

INDIAN RIVER COUNTY SOUTH COUNTY BOAT RAMP ASSESSMENT

Prepared By:
Coastal Technology Corporation



3625 20th Street
Vero Beach, Florida
(772) 562-8580 phone
(772) 562-8432 fax

July 30, 2025

July 30, 2025

Wendy Swindell
Conservation Lands Manager
1590 9th Street SW
Vero Beach, Florida 32962

**Re: Indian River County - South County Boat Ramp Assessment
Task 1 & 2 Report**

Dear Wendy:

This summarizes our assessment of available sites along the western shoreline of the Indian River Lagoon (IRL) for a potential new boat ramp facility. This summarizes the regulatory criteria expected to be applied by the agencies in assessing a site for the construction of a new boat ramp facility, a desktop assessment and mapping performed by Coastal Tech using ArcGIS to identify potential sites to be investigated, and screening of the identified sites using the regulatory criteria. Please note the following:

Executive Summary

In general, this is to identify potential sites within the County that appear feasible for the construction of a new boat ramp facility. The Study Area includes the eastern shoreline of the Indian River Lagoon from the Wabasso Causeway south to the St. Lucie County boundary.

Coastal Tech identified regulatory criteria typically used by regulatory agencies to evaluate proposed boat ramp projects including from (a) Indian River County's Comprehension Plan, (b) Manatee Protection Plan, (c) Florida Department of Environmental Protection, (d) US Army Corps of Engineer (USACE), and the Florida Fish and Wildlife (FWS). These criteria include a large enough area for the boat ramp, parking and other ancillary improvements, proximity to the Intracoastal Waterway, adequate water depths for clearance of vessels, proximity of seagrasses and other benthic resources, proximity of mangroves, potential impacts to seagrass and mangroves, proximity to other launch facilities, existing and adjacent zoning designations and future land uses, suitable road access, the current ownership of the land, and compliance with the 2007 manatee protection plan.

Coastal Tech prepared a map using ArcGIS that includes recent aerial photography, property parcels obtained from the County's GIS department, limits of seagrass and mangroves, County zoning, and manatee protection zones. Coastal Tech used the map to perform an initial screening effort that identified twenty-nine (29) parcels within the Study Area that appeared appropriate to apply the regulatory criteria to in that the parcels (a) appear large enough to support a new boat launch facility and (b) are un-developed. Some of the twenty-nine (29) parcels were combined to provide (a) enough land for the proposed ramp and parking infrastructure, and/or (b) access to the water to formulate twenty three (23) potential boat ramp sites to apply the initial screening criteria.

Coastal Tech applied the screening criteria to the twenty-three (23) potential sites within the Study Area which ranked the sites from lowest score or best potential site to highest score or worst potential site. The list of ranked potential sites could generally be grouped into three different categories including: (a) sites with relatively minimal protected resources expected to allow for County obtainment of a permit for a boat ramp, (b) sites with protected resources where County obtainment of a permit for a boat ramp is more questionable, and (c) sites with significant protected resources where County obtainment of a permit for a boat ramp would be a significant challenge. The most favorable sites with relatively minimal protected resources include:

- Site Ranking 1. Site No. 20. The City of Vero Beach Power Plant/Water Treatment Facility. The site is owned by the City of Vero Beach and it is our understanding this site is to be developed as part of the Three Corners Project, which will not include a boat ramp that is open to the general public. It is our expectation that this site should be removed from further consideration.
- Site Ranking 2. Site No. 1. Hobart Landing Home Owners Association Inc. This site is privately owned by the Hobart Landing Home Owners Association, Inc. (HOA). It is our expectation that this site should be removed from further consideration.
- Site Ranking 3 (Three sites tied at 3). Site No. 17. Indian River Land Trust Bridgeview Property. This site is privately owned by the Indian River Land Trust, Inc. (Land Trust) and the Land Trust conferred with County staff and confirmed that the Land Trust will not approve construction of a boat ramp facility at this site due to the mission of the Land Trust. This site should be removed from further consideration.
- Site Ranking 3 (Three sites tied at 3). Site No. 18. Vacant Parcel adjacent to Main Relief Canal and Indian River Blvd. This site appears suitable for final analysis as a potential site for construction of a boat ramp facility as the site is owned by the County and appears suitable for a boat ramp facility. Note that the bridge over the main relief canal along Indian River Blvd. will limit the size vessels that can use a boat ramp constructed at this site.
- Site Ranking 3 (Three sites tied at 3). Site No. 29. Indian River Land Trust Coastal Oaks Preserve. This site is privately owned by the Land Trust and due to the mission of the Land Trust, we do not expect the Land Trust to approve construction of a public boat ramp facility at this site. It is our expectation that this site should be removed from further consideration.
- Site Ranking 4. Site No. 19. The City of Vero Beach Young Park. This site is a City park located within a residential neighborhood and addition of a County boat ramp facility does not appear feasible. It is our expectation that this site should be removed from further consideration.
- Site Ranking 5. Site No. 11 & 12. *Vacant Parcels adjacent to Quay Dock Road*. Site No. 11 is privately owned by the Land Trust and due to the mission of the Land Trust, we do not expect the Land Trust to approve construction of a public boat ramp facility at this site. Site No. 12 is to be considered only with Site No. 11 due to Site No. 11 providing access to the IRL. It is our understanding Site No. 11 is expected to be developed as single-family housing. It is our expectation that these sites should be removed from further consideration.

Most of the sites with relatively minimal protected resources are owned by entities which are not expected to sell the land to the County or otherwise allow for the construction of a boat ramp. Coastal Tech eliminated sites from the ranking which do not appear feasible due to land ownership or the ability to obtain a permit from regulatory agencies. The County will modify the County's Parks and Recreation Master Plan to incorporate the need for and feasibility of constructing additional boat launching facilities.

1.0 Introduction

To meet the growing public demand for boat launch facilities within the County near the southern sections of the IRL, the County is seeking potential sites that appear to meet the regulatory criteria to allow for the issuance of permits for a public boat ramp facility. The County is seeking to assess potential sites for boat ramp facilities in the area between the Wabasso Causeway and St. Lucie County on the west bank of the IRL. This assessment is to provide information regarding potential suitable locations expected to meet regulatory criteria and permit authorization for construction of a new boat ramp facility.

1.1 Existing Boat Ramp Facilities and Use

As identified in Chapter 9 of the 2010 County's Comprehensive Plan (with 2018 Supplement):

- “In Indian River County, weekend days account for over 70 percent of boating activity, with the highest on-water traffic occurring around holidays. According to the Florida Department of Environmental Protection, there were approximately 11,170 boats registered in the County in 2007.”
- “Most of the on-water traffic in the county is generated by boat ramps. Currently, there are 24 boat ramp lanes at 18 boat ramps located throughout the coastal zone of the County.”
- “Most registered boats in the county are trailered and not stored at boat slips. Consequently, most boat owners rely on the availability of boat ramps to access waterways. ...recommended level of service (LOS) is a minimum of one boat lane per 10,000 residents. While Indian River County has approximately one boat lane for every 5,823 residents, the current LOS standard does not account for the use of boat lanes by seasonal residents or visitors from outside the county.” There is “a lack of adequate boat ramps in the southern section of the county on the mainland.”

Figure 1 depicts the location of existing “Boat Ramps & Landings” in Indian River County.

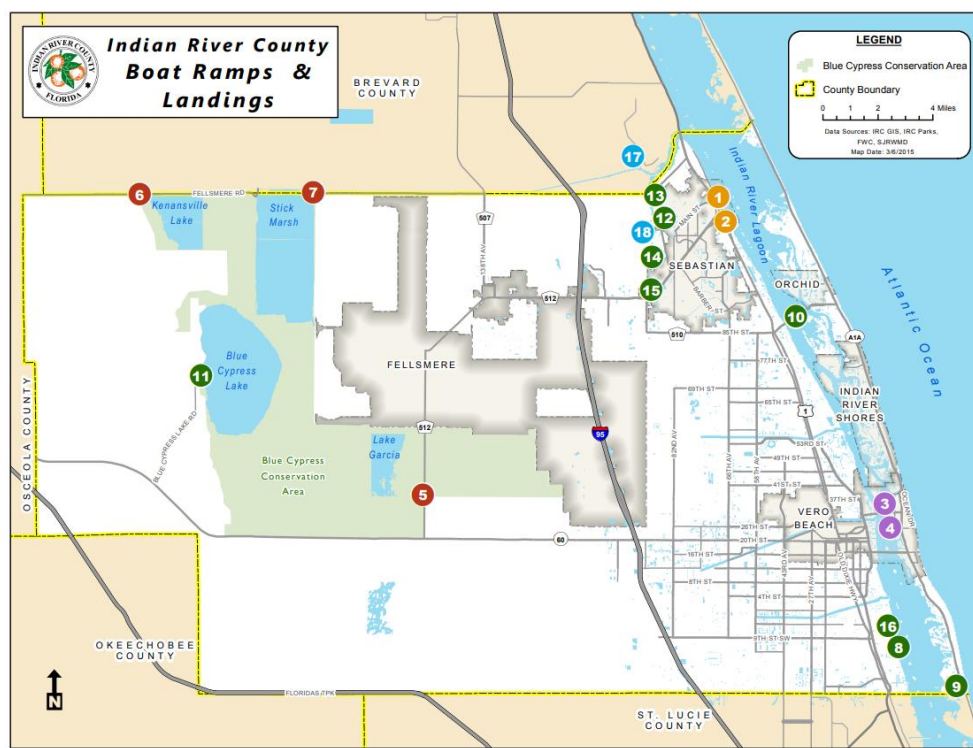


Figure 1 - “Boat Ramps & Landings” in Indian River County (from IRC Website)

1.2 Study Area

The Study Area and 2004 Indian River County Manatee Protection Plan (MPP) Zones are depicted in Figure 2 below. The Study Area is encompassed by two Aquatic Preserves managed by FDEP, except the portion of the Study Area within the City of Vero Beach. The Aquatic Preserves include:

- the Indian River-Malabar to Vero Beach Aquatic Preserve from Palm Bay in Brevard County to the northern Vero Beach corporate limit, and
- the Indian River-Vero Beach to Fort Pierce Aquatic Preserve from the southern Vero Beach corporate limit south to the north U.S. Highway A1A bridge in Fort Pierce in St. Lucie County.

The Study Area fronts the impaired waters addressed in the *Central Indian River Lagoon Basin Management Action Plan* – Central B project zone.



Figure 2 – MPP Marina-Siting Zones in Study Area

1.3 Manatee Protection Plan

The County's MPP includes "constraints/considerations for boat facility siting and expansion" identified by FWC including:

- proximity to popular boating destinations, such as an inlet or recreational area;
- proximity to the ICW;
- proximity to manatee aggregation areas and manatee habitat;
- extent of manatee use;
- water depth and circulation;
- amount of overlap in patterns of use by manatees and boats
- number of manatee mortalities;
- natural resources (e.g. the presence of dense submerged aquatic vegetation (SAV) on site);
- boat facility demand/recreational needs; and upland site requirements.

In order to minimize adverse impacts to manatees and the resources of the IRL, boat facilities are best located:

- in areas with few natural resources;
- in areas with low manatee abundance; and
- in areas with low manatee mortality.

Based on the above criteria, the MPP delineates potential marina-siting zones "as guidelines for the purpose of determining where new, expanded, or rearranged boating facilities might be located". Figure 2 illustrates the three marina-siting zones within the Study Area on the west shore of the Lagoon; the following describes each of these three zones.

Zone 5:

- is located west of the ICW, from south of C.R. 510 (Wabasso Causeway) to the North Relief Canal - within the Indian-River Malabar to Vero Beach Aquatic Preserve;
- has moderate seagrass coverage, shallow water, and low manatee activity; and
- has low watercraft traffic due to (1) shallow water, (2) unsheltered winds, and (3) no ICW – resulting in minimal impacts to manatees.
- "Due to lack of natural resource constraints, a maximum powerboat to shoreline density ratio should not be applied to Zone 5".

Zone 7:

- is located west of the ICW, extending south of the North Relief Canal to the Merrill Barber Bridge – with more than half of this zone (the northern portion) part of the Indian-River Malabar to Vero Beach Aquatic Preserve;
- has generally low natural resource constraints; and
- has a low probability of impacts to manatees due to low manatee use, except for Grand Harbor Marina.
- "Due to an overall lack of natural resource constraints and proposed expansion plans, a maximum shoreline/density ratio should not be applied to Zone 7".

Zone 9:

- is located west of the ICW, extending south of the Merrill Barber Bridge to the St. Lucie County line - within the Indian River-Vero Beach to Ft. Pierce Aquatic Preserve excepting that portion within the City of Vero Beach;
- is "environmentally sensitive due to the presence of estuarine wetlands";
- includes a manatee "safe haven" near the City of Vero Beach Power Plant;
- has high seagrass density and manatee population south of the South Relief Canal outfall – increasing the risk of manatee impacts.

- “Therefore, the existing maximum 1:100 powerboat to shoreline density ratio should be retained for Zone 9.”

1.4 Study Area Mapping

For a basis to identify parcels that appear to be potentially feasible for a boat ramp facility, Coastal Tech prepared a map of the Study Area using ArcGIS which includes the following data:

- COUNTY zoning map and future land use map from the COUNTY’s website;
- Documented water depths – from the National Oceanic and Atmospheric Administration (NOAA) Custom Chart Version 3.0 tool;
- 2021 historical seagrass coverage identified by St. John’s River Water Management District (SJRWMD);
- Mangrove habitat coverage identified by the Florida Fish and Wildlife Conservation Commission (FWC), last updated on December 18, 2023;
- Known water quality areas of concern identified as “impaired” in the FDEP 2020-2022 Biennial Assessment for identification of water bodies not attaining water quality standards pursuant to the Impaired Surface Waters Rule (Chapter 62-303, Florida Administrative Code (F.A.C.));
- Parcel boundaries obtained from the County Property Appraiser’s website;
- Florida Aquatic Preserves identified by Florida Department of Environmental Protection (FDEP), last updated on February 20, 2024;
- Boat Facility Siting Zones as identified in the August 2004 Indian River County Manatee Protection Plan (MPP);
- Intracoastal Waterway (ICW) boundaries by the FWC, last updated October 31, 2023; and
- 2021 aerial imagery of Indian River County provided by the Florida Department of Transportation’s (FDOT) Aerial Photography Look Up System (APLUS);

The ArcGIS Map and Table 1 attached to this report identify twenty-nine (29) potential boat ramp sites for consideration and screening.

1.5 Siting Study Criteria

This section summarizes the criteria applied in the assessment and expected to be applied in the permitting of potential boat ramps.

Indian River County Comprehensive Plan

As identified in Chapter 9 of the 2010 County’s Comprehensive Plan (with 2018 Supplement):

- “OBJECTIVE 3 Boat Facility and Boat Ramp Siting and Construction” cites:
 - There “shall be no loss of estuarine wetlands, mangrove fringe, seagrass beds, or reductions in water quality associated with the development or expansion of boat facilities or boat ramps in Indian River County”.
 - “The siting of new boat facilities...shall be prohibited” within:
 - High Manatee Use or High Watercraft-related Manatee Mortality areas as defined by the MPP;
 - areas where: “new dredging will be required or necessary to provide access to the ICW or to deeper water AND the site is located within or on land adjacent to a FDEP designated Aquatic Preserve.”
- Policy 3.3 cites: “The following boat ramp siting criteria shall be used to evaluate any new boat ramp or the rearrangement or expansion of an existing boat ramp.”
 - The siting of new or the rearrangement or expansion of existing boat ramps shall be prohibited when one or more of the following conditions are met:

- a. The footprint of the new boat ramp or the rearrangement or expansion of the existing boat ramp (including all proposed lanes, docks, access walkways, finger piers, mooring areas, turning basins, and ingress and egress pathways) has a SAV coverage of ten (10) percent or greater using a scientifically acceptable method of coverage determination and such determination is made between the months of May through October;
- b. The site, whether new or existing, is located within a High Manatee Use area, AND a High Watercraft-related Manatee Mortality area as defined in the MPP; or
- c. The site, whether new or existing, is located such that new dredging will be required or necessary to provide access to the ICW or to deeper water AND the site is located within or on land adjacent to a FDEP designated Aquatic Preserve. This does not include manmade waterbodies such as canals or basins, or privately owned submerged bottom.

In the event that all the required or necessary dredging is determined by the FDEP or the SJRWMD to be maintenance dredging, then this subsection [3(c)] does not apply.

- The siting of new or the rearrangement or expansion of existing boat ramps shall be evaluated using all the following criteria:
 - a) No more than 100 linear feet of native shoreline vegetation shall be altered (trimmed, cut, removed, killed, or destroyed);
 - b) A Site located within a High Manatee Use area of a High Watercraft-related Manatee Mortality area, as defined in the MPP, shall be subject to site-specific design restrictions to minimize potential adverse manatee impacts...
 - c) Maintenance dredging, as determined in writing by the FDEP or the SJRWMD, shall be restricted to those areas where maintenance dredging has been determined and shall conform to one of the following situations using the order in which the situations are presented: The dredging shall conform with the original dredging permit specifications, if a permit was issued; The dredging shall conform to the original design specifications, if the existing project was done prior to the issuance of permits required by federal, state, or local government entities; The dredging shall be no deeper than a water depth of five (5) feet at mean low water, and no wider, at the top of the submerged bottom, than to safely allow the passage of two boats side-by-side, the size of which the boat ramp was/is designed to accommodate.
 - d) If there is no existing access channel that provides for adequate water depth from the boat ramp to the ICW or to deeper water (i.e., not maintenance dredging) AND the site is not within or adjacent to a FDEP designated Aquatic Preserve, then the proposed project may be authorized if the following are complied with:
 - The area of new dredging shall not have a SAV coverage of greater than ten (10) percent...
 - The total length of new dredging shall not exceed 500 feet...

To meet the COUNTY's objectives, as minimum criteria, a potential boat ramp site should contain a minimum area of two (2) acres to provide sufficient area for:

- at least one ramp lane and associated dock of sufficient size to support launching and retrieval of boats of varying sizes up to 35 feet in length,
- parking of 15 to 20 vehicles/trailers,
- required stormwater treatment and attenuation, and
- appropriate buffers and/or setbacks from adjacent property.

Based on County, FDEP/SJRWMD, and FWC general criteria the following specific criteria are proposed for screening of potential boat ramp sites under Task 2:

1. Proximity to the Intracoastal Waterway - $\leq \frac{1}{2}$ mile;
2. Adequate water depths for clearance of vessels - ≥ 4 feet MLW;
3. Proximity of seagrass and other benthic resources - ≤ 0.1 acres seagrass impacts;
4. Proximity to other existing launches, and popular boating destinations - ≥ 1 mile;
5. Zoning designations and future land uses of adjacent parcels – consistent with boat ramp;
6. Suitable road access – adjacent and/or connecting to site;
7. Compatible with adjacent and proximate land uses; and
8. Land owned by the COUNTY and other municipalities – are considered as advantageous

1.6 Initial Screening

Per our discussions with County staff, the primary goal of this assessment is to identify one or more sites that appear to meet County, USACE, and FDEP regulatory criteria for construction of a boat ramp facility within the Study Area - for launching boats up to thirty-five feet in length. The map was used to identify the undeveloped parcels that appear to meet the criteria and are suitable for initial screening. This review identified 29 sites to apply the initial screening.

The initial screening included review of (1) *Proximity to ICW*, (2) *Proximity to Seagrass*, (3) *Proximity to Mangroves*, (4) *Proximity to Other Launches*, (5) *Compatibility of Future Land Use*, and (6) *Suitable Road Access*. A value was assigned to each criterion where the lowest value is most favorable and the highest value is least favorable. The points were added together to rank each of the sites where a rank of 1 corresponds to the most ideal conditions for each criterion, i.e. < 0.25 miles to the ICW, no impacts to seagrass, no impacts to mangroves, ≥ 1 mile from an existing launch facility, compatible future land use, suitable road access, and ease of permitting.

Each of the criterion were assigned the following range of values:

- *Proximity to ICW*, is ranked based on the relative distance between the proposed site and the ICW. A rank of 1 is given to sites that are within < 0.25 mile or that have an existing channel to the ICW.
- *Proximity to Seagrass*, is ranked according to the following:
 1. No seagrass is present adjacent to site or access to ICW.
 2. Seagrass may be present adjacent to site or access to ICW, though impacts are not expected.
 3. Impacts to some seagrass are expected.
 4. Seagrass is present adjacent to entire site and significant impacts are expected.
- *Proximity to Mangroves*, is ranked according to the following:
 1. No mangroves present within site.
 2. Mangroves may be present within, though impacts are not expected.
 3. Mangroves present within site and would require a small access channel with minor

impacts to access the IRL.

4. Mangroves present within site and would require significant impacts to access the IRL.
 5. Mangroves present within the majority or entire site.
- *Proximity to Other Launches*, is assigned a value of 1 if the site is located ≥ 1 mile from an existing launch facility, or a value of 3 if the site is located < 1 mile from an existing launch facility.
 - *Zoning Designation*, is assigned a value of a 1 if the current zoning designation may allow the construction of a boat ramp facility. It is our understanding, single-family residential (RS-1,2,3,6 and RT-6), multi-family residential (RM-3,4,6,8,10), and conservation districts (Con-1,2,3) may allow a boat ramp facility as a “special exception use”. For all other zoning designations, a value of 3 is assigned for this criterion.
 - *Compatibility of Future Land Use*, is assigned a value of 1 if the future land use of the site allows for boat ramp facilities. It is our understanding, Land Use Areas C-1, C-2, C-3, L-1, L-2, M-1, and M-2 may allow a boat ramp facility, as these areas allow single-family, multi-family, and/or conservation use. For all other zoning or future land use designations, a value of 3 is assigned for this criterion.
 - *Suitable Road Access*, is assigned a value of 1 if there is an existing road adjacent or connecting to the site, or a value of 3 otherwise.
 - *Permitting Challenge*, is ranked according to professional opinion regarding the challenge to obtain the required permits for construction of a public boat ramp facility at the site. A value of 1 through 5 is assigned to each site, with a value of 1 corresponding to expected ease of permitting and a value of 5 corresponding to most challenging/unobtainable.

The attached Table 2 includes a summary and draft ranking of the twenty-three (23) potential boat ramp sites. Figure 1 attached to the report includes a plan view depiction of the twenty-three (23) potential boat ramp sites. Table 2 identifies six (6) sites that are ranked relatively favorable as compared to the other seventeen (17) sites. The seventeen (17) sites less desirable ranking are largely due to the environmental resources in close proximity to the sites and expected challenge or inability to obtain the required environmental permits to authorize construction of a boat ramp facility on these sites.

The following identifies the six (6) sites with the more favorable ranking, the owner of the sites identified on the County Property Appraiser’s website, and if the sites are removed from further consideration due to the ownership of the sites.

- Site Ranking 1. Site No. 20. The City of Vero Beach Power Plant/Water Treatment Facility. This site was removed from final consideration, as the site is owned by the City of Vero Beach and it is our understanding this site is to be developed as part of the Three Corners Project, which will not include a boat ramp that is open to the public.
- Site Ranking 2. Site No. 1. Hobart Landing Home Owners Association Inc. This site was removed from final consideration, as the site is privately owned by the Hobart Landing Home Owners Association, Inc. (HOA).
- Site Ranking 3 (Three sites tied at 3). Site No. 17. Indian River Land Trust Bridgeview Property. This site was removed from final consideration, as the site is privately owned by the Indian River Land Trust, Inc. (Land Trust) and the Land Trust confirmed that a boat ramp cannot be constructed at this site due to the mission of the Land Trust.
- Site Ranking 3 (Three sites tied at 3). Site No. 18. Vacant Parcel adjacent to Main Relief Canal and Indian River Blvd. This site appears suitable for final analysis as a potential site for construction of a boat ramp facility as the site is owned by the County and appears suitable

for a boat ramp facility.

- Site Ranking 3 (Three sites tied at 3). Site No. 29. Indian River Land Trust Coastal Oaks Preserve. This site was removed from final consideration, as the site is privately owned by the Indian River Land Trust, Inc. (Land Trust) and due to the mission of the Land Trust, we do not expect the Land Trust to approve construction of a public boat ramp facility at this site.
- Site Ranking 4. Site No. 19. The City of Vero Beach Young Park. This site was removed from final consideration, as the site is a City park located within a residential neighborhood and addition of a County boat ramp facility does not appear feasible.
- Site Ranking 5. Site No. 11 & 12. *Vacant Parcels adjacent to Quay Dock Road*. This site was removed from final consideration, as Site No. 11 is privately owned by the Land Trust and due to the mission of the Land Trust, we do not expect the Land Trust to approve construction of a public boat ramp facility at this site. Site No. 12 is to be considered only with Site No. 11 due to Site No. 11 providing access to the IRL. It is our understanding Site No. 11 is expected to be developed as single-family housing.

1.7 Final Screening

The Final Screening shall be completed upon receipt of County direction for which sites are to be included in the Final Screening.

1.8 Next Steps

The County will modify the County's Parks and Recreation Master Plan to incorporate the need for and feasibility of constructing additional boat launching facilities. Future construction of potential new boat ramps is expected to require permits from:

- FDEP - with input and potential conditions from the Florida Fish and Wildlife Conservation Commission (FWC); and
- the U.S. Army Corps of Engineers (USACE) - with input and potential conditions from numerous federal agencies (e.g. USF&WS and NMFS).

If the County is interested in construction of a boat ramp facility at Site No. 18, we recommend sending this letter report to the FDEP and USACE and requesting a pre-application meeting with the FDEP, USACE, and FDOT to discuss the potential development of a boat ramp facility at this site.

If you have any questions or concerns regarding this letter or require any revisions, please contact me at 772-562-8580 or by email at tfontaine@coastaltechcorp.com.

Sincerely,



Charles "Tem" Fontaine III, P.E.
Vice President
COASTAL TECH

Table 1 - Potential Boat Ramp Sites for Consideration and Screening

Site No.	Property ID ¹	Location/ Nearest Road	Owner
1	40222	Indian River Blvd	Hobart Landing Home Owners Association Inc
2 & 3	42226 42237	73rd St	John M Luther (Tr)
2 & 4	42226 42240	-	John M Luther (Tr) Laurel Lee Buescher (Tr)
2, 4 & 5	42226 42240 42238 42239	-	John M Luther (Tr) Laurel Lee Buescher (Tr) Grbk Gho Homes LLC
6 & 7	42228 42229	69th St	St. Johns River Water Management District Hamilton S Thomas Jr
8	42227	69th St	Earring Point Properties LCC
9	44105	69th St	Earring Point Properties LCC
10	44106	Quay Dock Rd	George K & Joyce Moss
11 & 12	44109 44129	Quay Dock Rd	Indian River Land Trust Inc Rancho Homes LLC
13	44307 (including ROW)	U.S.1	Indian River Farms Water Control District
14	49327	Gifford Dock Rd	Jeffrey A & Annette J Maffett, and Oculina Bank
15	49328	Gifford Dock Rd	Jeffrey A & Annette J Maffett, and Oculina Bank
16	49326	Gifford Dock Rd	Jeffrey A & Annette J Maffett, and Oculina Bank
17	57765 57768 57767 57766	Par Drive	Indian River Land Trust Inc.
18	54200	Golf View Drive	Indian River County
19	57933	Young Park	City of Vero Beach
20	94174	Power Plant/Water Treatment Facility	City of Vero Beach
21 & 22	94595 94598	Indian River Blvd	Florida Inland Navigation District
23	94600	Indian River Blvd	Florida Inland Navigation District
24 & 25	94603 94601	Indian River Blvd	Florida Inland Navigation District
26 & 27	94604 94602	Indian River Blvd	Indian River County, St. Johns River Water Management District, Florida Inland Navigation District
28	96958	Oslo Rd	University of Florida
29	102550	19th St SE	Indian River Land Trust Inc

Rank	Site No.	Property ID ¹	Location / Nearest Road	Owner	Lot Size (Acres) ¹	Available Area (Acres) ²	Proximity to ICW		Adjacent Water Depth (Feet) ⁴	Proximity to Seagrass (Rated) ^{3, 5}	Proximity to Mangroves (Rated) ⁶	Proximity to Other Launches		Zoning Designation		Compatibility of Future Land Use		Suitable Road Access		Boat Facility-Siting Zone ⁸	Permitting Challenge (Rated) ⁶	Potential for Significant Impact to Existing Resources	Notes	Points
							(Miles)	(Rated) ³				(Miles)	(Rated) ⁷	Desc.	(Rated) ⁷	Desc.	(Rated) ⁷	Desc.	(Rated) ⁷					
1	20	94174	Power Plant/Water Treatment Facility	City of Vero Beach	26.9	26.9	~0.25	1	5.0	1/4	1/5	~1.15	1	MUNI	1	Yes MUNI	1	Yes. Indian River Blvd.	1	9	1/5	No.	This land is to be developed as part of the Three Corners project.	8
2	1	40222	Indian River Blvd	Hobart Landing Home Owners Association Inc	3.46	~2.0	~1.95	Existing marked channel to ICW	4.0	Seagrass adjacent to site but not expected to be impacted	1/5	~1.4	1	RS-6	1	Yes L-2	1	Existing access road through residential development via 79th St or 77th St.	1	5	2/5	No.	Privately owned with an existing boat ramp. Would require approval from Association.	10
3	17	57765 57768 57767 57766	Par Drive	Indian River Land Trust Inc.	27.35 0.38 0.38 0.38	~13	~0.04	1	0.5-1.0	1/4	2/5	~0.6	3	MUNI	1	Yes MUNI	1	Yes. Unpaved Par Drive.	1	7	1/5	No. Site is owned by IRLT and is expected to be restored as wetland habitat.	Mangrove coverage does not appear to significantly impact water access.	11
	18	54200	Golf View Drive	Indian River County	11.95	~3.3	~0.7	2	0.5	1/4	2/5	~1.0	1	MUNI	1	Yes MUNI	1	No. Would require traffic light modification and access road.	3	7/9	4/5	Yes. A site visit may be appropriate to determine extent of wetland habitat.	Mangrove coverage does not appear to impact water access.	11
	29	102550	19th St SE	Indian River Land Trust Inc	14.94	~2.15	~0.75	1	0.5	2/4	3/5	~2.0	1	RS-1	1	Yes C-2/L-2	1	Yes. Road through a residential neighborhood.	1	9	4/5	No.	Lot is primarily mangrove swamp. Existing channel markers to ICW.	11
4	19	57933	Young Park	City of Vero Beach	5.39	5.39	~0.25	Existing marked channel to ICW	2.0	2/4	1/5	~0.7	3	MUNI	1	Yes MUNI	1	Yes. Access road is through a residential neighborhood.	1	9	2/5	No.	This is a City park - Young Park. There is documented seagrass due east between the site and the ICW5.	12
5	10	44106	Quay Dock Rd	George K & Joyce Moss	42.49	~7.4	~0.7	3	0.5-1.0	1/4	4/5	~3.15	1	RS-1/RS-3	1	Yes C-2/L-1	1	Yes. Quay Dock Rd.	1	5	4/5	Yes. Potentially dredge 50 ft channel through mangrove to upland. 1.5 acre or more of mangrove impact.	Eastern side of property primarily mangrove habitat. Private residence with wetlands.	16
	11 & 12	44109 44129	Quay Dock Rd	Indian River Land Trust Inc Rancho Homes LLC	3.14 37.28	~38.25	~1.2	3	1.0	1/4	4/5	~3.4	1	RS-1/RS-3	1	Yes C-2/L-1	1	Yes. Quay Dock Rd.	1	5	4/5	Yes.	Site 11 is nearly entirely mangrove habitat. Site 12 may be considered as an expansion to Site 11 to provide greater upland area. Site 12 may be an upcoming housing development.	16
	13	44307 (including ROW)	U.S.1	Indian River Farms Water Control District	~22.5	~18.3	~0.5	2	0.5	4/4	4/5	~3.2	1	RS-1	1	Yes C-2	1	No. Potential service road on north side of berm.	3	5/7	5/5	Yes. Potentially dredge access channel through mangrove.	Site appears to be owned by Indian River Farms Water Control District	16
6	2 & 3	42226 42237	73rd St	John M Luther (Tr)	12 24.99	~16	~1.28	4	1.0	1/4	4/5	~2.2	1	RS-1/RS-3	1	Yes C-2/L-1	1	Yes. 73rd St.	1	5	4/5	Yes. Potentially dredge 50 ft channel through mangrove to upland. 1.5 acre or more of mangrove impact.	Site 2 and 3 are currently for sale. Site 2 is nearly entirely mangrove habitat. Site 3 may be considered as an expansion to Site 2 to provide greater upland area.	17
	6 & 7	42228 42229	69th St	St. Johns River Water Management District Hamilton S Thomas Jr	18.92 19.45	~22.5	~1.5	4	1.0-3.0	1/4	4/5	~2.5	1	RS-1/RS-3	1	Yes C-2/L-1	1	Yes. 69th St.	1	5	4/5	Yes. Potentially dredge 50 ft channel 69th street to access ramp.	Would require an access channel dredged through 69th Street.	17
	14	49327	Gifford Dock Rd	Jeffrey A & Annette J Maffett, and Oculina Bank	3.68	-	~0.2	2	1.0	1/4	5/5	~1.9	1	MUNI	1	Yes MUNI	1	Yes. 45th Street	1	7	5/5	Yes. Majority of parcel is mangrove habitat.	Entirely mangrove habitat. Adjacent to 45th St Canoe Launch.	17
	15	49328	Gifford Dock Rd	Jeffrey A & Annette J Maffett, and Oculina Bank	4.24	-	~0.2	2	1.0	1/4	5/5	~1.85	1	MUNI	1	Yes MUNI	1	Yes. 45th Street	1	7	5/5	Yes. Majority of parcel is mangrove habitat.	Entirely mangrove habitat.	17
	16	49326	Gifford Dock Rd	Jeffrey A & Annette J Maffett, and Oculina Bank	4.84	-	~0.2	2	1.0	1/4	5/5	~1.8	1	MUNI	1	Yes MUNI	1	Yes. 45th Street	1	7	5/5	Yes. Majority of parcel is mangrove habitat.	Entirely mangrove habitat.	17
7	9	44105	69th St	Earring Point Properties LCC	61.29	~37.8	~1.1	3	0.5-1.0	1/4	4/5	~2.8	1	A-1	3	Yes C-2	1	Yes. 69th St.	1	5	4/5	Yes. Potentially dredge 50 ft channel through mangrove to upland. 1.5 acre or more of mangrove impact.	Eastern side of property entirely mangrove habitat.	18
8	2 & 4	42226 42240	-	John M Luther (Tr) Laurel Lee Buescher (Tr)	12 3.59	~3.0	~1.28	4	1.0	1/4	4/5	~2.2	1	RS-1/RS-3	1	Yes C-2/L-1	1	No.	3	5	4/5	Yes. Significant mangrove between property and IRL.	Site 2 is currently for sale. Site 2 is nearly entirely mangrove habitat. Site 4 may be considered as an expansion to Site 2 to provide greater upland area.	19
	2, 4 & 5	42226 42240 42238 42239	-	John M Luther (Tr) Laurel Lee Buescher (Tr) Grbk Gho Homes LLC	12 3.59 5.66 5.17	~13.8	~1.28	4	1.0	1/4	4/5	~2.2	1	RS-1/RS-3	1	Yes C-2/L-1	1	No.	3	5	4/5	Yes. Significant mangrove between property and IRL.	Site 2 is currently for sale. Site 2 is nearly entirely mangrove habitat. Sites 4 & 5 may be considered as an expansion to Site 2 to provide greater upland area.	19
	21 & 22	94595 94598	Indian River Blvd	Florida Inland Navigation District	10 8.85	~10.0	~0.4	2	1.0-4.0	4/4	4/5	~1.9	1	RM-10	1	Yes C-2/M-2	1	Yes. Indian River Blvd.	1	9	5/5	Yes. Mangrove and seagrass between upland site and IRL.	Site 21 is nearly entirely mangrove habitat. Site 22 may be considered as an expansion to Site 21 to provide greater upland area. Continuous seagrass documented fronting site 21.	19
	23	94600	Indian River Blvd	Florida Inland Navigation District	15.5	~10.25	~0.4	2	1.0-4.0	4/4	4/5	~2.0	1	RM-10	1	Yes C-2/M-2	1	Yes. Indian River Blvd or adjacent unpaved road.	1	9	5/5	Yes. Mangrove and seagrass between upland site and IRL.	Continuous seagrass documented fronting site. Eastern ~1/3 of lot is mangrove habitat.	19
	24 & 25	94603 94601	Indian River Blvd	Florida Inland Navigation District	10 8.84	~10.5	~0.4	2	1.0-4.0	4/4	4/5	~2.1	1	RS-1/RM-10	1	Yes C-2/M-2	1	Yes. Indian River Blvd.	1	9	5/5	Yes. Mangrove and seagrass between upland site and IRL.	Majority of Site 24 is mangrove habitat. Site 25 may be considered as an expansion to Site 24 to provide greater upland area. Continuous seagrass documented fronting site.	19
	26 & 27	94604 94602	Indian River Blvd	Indian River County, St. Johns River Water Management District, Florida Inland Navigation District	20 18.87	~22.5	~0.4	2	1.0-4.0	4/4	4/5	~2.2	1	CON-1	1	Yes C-1	1	Yes. 8th St or Indian River Blvd.	1	9	5/5	Yes. Mangrove and seagrass between upland site and IRL.	Majority of Site 26 is mangrove habitat. Site 27 may be considered as an expansion to Site 26 to provide greater upland area. Continuous seagrass documented fronting site.	19
9	8	42227	69th St	Earring Point Properties LCC	13.92	~1.2	~1.5	4	1.0-3.0	1/4	5/5	~2.7	1	A-1	3	Yes C-2/L-1	1	Yes. 69th St.	1	5	4/5	Yes. Majority of parcel is mangrove habitat.	Primarily mangrove habitat.	20
	28	96958	Oslo Rd	University of Florida	10.35	~1.4	~0.65	2	2.0	4/4	5/5	~2.9	1	RS-1/RM-6	1	Yes C-2/M-2	1	Yes	1	9	5/5	Yes. Mangrove and seagrass between upland site and IRL.	Continuous seagrass documented fronting site. Lot is primarily mangrove swamp.	20

¹ As published by Indian River County Property Appraiser.

² Approximate area which does not have documented mangrove habitat according to 2023 data published by FWC.

³ Condition is rated 1(Best) - 4(Worst)

⁴ As determined by (1) NOAA's Office of Coast Survey, NOAA Custom Chart Version 3.0 - <https://devgis.charttools.noaa.gov/pod/>, or (2) bathymetric LIDAR data published by the NOAA National Geodetic Survey (NGS) in 2022.

⁵ As determined by (1) NOAA's Office of Coast Survey, NOAA Custom Chart Version 3.0 - <https://devgis.charttools.noaa.gov/pod/>, or (2) bathymetric LIDAR data published by the NOAA National Geodetic Survey (NGS) in 2022.

⁶ According to 2021 seagrass mapping by SJRWMD

⁷ Condition is rated 1(Best) - 5(Worst)

⁸ Condition is rated either 1(Best) or 3(Worst)

⁹ Boat Facility-Siting Zones as identified in the Indian River County Manatee Protection and Boating Safety Comprehensive Management Plan (August 2004)

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 1	
Proximity to ICW	1/5 Existing marked channel to ICW.
Proximity to Seagrass	2/4 Seagrass adjacent to site but not expected to be impacted.
Proximity to Mangroves	1/5
Proximity to Other Launches	~1.4 miles
Compatibility of Future Land Use	Yes L-2 Low-Density Residential
Access	Road access through residential development via 79th St or 77th St.
Impacts to Resources	No expected impacts.
Permitting Challenge	2/5 Privately owned existing boat ramp

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 2 & 3	
Site 3 considered as an expansion to Site 2 to provide greater upland available area.	
Proximity to ICW	4/5
Proximity to Seagrass	1/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.2 miles
Compatibility of Future Land Use	Yes C-2/L-1 Conservation/Low-Residential
Access	Road access via 73rd St.
Impacts to Resources	Potential for significant impacts to mangrove habitat to provide channel access to the Indian River Lagoon.
Permitting Challenge	4/5

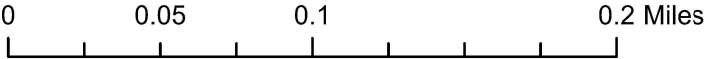
INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 2 & 4	
Site 4 considered as an expansion to Site 2 to provide greater upland available area.	
Proximity to ICW	4/5
Proximity to Seagrass	1/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.2 miles
Compatibility of Future Land Use	Yes C-2/L-1 Conservation/Low-Residential
Access	Potential road access via 73rd St.
Impacts to Resources	Potential for significant impacts to mangrove habitat to create access to the Indian River Lagoon.
Permitting Challenge	4/5



INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 2, 4 & 5	
Sites 4 & 5 considered as an expansion to Site 2 to provide greater upland available area.	
Proximity to ICW	4/5
Proximity to Seagrass	1/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.2 miles
Compatibility of Future Land Use	Yes C-2/L-1 Conservation/Low-Residential
Access	Potential road access via 73rd St.
Impacts to Resources	Potential for significant impacts to mangrove habitat to create access to the Indian River Lagoon.
Permitting Challenge	4/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

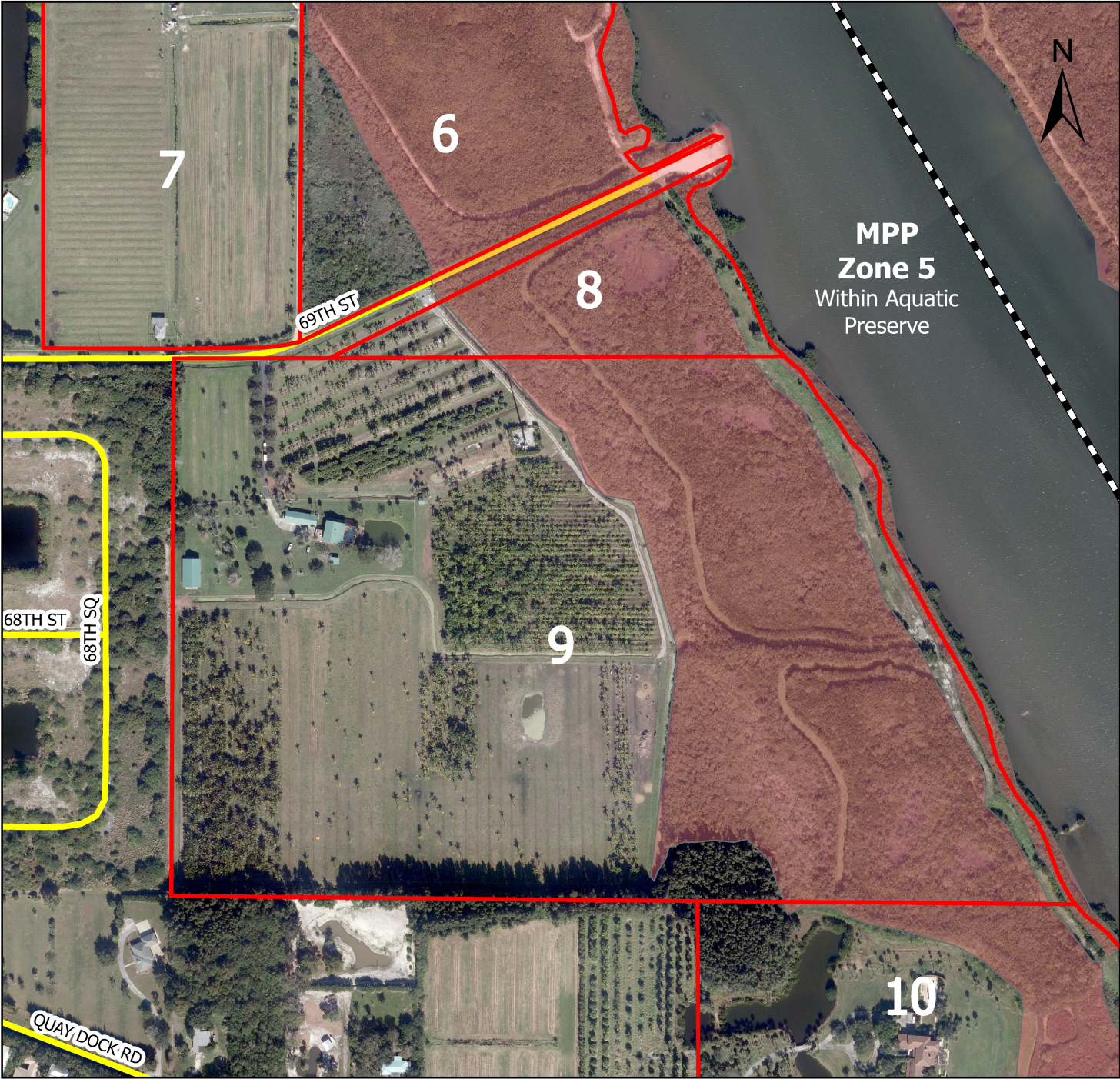


- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- Sites Boundaries Considered

Site Screening Summary Table

Site No. 6 & 7	
Site 7 considered as an expansion to Site 6 to provide greater upland available area.	
Proximity to ICW	4/5
Proximity to Seagrass	1/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.5 miles
Compatibility of Future Land Use	Yes C-2/L-1 Conservation/Low-Residential
Access	Existing road access via 69th St.
Impacts to Resources	Potential for significant impacts to mangrove habitat to create access to the Indian River Lagoon.
Permitting Challenge	4/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

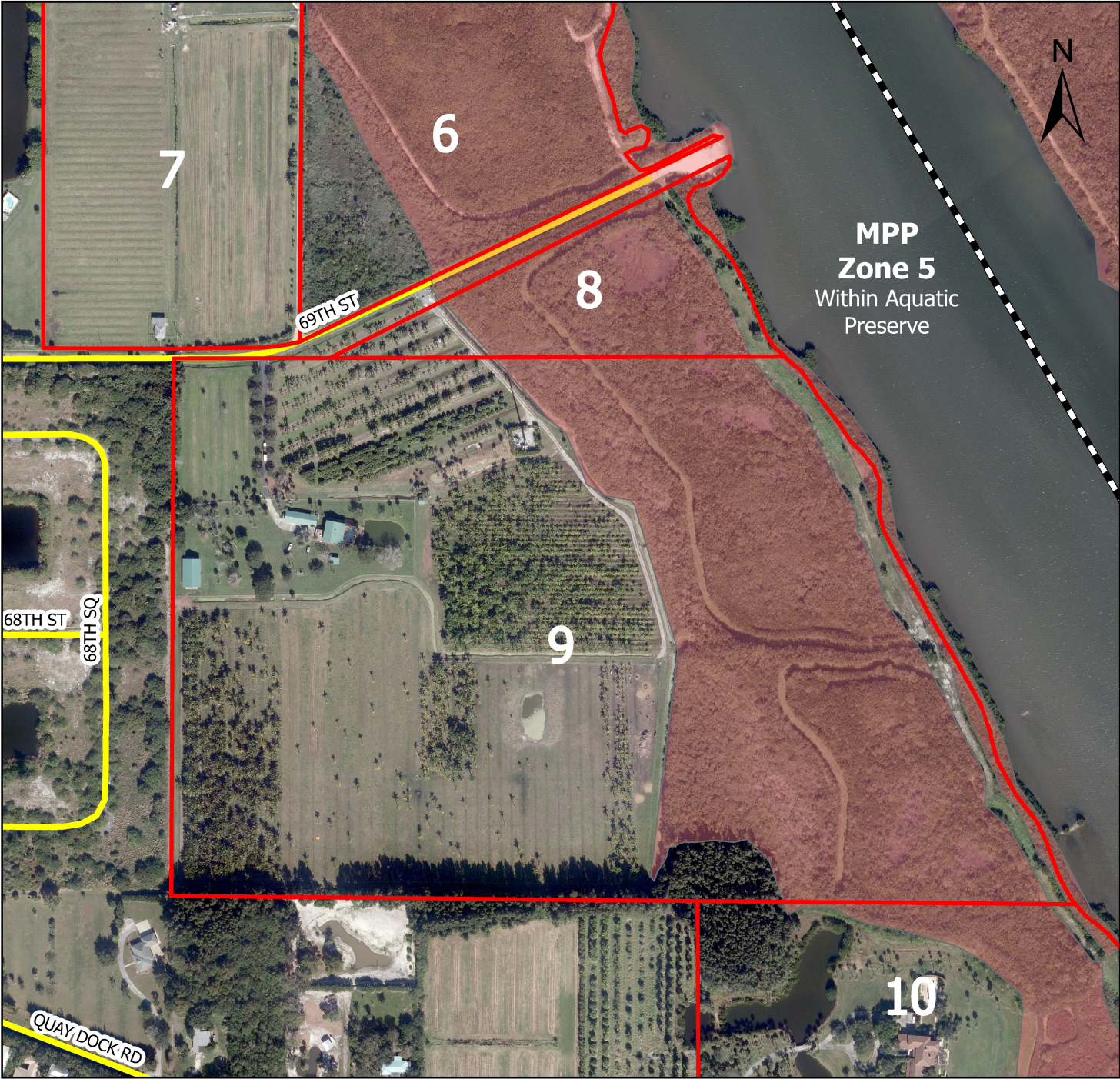


- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 8	
Proximity to ICW	4/5
Proximity to Seagrass	1/4
Proximity to Mangroves	5/5
Proximity to Other Launches	~2.7 miles
Compatibility of Future Land Use	Yes C-2/L-1 Conservation/Low-Residential
Access	Existing road access via 69th St.
Impacts to Resources	Potential for significant impacts to mangrove habitat to provide channel to uplands.
Permitting Challenge	4/5

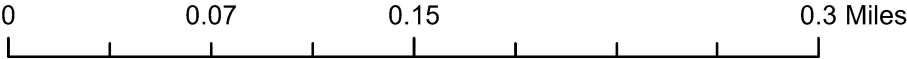
INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 9	
Proximity to ICW	3/5
Proximity to Seagrass	1/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.8 miles
Compatibility of Future Land Use	Yes C-2 Conservation
Access	Existing road access via 69th St.
Impacts to Resources	Potential for significant impacts to mangrove habitat to provide channel to uplands.
Permitting Challenge	4/5



INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

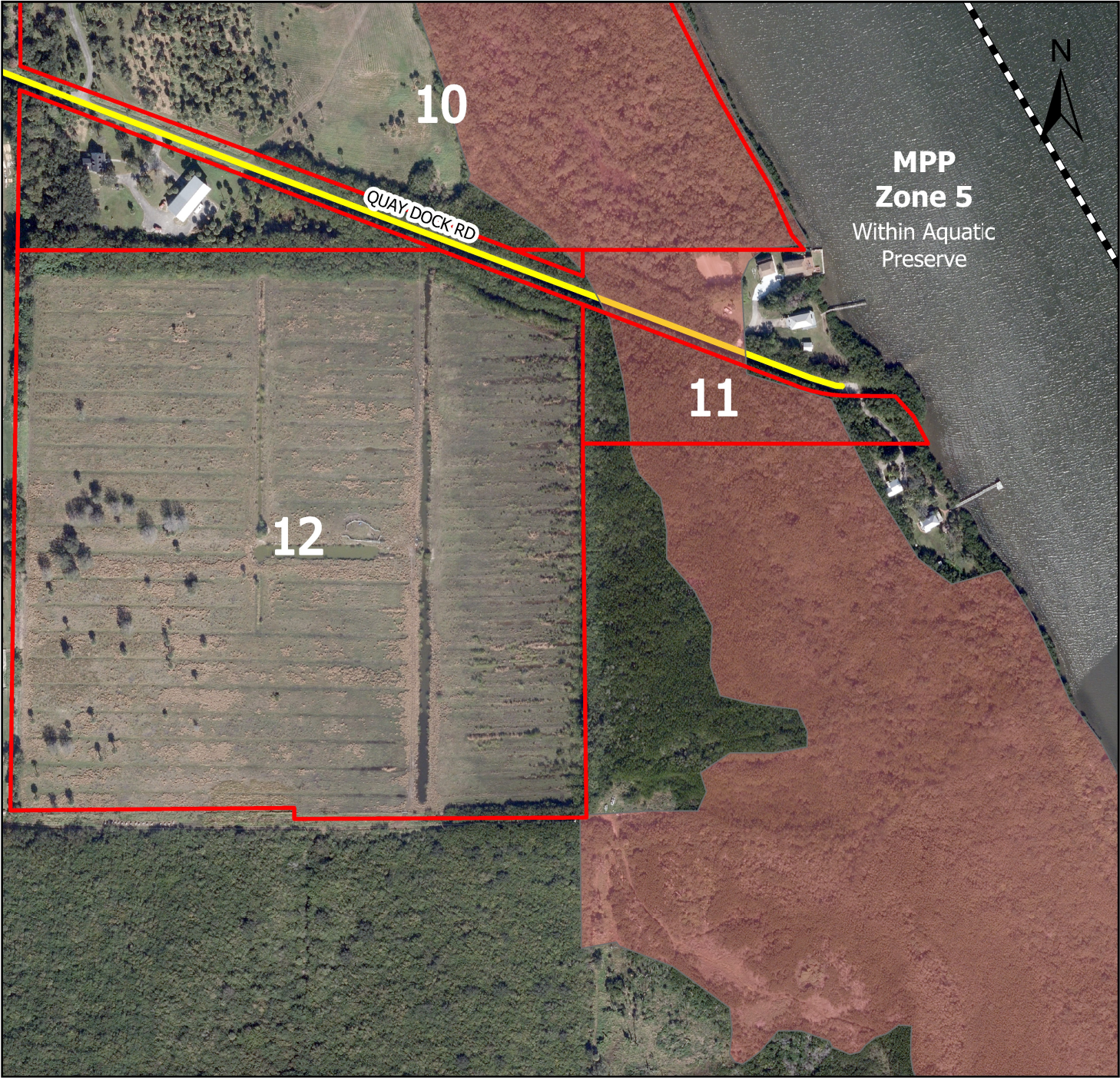


- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 10	
Proximity to ICW	3/5
Proximity to Seagrass	1/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~3.15 miles
Compatibility of Future Land Use	Yes C-2/L-1 Conservation/Low-Residential
Access	Existing road access via Quay Dock Rd.
Impacts to Resources	Potential for significant impacts to mangrove habitat to provide channel to uplands.
Permitting Challenge	4/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 11 & 12	
Site 12 considered as an expansion to Site 11 to provide greater upland available area.	
Proximity to ICW	3/5
Proximity to Seagrass	1/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~3.4 miles
Compatibility of Future Land Use	Yes C-2/L-1 Conservation/Low-Residential
Access	Existing road access via Quay Dock Rd.
Impacts to Resources	Potential for significant impacts to mangrove habitat.
Permitting Challenge	4/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

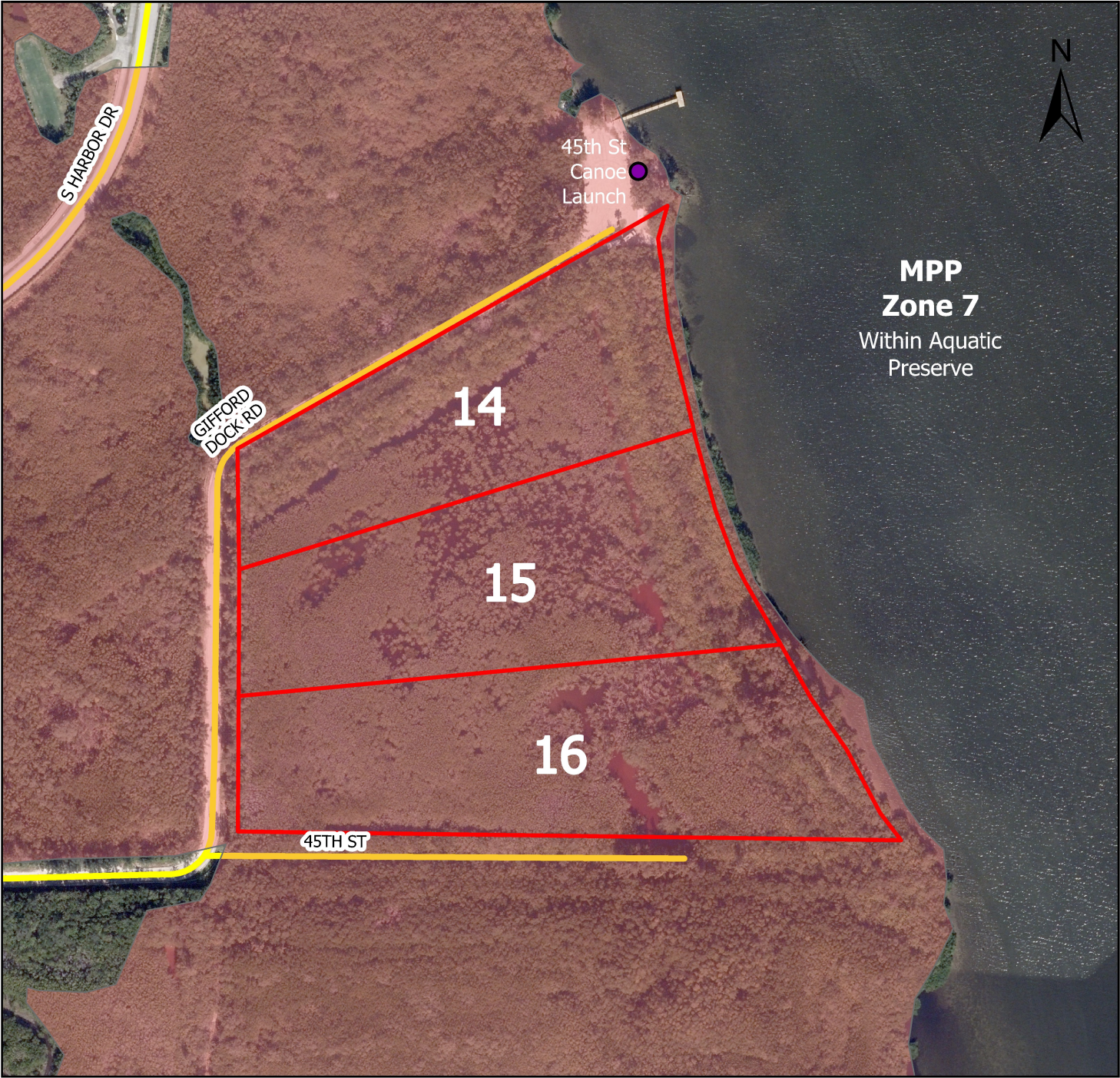


- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 13	
Proximity to ICW	2/5
Proximity to Seagrass	4/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~3.2 miles
Compatibility of Future Land Use	Yes C-2 Conservation
Access	No current existing road access. Potential service road along north side of berm to US-1.
Impacts to Resources	Potential for significant impacts to mangrove habitat and seagrass to provide access channel through mangrove.
Permitting Challenge	5/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

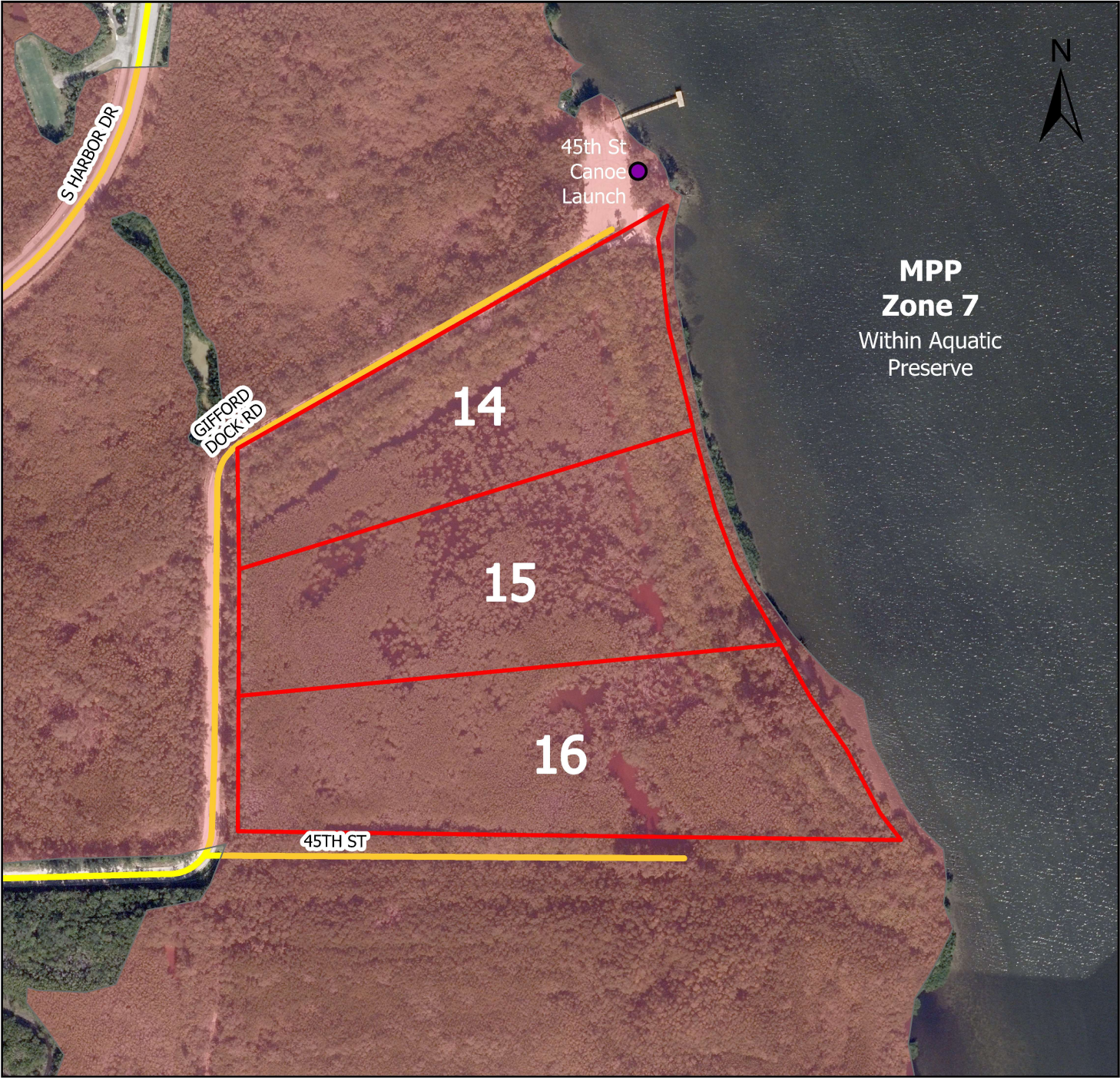


- IRC Facilities
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 14	
Proximity to ICW	2/5
Proximity to Seagrass	1/4
Proximity to Mangroves	5/5
Proximity to Other Launches	~1.9 miles
Compatibility of Future Land Use	Yes MUNI Municipal
Access	Existing road access via 45th St.
Impacts to Resources	Site is entirely mangrove habitat. Significant impacts to mangrove habitat.
Permitting Challenge	5/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

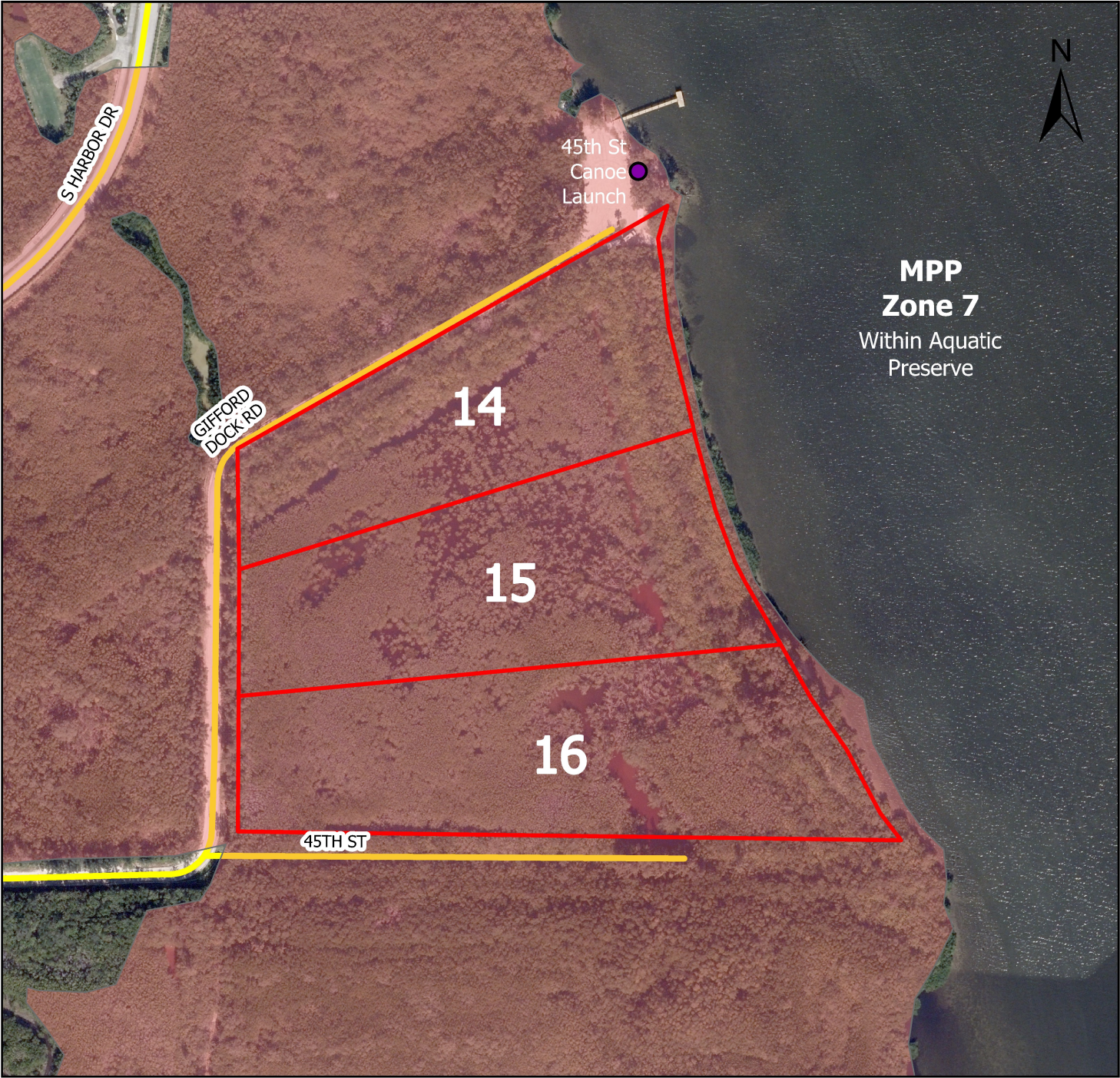


- IRC Facilities
- Mangrove Habitat - FWC
- Roadways
- ▬ MPP Marina Siting Zone Boundaries
- ▭ SitesBoundariesConsidered

Site Screening Summary Table

Site No. 15	
Proximity to ICW	2/5
Proximity to Seagrass	1/4
Proximity to Mangroves	5/5
Proximity to Other Launches	~1.85 miles
Compatibility of Future Land Use	Yes MUNI Municipal
Access	Existing road access via 45th St.
Impacts to Resources	Site is entirely mangrove habitat. Significant impacts to mangrove habitat.
Permitting Challenge	5/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- IRC Facilities
- Mangrove Habitat - FWC
- Roadways
- ▬ MPP Marina Siting Zone Boundaries
- ▭ SitesBoundariesConsidered

Site Screening Summary Table

Site No. 16	
Proximity to ICW	2/5
Proximity to Seagrass	1/4
Proximity to Mangroves	5/5
Proximity to Other Launches	~1.8 miles
Compatibility of Future Land Use	Yes MUNI Municipal
Access	Existing road access via 45th St.
Impacts to Resources	Site is entirely mangrove habitat. Significant impacts to mangrove habitat.
Permitting Challenge	5/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- Intracoastal Waterway - FWC
- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 17	
Proximity to ICW	1/5
Proximity to Seagrass	1/4
Proximity to Mangroves	2/5
Proximity to Other Launches	~0.6 miles
Compatibility of Future Land Use	Yes MUNI Municipal
Access	Existing road access via Par Dr. (unpaved)
Impacts to Resources	Mangrove coverage does not appear to impact access to Indian River Lagoon.
Permitting Challenge	1/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- Intracoastal Waterway - FWC
- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 18	
Proximity to ICW	2/5 Apparent existing channel to ICW.
Proximity to Seagrass	1/4
Proximity to Mangroves	2/5
Proximity to Other Launches	~1.0 miles
Compatibility of Future Land Use	Yes MUNI Municipal
Access	No existing road access. Traffic light modification and access road would be required.
Impacts to Resources	Mangrove coverage does not appear to impact access to Indian River Lagoon.
Permitting Challenge	4/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

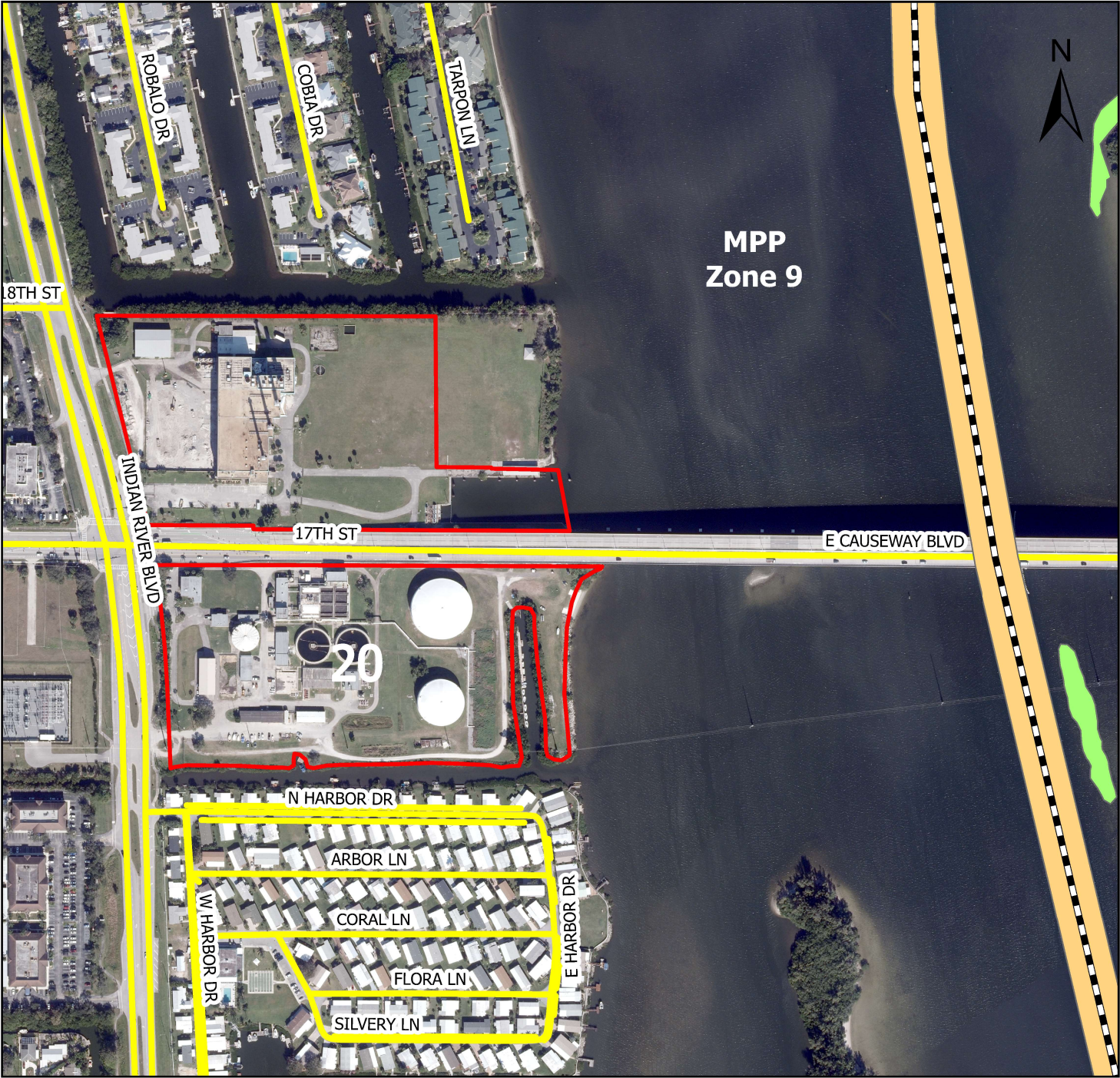


- Intracoastal Waterway - FWC
- 2021 Seagrass - SJRWMD
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 19	
Proximity to ICW	1/5 Existing marked channel to ICW.
Proximity to Seagrass	2/4
Proximity to Mangroves	1/5
Proximity to Other Launches	~0.7 miles
Compatibility of Future Land Use	Yes MUNI Municipal
Access	Existing road access via Park Ave through residential neighborhood.
Impacts to Resources	No expected impacts.
Permitting Challenge	2/5
This is a City park - Young Park	

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

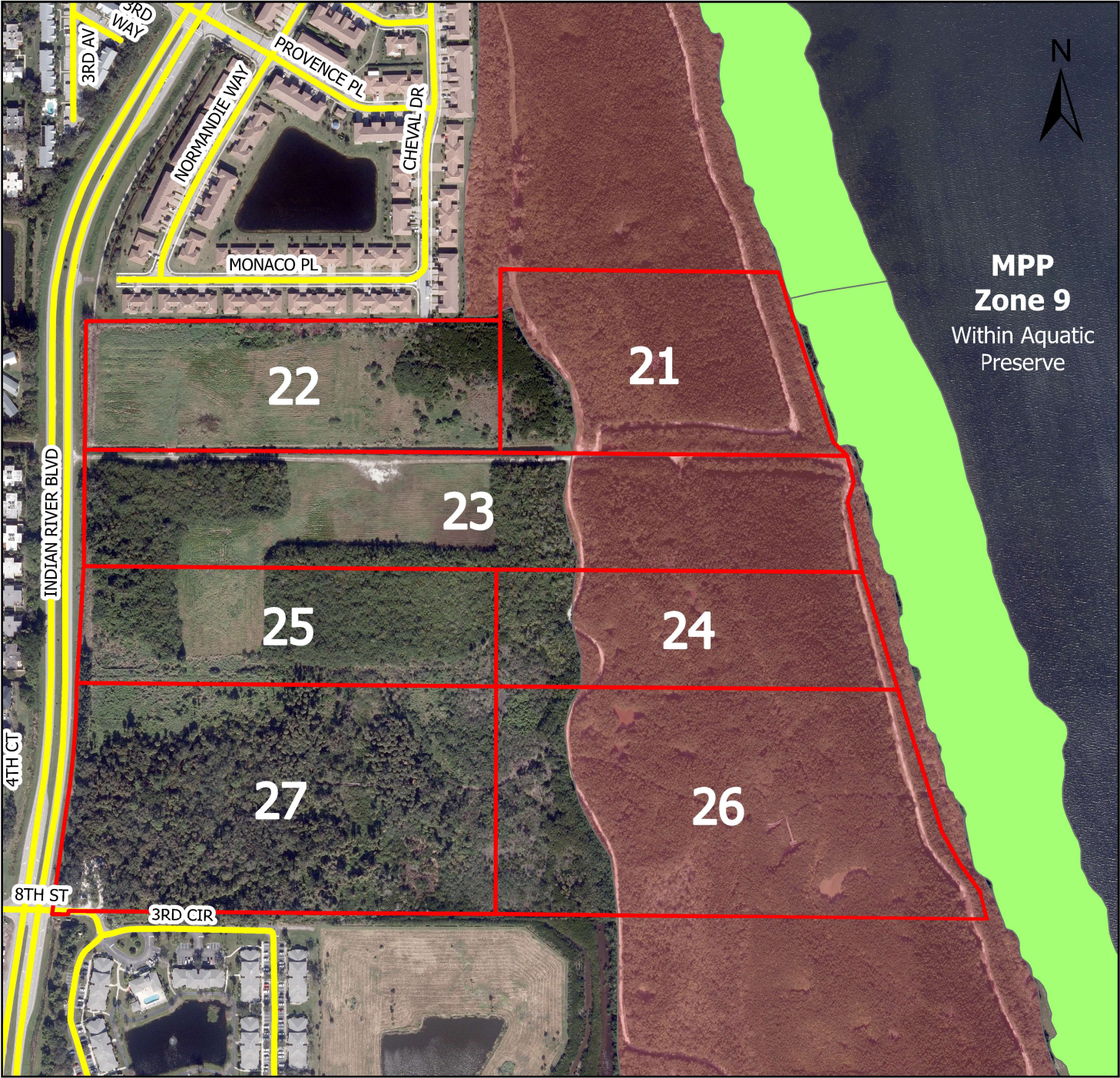


- Intracoastal Waterway - FWC
- 2021 Seagrass - SJRWMD
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 20	
Proximity to ICW	1/5
Proximity to Seagrass	1/4
Proximity to Mangroves	1/5
Proximity to Other Launches	~1.15 miles
Compatibility of Future Land Use	Yes MUNI Municipal
Access	Existing road access via Indian River Blvd.
Impacts to Resources	No expected impacts to resources.
Permitting Challenge	1/5
This land is to be developed as part of the Three Corners Project.	

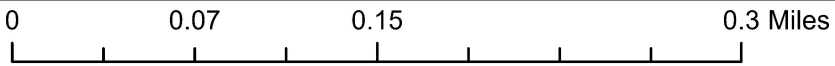
INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



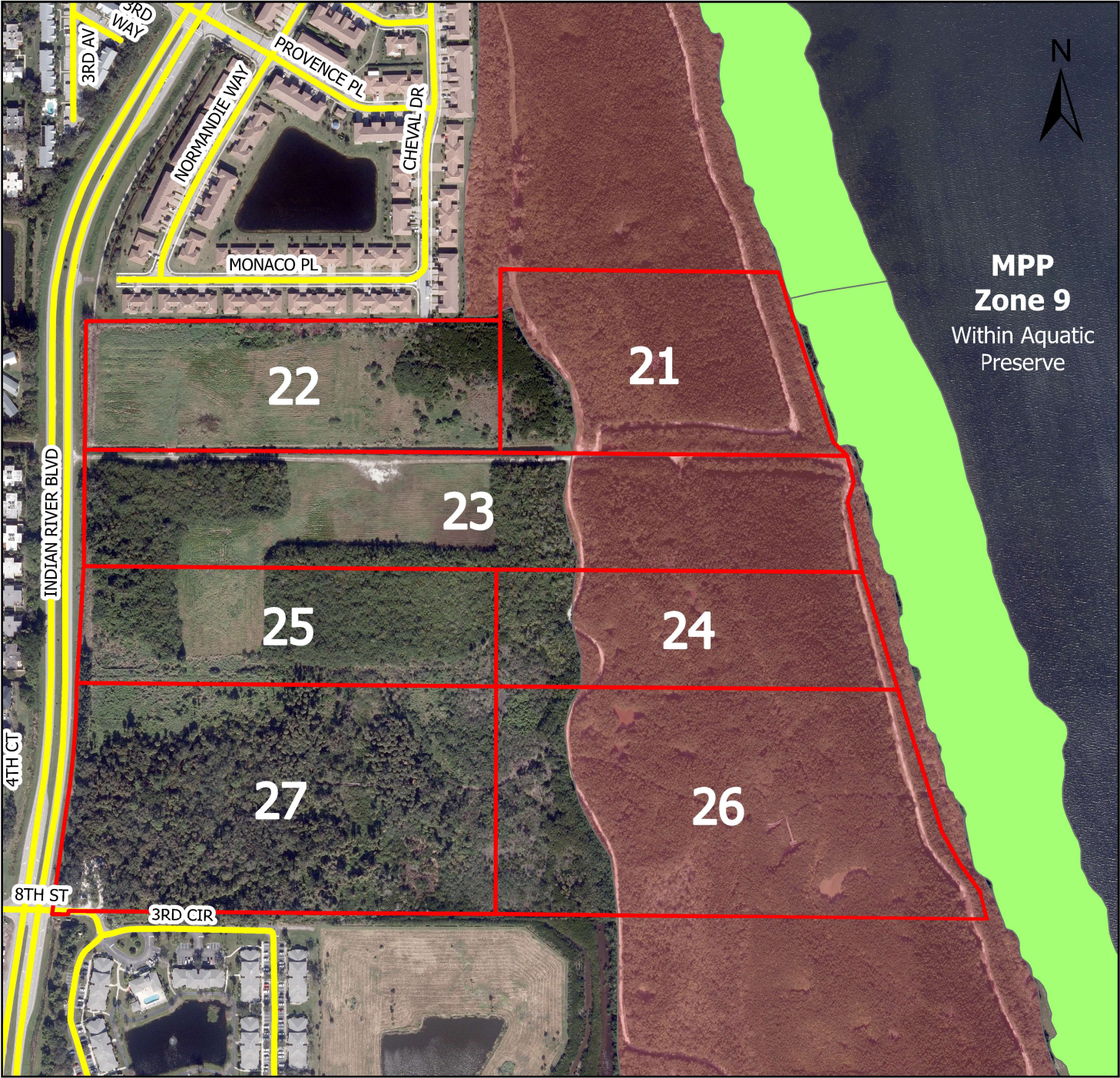
- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 21 & 22	
Site 22 considered as an expansion to Site 21 to provide greater upland available area.	
Proximity to ICW	2/5
Proximity to Seagrass	4/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~1.9 miles
Compatibility of Future Land Use	Yes C-2/M-2 Conservation/Med-Residential
Access	Existing road access via Indian River Blvd or adjacent unpaved road.
Impacts to Resources	Potential for significant impacts to seagrass and mangrove habitat to provide access to Indian River Lagoon.
Permitting Challenge	5/5



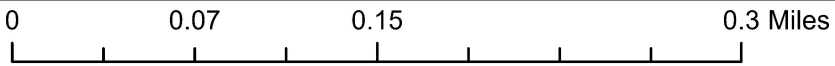
INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



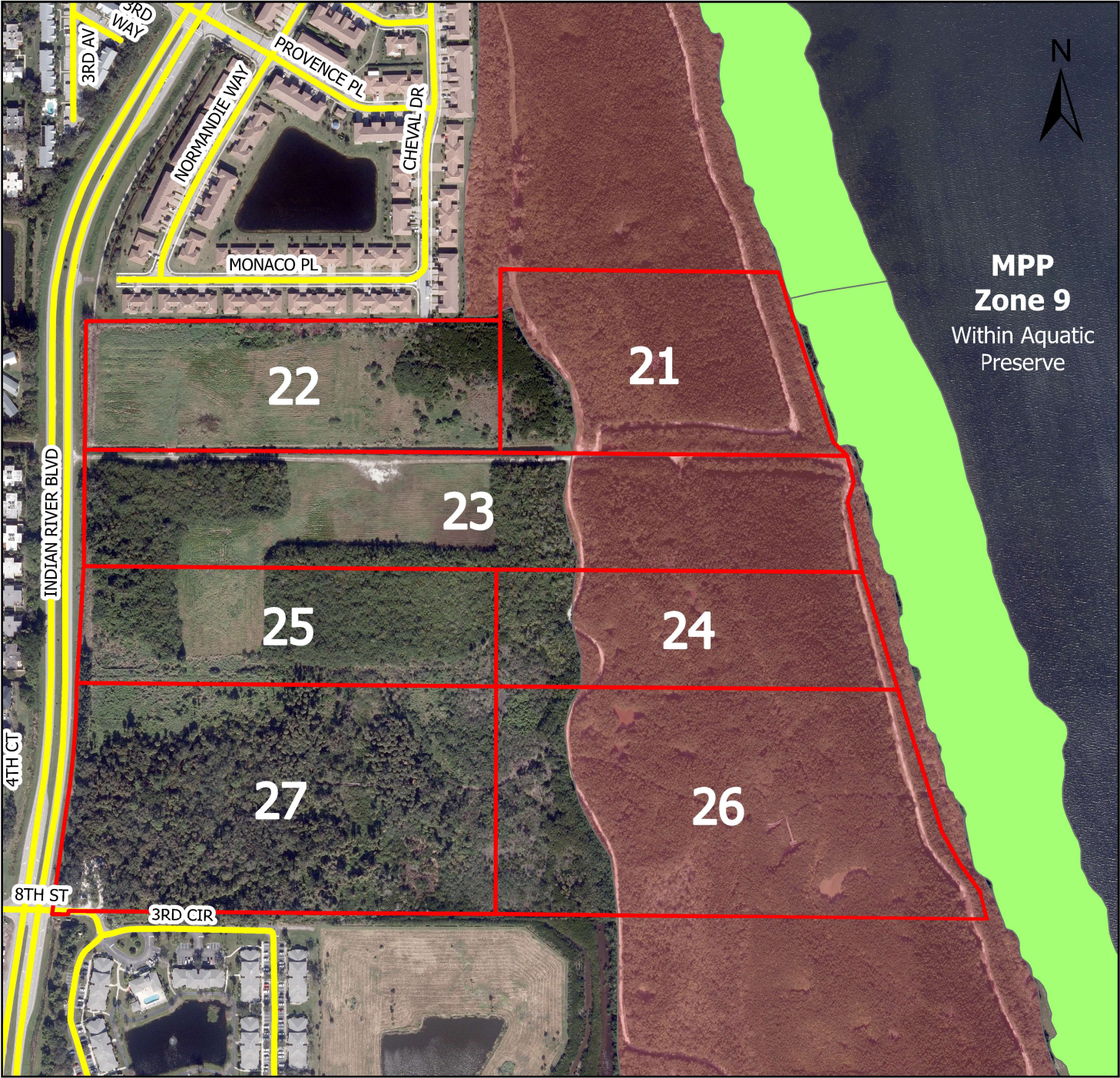
- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 23	
Proximity to ICW	2/5
Proximity to Seagrass	4/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.0 miles
Compatibility of Future Land Use	Yes C-2/M-2 Conservation/Med-Residential
Access	Existing road access via Indian River Blvd or adjacent unpaved road.
Impacts to Resources	Potential for significant impacts to seagrass and mangrove habitat.
Permitting Challenge	5/5



INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

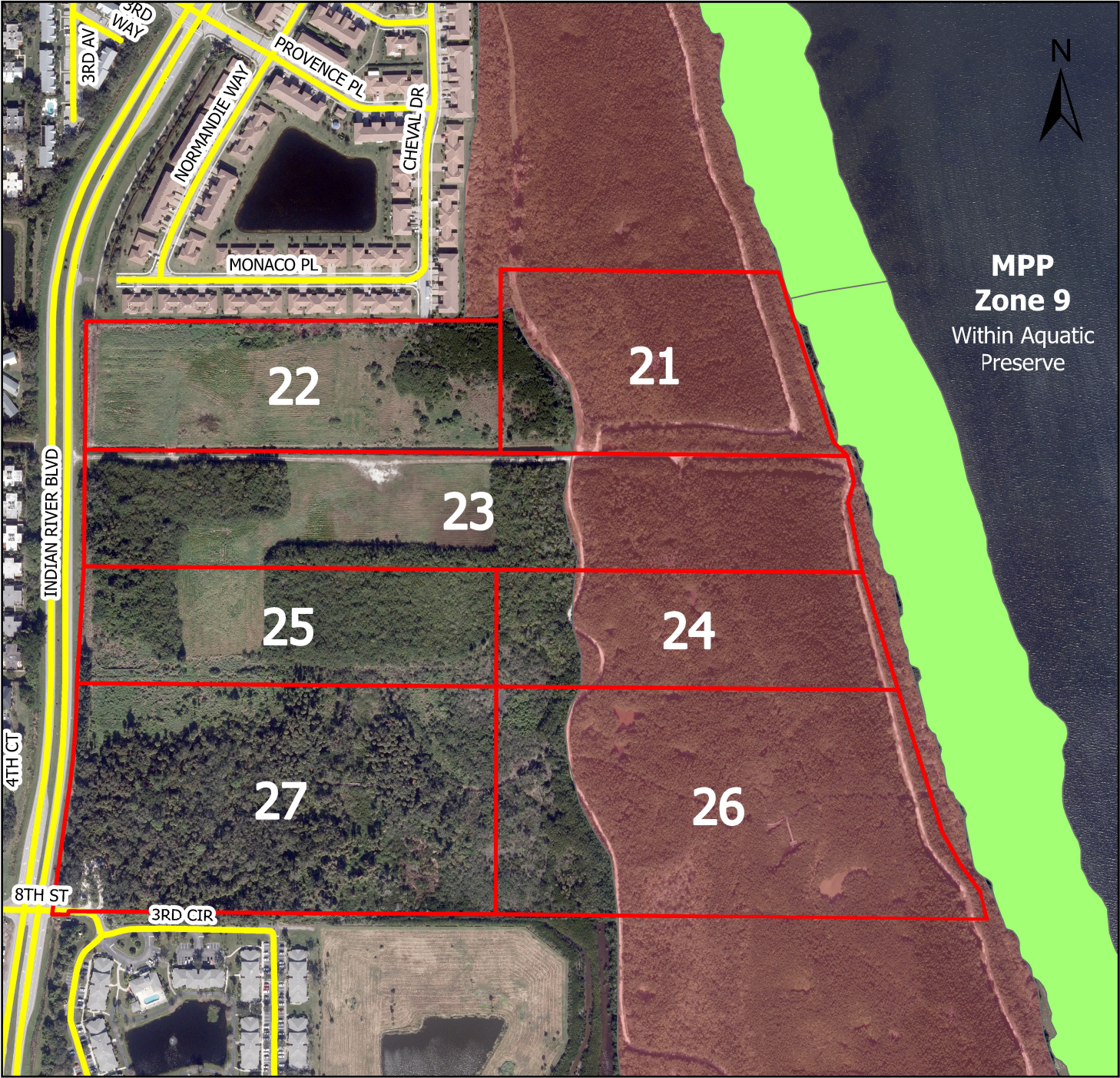


- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 24 & 25	
Site 25 considered as an expansion to Site 24 to provide greater upland available area.	
Proximity to ICW	2/5
Proximity to Seagrass	4/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.1 miles
Compatibility of Future Land Use	Yes C-2/M-2 Conservation/Med-Residential
Access	Road access via Indian River Blvd.
Impacts to Resources	Potential for significant impacts to seagrass and mangrove habitat.
Permitting Challenge	5/5

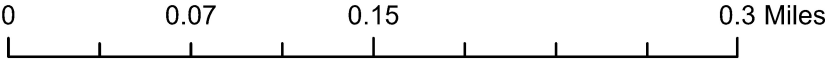
INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



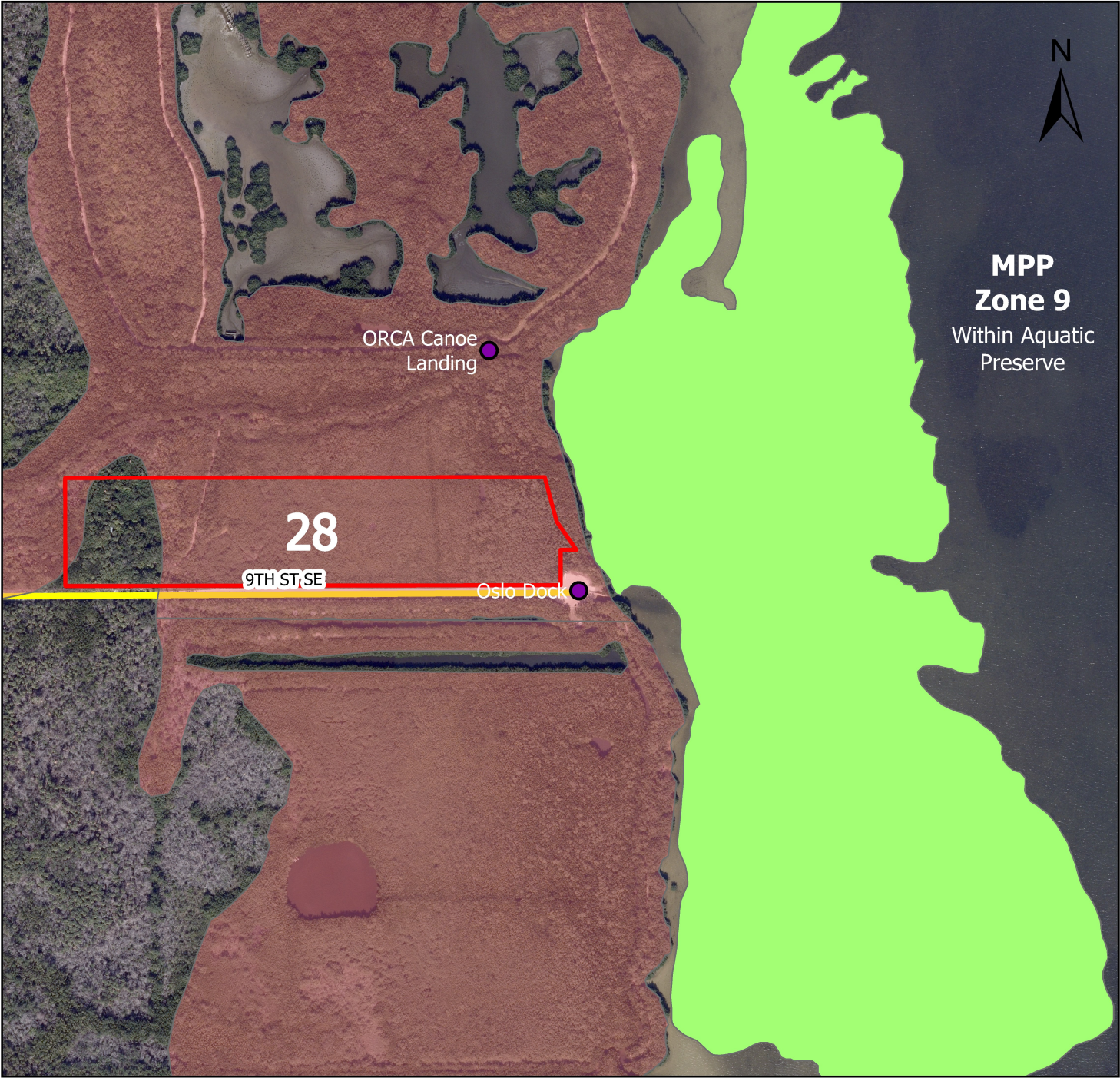
- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 26 & 27	
Site 27 considered as an expansion to Site 26 to provide greater upland available area.	
Proximity to ICW	2/5
Proximity to Seagrass	4/4
Proximity to Mangroves	4/5
Proximity to Other Launches	~2.2 miles
Compatibility of Future Land Use	Yes C-1 Conservation
Access	Existing road access via 8th St or Indian River Blvd.
Impacts to Resources	Potential for significant impacts to seagrass and mangrove habitat to provide access to Indian River Lagoon.
Permitting Challenge	5/5



INDIAN RIVER COUNTY BOAT RAMP SITING STUDY

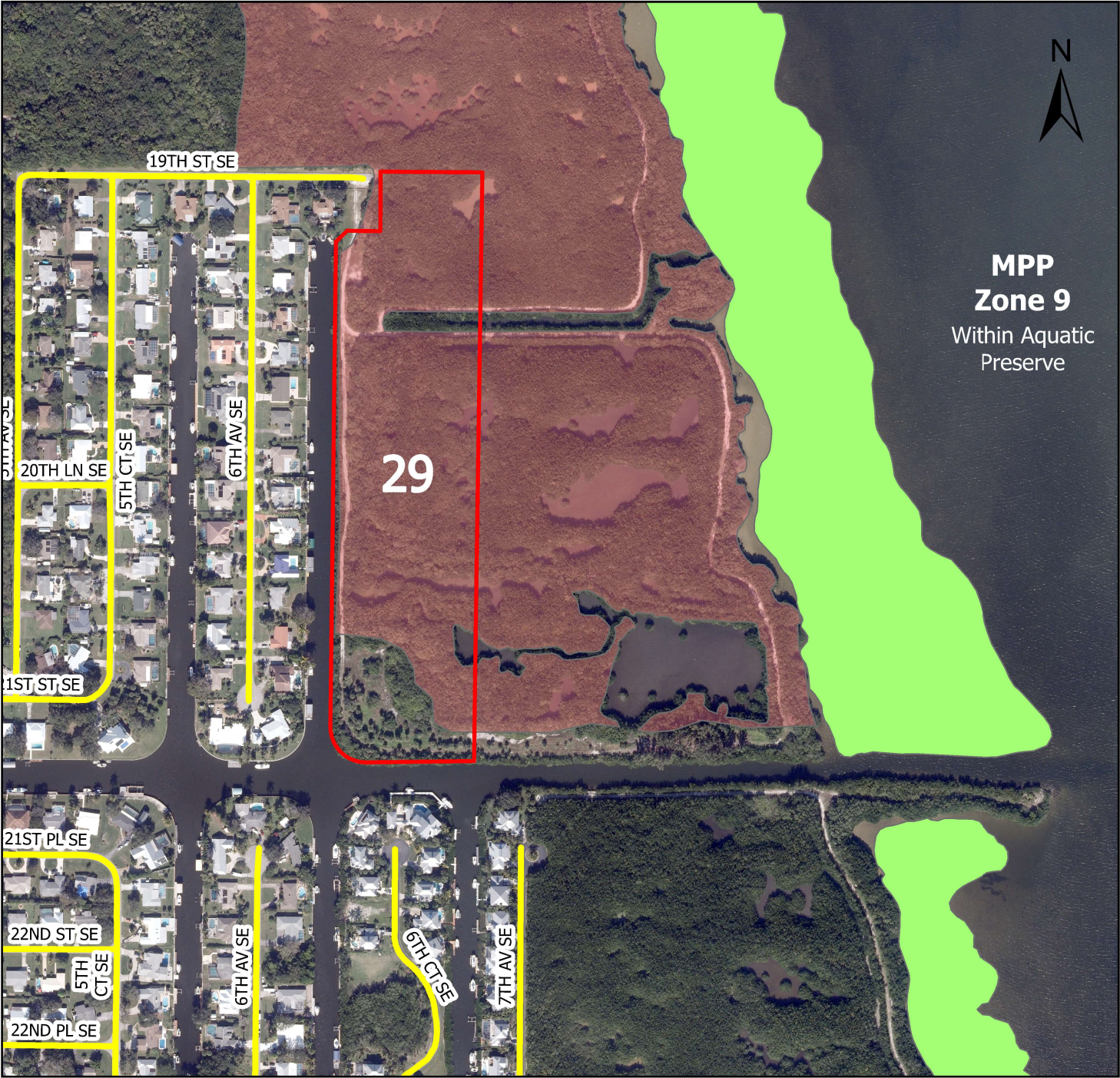


- IRC Facilities
- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 28	
Proximity to ICW	2/5
Proximity to Seagrass	4/4
Proximity to Mangroves	5/5
Proximity to Other Launches	~2.0 miles
Compatibility of Future Land Use	Yes C-2/M-2 Conservation/Med-Residential
Access	Existing road access via 9th St SE.
Impacts to Resources	Potential for significant impacts to seagrass and mangrove habitat to provide access to Indian River Lagoon.
Permitting Challenge	5/5

INDIAN RIVER COUNTY BOAT RAMP SITING STUDY



- 2021 Seagrass - SJRWMD
- Mangrove Habitat - FWC
- Roadways
- MPP Marina Siting Zone Boundaries
- SitesBoundariesConsidered

Site Screening Summary Table

Site No. 29	
Proximity to ICW	1/5 Existing marked channel to ICW.
Proximity to Seagrass	2/4 Seagrass adjacent to channel.
Proximity to Mangroves	3/5 Mangroves impacts expected to be minor.
Proximity to Other Launches	~2.0 miles
Compatibility of Future Land Use	Yes C-2/L-2 Conservation/Low-Residential
Access	Existing road access via 19th St SE through residential neighborhood.
Impacts to Resources	Potential for significant impacts to mangrove habitat.
Permitting Challenge	4/5