

CITY OF FORT PIERCE

CITY COMMISSION AGENDA

Special Joint Meeting with Board of County Commissioners regarding the Port of Fort Pierce - Friday, May 15, 2015 - 2:00 p.m.

County Commission Chambers of the Roger Poitras Administration Annex, 2300 Virginia Avenue, Fort Pierce, Florida

1. **CALL TO ORDER**

2. **DISCUSSION ITEMS**

1. Representative Larry Lee, Jr. - Opening Comments - State Perspective
2. Global Opportunities for Florida Seaports - Doug Wheeler, Florida Port Council, President & CEO
3. Port of Fort Pierce Master Plan Amendments - Don West, Public Works Director
4. Fisherman's Wharf Conceptual Plan - Rick Ferrin, Transystems & Lauren Rand, Florida Department of Transportation
5. Benefits of a Partnership for the Development of the Port – Fort Pierce City Commission
6. Governance of the Port – Fort Pierce City Commission
7. Establishment of Port Executive Director Position – Fort Pierce City Commission

3. **ADJOURNMENT**

Pursuant to Section 286.0105, Florida Statutes, the City hereby advises you that if you or another person decide to appeal and decision made by the City Commission with respect to any matter considered at its meeting or hearing, that you or said person will need a record of the proceedings, and that for such person, affected persons may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the City for the introduction or admission into evidence of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

**Joint Meeting with Board of County
Commissioners**

Agenda Item # 2.

Meeting Date: 05/15/2015

Re:

Information

SUBJECT:

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Attachments

Meeting Packet

Florida Ports Presentation

Port Master Plan Update

Fishermans Wharf

Form Review

Form Started By: Linda Cox

Started On: 05/11/2015 02:59 PM

Final Approval Date: 05/11/2015



BOARD OF COUNTY COMMISSIONERS

AGENDA

ST LUCIE COUNTY

Joint Meeting

Friday, May, 15, 2015

2:00 PM

St. Lucie County Commission Chambers
2300 Virginia Avenue
3rd Floor of Roger Poitras Building
Fort Pierce, FL 34982

COUNTY COMMISSION MEMBERS

District No. 3, Chair
PAULA A. LEWIS

District No. 5, Vice-Chair
KIM JOHNSON

District No. 1
CHRIS DZADOVSKY

District No. 2
TOD MOWERY

District No. 4
FRANNIE HUTCHINSON

CITY COMMISSION MEMBERS

Mayor
LINDA HUDSON

District No. 1
RUFUS ALEXANDER

District No. 1
REGINALD SESSIONS

District No. 2
EDWARD BECHT

District No. 2
THOMAS PERONA

County Mission Statement

To provide service, infrastructure and leadership necessary to advance a safe and sustainable community, maintain a high quality of life, and protect the natural environment for all our citizens

I. CALL TO ORDER- COMMISSIONER LEWIS, CHAIR, BOARD OF COUNTY COMMISSIONERS AND LINDA HUDSON, MAYOR, CITY OF FORT PIERCE COMMISSION

II. DISCUSSION ITEMS

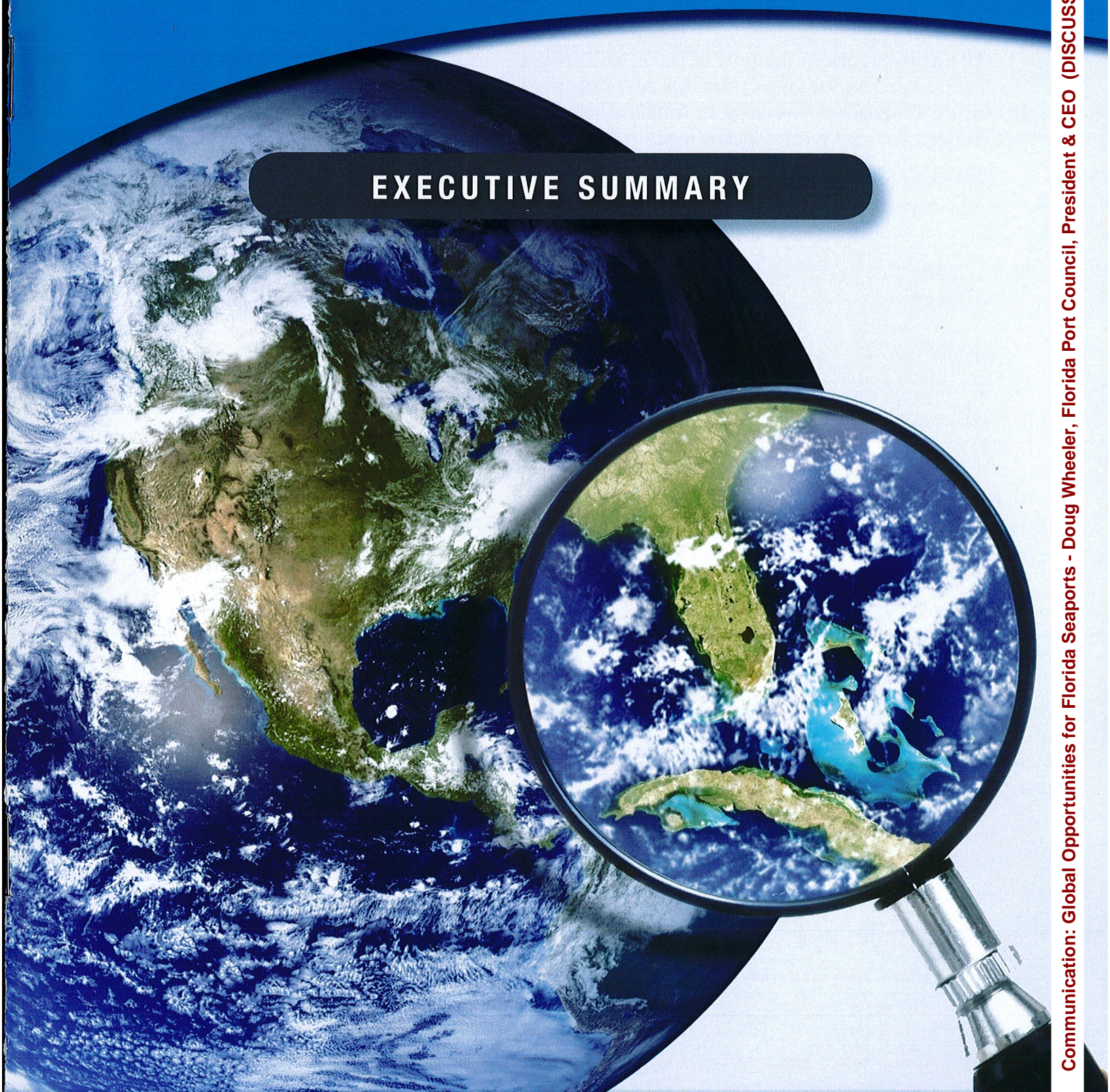
1. Representative Larry Lee, Jr. - Opening Comments - State Perspective
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III. MOTION TO ADJOURN

NOTICE: All Proceedings before this Board are electronically recorded. Any person who decides to appeal any action taken by the Board at these meetings will need a record of the proceedings and for such purpose may need to ensure that a verbatim record of the proceedings is made. Upon the request of any party to the proceedings, individuals testifying during a hearing will be sworn in. Any party to the proceedings will be granted the opportunity to cross-examine any individual testifying during a hearing upon request. Anyone with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Safety & Risk Manager at (772) 462-1783 or TDD (772) 462-1428 at least forty-eight (48) hours prior to the meeting.

Analysis of Global Opportunities and Challenges for Florida Seaports

EXECUTIVE SUMMARY



Communication: Global Opportunities for Florida Seaports - Doug Wheeler, Florida Port Council, President & CEO (DISCUSSION ITEMS)

Executive Summary

Florida today is uniquely positioned to capture significant economic benefits from expanded international trade.

The state's robust system of ports and transportation infrastructure provides a ready pathway to secure new jobs, tax revenue and vibrant economic growth. Florida's global trade community already is fulfilling its commitment with significant investments in expansion and with diligent management and optimization of infrastructure.

This analysis identifies targeted opportunities for Florida to capture these benefits and expand its position in global trade.



The Opportunities

1. Capture cargo now moving through non-Florida ports by the adoption of an aggressive marketing program and by development of the necessary infrastructure for growth and connectivity.
2. Attract import distribution centers and export-oriented manufacturing facilities to Florida by developing comprehensive strategies that make Florida a logistics gateway to the Southeast.
3. Work with policymakers and officials at all levels to streamline regulatory processes and ensure Florida's competitiveness in serving markets.

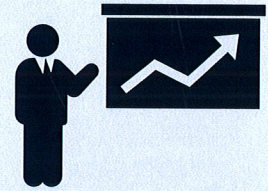
Serving Florida's consumers and businesses represents 3.5 Million TEUs.

There is a significant and immediate opportunity to capture cargo destined for Florida consumers that currently comes into Florida from non-Florida ports—about 3.5 million twenty-foot equivalent units (TEUs) of containerized goods alone. This opportunity to capture and redirect cargo through a Florida seaport is a result of many different situations, and emanates from many sources.

The Challenges

- Florida's share of the U.S. container market has fallen from 8.3 percent in 2000 to 7 percent in 2013.
- More than half the state's imports from, for example, Northern Europe, moved into the U.S. through non-Florida ports. In 2013, 309,000 TEUs of imports arrived through ports outside the state.
- 252,000 TEUs moved into Florida from the nearby and massive distribution hubs in Georgia.

- 285,000 TEUs moved into Florida from distribution centers (DCs) in Texas and Louisiana—where large-scale DCs are located for individual companies like Walmart and Home Depot, and commodity clusters such as furniture and coffee.
- 57,000 TEUs moved from Mexico into Florida by rail and truck.
- Another 371,000 TEUs moved into Florida via intermodal rail from a variety of other areas, including west coast ports direct-to-Florida and Midwest intermodal transfers into Florida.
- With the right logistics mix, the amount of import containerized cargo available to Florida ports is 1.3 million TEUs.
- The entire TEU potential is 3.3 million because for every import container, there are about 1.5 empty and export container movements generated.
- Another 306,702 TEUs originate in Florida but are exported through out-of-state ports.
- The total potential import and export market for Florida origin/destined goods available as additional cargo to Florida ports is approximately 3.5 million TEUs. Florida ports currently are capturing about one of every two available TEUs.



Doubling ports' business could mean doubling the economic impact from what is already one of the state's top job-generating and lifestyle-enhancing industries.

Complex market parameters can inform investment and marketing strategies based on the size of carriers and existing trade routes.

While Central American and Caribbean import trades mostly use Florida ports, Asian imports are more unpredictable, with 154,000 TEUs moving out of Southeast Asia into Florida in 2013 via non-Florida ports. Most of that volume is actually railed across country from the west coast. Similarly, South American and North European imports are under-served, with, for example, 12.8 percent of imports from South America moving through just the Port of New York/New Jersey (due substantially to the level of steamship service). Florida ports can aim to bring home as many as 52,000 TEUs of imports from South America alone.

Overall 70 percent of export containers originating in Florida move through Florida ports—leaving 300,000 TEUs that don't. Some of these container movements certainly can be targeted as “low-hanging fruit.”

Houston, New York, Savannah and Charleston are the key ports used for Florida exporters to South America. Florida export trade lanes to Northern Europe, the Mediterranean, Southeast Asia, Middle East, Africa, Far East and other countries in Southern Asia all reflect a lack of vessel service from Florida ports.

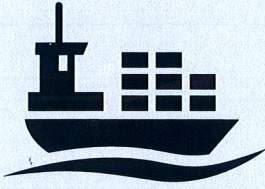
With respect to containers imported into Florida, about 58.4 percent move through Florida ports. Less than 50 percent of the containerized imports into Florida from Asia and Northern Europe use Florida ports. The key non-Florida ports used by Florida importers of Asian cargo are Los Angeles, Long Beach and Savannah. For the European trade, the key non-Florida ports used to serve the Florida import market include Charleston and New York.

The top opportunity to gain Florida import cargo and re-route it through Florida ports is on Asian trade lanes, and the best opportunity to increase export cargo and re-route it through Florida ports is on the South American trade lane.



Almost 500,000 jobs are related to exports and imports through Florida ports, and more can be created.

Florida has a logistics cost advantage to capture cargo currently moving through non-Florida ports.



The value of container trade through Florida ports is more than \$46 billion, and significant growth is available.

As a consumer state, Florida has 500,000 more trucks leaving empty and searching for cargo going northbound each year. The imbalance of equipment that requires repositioning leads to an ability to negotiate more favorable backhaul truck rates.

Florida ports have a logistics cost advantage for beneficial cargo owners (BCOs) and carriers handling cargo exported out of Florida, and for cargo headed into Florida. Florida also has a cost advantage for some discretionary cargo headed to locations in the Southeast. Increasing this discretionary market will allow additional economies of scale for carriers to help reinforce their presence at Florida's seaports.

Currently, Florida BCOs and DCs are concentrated in three areas: Orlando-I-4 Corridor, Jacksonville, and South Florida. The greatest population growth is in Northeast Florida and Central Florida. Central Florida is therefore, a key market to serve for all Florida ports.

All of the advantages that Florida ports have in place to retrieve cargo that originates in or is destined for Florida also set the stage for Florida to attract cargo originating in or destined for regions to the north.

The existing freight distribution system in Florida can be expanded to service a global import and export market.



Just one new distribution center can support 1,200 jobs and \$6 million in tax revenue.

Florida soon will be the third largest state by population, and its favorable geography positions it to be the global distribution site for one of the largest growing areas in the U.S.—the Southeast. The demand for inbound consumer goods will continue to grow in this region and by extension, require the growth of import DCs to handle this volume. The ability for Florida ports to be the first inbound and last outbound port-of-call for import and export shipments will be the key to attracting these facilities to Florida. DCs touch almost every product manufactured or consumed in Florida.

The initiatives being taken by other states in the Southeast to attract these centers and facilities are very competitive. Many states are offering land, tax incentives, expedited permitting, and grants to encourage the selection of their site locations. The resulting challenges for Florida in attracting these facilities are numerous:

The Challenges:

- Each million-square-foot DC supports about 1,200 jobs and \$6.1 million in state and local tax revenues.
- DCs and import BCOs *need* deep ports that serve as a global carrier's first inbound port-of-call, expediting arrivals.
- Export-oriented manufacturing facilities need ports that serve as a carrier's last outbound call on a particular coast, maximizing production windows and effectively increasing export production capacity.
- Florida and neighboring states export many heavy commodities, such as forest products. Carriers facing vessel draft issues or subsequent port calls along a seaboard may have to limit heavy cargo taken on in Florida. Additional depth and last outbound call services eliminate this issue.
- South Carolina, Georgia, Virginia and other competing states are offering incentives to manufacturers and DCs to locate in their states, using tax breaks, credits, grants, regulatory and sales tax exemptions and training assistance.

Fundamental and evolutionary changes are occurring within the global trade arena, and must be considered by state and federal regulators to ensure that Florida remains competitive as the gateway for international trade.

In many ways, Florida ports feel an out-sized impact from federal regulations due to the state's proximity to so many other countries whose competing hubs enjoy a more permissive regulatory environment.

Pilot programs, like the recently successful cold-treatment program for perishable imports, provide a pathway to testing and refining rules and processes. Existing regulatory programs are being refined, with more prospects for expanding the management of supply chain security; easing the burdens of enforcement for trusted traders; streamlining security processes and the export/import process for American businesses; and applying risk management principles. This analysis identifies and advocates Florida's active involvement in such programs.

In addition, this analysis advocates a careful look at both regulatory and operational issues arising from the growth of transshipment activities in the Caribbean Basin, including deficits in infrastructure requirements. Florida ports continue to seek ways to shift negative impacts on trade to competitive advantages to develop trade.



Florida has many clear-cut logistics cost advantages that can be marketed and utilized.

The Challenges:

- Out-of-date or unnecessary regulations can have the unintended impact of hindering the flow of legitimate trade into and out of Florida.
- Transshipment activity has almost completely disappeared from Florida ports because of outdated security requirements; lack of adequate channel depth for larger vessels; growth of competitive transshipment facilities in the Caribbean and Central America; and because of various federal regulations such as the unnecessary enforcement of U.S. regulations on transshipped goods never intended for distribution in the U.S.
- Innovative federal pilot programs allow Florida to show its competency in securing its own agriculture commodities and using stricter, more advanced protocol measures in the perishable import market. The federal Cold Treatment Pilot Program for Perishables at specific south Florida ports was successful, and an expansion of products and countries of origin is needed.





The Strategies:

- Continue to invest in port infrastructure and channel upgrades that will provide Florida with the ability to be the first inbound and last outbound port-of-call for import and export shipments.
- Create an aggressive marketing campaign to attract to Florida those BCOs and carriers that are importing and exporting cargo through non-Florida ports.
- Provide necessary state or local incentives to entice import distribution centers and export-oriented manufacturing companies to locate in Florida.
- Remove or modify any undue regulatory burdens on Florida's freight system resulting in increased efficiency in moving trade through Florida seaports.

Continue the financial commitment by Governor Scott, the Florida Legislature, the Department of Transportation and Florida's seaports in on-port infrastructure and channel depth upgrades.

The efforts by Florida ports and the state of Florida to invest millions of dollars in port capacity and efficiency around the state have not gone unnoticed by the global maritime industry. Florida has improved its position as the global pier for the U.S. and is one of the leading states for the import and export of goods. However, in this era of global competition for jobs and tax revenues, Florida's ports must continue to build a competitive logistics infrastructure. Important projects related to on-port infrastructure and channel depth upgrades still need approval and funding.

Market the cost advantages of using Florida ports to major ocean carriers, beneficial cargo owners, and logistics companies now using non-Florida ports.



A concerted effort is needed to expand Florida's position in world trade.

The degree of commitment to using Florida ports varies. This study identifies potential marketing targets by location, by shipper and by carrier, providing the basis for aggressive marketing. Florida has invested significantly in its freight mobility infrastructure, and now is the time to ensure that the world understands that Florida has the capacity and efficiencies to move any product into and out of the Southeastern U.S. and beyond.

Inspiring confidence in Florida's supply-chain logistics also will help grow a robust manufacturing industry in Florida. A main challenge for Florida's current and potential importers, manufacturers and producers is to reliably and profitably meet global demand.

If improved routings can help manufactures firm up lead times, production runs and labor schedules, eradicating disruptions, Florida seaports will become true supply chain partners. Ports can serve as supply chain leaders by reducing impediments to predictability and by enhancing efficiencies for the movement of goods.

Review existing state and local policies to understand what types of incentives may be necessary to attract manufacturing and global import distribution centers to Florida.

In today's competitive maritime logistics field, private sector businesses are looking for a location where local governmental stakeholders are invested partners in the success of the business. State and local incentives can provide that last bit of encouragement to ensure that jobs and revenues associated with this growing industry locate in Florida. Florida must review its state and local policies to understand what types of incentives may be necessary to attract manufacturing and global import DCs to this state. Other states have enacted specific incentive programs, and Florida can use these examples to determine whether changes should be made to Florida law.

Alleviate unnecessary regulatory burdens on the movement of goods into and out of Florida.

Regulators at all levels are working to improve the competitive position of U.S. exports and imports, with advances being made in managing security issues, the flow of trade, the safety of food and medical products and other regulatory functions.

Conclusion

In an increasingly interconnected world, global trade—with its inherent economic and social benefits—will flourish and grow. Florida is uniquely positioned to actively participate in that growth. The state's diverse culture, favorable geography and dynamic economy have positioned Florida to be one of the nation's premier logistics gateways and a leader in world trade.

There is much to build upon. Florida's existing ports and transportation infrastructure are established and well-managed. The ports system enjoys the support of the business community and local government stakeholders, due to a history of economic success.

Now, with an aggressive and broadly supported effort, the state can, as this analysis details, seek and secure the many benefits of expanded trade—more jobs, increased tax revenues, economic growth and better lives for all Floridians.





Prepared for:

**Florida Seaport Transportation and
Economic Development Council
Tallahassee, FL**

- Port Canaveral • Port Citrus • Port Everglades • Port of Fernandina • Port of Fort Pierce • JAXPORT
- Port of Key West • Port Manatee • PortMiami • Port of Palm Beach • Port Panama City • Port of Pensacola
- Port of Port St. Joe • Port of St. Petersburg • Port Tampa Bay

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PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: St. Lucie County Board of County Commissioners

FROM: William G. Thiess, Chairman *WGT*
Harbor Advisory Committee

SUBJECT: Revisions to 2002 Port of Fort Pierce Master Plan Policies

DATE: May 21, 2014

The Harbor Advisory Committee would like to offer the attached recommended revisions to the 2002 Port of Fort Pierce Master Plan Policies to the Board of County Commissioners for consideration. The recommended revisions are in "Track Changes" format and include the earlier revisions suggested by AECOM. The Harbor Advisory Committee's recommended revisions are the result of numerous and lengthy discussions among committee members and also take into account public input received at the committee meetings. The Harbor Advisory Committee also invited AECOM to their February 2014 meeting to explain AECOM's proposed revisions to the policy document and to clarify some of the language in those revisions.

The Harbor Advisory Committee urges the Board of County Commissioners to consider these recommended revisions to the 2002 Port of Fort Pierce Master Plan Policies and we look forward to providing additional input from the committee and the public in the ongoing revision of the port master plan.

Harbor Advisory Committee

cc: Daniel McIntyre, Interim County Administrator/County Attorney
Robert Bentkofsky, Deputy County Administrator

5. RECOMMENDED REVISIONS (UNDERLINED) TO THE 2002 PORT OF FORT PIERCE MASTER PLAN POLICIES

Goal 1 Responsibility for the Port

The overall responsibility for the management of the Port of Fort Pierce is vested by law with the St. Lucie County Commission and should be managed in the public interest of all the citizens of St. Lucie County.

Objective 1.1

St. Lucie County, working with the City of Fort Pierce, interested agencies and private property owners and consistent with the port enabling laws and the constitutional and statutory protections for the rights of existing private property owners, should ensure that the public interest and quality of life is protected when exercising public control of port property.

Policy 1.1.1

St. Lucie County shall explore and consider all options for the management and operations of the Port of Fort Pierce in cooperation with the municipalities and local officials. These discussions shall take place through either a task force or joint workshop of the elected officials.

Policy 1.1.2

St. Lucie County shall maintain the necessary oversight of the Port of Fort Pierce to ensure compliance with applicable state law governing deepwater ports and to guarantee the financial feasibility of any publicly funded infrastructure within the Port.

Policy 1.1.3

St. Lucie County shall determine whether to initiate actions necessary to acquire public ownership of those areas in the Port determined to be in the public interest

Policy 1.1.4

St. Lucie County shall coordinate with the City of Fort Pierce, other affected local governments, the Treasure Coast Regional Planning Council and the Florida Seaport Transportation and Economic Development Council (FSTED).

Policy 1.1.5

St. Lucie County, operating through its existing and future legal authorities, shall initiate discussions with the City of Fort Pierce, with other public agencies, and with the private business sector to create the legal agreements, memoranda of understanding, and joint planning agreements necessary to implement the goals, objectives, and policies of the Master Plan for the Port of Fort Pierce.

Goal 1B Land Use Map for the Port Of Fort Pierce

The **Port of Fort Pierce** (Is this a legal entity? The term is used interchangeably throughout this document to refer to the physical facility and to an entity responsible for the port. **Should the legal entity be the “Port Authority” and the physical facility be the “Port of Fort Pierce”? Port Authority may work for this document, whether it is the Board of County Commissioners or a separate entity with wider representation.**) shall establish a general master development map for the Port that establishes a general Port Planning Area boundary and a Port Operations Area boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Fort Pierce. The general master development map for the Port of Fort Pierce is not to be used alone but rather in conjunction with the other development policies found in this plan and the applicable Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce.

Objective 1b.1

The general master development map for the Port of Fort Pierce shall be as depicted in **Figure 2A-1**). The land use activities shown in this general plan of development shall comply with applicable State, County and Municipal laws including the applicable Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce, adopted pursuant to Chapter 163, Florida Statutes.

Policy 1b.1.1

The general land use classification is to be used to determine consistency between the General Master Development Map for the Port of Fort Pierce and the applicable local government comprehensive plan. **The Port of Fort Pierce** will coordinate with the City of Fort Pierce and St. Lucie County to determine whether the Port General Master Development Plan is consistent with the City and the County Comprehensive Plan Future Land Use designations for the Port Planning Area. To the extent any inconsistencies between the General Master Development Plan for the Port and the City or County Comprehensive Plans are

identified, the **Port of Fort Pierce** will request that City or the County amend their Comprehensive Plans to ensure consistency.

Policy 1b.1.2

The **Port of Fort Pierce** shall support/seek development activities such as mega yacht construction and maintenance, marine industrial and commercial uses, marine research facilities, maritime academic and vocational uses, potential cruise/ferry uses, intermodal transportation facilities and/or expansion of tourist/recreational uses, depending on market conditions.

Policy 1b.1.3

The **Port of Fort Pierce** shall support development of tourist, commercial and recreational uses primarily in the northern third of the undeveloped property in the Port Operations Area as shown in **Figure 2A-1..** This development shall be consistent with the adopted Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce, including but not limited to the Future Land Use, Transportation and Coastal Management Elements. The City and County shall collaborate on consistency of land Use and Zoning designations that promote and encourage economic development within the Port Operations Area.

Policy 1b.1.4

All activities within the Port Planning Area shall comply with the applicable State and County laws and the applicable plans and regulations of the City of Fort Pierce or St. Lucie County including but not limited to, the adopted Future Land Use Maps of the Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce, as depicted in the attached **Figure 2A-2.**

Policy 1b.1.5

The Port of Ft Pierce shall continue to support cargo operations in the Port Operations Area, as described in Policy 2.1.2.

Policy 1b.1.6

By March 1st of each year, the **Port of Fort Pierce** shall submit to the County Administrator or his/her designee an updated five (5) year capital budget/improvement plan for the Port. To the extent that local funds are required to address a capital improvement need, the Board of County Commissioners shall be requested to provide the necessary funding to meet that need. Nothing in this policy shall be construed as to prohibit the Board of County Commissioners from requesting that the City of Fort Pierce, the Fort Pierce Community Redevelopment Agency, or any other appropriate agency or entity assist in funding one or more capital improvement project(s) within the Port Area since the Port Planning Area within the City Limits of Fort Pierce lies entirely within the Fort Pierce Community Redevelopment Area.

Policy 1b.1.7

Recognizing that the majority of the lands, excluding water and roadways, in the Port Planning Area, including the Port Operations Area, are not in public ownership, should the County acquire additional lands in the Port Operations Area, the Master Plan for the Port of Fort Pierce will be amended to reflect a revised capital improvements plan and the **Port of Fort Pierce** will request that the Board of County Commissioners make any necessary amendments to the St. Lucie County Comprehensive Plan and, if necessary, that the Fort Pierce City Commission make any necessary amendments to the Fort Pierce Comprehensive Plan to address all identified capital needs. Nothing in this policy shall be construed as to prohibit the Board of County Commissioners from requesting that the City of Fort Pierce, the Fort Pierce Community Redevelopment Agency, or any other appropriate agency or entity assist in funding one or more capital improvement project(s) within the Port Area since the Port Planning Area within the City Limits of Fort Pierce lies entirely within the Fort Pierce Community Redevelopment Area.

Goal 2 Port Activities

The quality of life for St. Lucie County residents will be strengthened and maintained by enhancing the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port of Fort Pierce.

Objective 2.1

The **Port of Fort Pierce** should strengthen the economic development activities in the Port Operations Area by working with federal, state and local government, the private sector, and other interested parties to formulate an economic development plan that will foster new jobs that exceed the County's average annual wage and enhance the community's prosperity.

Policy 2.1.1

The **Port of Fort Pierce** shall encourage the development, renovation and improvement of port facilities to maximize current potential, including rehabilitation and modernization of existing buildings consistent with the goals of the City of Fort Pierce downtown redevelopment plan. [The City of Fort Pierce downtown redevelopment plan should identify buffer and transitional uses between port uses and the downtown. Local plans should also reflect market absorption studies of hotel, commercial and recreational uses. Multiple redevelopment plans including such uses which exceed projected demand will not attract development and will have a negative impact to existing uses.](#)

Policy 2.1.2

The **Port of Fort Pierce** will continue as a deepwater port that will accommodate ~~that will accommodate limited~~ cargo operations. New and reconstructed infrastructure should be constructed to attract development consistent with community goals including berthing and seawalls, efficient intermodal connections, ship to rail transfer facilities and roadway and drainage infrastructure. Current cargo and marine industrial areas may be retained. ~~Gentrification of cargo areas shall be emphasized and flexibility shall be retained in the Berth 1 area to allow either limited cargo operations or marine industries or a combination of both. All such uses shall be consistent with the general mix of uses described herein and compatible with adjacent land uses and natural resources.~~

Policy 2.1.3

Future public infrastructure improvements in the Port Planning Area will be made consistent with the Port Master Plan.

Policy 2.1.4

St. Lucie County, working with federal, state and local governments, the private sector, and other interested parties, may provide incentives for jobs that exceed the County's average annual wage. St. Lucie County, the City of Fort Pierce, private property owners, and local economic development groups should establish a proactive campaign to market the Port of Fort Pierce.

St. Lucie County, the City of Fort Pierce and Indian River State College shall identify a blue ribbon panel to develop a path to establishing a Maritime and Intermodal Academy at the Port of Fort Pierce.

Policy 2.1.5

The **Port of Fort Pierce**, working with federal, state and local governments, the private sector, and other interested parties, will encourage port industries to develop job training programs and use the local workforce to the fullest extent possible.

Objective 2.2

The **Port of Fort Pierce** in cooperation with the City of Fort Pierce and other governmental bodies, shall assist in the development of high quality design standards to ensure that port facilities in the Port Operations Area are compatible with the use of the surrounding area in the City of Fort Pierce as downtown waterfront development.

Policy 2.2.1

The **Port of Fort Pierce**, in cooperation with other governmental bodies, the private sector, and other interested parties, should develop and maintain aesthetically pleasing public port facilities and landscaping to encourage new and expanded business development. Buffer zones could be identified and planned for significant landscaping that transition from marine industrial to local commercial uses.

Policy 2.2.2

The **Port of Fort Pierce**, in cooperation with other governmental bodies, should ensure that port facilities are aesthetically compatible to the extent feasible with ~~all newly renovated areas~~ of downtown Fort Pierce and other adjacent neighborhood areas and in compliance with the City of Fort Pierce regulations.

Policy 2.2.3

Existing activities within the Port of Fort Pierce Operations Area that are determined to be inconsistent with future uses of the Port should be identified and removed through the negotiated purchase of property or business, code enforcement activities, private/public partnerships, grants, other mechanisms by the appropriate unit of government, or eminent domain.

Objective 2.3

The **Port of Fort Pierce**, working with federal, state and local governments, the private sector, and other interested parties, shall maintain, increase, and promote marine industry and related scientific and commercial activities at the Port of Fort Pierce so there is no net loss of marine industry.

~~Policy 2.3.1~~

~~The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall accommodate water related marine activities such as mega yachts, restaurants, hotels, tall sailing vessels, boat service and repair yards, marina facilities, and related service activities within the Port Planning Area for the benefit of residents and visitors to the community.~~

~~Policy 2.3.2~~

~~The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall accommodate water related marine activities such as~~

~~mega yachts, marine research vessels, tall sailing vessels, restaurants, hotels, and related service activities within the Port Planning Area for the benefit of the residents and visitors to the community.~~

Policy 2.3.3

The **Port of Fort Pierce**, in cooperation with federal, state and local governmental bodies, the private sector, and other interested parties, shall protect, maintain, and promote marine industry activity from encroachment or displacement by incompatible land uses.

Policy 2.3.4

The **Port of Fort Pierce**, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall encourage the location of additional marine science facilities in the Port Planning Area that are compatible with the Smithsonian Marine Station, Ocean Research and Conservation Association (ORCA), and Harbor Branch Oceanographic Institution.

~~Policy 2.3.5~~

~~The Port of Fort Pierce, working with other governmental bodies, the private sector, and other interested parties, shall encourage the location and development of a mega yacht facility that serves as the anchor tenant in the Port Operations Area.~~

Objective 2.4

The **Port of Fort Pierce** shall allow and support expansion of water-dependent recreational and ecotourism uses in the Port Planning Area.

~~Policy 2.4.1~~

~~The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall encourage recreational uses within the Port Planning Area.~~

Policy 2.4.1

The **Port of Fort Pierce** working with federal, state and local governmental bodies, the private sector, and other interested parties, shall maintain a public education and information program for the commercial and recreational boating activities on and adjacent to the Port Planning Area to alert and advise those users of the environmentally sensitive resources in the area.

Objective 2.5

The **Port of Fort Pierce**, in compliance with federal, state, and local laws, shall work with appropriate public safety entities to revise the port security management plan for the Port Operations Area.

Policy 2.5.1

The **Port of Fort Pierce** shall use its best efforts to ensure that port security will protect port users and citizens from crime or terrorism concerns and prevent any increase in criminal activity or enterprises.

Policy 2.5.2

The **Port of Fort Pierce**, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall develop a public education program for the port security management plan to ensure that the owners, users, other responsible parties, and members of the public understand port security.

Objective 2.6

The **Port of Fort Pierce** working with federal, state and local governmental bodies, the private sector, and other interested parties, shall work toward the long-range goal of relocating Fort Pierce Utilities Authority's Water Reclamation Facility (wastewater treatment plant) out of the Port Planning Area and to a mainland location when such relocation is economically feasible, in order to allow redevelopment of that site for water-related tourism, recreation, or marine commercial uses.

Goal 3 Environmental Protection

The Indian River Lagoon is recognized as the most biodiverse estuary in North America and as an important component of the local economic base and the overall quality of life in the community. As such, the integrity of the Indian River Lagoon shall be protected by correcting any detrimental effects caused by current operations and ensuring long-term development and improvement activities are consistent with all local, state and federal environmental laws and regulations.

Objective 3.1

The **Port of Fort Pierce**, working with federal, state and local governmental bodies the private sector, and other interested parties, shall ensure the protection and restoration of the Indian River Lagoon and avoid future degradation of the Lagoon's ecological health due to port activities.

Policy 3.1.1

The **Port of Fort Pierce**, working with federal, state and local governmental bodies, the private sector, and other interested parties, will regulate discharges coming from port activities into the Indian River Lagoon to prevent air and water pollution in violation of any adopted federal, state, or local laws or regulations. Berthing, seawall and drainage infrastructure will actively be pursued to eliminate or reduce and treat existing runoff. Existing port businesses should be retrofitted to reduce pollution in the Indian River Lagoon.

Policy 3.1.2

The **Port of Fort Pierce**, working through the Comprehensive Plans and Land Development Regulations of the appropriate local general purpose government, shall address excessive freshwater inflows originating from the Port Planning Area to minimize their impacts on estuarine salinity, consistent with guidelines developed by the U.S. Army Corp of Engineers and the **South Florida Water Management District in the Indian River Lagoon South Feasibility Study.**

Policy 3.1.3

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, shall limit inputs of suspended materials, nutrient inflows, and toxic substances from the Port Planning Area into the Indian River Lagoon to state and federal approved limits.

Policy 3.1.4

The **Port of Fort Pierce** shall work with other governmental bodies, private interests, and other interested parties to enforce existing laws and prevent exotic invasive species from entering the Indian River Lagoon via ship's ballast and bilge water or cargo or any other method including detrimental impacts of mega-yacht, marine industries and recreational boating uses.

Policy 3.1.5

The **Port of Fort Pierce** will develop a port area maintenance program to ensure environmental compliance by the Port and for any activities occurring within the Port Planning Area.

Policy 3.1.6

Best management practices shall be effectively utilized throughout the Port of Fort Pierce to minimize environmental impacts. Marine commercial and marine industrial operations shall pursue appropriate designations under the Florida Department of Environmental Protection's Clean Boatyard and Clean Marina Program as Clean Boatyard, Clean Marina, and/or Clean Retailer. The Port of Fort Pierce shall pursue designation as a Clean Port under the U.S Environmental Protection Agency's Clean Port Program.

Objective 3.2

The **Port of Fort Pierce** will work with other governmental bodies, the private sector, and other interested parties, to prevent detrimental effects on the Indian River Lagoon caused by port activities by supporting estuarine diversity and the protection, maintenance, and enhancement of the population of endangered and threatened species.

Policy 3.2.1

The **Port of Fort Pierce** shall work with other governmental bodies, private interests, and other interested parties to preserve and restore seagrass beds and mitigate any permitted losses to existing seagrass beds caused by port activities to the maximum extent possible.

Policy 3.2.2

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, shall protect endangered and threatened mammals, fish, reptiles, amphibians, and invertebrates from port activities in the Indian River Lagoon.

Policy 3.2.3

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, shall take appropriate actions to protect and conserve fin and shellfish resources in the Indian River Lagoon from damage due to port activities.

Objective 3.3

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, shall protect and maintain the existing natural coastal areas and resources within the Port Planning Area.

Policy 3.3.1

The **Port of Fort Pierce**, working with the Comprehensive Plan and Land Development Regulations of the appropriate local general purpose government, shall address maintenance

and reduction of existing air quality emissions from Port activities to ensure that new emissions from the Port meet applicable air quality standards.

Policy 3.3.2

The **Port of Fort Pierce**, working with other governmental bodies and private interests, and other interested parties, shall create a scientific advisory committee, composed of researchers and managers from the Smithsonian Marine Station, ORCA, Harbor Branch Oceanographic Institution, and other regional marine research institutions, to provide scientific advice on port operations and activities (commercial, industrial and recreational) that may impact the Indian River Lagoon.

Policy 3.3.3

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will develop a list of best management practices for environmental protection which have been used successfully by other Ports to ensure efficient and effective management of port operation activities while providing environmental protection.

Policy 3.3.4

The **Port of Fort Pierce**, working with other governmental bodies and the private sector, and other interested parties, should encourage the use of an energy absorbing type system of bulkheading where possible to protect the natural coastline in the Port and surrounding area.

Policy 3.3.5

The **Port of Fort Pierce**, working with other governmental bodies, and the private sector, and other interested parties, shall continue to operate, maintain and improve a permanent spoil disposal site for materials dredged from the Port Planning Area.

Objective 3.4

In keeping with the St. Lucie County Manatee Protection Plan (MPP), the **Port of Fort Pierce** will work with other governmental agencies and private interests to improve protection of the manatees and enforcement of existing related laws within the Port Planning Area.

Policy 3.4.1

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will adjust future and proposed dock design and construction to be consistent with manatee protection measures.

Policy 3.4.2

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will conduct maintenance dredging in the Port Planning Area in a manner that is consistent with manatee protection measures.

Policy 3.4.3

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will conduct activities involving expansion of ship berths and maintenance of channels in a manner that is consistent with manatee protection measures in the Port Planning Area.

Policy 3.4.4

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will conduct activities involving explosives in a manner that is consistent with manatee protection measures in the Port Planning Area.

Policy 3.4.5

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will conduct activities involving sediment removal and disposal in a manner that is consistent with manatee protection measures in the Port Planning Area.

Policy 3.4.6

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will protect and/or mitigate seagrass beds and submerged aquatic vegetation that serve as manatee habitat in the Port Planning Area.

Policy 3.4.7

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, will help to develop guidelines and establish an education program for crew procedures regarding observing and avoiding manatees when arriving and departing from docks in the Port Planning Area.

Goal 4 Public Access

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, shall enhance public access to the Port Planning Area.

Objective 4.1

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, shall develop an integrated open space system to provide public access between those portions in the Port Planning Area that are open to the public and the surrounding community.

Policy 4.1.1

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, shall facilitate public access to short-term parking.

Policy 4.1.2

The **Port of Fort Pierce** shall encourage unobstructed public access to designated public fishing areas.

Policy 4.1.3

The **Port of Fort Pierce** shall cooperate with and support efforts of other interested governmental bodies in providing access to unobstructed scenic views of the Indian River Lagoon.

Policy 4.1.4

The **Port of Fort Pierce** shall encourage the City, County, and State to improve and maintain an orderly network of streets and entrances to access port facilities.

Policy 4.1.5

The **Port of Fort Pierce** shall develop an integrated open space system along the waterfront of the Port Operations Area, with the exception of areas where such access would pose a safety or security concern or where it would interfere with approved port activities.

Policy 4.1.6

The **Port of Fort Pierce** shall encourage multi-use marine recreational activities, walkways, and multiuse paths within the open space system in the Port Planning Area and provide linkages with the network in Fort Pierce.

Goal 5 Emergency Management

The public will be protected in various emergency situations through cooperation between the **Port of Fort Pierce** and other governmental bodies to achieve maximum levels of safety and to restrict commerce of hazardous materials in the Port of Fort Pierce.

Objective 5.1

The **Port of Fort Pierce**, working with regional and state emergency management agencies, private interests, and other interested parties, shall identify new and existing procedures to ensure public safety in the event of a hurricane or other natural disaster.

Policy 5.1.1

The **Port of Fort Pierce** shall comply with the comprehensive emergency management plans of appropriate local general purpose government to ensure safe evacuation of the Port during times of hurricane or other disasters.

Policy 5.1.2

The **Port of Fort Pierce** shall work with the City of Fort Pierce and St. Lucie County to ensure that all development activities within the Port Planning Area, including the Port Operations Areas, are consistent with State of Florida's policies on development within areas identified as Coastal High Hazard Areas. New residential uses within areas designated as Coastal High Hazard as defined in **the St. Lucie County Land Development Code**, shall be discouraged.

Objective 5.2

The **Port of Fort Pierce**, working with other governmental bodies, shall comply and cooperate to ensure that adequate procedures are in place to respond to a hazardous material spill.

Policy 5.2.1

The **Port of Fort Pierce** shall comply with the processes of federal, state, and local governments for safe and expedient cleanup of hazardous spills.

Policy 5.2.2

The **Port of Fort Pierce** shall cooperate with governmental bodies to provide complete and timely information to the public in the event of a hazardous materials accident.

Goal 6 Landside Infrastructure

Landside and waterside infrastructure serving the Port of Fort Pierce should meet the Port's future requirements in a manner consistent with the abilities of the appropriate agencies to provide the services needed to support approved port activities.

Objective 6.1

The **Port of Fort Pierce** shall work with other governmental agencies to improve linkages between the Port facilities and intermodal transportation routes.

Policy 6.1.1

The **Port of Fort Pierce**, working with other governmental bodies, private interests, and other interested parties, should limit increased traffic congestion in the Port Planning Area and on roadways adjacent to the Port Planning Area consistent with the adopted levels of service in the Comprehensive Plan of the appropriate local general purpose government.

Policy 6.1.2

The **Port of Fort Pierce** should enhance and expand activities that tie the Port to the St. Lucie County Airport and coordinate with the Florida Department of [Economic Opportunity Community Affairs \(DCA\)](#), ~~the Governor's Office of Tourism, Trade, and Economic Development (OTTED)~~, Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail service, in order to encourage multimodal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County. The **Port of Fort Pierce** shall prepare a periodic State of the Ports Report to demonstrate to the public how activities of both facilities are furthering the quality of life of St. Lucie County residents.

Policy 6.1.3

The **Port of Fort Pierce**, working with other governmental bodies, should facilitate expansion of public transit to and from the Port Planning Area.

Goal 7 Navigational Channels

Navigation channels serving the port's maritime and recreational activities shall meet existing and limited future needs as outlined in this plan.

Objective 7.1

The Port of Fort Pierce shall maintain the maximum channel depth at 28 feet with its current width as identified on the most recent Army Corps of Engineers' Project Condition Survey.

Policy 7.1.1

The Port of Fort Pierce shall coordinate with the U.S. Army Corps of Engineers and the Florida Inland Navigation District to provide for the maintenance of the navigation channels, including location of spoil disposal sites.

Policy 7.1.2

The Port of Fort Pierce shall coordinate with the U.S. Coast Guard in the placement and maintenance of the navigational aids within the port area.

Policy 7.1.3

The Port of Fort Pierce, working with other governmental bodies, the private sector, and other interested parties, shall continue to operate, maintain and improve a permanent spoil disposal site for materials dredged from the Port Planning Area.

Objective 7.2

The Port of Fort Pierce shall seek to improve the condition of Taylor Creek from the S-50. Spillway to the Intracoastal Waterway through maintenance dredging and water quality improvement projects.

Policy 7.2.1

The Port of Fort Pierce shall request that St. Lucie County include as part of its Capital Improvements Programs funding for the restoration and improvement of Taylor Creek through maintenance dredging and water quality improvement projects to supplement funds received from other agencies.

6. REPORT RECOMMENDATIONS

In summary, the following are recommendations of this report:

- Actively seek grants, funding partnerships and other funding to bring about infrastructure improvements (Exhibit 6-1) at the earliest opportunity. Infrastructure funding could include that related to rail enhancements, roadway/bridge improvements, stormwater projects and other infrastructure on publically owned land and/or designated for public use. State funds are now available and action must be taken to avoid missing opportunities.
- The City of Fort Pierce and St. Lucie County consider amendment of their respective comprehensive plans to incorporate the consensus plan or other viable alternative. The City and County should compose and adopt consistent, if not identical, amendments to their respective comprehensive plans, and the City's Redevelopment Plan. Corresponding Land Development Code (City and County) revisions are anticipated.
- Provide for a permanent, full-time, dedicated Port Director. Such a position could be jointly funded by County and City and report to a select jointly appointed board. Such a position would enable direct marketing of Port of Fort Pierce to the shipping industry, and would provide professional seaport operations and management.
- Working with St. Lucie County, the City of Fort Pierce and Indian River State College, pursue formation of a blue ribbon panel to develop a path to establishing a Maritime and Intermodal Academy at the Port of Fort Pierce.
- Through the Harbor Advisory Committee, continue a dialogue with seaport land owners, key community groups, city and county governance. Such dialogue would build alliances, consider balanced recommendations and advance economic development.
- The Board of county Commissioners should evaluate alternatives for governance of the port.

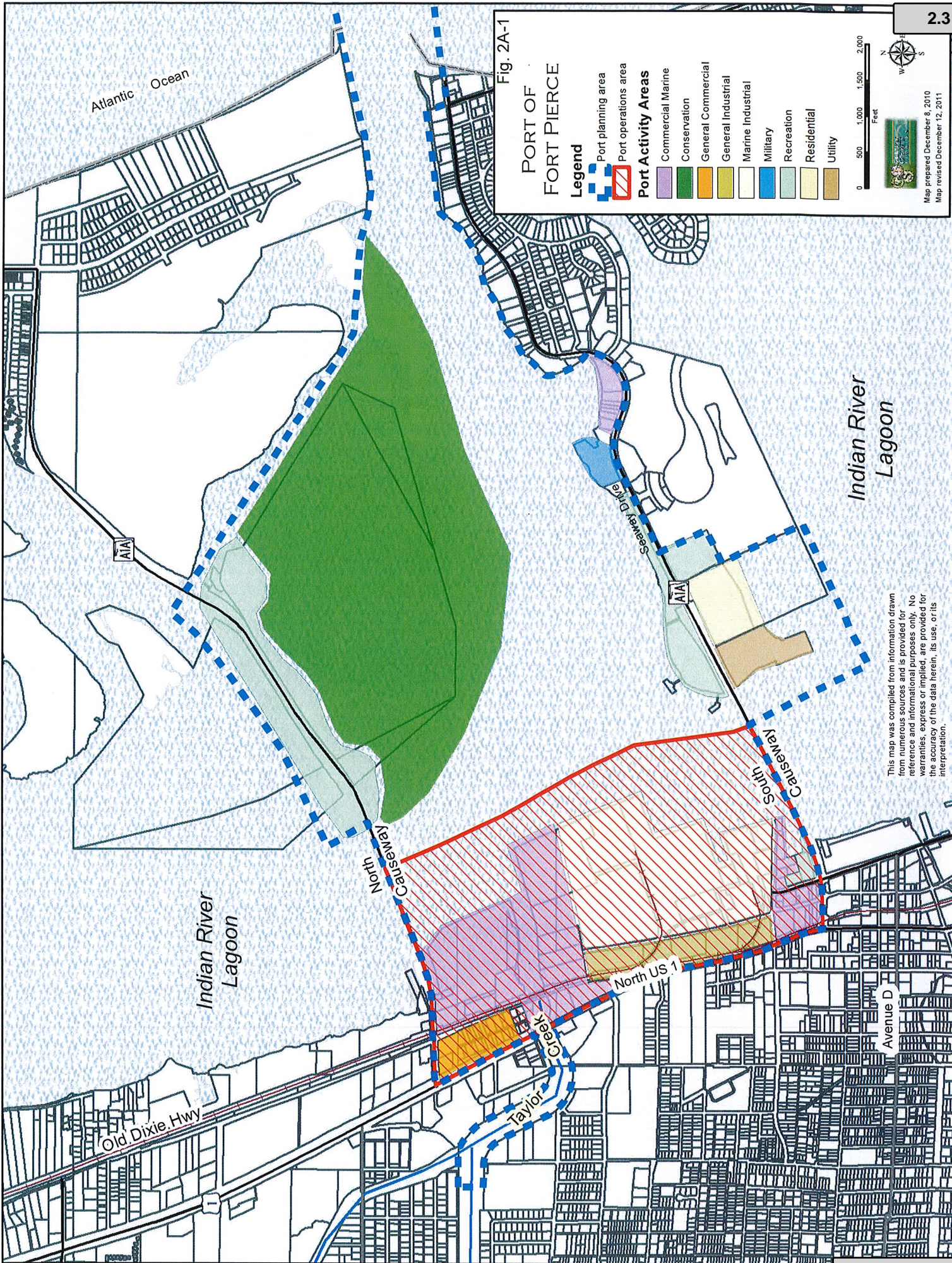


Fig. 2A-1

PORT OF FORT PIERCE

Legend

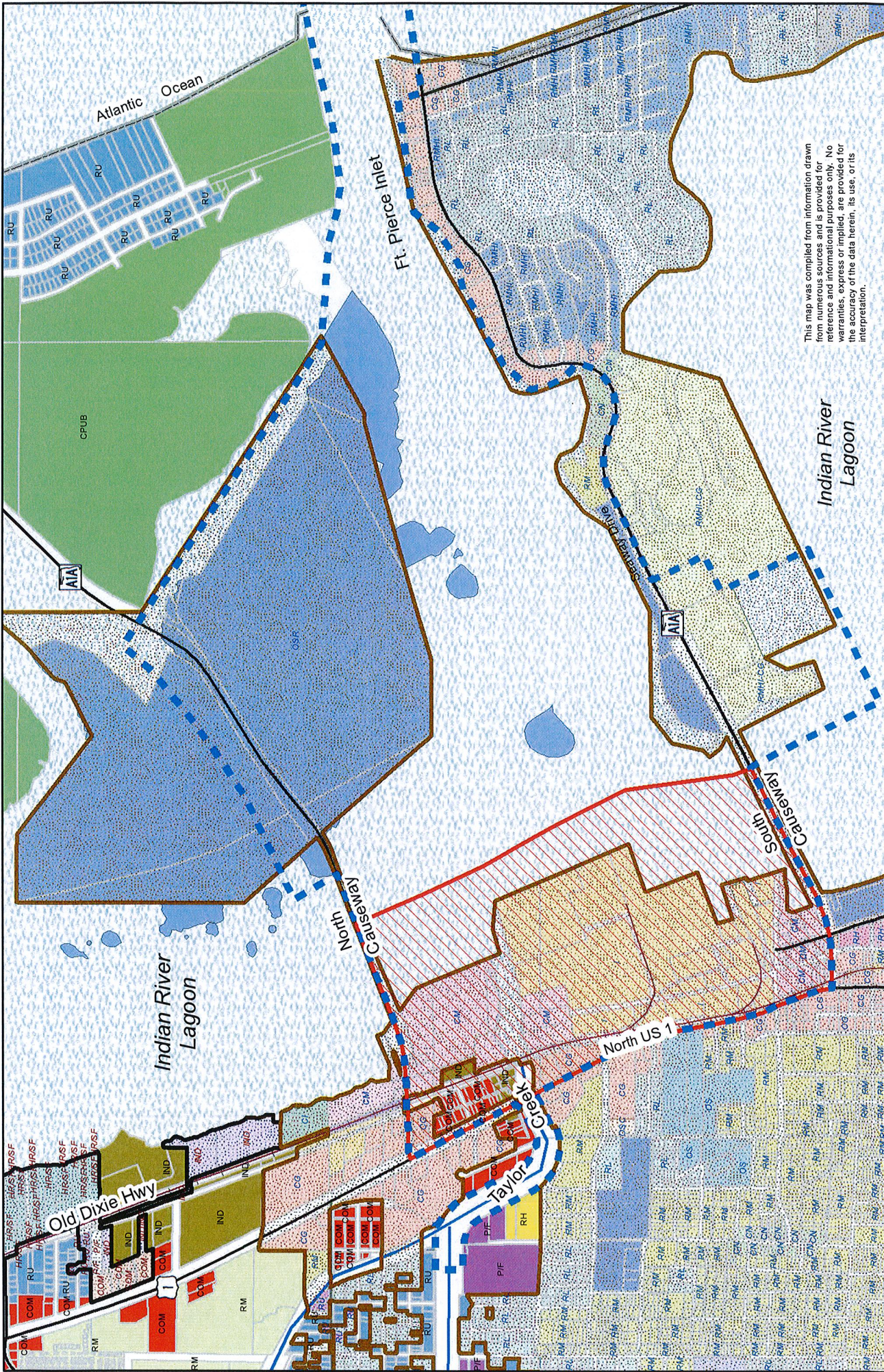
- Port planning area
- Port operations area
- Port Activity Areas**
- Commercial Marine
- Conservation
- General Commercial
- General Industrial
- Marine Industrial
- Military
- Recreation
- Residential
- Utility



Map prepared December 8, 2010
 Map revised December 12, 2011

This map was compiled from information drawn from numerous sources and is provided for reference and informational purposes only. No warranties, express or implied, are provided for the accuracy of the data herein, its use, or its interpretation.

Communication: Port of Fort Pierce Master Plan Amendments - Don West, Public Works Director (DISCUSSION ITEMS)



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PORT OF FORT PIERCE

- City of Fort Pierce
- St. Lucie Village
- Port planning area
- Port operations area

Fig. 2A-2

St. Lucie County Future Land Use

- COM
- CPUB
- IND
- PIF
- RH
- RM
- RU

Ft. Pierce Future Land Use

- TBD
- CBD
- CG
- CI
- CM
- CN
- CO
- I
- INST
- OS
- OSC
- OSR
- RH
- RL
- RM
- RMHI
- RMHI-CG
- RU
- R/SF
- SF
- IND

St. Lucie Village Future Land Use

- COM
- HR/SF
- I
- IND
- R/O/S
- RU
- SF

Scale: 0, 500, 1,000, 1,500, 2,000 Feet

Map prepared: December 8, 2010
Map revised: December 12, 2011



PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: St. Lucie County Board of County Commissioners

FROM: William G. Thiess, Chairman *WGT*
Harbor Advisory Committee

SUBJECT: Recommendation on Blue Ribbon Committee Resolution

DATE: May 23, 2014

The Harbor Advisory Committee has shown unanimous support for the concept of a Maritime and Intermodal Academy at the Port of Fort Pierce. The committee also supports formation of a Blue Ribbon Committee to develop a path toward establishing such an academy at the port and added suggested language to that effect in their recommended revisions to the Port of Fort Pierce Master Plan Policies.

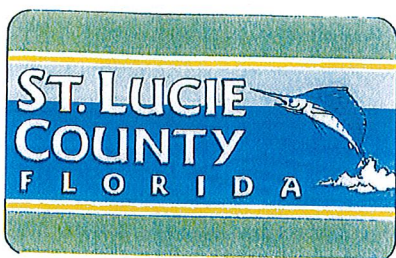
At their May 21 meeting, the Harbor Advisory Committee reviewed the County's draft "Resolution Authorizing Creation of a Blue Ribbon Committee to Create the Business Case for a Maritime Academy at the Port of Fort Pierce and Providing for Membership, Duties, and Functions of the Committee". The committee was in agreement with the content of the draft resolution, including the proposed eight stakeholder groups from which Blue Ribbon Committee members would be appointed. The Harbor Advisory Committee recommended by unanimous vote that the Board of County Commissioners consider adding representation from the scientific community by including FAU/Harbor Branch, Ocean Research and Conservation Association and/or the Marine Resources Council in the Blue Ribbon Committee membership.

Harbor Advisory Committee

cc: Daniel McIntyre, Interim County Administrator/County Attorney
Robert Bentkofsky, Deputy County Administrator

Blue Ribbon Committee for Maritime and Intermodal Academy**Stakeholder Group List**

1. City of Fort Pierce
2. St. Lucie County
3. Port St. Lucie
4. Indian River State College
5. St. Lucie County Schools
6. Harbor Branch/FAU
7. Indian River Terminal
8. St. Lucie County Chamber of Commerce
9. Lloyd Bell family representatives
10. Economic Development Council of SLC
- 11.



PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: St. Lucie County Board of County Commissioners

FROM: Harbor Advisory Committee
William G. Thiess, Chairman *W.G.T.*

SUBJECT: Wesley Island

DATE: September 19, 2013

At a regularly scheduled meeting of the Harbor Advisory Committee of St. Lucie County, on August 21, Mr. Jim Oppenborn, the SLC Coastal Resources Supervisory, Mosquito Control and Coastal Management Services, made a presentation outlining possible uses of Wesley's Island.

The Island is located on the east side of the turning basin, approximately equidistant from the South Causeway Park and Harbor Point. (See attachment A). It consists of 6.5 acres and is currently being used for recreation and bird habitat. Any additional uses should, among other considerations, not conflict with future uses of the Port and should benefit local environmental programs. The Island's present designation is conservation.

Mr. Oppenborn was accompanied by Mr. Mark McGee (Indian River Lagoon Solutions and formerly of DEP Aquatic Preserve) Mr. Mark Music, Empire Environmental, and Ms. Sue Deblois (Marine Oceanographic Academy, SLC Schools). All three individuals were very interested in preserving the Island with a view to conducting environmental education programs. Each described ways in which the Island could be advantageously used for these goals citing water quality analysis, study of bird nesting activity (See Attachment B) and other possible uses. Participation by shoreline stabilization and artificial reef construction businesses should also be encouraged. Ms. Deblois mentioned the expense incurred in taking students from the mainland to the Island; her solution was to have them travel on stand-up paddleboards (Attachment C).

Studying this region of the Indian River Lagoon is beneficial to the County since it is one of the healthiest in terms of seagrass beds, which are critical habitat for not only juvenile fish but also for manatees and dolphin.

We urge the Board of County Commissioners to consider these proposals.

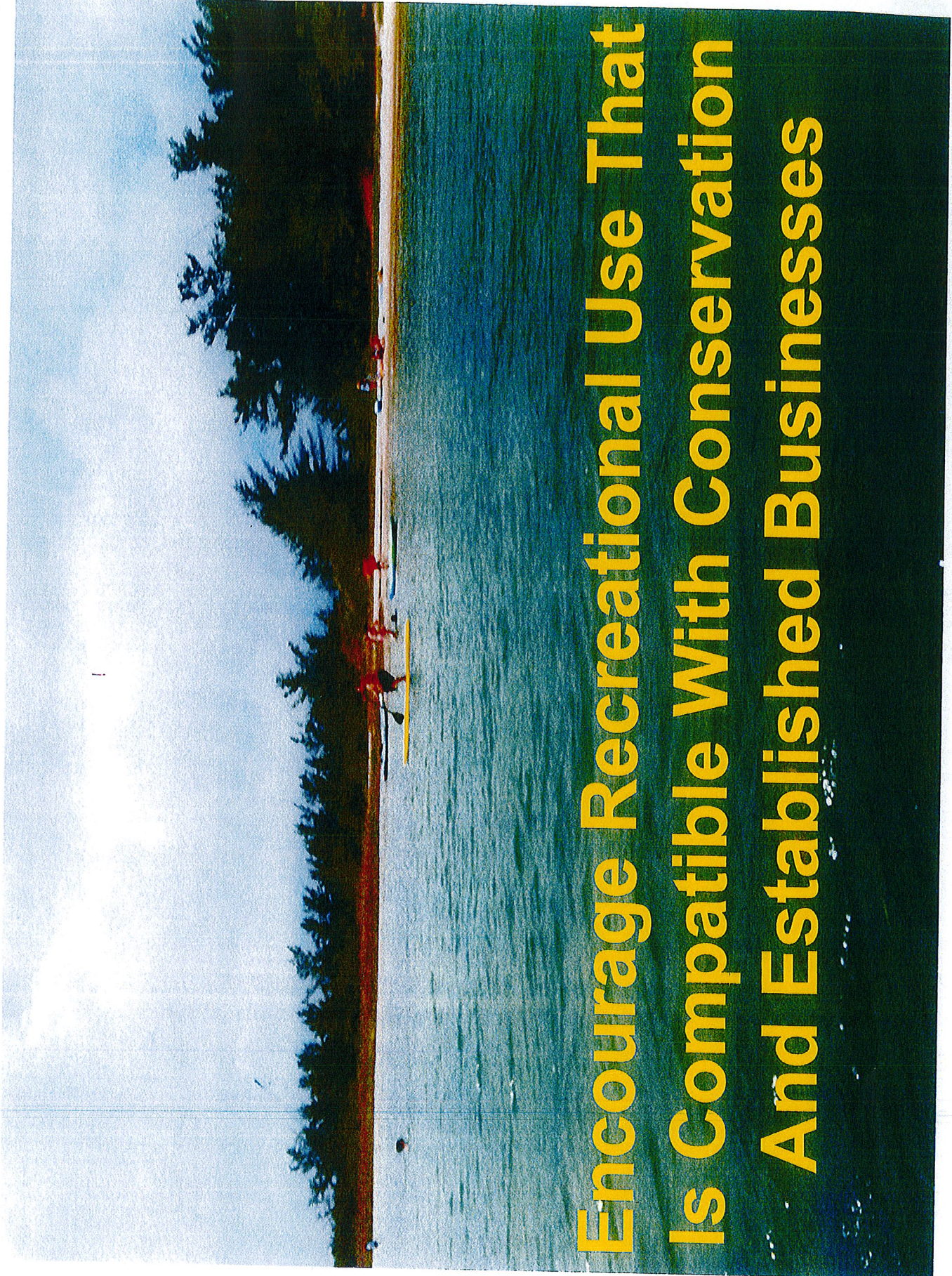
Harbor Advisory Committee

cc: Faye Outlaw, MPA, ICMA-CM
Robert Bentkofsky, Deputy County Administrator
Daniel McIntyre, County Attorney

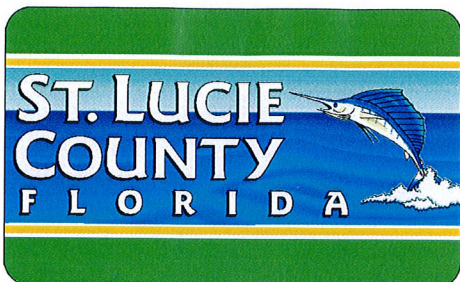
POTENTIAL ENVIRONMENTAL USES OF PORT PLANNING AREA



Wesley's Island Environmental Education and Restoration Camp



Encourage Recreational Use That Is Compatible With Conservation And Established Businesses



PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: St. Lucie County Board of County Commissioners

FROM: William G. Thiess, Chairman *W.G.T.*
Harbor Advisory Committee

SUBJECT: Additions to Port of Fort Pierce Infrastructure Components

DATE: February 5, 2015

The Harbor Advisory Committee would like to recommend additions to infrastructure components associated with the Port of Fort Pierce Master Plan for consideration by the Board of County Commissioners. The committee reviewed the listing of potential infrastructure components listed by AECOM in their report and recommended including all infrastructure components on lands that are primarily in public ownership for inclusion on the master plan list. Infrastructure components that are on largely private lands were not recommended for inclusion on the list because they would not be eligible for grant funding. These recommendations are the result of numerous and lengthy discussions among committee members, with input from the public received at the committee meetings.

The Harbor Advisory Committee urges the Board of County Commissioners to consider the expanded list of infrastructure components and we look forward to providing additional input from the committee and the public in the ongoing revision of the Port Master Plan and the eventual development of the port property.

Harbor Advisory Committee

cc: Howard Tipton, County Administrator
Daniel McIntyre, County Attorney

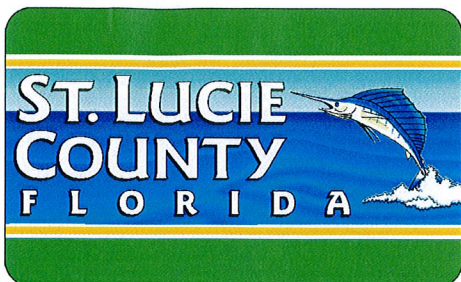
**Port Infrastructure Components
Recommended by
Harbor Advisory Committee**

Infrastructure Element:	Specific Component:	PMP*	New to Incl.**	Project Property Ownership	Notes
Roadways	Complete 2nd Street Project	x		City of Fort Pierce	Public R/W
	Improve Fisherman's Wharf	x		City of Fort Pierce	Public R/W
	Improve Terminal Drive		x	City of Fort Pierce	Public R/W
	Improve Harbor Street		x	City of Fort Pierce	Public R/W
	Improve Port Avenue		x	City of Fort Pierce	Public R/W
Railroad	Construct Harbor Street Extension and Loop to 2nd Street			Destin Beach & Egan Groves	No public R/W; leave off for now
	Construct Road from 2nd Street to Park Property		x	City of Fort Pierce	Follows Ave. M R/W to park
	Driveways to Access Adjoining Parcels (as necessary)			Multiple private owners	No public R/W; leave off for now
	Re-establish Railroad Spurs into Indian River terminal		x	FEC RR	Existing FEC R/W
	Construct Additional Railroad Spur Parallel to Harbor Street		x	FEC RR	Assume existing R/W to Port Ave.
Waterfront	Refurbish and Extend Existing Bulkheads (South)		x	Public & public lands	County may acquire additional lands
	Construct additional Bulkheads at City Marina (South)			City of Fort Pierce	Public lands
	Construct Additional Bulkheads - 4 Segments (Mid-Port); Minimize Dredging That's Necessary for Use		x	Destin Beach	No public R/W; leave off for now
Public Access/Use	Construct Revetment/Shoreline Protection (N/NE)			St. Lucie County	Public lands
	Construct Multi-Use Path and Amenities in Green Buffer		x	Public and private lands	Leave off for now - define buffer?
	Construct Pedestrian Linkage Along 2nd Street to Downtown		x	City of Fort Pierce	Public R/W
Stormwater	Construct Pedestrian Linkage to Old Dixie Highway/U.S.1		x	City of Fort Pierce	Possible R/W acquisition required
	Develop Park Infrastructure		x	St. Lucie County	Public lands
	Develop and Engineer Master Stormwater Management System for Port Property - Explore Offsite Alternatives		x	Facility locations to be determined	Engineering study
	Coordinate and Install Improvements Along with Corresponding Infrastructure Element			City of Fort Pierce	Public R/W
	Water & Sewer				

* Projects already included on Port Master Plan list

**New projects recommended to include on Port Master Plan list

Shaded projects not recommended for inclusion in Port Master Plan at this point in time.



PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: St. Lucie County Board of County Commissioners

FROM: William G. Thiess, Chairman *W.G.T.*
Harbor Advisory Committee

SUBJECT: Revisions to Port of Fort Pierce Master Plan Vision

DATE: February 5, 2015

The Harbor Advisory Committee would like to offer the attached revised vision for the Port of Fort Pierce Master Plan for consideration by the Board of County Commissioners. The recommended vision is the result of numerous and lengthy discussions among committee members and also incorporates suggestions from the public received at the committee meetings.

The Harbor Advisory Committee urges the Board of County Commissioners to consider the new vision language and we look forward to providing additional input from the committee and the public in the ongoing revision of the Port Master Plan and the eventual development of the port property.

Harbor Advisory Committee

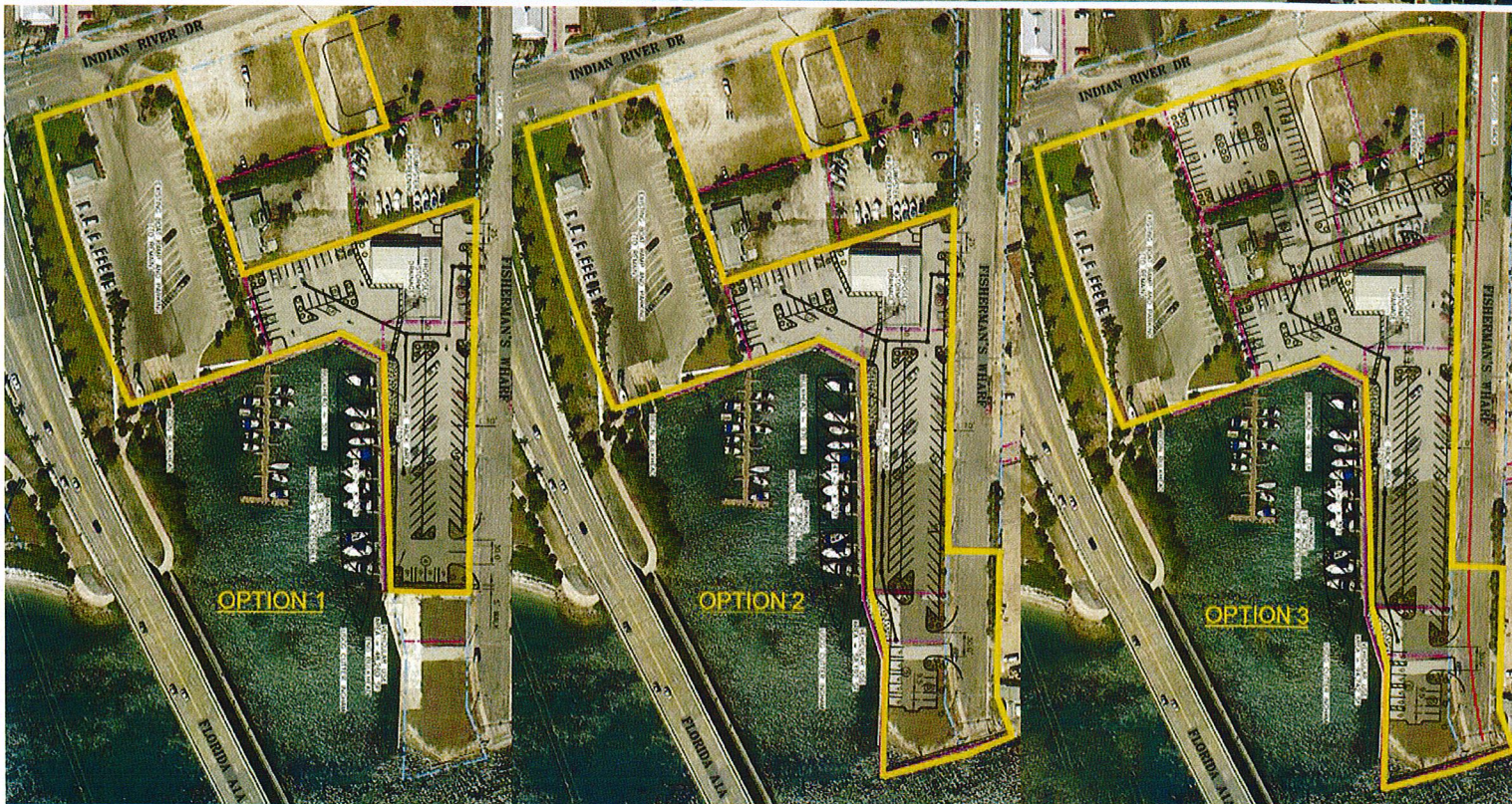
cc: Howard Tipton, County Administrator
Daniel McIntyre, County Attorney

**RECOMMENDED VISION FOR PORT OF FORT PIERCE
ST. LUCIE COUNTY HARBOR ADVISORY COMMITTEE**

DECEMBER 17, 2014

The Port of Fort Pierce vision is to maximize economic benefit to the region, while minimizing impact on the Indian River Lagoon and Atlantic Ocean. The vision has shifted from an emphasis on cargo stated in the 1989 Port Master Plan to a mixed use vision that evolved from a non-binding public referendum and charrette process in 1996. A second public charrette conducted in 2013 unified market demand and public desires to update and more clearly define the community's vision. The vision for the Port of Fort Pierce encourages economic redevelopment of the port under well-defined land use and planning guidelines and streamlined port governance, with sufficient flexibility to merge market demand with desired mixed uses. Potential uses include tourist, light industrial, commercial, and recreational uses; as well as marine industrial, marine commercial, marine research, and maritime academic/vocational uses. The vision includes environmentally sound best management practices, as well as transitional buffers between various uses.

PRELIMINARY DESIGN AND COST ESTIMATES (PHASE 1) FISHERMAN'S WHARF DEVELOPMENT



PORT OF FORT PIERCE, FLORIDA FDOT DISTRICT FOUR



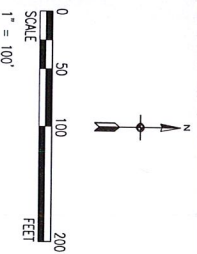
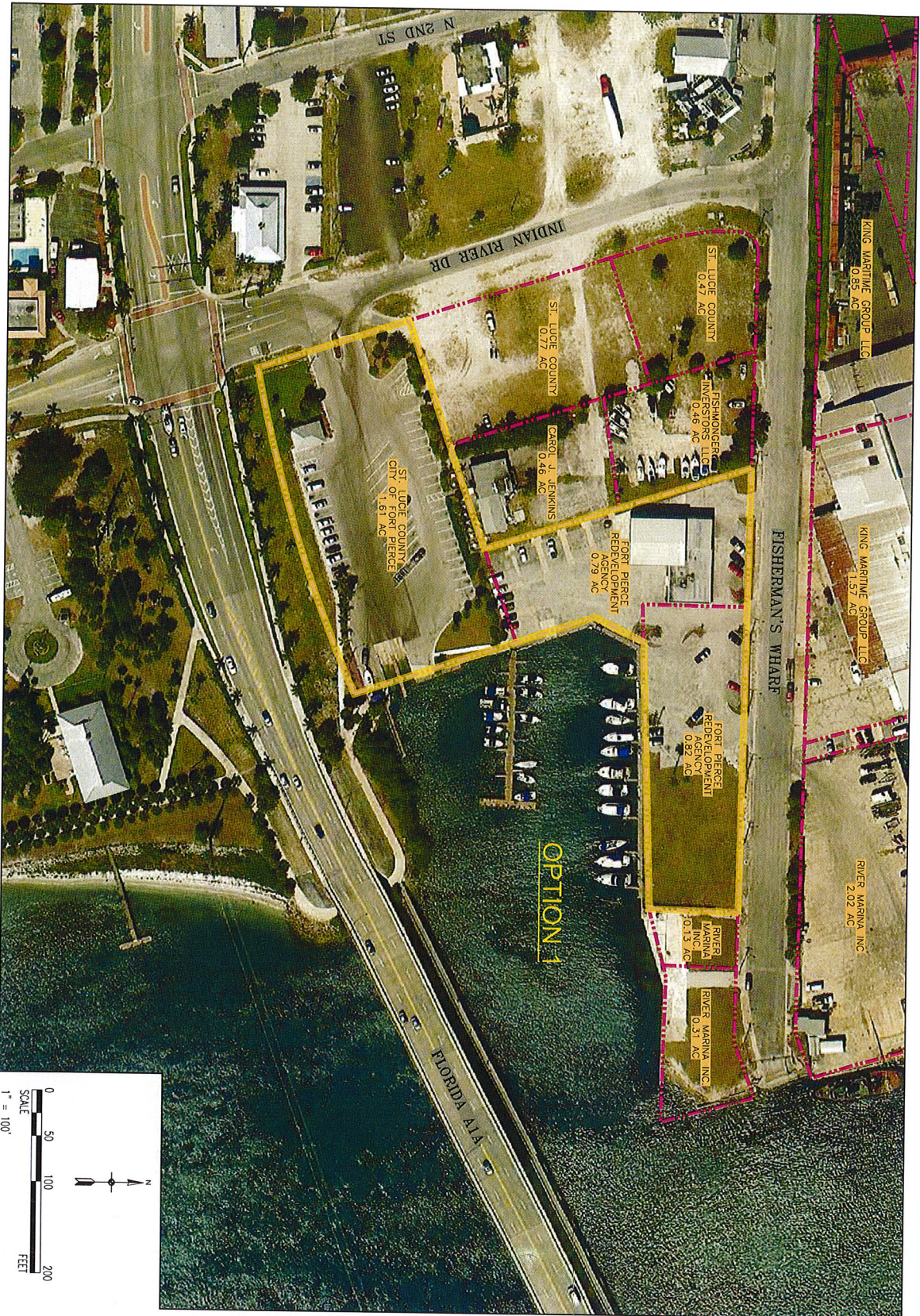


FISHERMANS WHARF AREA

Printed: September 2014 1 in = 100 ft

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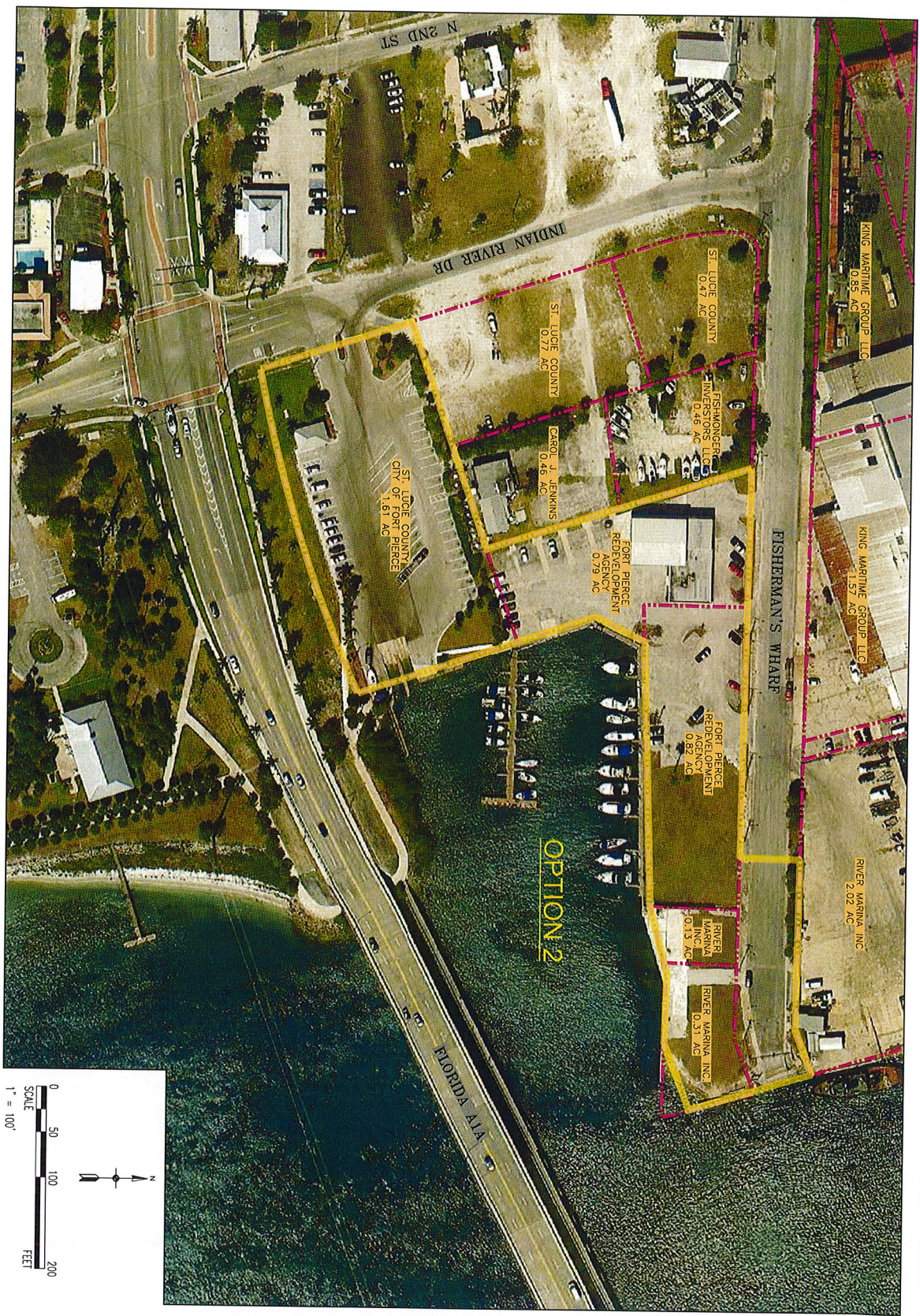
MARK	DATE	DESCRIPTION

FISHERMAN'S WHARF
FORT PIERCE, FLORIDA

PROJECT NO.	
DATE: APPROX.	
DESIGNED BY:	
CHECKED BY:	
SHEET TITLE:	
FISHERMAN'S WHARF AREA OPTION 1	
SHEET NO.	
EXH-OPT-01	

4500 SALISBURY ROAD, SUITE 440
JACKSONVILLE, FLORIDA 32216
PHONE: (904)245-6500
FAX: (904)245-6510
CA #7503

Communication: Fisherman's Wharf Conceptual Plan - Rick Ferrin, Transystems & Lauren Rand, Florida Department of Transportation



PROJECT NO. 1150	DATE: 3/10/2015
DESIGNED BY: RAY	CHECKED BY: RAY
SHEET TITLE: FISHERMAN'S WHARF AREA OPTION 2	
SHEET NO. 02	
EXH-OPT-02	

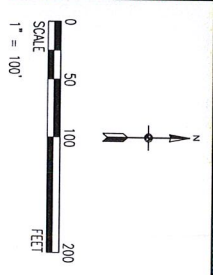
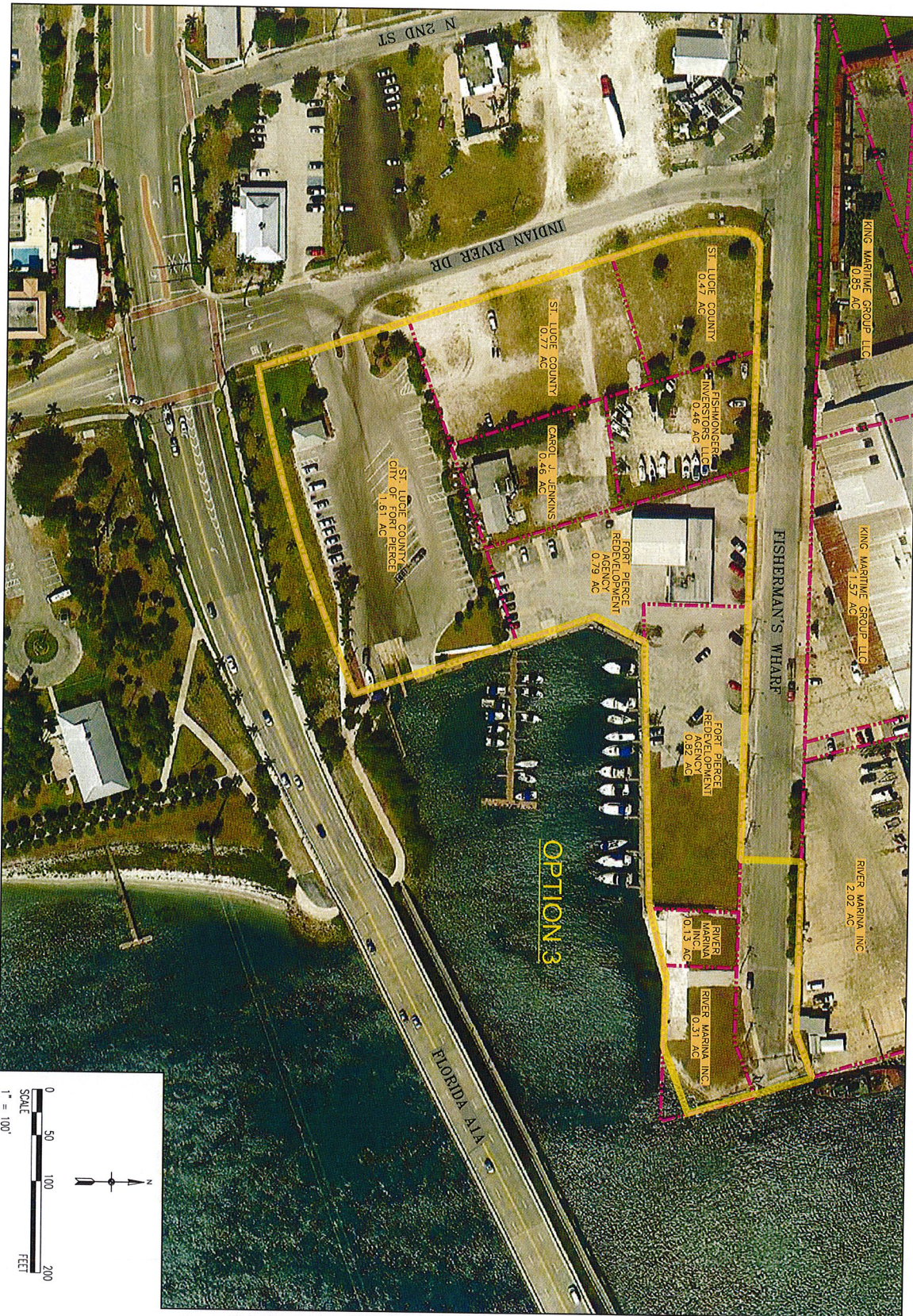
REVISIONS:		
MARK	DATE	DESCRIPTION

FISHERMAN'S WHARF
FORT PIERCE, FLORIDA

Tran Systems

4500 SALISBURY ROAD, SUITE 440
JACKSONVILLE, FLORIDA 32216
PHONE: (904)245-6500
FAX: (904)245-6510
CA #7503

Fisherman's Wharf Development (Phase 1) | Port of Fort Pierce | FDOT District 4



SHEET NO. EXH-0PT-03	SHEET TITLE FISHERMAN'S WHARF AREA OPTION 3	CHECKED BY: MWT DRAWN BY: MWT DESIGNED BY: MWT SCALE: 1" = 100' PROJECT NO.:	REVISIONS: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MARK</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	MARK	DATE	DESCRIPTION													FISHERMAN'S WHARF FORT PIERCE, FLORIDA	4500 SALISBURY ROAD, SUITE 440 JACKSONVILLE, FLORIDA 32216 PHONE: (904)245-6500 FAX: (904)245-6510 CA #7503
MARK	DATE	DESCRIPTION																		

Communication: Fisherman's Wharf Conceptual Plan - Rick Ferrin, Transystems & Lauren Rand, Florida Department of Transportation

Florida's Seaports: A Gateway to International Trade and the Global Cruise Capital



www.flaports.org



Florida Ports Council

Who We Are:

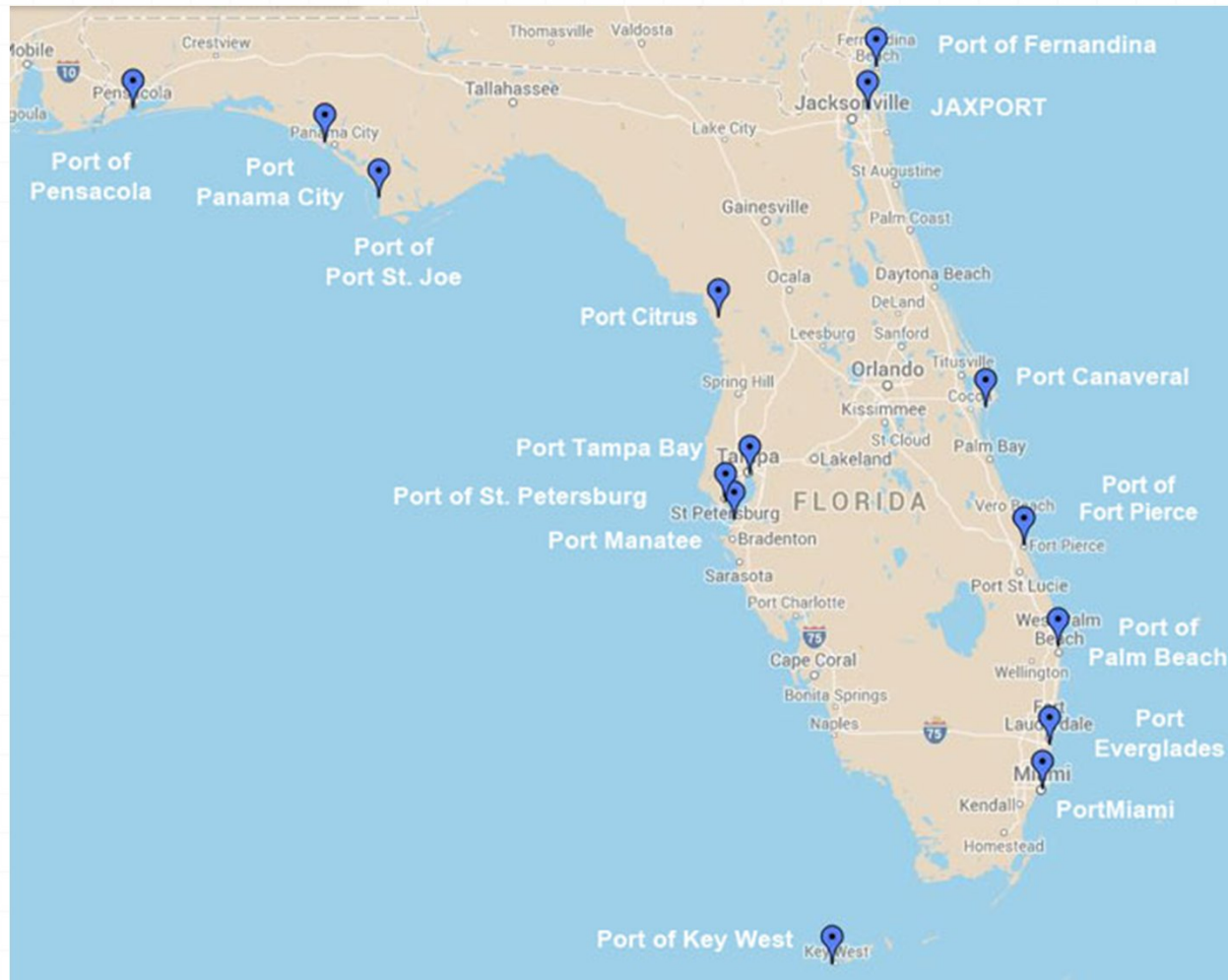
- ✦ The professional association for Florida's 15 public seaports

What We Do:

- ✦ Advocacy – State and Federal seaport policy
- ✦ Planning – Research on state and federal seaport issues
- ✦ Administration of the statutory Florida Seaport and Transportation Economic Development Program (FSTED) – a funding program of the Florida Legislature.



Florida Seaports



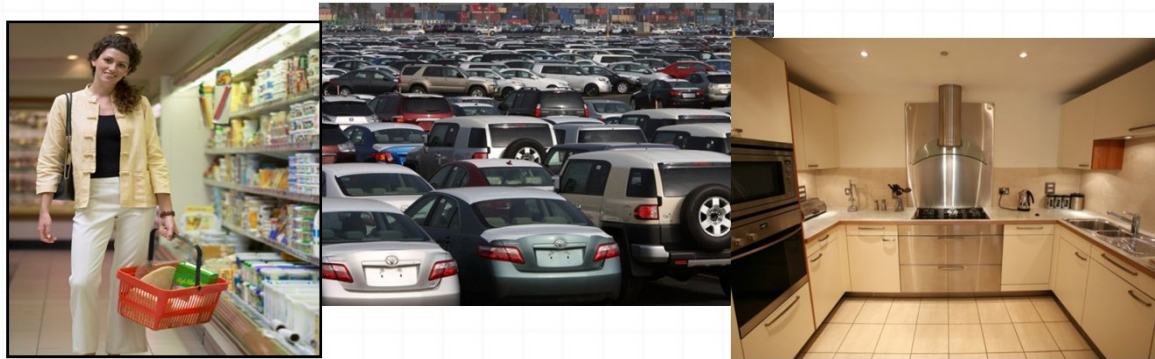
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Florida's Consumer Population

- ✦ Florida has almost 20 million residents with more than \$800 billion in personal income.
- ✦ Approximately 98.9 million visitors came to Florida in 2014, spending more than approximately \$80 billion on goods and services.
- ✦ This consumer market continues to grow as Florida is now the third largest state in the U.S. with more tourists than any other state.



Impact of Seaports



Almost every type of product Florida consumers wear, eat or use in their daily lives flows through Florida seaports.

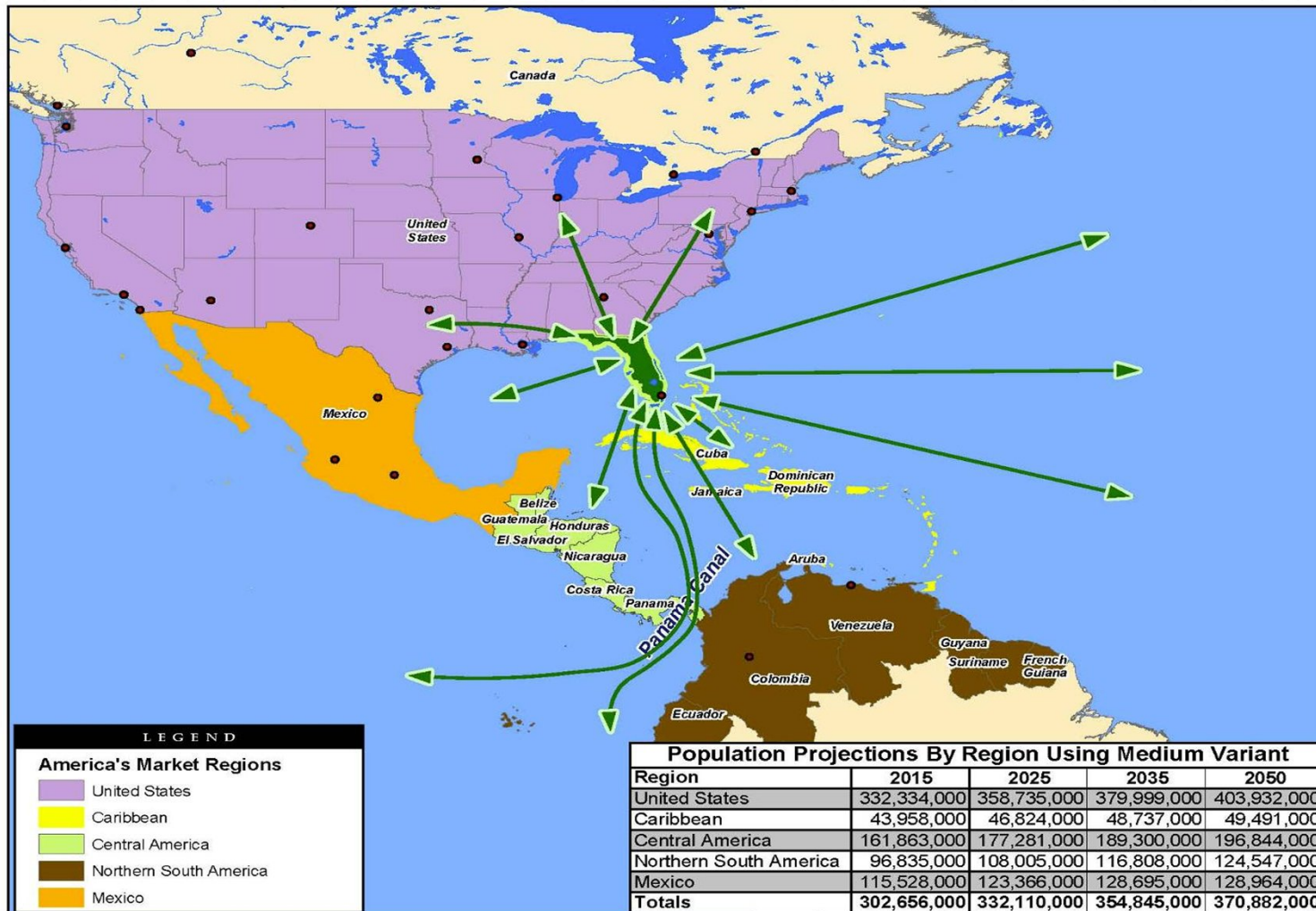


Goods shipped through Florida Seaports include:

- ⚓ Aggregates, Asphalt, Automobiles, Automotive Parts, Aviation/Jet Fuel, Biofuels, Building Materials,
- ⚓ Clothing, Coffee, Cement, Computers and Electronics, Copper, Dairy Products, Feeds, Fertilizers, Fruits, Furniture
- ⚓ Gasoline, Grain, Household Appliances, Leather Goods, Lumber,
- ⚓ Orange Juice, Natural Gas, Petroleum, Power Plant Fuel, Refrigerated Products, Salt, Steel, Sugar, Wood Pellets

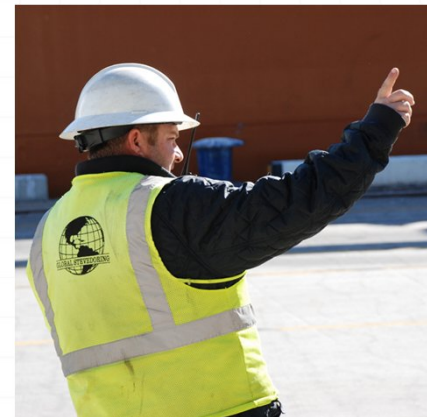


Key Markets for Florida Seaports



Economic Impact of Seaports

- ❖ Over the last four years, Florida has committed more than \$850 million in state funds to strategic port infrastructure investments.
- ❖ Cargo and cruise activity in Florida is responsible for more than 680,000 direct and indirect jobs and \$96.6 billion in total economic value.
- ❖ These activities contribute more than \$2.4 billion in state and local tax revenues.
- ❖ The national average annual wage of seaport-related jobs is \$54,400, double the average annual wage for all other non-advanced degree occupations (\$26,933) and \$15,000 more than the average annual wage for all occupations (\$38,470).



Florida's Road Network



#flaports

Florida's Rail Network



Florida is the World Cruise Capital

- ✦ In 2013/14, more than 15.6 million passengers came through Florida's ports, up 10.5 percent from 2012/13.
- ✦ PortMiami is the top cruise port in the world with 4.9 million passengers.
- ✦ Port Canaveral counted 4.2 million passengers including one-day cruises.
- ✦ Port Everglades, with 12 cruise lines and 42 vessels in 2014, has more home-port cruise ships than any port in the world.



The Cruise Industry in Florida

- ✦ Florida is ranked first in the nation for cruise industry expenditures with \$6.7 billion in direct spending according to the Cruise Lines International Association (CLIA).
- ✦ Florida's five cruise ports handled 62 percent of all U.S. cruise embarkations.
- ✦ The state of Florida is home to the HQs of 12 cruise lines, including the three largest: Carnival, Royal Caribbean, and Norwegian Cruise Lines.
- ✦ Cruise Industry Spending generated 140,000 jobs and wages totaling nearly \$6.5 billion in income for Florida workers.



Florida Ports

Port Canaveral



Port Citrus



Port of Fort Pierce



Port Everglades



Port of Fernandina



Florida Ports

JAXPORT



Port of Key West



Port
Manatee



PortMiami



Port of Palm Beach



Florida Ports

Port Panama City



Port of Pensacola



Port
Tampa Bay



Port of St. Petersburg



Port of Port St. Joe



Florida Ports Projects

Port Canaveral Cranes



Port Everglades Cruise Terminal 4



Port Panama City
Intermodal
Distribution Center



Florida Ports Projects

PortMiami Tunnel



Port Tampa Bay I-4 Connector



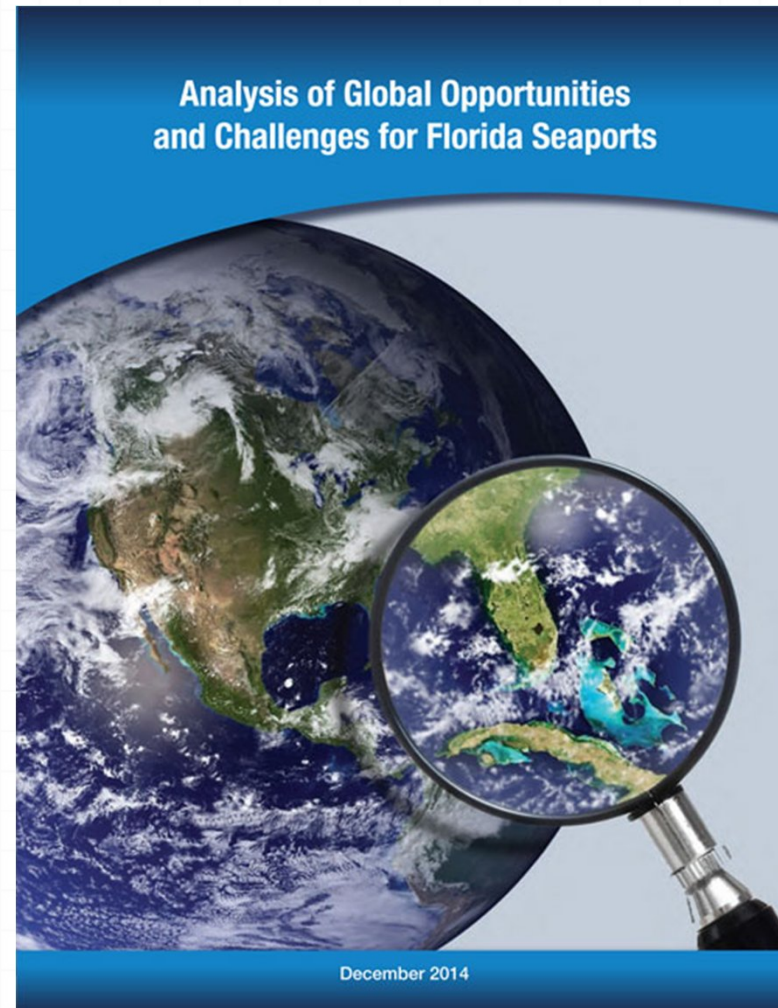
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Analysis of Global Opportunities



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PORT MASTER PLAN UPDATE

Port of Fort Pierce 2015 Master Plan Update



Port Master Plan

Items completed to date

- City/County completed short term amendments to Master Plan comp element in March, 2014. Included conceptual language for a Maritime Academy at the Port, and identified three (3) new infrastructure projects:
 - Fisherman's Wharf
 - City Marina Bulkheads
 - Harbor Pointe Shoreline Protection
- Harbor Advisory Committee completed final recommendations for amendments to the Master Plan policy documents in Dec., 2014.

Port Operations Area



Harbor Advisory Committee

Recommendations for Master Plan

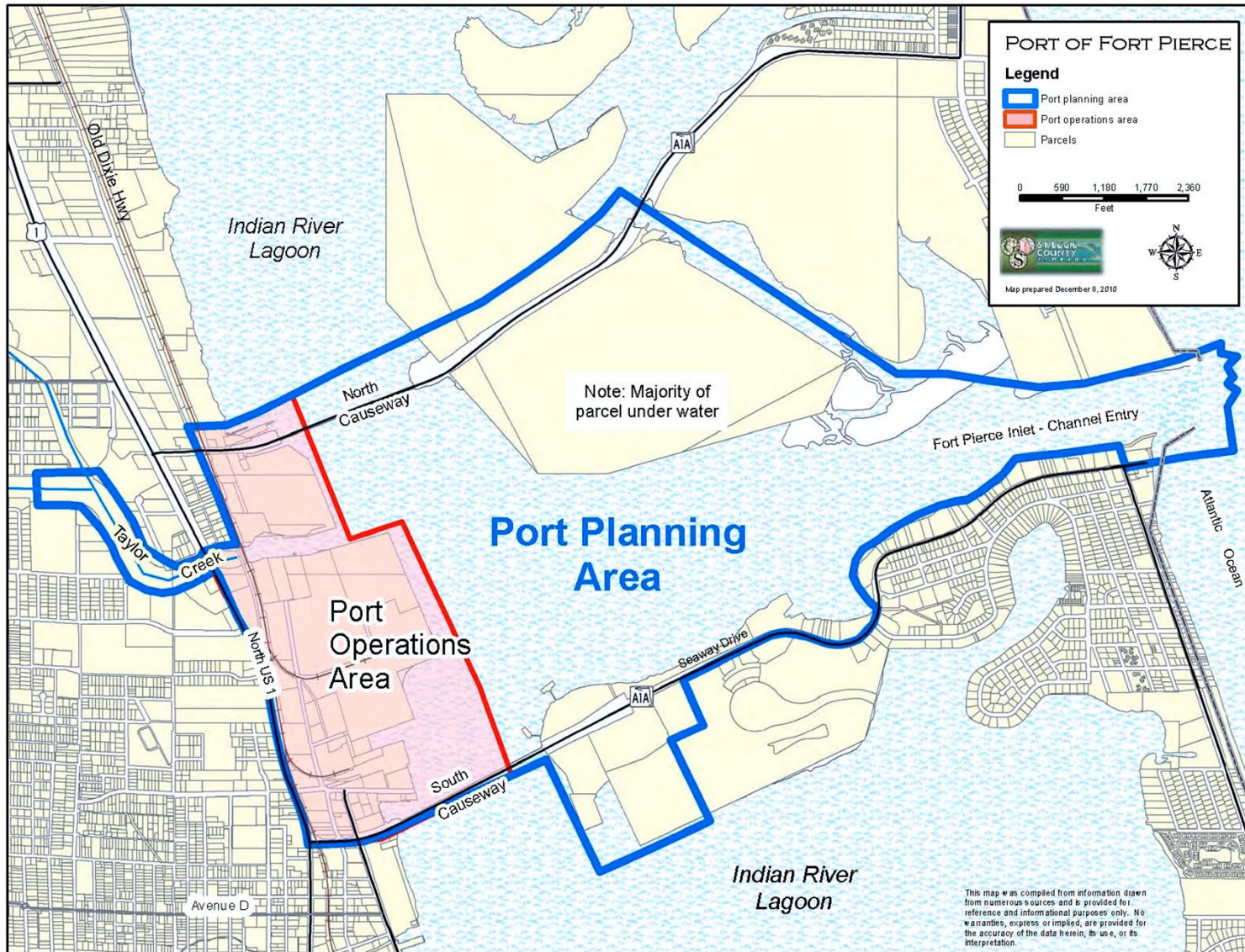
- Policy language amendments per the AECOM/Florida Department of Transportation Final Report (September, 2013).
- Strike-out language recommended by AECOM was maintained by the Harbor Advisory Committee.
- Removed the word “limited” from all references to the term “limited cargo”.
- Strike-out paragraphs removed duplication of “mega-yacht” usage, and removed “mega-yacht” as the “anchor tenant” in the Port Operations Area. References to a mixed use port remain with “mega-yacht” as a potential use within the port operations area.
- Recommended clarification and/or definition of the entity “Port of Fort Pierce” as referenced in the document, to identify partnership between City of Ft. Pierce and St. Lucie County.
- Added references to local research institutions to be included in port facilities plans.

Harbor Advisory Committee

Maritime Academy Recommendations

- Unanimous support for the concept of a Maritime & Intermodal Academy at the Port.
- Recommend creation of a Blue Ribbon Committee to study the Maritime Academy concept.
- Recommend additional stakeholder groups to be considered for representation on the Blue Ribbon Committee.
- Add representation from the scientific community by including: Florida Atlantic University/Harbor Branch, Ocean Research and Conservation Association (ORCA), and/or the Marine Resources Council in the Blue Ribbon Committee Membership.

Port Planning Area



Potential Environmental uses of Port Planning Area



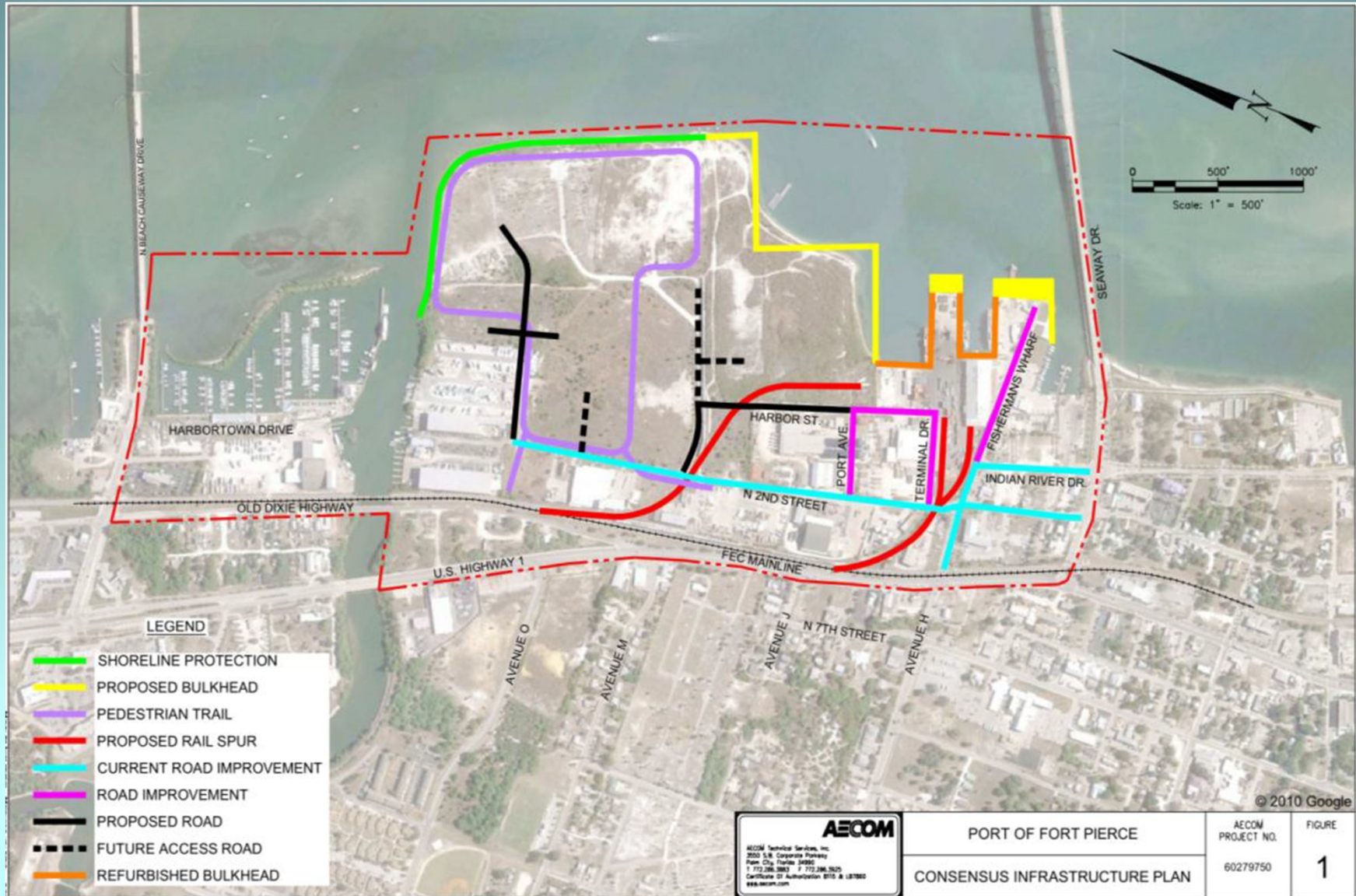
Wesley's Island
Environmental Education and Restoration Camp



Harbor Advisory Committee Revised Mission Statement

- Maximum Economic Benefit with Minimal Impacts to the IR Lagoon
- A Mixed Use Vision
- References the History of the 1996 Referendum and the 2013 Charrette
- Encourages Flexibility to merge Market Demand with desired Mixed Uses
- Lists Potential Mixed Uses
- Includes Environmentally Sound BMP's
- Encourages Transitional Buffers between various Mixed Uses

Final Recommendations Considered Additional Port Infrastructure Projects





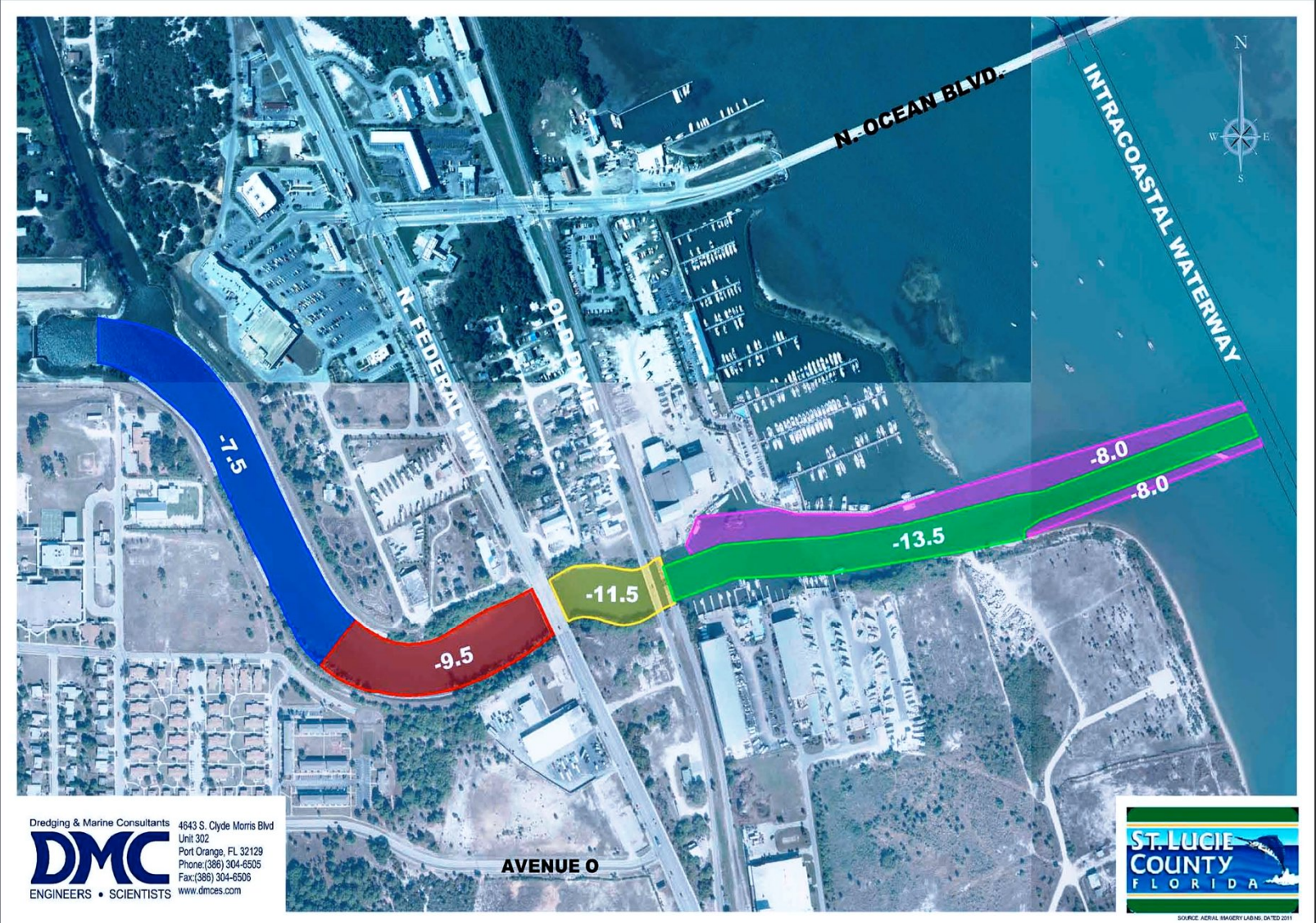
Harbor Advisory Committee

Additional Infrastructure Projects

- Improve Terminal Drive
- Improve Harbor Street
- Improve Port Avenue
- Improve Road to Harbor Pointe
- Rehab Railroad Spurs into Indian River Maritime Terminal
- Construct Railroad Spur Parallel to Harbor Street
- Reconstruct Bulkheads at City Marina (Near Fisherman's Wharf)
- Construct Pedestrian Path along Second Street to Downtown
- Construct Pedestrian Path from Fisherman's Wharf to Old Dixie Highway
- Develop Harbor Pointe Infrastructure
- Develop Storm Water Master Plan for Port Operations Area
- Develop Water & Sewer Improvements for Port Operations Area



TAYLOR CREEK DREDGING PROJECT



Drawing Name: "DMC 19021202020" St. Lucie County Taylor Creek Navigation Design Phase 2 Dredging Design Exhibit A-4 By: JWH/19021202020 Date: 10/20/11 10:28 AM

Dredging & Marine Consultants
DMC
 ENGINEERS • SCIENTISTS
 4643 S. Clyde Morris Blvd
 Unit 302
 Port Orange, FL 32129
 Phone: (386) 304-6505
 Fax: (386) 304-6505
 www.dmcsc.com



SOURCE: AERIAL IMAGERY LAMING, DATED 2011

TAYLOR CREEK – UPSTREAM REACH



12/31/2007

INLET CHANNEL DREDGING IN MAY, 2014 28 FOOT DEPTH RESTORED

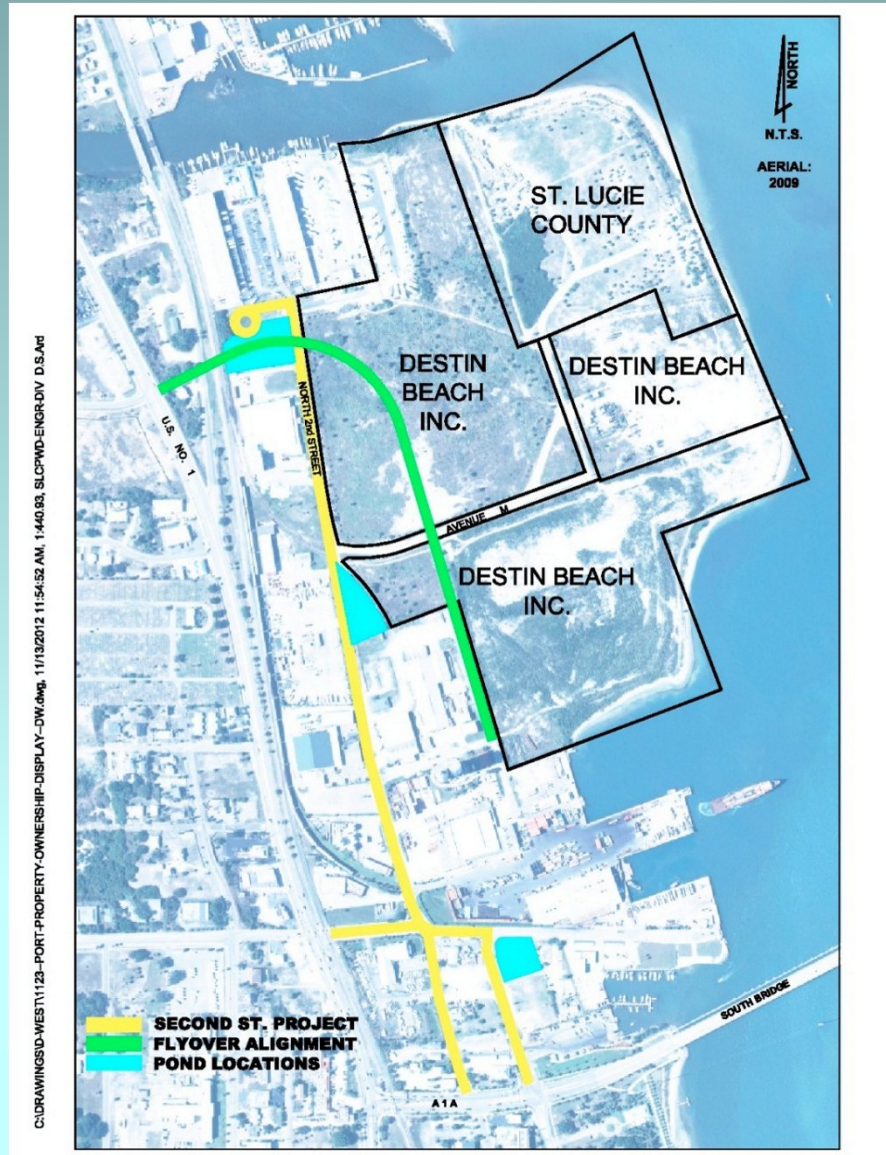


05/13/2014

TURNING BASIN DREDGED IN NOV, 2014 28 FOOT DEPTH RESTORED



SECOND STREET – SITE LOCATION



SECOND STREET RECONSTRUCTION

The Project includes total re-construction of the existing Roadway to include:

- ❖ New Pavement & Curbing
- ❖ Stormwater collection & treatment
- ❖ Water mains & Sewer mains
- ❖ Natural Gas mains
- ❖ New electrical and streetlights
- ❖ Sidewalks & Landscaping
- ❖ Construction of (3) Stormwater Ponds



PORT PROJECT UPDATES

- Inlet Channel & turning Basin Maintenance Dredging is completed.
- Taylor Creek Dredging is completed.
- Second Street Roadway Improvements are under Construction.
 - Project started: March 23, 2015
 - Estimated completion: July 25, 2016
- Fisherman's Wharf Project Conceptual Design Study is underway.
 - FDOT/Transystems Conceptual Study & Report will be completed in May, 2015.
 - FSTED Grant Funds for design are available in July, 2015.

STAFF RECOMMENDATIONS

- Proceed with Public Hearings to adopt the Harbor Advisory Committee recommendations to amend the Port Master Plan.
- Proceed with Design of Fisherman's Wharf as the next Port Infrastructure Development Project.

Port of Ft. Pierce Fisherman's Wharf Development Study



Introductions

TranSystems Team

Project Manager – Rick Ferrin

Port Planner – Matt Gehman

Port Civil Engineer – Rick Tattersall

Port Structural Engineer – Kevin Toye

Transportation Planner – Adam Barnum



Purpose of the Development Study

The purpose of the Fisherman's Development Study is to support the design and redevelopment of Fisherman's Wharf Road.

- Funded by FDOT through the Florida Ports Council & FSTED
- Three development options were developed by FDOT District 4. TranSystems was tasked with researching these options to determine the most probable and desirable uses of the properties and also perform preliminary design of infrastructure and generate cost estimates.
- TranSystems performed a comparative evaluation of each option based upon eight weighted evaluative factors developed collaboratively with the Port, the City and FDOT District 4 in order to present what was considered the most viable development option.

This study is intended to provide District 4 and the Port with a concept for development and valuable background for the design and redevelopment of Fisherman's Wharf Road

Study Methodology

The study was divided into two phases:

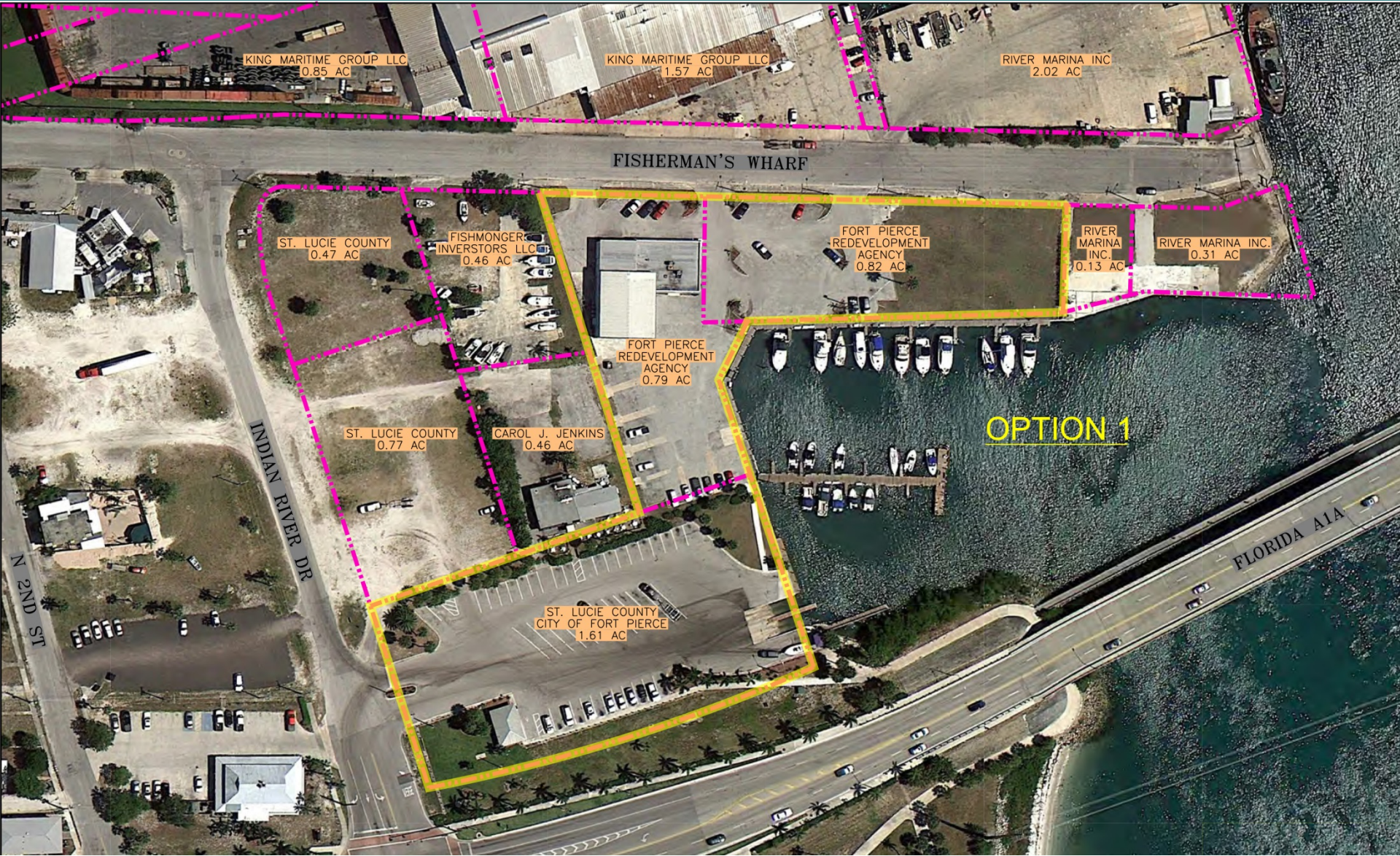
Phase 1

- Interviews with Stakeholders
- Site Reconnaissance
- Geotechnical Data Gathering
- Infrastructure Design (bulkhead, surface treatment and site drainage)
- Estimates of Probable Development Costs for Options 1, 2 and 3

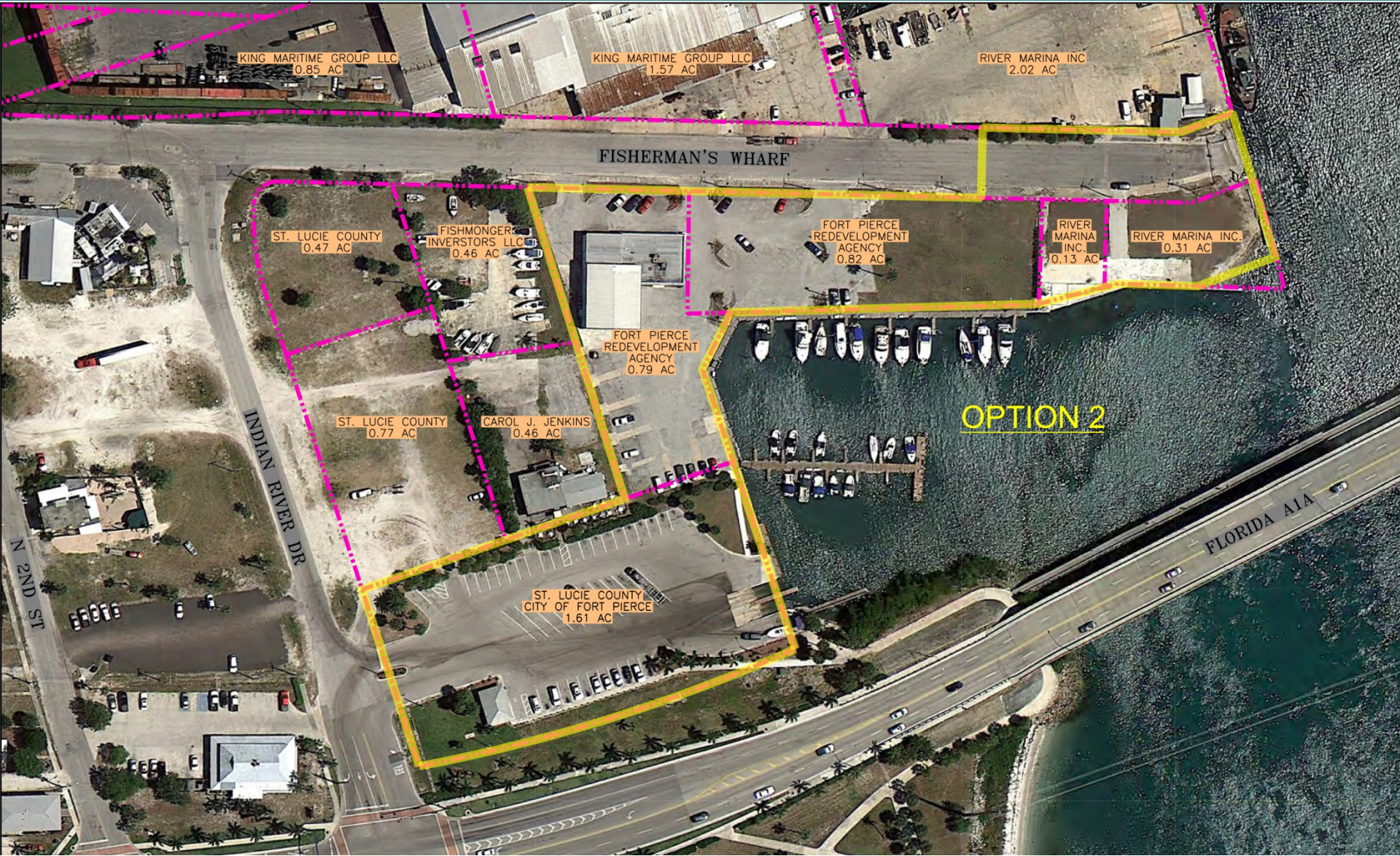
Phase 2

- Development and weighting of Evaluation Factors
- Qualitative Evaluation and Analysis of each Evaluation Factor for Options 1, 2 and 3
- Quantification of the Qualitative Evaluations
- Conclusions and Recommended Development Option

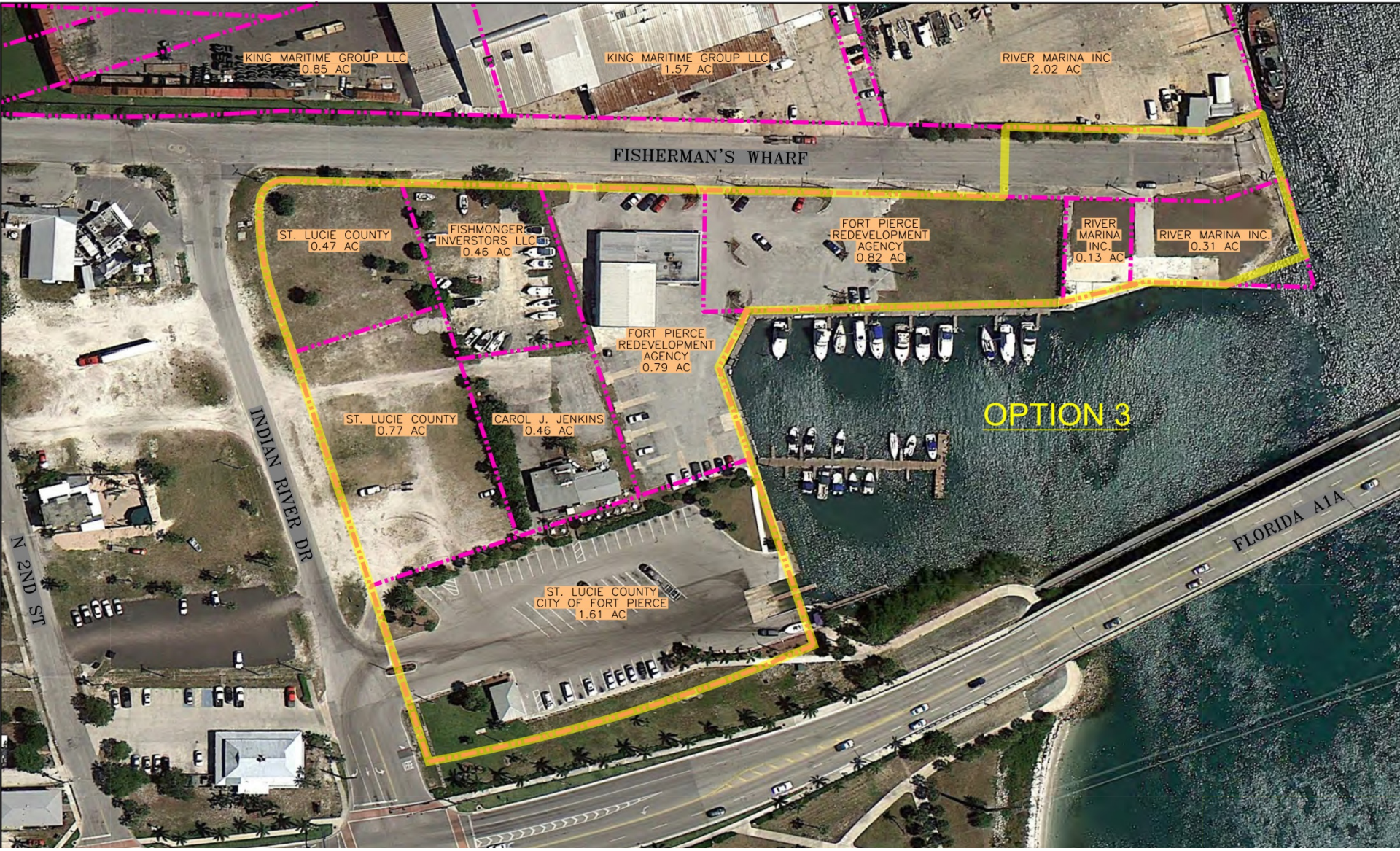
Development Option 1



Development Option 2



Development Option 3



Most probable and viable uses of the Fisherman's Wharf Area

The following are the most probable and viable uses of the Fisherman's Wharf Area as determined from the master plan and recent stakeholder interviews:

- The maintenance and improvement of the existing boat ramps and parking for cars/trucks and trailers east of Indian River Drive
- Improvement and extension of the existing "T" dock for berthing pleasure craft
- Development of a fueling facility on the "T" dock
- Along-side berthing for larger yachts
- Development of a permanent berth at the western end of the basin's north bulkhead for the historical USCG cutter, a ferry, small cruise ship service, or casino boat with proximate parking for visitors or passengers
- Sport fishing and boat supply retail
- Trailered boat storage
- Restaurant(s)
- Rail-served cargo operations for barges or smaller "island" cargo carriers

Opinion of Probable Development Costs

<i>Option Development</i>	<i>Probable Cost of</i>
1	\$3,385,420
2	\$7,259,752
3	\$12,991,346

Note: The estimates of probable costs of development for each option include the costs of infrastructure development, dredging and, where applicable in Options 2 and 3, an estimate of the cost of successful private property acquisitions by the Port.

Evaluation Factors

<i>Evaluation Factor</i>	<i>Weight</i>
Development Cost	9
Marketability	6
Revenue Potential	5
Employment	6
Expandability	5
Permitting	2
Environmental Impact	4
Community Impact	6

Conclusions and Recommendations

		Option 1		Option 2		Option 3	
Project Cost		\$3,385,420		\$7,259,752		\$12,991,346	
<i>Evaluation Factors</i>	<i>Weights</i>	<i>Raw</i>	<i>Weighted</i>	<i>Raw</i>	<i>Weighted</i>	<i>Raw</i>	<i>Weighted</i>
Development Cost	9	8	72	5	45	2	18
Marketability	6	3	18	6	36	8	48
Revenue Potential	5	4	20	6	30	7	35
Employment	6	6	36	6	36	7	42
Expandability	5	7	35	8	40	7	35
Permitting	2	8	16	6	12	3	6
Environmental Impact	4	8	32	5	20	3	12
Community Impact	6	3	18	6	36	7	42
Total Score		247		255		238	