

Attachment A: Definitions and Acronyms

Definitions

“As Is” Option - The boat facility siting approach as described in B. 4. H., for determining the allocation of future wet/dry slips or boat ramp trailer parking spaces. Riparian rights for single family residential uses would be maintained.

Aquatic Preserve – State-owned submerged lands in areas which have exceptional biological, aesthetic, and scientific value, that have been set aside forever for the benefit of future generations, as defined in the Florida Statutes. These areas include the water column over such lands, which have been set aside to be maintained in an essentially natural or existing condition of indigenous flora and fauna and their supporting habitat and the natural scenic qualities and amenities thereof.

Boat - A vehicle designed for operation as a watercraft propelled by oars, sails or one or more internal combustion engine(s). A boat shall not be considered as a recreational vehicle even though it has facilities for temporary living quarters.

Boat Facility - A public or private structure or operation where boats are moored and/or launched, including commercial, recreational, industrial and residential marinas, dry storage, boat ramps and private docks. For the purposes of this plan, boat facility shall be synonymous with “marine facility”; however, single family docks with two (2) or fewer wet and/or dry slips are not considered boat facilities.

Boat Ramp - A structural, natural or man-made feature that facilitates the launching and landing of boats into a waterbody. For the purposes of this plan, a trailer parking space is considered equivalent to a “slip.” A boat ramp may also be referred to as a boat facility.

“Case-by-Case” Review – In the St. Johns River portion, a coordinated, project-specific review of the manatee death data, manatee telemetry data, boating traffic patterns, primary boater destinations in the vicinity of the project, and potential impacts to manatee habitat or other environmentally sensitive lands, based on the data available at the time of the review. This review will involve Volusia County, the FWC, and the USFWS (See B. 4.H.2 Section C.).

Channel - Means a marked navigation channel, unless otherwise described or designated, and is not intended to mean an access or side channel unless otherwise designated for the purpose of regulation.

Channel of the Intracoastal Waterway - All waters within the navigable channel of the Atlantic Intracoastal Waterway within Volusia County, Florida, and which navigable channel is located by buoys or other markers placed by the U.S. Coast Guard (USCG) or Florida Inland Navigation District (FIND) together with the area extending a distance of one hundred (100) feet from each side of said channel in

a direction away from the center of such channel and the sides of which channel being as determined and marked by the buoys and markers placed by USCG or FIND.

Class A - 1 boat – Boats less than 12 feet in length, and all canoes to which propulsion motors have been attached, regardless of length.

Class A - 2 boat – Boats 12 feet or more and less than 16 feet in length.

Class 1 boat – Boats 16 feet or more and less than 26 feet in length.

Class 2 boat – Boats 26 feet or more and less than 40 feet in length.

Class 3 boat – Boats 40 feet or more and less than 65 feet in length.

Class 4 boat – Boats 65 feet or more and less than 110 feet in length.

Class 5 boat – Boats 110 feet or more in length.

Class I Waters – Potable Water Supplies. Fourteen general areas throughout the state including: impoundments and associated tributaries, certain lakes, rivers, or portions of rivers, used as a drinking water supply.

Class II Waters – Shellfish Propagation or Harvesting. Generally coastal waters where shellfish harvesting occurs.

Class III Waters – The surface waters of the State of Florida are classified as Class III – Recreation, Propagation and Maintenance of a Healthy, Well-Balanced Population of Fish and Wildlife, except for certain waters, which are described in subsection 62-302.400(12), F.A.F. A water body may be designated as an Outstanding Florida Water or an Outstanding National Resource Water in addition to being classified as Class I, Class II, or Class III.

Class IV Waters – Agricultural Water Supplies. Generally located in agriculture areas around Lake Okeechobee.

Class V Waters – Navigation, Utility and Industrial Use. Currently, there are not any designated Class V bodies of water. The Fenholloway River was reclassified as a Class III in 1998.

Conservation Measures - An action or series of actions that may help reduce direct and indirect human impacts to manatees.

“Criteria-based” Evaluation – In the Halifax River/Indian River (Coastal) portion, the slip density outcome is determined by a scoring system. The total score is determined by adding the Limiting Features, then subtracting the Offsetting Features (see B. 4. H. 1, Section 3).

Dredging - Mechanical or other methods used to remove submerged land.

Dry Slip - A space designed for the storage of single watercraft in an upland location.

Dry Storage Facility - An upland structure used for storing watercraft. A dry storage facility may be either a water-dependent or a water related use.

Existing Boat Facilities - For the purpose of the Manatee Protection Plan for Volusia County, existing boat facilities shall be defined as those facilities which have received all active and required permits and/or authorized, constructed and in operation as of the effective date of this plan. All legal and properly permitted existing boat facilities shall be allowed to continue with the existing use, and may renovate according to permitting guidelines, provided there is no change in facility size, including no increase in the number of wet or dry slips, unless the facility meets the expansion criteria as provided in the this Manatee Protection Plan. The effective date of this plan will be the date of State approval.

Existing linear shoreline: For the purposes of the Manatee Protection Plan for Volusia County, linear shoreline is determined by the mean high water line in tidally-influenced areas and the ordinary high water line along waterways that are not tidally influenced. This definition shall not apply to shoreline artificially created through dredge or fill activities (such as boat basins or canals) after January 01, 1996. Such artificially created shoreline created after January 01, 1996 shall not be considered in the calculation of linear shoreline. Artificially created shoreline that was created prior to January 01, 1996 must have received the proper permitting authorization required at the time of construction. Man-made drainage ditches (such as mosquito control, flood control ditches or any non-navigable waterway) shall not qualify as linear shoreline, regardless of their date of construction. Linear shoreline shall be calculated using survey quality aerial photographs or by accurate field survey. The calculation of linear shoreline is based upon contiguous shoreline that is owned or legally controlled by the applicant. Exception to include non-contiguous shoreline within the sphere of influence of the proposed project will be considered if the federal, state, and local permitting agencies agree that inclusion of that shoreline will not result in significant adverse impacts to manatees or manatee habitat.

High Manatee Use Area: In the Halifax River/Indian River (Coastal) portion, an area of high manatee use is defined as greater than five (5) manatees seen per aerial survey flight within a five mile radius of the project site. Five is the countywide average number of manatees in a 5-mile radius. This is calculated using the aerial survey data collected from July 2002-June 2004 during 45 complete overflights. The total number of manatees located in a 5-mile radius of the project site is divided by the total number of flights (45) and then compared to the countywide average (5) for these surveys.

High Watercraft-related Manatee Mortality Area: In the Halifax River/Indian River (Coastal) portion, areas of high watercraft-related manatee mortality are defined (using data and data subsets from January 1976-December 2004 to be updated when next full year is available from FWRI) as follows:

1st level: # of watercraft deaths within a 5 mile radius/total number of watercraft deaths in Coastal Volusia County (≥ 0.125 is significant) (1 point)

2nd level: # of watercraft-related deaths within a 5 mile radius in the last 10 full years/total number of watercraft-related deaths in Coastal Volusia County in the last 10 full years (≥ 0.125 is significant) (1 point)

Idle Speed - The minimum speed that will maintain the steerageway (a rate of motion sufficient to make a ship or boat respond to movements of the rudder) of a motorboat.

Idle Speed Zone - An area where vessels may not be operated at greater than Idle Speed, as defined in 68C-22.002(2), F.A.C.

Lane - A part of a boat ramp that allows for the launching and landing of one boat at a time. A boat ramp can have more than one lane.

Letter of Compliance - A letter drafted by Volusia County Environmental Management to the applicant, stating that they are in compliance with the Manatee Protection Plan for Volusia County. (See B. 4. A. and Attachment R)

Main Access Dock - A walkway that connects a riparian owner's (a person who owns land on the bank of a natural watercourse or body of water) property to a terminal platform.

Maintenance Dredging - Mechanical or other methods used to remove submerged land that has previously been legally dredged.

Manatee Conservation Fund - A mitigation fee for each facility that will contribute to increased law enforcement presence and manatee conservation, for each new or expanded: boat slip, ramp parking space, and/or dry storage space on premises. All marine facilities (with the exception of docks for single family residences) will pay a one-time mitigation fee of \$1000 per wet slip, ramp parking space, or dry storage space. Single family boat docks (see definition) will pay a one-time mitigation fee of \$250.

Manatee Mortality (specific types):

Cold Stress - Manatees which die as a result of exposure to prolonged cold weather. Animals are usually emaciated and in a general state of malnutrition (sometimes combined with "Other Natural" in some documents).

Crushed/Drowned in Flood Gate or Canal Lock - Manatees killed by crushing or asphyxiation in flood gates and canal locks.

Other Human-Related - Manatee deaths caused by vandalism, poaching, entrapment in pipes and culverts, complications due to entanglement in ropes, lines, and nets, or ingestion of fishing gear or debris.

Other Natural - Manatee deaths resulting from infectious and noninfectious diseases, birth complications, natural accidents, and natural catastrophes (such as red tide poisoning).

Perinatal – A Manatee less than 150 cm (5 ft.) in total length which was not determined to have died due to human-related causes.

Undetermined - Manatee deaths in which the cause of death could not be determined.

Verified/Not Recovered - Manatee deaths that were reported and verified, but the carcass was not available. (Combined with "Undetermined" in some documents.)

Watercraft - Manatees hit by boats, barges or any type of watercraft. Death may result from propeller wounds, impact, crushing, or any combination of the three.

Marina (general) - A marina is a facility or structure that provides mooring, docking, anchorage, dry storage, fueling, repairs, launching or other related services for watercraft. Private boat docks associated with single family dwellings are not considered marinas nor are boat ramps.

Marina (specific types):

Commercial/Recreational Marina - A watercraft complex on and/or adjacent to a waterway that provides services available to the general public, provides docking for vessels of private, non-residential usage, and that are not associated with a subdivision, condominium, duplex, or other multi-family development. Permitted uses may include: rental of wetslips or dry storage space and associated utilities, boat lifting and/or launching, boat rentals, sale of marine fuel and lubricants, wastewater pump-out facilities, sale of fishing bait and equipment, charter boat operations, and/or providing for minor repair services for watercraft, not involving removal of watercraft from the water or removal of inboard or outboard engines from the watercraft. Accessory service uses may include on-shore restaurants, bars, hotels, or motels, charter fishing, eco-tours and offshore casino tours.

Industrial Marina - Facilities serving largely commercial interests, including commercial boat building, ship repairs or construction, and

commercial seafood harvesting and processing. Permitted uses may include fueling facilities, repairs and construction, boat production, ship repairs up to 100' or 100 tons, wastewater pump-out facilities, utilities, and commercial sales of fish and farmed/harvested seafood.

Residential Marina - Community docks of three or more boat slips serving subdivisions, condominiums, duplexes, or other multi-family developments. No fueling or repair facilities shall be associated with these marinas. A private residential marina contains wet slips and/or dry slips used only as accessory to a principal multi-family development use. A public/private residential marina has a portion of its wet slips and/or dry slips designated for rental by the general public, with the remaining wet slips and/or dry slips used accessory to a principal multi-family development use.

Mean High Waterline - The intersection of the tidal plane or mean high water with the shore. Mean high water is the average height of high waters over a nineteen (19) year period.

Memorandum of Understanding - Those cities and municipalities that decide to adopt the Volusia County Plan will, upon state and federal approval, be requested to sign a memorandum of understanding. This agreement will outline the City's and County's duties and responsibilities. (See B.3.A, Jurisdiction.)

Mitigation - An action, series of actions, or activity that will offset adverse impacts to manatees.

New or Expanding Boat Facility - A marine facility that is proposed to be built, restored, revitalized, renovated, or otherwise increased in size or scope.

Percent Seagrass Coverage - Seagrass coverage shall be determined on a project site during the months of May through October. The percent coverage of seagrass is determined by counting short shoots in a one square meter (1m²) plot frame that has been evenly subdivided into one hundred square cells. The plot is placed every five meters (5m) along a minimum of three (3) transect lines perpendicular to the shoreline, extending to the end of the project site, and including ingress and egress pathways. The transect lines are to be evenly spaced along the project site shoreline with one transect located at the middle of the site, one at each end of the project site and a minimum of three transects along ingress and egress pathways extending lengthwise from the shoreline to an authorized marked navigational channel. Transects shall be no greater than fifty meters (50m) apart. If the project site is greater than one hundred meters (100m) in width, additional transects shall be added at a rate of one for every fifty meters (50m) of shoreline. If ten of the sample plot frames contain ten percent (10%) or more seagrass, then the final coverage for the site is greater than or equal to ten percent (10%). The project site is defined as all docks, access walkways, finger piers, mooring areas, turning basins, and ingress and

egress pathways. If the project site and the shoreline are not contiguous then the first plot frame shall be placed at the intersection of the project site and the transect line.

Pier - A structure in, on, or over submerged lands, which is used by the public primarily for fishing or swimming. A pier shall not include the mooring of boats.

Powerboat - Any vessel that is primarily propelled or powered by an internal combustion engine and that is used or is capable of being used as a means of navigation or transportation on water. Sailboats with auxiliary engines are not considered powerboats for the purpose of this plan.

Private Boat Docks – See Single-Family Docks below.

SAV - Submerged aquatic vegetation. Rooted, submerged aquatic plants that grow entirely underwater, often in large beds or meadows. Also called seagrasses and submerged macrophytes. These include but are not limited to: shoal grass (*Halodule wrightii*), paddle grass (*Halophila decipiens*), star grass (*Halophila engelmanni*), sago pondweed (*Potamogeton pectinatus*), clasping leaved pondweed (*Potamogeton perfoliatus*), widgeon grass (*Ruppia maritima*), manatee grass (*Syringodium filiforme*), turtle grass (*Thalassia testinudum*), tapegrass (*Vallisneria americana*) and horned pondweed (*Zannichellia palustris*).

Seagrass - A rooted, flowering plant that is aquatic, water pollinated and colonizes marine habitats.

Section 1 – Protected Areas in the Halifax/Indian River (coastal) portion of Volusia County. These areas are generally prohibited for boat facility development that includes powerboats, but allows for canoe/kayak launches and facilities catering to non-motorized vessels. Exceptions may be considered on a case-by-case basis, however, these exceptions shall not allow powerboat-to-shoreline densities exceeding 1 powerboat (or boat trailer parking space) per 100 feet of shoreline. See Section B. 4. H.

Section 2 – Areas in the Halifax/Indian River (coastal) portion of Volusia County where a maximum of one powerboat slip per 100 feet of shoreline is allowed. See Section B. 4. H.

Section 3 - Areas in the Halifax/Indian River (coastal) portion of Volusia County where the allowable density of powerboats are determined by a criteria-based evaluation. The number of powerboats allowed at a specific location will range between one per 100 feet of shoreline and five per 100 feet of shoreline, depending upon the final score. See Section B. 4. H.

Section 4 – Areas in the Halifax/Indian River (coastal) portion of Volusia County where there is no slip to shoreline density required for powerboats. See Section B. 4. H.

Section A - Protected Areas in the St. Johns River portion of Volusia County where boat facility development that includes powerboats is generally prohibited, but allows for canoe/kayak launches and facilities catering to non-motorized vessels. Exceptions may be considered on a case-by-case basis, however, these exceptions shall not allow powerboat-to-shoreline densities exceeding 1 powerboat (or boat trailer parking space) per 100 feet of shoreline. See Section B. 4. H.

Section B - Areas in the St. Johns River portion of Volusia County where boat facility development that includes powerboats on publicly owned lands would be allowed at a density of 1 powerboat or trailer parking space per 100 feet of shoreline. For any privately-owned parcels located in this designation, powerboat-to-shoreline or trailer parking space to shoreline densities shall not exceed three powerboats per 100 feet of shoreline. See Section B. 4. H.

Section C - Areas in the St. Johns River portion of Volusia County where boat facility development that includes powerboats is reviewed on a case-by-case basis. This review will involve Volusia County, the FWC, and the USFWS, and will include the most recent information on manatee death data, manatee telemetry data, boating traffic patterns, primary boater destinations in the vicinity of the project, and potential impacts to manatee habitat or other environmentally sensitive lands. See Section B. 4. H.

Section D - Areas in the St. Johns River portion of Volusia County where a maximum of five powerboats per 100 feet of shoreline is allowed. See Section B. 4. H.

Single-Family Docks - A fixed or floating structure, including moorings, used for mooring, docking, anchorage and launching watercraft. Single-family boat docks located at private residences may have two or fewer wet and/or dry slips. A single-family residence may include a fishing/observation pier.

Slip - A space designed for the mooring or storage of a single watercraft, which include wet or dry slips, anchorage, beached or blocked, hoist, parked on trailers, open or covered racks, seawall, or the number of parking spaces for boat ramps. Piers authorized only for fishing or observation are not considered wet slips.

“Slip Aggregation” Option – A further refinement of the boat facility siting approach as described in B. 4. H., for determining the allocation of future wet/dry slips or boat ramp trailer parking spaces. This option is available to local governments in the coastal portion of Volusia County, and creates a “slip pool” to allow for powerboat slips to be aggregated at specific parcels within a local government’s jurisdiction rather than evenly distributed. Riparian rights for single family residential uses would be maintained.

“Slip Pool” - The allowance for powerboat slips to be aggregated at specific parcels within a local government’s jurisdiction rather than evenly distributed. Based on the siting approach in the plan, the total number of allowable slips within a local government’s jurisdiction is calculated. This total number is then subtracted by the number of existing slips (and existing single-family lots) to calculate the remaining number of available slips for powerboats that can be aggregated, or clustered at specific parcels. The use of the powerboat slips from the slip pool requires a letter of concurrence from the local government.

Slow Speed - The speed at which a vessel proceeds when it is fully off plane and completely settled into the water. Due to the different speeds at which vessels of different sizes and configurations may travel while in compliance with this definition, there is no specific numerical speed assigned to Slow Speed.

A vessel is not proceeding at Slow Speed if it is:

1. On a plane
2. In the process of coming off plane and settling into the water or coming up onto plane
3. Creating an excessive wake or other hazardous condition which unreasonably or unnecessarily endangers other vessels.

A vessel is proceeding at Slow Speed if it is fully off plane and completely settled into the water and not creating an excessive wake or other hazardous condition which unreasonably or unnecessarily endangers other vessels.

Slow Speed Zone - An area where vessels may not be operated at greater than Slow Speed, as defined above and in 68C-22.002(7), F.A.C.

Sovereignty Lands - Those lands including, but not limited to: tidal lands, islands, sandbars, shallow banks, and lands waterward of the ordinary or mean high water line, to which the State of Florida acquired title on March 3, 1845, by virtue of statehood, and of which it has not since divested its title interest.

Special Waters OFW – “Special Waters” shall mean water bodies designated in accordance with Rule 62-302.700, F.A.C., by the Environmental Regulation Commission for inclusion in the Special Water Category of Outstanding Florida Waters, as contained in Rule 62-302.700, F.A.C. A Special Water may include all or part of any water body. The Commission may designate a water of the State as a Special Water after making a finding that the waters are of exceptional recreational or ecological significance and a finding that the environmental, social, and economic benefits of the designation outweigh the environmental, social, and economic costs.

Terminal Platform - That part of a dock or pier, including finger piers, that is connected to the access walkway, is located at the end point of the facility, and is

designed, to secure and load or unload a vessel or conduct other water dependent activities.

Transitory Boat Slip - One that is used by a vessel for a very brief period of time (generally not overnight) and/or is used by various vessels. Examples would include water dependent public transportation dockage and courtesy slips at a fuel dock or restaurant.

Turning Basin - The area of submerged land that is required to maneuver a vessel into or out of a facility.

Wake - All change in the vertical height of the water's surface caused by the passage of a vessel including, but not limited to, a vessel's bow wave, stern wave, and propeller wash.

Water Dependent Uses - Water dependent uses shall include those uses whose primary function is derived by direct water access such as, but not limited to commercial marinas, commercial charter fishing, touring and diving boat piers, water-skiing, sailing and similar instructional operations, dredging, hauling, marine repair and other related uses.

Wet Slip - A space designed for the mooring of a single watercraft in water. Such spaces may extend from a dock or shoreline but shall not be allowed to project from a pier.

Acronyms

USACE (COE) – United States Army Corps of Engineers

FDEP – Florida Department of Environmental Protection

FIND – Florida Inland Navigation District

FWC – Florida Fish and Wildlife Conservation Commission

H/IR – Halifax River/Indian River (Coastal) portion of Volusia County

ICW – Intracoastal Waterway

NSAV – Native submerged aquatic vegetation

SJR – St. Johns River portion of Volusia County

SJRWMD – St. Johns River Water Management District

USCG – United States Coast Guard

USFWS (FWS) – United States Fish and Wildlife Service

VCEM – Volusia County Environmental Management

VCCP – Volusia County Comprehensive Plan