

Monroe County's Participation
in the
FWC Pilot Program for Anchoring & Mooring



In 2009 the Florida Legislature directed the Florida Fish & Wildlife Conservation Commission (FWC) to establish a Pilot Program to explore potential options for regulating the anchoring or mooring on non-liveaboard vessels outside the marked boundaries of public mooring fields (237.4105 F.S.)



The goals of the Pilot Program are to encourage the establishment of additional public mooring fields and to develop and test policies and regulatory regimes that:

- Promote the establishment and use of mooring fields.
- Promote public access to waters of the state.
- Enhance navigational safety.
- Protect maritime infrastructure.
- Protect marine environment.
- Deter improperly stored, abandoned or derelict vessels



In September 2009 FWC solicited Monroe County to submit a Letter of Interest to participate in the Pilot Program

Monroe County responded with a Letter of Interest in Nov. 2009 to participate in partnership with:

City of Marathon- Boot Key Harbor Mooring Field

City of Key West- Garrison Bight Mooring Field



Steps in the Pilot Program include:

- 2010-11 Perform Surveys at Mooring Fields/Anchorages
- 2011 Stakeholder Input and Develop Regulatory Options
- 2012 FWC Approval/Local Adoption of Ordinances
- 2012 Implementation- Signage/Enforcement
- 2014 FWC and Legislature Evaluate Effectiveness



Monroe County is one of five local governments in the state chosen by FWC to participate in the Pilot Program

- Monroe County
- St. Petersburg
- Sarasota
- St. Augustine
- Stuart/Martin County or City of Miami



Step 1 Completed

1 Year of Mooring/Anchoring Surveys
(Inside Mooring Field/1 Mile Outside Mooring Field)

Required Monthly Vessel Surveys at:

- Boot Key Harbor Mooring Field
- Key West Mooring Field (included GIS data)

County performed additional quarterly surveys at Boca Chica basin (included GIS data)

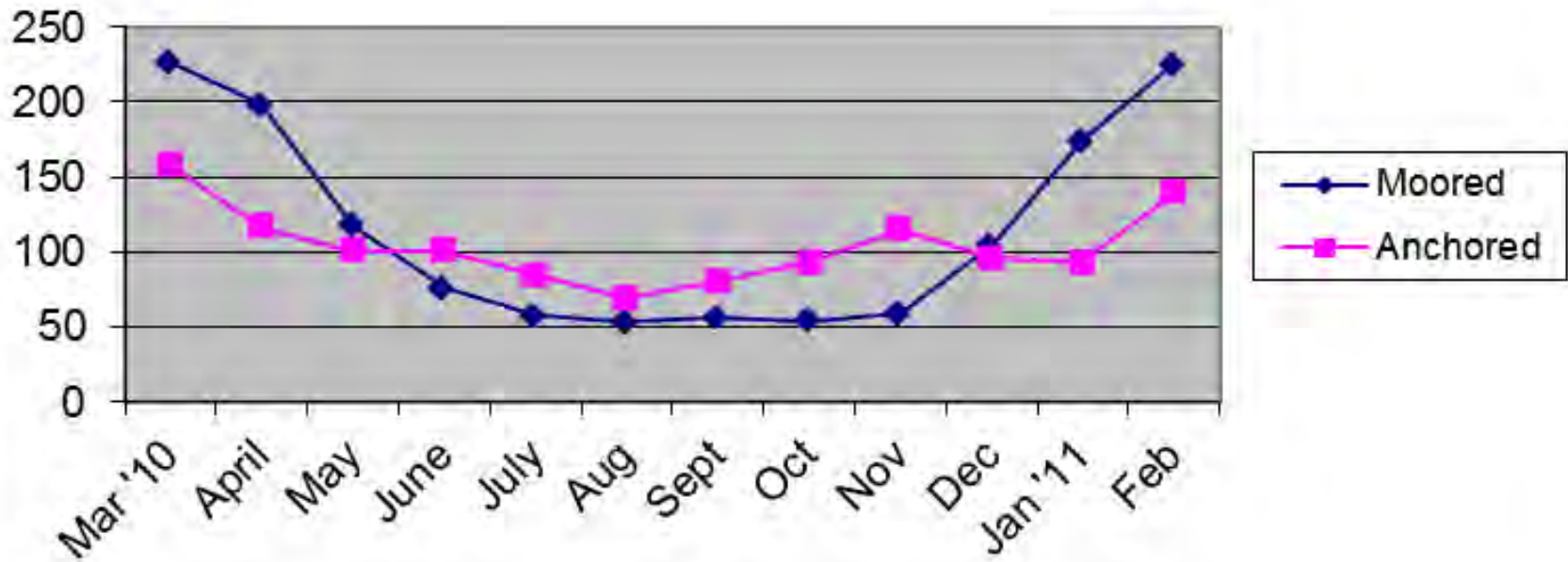


Results of Surveys

<u>Month</u>	<u>Boot Key Harbor</u>	<u>Key West</u>	<u>Boca Chica Basin</u>
	Moored/Anchored	Moored/Anchored	Anchored
March	226/158	68/112	84
April	198/116	65/122	
May	118/101	63/115	
June	76/101	47/114	81
July	57/84	44/114	
August	53/69	34/105	
Sept	56/80	28/107	73
Oct	54/93	32/111	
Nov	59/115	33/117	
Dec	104/96	30/107	77
Jan	174/93	34/121	
Feb	225/139	40/107	
	(Capacity-226)	(Capacity-149)	

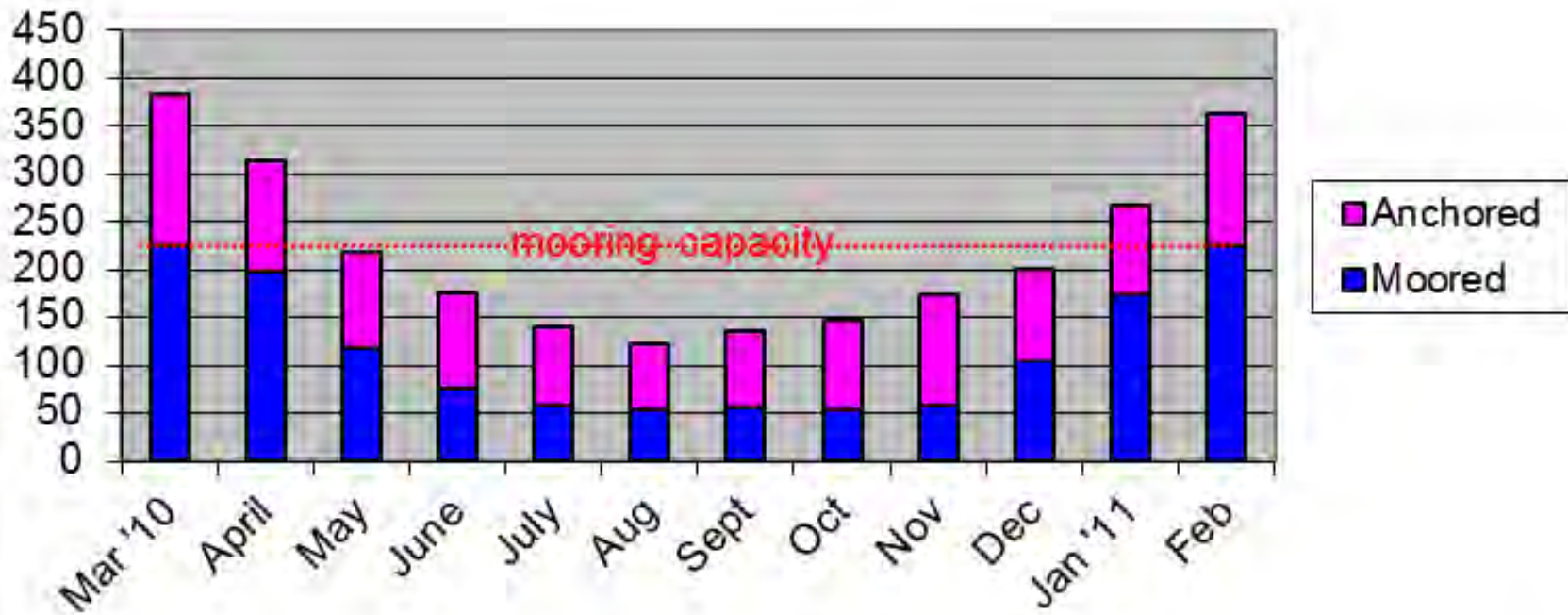
Boot Key Harbor

Monthly Vessel Count



Boot Key Harbor

Monthly Vessel Count



Boot Key Harbor Area



Marathon- Vessel Use (outside mooring field)



Stored 41%



10% Transient



49% Liveaboard

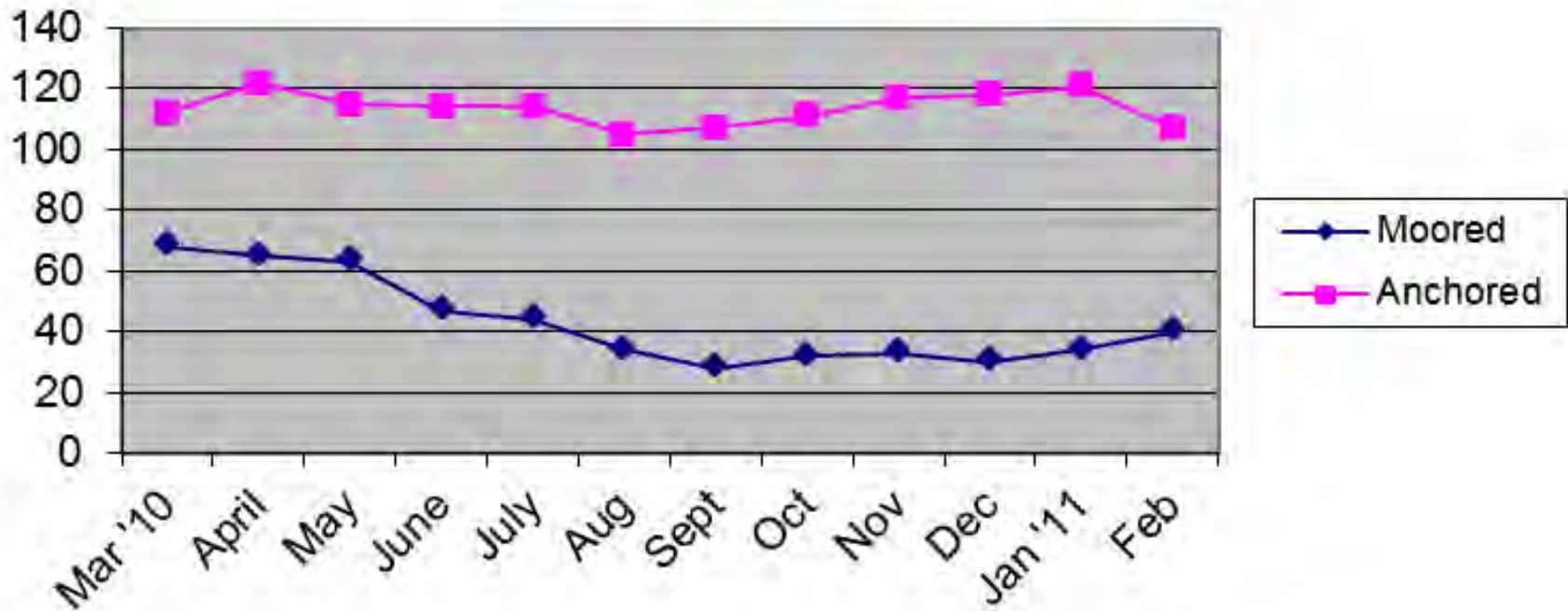
-Summary- Marathon Mooring Field Area

- Transient vessels are highest use inside mooring field
- Liveaboard vessels highest use outside mooring field
- Significant number of stored vessels outside mooring field
- Stored/unattended vessels may become derelict
- Stored vessel may drag anchor during storm events, causing damage



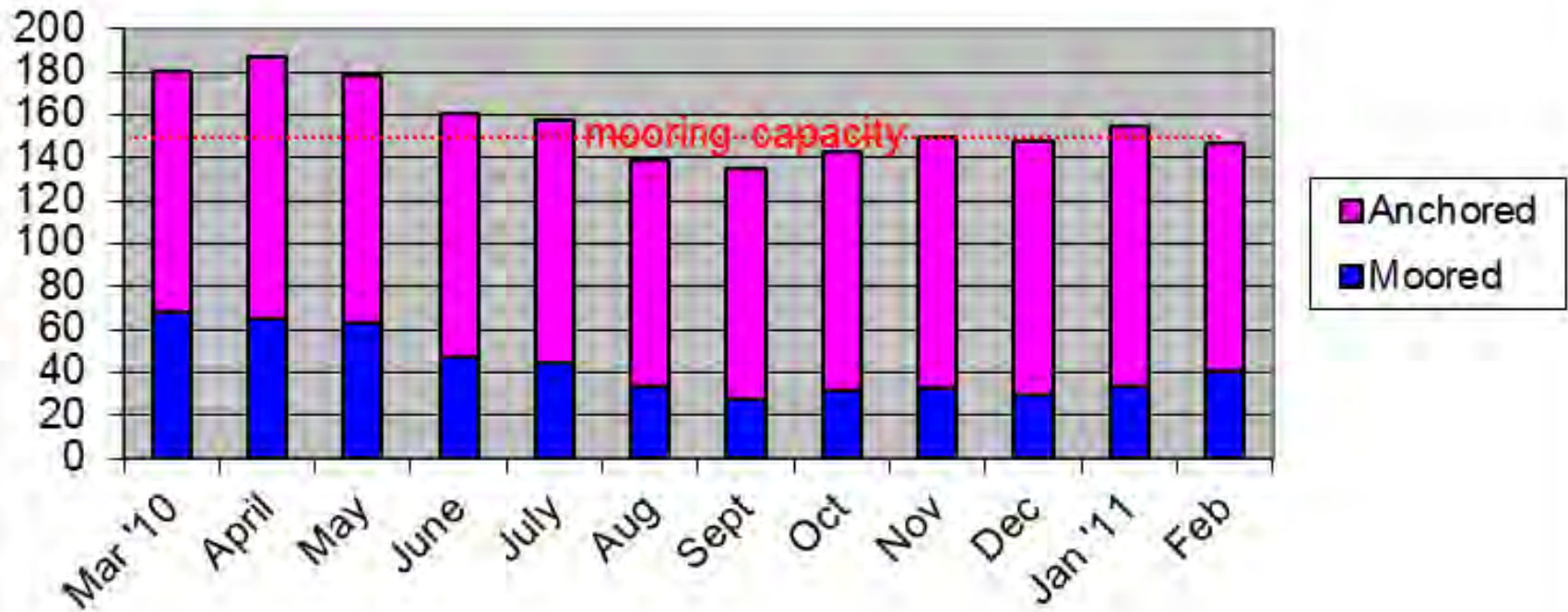
Key West

Monthly Vessel Count

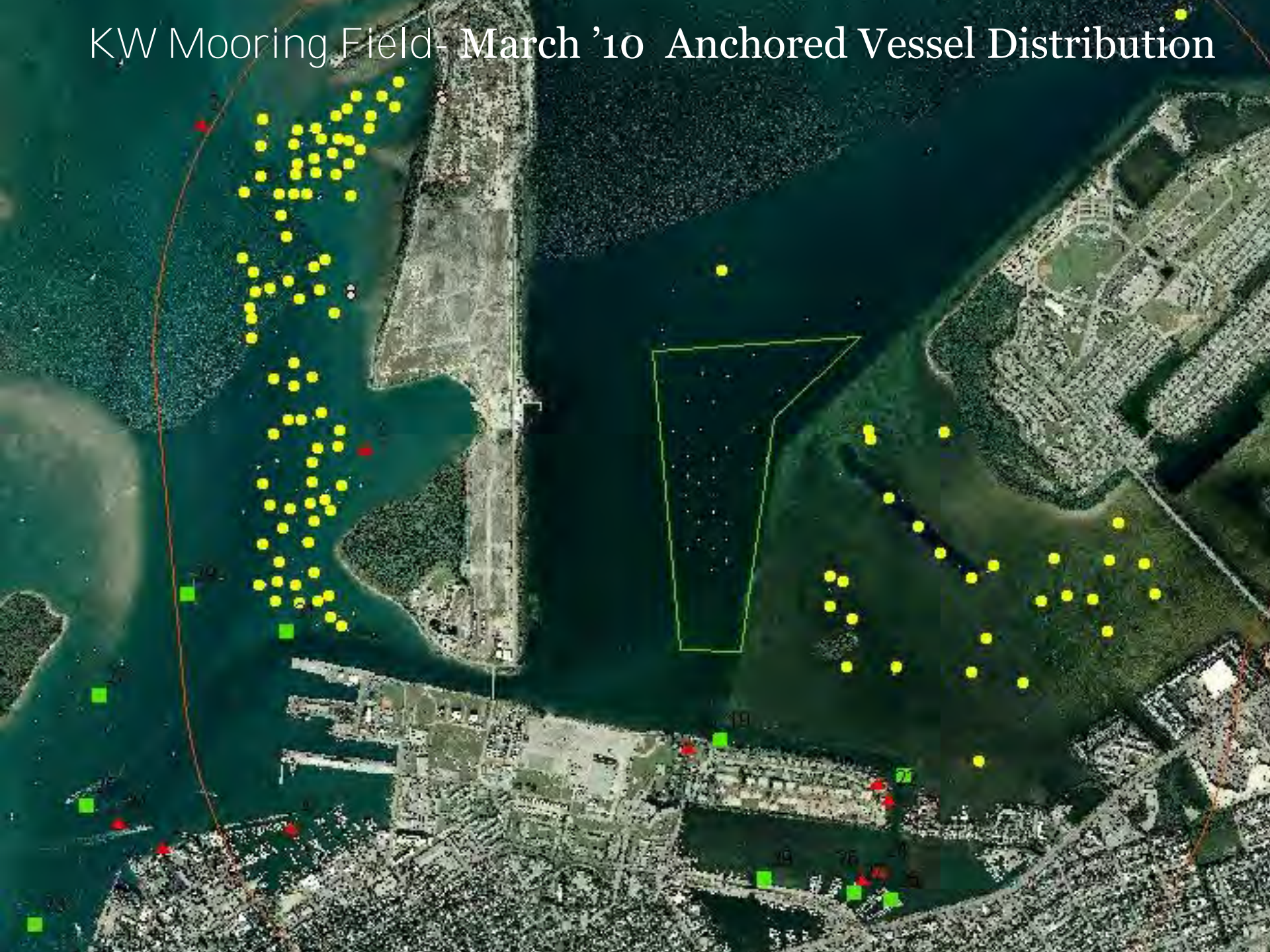


Key West

Monthly Vessel Count

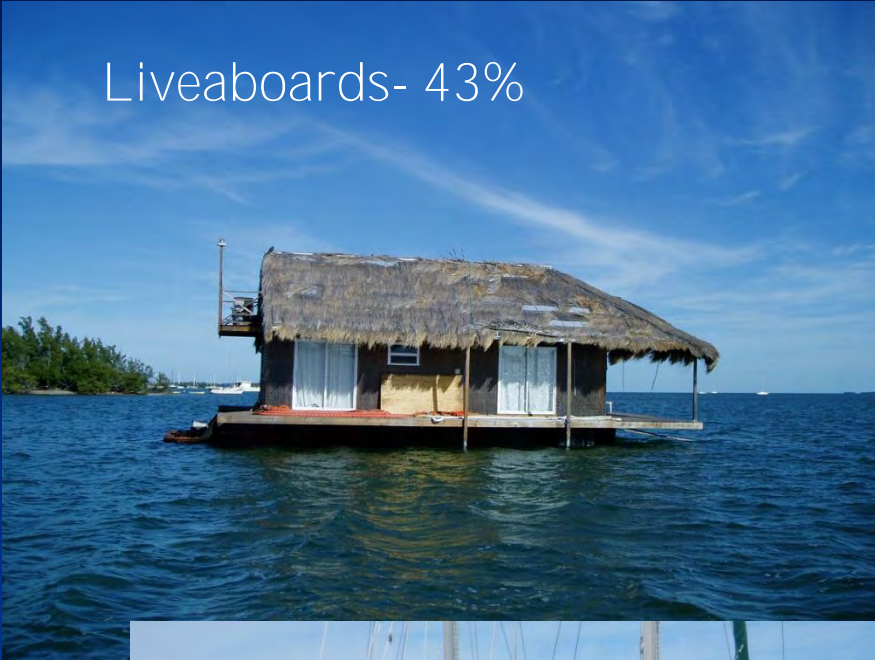


KW Mooring Field- March '10 Anchored Vessel Distribution

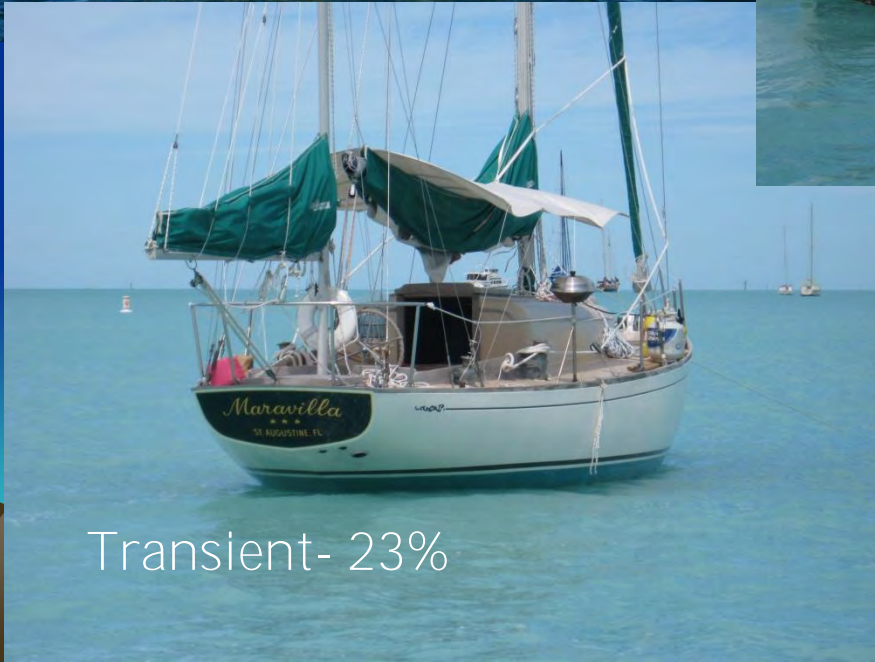


Key West- Vessel Use (outside mooring field)

Liveaboards- 43%



Stored- 34%



Transient- 23%

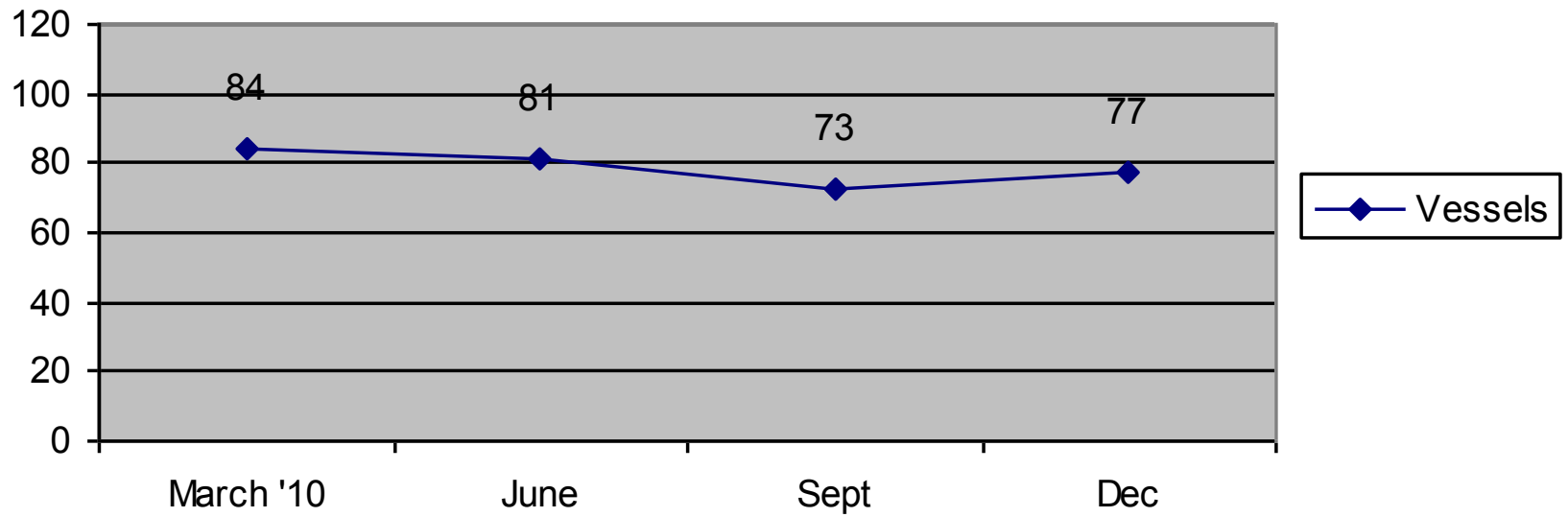
-Summary- Key West Mooring Field Area

- Transient vessels are highest use inside mooring field
- Liveaboard vessels highest use outside mooring field
- East of mooring field- very shallow, mostly liveaboards and stored vessels, dinghy into Garrison Bight.
- West side of Fleming Key- deeper water, preferred anchoring area, many transient vessels, better protected, dinghy into Key West Bight.
- Mooring field is not heavily utilized- ample number of moorings available throughout the year



Boca Chica Basin

Quarterly Vessel Count





Boca Chica Basin- March '10 Anchored Vessel Distribution

Boca Chica Basin- Summary of Vessels Use

Liveaboard- 47%



Stored- 45%



Derelict- 7%



Transient/Cruiser- 1%



2010 Derelict Vessel Removal Effort

- Total removals in the Keys- 103 vessels at a cost of \$273,570
- Removals from Boca Chica basin- 17



The Proliferation of Unpermitted Moorings

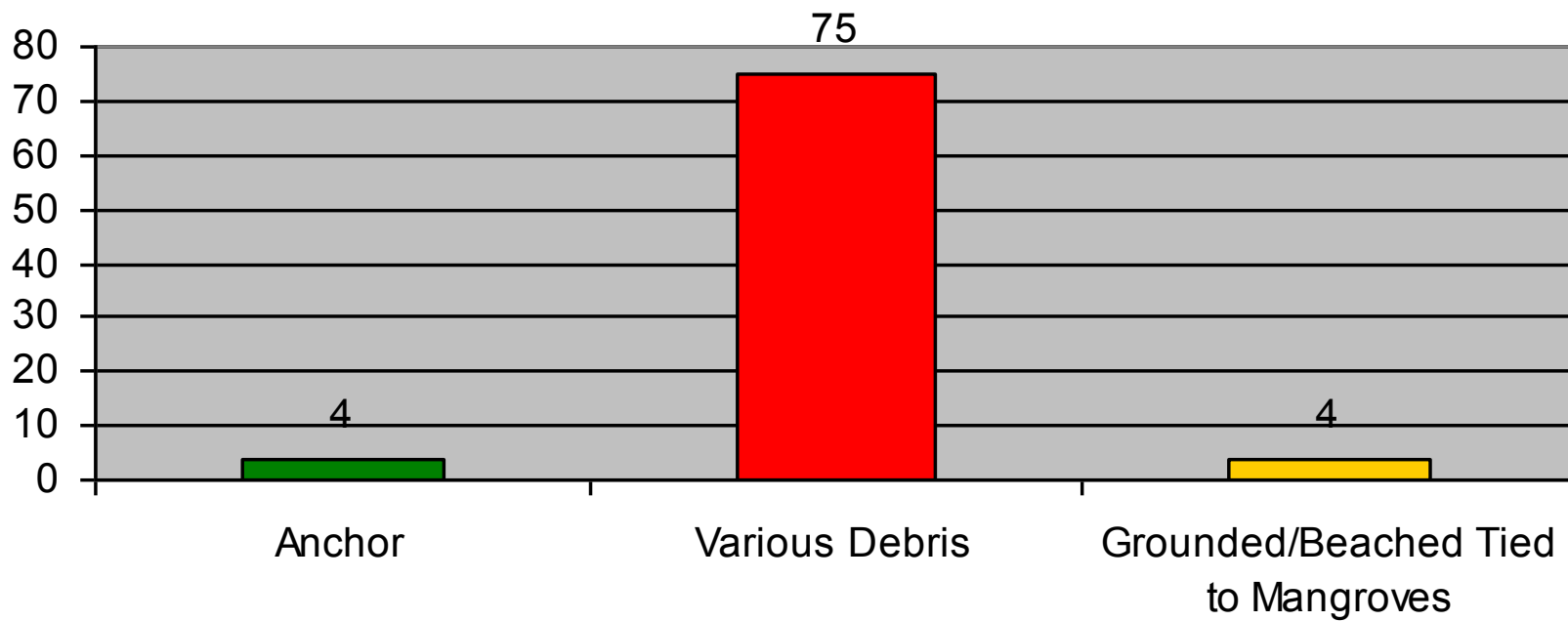
June 2009 BOCC Resolution for Boca Chica basin:

- Evaluate potential for identifying and removing unpermitted moorings
- Prevent future placement of unpermitted moorings (education/outreach)



Boca Chica Basin- March '10

Types of Mooring Devices



Boca Chica Basin March '10

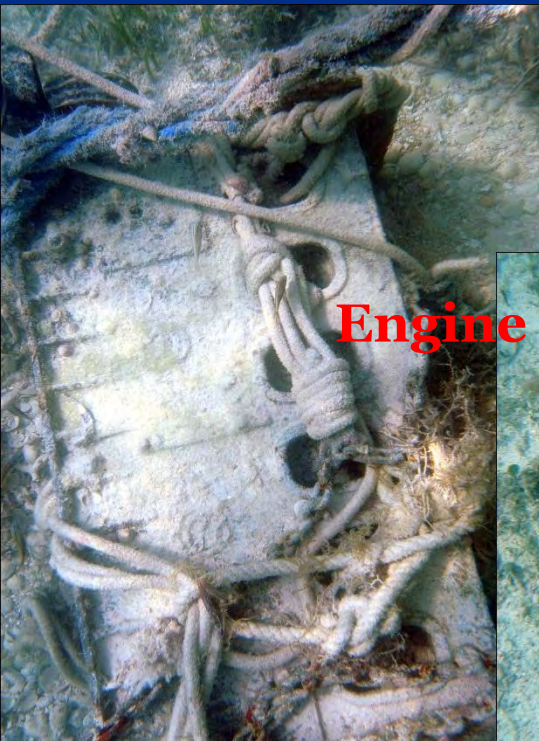
90% of Vessels Moored to Some Type of Debris



Concrete



Mix of Debris

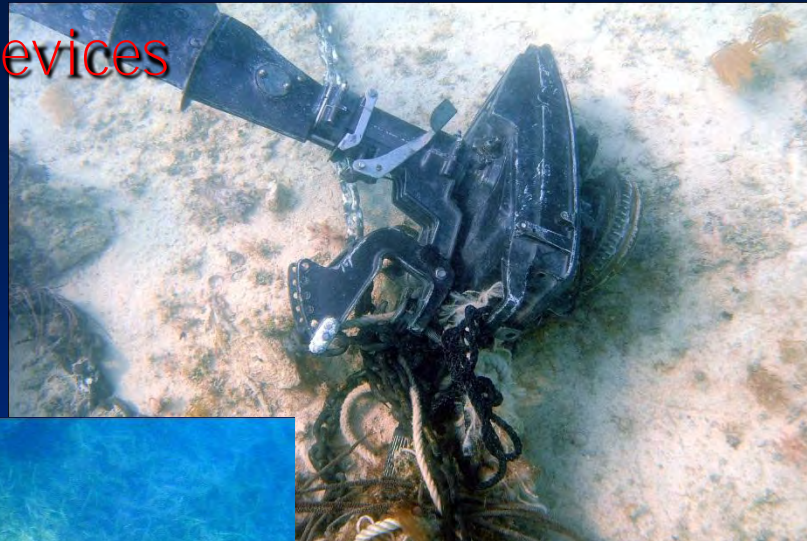


Engine Blocks



Sunken Vessel

More Mooring Devices



-Summary- Boca Chica Anchorage Vicinity

- Northern part of anchorage area very shallow, benthic damage, some vessels resting on seafloor at low tide
- Equal mix of stored and liveaboard vessels
- Very few transient (cruising) vessels utilize area
- Dinghy into mangrove shoreline, trailer parks, and boat ramp (impacts associated with use of DOT boat ramp)
- Many vessels in poor condition, many derelict vessels
- Proliferation of homemade mooring devices, not well maintained, causing benthic damage



Upper Keys Anchorages



**Jewfish Creek
Anchorage**



An aerial photograph showing a large body of water on the left and a residential area on the right. The water is dark green and contains several small white boats. The residential area features numerous houses with light-colored roofs, interspersed with green trees. A road runs along the edge of the houses. The text "Sunset Cove Anchorage" is overlaid in white on the water.

Sunset Cove
Anchorage

Examples of the Some Primary Anchoring Issues...

DERELICT VESSELS - FLOATING STRUCTURES – STORED VESSELS



What Might the Ordinance Entail?

The BOCC on September 21, 2011 directed staff to draft an ordinance creating three managed anchoring zones:

Sunset Cove

Boca Chica Basin

Key West Harbor

Those areas would include the following regulations:

- 1) Prohibit floating structures
- 2) Require a USCG Aux. Vessel Safety Check decal
- 3) **Prohibit “At Risk” vessels (tagged by FWC)**
- 4) Require proof of pumpout-



Ordinance Development Process

- Staff is drafting an anchoring ordinance based on the direction of the BOCC
- The Marine & Port Advisory Committee (MPAC) on Oct. 5 recommended deleting the ‘**At Risk**’ vessel regulation, and would like to revisit the floating structure issue
- Staff will take additional input from the MPAC on Nov 30th
- Staff anticipates going back to the BOCC in January for discussion and direction on the draft ordinance, and provide MPAC recommendations
- Once approved by the BOCC, the draft ordinance will go to FWC for evaluation and approval (or denial)

