



PORT EVERGLADES MASTER PLAN

APPENDIX A ENVIRONMENTAL WORKSHOP RESPONSES



BREAKOUT SESSION NOTES

PORT EVERGLADES ENVIRONMENTAL WORKSHOP

MARCH 10, 2006



Working to balance economic growth with ecological concerns, Broward County Port Everglades Department staff met with approximately 60 Broward County residents and environmental experts on Friday, March 10, to generate ideas about how the South Florida seaport can further its environmental stewardship as its 20-year master plan is developed. Participants attended a presentation about the Port's past and current environmental programs, and then broke into four groups to discuss their ideas and concerns about the natural habitat, water quality, air quality and using "green" products and recycling. The breakout groups were then asked to share their top priorities with the entire audience of residents, environmental experts and Port staff. Many thanks to all who participated.

Here are the ideas generated that will be presented to the master plan consultants, along with the Port's responses:

WATER QUALITY

- **Concern about invasive species coming into Port waters from ships from other areas**

Invasive species control at the Port is important to the South Florida Ecosystem and to the nation as a whole. Proposed rigorous monitoring and control of ballast water and invasive species is the responsibility of the U.S. Coast Guard. Currently, however, there are no federal parameters relating to the size, material, species, etc., to monitor. The Port recognizes the vital importance of this issue and prohibits ballast water discharge through Tariff #12 Item 1015. The Tariff governs the vessels operations Port Everglades and is approved by the Broward County Board of County Commissioners.

- **Become more proactive and monitor ballast waters**

Ballast water monitoring authority is delegated to the U.S. Coast Guard by Congressional act. All ships entering the U.S. are required to submit ballast water reports to the Coast Guard. Port Everglades prohibits vessels from discharging ballast water through Tariff #12 Item 1015.

- **Pollution-storm drains**

The Port began a program in 1995 to help improve water quality. The program includes cleaning up trash on docks, and monitoring storm drain outfalls at the Port.

As a result of this monitoring program, sediment traps were also installed at selected storm drains in 1998. The Port is continuing to expand this program, both in design of new facilities and by requesting land tenants to place these types of devices within their leaseholds.

- **Dredging stirring up from the mud: pathogens, diseases, contaminants, heavy metals. Off-shore eco-systems and water quality may be compromised**

Dredging operations at the Port are carefully controlled and monitored for turbidity and contamination. Samples of the material to be dredged are taken prior to dredging operations to determine if there are pollutants present so that precautions can be addressed during dredging operations. The testing results direct the type of disposal options considered and measures taken to design facilities that reduce impacts and provide for the cleanest possible return water.

It should be noted that the Port is located at a junction point for receiving stormwater from primary and secondary canals and drainage systems. Any pollutants within the waterways from upstream contributors would not have been generated as a result of Port activities. Regulation of stormwater is the responsibility of the South Florida Water Management District and Broward County Department of Environmental Protection.

- **Concern: no sewage system in place and therefore there is a need for the mobile storage unit (Reasoning was explained in workshop re: mobile unit for ships unloading sewage)**

Port Everglades is concerned about sanitary waste from vessels and does not permit discharge from vessels to occur when vessels are utilizing the Port's facilities.

These concerns are further addressed in the current Port Tariff #12. Port Everglades has established a franchise system by which vessels can request the services of licensed sanitary waste haulers to off-load their tanks and this material can be delivered directly to the City of Fort Lauderdale's sanitary treatment facility without impacts to the surrounding waters within the Port.

- **Blasting: killing and/or injuring fish (especially tarpon and snook), manatees, and wildlife.**

The Port has not needed to blast areas for dredging since the 1980s. At that time, Port Everglades developed specific procedures to protect wildlife that were adopted statewide. Today, the Port continues to provide the highest protections for wildlife and will do so if blasting is the preferred alternative during future dredging activity. Port Everglades also will follow the established protocols. Also of note, new blasting techniques that are more environmentally sensitive have been successfully implemented both in Puerto Rico in 2003 and at the Port of Miami in 2005. Protection measures taken include: physical barriers surrounding the area, observation teams, underwater detection devices, and safety zones.

- **Water quality programs occurring on and off-shore—are there enough such sites and how many?**

The Port does not currently implement offshore water quality monitoring activities. However, as a part of dredging activities, extensive monitoring before, during and

after construction will take place. In addition, the Port will utilize all currently-available data from local, state & federal agencies that are applicable to the project.

- **Targeted and long-term in Port and off-shore monitoring**

It is possible that Broward County could acquire funding to continue the water quality monitoring program that will accompany dredging activities on a long-term basis. Broward County Environmental Protection Department has an ongoing monitoring program within the County and several sample locations are located within the Port. These data reports are available to the Port, when needed.

- **Clear statement of what is discharged (i.e., gray water)—is it prohibited in the Port?**

A Port Tariff was established in 1961 that specifies appropriate conduct within the Port and its waterways. Specifically, the Port Tariff prohibits:

- Discharge into the water of wastewater such as sanitary, bilge, or gray water while in the Port
- Improper disposal of dockside waste
- Discharge of any petroleum products
- Discharge of ballast water

This comment is also addressed previously.

- **Pollution north and south of the Port**

The Port regulates activities and enforces compliance within its jurisdictional boundaries. However, municipalities both north and south of the Port do have the capability to regulate waterways outside the Port's jurisdiction, as does the Broward County Environmental Protection Department.

- **Thorough environmental records checks (background check of records) of all companies bidding for dredging projects**

Scopes of work regarding environmental restrictions and compliance for dredging contracts are closely scrutinized by the Port as a result of our bidding process. Typically, bidding documents require companies to divulge performance records with regard to compliance with permit conditions, financial responsibilities, check of former clients, etc. In addition, all employees of the company must undergo a thorough background check from state and federal enforcement agencies before being allowed to work within the Port.

- **Accountability of companies polluting the Port. Severe consequences, not merely small fines/slap on the wrist**

The Port has not found it to be a frequent occurrence that companies using Port facilities have caused pollution. However, stringent consequences do exist already with environmental regulatory agencies. Also, Port tenants who do not comply with lease terms are exposed to the possible loss of their lease or franchise, preventing them from conducting business at the Port, as well as fines and penalties by various regulatory agencies.

- **Thoroughness of enforcement and compliance of rules and regulations**

As mentioned earlier, this is the responsibility, under federal law, of the U.S. Coast Guard.

- **Contained pollution within the Port and contaminating (land and coastal)**

Specific containment measures for spills of any hazardous material are required and enforced by the U.S. Coast Guard in the water environment and the Florida Department of Environmental Protection, Broward County and the Port on land as well as in the water.

- **Expression of desire for open forum Q and A with Port experts. Community seems to want detailed and concrete answers to pressing concerns.**

As a result of the Port's initiative to hold an environmental workshop, this forum has provided the opportunity for the public to make their comments known. As part of this outreach, we have established a website for the public to participate and interact with Port staff. The Port will continue holding periodic workshops to keep participants apprised of Port activities and continue this interaction and dialogue.

The Port is always willing and pleased to answer questions regarding issues within the Port's authority. If we cannot answer your questions, we'll refer you to the proper federal and state agencies.

AIR QUALITY

- **Reduced Emissions**

- **Port growth will lead to more stationary and mobile emissions**

This is not necessarily true. While Port development will accommodate larger vessels, the number of vessels may actually decrease. As the Port develops, there will be larger vessels entering the Port. However, due to the larger capacity of these vessels, there will be less vessels calling at the Port. In addition, as new programs and regulations are implemented, more efficient motors, engines and fuels are mandated by various federal agencies, which should result in an overall reduction of emissions.

- **Port growth will lead to more airport emissions**

As noted in the response immediately above, this is not necessarily true due to steadily increasing standards being applied. In addition, there is no direct relationship between seaport emissions and emissions that may result from airport expansion. A possible relationship may only exist with regard to cruise traffic.

- **Concerned about physical emissions (fine, gray powder on residential windows nearby Port)**

The Port has investigated production of fugitive particulate matter relative to some bulk cargo operations. The Port has eliminated cargo in which dust cannot be controlled.

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- **Concerned about emissions from old FPL plant**

The Port has no regulatory authority over the FPL power plant. However, the FPL facility within Port Everglades is currently undergoing an update to its pollution control devices, as required by State. In fact, an article published June 18, 2007 in the South Florida Sun-Sentinel reported that FPL installed four massive air filters that dramatically reduced emissions of particulate matter. The article also reported that from 2005 to 2006, the plant cut emissions of nitrogen oxides by 27 percent, cut sulfur dioxide by 55 percent and reduced particulate matter by 61 percent.

- **Concerned about particulate matter from handling of bulk cargo**

This question has been addressed previously above.

- **Need to mitigate airborne emissions from construction and demolition activities. Idling at security checkpoints contributes to emissions.**

The Port Tariff described earlier prohibits shipboard incineration of materials while vessels are in the Port. Emissions from the FPL power plant are regulated by the U.S. EPA and the Florida DEP and questions in this regard should be directed to these agencies.

Airborne emissions from construction and demolition activities are regulated through Broward County building permits, and the Florida DEP has enforcement jurisdiction if emissions are detectable off-property. The Port also utilizes BMPs as part of its standard operations during these activities. Generally, construction sites that tend to generate dust are required to spray dust-prone areas on a regular basis with misting water.

Diesel vehicles idle instead of shutting off in order to save fuel and reduce emissions. Security measures have caused some traffic issues, but the goal, through the proposed GREEN PORT PROGRAM, of increasing use of alternative fuels at the Port will help.

- **Reduced Traffic Congestion; Alternative Transport Modes- Use rail to transport cargo to and from docks; Port growth will lead to more passenger and cargo vehicle traffic within and around the Port; Identify means to reduce traffic congestion (e.g. offsite parking and onsite people-mover); Consider sustainability and efficiency of transport**

Several issues relating to traffic and movement of cargo outside of the Port have been combined under this section.

The general public may not be aware of the various and diverse studies that are currently ongoing by several agencies (county [airport, seaport], state and federal) related to this issue. The following list of projects is currently underway to study transportation, in general, within Broward County, as well as the southeast region and the State of Florida:

- Ø The State of Florida, in 2003, authorized (strategic intermodal system) studies to include eight major transportation corridors that include—highways, freight and passenger rail, and waterways; hubs such as seaports, airports, and

other transportation terminals; connectors between the hubs; and internal corridors.

- Ø The Atlantic commerce corridor includes studies relating the Florida I-895 corridor to regional, state and national commerce. The areas of the study within Broward include I-95, I-595, I-75, Florida's Turnpike, Sawgrass Expressway, US 27, the FEC rail and its freight terminal, CSX, South Florida rail corridor, the Intracoastal Waterway and shipping lanes, the Port, and the Airport.

These studies within the transportation networks are designed to lead to reduced traffic congestion, air pollution and fuel reduction. A more comprehensive discussion of these plans, agencies and types of innovative modes of transportation can be found in the Port's Master Plan in a section titled, "Intermodal Transportation Network."

MASTER PLAN ISSUE

This challenge is being addressed comprehensively by the County and the Port in the Port Everglades Master Plan. The new Master Plan will analyze the potential effects, and propose specific solutions.

- **Visible milestones toward maintaining/improving health & quality of life**
 - **Concerned about quality of life and health of Port neighbors**

This question has been addressed in other sections of this response.
 - **Concerned about long-term environmental impact (i.e. future generations)**

The Port believes that its efforts as a steward of the environment within the surrounding area will result in a healthy environment for future generations.
 - **Consider community relations when developing master plan**

The Port, through its outreach program and three public workshops, has invited the general public to participate in the process and will continue to do so in the future.
 - **Consider impact on community health when developing master plan**

In the past, currently and in the future the Port takes proactive measures to protect the community's health by adopting procedures that safeguard our waterways such as installing storm water drains to prevent run-off and prohibiting vessels from discharging ballast water, petroleum or other potentially hazardous materials while in Port.
 - **Keep in mind Port isn't just an economic engine but should also be a "good neighbor"**

The Port takes great pride in protecting the balance between the environment and the economic activities that operate within its boundaries. A few highlights of the Port's impressive legacy of environmental and community stewardship include:

 - creating 23 acres of wetlands planted with 160,000 mangroves at John U. Lloyd Beach State Park

- planting 6,500 native plants for landscape beautification
- providing free dockage for vessels while they are being prepared for Broward County's artificial reef program
- working proactively to apply speed regulations to both commercial vessels and pleasure craft to proceed slowly in manatee protection areas
- implementing a pilot program to pre-treat stormwater runoff to enhance water quality
- actively promoting the use of biodiesel and other alternative fuels to reduce particle emissions from Port-operated equipment
- improving tidal flushing and implementing restoration and enhancement to 168 acres at West Lake Park, immediately south of the Port
- prohibition by the Port Tariff of vessels blowing whistles or horns, except as provided by law

Many of the issues have and are being addressed in the Port's Master Plan. Several public meetings have been held where the attendees have had the chance to provide input. The Port has also posted the Master Plan information on its website for the public to review.

GENERAL COMMENTS

- **Concerned about increased energy consumption. Need to consider use of alternative fuels, equipment, and vehicles (i.e. green technology, energy conservation).**

The Port and Broward County have programs to look at alternative fuels and alternative vehicles. The program started in 2005. The Port has ordered "Gem" trucks (all electric), bought hybrids for BSO patrols, and is investigating various alternative fuels. Since 1995, all Southport gantry cranes have been electrified.

In addition, the Port has hired a contractor to provide for an energy management system at several of its facilities. This five-pronged program will reduce energy consumption, reduce maintenance time by Port staff, utilize longer lived bulbs with less energy demand, reduced hazardous materials going to the landfill (recycling of spent bulbs), use energy only as needed, and as a result of less energy consumption reduce "green house gases" by 9.8 million pounds within a year's period, the port will also be able to realize a cost savings of \$4,451,606 over the life of the project.

- **Concerned about economic impact of decreased air quality**

This issue has been previously addressed.

- **Concerned about noise pollution around the Port**

Regarding noise pollution, the Port Tariff prohibits vessels from discharging horns or whistles, except as provided by law. While excessive noise is discouraged, the public must keep in mind that the Port is a largely industrial land use and some noise associated with industrial activities is inevitable. It is also difficult to separate Port noise from the noise generated by the Airport and other commercial and recreational land uses in the vicinity.

“PARKING LOT” COMMENTS

- **What will the capital costs of a Port people-mover be? Concerned about financing through a local match because of the possible impact to local taxpayers/property owners.**

The people-mover project is currently in the Project Development and Environmental (PD&E) Study phase. As part of this phase, multiple potential corridors, technologies and financing options are being analyzed as part of the process.

It should be noted that the Port is an Enterprise Fund, so there are no property tax monies utilized for Port operations. The Port is self-sufficient and relies on revenues generated by business operations to pay for capital improvement programs and daily operational costs.

NATURAL HABITAT

Six Key Concerns:

- **Protected species**

The Port has an ongoing, aggressive and successful program to protect endangered and threatened species. Specific measures to protect the federally endangered West Indian manatee include:

- Advocating strict vessel speed controls
- Creating vessel exclusion zones
- Closely monitoring in-water activities during winter months, when manatees tend to congregate near the FPL power plant discharge canal
- Using manatee exclusion grates on stormwater outfalls
- Providing a manatee sighting form for the harbormasters' office
- Providing fenders to offset vessels from bulkheads
- Excluding the general public from sensitive manatee areas
- Providing access to manatees to valid scientific community
- Implementing a manatee protection plan for dredging activities
- Developing a lighting plan to reduce urban glow within Port complex as it relates to sea turtles

- **Stakeholders and outreach**

A proactive public outreach program was initiated by the March 10, 2006, public workshop that started the Master Plan Update process. This program has been continued through holding several public workshops since then. An advertised and open-to-the-public workshop session for the Broward County Commission was held on February 20, 2007 and August 28, 2007. A number of smaller meetings with specific stakeholder groups also have been held. A final public hearing at project conclusion will occur, assuring full and meaningful participation by stakeholders and the public in preparation of the Master Plan Update.

- **Port's awareness of environment - change mission to emphasize environmental stewardship**

By holding the public environmental workshop, initiation of the proposed GREEN PORT PROGRAM, and implementation of other environmentally-proactive programs, the Port is continuing its significant legacy in environmental stewardship. The Port has accepted the outreach process and has identified several programs suggested by participants at the workshop in an effort to implement this suggestion.

- **Avoidance and minimization of habitat impact (includes essential fish habitat)**

This must be accomplished as part of the study and permitting process for any work involving impacts to wetlands, natural resources or submerged habitats, through the federal and state regulatory process. It is also consistent with the Port's environmental stewardship ethic and with sound economic principles (avoiding impacts is less expensive than mitigating for impacts).

- **Enforcement of Master Plan, training, and reviews**

This is inherent in the master planning process. The document must be adaptive to changing circumstances and markets, while assuring that basic guidelines, such as environmental stewardship, are met. The Broward County Commission reviews and approves all capital improvements at regularly scheduled public meetings before any work is undertaken.

- **Cumulative impacts of Port plans and other programs**

This is a critical component of the federal NEPA process, and is being addressed through the federal Environmental Impact Statement (EIS) process presently being conducted by the U.S. Army Corps of Engineers regarding the Port's global expansion program. In addition, an EIS process is presently underway for the runway extension at Fort Lauderdale International Airport; and the Project Development and Environment (PD&E) study for the people-mover. All these studies are considering the cumulative effects of all proposed projects.

Objective Concerns:

- **Mangroves**

The Port has planted 160,000 mangroves to create 23 acres of wetlands at John U. Lloyd Beach State Park to the east and is presently participating in restoration and enhancement activities to more than 160 acres of wetlands at West Lake Park, immediately to the south.

- **Offshore habitat, Coral reefs, Hard ground (offshore), Hard ground (near shore)**

The following is a response to these items collectively:

The USACE is currently studying the impacts and various mitigation affects for these possible impacts as it relates to the current feasibility study/EIS with regard to Port expansion program.

In addition, Broward County's Beach Erosion Division has been evaluating the impacts of the many beach nourishment projects over several years to the near

shore and inner reef complex. This area of interest is not really the responsibility of the Port, although the Port over the years has worked closely with its sister agency regarding this program.

- **Near-shore habitats and impact on grasses and near-shore bottom**

Regulation of offshore habitat listed above is outside the jurisdictional scope of the Port, but the Port is actively participating in the current U.S. Army Corps of Engineers port and entrance channel dredging EIS and with federal efforts to locate appropriate sites for offshore anchorage and spoil disposal areas. Other relevant studies the Port is participating in include those for beach renourishment projects and offshore pipelines.

- **Port lighting impact on turtles at John U. Lloyd**

The Port will be implementing lighting measures to address urban glow within the Port area, including shielding and use of lower emission bulbs, at docks facing the park to reduce any lighting impacts on turtles.

- **Manatee habitat**

The extensive measures taken by the Port to protect manatees within Port waters are described earlier.

- **Dredging and release of phytheria and other diseases**

There has been no evidence that these organisms or any others are, or have been, present in Port Everglades.

- **Wastewater discharge, e.g. petroleum, and increased activity**

As stated previously, with enforcement of the Port Tariff, the franchise system to remove waste from vessels, and inspections of vessels, there is very little likelihood of a discharge occurring except possibly due to an accident. The U.S. Coast Guard mandates rapid response and clean-up procedures if a discharge occurs.

- **Illness to animals**

The Port has not experienced any illness to animals as a result of Port operations. However, in the event sick animals are sighted, the standard procedure is to call the Wildlife Care Center to investigate. Over the years, the Port and the Wildlife Care Center have worked hand in hand to rescue injured animals within Port jurisdiction. This relationship is well established as a result of the Port providing land near Snyder Park for the center to lease at \$200 per year.

- **Displacement of animals**

As with some forms of development, there may be some disruption to animal habitat. However, it has been the Port's experience that, as a result of mitigation efforts, these animals relocate to new facilities created by the Port. Also, all potential impacts to threatened or endangered species must be considered and addressed as part of regulatory permitting prior to activities.

- **Habitats for birds**

In the past, the Port had a program that provided additional habitat for least terns and black skimmers on the roof system. The thickness of the gravel layer was increased in wind rows for nesting of these species. In addition, fencing was provided on flat roofs to prevent the chicks from falling off.

However, this type of activity was eliminated as a result of changes associated with the South Florida Building Code.

It is the Port's position that these habitats have been enhanced as a result of various Port mitigation efforts within West Lake Park and at John U. Lloyd Beach State Park. Continued mitigation efforts will address any additional impacts to habitat.

- **Additional wetland destruction**

The loss of wetlands within the Port's jurisdictional area, as a result of past improvements, has been mitigated by several programs previously described, resulting in a net increase in wetland acreage.

However, there has been some loss of wetlands not related to Port activity, but more likely due to natural conditions (i.e., sea level rise, erosion, etc.).

- **Future encroachment of land**

The Port, through its Master Plan, is looking to develop facilities that will meet future needs of the Port for more than 20 years. The Port also realizes that, once these improvements have been made over the coming years; there may not be the opportunity to expand further. That is why the master planning process is so important. In addition to expansion, which is ultimately limited, the Port and tenants must develop internal procedures for utilizing future facilities as efficiently as possible.

- **Protected species, e.g., sea turtles, manatees, whether State or County listed**

This has been addressed previously in other sections of this report.

- **Mitigation efforts**

This has been addressed previously in other sections of this report.

- **Management and protection of species (enforcement!)**

The Port believes it has workable programs in place to protect endangered and threatened species. As always, the Port is looking to improve programs and is working closely with all agencies that have responsibility for this protection.

- **Trapping/killing animals**

The Port participates with proper and authorized organizations in relocating animals within its jurisdictional area. In the past, opossums and raccoons have been relocated out of the Port area and placed in wildlife areas better suited for their continued survival.

- **Past, current, proposed status of environmental resources**

This statement has been addressed earlier.

- **Money for jetty**

The U.S. Army Corps of Engineers and State of Florida are the responsible entities for maintenance and improvements to jetties at the Port entrance.

- **Inadequate educational facility at John U. Lloyd Beach State Park**

One aspect of the Port's mitigation program associated with construction of the Turning Notch was to construct an educational facility at John U. Lloyd Beach State Park. The facility consisted of an amphitheater, (which had audio/visual capabilities), and a walkway that viewed a salt flat and the Port.

Once the Port constructed this facility, the Port turned it over to the park and it was agreed that all maintenance and improvements would be the park's responsibility.

- **Port expansion overriding environmental concerns**

All environmental impacts are studied from the point of view of avoidance, minimization and/or mitigation. There is a large emphasis on environmental conservation in the master planning process.

- **Import of exotic species**

Various agencies monitor importation of exotic species, including the U.S. Department of Agriculture, U.S. Coast Guard, and U. S. Customs Service. Once standards and guidelines are established by the U.S. Coast Guard, ballast water issues will be addressed as to how to prevent organisms from entering or leaving the U.S.

- **Cumulative impacts of multiple projects such as beach re-nourishment and pipeline**

This comment has been addressed earlier.

- **Stakeholders' give-back to community**

The Port would certainly encourage community involvement and activism by Port user groups, but has no way to mandate such activities.

- **Cumulative plan of airport/seaport, Merge smaller projects [to consider overall impact?]**

This comment has been addressed earlier.

- **Adequacy of sewage treatment for increased activity**

The City of Fort Lauderdale's sewage treatment facility, located within the Port's jurisdictional boundaries, has adequate capacity to handle all future Port growth.

- **Alternative uses of Port facility (if not participating in reef program)**

The statement is not fully understood.

- **Offshore anchorage**

Various local, state and federal agencies are currently studying the anchorage as it exists today with the possibility of moving the anchorage to reduce potential impacts

to hard bottom communities. Final results of these studies and possible new coordinates should be available by the end of 2007.

- **Value of resources vs. economics**

The Port has addressed this comment previously. However, both through master planning and internal programs, striking this balance has been, and will continue to be, a paramount goal.

- **Contingency plans for spills**

The Port, as an entity, does not store, transport, or process any petroleum products. Those functions are handled by the petroleum terminal operators that have private facilities within the Port's jurisdiction. Spill contingency plans, under the guidelines of the U.S. Coast Guard, are required by all terminal facilities within the Port. However, the Port participates and provides technical and logistical support for all facilities through planning and review of emergency table top exercises. Each terminal is required to develop a scenario of events and go through exercises of extensive procedures to identify actions to be taken as a result of an accident. All federal, state and local agencies, including the Port, participate in these events.

- **Environmental Impact Statement compliance, e.g. clean water**

The USACE is currently developing the EIS for future dredging of the Port. The USACE is strictly adhering to all provisions of the National Environmental Protection Act (NEPA) and all other applicative regulations, as required, for the finalization of this document.

- **Scientific evaluation of mitigation (all)**

This comment has been addressed earlier.

REFLECTIVE CONCERNS

- **Previous loss (not necessarily a Port effect) of reef (particularly at entrance) – impact on current plans**

The USACE, as part of their feasibility study/EIS, is currently assessing impacts to hard bottom communities near the Port.

- **Inadequate current manatee protection**

As a result of the Port's efforts, as well as other agencies, adequate protection does exist in the Port for manatees. These protective measures are described at length earlier in this response.

- **Loss of wetlands as evidenced by recognized data**

The loss of wetlands within the Port's jurisdictional area, as a result of past improvements, has been mitigated by several programs previously described, resulting in a net increase in wetland acreage.

However, there has been some loss of wetlands not related to Port activity but more likely due to natural conditions (i.e., sea level rise, erosion, etc.).

- **Anchorage area – enforcement**

This statement has been previously addressed. However, it should be mentioned that the U.S. Coast Guard, and not the Port, is responsible for enforcement of the anchorage system.

Currently, the anchorage location is being studied by several agencies to determine if and where the system should be relocated to reduce any impacts to hard bottom communities off the Port's entrance channel.

- **Challenge of economy vs. environment—impact on environment, why does there have to be a choice?**

This comment has been previously addressed.

- **Landscape level perspective on management**

The overall master planning process is specifically designed to take a “big picture” approach to port management.

- **Bird population -- decrease in different species**

The Port has a history of enhancing bird and wildlife habitats as a result of various mitigation efforts within West Lake Park and at John U. Lloyd Beach State Park. Continued mitigation efforts will address any additional impacts to habitat.

- **Port lights disorient turtles – when will it be resolved? Solution to lights/turtles: use low-sodium lights; get additional trees to block light**

In an urban setting such as Fort Lauderdale and the city's proximity to the Port, it is extremely difficult to assess and separate the effects of lighting within the Port and those from surrounding urban areas. However, the Port has developed a “port lighting plan,” implementing state guidelines, to be utilized in future development of Port infrastructure. It should be noted that there is also concern for the safety of dock workers, and with enforcement of regulations imposed on the Port by the U.S. Coast Guard and Florida Department of Law Enforcement with regard to security. Regardless, the safety issue, security issue and turtle issue will be worked out to the betterment of all aspects of Port operations, including the sea turtles.

- **Business, environmental and public working together long-term - establish groups, provide outreach and education to public**

As a result of this workshop and other Port initiatives, these suggestions have been acknowledged and will be addressed. As mentioned earlier, public involvement activities will also continue into the future.

- **Best management practices – want more detail**

BMPs (Best Management Practices) are the state-of-the-art way of managing construction of projects. They are utilized during construction to, in the best manner possible, eliminate or reduce impacts to the environment, whether air, water, noise, etc.

- **Review of training programs (e.g., manatee monitoring)**

The Port has developed many training programs, both internal to Port staff and expanded to the tenant community. During orientation meetings, all employees are given an introduction to the environment and their responsibility to protect it. In addition, the Port has conducted outreach seminars relating to water quality (NPDES) training and pollution prevention programs (P2) in collaboration with the state and Broward County Department of Environmental Protection.

Train contractors to prevent, and how to react to, environmental problems

This comment has been addressed earlier.

INTERPRETIVE CONCERNS

- **Quality of life in all phases: social, economic, environmental, cultural**

These points are well taken and will be addressed within the context of the Master Plan.

- **Invitation to participate [in this forum]**

This has been addressed previously. However, the Port intends to conduct various types of forums and outreach programs to the Port community, as well as the general public at large.

- **No slam-dunk deals**

The master planning process is evaluating a number of alternatives, with no pre-conceived notion of the finally selected preferred alternative.

- **Mitigation done before plan finalized (viewed as positive and negative)**

The restoration work at West Lake Park was mutually funded by the Port and Airport to provide credit for anticipated future wetland impacts. However, studies have not been completed for work that would result in impacts requiring mitigation (i.e., environmental impact statements), and permits for this work have not yet been applied for nor issued. The restoration work at West Lake will proceed regardless of the outcome of these studies or permitting, even if no impacts at the Port or Airport are approved or occur, and the potential mitigation credits generated by the West Lake project do not in any way reduce or eliminate the regulatory requirement that impacts be first avoided and then minimized at the Port and Airport prior to any application of those credits.

- **Can't separate two (Airport and Seaport) master plans due to impact on natural habitat**

This has been addressed previously. However, both Master Plans and federal studies do incorporate expansion plans for each agency and are addressing synergistic and cumulative effects.

- **Insufficient information on master plan**

Draft presentations of the Port's Master Plan have been posted to www.portevergladesmasterplanupdate.com and is linked to the Port's website at www.broward.org/port. In addition, there have been several meetings in which the

general public has been asked to participate and a public hearing with the Broward County Commission is anticipated to be scheduled in November 2007.

- **Too much emphasis on mitigation rather than avoidance**

The permitting process requires addressing avoidance and minimization of impacts, and only then mitigation of any remaining impacts necessary for a meaningful, cost-effective project.

- **Increase Port's environmental stewardship – the Port borders all ecosystems (mangroves, wetlands, reef, ocean and coastal habitats) and that needs to be appreciated**

The Port does appreciate all the above. There are many programs in place to address all aspects of natural resources which the Port believes exemplifies its stewardship. These programs are described in some detail earlier in this response.

- **Recognize critical mass/ripple effects (e.g., traffic, housing) and limitations to avoidance**

The Master Plan is addressing this comment. However, the Port is responding to the public's demand for goods and services and does not make policy or control levels of growth.

- **Cascade effect on fisheries**

These concerns are being addressed by the USACE in its Feasibility Study/EIS. If there are to be impacts to the third hard bottom community off the Port's entrance channel, mitigation will be undertaken to provide for more habitat than is currently there.

- **Needs (e.g., petroleum) driven by regional growth need to be met**

Both the Port's Master Plan and the USACE Feasibility Study/EIS are addressing this issue.

- **Respect and value for Florida land will guide growth – put more back into environment to compensate**

This comment has been previously addressed.

- **Conduct study of other ports to pick up some port traffic to avoid environmental impact**

This comment is addressed below.

- **Regional solutions (regionalism) and plans**

The Master Plan, as well as the USACE's Feasibility Study/EIS, does examine Port facilities from a regional perspective. Port Everglades has a particular market advantage and does not necessarily directly compare to other ports. All Florida ports have distinct advantages over their neighbors and all are important in different ways to the health of Florida's economy.

- **Inform/identify areas that will not be developed**

These areas are noted in the Port's Master Plan. However, it should be noted that all Port lands will have some type of maritime commerce activity on them, unless set aside for environmental conservation.

- **Include stakeholders in planning process**

All stakeholders either from the Port community or the general public have been and will continue to be involved in the Port's planning process.

COMMON THEMES

- **Protected species**

Programs for the protection of endangered and threatened species has been previously addressed.

- **Avoidance and minimization of habitat impact (includes essential fish habitat)**

This comment has been previously addressed.

- **Overall habitat**

This comment has been previously addressed.

- **Protection and destruction**

The Port has always tried to preserve the natural environment through many of its programs. Where impacts cannot be avoided, the Port has developed productive mitigation programs to address these impacts.

- **Mitigation**

This comment has been previously addressed.

- **Stakeholders and outreach**

This comment has been previously addressed.

- **Economic and habitat interconnectivity**

Protection of the environment is a critical component of maintaining the quality of life and economy of South Florida. The local, state, and federal regulatory process is designed to address this, along with pro-active Port programs discussed earlier.

- **Quality of life issues**

This comment has been previously addressed.

- **Master plan—training and review**

This subject is addressed below.

- **Enforcement of master plan and reviews**

The Master Plan is a living document which is periodically reviewed and revisited. Many state and local governments review plan updates. In addition, the Master Plan is an ever-changing document which is not for enforcement, but rather to give an

overview of Port facilities and improvements in relation to the environment and economic feasibility.

- **Cumulative impacts of Port plans and other projects**

These impacts are being addressed in both the Port's Master Plan and USACE's feasibility study/EIS.

- **Shifting baselines**

This is a global phenomenon. However, current environmental regulatory processes set standards to maintain and improve environmental conditions.

- **Contingency plan**

The master planning process is based on state-of-the-art projections and extensive data. The plan is a living document which is periodically updated, so unpredicted changes in conditions can be addressed and the course of projections corrected.

- **Port's awareness of environment (Mission statement needs to emphasize environmental stewardship)**

The Port is aware of its responsibility to be a good steward to the environment. This is addressed through various programs both ongoing and to be developed as a result of this workshop and master planning process.

RECYCLING AND GREEN PRODUCTS

Energy Efficiency

- **Manage all Port facilities and operations to incorporate recycled and green products**

The Port has an established recycling and green products program since 1995, and has expanded the program to include tenants within Port buildings. The Port has also increased the scope of the program to include white paper, colored paper, cardboard, magazines, and newspapers.

Recycled containers now include aluminum cans, glass bottles, plastic bottles, plastics, and milk and juice containers.

The Port plans to extend the program to all Port buildings, over time.

- **Conservation and responsible use of energy, including alternative sources**

The Port has an established program begun in 2004 (Phase I) to inventory all Port structures. Phase II, to begin this year, will convert ballasts and implement a building energy conservation program. Please see the previous response to this comment.

- **Port to maintain a constant scan for recycled and green products, and energy efficiency**

Since 2005, the Port purchasing division has been instructed to inform Port divisions of products and suppliers available that provide these types of goods and services.

Recycled and Green Products (RGP) Purchasing Plan

- **Procurement of recycled products**

- **Procurement of green products**
- **Serve as role model to industry, business and general public**

The comments above will be addressed collectively below:

In addition to the Port's extensive recycling program, it also purchases as many recycling goods as possible that meet the needs of the Port. As mentioned earlier, the Port also has a program to purchase environmentally-friendly products, and is in the process of developing information with regard to these products in the form of websites and other sources to distribute to Port tenants and other Port users.

While the Port strives to be a role model for environmental stewardship, we feel there is ample need to develop these programs internally to the Port community, other County departments are better positioned to impart this type of information to the general population of Broward County.

Managing Solid & Hazardous Waste Stream

- **As Port grows, so does hazardous and solid waste stream**

The Port is currently utilizing a sonic aqueous cleaner that has replaced mineral spirits, and is looking into recycling pallets and other materials on docks or having ships agents dispose of these types of materials. Waste oil is regulated, but is not considered hazardous. Solid waste is increasingly recycled at the Port.

- **Manage growth in a more cost-efficient and environmentally preferable manner**

The Port's future growth is a product of the demand for goods and services by the population of Broward County, the South Florida region, the state, and international communities along with its trading partners.

Meeting the future need to expand Port facilities is both very costly and time critical. However, the natural environment within the Port's boundaries has always been a priority concern, and the Port will continue the effort to develop and improve its facilities in an environmentally friendly manner.

- **Increase responsibility and visibility in promoting RGP participation within Port, and externally (churches, non-profits, schools, etc.) Serve as a role model.**

This program is underway to increase use of these types of materials. The Port will be providing websites and other types of information to its tenants regarding where these products can be purchased.

- **Encourage or direct Port tenant offices to adopt similar RGP programs/standards as part of lease agreements.**

The Port held meetings approximately four years ago with tenants to advise them of the state's pollution prevention program. This program advised tenants how to reduce pollution, use environmentally friendly production, be proactive with regard to the environment, and advised of inspections with penalties for lack of compliance.

The Port plans to increase efforts with tenants and the Port in this regard, and is planning to hold similar workshops again in the near future.

MISCELLANEOUS IDEAS

- **Incorporate language for recycling and hazardous waste in tenant leases**

The Port is evaluating our current lease policy and is in the process of meeting with staff and the County Attorney to review it and investigate the possibility of modifying conditions on the current leases to address this comment.

- **Environmental Purchasing Plan**

The Port has a green product list that it uses to purchase items from approved vendors, and will address more utilization of green product in the future as the list grows.

- **Make green products available to average person – internally (within the Port) and externally**

This concept will be investigated. However, there are various other departments within Broward County government that may be more appropriate than the Port to accomplish this task.

- **Port take greater role to encourage wider use of environmentally friendly products – grass roots effort**

As stated previously, the Port's GREEN PORT PROGRAM establishes the use and recommends to our tenants to use these types of products.

- **Tie Port's efforts into Emerald Reward Program (Environmental Protection)**

The Port will consider submitting an entry to the County's program.

- **Port outreach efforts to include civic groups, non profits, schools**

The Port has various outreach programs that address these areas of public participation.

- **Port to scan all sites (including Broward County Convention Center) to encourage use of more environmentally friendly products**

The Port does not have any authority over the Convention Center. The two are separate entities of Broward County government. However, there is interaction between the two agencies and some suggestions have been offered for their consideration. Ultimately, it is up to the Convention Center to determine what programs they will develop.

- **Encourage use of RGP as incentives for fund raising (better choices)** This is something to consider in the future as the Port's programs develop over time.

- **Encourage responsibility and awareness (activism)**

The Port is in the process of developing a GREEN PORT PROGRAM which not only makes environmental consciousness more viable to Port staff, but also addresses more interaction with our tenants and Port users, in a proactive fashion.

- **Increase visibility and promotion**

Following the workshop, the Port has continued to provide public information on Port activities as it relates to Port operation and the environment. Several measures have been established that address this outreach program, and the workshop was just one of them. The Port has developed and distributed an environmental brochure addressing past, current, and future programs in environmental stewardship. In addition, various press releases have been issued relating to environmental activity.

- **Energy-efficient buildings**

This was previously addressed in describing Phase II of the Port's energy efficiency program. In addition, the Seaport Construction Division has hired a staff person who is undergoing Leeds certification to construct "green" buildings and will look to incorporate these types of design features in new buildings.

- **Solid waste stream (growing cost and effect) – need to develop strategies that are environmentally sound and cost effective**

As mentioned previously and throughout this document, the Port, through its "GREEN PORT PROGRAM," has not only developed waste reduction, recycling, and use of recycled materials internally, but, in the future, will develop programs that will require all tenants to do so as well.

- **State mandates**

The Port complies with all local, state and federal rules, laws, and regulations.

- **Hazardous waste (medical) is growing**

Medical waste is designated as bio-hazardous waste. The Port as an entity does not generate bio-hazardous waste. Cruise vessels and possibly other types of vessels may do so, but they have to dispose of this type of material as per U.S.D.A. regulations.

- **Port Operations Waste – how managed? Businesses within Port and Port itself**

The Port, as mentioned earlier, has been recycling for over 14 years. We have expanded efforts to include our tenants in the various office spaces. Office recycling includes aluminum cans, glass bottles, juice and milk containers, and various colors of papers, magazines, and cardboard, plastics, etc. Over time, Port recycling efforts will expand to the cruise terminals for these same items.

The Port has an additional program of waste paper reduction and has implemented a requirement for as much as possible use of email with the subsequent reduction of hard copies.

We have identified future plans for tenants along these lines as part of the Port's "GREEN PORT PROGRAM." The Port is in the process of upgrading our leasehold language to address many of these issues.