AN UPDATE ON URBAN WATERFRONT MANAGEMENT IN FLORIDA

COASTAL ZONE
INFORMATION CENTER

February 1986
Florida Department of Community Affairs

AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

AN UPDATE ON URBAN WATERFRONT MANAGEMENT IN FLORIDA

TABLE OF CONTENTS

INTRODUCTION

OVERVIEW OF PLANNING LEGISLATION

- State Comprehensive Plan
- State Land Development Plan
- Comprehensive Regional Policy Plans
- Critical Areas
- Deepwater Port Master Plan
- Substate District Committee
- Local Government Comprehensive Planning and Land Development Regulations Act
- Existing Coastal Management Programs

IMPLEMENTATION OF RECENT LEGISLATION

- The Land Use Element
- The Coastal Management Element
- Integrating Elements in Waterfront Management

FUNDING MECHANISMS

- Water Quality Management
- Park Acquisition and Development
- Regulations of Harbor Maintenance
- Community Development
- Historic Preservation

AREA SPECIFIC IMPLEMENTATION EFFORTS

- Jacksonville
- Pensacola
- Tampa/St. Petersburg
- Fort Lauderdale
- Miami Beach

APPENDICES

HT 168 .F55 F6 1986 c.2

US Department of Commerce
NOAA Coastal Services Center Library
Charleston, SC

INTRODUCTION

Interest in urban waterfront development on the part of coastal communities continues to grow. The Florida Coastal Management Program Environmental Impact Statement (1981) acknowledeges this fact in its discussion of urban waterfront issues. The Program states among several recommendations that it will

> encourage redevelopment and revitalization of urban waterfronts for recreation, access, increasing the utilization of urban land, and economic development.

The increased interest is attributable to the widely recognized economic potential of waterfronts. As a result, waterfronts have become an area of intense competition among different land uses. Existing waterfront uses have to be accommodated as redevelopment expands.

The state has now a strong role in encouraging watefront development that is in the public interest. The State Comprehensive Plan and the State Land Development Plan formulate goals, policies, objectives, and standards for land development. This update examines the direction these plans give relevant to urban waterfront management.

Florida's unique situation first is illustrated through a discussion of the relationship between the State Comprehensive Plan, the State Land Development Plan, the Comprehensive Regional Policy Plans, and local comprehensive plans. Next, the implementation of these new programs along with existing coastal

programs is discussed. A broad range of funding mechanisms to support these programs are then described. Finally implementation efforts in Florida are depicted in specific areas around the state. Major cities are discussed in terms of recent activities they are undertaking toward waterfront redevelopment.

The State Comprehensive Plan

The need has been demonstrated for an integrated, statewide planning system to ensure the coordinated administration of government policies at all levels. The State Comprehensive Plan has been designed to provide the direction to accomplish this in order to guide responsibly Florida's growth.

To address this issue of growth, the Florida Legislature passed laws in 1984 and 1985 that create an integrated state, regional and local planning framework. The State and Regional Planning Act, Chapter 186, Florida Statutes, directs special emphasis to three areas: "land use, water resources, and transportation system development." [Section 186.007(4).] The Act requires the Department of Community Affairs ("DCA"), the state resource planning agency, to prepare the state land development plan ("SLDP"). The SLDP will provide guidance for use by all state agencies as they develop their agency functional plans; it will provide a policy framework that will be further defined by regional planning councils in Comprehensive Regional Policy Plans; and it will serve as a model to local governments. The SLDP will also be applied in specific local decisions dealing with regional and state impacts under Chapter 380, Florida Statutes. The SLDP, the State Water Use Plan and the Florida Transportation Plan will be reviewed by the Executive Office of the Governor, to integrate these plans and implement the growth management portion of the State Comprehensive Plan.

It is important to discuss the role of local governments within the state's overall planning framework. While the Local Government Comprehensive Planning Act of 1975 Chapter 163, F.S., required counties and municipalities to meet state guidelines when preparing comprehensive plans, it limited state enforcement to review and comment procedures. This lack of statutory review power often created a gap between local and state planning standards, particularly with respect to coastal zone protection. For this reason Chapter 163 was omitted from the state's approved Coastal Management Program.

This section examines each level of the comprehensive planning process that stems from the State Comprehensive Plan. Each level of government, state, regional, and local, is discussed in terms of how its programs address or could address urban waterfront issues.

Since the state is characterized by abundant coastal and inland waterways, many of the State Comprehensive Plan's goals address urban waterfront management issues. The goals are intended to be applied in concert with other goals stated in the State Comprehensive Plan. Those goals most germane to urban waterfronts are:

public safety
> . . . protect the public by ... protecting lives and property from natural and manmade disasters

water resources
> . . . maintain the functions of natural systems and the overall present level of ... water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards

coastal and marine resources

> . . . ensure that development and marine resource use and beach access improvements ... do not endanger public safety or important natural resources. Florida shall, through acquisition access improvements, make available to the state's population additional beaches and marine environment, consistent with sound environmental planning

natural systems and recreational lands

> . . . protect ... or restore natural systems to a functional condition.

property rights

> . . . protect private property rights and recognize the existence of legitimate and often competing public and private interests in land use regulations and other government action.

land use

> . . . development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity...

transportation

> . . . direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.

economy

> . . . promote an economic climate which provides economic stability, maximizes job opportunities...

tourism

> . . . attract at least 55 million tourists annually by 1995 and support efforts by all areas of the state wishing to develop or expand tourist-related economies.

Those policies pertinent to urban water fronts are listed in Appendix A.

State Land Development Plan

In order to implement the State Comprehensive Plan's policies within state government, the 1984 legislation also required development of agency functional plans by all state agencies.

Two specific plans being prepared, which provide direction for subsequent agency functional plans are the State Land Development Plan by the Department of Community Affairs (DCA) and the State Water Use Plan by the Department of Environmental Regulation (DER). Eventually the Florida Transportation Plan will be submitted by the Florida Department of Transportation as an additional portion of the State Comprehensive Plan's growth management element.

A procedure for these plans' preparation currently being developed by the Governor's Office groups State Comprehensive Plan groups policies into "clusters" based on more specific concerns than the original 25 goals. Those policy clusters which generally relate to urban waterfront are shown in Appendix B. Examples of the relationship between the above policy clusters to be used in developing agency functional plans and the policies related to waterfront management are shown in Appendix C.

The State Land Development Plan contains several policy clusters which relate to urban waterfront development. These clusters state at least one operating policy that addresses the special attributes of of urban waterfronts.

Protection of Coastal Resources

> Priority should be given to water dependent activities such as ports, marinas, fishing and recreational and commercial fishing industry over non-water dependent activities such as intensive urban, residential and non-water-related industry and commerce.
>
> In the planning, development and redevelopment of shoreline committed to urban use, emphasize water-related activities that enhance the utilization of the marine environment.

Land use plans must contain ample space to accommodate all reasonably expected demand for water dependent development.

Non-water dependent development should not be allowed in coastal and marine areas unless there is suitable ample space for any water dependent development that can be expected in the foreseeable future.

Protection of Marine Resources

Use a combination of regulation, acquisition and financial incentives to limit shoreline development that will adversely impact marine fisheries' habitat.

Balanced and Planned Development

Develop and propose legislation to implement the means to assemble parcels of land in urban and platted development areas in a manner that would encourage redevelopment and mixed land use.

Encourage use of flexible land use regulations, such as mixed use zoning, planned unit development ordinances, and performance zoning, as alternatives to traditional fixed use zoning regulations.

Utilize land development review procedures that (1) encourage mixed land uses; (2) encourage the appropriate use of rural resources; and (3) ensure that necessary public facilities are equitably provided concurrent with the stages of development.

In preparation for the waterfront management element of the State Land Development Plan, DCA has prepared some preliminary definitions, examples of water related uses, and policy guidelines. Water dependent means "any activity which requires direct access to a water body in order to accomplish its intended purpose". Water enhanced refers to an activity which provides the user with increased benefits as a result of proximity to a water body.

Water dependent uses fall into five main categories: industrial, military, commercial, active recreational, and open

space/preservation. The first category includes fish processing facilities, desalinization plants, onshore oil and gas facilities, shipyards, and power plants. The second group includes Naval and Coast Guard bases, while the third encompasses commercial fishing and fish handling facilities, water taxis, marinas, ports, and marine research laboratories. The fourth includes fishing piers, boat ramps, public access ways, historic ships and water sports. The last category contains natural and landscaped areas such as riverfront greenbelts.

Water enhanced uses include a variety of commercial and residential uses. The first group includes restaurants, hotels, amusement parks, tourist activities and specialty shops. The second includes waterfront condominiums, townhouses and single family homes.

Although the draft State Water Use Plan being prepared by DER does not directly address urban waterfronts, several objectives and operating policies apply to sound management of urban waterfront resources. DER's discussion of stormwater run-off, wastewater, and hazardous wastes targets timelines by which restoration or contamination reduction should be accomplished in order to achieve or maintain specified levels of water quality. The State Water Use Plan could respond to the State Land Development Plan's coastal resource operating policy dealing with water dependent activities. DER could provide targets by which the water quality in the domain of urban waterfronts could be improved. This approach would treat

urban waterfronts as altered systems as opposed to natural systems, thereby setting forth an appropriate and attainable standard.

The Florida Transportation Plan likewise could incorporate specific attributes of urban waterfronts into its goals. An operating policy for public safety and access in coastal areas could specifically address how the rapid growth around urban waterfronts can be managed; how increased traffic could be accommodated; how a variety of transportation modes could be integrated; and how safe access for pedestrians, cyclists, motorists, and public transit passengers could be assured.

The Florida Transportation Plan, moreover, could address waterports under two different policy clusters in the SCP's public facilities element. 'Maximum use of existing public facilities' and 'planning for public facilities' would provide objectives and operating policies for water ports, which represent an enormous public investment.

Comprehensive Regional Policy Plans

Assuring consistency between state plans and those of the regional planning councils has been a major concern in drafting the rules for developing comprehensive regional policy plans (CRRP). Because the plans will serve as a basis for Development of Regional Impact (DRI) review, it is essential for them to be consistent with the State Comprehensive Plan. To accomplish this goal, CRRP uses policy clusters to identify appropriate issues.

Each shall contain background information on regional

conditions and trends as they relate to regional issues, regional goals and policies, with an explanation of each goal's significance, and a statement of measurable standards for implementing the plan.

The CRRP's will be reviewed by the Governor's Office and other state agencies and evaluated for consistency with State Comprehensive Plan policies. The Executive Office of the Governor would report the results of state and local agencies' review to the regional planning council. The council would have the right to appeal to the Governor and Cabinet. The adopted plans will influence the application of State comprehensive planning as well as agency functional plans within each region, pursuant to Section 186.507, F.S.

Current urban waterfront problems with which regional planning councils shall be dealing include traffic expansion, environmental quality, and accessible ancillary facilities. The policy clusters in a CRRP could provide direction in how passenger and cargo growth could be managed to minimize congestion and improve accessibility at ports; how environmental concerns in a bay or estuarine system could be controlled; and how hotels, restaurants, specialty retail, entertainment, and cultural facilities along the waterfront could be expanded to serve the region's needs.

Land and Water Management

Recent revisions to Chapter 380 are an appropriate extension

of the CRRP process. Of greatest significance to urban waterfronts is the required consistency of DRI review with the OCRM funded marina siting plan prepared by DNR, pursuant to section 380.0651, F.S. This will require improved intergovernmental coordination.

In addition, guidelines and standards have been established for the D.R.I. review. Section 380.06 sets two fixed thresholds. Between is a realm where discretion is used. The thresholds are fixed at the following:

a. A development that is at or below 80 percent of all numerical thresholds in the guidelines and standards shall not be required to undergo development-of-regional-impact review.

b. A development that is at or above 120 percent of any numerical threshold shall be required to undergo development-of-regional-impact review.

The realm of discretion contains two 'rebuttable presumptions.' Within this area a development may or may not be required to undergo a development-of-regional-impact review.

a. It shall be presumed that a development that is between 80 and 100 percent of a numerical threshold shall not be required to undergo development-of-regional-impact review.

b. It shall be presumed that a development that is at 100 percent or between 100 and 120 percent of a numerical threshold shall be required to undergo development-of-reginal-impact review.

Those thresholds which pertain to urban waterfront management include number of parking spaces, industrial development area, wet/dry storage, number of dwelling units, hotel/motel units, recreational vehicle parks open space allotment, level of traffic generated, buffer, and special protection areas. A copy of specific figures is attached in Appendix D.

The Deepwater Port Master Plan

Because of the regional significance of deepwater ports the required master plan prepared by each deepwater port listed in Section 403.021(9), F.S. is another relevant component of the CRRP process. The Master Plan must address existing facilities, proposed port expansions, and any other applicable requirements of the element. An incentive to prepare a port master plan is provided by the exemption of certain port improvements from state review as a Development of Regional Impact when they are consistent with such a master plan. The criteria prepared by DCA must also assure that harbors which fall within more than one local jurisdiction (as well as bays and estuaries) are managed "in a consistent and coordinated manner" where those local governments are required to include a coastal management element in their plan.

Substate District Committee

The Legislature further expanded the opportunity for regional oversight benefical to urban water fronts when it recently created a committee consisting of sixteen members: twelve gubernatorial appointments and four legislative appointments. The term is to extend no longer than June 30, 1987. The Substate District Committee will "review the current systems of substate districts which are being used to divide the state for administrative, jurisdictional; planning, or other purposes," including such geographic boundaries as water management districts, regional

planning councils, and substate districts, regional planning councils, and substate districts of the executive departments. The Committee is also charged with reviewing "the process of designating geographic boundaries of the above districts, to determine the boundaries' appropriateness in terms of efficient service delivery, coordinated planning, and cooperative agency functioning.

This body has the potential of providing additional oversight of resource management of urban waterfronts. Its review could address the level of efficiency, coordination, and cooperation among the overlapping authorities managing the urban waterfronts. Overlapping authorities in the case of urban waterfronts could include municipal and county governments water management districts, port authorities, special service districts, and historical districts. Existing programs which serve a similar oversight function will be discussed later.

Local Government Comprehensive Planning And Land Development Regulations Act

Local regulation is the most direct influence upon waterfront development in Florida. In 1985, the Legislature significantly amended Chapter 163, revising the requirements for coastal, conservation, and land use elements and requiring improved coordination between elements. More importantly, the revised statute authorized the state land planning agency (DCA) to adopt by rule criteria for reviewing local plan consistency with state

concerns. The criteria are to be adopted by February 15, 1986.

Each county must submit its comprehensive plan to DCA before December 1, 1987; each coastal municipality before December 1, 1988, and each non-coastal municipality before December 1, 1989. If the plan or element is determined by the state as not in compliance with the adopted criteria, the Governor and Cabinet "may direct state agencies not to provide funds to increase the capacity of roads, bridges, and water and sewer systems for the non-complying local jurisdiction".

EXISTING COASTAL MANAGEMENT PROGRAMS

As described above, and illustrated in the attached flowchart, the comprehensive planning process can be a useful tool for waterfront communities. Planning techniques are even more effective in achieving waterfront preservation and redevelopment goals when they are combined with the financial assistance programs described in the section following the discussion of implementation.

Coastal management in Florida, like urban waterfront management, is a complex process involving all levels of government in implementing numerous statutes. This section will summarize the major state level coastal programs.

The State's Coastal Management Program is based on "Issues of Special focus" which were designed to provide future direction in three sub-areas: resource protection, coastal development and coastal storms. Resource protection issues deal with coral reefs, estuaries and barrier islands. Coastal development addresses

ports, and dredged material maintenance, siting of water-related facilities such as power plants and marinas, as well as fisheries and recreation. Coastal storm issues encompass shelter and evacuation needs. The specific state programs dealing with these issues are discussed in other subsections of this report.

The Office of Coastal Management in DER administers Florida's coastal management program, which is divided into four activity areas: 1) regulation of commercial navigation system maintenance dredging and disposal; 2) review of federal activities for consistency with the approved coastal program; 3) interagency coordination through the Interagency Advisory Committee (IAC), Interagency Management Committee (IMC), and Citizens Advisory Committee (CAC); and 4) supervision of OCRM-funded projects at the state, regional and local levels.

Another component of the state's Coastal Management Program is the Areas of Special Management, which include Aquatic Preserves, the State Wilderness System, Conservation and Recreation Lands as well as Areas of Critical State Concern. Programs specifically addressing coastal construction, beach erosion, coastal barriers, wetland and shoreline protection, critical areas, and wildlife management are described in Appendix E.

IMPLEMENTATION OF RECENT LEGISLATION

To implement the new revisions to Section 163, F.S. additional positions have been created in the DCA. This staff is responsible for preparing the criteria and providing technical assistance to local governments in the form of model ordinances and public information activities. A discussion of how the new requirements mesh with urban waterfronts follows.

The Land Use Element

The land use element must now contain a map indicating natural features including wetlands, rivers, bays, lakes, floodplains, and harbors, beaches and shores, including estuarine systems, and existing and planned waterwells. Similarly, the coastal management element must contain a land use and inventory map to include:

- Existing coastal uses
- Wildlife habitat
- Wetland and other vegetative communities
- Areas subject to coastal flooding
- Public access routes to beach and shore resources
- Historic preservation areas
- Other areas of special concern to local government

These maps should improve coordination between land use regulation and coastal management activities. Another requirement which will further link these planning efforts is the analysis of the impact of the future land use plan element on coastal resources. This analysis must consider the environmental,

socioeconomic, and fiscal impacts of such development as well as related infrastructure needs.

The Coastal Management Element

The coastal management element must also be based on "studies, surveys, and data and be consistent with coastal resource plans prepared and adopted pursuant to general or special law". In addition to the above map; redevelopment and hazard mitigation requirements are described later in Appendix E under Coastal Barriers. The element must also include a "shoreline use component" which identifies public beach access and "addresses the need for water-dependent and water-related facilities including marinas along shoreline areas." This will be coordinated with the recreation element, which must also provide an inventory of beach access.

The following requirements for local comprehensive plans' coastal management elements apply to coastal barriers statewide:

1) Designation of high hazard coastal areas subject to destruction or severe damage by natural disasters;

2) Analysis of the impacts of proposed development and required infrastructure on the natural and historical resources of the coast and the plans and principles to be used to control development to eliminate or mitigate adverse impacts on barrier islands including beach and dune systems, wetlands, wildlife and other fragile resources;

3) Mapping of existing coastal resources and beach and shore access routes and other areas of special local concern;

4) Outlining of the principles for hazard mitigation and disaster protection and identification of techniques planned or adopted for such mitigation;

5) Outlining of the principles for beach and dune system protection and restoration; and

6) Outlining of the principles to be used to eliminate unsafe and inappropriate coastal development.

The 1985 Legislature's revision of Chapter 163, F.S., giving DCA statutory authority to review local comprehensive plans based on legislatively adopted criteria makes this statute potentially eligible for inclusion in the state's Coastal Management Program.

Integrating Elements in Waterfront Management

The coastal, conservation and land use elements have the most direct relationship to urban waterfronts. Those which relate indirectly include the traffic circulation element, which must include bicycle and pedestrian ways, that may be located along the water's edge, and the capital improvements element, which must consider the need for and siting of public facilities. The intergovernmental coordination element should also encourage coordinated waterfront planning along water bodies that do not usually coincide with local jurisdictions. Finally, optional historic and scenic preservation and safety elements also relate to specific waterfront issues.

Local governments interested in effective waterfront management could use the comprehensive planning process to achieve this goal in the following ways:

1) The land use map can be used to depict waterfronts as areas of special concern, subject to special ordinances such as setbacks, sign controls, pervious surface area requirements and landscaping codes.

2) The capital improvements plan can include a list of capital improvements specifically oriented toward the waterfront, such as marine stadiums, municipal marinas, boat ramps, and fishing piers.

3) The historic preservation plan and land use plan can include methods of preserving historic waterfront sites. Local governments can do this by determining ways to reuse historic buildings rather than build new facilities whenever it is cost-effective to do so and by providing density bonuses or other incentives for preservation.

4) The traffic circulation element, in conjunction with capital improvements, land use, conservation and open space/recreation, could be used to establish a greenbelt system along the waterfront.

5) The recreation element can be used to project future needs for boat ramps, public marinas, fishing piers, beach accessways, and beach parking to be coordinated with traffic circulation and capital improvements.

6) The conservation element in conjunction with recreation, land use and capital improvements can be used to indicate where sensitive land and water resources - particularly wetlands and rivers - need to be protected through acquisition, various incentives and regulatory programs.

7) The coastal management element, in conjunction with the capital improvements and land use elements, can be used to restrict development and redevelopment of hazardous waterfront areas, including construction of public facilities.

8) The intergovernmental coordination element can be used to coordinate each local government's plans for a water body within various jurisdictions.

The effectiveness of these elements' implementation will also depend on the adoption and enforcement of strict local land development regulations. The 1985 act also requires local governments, within one year of submission of the required plan, "to adopt or amend and enforce land development regulations that are consistent with and implement their adopted comprehensive plan". Minimum requirements for the above regulations are spelled out in the law.

The law encourages use of innovative land development regulations, including: transfer of development rights, impact fees, performance zoning and clustered development. It also requires local governments to combine all development regulations into a single code. Finally, DCA is authorized by the law to adopt criteria for review of the above regulations by February 15, 1987, for approval by the Legislature.

FUNDING MECHANISMS FOR WATERFRONT MANAGEMENT

Waterfront cities in Florida can use several goverment assistance programs at the federal, state, and local levels to encourage waterfront management and development. These programs can be categorized in terms of their functions. The following are functions of urban waterfront programs: water quality management, park acquisition and development, regulation of harbor maintenance, community development, and historic preservation.

Water Quality Management

Among DER's several resource protection functions, two are related to wastewater treatment: 1) permitting and enforcement of treatment plant operations and 2) funding the planning and construction of plants.

To obtain a DER permit, each plant must meet not only minimum standards for treatment, but also water quality discharge limits. The two aspects of the agency's wastewater regulatory program consist of monitoring plants for compliance with state standards and certifying plant operators by training and examinations.

The agency also administers funding for planning, design and construction of sewage treatment plants using funds available under the federal Clean Water Act. Communities meeting the department's priority guidelines are eligible for 75 percent federal funding. The remaining 25 percent must be provided by the local government, although a state loan program is available.

An extra 10 percent funding is also available from the state for communities that use innovative wastewater treatment techniques.

Park Acquisition and Development

The Florida Department of Natural Resources (DNR) is authorized by Florida Statutes (Chapters 258, 259, and 375) to prepare a statewide outdoor recreation plan, acquire lands for conservation and recreation, and to develop recreational facilities at the state and local levels. The DNR funds its own recreation planning staff, and provides limited technical assistance for waterfront park planning. Such assistance consists of disseminating examples of various communities' waterfront recreational facilities such as boat ramps to interested local governments.

Florida is one of the nation's leaders in purchasing recreational lands. Funding sources for open space include the Conservation and Recreation Lands (CARL) program, which replaced the Environmentally Endangered Lands program, the Save Our Coast and Save Our Rivers programs. The CARL program, funded by a severance tax on mineral extraction such as phosphate mining, annually purchases thousands of acres of wetlands and waterfront lands. Save Our Coasts, funded by a $200 million bond issue, concentrates on purchasing sensitive beachfront properties threatened by urban development. A recent priority list for CARL and Save Our Coasts is attached in Appendix G.

One of the newest sources of funds for waterfront lands in rapidly growing areas, the Save Our Rivers program was authorized

by Section 373.59, Florida Statutes. This legislation authorized the state's five water management districts to acquire lands along major river corridors for recreational purposes using a state matching contribution. The law also required preparation of five year acquisition plans by each of the districts.

Several sources are also available to communities for construction of park facilities. The federal Land and Water Conservation Fund, administered by DNR, is a 50-50 federal/local matching grant program which can be used for acquisition or development of outdoor recreation sites. Due to budget constraints, the fund is more frequently used for development. Applicants may apply for up to $500,000 or 10 percent of the annual state allotment, whichever is greater, each submission period. Waterfront projects funded in the past under this program have included boat launching sites in Clearwater and St. Petersburg, beach park improvements in Citrus and Brevard Counties, and a nature park along the Intracoastal Waterway in Hollywood.

Two other DNR administered programs which can be used by counties and cities to fund waterfront park development are the Florida Recreation Development Assistance Program (FRDAP) and the Florida Boating Improvement Program (FBIP). FRDAP encourages development of resource-based facilities such as beach accessways and fishing piers rather than user-oriented areas such as ballfields and swimming pools. The program provides two state dollars for every local dollar requested to finance resource-based facilities, and one state to two local dollars for user oriented or a mixture of both types of facilities. Grant funds, limited to $250,000 per

applicant, are ranked by the department and awarded by the Governor and Cabinet. The procedures for FRDAP and Land and Water Conservation are authorized by Florida Statutes, Chapters 370 and 375.

One strictly waterfront park program is the Florida Boating Improvement Program (FBIP). This program returns a portion of the state's motorboat license fees to each county to finance recreational channel marking, public launching and other boating related facilities. Although only counties are eligible to apply, some counties allow cities to apply for these funds through them, while others limit the fund's use to county projects.

FBIP funds may be used to match either FRDAP or Land and Water Conservation Fund grants. Both FRDAP and FBIP require project completion within two years, while Land and Water allows two years after the fiscal year in which the project was approved. Larger FBIP projects must be phased in and opened to the public in two year phases. Projects funded in the past have included boat ramps, waterway signs, navigational channel marking, dredging from public boating facilities to navigable channels and support facilities at boat ramps, such as restrooms and utilities.

A companion program pursuant to Chapter 376 (Rule 16Q-22) is the Spoil Site Acquisition and Improvement Program, administered by DNR. This program is funded by the interest accrued on the Florida Coastal Protection Trust Fund, derived from taxes on shipment of petroleum and other potentially hazardous shipped materials. Pursuant to the program criteria, only publicly maintained projects for which navigation is the primary purpose

are eligible. The list of eligible applicants includes twelve commercial ports specified in the above statute and rule.

Applicants can request up to a 50 percent matching grant from the state. To receive funds for spoil site acquisition, the applicant must deed the property to the state's Board of Trustees of the Internal Improvement Trust Fund upon purchase. Improvements such as pumping facilities, dikes and weirs are also eligible for funds.

Projects are ranked by a DNR-appointed Advisory Committee. The committee makes recommendations to the agency's Executive Director and recommends rule revisions. Applicants must be permittable by DER and must submit a Spoil Site Management plan for approval by the Committee as well as the Governor and Cabinet, sitting as the Board of Trustees. This program is administered by DNR's Division of Resource Management in cooperation with DER. The application form and management plan outline are attached in Appendix H.

Regulation of Harbor Maintenance

Throughout the post war period, Florida has sought to maintain a balance between increasing demands for commercial shipping and sensitive coastal ecosystems. Chapter 315, Florida Statutes, set up a mechanism for financing port construction, while Chapters 253, 376, and 403 authorized state agencies to protect water quality and public use of state owned submerged lands. In accordance with DER's responsibilities for managing water quality, the department administers a long term permitting program for deepwater port maintenance dredging and disposal. Chapter 17-45, Florida

Administrative Code, establishes standards and criteria intended to enable ports to conduct maintenance dredging in an environmentally sound yet efficient manner.

Applicants must provide data on the composition of dredged materials as well as how such spoil will be managed. This program implements Chapters 253 and 403, Florida Statutes. In federal fiscal year 86, DER will use OCRM funds to apply the knowledge derived from its deepwater ports regulatory program to conduct an applied estuarine management project.

Community Development

The following subsection describes some available funding sources for development and redevelopment.

URBAN DEVELOPMENT ACTION GRANTS (UDAG)

This federal program was designed to stimulate private investment in cities and urban counties in need of economic recovery. Such funds were intended to carry out joint ventures between the public and private sectors. Examples of such projects include clearance, provision of infrastructure, and construction of mixed use developments. UDAG financing may be used as loans, interest subsidy or other types of financing required to facilitate urban development. The minimum private sector contribution is $2.50 of private funds for each UDAG dollar requested.

Selection criteria include the extent of permanent job creation, probability of completion within four years with the funds provided, degree of minority business participation, ratio of private funds to be generated, and various economic distress

indices such as unemployment rates. Applicants must also show results in providing housing and employment opportunities for low and moderate income persons and minority groups. Smaller cities (under 50,000 population), and communities with extremely distressed areas "Pockets of Poverty" may also qualify under certain circumstances.

Several waterfront communities in Florida have received UDAG funds including the restoration of the Pier House Hotel, in Key West; the renovation of a historic train station and hotel construction in Pensacola, the world trade center development in Miami. Program procedures are explained in greater detail in 24 CFR Part 570, Rules and Regulations of the U.S. Department of Housing and Urban Development (Federal Register Vol. 47, No. 36).

TAX INCREMENT FINANCING

In response to declining federal funding for urban redevelopment, Florida joined other states in 1977 by authorizing local agencies to use tax increment financing for urban redevelopment. Chapter 163, F.S., enables local governments to issue revenue bonds secured by an anticipated increase in the assesed value of a targeted area. This technique uses the additional ad valorem taxes generated by a redevelopment area to offset the costs of improving the area. Revenues generated by the project area after adoption of a redevelopment plan are deposited in a special trust fund to later repay the bond holders.

Tax increment financing is considered a valuable tool for several reasons. First, it provides an upfront funding source

without the delay associated with applying for other government assistance. Second, because it relies solely on local sources it maintains local autonomy and discretion.

Disadvantages which require upfront consideration include an over emphasis on economic considerations to the detriment of social needs. Thus, in the rush to generate property tax revenues an agency might be inclined to build high income housing rather than to serve the needs of low and moderate income residents. Planning of mixed uses including affordable housing can eliminate this problem.

Another criticism is the displacement of tax revenues which would otherwise be used to provide public services throughout the city. Although little data exists to support or dispute this claim, experience in several cities indicates that the costs of providing services to a depressed area are higher. Thus redevelopment may reduce the costs of servicing the project area in the long run.

COMMUNITY DEVELOPMENT BLOCK GRANTS

This federal program administered by the Department of Housing and Urban Development funds a variety of urban redevelopment activities designed to benefit low and moderate income people, to eliminate blight, or make urgent improvements. The entitlements program funds such projects in counties over 200,000 and cities over 50,000 (cities under 50,000 if the central city of an SMSA). The Small Cities Program awards grants on a competitive basis for special projects by counties under 200,000 and cities under 50,000.

ECONOMIC DEVELOPMENT GRANTS

The U.S. Economic Development Administration provides several types of grants including economic adjustment, public works, business development and economic development planning. Adjustment grants are awarded to local governments and nonprofit organizations to overcome sudden or long-term economic dislocation. A 25 percent local match is required.

Public works grants are designed to fund construction of public facilities serving mainly businesses in areas with high unemployment. A 25 to 50 percent local match is required.

Business development loans can be used by local governments, nonprofit groups or private businesses to finance industrial or commercial facilities. Economic development planning grants can be used to administer local economic planning efforts.

ECONOMIC DEVELOPMENT TAX INCENTIVES

Section 220.183, F.S., the Community Improvement Act of 1980, created a procedure for designating economically distressed areas (generally central cities) as "enterprise zones." Amendments to the act adopted in 1984 authorize tax credits for businesses that create new jobs or fill a position which has been vacant for more than one year with a resident of an enterprise zone.

To qualify for designation as enterprise zones, local governments or nonprofit organizations must have passed a resolution designating such zones before July 1, 1984. No new enterprise zones may now be designated. The existing 136 areas will be reduced to 20 enterprise zones by December 31, 1986.

The Department of Community Affairs' Bureau of Community Assistance administers this program. The enclosed City of Jacksonville Beach's eligibility letter, along with maps of the city's enterprise zones and a local resolution, illustrate how the program applies to a specific waterfront community. Also enclosed is a list of DCA approved enterprise zones and contact persons throughout the state.

Historic Preservation

Florida's waterfront areas were the first parts of the state to be settled largely because waterways provided the most direct access. As a result, the majority of the state's historical and archaeological sites are located in coastal counties. The main program which inventories and encourages preservation of such sites is the National Register of Historic Places, administered by the Florida Department of State's Division of Archives, History and Records Management.

The state presently has 469 individual properties listed on the National Register and thirty listed historic districts, including nearly 10,000 properties. Virtually every large waterfront community in the state, including Miami, Pensacola, Tampa, Key West, and Jacksonville, has one or more designated historic districts. These are listed in Appendix I.

The Department of State administers two federal programs pursuant to the Federal Historic Preservation Act of 1966 and one state program which can be used by various applicants to restore historic structures. The first, investment tax credits, is

restricted to rehabilitation of income-producing properties. Owners of property thirty years or older can receive a 15 percent tax credit for rehabilitation of such a structure, and properties 40 years or older are eligible for a 20 percent tax credit. Properties on the National Register if rehabilitated are eligible for a 25 percent tax credit. This program will be in effect through January 31, 1986. Final project review is conducted by the National Park Service in accordance with rehabilitation standards set by the U.S. Department of the Interior.

Another federal program which provides incentives for historic preservation is known as grants-in-aid. This program is available to anyone with property listed on the National Register. It provides grants on a 50-50 matching competitive basis. The applicant - whether a private individual, non-profit organization or government agency - must match each federal dollar one for one.

The State of Florida pursuant to Section 550.03, F.S., administers a similar grants-in-aid program using state funds to reimburse applicants. The same criteria used by the federal program to evaluate eligible properties' significance are used by the Department of State under this program. The main difference between federal and state programs is the type of applicant who is eligible.

Most of the available funding is provided by the state's general revenues; these monies can only be used to fund rehabilitation by non-profit organizations, state and local agencies - not profit-making enterprises. A small amount of revenues is generated by donations from legalized betting operations in accordance with

state law. These funds can be awarded to either public or private sector applicants.

AREA SPECIFIC IMPLEMENTATION EFFORTS

To determine the value of such programs to waterfront communities, an informal telephone survey of communities engaged in various phases of redevelopment was conducted during the week of August 19, 1985. In the context of Florida institutions, this study is best served by using Florida communities as case studies in urban waterfront management. Jacksonville, Pensacola, Tampa/St. Petersburg, Fort Lauderdale, and Miami Beach are relevant examples that explain how many of the state, regional, and local institutions work.

Jacksonville

The City of Jacksonville is actively involved in revitalizing its downtown, which extends along the north and south banks of the St. Johns River, using a variety of funding sources. Several major projects have either been constructed or are planned in the next two years, ranging from a Riverwalk and Convention Center (using tax increment financing) to the construction of a People Mover with a combination of federal, state and local dollars. A public/private partnership will utilize C.D. Block Grant funds to develop a festival retail marketplace. Economic development funds have been used to improve downtown area roadways, stimulating development in the vicinity.

Federal funds are being used to provide new ramps to and from a major bridge and state funds are being used for interstate highway improvements. Federal funds were also used to renourish Jacksonville area beaches, and additional dollars have been

requested from Congress to construct a municipal marina, to create a new turning basin at the Port of Jacksonville, to investigate the water quality of the St. Johns River, and to perform maintenance dredging of the Intracoastal Waterway.

Jacksonville was the first city in Florida to carry out a new DCA program - the Downtown Development of Regional Impact (DRI). By means of this program, a 230-acre area was designated as a basis for reviewing all development activities as one downtown redevelopment project, instead of reviewing each project individually. This streamlined development review process is now being used for a second project area: 660 acres along the South Bank of the St. Johns River.

Local funding is being used for the Riverwalk and to determine the feasibility of converting a shallow canal to a navigable waterway accessible to the Convention Center by means of water trains. Municipal bonds were used to finance a parking garage and industrial revenue bonds are being used to provide business loans.

The City's Downtown Redevelopment Agency, in accordance with Chapter 220, F.S., is using enterprise zones to encourage businesses to locate downtown. The agency also uses the Community Contribution Tax Credit, a 50 percent credit against state corporate income tax, as an incentive to development. The agency also uses redevelopment powers including condemnation, pursuant to Chapter 163, F.S., and negotiates with developers. They also act as the developer's agent in order to streamline the review process.

Pensacola

Traditionally, the jurisdiction of Pensacola's Community Redevelopment Agency has been limited to the downtown core. Based upon the success of various redevelopment efforts, however, the agency is considering expanding its project area to include surrounding residential areas in need of restoration. The subject areas are approximately 60-year old neighborhoods in need of some additional maintenance. To finance the needed improvements, the City is investigating the use of HUD funds for total residential rehabilitation.

Notable among the successful projects is Baylen Slip, an area which formerly consisted of decaying piers and commercial fish houses. The original plans were funded by the Coastal Zone Management program. The first of a two-phase redevelopment plan has already spurred further downtown development. Using revenues from a 1982 bond issue, the city bulkheaded the slip, installed a public walkway and has leased this city-owned land for condominium and marina development.

The next phase will include forty-eight more residential units. Forty-three slips have already been constructed and leased. The project will generate annual lease revenues as well as property tax dollars. The City is also planning to develop three City marinas, at already improved or sites under construction.

Redevelopment of the downtown has also been accomplished using CD monies and a special tax on downtown properties. These two revenue sources enabled store owners to renovate their businesses' facades within a three-block area known as Palafox Place.

Additional CD funds will be used to redevelop another area in the next two years.

Private construction has been encouraged by a variety of programs. First, the Hilton Hotel was constructed in conjunction with the restoration of a historic railroad terminal using UDAG funds. Second, the City Council has recently authorized the background research necessary to issue mortgage revenue bonds for adaptive reuse of the historically significant San Carlos Hotel as a residential structure. Twenty percent of the 250 units will consist of low and moderate income housing. At least one bond issue has been used to encourage several major private office parks to locate downtown. One additional funding source, tax increment financing, was authorized in March 1984. The City is investigating the feasibility of using such local sources to help finance low and moderate income housing by purchasing a suitable site. The feasibility of making port improvements is also being investigated.

Tampa/St. Petersburg

These two neighboring cities' approaches to waterfront redevelopment differ significantly. Tampa has experienced extensive privately financed development, and only limited public expenditures. Only one waterfront project - a convention center - was funded using tax increment financing. Restoration of the Ybor City Historic District, the former center of the area's cigar making industry, has been spurred by its designation as an enterprise zone pursuant to Chapter 220, F.S. Several of the

structures formerly used by the cigar manufacturers have been or are being restored and converted to retail uses and cultural facilities.

In contrast with this approach, the City of St. Petersburg is trying to develop a downtown waterfront redevelopment program for the municipal pier complex using tax increment and general fund dollars. Consultants to the City are also developing a more unified design for one of the state's only waterfront park systems. The consultants' report will recommend ways of establishing a consistent theme through the use of uniform paving and landscaping materials, and will identify possible funding sources, by 1986.

St. Petersburg is also trying to encourage preservation of the 1920's era Vinoy Hotel as well as to add to the municipal waterfront park system. To accomplish these goals, the City has agreed to exchange the city-owned Edgewater Hotel which is of interest to the Vinoy's developer, for another waterfront parcel. If the developer can arrange financing, the historic Vinoy will be restored.

One indication of the contrast between St. Petersburg and Tampa is the different attitudes toward a festival marketplace. In 1985, St. Petersburg voters defeated a referendum to develop a marketplace at the municipal pier. At the same time, the City of Tampa approved plans for a festival marketplace which opened in the Summer of 1985.

Fort Lauderdale

Because this city's downtown borders the New River, the

Downtown Development Authority is cosponsoring a one-year planning study to identify suitable land uses, including public improvements, for the riverfront. A team of consultants is studying the existing land uses and economic feasibility of future land uses as well as the potential for historic preservation in the area. The study has received the support of area landowners. It is being funded from general revenues, but the city eventually plans to use tax increment financing for redevelopment activities.

Miami Beach

Unlike other oceanfront resorts, Miami Beach has not been able to attract large scale redevelopment to its depressed southern tip. To help stimulate development, the City has undertaken a variety of projects ranging from expansion of the convention center (using a county resort tax) to a five-year 10.5-mile beach renourishment project and a new city beach park/promenade, both using federal, state and local funds. Several other projects are planned, including the use of CD monies for park and road improvements, improved drainage, landscaping and signage along one of the major roadways linking Miami Beach to the mainland, and use of 1984 bond issue revenues for other needed capital improvements.

South Pointe Park, a seventeen acre recreation area, was financed with city bond monies, metered parking revenues, and other local dollars, matched by a Land and Water Conservation Fund grant. Nearby, the proposed City marina will feature 400 wet slips and 264 dry racks, a Baywalk, shops, restaurants and recreation areas. A

private mixed use development with various residential uses, a hotel and health club have also been proposed for this vicinity.

Other funding sources being used include federal tax incentives and the use of CD loans for historic preservation. One private developer is renovating an Art Deco-style hotel into low and moderate income apartments using federal CD loan funds. The City's Police Department is also adapting the old City Hall, built in 1927, as part of a new justice center complex.

The above examples demonstrate that no one formula is suitable for every waterfront community. Each city must apply effective planning techniques within the state's overall planning framework to achieve its desired shoreline environment. The community must then identify suitable funding sources - both public and private - based upon the above assistance programs and the appropriate combination of planning and investment will result in successful waterfront management.

APPENDIX A

SELECTED STATE COMPREHENSIVE PLAN POLICIES

PUBLIC SAFETY

- Require local governments, in cooperation with regional and state agencies, to prepare advance plans for the safe evacuation of coastal residents.

- Require local governments, in cooperation with regional and state agencies, to adopt plans and policies to protect public and private property and human lives from the effect of natural disasters.

WATER RESOURCES

- Ensure that new development is compatible with existing local and regional water supplies.

- Establish minimum seasonal flows and levels for surface watercourse with primary consideration given to the protection of natural resources, especially marine, estuarine, and aquatic ecosystems.

- Protect aquifers from depletion and contamination through appropriate regulatory programs and through incentives.

- Protect surface and ground water quality and quantity in the state.

- Promote water conservation as an integral part of water management programs as well as the use and reuse of water of the lowest acceptable quality for the purposes intended.

- Eliminate the discharge of inadequately treated wastewater and stormwater runoff into the waters of the state.

- Identify and develop alternative methods of wastewater treatment, disposal, and reuse of wastewater to reduce degradation of water resources.

COASTAL AND MARINE RESOURCES

- Accelerate public acquisition of coastal and beachfront land where necessary to protect coastal and marine resources or to meet projected public demand.

- Ensure the public's right to reasonable access to beaches.

- Avoid the expenditure of state funds that subsidize development in high-hazard coastal areas.

- Protect coastal resources, marine resources and dune systems from the adverse effects of development.

- Develop and implement a comprehensive system of coordinated planning, management, and land acquisition to ensure the integrity and continued attractive image of coastal areas.

- Encourage land and water uses which are compatible with the protection of sensitive coastal resources.

- Protect and restore long-term productivity of marine fisheries habitat and other aquatic resources.

- Prohibit development and other activities which disturb coastal dune systems, and ensure and promote the restoration of coastal dune systems that are damaged.

- Give priority in marine development to water-dependent uses over other areas.

NATURAL SYSTEMS AND RECREATIONAL LANDS

- Conserve forests, wetlands, fish, marine life, and wildlife to maintain their environmental, economic, aesthetic, and recreational values.

- Acquire, retain, manage, and inventory public lands to provide recreation, conservation, and related public benefits.

- Prohibit the destruction of endangered species and protect their habitats.

- Establish an integrated regulatory program to assure the survival of endangered and threatened species within the state.

- Protect and restore the ecological functions of wetlands systems to ensure their long-term environmental, economic, and recreational value.

- Develop and implement a comprehensive planning, management, and acquisition program to ensure the integrity of Florida's river systems.

- Emphasize the acquisition and maintenance of ecologically intact systems in all land and water planning, management, and regulation.

- Expand state and local efforts to provide recreational opportunities to urban areas, including the development of activity-based parks.

- Protect and expand park systems throughout the state.

- Encourage the use of public and private financial and other resources for the development of recreational opportunities at the state and local levels.

PROPERTY RIGHTS

- Encourage acquisition of lands by state or local government in cases where regulation will severely limit practical use of real property.

LAND USE

- Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats.

- Enhance the liveability and character of urban areas through the encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

- Develop a system of intergovernmental negotiation for siting locally unpopular public and private land uses which considers the area of population served, the impact on land development patterns or important natural resources, and the cost-effectiveness of service delivery.

- Ensure the identification, evaluation and protection of archaeological folk heritage and historic resources properties of the state's diverse ethnic population.

- Encourage the rehabilitation and sensitive, adaptive use of historic properties through technical assistance and economic incentive programs.

- Ensure that historic resources are taken into consideration in the planning of all capital programs and projects at all levels of government, and that such programs and projects are carried out in a manner which recognizes the preservation of historic resources.

- Encourage and assist local governments in establishing comprehensive impact-review procedures to evaluate the effects of significant development activities in their jurisdiction.

- Consider, in land use planning and regulation, the impact of land use on water quality and quantity, the availability of land, water, and other natural resources to meet demands, and the potential for flooding.

PUBLIC FACILITIES

- Provide incentives for developing land in a way that maximizes the uses of existing public facilities.

- Promote rehabilitation and reuse of existing facilities, structures, and buildings as an alternative to new construction.

- Encourage development of gray-water systems to extend existing sewerage capacity.

CULTURAL AND HISTORICAL RESOURCES

- Promote and provide access throughout the state to performing arts, visual arts, and historic preservation and appreciation programs at a level commensurate with the state's economic development.

- Ensure the identification, evaluation and protection of archaeological folk heritage and historic resources properties of the state's diverse ethnic population.

- Encourage the rehabilitation and sensitive, adaptive use of historic properties through technical assistance and economic incentive programs.

- Ensure that historic resources are taken into consideration in the planning of all capital programs and projects at all levels of government, and that such programs and projects are carried out in a manner which recognizes the preservation of historic resources.

TRANSPORTATION

- Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts.

- Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth.

- Avoid transportation improvements which encourage or subsidize increased development in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodways, or productive marine areas.

THE ECONOMY

- Maintain, as one of the state's primary economic assets, the environment, including clean air and water, beaches, forests, historic landmarks, and agricultural and natural resources.

- Encourage the development of a business climate that provides opportunities for the growth and expansion of existing state industries, particularly those industries which are compatible with Florida's environment.

- Promote coordination among Florida's ports to increase their utlization.

TOURISM

- Acquire and manage public lands to offer visitors and residents increased outdoor experiences.

APPENDIX B

STATE COMPREHENSIVE PLAN POLICY CLUSTERS

WATER RESOURCES

Water Supply Protection
Water Resource Protection
Natural Systems Protection

COASTAL AND MARINE RESOURCES

Coastal Natural Resource Protection
Protection of Marine Resources
Public Safety and Access
Protection of Natural Systems
Protection of Endangered Species
Land Management and Use
Parks and Recreation

HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE

Solid Waste
Wastewater

LAND USE

Preserving Natural Resources
Quality of Life

PUBLIC FACILITIES

Planning for Public Facilities

CULTURAL AND HISTORICAL RESOURCES

Provide Access to Cultural and Historic Resources
Develop Additional Historical and Cultural Programs

TRANSPORTATION

Funding of Transportation
Transportation to Aid Growth Management

APPENDIX C

URBAN WATERFRONT SAMPLE POLICY CLUSTERS

CLUSTER	SAMPLE POLICIES
WATER RESOURCES: Natural Systems Protection	Ensure that new development is compatible with local and regional water supplies. Eliminate the discharge of inadequately treated wastewater and storm water runnoff into the waters of the state. Establish minimum seasonal flows and levels for surface water course with primary consideration given to the protection of natural resources, especially marine, estuarine, and aquatic ecosystems.
COASTAL AND MARINE RESOURCES: Public Safety/Access	Ensure the public's right to reasonable beach access. Avoid state subsidies of development in coastal high hazard areas.
Protect Endangered Species	Prohibit destruction of endangered species and protect their habitats. Establish an integrated regulatory program to assure survival of endangered and threatened species.

APPENDIX C

URBAN WATERFRONT SAMPLE POLICY CLUSTERS

CLUSTER	SAMPLE POLICIES
WATER RESOURCES: Natural Systems Protection	Ensure that new development is compatible with local and regional water supplies. Eliminate the discharge of inadequately treated wastewater and storm water runnoff into the waters of the state. Establish minimum seasonal flows and levels for surface water course with primary consideration given to the protection of natural resources, especially marine, estuarine, and aquatic ecosystems.
COASTAL AND MARINE RESOURCES: Public Safety/Access	Ensure the public's right to reasonable beach access. Avoid state subsidies of development in coastal high hazard areas.
Protect Endangered Species	Prohibit destruction of endangered species and protect their habitats. Establish an integrated regulatory program to assure survival of endangered and threatened species.

LAND USE: Preserve Natural Resources	Consider, in land use planning and regulation, the impact of land use on water quality and quantity, the availability of land, water and other natural resources to meet demands, and the potential for flooding.
CULTURAL AND HISTORICAL RESOURCES: Provide Access to Cultural and Historical Resources	Encourage rehabilitation and sensitive adaptive use of historical properties.
TRANSPORTATION: Funding of Transportation	Avoid transportation improvements which encourage or subsidize increased development in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodways, or productive marine areas.
HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE: Solid Waste	By 1995, reduce the volume of non-hazardous solid waste disposed of in landfills by 55 percent of the 1985 volume.

ECONOMY: Economic Stability Maintain, as one of the state's primary economic assets, the environment, including clean air and water, beaches, forest, historic landmarks, and agricultural and natural resources.

APPENDIX D
NEW NUMERIC THRESHOLDS

Effective October 1, 1985

Development Type/ Threshold Unit	Threshold Percentage 80%	100%	120%
1. Expansion Runway/Terminal	20%	25%	30%
2. Attraction/Recreation			
A. Single Performance			
1. Parking Spaces	2,000	2,500	3,000
2. Seats	8,000	10,000	12,000
B. Serial Performance			
1. Parking Spaces	800	1,000	1,200
2. Seats	3,200	4,000	4,800
3. Industrial			
A. Parking Spaces	2,000	2,500	3,000
B. Acres	256	320	384
4. Office			
A. GSF	240,000	300,000	360,000
B. Acres	24	30	36
C. GSF*	480,000	600,000	720,000
5. Ports (Marinas)			
A. Wet Slips	80	100	120
B. Dry Slips	120	150	180
C. Wet/Dry Slips**	240	300	360
D. Dry slips in Existing Marina (7/1/85)	240	300	360
6. Retail			
A. GSF	320,000	400,000	480,000
B. Acres	32	40	48
C. Parking Spaces	2,000	2,500	3,000
7. Hotel/Motel			
A. Rooms	280	350	420
B. Rooms*	600	750	900
8. RV--Spaces	400	500	600
9. Hospitals--Beds	480	600	720
10. Mining			
A. Acres	80	100	120
B. Gallons	2.4M	3.0M	3.6M
11. Petroleum Storage			
A. bbls w/in 1000 ft. of navigable water	40,000	50,000	60,000
B. bbls--all others	160,000	200,000	240,000
12. Schools			
A. FTE	2,400	3,000	3,600
B. Expansion in design population--%	16%	20%	24%
13. Residential--dwelling units			
A. < 25,000 population	200	250	300
B. 25,000- 50,000 population	400	500	600
C. 50,001-100,000 population	600	700	800
D. 100,001-250,000 population	800	1,000	1,200
E. 250,001-500,000 population	1,600	2,000	2,400
F. > 500,000 population	2,400	3,000	3,600
14. Mixed-Use--%	104	130	156

* In counties with population greater than 500,000, and only in geographic areas specifically designated as highly suitable for increased threshold intensity in the approved local comprehensive plan and the comprehensive regional policy plan.

** In areas designated by the Governor and Cabinet in the state marina siting plan as suitable for marina construction.

APPENDIX E

COASTAL PROGRAMS

Coastal Construction

The state program which regulates coastal construction and design is the Coastal Construction Control Line program, pursuant to Chapter 161, Florida Statutes. The DNR Division of Beaches and Shores administers this regulatory program which attempts to limit the proximity and susceptibility of development to hazardous coastal conditions in most coastal counties. The agency administers building standards based on storm conditions. Division staff is currently in the process of developing rules to implement the thirty-year erosion setback enacted by the State Legislature in 1985.

Beach Erosion

Chapter 161 also authorized DNR to provide funds for beach renourishment and dune restoration and to disburse federal dollars for these purposes. The agency may pay up to 75 percent of the non-federal costs for such projects, including such items as biological monitoring and revegetation. Local government sponsors must pay the remaining non-federal costs including establishing erosion control lines and obtaining required permits as well as required parking areas and rights-of-way and engineering.

The DNR may also pay up to 75 percent of the costs of similar projects not funded by the federal government, and up to 100 percent of inlet sand transfer projects and navigational maintenance dredging projects whose primary purpose is beach nourishment.

To qualify for state funding of federal projects, local sponsors must provide permanent public beach access, including parking, at one-half mile intervals.

Coastal Barriers

Coastal barrier islands, another program issue, are being inventoried by DCA, in order to implement the Governor's Executive Order 81-105 and to recommend revisions to the Coastal Barrier Resource Act (CBRA).

In a draft of a new coastal barrier executive order Governor Graham reaffirms the state's disposition concerning public investment in hazardous areas. The draft provides implementation guidance for use during the phase-in of the growth management legislation adopted in 1985. Of the policies stated, those most germane to urban waterfronts are:

- funding only for projects of most crucial need in coastal high hazard areas defined as the coastal building zone;
- state funds can be used for maintenance, repair, and replacement of existing facilities at the same capacity;
- resource planning and management plans adopted by the Governor and Cabinet should guide state agencies when state funds are contemplated for areas with these plans.

Wetland and Shoreline Protection

Probably DER's best known function is the regulation of development activities in inland and coastal waters and wetlands. Examples of activities requiring permits are dredging or filling, construction of docks or piers, and beach restoration. A joint

application process in conjunction with the U.S. Army Corps of Engineers and the Florida Department of Natural Resources seeks to minimize duplication of review efforts and unnecessary delays. This program, administered by DER's Bureau of Permitting in cooperation with statewide field offices, implements Chapters 403 and 253 of the Florida Statutes and Chapter 17-3 of the Florida Administrative Code. Each of DER's twelve district offices as well as the South of Florida Water Management District and in some cases city and county agencies, administer the state's stormwater regulation standards for designing stormwater facilities. Chapter 17-25 (the state stormwater rule) and Chapter 17-3 (water quality standards) of the Florida Administrative Code as well as other DER rules require adequate treatment of stormwater before it is discharged into Florida waters.

The DNR also has statutory responsibilities for protecting the public interest in wetlands and coastal areas. Chapter 253, Florida Statutes, and Chapter 16Q-21, Florida Administrative Code for submerged land leasing rules, authorize DNR to lease state-owned submerged lands for activities such as docking facilities. In evaluating proposed uses, agency staff considers the impacts of such development on marine and estuarine resources, endangered species, shellfish, and archaeological resources. DNR's Bureau of Environmental Land Management specifically evaluates proposed leasing of aquatic preserves, and makes recommendations to the Division of State Lands, pursuant to Chapter 16Q-19, F.A.C.

Critical Areas

The Department of Community Affairs, pursuant to Chapter 380, Florida Statutes, administers the Resource Planning and Management Committee and Areas of Critical State Concern programs. These programs focus on specific areas that contain endangered resources of regional or statewide importance. These programs, moreover, are intended to compliment local and regional comprehensive planning processes. Most of the special study areas include some urban waterfront. Those areas are shown in a series of maps at the end of this appendix.

The Department of Community Affairs (DCA) is also involved in reviewing proposed development, including waterfront uses, pursuant to Chapter 380, Florida Statutes.

Developments affecting more than one county are designated as DRI's if they meet certain standards. DCA staff reviews such development in conjunction with staff members of the appropriate regional planning council to ensure consideration of sensitive environmental resources as well as infrastructure needs. A growing number of waterfront developments reviewed under this program combine condominimums with marinas. A DNR-proposed marina siting program, developed with OCRM funding, relies strongly on coordination between all government agencies involved in reviewing proposed marinas.

Coordination of marina siting is now a recognized function of the Inter-agency Management Committee (IMC). Increasing pressures to develop docking facilities have necessitated the designation of

sites which are suitable for such facilities as well as inappropriate locations. DNR has requested the IMC to review DNR's proposal for "Marina Areas of Significance to the State" on an annual basis, and recommend such sites to the Governor and Cabinet for consideration when reviewing marina lease requests.

Wildlife Protection

Wildlife species native to Florida's coastal and inland waterfront areas are under severe pressure from land development. Such species range from the endangered West Indian manatee to the Key Largo woodrat. Several agencies are responsible for regulating destruction of sensitive habitats.

The U.S. Fish and Wildlife Service, pursuant to the Endangered Species Act, is involved in the joint federal-state dredge and fill permitting process. In order to provide a basis for assessing developmental impacts on wildlife, the agency has identified critical habitats of particular species, notably the manatee. The FWS also submits comments to the U.S. Army Corps of Engineers and often recommends ways in which development practices can be altered to minimize any adverse impacts.

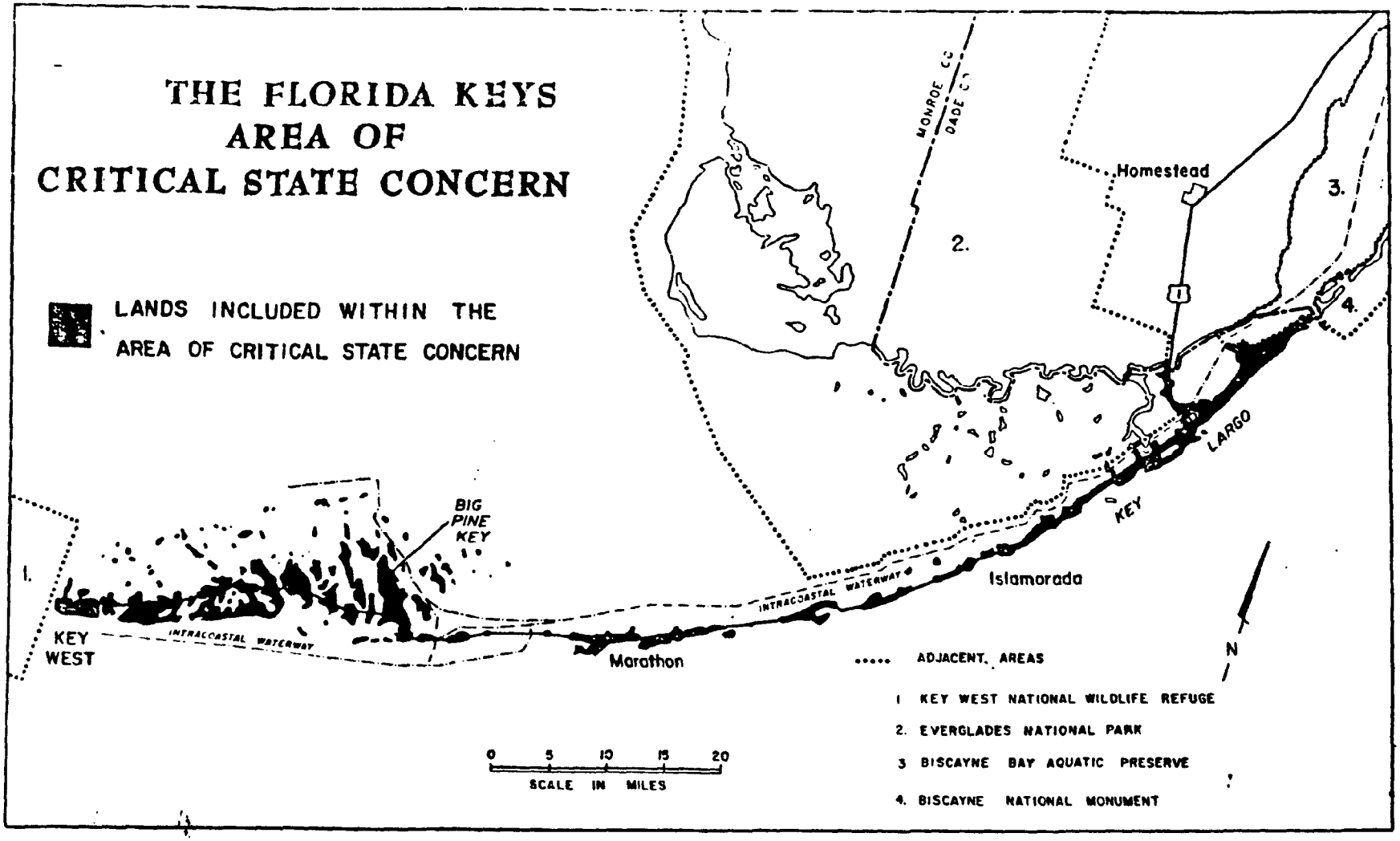
At the state level the DNR's Division of Marine Resources and Law Enforcement is responsible for protection of marine wildlife. The agency's Manatee Coordinator reviews proposals to develop state-owned submerged lands in terms of manatee habitat and provides comments to the Division of State Lands. In designated Manatee Sanctuaries, activities such as swimming, diving and fishing may be

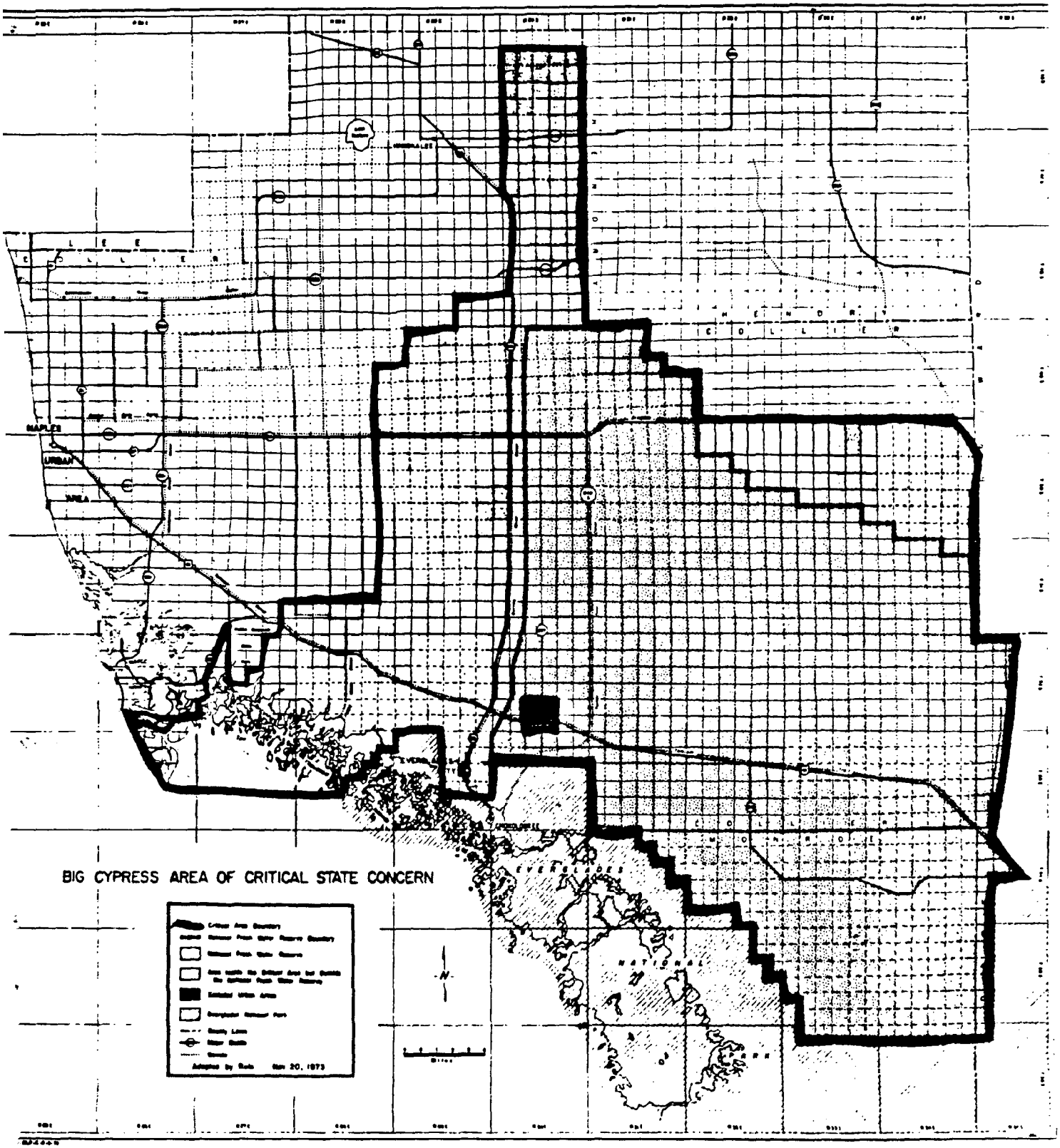
prohibited. In less densely populated habitats, four types of slow speed zones are enforced by the Florida Marine Patrol Pursuant to Section 370.12, F.S. Chapter 370 further authorizes DNR to regulate shellfish harvesting, closing shellfisheries when public health threats occur. DNR also administers a program which studies and helps maintain the population of sea turtles which nest along many Florida beaches.

The Game and Freshwater Fish Commission, the lead state wildlife agency, pursuant to Chapter 372, F.S., administers several programs related to waterfront wildlife, including management of critical wildlife nesting areas such as spoil banks and barrier islands. The Commission staff also identifies and protects wading bird populations, and manages 64 wildlife management areas, many of which are in coastal or inland waterfront areas, bordering major wetlands, rivers, and the Gulf of Mexico, as shown in the map of state and national outdoor recreation areas. The agency is also involved in an extensive program of fisheries management.

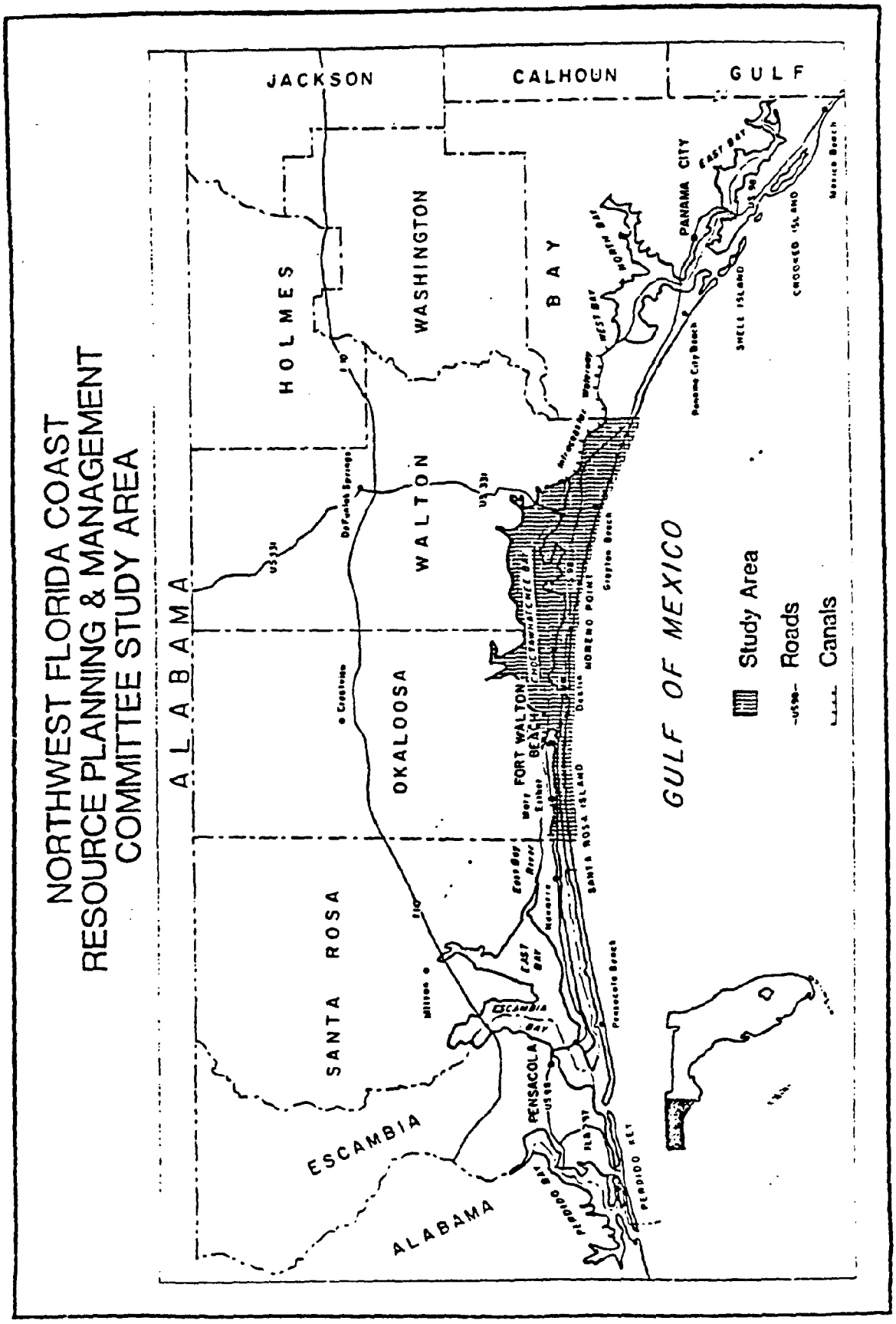
In addition to the above agencies, DER must now consider the impacts of proposed dredge and fill projects on wildlife, as part of its responsibilities under the 1984 Wetlands Protection Act, which revised Chapter 403, F.S.

APPENDIX F

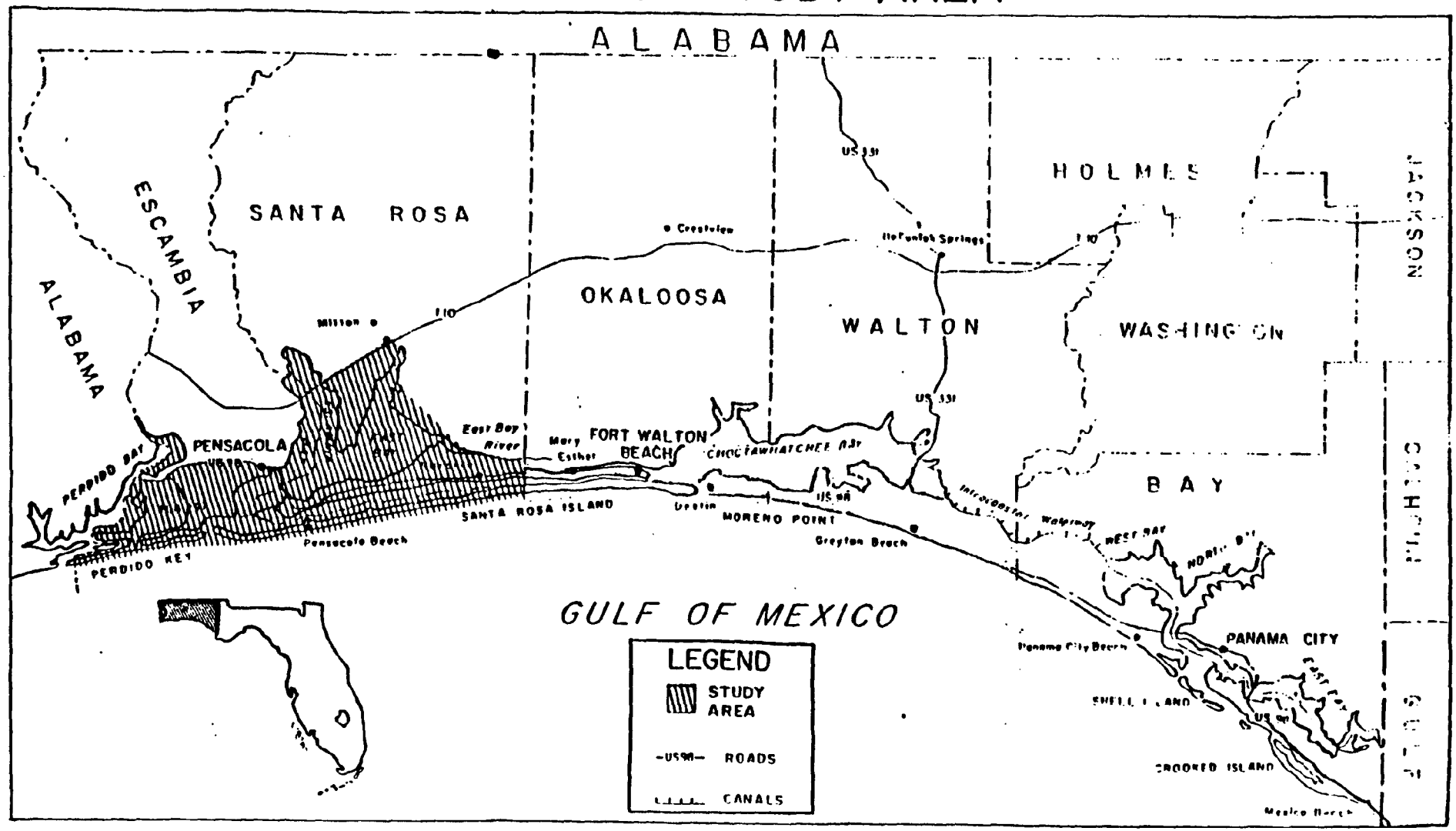

THE FLORIDA KEYS
AREA OF
CRITICAL STATE CONCERN
LANDS INCLUDED WITHIN THE
AREA OF CRITICAL STATE CONCERN
MONROE CO
DADE CO
Homestead
2.
3.
4.
1.
BIG
PINE
KEY
KEY
WEST
INTRACOASTAL WATERWAY
Marathon
Islamorada
LARGO
KEY
0 5 10 15 20
SCALE IN MILES
ADJACENT AREAS
1 KEY WEST NATIONAL WILDLIFE REFUGE
2. EVERGLADES NATIONAL PARK
3 BISCAYNE BAY AQUATIC PRESERVE
4. BISCAYNE NATIONAL MONUMENT
N


BIG CYPRESS AREA OF CRITICAL STATE CONCERN
COLLIER
HENDRY
NAPLES
URBAN
AREA
EVERGLADES
NATIONAL
PARK
N

Study Area Boundary Map

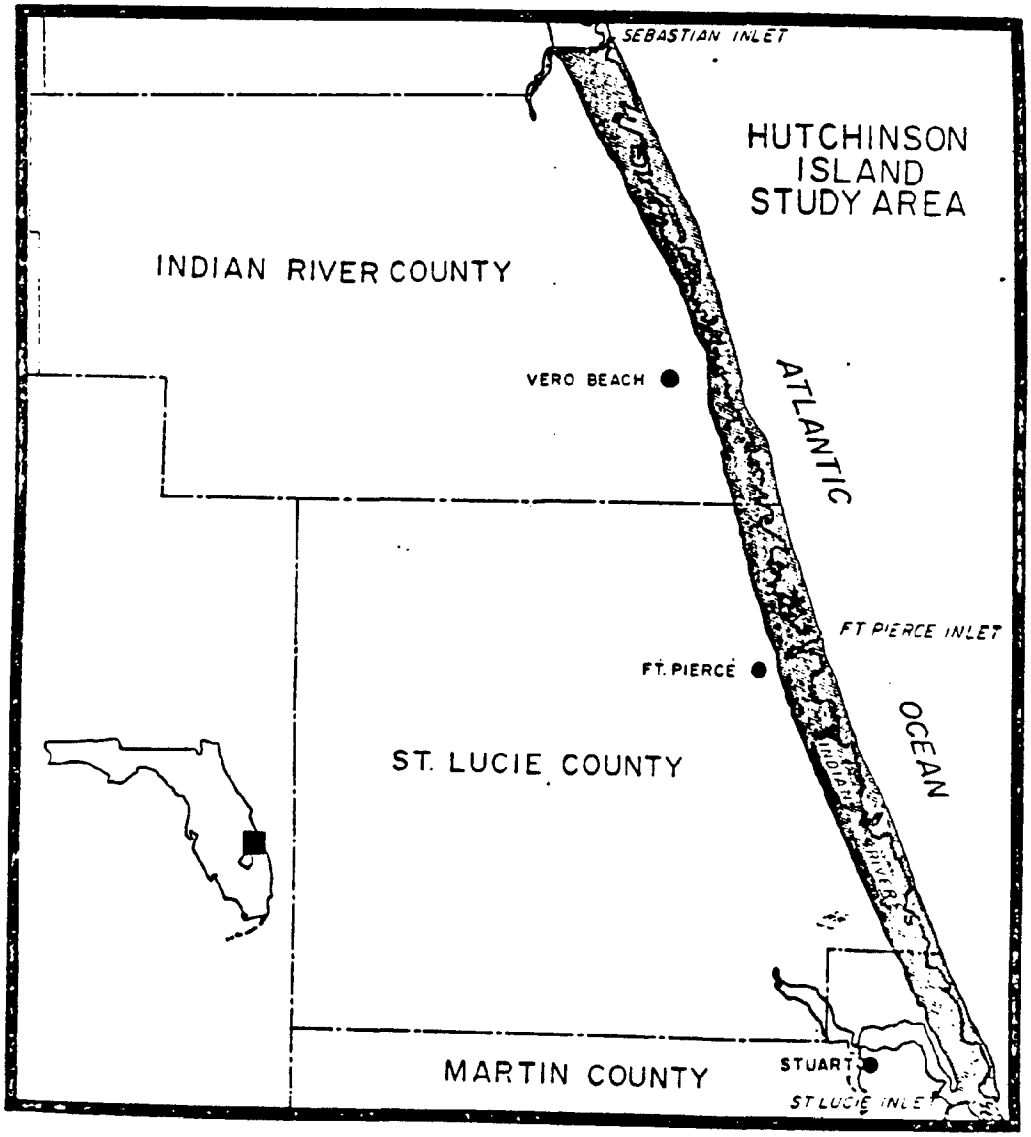


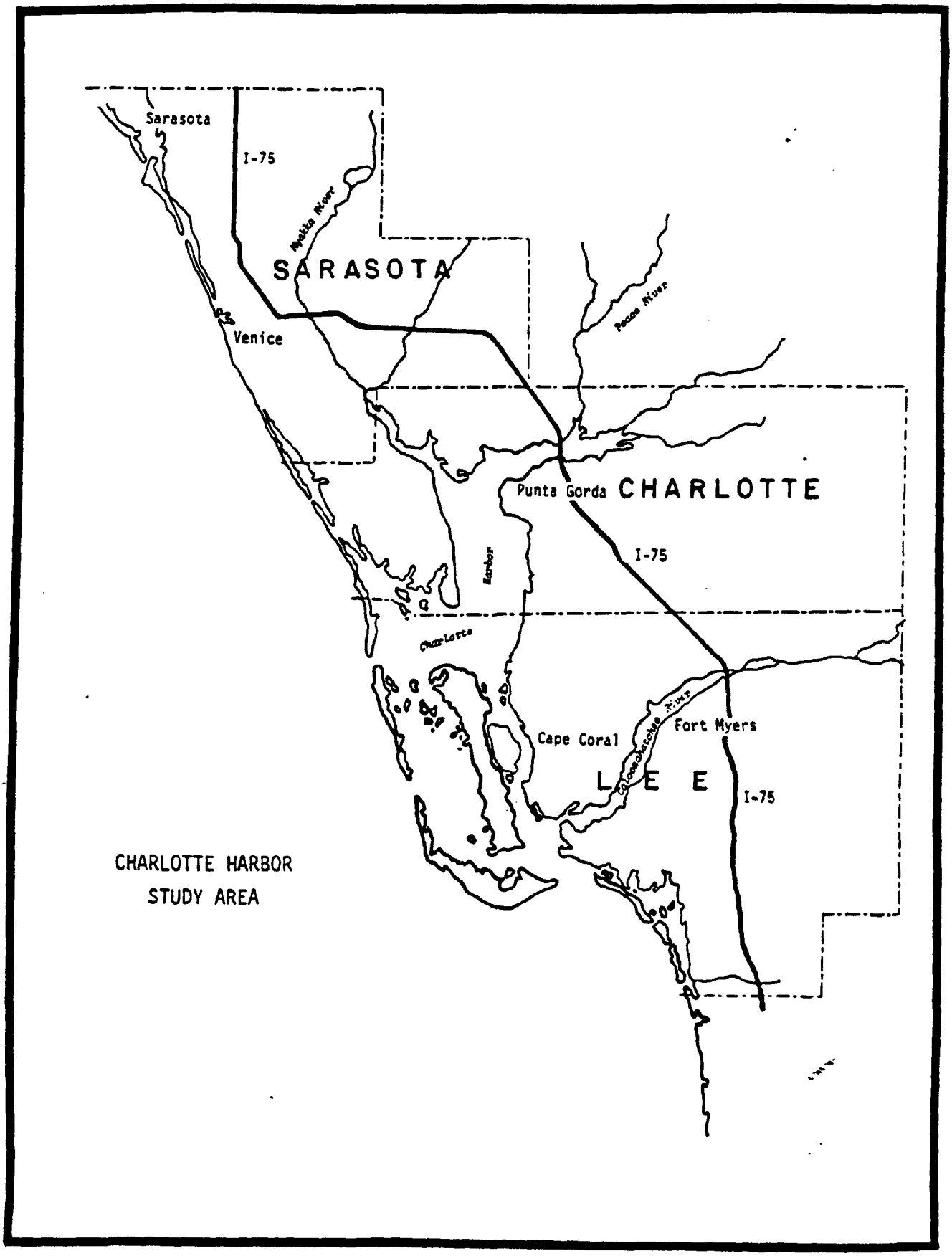
ESCAMBIA/SANTA ROSA COAST RESOURCE PLANNING AND MANAGEMENT COMMITTEE PROPOSED STUDY AREA



NARRATIVE DESCRIPTION OF PROPOSED AREA OF CRITICAL STATE CONCERN

The proposed Hutchinson Island Area of Critical State Concern includes all of North Hutchinson and Hutchinson Islands from the Brevard County line on the north to mean high water on the southern shore of Hutchinson Island at the St. Lucie Inlet on the south and from mean high water on the eastern shore of North Hutchinson and Hutchinson Islands to mean high water on the western shore of the Indian River including all islands, submerged lands and waters of the river. The area includes portions of Indian River County, St. Lucie County, Martin County, the City of Vero Beach and the City of Fort Pierce and the entirety of the Town of Orchid and the Town of Indian River Shores.

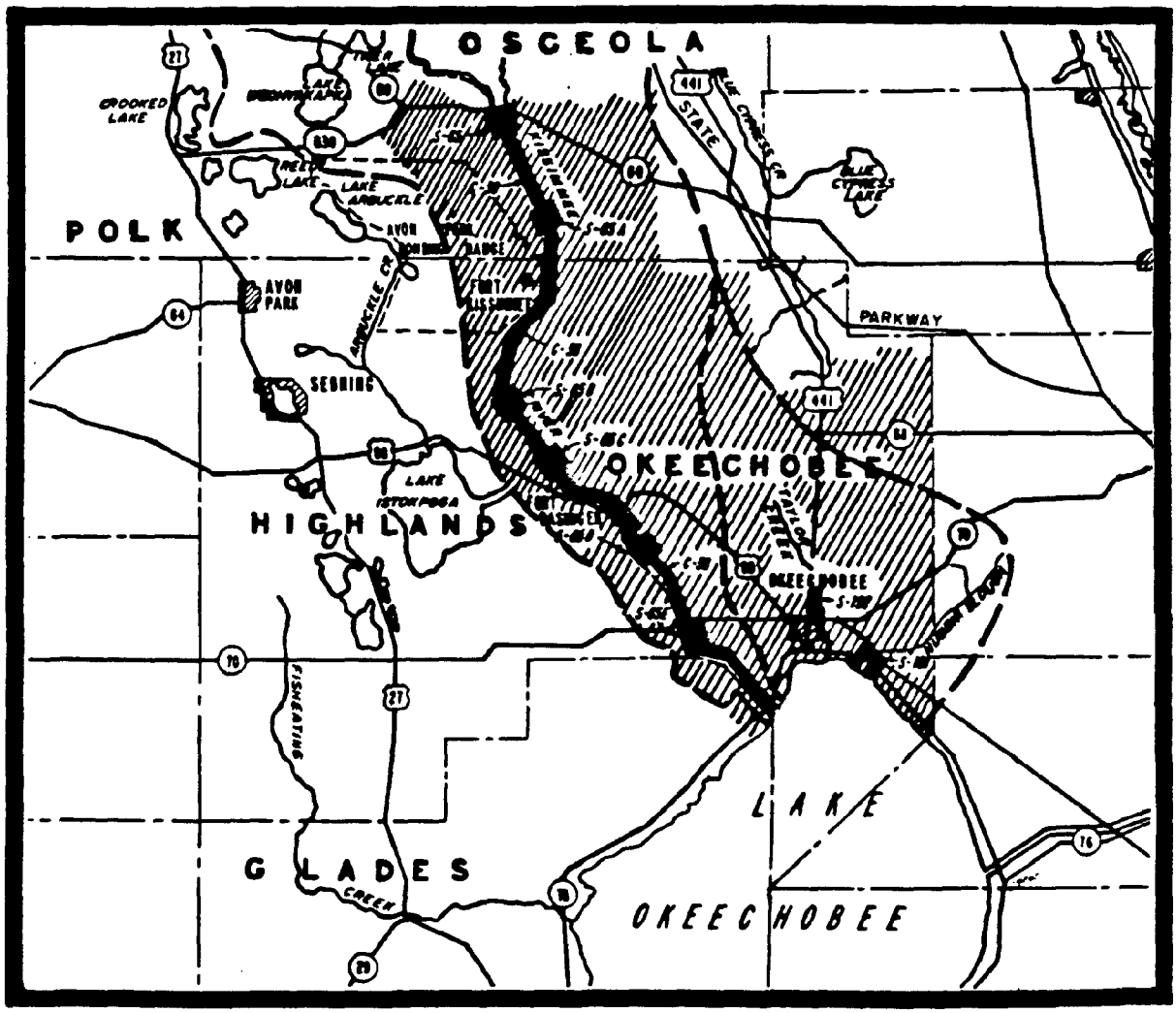



Sarasota
I-75
Myakka River
SARASOTA
Peace River
Venice
Punta Gorda
CHARLOTTE
I-75
Harbor
Charlotte
Caloosahatchee River
Fort Myers
Cape Coral
LEE
I-75
CHARLOTTE HARBOR
STUDY AREA

Resource Management Plan

For The Lower Kissimmee River
And Taylor Creek Drainage Basins

21 August 1985



APPENDIX G
STATE RECREATION AND PARKS LAND ACQUISITION PROGRAM

1985 PRIORITY LIST

February 5, 1985

	PROJECT	COUNTY	ESTIMATED ACREAGE(1)	ESTIMATED OCEANFRONT FOOTAGE(1)	ESTIMATED VALUE(1)
I.	Save Our Coast Projects:				
1.	North Beach (option lands)	Broward	18	1,248	$14,134,666
2.	South End of Amelia Island	Nassau	229(2)	4,580	2,484,025
3.	Shell Island	Bay	232	11,400	6,187,657
4.	Lighthouse Point	Volusia	116	1,108	2,096,250
5.	Surfside Additions	St. Lucie	3	549	827,500
6.	Indian River North Beach Complex	Indian River	19	1,479	2,841,850
7.	North Beach Additions	Broward	2	346	1,800,000
8.	Avalon Tract	St. Lucie	605	6,051	14,000,000
9.	Grayton Dunes	Walton	318	5,928	18,131,250
10.	North Shore Open Space	Dade	7	650	6,326,250
11.	Don Pedro Island Complex	Charlotte	399	15,765	12,499,900
12.	Matecumbe Beach	Monroe	10	840	1,500,000
13.	Hutchinson Island (Blind Creek)	St. Lucie	431	6,798	17,538,650
14.	Juno Beach (Ocean Cay) Tract	Palm Beach	13	677	2,451,520
15.	St. Joseph Peninsula	Gulf	278	7,180	3,000,000
16.	Topsail Hill	Walton	1,530	17,000	7,140,500
17.	Sebastian Inlet Addition (South)	Indian River	8	1,100	2,000,000
18.	Conch Island	St. Johns	487(2)	5,860	9,600,000
19.	Muscara Tract	Martin	22	850	1,700,000
20.	No. 11 Corp/Sirk	Indian River	8	753	1,425,000
21.	Washington Oaks Addition	Flagler	10	330	450,000
22.	Gills Tract	Pasco	136	1,900	3,069,700
23.	Posner Tract	Broward	16	1,100	51,426,000
24.	Barefoot Beach (Lely) Addition	Collier	307	7,400	7,387,600
25.	Coral Cove Addition	Palm Beach	3	300	2,766,420
26.	Hammock Dunes/Johnson Beach	Flagler	2,050	29,000	25,900,000
27.	Fort Pierce Inlet Addition	St. Lucie	25	2,400	2,081,710
28.	Indialantic Beach Addition	Brevard	1	200	10,000
29.	Santa Clara et al Tract	Bay	16	1,329	1,140,700
30.	South of Blowing Rocks Club Tract	Palm Beach	18	1,850	15,194,160
31.	Clam Pass	Collier	33	860	6,400,000
32.	Sebastian Inlet Addition (North)	Brevard	21	1,080	1,421,300
33.	Mexico Beach (Parker) Tract	Bay	1	374	81,000
34.	Gasparilla Island Addition	Lee	5	660	767,420
II.	Land Acquisition Trust Fund Projects:				
1.	Big Talbot Island Additions	Duval	271	-	1,908,720
2.	Oleta River Addition (Terama)	Dade	21	-	8,400,000
3.	Fort Clinch Addition	Nassau	384	-	261,600
4.	Dudley Farm Addition	Alachua	230	-	340,900
5.	Gold Head Branch Addition	Clay	904	-	647,220

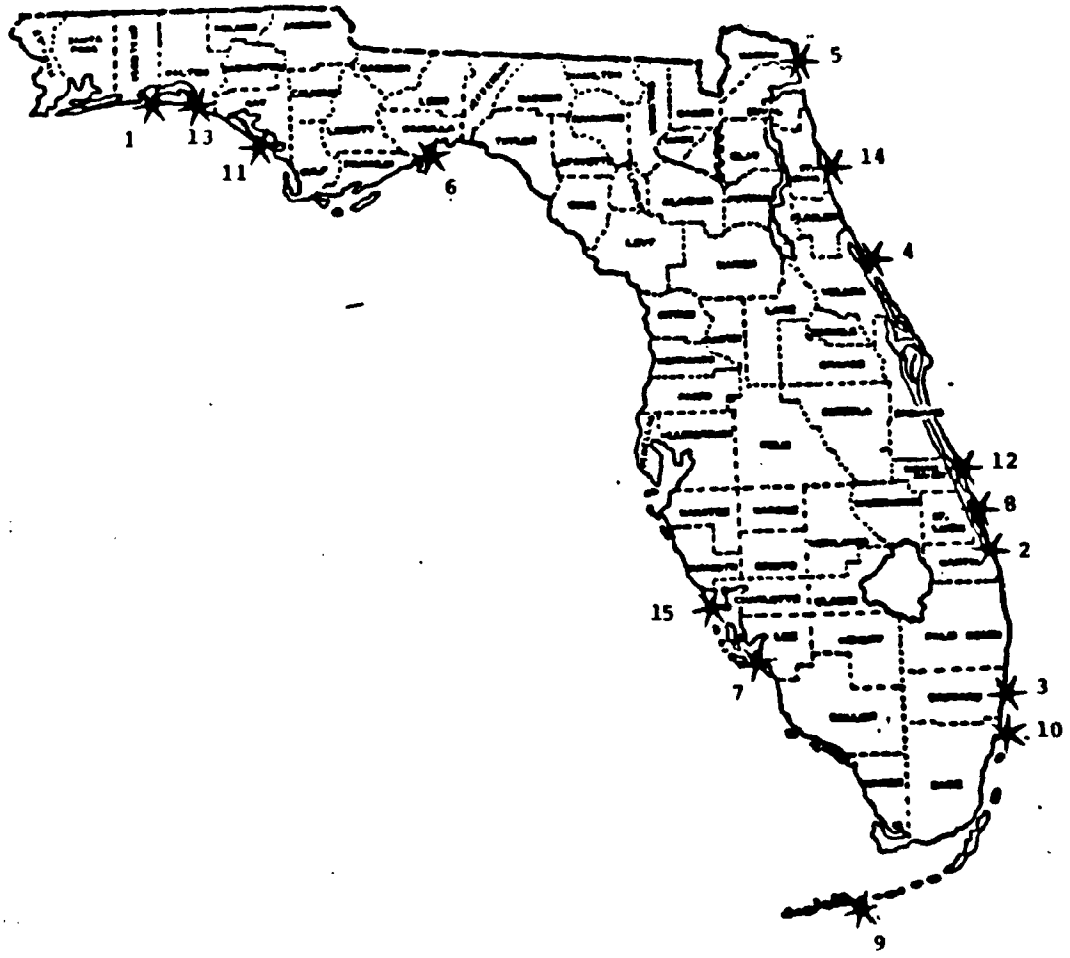
(1) Estimated acreage, estimated ocean frontage and best estimate of value may require adjustment for some projects upon receipt of the final boundary map and description for these projects.

(2) The private property to be acquired is the remaining undivided interest in the listed acreage.

ACQUISITIONS UNDER SAVE OUR COAST PROGRAM

★ Acquisition Projects Authorized

1. Henderson Beach
2. Martin County Tracts
3. North Beach
4. Lighthouse Point
5. South End of Amelia Island
6. Mashes Sands
7. Lovers Key
8. Surfside Additions
9. Bahia Honda Addition
10. North Shore Open Space
11. Shell Island
12. Indian River North Beach Complex
13. Grayton Dunes
14. Conch Island
15. Don Pedro Island



7/31/85

APPENDIX H

Spoil Site Management Plan Outline

To ensure compliance with the provisions of Chapter 16Q-22, F.A.C., it is required that the following list of spoil site management plan contents be applied by all applicants for Spoil Site Acquisition and Improvement Funds. It is important for each applicant to provide the required information because the spoil site management plan is the basis for an agreement between each applicant and the Board of Trustees of the Internal Improvement Trust Fund.

For this reason, the management plan must adequately describe how the applicant will manage the site and must specifically address the issues presented in Section 16Q-22.04, F.A.C., to assure that the proposed project is in the public interest. These issues include the protection of environmentally sensitive areas, the management of contaminated or difficult-to-control dredged sediments, the extent to which the proposed project is part of the port-wide, long-term dredged material management plan, and the project's consistency with local zoning and adopted local comprehensive plan.

I. Information summary:
This information summary is to contain: (a) the name, address and telephone number of the applicant and the applicant's authorized agent; (b) the type of project proposed, (c) the cost of the proposed project; and (d) a brief description of the proposed poject.

II. Table of Contents:
- A. General Information
  1. narrative description.
  2. demonstration of relationship of proposed site to long term disposal needs.
  3. management/operational considerations.
  4. water quality.
  5. title considerations.
- B. Project Design (improvement projects).

III. General Information (all sites):
- A. Provide a narrative description of the site, including:
  1. elevation, soils, vegetation,
  2. wetland or submerged areas to be disturbed,
  3. description of any adjacent environmentally sensitive area, including clam and oysters beds, marine grass areas, tidal marsh and mangrove areas, and environmentally sensitive resources as described in 16Q-22.04(2)(d)
  4. pertinent hydrographic factors,
  5. present use,
  6. adjacent land uses, including discussion of any conflicts between proposed project and surrounding uses,
  7. project's consistency with local zoning, approved local comprehensive plans, and any other applicable local regulations,
  8. previous use of the site for the disposal operations,
  9. disposal easements involved,
  10. maps (to scale) and aerial photographs showing, location, size, relationship to dredge area, surrounding development and other key points.

B. Demonstrate the relationship of the proposed site to the applicant's overall long term disposal needs and strategies by addressing each of the following items.

1. Describe the navigational areas contributing maintenance dredged materials to the proposed site.
2. Describe the charateristics--both physical (sediment type, grain size, settling rates) and chemical (bulk chemistry) and general engineering properties of the maintenance dredged material.
3. Estimate (over at least a 10 year period) the volume of dredged material to be disposed at the site.
4. Estimate the capacity of the site and the portion of the applicant's maintenance dredging disposal needs and will be met by the proposed acquisition or improvement.
5. Describe any existing site management plans and any phased spoil site acquisition and improvements plans. Specify anticipated future improvements (which may qualify for future state funding) and estimate the cost of these improvements.
6. Explain the status of any projects including but not limited to channel deepening which may affect future maintenance dredging disposal volumes.

C. Management/Operational Considerations

To ensure that the site is managed in accordance with state environmental and land management programs, the following items should be addressed:

1. Specify methods to be used by the applicant to maximize the site's service life in an environmentally sound manner such as acceleration of dewatering, consolidation of dredged material, removal of consolidated material to maintain capacity, and other necessary measures;

2. Specify proposed site maintenance activities including, but not limited to, control of dike erosion, control of shoreline erosion, weirs, and assure that all such improvements remain in working order.

3. Describe any proposed measures to be taken to protect environmentally sensitive resources on or adjacent to the site as specified in 16Q-22.04(2)(d), beautification measures, and explain how adverse impacts on adjacent land uses, such as mosquito breeding and other public health/nuisance problems, will be minimized.

4. Explain proposed methods of site inspection and monitoring of site capacity between dredging events, such as measurement of dredged material elevations within the dike.

5. In addressing the above considerations, discuss any agreements with the Corps of Engineers and any other agencies which would affect the use and management of the proposed site.

D. Water Quality
   1. Describe the water quality conditions the in maintenance dredged area.
   2. Describe the water quality conditions adjacent to proposed weirs.

IV. Project Design (Additional Information for Improvement Projects only)

   A. Provided detailed engineering drawings and specification showing location, design and construction of all proposed improvements.
   B. Provide detailed eningeering information to determine adequacy of design.

February 20,1985.

DNR Application Format for Disposal
Site Acquisition and Improvement Funds

Applications for disposal site Acquisition and Improvement Funds shall have a brief informational summary containing the following:

(a) The name, address and telephone number of the applicant and the applicant's authorized agent.
(b) The type of project proposed (acquisition or improvement).
(c) The cost of the proposed project.
(d) A brief description of the project.

Applications shall also contain the following information in this prescribed sequence:

1. A narrative description of the proposed project which addresses each of the selection criteria listed in 160-22.04. Additionally applications for disposal site improvements shall also contain a narrative description and engineering drawing or sketches to scale of the improvements.

2. A discussion of the rationale used in selecting the proposed project over such reasonable alternatives as may be available.

3. A identification of navigational areas, entities and agencies contributing dredged materials to the proposed site, projected volumes general physical and engineering characteristics of material to be disposed, estimated capacity and anticipated life of the site.

4. A listing of eligible project costs, matching funds, and methods of estimating costs.

5. A discussion of site ownership and joint use considerations.

6. A brief delineation of site management responsibilities.

7. Any evidence that the proposed project will meet requirements as outlined as in Sections 16Q-22.04(2)(d)3. and 16Q-22.04(2)(e).

8. A discussion of any Port, Corps of Engineers or other agreement affecting the use and management of the disposal site.

9. All maps to scale, and aerial photos of the site and adjoining areas, including, if applicable, location of mean high water line. Additionally, applications for disposal site improvements, shall contain maps and drawings, to scale, showing the acreage and boundaries of area included in the improvement(s).

10. A legal description certified and sealed by a person properly licensed by the Florida State Board of Land Surveyors or an agent of the Federal Government, acceptable to the Department, as well as six prints of a signed and sealed survey, one mylar delineating the area to be acquired or improved, certified and sealed by a person licensed by the Florida State Board of Land Surveyors or an agent of the Federal Government acceptable to the Department and a 8½x14 inch copy.

11. A conceptual management plan addressing the following issues:

A. Describe the previous and present use of the site.

B. Give an estimate of the volume of dredged material to be disposed at the site.

C. Give a general discription of environmentally sensitive resources on or adjacent to the site, including those resources specified in 16Q-22.04(2)(d) and steps to minimize impacts to them.

D. Generally describe methods to be used to maximize the site service life and proposed site maintenance and management activities.

February 20, 1985.

APPENDIX I

NATIONAL REGISTER OF HISTORIC PLACES
BRIEF DESCRIPTIONS OF HISTORIC DISTRICTS IN FLORIDA

ALACHUA COUNTY

The Northeast Gainesville Residential District is roughly bounded by Northeast 7th Street, East University Avenue, Northeast 2nd Avenue and Northeast 10th Avenue. (Approximate total number of structures is 400, approximate number of contributing structures is 222.)

The Micanopy Historic District contains the significant late nineteenth and early twentieth century residential and commercial areas of Micanopy. It is roughly bounded along Cholokka Boulevard from U.S. 441 to Ocala Street and along Smith Street and Okehumkee Street. (Approximate total number of structures is 51, approximate number of contributing structures is 39.)

DADE COUNTY

The Miami Beach Architectural District is a commercial and residential district roughly bounded by the Atlantic Ocean, 5th Street, Alton and Lincoln Roads, Washington Avenue and 23rd Street. (Approximate total number of structures is 1200, approximate number of contributing structures is 980.)

ESCAMBIA COUNTY

The Fort Barrancas Historical District, Pensacola, is a military fortress consisting of Fort Barrancas, Battery San Antonio, and the Advanced Redoubt of Fort Barrancas. (Total number of structures, all of which are contributing is 3.)

The North Hill Preservation District, Pensacola, is a residential neighborhood bounded roughly by Blount Street, Gillemard Street, Wright Street, and DeVilliers Street. (Approximate total number of structures is 515, approximate number of contributing structures is 425.)

The Pensacola Historic District is a residential neighborhood bounded by Main Street, Palafox Street, Romana Street, and 9th Avenue. (Approximate total number of structures is 300, approximate number of contributing structures is 200.)

The Pensacola Naval Air Station Historic District is a military complex generally bounded by the original walled portion of the present base. This area includes approximately 55 buildings on approximately 82 acres. (Approximate total number of structures is 55, all of which are contributing.)

The Perdido Key Historic District, Warrington, consists of three military batteries and the foundations of military buildings enclosed by a seawall. (Approximate total number of structures is 3, all of which are contributing.)

HISTORIC DISTRICTS IN FLORIDA (cont.)

FRANKLIN COUNTY

The Apalachicola Historic District consists largely of the original townplan roughly bounded by the Apalachicola River, Apalachicola Bay, 17th Street and Jefferson Street. (Approximate total number of structures is 1003, approximate number of contributing structures is 750.)

GADSDEN COUNTY

The Quincy Historic District is a residential and commercial district with an irregular boundary along Sharon, Clark, Stewart and Corry Streets. (Approximate total number of structures is 261, approximate number of contributing structures is 200.)

HILLSBOROUGH COUNTY

The West Tampa Historic District, Tampa, is a residential, commercial and industrial area bounded roughly by Ivy, Freemont, Cypress and Habana Streets. (Approximate total number of structures is 1289, approximate number of contributing structures is 909.)

The Ybor City Historic District, Tampa, is a commercial district associated with the cigar industry running generally along 7th Avenue between 13th and 14th Streets. (Approximate total number of structures is 226, approximate number of contributing structures is 128.)

JEFFERSON COUNTY

The Monticello Historic District is a residential and downtown commercial district with an irregular boundary along Madison, Jefferson, Dogwood, and Washington Street. (Approximate total number of structures is 75, approximate number of contributing structures is 60.)

LAKE COUNTY

The Bowers Bluff Middens Archaeological District, near Astor, is significant for its concentration of prehistoric shell middens. The district is located in the Ocala National Forest.

LEE COUNTY

The Koreshan Unity Settlement Historic District, Estero, contains the settlement established in 1894. This cooperative settlement includes residential and commercial buildings and gardens. The district is roughly bounded by U.S. 41 on the east, the section line between sections 28 and 33 of T46S, R25E, on the north by the Estero River and on the west by a line running between the River and the section line. (Approximate total number of structures is 29, approximate number of contributing structures is 11.)

HISTORIC DISTRICTS IN FLORIDA (cont.)

LEON COUNTY

The Calhoun Street Historic District, Tallahassee, is a residential neighborhood bounded roughly by Georgia, Meridian, Tennessee and Calhoun Streets. (Approximate total number of structures is 39, approximate number of contributing structures is 34.)

The Park Avenue Historic District, Tallahassee, is a residential and commercial area located along Park Avenue from Macomb Street and Meridian Street and along Gadsden Street between Park Avenue and Call Street. (Approximate total number of structures is 35, approximate number of contributing structures is 30.)

MANATEE COUNTY

The Braden Castle Park Historic District, Bradenton, is a residential district roughly bounded by the Manatee and Braden Rivers, Ponce de Leon Street and Pelot Avenue. (Approximate total number of structures is 250, approximate number of contributing structures is 174.)

MARION COUNTY

The McIntosh Historic District is a late nineteenth-early twentieth century residential neighborhood roughly bounded by Avenues C and D on the north, Second Street and the railroad right-of-way on the east, Avenue H on the south, and Tenth Street on the west. (Approximate total number of structures is 114, approximate number of contributing structures is 77.)

The Ocala Historic District, developed between 1880 and 1930 as a residential neighborhood encompasses 55 blocks. It is roughly bounded on the north by S.E. Fort King Street and S.E. Silver Springs Boulevard, on the east by S.E. Thirteenth Avenue, on the south by S.E. Eighth Street, and on the west by S.E. Watula Avenue. (Approximate total number of structures is 294, approximate number of contributing structures is 232.)

MONROE COUNTY

The Key West Historic District (Extension) is a commercial and residential district roughly bounded by Emma and Whitehead Streets, Mallory Square, Caroline and White Streets, Eisenhower Drive, United, Von Phister and South Streets, Vernon and Seminole Avenues and the Atlantic Ocean. (Approximate total number of structures is 3200, approximate number of contributing structures is 2485.)

NASSAU COUNTY

The Fernandina Beach Historic District contains the historic commercial and residential core of the city and is bounded by Alachua, Broome and Calhoun Streets, 9th Street, Date Street and Front Street. (Approximate total number of structures is 155, approximate number of contributing structures is 122.)

HISTORIC DISTRICTS IN FLORIDA (cont.)

POLK COUNTY

The Florida Southern College Architectural District, Lakeland, contains a concentration of buildings designed by the renowned architect Frank Lloyd Wright. It is bounded by Johnson Avenue, McDonal Street, Lake Hollingsworth Drive, and on the east by a line running between the Ordway Building and Joseph-Reynolds Hall and Panhellenic Row. (Approximate total number of structures is 7, all of which are contributing.)

PUTNAM COUNTY

The Palatka North Historic District is a late nineteenth-early twentieth century residential neighborhood roughly bounded by North First Street and the St. Johns River on the east, North Fifth and North Fourth on the west, by Main and Madison Streets on the south and by Bronson Street on the north. (Approximate total number of structures is 87, approximate number of contributing structures is 71.)

The Palatka South Historic District was the wealthiest residential neighborhood in Palatka during the late nineteenth century and early twentieth century and is roughly bounded by the St. Johns River on the east, on the north by Oak Street, on the west by Ninth Street and on the south by Morris Street. (Approximate total number of structures is 210, approximate number of contributing structures is 169.)

SARASOTA COUNTY

The Caples'-Ringlings' Estates Historic District, Sarasota, is a district associated with the Caples and Ringling families roughly bounded by Sarasota Bay, U.S. 41, Parkview and North Shore Avenues. (Approximate total number of structures is 30, approximate number of contributing structures is 15.)

SEMINOLE COUNTY

The Sanford Commercial District encompasses the historic central business area concentrated along 1st Street between Myrtle and Sanford Avenues. (Approximate total number of structures is 29, approximate number of contributing structures is 26.)

ST. JOHNS COUNTY

The St. Augustine Historic District includes all of the historic colonial city. It is roughly bounded by Cordova Street on the west, by the Castillo de San Marcos on the north, by Matanzas Bay on the east, and St. Francis on the south. (Approximate total number of structures is 200, approximate number of contributing structures is 150.)

HISTORIC DISTRICTS IN FLORIDA (cont.)

ST. JOHNS COUNTY

The Model Land Company Historic District, St. Augustine, represents the finest late-nineteenth and early-twentieth century architecture in the the City of St. Augustine. This neighborhood, developed by Flagler, includes residential and recreational/educational buildings. It is roughly bounded by King Street on the South, U.S. 1 on the San Sebastian River in the west, Orange Avenue on the north and Cordova on the East. (Approximate total number of structures is 302, approximate number of contributing structures is 238.)

The Abbott Tract Historic District, St. Augustine, represents the earliest residential development in the city outside of the colonial city limits. It is roughly bounded by the Castillo de San Marcos on the south, by San Marcos Avenue on the west, Pine Street on the north and Matanzas Bay on the east. (Approximate total number of structures is 137, approximate number of contributing structures is 124.)

APPENDIX J
REGISTRY OF
ENTERPRISE ZONES
APPROVED BY THE STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

APPROVED AREAS AND CONTACT PERSONS *

COUNTIES	CONTACT PERSONS	# OF SEPARATE ZONES
Broward County South County Dania Deerfield Beach North County Hallandale Oakland Park Central County	Al Davis &/or Marshall Shanks Chief Planner Community Development Division 605 West 26th Street 2nd Floor Fort Lauderdale, Florida 33315 (305) 765-8488	7
Collier County	Shelley Williamson Housing Programs Supervisor Collier County Government Complex 3301 Tamiami Trail East Naples, Florida 33942-4977 (813) 774-8544	2
Dade County	Harold Brijbasi, Planner Office of the County Manager Community and Economic Development 90 Southwest 8th Street, Suite 309 Miami, Florida 33130 (305) 579-2553	11
Escambia County	Wayne Peacock, Assistant Director Division of Community Services Escambia County Office Building Suite 3 1190 West Lanard Street Pensacola, Florida 32501 (904) 436-9342	1
Hillsborough County Thonotosassa/Seffner Pinecrest Orient Park Turkey Creek/Sidney Clair-Mel City, (Progress Village) Wimauma	David Smith Community Development Unit Hillsborough County Government 800 Twiggs Street Tampa, Florida 33602 (813) 272-5890	6

* Specific names are subject to change

COUNTIES	CONTACT PERSONS	# OF SEPARATE ZONES
Lee County	Mr. Dennis Simon, Director Lee County Housing Assistance Office Post Office Box 398 Fort Myers, Florida 33902 (813) 335-2138	2
Orange County	Mr. Buddy Balagia Orange County Community Dev. 132 East Colonial Drive, Suite 212 Orlando, Florida 32801 (305) 420-3890	5
Palm Beach County	Lawrence Cheeseborough Economic Development Coordinator Palm Beach County Department of Housing and Community Development 801 Evernia Street West Palm Beach, Florida 33401 (305) 837-2087	4
Pinellas County	Larry Yancey Pinellas County Community Development Department 315 Court Street Clearwater, Florida 33516 (813) 462-4851	3
Polk County	Jim Brantley Director of Community Development Department of Community and Economic Development Post Office Box 60 Bartow, Florida 33830 (813) 533-1161 or 293-1618	3
ta Rosa County	Thomas W. Suther, Jr., Director Santa Rosa County Industrial Development Authority Post Office Box 884 Milton, Florida 32572 (904) 994-8326	8

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of Apopka	Buddy Balagia Orange County Community Dev. 132 E. Colonial Drive, Suite 212 Orlando, Florida 32801 (305) 420-3890	1
City of Auburndale	John Taylor, Acting City Manager Post Office Box 186 Auburndale, Florida 33823 (813) 967-1144	1
City of Avon Park	Malcolm Crews, City Clerk P.O. Box 1467 Avon Park, Florida 33825 (813) 452-2221	1
City of Bartow	Everett Kinloch City of Bartow 250 North Central Avenue Bartow, Florida 33830 (813) 533-0911 ext. 30	2
City of Belle Glade	Remar Harvin, Director Planning and Community Development Belle Glade Municipal Complex 110 S.W. Avenue E Belle Glade, Florida 33430 (305) 996-0100	1
City of Boynton Beach	Mr. Carmen Annunziato, City Planner Post Office Box 310 Boynton Beach, Florida 33435-0310 (305) 734-8111 ext. 255	1
City of Bradenton	Tom Mills, Executive Director Bradenton Downtown Development Authority Post Office Box 154 Bradenton, Florida 33506 (813) 748-3535	1
City of Branford	Office of the Mayor Town of Branford Post Office Box 577 Branford, Florida 32008 (904) 935-1146	1

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of Chiefland	Office of the Mayor P.O. Drawer 849 Chiefland, Florida 32626 (904) 493-4433	1
City of Chipley	Mrs. Lessie Boswell, City Clerk or Mr. Paul Smith City of Chipley Post Office Drawer Q Chipley, Florida 32428 (904) 638-4157	1
City of Clearwater	Joseph R. McFate, II, Director Community Development Department City of Clearwater Post Office Box 4748 Clearwater, Florida 33518 (813) 462-6880	1
City of Cocoa	Doug S. Robertson, Dev. Director Community Development Department Post Office Box 1750 Cocoa, FL 32922 (305) 636-7121	1
City of Davenport	Ms. Marguerite Williams, Clerk Post Office Box 125 Davenport, FL 33837 (813) 422-4410	1
City of Daytona Beach	Mr. Gerald S. Langston, Jr. or Jeff Samolinski Planning and Development Department Post Office Box 551 Daytona Beach, FL 32015 (904) 252-6461 or 258-3117	2
City of Deland	Ms. Deidre Tompkins, Ex. Dir. Deland Housing Authority 300 Sunflower Circle Deland, FL 32720 (904) 736-1696	1
City of Delray Beach	Mike McDaniel, Planning Director City Hall Delray Beach, Florida 33444 (305) 278-2841	1

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of Dundee	Michael Herr, Town Manager Post Office Box 1000 Dundee, Florida 33838 (813) 439-1086	1
Town of Eatonville	Mr. Ronald Rogers Town of Eatonville Post Office Box 2163 Eatonville, Florida 32751 (305) 647-0061	1
City of Fort Lauderdale	Charles Adams Community Development Coordinator Post Office Drawer 14250 Fort Lauderdale, Florida 33302 (305) 761-2309	1
City of Fort Myers	Mr. John Kremski, Director Planning Department Post Office Drawer 2217 Fort Myers, Florida 33902 (813) 334-1281, ext. 206	1
City of Fort Pierce	Planning and Development Dept. Post Office Box 1480 Fort Pierce, Florida 33454 (305) 464-5600	1
City of Fort Walton Beach	Stephen K. Seibold Executive Director Fort Walton Beach Redevelopment Agency Post Office Box 4009 Fort Walton Beach, FL 32549 (904) 224-4440	1
City of Frostproof	Mr. Dan Ruhl Post Office Box 308 Frostproof, FL 33843 (813) 635-3764	1
City of Gainesville	Mr. Richard Kilby, Director Department of Housing and Neighborhood Assistance Post Office Box 490 Gainesville, FL 32602 (904) 374-2220	2

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of Gretna	Office of the Mayor City of Gretna Post Office Drawer A Gretna, FL 32332 (904) 856-5257	1
City of Gulfport	Mr. Ted Potyka Social Service Director City of Gulfport Post Office Box 5187 Gulfport, FL 33737 (813) 321-6988	1
City of Haines City	William Drummond, City Manager Post Office Box 1507 Haines City, FL 33844 (813) 422-4986	1
City of Hollywood	Robert L. Davis City of Hollywood Post Office Box 2207 Hollywood, Florida 33022	3
City of Jacksonville	Lillian Cannon Department of Housing and Urban Development 1300 Broad Street Jacksonville, FL 32202 (904) 633-5050	5
City of Jacksonville Beach	Mr. Wayne Bowers, City Manager City of Jacksonville Beach Eleven North Third Street Jacksonville Beach, FL 32250 (904) 249-2381	2
City of Key West	Robert R. Bensko, Grants Consultant Post Office Box 1550 Key West, FL 33040 (305) 294-3721 or 294-0621	1
City of Lake City	Charles Hollis Director of Community Development Post Office Box 1687 Lake City, FL 32055 (904) 752-2031	1

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of Lake Wales	Bill Seymour, City Manager City of Lake Wales Post Office Box 1320 Lake Wales, FL 33853 (813) 676-2533	1
City of Lake Worth	Office of the Mayor 7 North Dixie Highway Lake Worth, FL 33460 (305) 586-1730	1
City of Lakeland	Mr. Jim Verplanck, Director Department of Community Development City of Lakeland, City Hall Lakeland, FL 33802 (813) 682-1141 ext. 252	2
City of Largo	Ms. Gail Easley Assistant Planning Director City of Largo Post Office Box 296 Largo, Florida 33540 (813) 584-8671	1
City of Leesburg	Greg A. Beliveau Planning and Development Director Post Office Box 630 Leesburg, FL 32748 (904) 787-4313 ext. 266	1
City of Melbourne	Ms. Peggy Braz Public Information Officer 900 East Strawbridge Avenue Melbourne, Florida 32901 (305) 727-2900 ext. 285	2
City of Milton	William Stubstad Economic and Community Development Director City of Milton Post Office Box 312 Milton, Florida 32570 (904) 623-9418	5

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of Monticello	Mr. Michael Llado Director of Economic Development Jefferson County Industrial Development Corporation 420 West Washington Street Monticello, Florida 32344 (904) 997-5552	1
City of Ocala	Joseph L. Cone City Planning Director Post Office Box 1270 Ocala, Florida 32670 (904) 629-8529	1
City of Orlando	Community Development Office 400 South Orange Avenue Orlando, Florida 32801 (305) 849-2190	2
City of Palatka	Mr. Fred D. Fox Community Development Director Post Office Drawer 1100 Palatka, Florida 32077 (904) 328-6220	1
City of Panama City	Ms. Diana Gurick, Executive Director Panama City Downtown Improvement Board Post Office Box 1124 Panama City, Florida 32402 (904) 785-2554	1
City of Pensacola	Mr. Steve Garman, City Manager Post Office Box 12910 Pensacola, FL 32521 (904) 436-4201	1
City of Perry	Bill Noonan, City Manager Post Office Drawer 109 Perry, Florida 32347 (904) 584-7161	1

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of Pinellas Park	Ms. Susan Swift, City Hall Planning and Zoning Post Office Box 1100 Pinellas Park, FL 33565 (813) 544-8831	1
City of Pompano Beach	Jim Hudson Community Development Coordinator Post Office Drawer 1300 Pompano Beach, Florida 33061 (305) 942-1100	1
City of Quincy	Mr. Bud Clark, Director Planning Department Post Office Drawer 941 Quincy, FL 32351 (904) 627-7681	3
City of Riviera Beach	Mr. Davender Kant City of Riviera Beach 600 West Blue Heron Boulevard Riviera Beach, FL 33404 (305) 845-4000	1
City of Safety Harbor	Mr. Ron Rinzivillo Community Development Coordinator City of Safety Harbor 750 Main Street Safety Harbor, FL 33572 (813) 726-0780	1
City of Saint Petersburg	Rosie Peterman Urban Redevelopment Office Post Office Box 2842 St. Petersburg, FL 33731 (813) 893-7217	1
City of Sebring	Peter Pollard, Executive Director Community Redevelopment Agency City of Sebring 368 South Commerce Street Sebring, Florida 33870 (813) 385-0549	1

CITIES	CONTACT PERSON	# OF SEPARATE ZONES
City of South Bay	Lomax Harrell, City Manager Post Office Box 130 South Bay, Florida 33493 (305) 996-6751	1
City of Tallahassee	Diane Dunson Chief, Special Projects Division Tallahassee-Leon County Planning Department 215 South Monroe, Suite 201 Tallahassee, Florida 32301 (904) 488-6133	2
City of Tampa	Steve Michelini Economic Development 306 East Jackson Street 3N Tampa, Florida 33602 (813) 223-8381	4
City of Wauchula	Marcus Ezelle, City Attorney Rost Office Box 818 Wauchula, FL 33873 (813) 773-3241	1
City of West Palm Beach	Richard Simmons, City Manager City of West Palm Beach Post Office Box 3366 West Palm Beach, Florida 33402 (305) 659-8000	1
City of Wildwood	John Phillips, City Manager Post Office Box 267 Wildwood, Florida 32785 (904) 748-1228	1
City of Williston	City Clerk P.O. Drawer 160 Williston, Florida 32696 (904) 528-3060	1
City of Winter Haven	Allen B. Saxe, Director Department of Planning and Development Post Office Box 2277 Winter Haven, Florida 33880 (813) 294-3551	1
	Total	136

NOAA COASTAL SERVICES CTR LIBRARY
3 6668 14111447 2