1, Turbidity Control.) |                       |
| 9.4                    | <b>Policy 9.4 <u>Adherence to Permit Conditions</u></b><br><del>The Port Development activities by the Port</del> will adhere to environmental permit conditions and mitigation requirements <b>in its development activities</b> .   | 2.1.5                 |
| 10                     | <b>Objective 10: <u>Material Handling and Clean-up</u></b><br>The Port will <del>minimize</del> <b>encourage the</b> proper handling and storage of hazardous materials and ensure that clean-up procedures are in place to address unintentional spills.   | 3.1                   |
| 10.1                   | <b>Policy 10.1 <u>Clean-up Procedures</u></b><br>The Port will operate its facilities in accordance with the provisions of MARPOL 73/78 and the United States Coast Guard' early action clean-up  | 3.1.1                 |

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|                        | procedures in order to prevent the discharge of oil into the water and promptly clean up accidental spills.   |                       |
| 10.2                   | <b>Policy 10.2 <u>Spill Response Coordination</u></b><br>The Port will continue to ensure that there is a coordinated response with all regulatory jurisdictions having authority, including the City of Riviera Beach, if applicable to significant oil spills at the Port of Palm Beach.  | 3.1.2                 |
|                        | <b>Policy 10.3 <u>Inspection and Review of Hazardous Materials and Plans</u></b><br>The Port will continue to assign a Safety Officer to inspect and review Port and tenant hazardous materials and plans. The Safety Officer will regularly meet and coordinate with the United States Coast Guard and Florida Department of Environmental Protection regarding hazardous materials issues and potential compliance problem areas. The <u>Safety Officer</u> will maintain emergency evacuation plans and coordinate with the United States Coast Guard and <u>the</u> City of Riviera Beach Fire Department regarding plan implementation. (Policy 10.3 will be combined with Policy 11.1.) | 3.2                   |
| 11                     | <b>Objective 11: Hazardous Materials</b><br>The Port will prohibit the improper storage, handling, transporting and disposal of hazardous materials.  | 3.2                   |
| 11.1                   | <b>Policy 11.1 <u>Hazardous Material Inspection Program</u></b><br>The Port will continue to designate a <u>Safety Officer</u> to administer its ongoing program for periodic inspection of hazardous material handling and storage facilities including <del>underground</del> tanks to ensure compliance with applicable federal and state regulations as well as accepted safe practices. (Policy 10.3 will be combined with Policy 11.1.)   | 3.2.1                 |
| 11.2                   | <b>Policy 11.2 <u>Tenant Requirements</u></b><br>The Port will require tenants to develop and maintain approved plans to assure compliance with Port safety standards for storage, handling, transporting, and disposal of hazardous materials.   | 3.2.2                 |
| 12                     | <b>Objective 12: Manatee Protection</b><br>The Port will continue to assist in the protection of manatees in the Port vicinity relating to Port operations, construction, or expansion.   | 2.4                   |
| 12.1                   | <b>Policy 12.1 <u>Manatee Protection Plan Process</u></b><br>The Port of Palm Beach will participate in the Manatee Protection Plan process, as <del>lead</del> <b>led</b> by Palm Beach County. As part of this participation, the Port will determine how best to support education and information systems for Port users and protect manatees from berthing impacts.  | 2.4.1                 |

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| 12.2                   | <b>Policy 12.2 <u>Manatee Protection Guidelines</u></b><br>The Port will take necessary measures to ensure that construction activities do not threaten the safety and well-being of manatees, including at a minimum implementing standard manatee protection guidelines.   | 2.4.2                 |
| 12.3                   | <b>Policy 12.3 <u>Manatee-Friendly Fenders</u></b><br>The Port of <del>Palm Beach</del> will continue to improve all berths so that they have manatee- friendly fenders by maintaining the existing fender system or the rehabilitation efforts and by installing appropriate fenders at unimproved areas, as part of reconstruction.  | 2.4.3                 |
| 12.4                   | <b>Policy 12.4 <u>Manatee Protection Consensus-Building</u></b><br>The Port will continue to participate in and lead the consensus-building process with <del>key groups and</del> <b>regulatory</b> agencies including <del>and</del> <b>Florida Power &amp; Light, Palm Beach County, <u>the Town of Palm Beach, Palm Beach Shores, and the City of Riviera Beach</u></b> the <del>Florida Department of Environmental Protection, the Florida Fish and Wildlife Commission, and Save the Manatee Club,</del> prior to expansion of dredging or replacement of waterfront structures into waters adjacent to FP&L and to the south of the Port's current boundaries. | 2.4.4                 |
| 13                     | <b>Objective 13: <u>Historic and Archaeological Resources</u></b><br>The Port will help achieve conservation of historic and archaeological resources.   | 1.9                   |
| 13.1                   | <b>Policy 13.1 <u>Historical and Archeological Artifacts</u></b><br>The Port shall notify the appropriate state and local governmental agencies in the event of <del>discovery of</del> historical and archeological artifacts <b>are discovered</b> during the course of dredging and construction activities undertaken by the Port.   | 1.9.1                 |
| 13.2                   | <b>Policy 13.2 <u>Cultural Resource Surveys</u></b><br>As part of the permitting process, the Port will conduct cultural resource surveys of undisturbed bay bottom areas prior to Port expansion into those areas, as required through project-specific coordination with the Florida State Historic Preservation Officer. The Port will coordinate with the United States Army Corps of Engineers to ensure that such surveys are conducted for expansion of the federal harbor, as required through project specific coordination with the Florida State Historic Preservation Officer.   | 1.9.2                 |
| 14                     | <b>Objective 14: <u>Financial Planning</u></b><br>The Port will schedule and prioritize necessary studies, improvements, acquisitions and leases in its capital <b>improvement</b> plan to ensure that   | 5.1                   |

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|                        | adequate revenue sources exist to support studies, improvements and expansions.  |                       |
| 14.1                   | <b>Policy 14.1 Capital Improvement Plan</b><br>The Port will adopt annually a balanced annual budget which includes a five-year capital improvement plan.  | 5.1.1                 |
| 14.2                   | <b>Policy 14.2 Inclusion of Funding Sources in Capital Improvement Plan</b><br>The <u>Port</u> capital improvement plan will include funding sources <u>in its capital improvement plan</u> for required infrastructure to support funded development and redevelopment.   | 5.2.1                 |
| 15                     | <b>Objective 15: Prioritization of Water-Dependent Uses</b><br>As a deepwater port facility, the Port of Palm Beach is a water-dependent facility which must have immediate intermodal access to deep water and to upland modes of transportation. Port uses will be priority uses along the waterfront and will take precedence over other land uses that are not port-related and which have a weaker relationship to the water, or which conflict with port uses due to public safety or security issues. | 1.2                   |
| 15.1                   | <b>Policy 15.1 Water-Dependent Facilities</b><br><u>The Port has established t</u> The following land use priorities are established:<br><ul style="list-style-type: none"> <li>• Port facilities as defined by Section 315.02(6) Florida Statutes and,</li> <li>• Other water-dependent facilities.</li> </ul> Uses which are not port-related or water-dependent are not priority uses for the waterfront area in the port vicinity.   | 1.2.1 and 1.2.2       |
|                        | <b>Policy 15.2 Public Access</b><br><u>The Port shall control p</u> Public access and water-oriented recreation activities within the Port and immediate wharf area <del>shall be prohibited in the interest of</del> <u>so as to ensure</u> public safety and security.   | 3.1.3                 |
| 16                     | <b>Objective 16: Hurricane Plan and Post-Disaster Redevelopment</b><br>The Port will coordinate hurricane planning and evacuation needs with federal and local agencies and will provide for post-disaster recovery redevelopment in the event of a catastrophic event.  | 3.4                   |
| 16.1                   | <b>Policy 16.1 Annual Updating of Hurricane Plan</b><br>The Port of <del>Palm Beach</del> will maintain and annually update its hurricane plan in coordination with the United States Coast Guard regarding hurricane preparedness, procedures, and evacuation policies.   | 3.4.1                 |

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| 16.2                   | <b>Policy 16.2 <u>Post-Disaster Activities</u></b><br>In the event of damage or disaster, the Port of Palm Beach will <b>repair</b> , redevelop, and improve its facilities. The Port will ensure that all new development meets or exceeds applicable coastal construction standards. Further, redevelopment will focus on restoration of maritime activities as a priority redevelopment activity.   | 3.4.2                 |
| 17                     | <b>Objective 17: Integration with Transit</b><br>The Port will improve transit options for Port and Port-related employees in the short and long term.   | 4.2                   |
| 17.1                   | <b>Policy 17.1 <u>Transit Coordinator</u></b><br>The Port will continue to assign transit coordination responsibilities to an existing employee. The Port's Transit Coordinator will meet with South Florida Commuter Services and/or similar organizations to assess existing services and determine if additional services, through Palm Tran or others, would be appropriate, and also to determine a method for better education of Port and Port-related employees about transit options. The Port will continue coordination efforts throughout the planning period. | 4.2.1                 |
| 17.2                   | <b>Policy 17.2 <u>Tri-Rail Station and Other Regional Transit Projects</u></b><br>The Port will participate in discussions with Palm Beach County and the South Florida Regional Transportation Authority regarding the proposed Tri-Rail station in the City of Riviera Beach as well other regional transit projects with relevance to the Port or Port-related employees.   | 4.2.2                 |
| 18                     | <b>Objective 18: Catalyst for Economic Growth and Development</b><br>The Port of Palm Beach will be a catalyst <del>to</del> <b>for</b> the economic growth and development of Palm Beach County and the State of Florida.   | 4.3                   |
| 18.1                   | <b>Policy 18.1 <u>Jurisdictional Standards Compliance</u></b><br>The Port will be subject to the standards of entities having jurisdiction within the boundaries of the Port property, <del>located on Lake Worth Harbour bounded by Old Dixie, 10<sup>th</sup> Street, 11<sup>th</sup> Street and 59<sup>th</sup> Street.</del>   | 4.3.1                 |
| 18.1.1                 | <b>Policy 18.1.1 <u>Infrastructure Adequacy for Demand</u></b><br>The Port will endeavor <del>to and</del> to the extent required by law, <del>shall to</del> maintain procedures to coordinate with other agencies that are providing services to the port <b>Port</b> to ensure that infrastructure will be available coincident with the demands created by development or redevelopment.   | 4.3.2                 |
| 18.1.2                 | <b>Policy 18.1.2 <u>Capital Improvement Plan</u></b><br>The Port shall <del>will</del> maintain a <b>five-year</b> capital improvement program <b>plan</b> (CIP), <b>update the CIP and CIB each year by dropping the first year and adding a 6<sup>th</sup> sixth year with new or readjusting-rescheduled</b>  | 5.1.2                 |

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|                 | <p><del>events/projects, and submit the updated CIP to the local government annually.</del></p> <p><del>and a capital improvements budget (CIB). The CIP is a ranking of proposed capital projects scheduled for a five-year period. The CIB is the budget document showing those projects that are intended to be funded over a five-year period. All projects in the CIB must be in the CIP. A project in the CIP may not necessarily be included in the CIB.</del></p> |                |
| 18.1.3          | <p><b>Policy 18.1.3</b><br/> <del>The Port will update the CIP and CIB each year by dropping the first year and adding a 6<sup>th</sup> <u>sixth</u> year with new projects or readjusting scheduled events/projects</del> <b><u>and will submit the updated CIP to the local government annually.</u></b></p>  | 5.1.3          |
| 18.1.4          | <p><b>Policy 18.1.4 Efforts to Secure Grants and Share Expenses</b><br/> The Port will continue its efforts to secure grants and/or share expenses with other governmental agencies, <b><u>and/or Port tenants, and/or other third-party entities</u></b> in developing the Port.</p>   | 5.2.2          |
| 18.2            | <p><b>Policy 18.2 Coordination of Planning Activities</b><br/> The Port will endeavor to coordinate planning activities with other governmental agencies <b><u>including:</u></b></p>   | 4.3.3          |
|                 | <p><b>Policy 18.2.1</b><br/> <del>The Port will endeavor to coordinate</del> <b><u>Coordination</u></b> with existing resource protection plans such as resource planning and management plans, aquatic preserve management plans, and estuarine sanctuary plans.</p>   | 4.3.3          |
| 18.2.2          | <p><b>Policy 18.2.2</b><br/> <del>The Port will endeavor to resolve</del> <b><u>Resolution</u></b> of <b><u>any</u></b> inconsistencies between the local government comprehensive plan (Palm Beach County) and the Port of Palm Beach Master Plan through the dispute resolution process, as provided under Section 186.509, F.S where appropriate.</p>  | 4.3.3          |
| 18.2.3          | <p><b>Policy 18.2.3</b><br/> <del>The Port will endeavor to coordinate</del> <b><u>Coordination</u></b> with other local governments to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, and reduce exposure to natural hazards.</p>   | 4.3.3          |
| 18.2.4          | <p><b>Policy 18.2.4</b><br/> The Port's Board <b><u>Commission</u></b> or their Designee shall be responsible for ensuring the effective governmental coordination of matters within the Port</p>   | 4,3,4          |

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|                        | and shall coordinate with staff level personnel from Palm Beach County and each municipality within the county as appropriate to discuss matters of mutual concern.  |                       |
| 18.3                   | <b>Policy 18.3</b><br><del>Consistent with operation, safety, and federal, state and local security requirements, the port shall address the amount of public access to shorelines consistent with the Port's charter.</del> Combined with Policy 15.2   |                       |
|                        | <b>Objective 19: Hazard Mitigation</b>   |                       |
| 19                     | <b>Objective 19.1 <u>Natural Hazard Mitigation</u></b><br>The Port shall adopt and implement measures to mitigate hazards.   | 3.3                   |
| 19.1.1                 | <b>Policy 19.1.1 <u>Exposure Reduction Measures</u></b><br>The Port shall adopt, maintain and implement tariffs, regulations, and programs including building codes, floodplain regulations, beach and dune protection, stormwater management, sanitary sewer, and land use to reduce the exposure of human life and public and private property to natural hazards. | 3.3.1                 |
| 19.1.2                 | <b>Policy 19.1.2 <u>Hazard Mitigation Reports</u></b><br>The Port shall consider and where appropriate incorporate the recommendations of the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports.   | 3.3.2                 |
|                        |  |                       |