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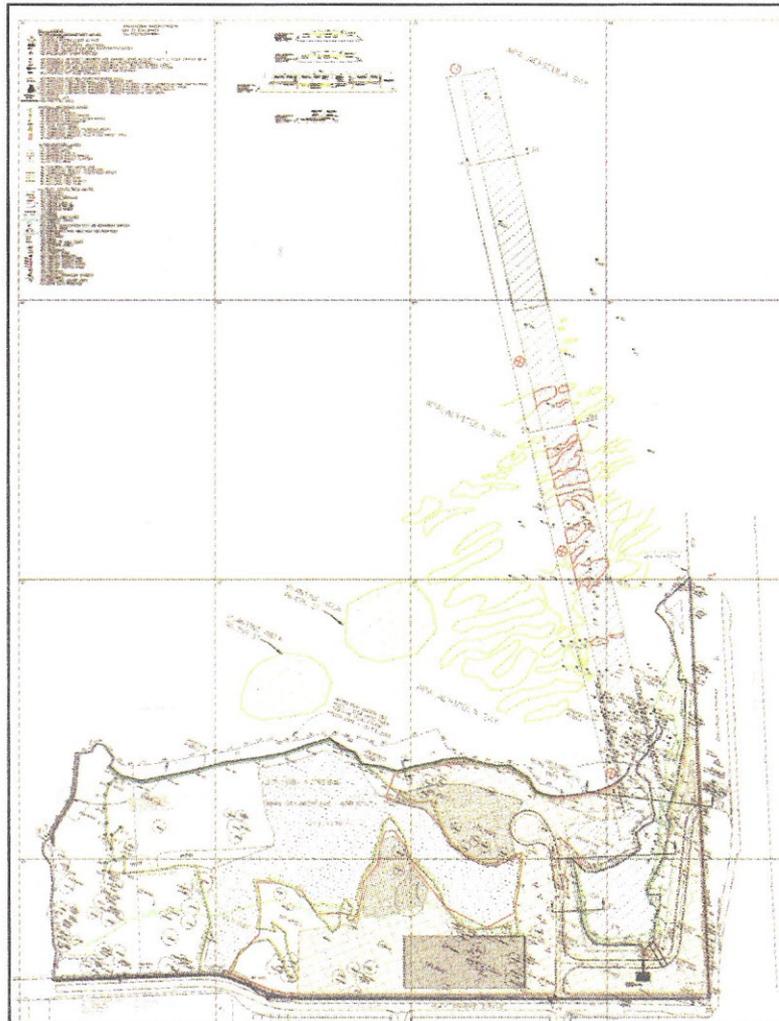
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Restoration of the Historic St. George Island Ferry Boat Basin

By George K. Floyd, Chairman
Apalachicola Maritime Museum
(PUBLISHER'S NOTE: The following is an extensive "advertorial" advertisement created and paid for by the Apalachicola Maritime Museum).

In this article we request you to evaluate our plans for the Restoration of the historic St. George Island Ferry Boat Basin (SGIFBB). On May 9th and 15th we will be holding open house at the property at 5 PM to provide citizens the opportunity to meet with the AMM program operations managers and have your questions answered and take note of your suggestions. We will have a large scale print of the site master plan and multiple copies of the 60 page research document entitled "St. George Island Ferry Boat Basin Historical Background and Restoration Plan Narrated Imagery", agency permits and engineering studies received thus far.

These and all other documents related to the project are available online at SGI_Harbor@AMMFL.org. The on-line version of the master site plan shown below is interactive PDF file where you can peel back the layers using the filters corresponding to the legend shown



Block Island, through Long Island sound into New York Harbor and up the Hudson River and past the Statue of Liberty, then the long passage down the coast of New Jersey, into Cape May, and then on into the Delaware River and a passage through the C&D canal into the headwaters of the magnificent Chesapeake Bay and into port at Annapolis, then on southward with stops in Georgetown, Charleston, Savannah, St. Augustine and on through the Bahamas, the Florida Keys and then stopping in Key West before making the three day passage in storm whipped seas to arrive into Apalachicola Bay on a full moon October night. It was on the following morning where the S/V Quark then became the S/V Heritage and thus the flag ship of the new AMM whose role would be to help preserve and promote the maritime heritage of Apalachicola.

Now ranked #4 of places to visit in Apalachicola by Trip Advisor, the AMM is treasure of history, heritage and experiential tourism that contribute significantly to the appeal of Franklin and other surrounding counties.

In the most recent twelve months, 6,000 visitors came through the doors. We have created the AMM Wooden Boat

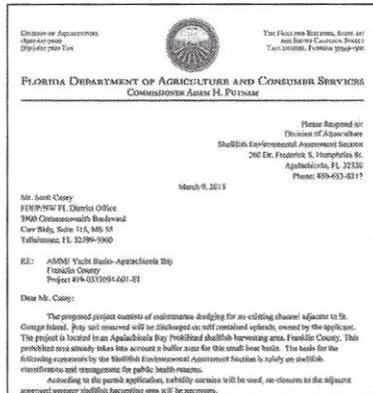
the mantra that "delays are better than deficiencies" and "to do it right or don't do it at all"

It often does take longer to achieve our objectives than we anticipated, but we persevere until we ultimately come through with a top quality result. The SGI Harbor renovation project fits very well with the mission of the AMM in that it will promote and preserve a maritime treasure while providing maximum benefit to the community by restoring the site as a very functional safe harbor. With education and enrichment born from the maritime heritage of the harbor, the facility will be operated to support youth programs, the launch and retrieval of oyster boats and an educational facility run by the Franklin County Seafood Workers Association, a destination for the soon to arrive paddlewheel boat Jean Mary, charter fishermen and recreational boaters ranging from kayaks to off transient cruisers. Moreover, the design of the new harbor will provide a safe haven for vessels seeking refuge from storms which will utilize the renovated SGI lighthouse as the range marker for entry into the harbor from the ICW thus bringing it back on line as a functional navigational aid of

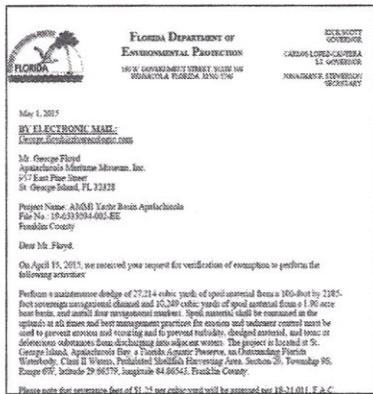
Boat Basin from page 1

boats underneath houses and keep them out of the elements, a future for expanding the youth activities with sailing, paddle sports, rowing and sail boarding in safe and protected waters, and more.

Concurrent with the cleanup and fire prevention activities described above, we worked behind



the scenes with the Florida Department of Agriculture and Consumer Services to obtain the confirmation that the project would have no impact on oyster harvesting in a letter



dated March 9th 2015 as shown below. During this process we also confirmed that the basin would be limited to a maximum of ten boat slips and no more than ten boats

With this approval we proceeded to expand upon the planning and preparation for the requisite county approvals. During the ensuing five months we worked to define the project scope and submit plans to the Franklin County Planning Department. We presented the plan to the Planning and Zoning with all dredge sands to be maintained next to Bayshore Avenue.

The P&Z committee requested that we plan for natural covering to the sand mounds and that a drainage system be installed to prevent flooding on Bayshore Avenue to which we agreed. The matter then went before the County Commission on 10/6/2016 wherein the project, as amended by P&Z, were approved unanimously. From there we quickly moved to engage the services of Southeastern Consulting Engineers where, during the early planning stages that onsite work, it was agreed that a topographical survey of the uplands and submerged land in the harbor and entrance channel would be necessary to ensure that the proposed spoil area would be sufficient to accommodate all of the dredge sands to be produced. And so it was that another round of research and planning wherein we discovered that the amount of dredge sands would be far larger than originally estimated and because of the height of the existing uplands land at up to six feet above mean high water, the spoil would need to be distributed over a much larger area. As the research progressed, we our engineering firm suggested that we evaluate the Federal Emergency Management Agency (FEMA) guidelines regarding the use of fill in the flood zones. We engaged the firm to do this utilizing the FEMA provided software and analytical tools.

We received the 67 page re-

port is February 2016 and were surprised to find that the FEMA guidelines required all fill be made to a minimum height of eight feet (8') above mean high water based on the analysis of episodic coastal erosion and overtopping and wave run-up produced from the FEMA CHAMP software. This is approximately 1' below the height of the Franklin boulevard causeway.

The report from the engineers also provided a more specific estimate on the amount of sand to be produced by the dredge operation and the amount of uplands required to accommodate that sand at the FEMA required height that would need to be surrounded by an 8' vertical wall. The report included the drawing below showing the amount of uplands covered and a roadway that will allow access to parking for cars and trailers.

This analysis was incorporated into an updated master plan shown earlier. Over the ensuing months and thus we reviewed this with the Franklin County planning department who took the position this would not be allowed because fill was not allowed in the Critical Habitat Zone (CHZ) based on their evaluation of the criterion. Dan Garlick of Garlick Environmental Associates has been the advisor on this endeavor since the beginning. Most notably, it was Dan Garlick who wrote the CHZ ordinance that was reviewed by the then County Planner, my father, James Theodore Floyd, and adopted by the County Commission in 1985. It is Dan Garlick's interpretation that this project most definitely does meet the criterion of the CHZ to allow a variance. We later engaged other experts in the matter who concurred and so we moved to have the matter reviewed by the planning process to seek a

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.. This would be a much better plan than to sit here and let more of that shore line erode and to go ahead and do something constructive .. something good to it .. now the question about the oyster boats coming and going, I have watch oyster boats all my life, when they put those oyster boats in the water, they are going to go to work, catch their oysters and then go back and be with their families. It should be no big deal for an oyster boat to take 20 to 30 minutes to load their stuff out of the boats, trailer their boats up and get out of there. Mr. Lockly knows this ... that it would be very seldom that you would more than 10 of them putting in and getting out at one time." I urge you to take the advice of the ordinance committee that recommended that you go ahead and pass this. There is no use to have these committees if you are not going to follow their recommendations. So I urge you, as a life time citizen of Franklin County, to pass this ordinance and get some good things going here. It going to benefit the boy scouts, it's going to benefit tourism and it's going to benefit tourism." "You're always going to have a few people that are going to try to stop it ... old man Yearly once told me is the only thing you have to do in Franklin County is sign you pay check, everybody else in the county will take care of your business for you, and there's always going to be a hand full that are going to try to stop the second coming of Christ. Despite these very prominent citizens making profoundly supportive statements, some members of the county commission were apparently very much opposed to the project, the reasons for which were unclear. Why they would have such total disregard for the approvals from the Board of adjustment and Planning and Zoning boards was

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SGI Marina. from page 5

very surprising. There was little discussion by the commission about the CHZ criterion and rather, the focus seemed to be on how many boats would be allowed in the harbor to ensure that there would be less than 10 as required by Florida Department of Agriculture and Consumer Services. The concerns regarding safety, limited access and lack of usability during wind conditions, the accounts of boat sinking, lack of docks or tie offs, and the injuries suffered by Shannon Hartsfield the on the existing causeway ramp were not even acknowledged or spoken of by the commissioners. The economic benefit of such a harbor was minimalized. Since that time the commissioner Ricky Jones, the commissioner for St. George Island, was published in the Apalachicola times as stating the Marina Plan is "awful" even though he has never discussed any complaints with anyone working on the Plan in meetings of last year and now refuses to return calls. The Planning Department is completely locked in on prohibiting the use of spoil in the CHZ and opposed to the project even though the Board of adjustment and Planning and Zoning boards found that the criterion were met even though they have authorized and approved construction of seawalls with fill, residential boat ramps, and even residential encroachment in the CHZ estimated at 60 times in the last 10 years as recently disclosed by the Planning Department. Obvious other examples of allowing fill in the CHZ are readily apparent at the St. James Golf Course, between Yent Bayou and Carrabelle Beach, Breakaway Marina and others. Photos of these were presented at the meeting yet no one wanted to discuss why these were determined to meet the CHZ variance criterion

and the SGI harbor project was not. We have requested that the Franklin County Planning Department provide documentation of all CHZ variances allowed which we will publish at SGI_Harbor@AMMFL.org once they are received. Another very surprising antics is where county attorney Mike Shuler has characterized the hearings as "quasi-Judicial" and thus blocking access to the commissioners and invoking legal proceedings when we do not have a lawyer present. We have brought no lawyers to the commission meetings or made any legal filings.

We are scheduled to come before the County Commission again on May 16th. If you would like to see the old Ferry Boat Basin be renovated then you must make your concerns known to the County Commissioners. In this way we can bring forth the support from those unable to attend due to work or travel commitments.