

# CITY OF FORT PIERCE

## CONFERENCE AGENDA

Conference Agenda Meeting - Monday, September 14, 2015 - 8:30 a.m.

City Hall - Commission Chambers, 1st Floor, 100 North U.S. #1, Fort Pierce, Florida

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **New Business**
  - A. Wayne Gent, Superintendent, St. Lucie Public Schools
  - B. Economic Development Council of St. Lucie County Strategic Plan Presentation and Update - Pete Tesch, President
  - C. Solid Waste Commercial and Multi-Family Single Stream Recycling Presentation - Public Works Manager
  - D. Proposed Development of Causeway Cove - Planning Manager
  - E. Dwelling & Vacation Rentals - Planning Manager, Code Compliance Manager
5. **Adjournment**

**City Commission Conference Agenda**

**Agenda Item # 4. B.**

**Meeting Date:** 09/14/2015

**Re:** EDC Strategic Plan

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**SUBJECT:**

Economic Development Council of St. Lucie County Strategic Plan Presentation and Update - Pete Tesch, President

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**Attachments**

[EDC Strategic Plan](#)

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**Form Review**

Form Started By: Linda Cox  
Final Approval Date: 07/10/2015

Started On: 07/09/2015 02:26 PM



Economic Development Council  
of St. Lucie County, Inc.

# ECONOMIC DEVELOPMENT STRATEGIC PLAN 2015-2020

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# Table of Contents

- Executive Summary ..... 2**
- The Process ..... 3**
  - Public Input.....3
  - SWOT Analysis: Strengths, Weaknesses, Opportunities, Threats (SWOT).....3
- SWOT Analysis ..... 5**
  - Strengths .....5
  - Weaknesses .....5
  - Opportunities .....6
  - Threats.....6
  - SWOT Summary .....7
- Strategic Economic Development Themes ..... 8**
- Strategic Plan Framework..... 9**
  - Goals, Objectives and Strategies .....9
  - Organizational Responsibilities .....9
  - Implementing the Strategic Plan ..... 10
  - Conclusion ..... 11
- Strategic Action Plan ..... 12**
  - Action Plan for Change..... 13
- EDSP Implementation Matrix ..... 14**
- Appendix A: Stakeholder Interview Responses .....23**
- Appendix B: Companies and Organizations that Participated in the Workshop and Summit .....28**

## Executive Summary

The Economic Development Council of St. Lucie County, Inc., (EDC) is a public/private 501(C) 6 corporation established to attract new business, support expansion and retention of existing businesses, and advance community and economic development in the County. The goal of the EDC is to develop high-wage, high-value jobs.

The EDC is in the business of targeting and creating economic, business, jobs and capital investment opportunities that do the most to improve the quality of life of the community.

As part of an overall effort to develop an economic development strategy several efforts are underway or have been recently completed which include a Community Resource Profile, Target Industry Study, St. Lucie Corridor Initiative, Comprehensive Communications and Media Relations Plan, and an Economic Development Strategic Plan.

An economic development strategic plan had not been done for over 10 years. Our ultimate goal of creating more, high-paying jobs for residents can only be achieved when our partners are all moving forward in the same direction and working in concert on agreed upon strategies to promote the retention and expansion of existing businesses, as well as attracting new ones to St. Lucie County.



## The Process

The EDC contracted with Stanley Advisory Associates (“The Consultant”) in conjunction with Strategic Planning Group, Inc. to conduct stakeholder interviews, EDC Board of Directors SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis Workshop, Economic Growth Summit and development of an Implementation Plan.

### Public Input

As part of its assessment, the consultant interviewed several key business and community leaders identified by EDC staff. The purpose of the interviews was to gain a sense of community self-perception, along with the critical community “buy-in” to the project and its resulting economic development initiatives. Second, it provided qualitative and quantitative information to be used to sculpt the SWOT (Strengths-Weaknesses-Opportunities-Threats) Analysis, the EDC Board SWOT Analysis Workshop, the Economic Growth Summit and ultimately the Implementation Plan.

### SWOT Analysis:

Strengths, Weaknesses, Opportunities, Threats (SWOT) Unlike traditional SWOT assessments that focus on issues so general they could apply to almost any community, the consultant paid special attention to those critical issues that will clearly differentiate the EDC from other communities. The consultant’s SWOT process is unique because it ensures that the EDC considers not only internal issues, but also issues that impact national and international competitiveness.

Interviews were conducted during April and May 2015, followed by an EDC Board SWOT Analysis Workshop on May 21 (31 Attendees) and an Economic Growth Summit on June 2, 2015 (42 Attendees).



The following is a summary of the responses to the consultant’s questions about what word describes St. Lucie County’s economy and why economic development is important.

## What word describes St. Lucie County?



- Beauty-Potential-Lifestyle-Affordable-Diverse-Welcoming-Comfortable-Friendly-Homey
- Pro-Business-Pro-Growth-Collaborative-Infrastructure-Location-Diverse population
- Under-achieving-Low Shooting-Easy (not very selective)



## Reasons why Economic Development is important to the county:



- Quality of Life-Building the community, lifestyle, building community pride, building school partnerships, keeping young residents here, sustainability, stability
- Jobs-all kinds of jobs (Want to keep our kids here) “More jobs, brings less crime”
- Increase tax revenue and the tax base



## SWOT Analysis

The following describes the main Strengths, Weaknesses, Opportunities and Threats as related to the County’s economy. This represents a combination of the responses from the stakeholder interviews; the results from the January 2015 EDC Investor Survey; and, the priorities as determined at the SWOT Analysis- EDC Board Workshop of May 21, 2015. *(The number in parentheses following each response indicates the number of times this response was given by individuals.)*

### Strengths

The two biggest strengths of the County’s economy that were identified by respondents are: Pro-Business governments and land assets.

#### SWOT Analysis: Strengths



- Pro-Business Governments, Good County Administration and Staff ,Good ED Staff , Strong Chamber (26)
- Land Assets, low cost and lots of acreage (13)
- Quality of Life: Affordable, Baseball, PGA , Beaches, Tradition Development, Hospitals/Trauma Centers, Ocean Marine Research, Navy Seal Museum (12)
- Port, Airport, Rail (12)
- Transportation-Location/Road Access (I-95, Turnpike), and Good strategic central location (8)
- Indian River State College (IRSC) (8)
- Education-Formal and informal (4)



### Weaknesses

The largest weaknesses related to economic development was a countywide lack of an articulated vision and poor school ratings.

#### SWOT Analysis: Weaknesses



- Lack of articulated vision (16)
- Poor school ratings (15)
- Lack of Shovel Ready Sites for light manufacturing and lack of Class “A” Office (12)
- Workforce-availability and quality (11)
- High crime in NE section of the County (9)
- Lack of coordination between governments on permitting, regulations, land use, impact fees, etc. (8)
- Lack of countywide marketing effort (5)



## Opportunities

Perceived economic development opportunities were tied to the airport, port and programs for existing businesses/business expansion.

### SWOT Analysis: Opportunities



- Improve and expand the Airport (14)
- Existing businesses/expansion (14)
- Expansion of the Port (11)
- Treasure Coast Research Park- Brand & Promote the park (10)
- Provide leadership with permitting & customer service (7)
- Tourism Infrastructure-hotels, meeting space, etc. (6)
- Infrastructure Improvements: Relocate Wastewater Facility, Relocate rail, New I-95 Interchange, Complete Crosstown Parkway connection (5)
- Encourage development of Mixed-Use at Tradition, LTC Ranch, Southern Groves, City Center (3)



## Threats

The main threats to the County’s economic growth was the fear of inactivity-“Lack of Action-Cost of Doing Nothing” and improvements to the K-12 delivery system. While there was also concern of the EDC regressing, this is thought to be unlikely with the current staff and leadership.

### SWOT Analysis: Threats



- Lack of Action-Cost of Doing Nothing (35)
- Improvements needed to the K-12 delivery system, school branding (25)
- EDC Regressing (20)
- All Aboard Florida (4)
- Bio-Tech/ Life Sciences firms leaving (4)



## SWOT Summary

The following is a summary of the findings of the SWOT Analysis:

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Pro-Business Governments, Good County Administration and Staff, Good ED Staff, Strong Chamber (26)</li> <li>• Land Assets, low cost and lots of acreage (13)</li> <li>• Quality of Life: Affordable, Baseball, PGA , Beaches, Tradition Development, Hospitals/Trauma Centers, Ocean Marine Research, Navy Seal Museum (12)</li> <li>• Port, Airport, Rail (12)</li> <li>• Transportation-Location/Road Access (I-95, Turnpike), and Good Strategic Central Location (8)</li> <li>• Indian River State College (IRSC) (8)</li> <li>• Education-Formal and informal (4)</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of articulated vision (16)</li> <li>• Poor school ratings (15)</li> <li>• Lack of Shovel Ready Sites for light manufacturing and lack of Class “A” Office (12)</li> <li>• Workforce-availability and quality (11)</li> <li>• High crime in NE section of the County (9)</li> <li>• Lack of coordination between gov’t. on permitting, regulations, land use, impact fees, etc. (8)</li> <li>• Lack of countywide marketing effort (5)</li> </ul>
<ul style="list-style-type: none"> <li>• Improve and expand the Airport (14)</li> <li>• Existing businesses/expansion (14)</li> <li>• Expansion of the Port (11)</li> <li>• Treasure Coast Research Park- Brand and Promote the park (10)</li> <li>• Provide leadership with permitting and customer service (7)</li> <li>• Tourism Infrastructure-hotels, meeting space, etc. (6)</li> <li>• Infrastructure Improvements: Relocate wastewater facility, Relocate rail, New I-95 Interchange, Complete Crosstown Parkway connection (5)</li> <li>• Encourage development of Mixed-Use at Tradition, LTC Ranch, Southern Groves, City Center (3)</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of Action-Cost of Doing Nothing (35)</li> <li>• Improvements needed to the K-12 delivery system, school branding (25)</li> <li>• EDC Regressing (20)</li> <li>• All Aboard Florida (4)</li> <li>• Bio-Tech/ Life Sciences firms leaving (4)</li> </ul>
OPPORTUNITIES	THREATS

*(The number in parentheses following each response indicates the number of times this response was given by individuals.)*

## Strategic Economic Development Themes

This report represents the findings of the SWOT as individually deemed important issues. The next step in preparing an Economic Development Implementation Plan was to establish a common framework for the Plan. In analyzing all the data collected, six (6) common themes emerged as a framework necessary to grow the economy of St. Lucie County.

# Strategic Themes

<b>Develop Product</b>	<ul style="list-style-type: none"> <li>• Treasure Coast Research Park</li> <li>• Implementing the St. Lucie Corridor Initiative</li> <li>• Availability of Buildings and Sites</li> <li>• Tradition Center for Innovation</li> </ul>
<b>Business Image and Branding</b>	<ul style="list-style-type: none"> <li>• Unified Vision</li> <li>• Branding</li> <li>• Countywide Marketing</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>• Transportation (I-95 Interchange)</li> <li>• Airport--Connectivity Linkages</li> <li>• Crosstown Parkway-Final Phase</li> <li>• Port</li> <li>• Broadband</li> </ul>
<b>Growth Leadership-Business Climate</b>	<ul style="list-style-type: none"> <li>• EDC Staffing and Funding</li> <li>• Regional Cooperation/Partnerships</li> <li>• Government Coordination in Permitting</li> <li>• Workforce and Education K-16</li> </ul>
<b>Business Retention, Expansion and Attraction</b>	<ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Manufacturers Council</li> <li>• Manufacturing</li> <li>• Target Industries</li> <li>• Existing Industry Program</li> <li>• Business Partnerships</li> </ul>
<b>Tourism Infrastructure</b>	<ul style="list-style-type: none"> <li>• Hotel Development</li> <li>• Branding for Tourism</li> <li>• Convention/ Meeting Space</li> <li>• Coordination with the Tourist Dev. Council</li> </ul>

## Strategic Plan Framework

The recommended economic development strategic plan for St. Lucie County is composed of the following elements:

- Goals, objectives and strategies;
- Organizational responsibilities for each strategy; and
- Order and magnitude of financial requirements

### Goals, Objectives and Strategies

In the recommended economic development strategic plan (EDSP), statements are set forth to identify the desired ends of the plan (goals), provide specific and measurable milestones toward which the goals are directed (objectives), and stipulate how activities and programs shall be conducted to achieve the goals and objectives (strategies). Related objectives are listed under each of the goal statements. Explicit strategies are provided for each of the objectives.

Goals and objectives need to be clearly defined and based on realistic expectations in order to formulate specific programs for action. The goals constitute an overall working framework for identifying and assessing alternative strategies, which are assigned priority. The economic development strategies represent action-oriented approaches to the achievement of the stated goals and objectives.

A strategy or strategic action consists of a project or course of action to be undertaken to accomplish a defined objective. Generally, it is possible to express a strategic action in a single sentence or phrase reflecting an approach that could encompass any number of specific activities or tasks. For example, one strategy for attracting high technology firms could be the establishment of a direct mail program based on the purchase of address

lists for firms that might be identified in a target industry study. This strategic action would involve such tasks as procuring a mailing list, formulating a series of letters, packaging and mailing the marketing materials, and conducting follow-up contacts.

The strategic plan is the means by which the goals recommended herein or developed as the process continues can be accomplished, despite the likelihood of change over a period of time. The strategies should be clearly stated, but the individual tasks within each strategy need not be outlined. Some accommodation for flexibility in implementation is desirable. If goals, objectives, and strategies are structured properly, the plan will be flexible enough to respond to unexpected changes with a minimum degree of disruption or disturbance to area economic development efforts as a whole. The EDSP is a living document and as such should be reviewed at least annually in order to determine the status of the objectives and strategies and updated as appropriate.

### Organizational Responsibilities

Once the EDSP has been approved, an implementation matrix defining organizational responsibilities for each of the strategies in the recommended strategic plan should be specified, with the desired results and a suggested schedule for when the actions are to be undertaken and completed. An implementation matrix is provided in the recommended strategic plan indicating the proposed lead and support roles for the strategies. It will be up to the individual agencies and organizations to reach agreements on assuming the proposed responsibilities.

Organizations currently assuming responsibility for economic development activities in St. Lucie County must promote a commitment to the strategic economic development process. The organizations must accept responsibility for the actions and be committed to achieving the desired results. Potential conflicts must be resolved and a consensus among the organizations involved in economic development must be achieved for successful plan implementation.

It is necessary to translate responsibilities for the strategic actions which have been accepted by participants into a work plan. While the recommended strategic plan focuses on overall goals and strategies for developing the economy of St. Lucie County, the EDC's plan must focus on the specific tasks to be accomplished. An annual work program is the means by which the strategic plan implementation results are achieved and evaluated.

The work programs for the participants in this process should define the actions to be taken to achieve the responsibilities agreed to, but until these specific actions are undertaken, little or nothing will be accomplished. It is therefore essential that agreements to assume responsibilities for the various strategies presented in the plan be made explicit. This helps to avoid misunderstandings and provides an incentive for performance.

It is recommended that each organization with economic development responsibilities define their involvement in the form of a detailed work plan on an annual basis, and stipulate tasks to be accomplished consistent with the strategic plan. These should include the specific tasks, time frames, staff requirements, resource requirements, estimated budget, and sources of funding.

## Implementing the Strategic Plan

While several characteristics distinguish strategic planning from other types of planning and goal-setting efforts, it is the implementation that really sets it apart. The key to strategic planning is that it is action-oriented; its focus is on the allocation of scarce resources to critical issues. The implementation phase is crucial. The success of the strategic planning process comes as much from the process itself as from the strategies defined in the plan. The key to implementation is organization.

The various individuals, agencies, and organizations that have helped identify concerns to be addressed for the recommended strategic plan should now continue to be involved in "getting the job done". Responsibilities for the specific projects and actions defined in the plan must be clearly understood and accepted.

Each participant should:

- Commit to agreed responsibilities for action;
- Understand the desired results;
- Accept responsibility for the actions and their results;
- Establish an acceptable time frame within which the actions are to be taken and completed; and
- Be committed to achieving the desired results.

The importance of creating an effective organizational structure within the community to implement the strategic plan cannot be overemphasized. Turf protection, organizational jealousies, and duplication of effort must be avoided. The process of consensus-building and negotiation which brings about agreement on the strategic plan components should resolve such problems. If

not, they must be resolved as organizational responsibilities are assigned and agreed to.

As discussed previously, there must be a link between strategy and budget. Although some strategies will be oriented to policy changes and removal of administrative barriers and not involve monetary resources, successful strategic planning will require allocation of scarce financial resources to implement project-oriented strategies.

### Conclusion

A list of characteristics found in effective strategic plans is presented below as an appropriate summary for the strategic planning model. Ensuring that programs and projects are credible and relate to the community's economic development goals and objectives is a basic requirement of an effective plan. A clear connection between the plan and the proposed projects or programs is essential for favorable public response and continued financial support by all stakeholders.



The characteristics are:

1. The strategic plan has an analytical basis based on accurate and current information.
2. Available previous studies have been consulted and reflected in the strategic plan.
3. The strategic plan reflects a stakeholder interview and SWOT process.
4. Projects and activities in the strategic plan are compatible with the findings.
5. The strategic plan specifies concrete actions that will be undertaken in a defined period of time (approximately one to five years, as warranted).
6. There is appropriate linkage between capital projects and program activities necessary to make the capital projects effective.
7. Roles and responsibilities are clearly defined and assigned within the strategic plan for each proposed action.
8. Organizations or persons assigned roles and responsibilities formally make a commitment to attempt to achieve the related proposed actions.
9. The strategic plan reflects or creates an institutional framework necessary to achieve its objectives or to complete its proposed projects and activities.
10. Proposed actions are realistically achievable within a reasonable time frame.
11. The strategic plan has a formal commitment to an ongoing evaluation and monitoring process, including a formal progress review.

## Strategic Action Plan

Many elements of the strategic plan recommended address issues raised during the SWOT process. The framework is designed for actual decision making guidance by providing the recommended goals, objectives and strategies. These are the items to be acted upon which will direct the participants in the economic development process.

The programs and actions proposed in this recommended strategic plan are intended to provide the foundation for maintaining a collaborative working relationship among the public and private sector entities involved in promoting economic development in St. Lucie County, to set forth achievable implementation strategies to guide decision making based on the concerns expressed during the interviews, investor surveys, board workshop and growth summit conducted for this study, and to provide a successful model for county-wide application.

The EDC's economic development efforts must focus attention on programs to support both new business recruitment and retention of existing businesses and existing job skills. Further economic diversification is also needed, through continued development of the target industries.

Initiatives have been identified throughout the EDSP to address most of the County's major liabilities or its opportunities for future growth. However, funding these proposals will not be easy. Although the County and Cities have committed significant resources, other public and private resources (city, county, state, regional and national) will be required to fully implement the EDSP. It is imperative that there is private ownership and funding of the plan to have a true public and private partnership.

On these key points this EDSP has achieved a resounding consensus. The time has come to move forward with implementation. The greatest strategic challenge facing St. Lucie County is no longer a matter of establishing the correct goals and objectives. Rather, the attention of civic and private sector leaders must now focus on ensuring that the community has viable mechanisms to harness the public and private resources at hand, to develop additional resources, and to deploy them in a way that will make a tangible difference in the future performance of the St. Lucie County economy.

## Action Plan for Change

Economic development is no longer seen as merely a real estate marketing effort to entice businesses (usually headquarter offices or manufacturing plants) to relocate into an area. Today, economic development is truly about enhancing quality of life. It's about increasing per capita wages, training the workforce, enhancing infrastructure that in turn will protect and enhance the area's natural resources. Economic development encompasses not only image and positioning but also business expansion and retention; while addressing product development, infrastructure and tourism.

As a result of significant public input, six major themes serve as the "Goals" for the EDSP.

Goal 1: DEVELOP PRODUCT - LAND AND BUILDINGS


Goal 2: POSITION THE COUNTY'S IMAGE & BRAND FOR ECONOMIC DEVELOPMENT

Goal 3: DEVELOP INFRASTRUCTURE FOR BALANCED GROWTH

Goal 4: POSITION THE COUNTY FOR ECONOMIC DEVELOPMENT - BUSINESS CLIMATE

Goal 5: DEVELOP BUSINESS RETENTION, EXPANSION AND ATTRACTION COUNTYWIDE

Goal 6: DEVELOP TOURISM INFRASTRUCTURE - QUALITY OF LIFE



Each of the goals listed have numerous objectives and strategies, which provide the means of attaining their individual and collective results.

This EDSP is very comprehensive. The EDSP contains 6 Goals, 25 objectives and 76 strategies. It should be noted that there is considerable overlap between goals, objectives and strategies and that responsibility for the objectives/strategies involves a host of public and private stakeholders.

## EDSP Implementation Matrix

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>GOAL 1: DEVELOP PRODUCT-LAND and BUILDINGS</b>						
<b>OBJECTIVE 1.1: Increase available Shovel-Ready sites for Office , Manufacturing, Research &amp; Development, Distribution</b>						
Strategy 1.1.1: Work with landowners to develop sites for office, manufacturing, research and development, distribution	EDC					
<b>OBJECTIVE 1.2: Adopt recommendations of the St. Lucie Corridor Initiative</b>						
Strategy 1.2.1: Partner with landowners/brokers and city/county planners to complete the site profiles	EDC, FP,PSL, SLC, RASL					
Strategy 1.2.2: Revise/issue Overview on Real Estate Guide for local stakeholders	EDC, RASL, TCBA					
Strategy 1.2.3: Evaluate potential use of each site and level of market readiness including certification of key sites	EDC, RASL					
Strategy 1.2.4: Determine availability of buildings that meet target industry real estate criteria	EDC, RASL, TCBA					
Strategy 1.2.5: Evaluate competitive positioning of SLC properties with other Florida east coast properties	EDC, RASL					
Strategy 1.2.6: Package a listing of market ready sites to begin marketing process	EDC					
Strategy 1.2.7: Develop overall strategy for real estate and determine funding for the St. Lucie Corridor Initiative	EDC, SLC TCRPC					

### Key

**Yellow** indicates implementation timeframe

**Green** indicates ongoing efforts

### Acronyms Used

EDC Economic Development Council of St. Lucie County  
 FP City of Fort Pierce  
 PSL City of Port St. Lucie  
 SLC St. Lucie County  
 TDC Tourism Development Council  
 TCBA Treasure Coast Builders Association

TCSC Treasure Coast Sports Commission  
 CSRC CareerSource Research Coast  
 IRSC Indian River State College  
 SLCSB St. Lucie County School Board  
 SLCC St. Lucie County Chamber of Commerce  
 TPO St. Lucie Transportation Planning Organization

TCRPC Treasure Coast Regional Planning Council  
 SLCA St. Lucie County Aviation  
 TCERDA Treasure Coast Education, Research & Development Authority (Research Park)  
 RASL Realtors Association of St. Lucie RABP)

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>OBJECTIVE 1.3: Encourage development of Class "A" office and business parks at or near I-95</b>						
Strategy 1.3.1: Create options that will expedite infrastructure for Class "A" office and business park investment	EDC, SCL					
Strategy 1.3.2: Develop ways the County and Cities can partner with developers to creatively structure financing for infrastructure needs and reduce impacts of regulatory demands	EDC, FP, PSL, SLC					
Strategy 1.3.3: Work with developer of Tradition Center for Innovation to prepare to market and promote the business park	EDC					
<b>OBJECTIVE 1.4: Explore creation of a business incubator for target industries and manufacturing</b>						
Strategy 1.4.1: Support TCERDA and other interested parties with the EDA Grant and demand study for the incubator	EDC, TCERDA, IRSC					
<b>OBJECTIVE 1.5: Support the County with implementation of the Airport Business and Marketing Plan</b>						
Strategy 1.5.1: Partner with the Airport to attract and retain businesses, (i.e. aviation, aerospace, distribution and logistics)	EDC, SLCA					
Strategy 1.5.2: Conduct quarterly meetings with the Airport to discuss progress as it relates to economic development	EDC, SLCA					
Strategy 1.5.3: Explore with the County implementation and funding for a Freight Logistics Zone	EDC, SLCA					
<b>OBJECTIVE 1.6: Support streamlined permitting and regulatory environment with all jurisdictions</b>						
Strategy 1.6.1: Start dialogue with City and County Planning and Regulatory Review Departments and Treasure Coast Builders Association to reduce impediments for businesses	EDC, FP, CPSL, SLC, TCBA					

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>GOAL 2: POSITION THE COUNTY IMAGE, CLIMATE AND BRAND FOR ECONOMIC DEVELOPMENT</b>						
<b>OBJECTIVE 2.1: Promote the business identity of the County</b>						
Strategy 2.1.1: Establish a unified cohesive marketing campaign to promote the County including print, video clips, social media options, etc.	EDC, SLCC, TDC, TCSC					
Strategy 2.1.2: Create a new brand for the County and market locally and nationally (Underway)	EDC, SLCC					
Strategy 2.1.3: Work with regional ED partners to establish a regional brand to market	EDC, TCERDA					
Strategy 2.1.4: Emphasis strategic regional location, the City of Port St. Lucie is the 9th largest city in Florida	EDC					
Strategy 2.1.5: Promote unique assets (i.e. PGA Golf Club, Only Club Med in North America, etc.)	EDC, SLCC					
Strategy 2.1.6: Expand marketing to include the ICSC trade shows and other options for realtors and the EDC	EDC, RASL					
Strategy 2.1.7: Organize community asset tours for commercial and industrial brokers from South Florida	EDC, RASL					
Strategy 2.1.8: Host a site selection event with the Florida Research Coast ED Coalition to bring national consultants to the County (PGA, baseball, fishing tournament, etc.)	EDC, TCERDA					
<b>OBJECTIVE 2.2: Work with the Tourism Development Council (TDC) and Treasure Coast Sports Commission (TCSC) on business marketing</b>						
Strategy 2.2.1: Jointly develop a plan to promote business and tourism	EDC, TDC, TCSC					

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>GOAL 3: DEVELOP INFRASTRUCTURE FOR BALANCED GROWTH</b>						
<b>OBJECTIVE 3.1: Improve infrastructure to encourage business growth and expansion</b>						
Strategy 3.1.1: Coordinate with the County and Cities to conduct an inventory of roadway deficiencies at key development sites	EDC, FP, CPSL, SLC					
Strategy 3.1.2: Work with the County to educate and advocate for a comprehensive transportation plan	EDC, SLC, SLTPO					
Strategy 3.1.3: Provide support to the City of Port St. Lucie with completion of the final phase of the Crosstown Parkway	EDC, CPSL					
Strategy 3.1.4: Provide support for a new I-95 interchange and surrounding infrastructure for better connection to the airport and port	EDC, CLCA, SLTPO					
<b>OBJECTIVE 3.2: Develop broadband to encourage business growth and expansion to key development sites</b>						
Strategy 3.2.1: Inventory current broadband capacity	EDC					
Strategy 3.2.2: Meet with providers to explore methods of expanding and increasing coverage and capacity	EDC					
<b>OBJECTIVE 3.3: Develop water and sewer infrastructure to encourage business growth and expansion in key development sites</b>						
Strategy 3.3.1: Coordinate with County and Cities to conduct a water and sewer needs assessment as it relates to key development sites identified in the St. Lucie Corridor Initiative	EDC, FP, CPSL, SLC					

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>GOAL 4: POSITION THE COUNTY FOR ECONOMIC DEVELOPMENT-BUSINESS CLIMATE</b>						
<b>OBJECTIVE 4.1: Promote available sites and buildings</b>						
Strategy 4.1.1: Develop plan to market land/building assets identified in the St. Lucie Corridor Initiative	EDC					
Strategy 4.1.2: Partner with key development and real estate professionals and regional organizations to leverage resources to promote land/building assets	EDC, RASL, TCBA					
Strategy 4.1.3: Maintain and expand the EDC land and building data base	EDC, RASL					
<b>OBJECTIVE 4.2: Organize collaborative teams to achieve EDC goals</b>						
Strategy 4.2.1: Develop economic development performance metrics	EDC					
Strategy 4.2.2: Periodically review the strategic plan to determine progress	EDC					
<b>OBJECTIVE 4.3: Explore Workforce Readiness and Education Improvements</b>						
Strategy 4.3.1: Work with CareerSource Research Coast to conduct a Skills Gap Analysis to identify workforce deficiencies for high-skills/high wage jobs	EDC, CS					
Strategy 4.3.2: Support STEM (Science, Technology, Engineering and Math) careers by working with the School Board and Indian River State College (IRSC)	EDC, SLCSB, IRSC					
Strategy 4.3.3: Work with the school district, CareerSource Research Coast and Indian River State College to develop workforce training programs to meet all industry needs including target industries	EDC, SLCSB, IRSC, CS					
Strategy 4.3.4: Create a marketing plan to promote workforce readiness, education and training	EDC, CS SLCSB, IRSC					
Strategy 4.3.5: Work with the new school superintendent on perceived improvements needed to the K-12 delivery system	EDC, SLCSB					

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>OBJECTIVE 4.4: Create a regulatory environment that embraces collaboration and cooperation</b>						
Strategy 4.4.1: Encourage the County and Cities to identify and revise regulations that inhibit business growth	EDC, FP, CPSL, SLC					
Strategy 4.4.2: Explore business friendly land development options that encourage business attraction and retention	EDC, FP, CPSL, SLC					
<b>OBJECTIVE 4.5: Work with the County and Cities to streamline permitting</b>						
Strategy 4.5.1: Assist with identifying streamlining issues	EDC, FP, CPSL, SLC					
Strategy 4.5.2: Promote changes to the development community	EDC					
<b>OBJECTIVE 4.6: Evaluate current County and the Cities' economic development toolkits</b>						
Strategy 4.6.1: Assist with developing and adopting guidelines for awarding incentives	EDC					
Strategy 4.6.2: Assist with developing incentives for existing and new businesses	EDC					
<b>OBJECTIVE 4.7: Evaluate Economic Development staffing and funding</b>						
Strategy 4.7.1: Evaluate staffing needs based on the approved Economic Development Strategic Plan (EDSP)	EDC					
Strategy 4.7.2: Review current EDC investor levels and funding	EDC					
Strategy 4.7.3: Work with the County and Cities to determine current and future funding	EDC, FP, CPSL, SLC					

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>GOAL 5: DEVELOP BUSINESS RETENTION, EXPANSION AND ATTRACTION COUNTYWIDE</b>						
<b>OBJECTIVE 5.1: Create innovative partnerships to support existing businesses and expansion</b>						
Strategy 5.1.1: Work with businesses to create, attract and retain value added businesses via EDC existing industry programs	EDC					
Strategy 5.1.2: Explore options for collaborating with the private sector	EDC					
Strategy 5.1.3: Increase awareness of local, State and regional resources to assist with retention, attraction and growth of value-added businesses	EDC					
Strategy 5.1.4: Schedule regular meetings with commercial real estate brokers to determine available inventory, needs assessment and market conditions	EDC, RASL					
Strategy 5.1.5: Work with the County and the Cities to promote key sites for value added businesses, (i.e. City Center, Port, etc.)	EDC, FP, CPSL, SLC					
<b>OBJECTIVE 5.2: Expand the EDC existing industry program</b>						
Strategy 5.2.1: Conduct an annual existing industry electronic survey	EDC					
Strategy 5.2.2: Conduct existing industry visitations	EDC					
Strategy 5.2.3: Reach out to companies considering leaving the County	EDC					
Strategy 5.2.4: Develop a Manufacturers Council	EDC					
Strategy 5.2.5: Work with local partners such as SCORE, Small Business Development Center (SBDC), etc. to meet business needs including exploring creation of a revolving loan fund	EDC					

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>OBJECTIVE 5.3: Conduct due diligence review on projects receiving incentives</b>						
Strategy 5.3.1: Contract with a firm to conduct economic impact analysis on projects receiving incentives	EDC					
Strategy 5.3.2: Form a financial review committee and develop protocol to review projects prior to awarding incentives	EDC					
<b>OBJECTIVE 5.4: Form business partnership with the Agriculture Industry</b>						
Strategy 5.4.1: Conduct a summit with local agriculture interests to identify barriers to success	EDC, IFAS					
Strategy 5.4.2: Collaborate with IFAS and USDA at Treasure Coast Research Park to identify alternative agriculture options (i.e. bio fuels, nutraceuticals, essences, food processing, etc.)	EDC, IFAS, USDA					

ACTIONS	RESPONSIBLE PARTIES	TIMEFRAME				RESOURCES
		Ongoing	1 to 2 years	2 to 3 years	3 to 5 years	
<b>GOAL 6: DEVELOP TOURISM INFRASTRUCTURE-IMPROVE QUALITY OF LIFE</b>						
<b>OBJECTIVE 6.1: Promote the County's unique assets</b>						
Strategy 6.1.1: Develop EDC marketing materials that promote the PGA, Club Med, Tradition Field-Baseball Spring Training, Navy SEAL Museum, etc.	EDC, TDC, TCSC, SLCC					
Strategy 6.1.2: Expand on destination awareness marketing	EDC, TDC, TCSC, SLCC					
<b>OBJECTIVE 6.2: Develop partnerships with the Tourist Development Council (TDC), Treasure Coast Sports Commission (TCSC), and County</b>						
Strategy 6.2.1: Support the promotion of a full range of tourism products within the County and expand off season offerings	EDC, TDC, TCSC					
Strategy 6.2.2: Assist the TDC in exploring the potential for eco-tourism	EDC, TDC					
Strategy 6.2.3: Explore funding availability for the EDC to promote tourism in concert with business marketing	EDC, TDC, TCSC, SLCC					
Strategy 6.2.4: Market to target industries the County's tourism assets	EDC					
Strategy 6.2.5: Encourage adoption of a countywide tourism marketing plan	EDC, TDC					
Strategy 6.2.6: Encourage the County to develop user-friendly regulations at tourism venues	EDC, SLC					
<b>OBJECTIVE 6.3: Conduct a Hotel Feasibility Study</b>						
Strategy 6.3.1: Determine funding partners for a feasibility study	EDC, TDC, TCSC, SLCC					
Strategy 6.3.2: Determine under met hotel and meeting space needs	EDC, TDC, TCSC, SLCC					
Strategy 6.3.3: Partner with TDC and TCSC to identify potential sites for hotel/conference meeting space	EDC, TDC, TCSC					

## APPENDIX A: Stakeholder Interview Responses`

1. List the reasons (if any) that you feel economic development is important to the county?

- Health and well-being of the county-Jobs, public safety, culture
- Jobs are key for good tax base and schools
- Value added Jobs
- Tax base
- Lifestyle
- Create jobs for lower and mid-income
- Need to attract more technology and manufacturing jobs
- Need to develop a sense of economic community-Increase the tax base
- Quality of Life
- Focus on growth
- Overall vitality
- Keeping young people here
- Good partnerships with the public schools
- Building the community
- Increase the tax base
- Create the opportunity to address social issues-community pride
- Sustainability
- Job growth-value added jobs
- Increase average wage
- We have room to grow-but grow wisely
- Want our children to stay here for jobs
- Jobs are needed for prosperity to keep our young here
- Jobs will reduce crime
- Provides stability
- Strengthens the tax base
- Provides jobs
- Provides diversity of industries

2. Give me three words that describe St. Lucie County:

- Beauty
- Location-airport, roads
- Potential
- Easy-not very selective
- Low shooting-we will take anything
- Lifestyle
- Mets
- Recreation
- Welcoming
- Diverse-culturally and with agriculture
- Collaborative
- Diverse-blue collar
- Pro-business
- Pro-growth
- Affordable
- Transportation
- Quality of life
- Energy to improve the area
- Under-achieving
- Potential
- Assets-infrastructure
- Comfortable
- Affordable
- Friendly
- Old Florida-agriculture, ranches, beaches
- Underdeveloped
- Quality of life-year round
- Affordable
- Diversity of population
- Homey-small town feel

## 3. What are the county's strongest assets or strengths for economic success?

- Transportation possibilities-port, airport, roads, rail
- Beautiful beaches-tourism
- Geographic location within the State
- Spring Training (NY Mets)-tourism
- PGA Golf (5 Courses)
- Oceanographic research center
- Pro-business
- Tradition Project
- Bio science complex-medical complex and Torrey Pines
- Airport, port
- Indian River State College- training
- Power Plant-great tax asset
- Transportation network-I-95, Turnpike
- Baseball-NY Mets
- Public School System-career academies, Indian River State College
- Current EDC staff and EDC leadership
- Strong will to succeed in the business community
- Holistic approach of the Chamber, EDC-they play nice together
- Agriculture development
- Transportation infrastructure-I-95, Turnpike and available commercial properties
- PGA properties (4)
- Collaborative-business/education/health care
- Indian River State College
- Bio tech corridor
- County leadership elected and administration
- Pete and the EDC staff
- Mets Spring Training
- PGA
- Quality of life
- Healthcare-hospitals, cardiac centers, trauma centers
- Medical school
- Education-IRSC
- Port
- Resiliency of the community
- Comprehensive plan with vested properties
- Treasure Coast Research park-agriculture focus
- Affordable workforce
- Knowledge based economy-IRSC, FAU Harbor Branch
- Transportation network
- Pro-business environment
- Quality of life-beaches
- Affordable
- Coordinative local governments-pro business
- Strong Chamber
- Ready and willing workforce
- Indian River State College
- Geographic location with Central Florida and South Florida
- Transportation-I-95, Turnpike, airport, part, rail
- Strong elected leadership local and state
- Central location
- Low cost of land
- Large population base (500,000)
- Educated retiree that want to contribute
- Low crime in Port St. Lucie
- Quality of life-year round
- Ease of getting around-less traffic
- Affordable land
- Transportation access-I-95, turnpike, intracoastal waterway, port, airport
- Collaborative local governments
- Indian River State College
- Ocean Marine Research-ORCA, Navy Seal Museum, etc.
- Lawnwood Hospital and Trauma Center
- PGA
- Central location
- Central location in the state
- Transportation network-I-95, Turnpike, intracoastal
- Available land in Port St. Lucie (12,000 acres)
- Mets baseball and the jobs it brings
- Affordable housing and land prices
- The new EDC is moving forward with marketing plan, target industry plan, etc.

## 4. What are the county's biggest weaknesses or liabilities that limit economic success for the county?

- Image-lack of proper positive promotion
- Lack of coordination between various govt. entities
- Lack of common vision at all levels
- Under-utilization of industrial areas
- Low opinion of yourselves
- Demographics-poor, low pay
- Public school system
- Lack of public will
- Lack of due diligence on the target prospects-Need to look behind the curtain
- Public perception of the school system being weak
- Government red tape-Port St. Lucie Bldg. Dept.
- Lack of clarity in municipal boundaries-Lack of cohesive rules and regulations
- Available Class "A" Office buildings
- Perception of schools not be adequate
- Divide between old and new communities/neighborhoods
- High crime in Fort Pierce
- Lack of shovel ready sites
- Lack of unified vision for economic development
- Refine our vision
- Governments not working together at the local level
- Shovel ready sites
- Fort Pierce Utility Authority-high electric rates and water and sewer
- NE section of St. Lucie County
- Risk averse county government
- We are our own worst critics
- Lack of community support from the media
- Lack of larger vision
- High crime in NE portion of the county
- K-12 needs to be stronger-now C+
- No spec space-No shovel ready space
- Over committed to Torrey Pines and VGTI-Bio tech
- Quality of education K-16-we don't do a good job in promoting our successes at the schools
- No major university
- Political opposition to raising taxes for major infrastructure improvements
- Port that doesn't function at its potential
- Airport that doesn't function at its potential
- Manufacture's can't find workers with work ethic and proper training
- Perception of poor schools K-12
- Crime in the NE
- Perception of high utility rates in Fort Pierce
- Port under performing
- Airport needs more capacity
- Lack of coordination between local government, i.e., impact fees, permitting, etc.
- EDC hasn't been strong in the past
- Lack of marketing of the county as a whole by all parties

## 5. What are some of the major opportunities (10 years out) that can have a major impact on the county's economic development potential?

- Waterfront (Fort Pierce) shops and theatre are needed
- Develop 20 acres at Harbor Point-County owned-add hotels and conference center
- Expand the port for small cruise ships
- County should purchase the remaining port property
- Expand the Navy Seal Museum
- Expand port for cruise ships and small cargo ships
- Expand airport for airport businesses and avionics
- More communities like Tradition
- Spin offs of bio science
- Architecture design standards and improvements from I-95 east to Fort Pierce
- New bridge to connect the Crosstown Parkway to the Island-Tourism Development
- Downtown hotel in Fort Pierce
- Airport expansion
- Expand port in Fort Pierce
- Fill Tradition with strong targets
- Mixed-use development at 70 and I-95
- Get a University-BA, MS Degrees
- Expand the airport and port
- Expand the bio tech park
- Launch the Treasure Coast Research Park
- Market the "Treasure Coast" as a region
- Need marketing plan-schools, cities, get everyone involved
- Expansion of the port and airport
- Diversify our target industries
- Relocate wastewater plant from current Fort Pierce location
- Expand broadband and redundancy
- Explaining the economic development vision
- Expand the port-cargo and cruise development
- Expand the Treasure Coast Research Park-agriculture development
- Expand the airport
- Expand on the life sciences
- Purchase port property from private land owners-needs to all be public ownership
- Relocate wastewater treatment plant away from the coast
- Develop the airport with spec space and maintenance operations
- Invest in small businesses in the NE portion of the county
- Relocate rail line
- Build new interchange at St. Lucie Blvd. (I-95 airport connection)
- Rename Treasure Coast Research Park and use University of Florida in the name
- Increase broadband community connectivity-should be county owned
- Airport rebranding and commercial aviation
- Need an interchange at the airport
- LTC Ranch DRI-(Midway Business Park)
- Developing Tradition job corridor (Southern Groves) along I-95
- Educational advancements-Need career paths for the trades and college-bound students
- Untapped home-base businesses and start up potential
- Need to create more light manufacturing jobs
- Expansion of the port-public ownership is vital
- New interchange needed to serve the port and airport
- Expansion of businesses at Treasure Coast Research Park
- More incentives for new and existing businesses in the form of grants and loans
- Expansion of the airport
- Expansion of the port
- Bridge connection on Crosstown Parkway to connect I-95 to US1
- Development of City Center
- Developing Southern Grove for mfg. offices, entertainment
- Expansion of Treasure Coast Research Park

## 6. What are the greatest threats that could prevent or slow down the county in achieving its economic development potential?

(think 10 years out)

- Lack of coordination between the various governments
- “We have Nothing to Fear but Fear Itself”
- Lack of leadership (Public and Private)
- Unified vision
- Negative press if Torrey Pines and VGTI leave
- All Aboard Florida coming through St. Lucie County
- National recession
- National recession
- Bio tech companies leaving-Torrey Pines, VGTI
- Not having a strong branding of the schools
- EDC regressing
- North side of St. Lucie County-crime and drugs
- Improve K-12 delivery system
- Lack of vision
- Another 911
- Lack of unified vision
- Need diversified tax base
- Disrepair of local roads-losing your roadway network
- Lack of getting B+ and A rated schools
- Failed financial investments at City Center, Digital Domain, VGTI, Torrey Pines- long term cost and image
- Fear of change and not being able to adapt
- Decrease in quality of life-losing the home town feeling of why people came here
- Litigation in the development process
- More due diligence needed on projects-ROI is important
- All Aboard Florida coming through St. Lucie County
- Bio tech Leaving-VGTI and Torrey Pines
- Crime
- Lack of funding for the EDC
- Bio tech/life sciences leaving
- More due diligence needed on large projects
- Improvements to K-12-Need to promote our successes

## Appendix B: Companies and Organizations that participated in the Workshop and Summit

*A total of 57 people attended the Workshop or Summit from the following organizations:*

Adams Ranch	Tradition Land Company
Brown & Bown Insurance	Treasure Coast Commercial Real Estate
CareerSource Research Coast	Treasure Coast Food Bank
CenterState Bank	Treasure Coast Newspapers & TCPalm.com
City of Fort Pierce	Treasure Coast Regional Planning Council
City of Port St. Lucie	
Crary Buchanan, PA	
Dean Mead Minton & Zwemer	
FAU	
Florida State Rep, District 84	
FPL	
Gunster	
Hustons Commercial Interiors	
Indian River State College	
Lawnwood Regional Medical Center	
Manpower	
Marine Industries Association	
Martin Health System	
Perfect Drive Golf Villas	
PGA Golf Club	
Pharus Group	
Proctor, Crook, Crowder & Fogal	
Realtors of St. Lucie County	
Rhodes Financial Group	
Seacoast Bank	
SLC Chamber of Commerce	
SLC Commercial	
Spherion	
St. Lucie County	
St. Lucie County School Board	
St. Lucie Public Schools	
St. Lucie TPO	
Summit 21	
TCERDA	
The Firefly Group	
The Yubbie Foundation	



**City Commission Conference Agenda**

**Agenda Item # 4. C.**

**Meeting Date:** 09/14/2015

**Re:** Solid Waste Commercial & Multi Family Recycling Update

**Submitted For:** Mike Reals, Public Works Manager, Public Works

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**SUBJECT:**

Solid Waste Commercial and Multi-Family Single Stream Recycling Presentation - Public Works Manager

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**Attachments**

Commercial/Multi-family Recycling Presentation

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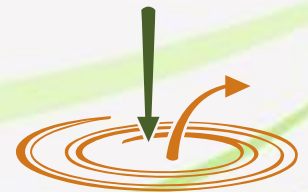
**Form Review**

<b>Inbox</b>	<b>Reviewed By</b>	<b>Date</b>
City Manager	Robert Bradshaw	09/09/2015 04:10 PM
Form Started By: Mike Reals		Started On: 09/08/2015 03:38 PM
Final Approval Date: 09/09/2015		



# Multi-Family and Commercial Recycling Program Framework

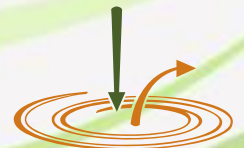
Fort Pierce City Commission Workshop  
Monday, September 14, 2015



**kessler consulting inc.**  
innovative waste solutions

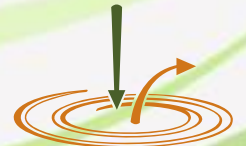
# Purpose

- Examine the potential of City-provided commercial (ICI) & multi-family (MF) recycling collection in Ft. Pierce
- Research ICI & MF recycling programs in other communities in Florida
- Survey the City's ICI and MF customers
- Develop a proposed ICI/MF recycling program framework



# Existing ICI & MF Services

- Garbage collection only
  - 2-, 4-, 6-, and 8-cubic yard mechanical containers (dumpsters)
  - Collected 1 to 6 times per week
  - Carted (residential) garbage collection available to some ICI & MF customers
- ICI:
  - 734 active customers, 777 dumpsters
- MF ( $\geq 10$  units):
  - 214 active customers, 295 dumpsters
- Some ICI customers contract for recycling with private service haulers



# ICI/MF Tonnage Collected

Average Tons/Month:

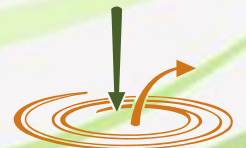
	FY 2012-13	FY 2013-14	FY 2014-15
ICI	1,172	1,173	1,162
MF	396	397	393
Total	1,568	1,569	1,554
Per Year	18,816	18,828	18,648

Note: chart only includes tonnage collected in dumpsters and does not include ICI & MF customers collected in residential carts



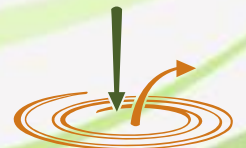
# Current Recycling Outreach & Education

- Do More Blue campaign
  - Targets residential recycling
  - Cross-media promotion
  - \$100 reward for recycling often and correctly
- Also supports recycling at City government buildings and public areas
- Currently, no formal programs for ICI & MF
  - Directed to contact WastePro



# Solid Waste Ordinance Review

- Opportunity to update ordinance to support recovery programs:
  - Require separation of recyclables from garbage
  - Specify color of recycling containers
  - Repeal Section 16-34
  - Amend dumpster enclosure requirements to address recycling



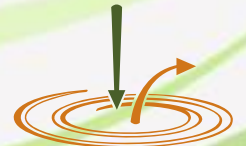
# State Statutory Limit on ICI Recycling

Local government cannot:

- Grant exclusive collection of ICI recyclables
- Dictate where ICI recyclables are delivered
- Prevent businesses from contracting with recyclers

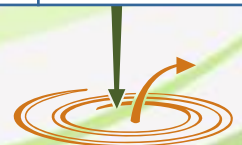
Local governments can:

- Mandate source separation
- Have non-exclusive franchises for ICI recycling collection
- Require recyclers to report type and quantities of recycling (if pop. >35,000)



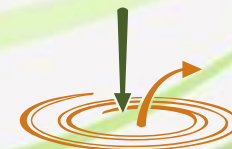
# Other programs in Florida

	Tallahassee	Lee County	Palm Beach County	Sarasota County	Alachua County	Pinellas County
<b>Mandatory</b>	No	Yes	No	Yes	Yes	No
<b>Collection Provider</b>	City	Franchisees	Franchisees	Open Market	Open Market	Open Market
<b>Processing Provider</b>	Private MRF	Private MRF - ICI County MRF - MF	County MRF	Open Market	Open Market	Open Market
<b>O&amp;E Program Elements</b>	Audits, Brochures, Posters, Guides, Meetings	Audits, Training	Audits, Brochures, Online Guide, Desk Bins, Presentations	Audits, Training, Planning, Haulers List, Green Business Program	Audits, Haulers List, Recycler List, Brochures	Audits, Brochures, Posters, Online Guide



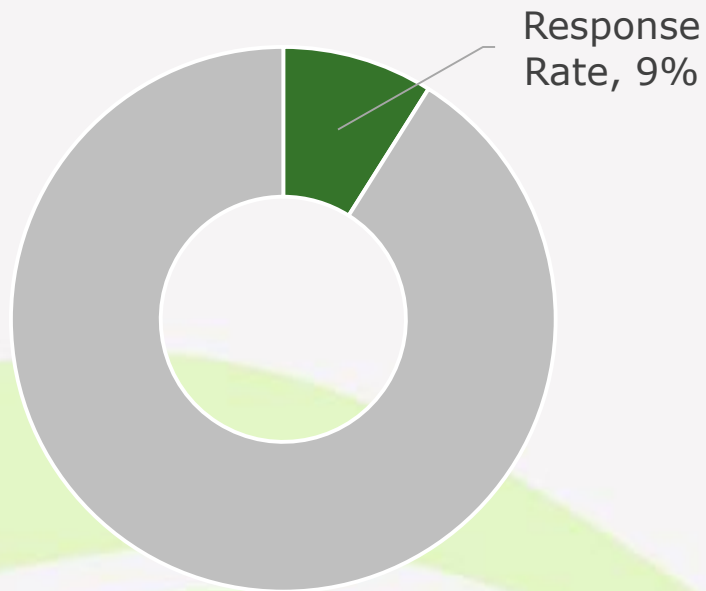
# Other programs in Florida

	Tallahassee	Lee County	Palm Beach County	Sarasota County	Alachua County	Pinellas County
<b>Rate Structure</b>	Carts: Free, Fiber Dumpster: Free, SSR Dumpster: \$1.75/CY	Carts: \$3.14/CY, Dumpsters: \$1.65/CY, MF Carts: Free	Collection Fee: \$1.70/CY, County pays for container rental	Open Market	Open Market	Open Market
<b>Participation Rate</b>	13%	95%	Not Available	91%	66%	Not Available
<b>ICI &amp; MF Diversion Rate</b>	6%	Not Available	Not Available	53% (includes C&D)	31%	Not Available

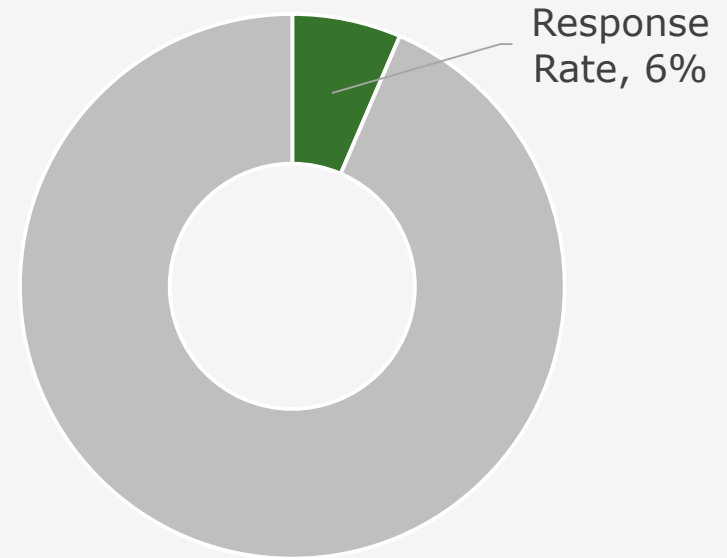


# Customer Survey Results

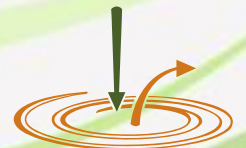
ICI - 849 Surveys Distributed



MF - 1,625 Surveys Distributed

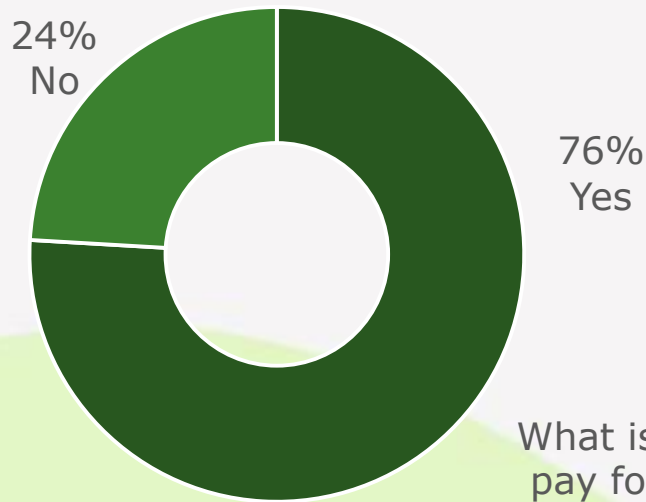


Note: 5% response rate is good for mail-distributed surveys of this type.

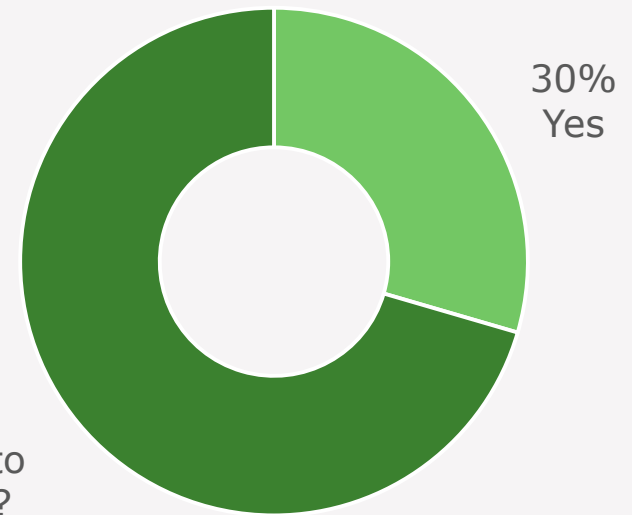


# Customer Survey Results - ICI

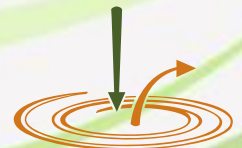
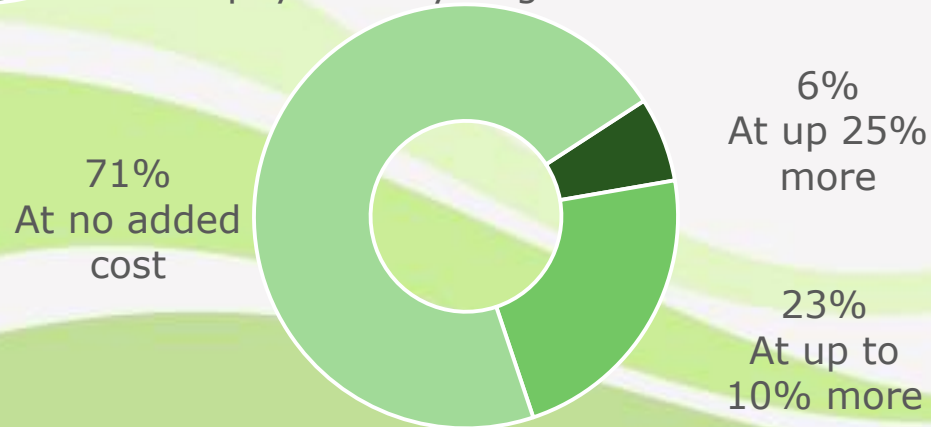
Are you getting good value from your current garbage service?



Do you currently recycle?

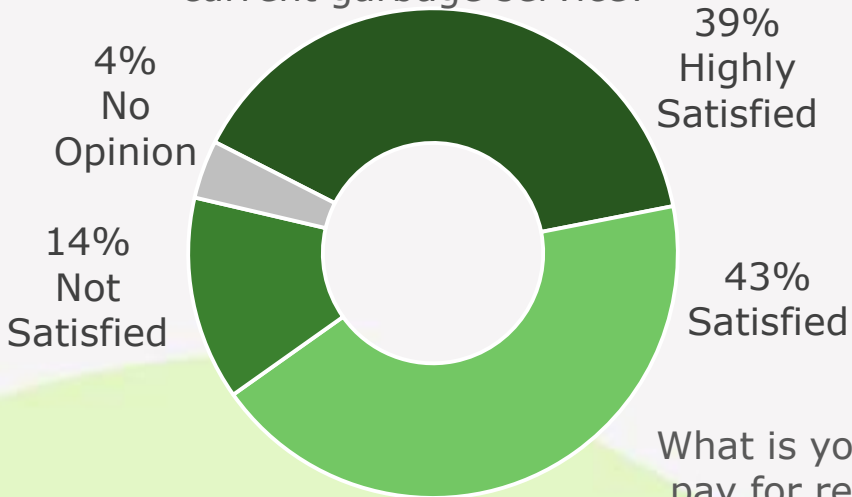


What is your willingness to pay for recycling service?

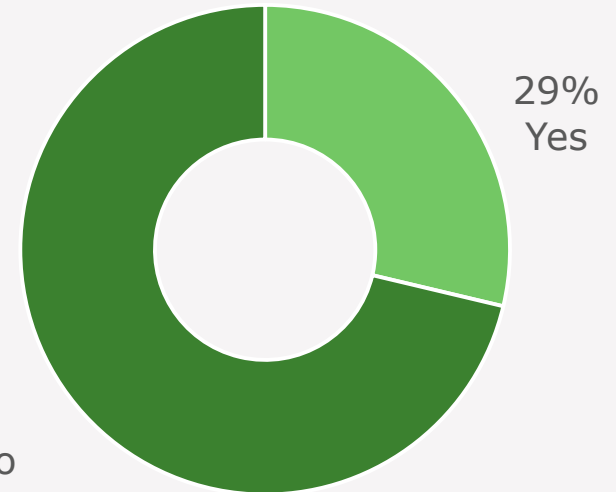


# Customer Survey Results – MF

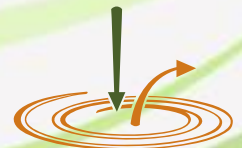
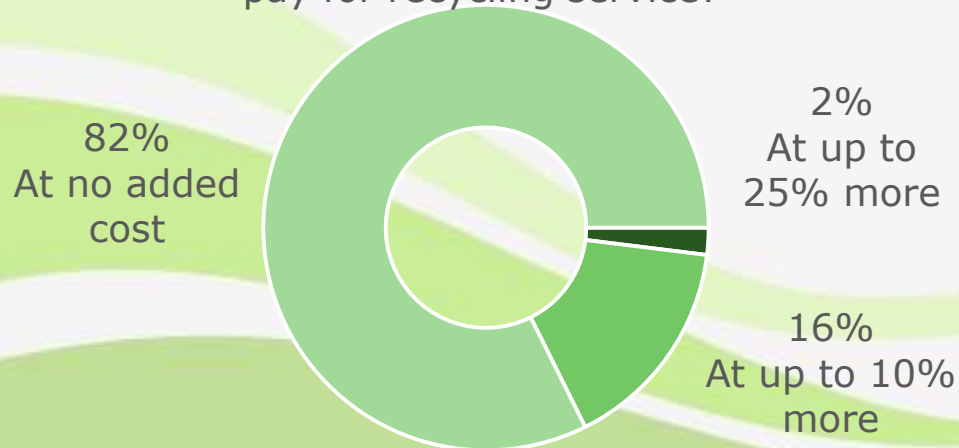
Are you satisfied with your current garbage service?



Do you currently recycle?

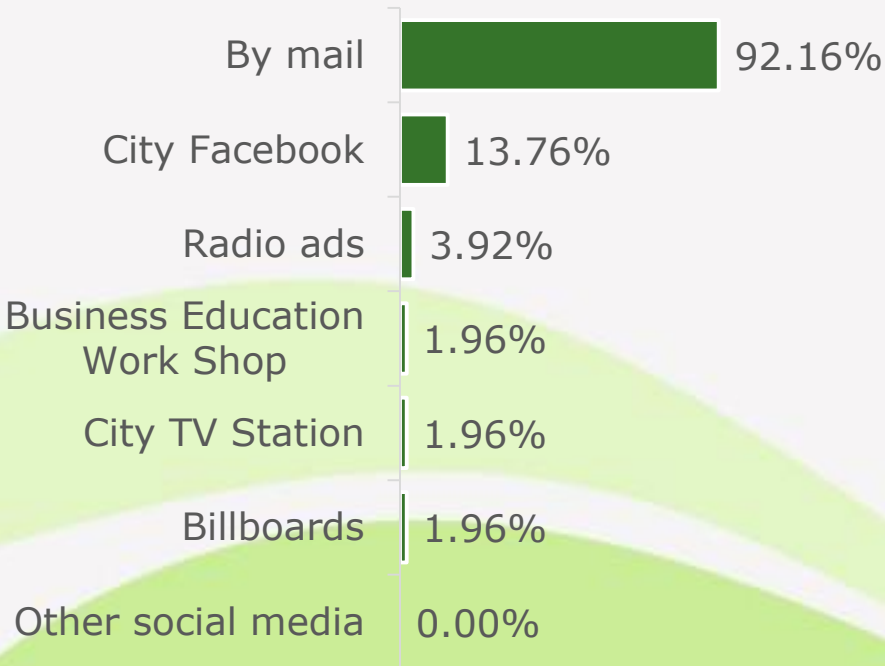


What is your willingness to pay for recycling service?

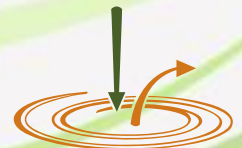
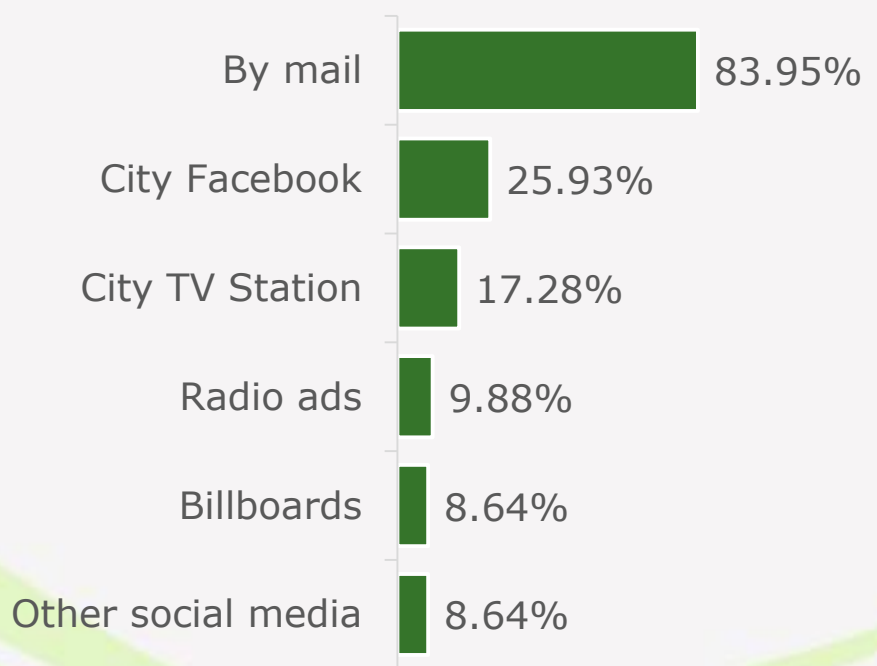


# Customer Survey – preferred outreach and education

## ICI

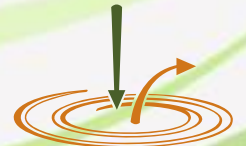


## MF



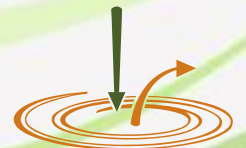
# ICI/MF Recycling Program Framework

- Collection options offered:
  - 90-gallon roll carts for SSR
  - Dumpsters for cardboard and SSR
- Technical assistance offered:
  - Waste audits
  - Advise on internal recovery
  - Right-sizing dumpster service
  - Staff training
  - Instructional materials



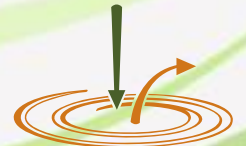
# ICI/MF Recycling Program Framework

- Outreach & Education:
  - Program branding
  - Mailings
  - Green business program
  - Ads (Radio, TV, social media)
  - Events (Earth Day, America Recycles Day)
  - Social media (Facebook, Twitter, etc.)



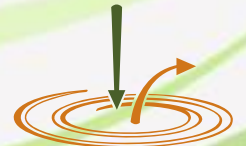
# ICI/MF Recycling Program Framework

- Potential Program Performance
  - Participation Rates:
    - 65% - 85% of ICI/MF customers
  - Recovery Rates:
    - 50% - 70% of recyclable materials
  - Diversion Rates:
    - 15% - 30% of ICI/MF MSW



# ICI/MF Recycling Program Framework

- Financial impacts – City
  - Revenue lost from reduced MSW collection
  - Increased crew cost
  - Reduced MSW tip fee cost
  - Increased recycling revenue share
- Financial impacts – Customer
  - Savings from “right-sizing” MSW service
  - Added cost for recycling service
  - Marketing benefits from “greening” the business



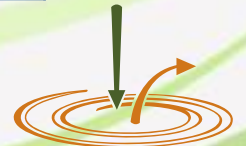
# ICI/MF Recycling Program Framework

Example of possible recycling fee structure (\$/month)

Cart Service	
ICI Single Stream Cart	\$5.40
MF Single Stream Cart	\$2.70

Container Service	Cardboard	Single Stream
2 CY	\$28.00	\$37.00
4 CY	\$57.00	\$74.00
6 CY	\$85.00	\$111.00
8 CY	\$113.00	\$145.00

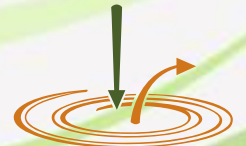
Based on weekly collection frequency



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innovative waste solutions

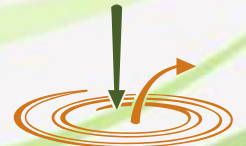
# Next Steps

- In-depth financial analysis
- Composition studies to quantify recyclables in ICI & MF waste
- Program plan
- Equipment procurement
- Program development: outreach & education and technical assistance
- Pilot collection program
- Full scale program roll-out



# Questions and Discussion

*Thank you for your time!*



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innovative waste solutions

**City Commission Conference Agenda**

**Agenda Item # 4. D.**

**Meeting Date:** 09/14/2015

**Re:** Causeway Cove - 601 Seaway

**Submitted For:** Robert Bradshaw, City Manager, City Manager

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**SUBJECT:**

Proposed Development of Causeway Cove - Planning Manager

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**Attachments**

Memo from Senior Planner

Site Aerial - Revised - 601 Seaway

Aerial - 1999 - 601 Seaway

Zoning Map - 601 Seaway

Future Land Use Map - 601 Seaway

Future Land Use Element

South Beach Charrette Report

Charrette Report Excerpts

Email from B. Smyth re: Reverter Rights

Letter from B. Smyth re: Chronological Order - Causeway Cove

Chronological Order for Causeway Cove

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**Form Review**

Form Started By: Jennifer Robinson  
Final Approval Date: 09/09/2015

Started On: 09/09/2015 02:41 PM



# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

REBECCA GROHALL, AICP, PLANNING MANAGER  
COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW  
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

---

TO: Robert J. Bradshaw, City Manager

THROUGH: Rebecca Grohall, AICP, Planning Manager

FROM: Kori Benton, Senior Planner

SUBJECT: 601 Seaway Drive - Causeway Cove  
Development Applications

DATE: September 3, 2015

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ISSUE(S): Impending Zoning Atlas Amendment & Comprehensive Plan and Code Conflicts with  
Future Land Use Map Amendment - 601 Seaway Drive

SUMMARY:

- The City of Fort Pierce Commission is scheduled to consider Ordinance 15-051, encompassing a Zoning Atlas Amendment to adjust the zoning designation of 18.02 +/- acres of property located at 601 Seaway Drive from R-3, Single-Family Moderate Density Residential to C-5, Tourist Commercial, at their September 8<sup>th</sup>, 2015 & September 21<sup>st</sup>, 2015 meetings.
- The property owner has expressed interest in pursuing the construction of a marina, and support marine recreational and commercial uses in the near term as the local economy develops, and further exploration commences for strategies to relocate the wastewater treatment plant.
- The existing zoning designation of R-3, Single-Family Moderate Density Residential restricts most commercial uses, including a commercial marina.
- The property is located within the South Beach Overlay District which provides unique use, design, and dimensional regulations to promote improved planning and site design that produces quality development that is functional, an asset to the community and in keeping with the general character of South Hutchinson Island.
- The subject property features a Hutchinson Island Mixed Use (HIMU) future land use designation. This district is intended for parcels that are best suited for medium to high density and intensity mixed use developments on Hutchinson Island. The maximum residential density allowed within this category is 8 dwelling units per acre and a maximum, non-residential, floor area ratio (FAR) for construction of 1.0.
- The property owner originally filed an application for a Future Land Use Map Amendment from Hutchinson Island Mixed Use (HIMU) to Mixed Use Development, MXD, however the application was suspended based upon notable inconsistency with City Code & Comprehensive Plan.

ATTACHMENTS: Staff Summary, Site Aerial, Zoning Map, Future Land Use Map, Future Land Use Element of the Comprehensive Plan, Charrette Report, and Report excerpts presenting the "Steps towards the implementation of the Citizens' Master Plan".

## Site History

The subject property was formed predominantly of dredged material around the 1940s. The site is the former home of the Causeway Mobile Home Park, which was devastated during hurricanes Frances and Jeanne in 2004. The former mobile home park featured approximately 250 units prior to its removal, completed in 2006. The property remains predominantly vacant, with dilapidated driveways, clubhouse and various common area amenities remaining on-site from the previous use.

The applicant has expressed interest in pursuing the construction of a commercial marina, as well as support marine recreational and commercial uses in the near term as the local economy develops, and further exploration commences for strategies to relocate the wastewater treatment plant. The existing zoning designation of R-3, Single-Family Moderate Density Residential, limits most commercial uses, including a commercial marina.

The site is surrounded by South Causeway Park, Harbour Isle, the Smithsonian Marine Station, State Road AIA, and the FPUA Wastewater Treatment Plant. These adjacent uses present more intense activity than traditionally adjacent to a single-family residential development. The developed sites of Harbour Isle and the Smithsonian Marine Station were previously within the R-3 district, amended to PD, Planned Development and C-6, Marine Commercial designations respectively, at the time of development.

## Current Zoning & Development Rights

### R-3, Single-family Moderate Density Residential

The property is presently zoned R-3, Single-Family Moderate Density Residential. This zoning district is to provide for areas of single-family dwellings with an average net density in conventional developments of approximately six (6) units per acre or less. Innovative residential developments, however, may have higher densities. Duplexes and certain nonresidential uses are allowed when appropriate conditions and safeguards indicated in this section are fulfilled. This classification can be effectively applied to areas serving as a transition between lower density single-family zones and residential districts with medium or high densities. Highlights of the R-3 regulations are noted in the table below:

<p><b>Permitted Uses</b> (Excerpts)</p>	<ul style="list-style-type: none"> <li>➤ Detached House</li> <li>➤ Family Day Care</li> <li>➤ Park &amp; Open Space</li> </ul>
<p><b>Conditional Uses</b> (Excerpts)</p>	<ul style="list-style-type: none"> <li>➤ Duplex</li> <li>➤ Townhouse</li> <li>➤ Mobile Home Park</li> <li>➤ School</li> <li>➤ Medical Facility</li> <li>➤ Neighborhood Commercial Sale</li> </ul>
<p><b>Maximum Lot Coverage</b></p>	<p>35%</p>
<p><b>Maximum Building Height</b></p>	<p>28 ft. – Permitted 35 ft. – Conditional Use</p>

## South Beach Overlay District

The property is located within the South Beach Overlay District which provides unique use, design, and dimensional regulations to promote improved planning and site design that produces quality development that is functional, an asset to the community and in keeping with the general character of South Hutchinson Island. Collectively, the overlay district emphasizes the preservation, protection, and enhancement of the unique barrier island environment through regulation of development and redevelopment of lots within the district. The Overlay District provides a limitation of residential density to eight (8) units per acre, and a maximum height allowance of 45 feet, along with design standards for the form and architecture of new development are prompted. An additional component of the Overlay is the initiative to maximize opportunities for public access to the water, and facilitation of waterfront connectivity amongst commercial development.

## Hutchinson Island Mixed Use (HIMU) Future Land Use Designation

The subject property features a Hutchinson Island Mixed Use (HIMU) future land use designation. This district is intended for parcels that are best suited for medium to high density and intensity mixed use developments on Hutchinson Island. The maximum residential density allowed within this category is 8 dwelling units per acre and a maximum, non-residential, floor area ratio (FAR) for construction of 1.0. Non-residential uses may comprise no more than 20% of the total floor area of the Hutchinson Island Mixed Use future land use designation.

## Western Peninsula Charrette

The City of Fort Pierce hosted a community charrette on March 17<sup>th</sup>, 2012 to discuss land on South Hutchinson Island, generally west of Harbour Isle, known as the "Western Peninsula". The workshop led by City Staff and Marcela Cambor of Cambor & Associates, explored current conditions within this area and sought community input regarding future uses and development of this unique segment of South Hutchinson Island. The discussions centered on the desire and prospects of relocating the Wastewater treatment plant, while facilitating mixed-use development and opportunities for public access to the waterfront.

The City Commission, at their September 17<sup>th</sup>, 2012 meeting, reviewed and adopted a Charrette Report prepared by Marcela Cambor & Associates. The final report contains detail of the community workshop, contemplation of current and potential development of the subject land, prospective approaches to relocate the Wastewater Treatment plant with limited financial contribution from taxpayers, and the recommended route to implement the Citizens' Master Plan.

The guided steps towards the implementation of the Citizens' Master Plan detailed a comprehensive approach to furthering the framework established by the charrette through the formation of a Plant Relocation Committee, the retention of services for a retail and marketing specialist, the formation of an agreement with the adjacent private property owner, and the strategic amendment of development regulations to provide a tiered and design oriented increase in development rights, in exchange for community benefits sought in the Plan.

The only step completed at this time is the adoption of the Citizens' Master Plan by the City Commission. The exorbitant financial requirement to relocate the Wastewater Treatment Plant, and limited resources to implement the suggested strategy have mired completion of further elements identified by the Plan. Excerpts of the charrette report, containing the recommended steps towards the implementation of the Citizens' Master Plan are attached for further review.

## Submitted Applications

The property owner and applicant, on July 2<sup>nd</sup> 2015, filed applications requesting a Zoning Atlas Amendment (Rezoning) from R-3, Single-Family Moderate Density Residential to C-5, Tourist Commercial as well as a Comprehensive Plan – Future Land Use Map Amendment from Hutchinson Island Mixed Use (HIMU) to Mixed-use Development (MXD) for the subject 18.02 acres of uplands located at 601 Seaway Drive.

The applications were reviewed by the Technical Review Committee (TRC) at their July 17<sup>th</sup>, 2015 meeting. The Planning Department, serving as a member of the TRC issued various comments regarding the submittals, with notable concerns regarding the consistency of the proposed Comprehensive Plan – Future Land Use Map Amendment with the City’s Code of Ordinances and Comprehensive Plan. Detail of the conflicts, presented as excerpts of the City’s Code of Ordinances and Comprehensive Plan were provided to the applicant, with general notes of the administrative options to amend, or extend the scope of the application.

The applicant failed to respond to the identified concerns, recommending the advancement of the application as submitted, in light of the numerous conflicts with Code and Goals, Objectives, and Policies of the Comprehensive Plan. Subsequently, staff met with the applicant and representative to discuss the advancement of the application for a Zoning Atlas Amendment, in the absence of the Future Land Use Map Amendment, based upon the identified issues and the desire to pursue development application for a minor marina. The request for a Zoning Atlas Amendment was considered by the Planning Board at their August 11<sup>th</sup>, 2015 meeting, and is scheduled for first reading at the September 8<sup>th</sup>, 2015 City Commission meeting.

The application for a Future Land Use Map Amendment was suspended, pending further actions to adjust the scope of the application. Subsequently, the applicant filed a request to refund the application fee, acknowledging intentions of resubmittal in the future.

## Code & Comprehensive Plan Conflicts – Proposed Future Land Use Map Amendment

The application filed to amend the City’s Comprehensive Plan, specifically sought to change Future Land Use designation of the site from Hutchinson Island Mixed Use (HIMU) to Mixed Use Development (MXD). The requested Future Land Use designation and the conflicts of authorizing this designation, in the absence of additional adjustments to the City Code and Comprehensive Plan, are presented below.

### Owner’s Desired Future Land Use designation

The Mixed Use Development (MXD) designation is intended to promote intensification, redevelopment, and revitalization of the areas targeted for live/work environments. This area is characterized by development that promotes the creation of well-planned centers designed to integrate a variety of complementary uses. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.5. All MXD designated areas shall contain a minimum of three (3) of the following general land uses:

- Residential (single-family and/or multifamily)
- Commercial – General and/or Neighborhood
- Commercial – Town Center
- Hotel (minimum 100 units)
- Office Uses – Professional and/or medical
- Industrial
- Institutional

Residential uses shall comprise a minimum of 40% of the total floor area of the Mixed Use Development future land use designation.

### Code & Comprehensive Plan Conflicts with Intended designation

The subject property is located within the South Beach Overlay District, therefore subject to the adopted regulations of the district. Pursuant to City Code Section 22-16(a) South Beach Overlay District (3) a. Density; 1. Residential density shall be based on the requirements of the underlying zoning district except that in no instance shall residential density in the South Beach Overlay District exceed eight (8) units per acre. Furthermore, subsection 3 mandates that the residential component of a mixed use development shall not exceed eight (8) units per acre. The non-residential component of a mixed use development shall be based on the requirements of the underlying zoning district while factoring the affect and impacts of the residential component on the site.

A Zoning Text Amendment to the South Beach Overlay District would be required to provide consistency for the intended Future Land Use Designation of MXD, Mixed-Use, which facilitates development up to 15 dwelling units per acre.

In addition, the following Comprehensive Plan objectives and policies conflict with intended designation, in the absence of amendments:

#### 1.1 Objective:

The City shall adopt and implement the Future Land Use Map to designate future land uses that regulate uses, densities and intensities that enhance its neighborhoods and districts:

#### 1.1.10 Policy:

The City shall maintain the South Beach Overlay District in the Land Development Regulations for northern South Hutchinson Island to protect the existing neighborhoods and maintain a low-density, "Tropical Village by the Sea" character. The City will promote opportunities for tourism-related development and require the developments to be consistent with the provisions of the overlay district and the neighborhood character.

#### 5.6 Objective:

The City shall direct population concentrations away from known or predicted Coastal High Hazard Areas (CHHA).

The owner's desire to pursue a Future Land Use Designation of MXD, Mixed-Use, would necessitate the review, approval, and adoption of various amendments by the City of Fort Pierce and the State of Florida in order to provide consistency.

### City Commission Agenda Item - Proposed Ordinance 15-051

The City of Fort Pierce Commission is scheduled to consider Ordinance 15-051, encompassing a Zoning Atlas Amendment to rezone 18.02 +/- acres of property located at 601 Seaway Drive from R-3, Single-Family Moderate Density Residential to C-5, Tourist Commercial, at their September 8th, 2015 and September 21st, 2015 meetings.

A complete staff report detailing the request and analysis of the consistency with the established Code and Comprehensive Plan are provided with the City Commission agenda item, however a brief overview of the requested amendment is provided below.

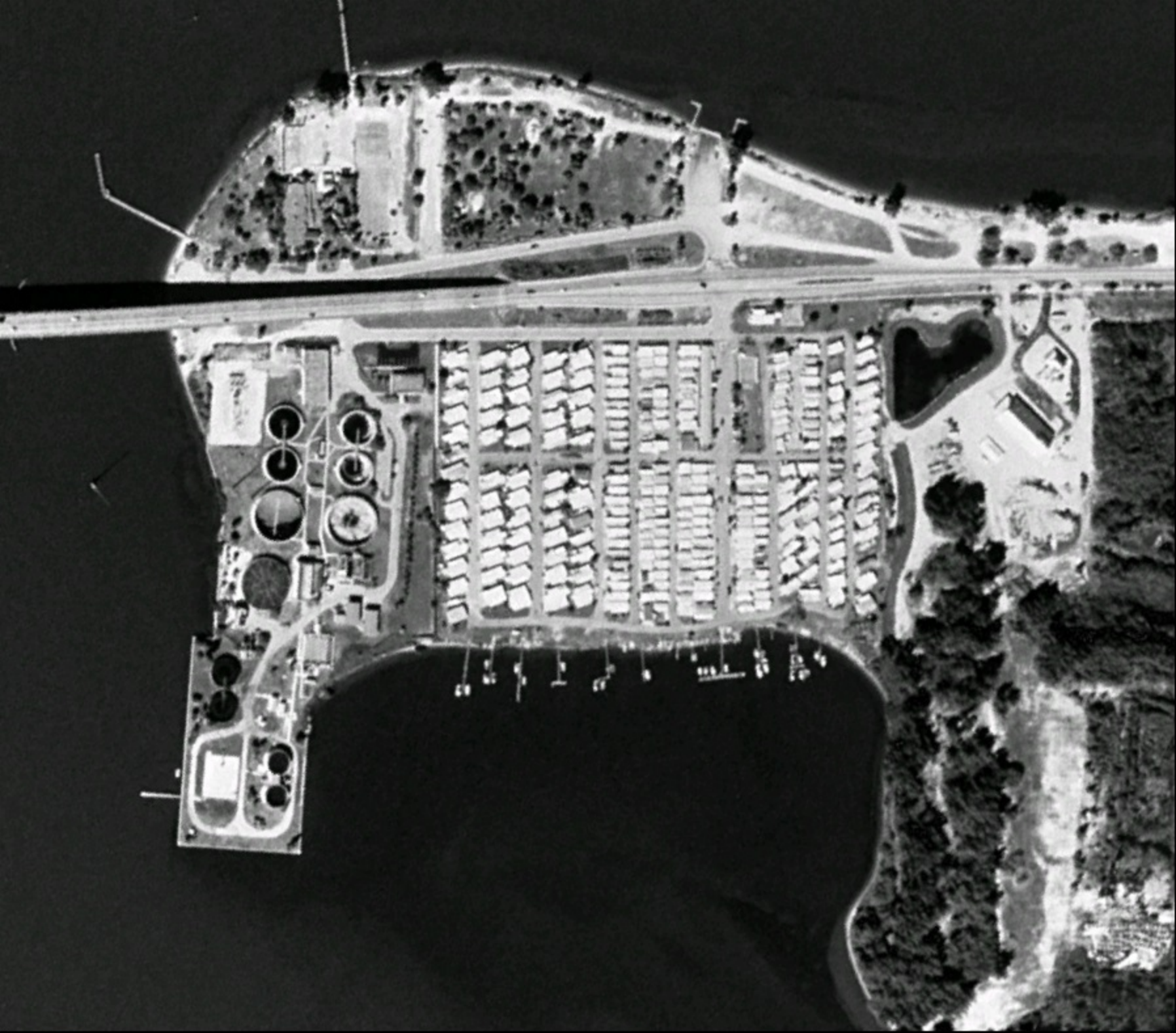
The proposal entails the rezoning of the subject property from R-3, Single-Family Moderate Density Residential to C-5, Tourist Commercial. These zones present distinct differences in intended purposes for development and use. The amendment would shift focus from single-family residential development to tourist related commercial and a variety of residential uses. Furthermore, amendment to the designation of the upland property also shifts the prospects of development within the aquatic area, as the prospective marine related uses also become tourist commercial centered, in contrast with limitations of accessory structures and uses associated with upland single-family development.



# 601 Seaway Drive

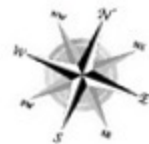
Site Aerial

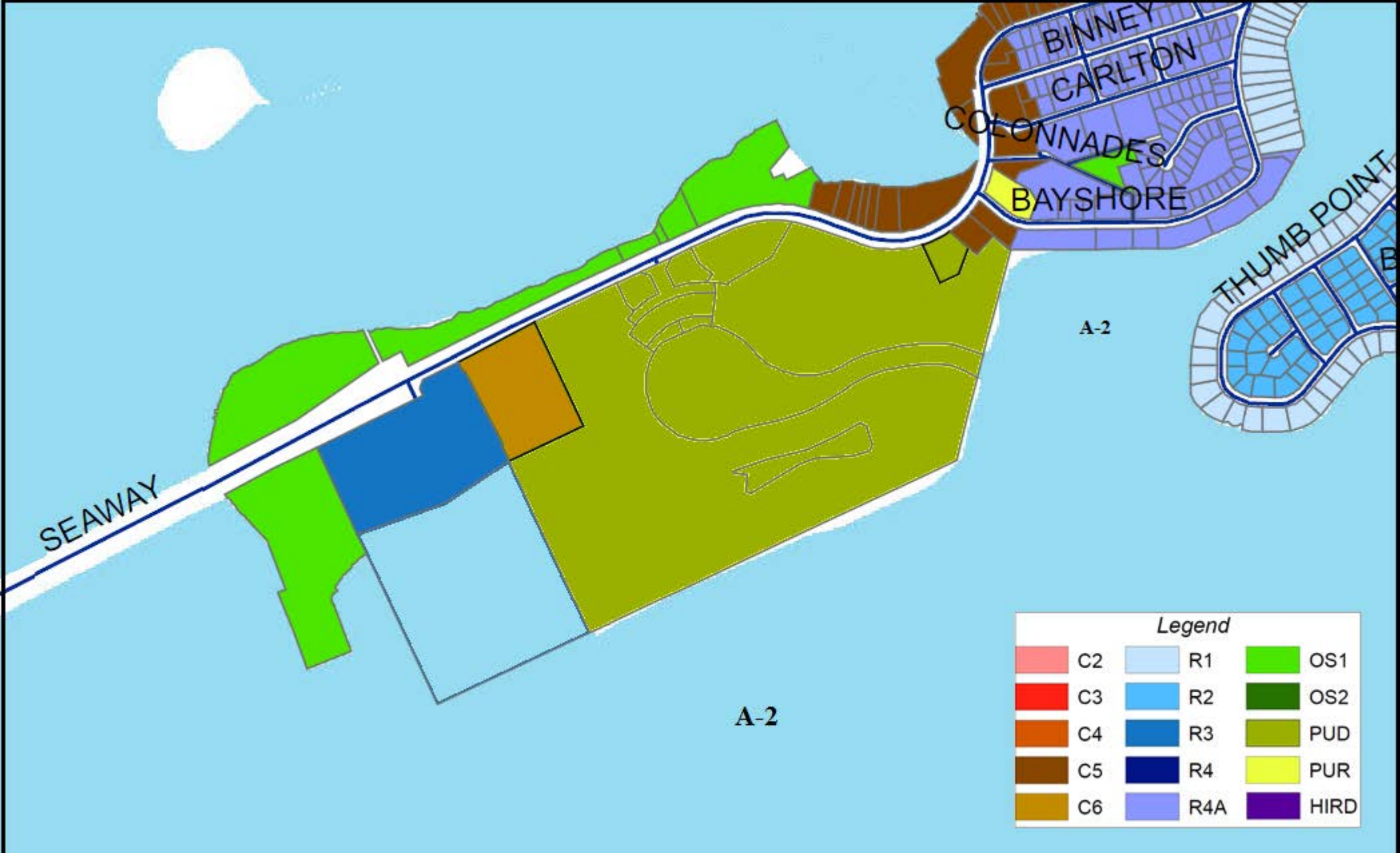




## 601 Seaway Drive

1999 Aerial - Former Causeway Mobile Home Park



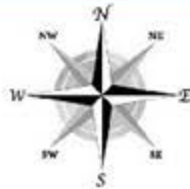


**Legend**

C2	R1	OS1
C3	R2	OS2
C4	R3	PUD
C5	R4	PUR
C6	R4A	HIRD



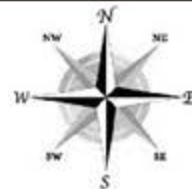
# 601 Seaway Drive Zoning Map





# 601 Seaway Drive

## Future Land Use Map



**GOP Table 1-1: Future Land Use Density/Intensity Summary Table**

<i>Land Use Category</i>	<i>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</i>	<i>Non-Residential Floor Area Ratio (FAR)*</i>	<i>Land Use Breakdown</i>
<b>RESIDENTIAL</b>			
<b>Low Density Residential (RL)</b>	1-6.5 du/ac	-	
<b>Hutchinson Island Residential (HIR)</b>	8 du/ac	-	
<b>Medium Density Residential (RM)</b>	6.5-12 du/ac	-	
<b>High Density Residential (RH)</b>	12-18 du/ac	-	
<b>COMMERCIAL</b>			
<b>Boundary Commercial (BC)</b>	N/A	1.0	N/A
<b>Neighborhood Commercial (NC)</b>	10du/ac	0.5	Residential uses may comprise up to 20% of the total floor area of the Neighborhood Commercial future land use designation.
<b>General Commercial (GC)</b>	15 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the General Commercial future land use designation.

<b>Land Use Category</b>	<b>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</b>	<b>Non-Residential Floor Area Ratio (FAR)*</b>	<b>Land Use Breakdown</b>
<b>Central Business District (CBD)</b>	30 du/ac*	3.0	Residential uses shall comprise a minimum of 25% of the total floor area of the Central Business District future land use designation.
<b>Marine Commercial (MC)</b>	15 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the Marine Commercial future land use designation.
<b>Urban Neighborhood (UN)</b>	15 du/ac	1.2	Residential uses may comprise up to 35% of the total floor area of the Urban Neighborhood future land use designation.
<b>MIXED USE</b>			
<b>Hutchinson Island Mixed Use (HIMU)</b>	8 du/ac	1.0	Non-residential uses may comprise no more than 20% of the total floor area of the Hutchinson Island Mixed Use future land use designation.
<b>Mixed Use Development (MXD)</b>	15 du/acre	1.5	Residential uses shall comprise a minimum of 40% of the total floor area of the Mixed Use Development future land use designation.

<b>Land Use Category</b>	<b>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</b>	<b>Non-Residential Floor Area Ratio (FAR)*</b>	<b>Land Use Breakdown</b>
<b>Offices - Professional and Business Services (OP)</b>	10-18 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the OP future land use designation.
<b>PUBLIC/INSTITUTIONAL</b>			
<b>Institutional (INST)</b>	N/A	1.0	N/A
<b>INDUSTRIAL</b>			
<b>Boundary Industrial (BI)</b>	N/A	1.5	N/A
<b>Industrial (I)</b>	N/A	1.5	N/A
<b>Heavy Industrial (HI)</b>	N/A	2.0	N/A
<b>CONSERVATION/OPEN SPACE</b>			
<b>Conservation and Open Space (COS)</b>	N/A	0.25	N/A

\* - Density bonus provisions are outlined in Policy 1.1.5 of the City's Future Land Use Element.

1.1.3 Policy:  
The City shall ensure that future land use designations are compatible with adjacent land uses both within and outside the City boundary.

1.1.4 Policy:  
The City shall administer Land Development Regulations consistent with the future land uses in this Element. The general description of each land use category is as follows:

## A. Residential

**Low Density Residential (RL):** The Low Density Residential (RL) designation is intended for parcels that are best suited for lower density residential uses. The predominant development typology will consist of single family detached housing but can also contain duplexes and multifamily residences. Limited commercial uses intended to serve the neighborhood shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed. This land use category ranges in density from 1 to 6.5 dwelling units per acre. This category combines the previously allowed Residential Suburban (RS), Residential Urban (RU) and Low Density Residential (RI) categories.

**Hutchinson Island Residential (HIR):** The Hutchinson Island Residential (HIR) designation is intended for parcels that are best suited for residential development on Hutchinson Island. This future land use category allows single-family detached and attached units, duplexes and multifamily residences at densities ranging up to 8 dwelling units per acre. Limited public uses and commercial uses that are compatible with the surrounding development shall also be allowed. The previous "Medium Density Residential Hutchinson Island (Rmhi)" has been renamed.

**Medium Density Residential (RM):** The Medium Density Residential (RM) designation is intended for parcels that are best suited for multifamily residential uses ranging in density from 6.5 to 12 dwelling units per acre. This category allows small-lot single family units and multifamily dwellings including duplexes, condominiums and townhomes. Limited commercial uses intended to serve the residential uses shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed. This category combines the previously allowed Medium Density Residential (Rme) and Moderate Density Residential (Rmo) categories.

**High Density Residential (RH):** The High Density Residential (RH) designation is intended for parcels that are best suited for medium to high density multifamily residential uses ranging in density from 12 to 18 dwelling units per acre. This category allows multifamily dwellings including apartments, condominiums and townhomes. Limited commercial uses intended to serve the residential uses shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed.

**Hutchinson Island Mixed Use (HIMU):** The Hutchinson Island Mixed Use (HIMU) designation is intended for parcels that are best suited for medium to high density and intensity mixed use developments on Hutchinson Island. The maximum residential density allowed within this category is 8 dwelling units per acre and the maximum floor area ratio (FAR) is 1.0. Non-residential uses may comprise no more than 20% of the total floor area of the Hutchinson Island Mixed Use future land use designation. The previous Medium Density Residential Hutchinson

Island/General Commercial (Rmhi/Cg) category has been renamed to Hutchinson Island Mixed Use.

## **B. Commercial**

**Boundary Commercial (BC):** The Boundary Commercial designation allows medium intensity commercial developments that are primarily intended to serve surrounding neighborhoods and residential areas. Uses allowed within this designation include general commercial, retail, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.0.

**Neighborhood Commercial (NC):** The Neighborhood Commercial designation permits lower intensity commercial developments that are primarily intended to serve surrounding neighborhoods and residential areas. Uses allowed within this designation include limited retail and commercial services such as convenience/grocery stores, beauty salons, day care facilities; offices; and multifamily residential. This land use designation allows a maximum density of 10 dwelling units per acre and a maximum FAR of 0.5. Residential uses may comprise up to 20% of the total floor area of the Neighborhood Commercial future land use designation.

**General Commercial (GC):** The General Commercial designation provides for higher intensity commercial developments or horizontal and vertical mixed-use developments. Uses allowed within this designation include multifamily residential, intensive and general commercial, retail, service, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows for a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Development shall include either commercial or mixed uses fronting major roadway corridors with higher intensity near major intersections. Residential uses may comprise up to 20% of the total floor area of the General Commercial future land use designation.

**Central Business District (CBD):** The CBD designation mixed-use high-rise development and single-use or mixed-use development that includes ground floor office/retail beneath residential apartments and condominiums. The CBD is intended to provide higher density mixed-use development within downtown Fort Pierce. Uses within the CBD shall include residential (condominiums and apartments); office including artist work and sales space; retail including boutiques, cafes, and restaurants; fuel sales; hotels/motels; parks and recreation; governmental facilities; complementary parks and parking facilities. This land use designation allows a maximum density of 30 dwelling units per acre and a maximum FAR of 3.0. Key characteristics of CBD shall include:

- Compact and intensive development pattern on a pedestrian scale;
- Buildings oriented to the street and define the streetscape and civic spaces;
- Development design that encourages pedestrian-oriented activities with plazas, cafes, bookstores, and restaurants that draw a variety of people;
- Vertical and horizontal integration of residential and non-residential uses;
- Good connection to transit and pedestrian facilities;
- Public parks and open space areas within walking distance of development;
- Parking that is integrated into street design and buildings or placed in separate structures; and
- Wide sidewalks with appropriate pedestrian amenities.

Residential uses shall comprise a minimum of 25% of the total floor area of the Central Business District future land use designation.

**Marine Commercial (MC):** The Marine Commercial designation is intended to promote commercial and industrial uses with a focus on marine related establishments along the waterfront. Uses allowed within this designation include marine-related light industrial activities and tourist activities, marinas, boat stores/boat repair, restaurants, retail shops, hotels, and offices. Multifamily residences also allowed in this designation. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Residential uses may comprise up to 20% of the total floor area of the Marine Commercial future land use designation.

**Mixed Use Development (MXD):** The MXD designation is intended to promote intensification, redevelopment, and revitalization of the areas targeted for live/work environments. This area is characterized by development that promotes the creation of well-planned centers designed to integrate a variety of complementary uses. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.5. All MXD designated areas shall contain a minimum of three (3) of the following general land uses:

- Residential (single-family and/or multifamily)
- Commercial – General and/or Neighborhood
- Commercial – Town Center
- Hotel (minimum 100 units)
- Office Uses – Professional and/or medical
- Industrial
- Institutional

Residential uses shall comprise a minimum of 40% of the total floor area of the Mixed Use Development future land use designation.

**Offices – Professional and Business Services (OP):** The OP designation provides for office and limited commercial developments or horizontal and vertical mixed-use developments. Commercial uses that do not directly sell, store, or display goods, and generate limited auto trips are allowed within this district. Permitted uses allowed within this designation include limited convenience commercial uses, restaurants, and hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. Multifamily residences also allowed. This land use designation allows a maximum density of 18 dwelling units per acre and a maximum FAR of 1.0. Residential uses shall comprise up to 20% of the total floor area of the OP future land use designation.

**Urban Neighborhood (UN):** The Urban Neighborhood designation is characterized by established pedestrian-oriented neighborhoods that allow for low-intensity boutique-scale commercial uses that support the nearby residential uses within the neighborhood; low-intensity workshops for fabrication may be appropriate as an accessory use. Design and performance standards will be based upon adopted individual neighborhood plans. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.2. Residential uses shall comprise up to 35% of the total floor area of the Urban Neighborhood future land use designation.

### C. Institutional

**Institutional (INST):** The Institutional designation provides for public, quasi-public and private institutional uses. Permitted uses within this designation include government buildings; private and public schools; community centers; colleges; public airports; public parking structures; major community facilities, including hospitals, non-profit medical facilities, medical facilities; religious institutions, and government offices. A maximum of 1.0 FAR is permitted.

### D. Industrial

**Boundary Industrial (BI):** The Boundary Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include intensive manufacturing and industrial uses, storage and distribution facilities and warehousing. This land use designation allows a maximum FAR of 1.5.

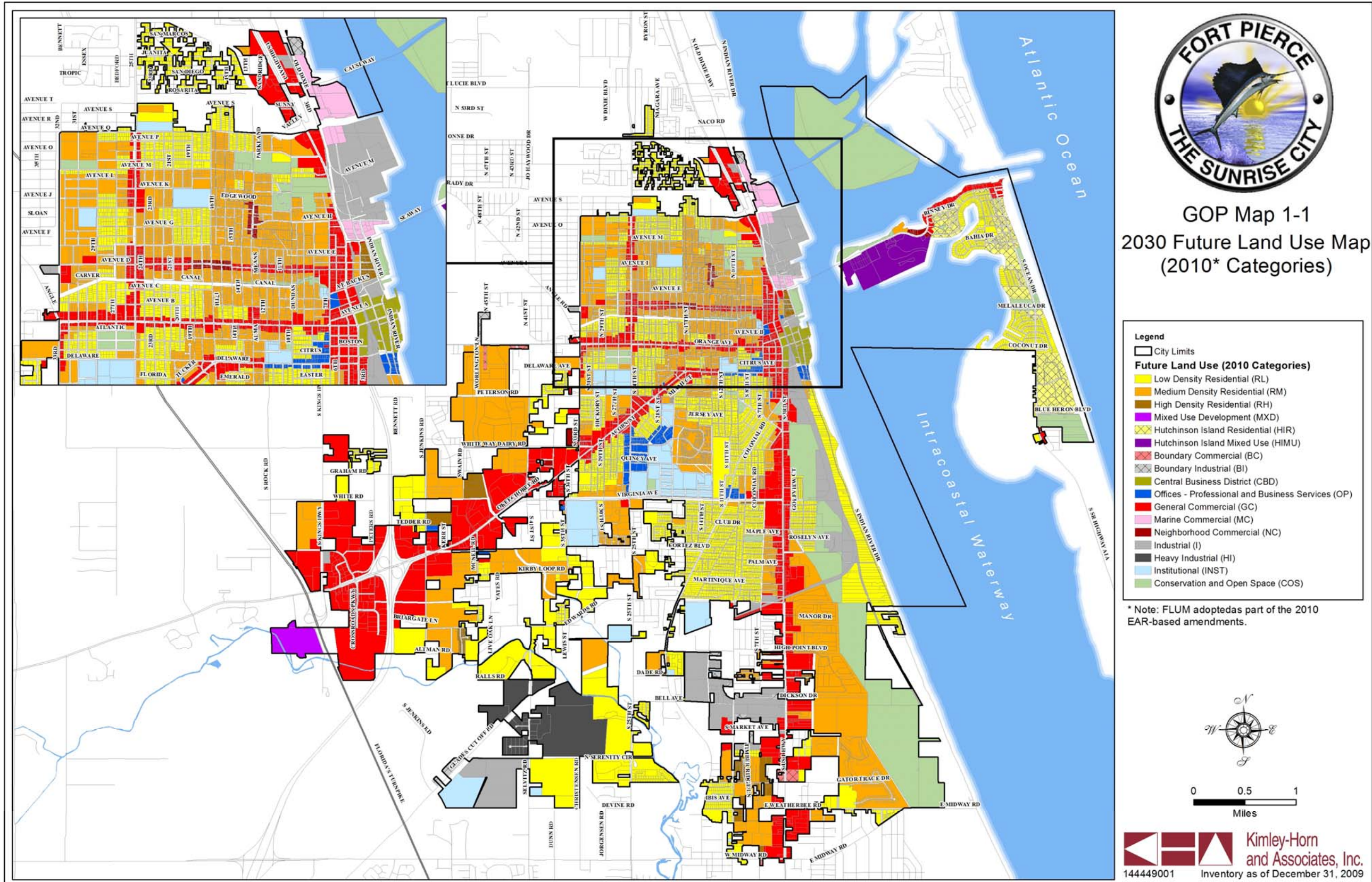
**Industrial (I):** The Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include light manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; research corporate parks, large business parks and mixed use office parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.5.

**Heavy Industrial (HI):** The Heavy Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include intensive manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; large business parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 2.0.

### E. Conservation/Open Space

**Conservation and Open Space (COS):** The Conservation and Open Space designation is intended to provide for the preservation, continued growth, and enhancement of the City's rich resource of conservation areas, parklands, environmentally sensitive areas, recreational areas and open spaces. The designation provides for natural, managed and cultivated open space, including, natural parks, woodlands, habitat, floodplains, areas with permanent open space easements, greenways, and recreational facilities. This category combines the previously General Open Space (Os), Recreational Open Space (Osr), and Conservation Open Space (Osc) categories. This designation allows a maximum FAR of 0.25.

GOP Map 1-1 - Future Land Use Map (2030)



# Towards A Destination

*A Community's Vision for the Relocation of the  
Fort Pierce Waste Water Treatment Plant*



City of Fort Pierce  
Marcela Cambior & Associates, Inc.

## CONTENTS

A		Acknowledgements
1		Executive Summary
2		The Charrette Process
3		A Basic Choice
4		The Goal
5		The Citizens' Master Plan
6		A Great Vision
7		Hotel Studies
8		Program
9		Financial Strategy
10		What's Next





# A CKNOWLEDGEMENTS

The vision for the Fort Pierce Western Peninsula, which includes the proposed relocation of the Fort Pierce Waste Water Treatment Plant, is the result of the hard work of a community and local government who aspired for a unified and cohesive plan for the area, and truly care about the community's future.

Our sincere gratitude to Mayor Bob Benton, Commissioner Rufus Alexander, Commissioner Edward Becht, Commissioner Thomas Perona, Commissioner Reginald Sessions; County Commissioners Chris Craft, Cris Dzadovsky, Tod Mowery, Paula Lewis and Frannie Hutchinson; the South Beach Association, City Manager

David Recor, County Administrator Faye Outlaw, City staff: Matthew Margotta, Leslie Olson, David Carlin, Kori Benton; City Attorney Robert Schwerer; Chief Ron Parish, Bill Thiess, Jon Ward, Chairman Weaver, SLC Planning Director Mark Saterlee; and all those who participated in the public planning process. A special thank you for all those who assisted the design team, especially Carole Mushier, Ashton DePeyster, Ramon Trias, Doris Tillman, Mary Chapman, John Parry and Roy Whitehead



# 1 EXECUTIVE SUMMARY

*Envisioned by residents and businesses working together, the Western Peninsula Master Plan is a collaborative effort, unified vision and business plan for the relocation of Fort Pierce’s waterfront Waste Water Treatment Plant. It is also a guide for future growth of the of the island and a strategy to further Economic Prosperity in the City.*

The City of Fort Pierce is a model for inspiration and wonder. It is one of the best examples in Florida and throughout the United States of a complete, sustainable community. The graceful character of the City is the result of the application of traditional town planning principles, an interconnected network of streets and blocks, exemplary architecture, remarkable civic spaces and a complete and integrated mix of uses. Like most traditional Towns and Cities, Fort Pierce’s great structure allows it to be resilient and easily adapt to change.

Over the past two decades, the City and its residents have worked together to create a vision for their future. Plans have been envisioned and largely implemented. As a result of a continued public involvement, the City boasts one of the best urban environments in the region.

But despite many successfully implemented projects, the City has yet to reach its full potential. Many businesses (particularly retail and restaurants) are struggling. A large percentage of the locals’(residents) shopping occurs outside the City’s boundaries, and despite the world class tourist attractions the City has to offer, tourism is not providing the economic engine it could to allow businesses to thrive. The job market is still in need of expansion, and



there is a need for more people to call Fort Pierce “home” year round.

The lands on the western tip of Hutchinson Island – also referred to as the “Western Peninsula”, present an opportunity to strengthen the City as a destination and an economically prosper hub for its residents and the region as a whole.

With this in mind, on March 17th, 2012, City and community got together once again to decide the future of the Western Peninsula of Hutchinson Island.

The Waste Water Treatment plant located on the westernmost end of the island announces arrival to the beach and its neighborhoods, “anchors” the City’s outstanding amenities (beaches, parks and museums), and lines one of the most diverse and pristine natural environments in the country.

United, City and residents addressed specific planning issues for the Western Peninsula, and requested that the City develop a plan and strategy for the ultimate reloca-

tion of the waste water treatment facility. Participants in the effort expressed their desire to create a plan for the area that will not only ensure that growth and inevitable change happen on the community’s terms, but also that this generation leaves as worthy a legacy to future generations as the one inherited from past ones.

The public workshop was held at the River Walk Center, and was well attended by over 200 residents, property and business owners, representing a good cross section of the community.

During the workshop, citizens, the business community and elected officials, with the assistance of a professional team of consultants, addressed the many challenges affecting the study area, and proposed specific solutions. The overall Master Plan and specific project plans and sketches included in this Report are conceptual in nature, provided to graphically illustrate one possible solution to an identified problem or opportunity. They are not meant to represent the only solution, but to provide a starting point for additional discussion and detailed design.

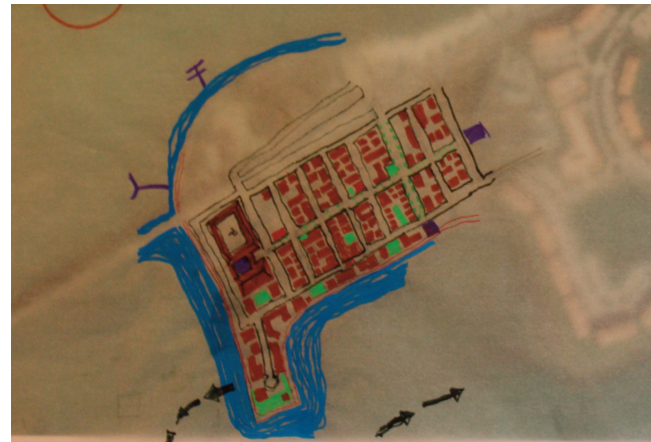


# 2 THE PUBLIC PROCESS

Over 200 residents, business and property owners and community leaders participated in the day-long event.







The Citizens' plans.



# 3 A BASIC CHOICE

## IF OR WHEN?

### THE QUESTION:

Should the Waste Water Treatment Plant be relocated?

*During the charrette, participants were asked to answer this but fundamental question.*

### THE CONSENSUS:

Yes.

*Planning for the area should be aimed at the eventual relocation of the Plant.*

### THE CONDITION:

Not at the community's expense.

*Relocation costs should not result in increases taxes or utility fees for residents, property or business owners.*

To that extent, this report analyzes and exposes the different alternatives and implications of this community decision, and recommends a process for its implementation.



# 4 THE GOAL

To **DEVELOP** a business strategy and Master Plan for the relocation of the Fort Pierce Waste Water Treatment Plant and surrounding areas that:

- a) announces arrival and sets a dignified stage for the island,
- b) preserves and enhances surrounding natural resources and compliments surrounding parks and beaches,
- c) allows public access to the waterfront,
- d) promotes connectivity,
- e) defines and enhances the existing greens and open spaces as a greenway system,
- f) implements a “blueway”,
- g) complements and supports the City’s existing retail and businesses,
- h) preserves and improves the residents’ quality of life, and above all,
- i) accommodates uses that will further job creation and economic prosperity for the community as a whole,
- j) ensures predictability.



# 5 THE CITIZENS' MASTER PLAN

THE CITIZEN'S MASTER PLAN IS A COMMUNITY-BASED EFFORT TO CREATE A VISION FOR THE NORTH HUTCHINSON ISLAND WESTERN PENINSULA AREA THAT PRESERVES, ENHANCES AND COMPLEMENTS THE SURROUNDING NEIGHBORHOODS AND THE CITY, WHILE BALANCING THE AMOUNT OF DEVELOPMENT NECESSARY TO ENSURE THAT THE COST OF RELOCATING THE WASTE WATER TREATMENT PLANT IS PAID OVERTIME BY DEVELOPMENT OF THE PROPERTY, AND DOES NOT BECOME A COST TO BE ABSORBED BY THE COMMUNITY.

The Master Plan aims at **ENSURING PREDICTABILITY** not only for investors, but for the citizens and community as a whole. To do this, it sets a series of Goals that seek to:

- 1) **ANNOUNCE ARRIVAL:** Marking the entrance to Hutchinson Island and the Beaches with development and physical improvements worthy of the City and its residents;
- 2) **COMPLIMENT THE EFFORTS AND INVESTMENT IN EXISTING PARKS AND BEACHES:** by establishing a system of interconnected public open spaces and public beaches. This is a system of greens, parks, plazas and boardwalks (or Rambla) that connect to, and build upon the existing public park system in place in the area and honors and enhances existing civic and public facilities;
- 3) **PROVIDE ACCESS TO THE WATERFRONT:** Making the waterfront publicly accessible as is the culture of the City;
- 4) **ESTABLISH AN INTERCONNECTED NETWORK OF STREETS AND BLOCKS:** A system that can accommodate different increments of development and provide flexibility to house all necessary and complimentary uses in a variety of locations and in a manner that can be done over time and incrementally;
- 5) **DEFINE AN INTERCONNECTED SYSTEM OF GREENS, PARKS AND OPEN SPACES:** Connecting existing parks, greens,

and waterfront paths with new proposed ones to create one of the most extensive and unique public amenities in the region.

6) **IMPLEMENT A "BLUE WAY":** Establishing water connections between the City's special districts ( the island, downtown, and the port) that is both a means of transportation and a tool to enhance economic competitiveness.

7) **ESTABLISH COMPLIMENTARY COMMERCIAL AND RETAIL USES:** Located in a manner that supports those already in place in the City, and in an appropriate scale and direct relation to the location of new and existing development.

These Goals of the Citizens' Master Plan and the physical elements necessary to achieve these goals need to be adopted by the City's leadership, classified, valued and quantified. Achieving these Goals will result in the ultimate reorganization of land use entitlements for the area. This reorganization will provide a framework to modify or increase development rights to enable the relocation of the Waste Water Treatment Plant and fulfill specific community needs and desires, while preserving and enhancing the residents' quality of life.



This classification, value and quantification need to be determined and considered either at the time of reorganizing and changing land use entitlements (preferred), or when a clear set of development regulations (e.g. a form-based code or design regulations) is established to implement the plan. A matrix depicting both a classification and possible quantification is shown on this page.

Increases shall be considered only if necessary to enable the ultimate goal of relocating the Waste Water Treatment Plant, attracting a much desired resort hotel or job generator to the City, or achieving design-specific improvements such as the provision of public waterfront. To that effect, a final matrix with specific quantification (bonuses) needs to be developed.

For the purpose of applying increase bonus factors, design compliance with intended added values and degree of fulfillment of the Citizen's Master Plan Goals will be determined by staff and ultimately approved by the City Commission.

Finally, this plan *suggests increments to existing densities, permitted uses and height*, but only to be awarded as a result of the direct provision of design and implementation of the Goals and physical elements outlined in this report.

## VALUE AND BONUS MATRIX

Added Value	Description	Bonus Factor	Height Increase
Publicly Accessible Waterfront	- Minimum 50% - Every Addt'l 10%	1.75 1.1	Yes, <b>up to 1</b> addt'l story
Parks and Public Open Spaces	- Within fabric - Waterfront	1.1 1.25	No
Resort Hotel	- With public ground level that engages the street	2	Yes TBD
Blueway	- Within fabric - Waterfront	1.5	No
Civic Buildings and Infrastructure	- Within fabric - Waterfront	1.5 1.75	Yes, <b>up to 1</b> addt'l story
Public Parking (shielded)	- Surface - Structured	1.1 1.75	No

*NOTE: The bonus factors shown here are merely depicted as examples. Actual bonus factors need to be determined at the time of either amending entitlements (preferred) or creating specific development regulations for this area. Also note that height increases are offered "across the board". Extense of height Increments shall be determined in accordance to the value added.*



## OTHER IDEAS PROPOSED BEYOND MAIN GOALS

In addition to the Goals of the Citizen's Master Plan are numerous programmatic ideas proposed both during the public event and as part of other reports developed by residents and stakeholders such as "The Big Idea".

All of these feasible ideas include:

- Marinas (currently undergoing review and approval process)
- Water sports (including a sailing club that could be operative immediately prior agreement of the parties on the privately owned vacant land east of the waste water treatment plan)
- Seaplane landing areas
- Education and research facilities

It is important to highlight that this community plan may be developed incrementally (i.e. the private and public parcels independently, as well as on a block-by-block basis within each parcel) and has built-in flexibility to allow for an extensive program and diverse location and organization of its elements listed on pages 12 and 14 (e.g. proposes two alternate approaches to locate first class resort hotels).







# 6 A GREAT VISION. AN EVEN GREATER FUTURE.

In the tradition of the City's exceptional architecture and urban design, future development of the site currently occupied by the Waste Water Treatment plant and surrounding parcels shall seek exceptional quality. This development will set the stage to attract a much desired resort hotel and further the aspiration of becoming a competitive world-class destination.

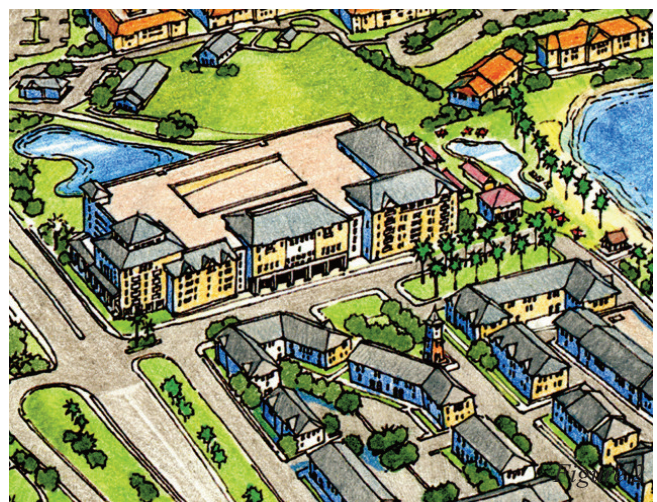
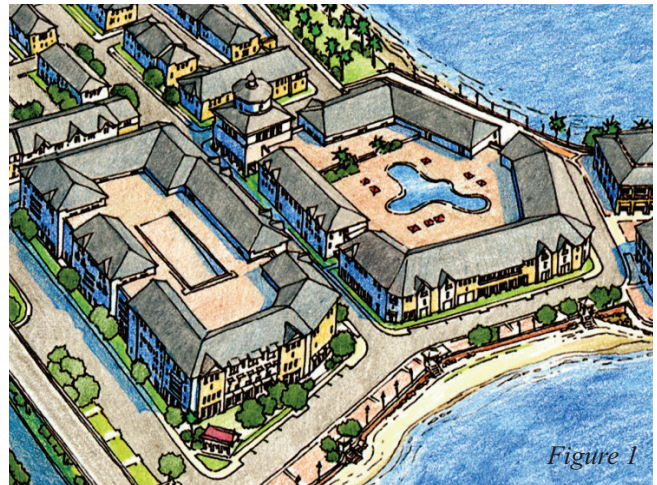
The residents envision this area as a place where the best concepts in town planning are applied to create an ideal urban experience in harmony with nature.

The approximately 36 acre site (18.7 WWT +17.5 privately owned) which occupies the last piece of beachfront property on the Treasure Coast Region, offers exceptionally long and uninterrupted views along the intracoastal waterway and just over 25 acres of submerged lands. If designed appropriately, it will enhance a condition unique to this area: the provision of both oceanfront and intracoastal beaches on pristine waters. A situation rarely available in the entire southeast Florida, and a powerful marketing tool for the City.

The site is additionally located adjacent to a 65' tall bridge. And while moderate height may result necessary to achieve unique views where the bridge blocks them, this setting and configuration allow for the denser concentrations and any additional height to be shielded by the bridge itself, and to ensure that in a transect-like manner, less intense development extends towards the neighborhoods, parks and beaches, and the most intense sits by the bridge (ideal) or at the edge of the property (if neces-

sary for second hotel site on vacant land).

Seeking to achieve an overall feeling of calm and simplicity for the town, the Plan accommodates not one, but two sites (*Figures 1 & 2*) where a resort hotel with extensive supporting meeting and conference space and special event facilities. The purpose of identifying two sites is to



demonstrate how this use can fit on either or even both parcels, providing flexibility in the development process and a more competitive palette of options to attract the ultimate end-user.

Both parcels accommodate waterfront resorts and allow for exceptional views. The Hotel shown on Figure 1 fronts the water in a more urban manner. The hotel depicted on Figure 2 is directly connected to a sandy beach area. In this case, care and consideration to the transition to the property to the east should be taken.

Both hotel sites have been tested against four other first class, urban hotels to determine appropriateness of scale and layout. Proposed hotels respond to first class hotel room size, quantity and amenity requirements.

It is important to note that the direct connection to the beach where development meets the shore without a public road or sidewalk occurs on the edge of the site, so as not to interrupt the flow of public access. If appropriately designed, this condition could be replicated anywhere on site without impeding public access and connectivity.

All interior streets lead to the beach, with views of the water kept clear for as great a distance as possible. Special structures at the end of each street allow public access to the water and allow the public to step down into the lagoon.

An obelisk-type structure is located in a strategic corner, where water views are available in every direction. If this structure is designed in a manner to allow pedestrian access (as do many lighthouses), it would become a highly visited tourist attraction.

Both waterfront streets lead to a waterfront market. This serves as the primary gathering place in the community. As a beach-style urban center unlike any other in the region, the market will be a truly unique feature for the City.

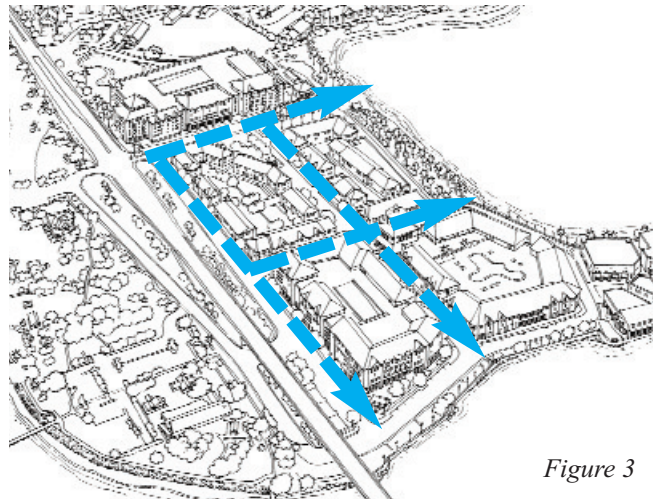


Figure 3

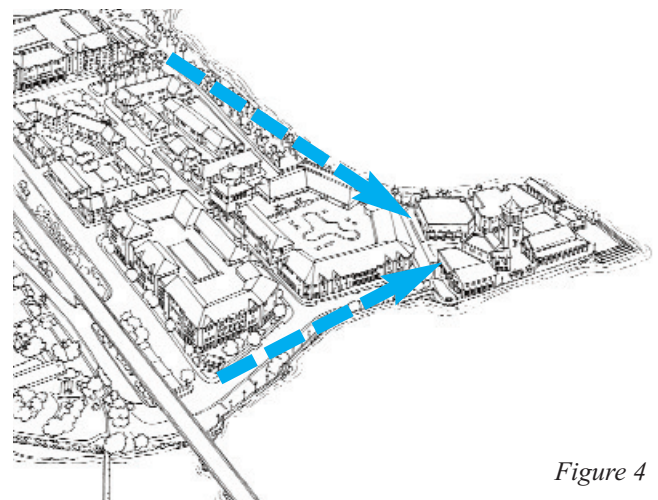


Figure 4

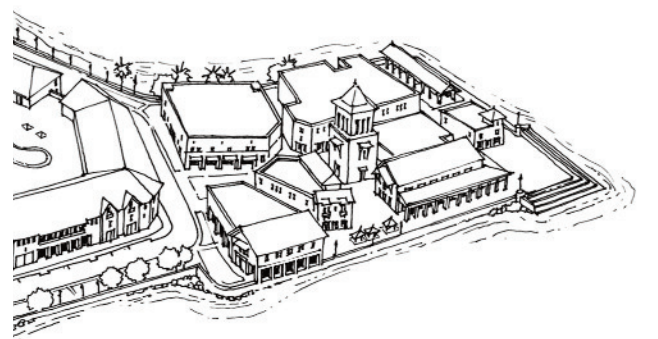


Figure 5



At the tip of the peninsula, wide steps lead down to the pristine emerald and turquoise waters that only Fort Pierce has to offer, and provide an ideal setting to enjoy the sunset over the City.

This architectural style and setting (see example images to the right) are aimed at ensuring the creation of place, which is only accomplished by development an interconnected network of streets lined with buildings, and the creation of safe and comfortable public open spaces.

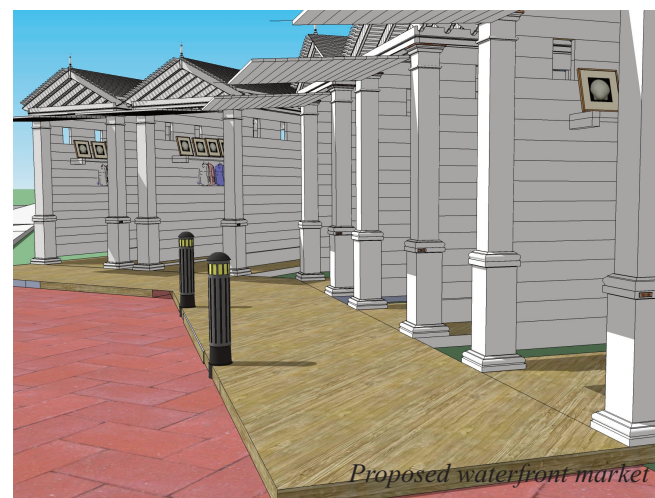
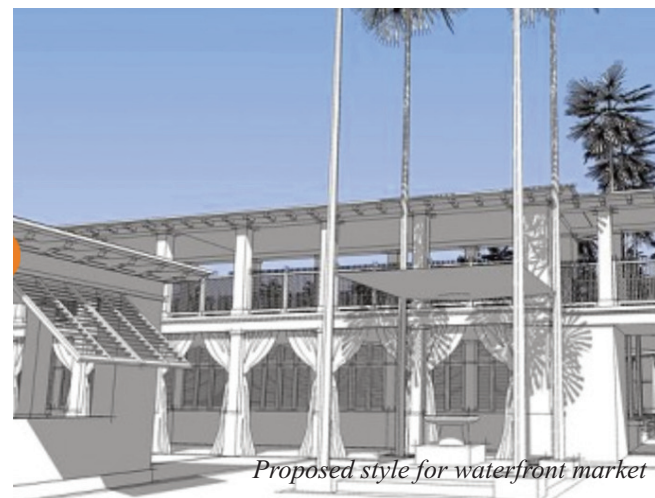
Arcades, porches, cafes, small cottages acting as retail stores complete the waterfront market.

Piers and docks become the setting for an “interconnected blue-way”, with the inclusion of a water taxi or tourist water-based attractions (kayak, canoes and boat rentals, eco-tours, boat excursions, etc.)

Two to three-story (and occasionally up to four-stroy), multi-family residential buildings and attached single-family homes (townhouses) line the remainder of the streets.

The analysis conducted has not identified a need to increase height beyond the four stories currently permitted strictly to accommodate residential uses. If the City chooses to increase height beyond this for residential uses, it should be limited to specific locations, and only allowed if or when the fabric is complete so as to not hinder demand. Height beyond four stories is only proposed for hotel sites.

The City should also employ and require from future developers the best available urban design and architecture techniques to create harmonious relationship between humans and the environment. Combined with the pedestrian friendly, mixed-use plan, these techniques will make Fort Pierce a leader in ecologically sound living in Florida.





Examples of vernacular architecture that is beach-appropriate, in multiple story, residential, mixed use and hotel type buildings.

Excellence in design and variety should be a requirement for development.





*Waterfront Hotel*



# 7 HOTEL STUDIES

Incorporating hotels into a City's plans for the future has historically been one of the most cumbersome components of development and redevelopment. Cities usually have to aggressively compete for first class hotels, and this many times results in attempts to fulfill programmatic needs that contradict a community's vision.

Very few destinations worldwide are so desirable to the tourism industry that they can require national hotel chains to modify typical models to conform to local regulations. Such is the case of Key West, FL. or Charleston, S.C., where first class hotels abide by strict height, parking, placement and design regulations. In Miami Beach, FL., first class hotels will happily remodel historic buildings following strict historic preservation regulations just for the privilege of having a presence at this desirable location. Most other towns and cities, including large international destinations such as downtown West Palm Beach need to compete aggressively for this coveted end user, and this competition usually results in compromises to a community's ultimate vision for the area. It is even harder to enter this competition for places, such as the City of Fort Pierce, which are not yet established as desirable first class or resort hotel markets.

The City of Fort Pierce has a great potential to establish itself as a sought out, unique, desirable destination. Unparalleled natural resources, recreational boating and world-class fishing tournaments, a distinctive built environment, a diversity of civic uses, museums, research facilities, an international port and airport, are just a few of the features the City has to capitalize on to be seri-



Figure 1



Figure 2



Figure 3



ously considered by the tourism and hotel industry. To accomplish this, the City will need to seek design an aggressive marketing campaign, and seek outside assistance from a qualified hotel broker who understands, believes and can effectively communicate the community's vision, the area's value and the inward investment work that has been ongoing in the City during the past two decades.

It is important to note that the Citizens' Master Plan does not limit hotels in height or size, but does propose specific placement and accessibility. This intentional, "open-ended" intensity is aimed at facilitating the hotel development process and engage the locals in understanding the dynamics of the hotel market and ensuring a process that expeditiously removes obstacles to attracting hotel investment while preserving a community's vision.

The City Commission will additionally have to seek further input from its residents to define how much intensity is acceptable within the community's vision, as this is an issue that was not discussed in depth during the public involvement event.

This report strongly recommends that when seeking the appropriate hotel for the area, this be done by a marketing consultant with experience in traditional development and historic destinations, and that the entire Master Plan and vision be advertised.

## HOW OTHER'S DID IT

Three first class hotels that have altered their conventional models in order to have a presence in desirable tourist destinations have been included in this report. The purpose of this inclusion is to showcase areas that have successfully attracted first class resorts and hotels, and have done so without compromising the built environment. These examples compare placement, scale, uses, land impact, and height treatment.

The hotels in this comparison are:

- Ritz Carlton Southbeach (Figure 1)
- Westin Key West (Figure 2)
- Charleston Place (Figure 3)
- St. Augustine Hilton (Figure 4)

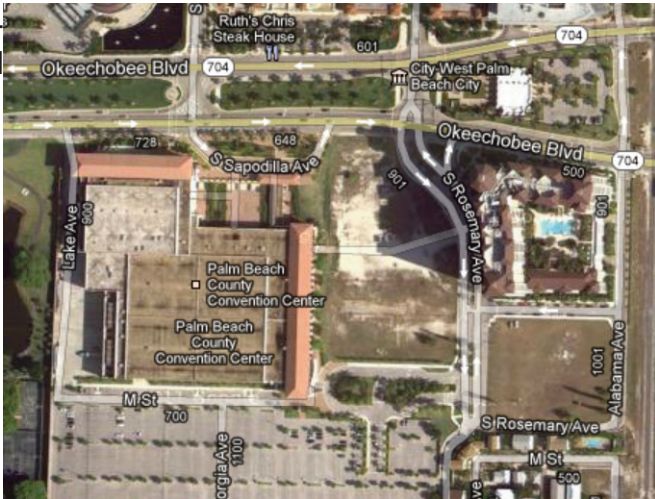
Both the Ritz Carlton and the Charleston Place Hotel (Figures 1 & 3), have a 2 to 4 stories high base that match the height of the surrounding fabric, and place additional height in tower elements set back from the street.

The Key West Westin accumulates room quantity and amenities within the height limits established in the City's Code. The St. Augustine Hilton takes the same approach. It is important to note here that these cities not only have strict development codes, but are such desirable tourist destinations that mainstream, first class hotels are amenable to changing their conventional models in order to have a presence in the city. This condition is hard to achieve in places that still need to establish them-

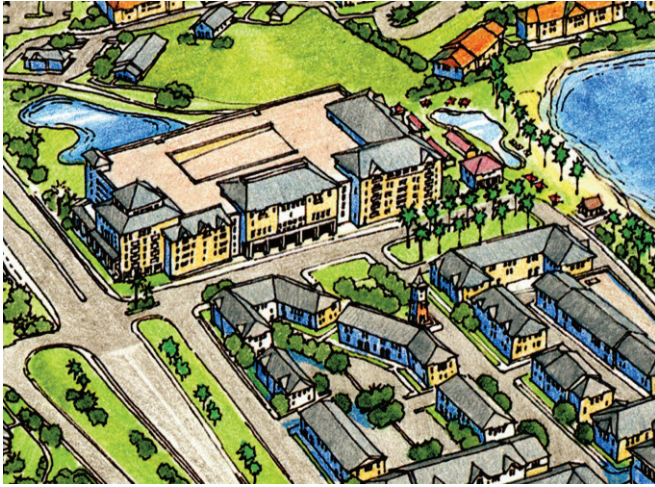


selves as destinations.

The images on pages 24-25 show how resort hotels with extensive program can be carefully embedded within the urban fabric and contribute to the creation of four of the most

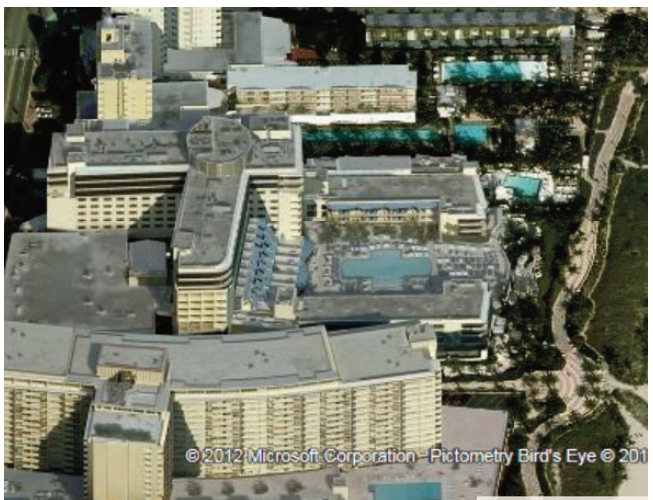
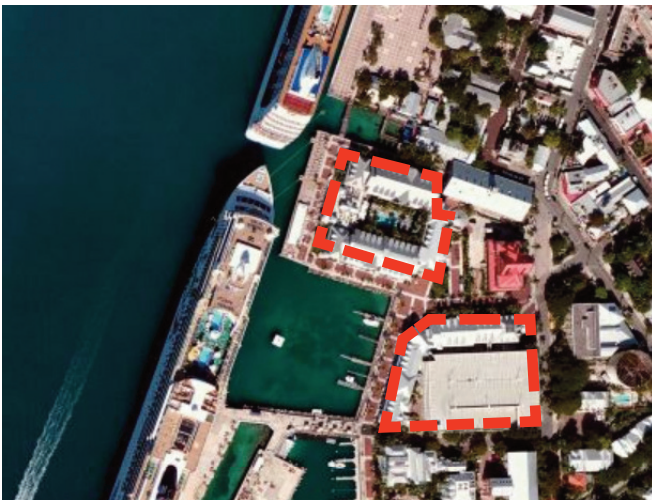


tourist destinations in the world. Attracting first class hotels is challenging. After almost a decade working to attract first class hotels to downtown West Palm Beach, the hotel site next to the convention center still lies vacant. Through an aggressive marketing campaign, the City was able to attract a first class hotel within the downtown's fabric.



The Citizen's Master Plan identifies two potential locations for first class resort hotel(s).





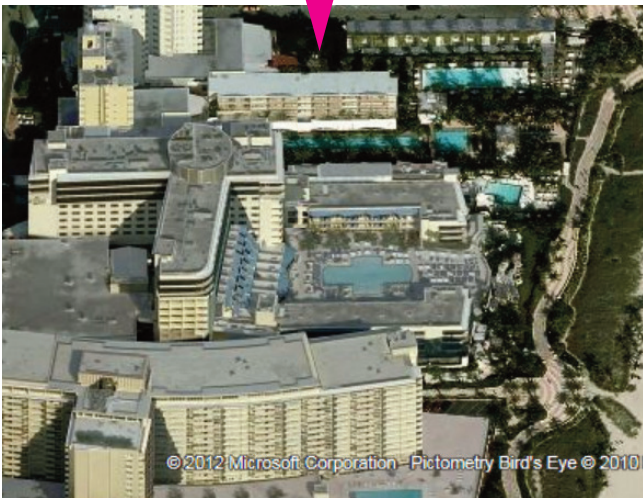


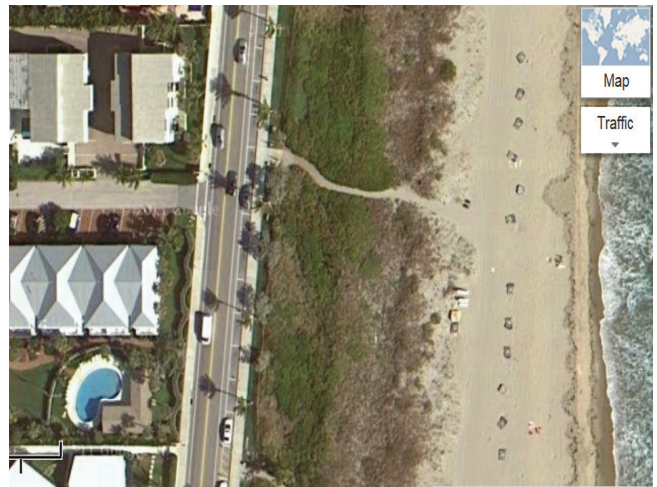


Figure 4



Figure 4

When the destination is very desirable to hotels, they are willing to “break” their conventional type and adapt to the local government’s requirement. Such is the case of the St. Augustine Hilton, built in the late 2000’s to resemble detached, two and three story mixed use buildings.



Public Access to the waterfront can be achieved whether a hotel fronts a public street that borders the water, or is directly adjacent to the sandy beach, as shown in images above.



# 8 PROGRAM

## IMPLICATIONS OF RELOCATION COST UNDER CURRENT REGULATIONS:

A preliminary analysis of implication of current regulations on relocation costs shows that:

- Under currently allowed density, it is possible to build up to 150 residential units.
- Under currently allowed commercial uses, it is possible to build up to 162,914sf of commercial space (retail/office/hotel/etc., in addition to residential program)
- Under current Floor Area Ratio (FAR), it is possible to build 814,572sf.
- The current FAR allows for each of the 150 residential units in a single-use development as the one to the east, to be up to a maximum average of 4,344sf.
- This density and relocation costs result in a cost incidence per residential unit of \$668,500.00. This is not a feasible base incidence.
- 162,914sf of commercial space yield a hotel with meeting rooms, amenities and support program yields roughly 317 rooms. A first class hotel typically has 500 rooms.
- The base cost incidence in this scenario per hotel room is \$63,100.00. Developing a hotel with this base cost incidence is unlikely under current market conditions.
- It is possible to build the currently allowed density and intensity without exceeding 3 stories in height.

### CURRENT CONDITION ANALYSIS WASTE WATER TREATMENT PLAN SITE

Total Acreage (WWT)	18.7 acres (814,572sf)
FAR	1
Developable area	814,572sf
Commercial area	20% (162,914sf)
Maximum Height	45'
Density	8du/ac
Projected Relocation Cost	\$100,000,000.00
Cost Incidence per acre	\$5,347,593.00
Cost incidence per unit	\$668,500.00
Cost incidence per hotel room	\$63,100
Millage rate (2011)	5.7384

*Under current regulations, only 20% of the development may be dedicated to commercial uses (e.g. hotel/resort). This number reflects an 80% residential 20% commercial program split.*

### CURRENT CONDITION ANALYSIS PRIVATELY OWNED SITE

Total Acreage	17.43 acres (+ submerged lands)
Developable area	759,250sf
Commercial area	151,850sf (20%)
Maximum Height	45'
Density	8du/ac
Cost Incidence per acre	\$ Solely dependent on the cost of land and hard and soft development soft costs.



## PRELIMINARY CONCLUSIONS:

- With projected relocation costs ranging between 70 and 110 million dollars, the base incidence for development is such that construction will unlikely be financially feasible even if the maximum development potential under the Future Land Use is allowed.
- A 1st class hotel typically has 500 rooms (although there are successful resorts that have less than 500 rooms). The current commercial allocation does not contemplate this size of facility.
- A 500 room hotel requires a minimum of 256,410sf. plus additional area for supporting uses (outside of those provided by hotel).
- If a hotel is built, under current regulations there would not be sufficient development intensity available to support additional commercial uses (restaurants, retail, etc.) critical to the success of the hotel.
- The allowed FAR is such that it is possible to increase density from 8du/ac to an average of 23du/ac without changing the overall built area currently permitted (i.e. without changing size of buildings allowed). Given the property's FAR of 1, the above figures would allow for 150 residential units at 4,344sf each. A more marketable unit size averaging 1,500sf per unit would yield 434 units.
- If the site is to be developed on its own, (i.e. without any financial assistance, an FAR of 7.5 (equal to half of Manhattan's) and appropriate mix of uses would be necessary to absorb the current land plus Waste Water Treatment plant relocation costs at market rate. *This type of intensity is not inconsistent with the City's character and community's desires, but unlikely to be marketable in the area.*
- *Current projected relocation costs will result in improbable interest on the site due to financial implications.* If the cost of relocating the plant is not addressed independently from development on the site, financial assistance (outlined here and further described in Chapter 9) is necessary.

## PROPOSED DEVELOPMENT STRATEGY

There are numerous ways to finance and develop this site. This report outlines a simple option that is based on "removing" the plant relocation cost from the land transactions (sale & development). This is in essence a "land-cost-only" development scenario. As a simple example, when a house is sold, it is generally sold for its actual value, not for the value of the house plus the cost of building a new house elsewhere.

It is important to point out that this option contemplates the relocation cost, but foresees this relocation cost being absorbed by a combination of local, state and federal funds, FPUA bonds, and by the ultimate (and fundamentally) revenue generated by new development on the site overtime.

In this scenario, land value is estimated at a maximum of \$21,000,000.00 (most probably 16.5 to 17.5 million in today's market).

### Estimated Development Program Under Land-Cost-Only Scenario Consistent with the Community's Vision:

- A balanced mix of uses allowing:
  - Residential uses of up to 23du/ac
  - Four-story height for residential uses
  - Retail/Commercial uses in the form of a Neighborhood Center (per the industry's definition), of up to 45,000sf. This Neighborhood Center contemplates the demand for the entire Master Plan as proposed. This is proposed independently and in addition to hotel uses.
  - Up to two Hotels (limiting form, not intensity or height)



## 9

## FINANCIAL STRATEGY

THE DECISION TO RELOCATE THE WASTE WATER TREATMENT PLANT HAS A  
SIGNIFICANT ECONOMIC IMPACT FOR THE FUTURE OF THE AREA.

The Citizens' Master Plan for the area is a single, cohesive and integrated plan and its implementation and design are not dependent on financial or partnership arrangements between the two developable sites impacted (i.e. the Waste Water Treatment site and the vacant site to the east of it). This means that independently of the financial agreements or timing of development of either site, the principles embedded in the Citizen's Master Plan shall apply, and the result will be a cohesive and integrated network of streets and blocks as outlined in the Community's Vision.

Financial analysis scenarios conducted indicate that there is great benefit associated with planning and marketing both sites jointly. **Combining the parcels as a "packaged proposal" broadens possibilities and increases the City's ability to attract a larger number of qualified developers.**

#### GENERAL CONCLUSIONS:

##### Regarding Program and Development:

1) Development can occur on either buildable site independently (i.e. the Waste Water Treatment Plant site can be developed without participation of the adjacent vacant site. Financial studies conducted to prepare this report

assume both single-site and combined site development scenarios). It is ideal, but not necessary to combine both sites to allow for the development envisioned for the area to occur). This statement is of ultimate importance as it has direct impact on programmatic allowances, increases relative to the maximum densities and intensities currently allowed, and the process established to determine such potential increases.

2) Development potential on the vacant site may be hindered until the decision to relocate the plant is officially adopted and funds identified; or until relocation efforts effectively commence.

3) A delay in the development of the vacant site could affect financing for the overall proposal and negatively impact the City's ability to attract development or fund improvements.

4) Increases in density and intensity are only necessary as a result of the cost of relocating the Waste Water Treatment Plant.

5) Increases in density and intensity for parcels other than the Waste Water Treatment Plant are proposed solely to: a) attract a use that was indicated as desirable by the community (i.e. a resort hotel); and b) to encourage physical improvements that are important and valuable to the residents of Fort Pierce.

6) Proposed uses, program, density and intensity should be defined within the parameters established in Chapter 8.



7) Increases in densities, intensities and height should only be allowed only in exchange for the implementation of the principles and uses as outlined in the community's vision.

### Regarding Relocation Cost:

A number of development scenarios have been tested as part of this effort and are based on relocation costs ranging between **\$70,000,000** and **\$110,000,000**\*<sub>1</sub>.

8) Cost of relocation expressed above, while accurate, is determined (for the purpose of this report) as a range. The exact relocation cost and will be determined by many factors, not the least of them being the economic environment at the time of construction. More accurate estimates cannot be exacted until an official decision to move the plant is made, a "relocation committee" or similar body is appointed and established, and an independent or public bidding process is entered into.

9) The cost to relocate the Waste Water Treatment Plan cannot be fully absorbed (i.e. recovered) by a simple land-sale transaction.

10) In order for to attract cost-feasible development (whether residential, commercial, or mixed), the land on which the Plant sits needs to be sold at its assessed value based and be based on actual development potential.

11) Based on the different development scenarios and

*1*Costs as determined by CMHHILL report minus adjustments to reflect a reduced contingency fee and current land and construction costs.

*\*2* Land value reflects 2012 sales and construction estimates, and should be adjusted to reflect actual costs at the time of sale.

relocation cost estimates, to position the City in a competitive negotiating process, ideal land value should range between 15% and 25% of the total estimated relocation costs (between \$16,500,000.00 and \$17,500,000.00\*<sub>2</sub>). It is recommended that land value in the current market should not exceed \$21,000,000.00

11) Cost of relocation will only increase with time (given the particular economic climate at the time this plan is being prepared).

### Regarding Funding:

12) Funds identified for the upfront relocation costs include:

- Land sale revenues - 15% to 25% (\*<sub>2</sub>)
- Bond Financing (FPUA) (up to 60%)
- Regional, State and Federal Funding and Grants
- City/County/FPUA earmarked (current or future) funds
- TIFF funds (CRA)
- Special District and Plan Area Development Impact Fees
- Revenue from utilities
- Cash Reserves (if any)
- TPO funding (general transportation funds)
- EPA grants
- Brownfield funds
- Impact Fees, and
- Public-Private Partnerships
- Drinking Water State Revolving Fund

<http://www.dep.state.fl.us/water/wff/dwsrf/index.htm>



- Water Infrastructure Trust Fund legislation  
(potential source)
- Climate Ready Estuaries Program  
(potential source)

It is expected that costs (both projected relocation costs, land values and construction costs) will proportionally change over time. It is therefore important to ensure that each funding mechanism proposed include a method for adjusting the amount of funding to reflect current costs at the time of construction.

13) Funds borrowed to relocate the Waste Water Treatment Plant (estimated between 55% and 70% of the projected relocation cost) and interest accrued is anticipated to be recovered over time by revenues derived from the increase in property tax assessments, tourism tax, sales tax, and customer base and demand for the waste water services provided by the new plant.

14) Bond financing will be needed to upfront relocation costs. This type of financing should be limited to prudent levels as determined by the City and FPUA. Given the current millage, at a proposed borrowing bonding level of 60% of the relocation cost, debt could be retired in approximately 17 years.

15) A Waste Water Treatment Relocation Fund and source of funds to be earmarked should be established immediately (ideally as a result, and concurrent with the approval of the Citizens' Master Plan).

16) Increased tax revenues resulting from the appraisal of the property itself due to the removal of the Plant, plus that generated overtime from resulting development shall constitute the main income stream to cover the cost of moving the plant.

17) Private funding is an option at the time of the sale. Developers may be required to finance a percentage of the relocation cost and either receive fee credits or reimbursements for the required advancement of funds.



# 10 NEXT STEPS

The Next Steps towards the implementation of the Citizens' Master Plan are as follows:

## a) Adopt the Citizens' Master Plan

### b) Establish a "Plant Relocation Committee"

The proposed Citizens' Master Plan builds in flexibility to allow quick response to changes in market conditions.

In order to properly track and adapt to these changing conditions and make the maximum use of federal, state and regional funding mechanisms, the City, County and FPUA need to establish a "Plant Relocation Committee". This committee shall be appointed by the board, or the City can rely on many of the already formed not-for-profit organizations that do similar work in the area.

This committee or not-for-profit organization needs to be appropriately funded and staffed, and its purpose is to work towards the imminent relocation of the Plant, exploring and pursuing the different funding mechanisms, establishing general financing policies, updating and adjusting relocation costs to the time of sale and implementation, and serving as an additional review board for any proposed development in the area.

### c) Hire a retail/marketing/development specialist

The City seek needs to secure the services of a nationally-recognized retail/marketing/development specialist with proven experience and clients. This will contribute to appropriately position the City in a competitive negotiation level and effectively market the area and the Citizens' Master Plan.

## d) Secure An Agreement With Adjacent Privately-Owned Parcel

The City must work towards a sale Agreement with the adjacent property owner. This does not imply the a purchase agreement. It is a simple agreement that outlines procedures and compensation if the City or private land owner successfully secure an offer for the purchase and development of both parcels jointly in accordance with the Citizens' Master Plan.

## e) Amend Current Regulations As Follows:

- Amend the City's Comprehensive Plan to allow for the increased intensities and densities outlined in this report. This should be possible without the need to amend the Future Land Use Map Hutchinson Island Mixed Use designation if the language is modified to include the proposed matrix tying increases to specific improvements.
- Create simple, area-specific, form based regulations. An option to creating a new form based code is to adopt and simply calibrate the Smart Code available at <http://www.smartcodecentral.org>. The Smart Code is available for free to all local governments. Calibration is a simple process done by many qualified town planners.
- Establish architectural design regulations that simply but clearly outline the desired style for the area. It is also possible to adopt basic Design Guidelines created by the Treasure Coast Regional Planning Council (available to local governments in the region for free for every vernacular architectural style), and amend them accordingly to establish as regulations.

It is important to note that given recent changes to Florida



Statutes Chapter 163.3177 and Chapter 9J-5.016 of the Florida Administrative Code, it is anticipated that, while the study area is in a Coastal High Hazard Area, many of the implications resulting from the proposed changes can be addressed at the local level. Additionally:

- Given the combined size and magnitude of the project, the City or developer could apply for a Development of Regional Impact. While potentially costly, there are expedited venues available for proposals consistent with the Regional Planning Council's Strategic Regional Policy Plan.
- No major capital outlays except for the obvious generated by the relocation of the Waste Water Treatment Plant are anticipated.
- No significant changes to Level of Service (LOS) on Seaway Drive is anticipated as this road and bridge have excess capacity today.
- All development and infrastructure (roadways, water, sewer), including proposed boardwalks and other civic and public improvements are designed to be privately funded, in exchange for increased development entitlements.
- The proposed program is such that impact to schools should not be substantive.

## ONE FINAL THOUGHT

The City of Fort Pierce should commend and be proud of its residents, business community, staff and elected officials. Planning "in the Public" is a lengthy and cumbersome process, but it is also a very rewarding one when a common vision is agreed upon. The predictability resulting from such process is a very powerful development tool that should not be underestimated, especially in difficult economic times. The experience that this City and its residents have creating, adopting, implementing and respecting a clear vision will be the guiding principle that make it possible to overcome the many challenges that moving the Waste Water Treatment Plan will certainly present.

The outcome will be certainly worth the effort, and the resulting built environment will not only be an asset to the residents, but a major component towards a more prosperous and resilient future for the City and the community as a whole.



# Towards a Destination

## *A Community's Vision to Relocate the Fort Pierce Waste Water Treatment Plant*

*August 1<sup>st</sup>, 2012*

CITY OF FORT PIERCE – MARCELA CAMBLOR & ASSOCIATES



**March 2012  
Over 200 Participated!**

# The Study Area



# Why Plan for the Future?

## The Importance of A Vision:

“A County and its cities need to decide what they want and then tell us. Do they want to grow out, grow up, or not at all? It’s too hard, and too inefficient, for us to guess. Instead of defining what they do not want , communities must define what they do want to be.”

Bill Angelo, Vice President – Real Estate and the Workplace for Sun Microsystems

To Move OR Not To Move.....

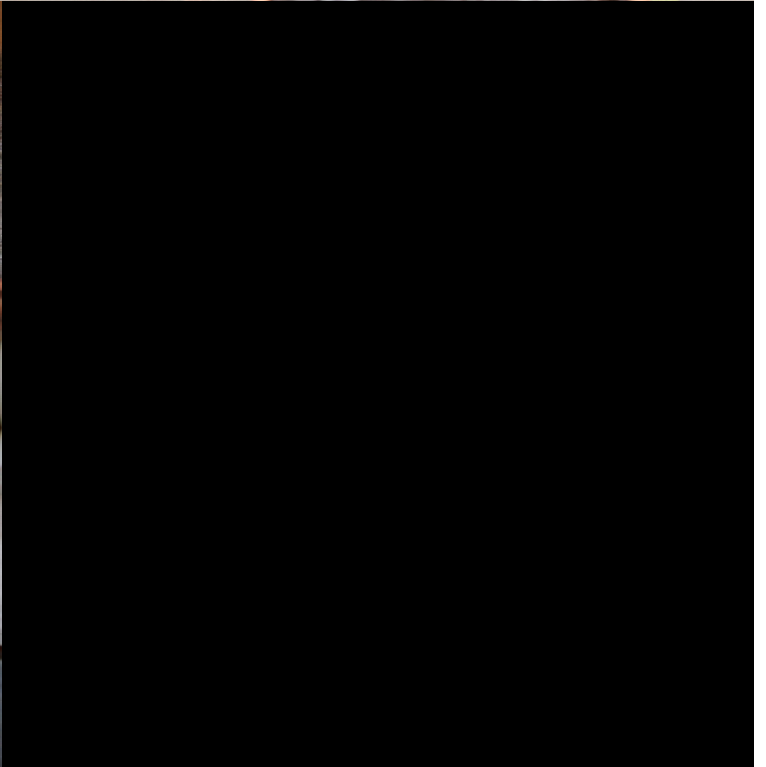
If?

OR

When?





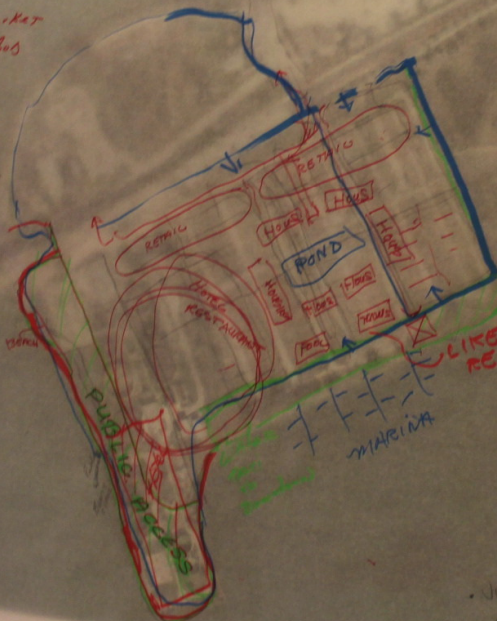


Linda & Catharine Leone

- 1. What?
- 2. Master Plan in Place
  - A. Architecture
  - B. Signage - Lighting
  - C. Wayfinding
  - D. Public Art
  - E. Green/Design
  - F. Bike Paths

- Overall design could include streets w/ Market type housing, Retail - Auto
- Village a look @ Seaside and/or Katrinia type housing
- An environmental component for water removal

Nothing like Hartmann Isle  
No RV park



LIKE HOWES KEY  
RESORT, DUCK KEY

John Caroncho  
Bill Kelly  
Bunny EVANS  
BARBARA EBSTON  
Peter Housner

FORT PIERCE'S WESTERN PENINSULA  
A Community's Vision  
March 17th, 2012  
MARCELA CAMBLOR

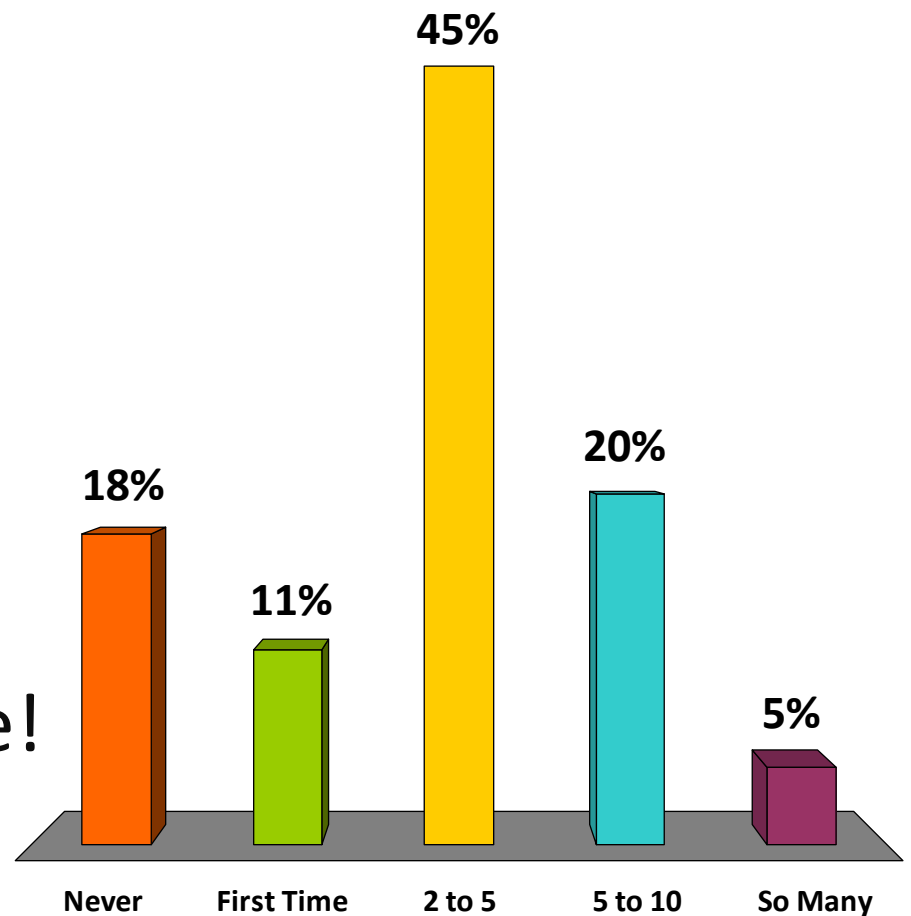
PHOTO

- 8. Ferry from downtown Ft. Pierce
- 9. Preserve Museum point park
- 10. Water feature near school

MIND VIS

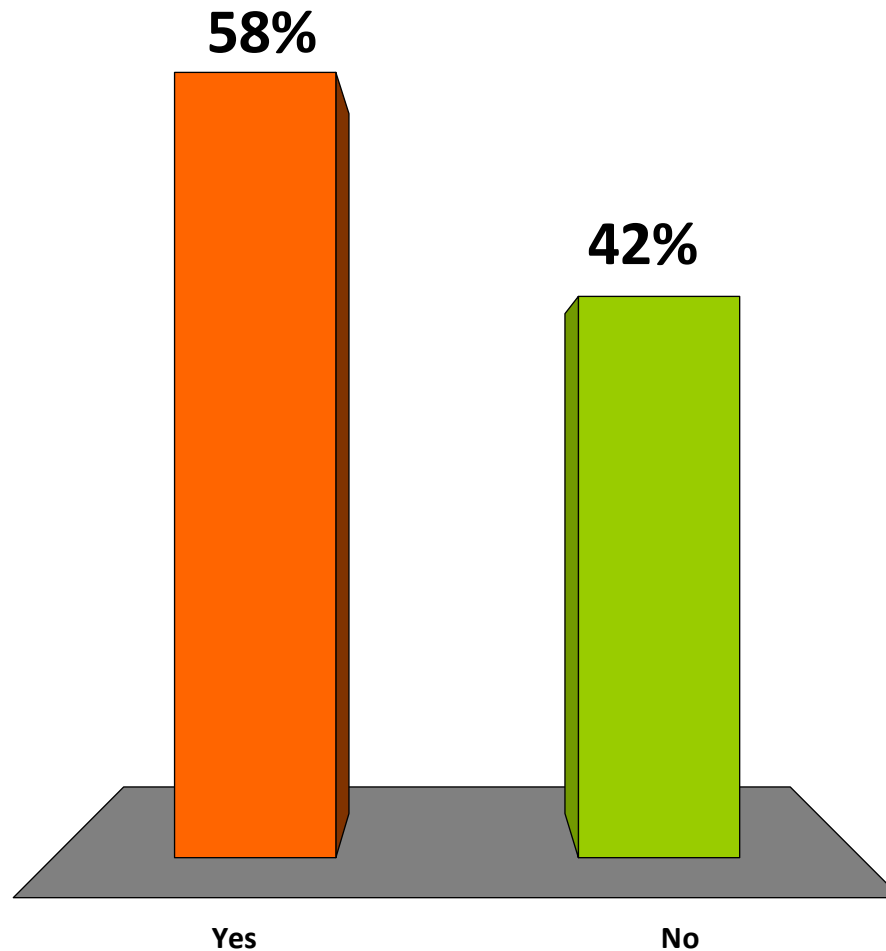
# How Many Times Have You Participated In A Charrette?

1. Never
2. This Was My First Charrette
3. 2 to 5
4. 5 to 10
5. So Many I Should Be Running This Charrette!



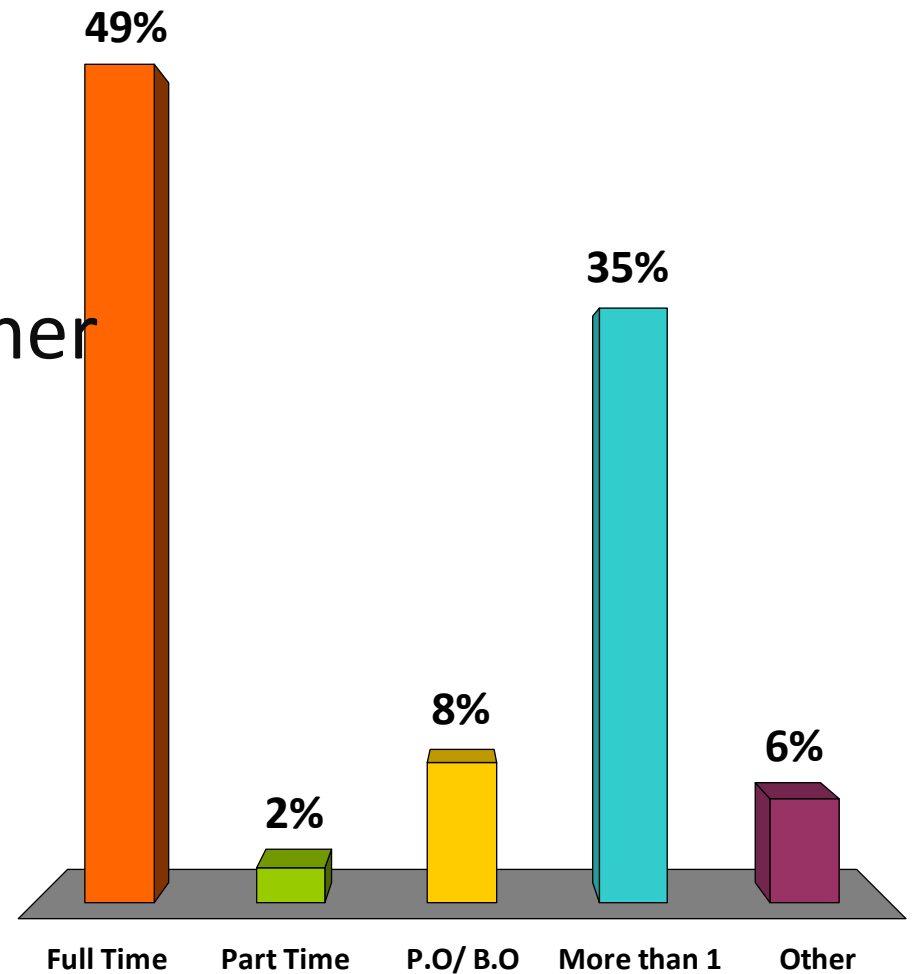
# Did you attend/participate in the Charrette for the Waste Water Treatment Plant?

- 1. Yes
- 2. No



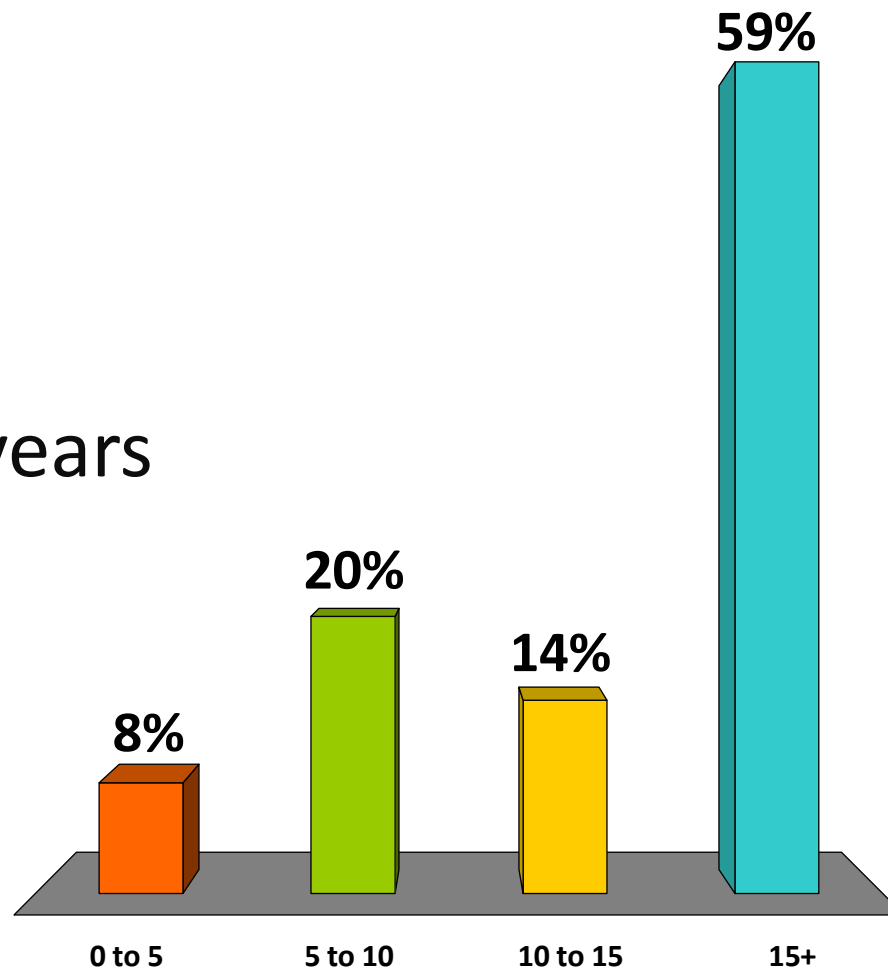
# Which Best Describes Your Connection to Fort Pierce?

1. Full Time resident
2. Part Time Resident
3. Property/Business Owner
4. More Than One Option
5. Other



# How Long Have You Been “Connected” To Fort Pierce?

1. 0 to 5 years
2. 5 to 10 years
3. 10 to 15 years
4. More than 15 years



# The Community's Vision For the Future:

**ECONOMIC ENGINE**

- 1. MORE HOUSING NEEDED
- 2. FOOD - RESTAURANTS
- 3. GRADUATIONS & REUNIONS NEED ADDED HOTELS & VISITORS
- 4. FAMILIES VISIT
- 5. INTERNATIONAL DRAW FOR VISITORS

**Casino**



**FT. PIERCE MUSEUM**

**Nothing like HomeTown site**

**LIST of IDEAS/RECS.**  
the front walk around site.  
the salina pier.

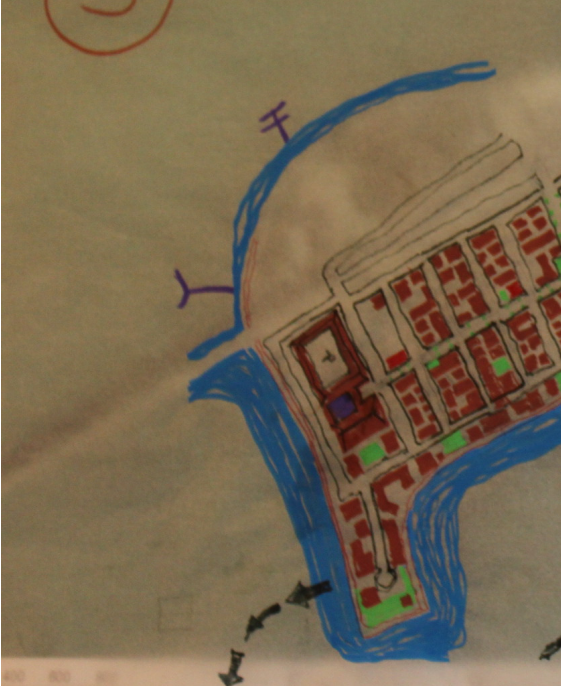


**Like a Casino Area**

- 1. What
- 2. Market Plan in Place
  - a. Architecture
  - a. Signage - Lighting
  - a. Wet Decking
  - a. Drive Area
  - a. Casino Design
  - a. Bike Path

**Like HOWES KEY RESORT, DUCK KEY**

**Fort Pierce's Western Peninsula  
A Community's Vision**  
March 17th, 2012  
MARCELA CARROLL

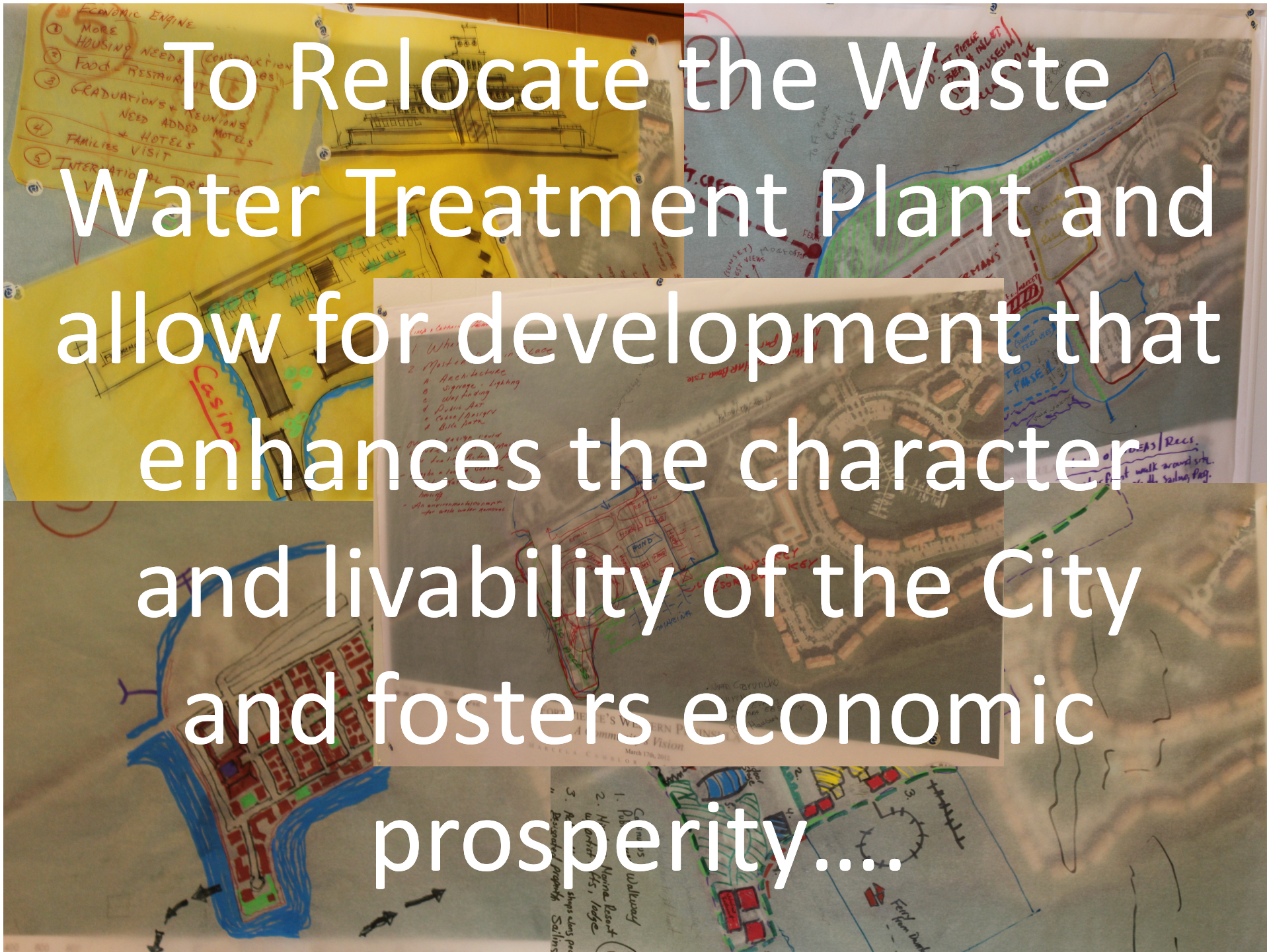


- 1. Continuous Public Access Waterway
- 2. Mixed use Marina Base w/ outlet lifts, lodge
- 3. Active Marina - shops along pier

**Ferry from Duck**



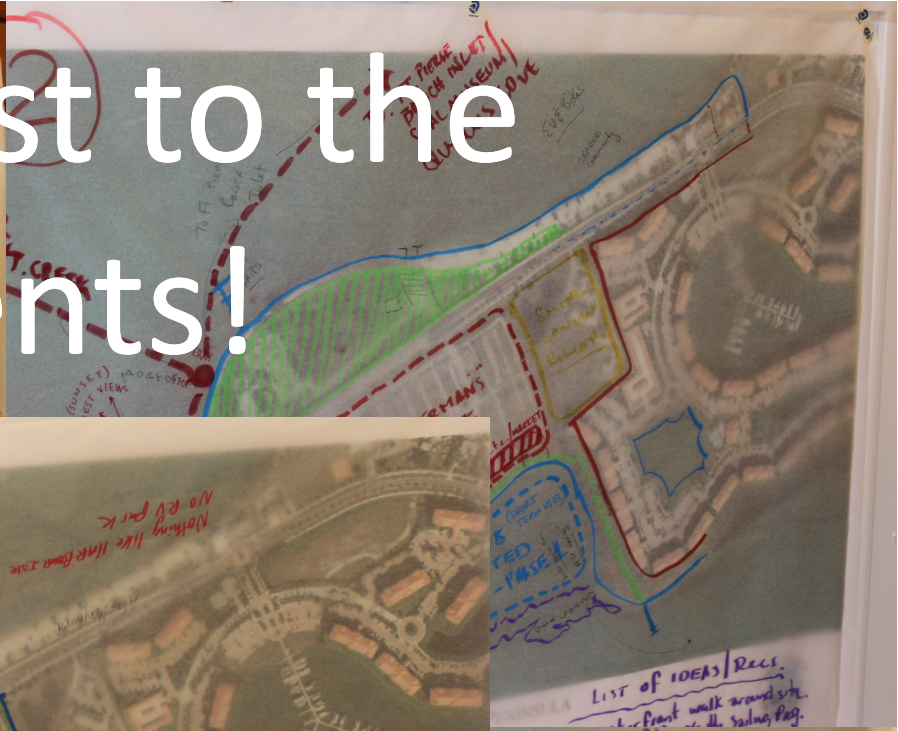
To Relocate the Waste  
Water Treatment Plant and  
allow for development that  
enhances the character  
and livability of the City  
and fosters economic  
prosperity....



...at no cost to the residents!

**ECONOMIC ENGINE**

- 1. MORE HOUSING NEEDED (CONSTRUCTION JOBS)
- 2. FOOD - RESTAURANTS
- 3. GRADUATIONS & REUNIONS NEED ADDED MOTELS & HOTELS
- 4. FAMILIES VISIT
- 5. INTERNATIONAL DRAW FOR VISITORS



TO FT. PIERCE  
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100

PLEASE CHECK ALLEYS!  
WALKS DRIVE  
EVE SIDE  
SCHOOL

Nothing like Honeymoon Isle  
NO R&P park

LIST of IDEAS/RECS.  
the front walk around site.  
the salina pigg.

1. What  
2. Market Plan in Place

- a. Architecture
- a. Signage - Lighting
- a. Way Finding
- a. Drive thru
- a. Casino/Hotel & Bike path

- Overall design could include a walk off market type building - hotel - bus

- Make a park & square and/or historic type building

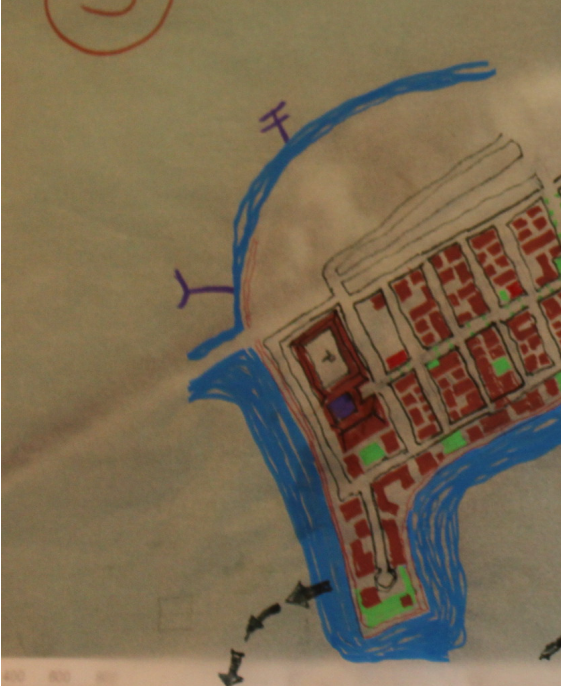
- An entertainment area with water features



LIKE HOWES KEY RESORT, DUCK KEY

John Coruncho  
Bill Pugh  
Boris / Evans  
CAROLAN EASTON  
Patt Passant

**FORT PIERCE'S WESTERN PENINSULA**  
A Community's Vision  
March 17th, 2012  
MARCELA CARLOR

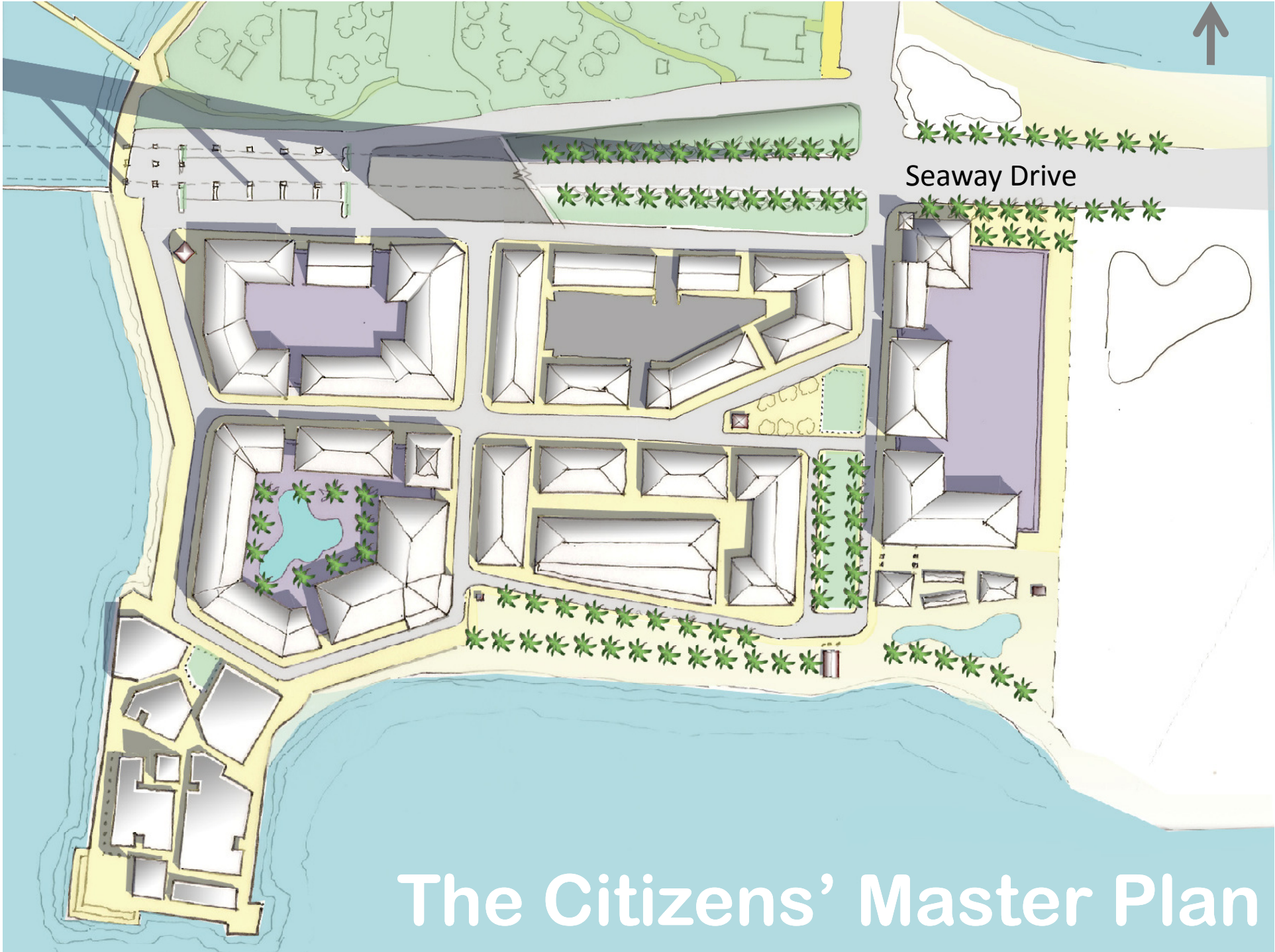


- 1. Continuous Public Access Waterway
- 2. Hand use Marina Base w/ outlet lifts, lodge
- 3. Active Marina - shops along pier

Residential Property Salinas

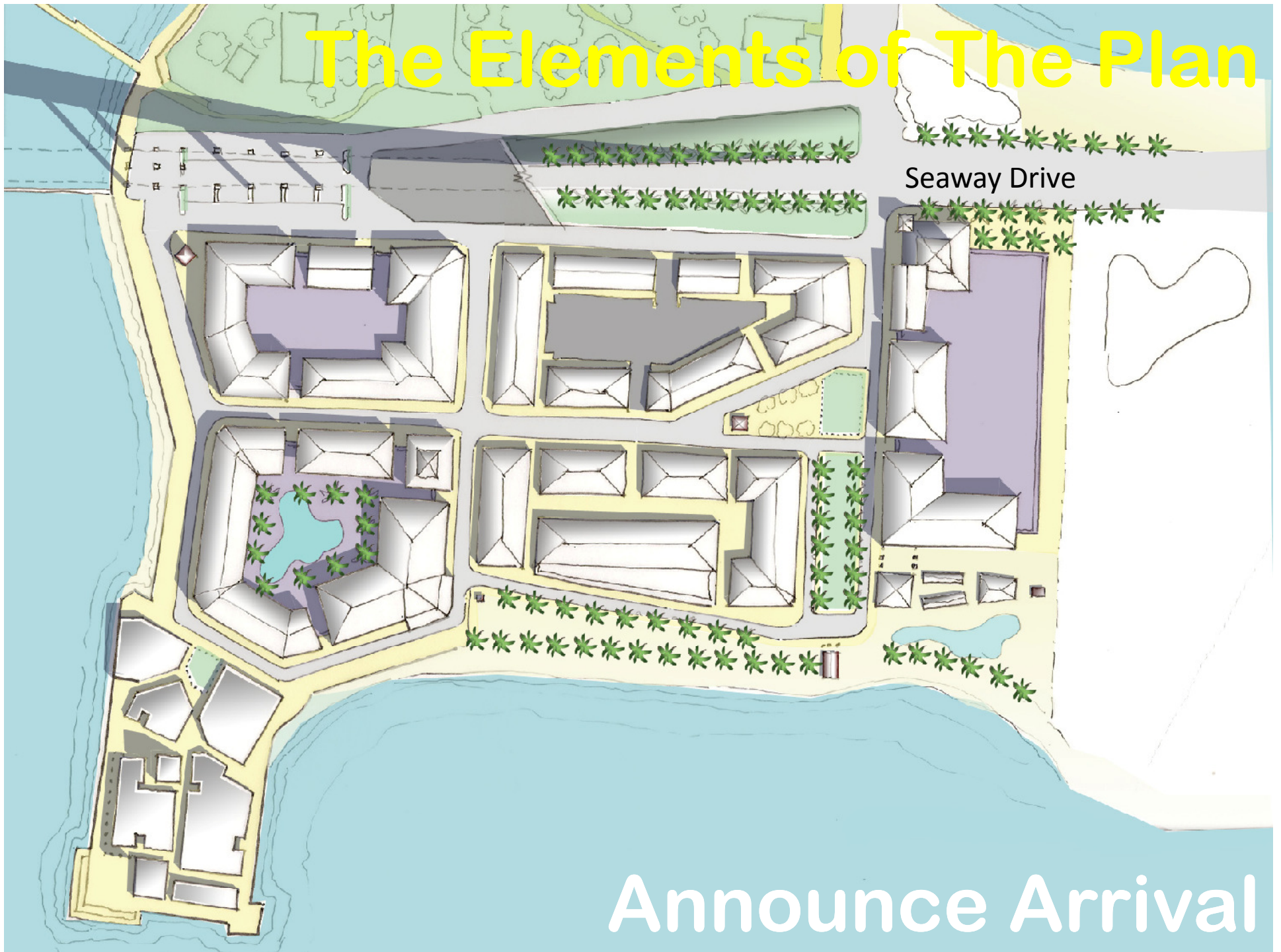


Ferry from Duck



# The Citizens' Master Plan

# The Elements of The Plan

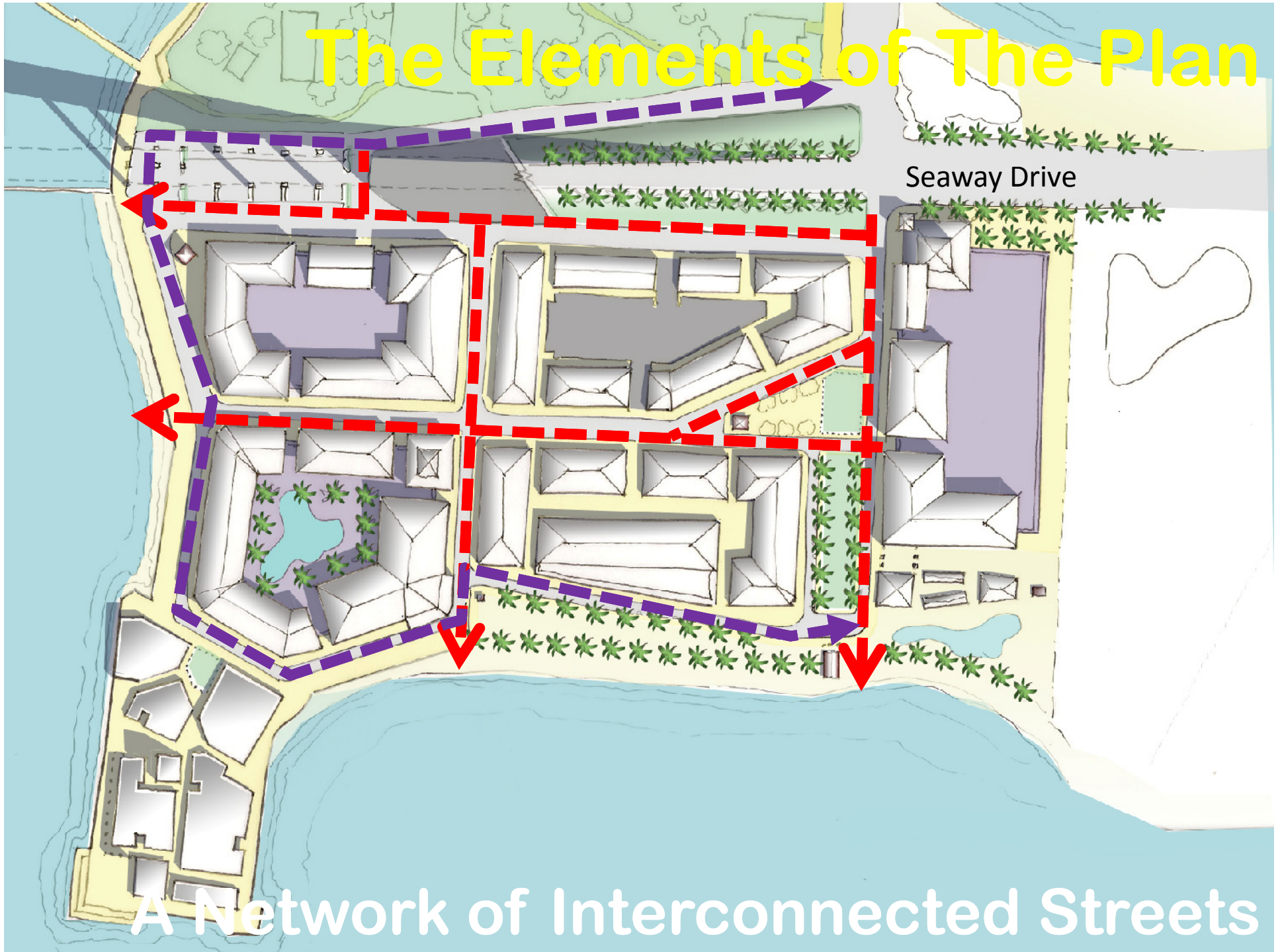


Seaway Drive

Announce Arrival



# The Elements of The Plan



A Network of Interconnected Streets

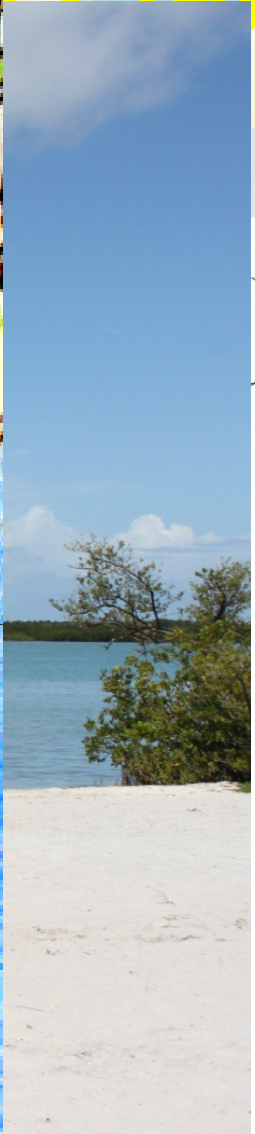
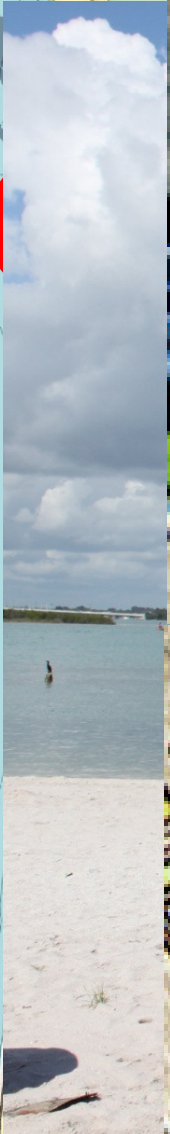
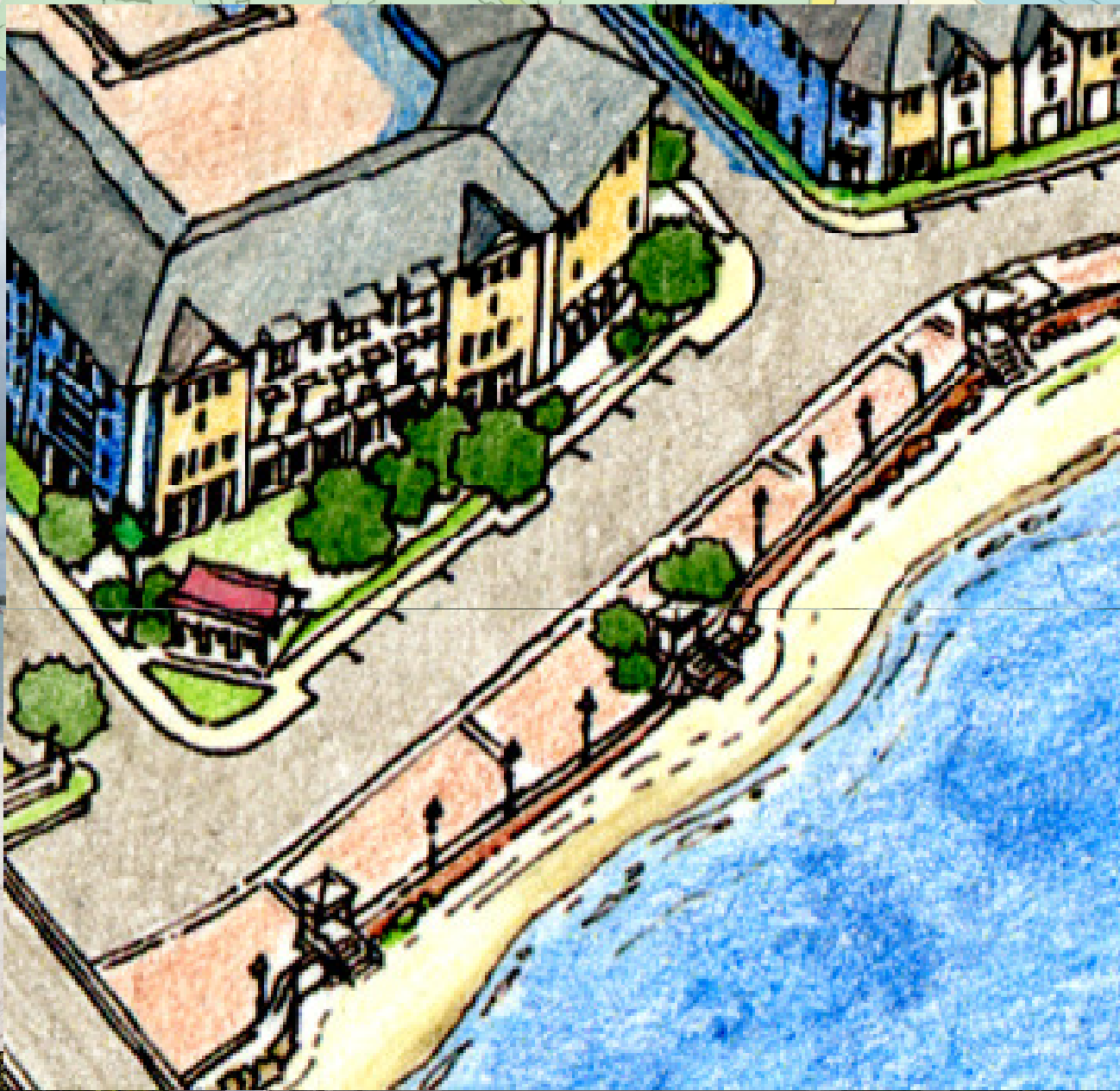


**Endless Views**



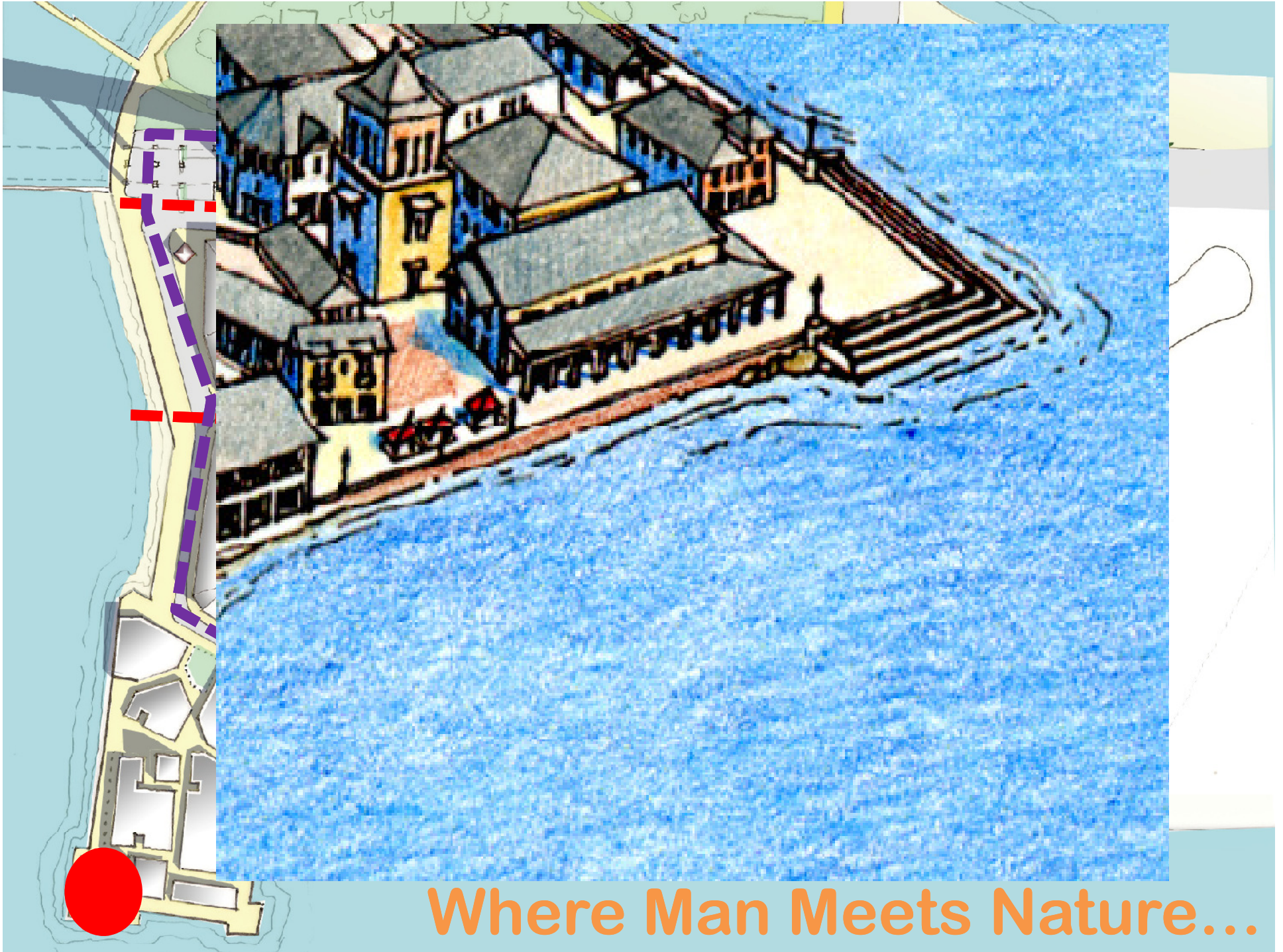
**Where Man Meets Nature...**

Plan



Nature...

where man meets

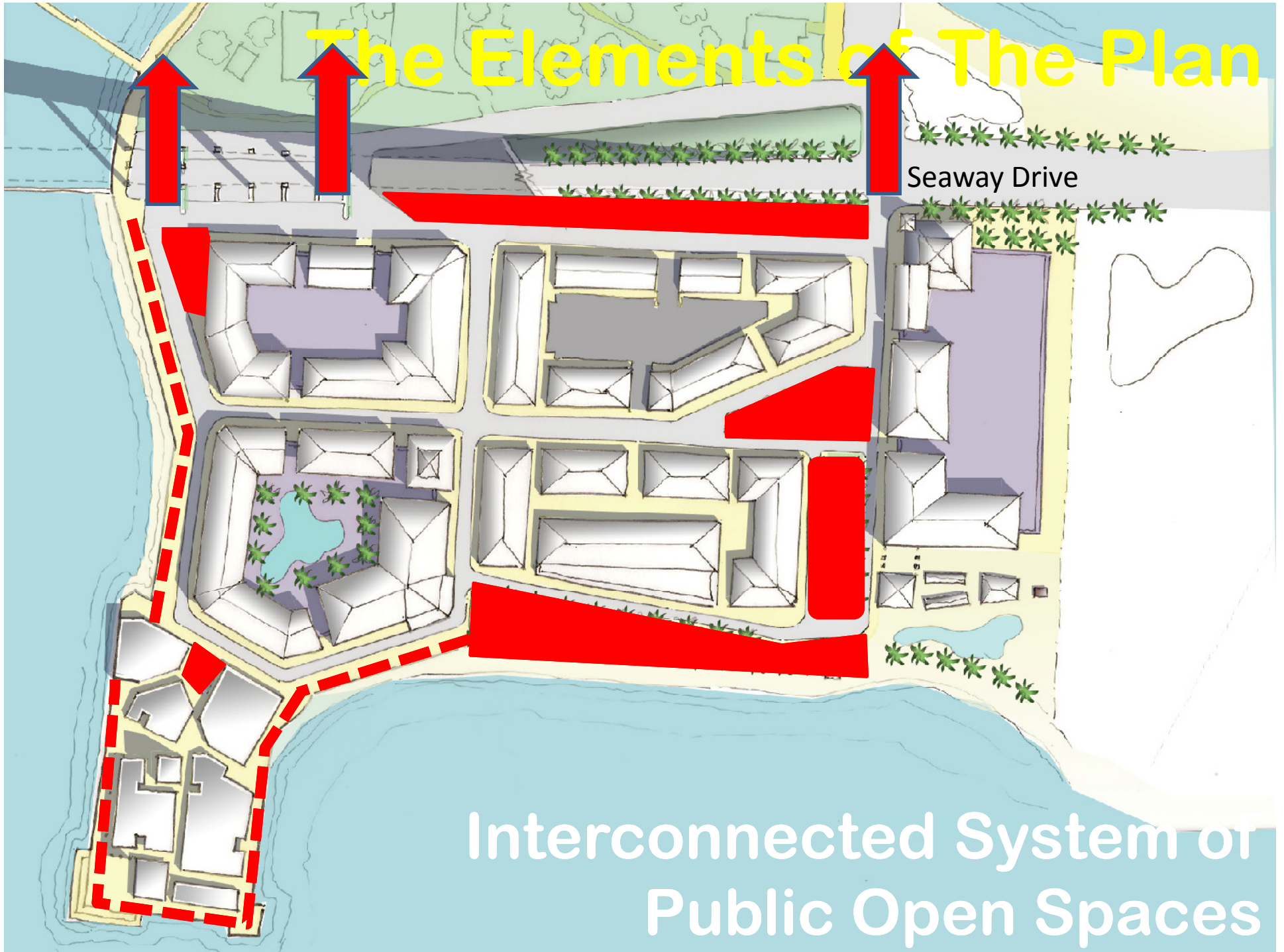


Where Man Meets Nature...





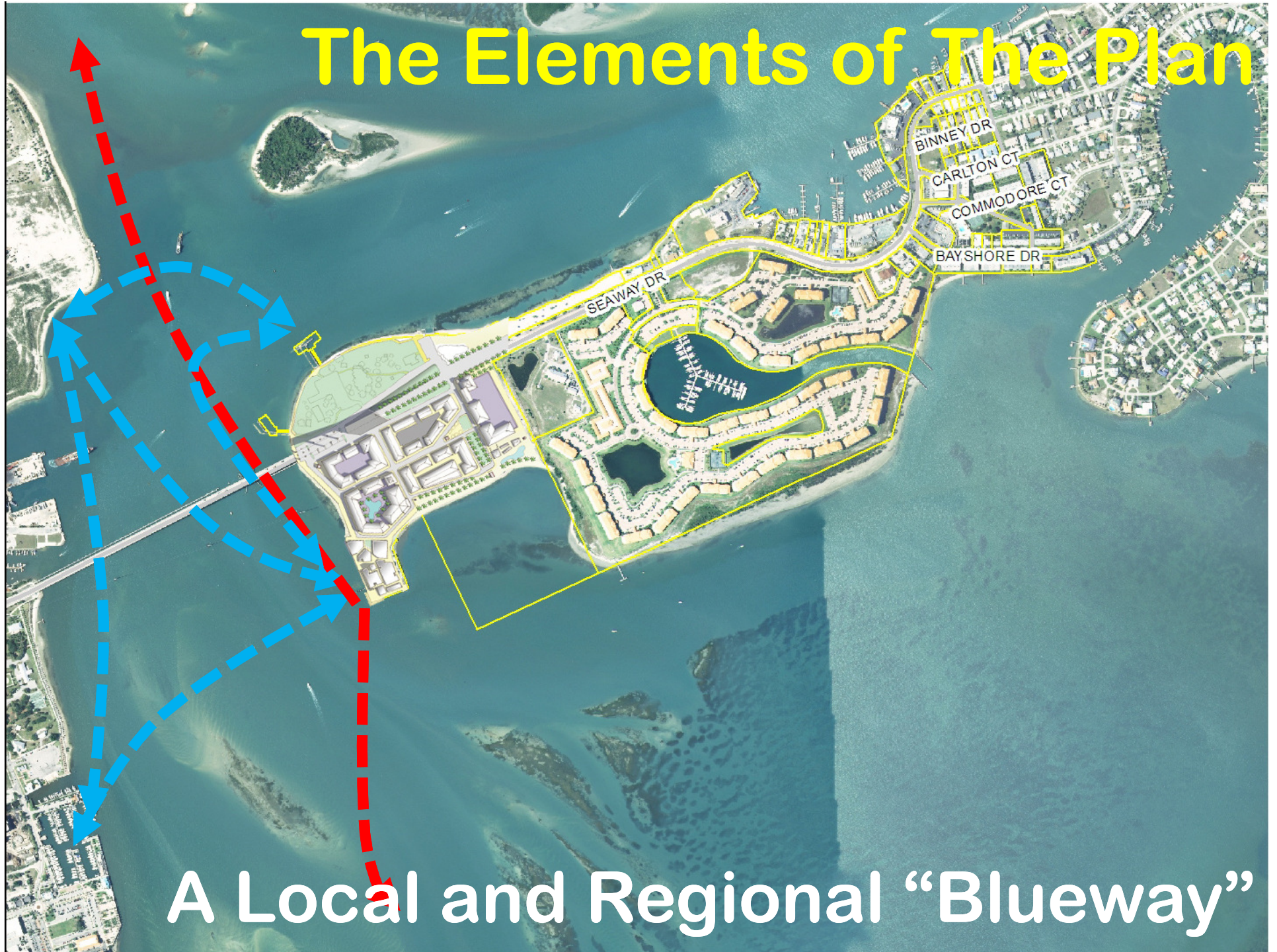
# The Elements of The Plan



Seaway Drive

Interconnected System of  
Public Open Spaces

# The Elements of The Plan



A Local and Regional “Blueway”

# Taking Full Advantage of the Water



# The Elements of The Plan



A Balanced Mix of Uses



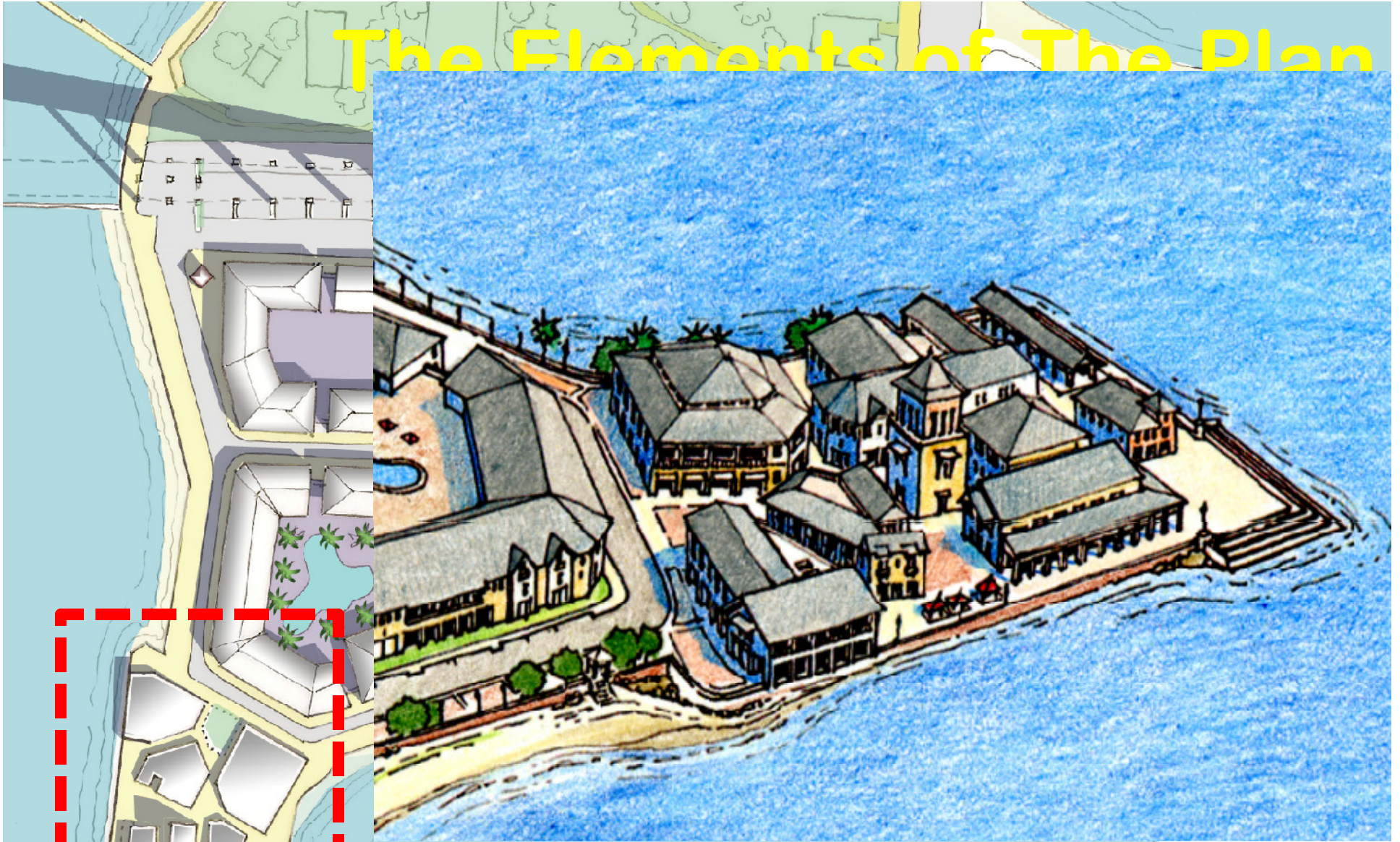








# The Elements of The Plan



A “Beach Market” .  
Complimentary Retail Uses



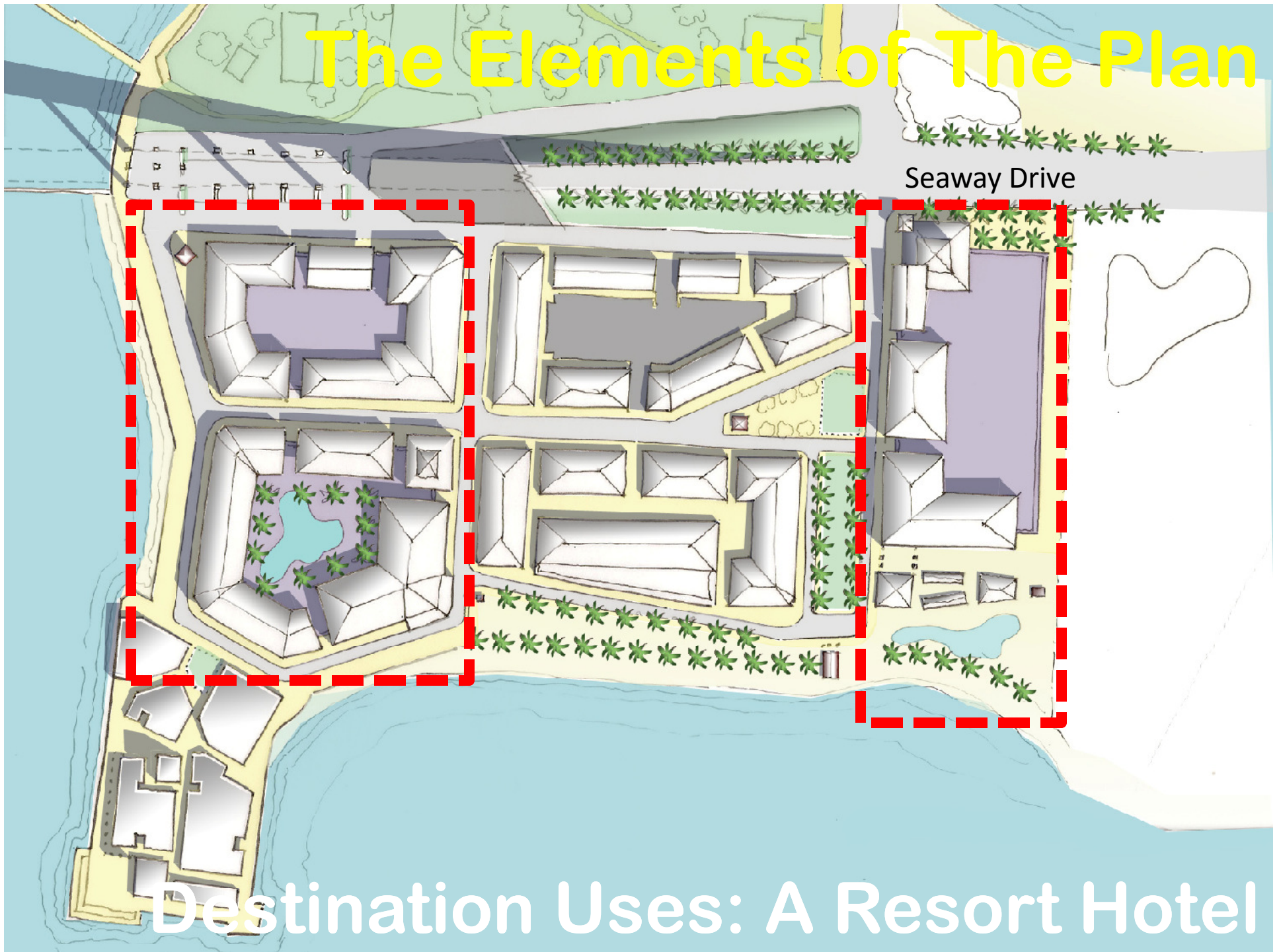




Inset Master Plan

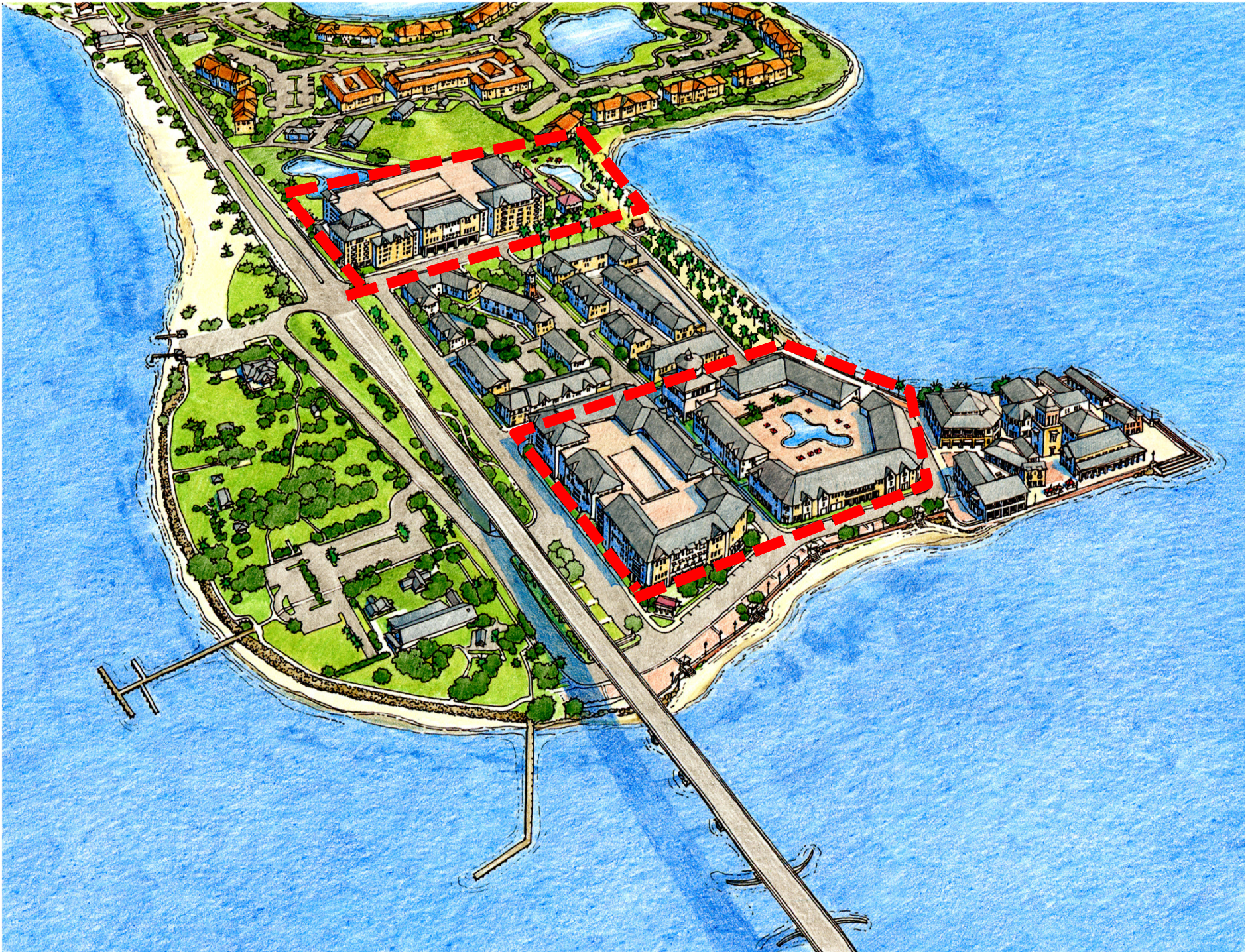
# A "Beach Market": Complimentary Retail Uses

# The Elements of The Plan



Seaway Drive

Destination Uses: A Resort Hotel





Scale Comparison



© 2012 Microsoft Corporation - Pictometry Bird's Eye © 2010 Pictometry International Corp Traffic.com

Slow Fast Zoom out for traffic speeds

# Scale Comparison



Getting Hotels to “Behave”



**Getting Hotels to “Behave”**



**Getting Hotels to “Behave”**





# Research & Education Facilities



Sailing Center



Water Sports



Sea Port (The “Big Idea”)

# Choose Your Future

*Provide Flexibility to Attract What You Really Want*



# Fort Pierce is Not **YET** Established as a Sought After Resort Destination

- Pristine Environment
- Unique Beach and Park Conditions
- Impressive Civic Destinations
- A World-Class *(still untapped)* Downtown
- An Authentic “Beach Town”
- The Best Inlet in the Region
- A Strong Vision
- LEADERSHIP

## VALUE AND BONUS MATRIX

Added Value	Description	Bonus Factor	Height Increase
Publicly Accessible Waterfront	- Minimum 50% - Every Addtl 10%	1.75 1.1	Yes, <b>up to 1</b> addtl' story
Parks and Public Open Spaces	- Within fabric - Waterfront	1.1 1.25	No
Resort Hotel	- With public ground level that engages the street	2	Yes TBD
Blueway	- Within fabric - Waterfront	1.5	No
Civic Buildings and Infrastructure	- Within fabric - Waterfront	1.5 1.75	Yes, <b>up to 1</b> addtl' story
Public Parking (shielded)	- Surface - Structured	1.1 1.75	No

*NOTE: The bonus factors shown here are merely depicted as examples. Actual bonus factors need to be determined at the time of either amending entitlements (preferred) or creating specific development regulations for this area. Also note that height increases are offered "across the board". Extense of height increments shall be determined in accordance to the value added.*

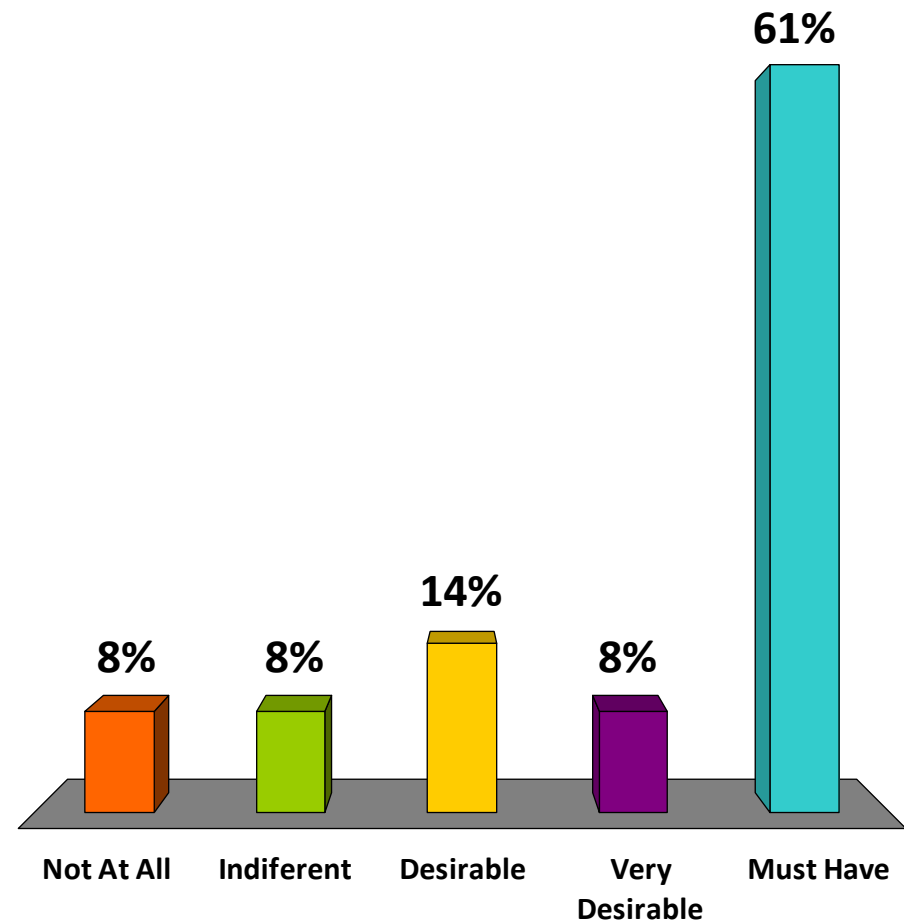
# The Vision Cannot Be Implemented Under Today's Regulations

# Choosing Your Future

**On A Scale of 1 to 5 , with 1  
being Not Desirable and 5  
being Highly Desirable,  
Please Rate How Important  
the Elements of the Plan Are  
to You**

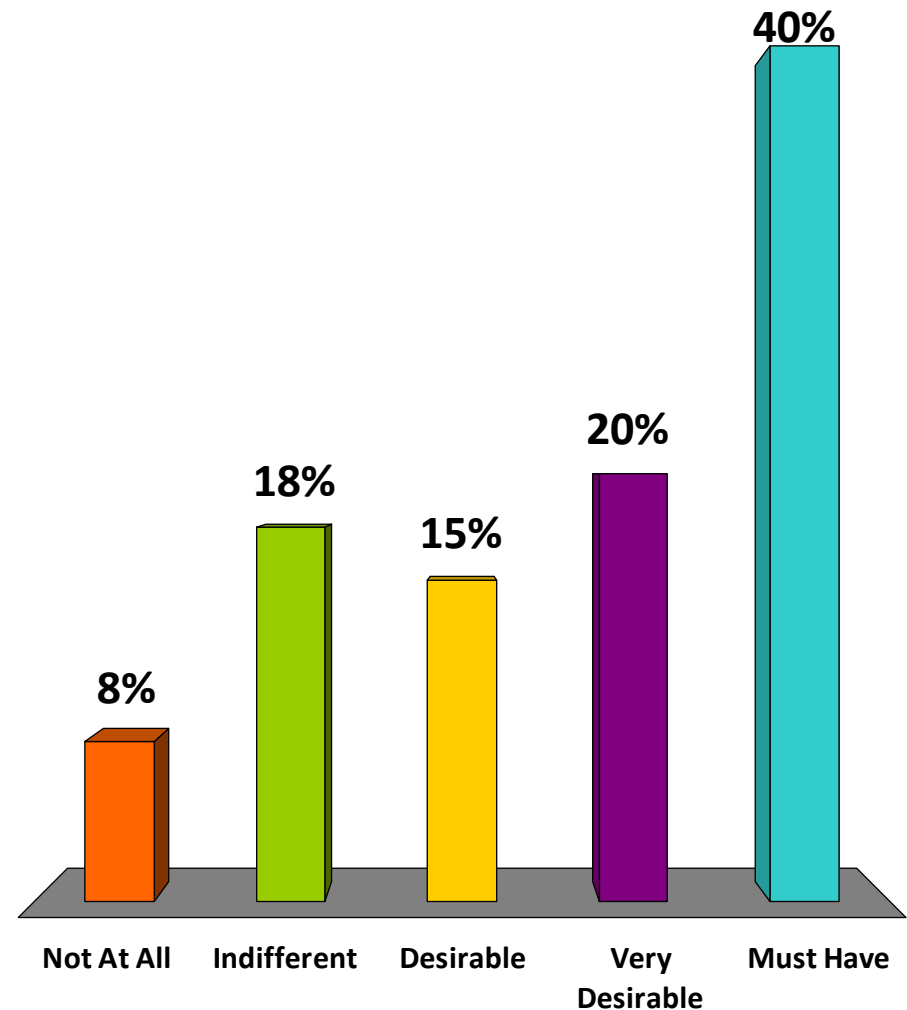
# Public Access to the Waterfront

1. Not Desirable at all
2. Indifferent
3. Desirable
4. Very Desirable
5. Must Have!



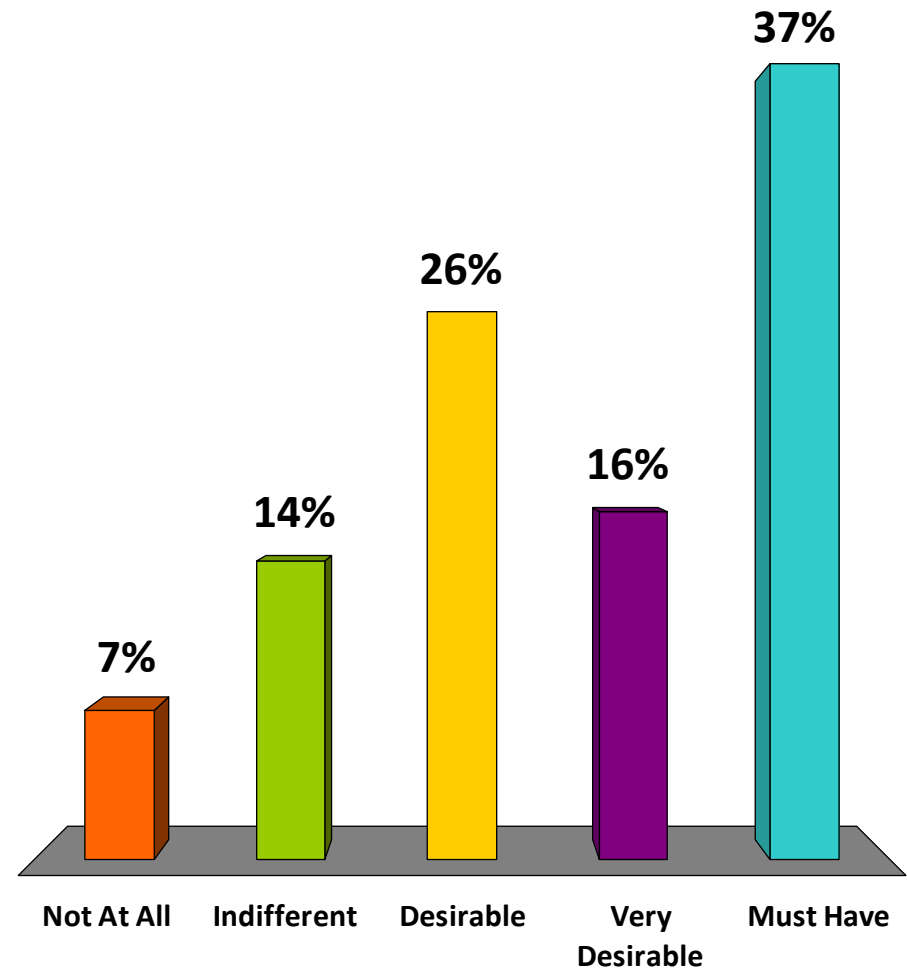
# Interconnected, Open Network of Streets

1. Not Desirable at all
2. Indifferent
3. Desirable
4. Very Desirable
5. Must Have!



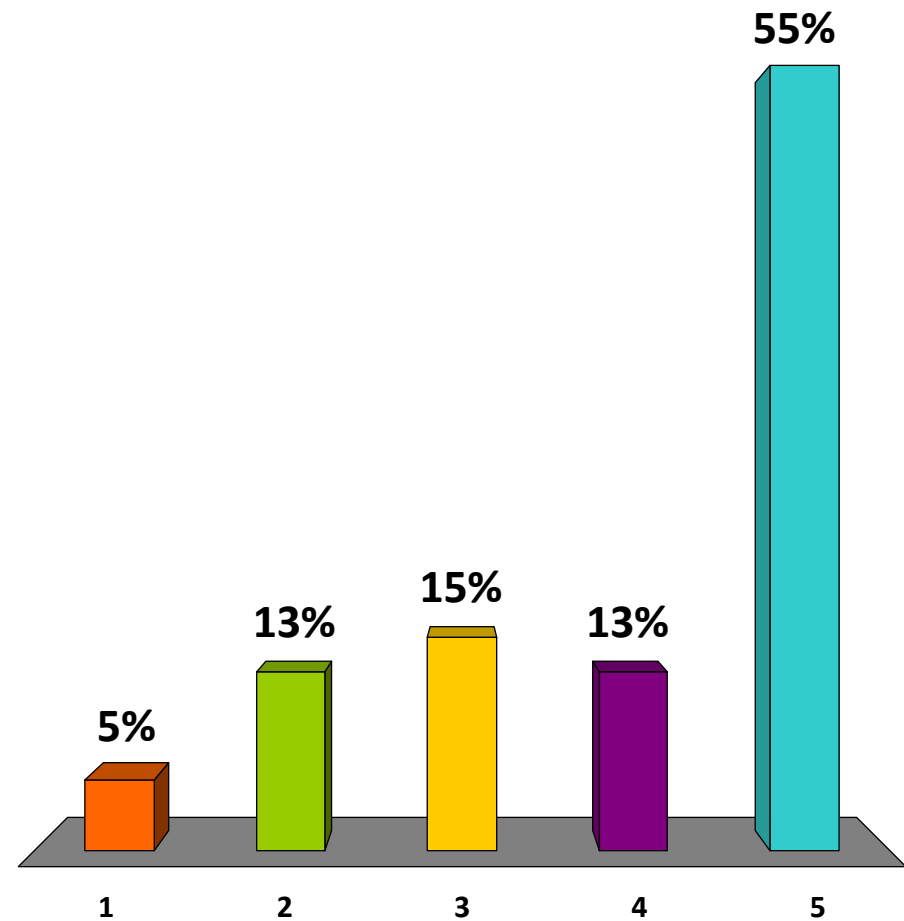
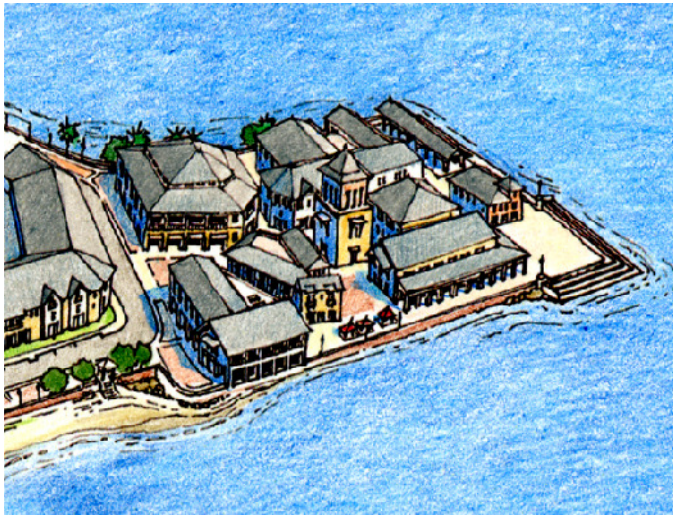
# A Local & Regional Blueway

1. Not Desirable at all
2. Indifferent
3. Desirable
4. Very Desirable
5. Must Have!



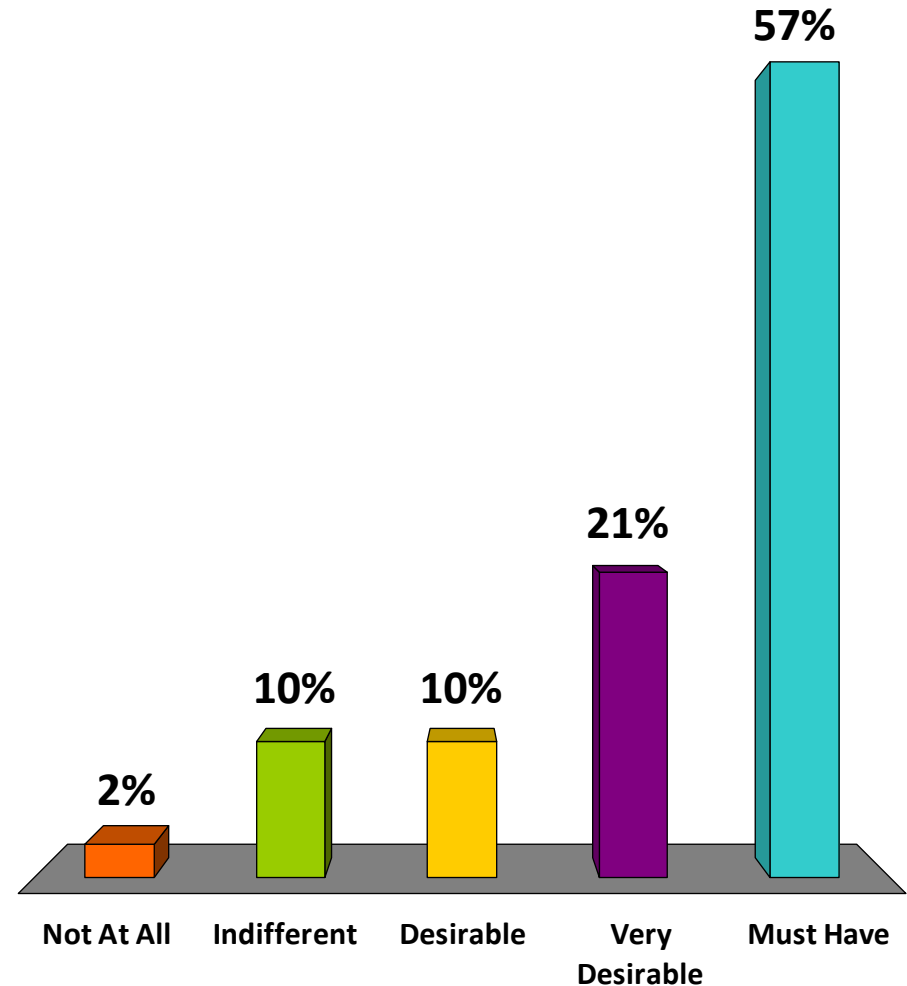
# Destination Restaurants & Retail

1. Not Desirable at all
2. Indifferent
3. Desirable
4. Very Desirable
5. Must Have!



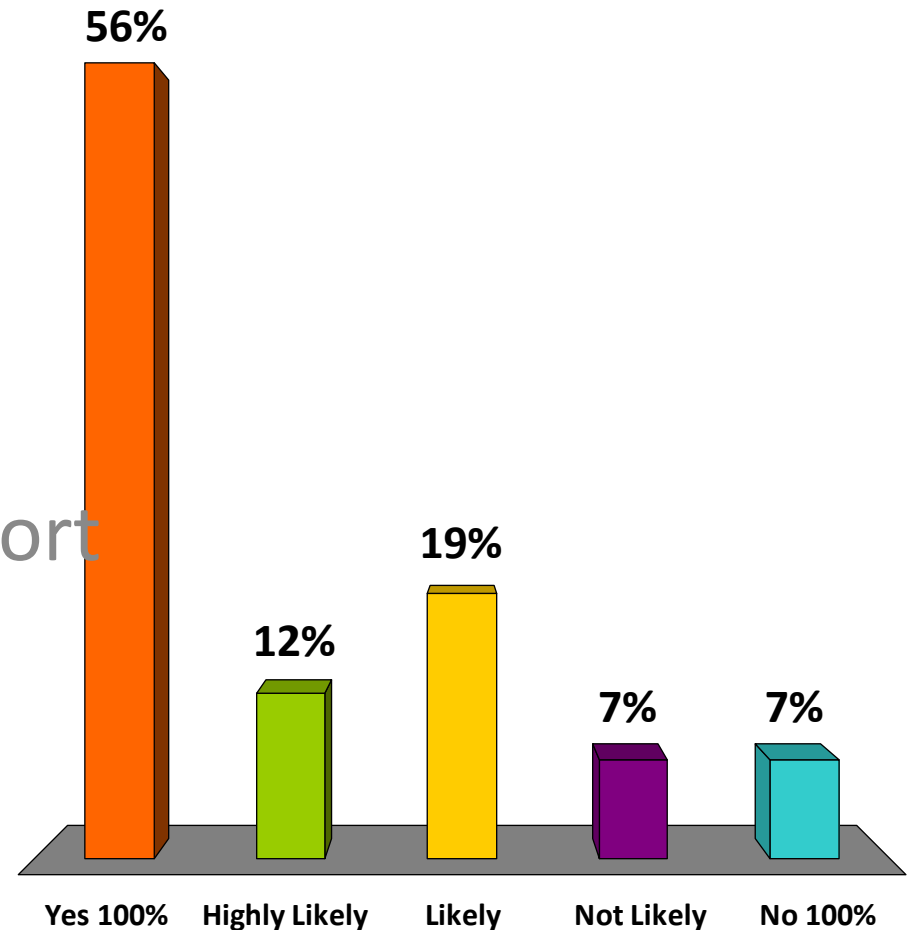
# A Balanced Mix of Uses

1. Not Desirable at all
2. Indifferent
3. Desirable
4. Very Desirable
5. Must Have!



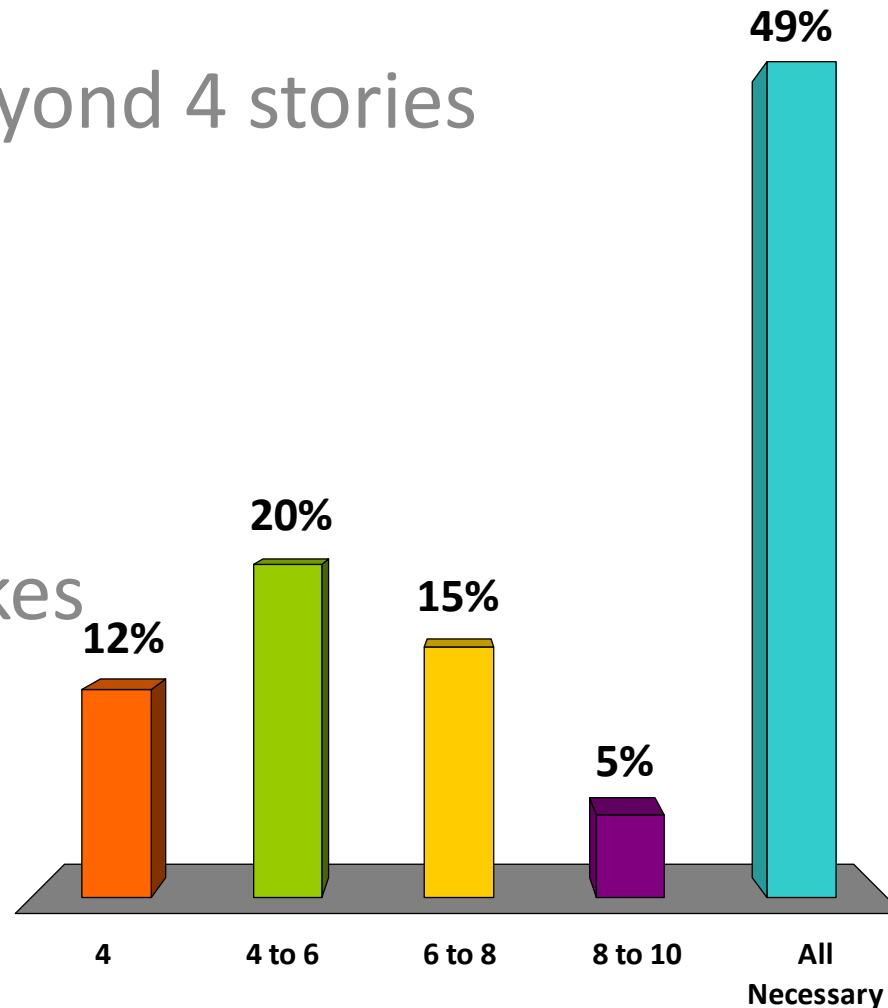
# How likely Are You to Support Additional Height to Attract a Resort Hotel?

1. Would Support 100%
2. Highly Likely
3. Likely
4. Not Likely
5. Absolutely Won't Support



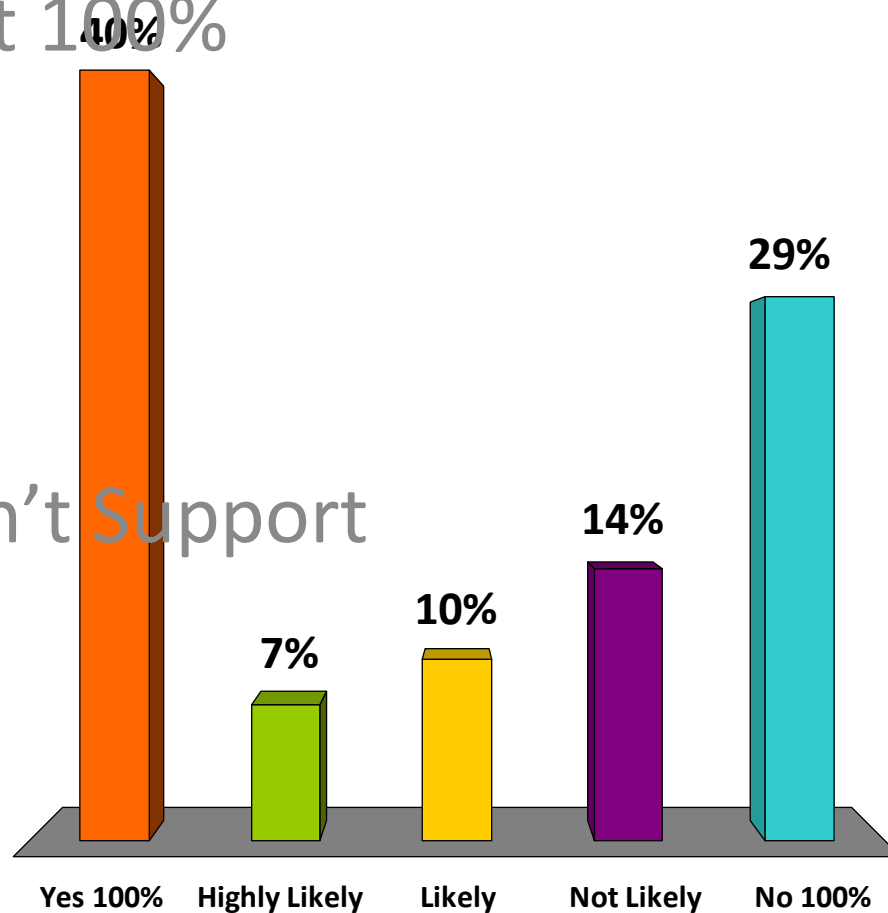
# How Much Height Could You “Live” With? (for a Specific Hotel Use)

1. No Increase beyond 4 stories
2. 4 to 6 Stories
3. 6 to 8 Stories
4. 8 to 10 Stories
5. Whatever it takes



# How likely Are You to Support Additional Height to Residential Uses?

- 1. Would Support 100%
- 2. Highly Likely
- 3. Likely
- 4. Not Likely
- 5. Absolutely Won't Support



**About**

**\$**

CURRENT CONDITION ANALYSIS  
WASTE WATER TREATMENT PLAN SITE

Total Acreage (WWT)	18.7 acres (814,572sf)
FAR	1
Developable area	814,572sf
Commercial area	20% (162,914sf)
Maximum Height	45'
Density	8du/ac
Projected Relocation Cost	\$100,000,000.00
Cost Incidence per acre	\$5,347,593.00
Cost incidence per unit	\$668,500.00
Cost incidence per hotel room	\$63,100
Millage rate (2011)	5.7384

*Under current regulations, only 20% of the development may be dedicated to commercial uses (e.g. hotel/resort). This number reflects an 80% residential 20% commercial program split.*

CURRENT CONDITION ANALYSIS  
PRIVATELY OWNED SITE

Total Acreage	17.43 acres (+ submerged lands)
Developable area	759,250sf
Commercial area	151,850sf (20%)
Maximum Height	45'
Density	8du/ac
Cost Incidence per acre	\$ Solely dependent on the cost of land and hard and soft development soft costs.

- Current commercial allocation does not contemplate hotel needs.
- FAR is such that it is possible to increase density from 8du/ac to an average of 23du/ac without changing the overall built area currently permitted (i.e. without changing size of buildings allowed).
- If the site is to be developed on its own, (i.e. without any financial assistance, an FAR of 7.5 (equal to half of Manhattan's) would be necessary.

**If the cost of relocating the plant is not addressed independently from development on the site, development will very likely be improbable.**

# Proposed Development Program (Land-Cost-Only Scenario ) Consistent with the Community's Vision:

- Residential uses of up to 23du/ac
- Four-story height for residential uses
- Retail/Commercial uses in the form of a Neighborhood Center (per the industry's definition), of up to 45,000sf. This Neighborhood Center contemplates the demand for the entire Master Plan as proposed. This is proposed independently and in addition to hotel uses.
- Up to two Hotels (limiting form, not intensity or height)

## VALUE AND BONUS MATRIX

Added Value	Description	Bonus Factor	Height Increase
Publicly Accessible Waterfront	- Minimum 50% - Every Addtl 10%	1.75 1.1	Yes, up to 1 addtl' story
Parks and Public Open Spaces	- Within fabric - Waterfront	1.1 1.25	No
Resort Hotel	- With public ground level that engages the street	2	Yes TBD
Blueway	- Within fabric - Waterfront	1.5	No
Civic Buildings and Infrastructure	- Within fabric - Waterfront	1.5 1.75	Yes, up to 1 addtl' story
Public Parking (shielded)	- Surface - Structured	1.1 1.75	No

*NOTE: The bonus factors shown here are merely depicted as examples. Actual bonus factors need to be determined at the time of either amending entitlements (preferred) or creating specific development regulations for this area. Also note that height increases are offered "across the board". Extense of height Increments shall be determined in accordance to the value added.*

# Financial Strategy

Relocation cost estimated between  
**\$70,000,000** and **\$110,000,000\***

1) Exact relocation cost will be determined by many factors, (e.g. economic environment at the time of construction). More accurate estimates cannot be exacted until an official decision to move the plant is made, a “relocation committee” or similar body is appointed and established, and an independent or public bidding process is entered into.

2) The cost to relocate the Waste Water Treatment Plan cannot be fully absorbed (i.e. recovered) by a simple land-sale transaction.

3) In order for to attract cost-feasible development (whether residential, commercial, or mixed), the land on which the Plant sits needs to be sold at its assessed value based and be based on actual development potential.

4) Based on the different development scenarios and relocation cost estimates, to position the City in a competitive negotiating process, ideal land value should range between 15% and 25% of the total estimated relocation costs (between \$16,500,000.00 and \$17,500,000.00). It is recommended that land value in the current market should not exceed \$21,000,000.00

5) Cost of relocation will only increase with time (given the particular economic climate at the time this plan is being prepared).

6) The proposed program anticipates recovering relocation costs in 16 to 20 years.

# Funding

- Land sale revenues - 15% to 25% (\*2)
- Bond Financing (FPUA) (up to 60%)
- Regional, State and Federal Funding and Grants
- City/County/FPUA earmarked (current or future) funds
- TIFF funds (CRA)
- Special District and Plan Area Development
- Impact Fees
- Revenue from utilities
- Cash Reserves (if any)
- TPO funding (general transportation funds)
- EPA grants
- Brownfield funds
- Impact Fees, and
- Public-Private Partnerships
- Drinking Water State Revolving Fund, Water Infrastructure Trust Fund Legislation; Climate Ready Estuaries Program

- 
- An aerial architectural rendering of a waterfront development project. The scene shows a peninsula or island with a mix of green spaces, buildings, and infrastructure. A prominent road or bridge structure runs diagonally across the lower half of the image. The surrounding water is a vibrant blue. The rendering is semi-transparent, allowing the text to be overlaid.
- Adopt The Citizens' Vision
  - Establish a "Plant Relocation Committee"
  - Hire a Retail/Marketing Specialist
  - Amend Current Regulations
  - Enter into and Agreement with Adjacent Property Owner

**Next Steps**



# Questions/ Comments

# 3 A BASIC CHOICE

## IF OR WHEN?

### THE QUESTION:

Should the Waste Water Treatment Plant be relocated?

*During the charrette, participants were asked to answer this but fundamental question.*

### THE CONSENSUS:

Yes.

*Planning for the area should be aimed at the eventual relocation of the Plant.*

### THE CONDITION:

**Not at the community's expense.**

*Relocation costs should not result in increases taxes or utility fees for residents, property or business owners.*

To that extent, this report analyzes and exposes the different alternatives and implications of this community decision, and recommends a process for its implementation.



# 4 THE GOAL

To **DEVELOP** a business strategy and Master Plan for the relocation of the Fort Pierce Waste Water Treatment Plant and surrounding areas that:

- a) announces arrival and sets a dignified stage for the island,
- b) preserves and enhances surrounding natural resources and compliments surrounding parks and beaches,
- c) allows public access to the waterfront,
- d) promotes connectivity,
- e) defines and enhances the existing greens and open spaces as a greenway system,
- f) implements a “blueway”,
- g) complements and supports the City’s existing retail and businesses,
- h) preserves and improves the residents’ quality of life, and above all,
- i) accommodates uses that will further job creation and economic prosperity for the community as a whole,
- j) ensures predictability.



# 5 THE CITIZENS' MASTER PLAN

THE CITIZEN'S MASTER PLAN IS A COMMUNITY-BASED EFFORT TO CREATE A VISION FOR THE NORTH HUTCHINSON ISLAND WESTERN PENINSULA AREA THAT PRESERVES, ENHANCES AND COMPLEMENTS THE SURROUNDING NEIGHBORHOODS AND THE CITY, WHILE BALANCING THE AMOUNT OF DEVELOPMENT NECESSARY TO ENSURE THAT THE COST OF RELOCATING THE WASTE WATER TREATMENT PLANT IS PAID OVERTIME BY DEVELOPMENT OF THE PROPERTY, AND DOES NOT BECOME A COST TO BE ABSORBED BY THE COMMUNITY.

The Master Plan aims at **ENSURING PREDICTABILITY** not only for investors, but for the citizens and community as a whole. To do this, it sets a series of Goals that seek to:

- 1) **ANNOUNCE ARRIVAL:** Marking the entrance to Hutchinson Island and the Beaches with development and physical improvements worthy of the City and its residents;
- 2) **COMPLIMENT THE EFFORTS AND INVESTMENT IN EXISTING PARKS AND BEACHES:** by establishing a system of interconnected public open spaces and public beaches. This is a system of greens, parks, plazas and boardwalks (or Rambla) that connect to, and build upon the existing public park system in place in the area and honors and enhances existing civic and public facilities;
- 3) **PROVIDE ACCESS TO THE WATERFRONT:** Making the waterfront publicly accessible as is the culture of the City;
- 4) **ESTABLISH AN INTERCONNECTED NETWORK OF STREETS AND BLOCKS:** A system that can accommodate different increments of development and provide flexibility to house all necessary and complimentary uses in a variety of locations and in a manner that can be done over time and incrementally;
- 5) **DEFINE AN INTERCONNECTED SYSTEM OF GREENS, PARKS AND OPEN SPACES:** Connecting existing parks, greens,

and waterfront paths with new proposed ones to create one of the most extensive and unique public amenities in the region.

6) **IMPLEMENT A "BLUE WAY":** Establishing water connections between the City's special districts ( the island, downtown, and the port) that is both a means of transportation and a tool to enhance economic competitiveness.

7) **ESTABLISH COMPLIMENTARY COMMERCIAL AND RETAIL USES:** Located in a manner that supports those already in place in the City, and in an appropriate scale and direct relation to the location of new and existing development.

These Goals of the Citizens' Master Plan and the physical elements necessary to achieve these goals need to be adopted by the City's leadership, classified, valued and quantified. Achieving these Goals will result in the ultimate reorganization of land use entitlements for the area. This reorganization will provide a framework to modify or increase development rights to enable the relocation of the Waste Water Treatment Plant and fulfill specific community needs and desires, while preserving and enhancing the residents' quality of life.



This classification, value and quantification need to be determined and considered either at the time of reorganizing and changing land use entitlements (preferred), or when a clear set of development regulations (e.g. a form-based code or design regulations) is established to implement the plan. A matrix depicting both a classification and possible quantification is shown on this page.

Increases shall be considered only if necessary to enable the ultimate goal of relocating the Waste Water Treatment Plant, attracting a much desired resort hotel or job generator to the City, or achieving design-specific improvements such as the provision of public waterfront. To that effect, a final matrix with specific quantification (bonuses) needs to be developed.

For the purpose of applying increase bonus factors, design compliance with intended added values and degree of fulfillment of the Citizen's Master Plan Goals will be determined by staff and ultimately approved by the City Commission.

Finally, this plan *suggests increments to existing densities, permitted uses and height*, but only to be awarded as a result of the direct provision of design and implementation of the Goals and physical elements outlined in this report.

## VALUE AND BONUS MATRIX

Added Value	Description	Bonus Factor	Height Increase
Publicly Accessible Waterfront	- Minimum 50% - Every Addt'l 10%	1.75 1.1	Yes, <b>up to 1</b> addt'l story
Parks and Public Open Spaces	- Within fabric - Waterfront	1.1 1.25	No
Resort Hotel	- With public ground level that engages the street	2	Yes TBD
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Public Parking (shielded)	- Surface - Structured	1.1 1.75	No

*NOTE: The bonus factors shown here are merely depicted as examples. Actual bonus factors need to be determined at the time of either amending entitlements (preferred) or creating specific development regulations for this area. Also note that height increases are offered "across the board". Extense of height Increments shall be determined in accordance to the value added.*



# 10 NEXT STEPS

The Next Steps towards the implementation of the Citizens' Master Plan are as follows:

## a) Adopt the Citizens' Master Plan

### b) Establish a "Plant Relocation Committee"

The proposed Citizens' Master Plan builds in flexibility to allow quick response to changes in market conditions. In order to properly track and adapt to these changing conditions and make the maximum use of federal, state and regional funding mechanisms, the City, County and FPUA need to establish a "Plant Relocation Committee". This committee shall be appointed by the board, or the City can rely on many of the already formed not-for-profit organizations that do similar work in the area. This committee or not-for-profit organization needs to be appropriately funded and staffed, and its purpose is to work towards the imminent relocation of the Plant, exploring and pursuing the different funding mechanisms, establishing general financing policies, updating and adjusting relocation costs to the time of sale and implementation, and serving as an additional review board for any proposed development in the area.

### c) Hire a retail/marketing/development specialist

The City seek needs to secure the services of a nationally-recognized retail/marketing/development specialist with proven experience and clients. This will contribute to appropriately position the City in a competitive negotiation level and effectively market the area and the Citizens' Master Plan.

### d) Secure An Agreement With Adjacent Privately-Owned Parcel

The City must work towards a sale Agreement with the adjacent property owner. This does not imply the a purchase agreement. It is a simple agreement that outlines procedures and compensation if the City or private land owner successfully secure an offer for the purchase and development of both parcels jointly in accordance with the Citizens' Master Plan.

### e) Amend Current Regulations As Follows:

- Amend the City's Comprehensive Plan to allow for the increased intensities and densities outlined in this report. This should be possible without the need to amend the Future Land Use Map Hutchinson Island Mixed Use designation if the language is modified to include the proposed matrix tying increases to specific improvements.
- Create simple, area-specific, form based regulations. An option to creating a new form based code is to adopt and simply calibrate the Smart Code available at <http://www.smartcodecentral.org>. The Smart Code is available for free to all local governments. Calibration is a simple process done by many qualified town planners.
- Establish architectural design regulations that simply but clearly outline the desired style for the area. It is also possible to adopt basic Design Guidelines created by the Treasure Coast Regional Planning Council (available to local governments in the region for free for every vernacular architectural style), and amend them accordingly to establish as regulations.

It is important to note that given recent changes to Florida



Statutes Chapter 163.3177 and Chapter 9J-5.016 of the Florida Administrative Code, it is anticipated that, while the study area is in a Coastal High Hazard Area, many of the implications resulting from the proposed changes can be addressed at the local level. Additionally:

- Given the combined size and magnitude of the project, the City or developer could apply for a Development of Regional Impact. While potentially costly, there are expedited venues available for proposals consistent with the Regional Planning Council's Strategic Regional Policy Plan.
- No major capital outlays except for the obvious generated by the relocation of the Waste Water Treatment Plant are anticipated.
- No significant changes to Level of Service (LOS) on Seaway Drive is anticipated as this road and bridge have excess capacity today.
- All development and infrastructure (roadways, water, sewer), including proposed boardwalks and other civic and public improvements are designed to be privately funded, in exchange for increased development entitlements.
- The proposed program is such that impact to schools should not be substantive.

## ONE FINAL THOUGHT

The City of Fort Pierce should commend and be proud of its residents, business community, staff and elected officials. Planning "in the Public" is a lengthy and cumbersome process, but it is also a very rewarding one when a common vision is agreed upon. The predictability resulting from such process is a very powerful development tool that should not be underestimated, especially in difficult economic times. The experience that this City and its residents have creating, adopting, implementing and respecting a clear vision will be the guiding principle that make it possible to overcome the many challenges that moving the Waste Water Treatment Plan will certainly present.

The outcome will be certainly worth the effort, and the resulting built environment will not only be an asset to the residents, but a major component towards a more prosperous and resilient future for the City and the community as a whole.





**To:** Jennifer D Robinson/cfp@cfp,  
**Cc:** Robert Bradshaw/cfp@cfp,  
**Bcc:**  
**Subject:** Fw: FPUA MEMO ON REVERTER RIGHTS.pdf <Watchdog: Virus checked>  
**From:** Nicholas Mimms/cfp - Monday 08/31/2015 09:49 AM

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----- Forwarded by Nicholas Mimms/cfp on 08/31/2015 09:45 AM -----

**From:** "Harold H \"Buzz\" Smyth" <smythbuild@aol.com>  
**To:** NMimms@City-FtPierce.Com  
**Cc:** lHUDSON@city-ftpierce.com, edbecht@bechtlaw.com, tomperona@gmail.com, rsessions@city-ftpierce.com, Ralexander@city-ftpierce.com, smythbuild@aol.com  
**Date:** 08/30/2015 10:38 AM  
**Subject:** Fwd: FPUA MEMO ON REVERTER RIGHTS.pdf <Watchdog: Virus checked>

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Good Morning Nick,

As we discussed the other day I wanted to keep you informed about what is happening with the reverter on the sewer plant property. I am sorry that you are not being kept informed. Please remember it was our meeting with the FPUA director that we all discussed the relocation of the sewer plant property and it was unanimous that the reverter must be addressed to move forward with the relocation and possible joint development of the property.

Please note on the section marked "Waiver of Public Purpose and Reverter Clause".

It would appear that the only thing that needs to be done is an application submitted to the Internal Improvement Fund outlining the purpose, which should include a public purpose intent which can include the environment. If you will remember everyone who was present at the meeting agreed that they would like to see the plant moved. I want to also remind you that Bill These had several unsolicited proposals from companies that not only develop and build waste water plants they finance and bond them as well. We felt it was premature to entertain these companies before we knew about the land and the reverter.

I would strongly ask that you discuss this with the mayor and see if we can get the FPUA to continue moving forward.

It is important to the future of our city and therefore important to us as citizens of Ft. Pierce.

In advance thank you for your cooperation and assistance.

**Harold H. "Buzz" Smyth**  
**772-201-8230**  
**smythbuild@aol.com**

Business & Development Consultant  
President of "Citizens for Clean Air & Water"  
Sitting Board Member of Comprehensive Economic Development Strategy  
Committee  
State Certified Building Contractor #CBC1251321  
"Realtor" ABC Realty  
Commercial Pilot  
Veteran, US Navy SEABEE

-----Original Message-----

From: Peter@Landmgt <Peter@landmgt.com>

To: Ashton Depeyster <bizashton@gmail.com>; Harold H Buzz Smyth <smythbuild@aol.com>

Sent: Mon, Jun 22, 2015 11:09 am

Subject: FPUA MEMO ON REVERTER RIGHTS.pdf

Good morning Buzz and Ashton, here is the FPUA legal research memo on reverter rights, that Clay Lindstrom gave us on Friday.

I need to reread it slowly and carefully but it's very interesting that environmental benefits may qualify as a public use benefit.

Peter Harrison, 4H Ranch, Inc.



Cell: 772-216-4270

FPUA MEMO ON REVERTER RIGHTS.pdf



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KENNETH G. OERTEL  
TIMOTHY J. PERRY

## MEMORANDUM

### *Confidential and Privileged Attorney Work-Product*

TO: R. N. Koblegard, III  
FROM: Timothy P. Atkinson  
SUBJ: FPUA Reverter Clause Issues  
DATE: April 28, 2015

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You have sent for review three deeds (1946, 1956 and 1975), an agreement (1956) and a map. While the deeds contain property descriptions, there is no map or site plan that shows the precise aerial extent of the properties conveyed by deed. The map that was included does not appear to correspond to the deeds.

You previously indicated that there may exist a desire to relocate the existing FPUA water treatment facilities located on the parcels described by the deeds to another property located inland. The resulting vacant land, being situated in an advantageous location along the waterway, would then be sold or leased and developed, possibly in a partnership between the county, the city and private developers, for hotels, restaurants, condominiums and/or other commercial development.

The three deeds all contain a public purpose clause, that the land is to be used for public purposes only. However, only the 1956 and 1975 deeds contain a reverter clause. The 1946 deed does not contain a reverter clause. Even though the land conveyed in the 1946 deed contained a public purpose clause, when no provisions for a reverter are made, it appears that a violation of the public purpose clause would not cause the property to revert, although a violation of the public purpose clause could subject the landowner to a declaratory judgment or mandamus action by the State to attempt to enforce the public purpose clause, which might include tearing down any structures constructed in violation of the public purpose clause.

The Courts of the State of Florida have generally approved of the concept of reverter clauses, and reverter clauses have appeared in Florida statutes<sup>1</sup>. Although such clauses are strictly construed “most strongly against the grantor,” the guiding principle is the intent of the parties. *Loveland v. CSX Transportation, Inc.*, 622 So. 2d 1120, 1121 (Fla. 3rd DCA 1993). Should a portion of a property subject to a reverter clause be sold thereby violating the restriction, if it could be equitably separated from the main tract, the reversion clause would be triggered but only as to those portions of the property that were sold. *Loveland*, 622 So. 2d at 1123. The party seeking to quiet title via a reverter clause will bear the burden of demonstrating the violation of the reverter restriction. *Meigs Properties, LTD. v. Board of County Commissioners of Okaloosa County*, 107 So. 3d 1171 (Fla. 1st DCA 2013).

### **Deeds and Agreement**

- 1) In a deed dated August 10, 1946 (Deed No. 19178), the Internal Improvement Fund deeded property (approximately 3.94 acres) to the Fort Pierce Inlet District. The deed does not contain a reverter clause, it does contain a public purpose clause: “The above described land is to be used for public purposes only.”
- 2) In a deed dated April 20, 1956 (Deed No. 21183), the Trustees of the Internal Improvement Trust Fund deeded property (approximately 13.0 acres) to the City of Fort Pierce, Florida. This deed contains a very specific public purpose clause that the land shall never be sold or leased to “. . . any private person, firm or corporation for any private use or purpose, it being the intention of this restriction that the said land shall be used solely for public purposes.” The deed also contains a reverter clause: “It is covenanted and agreed that the above conditions subsequent shall run with the land and any violation thereof shall render this deed null and void and the above described lands, shall in such event, revert to the Grantors or their successors.”

Shortly before the 1956 deed was given, on April 2, 1956, the City of Fort Pierce and the Fort Pierce Port Authority entered into an agreement, in pertinent part:

- The City has undertaken installation of a sanitary sewer system and disposal plant and requires submerged lands.
- References an application to the Internal Improvement Board for the conveyance by the Board of submerged lands to the City indicated on a sketch dated April 11, 1955 (missing). This sketch apparently references a Parcel A (to be conveyed from the City to the Port) and a Parcel B (to be retained by the City and filled in for the plant).
- The City and Port agreed that the conveyance by the Board to the City would permit a conveyance by the City to the Port of fee simple unencumbered tile to the submerged lands (Parcel A).

---

<sup>1</sup> For example, in Section 253.111(5) and (6), Florida Statutes (1967), the Florida legislature passed legislation related to transactions on offshore tidal lands held by the Board of Trustees. The Board of County Commissioners were given a first option to purchase any lands vested in the Trustees, except submerged lands riparian to an upland owner. However, lands purchased pursuant to this statute must have been utilized for outdoor recreational purposes; they were subject to a reverter to the Trustees if they were not so used.

- 3) In a deed dated March 21, 1975, from the Fort Pierce Port and Airport Authority to the City of Fort Pierce (no acreage specified), the deed contains both a public purpose and reverter clause: "TO HAVE AND TO HOLD, the same in fee simple forever; provided, however, that said land shall be used for public purposes only, and in the event that said land should ever cease to be used for public purposes, title thereto shall revert to the grantor."

There is nothing in the wording of the public use or reverter clauses in the three deeds which suggests that the restrictions would be found to against public policy or otherwise found invalid. The 1956 agreement merely demonstrates the need for the conveyances, and provides evidence of intent in the form of public sanitary sewer and disposal plant uses, but otherwise does not bear on the question of the validity of the reverter clauses.

### **Butler Act of 1921**

In 1921, the Florida Legislature passed an act "Granting and Confirming Riparian Rights n Submerged and Filled-in Lands." This act, known as the Butler Act, followed the Riparian Rights Act of 1856, but the two acts were consistent and the Butler Act did not repeal the earlier act. Under the Butler Act, in order to foster commerce and to improve the state, the legislature intended to vest title in the riparian owner to the submerged lands upon the bulkheading, filling in, or otherwise permanently improving submerged lands. The Bulkhead Act (Chapter 57-362, Laws of Florida (1957), repealed the Butler Act and was codified in Section 253.129 (1957): "The title to all lands heretofore filled or developed is herewith confirmed in the upland owners and the trustees shall on request issue a disclaimer to each such owner."

In this case, additional information is required to ascertain whether any property was bulkheaded, filled or otherwise improved such as to qualify for a transfer of title to have taken place under the Butler Act. Specifically, was any sovereign submerged lands, not otherwise subject to a reverter clause in a deed, bulkheaded, filled in, or otherwise permanently improved prior to 1957?

It would be most helpful (for several reasons, not just this Butler Act analysis) to obtain a drawing by a registered surveyor detailing the areas that 1) were filled or improved prior to the repeal of the Butler Act in 1957, 2) were granted under the 1946 deed, 3) were granted under the 1956 deed, and 4) were granted under the 1975 deed. In order to understand what areas might fall within category 1, the drawings of the deeded areas along with an aerial photographic history of the property may be needed. Historic photographs are available through various sources, such as the Florida Department of Environmental Protection and the Florida Department of Transportation, and elsewhere.

### **Waiver of Public Purpose and Reverter Clauses**

Upon application to the Board of Trustees of the Internal Improvement Fund, potentially for consideration, the public purpose and reverter clauses could be waived, especially where it could be shown to the Trustees that the action would be for a public purpose and an environmental benefit.

Relocating the FPUA water treatment facilities to a property located inland would have several public benefits. First, the aging facilities at the current location would be replaced with newer facilities utilizing modern technology and equipment. There might also be less of a chance of an environmental hazard caused by severe storms or by rising sea levels. The new inland facility and transfer / conveyance structures to the new facility would likely be expensive (you indicated in the \$100M ballpark) and would likely be paid for by public funds. Some part of the cost of the new facility would be paid for by the sale or lease of the existing lands to private developers or other private interests. Every dollar of the public treasury saved through such private investment would therefore be in the public interest. Also, while purely an esthetic consideration, the treatment facility would no longer be an eyesore for the area and attractive new development could take its place, thereby encouraging other growth and modernization within the area.

The resulting vacant land, being situated in an advantageous location along the waterway, would then be developed, possibly in a partnership between the county, the city and private developers or other private interests, for hotels, restaurants, condominiums, and/or other desirable commercial development. The development would bring short-term and long term job growth. It would be very important to highlight for the Trustees job creation estimates from a credible expert in the field.

It is unknown what consideration, if any, the Trustees would require for the waiver of the public purpose and reverter clauses. A recent waiver item before the Trustees in May of 2013 however, indicates that the Trustees exacted 15% of rental payments as consideration for waiving a reverter for a proposed state-of-the-art public and private commercial mega yacht marina and mixed-use development on Watson Island in Miami-Dade County on Biscayne Bay. Attached are copies of the agenda and portions of the transcript.

The waiver process is political, and while the Trustees rely upon the staff (FDEP) for guidance, the Trustees have the ultimate decision. Objectors from the local area might attempt to influence the Trustees in order to make the cost prohibitively high or to deny the request. This can be seen in the attached agenda where objectors from the Sierra Club and residents groups spoke against the agenda item. It is our experience that careful planning, and continued, well-prepared, documented and unified communication with the FDEP, and the Trustees and their aides is essential to achieving a good outcome.

Further research could be done with FDEP, as the Board of Trustees staff, to ascertain whether and to what extent the Trustees previously waived public purpose and/or reverter clauses. Such information might serve to support an application by showing precedent for such actions.

### **Conclusion**

It appears that the public use and reverter clauses would probably be found to be valid deed restrictions. The intent of the parties will be the key question in any dispute in court. If a portion of the overall parcel subject to a reverter restriction is sold or leased in contravention of the reverter clause, ownership of such portion would probably revert to the Trustees.

It is possible that a grant of tile under the Butler Act of 1921 was made subsequent to the filling in of submerged lands (and done prior to the Bulkhead Act in 1957). Additional information on the aerial extent and dates of fill would be needed, however, to complete the analysis.

The following information or documents are needed:

- A drawing by a surveyor detailing the areas that:
  - 1) were filled or improved prior to the repeal of the Butler Act in 1957, along with the dates of fill or improvement;
  - 2) were granted under the 1946 deed;
  - 3) were granted under the 1956 deed; and
  - 4) were granted under the 1975 deed.
- A composite drawing showing the areas granted under all three (3) deeds.
- Aerial photographic history of the property.

## Clayton Lindstrom

---

**From:** Florinda Mazzarella  
**Sent:** Wednesday, June 03, 2015 4:20 PM  
**To:** Clayton Lindstrom  
**Subject:** FW: Memorandum - reverter clause issues  
**Attachments:** Flagstone Transcript exerpts.pdf; May 13 2014 Flagstone Agenda Item.pdf; FPUA Reverter Clause Memo.pdf

**Florinda Mazzarella**  
**Executive Assistant**  
Fort Pierce Utilities Authority  
Director of Utilities  
206 South 6th Street  
Fort Pierce, FL 34950  
Telephone (772) 466-1600, Ext. 3201  
Fax (772) 468-2412  
E-mail: [fmazzarella@fpu.com](mailto:fmazzarella@fpu.com)

**From:** The Koblegard Law Firm [mailto:[koblegardlaw@aol.com](mailto:koblegardlaw@aol.com)]  
**Sent:** Wednesday, June 03, 2015 4:08 PM  
**To:** Florinda Mazzarella  
**Subject:** Fwd: Memorandum - reverter clause issues

Florinda,

Please see attached Tim Atkinson's opinion. We received the information requested at the end from Shane this morning and will be forwarding that along for further review.

Thanks,  
Rosalie

**The Koblegard Law Firm**  
200 S. Indian River Drive, Suite 201  
Fort Pierce, FL 34950  
Telephone: (772) 461-7772  
Facsimile: (772) 461-0226  
Email: [koblegardlaw@aol.com](mailto:koblegardlaw@aol.com)

-----Original Message-----

From: Tim Atkinson <[TAtkinson@ohfc.com](mailto:TAtkinson@ohfc.com)>  
To: koblegardlaw <[koblegardlaw@aol.com](mailto:koblegardlaw@aol.com)>; koblegardlaw2 <[koblegardlaw2@aol.com](mailto:koblegardlaw2@aol.com)>  
Cc: Tim Atkinson <[TAtkinson@ohfc.com](mailto:TAtkinson@ohfc.com)>  
Sent: Tue, Apr 28, 2015 6:24 pm  
Subject: Memorandum - reverter clause issues

Dear Koby,

As you requested, please find attached my memorandum on the reverter clause issues.

I also attached some additional information discussed in the memorandum.

Please let me know if you have any questions. Please feel free to call me to discuss.

Best regards,

Tim

**Timothy P. Atkinson\***

Oertel, Fernandez, Bryant & Atkinson, P.A.  
2060 Delta Way  
Tallahassee, Florida 32303  
850-521-0700  
850-521-0720-fax

\* Board Certified - State and Federal  
Government and Administrative Practice

---

**From:** Tim Atkinson  
**Sent:** Monday, December 8, 2014 3:50 PM  
**To:** 'koblegardlaw@aol.com'; 'koblegardlaw2@aol.com'  
**Subject:** reverter clause issues

Hi Rupert,

It was a pleasure to speak with you this afternoon about the reverter clause issues for the FPUA water treatment facility.

In addition to the reverter clause issues we discussed, it would be a good idea to look at the Butler Act. If the property were filled prior to 1951, the State may have lost its interest in the property. It would be important to know when the property was obtained, when the submerged lands were filled, if there was a permit issued for the fill, and the sequence of these events, etc. I have attached a copy of the Anderson Columbia Co., Inc. v. Board of Trustees of the Internal Improvement Trust Fund case from 1999 that Ken Oertel and I litigated (Ken previously served as general counsel to the Board of Trustees by the way). The 1DCA in Anderson Columbia confirmed and discussed the operation of the Butler Act to confirm title in upland owners who fill in or bulkhead submerged lands adjacent to uplands.

It would also be important to research the exact wording of the reverter clause in the deeds. Depending on the wording, the reverter clause might violate the rule against perpetuities (Section 689.225, F.S.) or could be an unreasonable restraint on alienation, and therefore void.

If it appears the reverter is valid, the State (probably the Board of Trustees of the Internal Improvement Trust Fund) could extinguish it, particularly if it would be for a public purpose, and also an environmental benefit. Those matters are decided by the Governor and Cabinet.

Please let us know if you have any questions or if we may be of further assistance. I look forward to hearing from you.

Best regards,

Tim

**Timothy P. Atkinson\***

Oertel, Fernandez, Bryant & Atkinson, P.A.  
2060 Delta Way

Tallahassee, Florida 32303  
850-521-0700  
850-521-0720-fax

\* Board Certified - State and Federal  
Government and Administrative Practice

August 24, 2015

Nick Mimms, PE  
Deputy City Manager  
C/O City of Fort Pierce  
100 North US 1  
Fort Pierce, Fl. 34950

RE: Chronological Order of Zoning Change & Future Land Use Amendment

Dear Mr. Mimms,

I would like to offer this chronological order of events that have led us to the current situation for our interim project at 601 Seaway Drive in Fort Pierce. (Causeway Cove). We have worked within the system at every step of the way even at heavy expense to the property owner with the attitude of total cooperation and compliance. It was my recommendation to the owner that we would get further with less problems if we simply did everything they asked. This is not the end of our journey, it is the beginning, and we are running into snafu's that are of real concern to us at extreme cost.

**Outline of Topic's & Background:**

1. Sept. 6, 2012 :DEP Permit issued for docks.
2. Nov. 20, 2013: Corp of Engineers Permit issued.
3. Jan. 21, 2014: United States Coast Guard approval issued.
4. Aug. 26, 2014: Required signage for sea grass navigation completed.
5. March 4, 2015: 2PM Pre- Application meeting with staff.
6. May 12, 2015: 11AM Contract with Dr. William Stoddard and Leo Giangrande for engineering services.
7. June 5, 2015: 1:15PM meeting with Kori Benton called by Dr. Stoddard for clarification- first time Kori mentioned text amendment to the HIMU might be better-also agreed to accept both submerged lands and uplands conditional use as one.
8. June 28, 2015: Intake meeting Dr. Stoddard submitted the application for re-zoning from R-3 to C-5 and the Future Land Use Amendment to MXD.
9. July 17, 2015: 10AM TRC - No comments, but staff report.
10. July 23, 2015: Met with Commissioner Alexander & Commissioner Sessions.
11. July 24, 2015: Met with Commissioner Perona, Mayor Hudson & Commissioner Becht.
12. July 30, 2015: Meeting with staff to discuss future issues and progress. Nick Mimms did not show up till meeting was stopped.
13. August 3, 2015: 4:30PM- Conference call with Nick, Kori, Rebecca, Dr. Stoddard and Harold Smyth, accepted C-5 zoning only.

**#1. Sept. 6, 2012 DEP Permit issued for Docks:** Sometime in late 2011 or first of 2012, as instructed by staff and with my recommendation the owner applied for dock permits for the

property at 601. In the City of Fort Pierce you cannot get a dock permit unless you have all your approvals from the State.

**#2. November 20, 2013- Corp of Engineers Permit Issued:** In order to get a conditional use approval or building permit from the city you also need a permit from the Corp of Engineers.

**#3. Jan. 21, 2014- United States Coast Guard approval issued:** This is also required prior to a Conditional Use approval by the City. Please note that this process took nearly 2 years to complete.

**#4. Aug. 26, 2014 required signage for Seagrass Navigation completed:** These required signs which are for navigation information regarding seagrass areas were required to be installed by a certain date by the United States Coast Guard. The job was completed as needed on August 26, 2014.

**#5. March 4, 2015-Pre-application meeting with staff:** Staff present were Clarissa Davis, Kori Benton, Tracey Telle, Marc Myers. Also present, Peter Harrison, Julie Naugle and Harold Smyth. Prior to this meeting a great deal of preparation was necessary. We as the property owner/developer needed to know what the options were and how to proceed and estimated cost associated.

Sept. 19, 2014- We discussed with Kori the difference between a PUD and a zoning change. He emailed us information and in the second page of comments noted, "I will note that all properties currently zoned C-5 are within the South Beach Overlay, which places a density capacity of 8 dwelling units per acre." The allowable density of dwelling units or space devoted to residential (traditional) within the C-5 & C-6 zoning is **directed by the underlying Future Land Use designation of the property. The Future Land Use element of our comprehensive plan had been attached for your review.** I have included notes (boxes) to pin point the allowable density noted with each designation (District) as well as current language regarding the breakdown of floor area for new development in the respective designation.

In closing, I have attached our current Use Table with the 3 zoning districts outlined that you mentioned. This will hopefully provide insight to the potential permitted and conditional use for each zone, **noting compliance with our City Code, the Comprehensive Plan, and other necessary approvals.**

Also, included in preparation for the Pre- Application Meeting:

- A.) Sept. 8, 2014 @ 1:58PM: Email from property owner.
- B.) Zoning Change list from R-3 to C-5 & interim list of items.
- C.) Email from Sandy Ramseth outlining regulations for C5 zoning and CG land use designation.
- D.) Email form Kori Benton attaching the Comprehensive Plan Map Amendment Application.

**The following documents are the originals from the meeting held 3/04/15 and follow up recaps of the meeting.**

- A.) Peter Harrison recap of the meeting.
- B.) My hand written notes showing underlying land use.
- C.) Aerial pictures of the property as the Navy occupation.
- D.) Proposed 8 1/2 x 11 site plan, survey and Charrette proposal.
- E.) Original- Future Land Use map brought to the meeting by Kori and his notes- HIMU 80% to 20%.
- F.) Original-**Future Land Use brought to the meeting by Kori and Clarrisa**, hand written highlights.
- G.) **Typed recap by Julie Naugle of the meeting with Clarissa Davis, business card.**

**Please note:**

- ⇒ "Clarissa believes MXD would be appropriate for Future Land Use."
- ⇒ Kori Benton: "Application HIMU (*limits activity to 20%*)."  
(*note- that is commercial activity*)
- ⇒ "Future Land Use...derived underlying Land Use guides and restrictions."
- ⇒ "Clarissa agreed on MXD."
- ⇒ Complimentary Use- 1.5 ratio- Minimum MXD.
- ⇒ C-5 to MXD **ARE** compatible!!!!

Final comments- PUR Cost? Eliminates Comprehensive Plan Map.

Read requirements, specifics.....**THIS IS RECOMMENDED.**

- ✓ Application.....Rezoning
- ✓ Land Use Amendment
- ✓ Conditional Land Use Application processed with C5
- ✓ Marina/ Off Street Community Parking
- ✓ Map Amendment check both

H.) Received from staff after the meeting a fee schedule- note Comprehensive Plan Map Amendment

**Back Up Documentation:**

- A.) List compiled after pre-application meeting
- B.) Buzz's original narrative
- C.) Letter April 21, 2015 outlining scope of work and fee schedule
- D.) Letter April 22, 2015 Kori advises our procedures for transmittal of (Comprehensive Plan) Amendment.

**#6. Letter May 8 & 12, 2015 giving Stoddard the contract & Leo Giangrande contract.**

**#7. June 5th, 2015 1:15 PM:** Handwritten notes form meeting with Kori, Dr. Stoddard, Leo Giangrande.

**#8. June 26, 2015 intake meeting:** Dr. Stoddard submitted the application for re-zoning from R-3 to C-5 and the Future Land Use Amendment to MXD.

**#9. July 17, 2015 10 AM, TRC- No comments but staff report.**

Note: Paragraph's marked

A.) Email dated: July 22, 2015

**#10. July 23, 2015:** Met with Commissioner Alexander and Commissioner Sessions.

**#11. July 29, 2015:** Met with Commissioner Perona, Mayor Hudson and Commissioner Becht.

**#12. July 30, 2015- Meetings with Staff:** Did not go well. Present Shyanne, Kori, Rebecca, Buzz, Dr. Stoddard, Jules Naugle. **Nick Mimms NOT present.**

A.) Recap enclosed sent as email to Ashton.

**#13. Aug.3, 2015 @ 4:30 PM:** Conference call with Nick, Kori, Rebecca, Dr. Stoddard and Harold Smyth-accepted C-5 zoning to move forward.

A.) Handwritten notes enclosed.

In closing, I find it difficult at best, that we would spend thousands of dollars and hundreds of man hours doing something if we were not told to do so.

I remember that it was a choice of a Text Amendment to the HIMU or a Future Land Use Amendment which both have the same application and paper work. It was decided that the MXD was a better choice because it fit with the Western Peninsula Charrette better and the City adopted the Charrette.

We were simply doing what we thought was the right thing to do and following staff's instructions without resistance.

We have now spent over \$85,000 and we are only on the first 3 permit applications out of 17 required. If the Planning Department wants to refund our application fee, will they also reimburse us for the **\$18,000** cost to prepare the application. That is the cost associated with **the Future Land Use Application only.**

**We have, Still To Do:**

- ⇒ Conditional Use Applications A2- C5
- ⇒ Building Permits
- ⇒ Fire Department Permits
- ⇒ Dock Permits
- ⇒ Laundry and Bathroom Permits
- ⇒ Entrance Sign Permits
- ⇒ Electrical Permits
- ⇒ Utility Permits
- ⇒ Vegetation Removal Permits
- ⇒ Renovation Permits
- ⇒ And on and on.....

At the July 30th meeting with Nick and Shyanne we fully expected laying out all these permits and anticipated future problems and was hoping for cooperation and help making this happen. We were sadly disappointed. In the notes from TRC it clearly shows conflicts within the South Beach Overlay and the Charrette document. Who else can amend these conflicts if not the Commission. The land owner/developer can't do it.

The only way to fix/ amend the conflicts is to bring it to the Board of City Commissioners. Staff cannot change policy and why not bring it to the Board and let them decide? Also, if Harbour Isle is built to 10.7 units per acre and the Sewer Plant is out of the SBO then that leaves only Causeway Cove. There is no other land and why not set the ground work for the Charrette vision using private dollars? It makes no sense not to cooperate. We did the work for you at our expense.

**Reasons for Text Amendment to the HIMU, Future Land Use Amendment or a special district is the conflicts between what the City wants to do and the current regulations.**

#1. HIMU- Allows for 20% commercial and 80% residential at Causeway Cove. This is a conflict not only with the current regulations but also for the Charrette vision. People living there and enough commercial for a decent resort community.

#2. MXD- At least MXD allows for 40% residential with a number of other mixed uses such as marina research with a more realistic residential component. This is a better choice.

#3. Write a special zone- for this property allowing for residential and commercial without zoning restrictions only design restrictions. This would allow the City and the developer along with the City to create the vision they really desire.

With the current land use codes it does not take us there. Even with the C-5 zoning and HIMU we cannot get to our Charrette vision. This will take a workshop and staff directives to accomplish that goal.

I would pledge my cooperation and support to meet that goal. Putting this off only prolongs the reality of our vision for the City and delays our opportunity for economic stability. Let's work together and make this happen. We have and are doing our part. We are cooperating. z

Sincerely,

Harold H. "Buzz" Smyth

*772-201-8230*

[smythbuild@aol.com](mailto:smythbuild@aol.com)

Business & Development Consultant

President of "Citizens for Clean Air & Water"

Sitting Board Member of Comprehensive Economic Development Strategy Committee

State Certified Building Contractor #CBC1251321

"Realtor" ABC Realty

Commercial Pilot

Veteran, US Navy SEABEE

**From:** Harold H \Buzz\ Smyth <smythbuild@aol.com>

**To:** bizashton <bizashton@gmail.com>

**Cc:** peter <peter@landmgt.com>; brianpaul <brianpaul@pelicanseafoodcompany.com>; wstoddard <wstoddard@sbsengineers.com>; smythbuild <smythbuild@aol.com>

**Subject:** future land use amendment

**Date:** Tue, Aug 4, 2015 6:24 am

---

Good Morning Ashton,

I am not pleased to tell you that the city staff is not cooperating. As I reported the commissioners and mayor want to see everything go forward, but our meeting last week with Nick and staff did not go very well, Nick was a no show and Rebecca Grohall attended the meeting with us for the first time. Things took a bizarre and confusing turn with her and Kori. Shyanne the Marketing person for the city sat totally bewildered. As Nick was not there they asked that we start the meeting, right off the bat Rebecca began to discuss Developers agreements and moving the sewer plant. After several minutes it became obvious that we were headed in the wrong direction. We were also informed that they were not going to put us on the August 11 Planning Board meeting which immediately took things even worse. At that point I said this meeting was over because we were getting no where. Kori and Rebecca took a stance that was so off neither Bill nor myself knew where they were headed.

As we were leaving Nick showed up and did not understand why the sour faces. He spoke to us briefly and told us he would be in touch.

Later we got a call from Nick stating that we would have a conference call at 4:30 on Monday to discuss the issue.

The conference call was not much better, the staff Kori and Rebecca are digging in. Rebecca refuses to bring the future Land Use Amendment to the Planning board or the city Commission. They agreed along with Nick to do that. Nick hosted the call and conducted the meeting. He also supported the staff. They are willing to let the zoning application go through but not the future land use. I had no choice but to agree at least we can move forward is what they said. That does not match what we have been told to do all along, which is a zoning change had to also include a future land use change otherwise why would we spend the money and energy to make the application, which took hundreds of hours to put together. Nick even got more bizarre when Dr. Stoddard ask him about a time frame to make it happen, he said they would not even start till a plan is submitted, (for moving the sewer plant and development). They are not putting any effort to it at this time, and consider looking into it when we get closer.....

Remember the mayor nor the commissioners can talk to staff, they must go through the city manager and the staff is refusing to put the item on the agenda. The mayor nor the commissioners can do anything about it. I have never seen this happen so much as now.

I had no choice but to submit to the zoning change, I do not know what has happened from our first meeting pre-application meeting, where we were told to

do a zoning change and future land use amendment, then subsequent meetings to clarify we were doing everything they wanted , to the TRC board(Technical Review Committee) where the only comments were from city staff to the meetings with each elected official showing support, to a complete 180....

If they let us do the rezoning and keep moving that is a plus, but I will continue to address each issue. I am embarrassed for my community that we are being treated like this, but hearing from others we are not alone.

Ashton, you may want to call Dr. Stoddard to hear more but at this point we have done and will continue to move forward.

**Harold H. "Buzz" Smyth**

**772-201-8230**

**[smythbuild@aol.com](mailto:smythbuild@aol.com)**

Business & Development Consultant

President of "Citizens for Clean Air & Water"

Sitting Board Member of Comprehensive Economic Development Strategy Committee

State Certified Building Contractor #CBC1251321

"Realtor" ABC Realty

Commercial Pilot

Veteran, US Navy SEABEE

Rebecca -

July 30 2015

addressing the conflicts =

She was getting the cart before the horse -

Development agreement ???

She is so off the mark -

Everyone wants a development to happen - what that is  
no one knows at this time.

C-5

1. Resolving the boundaries to the South Beach Overlay
2. Change the HMC to allow more commercial
3. Talk about the exact agreement is between the city and property -
4. Not on the August 11 Planning Board agenda because of conflicts in the text.
5. TRC comments were not addressed even though there was no comments from the board but from staff -
- 6.

Present - Sheyenne

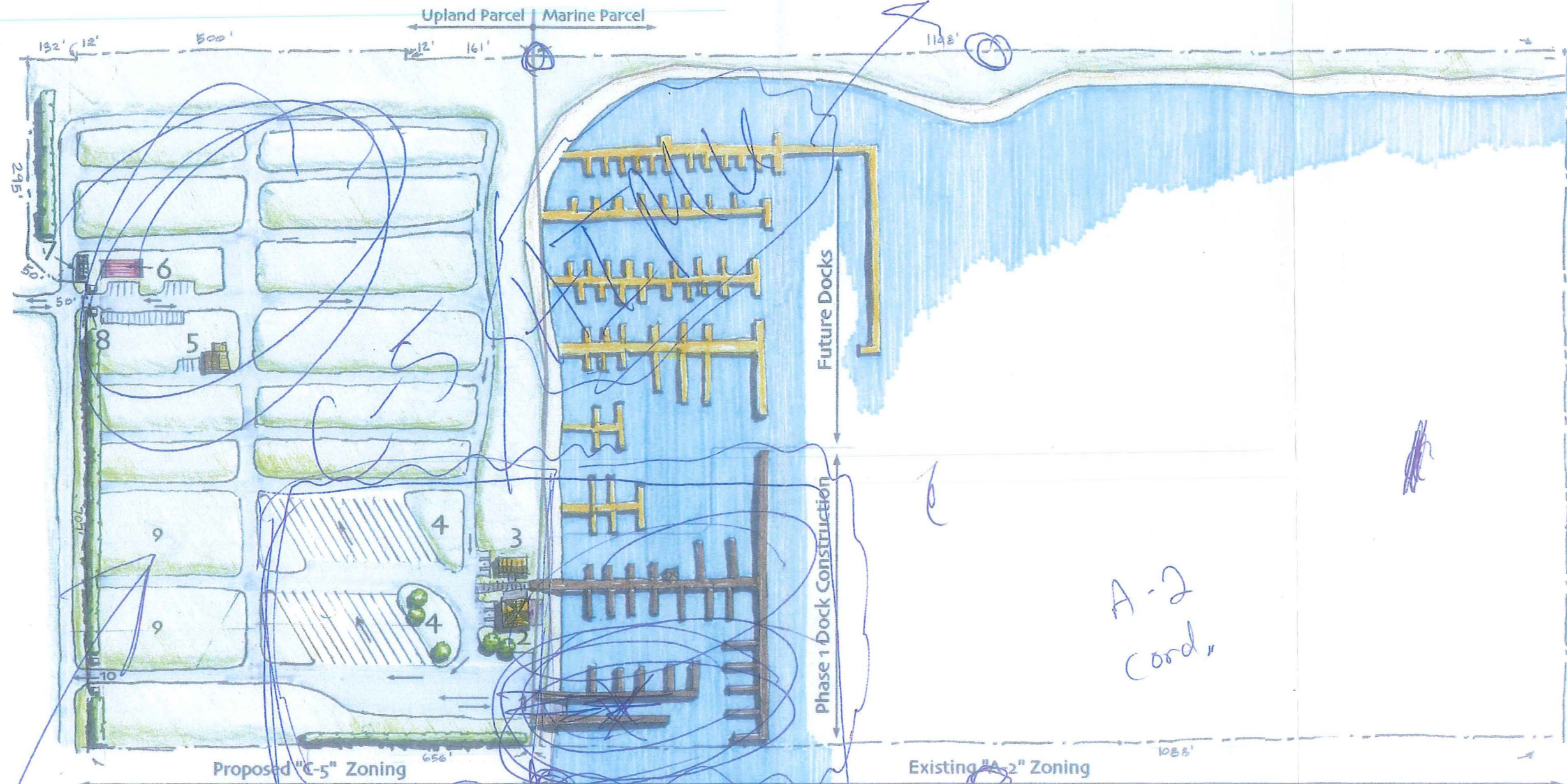
Buzz

Kori

Bill

Rebecca

Jules



**Site Index**

- 1 Double boat ramp
- 2 Dockmaster's House
- 3 Restroom-Laundry
- 4 Pull-thru trailer parking
- 5 Maintenance
- 6 Shuffleboard
- 7 Entry Sign / elec. distribution
- 8 Access gate
- 9 Event parking
- 10 Site egress

**Site Data**

Address - 601 Seaway Drive, Ft. Pierce, FL

Site Area  
 Upland Parcel 17.1 Acres +-  
 Marine Parcel 25.3 "  
 Total Site 42.3 Acres

**On-Site Parking - Phase 1**

At Entry - 28 spaces (2) van accessible  
 At Dock Area - 6 auto spaces (2) accessible  
 - 44 Pull-thru trailer spaces

**Boat Docks**

Phase 1 - 47 (2) accessible  
 Phase 2 - 151 (3) accessible  
 Total - 198 (5) accessible

John M. Foster - Architect  
 Member - American Institute of Architects - LEED AP  
 11205 Ridge Avenue Ft. Pierce, Florida 34902  
 (772) 370-8464 - Florida Registration No. 8511  
 jmfarch@gmail.com



**Graphic Scale**

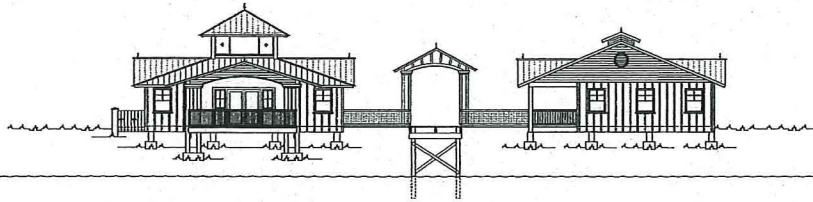


Schematic Site Development Plan  
**Causeway Cove**  
 Ft. Pierce, Florida

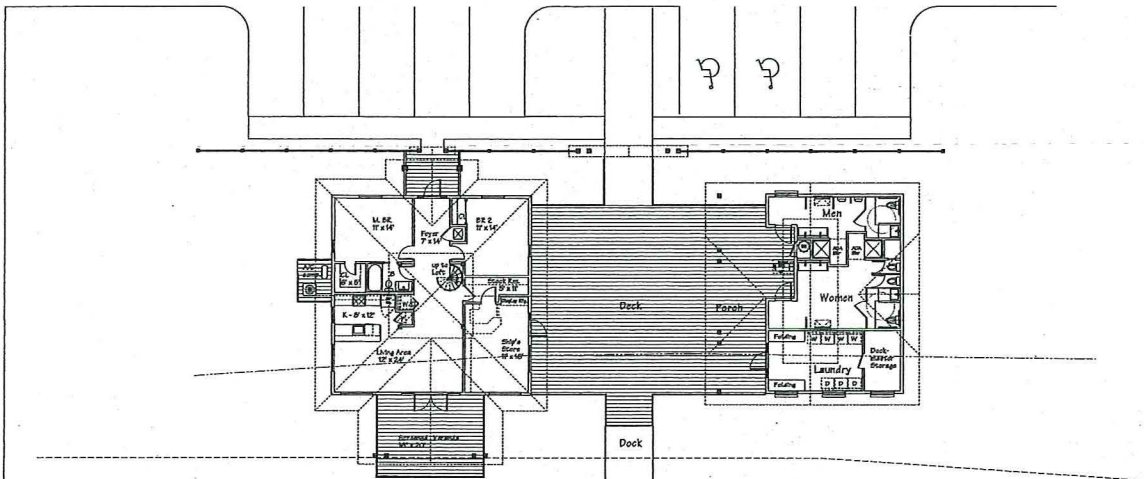
Copyright © 2015  
 John M. Foster - Architect  
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2-26-15





South Elevation Scale - 1/8" = 1' 0"



Dockmaster Area Plan Scale - 1/8" = 1' 0"

0' 10' 20' 30' 40'

These drawings are prepared in accordance with the Florida Building Code, and the Florida State Board of Building, Safety and Code Enforcement. The drawings are prepared by the architect and are not to be used for any other purpose without the written approval of the architect.



John M. Foster - Architect  
 18000 Bay Avenue, Ft. Pierce, Florida 34949  
 Phone: 888-233-3333  
 Fax: 888-233-3333  
 www.jmfoster.com

Dockmaster's House & Laundry  
**CAUSEWAY** **INLET MARINA**  
 601 Seaway Drive, Ft. Pierce, Florida

Causeway Cove. 7-23-15

Meetings with Comma, Mayor

1. Boat ramp & Docks = city needs
2. Simple marina
3. Adopted Charrette - next step -
4. maneuvering through the regulations - Staff's direction
5. Do u support the zoning change and Future Land use change to MXD as requested with 15 units per acre
6. Would you waive or remove the SB overlay from this project?  
Is it a concern to you?
- 7.

Leo - 3100  
12500

Tommy - grey water -  
clay -  
board -

From: Kori Benton <KBenton@City-FtPierce.Com>

To: Harold H \Buzz\ Smyth <smthbuild@aol.com>

Cc: William Stoddard <wstoddard@sbsengineers.com>

Subject: 601 Seaway Drive - Planning Board Submittal, Application Outlook, and Discussion <Watchdog: Virus checked>

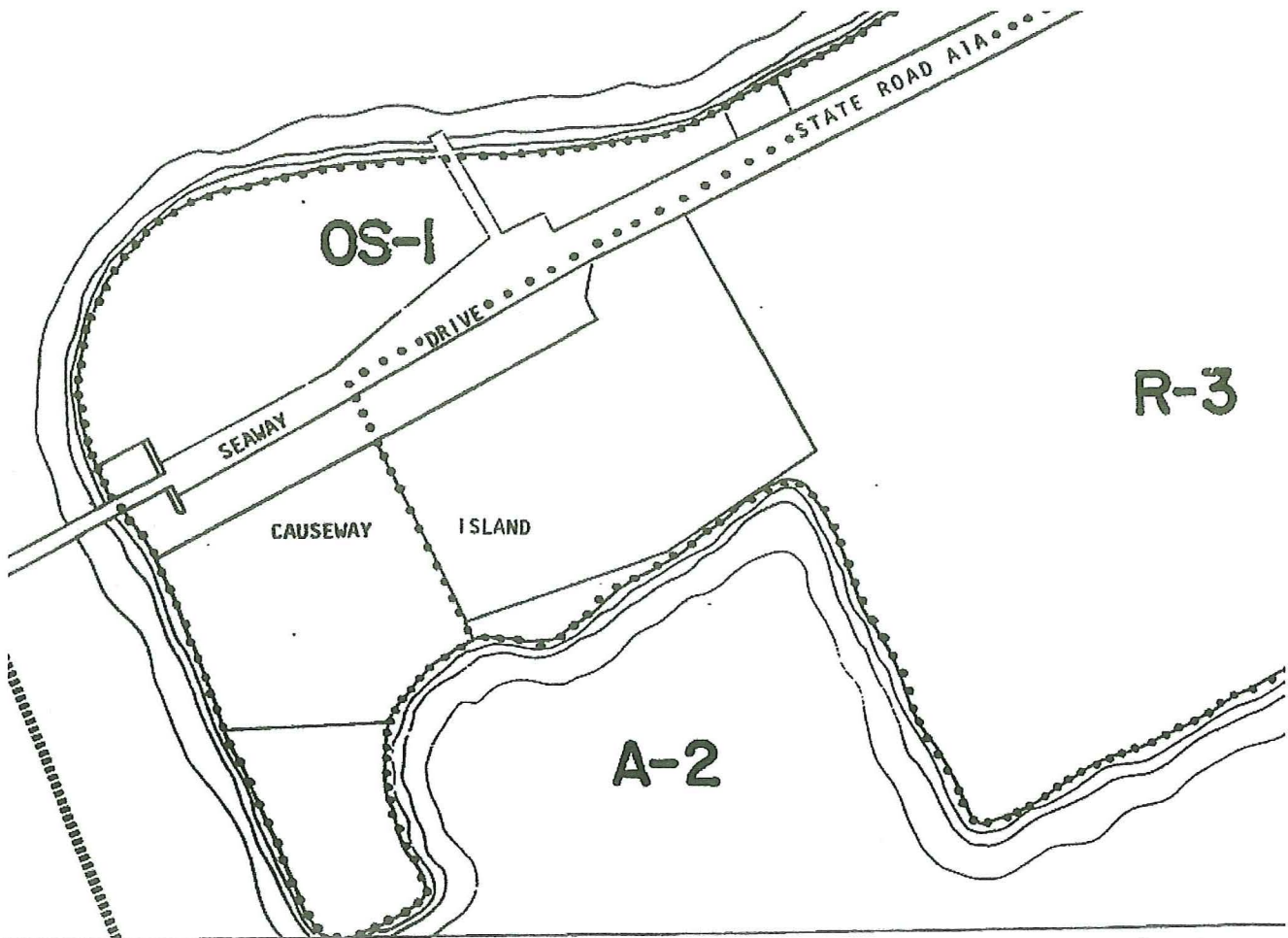
Date: Wed, Jul 22, 2015 5:28 pm

Attachments: Site Exhibit.png (275K), Advertising Map.jpg (119K), City Code & Comprehensive Plan Review.docx (1045K)

Good afternoon,

Thank you for your time on Friday, after the TRC meeting, to discuss a handful of discussion points relating to the Rezoning and FLUMA requests for 601 Seaway Drive. I have noted the meeting scheduled for next week, which may facilitate discussion and hopeful resolution to the concerns we discussed.

In an effort for continual progress, I've attached a few excerpts of the City Code and Comprehensive Plan for discussion, as each are elements of the potential discrepancies or conflicts identified, and discussed previously. Furthermore, I would like to briefly revisit the boundaries or the land/property for rezoning and map amendment. Dr. Stoddard and I briefly noted, and discussed the variance between the main parcel (land), and the bank included in the predominantly aquatic parcel. Initially, it did garner much concern, however in reviewing the parcel, zoning, and FLUM configurations further, it is appropriate to add the property (legal description) up to the mean high water line (MHWL). The attached "site exhibit" reflects the current parcel boundaries, and the sections of parcel 2402-331-0002-000-1, that are appropriate to include. The survey(or) identifies the MHWL, therefore it may be quite simple to develop an accurate legal description quickly. Such legal description would be essential for advertising purposes, and inclusion for action by the Planning Board and City Commission. Please let me know if you have time for further discussion tomorrow. Thank you again.



Warm Regards,

Kori Benton  
Senior Planner  
(772) 467-3739

Planning Department  
City of Fort Pierce  
PO Box 1480  
Fort Pierce, FL 34954



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1 Attached Images





# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

COMPREHENSIVE PLANNING ♦ DEVELOPMENT REVIEW  
HISTORIC PRESERVATION ♦ URBAN DESIGN ♦ URBAN FORESTRY ♦ ZONING

July 15, 2015

Harold Smyth  
PO Box 13088  
Fort Pierce, FL 34979

**Re: Technical Review – Causeway Cove  
Future Land Use Map Amendment & Zoning Atlas Amendment  
601 Seaway Drive**

Dear Mr. Smyth,

The following are technical review comments from the Planning Department's review of the application for a Future Land Use Map Amendment & Zoning Atlas Amendment to property described as Causeway Cove.

1) Pursuant to City Code Section 22-16(a) South Beach Overlay District, please note the following regulations of density:

(3) a. Density.

1. Residential. Residential density shall be based on the requirements of the underlying zoning district except that in no instance shall residential density in the South Beach Overlay District exceed eight (8) units per acre.

3. Mixed use. The residential component of a mixed use development shall not exceed eight (8) units per acre. The non-residential component of a mixed use development shall be based on the requirements of the underlying zoning district while factoring the affect and impacts of the residential component on the site.

An amendment to the South Beach Overlay District may be required to provide consistency with the requested Future Land Use Designation of MXD, Mixed-Use, which facilitates development up to 15 du/acre.

The applicant may consider further the capacity to explore amendments to the HIMU land use designation, in comparison to the requested map amendment to maintain consistency with the South Beach Overlay.

2) The capacity analysis presents the capacity for an increase in 19,320 daily trips. This impact, with a potential build out, would significantly impact the adjacent roadway networks. Further review and analysis may be requested by staff to ensure the capacity to account for the build out, to acknowledge the probability of level of service deficiencies.

3) The Planning Board recently voted to recommend amendments to the MXD land use designation, at the request of an applicant, as follows:

The applicant, Walton Acquisitions FL, LLC, is proposing changes within the City of Fort Pierce Comprehensive Plan regarding the Future Land Use Element (FLU) MXD, Mixed-Use Development designation. The requested amendment seeks to:

- 1) eliminate the 40% total floor area minimum requirement for residential uses
- 2) reduce the required number of uses from three (3) to two (2).

Please note that the City Commission will consider action on these amendments in the upcoming weeks.

4) There are various components of the City's comprehensive plan which conflict with the presented density increase proposed with the subject map amendment. Further analysis of these conflicts will be reviewed and provided to the Planning Board. Staff recommends further discussion with the applicant and representative to explore the components that may need amendment if the City pursues changes to accommodate the adopted charrette documents.

Amend SBO

HIMU → More Commercial

Comp Plan Text Amendment CHHA

## City Code Section 22-16(a) South Beach Overlay District

### (3) a. Density.

1. Residential. Residential density shall be based on the requirements of the underlying zoning district except that in no instance shall residential density in the South Beach Overlay District exceed eight (8) units per acre.

3. Mixed use. The residential component of a mixed use development shall not exceed eight (8) units per acre. The non-residential component of a mixed use development shall be based on the requirements of the underlying zoning district while factoring the affect and impacts of the residential component on the site.

An amendment to the South Beach Overlay District may be required to provide consistency with the requested Future Land Use Designation of MXD, Mixed-Use, which facilitates development up to 15 du/acre.

#### **1.1 Objective:**

*The City shall adopt and implement the Future Land Use Map to designate future land uses that regulate uses, densities and intensities that enhance its neighborhoods and districts:*

#### **1.1.2 Policy:**

Gross site density and intensity of the individual Future Land Use designations depicted under Policy 1.1.1 are described in GOP Table 1-1. Within each Future Land Use Category one or more zoning districts may be permitted as set forth in the Land Development Regulations, **provided that the density or intensity authorizations of the particular zoning district does not exceed general limitations set forth in GOP Table 1-1.**

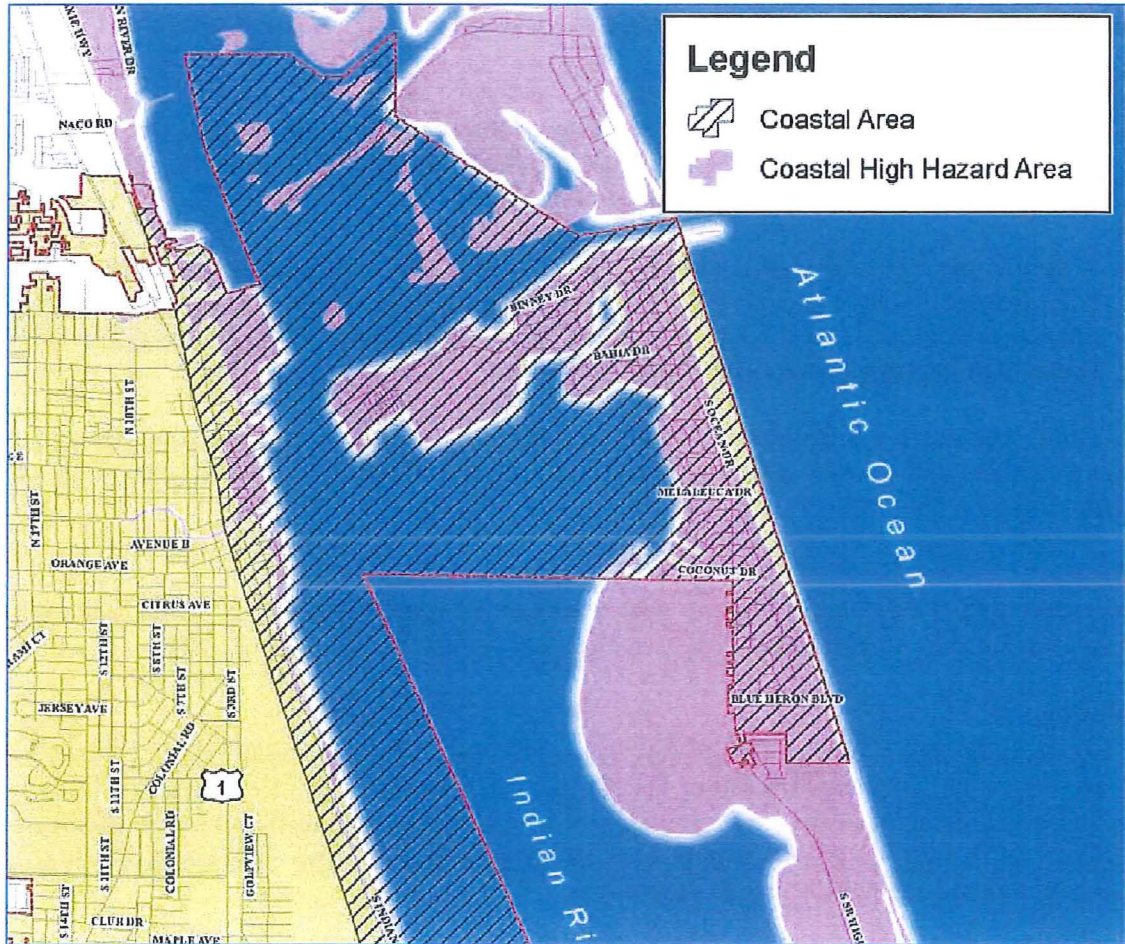
#### **1.1.10 Policy:**

The City shall maintain the South Beach Overlay District in the Land Development Regulations for northern South Hutchinson Island to protect the existing neighborhoods and **maintain a low-density**, “Tropical Village by the Sea” character. The City will promote opportunities for tourism-related development and require the developments to be consistent with the provisions of the overlay district and the neighborhood character.

#### **1.9.4 Policy:**

The City shall undertake the development of special area plans for the following neighborhoods (in no particular order). The City will strive to complete one plan annually.

1. Avenue D Historic District
2. Downtown Historic District
3. Edgartown Historic District
4. River’s Edge Historic District
5. South Beach District
6. Performing Arts District



**5.6 Objective:**

The City shall direct population concentrations away from known or predicted Coastal High Hazard Areas (CHHA).

**5.6.1 Policy:**

As defined in Chapter 163.3178(2)(h) F.S.; the City shall recognize the “Coastal High Hazard Areas” (also “high-hazard coastal areas”) to mean the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**5.6.2 Policy:**

The City shall amend Land Development Regulations, by December 2010, to restrict development in Coastal High Hazard Areas.

**5.6.3 Policy:**

The City shall ensure that all development and redevelopment within the CHHA comply with the following regulatory techniques for hazard mitigation:

1. State and local regulations to established shoreline setbacks;
2. State and local construction codes regulating construction activity in the coastal areas;
3. Adopted surface water management level of service standards for drainage; and

4. Surface water management improvements which mitigate loss of floodplain.

**5.6.4 Policy:**

The City shall limit, to the maximum extent allowable, redevelopment in areas within the CHHA shown by the Local Mitigation Strategy to be particularly susceptible to repeated damage.

**5.7.4 Policy:**

The City shall provide for safe evacuation from the coastal area by reviewing all development proposals in the hurricane vulnerability zone, which are submitted for certification through the zoning approval and development review committee processes, to determine whether the development is expected to maintain or reduce hurricane evacuations. Developments which cause an unacceptable increase shall be required to provide mitigation measures in order to mitigate the impacts on hurricane evacuation times caused by the development. These standards shall be incorporated into the Land Development Regulations by December 2011.

**5.11 Objective:**

The City shall establish level of service standards, areas of service and phasing of infrastructure in the Coastal Planning Area.

**5.11.1 Policy:**

The City shall ensure that no development approval shall be granted until it is demonstrated that all required infrastructure shall be in place and available for use by the future development or redevelopment within the Coastal Planning Area concurrent with the impacts of development. All development in the Coastal Planning Area shall conform to the densities proposed by the future land use element and to the level of service standards adopted in the appropriate elements of this Plan.

**5.3.6 Policy:**

When reviewing an application for a marina, the City shall ensure that it is located in areas where maximum physical advantages exist and where no unreasonable or excessive impacts are foreseen on coastal or marine resources. Marina construction shall reflect consideration of the following:

1. Protection of benthic vegetation and faunal assemblages;
2. Adequacy of circulation and tidal flushing;
3. Access to deep water through existing channels of adequate depth;
4. Minimization of shoreline modifications;
5. Quality and size of upland areas and degree of alteration necessary;
6. Ability to restore or enhance marine resource subject to past alteration;
7. Locations of existing propeller dredging problem areas;
8. Potential impact on alligators, manatees, marine turtles or other listed plant or animal species;
9. Availability of upland support services;
10. Adequacy of the Marina Hurricane Management Plan; and
11. Protection or enhancement of historic resources.

**5.3.7 Policy:**

When reviewing an application for a marina, the City shall ensure that all required external agency coordination and permits have been obtained and that the City permit does not conflict with the conditions of the external agency conditions.

**5.3.8 Policy:**

The City shall implement performance standards in the Land Development Regulations for marinas and marine-related facilities within the coastal area which include at a minimum: setbacks, height limitations, parcel size, architectural guidelines, seagrass protection, and the protection of water quality including the maintenance and containment of stormwater runoff and wash-down water for dry storage areas. Marina performance standards shall include the following minimum criteria:

1. Existing marina facilities shall be allowed to continue their operation provided these facilities are not expanded. New or expanded marina facilities shall meet the City's adopted operational standards.
2. While the expansion of existing facilities is preferred over construction of new facilities, the development of new marinas shall remain a viable alternative as many existing marinas will not be capable of meeting adopted operational and environmental standards.
3. Policies and incentives should encourage new and expanded marina facilities to utilize dry storage to the fullest extent possible.
4. New marina facilities shall retain all work area runoff in a separate retention area.
5. Prior to the operation of any new marina fueling facility, a fuel management/spill contingency plan shall be developed and provided to the City for review. The plan shall describe methods to be used in dispensing fuel and all the procedures, methods, and materials to be used in the event of a fuel spill. The plan shall meet the St. Lucie County Fire Prevention Codes and the Rules of the State Fire Marshall's office.

**5.3.10 Policy:**

The City shall coordinate with all appropriate agencies to protect submerged lands in shallow water areas from boating impacts, including strategies to reduce seagrass propeller scarring and to minimize vessel groundings. To accomplish this, the City shall assist to:

1. Identify problem areas and issues related to channel and shallows marking;
2. Establish criteria and priorities for identifying channels and shallows to be marked;
3. Make recommendations, in coordination with all appropriate local, state and federal agencies for channel marking;
4. Seek funding sources for marker installation; and
5. Identify boating restricted or “no vessel” protection zones.

submerged land

4 Applications

Amend Future land use

Amend zoning

Conditional use A2

Conditional use C-5

Meeting 8-5-15

Kori  
Bill  
John  
Leo  
Burr  
1:15 pm

Hy issue - waste water Treatment Plant

\* Resolution City of Ft. Pierce  
Adopted the Charrette -

Comp Plan →

Pine Trees -

June 25<sup>th</sup> Economic Development Team

Chy

Kori

Paul Thomas

Linda Cox

Lizzy Woodruff

Dr. William P. Stoddard  
1717 Indian River Blvd.  
Suite 201  
Vero Beach, Florida 32960

May 8, 2015

RE: Zoning & Future Land Use Amendment

Dear William,

This past week I met with owner of the property (Causeway Cove) to review and finalize the bids and proposals.

Because the proposals were so similar and close, it was difficult making a decision. I am pleased to inform you that we would like your company to do the work.

It was your sincerity and conviction to Ft. Pierce and the projects that eventually helped to make the decision for us.

I want to meet with you next week and finalize our understanding and give you a deposit. An email and phone call will be placed to verify Tuesday May 12th at 11am at the motel 2nd floor conference room. We will also arrange for architect John Foster and engineer Leo Giangrande be present. I don't know if Danna Small will be there, but I will try and make that happen.

In advance, thank you for working with us on this exciting project.

Sincerely,

**Harold H. "Buzz" Smyth**  
**772-201-8230**

[smythbuild@aol.com](mailto:smythbuild@aol.com)

Business & Development Consultant

President of "Citizens for Clean Air & Water"  
Sitting Board Member of Comprehensive Economic Development Strategy Committee

State Certified Building Contractor #CBC1251321

"Realtor" ABC Realty

Commercial Pilot

Veteran, US Navy SEABEE

**From:** Kori Benton <KBenton@City-FtPierce.Com>  
**To:** Harold H \Buzz\ Smyth <smythbuild@aol.com>  
**Cc:** Ashton De Peyster <306worth@gmail.com>  
**Subject:** Re: 601 Seaway Drive <Watchdog: Virus checked>  
**Date:** Wed, Apr 22, 2015 4:24 pm



**Attachments:** Map Amendment - Final.pdf (1071K), Capacity Analysis wo attachment.pdf (643K)

Good afternoon,

I have attached the DEO's outline of the Statutory timelines for adoption of Comprehensive Plan amendments. There are numerous variables that affect the actual timeline, based upon the submittal, meeting dates, approval/denial dates, etc., however this provides the State's involvement and adopted guidelines. If you have any inquiries or concerns, please let me know.

DEO:

### **Proposed Phase - Procedures for Transmittal of (Comprehensive Plan) Amendments**

Local government must transmit proposed plan amendment(s) within ten working (10) days after initial public hearing (see 163.3184(3)(b)1, Florida Statutes) as follows:

- To the State Land Planning Agency (Department of Economic Opportunity):
  - One paper copy, and
  - Two electronic copies on a CD ROM in Portable Document Format (PDF)
- To the review agencies:
  - One copy in any format
- Within five (5) working days the local government and agencies are notified by the State Land Planning Agency of receipt of amendment.
- Review agencies send comments directly to the local government and the State Land Planning Agency. Local government must receive comments from review agencies within 30 days after receipt proposed of amendment package (see 163.3184(3)(b)2, Florida Statutes).
- State Land Planning Agency issues its comment letter to the local government. Local government must receive comments from review agencies within 30 days of receipt of the proposed plan amendment package (see section 163.3184(3)(b)2, Florida Statutes).
- State Land Planning Agency issues its comment letter to the local government.

### **Adopted Phase**

- Local government must hold the second public hearing within 180 days after receipt of agency comments (see section 163.3184(3)(c)1, Florida Statutes).
- If the local government fails within 180 days after receipt of agency comments to hold a second public hearing, the amendments are deemed withdrawn unless extended by agreement and notice to the State Land Planning Agency and any affected party that provided comments on the amendment.
- Local governments must transmit three copies of the adopted comprehensive plan amendment package within ten working (10) days after the second public hearing to



the State Land Planning Agency and one copy to any other agency or local government that provided timely comments (see section 163.3184(3)(c)2, Florida Statutes).

- State Land Planning Agency must determine completeness of the adopted plan amendment package and notify the local government within five (5) working days after receipt (see section 163.3184(3)(c)3, Florida Statutes).

## Adopted Amendment Package Contents

An adopted plan amendment package is determined complete if it includes:

1. Executed copy of the adoption ordinance
2. Text in strike-through/underline format
3. For Future Land Use Map amendment change
  - a. copy of the Future Land Use Map depicting existing land use designation and depicting the adopted land use designation
4. Copy of any data and analysis

## Challenge Period and Effective Date

- Within 30 days after the local government adopts the plan amendment, an affected person may file a petition with the Division of Administrative Hearings challenging the plan amendment.
- Within 30 days after receipt of a complete adopted plan amendment package, the State Land Planning Agency reviews the adopted plan amendment and can file a challenge to the amendment with the Division of Administrative Hearings based on comments provided by a review agency during the proposed amendment phase.
- If no challenge is filed, the amendment becomes effective 31 days after the State Land Planning Agency notifies the local government that the amendment package is complete.
- If a challenge is filed, the amendment becomes effective after issuance of a final order by the State Land Planning Agency or the Administration Commission.
- 

<http://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transmittal-procedures-and-timeframes>

- 
- 

Warm Regards,

Kori Benton  
Historic Preservation Officer  
(772) 467-3739

Planning Department  
City of Fort Pierce  
PO Box 1480  
Fort Pierce, FL 34954



From: Kori Benton/cfp  
To: "Harold H \"Buzz\" Smyth" <[smythbuild@aol.com](mailto:smythbuild@aol.com)>,  
Cc: Ashton De Peyster <[306worth@gmail.com](mailto:306worth@gmail.com)>  
Date: 02/25/2015 12:12 PM  
Subject: 601 Seaway Drive

---

Good afternoon,

Please find the attached application(s), as previously discussed, to assist with the preparation of information and documents as we approach our Pre-Application Meeting next Wednesday, and the submittal of application. A very minor adjustment has been made since the hard copy was provided, as the application failed to contain an option for a Comprehensive Plan Map Amendment. We look forward to our meeting next week. Have a great day.

Warm Regards,

Kori Benton  
Historic Preservation Officer  
(772) 467-3739

Planning Department  
City of Fort Pierce  
PO Box 1480  
Fort Pierce, FL 34954

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Primary Consultant:  
Smyth Builders, Inc. (Harold H. Smyth)  
P.O. Box 13088  
Fort Pierce, Florida 34979

Date: April 21, 2015

Primary Architect:  
John Foster  
11205 Ridge Avenue  
Fort Pierce, Florida 34982

Engineering- Scope of Work

1. Review City of Ft. Pierce Land Development Code.
2. Coordinate with Primary Consultant to discuss proposed amendment to future land use designation and zoning district.
3. Meet with City of Ft. Pierce with Primary Consultant and identify any issues.
4. Prepare summary of existing limitations imposed by existing future land use and existing zoning district as related to the Western Peninsula Charette adopted by the City of Ft. Pierce.
5. Coordinate with Traffic Engineering Consultant and Environmental Engineering Consultant.
6. Prepare drainage analysis to show impacts under existing zoning and proposed zoning.
7. Complete applications for amendment to future land use change and amendment to zoning district change including supporting documentation and support Primary Consultant in submitting applications to City of Ft. Pierce.
8. Complete applications for conditional use approval for marina in C-5 and conditional use approval for docks and boat ramp in A-2.
9. Attend Intake meeting , TRC meeting, Planning and Zoning Board hearing and (??) Commission meetings and FPOT if necessary.
10. Prepare Historical Report.
11. Respond to public questions and comments.

Owner to pay Engineering Consultant for completed scope of work : \$17,280.

Completed items:

- Warranty Deed & Legal Description
- St. Lucie County Property Record Card
- Narrative
- Current Survey (Alex Piazza)
- Site Plan (Preliminary to be completed)

Items to be Completed:

- Environmental Study (Environmental Services Inc.): \$800
- Additional Services : TBD
- Traffic Impact Report (GEP) or others : \$3,100
- Capacity Analysis Included
- Drainage Analysis Included
- Historical Report Included
- Prepare CD's & Submit PDF's Included
- Coordinate and compile complete packets Included
- Allowance for reimbursable \$1,000

Estimated Application Fees Paid by Primary Consultant & Owner

- Concurring Review \$2,000
- Land Use Amendment \$4,657.20
- Zoning Amendment \$2,812.20
- Conditional Use- Dock \$250
- Conditional Use- Site \$250
- Non-Residential Site Plan- Dock \$1,890

**Total**

\$13,749.40 - Fees  
\$ 17,280.00 - Expenses  

---

\$ 31,029.40  
? Foster  
? Smyth  
? Secretarial

Sincerely,

Harold H.Smyth

**772-201-8230**

[smythbuild@aol.com](mailto:smythbuild@aol.com)

Business & Development Consultant  
President of "Citizens for Clean Air & Water"  
Sitting Board Member of Comprehensive Economic Development Strategy  
Committee  
State Certified Building Contractor #CBC1251321  
"Realtor" ABC Realty  
Commercial Pilot  
Veteran, US Navy SEABEE

March 23, 2015

Application for Zoning Atlas Map Amendment  
Justification Statement

Dear Sir or Madam,

The intent of this application is to rezone a parcel of land in order to make it eligible for a boat ramp and necessary accessory structures. In spite of the fact that photographs prove the continuous existence of docks from the 1930's until hurricane Jeanne and Francis the current zoning inexplicably is not suitable for marine facilities. While the comprehensive plan has noted that marina's should be as big and as close to the inlet as possible, strangely, a future land use amendment will also be necessary. As well as being close to the inlet and having the potential for a large marina, this site also has protection on three sides as well as an enviable absence of currents, no doubt the reasons for its early water dependant development.

original  
narrative

B.

Consultation with city officials has revealed a large demand for new boat ramps, particularly with abundant parking. Pressure needs to be reduced on high value City owned boat ramps. Officials would also be grateful for a facility which could contribute to hosting large fishing tournaments.

It is commonly understood that this property is one of the most unique parcels in the state and has the potential to set Fort Pierce aside from all other communities.

This property also has a unique disadvantage in that the Municipal Waste Water Treatment Plant is located next door to the West. The City of Fort Pierce and the Fort Pierce Utilities Authority have both passed resolutions calling for the removal and relocation of the plant. (*Copies of the Resolution enclosed.*) However, it is not feasible at this time to develop or attract a developer for the property until a time table for relocation is established. Therefore, we find it unfortunate but necessary to utilize the property in the interim for a substantial but minimum use.

We applied for and received permits for one hundred ninety eight boat slips and a boat ramp from the Corp of Engineers, DEP, and FWC on the South 25 acres which is zoned A2 of which marina's are a conditional use. In the C5 zoning, marina's are also a conditional use but not in R3, therefore a zoning change to C5 was deemed necessary for a marina to be permitted.

The Future Land Use Map Amendment is necessary to meet and accommodate all the elements of the current and future use of the property and possibly a combined venture with the Waste Water Treatment Plant property as depicted in the Western Peninsula Charrette which was paid for and adopted by the City of Fort Pierce and developed by the Regional Planning Council. This charrette incorporated all aspects of Mixed Use Development (MXD):

- Residential (Single-Family and/or Multifamily)
- Commercial - General and /or Neighborhood
- Commercial- Town Center
- Hotel (Minimum 100 Units)
- Office Use- Professional and/ or Medical
- Industrial- Working Water Front
- Institutional- Environmental, Studies and Research Facilities.

The HIMU Future Land Use only allows for no more than 20% non-residential uses which negatively impacts the development of the property and contradicts the charrette intent of a destination resort/development with public access. This zoning and land use adjustment is directly consistent with the comprehensive plan (1.8.2) in that it encourages redevelopment and reinvestment with the city. It creates a lively water front area with mixed-use development, water enhanced activities, with a character of historic Florida and Ft. Pierce.

Encourages the construction of shared parking facilities, both public and private, to meet the current and future demands. This amendment is also consistent with the Western Peninsula charrette which further creates consistency with the comprehensive plan by implementing the idea of the charrette.

It was during "the vision for the Fort Pierce Western Peninsula" charrette that the residents of the only development to the East agreed with and encouraged an

increase in density by participating in the work shop "Choosing Your Future."  
("Towards A Destination").

The charrette also included- marina's, water sports, education and research facilities. In the last pages of the document, it clearly states,

"Next Steps":

- Adopt the Citizen's Vision
- Establish a "Plant Relocation Committee"
- Hire a Retail/Marketing Specialist
- Amend Current Regulations
- Enter into an Agreement with Adjacent Property Owner

In conclusion, all the hard work and ideas of the community have lead up to this point and the only logical course is to pass the zoning change and amend the Future Land Use Map to be more in line with the vision of the citizens.

If you should need further information or would like to discuss this project further, please contact me by phone at 772-201-8230 or email at [smythbuild@aol.com](mailto:smythbuild@aol.com).

Sincerely,

Harold H. Smyth

Business & Development Consultant  
President of "Citizens for Clean Air & Water"  
Sitting Board Member of Comprehensive Economic Development Strategy  
Committee  
State Certified Building Contractor #CBC1251321  
"Realtor" ABC Realty  
Commercial Pilot  
Veteran, US Navy SEABEE

Causeway Cove

601 Seaway Dr.

Zoning Change & Conditional Use Approval & Permitting Outline

1. Application for Zoning Atlas Map Amendment from R3- C-5. ✓
2. Application for Future Land Use Map Amendment from HIMU to MXD. ✓
3. Application for Conditional Use in C-5 for a Marina (site plan approved). ✓
4. Application for Conditional Use in A-2 for a marina, docks and boat ramp. ✓
5. Pre-Application meeting for building permits-Building, Planning and Fire Dept. *submitted - intake meeting*
6. Application for building permit Dockmaster's House. ✓
7. Application for building permit docks and boat ramp. ✓
8. Application for building permit bathroom, shower and laundry. ✓
9. Application for building permit Entrance Sign. ✓
10. Application for Electrical Permit. ✓
11. Application for underground Utilities. ✓
12. Application for Vegetation Removal Permit. ✓
13. Application for Electrical Meter Structure. ✓
14. Fire Safety Permit ✓
15. Application for renovation of existing maintenance (if wanted). ✓
16. Application for Electrical Permit new panel maintenance building. ✓

- ? Site Plan - John
- ? Survey, Topo, Digital Piazza
- ? Dock permit digital



# CITY OF FORT PIERCE PLANNING DEPARTMENT

*COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW  
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING*

## Planning Department Fees

Effective April 1, 2013 - Exhibit A (Resolution 13-12)

APPLICATION TYPE	FEES
<b>Non-Residential Site Plans</b>	
Conceptual Site Plan	\$500
4,001 - 10,000 S.F.	\$1,890
10,000 - 30,000 S.F.	\$3,775
>30,000 S.F.	\$6,995 +\$95 each 1000 additional S.F
<b>Residential Site Plans</b>	
Conceptual Site Plan	\$500
21 to 50 Units	\$1,645
51 to 300 Units	\$3,775
>300 Units	\$3,775 + \$455 each additional 100 units
<b>Site Plans - Other</b>	
✓ Conditional Use with New Construction under 4,000 s.f./< 21 units	\$250
<b>PUD/PUR</b>	
PUD/PUR Zoning Change -Preliminary Plan	\$3,960 + \$40 per acre
PUD/PUR Zoning Change -Final Plan	\$2,400 + \$40 per acre
<b>Subdivision</b>	
Preliminary plat:	
3-5 Lots	\$945
5-50 Lots	\$1,635
Greater than 50 Lots	\$3,535
Minor Replat	\$1,000
Final Plat	\$500
<b>Amendments</b>	
Zoning Text Amendment	\$3,980
Zoning Map Amendment	
Single Family Dwelling	\$100
Multifamily and Nonresidential	\$2,115 + \$40 per acre
Comprehensive Plan Map Amendment	

Single Family Dwelling	\$100
<b>Multifamily and Nonresidential</b>	<b>\$3,960 + \$40 per acre</b>
Comprehensive Plan Text Amendment	\$3,960
Minor Amendment to Site Plan	\$500
Major Amendment to Site Plan	\$1,000
Minor Amendment to Design Review	\$100
Site Plan Extensions	1/2 Original Fee
<b>Landscaping</b>	
Landscape Permit	\$50
Land Clearing Permit <2 acres	\$100
Land Clearing Permit >2 acres	\$25 for each acre above 2 acres
Tree Removal Permit	\$35
Tree Mitigation Per inch DBH	\$250
<b>Adult Entertainment</b>	
Adult Bookstore/Video Store	\$800
Adult Performance Establishment/Dance	\$2,000
Adult Theatre	\$40 per booth, \$5 per seat , \$5 for each parking space for viewing outside in vehicle
Commercial Physical Contact Parlor	\$800
Escort Service	\$578
Motel	\$800
<b>Miscellaneous</b>	
Abandonment	\$400 + 100% of appraised value
Address Assignment /Change	
Residential	\$25
Non-Residential	\$50
Advertising Fee	Actual Cost - Due prior to final approval
After the fact development application	Double Fee
Alcoholic Beverage Waiver Application	\$100
Amusement Arcade- Fee per machine	\$87
Appeal of Administrative Officer	\$500
Arcade Amusement Center -Fee per machine	\$50
Arcade Background Check (Police Department)	\$100
Compiling Mailing List and Prepare notice	\$35
Concurrency Appeal	\$500
<b>Concurrency Review/Certificate</b>	<b>\$2,000</b>
Concurrent Staggered Review	\$1,285
Conditional Use	\$100
Copies-color/black and white	1 / 0.15
Copy of Zoning Code or (LDR's)	\$35
Copy of Comprehensive Plan	\$85
Data CD/DVD	\$25
Design Review Fee	

Site Plan	\$515
Building Permit	\$100
Development of Regional Impact, New ADA or Substantial Development (DRI)	\$10,000
Development Agreement	\$1,000
Dog Friendly Outdoor Dining	
Annual Permit	\$50
Additional Inspections	\$30
Failure to Renew/Late Fee	\$25
Annexation Agreement (not same as FPUA agreement)	\$1,000
Field Inspection/CO or Final Inspection	\$100
Future Land Use Map	\$25
Handling & Mailing of Notification	\$2.50 per address
Liquor License Signoff	\$25
No Show TRC/Planning Board	\$250
Nonconforming Structure Special Exception	\$300
News rack	\$18.75 per news rack
News rack Impoundment & Storage Fee	\$10 per day-max 30 days
Parking Space, Fee-in-Lieu	\$2,000 per space
Plan Assembly & Collation	\$50
Plan Review Resubmittal	25% of initial fee after 1st resubmittal
Planning Director Opinion Letter	\$480
Postage Fee	Current USPS rate-Due prior to final approval
Posting of Property	\$40
Pre-application meeting	\$250
Pre-application meeting Cancelation	\$250
Research Records & Permits per Hour	\$50
Sidewalk, Fee-In-Lieu	\$16.46/per linear foot
Sidewalk café permit	\$50
Sign Permit(per sign, not including building permit fee)	\$65
Street Name Change	\$500 Plus cost of sign
Telecommunications Towers	\$5,000
Temporary Use	
Temporary Use, General	\$500
Temporary Use, Tents	\$100
Variance	\$1,000
Zoning Map	\$25
Zoning Verification Letter	\$100

\* Development applications tabled by either the applicant, Technical Review Committee, Planning Board, or City Commission, and are inactive for three (3) months and have failed to provide the necessary changes or information, will be charged a new fee to be processed for review. Items withdrawn or tabled (at any stage of the development review process) can be reactivated within three (3) months at no charge. After three (3) months the application is considered to have expired and a new review fee is required. Fees for amendments to previously approved site plans shall be based on minor amendment fees unless the proposed change is significant in size to require major review fees.

Applications that do not obtain approval by the final required board or commission within 12 months from the date of the initial submittal shall be required to pay a new application fee. This fee is the full application fee identified by the application category.


3-4-15

# 601 Zoning City Hall Meeting

## *City of Fort Pierce*

Attendees: Kori Benton- Planning Dept.  
Clarissa Davis- Planning Dept.  
Tracey- Engineering Dept.  
Mark-Engineering Dept.



Clarissa Davis  
Planner  
Planning Department



100 North U.S. 1  
Post Office Box 1480  
Fort Pierce, Florida 34954

(772) 467-3742  
cdavis@city-ftpierce.com  
www.cityoffortpierce.com

### Notes:

- Rezone R3 to C5.
- Marina- Water A2.
- Boats, slips, captain quarters, entrance way.
- Commercial Only

Typed Re-Cap  
of Meeting. **GT.**

### Clarissa

- What improvements are happening on site? Anything going to change on land?
- Answers were.....Wood structures, Key West Style, Fee to maintain, bathrooms, showers, power.
- Will there be someone living onsite? ....Yes.....dock master.
- Clarissa believes MXD would be appropriate for future land use.

### Kori Benton

- Application HIMU (limits activity to 20 %), proposal could encompass rezoning, near term after.....
- Site plan "Conditional Use".
- Like to see everything combined.
- Rezoning, destination district is compatible.
- C5- Commercial Zone.
- Future Land Use.....derived underlying land use.....guides and restrictions.
- Public Access
- Preservation of Habitat.
- Comprehensive Plan.
- Parking is permitted.

- 2 Impacts-
  - 1.) Appropriate use is sufficient.
  - 2.) TheoreticalOnce submitted as Conditional Use.

- Appropriate Land Use

- 1.) Concentrated Commercial Use/Activity.
- 2.) 20% of Floor Area.

Ashton commented that the MXD should solve that problem.

- Clarissa agreed on MXD.
- MXD=15 Units Per Acre.
- South Beach Overlay. (City Clerk's Office)

Complimentary Uses- 1.5 ratio.

Minimum MXD:

- 1.) Residential (show this)
- 2.) Commercial/ General/ Neighborhood
- 3.) Hotel
- 4.) Office Uses/ Professional
- 5.) Industrial/ Institutional.
- 6.) Minimum 40% total floor area MXD.

- C5 to MXD ARE compatible!!!!
- Clarissa made a point that the word SHALL translates in legal documents as MANDATORY language. Needs to be met.

Considerations: -General Commercial Land Use  
-Marine Use

- Industrial is a viable route.
- Come up with best route for initial and final.
- Trolley, Buggies to beach transportation.

3-4-15

~~XXXXXX~~  
Kori B.

limits activity

- Application HIMU to proposal could encompass rezoning, near term after...
- Ditz plan "conditional use"
- Like to see everything combined. Rezoning, destination district in compatible C5- commercial zone

### Future Land Use.

derived underlying land use guides + restrictions.

### Public Access

Preservation of habitat.

Haz. area, water, walk sidewalks.

### Comprehensive Plan

Parking. Permitted App - Ashland

Impacts - Appropriate Use. ARE sufficient.

then noticed

Once submitted as cond. use.

# 001 - Info

Buzz

~~Box B~~ Building Dept.

Rezone R3 to C5

Main Na. Water A2.

Boat, slips, quarters, Entrance way

TRC - Planning board - dist. to State.

Commercial Only.

Clarissa Davis - Planner Dept.

What improvements are happening on site?

Anything going change on land? Wood structure. Key West style. Fee to maintain, bathroom, showers, power.

Will have someone living on site? by Clarissa.

✓ MXD would be appropriate for future land use.

Tracy - Engineering

## hoai.

Approp. land use

- concentrated commercial use/activity.
- 20% of floor area.

Ashten - MXD should solve that problem. Clarissa agreed on MXD.

MXD = 15 units per acre.

South Beach Overlay. City Clerk's Office.

Complementary uses. 1.5 ratio.

Minimum MXD

- Residential - (Show this)
- Commercial general (neighborhood)
- Hotel
- Office Uses / professional.
- Industrial / institutional.
- Minimum 40% total floor area MXD.

C5 to MXD are compatible!

Shall = Mandatory language.

translates in legal documents. - Clarissa.

Needs to be met.

Consider...  
Gen. Comm land use.  
Marine use

Industrial viable routes.

Come up w/ best route for initial & final.  
Trolley / Buggies to Beach transp.

Pelican in CS:

Slips \* 2 spaces per dock slip  
on 1.5 not clear.

Under 4,000 sq ft. -  
Concurrence analysis. - Planning Dept.  
Director. Engineer.  
Land Planner.

\* OFF Street Comm. Parking lot.

Met all code requirements... overflow parking  
can be factored in. How frequently  
used?

\* ~~XXXXXXXXXX~~ Mark

Label Marina Stone At dock master building.

\* Questions about shallow water, digging required or not??

Needs the DEP's.

\* Quets about electric out to docks?

• Buzz: will have power available.

• Lori: safety lights, parking lighting  
baths / showers, front entrance

\* Quets about water access on property?

Peroning Application Fee \$ 5,000 - 6,000

P.U.R. Cost? ellimato's comp. plan map.

read requirements & specifics. recommended.

App rezoning

Land Use Admndment

Condi. Use application processed w/ CS.

Marina / off street comm. parking.

Map Admndm. - Check both (Second page)

## Slips

- Two spaces per dock slip or 1.5, not clear.
- Under 4,000 sqft.
- Concurrency - Analysis - Planning Dept., Director, Engineer, Land Planner.

### *Notes:*

- Mark from the meeting mentioned labeling Marina Store at Dock Master Building.
- Questions about shallow water, digging required or not?
- Needs D.E.P.'s
- Question about electric out to docks? Buzz commented, "we will have power available."
- Kori suggested, "safety lighting, parking lighting, baths/showers, front of entrance lighting.
- Questions about water access on property.
- Rezoning Application Fee: \$5,000-\$6,000.
- P.U.R. cost? eliminates Comprehensive Plan Map.  
-Read requirements, specific's...this is recommended.

- ✓ Application...rezoning
- ✓ Land Use Amendment
- ✓ Conditional Land Use Application processed with C5
- ✓ Marina / Off Street Community Parking
- ✓ Map Amendment check both. (second page)

Recommended



OFF Street Community Parking Lot=Met all code requirements =overflow parking can be factored in and how frequently used.

---

**FUTURE LAND USE ELEMENT  
GOALS, OBJECTIVES, AND POLICIES**

---

Brought to  
meeting by  
Kori & Clarissa

E

**Goal 1**

**The City of Fort Pierce shall regulate land uses to maintain and protect its traditional Florida small-town character by embracing its rich heritage, diverse cultural and community assets, and natural resources.**

**FUTURE LAND USES**

**1.1 Objective:**

*The City shall adopt and implement the Future Land Use Map to designate future land uses that regulate uses, densities and intensities that enhance its neighborhoods and districts, stimulate tourism and the local economy, and are compatible with its small-town character.*

**1.1.1 Policy:**

Land use shall be regulated by the adopted Future Land Use Map. (GOP Map 1-1).

**1.1.2 Policy:**

Gross site density and intensity of the individual Future Land Use designations depicted under Policy 1.1.1 are described in GOP Table 1-1. Within each Future Land Use Category one or more zoning districts may be permitted as set forth in the Land Development Regulations, provided that the density or intensity authorizations of the particular zoning district does not exceed general limitations set forth in GOP Table 1-1.

**GOP Table 1-1: Future Land Use Density/Intensity Summary Table**

<i>Land Use Category</i>	<i>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</i>	<i>Non-Residential Floor Area Ratio (FAR)*</i>	<i>Land Use Breakdown</i>
<b>RESIDENTIAL</b>			
Low Density Residential (RL)	1-6.5 du/ac	-	
Hutchinson Island Residential (HIR)	8 du/ac	-	
Medium Density Residential (RM)	6.5-12 du/ac	-	
High Density Residential (RH)	12-18 du/ac	-	
<b>COMMERCIAL</b>			
Boundary Commercial (BC)	N/A	1.0	N/A
Neighborhood Commercial (NC)	10du/ac	0.5	Residential uses may comprise up to 20% of the total floor area of the Neighborhood Commercial future land use designation.
General Commercial (GC)	15 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the General Commercial future land use designation.

<b>Land Use Category</b>	<b>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</b>	<b>Non-Residential Floor Area Ratio (FAR)*</b>	<b>Land Use Breakdown</b>
<b>Central Business District (CBD)</b>	30 du/ac*	3.0	Residential uses shall comprise a minimum of 25% of the total floor area of the Central Business District future land use designation.
<b>Marine Commercial (MC)</b>	15 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the Marine Commercial future land use designation.
<b>Urban Neighborhood (UN)</b>	15 du/ac	1.2	Residential uses may comprise up to 35% of the total floor area of the Urban Neighborhood future land use designation.
<b>MIXED USE</b>			
<b>Hutchinson Island Mixed Use (HIMU)</b>	8 du/ac	1.0	Non-residential uses may comprise no more than 20% of the total floor area of the Hutchinson Island Mixed Use future land use designation.
<b>Mixed Use Development (MXD)</b>	15 du/acre	1.5	Residential uses shall comprise a minimum of 40% of the total floor area of the Mixed Use Development future land use designation.

<i>Land Use Category</i>	<i>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</i>	<i>Non-Residential Floor Area Ratio (FAR)*</i>	<i>Land Use Breakdown</i>
<b>Offices - Professional and Business Services (OP)</b>	10-18 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the OP future land use designation.
<b><i>PUBLIC/INSTITUTIONAL</i></b>			
<b>Institutional (INST)</b>	N/A	1.0	N/A
<b><i>INDUSTRIAL</i></b>			
<b>Boundary Industrial (BI)</b>	N/A	1.5	N/A
<b>Industrial (I)</b>	N/A	1.5	N/A
<b>Heavy Industrial (HI)</b>	N/A	2.0	N/A
<b><i>CONSERVATION/OPEN SPACE</i></b>			
<b>Conservation and Open Space (COS)</b>	N/A	0.25	N/A

\* - Density bonus provisions are outlined in Policy 1.1.5 of the City's Future Land Use Element.

1.1.3 Policy:  
The City shall ensure that future land use designations are compatible with adjacent land uses both within and outside the City boundary.

1.1.4 Policy:  
The City shall administer Land Development Regulations consistent with the future land uses in this Element. The general description of each land use category is as follows:

#### A. Residential

NOTE: Hand-written (Kori) highlights.



**Low Density Residential (RL):** The Low Density Residential (RL) designation is intended for parcels that are best suited for lower density residential uses. The predominant development typology will consist of single family detached housing but can also contain duplexes and multifamily residences. Limited commercial uses intended to serve the neighborhood shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed. This land use category ranges in density from 1 to 6.5 dwelling units per acre. This category combines the previously allowed Residential Suburban (RS), Residential Urban (RU) and Low Density Residential (RI) categories.

**Hutchinson Island Residential (HIR):** The Hutchinson Island Residential (HIR) designation is intended for parcels that are best suited for residential development on Hutchinson Island. This future land use category allows single-family detached and attached units, duplexes and multifamily residences at densities ranging up to 8 dwelling units per acre. Limited public uses and commercial uses that are compatible with the surrounding development shall also be allowed. The previous "Medium Density Residential Hutchinson Island (Rmhi)" has been renamed.

**Medium Density Residential (RM):** The Medium Density Residential (RM) designation is intended for parcels that are best suited for multifamily residential uses ranging in density from 6.5 to 12 dwelling units per acre. This category allows small-lot single family units and multifamily dwellings including duplexes, condominiums and townhomes. Limited commercial uses intended to serve the residential uses shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed. This category combines the previously allowed Medium Density Residential (Rme) and Moderate Density Residential (Rmo) categories.

**High Density Residential (RH):** The High Density Residential (RH) designation is intended for parcels that are best suited for medium to high density multifamily residential uses ranging in density from 12 to 18 dwelling units per acre. This category allows multifamily dwellings including apartments, condominiums and townhomes. Limited commercial uses intended to serve the residential uses shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed.

Current

**Hutchinson Island Mixed Use (HIMU):** The Hutchinson Island Mixed Use (HIMU) designation is intended for parcels that are best suited for medium to high density and intensity mixed use developments on Hutchinson Island. The maximum residential density allowed within this category is 8 dwelling units per acre and the maximum floor area ratio (FAR) is 1.0. Non-residential uses may comprise no more than 20% of the total floor area of the Hutchinson Island Mixed Use future land use designation. The previous Medium Density Residential Hutchinson

Island/General Commercial (Rmhi/Cg) category has been renamed to Hutchinson Island Mixed Use.

## B. Commercial

**Boundary Commercial (BC):** The Boundary Commercial designation allows medium intensity commercial developments that are primarily intended to serve surrounding neighborhoods and residential areas. Uses allowed within this designation include general commercial, retail, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.0.

**Neighborhood Commercial (NC):** The Neighborhood Commercial designation permits lower intensity commercial developments that are primarily intended to serve surrounding neighborhoods and residential areas. Uses allowed within this designation include limited retail and commercial services such as convenience/grocery stores, beauty salons, day care facilities; offices; and multifamily residential. This land use designation allows a maximum density of 10 dwelling units per acre and a maximum FAR of 0.5. Residential uses may comprise up to 20% of the total floor area of the Neighborhood Commercial future land use designation.

**General Commercial (GC):** The General Commercial designation provides for higher intensity commercial developments or horizontal and vertical mixed-use developments. Uses allowed within this designation include multifamily residential, intensive and general commercial, retail, service, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows for a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Development shall include either commercial or mixed uses fronting major roadway corridors with higher intensity near major intersections. Residential uses may comprise up to 20% of the total floor area of the General Commercial future land use designation.

**Central Business District (CBD):** The CBD designation mixed-use high-rise development and single-use or mixed-use development that includes ground floor office/retail beneath residential apartments and condominiums. The CBD is intended to provide higher density mixed-use development within downtown Fort Pierce. Uses within the CBD shall include residential (condominiums and apartments); office including artist work and sales space; retail including boutiques, cafes, and restaurants; fuel sales; hotels/motels; parks and recreation; governmental facilities; complementary parks and parking facilities. This land use designation allows a maximum density of 30 dwelling units per acre and a maximum FAR of 3.0. Key characteristics of CBD shall include:

- Compact and intensive development pattern on a pedestrian scale;
- Buildings oriented to the street and define the streetscape and civic spaces;
- Development design that encourages pedestrian-oriented activities with plazas, cafes, bookstores, and restaurants that draw a variety of people;
- Vertical and horizontal integration of residential and non-residential uses;
- Good connection to transit and pedestrian facilities;
- Public parks and open space areas within walking distance of development;
- Parking that is integrated into street design and buildings or placed in separate structures; and
- Wide sidewalks with appropriate pedestrian amenities.

Residential uses shall comprise a minimum of 25% of the total floor area of the Central Business District future land use designation.

**Marine Commercial (MC):** The Marine Commercial designation is intended to promote commercial and industrial uses with a focus on marine related establishments along the waterfront. Uses allowed within this designation include marine-related light industrial activities and tourist activities, marinas, boat stores/boat repair, restaurants, retail shops, hotels, and offices. Multifamily residences also allowed in this designation. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Residential uses may comprise up to 20% of the total floor area of the Marine Commercial future land use designation.

**Mixed Use Development (MXD):** The MXD designation is intended to promote intensification, redevelopment, and revitalization of the areas targeted for live/work environments. This area is characterized by development that promotes the creation of well-planned centers designed to integrate a variety of complementary uses. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.5. All MXD designated areas shall contain a minimum of three (3) of the following general land uses:

- Residential (single-family and/or multifamily)
- Commercial – General and/or Neighborhood
- Commercial – Town Center
- Hotel (minimum 100 units)
- Office Uses – Professional and/or medical
- Industrial
- Institutional

Residential uses shall comprise a minimum of 40% of the total floor area of the Mixed Use Development future land use designation.

**Offices – Professional and Business Services (OP):** The OP designation provides for office and limited commercial developments or horizontal and vertical mixed-use developments. Commercial uses that do not directly sell, store, or display goods, and generate limited auto trips are allowed within this district. Permitted uses allowed within this designation include limited convenience commercial uses, restaurants, and hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. Multifamily residences also allowed. This land use designation allows a maximum density of 18 dwelling units per acre and a maximum FAR of 1.0. Residential uses shall comprise up to 20% of the total floor area of the OP future land use designation.

**Urban Neighborhood (UN):** The Urban Neighborhood designation is characterized by established pedestrian-oriented neighborhoods that allow for low-intensity boutique-scale commercial uses that support the nearby residential uses within the neighborhood; low-intensity workshops for fabrication may be appropriate as an accessory use. Design and performance standards will be based upon adopted individual neighborhood plans. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.2. Residential uses shall comprise up to 35% of the total floor area of the Urban Neighborhood future land use designation.

### C. Institutional

**Institutional (INST):** The Institutional designation provides for public, quasi-public and private institutional uses. Permitted uses within this designation include government buildings; private and public schools; community centers; colleges; public airports; public parking structures; major community facilities, including hospitals, non-profit medical facilities, medical facilities; religious institutions, and government offices. A maximum of 1.0 FAR is permitted.

### D. Industrial

**Boundary Industrial (BI):** The Boundary Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include intensive manufacturing and industrial uses, storage and distribution facilities and warehousing. This land use designation allows a maximum FAR of 1.5.

**Industrial (I):** The Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include light manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; research corporate parks, large business parks and mixed use office parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.5.

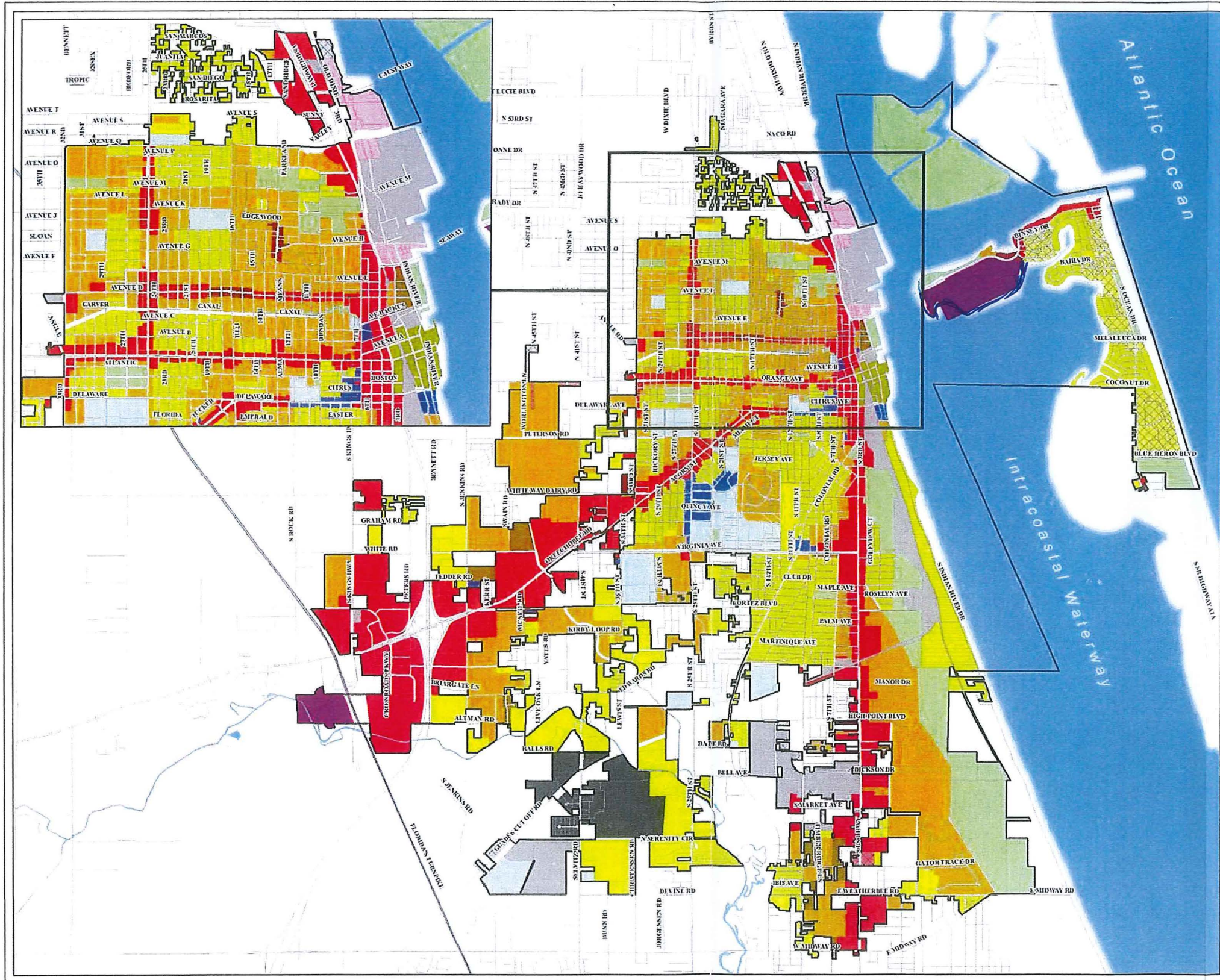
**Heavy Industrial (HI):** The Heavy Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include intensive manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; large business parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 2.0.

### E. Conservation/Open Space

**Conservation and Open Space (COS):** The Conservation and Open Space designation is intended to provide for the preservation, continued growth, and enhancement of the City's rich resource of conservation areas, parklands, environmentally sensitive areas, recreational areas and open spaces. The designation provides for natural, managed and cultivated open space, including, natural parks, woodlands, habitat, floodplains, areas with permanent open space easements, greenways, and recreational facilities. This category combines the previously General Open Space (Os), Recreational Open Space (Osr), and Conservation Open Space (Osc) categories. This designation allows a maximum FAR of 0.25.

HIMU  
 ↓  
 80%/20% —

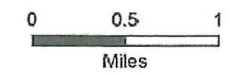
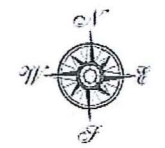
GOP Map 1-1 - Future Land Use Map (2030)



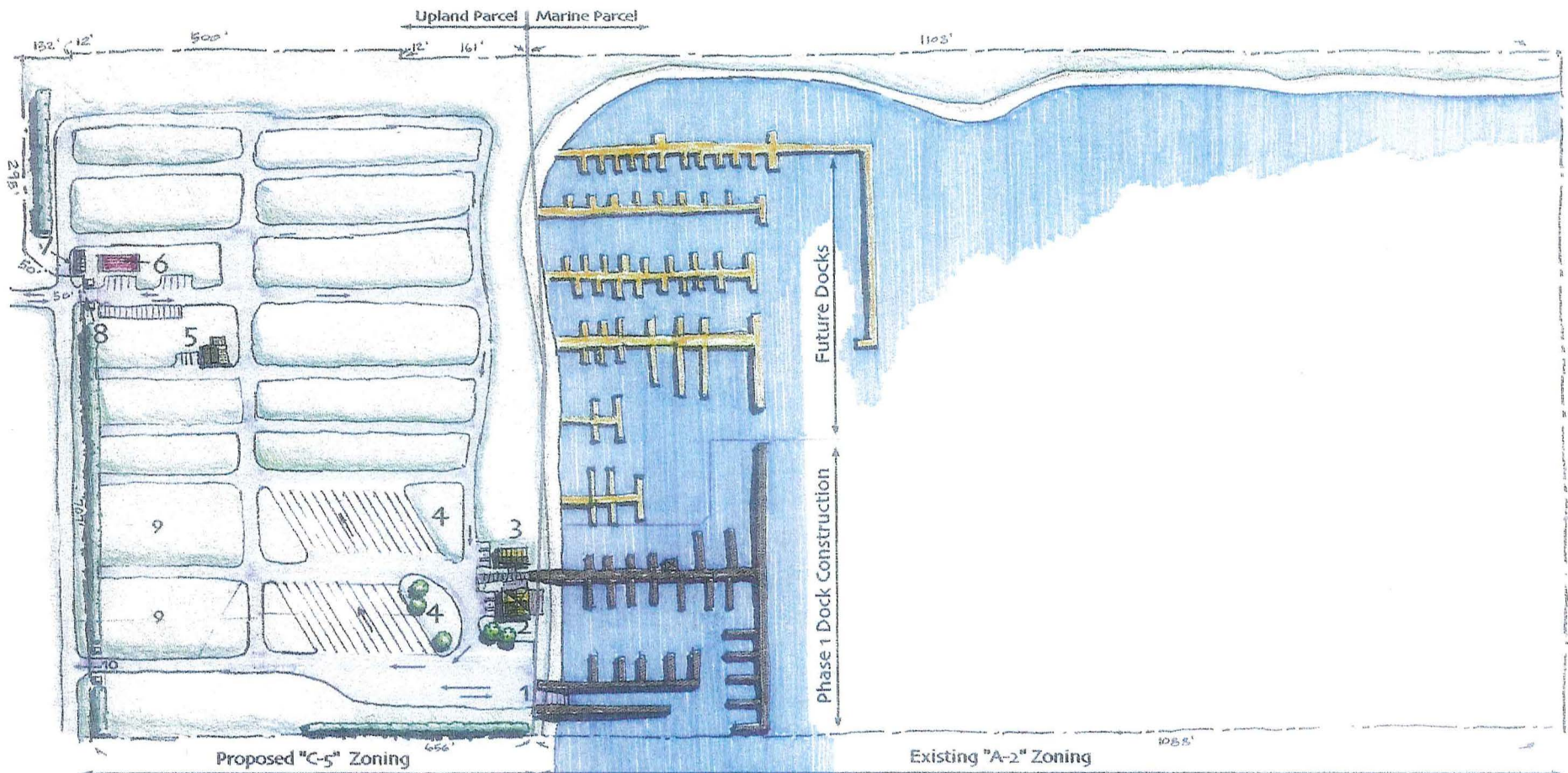
GOP Map 1-1  
 2030 Future Land Use Map  
 (2010\* Categories)

- Legend**
- City Limits
  - Future Land Use (2010 Categories)**
    - Low Density Residential (RL)
    - Medium Density Residential (RM)
    - High Density Residential (RH)
    - Mixed Use Development (MXD)
    - Hutchinson Island Residential (HIR)
    - Hutchinson Island Mixed Use (HIMU)
  - Boundary Commercial (BC)
  - Boundary Industrial (BI)
  - Central Business District (CBD)
  - Offices - Professional and Business Services (OP)
  - General Commercial (GC)
  - Marine Commercial (MC)
  - Neighborhood Commercial (NC)
  - Industrial (I)
  - Heavy Industrial (HI)
  - Institutional (INST)
  - Conservation and Open Space (COS)

\* Note: FLUM adopted as part of the 2010 EAR-based amendments.



Kimley-Horn and Associates, Inc.  
 144449001 Inventory as of December 31, 2009



**Site Index**

- 1 Double boat ramp
- 2 Dockmaster's House
- 3 Restroom-Laundry
- 4 Pull-thru trailer parking
- 5 Maintenance
- 6 Shuffleboard
- 7 Entry Sign / elec. distribution
- 8 Access gate
- 9 Event parking
- 10 Site egress

**Site Data**

Address - 601 Seaway Drive, Ft. Pierce, FL

**Site Area**

Upland Parcel 17.1 Acres +/-  
 Marine Parcel 25.3 "  
 Total Site 42.3 Acres

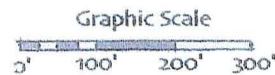
**On-Site Parking - Phase 1**

At Entry - 28 spaces (2) van accessible  
 At Dock Area - 6 auto spaces (2) accessible  
 - 44 Pull-thru trailer spaces

**Boat Docks**

Phase 1 - 47 (2) accessible  
 Phase 2 - 351 (3) accessible  
 Total - 498 (5) accessible

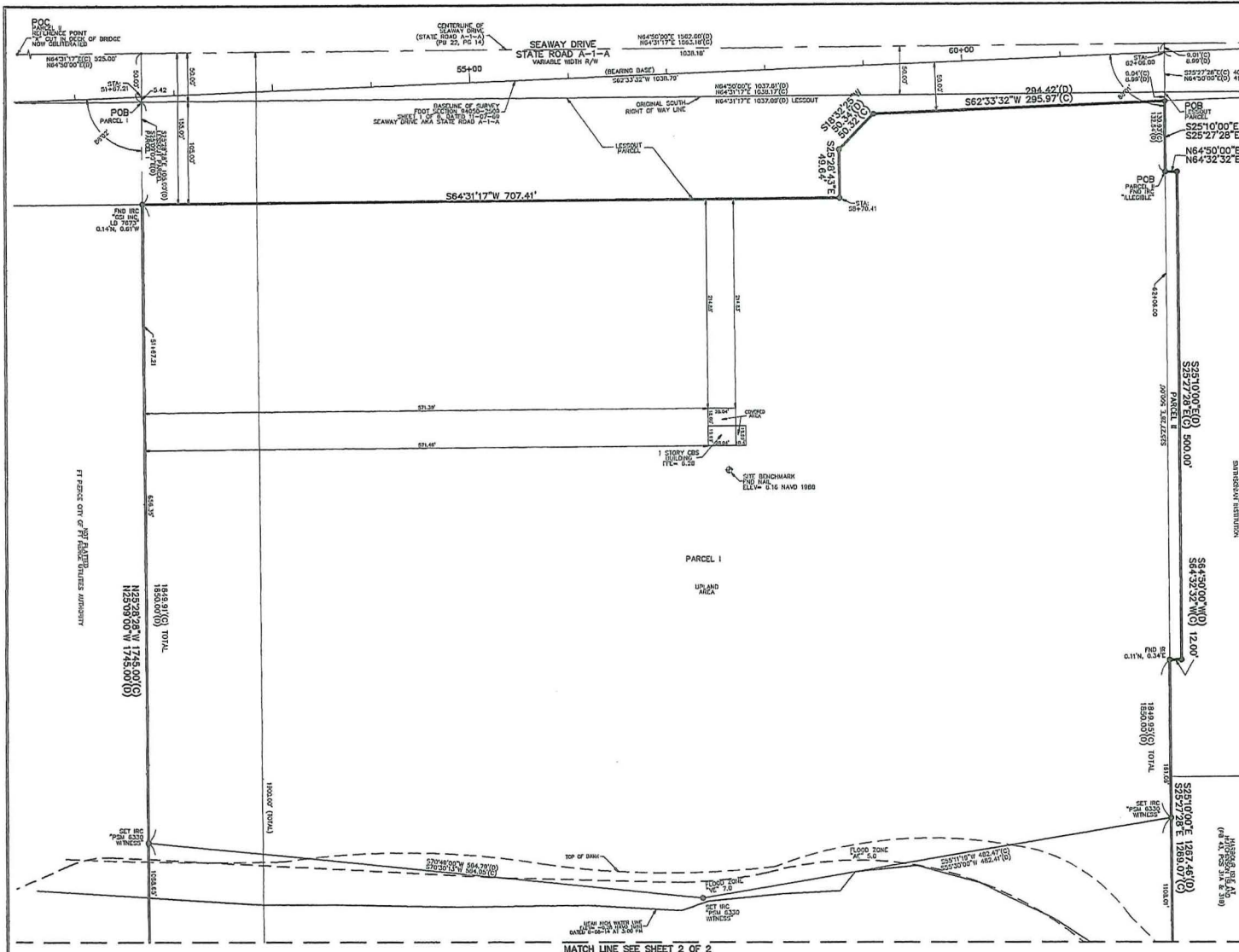
John M. Foster - Architect  
 Member - American Institute of Architects - LEED AP  
 11205 Ridge Avenue Ft. Pierce, Florida 34982  
 (772) 372-8484 - Florida Registration No. 0251  
 jmfarch@gmail.com



Schematic Site Development Plan  
**Causeway Cove**  
 Ft. Pierce Florida

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 John M. Foster - Architect  
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LEGAL DESCRIPTION:  
PARCEL 1:  
SECTION 22 OF LAND LYING IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, AND BEING DESCRIBED AS:  
COMMENCING AT THE SOUTHWEST CORNER OF SECTION 3, TOWNSHIP 35 SOUTH, RANGE 40 EAST, THENCE EAST 750.00 FEET; THENCE NORTH 70 DEGREES 58' 1/2 MINUTES EAST, 85 FEET; THENCE NORTH TO DEGREES 16 MINUTES EAST, 200.00 FEET TO A POINT OF BEGINNING ON THE EAST END OF EXISTING STATE HIGHWAY BRIDGE ADDRESS AS THE INDIAN RIVER AT THE WEST SHORE OF CAUSEWAY ISLAND, SAID POINT BEING A CROSS ON THE DECK AT THE EAST END OF AFGREASID BRIDGE (NOW OBLITERATED).  
FROM SAID POINT OF BEGINNING CONTINUE SOUTH 25 DEGREES 00 MINUTES EAST, ALONG THE CENTERLINE OF SEAWAY DRIVE (STATE ROAD A-1-A), 525.00 FEET (SAID POINT BEING SOUTH 64°50'00" WEST A DISTANCE OF 3120.33 FEET FROM AN IRON PIPE FOUND AT THE POINT OF INTERSECTION OF A 8" Ø CURVE COINCIDE TO THE SOUTHWEST AS SHOWN ON THE RIGHT-OF-WAY MAP FOR STATE ROAD A-1-A AS RECORDED IN PLAT BOOK 23, PAGE 14 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, AS RECORDED IN PLAT BOOK 23, PAGE 14 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, THENCE SOUTH 25 DEGREES 00 MINUTES EAST, 20 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SEAWAY DRIVE (STATE ROAD A-1-A), AND THE POINT OF BEGINNING;  
FROM SAID POINT OF BEGINNING CONTINUE SOUTH 25 DEGREES 00 MINUTES EAST, ALONG THE EASTERN LINE OF LAMES OF EAST PIERCE SOUTH AUTHORITY 1250 FEET TO A POINT IN THE INDIAN RIVER; THENCE NORTH 54 DEGREES 20 MINUTES EAST, TO A POINT PARALLEL TO AND 1000 FEET SOUTH OF THE CENTERLINE OF SEAWAY DRIVE (STATE ROAD A-1-A); RUN 1038.10 FEET TO A POINT; THENCE NORTH 25 DEGREES 10 MINUTES WEST, ALONG THE WESTERLY LINE OF LAMES OF FORESHOES FORT TERNAL COMPANY, 1850 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SEAWAY DRIVE (STATE ROAD A-1-A); THENCE SOUTH 64 DEGREES 50 MINUTES WEST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF SEAWAY DRIVE (STATE ROAD A-1-A), 1037.41 FEET TO THE POINT OF BEGINNING.  
LESS AND EXCEPT THEREFROM A PARCEL DESCRIBED AS FOLLOWS:  
A PARCEL OF LAND IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
COMMENCING AT A NAILROAD SPIKE IN THE CENTER OF STATE ROAD A-1-A, SAID SPIKE BEING 1.055 FEET MORE OR LESS EASTERLY OF THE WESTERLY BANK OF CAUSEWAY ISLAND; THENCE RUN ALONG THE BASELINE OF SURVEY OF SECTION 22AS-SHOWN STATE ROAD A-1-A, A DISTANCE OF 0.89 FEET; THENCE SOUTH 62°33'32" WEST A DISTANCE OF 254.42 FEET; THENCE SOUTH 10°32'25" WEST A DISTANCE OF 50.34 FEET; THENCE SOUTH 25°20'43" EAST A DISTANCE OF 49.04 FEET; THENCE SOUTH 64°31'17" WEST A DISTANCE OF 104.93 FEET; THENCE NORTH 25°20'20" WEST A DISTANCE OF 104.93 FEET TO THE EXISTING RIGHT-OF-WAY LINE OF STATE ROAD A-1-A; THENCE NORTH 64°31'17" EAST A DISTANCE OF 1027 FEET TO THE POINT OF BEGINNING, ALL ACCORDING TO RIGHT-OF-WAY MAP OF SECTION 22AS-SHOWN, STATE ROAD A-1-A.  
\* BEARING BELIEVED TO BE A SCRIVENER'S ERROR, AS THE REFERENCED RIGHT-OF-WAY MAP SHOWS SOUTH 62°33'32" WEST.  
TOGETHER WITH:  
PARCEL 1:  
A PARCEL OF LAND LOCATED IN SECTION 2, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
COMMENCING AT A REFERENCE POINT IN THE EAST END OF SOUTH BRIDGE, SAID POINT BEING A CROSS IN THE DECK OF AFGREASID BRIDGE (NOW OBLITERATED); THENCE NORTH 64°50'00" EAST, ALONG THE CENTERLINE OF SEAWAY DRIVE (STATE ROAD A-1-A), A DISTANCE OF 1522.60 FEET; THE CENTERLINE OF SEAWAY DRIVE (STATE ROAD A-1-A) IS ASSIGNED TO BEAR NORTH 64°50'00" EAST AND ALL OTHER BEARINGS REFERENCED HEREIN ARE RELATIVE THERETO; SAID POINT BEING SOUTH 64°50'00" WEST, A DISTANCE OF 2004.72 FEET FROM AN IRON PIPE FOUND AT THE POINT OF INTERSECTION OF AN 8" Ø CURVE COINCIDE TO THE SOUTHWEST AS SHOWN ON THE RIGHT-OF-WAY MAP FOR STATE ROAD A-1-A, AS RECORDED IN PLAT BOOK 23, PAGE 14, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, THENCE SOUTH 25°10'00" EAST, A DISTANCE OF 1120.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 25°10'00" EAST, A DISTANCE OF 1120.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 25°10'00" WEST, A DISTANCE OF 1120.00 FEET; THENCE NORTH 25°10'00" WEST, A DISTANCE OF 1120.00 FEET TO THE POINT OF BEGINNING.  
CONTAINING IN ALL 1,846,356 SQUARE FEET OR 42.3866 ACRES, MORE OR LESS.

- SURVEY REPORT:
- THIS IS A BOUNDARY SURVEY AS DEFINED IN CHAPTER 5J-17.050(10)(e-k), FLORIDA ADMINISTRATIVE CODE.
  - SURVEY BASED FOUND MONUMENTATION (FOOT SECTION 04050-2509, SHEET 1 OF 6, DATED 11-07-09, A SURVEY PREPARED BY CIVIL ENGINEER T. L. L. NUMBER 05-1021-01-01, DATED 0-09-05, A SURVEY PREPARED BY BLOOMSTER PROFESSIONAL LAND SURVEYORS, INC. JOB NUMBER 7057, DATED 11-11-04).
  - LEGAL DESCRIPTION WAS FURNISHED BY CLIENT.
  - BEARING BASIS: S62°33'32"W ALONG BASELINE OF SURVEY OF FOOT SECTION 04050-2509, SHEET 1 OF 6, DATED 11-07-09
  - NO UNDERGROUND UTILITIES OR IMPROVEMENTS WERE LOCATED UNLESS OTHERWISE SHOWN.
  - THIS SITE LIES WITHIN FLOOD ZONE "A1" BASE FLOOD ELEVATION: 5.0 & "V" BASE FLOOD ELEVATION: 7.0, ACCORDING TO THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 1211100133 J, EFFECTIVE DATE 2-16-12.
  - FLOOD ZONE SHOWN HEREON IS AN INTERPRETATION BY THE SURVEYOR AND IS PROVIDED AS A COURTESY. THE FLOOD ZONE SHOULD BE VERIFIED BY A DETERMINATION AGENCY.
  - THERE MAY BE ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY. NO SEARCH OF THE PUBLIC RECORDS HAS BEEN PERFORMED BY ALEXANDER J. PIAZZA PSM, INC.
  - THE EXPECTED USE OF THE SUBJECT PROPERTY IS FOR THE MARKING OF BOUNDARY LIMITS FOR FUTURE DEVELOPMENT AND FALLS WITHIN THE COMMERCIAL HIGH RISK CATEGORY AS CLASSIFIED IN CHAPTER 5J-17.051(15)(1), FLORIDA ADMINISTRATIVE CODE. ALL FIELD-MEASURED CONTROL MEASUREMENTS EXCEEDED 1/10,000 FEET ACCURACY REQUIREMENTS FOR THIS CLASSIFICATION.
  - SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
  - ADDITIONS OR DELETIONS TO THE SURVEY MAP OR REPORT BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
  - ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 AND ARE REFERENCED TO THE LEVENWORTH OF FLORIDA'S LEAST SQUARE NETWORK DEVELOPED WHICH MEETS OR EXCEEDS THE FEDERAL GEODETIC CONTROL COMMITTEE (FGCC) GUIDELINES FOR "GEODETIC CEODETIC ACCURACY STANDARDS AND RESTRICTIONS FOR USING GEOGRAPHIC TECHNOLOGIES" AS WELL AS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE BOARD OF LAND SURVEYORS IN CHAPTER 5J-17.051, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO CHAPTER 471.027, FLORIDA STATUTES. BENCHMARK SET OR FOUND FOR THIS SURVEY ARE NOTED ON THE SKETCH.
  - THIS SURVEY IS PREPARED ONLY FOR THE PARTIES LISTED BELOW AND IS NOT ASSIGNABLE. PREPARED FOR: SMYTH BUILDERS, INC.
  - © COPYRIGHT 2014 BY ALEXANDER J. PIAZZA PSM, INC.  
THE SKETCH OF SURVEY AND SURVEY REPORT COMPOSE THE COMPLETE SURVEY. THIS SURVEY IS NOT VALID UNLESS THE SKETCH AND REPORT ACCOMPANY EACH OTHER. REPRODUCTIONS OF THIS SURVEY ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER EMPLOYED BY ALEXANDER J. PIAZZA PSM, INC.

DATE OF FIELD SURVEY: 6-12-14  
DATE OF SURVEY: 6-12-14

ALEXANDER J. PIAZZA  
PROFESSIONAL SURVEYOR AND MAPPER  
FLORIDA CERTIFICATE NO. 6330

- ABBREVIATIONS:
- (C) = CALCULATED
  - CON = CONCRETE BLOCK STRUCTURE
  - CONC = CONCRETE
  - DOB = DEED BOOK
  - FOU = FOUND
  - IRP = IRON ROD WITH PLASTIC CAP
  - LI = LICENSED SURVEY
  - M = MEASURED
  - MHW = MEAN HIGH WATER LINE
  - MON = MONUMENT
  - OR = OFFICIAL RECORD BOOK
  - PLA = PLAT
  - PLB = PLAT BOOK
  - PRO = PROPERTY LINE
  - POB = POINT OF BEGINNING
  - POC = POINT OF COMMERCIMENT
  - R/W = RIGHT-OF-WAY
  - R = RADIUS
  - SEC = SECTION
  - TWP = TOWNSHIP
- SYMBOLS:  
○ = SET 5/8" IRON ROD WITH PLASTIC CAP P549330



DATE:	REVISIONS:	BY:

**ALEXANDER J. PIAZZA PSM, INC.**  
Surveying • Mapping • Consulting  
619 SW Billmore Street  
Port St. Lucie, Florida 34983  
Phone: (772) 340-7770  
Fax: (772) 340-2250

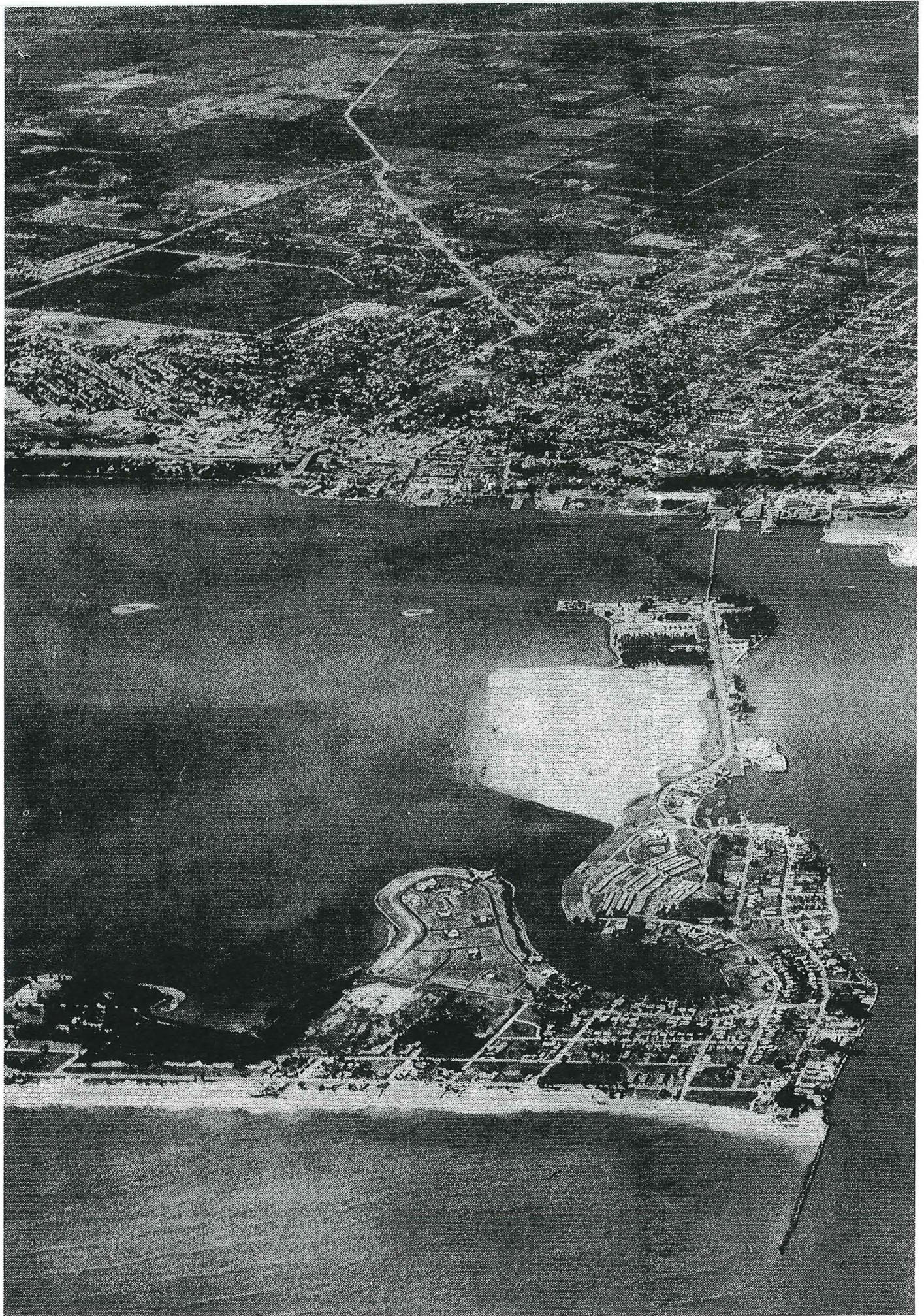
LB7280

**BOUNDARY SURVEY**  
601 SEAWAY DRIVE  
SEC 2, TWP 35S, RGE 40E  
AS PREPARED FOR  
**SMYTH BUILDERS, INC.**

CAD K:\BUILDERS\DWG2014\DWG\14-1784.DWG	FR.	PG.	JOB
REF K:\	CJM / AJP		14-1784
FLO			
OFF	CJM		DATE 6-12-14
CKD	AJP	SHEET 1 OF 2	DWG 0-500







Clorisa

3-4-15

Meeting for the pre-application meeting

Objective -

underlying land use  
waivers for parking

CPM

Kori - Boat ramp

Schedule of zoning

15 - April

COST -

Comp Plan

May - June wk

Actions Future

→ Potential land use amend -

A2 marina's conditional use -  
Rezone - to C-5

MXD - Land use -

3 use

15 units per acre

Residential - 40% min

Commercial Gen or neighbor hood

hotel

who does the future land use

Conditional use application -

offices

✓ A2 marina -

Industrial

~~street~~ parking lot

Institutional -

lighting

landscaping

Parking space - 1.5 space per dock -

No concurrency for Res -

Concurrency analysis - for the commercial - Land planner  
Traffic study -

Gen Com  
C-6

**PAGE 2 – MEETING NOTES:**

**Marc Myers Concluding Comments:**

- What part of this proposed development, if any, will be “torn up” in a few years, if new development of the site occurs?
- Will there be a store added to dock master’s residence?
- What are the signs now out in the water; he has been receiving calls from the residents of Harbor Isle about these?
- Is any consideration being given to improve the existing roads, now on the property?
- Will there be utilities out on the docks?
- Are any existing utility lines, under the ground, sufficient and adequate for proposed restroom?
- Will there be any pump out or lift stations on site or on the docks?

Corey, a PUR should be considered.

END OF MEETING

Post meeting conversation, more discussion of PUR, and this could be Phase I of process. If only Phase I is justified at this time, no future land use amendments are required and this would only be a re-zone costing \$5,000 to \$6,000. A PUR is appropriate as a re-zone with conditional use simultaneous for marina and possibly off street commercial parking.

**Handout Materials given out by City Staff:**

- Application and \$250 receipt for Pre-Application Meeting
- Future Land Use Map
- Map Amendment Application
- Application for Zoning Atlas Map Amendment



*Peter Harrison's  
notes from the  
meeting.*

## MEETING NOTES

March 4<sup>th</sup>, 2015

### **Ft Pierce City Hall, - Planning Department**

**Attendees for applicant: Buzz Smyth, Peter Harrison, Jules Naugle**

**Attendees for City: Cory Benton, Tracey Kelly, Marc Meyers, Clair or (Clairissa) Davis**

Opening Premise: Need to build marina facilities at 601 Seaway Drive, and cannot do this on with existing zoning (R-3).

Question: Will someone live on site? (Answer yes)

Cory: "Is this an interim "vision" or "long term" (answer; this is the "initial" vision)

Cory, this will entail:

- Re-Zoning
- Potential Change to Underlying Land Use
- Site Plan for Conditional Use
- Submerged Lands, now "A-2" Zoning, will require Conditional use for docks
- Commission will act on Zoning and Conditional Use matters

Kelly: "Can C-5, for this size land, handle the impacts? (Theoretical and actual traffic), and is C-5 appropriate?"

Re-Zoning to c-5 must be consistent with adjacent land use, and MXD may be appropriate.

Cory: "We are not the planners, we are the reviewers".

Review of MXD (minimum requirements (3) of the following):

- residential "must/mandatory" be 40%
- Commercial
- Hotel
- Office, Professional or Medical
- Industrial or Infrastructure

(Someone, not sure who:) It appears that C-5 and MXD are compatible. Corey: disagrees, does NOT think C-5 and MXD are compatible. (Must consider marine commercial and general commercial)

The Site Plan:

- conditional use for docks/marina in A-2 area
- C-5 Commercial Uses
- Determination of # of parking spaces per dock space
- Marina Use, receives a conditional use on site plan, will require a concurrency analysis (i.e.: a traffic impact statement)
- Key Parking Issue: is it "off-street commercial parking lot or part of the development"

**From:** Kori Benton <KBenton@City-FtPierce.Com>  
**To:** Harold H \Buzz\ Smyth <smythbuild@aol.com>  
**Cc:** Ashton De Peyster <306worth@gmail.com>  
**Subject:** 601 Seaway Drive <Watchdog: Virus checked>  
**Date:** Wed, Feb 25, 2015 12:13 pm

**Attachments:** Map Amendment - Final.pdf (1071K), Capacity Analysis wo attachment.pdf (643K)

---

Good afternoon,

Please find the attached application(s), as previously discussed, to assist with the preparation of information and documents as we approach our Pre-Application Meeting next Wednesday, and the submittal of application. A very minor adjustment has been made since the hard copy was provided, as the application failed to contain an option for a **Comprehnesive Plan Map Amendment**. We look forward to our meeting next week. Have a great day.

Warm Regards,

Kori Benton  
Historic Preservation Officer  
(772) 467-3739

Planning Department  
City of Fort Pierce  
PO Box 1480  
Fort Pierce, FL 34954

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**From:** Sandra Ramseth <SRamseth@City-FtPierce.Com>

**To:** smythbuild <smynthbuild@aol.com>

**Subject:** C5/CG regs <Watchdog: Virus checked>

**Date:** Thu, Feb 26, 2015 12:19 pm

**Attachments:** FLUE Catgories.pdf (1786K), Allowed used for printing.pdf (331K),  
Sec.\_22\_33.\_\_\_\_Tourist\_Commercial\_Zone\_\_C\_5\_.pdf (126K)

---

Hey Buzz,

Here are the Regs you need for the C5 zoning district and the CG land use designation.

Let me know if there is anything I can do to help you.

Regards,

*Sandy Ramseth, AICP*  
*Senior Planner*

(772) 467-3738  
**Planning Department**  
City of Fort Pierce  
PO Box 1480  
Fort Pierce, FL 34954 4



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## FUTURE LAND USE ELEMENT GOALS, OBJECTIVES, AND POLICIES

---

### Goal 1

**The City of Fort Pierce shall regulate land uses to maintain and protect its traditional Florida small-town character by embracing its rich heritage, diverse cultural and community assets, and natural resources.**

### FUTURE LAND USES

**1.1 Objective:**

*The City shall adopt and implement the Future Land Use Map to designate future land uses that regulate uses, densities and intensities that enhance its neighborhoods and districts, stimulate tourism and the local economy, and are compatible with its small-town character.*

**1.1.1 Policy:**

Land use shall be regulated by the adopted Future Land Use Map. (GOP Map 1-1).

**1.1.2 Policy:**

Gross site density and intensity of the individual Future Land Use designations depicted under Policy 1.1.1 are described in GOP Table 1-1. Within each Future Land Use Category one or more zoning districts may be permitted as set forth in the Land Development Regulations, provided that the density or intensity authorizations of the particular zoning district does not exceed general limitations set forth in GOP Table 1-1.

**GOP Table 1-1: Future Land Use Density/Intensity Summary Table**

<i>Land Use Category</i>	<i>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</i>	<i>Non-Residential Floor Area Ratio (FAR)*</i>	<i>Land Use Breakdown</i>
<b>RESIDENTIAL</b>			
Low Density Residential (RL)	1-6.5 du/ac	-	
Hutchinson Island Residential (HIR)	8 du/ac	-	
Medium Density Residential (RM)	6.5-12 du/ac	-	
High Density Residential (RH)	12-18 du/ac	-	
<b>COMMERCIAL</b>			
Boundary Commercial (BC)	N/A	1.0	N/A
Neighborhood Commercial (NC)	10du/ac	0.5	Residential uses may comprise up to 20% of the total floor area of the Neighborhood Commercial future land use designation.
General Commercial (GC)	15 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the General Commercial future land use designation.

<i>Land Use Category</i>	<i>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</i>	<i>Non-Residential Floor Area Ratio (FAR)*</i>	<i>Land Use Breakdown</i>
<b>Central Business District (CBD)</b>	30 du/ac*	3.0	Residential uses shall comprise a minimum of 25% of the total floor area of the Central Business District future land use designation.
<b>Marine Commercial (MC)</b>	15 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the Marine Commercial future land use designation.
<b>Urban Neighborhood (UN)</b>	15 du/ac	1.2	Residential uses may comprise up to 35% of the total floor area of the Urban Neighborhood future land use designation.
<b>MIXED USE</b>			
<b>Hutchinson Island Mixed Use (HIMU)</b>	8 du/ac	1.0	Non-residential uses may comprise no more than 20% of the total floor area of the Hutchinson Island Mixed Use future land use designation.
<b>Mixed Use Development (MXD)</b>	15 du/acre	1.5	Residential uses shall comprise a minimum of 40% of the total floor area of the Mixed Use Development future land use designation.

<i>Land Use Category</i>	<i>Residential Density (dwelling units per gross acre)* (Also refer density bonus outlined in Policy 1.1.5)*</i>	<i>Non-Residential Floor Area Ratio (FAR)*</i>	<i>Land Use Breakdown</i>
<b>Offices - Professional and Business Services (OP)</b>	10-18 du/ac	1.0	Residential uses may comprise up to 20% of the total floor area of the OP future land use designation.
<b><i>PUBLIC/INSTITUTIONAL</i></b>			
<b>Institutional (INST)</b>	N/A	1.0	N/A
<b><i>INDUSTRIAL</i></b>			
<b>Boundary Industrial (BI)</b>	N/A	1.5	N/A
<b>Industrial (I)</b>	N/A	1.5	N/A
<b>Heavy Industrial (HI)</b>	N/A	2.0	N/A
<b><i>CONSERVATION/OPEN SPACE</i></b>			
<b>Conservation and Open Space (CO)</b>	N/A	0.25	N/A

\* - Density bonus provisions are outlined in Policy 1.1.5 of the City's Future Land Use Element.

1.1.3 Policy:

The City shall ensure that future land use designations are compatible with adjacent land uses both within and outside the City boundary.

1.1.4 Policy:

The City shall administer Land Development Regulations consistent with the future land uses in this Element. The general description of each land use category is as follows:

**A. Residential**

**Low Density Residential (RL):** The Low Density Residential (RL) designation is intended for parcels that are best suited for lower density residential uses. The predominant development typology will consist of single family detached housing but can also contain duplexes and multifamily residences. Limited commercial uses intended to serve the neighborhood shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed. This land use category ranges in density from 1 to 6.5 dwelling units per acre. This category combines the previously allowed Residential Suburban (RS), Residential Urban (RU) and Low Density Residential (RI) categories.

**Hutchinson Island Residential (HIR):** The Hutchinson Island Residential (HIR) designation is intended for parcels that are best suited for residential development on Hutchinson Island. This future land use category allows single-family detached and attached units, duplexes and multifamily residences at densities ranging up to 8 dwelling units per acre. Limited public uses and commercial uses that are compatible with the surrounding development shall also be allowed. The previous "Medium Density Residential Hutchinson Island (Rmhi)" has been renamed.

**Medium Density Residential (RM):** The Medium Density Residential (RM) designation is intended for parcels that are best suited for multifamily residential uses ranging in density from 6.5 to 12 dwelling units per acre. This category allows small-lot single family units and multifamily dwellings including duplexes, condominiums and townhomes. Limited commercial uses intended to serve the residential uses shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed. This category combines the previously allowed Medium Density Residential (Rme) and Moderate Density Residential (Rmo) categories.

**High Density Residential (RH):** The High Density Residential (RH) designation is intended for parcels that are best suited for medium to high density multifamily residential uses ranging in density from 12 to 18 dwelling units per acre. This category allows multifamily dwellings including apartments, condominiums and townhomes. Limited commercial uses intended to serve the residential uses shall be allowed. Compatible public, quasi-public, and special uses including parks, churches, non-profit clubs, schools and daycare facilities shall also be allowed.

**Hutchinson Island Mixed Use (HIMU):** The Hutchinson Island Mixed Use (HIMU) designation is intended for parcels that are best suited for medium to high density and intensity mixed use developments on Hutchinson Island. The maximum residential density allowed within this category is 8 dwelling units per acre and the maximum floor area ratio (FAR) is 1.0. Non-residential uses may comprise no more than 20% of the total floor area of the Hutchinson Island

Mixed Use future land use designation. The previous Medium Density Residential Hutchinson Island/General Commercial (Rmhi/Cg) category has been renamed to Hutchinson Island Mixed Use.

## **B. Commercial**

**Boundary Commercial (BC):** The Boundary Commercial designation allows medium intensity commercial developments that are primarily intended to serve surrounding neighborhoods and residential areas. Uses allowed within this designation include general commercial, retail, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.0.

**Neighborhood Commercial (NC):** The Neighborhood Commercial designation permits lower intensity commercial developments that are primarily intended to serve surrounding neighborhoods and residential areas. Uses allowed within this designation include limited retail and commercial services such as convenience/grocery stores, beauty salons, day care facilities; offices; and multifamily residential. This land use designation allows a maximum density of 10 dwelling units per acre and a maximum FAR of 0.5. Residential uses may comprise up to 20% of the total floor area of the Neighborhood Commercial future land use designation.

**General Commercial (GC):** The General Commercial designation provides for higher intensity commercial developments or horizontal and vertical mixed-use developments. Uses allowed within this designation include multifamily residential, intensive and general commercial, retail, service, offices, tourist/entertainment facilities, hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. This land use designation allows for a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Development shall include either commercial or mixed uses fronting major roadway corridors with higher intensity near major intersections. Residential uses may comprise up to 20% of the total floor area of the General Commercial future land use designation.

**Central Business District (CBD):** The CBD designation mixed-use high-rise development and single-use or mixed-use development that includes ground floor office/retail beneath residential apartments and condominiums. The CBD is intended to provide higher density mixed-use development within downtown Fort Pierce. Uses within the CBD shall include residential (condominiums and apartments); office including artist work and sales space; retail including boutiques, cafes, and restaurants; fuel sales; hotels/motels; parks and recreation; governmental facilities; complementary parks and parking facilities. This land use designation allows a maximum density of 30 dwelling units per acre and a maximum FAR of 3.0. Key characteristics of CBD shall include:

- Compact and intensive development pattern on a pedestrian scale;
- Buildings oriented to the street and define the streetscape and civic spaces;
- Development design that encourages pedestrian-oriented activities with plazas, cafes, bookstores, and restaurants that draw a variety of people;
- Vertical and horizontal integration of residential and non-residential uses;
- Good connection to transit and pedestrian facilities;
- Public parks and open space areas within walking distance of development;
- Parking that is integrated into street design and buildings or placed in separate structures; and

- Wide sidewalks with appropriate pedestrian amenities.

Residential uses shall comprise a minimum of 25% of the total floor area of the Central Business District future land use designation.

**Marine Commercial (MC):** The Marine Commercial designation is intended to promote commercial and industrial uses with a focus on marine related establishments along the waterfront. Uses allowed within this designation include marine-related light industrial activities and tourist activities, marinas, boat stores/boat repair, restaurants, retail shops, hotels, and offices. Multifamily residences also allowed in this designation. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Residential uses may comprise up to 20% of the total floor area of the Marine Commercial future land use designation.

**Mixed Use Development (MXD):** The MXD designation is intended to promote intensification, redevelopment, and revitalization of the areas targeted for live/work environments. This area is characterized by development that promotes the creation of well-planned centers designed to integrate a variety of complementary uses. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.5. All MXD designated areas shall contain a minimum of three (3) of the following general land uses:

- Residential (single-family and/or multifamily)
- Commercial – General and/or Neighborhood
- Commercial – Town Center
- Hotel (minimum 100 units)
- Office Uses – Professional and/or medical
- Industrial
- Institutional

Residential uses shall comprise a minimum of 40% of the total floor area of the Mixed Use Development future land use designation.

**Offices – Professional and Business Services (OP):** The CO designation provides for office and limited commercial developments or horizontal and vertical mixed-use developments. Commercial uses that do not directly sell, store, or display goods, and generate limited auto trips are allowed within this district. Permitted uses allowed within this designation include limited convenience commercial uses, restaurants, and hotels/motels, parks and recreation, along with compatible public, quasi-public, and special uses. Multifamily residences also allowed. This land use designation allows a maximum density of 18 dwelling units per acre and a maximum FAR of 1.0. Residential uses shall comprise up to 20% of the total floor area of the OP future land use designation.

**Urban Neighborhood (UN):** The Urban Neighborhood designation is characterized by established pedestrian-oriented neighborhoods that allow for low-intensity boutique-scale commercial uses that support the nearby residential uses within the neighborhood; low-intensity workshops for fabrication may be appropriate as an accessory use. Design and performance standards will be based upon adopted individual neighborhood plans. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.2. Residential uses shall comprise up to 35% of the total floor area of the Urban Neighborhood future land use designation.

### **C. Institutional**

**Institutional (INST):** The Institutional designation provides for public, quasi-public and private institutional uses. Permitted uses within this designation include government buildings; private and public schools; community centers; colleges; public airports; public parking structures; major community facilities, including hospitals, non-profit medical facilities, medical facilities; religious institutions, and government offices. A maximum of 1.0 FAR is permitted.

### **D. Industrial**

**Boundary Industrial (BI):** The Boundary Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include intensive manufacturing and industrial uses, storage and distribution facilities and warehousing. This land use designation allows a maximum FAR of 1.5.

**Industrial (I):** The Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include light manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; research corporate parks, large business parks and mixed use office parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 1.5.

**Heavy Industrial (HI):** The Heavy Industrial designation is intended for parcels suitable for industrial development and to promote the City's position as a major employment center. The uses allowed under this designation include intensive manufacturing and processing facilities; storage and distribution facilities; warehousing; general and intensive commercial uses; large business parks; office, retail, and service uses that provide support to employees; and compatible public, quasi-public, and special uses. This land use designation allows a maximum FAR of 2.0.

### **E. Conservation/Open Space**

**Conservation and Open Space (CO):** The Conservation and Open Space designation is intended to provide for the preservation, continued growth, and enhancement of the City's rich resource of conservation areas, parklands, environmentally sensitive areas, recreational areas and open spaces. The designation provides for natural, managed and cultivated open space, including, natural parks, woodlands, habitat, floodplains, areas with permanent open space easements, greenways, and recreational facilities. This category combines the previously General Open Space (Os), Recreational Open Space (Osr), and Conservation Open Space (Osc) categories. This designation allows a maximum FAR of 0.25.

Causeway Park Marina  
601 Seaway Drive  
Ft. Pierce, Fl. 34949

Feb. 12, 2015

Zoning change and interim site plan:  
Change zoning from R3 to C5

Interim site to show:

1. Boat ramp
2. Boat docks (approved and permitted)
3. Parking and handicap parking provided, Include existing parking
4. Bathrooms, handi cap provided
5. Sewer lines & utilities (minimum as needed)
6. Water lines as needed
7. Electrical as needed
8. Marina office (utilize existing building as needed)
9. Possible residents
10. Fence
11. Landscaping as require or desired
12. Moorings

From: Ashton De Peyster <306worth@gmail.com>

To: Harold H Buzz Smyth <smythbuild@aol.com>

Subject: Re: clarification from Kori

Date: Mon, Sep 8, 2014 1:58 pm

Here is an argument for why the city should be eager to cooperate, although I am not sure that it is needed in your letter:

Cory has told us that we cannot build our boat ramp and docks with the current R3 zoning even though there have been lots of docks there for most of 80 years.

C5 and C6 permit marinas, R3 and R4 do not.

Virtually everyone agrees that the sewer plant should be moved if the money can be raised.

In order to raise the money, it will likely be necessary to sell the sewer plant site for a high price and to develop that property and 601 Seaway in a high-value manner. According to well informed opinion on the fort pierce city commission, combining the two properties would produce the highest value.

Part of the development would be a resort hotel and condominiums which would greatly be enhanced by an adjacent marina.

The location and permits for a marina are present at 6:01 C Way but the permits have a time limit and it will be necessary to show some building progress in order to retain the validity of the permits.

One could go on about the employment, economic, amenity etc. benefits.

Sent from my iPad

On Sep 7, 2014, at 3:29 PM, "Harold H \"Buzz\" Smyth" <smythbuild@aol.com> wrote:

Good Afternoon Ashton, I have put together a letter for Kori Benton. Would you take a look at it and let me know if you want to add anything?

*Harold H. "Buzz" Smyth*  
772-201-8230

<Kori Benton, PUR vs PUD.docx>

From: Kori Benton <KBenton@City-FtPierce.Com>

To: Harold H "Buzz" Smyth <smythbuild@aol.com>

Subject: Re: Letter of acknowledgement - PUR v PUD <Watchdog: Virus checked>

Date: Fri, Sep 19, 2014 9:59 am

Attachments: letter\_of\_acknowledgement\_for\_city\_of\_fp.pdf (300K), C-5\_C-6\_A-2.pdf (335K), Pages\_from\_Chapter\_1\_Future\_Land\_Use\_Element\_-\_MArked.pdf (720K)

Dear Mr. Smyth,

Thank you very much for your letter and the inquiries contained, specific to various zoning districts in the City of Fort Pierce, and how they may relate to a prospective project in the City of Fort Pierce. In the absence of a formal submittal or site plan, the answers may seem general; however, they are intended to provide insight into our existing City Code.

First, let's address the discussion of the differences between a Planned Unit Redevelopment versus a Planned Unit Development Zoning Designation & Development Plan. UR vs PUD. Both designations, or (re) development routes find their origin in Ordinance H-186, adopted in June of 1981, as with much of the foundational Zoning Regulations in the City. Of course, amendments have altered each, based upon need for improvement or adjustment to current needs of the community.

With that being said, the purpose of the Planned unit development zone (PUD) zone is "to provide for comprehensive developments incorporating residential uses, a substantial amount of open space and appropriate commercial, public and semi-public uses. It is designed to achieve a desirable environment through application of flexible and diversified land development standards in an overall site plan. It is further intended to promote economics in land development, maintenance, street systems and utility networks". This particular designation generally deals with vacant, undeveloped land, however it may be an option for land that was previously developed, that has been removed for some time.

I will note that the current PUD Code places limitations on commercial uses (if certain existing conditions exist, such as a current residential zoning district), as follows "No more than thirty (30) per cent of the gross floor area may be used for commercial development in the portion of a planned unit development which the comprehensive plan designates as residential. In an area designated as residential in the comprehensive plan, no building permit for commercial development shall be issued unless at least twenty (20) dwelling units have been constructed in the planned unit development, are in the process of being constructed or will be constructed simultaneously with the commercial development. The following comprehensive plan classifications will be considered to be residential categories: Low density residential (RL), medium density residential (RM) and high density residential (RH)".

Furthermore, a minimum site size is established for PUD developments, being a minimum of at least five (5) acres in size. The PUD Code further outlines the approach of Phasing:

d. A development schedule indicating:

1. The approximate date when construction of the project can be expected to begin.
2. The stages in which the project will be built and the approximate date when construction of each stage can be expected to begin.
3. The anticipated rate of development.
4. The approximate date when each stage in the development will be completed.
5. The area, location and degree of development of common open space that will be provided at each stage.

Regarding the allowable uses, the PUD Code lists a guide of eligible uses, with the note : (17) Such other uses as the city commission may consider appropriate.

There are three (3) particular uses/use categories that are listed in PUD, which are not listed in PUR:

- (1) Single-family dwelling, detached or attached.
- (4) Adult congregate living facilities and boarding houses.
- (8) Repair service establishments which provide repair services of a minor nature, such as: Radio and television repair services; watch, clock and jewelry repair services; and shoe repair services.

over 100 years in age, fresh ideas and concepts may be assimilated within existing developments, neighborhoods, corridors, etc. to inspire new investment, economic activity or amenities focused on furthering the health, safety, and welfare of the community. The Planned Unit Redevelopment (PUR) zone is specifically "intended to encourage comprehensive redevelopment within existing residential and commercial areas of the city. It is designed to achieve a desirable environment through application of flexible and diversified land development standards in an overall site plan. It is further intended to promote economics in land development, maintenance, street systems and utility networks, resulting in the provision of needed housing and the redevelopment of older, less economically viable areas". Your notes of existing infrastructure are accurate, as "redevelopment" can encompass many angles of reuse of infrastructure, buildings, sites, etc. The list of uses presented in the PUR Code are quite similar to the PUD Code, with the notes above.

The allowable uses listed provide a general guide, leaving the note in (14) Such other uses the city commission may consider appropriate.

The timeline of execution of such a development plan is reviewed and contemplated very much the same as PUD, requiring the submittal and consideration of the following, specific to each proposal:

d. A redevelopment schedule indicating:

1. The approximate date when renovation or construction of the project can be expected to begin.
2. The stages in which the project will be built and the approximate date when each stage can be expected to begin.
3. The anticipated rate of redevelopment.
4. The approximate date when each stage in the redevelopment will be completed.
5. The area, location and degree of development of common open space that will be provided at each stage.

An additional request sought a Zoning chart showing the following:

- A) C-5 zoning and allowable uses & density
- B) C-6 zoning and allowable uses & density
- C) A2 zoning and allowable uses

The discussion of residential density permitted within the C-5, Tourist Commercial, and C-6, Marine Commercial is more developed than the traditional review of most of our residential districts, such as that the R-4 equals 10-12\* units per acre (\*innovative developments or density bonuses). These specific Zoning Districts do not list a maximum density allowance within their respective Code Sections, however, I will note that all properties currently Zoned C-5 are within the South Beach Overlay, which places a density capacity of 8 dwelling units per acre. The allowable density of dwelling units or space devoted to residential (traditional) within the C-5 & C-6 zone is directed by the underlying Future Land Use Designation of the property. The Future Land Use Element of our Comprehensive Plan has been attached for your review. I have included notes (boxes) to pinpoint the allowable density noted within each Designation (District) as well as current language regarding the breakdown of floor area for new development in the respective Designation.

In closing, I have attached our current "Use Table" with the 3 zoning districts outlined that you mentioned. This will hopefully provide insight to the potential permitted and conditional uses for each zone, noting compliance with other City Code, the Comprehensive Plan, and other necessary approvals.

As you are aware, a proposed amendment to the PUD Code has been presented to the Planning Board. At their next meeting, the Planning Board will be revisiting their discussion of the proposed changes. I believe you have a copy for review, please let me know if you would like the packet in PDF. If you would like to view the current Zoning Map which could be of use to review existing PUD v PUR sites, please follow the following link: [COFP Zoning Map - April 2014](#). I will not that the map inaccurately presents the Zoning Designation of Harbor Isle as PUR, when in fact it was processed and rezoned as a PUD. If you have any further inquiries or concerns, or would like to explore a specific proposal, please let me know and I will seek to provide feedback to the best of my ability, or further suggest that a Pre-Application Meeting may be appropriate if the proposal has reached such a point. Thank you again for your coordination and patience.

Warm Regards,

# Summerlin's Marine Construction, LLC

200 Naco Road #C  
Fort Pierce, FL 34946

Phone # 772-464-6090

Fax # 772-464-7470

Summerlin7cs@aol.com

## Invoice

Date	Invoice #
8/26/2014	2269

Bill To
SMYTH BUILDERS ATT: BUZZY SMITH ph: 772-201-8230 Smythbuild@aol.com

Item	Description	Amount
SIGNS	FURNISH AND INSTALL 1 PILE AND 2 RED USCG APPROVED DAYBOARDS (#2) FOR THE SUM OF \$800.00. FURNISH AND INSTALL 6 PILES WITH 6 (18x24) UNIFORM INFORMATION MARKERS THAT READ "CAUTION SHALLOW WATER" FOR THE SUM OF \$700.00 EACH. 6 = \$4,200.00.	5,000.00

FULL PAYMENT IS DUE AT THIS TIME. INTEREST AT THE RATE OF 18% WILL BE APPLIED TO ALL UNPAID BALANCES.

<b>Subtotal</b>	\$5,000.00
<b>Sales Tax (6.5%)</b>	\$0.00
<b>Total</b>	\$5,000.00
<b>Payments/Credits</b>	\$0.00
<b>Balance Due</b>	\$5,000.00

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Seventh Coast Guard District

909 SE First Avenue, Suite 406  
Miami, FL 33131  
Staff Symbol: dpw  
Phone: (305) 415-6755  
Fax: (305) 415-6757

16518  
Serial: 14-007  
January 21, 2014

Mr. Ashton DePeyster  
A. Florida Trust, G. Flash GP Inc  
306 Worth Ave., Suite 4  
Palm Beach, FL. 33480

*Completed*

Dear Mr. DePeyster,

The Coast Guard has reviewed your e-mail request and Florida Uniform Waterway Marker Permit dated January 16, 2014 requesting to install 6 information/regulatory signs to indicate shallow water near the entrance to the Causeway Island Marina. We offer *no-objection* to this project. Please note if there are any changes to this request you are required to submit them to this office for review.

Please understand that this *letter of no-objection* does not authorize any invasion of private rights, grant any exclusive privileges, nor does it obviate the necessity of complying with any other Federal, state or local laws or regulations.

Please contact Mr. Joseph Embres at (305) 415-6750 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "J. B. Embres".

J. B. EMBRES

Chief, Planning and Marine Information Section  
Aids to Navigation and  
Waterways Management Branch  
Seventh Coast Guard District

Copy: Commander, Coast Guard Sector Miami  
Officer In Charge, Coast Guard ANT Ft. Lauderdale  
Mr. Shaun Davis, FFWCC



# ISIMINGER & STUBBS ENGINEERING, INC.

PRINCIPALS:

Charles C. Isiminger, P.E.  
Darwin C. Stubbs, P.E.

COASTAL • ENVIRONMENTAL • MARINE

ASSOCIATES:

Mark A. Powell, P.E.  
Matthew D. Butler, P.E.

November 20, 2013

Via Email

Ashton DePeyster III ([306worth@gmail.com](mailto:306worth@gmail.com))

Re: COE Permit No. SAJ-1900-06892  
Proposed Boat Facilities  
Indian River  
601 Seaway Drive  
City of Fort Pierce, St. Lucie County, Florida  
Permittee: G Flash GP, Inc. (TR)

Mr. DePeyster III:

Enclosed is a copy of the permit received from the U.S. Army Corps of Engineers (COE) for the referenced project. Please read the permit and all of its conditions carefully. Please especially note the following:

1. This Individual Permit, which provides authorization for the work, expires **November 19, 2018**.
2. Prior to the commencement of construction, turbidity curtains that extend to within one foot of the bottom must be installed around all in-water work and must remain in place until all in-water work has been completed and all erodible materials have been stabilized.
3. No structure or work shall adversely affect or disturb properties listed in the National Register of Historic Places or those eligible for inclusion in the National Register. Your project should not adversely affect any properties listed in the National Register of Historic Places. However, further investigation may be required.
4. A copy of the permit must be kept on-site during construction.
5. You must comply with all conditions of the authorization, including the enclosed "Standard Manatee Conditions for In-Water Work - 2011" and "Sea Turtle and Smalltooth Sawfish Construction Conditions."
6. This permit does not authorize the placement of fill or any construction in mangroves, emergent wetlands, seagrass beds, or any other special aquatic sites.
7. The nearshore portion of the access docks and the terminal platforms must be constructed with grated decking with a minimum of 43% open space.
8. The nearshore portion of the access dock that are required to be constructed with grated decking (as noted above) must be constructed at 5' above mean high water. The remaining portion of the access docks and the terminal platforms can be constructed at a lower elevation (as shown on the permit sketches)
9. No later than 30 days after slip occupancy, you must install permanent manatee signs, replace the signs in the event the signs fade, become damaged or outdated, and maintain these signs for the life of the facility. The on-site locations and types of signs must be acceptable to the



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
JACKSONVILLE DISTRICT CORPS OF ENGINEERS  
4400 PGA BOULEVARD, SUITE 500  
PALM BEACH GARDENS, FLORIDA 33410

November 14, 2013

Regulatory Division  
South Permits Branch  
Palm Beach Gardens Section  
SAJ-1900-06892(IP-SLR)

G Flash GP, Inc.  
c/o F. Ashton DePeyster III  
306 Worth Avenue, Suite 4  
Palm Beach, Florida 33480

Dear Mr. DePeyster:

The U.S. Army Corps of Engineers (Corps) is pleased to enclose the Department of the Army permit, which should be available at the construction site. Work may begin immediately but the Corps must be notified of:

- a. The date of commencement of the work,
- b. The dates of work suspensions and resumptions of work, if suspended over a week, and
- c. The date of final completion.

This information should be mailed to the Special Projects and Enforcement Branch of the Regulatory Division of the Jacksonville District at 4400 PGA Boulevard, Suite 500, Palm Beach Gardens, Florida 33410. The Special Projects and Enforcement Branch is also responsible for inspections to determine whether Permittees have strictly adhered to permit conditions.

IT IS NOT LAWFUL TO DEVIATE FROM  
THE APPROVED PLANS ENCLOSED.

Sincerely,

*Susan R Kaynor*

*for* Donald W. Kinard  
Chief, Regulatory Division

Enclosures



# Florida Department of Environmental Protection

Southeast District Office  
400 N. Congress Avenue, Suite 200  
West Palm Beach, FL 33401  
561-681-6600

Rick Scott  
Governor

Jennifer Carroll  
Lt. Governor

Herschel T. Vinyard Jr.  
Secretary

**Permittee/Authorized Entity:**

G Flash GP, Inc.  
c/o Ashton DePeyster III, President  
306 Worth Avenue, Suite 4  
Palm Beach, FL 33480  
E-mail: [306worth@gmail.com](mailto:306worth@gmail.com)

**Project Name:**

G Flash GP, Inc. Marina

**Authorized Agent:**

Isiminger & Stubbs, Engineering, Inc.,  
c/o Matthew Butler, P.E.  
Phone: 561-881-0003; Email: [MButler@coastal-engineers.com](mailto:MButler@coastal-engineers.com)

**ERP Processor:**

Benny Luedike, 561-681-6646  
Email: [Benny.Luedike@dep.state.fl.us](mailto:Benny.Luedike@dep.state.fl.us)

**Environmental Resource Permit - Granted**

**State-owned Submerged Lands Authorization - Not Required**

**U.S. Army Corps of Engineers Authorization - Separate Corps Authorization Required**

**Permit No.: 56-0160635-006**

**Permit Issuance Date: September 6, 2012**

**Permit Construction Phase Expiration Date: September 5, 2017**

**City Commission Conference Agenda**

**Agenda Item # 4. E.**

**Meeting Date:** 09/14/2015

**Re:** Vacation Rentals

**Submitted For:** Robert Bradshaw, City Manager, City Manager

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**SUBJECT:**

Dwelling & Vacation Rentals - Planning Manager, Code Compliance Manager

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**Attachments**

Memo from Senior Planner

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**Form Review**

Form Started By: Jennifer Robinson  
Final Approval Date: 09/09/2015

Started On: 09/09/2015 02:41 PM



# CITY OF FORT PIERCE

## PLANNING DEPARTMENT

REBECCA GROHALL, AICP, PLANNING MANAGER  
 COMPREHENSIVE PLANNING ♦ DEVELOPMENT REVIEW  
 HISTORIC PRESERVATION ♦ URBAN DESIGN ♦ URBAN FORESTRY ♦ ZONING

**TO:** Robert J. Bradshaw, City Manager

**THROUGH:** Rebecca Grohall, AICP, Planning Manager

**FROM:** Kori Benton, Senior Planner

**SUBJECT:** Short-term Rentals; Dwelling & Vacation Rentals  
 Section 22-3. Definitions & Section 22-22. Allowed uses.

**DATE:** September 4, 2015

The Planning and Code Enforcement staff identified an error with the adoption of Ordinance L-295, as it relates to short term rental of dwelling units. Ordinance L-295 relocated all of the permitted and conditional uses for all of the zoning districts into a single, combined Use Table; however the transcription of regulation for “Dwelling Rentals” was not accurately carried forward.

Prior to the adoption of Ordinance L-295, the City of Fort Pierce Code of Ordinances granted the opportunity for Conditional Use application for such dwelling rentals within the E-3, R-1, R-2, R-3, R-4, R-4A, and R-5 zoning districts. As presented, approval of the Use Table within Ordinance L-295, restricted consideration to only the R-1 & R-2 zoning districts, seemingly in error. These actions regarding dwelling/vacation rentals within Ordinance L-295, adopted by the City Commission on November 4, 2013, are void as a conflict with general law as it relates to regulations governing short dwelling rentals. The conflict of this action is specifically related to 509.032 of the Florida Statutes, which effectively limits the regulatory authority of municipalities with regards to the subject use, for restrictions in place, or adopted, prior to June, 1<sup>st</sup>, 2011.

In reviewing the matter further, it has been opined by the City Attorney that the effective Land Development regulation, by the City of Fort Pierce, of short-term rentals that existed prior to June 1, 2011, is valid, and L-295 as it appears in regard to Dwelling rentals is invalidated. Thereby, dwelling rentals may be pursued as Conditional Use in the E-3, R-1, R-2, R-3, R-4, R-4A, and R-5 zoning districts as follows:

ZONING DISTRICT	E1	E2	E3	R1	R2	R3	R4	R4A	R5
<b>Overnight Accommodations</b>									
-Bed & Breakfast	-	-	-	-	-	-	C	C	C
-Dwelling Rental	-	-	C	C	C	C	C	C	C
-Hotel/Motel	-	-	-	-	-	-	-	-	-
-Recreational Vehicle Park	-	-	-	-	-	-	-	-	-
-Resort Hotel	-	-	-	-	-	-	-	-	-

### Impending Applications

The Planning Department is in receipt of two (2) applications for Conditional Use to utilize established single-family homes, within the R-2, Single-Family Intermediate Density zone, as vacation rentals. The applications are

currently engaged with the Technical Review Committee and are scheduled to be reviewed by the Planning Board at their October meeting. Consideration of location, length of stay, and potential impacts (i.e. parking, noise, etc.) to the surrounding neighborhood will be reviewed and incorporated in the analysis by Staff. The City Commission has the final consideration of such applications.