

GOALS, OBJECTIVES, AND POLICIES

GOAL 1: Protect coastal resources and human life and limit public expenditures in areas that are subject to destruction by natural disasters. .

OBJECTIVE 1.1: The City will protect coastal resources by coordinating any actions contemplated which would affect the coastal area with the county and state.

Policy 1.1.1: Enforce the City's building code ordinances which contain provisions requiring standards of the Federal Emergency Management Administration's (F.E.M.A.) regulations for the coastal flood zone area ("B" Zone) and the coastal high hazard area (Category 1 Hurricane Evacuation Zone) within the City be met before issuance of local building permits can be authorized (see Policy 1.2.2).

Policy 1.1.2: The Coastal high-hazard areas (CHHA) within the City shall be the areas below the elevation of the category 1 storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as defined in Section 163.3178(2)(h) and depicted on the Land Use Map 9.

Policy 1.1.3: The City shall coordinate with the County and other regulatory authorities to protect the estuaries and waters of St. Joseph's Bay to prevent estuarine pollution, control surface water run-off, protect living marine resources and ensure adequate sites for water-dependent uses.

Policy 1.1.4: The City shall coordinate with the St. Joseph's Bay aquatic preserve management plan on matters specified in Policy 1.1.3. Coordination will be by written notification.

OBJECTIVE 1.2: The City will promote protection of the natural resources of the shoreline and estuarine areas of the coastal high hazard area by adopting a future land use plan which directs population concentrations away from the CHHA and gives priority to water-dependent uses.

Policy 1.2.1: The City will take immediate action to restore and enhance any disturbed or degraded natural resources which are impacted by any City capital improvement projects.

Policy 1.2.2: The City shall limit specific and cumulative impacts upon coastal wetlands, water quality, and management wildlife habitat and living marine resources using the following regulatory techniques: require protection of identified wildlife habitat as part of enforceable development agreements, coordinate with the Florida Department of Environmental Protection to restrict construction activities which would permanently damage marine resources unless appropriate mitigation measures are undertaken, and enforcement of policies.

OBJECTIVE 1.3: The City will continue to improve public access to the coastal area through enhancement and/or rehabilitation of ground maintenance in such areas including the Port St Joe Marina, the Waterfront Park area and the beaches.

Policy 1.3.1: The City will improve maintenance at the Waterfront Park by increasing maintenance of trash barrels and promoting the proper disposal of all litter.

Policy 1.3.2: Maintenance dredging of the channel leading from the public boat ramp will be carried out in accordance with state and federal permits.

OBJECTIVE 1.4: The City will protect the coastal area infrastructure by adopting infrastructure projects and Levels of Service (L.O.S.) which are listed in the Transportation Element, Recreation and Open Space Element, and Sanitary Sewer, Drainage, Potable Water sub-elements and Capital Improvements Element of this Plan.

Policy 1.4.1: In order to protect the human population and the shoreline and estuarine resources of the Coastal zone all infrastructure improvements will be designed in accordance with standards which consider impacts to the Coastal zone (natural disasters such as hurricanes, flooding, etc. with resultant emergency evacuation requirements).

Policy 1.4.2: Emergency evacuation plans (responsibility of Gulf County Administrative Assistant) will be coordinated with regional and state authorities and reflect the designated evacuation routes in the Transportation Element of this Plan.

Policy 1.4.3: The City will maintain infrastructure capacity to provide public facilities of the type and densities of development as shown on the Future Land Use Map. Capacities shall be estimated using level of service standards in the Plan. No development shall be permitted in the coastal area unless public facilities and services are available concurrently with the impacts of development or phased to coincide with the demands generated by development or redevelopment.

OBJECTIVE 1.5: Post disaster redevelopment in the coastal zone will be coordinated by City in conjunction with the County Emergency Management Office, Apalachee Regional Planning Council (Hazard Mitigation Plan) and Federal Emergency Management Administration. Procedures shall be established which will reduce the exposure of human life, and public and private property to hurricane-related hazards (see Policies 1.5.1, 1.5.2, 1.11.1).

Policy 1.5.1: The City shall prepare a post-disaster redevelopment plan that addresses short and long term needs after a disaster occurs; addresses the removal, relocation or structural modification of infrastructure facilities which have experienced repeated storm damage; considers the limitations of redevelopment in areas that have experienced repetitive losses and considers the incorporation of the recommendations of interagency hazard mitigation reports..

Policy 1.5.2: When undertaking post-disaster redevelopment activities, development permits may be waived for short-term recovery measures such as emergency repairs to

streets, water, electricity or other utilities to restore service; removal of debris; and public assistance matters including temporary shelter or housing.

Policy 1.5.3: Long-term redevelopment shall require approval of development permits and be consistent with this plan. These activities include: repair or restoration of private residential or commercial structures with damage in excess of 50% of market value; non-emergency repairs to bridges, highways, streets, or public facilities; repair or restoration of docks, seawalls, groins, or other similar structures.

OBJECTIVE 1.6: Mechanisms to protect, conserve, and enhance coastal marine resources and maintain or improve estuarine environmental quality will be continued in order to protect sensitive coastal resource areas from the impact of potential future development. These mechanisms shall include, but not be limited to, the following policies. Sensitive coastal resource areas include the coastal high-hazard areas, the St Joseph Bay aquatic preserve and estuarine wetlands.

Policy 1.6.1: The City will, upon completion of the Master Drainage Plan update, incorporate the recommendations of the update into (1) the Analysis, and (2) the Goals, Objectives and Policies of the Coastal Management element as they pertain to maintaining the water quality and estuarine resources of St. Joseph's Bay.

Policy 1.6.2: The City will periodically review its land development regulations, permitting and enforcement procedures to ensure compliance with the state and federal regulatory programs and to ensure adequate protection of the City's coastal resources.

Policy 1.6.3: The aquatic preserve which has been established in St. Joseph Bay will be addressed in any review of development impacts in the City's coastal resources.

Policy 1.6.4: The City will reserve final approval of development permits until all applicable permits are obtained from jurisdictional agencies, including storm water discharge permits obtained pursuant to Chapter 62-25, F.A.C., and jurisdictional interpretation on wetlands conducted pursuant to Chapter ____, F.A.C.

OBJECTIVE 1.7: The City will preserve historic resources.

Policy 1.7.1: The City's development regulations will provide for protection as well as guidance for sensitive, adaptive reuse of historic resources.

Policy 1.7.2: The City shall seek grants to conduct a survey of historical resources and evaluate their significance.

Policy 1.7.3: The City shall assess the potential risks to significant historic resources and identify/implement mitigation options necessary to protect or reduce the risks to these resources.

Policy 1.7.4: The City shall utilize the Local Mitigation Strategy process as one option for funding specific mitigation projects for historic resources.

OBJECTIVE 1.8: The City shall use the criteria specified in Policy 1.8.1 for prioritizing shoreline use.

Policy 1.8.1: The City recognizes the need to establish the public interest between competing waterfront land uses. The City shall choose the following land uses in priority order: water-dependent, water-related land uses where a definitive public purpose has been established, and other land uses (residential commercial, institutional, or industrial).

Policy 1.8.2: Specific and detailed provisions for the siting of marinas shall be included in the land development regulations. Such provisions shall include, but not be limited to, the following criteria:

Demonstrate the presence of sufficient upland area to accommodate parking, utility and support facilities;

Provide a hurricane mitigation and evacuation plan;

Be located in proximity to natural channels so that minimum or no dredging shall be required for provision of docking facilities;

Maintain water quality standards as provided by Chapter 403, Florida Statutes;

Demonstrate that it meets a public need thereby demonstrating economic viability/feasibility.

OBJECTIVE 1.9: The City shall establish construction standards which minimize the impacts of man-made structures on the coastal zone.

Policy 1.9.1: The City shall require the enforcement of the provisions of the Flood Ordinance, building set-backs from the shoreline and stormwater permits pursuant to Chapter 62-25, F.A.C. in order to lessen the impact of man-made structures on the coastal zone.

OBJECTIVE 1.10: The City shall limit public expenditures which fund or subsidize development in the coastal high-hazard area except for water-dependent facilities.

Policy 1.10.1: The City shall provide specific provisions to include set backs from the shoreline for non- water dependent structures and coordination of permitting with appropriate jurisdictional agencies.

OBJECTIVE 1.11: The City will direct population concentrations away from the CHHA.

Policy 1.11.1: The City shall protect human life and prohibit locating hospitals, nursing homes and other similar structures which concentrate special needs population in the CHHA.

OBJECTIVE 1.12: The City adopts and shall maintain a level of service of 16 hours for out of county hurricane evacuation for a category 5 storm event as measured on the Saffir-Simpson scale.

Policy 1.12.1: The City shall coordinate with and assist Gulf County in the implementation of the Gulf County Emergency Management Plan (CEMP) by providing police and fire department support personnel during emergencies.

Policy 1.12.2: The City shall review and, where appropriate, incorporate applicable recommendations regarding hurricane evacuation from other disaster preparedness plans (county, regional, state and federal) into this Plan. Specific inclusions of future recommendations will be undertaken as Plan amendments.

Policy 1.12.3: The Category 5 evacuation area is that area identified as the category 1 through 5 evacuation area in the regional hurricane evacuation study completed in 2004 and is depicted on Map 9a.

Policy 1.12.4: Future Land Use Map amendments and development shall meet and maintain the adopted level of service as identified in Objective 1.12 and shall be supported by adequate and relevant data and analysis demonstrating that the adopted hurricane evacuation level of service for the Category 5 evacuation area is maintained. Data and analysis shall include at a minimum, an analysis of the impacts of development on the Category 5 hurricane evacuation clearance time.

Policy 1.12.5: If the analysis indicates that the evacuation time level of service will not be achieved, then mitigation can be approved to the extent that it will maintain the adopted level of service as established in Objective 1.12. Appropriate mitigation includes, without limitation, payment of money, contribution of land, and construction of hurricane shelters and transportation facilities. The data and analysis demonstrating adequate mitigation shall include identification of the type of improvement, the cost of the improvement and the timing of the improvement, and a binding agreement between the local government and the developer identifying the mitigation plan in terms of type of project(s), cost of project(s), and timing of project(s). Mitigation measures requiring publicly funded capital improvements to construct facilities shall be incorporated into the City or Port St. Joe 5-year Capital Improvements Schedule. Mitigation measures requiring privately funded capital improvements may be included in the Capital Improvements Schedule, but need not be publicly funded.

Policy 1.12.6: To better plan for emergencies created by natural disasters, by January 1, 2009, the local comprehensive plan shall be revised to include recommendations from the Gulf County CEMP.

Policy 1.12.7: The City shall continue to support the Local Mitigation Strategies in Gulf County evaluating the risks and vulnerabilities facing the community and coordinating with local government planning officials and emergency management planners regarding mitigation priorities and implementation funding sources.

Policy 1.12.8: The City shall consider integrating hazard mitigation principles from the Local Mitigation Strategies into the City’s comprehensive plan to reduce future damage to property and public facilities, avoid development in hazardous areas and provide for adequate public shelters and maintain safe and adequate hurricane evacuation clearance times.

PORT ST. JOE PORT MASTER PLAN

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

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

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

Policy 1.1.2: Land Acquisition. The Port St. Joe Port Authority shall acquire land within the Port Planning Area as needed to support Port development and economic growth.

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

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

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

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

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

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

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

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

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

Objective 2.1: St. Joseph Bay Entrance Channel and Gulf County Canal Access. The Port St. Joe Port Authority shall pursue maintenance and new dredging activities at the St. Joseph Bay Entrance Channel and Gulf County Canal to provide the water depths needed to serve ships and barges anticipated to call at the Port. To the extent possible, consistent with the development and expansion needs of the Port, maintenance and new dredging activities and the management of spoil material shall be pursued in a manner respectful of the *State Comprehensive Plan's* goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems.

Policy 2.1.1: St. Joseph Bay Entrance Channel Maintenance Dredging. The Port St. Joe Port Authority shall pursue maintenance and new dredging activities at the St. Joseph Bay Entrance Channel and Gulf County Canal to provide the water depths needed to serve ships and barges anticipated to call at the Port. As part of the long-term maintenance and dredging activities as outlined in Section 4.1.5, the Port Authority will develop a Dredged Material

Management Plan for maintenance and dredging activities at St. Joseph’s Bay and the Gulf County Canal.

Policy 2.1.2: Gulf County Canal Deepening and Widening. The Port St. Joe Port Authority shall deepen and widen the Gulf County Canal in proximity to the Port Planning Area to achieve the water depths and width needed to serve the ships and barges that are anticipated to call at the Port.

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

Policy 2.1.4: Spoil Site Development. The Port St. Joe Port Authority shall identify an environmentally acceptable spoil site for the disposal of the dredged material the Channel and Canal dredging projects will generate. If the spoil material is of the proper quality, and if it is permissible by the regulatory agencies, dredged material will be used for beach creation and renourishment, as has been done in the past. The added benefit of this disposal option is additional storm protection for adjacent land, and particularly for US 98, which is frequently damaged by wave action from storms.

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

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

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

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

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

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

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

Policy 2.4.1: On-Port Rail Improvements. The Port St. Joe Port Authority shall develop a rail spur to connect with the AN Railway if required to serve Port Planning Area users.

Policy 2.4.2: Off-Port Rail Connections. The Port St. Joe Port Authority shall work with the AN Railway to identify and pursue improvements to the off-Port rail infrastructure, which could facilitate goods movement to and from the Port.

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

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

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

Policy 3.1.2: Estuarine and Surface Water Quality. The Port St. Joe Port Authority shall limit specific and cumulative impacts on water quality to maintain the integrity of the St. Joseph Bay Aquatic Preserve and maintain the applicable water standards. In so doing, the Port St. Joe Port Authority shall design the drainage system on its property to meet NPDES, Florida Department of Environmental Protection, and Northwest Florida Water Management District water quality standards and shall coordinate its efforts with federal, state, regional,

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

Policy 3.1.3: Wetlands and Wildlife Habitat. The Port St. Joe Port Authority shall limit specific and cumulative impacts on identified wetlands and wildlife habitat by avoiding projects that destroy or significantly degrade such habitat or by providing mitigation measures. When sensitive wetlands and habitat are identified, the Port St. Joe Port Authority shall develop an environmental resource management plan before implementing development. This plan will provide site design considerations to avoid wetland and habitat impacts and outline long-term strategies and actions to maintain the viability and natural function of these areas. When impacts to these areas cannot be avoided, the environmental resource management plan will specify the proposed mitigation activities, such as the establishment of a wetlands habitat area, as well as long-term actions to enhance and maintain the natural function of the affected areas. A primary concern of the plan will be the maintenance or enhancement of surface water quality in the affected wetland and habitat areas as well as St. Joseph Bay.

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

Objective 3.3: Plan Implementation Coordination. The Port St. Joe Port Authority shall be proactive in coordinating its development efforts with local, state, and federal permitting agencies and with private stakeholders to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

Policy 3.3.1: Sensitivity to Local Concerns. The Port St. Joe Port Authority shall be sensitive to the concerns of local interests in implementing its development program and shall seek out the best possible environmental solutions to controversial issues.

Policy 3.3.2: Permit Compliance. The Port St. Joe Port Authority shall comply with the provisions of the eventual permits governing its in-water and upland development program, and shall work with local, state, and federal agencies to achieve a sound balance between its expansion requirements and the need to protect the surrounding environment.

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

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

Policy 4.1.1: Flood Zone Compliance. The Port St. Joe Port Authority shall see that any habitable, non-residential buildings in special flood hazard areas are designed and

constructed to reduce the potential for flooding and wind damage. This policy is consistent with Goal 15, Policy 6, with respect to the potential for flooding.

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

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

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

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

Policy 4.2.1: Safe Operating Environment. To provide a safe operating environment, the Port St. Joe Port Authority shall implement required safety and health measures and see that operations are conducted in accordance with those measures.

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

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

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

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

Policy 5.1.2: Land Use Compatibility. The Port St. Joe Port Authority shall reduce any land use conflicts by installing and maintaining adequate buffer zones between Port property and adjacent potentially incompatible land uses.

Policy 5.1.3: Infrastructure and Utility Capacity. The Port St. Joe Port Authority shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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