

CITY OF FORT PIERCE

CONFERENCE AGENDA

Conference Agenda Meeting - Monday, February 8, 2016 - 8:30 a.m.

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

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **New Business**
 - A. Strategic Plan Implementation Update - City Manager
 - B. Customer Service Strategies - City Manager
 - C. 2016 Legislative Priorities Update - City Manager
 - D. Discussion and Concensus on the creation of an ad-hoc working committee to address relocation of the Wastewater Treatment Plant - Planning Director
 - E. State Housing Initiatives Partnership Strategy - Urban Redevelopment Manager and Grant Writer
 - F. Discussion of request to rename a portion of Avenue A as Marina Way from US 1 east to the marina - City Manager
5. **Adjournment**

City Commission Conference Agenda

Agenda Item # 4. A.

Meeting Date: 02/08/2016

Re:

SUBJECT:

Strategic Plan Implementation Update - City Manager

Attachments

Revised Strategic Plan - Policy Calendar 2015 - 2016

Form Review

Form Started By: Angela Wilkinson

Started On: 02/03/2016 11:30 AM

Final Approval Date: 02/03/2016



THE SUNRISE CITY
Fort Pierce
Florida

Achieving our Vision
Strategic Plan 2015-16

**Policy Calendar for the
City of Fort Pierce
2015 – 2016**

MONTH

July 2015

1. City Commission Decision: Avenue "D" – Interlocal Agreement on Hurston Trail - **Completed**

August 2015

1. City Commission Decision: Stormwater Management – Project Priority and Funding - **Completed**

September 2015

1. City Commission Decision: City Employee Compensation 3% Increase - **Completed**
2. City Commission Decision: Capital Outlay Plan and Direction for FY2016 - **Completed**

October 2015

1. City Commission Decision: Fort Pierce Yacht Club Lease (if any) - **Completed**

November 2015

December 2015

1. City Commission Decision: Port Development Interlocal Agreement Adoption
- **Completed**

January 2016

February 2016

1. City Commission Presentation: Orange Avenue Corridor FY2015 CDBG Activities – Grants for Small Businesses – **In Progress**
Planning/Urban Redevelopment: Forum to acquire community input scheduled for 2/26/16.
2. City Commission Decision: Beach Parking – Authorization of Negotiations for South Hutchinson Island Parking/Redevelopment – **In Progress**
Planning/City Manager: City Commission approval of contract with parking consultant scheduled for 2/1/16 meeting.
3. City Commission Presentation: Annexation Direction and Maps – **In Progress**
 1. Planning: Schedule meeting with St. Lucie County to initiate discussion on ISBA and Joint Planning Agreement
 2. City Manager: As the ISBA moves forward, City staff to start investigating transition strategy for the following areas to be annexed: Sheraton Plaza, Harmony Heights and Paradise Park.
4. City Commission Decision: Land Disposition – Old Post Office - Contract with Real Estate Firm – **In Progress**
Planning: Selection of realtor scheduled for approval at 2/16/16 FPRA Board and City Commission meetings.

March 2016

1. City Commission Decision: Code Enforcement – City Citation, Special Magistrate, Fine Level – **In Progress**
Code Enforcement: Fines, liens and lien reduction recommendations to be presented to City Commission at March 14, 2016 Conference Agenda meeting.
City Attorney: Draft revise ordinance
2. City Commission Presentation/Direction: Multi Family/Commercial Recycling Program – **Complete**
Public Works: Implementation of program in progress
3. City Commission Decision: Police Compensation 4% Increase – **In Progress**
Police/Human Resources: HR will get with the Chief to expedite this task for completion in March 2016.
4. City Commission Presentation: Gangs Action Plan Report and Community Policing Action Plan Report – **In Progress**
Police: Will be presented at March 7, 2016 City Commission meeting.
5. City Commission Decision: Avenue “D” – Design of 1st Mural – **In Progress**
Planning/Urban Redevelopment: 464 North 9th Street – Preparation of site in progress

April 2016

1. City Commission Decision: Economic Development Policy, Plan and Tool Kit for Targeted Areas – **In Progress**
2. City Commission Decision: Code Enforcement – \$1 on Utility Bill – **In Progress**
Code Enforcement: Met with Finance Director to develop a proposed budget for the utilization of the funds. Will provide update at Quarterly Management Team Retreat.

3. City Commission Decision: Proactive Legal Nuisance Abatement – Direction City Attorney: – In Progress

4. City Commission Decision: Avenue “D” King’s Inn Demolition – In Progress Planning: Will be presented to FPRA Board at April 18, 2016 meeting. Backup for item shall include appraisal report, information from Building Official and maintenance report from Public Works Manager.

5. City Commission Decision: Rental Property Registration and Inspection Ordinance – In Progress Building: Draft ordinance is complete
Meet with stakeholders, landlord associations, realtors associations, chamber of commerce.
Find out from other municipalities how this ordinance is working and how the revenue is utilized
Send to FLC for review and comparison with other cities
Form a work group of volunteers to review ordinance: Code Compliance Manager, City Clerk, Purchasing Director, IT Manager, Police representative and Clay Lindstrom.
Provide update at April 2016 quarterly management team meeting.

May 2016

1. City Commission Decision: Downtown Restrooms, Direction, Funding

June 2016

1. City Commission Decision: Streamlining Permit Regulations – Policy Changes

2. City Commission Decision: Sign Ordinance Revision

July 2016

August 2016

1. City Commission Decision: Financial Policies – **In Progress**
Finance: Completion of updated financial policies

September 2016

1. City Commission Decision: Annexations – Joint Planning Agreement with St. Lucie County – **In Progress**
Planning: ISBA and Joint Planning Agreement will be handled together.

City Commission Conference Agenda

Agenda Item # 4. B.

Meeting Date: 02/08/2016

Re:

SUBJECT:

Customer Service Strategies - City Manager

Attachments

City of Fort Pierce Customer Service Plan 2016

Form Review

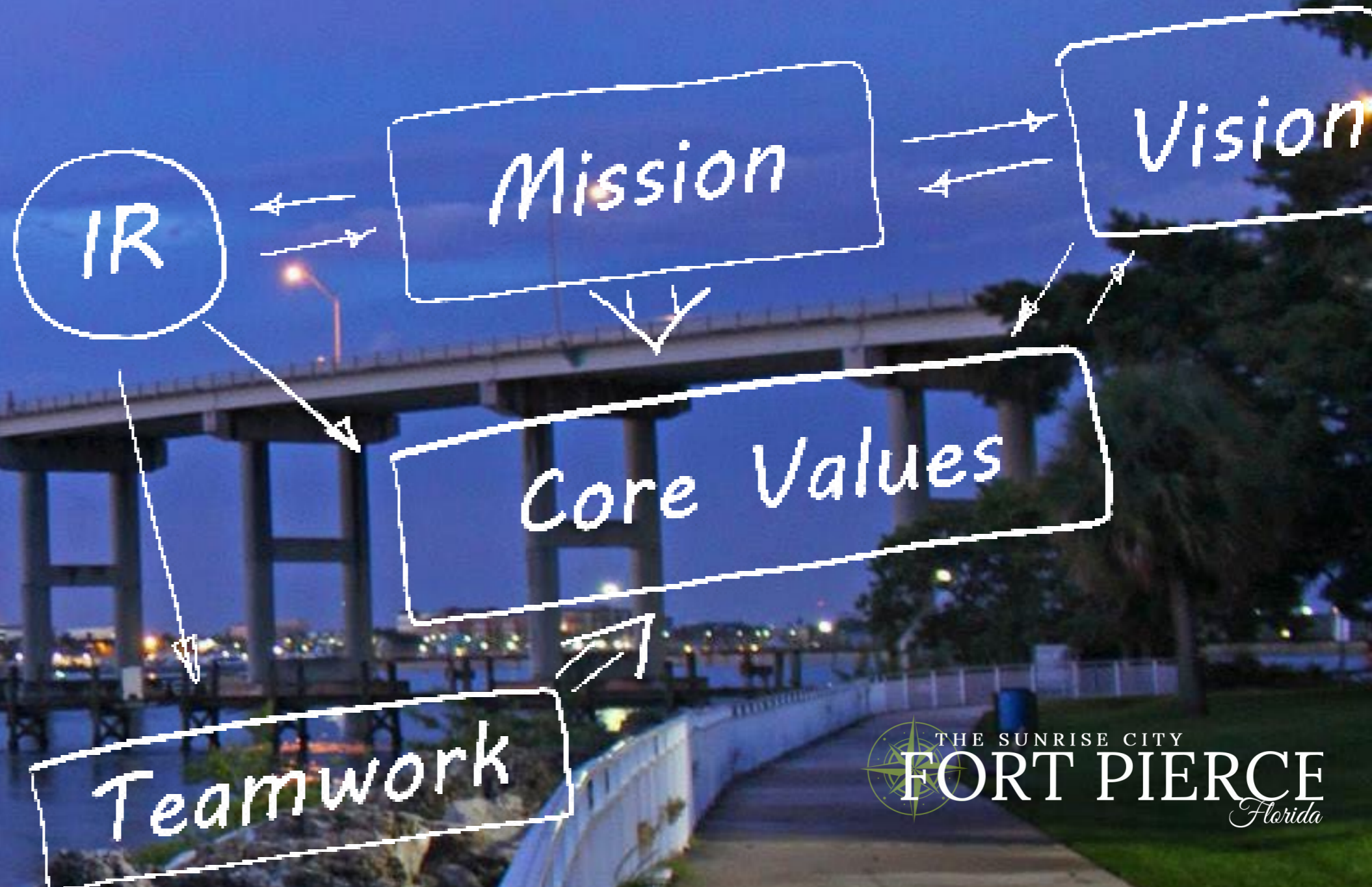
Form Started By: Angela Wilkinson

Started On: 02/04/2016 01:34 PM

Final Approval Date: 02/04/2016

FORT PIERCE PROUD

City of Fort Pierce
Customer Service Plan
2016





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Dedicated to providing exceptional service

The City of Fort Pierce is committed to providing quality services to enhance the quality of life for those who live, work, visit and play in our community. This Customer Service Plan is intended to be a guide for creating higher levels of customer satisfaction.

This Customer Service Plan is organized by department tasks, while fitting under the ultimate goal of customer service. The Plan is in its first year of inception, and City staff has worked together to make it viable. The plan lists objectives for 2016, with the understanding that many of these tasks may be ongoing and carry forward into future years. These items are monitored by the City Manager and department heads via the Task Tracker module.





CITYWIDE CUSTOMER SERVICE

Mission Statement: "To provide community leadership, quality public service, and a safe environment for all citizens, by an empowered team of employees motivated by pride in themselves and their work."

FIND A WAY TO SAY "YES"

The City of Fort Pierce is experiencing a change of culture. This approach includes finding creative ways to say "yes" by using positive language. Often times City employees are asked questions that may appear to require an unfavorable response. In an effort to say "yes," we are empowering employees to create alternatives which will fulfill their need while remaining within our required guidelines.

KNOWLEDGE OF ALL DEPARTMENTS

In order to better assist our customers, every employee should have a basic knowledge of the services provided by all City departments. We will achieve this by strengthening our new hire orientation. This training will be modeled after the Citizens Academy, offering employees the opportunity to gain knowledge of other department functions and promote open lines of communication.

DEDICATED PHONE LINES

The City Manager's Office is coordinating with Information Technology to ensure that each department has a phone line dedicated to anyone in need of assistance. In doing so, this line will be answered by a staff member during all regular business hours.

DIRECTIONAL SIGNS

Guests should feel welcome and comfortable when they enter City Hall. In order to alleviate confusion, we are improving the informational and directional signs located throughout City Hall so our guests may find their way easily. We are focused on creating a more seamless experience for all of our customers.



"SMILE"

The following technique will be instilled in all City employees while encountering guests:

Say Hello

Make Eye Contact

Identify Yourself

Listen Attentively

Express Thanks

Building Department

The main objectives of the Building Department are to protect the safety, health, and general welfare of the public through structural strength, stability, sanitation, adequate light and ventilation. We also strive to protect the safety to life and property from fire and other hazards attributed to the building environment including alteration, repair, removal, demolition, use and occupancy of buildings, structures, or premises.



CITY WEBSITE

Better utilization of City website to clearly communicate Added more up-to-date info to the website.local requirements for submitting permits. This will especially benefit out of town contractors travelling to Fort Pierce from other municipalities.

IMPLEMENTATION DATE: ONGOING



COMMUNITY OUTREACH

Utilize community outreach programs to inform contractors and general public regarding important and helpful building permit requirements and FEMA guidelines.

- Organize class for local plumbers
- Unlicensed contractor PowerPoint
- TV commercial with St. Lucie County
- Citizens Academy
- Staff attended FPPD sponsored customer service program

IMPLEMENTATION DATE: ONGOING

City Clerk's Office



The mission of the City Clerk's Office is to provide excellence in customer service. We serve as the repository of the official records of the City of Fort Pierce and as such, provide proper and adequate access to those records by the public. Our goal is to promote a business friendly atmosphere whereby businesses can expect timely processing of applications for business tax receipts and contractor licensing as well as any general inquiries.



BUSINESS TAX RECEIPTS

Allow Business Tax Receipts and Contractor Licensing to be done online – either through Click-to-Gov interface or using a PayPal portal.

IMPLEMENTATION DATE: APRIL 2016



ONLINE SEARCH

Implement an online, public search option for minutes, resolutions and ordinances.

IMPLEMENTATION DATE: SEPTEMBER 2016



AGENDA QUICK

Require all departments to utilize Agenda Quick to ensure the public has access to and knowledge of all City Boards and Committees agendas and minutes.

IMPLEMENTATION DATE: FEBRUARY 2016

Code & Animal Control

The Code Enforcement Division enforces the City Codes adopted by the City Commission that establish minimum standards for health, safety and general welfare as well as regulates conditions of existing buildings, odors and pollution in order to prevent the creation of substandard dwellings, slums and blight.

mental cooperation, enforcement of the city code is done without prejudice, provides community preservation and helps maintain a clean and safe city.

The Animal Control Division enforces Chapter 4 of the City's Code of Ordinances as well as the laws of the State of Florida regarding animal care and control.

The Code Enforcement Division works closely with the Fort Pierce Police Department, Building Department, Engineering Department, Historic Preservation Department and Planning and Zoning Department. Through mutual interdepart-

The Animal Control Division's mission is to educate the public about responsible pet ownership and provide programs to decrease the number of unwanted pets in the community.



ACCEPT PAYMENTS WITHIN DEPARTMENT

Accept payments at Code Enforcement desk so that guests do not need to be sent to other departments to make their payment and then return with the receipt to process their request.

IMPLEMENTATION DATE: FEBRUARY 2016



UPDATED SOFTWARE.....

Update Animal Control software to OneSolution.

IMPLEMENTATION DATE: APRIL 2016



ONLINE SERVICE REQUESTS

Increase use of our on-line complaint form.

IMPLEMENTATION DATE: MARCH 2016

Engineering

The Department of Engineering, under the direction of the City Engineer, is responsible for the following: CADD, Contract administration, Contract documentation, Design, Drafting, City road inspection, Drainage improvements, Planning, Special projects, Stormwater utility functions, Surveying, Traffic control



TRANSLATION SERVICES

Provide translation services to our Spanish speaking residents. – Although there are many other spoken languages by residents of Fort Pierce, Spanish is the most common foreign language used. It is the department's goal to provide a bilingual person to our staff to be able to assist residents unable to communicate in English.

IMPLEMENTATION DATE: JANUARY 2016



INFORMATIONAL BROCHURES

Provide informational brochures to residents affected by street projects. We will be providing "Project Information Brochures" to each property within the project limits detailing the proposed construction improvements, schedule and providing

IMPLEMENTATION DATE: MARCH 2016



24-HOUR RESPONSE TIME

Provide prompt responses to emails or telephone calls. - We are implementing a 24-hour response time to communication received by the Engineering Department.

IMPLEMENTATION DATE: JANUARY 2016

Finance

The Finance Department safeguards the fiscal integrity of the City, reports accurate and timely financial information to the City Commission, the City Manager and the public, and provides financial management and record-keeping support to all the City departments to enable them to carry out their duties efficiently.



TRANSPARENCY PORTAL

Create a financial transparency portal on the website that will provide all budgeted and actual revenue and expenditures for all funds. Citizens will be able to search for this information; streamlining or eliminating the need for staff to provide it.

IMPLEMENTATION DATE: JANUARY 2016



3-DAY TURNAROUND

Implement a 3-day turnaround on lien searches and payoff information, not requiring legal opinions or additional financial workups.

IMPLEMENTATION DATE: MARCH 2016



ONLINE PAYMENTS

Online payments for invoices.

IMPLEMENTATION DATE: APRIL 2016



Fort Pierce City Marina

The Fort Pierce City Marina, owned and operated by the City of Fort Pierce, is a world class marina with 137 slips. Our marina is a quiet, clean, friendly gateway to the Bahamas.



Monitor the various boater websites that provide public comment about the City Marina – Discuss the comments with staff and provide feedback to public.

IMPLEMENTATION DATE: ONGOING



Continue to meet with staff members to go over internal operations, so every staff member provides same information to customers.

IMPLEMENTATION DATE: ONGOING



Revive the bimonthly newsletter “Marina Happenings” to communicate with customers.

IMPLEMENTATION DATE: MARCH 2016

Human Resources

The Human Resources Department is responsible for managing HR operations, executing city-wide departmental policies and procedures, and planning long-term and short-term programs. Our primary goals are to improve the skills of our workforce through training initiatives and educational workshops and to maintain an effective flow of information to the workforce and the citizens of Fort Pierce.



NEW APPLICATION

Implement Sungard Application Tracking and Employee Self-Serve Sungard Applicant Tracking System – An automated application system, will remove the need for paper applications / applicants to apply via paper. Employee Self Service – Program that allows employees to view checks, deductions etc. online

IMPLEMENTATION DATE: MARCH 2016



TRAINING PROGRAM

Develop Mandatory Compliance training and management training program with an internal reinforcement plan.

IMPLEMENTATION DATE: MAY 2016



HR AUDIT

Audit of our Human Resources system. – will identify strengths and weaknesses.

IMPLEMENTATION DATE: MAY 2016



Indian Hills Golf Course

Indian Hills Golf Course has been a cornerstone of Fort Pierce since 1942. The city acquired the course in 2002 and has been continually striving to improve both customer service and facilities conditions. In that spirit, the city retained Architect Ward Northrup to design an entirely new 18 hole layout on the existing grounds.



CART ATTENDANTS

The cart attendant is the first one you see. We have taken steps to make sure each customer is greeted with a courteous smile, that the carts are always clean, and that they are directed to the golf shop.

IMPLEMENTATION DATE: JANUARY 2016



SHOP CLERKS

We have worked diligently with all of the shop clerks so they are trained to be efficient, can answer questions intelligently, answer telephone calls promptly, and have directed them to thank our guests for coming and to enjoy their round.

IMPLEMENTATION DATE: JANUARY 2016



CLEAN ATMOSPHERE

Customer service can also be a perception. During the last two weeks we have trimmed the palm trees around the shop, mulched the bushes around the shop, and have painted the outside of the building so it has a clean look.

IMPLEMENTATION DATE: JANUARY 2016

Information Technology

The Information Technology (IT) Department is an internal service department that is responsible for providing technical and informational support to all city departments. MIS is responsible for providing enterprise-wide communication, information management and other technological services that support the City's core business operations and delivery of services to the residents of Fort Pierce. The department supports voice and data needs for over 250 users at 7 locations and maintains more than 20 servers.



APPLICATIONS

Continue to implement, enhance, and provide technological applications and services via the Internet that provide ease of public access to information and online payment methods for local government services as requested from the public.

IMPLEMENTATION DATE: MARCH 2016



SPICE WORKS

Install Spice Works network monitoring package to become a one-stop IT shop. This new ticket system will provide transparency and accountability for all Information Technology purchases and help desk tickets.

IMPLEMENTATION DATE: APRIL 2016



BETTER USE OF FPTV

Tightrope is currently being installed which will provide several areas of improvement to our local access channel including:

- Programming schedule will be visible for viewers on the TV guide
- Social media channels will be integrated so that our messaging is consistent throughout all marketing mediums.
- Tightrope solutions accommodate more programming, enhance content management and provide reliable automation for our multi-faceted channel workflow.

IMPLEMENTATION DATE: MARCH 2016

Planning

The Planning Department's main objective is to protect, improve and promote the quality of the City of Fort Pierce by comprehensive planning, which responds to the changing needs and values of the community, both in the natural and built environments, and creates opportunities to realize the community's desired vision of the future.



REVIEW EXPECTATIONS

Reviewing with the Planning team at our weekly department meeting the expectation that each customer will be met with exceptional customer service, treated well and information professionally conveyed. This includes being a "city hall ambassador" and greeting people in the lobby or customers/citizens headed to different departments.

IMPLEMENTATION DATE: COMPLETED & ONGOING



WEBSITE UPDATES

Continue to update the website with applications and information that make information easier to obtain.

IMPLEMENTATION DATE: COMPLETED & ONGOING



COOPERATION

Interdepartment cooperation –to improve communications internally especially with key departments like Code Enforcement and Engineering, the Planning Department will be utilizing a feature in Naviline that lets other departments know that a project/development is in plan review or recently approved.

IMPLEMENTATION DATE: COMPLETED & ONGOING



POLICE DEPARTMENT

Here at the Fort Pierce Police Department through teamwork and community involvement, we strive to make our businesses and neighborhoods a safer, happier place to live, work, and play. We invite you to take a few moments to visit each of our bureaus and divisions to see why we are so proud of our Police Department and the dedicated men and women who have worked so hard to accomplish a true community oriented policing attitude.



Community Oriented Policing
IMPLEMENTATION DATE September 2015

Front Porch Roll Calls
IMPLEMENTATION DATE JUNE 2015

Extended the hours of operation for both the main station and the substation
IMPLEMENTATION DATE JUNE 2015

Implemented a new program called "Courage for Life"
IMPLEMENTATION DATE OCTOBER 2015

Park and Walk program
IMPLEMENTATION DATE OCTOBER 2015

First Step program
IMPLEMENTATION DATE OCTOBER 2015

PUBLIC WORKS

Public Works Department provides management and guidance for one of the largest Departments in the City of Fort Pierce, which consist of 7 divisions that provide many of the vital services residents and business owners rely on every day.

Enhanced communication- return all phone calls within, no more than, twenty four (24) hours during a normal work week and provide follow up phone calls when requests for service tasks have been completed.

IMPLEMENTATION DATE DECEMBER 2015

Thank you cards - When a concerned citizen phones in a verifiable request for service, administrative staff will mail a Public Works Department post card.

IMPLEMENTATION DATE MARCH 2016

Contact cards - Staff in the field will be given contact cards to store in their vehicles that will provide citizens with pertinent Public Works Department contact numbers and website as well as the main switchboard number at City Hall.

IMPLEMENTATION DATE MARCH 2016

Informational signs- Signs will be placed in all of our park pavilions and rental facilities with contact information. In addition to phone numbers and website link, the signs will have a QR code.

IMPLEMENTATION DATE MARCH 2016



PURCHASING

The Purchasing Department is responsible for the procurement of supplies, services and construction in accordance with procedures as outlined in the city code, as well as the management and disposal of supplies which are obsolete.

Encourage and maintain an environment in which every Citizen in the City of Fort Pierce are and always will be essential.

IMPLEMENTATION DATE: ONGOING

Continue to be Transparent with all Citizens.

IMPLEMENTATION DATE: ONGOING

Explore online mechanisms in order to make our web-site more user friendly.

IMPLEMENTATION DATE: APRIL 2016



SUNRISE THEATRE

The Sunrise Theatre for the Performing Arts is wholly owned by the City of Fort Pierce. The historic, beautifully restored and intimate 1,200 seat Sunrise Theatre Mainstage and accompanying 210 seat Black Box Theatre is located in the heart of historic downtown Fort Pierce, within sight of the picturesque waters of the Indian River.



TEMPLATE RESPONSE

Incorporate a departmental "template" for employees in responding to patrons, constituents, the general public, etc.

IMPLEMENTATION DATE MARCH 2016



COMMUNITY OUTREACH VENUE

Utilize Sunrise Theatre as a venue for various community outreach events

IMPLEMENTATION DATE APRIL 2016



City Commission Conference Agenda

Agenda Item # 4. C.

Meeting Date: 02/08/2016

Re: 2016 Legislative Priorities Update

SUBJECT:

2016 Legislative Priorities Update - City Manager

Attachments

2016 Legislative Priorities for the City of Fort Pierce

2016 PSL Legislative Priorities

2016 SLC State Legislative Program

Form Review

Form Started By: Angela Wilkinson

Started On: 02/04/2016 01:38 PM

Final Approval Date: 02/04/2016



THE SUNRISE CITY

FORT PIERCE

Florida

2016 Legislative Priorities



FORT PIERCE CITY COMMISSION



Commissioner Rufus J. Alexander, III
District 1
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Commissioner Edward Becht
District 2
ebecht@city-ftpierce.com



Mayor Linda Hudson
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CITY OF FORT PIERCE

2016 LEGISLATIVE PRIORITIES



1. Restoring the Common Good

Funding request to counter gang and violent crime thereby restoring the common good in the Lincoln Park area.

2. Veterans Memorial Park

Funding request for the final phase of improvement project to enhance the stormwater quality of the Indian River Lagoon and pay respectful tribute to the area's veterans.

3. Port of Fort Pierce

Continued economic development opportunities for the entire Treasure Coast region.

4. Annexation

- a. Interlocal Service Boundary Agreement
- b. Special Act by Legislation

5. Economic Development Incentives

Incentives provided by the appropriate federal, state and local agencies.

RESTORING THE COMMON GOOD

The purpose of this project is to increase the capacity of the Fort Pierce Police Department to effectively counter the gang and violent crime related issues within the City of Fort Pierce. This will take place through the utilization of advanced law enforcement technology and additional personnel. The budgeted items proposed in this project will enable officers to initiate a tactical and timely response to incidents of crime, while also increasing the likelihood of catching perpetrators and locating victims.



Due to the drastic reductions in revenue generated from ad valorem taxes, the City of Fort Pierce has lacked the capital funding to maintain some of the essential equipment used by the Police Department to detect/deter crime. The same reductions have affected the ability to purchase existing and new technology used to combat criminal activity.

Items necessary to the project include:

- ◆ Additional Personnel (4 Officers)
- ◆ Police Academy Certification (4 Officers)
- ◆ Law Enforcement Surveillance Camera Systems (LESCS)
- ◆ License Plate Readers (LPR)
- ◆ Traffic Message Boards (3 Units)
- ◆ Forward Looking Infrared (FLIR) Systems



RESTORING THE COMMON GOOD

The FPPD is seeking validated research-based best practices in the utilization of technology to increase efficiency and gain a strategic advantage in reducing and preventing crime in the targeted area, the Lincoln Park Community. The FPPD expects that implementation of these measures will see a 25% reduction in gun violence and gang related activity over the next calendar year. This will be a positive catalyst for change which will increase the quality of life for all who live and work in the City of Fort Pierce.



VETERANS MEMORIAL PARK

The City of Fort Pierce is currently undergoing improvements to Veterans Memorial Park. Funding in the amount of \$461,700 is being requested from the State of Florida fund the third and final phase of the \$1,648,040 project. The improvements will transform Veterans Memorial Park into a multi-use park and significantly improve and impact the quality of life for the 26,490 St. Lucie County veterans. Green open space is being developed for the Veterans and family members as a respectful tribute offering a dedicated area to reflect on the time they served in the United States Armed Forces for our nation.

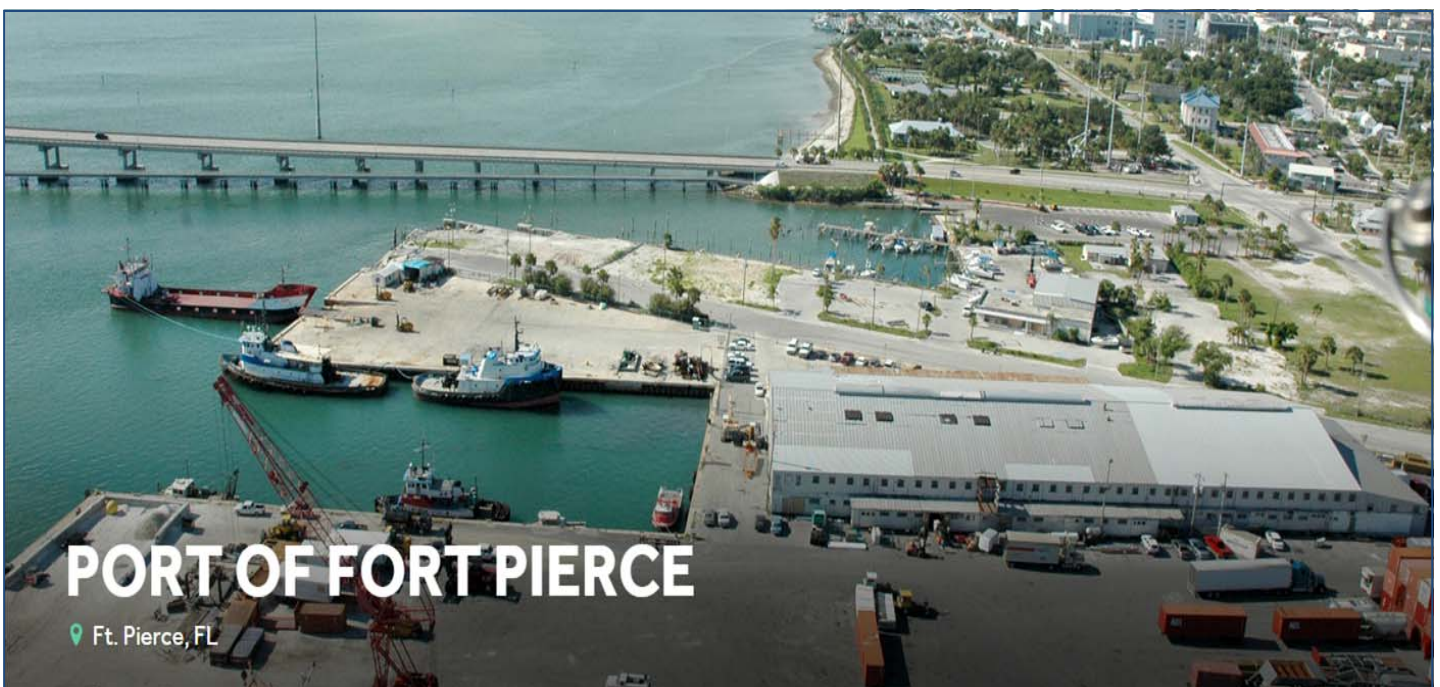


In addition to honoring Veterans, this project will assist in sustaining the Indian River Lagoon as one of our precious natural resources. The improvements will enable the City to enhance stormwater quality by treating approximately 1000 pounds of pollutants flowing from the 80-acre Moores' Creek watershed prior to its discharge into the Indian River Lagoon.

THE PORT OF FORT PIERCE

The City of Fort Pierce and St. Lucie County have agreed to enter into an Interlocal Agreement to collaborate efforts in the development of Fisherman's Wharf located in the Port of Fort Pierce. This also includes partnerships with the Florida Department of Transportation and the Florida Department of Economic Opportunity.

The development of the port will include support for St. Lucie County's application for a Florida Seaport Transportation and Economic Development (FSTED) grant in the amount of \$255,000 for acquisition of the Fisherman's Wharf property which lays within the Port of Fort Pierce. The county is proposing acquisition of these multiple underutilized parcels currently owned by River Marina Incorporated and the easternmost 250 feet of Fisherman's Wharf Road.



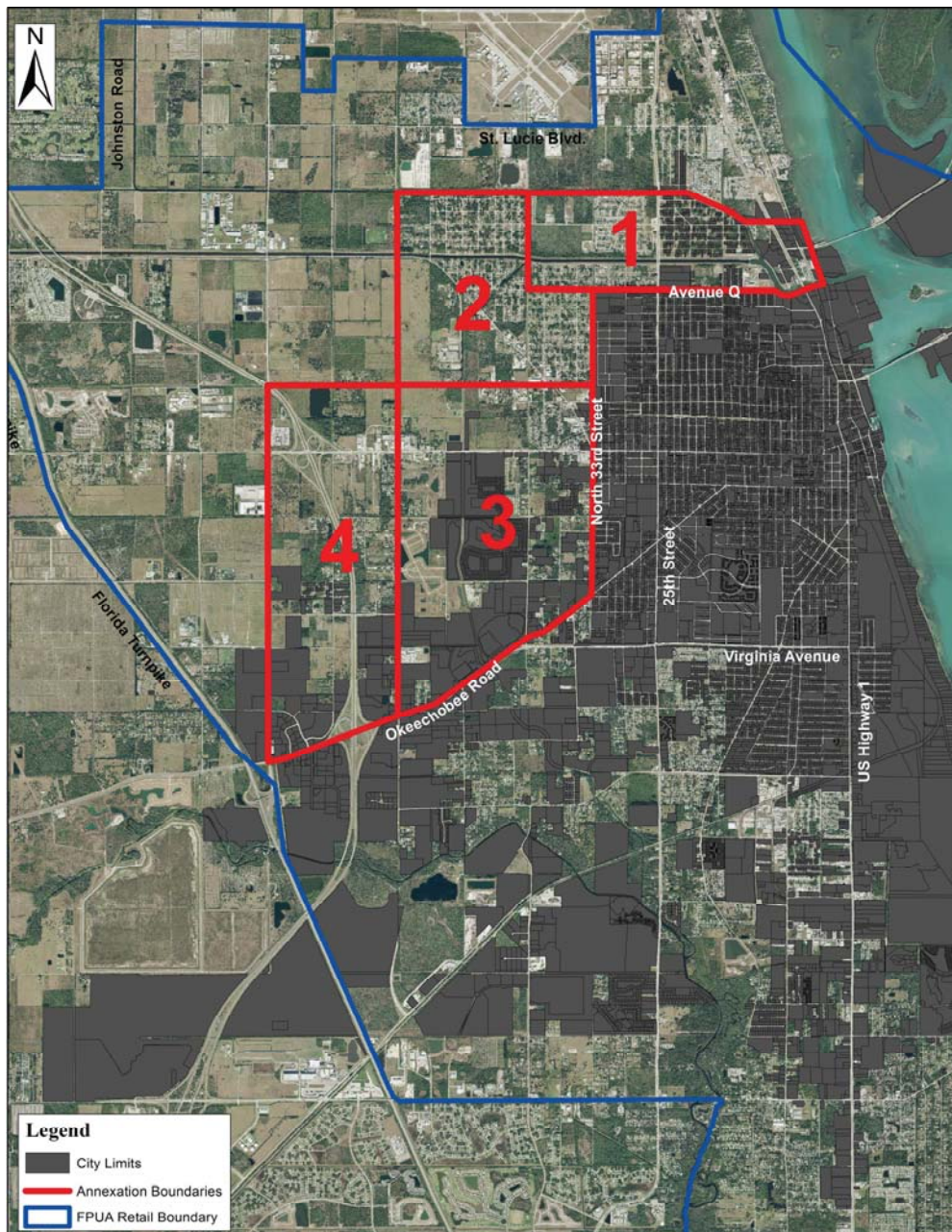
PORT OF FORT PIERCE

The City of Fort Pierce is also supporting St. Lucie County in a second component of the port's economic development, a grant in the amount of \$125,000 from FSTED for bulkhead design at Fisherman's Wharf. The county is proposing to re-establish the bulkhead's structural integrity. In its present state of deterioration, the bulkheads are in poor condition and require reconstruction as part of the design. The berth is also in need of dredging to maintain a 20 foot minimum depth.



ANNEXATION

Through the extension of water and sewer, the City of Fort Pierce has one of its primary opportunities to grow its boundaries. When the Fort Pierce Utilities Authorities provides water and/or sewer, the City has one of its primary opportunities to grow its boundaries. When FPUA provides water and/or sewer outside the City limits, an annexation agreement is signed by the customer indicating that when that property is contiguous to the City boundaries, they consent to voluntary annexation.



ANNEXATION

The Florida Statutes outline several courses of action for annexation. The two most utilized methods are outlined in Chapter 171, Part 1 as voluntary and involuntary.

Voluntary Annexation—Section 171.044 allows a city to annex property if consent of the owners of the property is granted. The property must be contiguous and reasonably compact to the municipality. These annexations are done through ordinance and the public hearing process.

Involuntary Annexation—Section 171.0413 states that the municipality may pass an ordinance to annex property (similar to voluntary annexation), however, the ordinance does not become effective until a majority vote is received in a referendum held within 30 days.



Several other options exist including Enclave Annexation, Interlocal Service Boundary Agreements and Annexation by Legislation.

Enclave Annexation—outlined in 171.046 F.S. recognizes that enclaves can create significant problems in planning, growth management, and service delivery. It also declares that it is the policy of the State to eliminate enclaves. In order to expedite the annexation of enclaves of 10 acres or less into the most appropriate incorporated jurisdiction, based upon existing or proposed service provision arrangements, a municipality may annex an enclave by Interlocal agreement with the county having jurisdiction of the enclave;

Interlocal Service boundary Agreement (ISBA) - 171 Part 2 was added to the State's annexation laws by amendment in 2006. This new Part II retained existing annexation law, and added an alternative approach to annexation that is intended to encourage local government coordination in planning, service delivery and boundary adjustments due to annexation. ISBA have been utilized as a successful tool to avoid conflicts between counties and cities;

Annexation by Legislation—Subsection 171.044(4) F.S. states the procedures for voluntary annexation shall be “supplemental to any other procedure provide by general or special law.” There are a number of special annexation laws that exist in Florida, including the Gainesville Special Act and the Broward Delegation.

ECONOMIC DEVELOPMENT INCENTIVES

The City of Fort Pierce is dedicated to creating opportunities for economic development through desirable business growth, expansion, and retention. By partnering with business owners, developers, and members of the community, a climate conducive to improving the quality of life in Fort Pierce is fostered.

A creative team of individuals has been assembled to assist with economic development in the City of Fort Pierce. This Economic Development (ED) Team consists of members from each city department including: the City Manager, City Clerk, Building Administrator, Senior Planner, Public Works Manager and Marketing Specialist. In addition to city staff, the ED Team includes representation from the Fort Pierce Utilities Authority. The team acts as a liaison to guide developers and business owners. They assist interested parties in navigating the City's procedures to ensure the process is as streamlined and seamless as possible.



The City of Fort Pierce, by partnering with St. Lucie County's Economic Development Council, has the ability to span a broad spectrum of public and private sectors, as well as organizations representing education, workforce training and other business and industry interests. The ultimate goal of this collaboration is the creation of higher-paying jobs for residents, working to promote retention and expansion of existing businesses, and attracting new ones to our community.

ECONOMIC DEVELOPMENT



Multiple approaches are being utilized to incorporate economic development strategies within the City of Fort Pierce. They include:

- ◆ Attracting new businesses by rebranding the City and revitalizing our image.
- ◆ Creating partnerships with St. Lucie County and the Economic Development Council.
- ◆ Enhancing communication with other municipalities and organizations to build awareness of our value.
- ◆ Developing incentive programs (ex: QTI Economic Development Incentive Package).
- ◆ Reaching out to businesses – inviting them to our community to experience what we have to offer firsthand.



APPENDIX



1. **St. Lucie County Legislative Delegation Participation Request Form—*Restoring the Common Good***
2. **St. Lucie County Legislative Delegation Participation Request Form—*Veterans Memorial Park***
3. **St. Lucie County Legislative Delegation Participation Request Form—*Port of Fort Pierce***
4. **St. Lucie County Legislative Delegation Participation Request Form—*Annexation***
5. **St. Lucie County Legislative Delegation Participation Request Form—*Economic Development Incentives***

**ST. LUCIE COUNTY LEGISLATIVE DELEGATION
PARTICIPATION REQUEST FORM 2016 LEGISLATIVE SESSION
Hearing: Friday, September 25, 2015**

**** MUST BE TYPED OR PRINTED ****

| | | | |
|---|-------------------------|---------------------------------|--------------|
| Named of Organization: | | City of Fort Pierce | |
| Contact Person: | | Nicholas C. Mimms, City Manager | |
| Address: | | 100 North US Hwy 1 | |
| City: | Fort Pierce | State: | FL |
| Zip: | 34950 | | |
| Phone: | 772-467-3793 | Mobile: | 772-370-3992 |
| Email: | nmimms@city-ftpiece.com | | |
| Name of person speaking: | | Nicholas C. Mimms | |
| Is this a funding request? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| Is this a legislative proposal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Plan/Objective: Request for funding Restoring The Common Good project to counter gang and violent crime related issues through utilization of advanced law enforcement technology and additional personnel. | | | |
| Delegation action: Approve new recurring funding in the amount of \$225,000 and nonrecurring funding of \$627,500 for a total of \$852,500 to purchase new and existing technology and hire additional personnel. | | | |
| Have you met with a State Legislator regarding this issue? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| If yes – Who have you met with: Representative Larry Lee, Jr. | | | |
| Will you be distributing materials at the hearing? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |

Please return this form with 8 copies of all handouts and other information by NOON on Friday, September 18, 2015 to:

Representative Larry Lee, Jr.

ATTN: Mary Alice Bennett

100 N. US Highway 1

Fort Pierce, FL 34950

(772) 595-1391

Maryalice.Bennett@myfloridahouse.gov

**ST. LUCIE COUNTY LEGISLATIVE DELEGATION
PARTICIPATION REQUEST FORM 2016 LEGISLATIVE SESSION
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| Is this a funding request? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| Is this a legislative proposal? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| Plan/Objective: Request funding for the third and final phase of improvements to Veterans Memorial Park to restore current 50-year-old monuments and construct several new hardscape features improving and impacting the quality of life for the 26,490 veterans throughout St. Lucie County. | | | |
| Delegation action: Approve nonrecurring funding in the amount of \$461,700 for Veterans Memorial Park improvements to complete the final phase of removing pollutants from untreated stormwater and transforming the dated park. | | | |
| Have you met with a State Legislator regarding this issue? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| If yes – Who have you met with: Representative Larry Lee, Jr. | | | |
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| Is this a funding request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Is this a legislative proposal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Plan/Objective: Update on the development of the Port of Fort Pierce | | | |
| Delegation action: Support for St. Lucie County's application for a \$255,000 FSTED grant for acquisition of properties at Fisherman's Wharf and a \$125,000 FSTED grant for bulkhead design at Fisherman's Wharf. | | | |
| Have you met with a State Legislator regarding this issue? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | |
| If yes – Who have you met with: Sen. Negron, Rep. Lee, Rep. Mayfield, Rep. Harrell | | | |
| Will you be distributing materials at the hearing? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |

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PARTICIPATION REQUEST FORM 2016 LEGISLATIVE SESSION
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| Email: | nmimms@city-ftpiece.com | | |
| Name of person speaking: | | Nicholas C. Mimms | |
| Is this a funding request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Is this a legislative proposal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Plan/Objective: Update on annexation - (A) Interlocal Service Boundary Agreement (B) Special act by legislation | | | |
| Delegation action: No delegation action requested at this time. | | | |
| Have you met with a State Legislator regarding this issue? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| If yes – Who have you met with: | | | |
| Will you be distributing materials at the hearing? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |

**Please return this form with 8 copies of all handouts and other information by
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ATTN: Mary Alice Bennett

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Maryalice.Bennett@myfloridahouse.gov

**ST. LUCIE COUNTY LEGISLATIVE DELEGATION
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| City: | Fort Pierce | State: | FL |
| Zip: | 34950 | | |
| Phone: | 772-467-3793 | Mobile: | 772-370-3992 |
| Email: | | nmimms@city-ftpierce.com | |
| Name of person speaking: | | Linda Cox, City Clerk | |
| Is this a funding request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Is this a legislative proposal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| Plan/Objective: Update on economic development incentives provided by the appropriate federal, state and local agencies. | | | |
| Delegation action: No delegation action requested at this time. | | | |
| Have you met with a State Legislator regarding this issue? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |
| If yes – Who have you met with: | | | |
| Will you be distributing materials at the hearing? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |

Please return this form with 8 copies of all handouts and other information by NOON on Friday, September 18, 2015 to:

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Fort Pierce, FL 34950

(772) 595-1391

Maryalice.Bennett@myfloridahouse.gov



"A City for All Ages"

2016

LEGISLATIVE PRIORITIES

St. Lucie County Legislative Delegation Meeting

September 25, 2015



"A City for All Ages"

JEFF BREMER
City Manager

CITY OF PORT ST. LUCIE

Office of the City Manager

September 15, 2015

The Honorable Larry Lee, Jr.
Florida House of Representatives
District 84
100 N. U.S. Highway 1
Fort Pierce, Florida 34950

Attention: Mary Alice Bennett

Dear Representative Lee:

On behalf of the Port St. Lucie City Council, I am pleased to submit the City's 2016 State Legislative Priorities to the St. Lucie County Legislative Delegation for its consideration. The Agenda includes the following priorities:

1. **Crosstown Parkway Extension (Manth Lane to U.S. Highway 1)** - The City of Port St. Lucie (City) requests the continued support from the Delegation for the successful completion of the project, including the approval and conveyance of the necessary easements to cross the North Fork of the St. Lucie River by the Board of Trustees.
2. **Water Projects Appropriation Requests:**
 - McCarty Ranch Extension Water Quality Restoration Phase 1 Construction - \$500,000
 - Veteran's Memorial Stormwater Quality Retrofit Phase 1 Construction - \$150,000
3. **Economic Development and Tourism Appropriations Request:**
 - Southern Extension of the Riverwalk Boardwalk and Westmoreland River Park Design - \$250,000
4. **Support for the Biotechnology and Life Sciences Industry** – The City requests State financial support for Florida's Biotechnology and/or Life Science businesses that will allow them to continue to develop and implement new business plans that will likely include collaboration/merger with Florida's higher educational institutions and for the increased funding for Florida Universities interested in biotechnology and/or life science collaboration.

The Honorable Larry Lee, Jr.
Florida House of Representatives
District 84
September 15, 2015
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5. **Florida Department of Transportation (FDOT) Work Program** – The City supports funding of all ranked transportation projects by the FDOT in the 5 year work program. Projects include the Crosstown Parkway Extension, the widening of Port St. Lucie Boulevard, St. Lucie West Boulevard/I-95 Interchange Improvements, sidewalk construction, intersection improvements, bridge rehabilitation, and traffic signal operation and maintenance.
6. **Relocation of Utilities** – The City opposes legislation that mandates local governments and their taxpayers bear the cost of relocating utility equipment when the equipment is located within a public utility easement or right-of-way and needs to be relocated for public purposes.
7. **Ardie R. Copas Veterans Nursing Home** – The City supports all future funding for the construction and operation of the nursing home.
8. **St. Lucie River Issues Team (SLRIT)** – The City supports the funding of all ranked projects by SLRIT.
9. **Florida League of Cities** – The City requests the continued support of the Delegation for the Florida League of Cities 2016 Legislative priorities.

We greatly appreciate the opportunity to present these issues to the St. Lucie County Legislative Delegation on September 25th. If you have any questions or would like additional information, please do not hesitate to contact me.

Sincerely,



Jeff Bremner
City Manager

Port St. Lucie City Council



Gregory J. Oravec
Mayor
Mayor@cityofpsl.com



Linda Bartz
District 1
District1@cityofpsl.com



Michelle Lee Berger
District 2
District2@cityofpsl.com



Shannon M. Martin
District 3
District3@cityofpsl.com



Ron Bowen
District 4
District4@cityofpsl.com



121 S.W. Port St. Lucie Blvd.
Port St. Lucie, FL 34984
(772) 871-5159



City of Port St. Lucie 2016 State Legislative Priorities

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TRANSPORTATION & INFRASTRUCTURE

LEGISLATIVE PRIORITIES

Crosstown Parkway Extension (Manth Lane to U.S. Highway 1)

The City of Port St. Lucie requests the continued support for the successful completion of the project, including the approval and conveyance of the necessary easements to cross the North Fork of the St. Lucie River by the Board of Trustees.

Focus: Board of Trustees granting of an easement to cross state lands and subsequent issuance of permits relating to the project.

Crosstown Parkway Extension Supporting Information: In March 2009, the City opened the Crosstown Parkway Interchange at Interstate 95 to the public. This interchange completed a five-mile segment of the Crosstown Parkway extending from I-95 to Manth Lane, and also has been extended westward to provide for added connectivity. Crosstown Parkway is a beautiful 6-lane divided highway with linear parks and is currently enjoyed by motorists, bicyclists, and pedestrians.

The Record of Decision for the remaining 2 mile segment connecting the parkway to U.S. Highway 1 was signed by the Federal Highway Administration in February, 2014. The property acquisition process for the selected route is currently underway with construction anticipated to begin in early 2016. The construction of the Crosstown Parkway over the St. Lucie River will help to alleviate traffic and congestion on the City's other two existing overburdened east-west river crossings and will connect U.S. Highway 1 to Interstate 95, providing opportunities for economic development, transit, pedestrians and bicyclists.



Supporters of the Crosstown Parkway Extension: In June 2005, over 89% of the voting residents of Port St. Lucie voted in favor of a \$165 million General Obligation Bond issue to fund the Crosstown Parkway Project. The project is included in the Florida Department of Transportation's Regional Long Range Transportation Plan and Five Year Work Program.



Crosstown Parkway Extension Mitigation

Projects: There are two types of mitigation required for this project, regulatory and proprietary. Platts Creek Compensatory Mitigation Project, depicted in the image on the left, is complete. This project provides the regulatory mitigation requirements needed to compensate for the environmental impacts of the Crosstown Parkway Extension project. The proprietary mitigation projects are a series of recreation and water quality projects intended as compensation for the easement across state

lands. These projects are all underway and are anticipated to be completed Fall of 2015.

Florida Department of Transportation (FDOT) Work Program

The City of Port St. Lucie supports funding of all ranked transportation projects by the FDOT in the 5 year work program. Projects include the Crosstown Parkway Extension, the widening of Port St. Lucie Boulevard, St. Lucie West Boulevard/I-95 Interchange improvements, sidewalk construction, intersection improvements, bridge rehabilitation, traffic signal operation and maintenance.

Relocation of Utilities

The City of Port St. Lucie **OPPOSES** legislation that mandates local governments and their taxpayers bear the costs of relocating utility equipment when the equipment is located within a public utility easement or right-way and needs to be relocated for public purposes.



ENVIRONMENTAL/NATURAL RESOURCES

LEGISLATIVE PRIORITIES

2016 City of Port St. Lucie Water Projects

McCarty Ranch Extension Water Quality Restoration Phase 1 Construction - \$500,000

Summary: The City of Port St. Lucie is respectfully requesting funding assistance for construction of Phase 1 of the McCarty Ranch Extension Water Quality Restoration project.

The McCarty Ranch Preserve and McCarty Ranch Extension consists of two properties totaling 5,100 acres. The City of Port St. Lucie purchased both properties for \$20 million.

Phase 1 of the project consist of constructing a 228-acre pond/reservoir on the McCarty Ranch Extension site, including the modification of an existing stormwater pumping station. The reservoir will hold 1,000+ acre feet of rainwater and 2,500+ acre feet of water pumped out of the adjacent C-23 Canal. The Phase 1 reservoir will have a total stored water capacity of 1.14 billion gallons.

The project benefits will include reducing discharges from the C-23 into the North Fork of the St. Lucie River, reducing nutrient loading stormwater before it leaves the City, reducing nitrogen and phosphorus levels entering the Indian River Lagoon and reducing freshwater discharges and related negative impacts on the Indian River Lagoon.

The City of Port St. Lucie is requesting 50% (\$500,000) of the total estimated \$1,000,000 costs of the project and has the capacity for matching funds necessary in support of this project.





Veteran's Memorial Stormwater Quality Retrofit Phase 1 Construction - \$150,000

Summary: The City of Port St. Lucie is respectfully requesting funding assistance for the construction of Phase 1 of the Veteran's Memorial Stormwater Quality Retrofit project. The final design for all phases of the Veteran's Memorial Stormwater Quality Retrofit is currently under way with an anticipated completion date of December 2015. The project is located just north of the Veteran's Memorial Parkway and Lyngate Drive intersection in Port St. Lucie. Of significant importance for this project is the elimination of uncontrolled stormwater discharges into the North Fork of the St. Lucie River. The North Fork of the St. Lucie River has been designated as an aquatic preserve, and impaired water body (WBID 3194) located in the St. Lucie River Estuary Basin Management Action Plan (BMAP) area. The Florida Department of Environmental Protection (FDEP) adopted the St. Lucie Basin Total Maximum Daily Load (TMDL) and has established pollutant nutrient load allocations in the North Fork of the St. Lucie River for Total Nitrogen, Total Phosphorous and Biochemical Oxygen Demand.



Phase 1 of the Veteran's Memorial Stormwater Quality Retrofit project consist of constructing a drainage control structure at an existing uncontrolled outfall into the river; and expansion of the existing swale upstream of the control structure into a wet detention pond to provide additional stormwater storage and pollutant loading reduction to help achieve the FDEP required pollutant loading allocations for the river. This phase of the project will result in approximately 1.0 acre of wet detention storage within this basin, which drains approximately 185 acres of the 1,100 acre Veteran's Memorial basin. When additional phases of this project are constructed there will be additional wet detention storage provided for this 185 acres resulting in an approximate total of 6.5 acres of wet detention storage.

The City of Port St. Lucie is therefore, respectfully requesting 50% (\$150,000) of the total estimated \$300,000 construction costs, and has the capacity for the matching funds necessary in support of this project. The City intends to move forward with the remaining phases of the Veteran's Memorial Stormwater Quality Retrofit project once funding is dedicated and/or



secured. Once the entirety of the Stormwater Quality Retrofit is constructed the City will have eliminated three (3) uncontrolled discharge connections to the North Fork of the St. Lucie River and provided approximately 80 acre-feet of additional water quality and stormwater attenuation.

St. Lucie River Issues Team

The St. Lucie River Issues Team (SLRIT) was formed by the South Florida Ecosystem Restoration Task Force to document the existing condition of the St. Lucie Estuary (SLE), describe the impacts of discharge event, and develop an interim action plan with specific short term projects that could be implemented within five years to improve water quality in the SLE. The team is made up of a variety of federal, state and local governments in addition to agricultural and environmental interests.

For more than a decade, the SLRIT has solicited, ranked and submitted to the Florida Legislature local turn-dirt projects focused on the restoration of the SLE and the Indian River Lagoon.

Each funded project requires a 50% percent minimum match from a local sponsor and projects are ranked according to three basic criteria: bang for the buck, readiness and local commitment.

The City of Port St. Lucie supports the funding of all ranked project by SLRIT.



ECONOMIC DEVELOPMENT & TOURISM

LEGISLATIVE PRIORITIES

Southern Extension of the Riverwalk Boardwalk and Westmoreland River Park Extension Design - \$250,000

Summary: The City of Port St. Lucie is seeking assistance to extend an existing boardwalk along the North Fork of the St. Lucie River an additional \pm 2,000 feet to city owned park land south of Port St. Lucie Boulevard. The North Fork of the St. Lucie River was designated an aquatic preserve in 1972. It flows south from St. Lucie County, through the City of Port St. Lucie, and into Martin County where it joins the north-flowing South Fork to form the main St. Lucie River. Several thousand acres of land have been acquired by the State, County, and City to preserve the environmental integrity of the river. To showcase the river, the City completed construction of \pm 2,453 linear feet of boardwalk along the river in 2002. The boardwalk runs along a 20 acre riverfront park directly north of Port St. Lucie Boulevard. It includes a boat ramp, picnic pavilions, and two paths leading through hundreds of feet of wooded mangroves to the 10-foot wide boardwalk and the observation deck.

In 2002, the City partnered with St. Lucie County and the Trust for Public Land to purchase 40 acres of riverfront property directly south of Port St. Lucie Boulevard through the Florida Communities Trust program. This 40 acre riverfront park south of Port St. Lucie Boulevard includes a conservation tract to the south, a ten acre undeveloped recreation tract in the center (Westmoreland Tract), and the Port St. Lucie Botanical Gardens to the north. The City of Port St. Lucie recently held two public workshops to solicit public input on the development of the ten acre recreation tract. The workshops were facilitated by the American Institute of Architects, Treasure Coast Chapter. Approximately 50 to





100 people attended the workshops and provided input on the development of the tract including extending the existing riverwalk boardwalk south. The Treasure Coast Regional Planning Council's recently completed Waterways Plan identifies the economic benefits associated with increasing public access to area waterways and providing a broad range of recreational opportunities.

The extension of the boardwalk to the south will create a recreational corridor along the river that will connect two riverfront parks, provide an opportunity for privately held commercial land to connect to a riverfront boardwalk, and enhance public access to the river for the general public. The City has the capacity to provide for the matching funds necessary to support the design of the project.



HEALTH & HUMAN SERVICES AND HEALTHCARE

LEGISLATIVE PRIORITIES

Ardie R. Copas Veterans' Nursing Home

St. Lucie County was awarded the seventh state veterans' nursing home by a unanimous vote at the Sept. 23, 2014 Cabinet Meeting.

The 120-bed facility, to be built in the Port St. Lucie community of Tradition, will offer skilled nursing care and can accommodate 60 residents with dementia/Alzheimer's disease. It joins a network of six other state veterans' homes operated by the Florida Department of Veterans' Affairs.

The City of Port St. Lucie supports all future funding for the construction and operation of the Ardie R. Copas Veterans' Nursing Home.

Biotechnology and Life Science Industry Funding

The City supports funding for Florida's Biotechnology and Life Science businesses that will allow them to continue to develop and implement new business plans that will likely include collaboration/merger with Florida's higher educational institutions and for the increased funding for Florida Universities interested in biotechnology and/or life science collaboration.

The Tradition Center for Innovation in Port St. Lucie is a 150-acre, shovel-ready research park and home to Torrey Pines Institute for Molecular Studies, Martin Health System's Tradition Medical Center and Mann Research Center.



FLORIDA LEAGUE OF CITIES 2016 LEGISLATIVE ACTION AGENDA

LEGISLATIVE PRIORITIES

The City of Port St. Lucie requests the continued support for the Florida League of Cities 2016 Legislative Action Agenda.



SUPPORTING DOCUMENTATION



CITY OF PORT ST. LUCIE

Public Works Department

Accredited Agency – American Public Works Association

Topic: Crosstown Parkway Extension – Manth Lane to US Highway 1

Focus: Board of Trustees granting of an easement to cross state lands and subsequent issuance of permits relating to the project.

Crosstown Parkway Extension Supporting Information: In March 2009, the City opened the Crosstown Parkway Interchange at Interstate 95 to the public. This interchange completed a five-mile segment of the Crosstown Parkway extending from I-95 to Manth Lane, and also has been extended westward to provide for added connectivity. Crosstown Parkway is a beautiful 6-lane divided highway with linear parks and is currently enjoyed by motorists, bicyclists, and pedestrians.

The Record of Decision for the remaining 2 mile segment connecting the parkway to U.S. Highway 1 was signed by the Federal Highway Administration in February, 2014. The property acquisition process for the selected route is currently underway with construction anticipated to begin in early 2016. The construction of the Crosstown Parkway over the St. Lucie River will help to alleviate traffic and congestion on the City's other two existing overburdened east-west river crossings and will connect U.S. Highway 1 to Interstate 95, providing opportunities for economic development, transit, pedestrians and bicyclists.

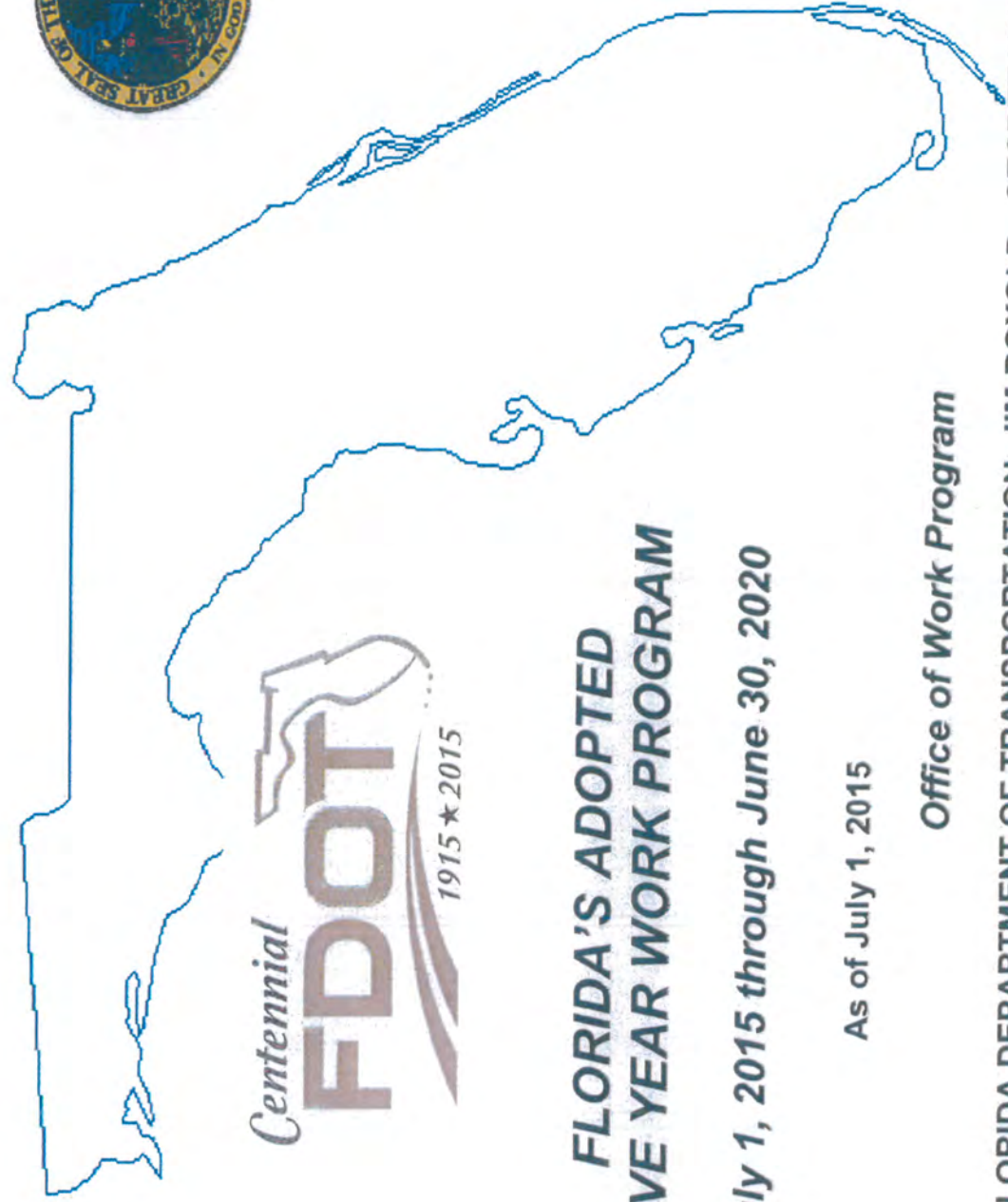


Supporters of the Crosstown Parkway Extension: In June 2005, over 89% of the voting residents of Port St. Lucie voted in favor of a \$165 million General Obligation Bond issue to fund the Crosstown Parkway Project. The project is included in the Florida Department of Transportation's Regional Long Range Transportation Plan and Five Year Work Program.



Crosstown Parkway Extension Mitigation Projects:

There are two types of mitigation required for this project, regulatory and proprietary. Platts Creek Compensatory Mitigation Project, depicted in the image on the left, is complete. This project provides the regulatory mitigation requirements needed to compensate for the environmental impacts of the Crosstown Parkway Extension project. The proprietary mitigation projects are a series of recreation and water quality projects intended as compensation for the easement across state lands. These projects are all underway and are anticipated to be completed Fall of 2015.



**FLORIDA'S ADOPTED
FIVE YEAR WORK PROGRAM**

July 1, 2015 through June 30, 2020

As of July 1, 2015

Office of Work Program

FLORIDA DEPARTMENT OF TRANSPORTATION, JIM BOXOLD - SECRETARY

INTRODUCTION

In accordance with Section 339.135, Florida Statutes, the Department has developed the Five-Year Work Program for Fiscal Years 2015/16 - 2019/20. The development of this Work Program involved extensive coordination with local governments, including metropolitan planning organizations, city and county officials and Florida's citizens. Public hearings were held in each of the seven transportation districts and a statewide public hearing was held by the Florida Transportation Commission. The Florida Transportation Commission performed an in-depth review of this Work Program and presented the results to the Executive Office of the Governor on March 18, 2015.

This Adopted Work Program includes those projects submitted as part of the Tentative Work Program, proviso of the 2015 General Appropriations Act, relevant 2015 legislation, and roll forwards to be approved pursuant to Section 339.135(6)(c), Florida Statutes.

The Department has based this Work Program on sound, multimodal transportation concepts and the best available forecast of costs and funding. As such, the Department has the financial capacity to embark on projects as planned.

The following circumstances may significantly influence the stability of this work program:

- Changes in federal or state revenue estimates
- Changes in bond market conditions
- Difficulty in acquiring right of way
- Changes in right of way costs
- Other economic forces impacting state transportation revenues
- Changes in inflation rates
- Changing federal regulations
- Ecological and environmental factors
- Unanticipated contract litigation
- Changes in MPO/Local priorities

The Department is committed to the policy of implementing projects as scheduled in this Work Program, minimizing changes to the plan and ensuring appropriate communication of any necessary changes as they occur.



Jim Boxler

Secretary

FLORIDA DEPARTMENT OF TRANSPORTATION

| COUNTY NAME | DESCRIPTION | LENGTH | PROJECT TYPE | PHASE NAME | FISCAL YEAR | AMOUNT | CATEGORY |
|-------------|---|--------|--------------------------|---------------------|-------------|------------|----------|
| ST. LUCIE | CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1 | 2.651 | NEW BRIDGE CONSTRUCTION | ROW RIGHT OF WAY | 2016 | 6,417,514 | HIGHWAYS |
| ST. LUCIE | CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1 | 2.651 | NEW BRIDGE CONSTRUCTION | ROW RIGHT OF WAY | 2017 | 1,499,660 | HIGHWAYS |
| ST. LUCIE | CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1 | 2.651 | NEW BRIDGE CONSTRUCTION | ROW RIGHT OF WAY | 2018 | 1,075,000 | HIGHWAYS |
| ST. LUCIE | CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1 | 2.651 | NEW BRIDGE CONSTRUCTION | ROW RIGHT OF WAY | 2019 | 1,050,000 | HIGHWAYS |
| ST. LUCIE | CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1 | 2.651 | NEW BRIDGE CONSTRUCTION | ROW RIGHT OF WAY | 2020 | 1,082,981 | HIGHWAYS |
| ST. LUCIE | CITY OF PORT ST. LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS | 0.000 | TRAFFIC SIGNALS | OPS OPERATIONS | 2016 | 64,600 | HIGHWAYS |
| ST. LUCIE | CITY OF PORT ST. LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS | 0.000 | TRAFFIC SIGNALS | OPS OPERATIONS | 2017 | 66,538 | HIGHWAYS |
| ST. LUCIE | CITY OF PORT ST. LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS | 0.000 | TRAFFIC SIGNALS | OPS OPERATIONS | 2018 | 68,535 | HIGHWAYS |
| ST. LUCIE | CITY OF PORT ST. LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS | 0.000 | TRAFFIC SIGNALS | OPS OPERATIONS | 2019 | 70,591 | HIGHWAYS |
| ST. LUCIE | CITY OF PORT ST. LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS | 0.000 | TRAFFIC SIGNALS | OPS OPERATIONS | 2020 | 72,708 | HIGHWAYS |
| ST. LUCIE | DEL RIO BLVD FROM PORT ST. LUCIE BLVD TO MACKENZIE STREET | 3.726 | SIDEWALK | CST CONSTRUCTION | 2016 | 987,274 | HIGHWAYS |
| ST. LUCIE | PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD | 1.856 | ADD LANES & RECONSTRUCT | ENV ENVIRONMENTAL | 2016 | 185,000 | HIGHWAYS |
| ST. LUCIE | PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD | 1.856 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2016 | 114,000 | HIGHWAYS |
| ST. LUCIE | PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD | 1.856 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2017 | 214,652 | HIGHWAYS |
| ST. LUCIE | CAMEO BLVD FROM PORT ST. LUCIE BLVD TO CROSSTOWN PARKWAY | 1.733 | SIDEWALK | CST CONSTRUCTION | 2016 | 964,353 | HIGHWAYS |
| ST. LUCIE | CITY OF PORT ST. LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS | 0.000 | TRAFFIC SIGNALS | OPS OPERATIONS | 2020 | 72,704 | HIGHWAYS |
| ST. LUCIE | PORT ST. LUCIE BLVD @ GATLIN BLVD | 0.046 | INTERSECTION IMPROVEMENT | CST CONSTRUCTION | 2018 | 595,000 | HIGHWAYS |
| ST. LUCIE | PORT ST. LUCIE BLVD @ GATLIN BLVD | 0.046 | INTERSECTION IMPROVEMENT | PE PRELIMINARY ENG | 2016 | 5,000 | HIGHWAYS |
| ST. LUCIE | SELVITZ ROAD FROM BAYSHORE BLVD TO NORTH MACEDO BLVD. | 0.420 | SIDEWALK | CST CONSTRUCTION | 2017 | 402,249 | HIGHWAYS |
| ST. LUCIE | SR-9/1-95 AT ST. LUCIE WEST BLVD. | 1.569 | INTERCHANGE - ADD LANES | CST CONSTRUCTION | 2019 | 7,401,801 | HIGHWAYS |
| ST. LUCIE | SR-9/1-95 OVER GATLIN BLVD. & I-95 OVER CR-712 MIDWAY RD. | 7.894 | BRIDGE REHABILITATION | CST CONSTRUCTION | 2016 | 11,236,602 | HIGHWAYS |
| ST. LUCIE | TULIP BLVD. FROM COLLEGE PARK RD. TO CHERRY HILL RD. | 1.664 | SIDEWALK | CST CONSTRUCTION | 2018 | 842,311 | HIGHWAYS |
| ST. LUCIE | TULIP BLVD. FROM COLLEGE PARK RD. TO CHERRY HILL RD. | 1.664 | SIDEWALK | PE PRELIMINARY ENG | 2016 | 5,000 | HIGHWAYS |
| | | | | | | 19,979,343 | |
| ST. LUCIE | SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD | 2.200 | ADD LANES & RECONSTRUCT | CST CONSTRUCTION | 2018 | 26,291,163 | HIGHWAYS |
| ST. LUCIE | SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD | 2.200 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2016 | 8,690,639 | HIGHWAYS |
| ST. LUCIE | SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD | 2.200 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2017 | 5,468,548 | HIGHWAYS |
| ST. LUCIE | SR-713/KINGS HWY FR 500' S OF SR-70 TO NORTH OF PICOS ROAD | 2.200 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2018 | 492,860 | HIGHWAYS |
| ST. LUCIE | SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS | 1.410 | ADD LANES & RECONSTRUCT | CST CONSTRUCTION | 2019 | 16,630,718 | HIGHWAYS |
| ST. LUCIE | SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS | 1.410 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2016 | 1,002,397 | HIGHWAYS |
| ST. LUCIE | SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS | 1.410 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2017 | 2,474,324 | HIGHWAYS |
| ST. LUCIE | SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS | 1.410 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2018 | 682,770 | HIGHWAYS |
| ST. LUCIE | SR-713/KING'S HWY FR SOUTH OF SR-70 TO NORTH OF PICOS RD | 1.890 | LANDSCAPING | PE PRELIMINARY ENG | 2019 | 136,500 | HIGHWAYS |
| ST. LUCIE | SR-713/KING'S HWY FR 800' S OF SR-70 TO NORTH OF PICOS RD | 1.890 | RELOCATE UTILITY SYSTEMS | CST CONSTRUCTION | 2016 | 9,121,689 | HIGHWAYS |
| ST. LUCIE | SR-614/INDRIO ROAD FROM WEST OF SR-9/1-95 TO EAST OF SR-670/EMERSON A | 1.890 | RELOCATE UTILITY SYSTEMS | RRU RAILROAD & UTIL | 2016 | 6,824,473 | HIGHWAYS |
| ST. LUCIE | SR-614/INDRIO ROAD FROM WEST OF SR-9/1-95 TO EAST OF SR-670/EMERSON A | 2.709 | ADD LANES & RECONSTRUCT | CST CONSTRUCTION | 2016 | 34,254,065 | HIGHWAYS |
| ST. LUCIE | SR-614/INDRIO ROAD FROM WEST OF SR-9/1-95 TO EAST OF SR-670/EMERSON A | 2.709 | ADD LANES & RECONSTRUCT | ENV ENVIRONMENTAL | 2016 | 50,000 | HIGHWAYS |
| ST. LUCIE | SR-614/INDRIO ROAD FROM WEST OF SR-9/1-95 TO EAST OF SR-670/EMERSON A | 2.709 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2016 | 410,926 | HIGHWAYS |
| ST. LUCIE | SR-614/INDRIO ROAD FROM WEST OF SR-9/1-95 TO EAST OF SR-670/EMERSON A | 2.709 | ADD LANES & RECONSTRUCT | ROW RIGHT OF WAY | 2017 | 612,273 | HIGHWAYS |



McCarty Ranch Extension Water Quality Restoration Construction Phase 1

1. **Port St. Lucie purchased two properties totaling 5,100 acres – cost \$20 million**

- Helps the City address its need to be a good steward of the community's valuable water resources
- Ensures the future potable water supply for the community
- 130 Sq. Mile Utility Service Area
- 70 Million Gallons Daily projected potable water demands at build out in 2060
 - Shallow Aquifer
 - Floridian Aquifer Water Sources
 - Alternative Sources

2. **Environmental Stewardship with Dispersed Water Farming**

- Phase 1 – construction of a 228-acre pond/reservoir on the McCarty Ranch Extension site
 - \$1,000,000 - estimated cost
 - Will hold $\pm 1,000$ acre feet of rainwater and $\pm 2,500$ acre-feet of water pumped out the adjacent C-23 Canal
- 1.14 billion gallons total stored water capacity in Phase 1 reservoir
- C-23 is an impaired water body
- Properties can ultimately include multiple reservoirs greatly increasing storage Capacity
- Benefits – Increased Stewardship from:
- Reducing discharges from the C-23 into the North Fork of the St. Lucie River
- Reducing nutrient loading storm water before it leaves the City
- Reducing Nitrogen and Phosphorus levels entering Indian River Lagoon
- Reducing freshwater discharges and related negative impacts on the Indian River Lagoon

3. **Long Term Benefits of Water Conservation & Stewardship**

- Future Cyclic Surface Water Storage and Aquifer Storage & Recovery (ASR) System
- Water pumped from C-23 Canal during annual wet season will be treated and stored in on-site reservoirs or ASR's
- Stored water will be recovered during dry season and distributed to meet future potable water demands of City's utility customers
- Continued environmental benefits:
- Reducing discharges from the C-23 Canal
- Reducing nutrient loading in storm water before it leaves the City (including Nitrogen and Phosphorus)
- Reduce negative impacts of freshwater discharges entering the Indian River Lagoon
- Potential for Upland Preservation
- Public passive recreation opportunities abound (hiking and biking trails, horseback trails, fishing, and canoeing/kayaking)





"A City for All Ages"

CITY OF PORT ST. LUCIE

Public Works Department

Accredited Agency – American Public Works Association

Project: Veteran's Memorial Stormwater Quality Retrofit Phase 1 Construction - \$150,000

Summary: The City of Port St. Lucie is respectfully requesting funding assistance for the construction of Phase 1 of the Veteran's Memorial Stormwater Quality Retrofit project. The final design for all phases of the Veteran's Memorial Stormwater Quality Retrofit is currently under way with an anticipated completion date of December 2015. The project is located just north of the Veteran's Memorial Parkway and Lyngate Drive intersection in Port St. Lucie. Of significant importance for this project is the elimination of uncontrolled stormwater discharges into the North Fork of the St. Lucie River. The North Fork of the St. Lucie River has been designated as an aquatic preserve, and impaired water body (WBID 3194) located in the St. Lucie River Estuary Basin Management Action Plan (BMAP) area. The Florida Department of Environmental Protection (FDEP) adopted the St. Lucie Basin Total Maximum Daily Load (TMDL) and has established pollutant nutrient load allocations in the North Fork of the St. Lucie River for Total Nitrogen, Total Phosphorous and Biochemical Oxygen Demand.



Phase 1 of the Veteran's Memorial Stormwater Quality Retrofit project consist of constructing a drainage control structure at an existing uncontrolled outfall into the river; and expansion of the existing swale upstream of the control structure into a wet detention pond to provide additional stormwater storage and pollutant loading reduction to help achieve the FDEP required pollutant loading allocations for the river. This phase of the project will result in approximately 1.0 acre of wet detention storage within this basin, which drains approximately 185 acres of the 1,100 acre Veteran's Memorial basin. When additional phases of this project are constructed there will be additional wet detention storage provided for this 185 acres resulting in an approximate total of 6.5 acres of wet detention storage.

The City of Port St. Lucie is therefore, respectfully requesting 50% (\$150,000) of the total estimated \$300,000 construction costs, and has the capacity for the matching funds necessary in support of this project. The City intends to move forward with the remaining phases of the Veteran's Memorial Stormwater Quality Retrofit project once funding is dedicated and/or secured. Once the entirety of the Stormwater Quality Retrofit is constructed the City will have eliminated three (3) uncontrolled discharge connections to the North Fork of the St. Lucie River and provided approximately 80 acre-feet of additional water quality and stormwater attenuation.



CITY OF PORT ST. LUCIE

Community Redevelopment Agency



Project: Southern Extension of the Riverwalk Boardwalk and Westmoreland River Park Design - \$250,000

Summary: The City of Port St. Lucie is seeking assistance to extend an existing boardwalk along the North Fork of the St. Lucie River an additional \pm 2,000 feet to city owned park land south of Port St. Lucie Boulevard. The North Fork of the St. Lucie River was designated an aquatic preserve in 1972. It flows south from St. Lucie County, through the City of Port St. Lucie, and into Martin County where it joins the north-flowing South Fork to form the main St. Lucie River. Several thousand acres of land have been acquired by the State, County, and City to preserve the environmental integrity of the river. To showcase the river, the City completed construction of \pm 2,453 linear feet of boardwalk along the river in 2002. The boardwalk runs along a 20 acre riverfront park directly north of Port St. Lucie Boulevard. It includes a boat ramp, picnic pavilions, and two paths leading through hundreds of feet of wooded mangroves to the 10-foot wide boardwalk and the observation deck.

In 2002, the City partnered with St. Lucie County and the Trust for Public Land to purchase 40 acres of riverfront property directly south of Port St. Lucie Boulevard through the Florida Communities Trust program. This 40 acre riverfront park south of Port St. Lucie Boulevard includes a conservation tract to the south, a ten acre undeveloped recreation tract in the center (Westmoreland Tract), and the Port St. Lucie Botanical Gardens to the north. The City of Port St. Lucie recently held two public workshops to solicit public input on the development of the ten acre recreation tract. The workshops were facilitated by the American Institute of Architects, Treasure Coast Chapter. Approximately 50 to 100 people attended the workshops and provided input on the development of the tract including extending the existing riverwalk boardwalk south. The Treasure Coast Regional Planning Council's recently completed Waterways Plan identifies the economic benefits associated with increasing public access to area waterways and providing a broad range of recreational opportunities.

The extension of the boardwalk to the south will create a recreational corridor along the river that will connect two riverfront parks, provide an opportunity for privately held commercial land to connect to a riverfront boardwalk, and enhance public access to the river for the general public. The City has the capacity to provide for the matching funds necessary to support the design of the project.





2016 LEGISLATIVE ACTION AGENDA



Energy, Environment & Natural Resources

Water Quality & Quantity

Priority Statement:

The Florida League of Cities SUPPORTS legislation that provides a recurring source of funding for local government programs and projects that protect water resources; improves water quality and quantity; mitigates pollution from onsite waste water systems; expands the use of alternative water resources, recognizing that reclaimed water is an asset paid for by utilities' rate payers; and requires all infrastructure users to pay the cost of operation and maintenance of such utilities.

Sea Level Rise

Priority Statement:

Recognizing the impacts sustained by cities statewide related to sea-level rise, changing precipitation patterns and increasing storm severity, the Florida League of Cities SUPPORTS legislation that encourages vulnerability assessments, coordinates resources and supports the efforts of local governments to mitigate and adapt to these dynamic environmental conditions.

Finance, Taxation & Personnel

Local Communication Services Tax Protection

Priority Statement:

The Florida League of Cities SUPPORTS legislation that protects general revenues collected from the local communications services tax. These revenues are used to provide essential municipal services, such as public safety, and constructing and maintaining roads, bridges, public parks and open spaces. Maintaining a diversified revenue base strengthens the fiscal stability of local governments and improves their ability to serve all citizens and businesses.

Local Business Tax Protection

Priority Statement:

The Florida League of Cities SUPPORTS legislation that protects general revenues collected from the local business tax and preserves the local authority to levy the tax.

Growth Management & Economic Affairs

Public-Private Partnerships

Priority Statement:

The Florida League of Cities SUPPORTS legislation that provides municipalities with increased flexibility to enter into public-private partnership agreements pursuant to state law or by Home Rule authority.

Impact Fees**Priority Statement:**

The Florida League of Cities OPPOSES legislation that restricts a municipality's Home Rule authority to set impact fees or transportation concurrency.

Transportation & Intergovernmental Relations**Relocation of Utilities****Priority Statement:**

The Florida League of Cities OPPOSES legislation that mandates local governments and their taxpayers bear the cost of relocating utility equipment when the equipment is located within a public utility easement or right-of-way and needs to be relocated for public purposes.

Transportation Funding**Priority Statement:**

The Florida League of Cities SUPPORTS legislation that provides opportunities for increased and alternative revenue sources for municipal transportation infrastructure projects.

Urban Administration**Public Records****Priority Statement:**

The Florida League of Cities SUPPORTS public records reform to discourage or eliminate schemes designed to generate violations of public records laws as well as limit harassing or unreasonable public records requests.

Vacation Rentals**Priority Statement:**

The Florida League of Cities SUPPORTS legislation that repeals the state preemption of the regulation of vacation rental properties in order to allow local governments to regulate such properties to protect the health and welfare of residents, visitors and businesses.



St. Lucie County

2016 State Legislative Program



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ECONOMIC DEVELOPMENT

LEGISLATIVE PRIORITIES

Treasure Coast International Airport Expansion \$5,300,000

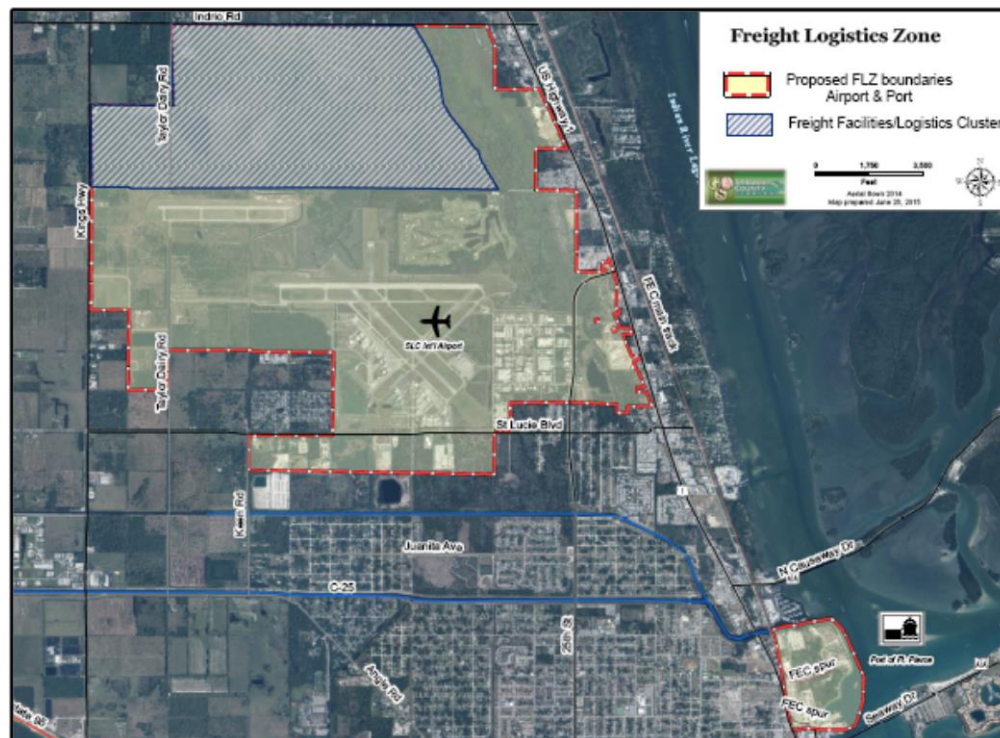
In an effort to provide economic growth and stimulus to the Treasure Coast region the County is proposing the construction of a 30,000 square foot MRO Hangar, total cost of project is \$10.6 million, the County is requesting from the State, \$5.3 million.

The economic impact of during construction of the new hangar is anticipated to total \$6.85 million, sustaining 55 jobs. Once the hangar is completed and the construction impacts have ended, one or more MROs would occupy the facility, creating and sustaining operational jobs and economic output. Jobs created by MROs are typically high paying, with an average wage of \$53,700. The commercial activities at the MRO facility are anticipated to sustain a total of 75 jobs (including induced job creation), with an annual payroll averaging \$4.13 million and a yearly economic output averaging \$14.5 million.

Currently, the Treasure Coast International Airport is at capacity and has established a wait list for future MRO tenants. With the addition of another MRO Hangar we will be able to house the structure immediately upon completion.

Intermodal Logistics Center Design \$500,000

In August 2015, St. Lucie County with the help of the Florida Department of Transportation and Department of Economic Opportunity has established the following area as a Freight Logistics Zone. Furthermore, the County has set aside 1,200 acres within that zone as an Intermodal Logistics Center, by doing so this area has been slated for future industrial use. The County is requesting \$500,000 from the State to begin the design process for this area.



Fisherman's Wharf

Recently, the City of Fort Pierce and St. Lucie County have agreed to enter into an interlocal agreement to collaborate efforts in the development of Fisherman's Wharf. This also includes partnerships with the Florida Department of Transportation and the Florida Department of Economic Opportunity.

Land Acquisition

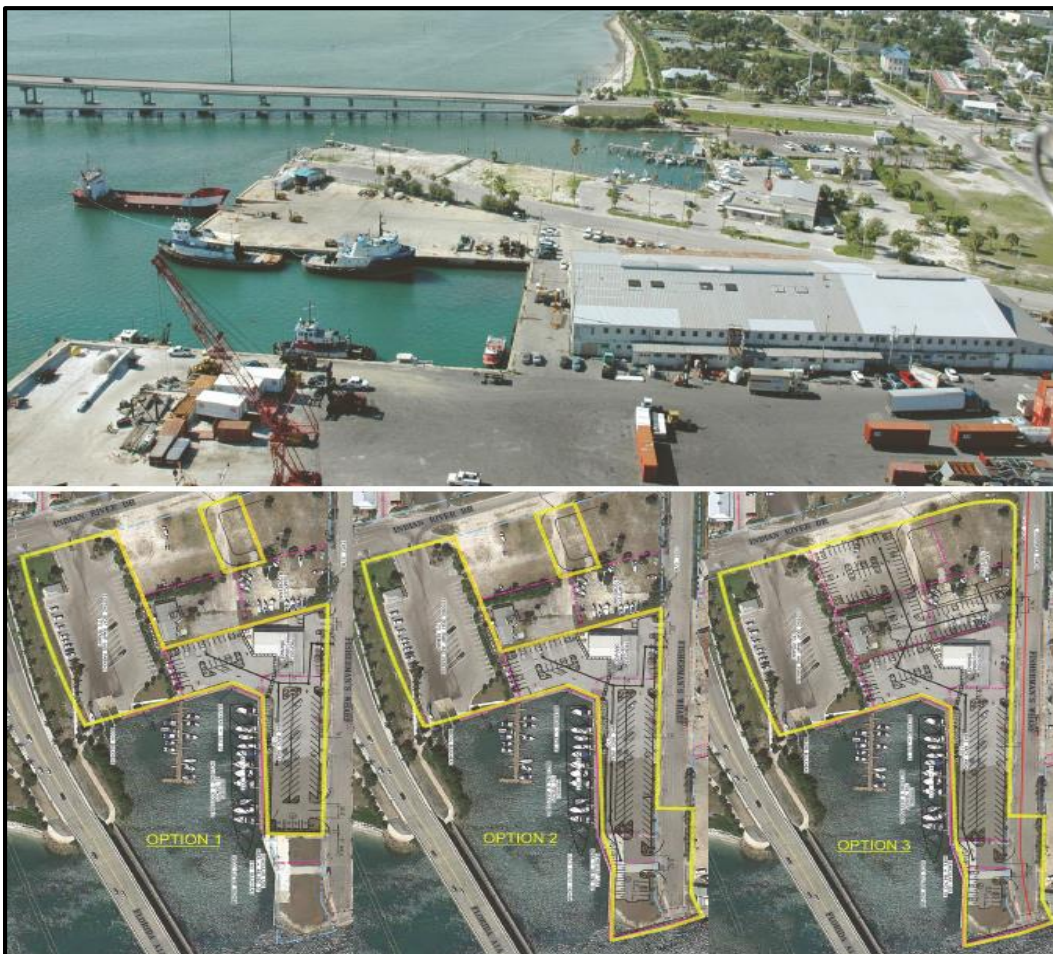
\$255,000

St. Lucie County has applied for a Florida Seaport Transportation and Economic Development (FSTED) grant in the amount of \$255,000, for land acquisition within the operating area of the Port of Fort Pierce known as Fisherman's Wharf. Currently, the site is comprised of multiple underutilized parcels River Marina Incorporated of which the county is proposing the acquisition of the two properties belonging to River Marina and the easternmost 250 feet of Fisherman's Wharf Road.

Bulkhead Design

\$125,000

St. Lucie County has applied for a Florida Seaport Transportation and Economic Development (FSTED) grant in the amount of \$125,000, bulkhead design at Fisherman's Wharf. The County is proposing to re-establish the bulkhead's structural integrity. In its present condition, the bulkheads are in poor condition, deteriorated and require reconstruction as part of the design. Additionally, the berth would be dredged to 20 feet minimum depth.



Treasure Coast Research Park/Sunshine Kitchen **\$2,000,000**

This Food Business Incubator, to be built on County-owned property, would include a professionally equipped commercial kitchen and research lab designed to aid entrepreneurs in the development of commercially viable food ventures. It would serve as a working laboratory for food entrepreneurs to develop a product, process, market or package, and to promote the product. The Incubator would connect the entrepreneur with professional business consultative services to assist in developing a business plan for the venture in order to ensure a sustainable operation.

The EDA has approved an award of \$895,000 toward the project, and set the County's match amount for this grant at \$896,735. The remaining \$103,265 of the County's \$1 million commitment would be set aside to be used toward additional construction or startup costs for the Sunshine Kitchen. The County and TCERDA will be submitting the same request of \$1 million for funding from the Florida Legislature this year.

Northwest Corridor Neighborhood Revitalization Plan **\$200,000**

The overall objective of this project is to create a community and economic revitalization plan by utilizing and coordinating existing community wide services and identifying opportunities to promote economic development. This will enable the County to apply for the funding needed to create a positive impact for its residents. Funding would be utilized to employ a project coordinator over the course of at least a two-year period to create a phased community and economic revitalization plan. Once the plan has been completed, funding would be sought for the implementation of the plan.

St. Lucie County anticipates that the creation of the revitalization plan will generate opportunities to apply for various sources of funding needed to implement the plan such as the Community Development Block Grant Small Cities Program administered by the Florida Department of Economic Opportunity (DEO). The County has not been able to previously apply for funding due to not having the monetary resources needed to research and create a plan.

The plan will compliment other initiatives being implemented in the County such as the National Gang Model, Bridges out of Poverty, and Restoring the Village.

SUPPORT ISSUES**Navy Seal Museum**

The National Navy UDT-SEAL Museum & Memorial is a major tourism and education destination in Florida. Located on the Treasure Coast at the beach birthplace of UDT-SEALs, it is the only site worldwide where SEAL history and operations enlighten the public. Situated in St. Lucie County at Pepper Park, the current 4 acres and 13,500 sq. ft. of buildings have reached maximum capacity for exhibits, and special events to honor our active duty military and veterans. Installation of 13 new interactive exhibits, currently under construction, will raise annual attendance to more than 100,000.

Support any future funding requests by the Navy Seal Museum for a new facility to display artifacts in storage, accommodate items it receives daily, continue to show the SEAL evolving history and accommodate the number of tourists and students.

Torrey Pines and Biomedical Research Funding

Current statute allows for a percentage of cigarette tax revenues to be deposited into the Alcoholic Beverage and Tobacco Trust Fund. One percent of those tax revenues is then placed into the Biomedical Research Trust Fund in the Department of Health for the purpose of establishing activities and grant opportunities in relation to biomedical research. Those funds have been solely appropriated to Sanford-Burnham Medical Research Institute.

Support an increase in the percentage of cigarette tax net collections that will be deposited into the Biomedical Research Trust Fund or a direct appropriation of \$3 million per year, to enhance biotechnology research within the state. Efforts should be made to continue to enhance the Trust Fund to allow other research institutes to compete for funding, such as Torrey Pines and other local biomedical research facilities.

BUDGET & TAXATION POLICY

LEGISLATIVE PRIORITIES

Unfunded Mandates/Medicaid Cost Shifts

The State Legislature has frequently passed legislation that compels local governments to provide a service, program, or benefit without providing the appropriate funding or a funding source. This compromises local governments' ability to provide services requested by their local communities by diverting resources to these state-directed, unfunded mandates or cost shifts. In addition, as more and more mandates are created, local governments are faced with the burden of using local tax dollars to finance functions that they have little control over.

The state must do a better job of truthfully identifying costs to local governments when passing new legislation and must provide funding or a funding source for every legislative initiative that imposes a cost on counties. St. Lucie County **opposes** new unfunded mandates and unfunded state to county cost shifts.

ENVIRONMENTAL/NATURAL RESOURCES

LEGISLATIVE PRIORITIES

2016 St. Lucie County Water Projects

| Project | Project Description | Requested Amount | County Match |
|--|--|------------------|--------------|
| Paradise Park Stormwater | CONSTRUCTION, The overall objective of this project is to construct 10 dry detention ponds and 2 drainage outfalls within the 175.6 acre subdivision | \$250,000 | \$250,000 |
| Culvert Replacement Project | CONSTRUCTION, The overall objective of this project is to replace three culverts which are old and in need of full replacement. This work is consistent with the SFWMD Strategic Priority. | \$900,000 | \$900,000 |
| Indian River Lagoon North Hutchinson Island Nutrient Pollution Reduction Project | CONSTRUCTION, The overall objective is to protect the health of the Indian River Lagoon by removing 578 current and future onsite treatment and disposal systems, including 340 directly on the IRL, on Hutchinson Island. | \$4,750,000 | \$1,000,000 |
| North County US1 Water Main Extension | CONSTRUCTION, The overall objective of the project will be to extend a 12-inch potable water main through this important area providing opportunities for economic growth and job creation in St. Lucie County as well as reducing the demand on a fragile ground water resource. | \$1,875,000 | \$350,000 |
| Teague Hammock Preserve | CONSTRUCTION, This project is an IRL-S C23/C24 CERP buffer project that will provide an additional 300-acres of groundwater recharge that will reclaim agriculture water discharge, restore priority wetland habitat for threatened and endangered species, and reduce State and local invasive exotic management costs. This project will directly benefit the future adjacent IRL-S C23/C24 CERP reservoir project by reclaiming and holding agriculture water before it reaches the C24 drainage basin. | \$400,000 | \$1,000,000 |

St. Lucie River Issues Team

The St. Lucie River Issue Team (SLRIT) was formed by the South Florida Ecosystem Restoration Task Force to document the existing condition of the SLE, describe the impacts of the discharge event, and develop an interim action plan with specific short term projects that could be implemented within five years to improve water quality in the SLE. The team is made up of a variety of federal, state and local governments in addition to agricultural and environmental interests.

For more than a decade, the SLRIT has solicited, ranked and submitted to the Florida Legislature local turn-dirt projects focused on the restoration of the SLE and the Indian River Lagoon (IRL). The County fully **supports** the funding of all ranked projects by the St. Lucie River Issues Team.

Beach and Inlet Management Projects

The Beach Management Funding Assistance Program is a Long-Range Budget Plan administered through the Florida Department of Environmental Protection (FDEP) to assist eligible local governments with their beach erosion control projects. Each application request must include a detailed project description, cost estimate, and supporting resolution from the governing body. Individual projects then receive a priority ranking based upon several criteria.

| Project | Project Description | Requested Amount | County Match |
|---|--|-----------------------|-----------------------|
| Fort Pierce Shore Protection Project | 2017 physical and biological monitoring | \$135,000.00 | \$135,000.00 |
| | Next planned Federal nourishment in 2016/2017 | \$910,000.00 | \$910,000.00 |
| Fort Pierce Inlet Management | Supplemental permitting activities for sand trap | \$75,000.00 | \$25,000.00 |
| | Bid documents and coordination for sand trap | \$150,000.00 | \$50,000.00 |
| | Sediment budget update | \$225,000.00 | \$75,000.00 |
| | Tracer study to evaluate sediment pathways | \$225,000.00 | \$75,000.00 |
| Southern St. Lucie County Beach Restoration | 2017 physical and biological monitoring | \$52,188.00 | \$67,812.00 |
| | Coordination of Federal feasibility study | \$25,000.00 | \$25,000.00 |
| TOTAL | | \$1,797,188.00 | \$1,362,812.00 |

Florida Recreation Development Assistance Program

Within the Department of Environmental Protection, the Division of Recreation and Parks administers the Florida Recreation Development Assistance Program. This program is a competitive grant program that provides financial assistance through grants to local governments for the acquisition and development of land for public outdoor recreation purposes. The maximum grant amount per development is \$200,000.

The County recommends **restoring** FRDAP funding to levels that at least funds the top twenty projects in The Large Project Development list.

St. Lucie County ERD has submitted two FRDAP applications for the coming year:

- 1. Lincoln Park Regional Park-Ilois Ellis Park** **\$50,000**
 The proposed project includes playground resurfacing renovations, along with landscape revitalization and construction of a new picnic table to be placed in the playground. The improvements will be physically and visually integrated with the existing amenities.
- 2. Petravice Park** **\$200,000**
 These funds will be used to construct or renovate more than a mile of hiking trails, a pedestrian bridge, two picnic pavilions, a compost toilet, canoe launch and canoe stop-over docks, lawn-game areas and fishing pier.

SUPPORT ISSUES

Everglades Restoration and Florida Forever

Issue 1: Support \$100 Million in Everglades Restoration Funding

The County strongly **supports** the State \$100 million as part of Everglades Restoration, particularly those that are ready for work to commence and located in the Treasure Coast. The County also supports the State's efforts to persuade the Federal government to allocate additional funds for Everglades Restoration.

Issue 2: Continued and Additional Florida Forever Funding

The Florida Forever Program, which replaced the Preservation 2000 Conservation Lands Acquisition Program, is the blueprint for conservation of the State's natural resources. The Florida Forever program has not been consistently funded by the Legislature over the past few years, which has setback both state and local government efforts to preserve the natural resources and environmentally sensitive lands within the state. To continue with the goals set forth by the Florida Forever Act, consistent funding of the program is essential.

Issue 3: Funding for Land Management

The Florida Forever Program focuses solely on funding for the acquisition of conservation lands, but once lands have been acquired and the opportunity for acquisition decreases, agencies must turn their attention to management of the acquired lands. The County would like to see an additional category of funding that focuses on the management of these State-owned conservation lands that are managed by local governments, either a flat fee or a percentage of the management costs. In order for agencies to continue to protect environmentally significant lands, protect ground and surface water, provide recreational activities, and implement local comprehensive plans, funding sources must be provided to assist in the management of these lands.

Department of Environmental Protection – Beach Funding & Permitting

Support appropriations for the Statewide beach management program so that the economic benefit of beach tourism continues uninterrupted. All beach projects provide far greater benefits to Florida's economy than cost to taxpayers. The Office of Economic and Demographic Research's recent report, "Economic Evaluation of Florida's Investment in Beaches," demonstrated that the state's investment in the beach program generated a positive return on investment of 5.4, not including in-state tourism. During the three-year study period included in the report, the state invested \$44M in the beach program, resulting in an average increase in the GDP of \$2.4B per year. This increased the overall collection of state revenues by \$237.9M over three years. The report concluded that "beaches are the most important feature of Florida's brand and have the strongest effect of attracting tourists" and stated that it is necessary to "maintain a certain level of beach quality or else visitors will travel elsewhere."

Hydraulic Fracturing

Hydraulic fracturing is a technique that involves stimulating the well to extract oil and gas. Large amounts of fluid under pressure are injected into a wellbore to create and extend fractures in the rock formation. The fractures are held open by a slurry mixture which allows natural gas to flow from the fractures into the production well.

Oppose any legislation which would pre-empt County regulations when pertaining to the process of hydraulic fracturing.

TRANSPORTATION & INFRASTRUCTURE

LEGISLATIVE PRIORITIES

Regional Transit Administration/Maintenance Facility \$200,000

St. Lucie County has received a FTA 5307 Grant for \$292,363 and will be requesting a match from the State for \$200,000 to create a conceptual design plan for a transit administration and maintenance facility which will serve the three county region. The facility is slated for Selvitz Road, just north of Midway Road and will be used to store and maintain the fixed route, para-transit buses and support vehicles, as well as house staff and operational supports required for the success of the system.

Currently, transit operations, fixed route and paratransit buses are housed at three different locations, each with its associated maintenance and operating costs. Vehicle maintenance and service are outsourced. The proposed appropriation will assist in completion of the next step toward construction of the facility, allowing for internal maintenance and service work, storage, security and a centralized operational site.

SUPPORT ISSUES

Florida Seaport Transportation & Economic Development (FSTED)

The Florida Legislature created this on-port investment program in 1990, which is administered by the FSTED Council, consisting of the port directors of the 15 public seaports, the Secretary of the Department of Transportation, and the Director of the Department of Economic Opportunity. This state and local investment entity is statutorily charged with accomplishing the state's seaport development mission of implementing capital improvement projects at the local level, currently funded at a minimum of \$15 million, as provided in Chapter 311, F.S.

St. Lucie County **supports** an increase to the statutory minimum from \$15 million to \$25 million as this will have no fiscal impact to the current FDOT Work Program.

Growth Management & Infrastructure

Growth management laws should take careful consideration of and protect the distinct home rule authority of local governments. **Support** changes that 1) strengthen the intergovernmental review process, 2) ensure that the development impacts occurring outside the approving jurisdiction are adequately mitigated, 3) eliminate unnecessary duplication and expenses, and 4) **Support** full funding of regional planning councils and **Oppose** legislation prohibiting or restricting the ability of a regional planning council to provide planning and technical service to its local governments. Efforts to strengthen intergovernmental coordination should be considered so that land use decisions of one jurisdiction do not negatively impact another.

Utility Relocation Costs

Florida counties own and maintain thousands of miles or rights-of-way throughout the state. While local roads provide multiple functions, their primary purpose is to provide its residents a safe and convenient mode of travel. Under current law, a county is authorized to grant a license to a private corporation to construct, maintain, repair, operate, and remove utility lines under, on, over, across and along any county road.

Current law also requires a utility provider to relocate its equipment from the county right-of-way, at no cost to the county, if the equipment is found to be interfering in any way with the convenient, safe, or

continuous use, or the maintenance, improvement, extension, or expansion, of such public road. St. Lucie County **opposes** any legislation which would shift the financial responsibility of relocating private utilities within county rights-of-way from the utility companies to the County.

Strategic Intermodal System (SIS)

Support legislation allowing SIS funds to be used on roads and other transportation facilities not designated on the SIS network if the improvement relieves congestion on the SIS.

PUBLIC SAFETY

LEGISLATIVE PRIORITIES

Adjustment to the State/County Shared Detention Center Cost Split

Florida Statute Section 985.686 requires counties to contribute funds to the state to cover the cost of youth detained in secure detention for those stays when a youth is awaiting disposition of charges or "predisposition" days. The current utilization rate split is 76% County funds and 24% state funds.

St. Lucie County **supports** legislation that codifies the financial responsibility of juvenile secure decision as upheld by Florida's courts.

Inmate Medical Costs

Support legislation that reduces jail expenses by setting a reimbursement amount paid by counties to medical providers for health care services for inmates and arrestees at no higher than the established Medicare rate plus 10%, the same rate as currently charged to the Department of Corrections, unless there is an existing contract in place or a business practice providing a lower rate.

Pre-Trial Release

In 2012, legislation was filed that would have significantly hampered the ability of local governments to administer their pretrial release programs. According to estimates from the St. Lucie County Criminal Justice Commission, the restrictions that would have been created by this legislation would likely cause defendants each month who are on supervised release to be retained in custody. Current supervised release programs cost \$4 per day, whereas costs to house a defendant in jail are approximately \$123 per day. **Support** maintaining county ability to provide non-monetary pre-trial release services that ensure the safety and welfare of local communities and **oppose** legislation that would limit the discretion of first appearance judges to prescribe pre-trial options for defendants.

SUPPORT ISSUES

Funding for Enhanced Lighting in High Crime Areas

In an effort to continue promoting safety in high crime areas, grant opportunities should be created to enhance lighting in these areas.

Florida SERT (State Emergency Response Team)

Support funding for Florida SERT to ensure adequate preparation and resources when responding to disasters in the State.

HEALTH & HUMAN SERVICES

LEGISLATIVE PRIORITIES

Serg. Ardie R. Copas Veterans Nursing Home

The Florida Department of Veterans' Affairs operates six veterans' nursing homes in Daytona Beach, Land O' Lakes, Pembroke Pines, Panama City, Port Charlotte and St. Augustine and one veterans' assisted living facility in Lake City. St. Lucie County was awarded the site for the seventh state veterans' nursing home following a unanimous vote at the Sept. 23, 2014 Cabinet Meeting.

Support all future funding for the construction and operation of the Sergeant Ardie R. Copas Veterans Nursing Home.

SUPPORT ISSUES

County Health Departments

Support preserving the ability of County Health Departments (CHD) to provide primary care and direct patient care services, particularly in communities without adequate substitutes or alternative providers for these services, maintaining state general revenue funding for County Health Departments, and maintaining a coordinated system of county health departments that is centrally housed within the Department of Health (DOH).

Oppose efforts to decentralize the public health system by transferring authority over CHDs from the DOH to the respective county governments, any state reductions to the County Health Department Trust Funds; and any efforts, legislative or otherwise, to limit or eliminate the provision of primary care services in CHDs.

Homelessness

Support developing a dedicated state funding source for homeless programs. **Support** legislation that streamlines current state statutes relating to homelessness and associated programs. **Support** the implementation of discharge protocols and/or procedures for hospitals and correctional facilities when releasing homeless persons. **Support** the development of strategies that would allow local governments to work with the state and federal government to serve target populations: the chronically homeless, veterans, and families and children, with particular emphasis on children aging out of the foster care system.

Transportation Disadvantaged Programs

Transportation Disadvantages (TD) funding is an important funding source to provide the most economically challenged customers with discounted rides on both our fixed route and CONNECTION services. St. Lucie County **supports** attempts to maintain funding to the TD program and to prevent diversion of these dollars for other purposes.

Healthy Families

Support a continuation of funding for the Florida Healthy Families program.

Affordable Housing

St. Lucie County **supports** efforts to ensure that funds within the Sadowski Housing Trust Fund are fully appropriated for affordable housing projects.

Early Steps Program

Treasure Coast Early Steps Program, within Children's Medical Services, serves families with infants and toddlers, birth to 36 months of age, who have developmental delays or an established condition likely to result in a developmental delay. Each child receives an Individualized Family Support Plan (IFSP) that meets his or her needs. Families and caregivers also receive support to develop the skills and confidence they need to help their children learn and develop. The County **supports** continued funding of the program

Kidcare/Medicaid Eligibility

The County **supports** legislation to extend the Kidcare Program eligibility or Medicaid eligibility to all lawfully residing children.

Community Healthcare Clinics/HANDS

The County strongly **supports** the continuation or increase of funding for all Community Healthcare Clinics, such as the HANDS Clinic in Fort Pierce.

Mental Health/Substance Abuse Services

The County supports increased state funding for public mental health and substance abuse services. Florida sits at 49th out of 50 states in mental health services funding, according to fiscal year 2013 figures from the Kaiser Family Foundation, which includes addiction treatment funding. The U.S. average for per capita spending in millions on mental health services is \$129.99, and Florida's per capita spending is \$37.28, only higher than Idaho.

EDUCATION

SUPPORT ISSUES

State Library Funding

Local governments receive State support for libraries through three different programs: the State Aid program, the Regional Multi-type Library Cooperative Grant program, and the Public Library Construction Grant program. Continuation of these funding sources will ensure that the State will play an appropriate role in enhancing public library service by matching local library expenditures, enhancing consortia services to area libraries, and providing needed dollars for the construction of new public libraries.

Indian River State College

Support Indian River State College (IRSC) with increased operational funding for workforce-related initiatives and enhancing the institutions capacity to serve the community; additionally, support revisions to the Florida College System Performance funding methodology which would more equitably evaluate its collective institutions and promote even greater success in the nation's best state and community college system.

Support IRSC's ability to serve the region with upper-division, baccalaureate programs that meet the current and future workforce needs of our communities. Conversely, **oppose** legislative measures which may potentially incapacitate growth in existing programs, or severely limit the institution's ability to implement new programs if a workforce need is demonstrated.

Support any IRSC College Improvement Plan (CIP) building construction projects that come forward for funding on the state's Public Education Capital Outlay (PECO) prioritized list.

AGRICULTURE

SUPPORT ISSUES

Treasure Coast Food Bank Food Production Facility \$750,000

The Treasure Coast Food Bank (TCFB) will refurbish their own facility to house equipment such as freezers, coolers, rolling tables, washers, and several necessary commercial kitchen items. TCFB will fully utilize the new, fully-equipped Food Production Facility which will process, prepare, value-add, flash-freeze, and cryovac 25 million pounds of healthy produce (in just the first year) for area schools and TCFB's 200 partner agencies. St. Lucie County **supports** the Treasure Coast Food Bank in their legislative request this year.

It should also be noted that there are currently no so-called "chop houses" or food production centers working specifically for the purpose of providing millions of pounds of healthy, nutritious fruits and vegetables to Florida schools. TCFB's Food Production Facility will actually be the first "chop house" operation in Florida that will safely and effectively provide local schools each year with millions of pounds of processed, prepared, value-added, cryovaced, fruits and vegetables.

Invasive Exotic Plant Research UF IFAS

The UF/IFAS quarantine facility, which opened in 2004 at the Treasure Coast Research Park, is a highly secure lab where scientists conduct research on biological controls for invasive species. Biological control uses natural enemies to control plant and insect pests. Scientists introduce, evaluate and release biological control agents to try to manage exotic weeds and insect pests in Florida.

UF/IFAS scientists at the quarantine facility are working on many projects, including:

- Trying to establish laboratory colonies of one or more promising insect herbivores that feed on cogongrass, one of the most invasive grasses in the Southeast.
- In collaboration with the Florida Department of Agriculture and Consumer Services and the U.S. Department of Agriculture, scientists have released more than 350,000 beetles for biological control of the air potato at more than 1,000 locations in Florida since 2012.
- Biological control of Brazilian peppertree using two insects from South America. In greenhouse trials, these insects have been shown to reduce growth of the invasive weed by as much as 89 percent. Release of the insects will begin as soon as federal approval is received.

The County **supports** continued funding which will benefit the *Invasive Exotic Plant Research* located at the University of Florida IFAS in Fort Pierce.

SUPPORTING BUDGET DOCUMENTS



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Treasure Coast International Airport Expansion**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
The economic impact of during construction of the new hangar is anticipated to total \$6.85 million, sustaining 55 jobs. Once the hangar is completed and the construction impacts have ended, one or more MROs would occupy the facility, creating and sustaining operational jobs and economic output. Jobs created by MROs are typically high paying, with an average wage of \$53,700. The commercial activities at the MRO facility are anticipated to sustain a total of 75 total jobs (including induced job creation), with an annual payroll averaging \$4.13 million and a yearly economic output averaging \$14.5 million.
4. Requestor: **John Wiatrak** Department: **Airport**
5. Recipient: **St. Lucie County** Contact: **Nicole Fogarty: cell: (772) 708-3954**
2300 Virginia Ave office: **(772) 462-6406**
Fort Pierce, FL 3498 email: **fogartyn@stlucieco.org**
6. Project Description (include services to be provided):
In an effort to provide economic growth and stimulus to the Treasure Coast Region the County is proposing the construction of a 30,000 square feet MRO Hangar, total cost of project is \$10.6 million, the County is requesting from the State, \$5.3 million.
7. Is this a water project? Yes ___ No **X** Unknown ___
8. Is this project related to a federal or state declared disaster? Yes ___ No **X** Unknown ___
9. Measurable Outcome Anticipated: **N/A**
10. Amount requested from the State for this project FY 2016-2017: **\$5,500,000**
11. Total cost of the project: **\$10,600,000**
12. Is this request being made to fund (check all that apply):
Operations ___ Construction **X** ___
13. What type of match exists for this request? Local **X** Private ___ Federal ___
None ___
14. Enter all that apply: Total cash amount: **\$5,100,000** Total in-kind amount _____
15. Was this project previously funded by the State? Yes ___ No **X** Unknown ___
a. If yes, most recent fiscal year _____ Amount _____
16. Is future funding likely to be requested? Yes ___ No **X** Unknown ___
a. If yes, how much? _____
17. Purpose for future year funding: Recurring Operations Non-recurring Construction Other
18. Will this be an annual request? Yes ___ No **X** Unknown ___
19. Was the project included in an Agency budget request? Yes **X** No ___ Unknown ___
a. If yes, name the Agency: **Florida Department of Transportation 5 year plan for Airport Division**
20. Was this project in the Governor's Recommended Budget? Yes ___ No ___
Unknown **X** ___
21. Is there documented need for this project? Yes **X** No ___ Unknown ___
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.) **St. Lucie County Airport Master Plan and Logistics Strategic Plan**
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes **X** No ___ Unknown ___
a. If yes, name the Body: **St. Lucie County Board of County Commissioners and St. Lucie County Legislative Delegation.**

Narrative for MRO Hangar

Florida is the number one location for Manufacturing/Repair/Overhaul (MRO) companies in the United States with 13.0 percent of the MRO establishments in the nation. The next closest is California with 11.6 percent and Texas with 11.3 percent. Thus, the competitive nature of the MRO business favors warm climates. Second, forecasts of industry activity indicate the following as applicable to the Treasure Coast International Airport situation:

- **Mature Industry:** The MRO business has matured to the point that growth comes through consolidation and expansion rather than through new entrants to the market. Some larger companies have expanded from northern locations to Florida, e.g. MidairUSA in Melbourne.
- **Slow Growth:** The trend of slow overall industry growth (1.2 percent increase per year in revenues) points to the need for increasing market share and competitive advantages. This means looking for ways to attract MROs to the Airport through incentives and the development of large hangars.

Third, a recent article in Florida TaxWatch¹ indicated that Florida is now the most attractive state for aircraft manufacturing. ST Aerospace, a Singaporean company that provides services to manufacturers such as Boeing and Airbus, announced the development of a new MRO location in Florida to supply parts to the soon-to-be Airbus facility near Mobile, AL. Embraer recently opened its aircraft manufacturing plant for the Legacy business jet in Melbourne.

Economic benefits to the Treasure Coast region of a new MRO company at Treasure Coast International Airport are significant. Both jobs and economic output in the form of income and local spending will be supported by the new infrastructure. In this regard, the proposed \$4 million MRO hangar has roughly 30,000 square feet, which equates to a utilization rate of between 30 and 60 employees (for this analysis 45 employees are assumed).

The economic impact of during construction of the new hangar is anticipated to total \$6.85 million, sustaining 55 jobs. Once the hangar is completed and the construction impacts have ended, one or more MROs would occupy the facility, creating and sustaining operational jobs and economic output. Jobs created by MROs are typically high paying, with an average wage of \$53,700.² The commercial activities at the MRO facility are anticipated to sustain a total of 75 total jobs (including induced job creation), with an annual payroll averaging \$4.13 million and a yearly economic output averaging \$14.5 million.

¹ "Ready for Takeoff: Florida Can Lead the Nation in Aircraft Manufacturing", Florida TaxWatch, July, 2014. (floridatxwatch.org).

² Source: IBISWorld Industry Report 48819, "Aircraft Maintenance, Repair & Overhaul in the US". February 2013.

In addition to the economic benefits which are created by the construction of the hangar and the operation of an MRO thereafter, the County benefits from lease revenues produced by the hangar. In this regard, the County, as landlord, would be able to charge market rates for the new hangar, helping to reduce operating subsidies for the Airport. Assuming a lease rate of between \$3.60 and \$5.10 per square foot, revenues from lease payments could range between \$108,000 and \$153,000 per year.



| ST. LUCIE COUNTY INTERNATIONAL AIRPORT | | | | | | | |
|---|------------------------|------------------------|------------------------|-------------------------------------|--|---------------------------------------|-------------------------|
| CONCEPTUAL PLANNING ESTIMATE | | | | | | | |
| 30,000 SF PRE-ENGINEERED METAL BUILDING MRO HANGAR AND RELATED WORK | | | | | | | |
| | ESTIMATED TOTAL | CONTINGENCY (15%) | EXTENDED TOTAL | ENGINEERING DESIGN AND BIDDING (8%) | ENGINEERING CONST. PHASE SERVICES (2%) | CONST. RPR AND TESTING SERVICES (10%) | GRAND TOTAL |
| BASE BID - 30,000 SQ. FT. HANGAR | \$ 4,655,000.00 | \$ 698,250.00 | \$ 5,353,250.00 | \$ 428,260.00 | \$ 107,065.00 | \$ 535,325.00 | |
| BID ADDITIVE ALTERNATE 1 - 90,000 SQ. FT. APRON WITH T/W CONNECTOR | \$ 1,944,000.00 | \$ 291,600.00 | \$ 2,235,600.00 | \$ 178,848.00 | \$ 44,712.00 | \$ 223,560.00 | |
| BID ADDITIVE ALTERNATE 2 - SITE WORK (EST. 6.5 ACRES) | \$ 1,081,500.00 | \$ 162,225.00 | \$ 1,243,725.00 | \$ 99,498.00 | \$ 24,874.50 | \$ 124,372.50 | |
| TOTAL | \$ 7,680,500.00 | \$ 1,152,075.00 | \$ 8,832,575.00 | \$ 706,606.00 | \$ 176,651.50 | \$ 883,257.50 | \$ 10,599,090.00 |
| | | | | | GRAND TOTAL ROUNDED | | \$ 10,600,000.00 |



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Intermodal Logistics Center Design**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
Intermodal logistics centers can play a significant role in expanding our trade and logistics infrastructure by enhancing our seaports, airports, railroads, and supporting intermodal highway connectors. Florida recognized the importance of ILCs in 2012 when legislation was enacted to support ILC development through a new ILC grant program, as well as inclusion of ILCs as part of the state's Strategic Intermodal System.
4. Requestor: **Leslie Olsen, Director** Department: **Planning & Development**
5. Recipient: **St. Lucie County** Contact: **Nicole Fogarty: cell: (772) 708-3954**
2300 Virginia Ave office: (772) 462-6406
Fort Pierce, FL 34982 email: fogartyn@stlucieco.org
6. Project Description (include services to be provided):
In August 2015, St. Lucie County with the help of the Florida Department of Transportation and Department of Economic Opportunity has established the following area as a Freight Logistics Zone. Furthermore, the County has set aside 1,200 acres within that zone as an Intermodal Logistics Center, by doing so this area has been slated for future industrial use.
7. Is this a water project? Yes ___ No Unknown ___
8. Is this project related to a federal or state declared disaster? Yes ___ No Unknown ___
9. Measurable Outcome Anticipated: **N/A**
10. Amount requested from the State for this project FY 2016-2017: **\$500,000**
11. Total cost of the project: **\$500,000**
12. Is this request being made to fund (check all that apply):
Design Operations ___ Construction ___
13. What type of match exists for this request? Local Private ___ Federal ___ None ___
14. Enter all that apply: Total cash amount: **50/50** Total in-kind amount _____
15. Was this project previously funded by the State? Yes ___ No Unknown ___
a. If yes, most recent fiscal year _____ Amount _____
16. Is future funding likely to be requested? Yes ___ No Unknown ___
a. If yes, how much? _____
17. Purpose for future year funding: Recurring Operations Non-recurring Construction Other
18. Will this be an annual request? Yes ___ No Unknown ___
19. Was the project included in an Agency budget request? Yes No ___ Unknown ___
a. If yes, name the Agency: **Florida Department of Transportation District 4**
20. Was this project in the Governor's Recommended Budget? Yes ___ No ___ Unknown
21. Is there documented need for this project? Yes No ___ Unknown ___
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.) **St. Lucie County Airport Master Plan and Logistics Strategic Plan**
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes No ___ Unknown ___
a. If yes, name the Body: **St. Lucie County Board of County Commissioners and St. Lucie County Legislative Delegation.**



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Fisherman's Wharf Land Acquisition**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
To promote Florida's seaports which bring high-paying jobs and economic benefits to the communities while moving goods around the globe efficiently and seamlessly.
4. Requestor: **Don West, Director** Department: **Public Works**
5. Recipient: **St. Lucie County** Contact: **Nicole Fogarty: cell: (772) 708-3954**
2300 Virginia Ave office: **(772) 462-6406**
Fort Pierce, FL 34982 email: **fogartyn@stlucieco.org**
6. Project Description (include services to be provided):
St. Lucie County has applied for a Florida Seaport Transportation and Economic Development (FSTED) grant in the amount of \$255,000, for land acquisition within the operating area of the Port of Fort Pierce known as Fisherman's Wharf. Currently, the site is comprised of multiple underutilized parcels River Marina Incorporated of which the county is proposing the acquisition of the two properties belonging to River Marina and the easternmost 250 feet of Fisherman's Wharf Road.
7. Is this a water project? Yes___ No **X** Unknown___
8. Is this project related to a federal or state declared disaster? Yes___ No **X** Unknown___
9. Measurable Outcome Anticipated: **N/A**
10. Amount requested from the State for this project FY 2016-2017: **\$255,000**
11. Total cost of the project: **\$510,000**
12. Is this request being made to fund (check all that apply):
Design___ Operations___ Construction___
13. What type of match exists for this request? Local **X** Private___ Federal___
None___
14. Enter all that apply: Total cash amount: **\$255,000** Total in-kind amount
15. Was this project previously funded by the State? Yes___ No **X** Unknown___
a. If yes, most recent fiscal year Amount
16. Is future funding likely to be requested? Yes___ No **X** Unknown___
a. If yes, how much?
17. Purpose for future year funding: Recurring Operations Non-recurring Construction
Other
18. Will this be an annual request? Yes___ No **X** Unknown___
19. Was the project included in an Agency budget request? Yes **X** No___ Unknown___
a. If yes, name the Agency: **Florida Department of Transportation**
20. Was this project in the Governor's Recommended Budget? Yes___ No___ Unknown **X**___
21. Is there documented need for this project? Yes___ No___ Unknown **X**___
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.)
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes **X** No___ Unknown___
a. If yes, name the Body: **St. Lucie County Board of County Commissioners and St. Lucie County Legislative Delegation.**



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Fisherman's Wharf Bulkhead Design**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
To promote Florida's seaports which bring high-paying jobs and economic benefits to the communities while moving goods around the globe efficiently and seamlessly.
4. Requestor: **Don West, Director** Department: **Public Works**
5. Recipient: **St. Lucie County** Contact: **Nicole Fogarty: cell: (772) 708-3954**
2300 Virginia Ave office: **(772) 462-6406**
Fort Pierce, FL 34982 email: **fogartyn@stlucieco.org**
6. Project Description (include services to be provided):
St. Lucie County has applied for a Florida Seaport Transportation and Economic Development (FSTED) grant in the amount of \$125,000, bulkhead design at Fisherman's Wharf. The County is proposing to re-establish the bulkhead's structural integrity. In its present condition, the bulkheads are in poor condition, deteriorated and require reconstruction as part of the design. Additionally, the berth would be dredged to 20 feet minimum depth.
7. Is this a water project? Yes___ No **X** Unknown___
8. Is this project related to a federal or state declared disaster? Yes___ No **X** Unknown___
9. Measurable Outcome Anticipated: **N/A**
10. Amount requested from the State for this project FY 2016-2017: **\$125,000**
11. Total cost of the project: **\$250,000**
12. Is this request being made to fund (check all that apply):
Design___ Operations___ Construction___
13. What type of match exists for this request? Local **X** Private___ Federal___
None___
14. Enter all that apply: Total cash amount: **\$125,000** Total in-kind amount
15. Was this project previously funded by the State? Yes___ No **X** Unknown___
a. If yes, most recent fiscal year _____ Amount _____
16. Is future funding likely to be requested? Yes___ No **X** Unknown___
a. If yes, how much? _____
17. Purpose for future year funding: Recurring Operations _____ Non-recurring Construction _____
Other _____
18. Will this be an annual request? Yes___ No **X** Unknown___
19. Was the project included in an Agency budget request? Yes **X** No___ Unknown___
a. If yes, name the Agency: **Florida Department of Transportation**
20. Was this project in the Governor's Recommended Budget? Yes___ No___ Unknown **X**___
21. Is there documented need for this project? Yes___ No___ Unknown **X**___
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.)
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes **X** No___ Unknown___
a. If yes, name the Body: **St. Lucie County Board of County Commissioners and St. Lucie County Legislative Delegation.**



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Treasure Coast Research Park Food Business Incubator**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
This Food Business Incubator will be equipped with a commercial kitchen and research lab designed to aid entrepreneurs in the development of commercially viable food ventures. It would serve as a working laboratory for food entrepreneurs to develop a product, process, market or package, and to promote the product. The Incubator would connect the entrepreneur with professional business consultative services to assist in developing a business plan for the venture in order to ensure a sustainable operation.
4. Requestor: **Ben DeVries, Director** Department: **Treasure Coast Research Park**
5. Recipient: **St. Lucie County** Contact: **Nicole Fogarty: cell: (772) 708-3954**
2300 Virginia Ave office: (772) 462-6406
Fort Pierce, FL 34982 email: fogartyn@stlucieco.org
6. Project Description (include services to be provided):
To construct an 8,000 sq ft food business incubator, to be equipped with a commercial kitchen of a wet and dry designated area and research lab specifically designed to help aid users in the development of their product.
7. Is this a water project? Yes___No_**X**___Unknown___
8. Is this project related to a federal or state declared disaster? Yes___No_**X**___ Unknown___
9. Measurable Outcome Anticipated: **N/A**
10. Amount requested from the State for this project FY 2016-2017: **\$2,000,000**
11. Total cost of the project: **\$3,900,000**
12. Is this request being made to fund (check all that apply):
Design___ Operations___ Construction_**X**___
13. What type of match exists for this request? Local_**X**___ Private___ Federal_**X**___
None___
14. Enter all that apply: Total cash amount: **\$1,895,000** Total in-kind amount
15. Was this project previously funded by the State? Yes___ No_**X**___ Unknown___
a. If yes, most recent fiscal year _____ Amount _____
16. Is future funding likely to be requested? Yes___ No_**X**___ Unknown___
a. If yes, how much? _____
17. Purpose for future year funding: Recurring Operations___ Non-recurring Construction___
Other___
18. Will this be an annual request? Yes___ No_**X**___ Unknown___
19. Was the project included in an Agency budget request? Yes___ No_**X**___ Unknown___
a. If yes, name the Agency: _____
20. Was this project in the Governor's Recommended Budget? Yes___ No___ Unknown_**X**___
21. Is there documented need for this project? Yes___ No___ Unknown_**X**___
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.) _____
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes_**X**___ No___ Unknown___
a. If yes, name the Body: **St. Lucie County Board of County Commissioners and St. Lucie County Legislative Delegation.**



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Northwest Corridor Neighborhood Revitalization Plan**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
To promote the creation of a strong community and economic development within a blighted region of the County, by utilizing and coordinating with existing community wide side services and identifying opportunities.
4. Requestor: **Beth Ryder, Director** Department: **Community Services**
5. Recipient: **St. Lucie County** Contact: **Nicole Fogarty: cell: (772) 708-3954**
2300 Virginia Ave office: (772) 462-6406
Fort Pierce, FL 34982 email: fogartyn@stlucieco.org
6. Project Description (include services to be provided):
To create a community and economic revitalization plan by utilizing and coordinating existing community wide services and identifying opportunities to promote economic development. This will enable the County to create a positive impact for its residents. St. Lucie County anticipates that the creation of the revitalization plan will generate opportunities to apply for various sources of funding needed to implement the plan such as the Community Development Block Grant Small Cities Program administered by the Florida Department of Economic Opportunity (DEO). The County has not been able to previously apply for funding due to not having the monetary resources needed to research and create a plan.
7. Is this a water project? Yes ___ No Unknown ___
8. Is this project related to a federal or state declared disaster? Yes ___ No Unknown ___
9. Measurable Outcome Anticipated:
10. Amount requested from the State for this project FY 2016-2017: **\$200,000**
11. Total cost of the project: **\$200,000**
12. Is this request being made to fund (check all that apply):
Design Operations ___ Construction ___
13. What type of match exists for this request? Local ___ Private ___ Federal ___
None
14. Enter all that apply: Total cash amount: _____ Total in-kind amount _____
15. Was this project previously funded by the State? Yes ___ No Unknown ___
a. If yes, most recent fiscal year _____ Amount _____
16. Is future funding likely to be requested? Yes ___ No Unknown ___
a. If yes, how much? _____
17. Purpose for future year funding: Recurring Operations _____ Non-recurring Construction _____
Other _____
18. Will this be an annual request? Yes ___ No Unknown ___
19. Was the project included in an Agency budget request? Yes No ___ Unknown ___
a. If yes, name the Agency: **Department of Economic Opportunity**
20. Was this project in the Governor's Recommended Budget? Yes ___ No Unknown ___
21. Is there documented need for this project? Yes ___ No ___ Unknown
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.)
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes No ___ Unknown ___
a. If yes, name the Body: **St. Lucie County Board of County Commission and St. Lucie County Legislative Delegation**



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Regional Transit Administration/Maintenance Facility**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
To promote and create easily accessible transportation to all citizens of the State of Florida.
4. Requestor: **Beth Ryder, Director** Department: **Community Services**
5. Recipient: **St. Lucie County** Contact: **Nicole Fogarty: cell: (772) 708-3954**
2300 Virginia Ave office: **(772) 462-6406**
Fort Pierce, FL 34982 email: **fogartyn@stlucieco.org**
6. Project Description (include services to be provided):
To create a conceptual design plan for a transit administration and maintenance facility which will service the three county region. The facility is slated for Selvitz Road, just north of Midway Road and will be used to store and maintain the fixed route, para-transit buses and support vehicles, as well as house staff and operational supports required for the success of the system.
Currently, transit operations, fixed route and paratransit buses are housed at three different locations, each with its associated maintenance and operating costs. Vehicle maintenance and service are outsourced. The proposed appropriation will assist in completion of the next step toward construction of the facility, allowing for internal maintenance and service work, storage, security and a centralized operational site.
7. Is this a water project? Yes___ No **X** Unknown___
8. Is this project related to a federal or state declared disaster? Yes___ No **X** Unknown___
9. Measurable Outcome Anticipated: **N/A**
10. Amount requested from the State for this project FY 2016-2017: **\$200,000**
11. Total cost of the project: **\$200,000**
12. Is this request being made to fund (check all that apply):
Design___ Operations___ Construction **X**___
13. What type of match exists for this request? Local___ Private___ Federal **X**___
None___
14. Enter all that apply: Total cash amount: **\$292,363** Total in-kind amount
15. Was this project previously funded by the State? Yes___ No **X**___ Unknown___
a. If yes, most recent fiscal year Amount
16. Is future funding likely to be requested? Yes___ No **X**___ Unknown___
a. If yes, how much?
17. Purpose for future year funding: Recurring Operations Non-recurring Construction
Other
18. Will this be an annual request? Yes___ No **X**___ Unknown___
19. Was the project included in an Agency budget request? Yes___ No **X**___ Unknown___
a. If yes, name the Agency:
20. Was this project in the Governor's Recommended Budget? Yes___ No___ Unknown **X**___
21. Is there documented need for this project? Yes___ No___ Unknown **X**___
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.)
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes **X**___ No___ Unknown___
a. If yes, name the Body: **St. Lucie County Board of County Commissioners and St. Lucie County Legislative Delegation.**



St. Lucie County Legislative Budget Requests (Fiscal Year 2016-2017)



1. Project Title: **Treasure Coast Food Bank Food Production Facility**
2. Member Sponsor(s) Name: _____ District No: _____
3. What countywide or statewide interest does this project address?
To develop, strengthen linkages, and create profitable and sustainable markets between local Florida farmers and cooperatives and 100 area schools and the Treasure Coast Food Bank's (TCFB) own 200 human-service partner agencies who in turn distribute food to every area of the TCFB's four-county jurisdiction of 100,000 food-insecure people.
4. Requestor: **Judy Cruz, Director** Department: **Treasure Coast Food Bank**
5. Recipient: **Treasure Coast Food Bank** Contact: **Nicole Fogarty: cell: (772) 708-3954**
401 Angle Road Judy Cruz: (772) 489-3034
Fort Pierce, FL 34947 email: fogartyn@stlucieco.org
6. Project Description (include services to be provided):
The Treasure Coast Food Bank (TCFB) will refurbish their own facility to house equipment such as freezers, coolers, rolling tables, washers, and several necessary commercial kitchen items. TCFB will fully utilize the new, fully-equipped Food Production Facility which will process, prepare, value-add, flash-freeze, and cryovac 25 million pounds of healthy produce (in just the first year) for area schools and TCFB's 200 partner agencies.
7. Is this a water project? Yes___ No **X** Unknown___
8. Is this project related to a federal or state declared disaster? Yes___ No **X** Unknown___
9. Measurable Outcome Anticipated: **N/A**
10. Amount requested from the State for this project FY 2016-2017: **\$750,000**
11. Total cost of the project: **\$1,500,000**
12. Is this request being made to fund (check all that apply):
Design___ Operations___ Construction **X**___
13. What type of match exists for this request? Local **X**___ Private___ Federal **X**___ None___
14. Enter all that apply: Total cash amount: **\$750,000** Total in-kind amount _____
15. Was this project previously funded by the State? Yes___ No **X**___ Unknown___
a. If yes, most recent fiscal year _____ Amount _____
16. Is future funding likely to be requested? Yes___ No **X**___ Unknown___
a. If yes, how much? _____
17. Purpose for future year funding: Recurring Operations _____ Non-recurring Construction _____
Other _____
18. Will this be an annual request? Yes___ No **X**___ Unknown___
19. Was the project included in an Agency budget request? Yes **X**___ No___ Unknown___
a. If yes, name the Agency: **Department of Agriculture and Consumer Services**
20. Was this project in the Governor's Recommended Budget? Yes___ No___ Unknown **X**___
21. Is there documented need for this project? Yes___ No___ Unknown **X**___
22. If yes, what is the documentation? (e.g. LRPP, Agency Needs Assessment, etc.) _____
23. Was this project heard before a publicly noticed meeting of a body of elected officials (municipal, county, or state)? Yes **X**___ No___ Unknown___
a. If yes, name the Body: **St. Lucie County Board of County Commissioners and St. Lucie County Legislative Delegation.**

City Commission Conference Agenda

Agenda Item # 4. D.

Meeting Date: 02/08/2016

Re: Relocation Committee

Submitted For: Rebecca Grohall, Planning & Zoning Manager, Planning & Zoning

SUBJECT:

Discussion and Concensus on the creation of an ad-hoc working committee to address relocation of the Wastewater Treatment Plant - Planning Director

Attachments

Staff Memo

Western Peninsula Charette

Letter from Harold "Buzz" Smyth

Form Review

Inbox

City Manager

Form Started By: Rebecca Grohall

Final Approval Date: 02/03/2016

Reviewed By

Nick Mimms

Date

02/03/2016 09:41 AM

Started On: 01/28/2016 01:32 PM



CITY OF FORT PIERCE

PLANNING DEPARTMENT

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

TO: Nicholas Mimms, City Manager

FROM: Rebecca Grohall, Planning Director

RE: Ad-Hoc Relocation Committee

DATE: February 2, 2016

The Planning Department staff is recommending the commission move forward with selecting an ad-hoc working committee that would explore all aspects of relocating the Fort Pierce Wastewater Treatment Plant

Staff's recommendation is that the committee be kept small, perhaps seven members total: one representative appointed by each Commissioner and the Mayor, plus an FPUA appointee and a County appointee.

In 2012, the Western Peninsula Charette was held and several "next step" implementation items were suggested, you can find those starting on page 32 of the Vision document. This committee would study all aspects of relocating the waste water treatment plant, including:

- Developing an estimate of all expenses involved
- Exploring and pursuing different funding mechanisms
- Establishing general financing policies
- Updating and adjusting relocation costs

Staff is requesting discussion and direction, so Staff can take the appropriate action.

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.

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| 5 | | The Citizens' Master Plan |
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| 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.

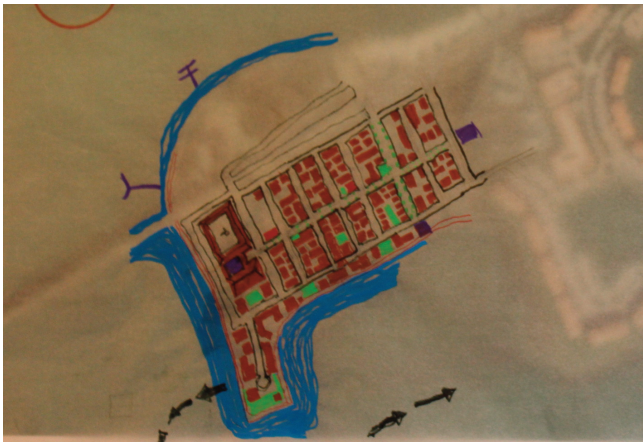


2 THE PUBLIC PROCESS

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, up to 1 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, up to 1 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.

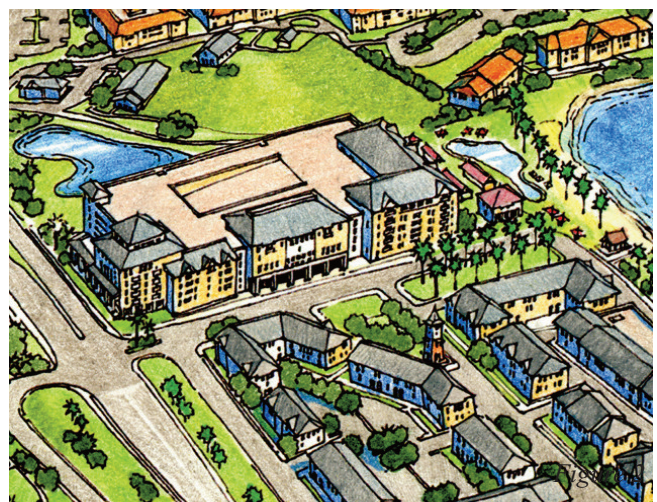
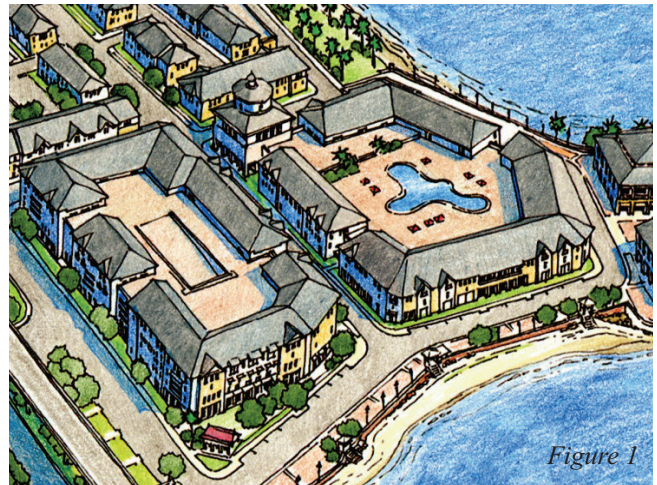
The residents envision this area as a place where the best concepts in town planning are applied to create an ideal urban experience in harmony with nature.

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.

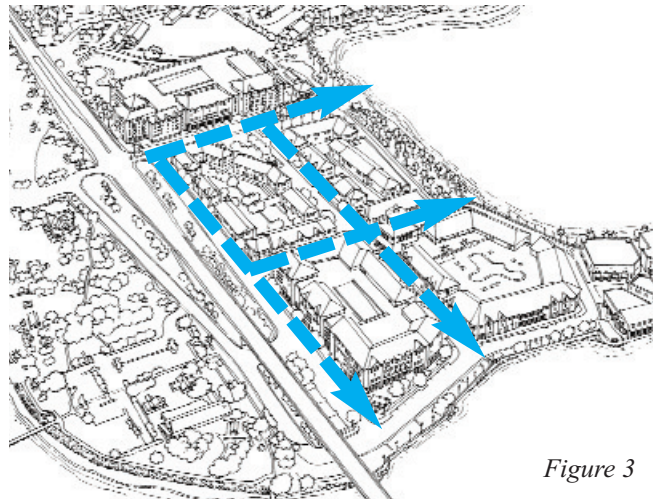


Figure 3

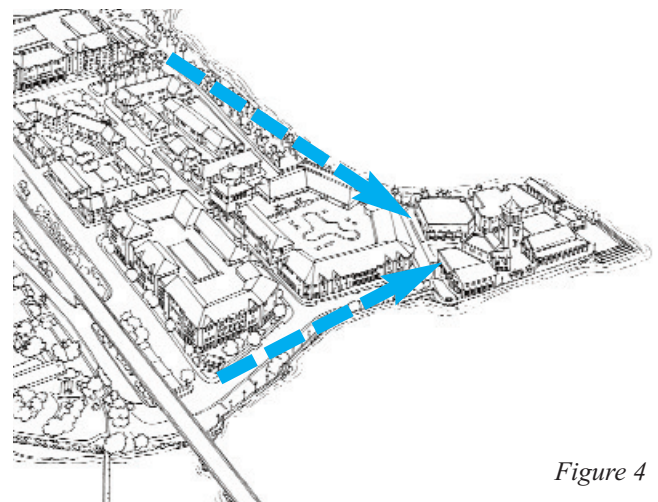


Figure 4

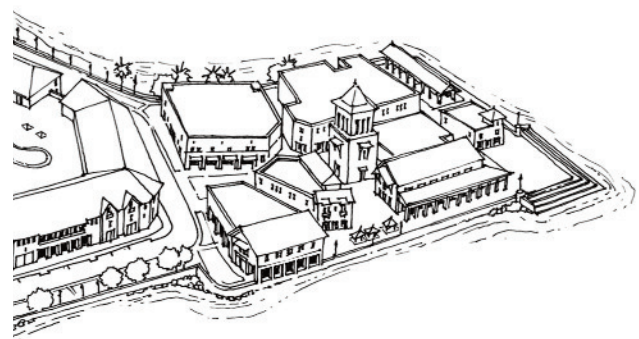


Figure 5



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.)

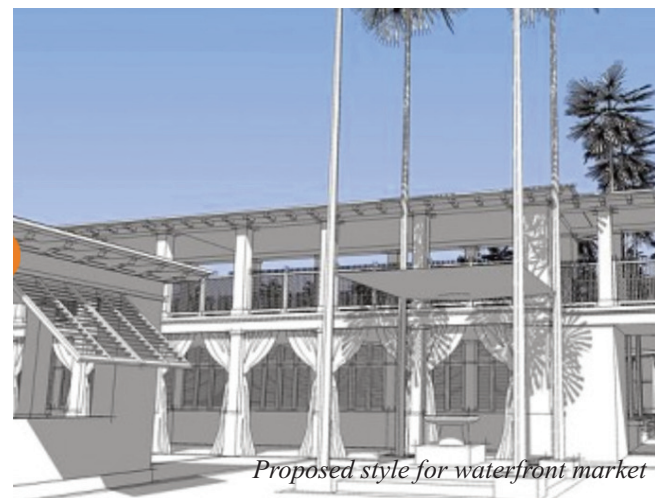
Two to three-story (and occasionally up to four-stroy), multi-family residential buildings and attached single-family homes (townhouses) line the remainder of the streets.

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.

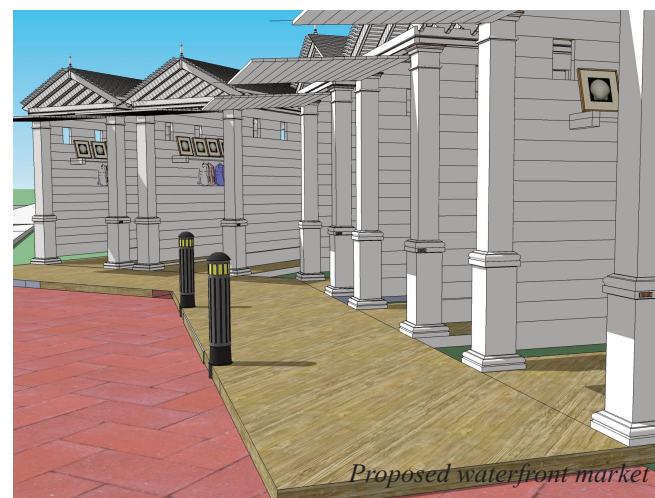
The City should also employ and require from future developers the best available urban design and architecture techniques to create harmonious relationship between humans and the environment. Combined with the pedestrian friendly, mixed-use plan, these techniques will make Fort Pierce a leader in ecologically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



Waterfront dining Pavilion with three-story fabric in the back



Proposed style for waterfront market



Proposed waterfront market





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)

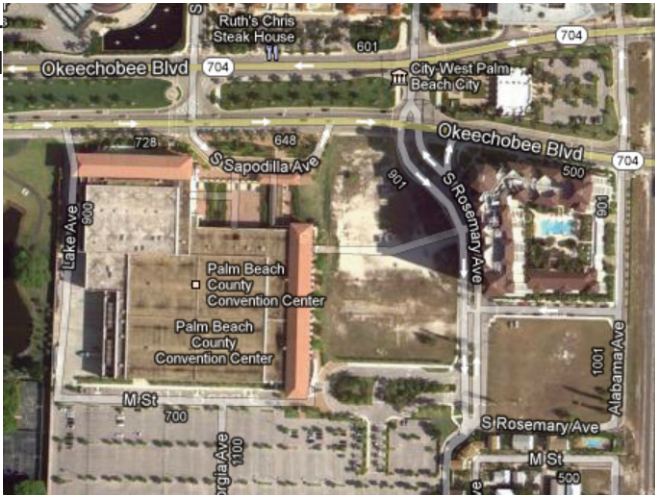
Both the Ritz Carlton and the Charleston Place Hotel (Figures 1 & 3), have a 2 to 4 stories high base that match the height of the surrounding fabric, and place additional height in tower elements set back from the street.

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-

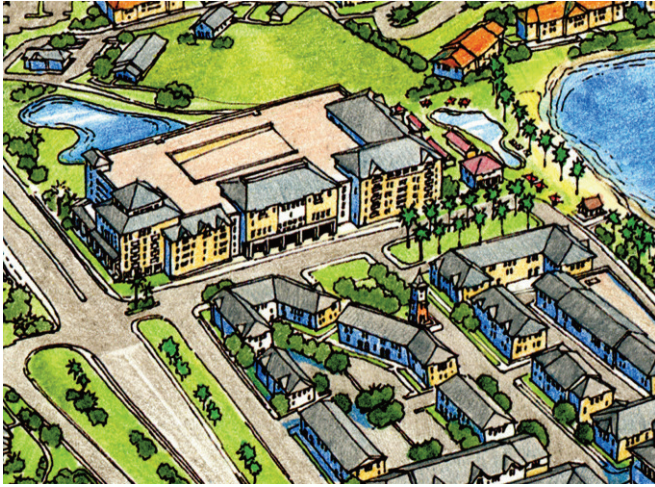


selves as destinations.

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

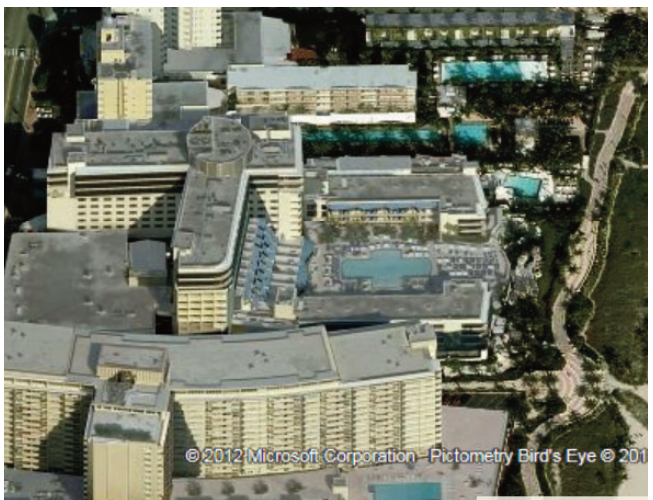
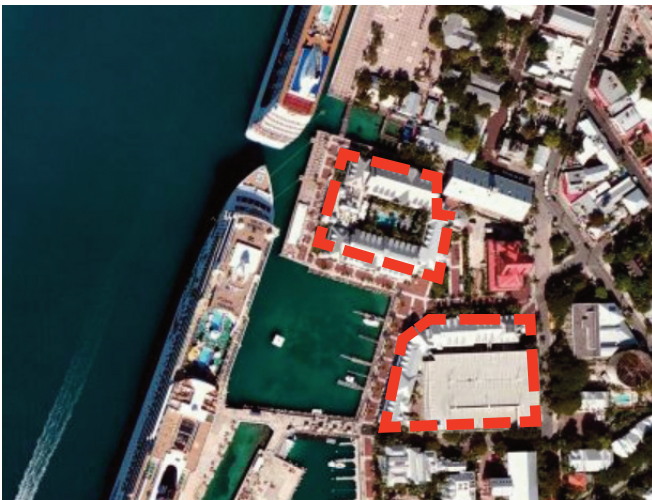


tourist destinations in the world. Attracting first class hotels is challenging. After almost a decade working to attract first class hotels to downtown West Palm Beach, the hotel site next to the convention center still lies vacant. Through an aggressive marketing campaign, the City was able to attract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



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





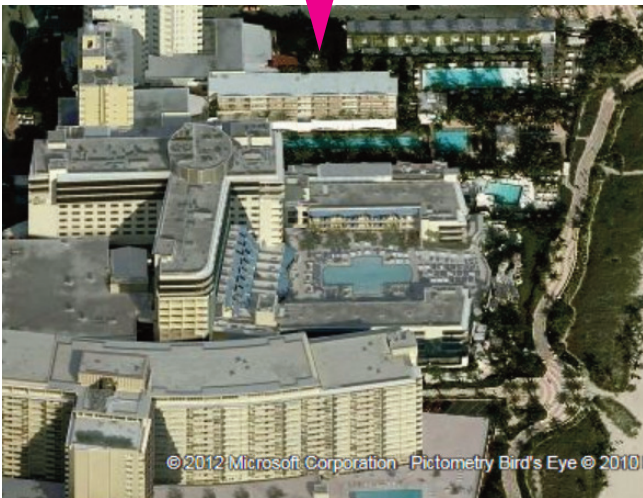


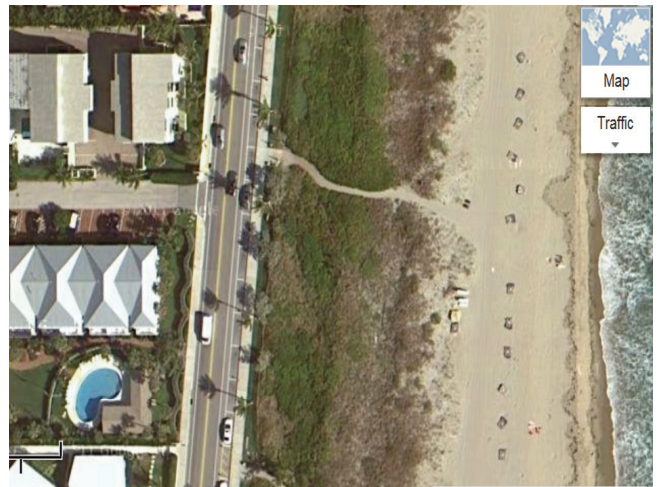


Figure 4



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***₁.

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*₂). 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% (*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

<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 1st, 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.....

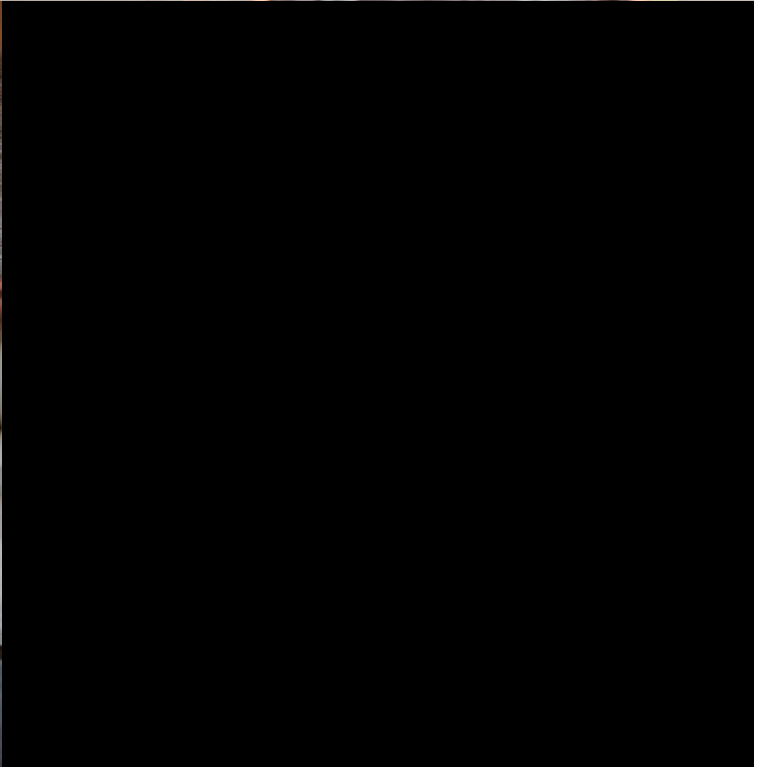
If?

OR

When?





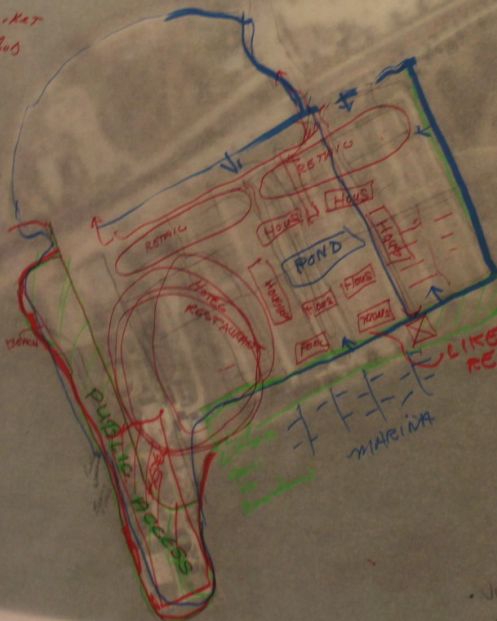


Linda & Catharine Leone

- 1. What
- 2. Master Plan in Place
 - A Architecture
 - B Signage - Lighting
 - C Wayfinding
 - d Public Art
 - e Green/Design
 - f Bike Path

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

Nothing like Hartman 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

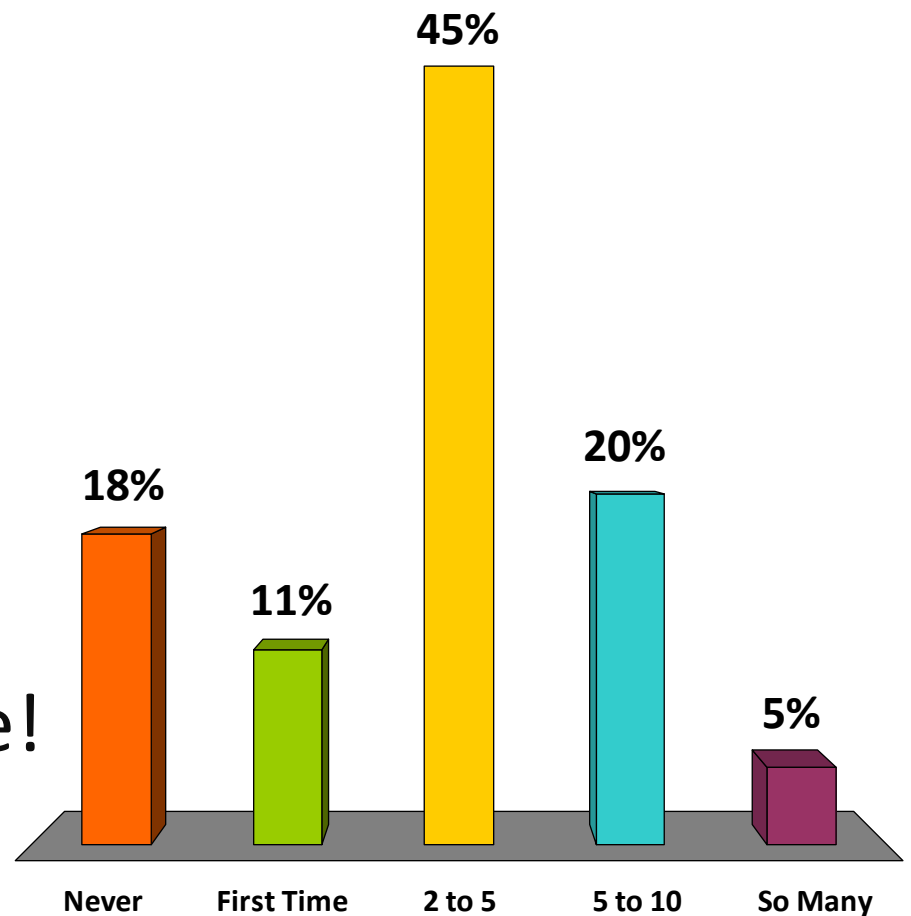
PHOTO

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

MINI VIB

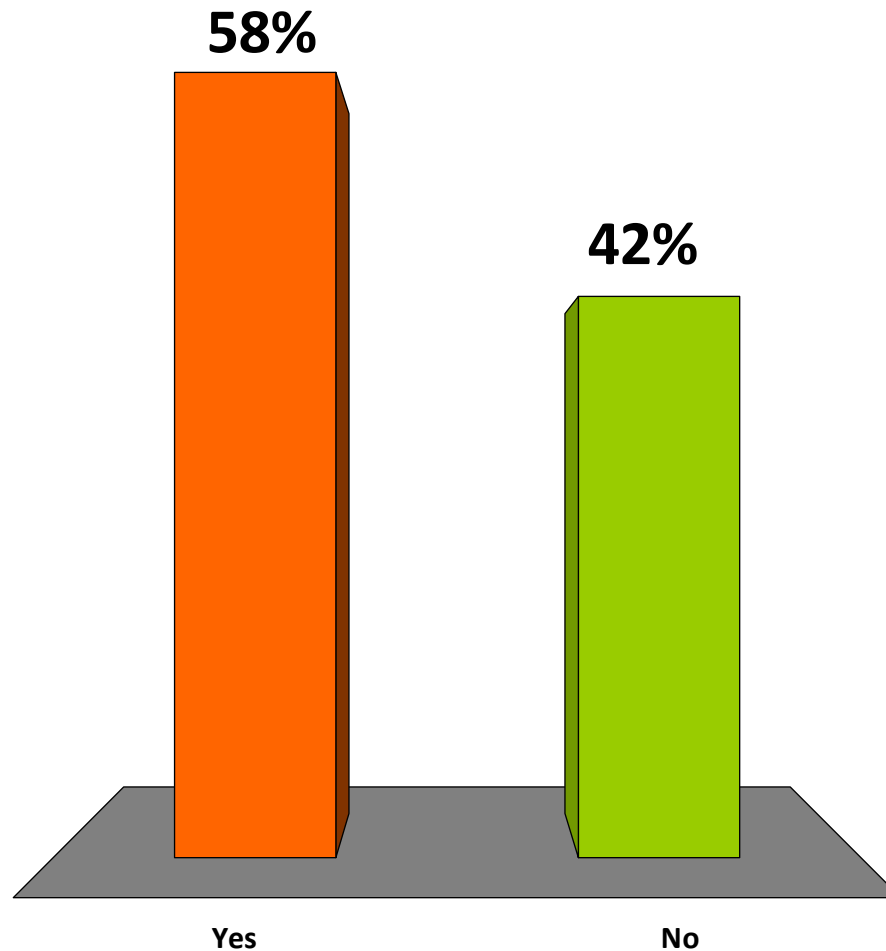
How Many Times Have You Participated In A Charrette?

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!



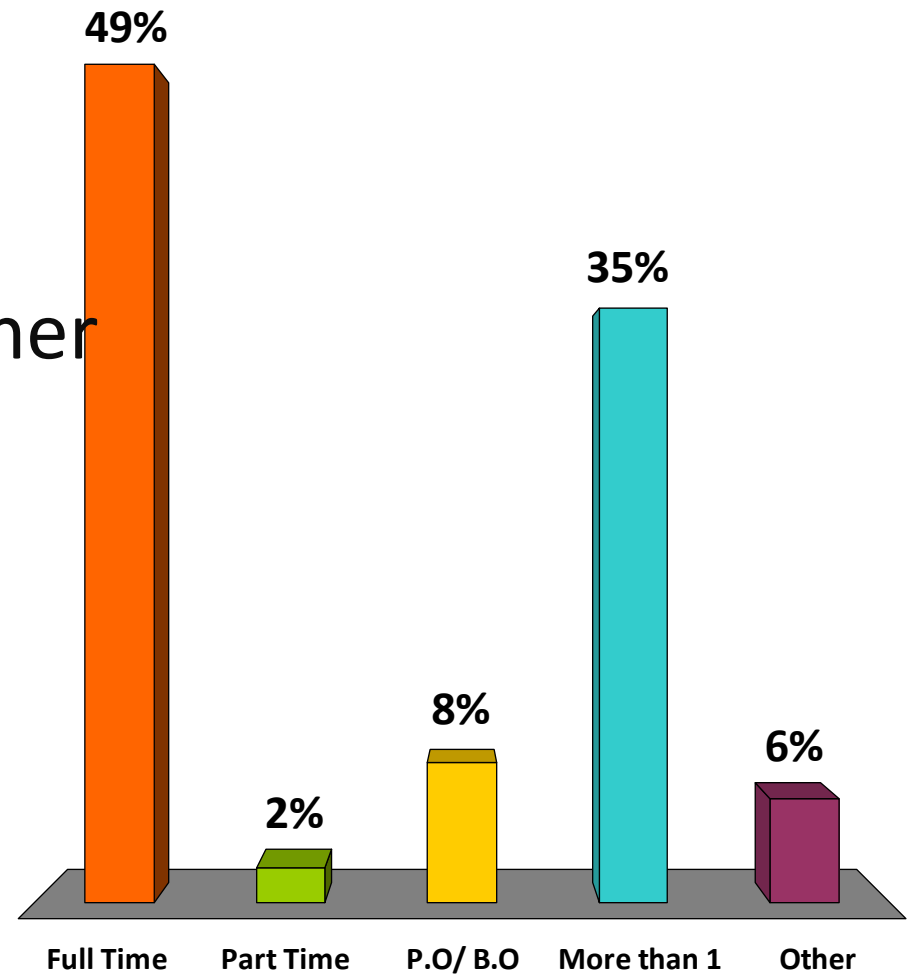
Did you attend/participate in the Charrette for the Waste Water Treatment Plant?

- 1. Yes
- 2. No



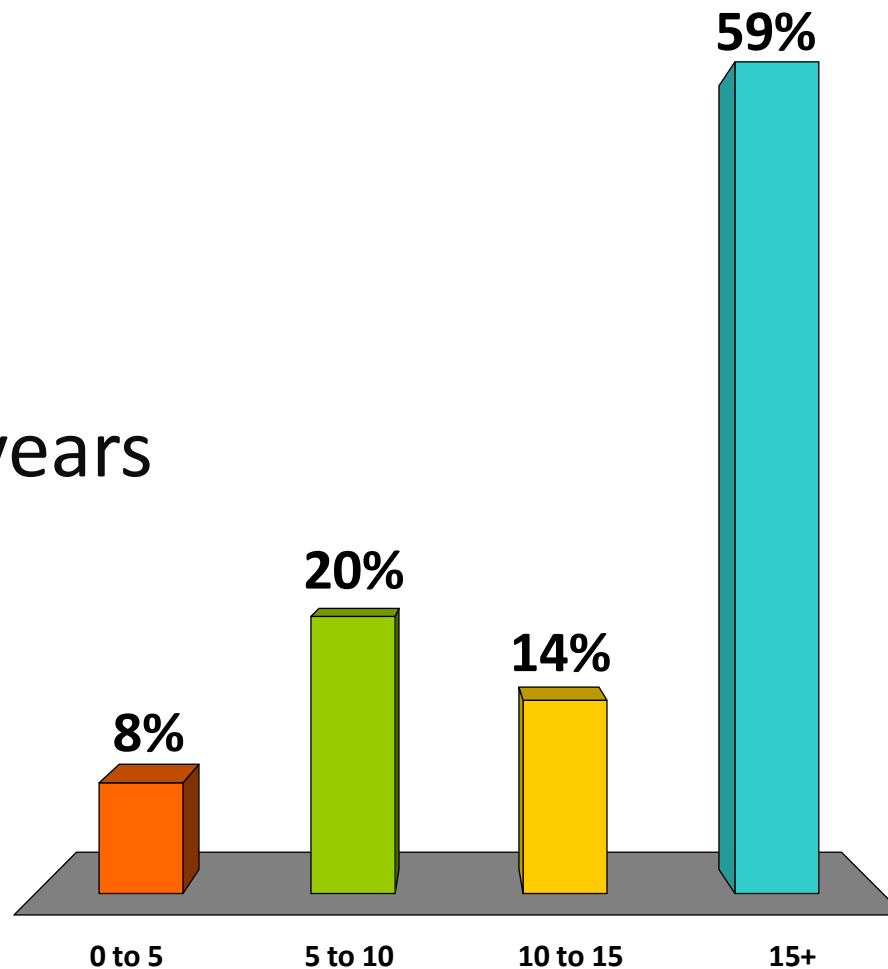
Which Best Describes Your Connection to Fort Pierce?

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

PARKING



FT. PIERCE MUSEUM

ST. CREEK

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



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 mix of market type building - hotel - bus

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

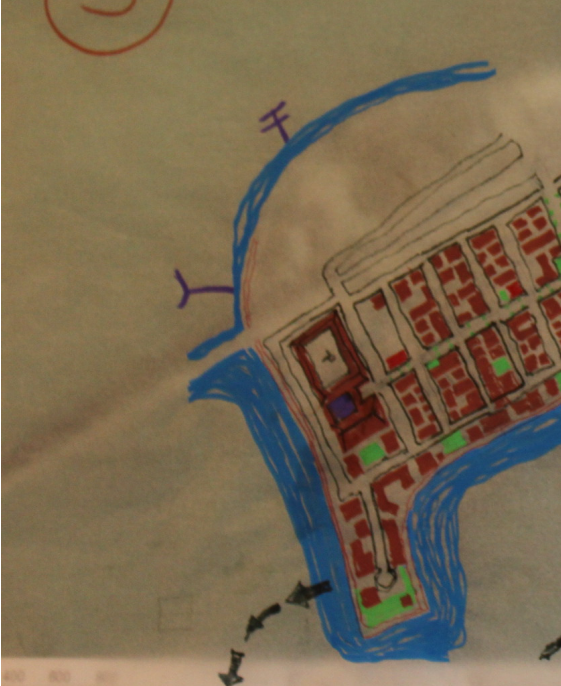

- An entertainment area with water element

Nothing like Harlowe Isle

Nothing like Harlowe Isle

LIKE HOWES KEY RESORT, DUCK KEY

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



1. Continuous

2. Public Access Waterway

3. Hand use Nonna Bassa w/ outfit lefts, lodge

4. Active Marina - shops along and

5. Designated Property Salinas

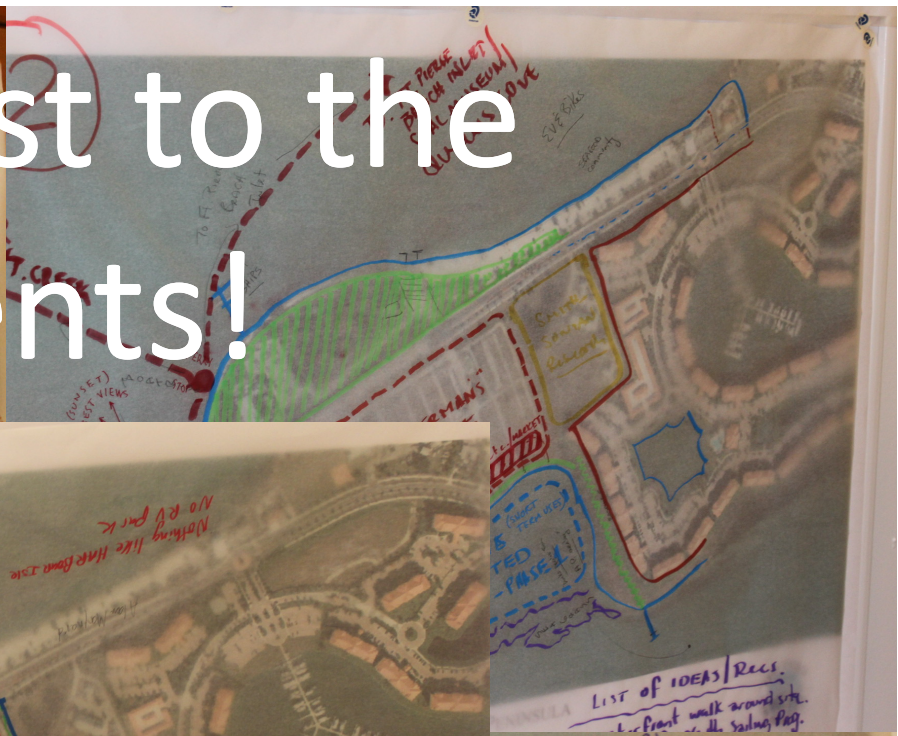
Ferry from Duck



...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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PLEASE CHECK ALLEYS!
WALKS DRIVE
EVE SIDE
SCHOOL

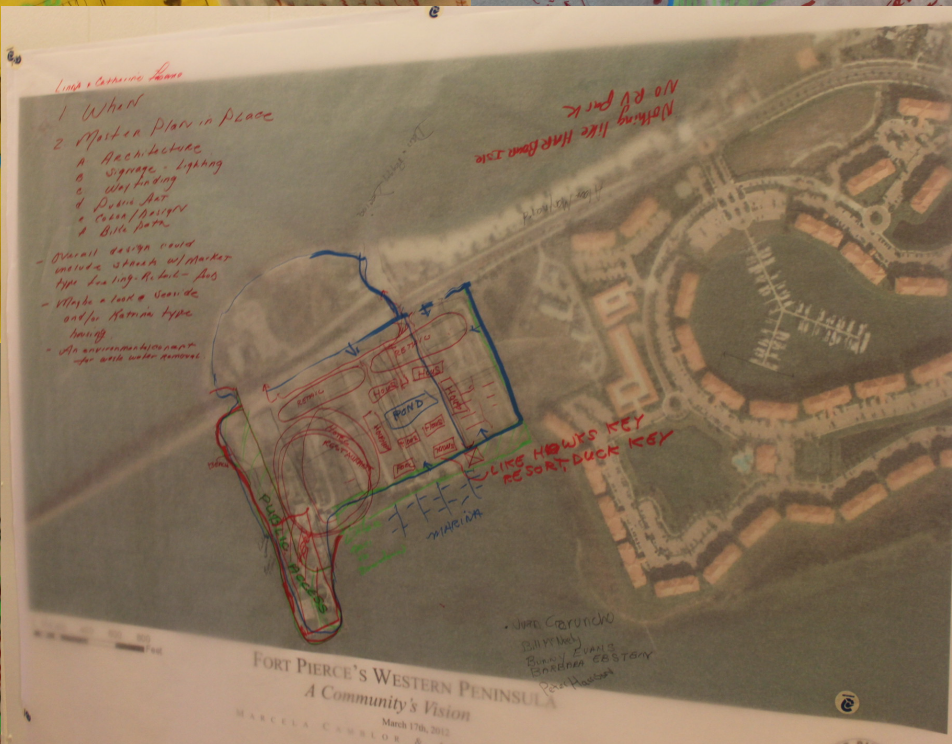
Nothing like Honeymoon Isle
NO R&P park

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

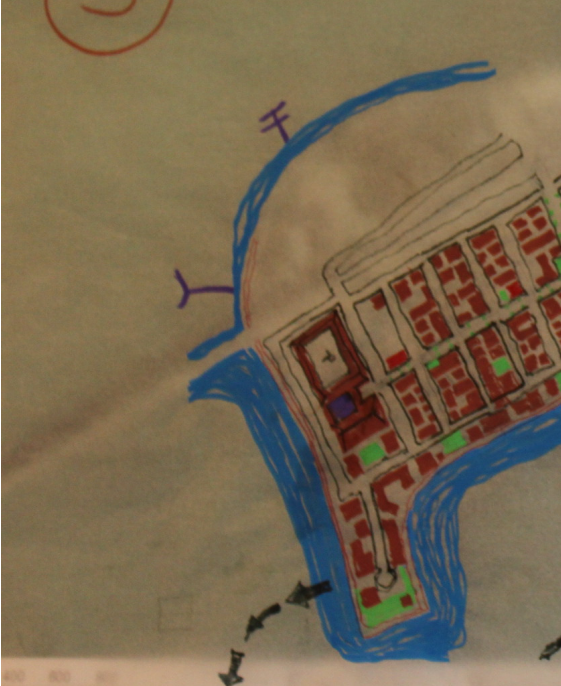
- Overall design could include a walk off market type building - hotel - bus
- Make a park & square and/or historic type building
- An entertainment area with water features



LIKE HOWES KEY RESORT, DUCK KEY

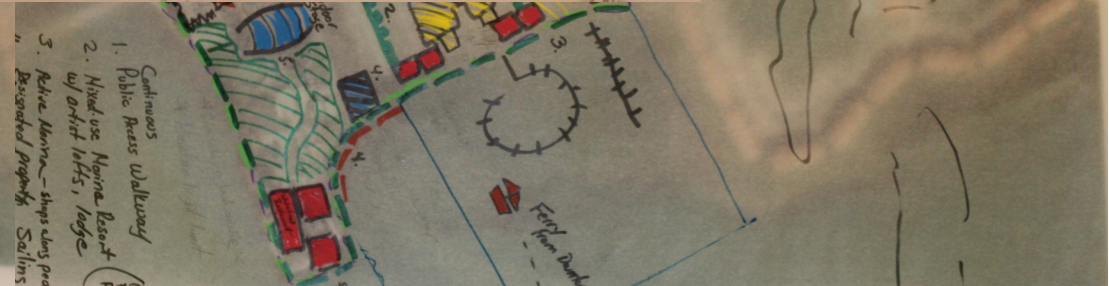
John Coruncho
Bill Pothel
Boris / Euan
CAROLAN EASTON
Patt Passant

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

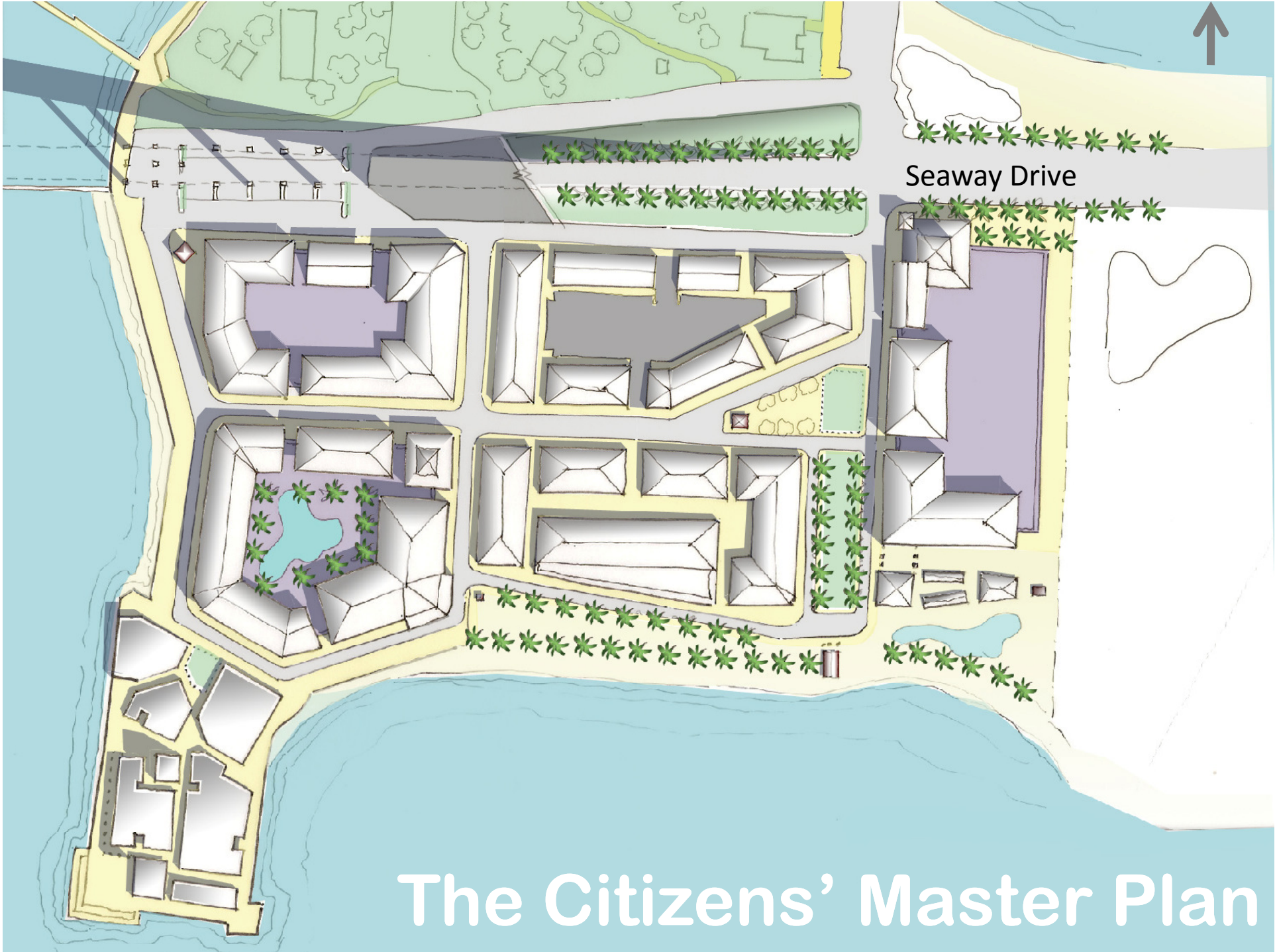


1. Continuous Public Access Waterway
2. Hand use Marina Base w/ outfit lifts, lodge
3. Active Marina - shops along pier

Residential Property Salinas

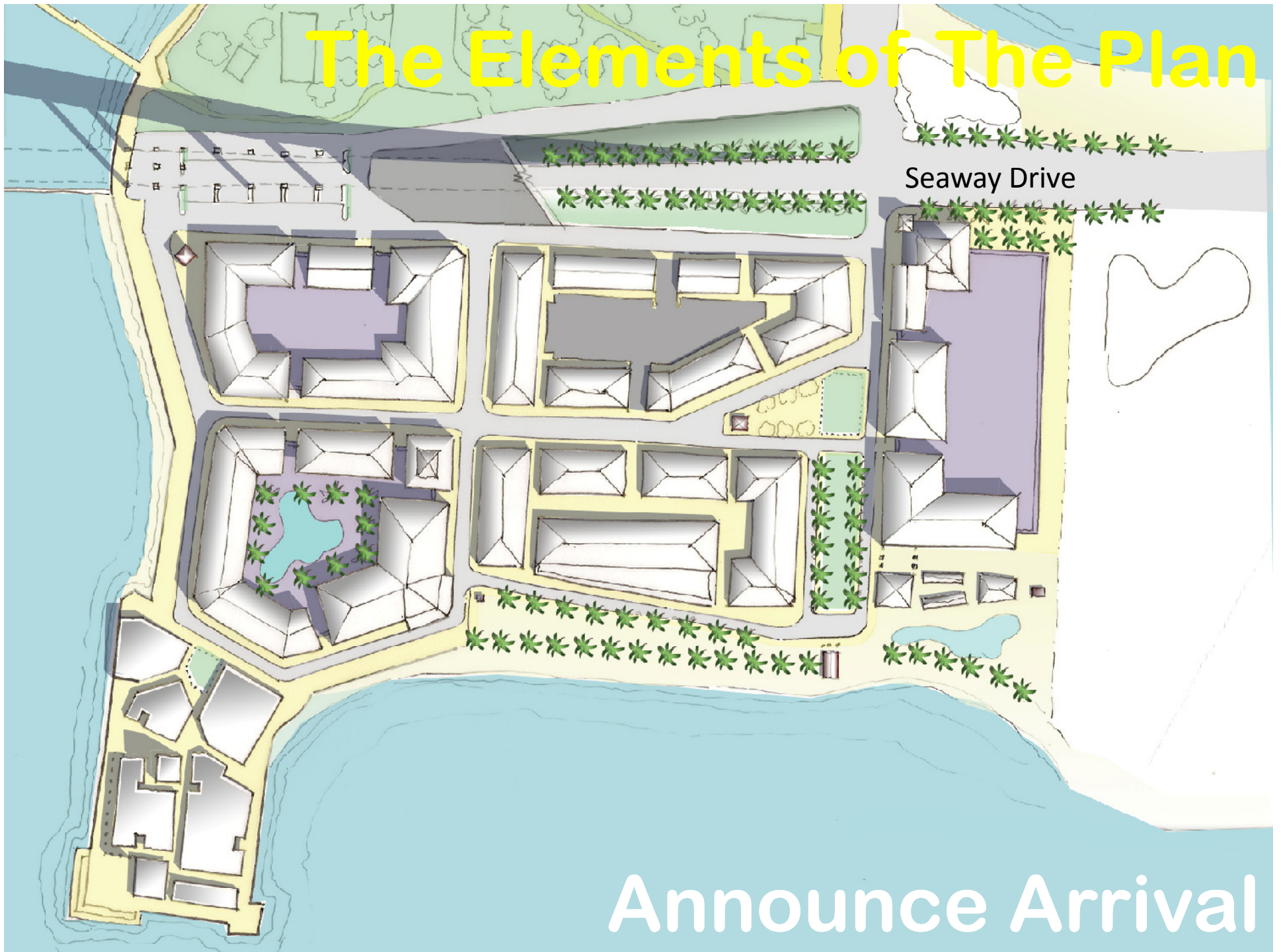


Ferry from Duck



The Citizens' Master Plan

The Elements of The Plan

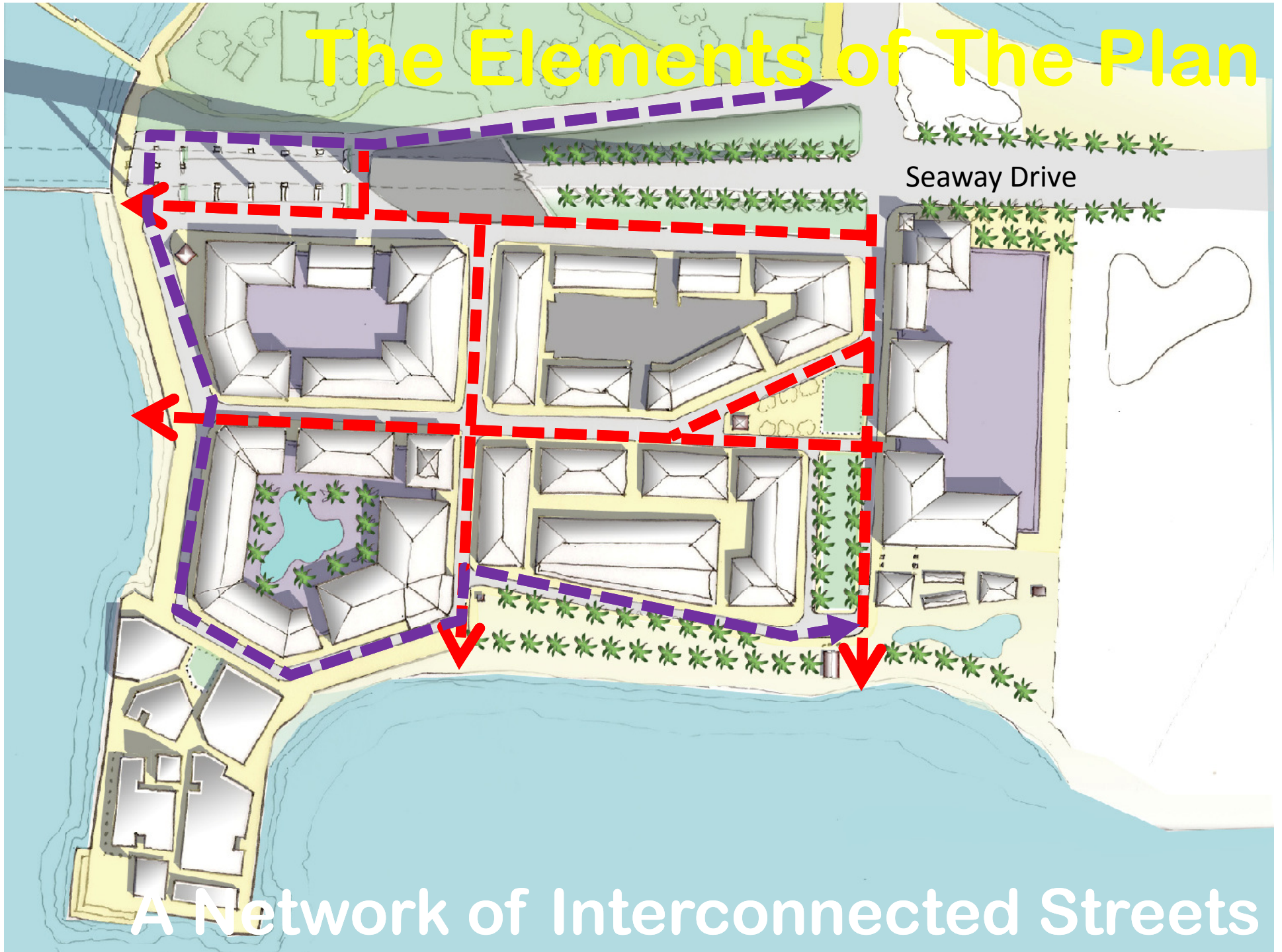


Seaway Drive

Announce Arrival



The Elements of The Plan



Seaway Drive

A Network of Interconnected Streets

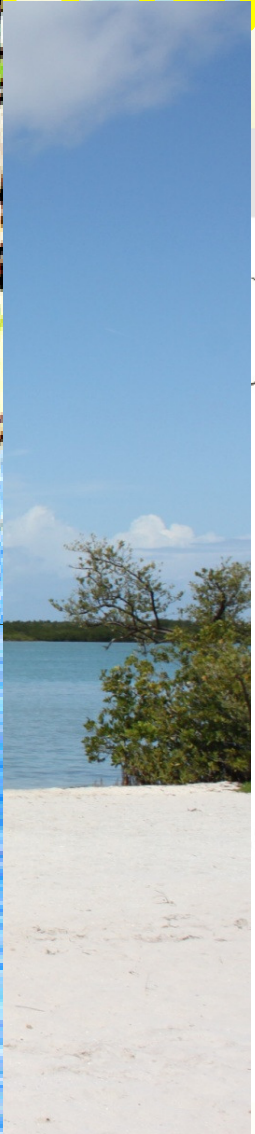
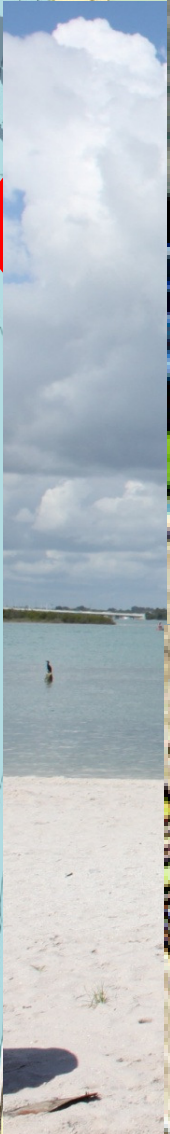


Endless Views



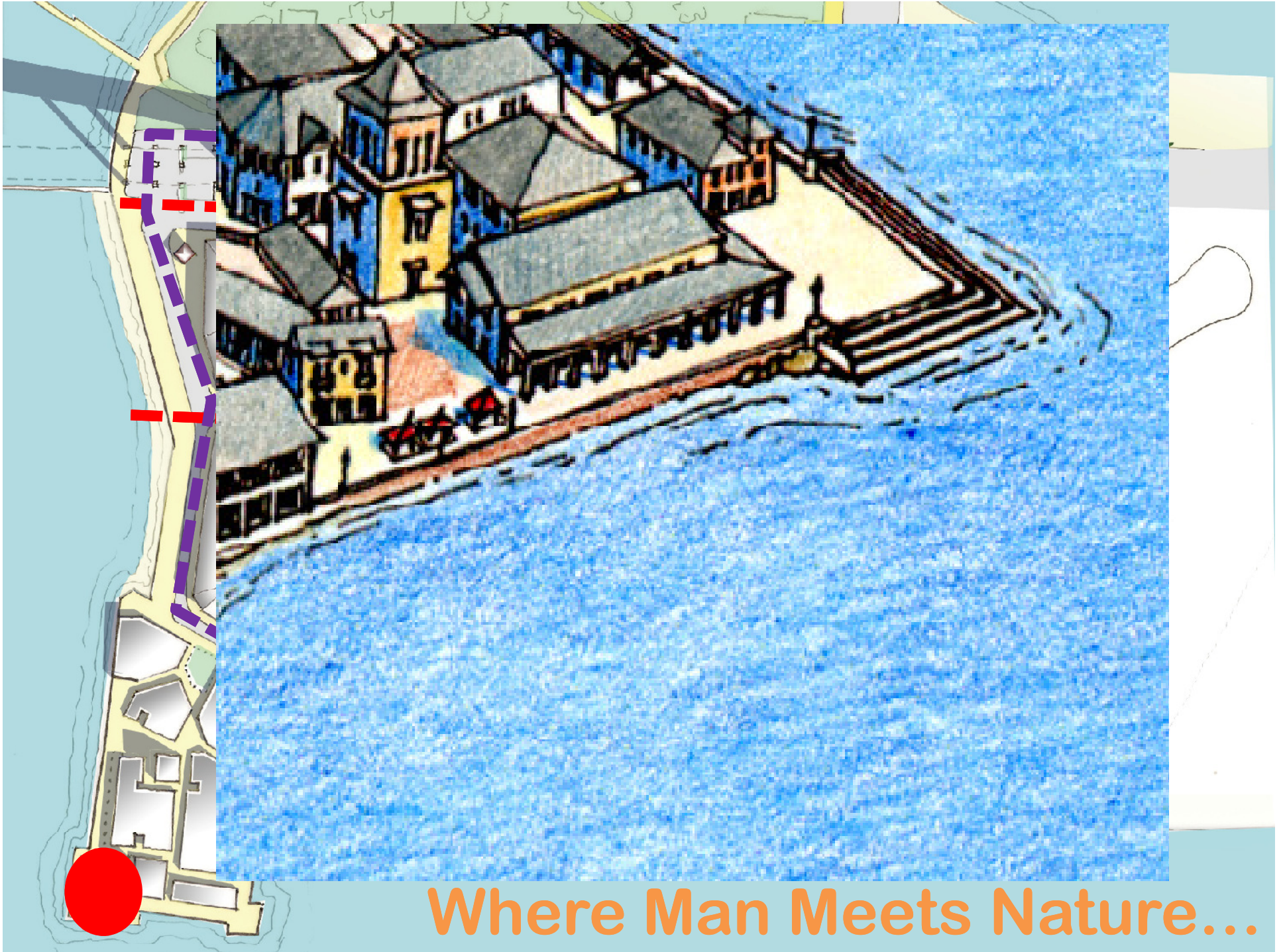
Where Man Meets Nature...

Plan



Nature...

where man meets

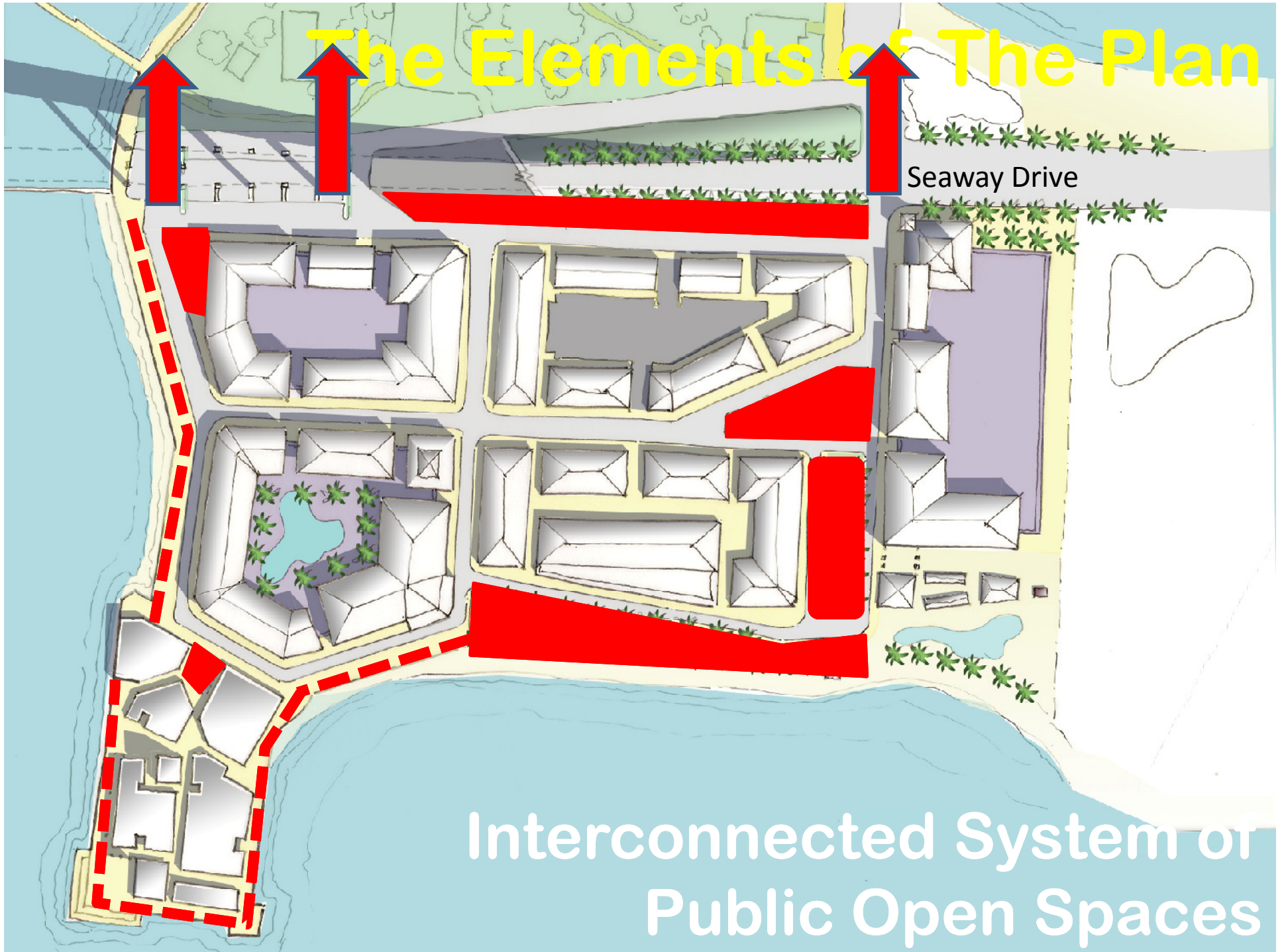


Where Man Meets Nature...





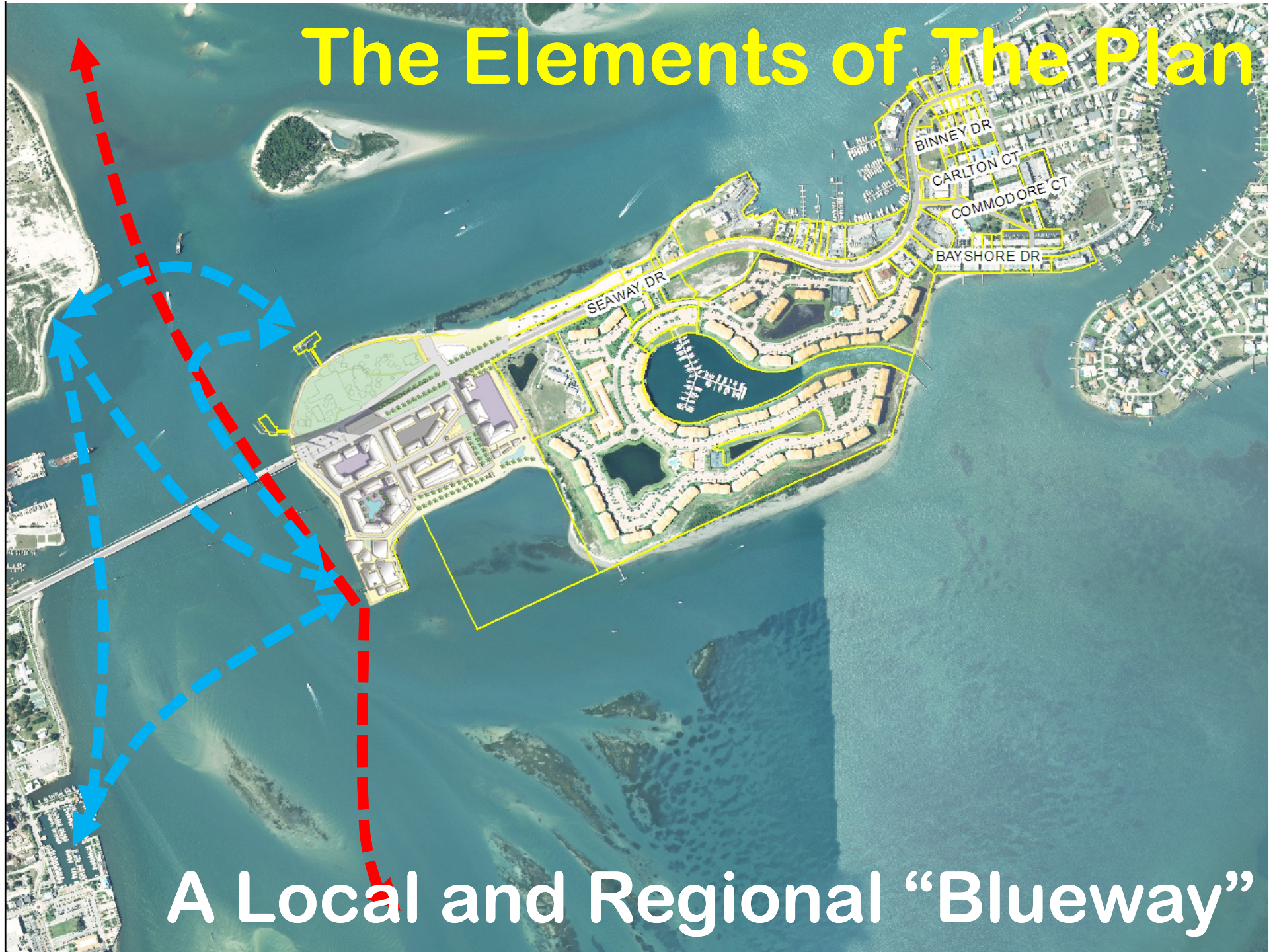
The Elements of The Plan



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



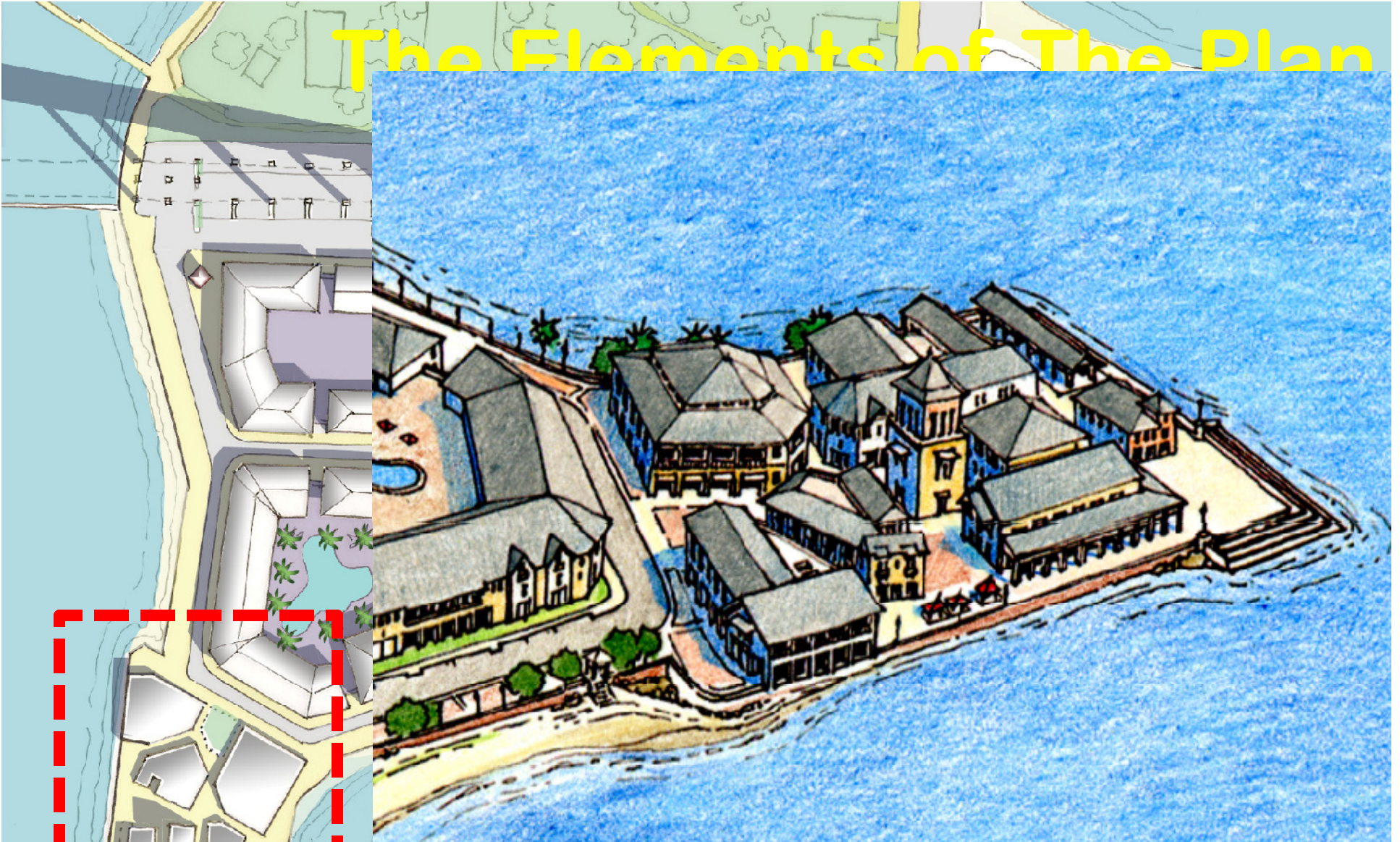








The Elements of The Plan



A "Beach Market".
Complimentary Retail Uses



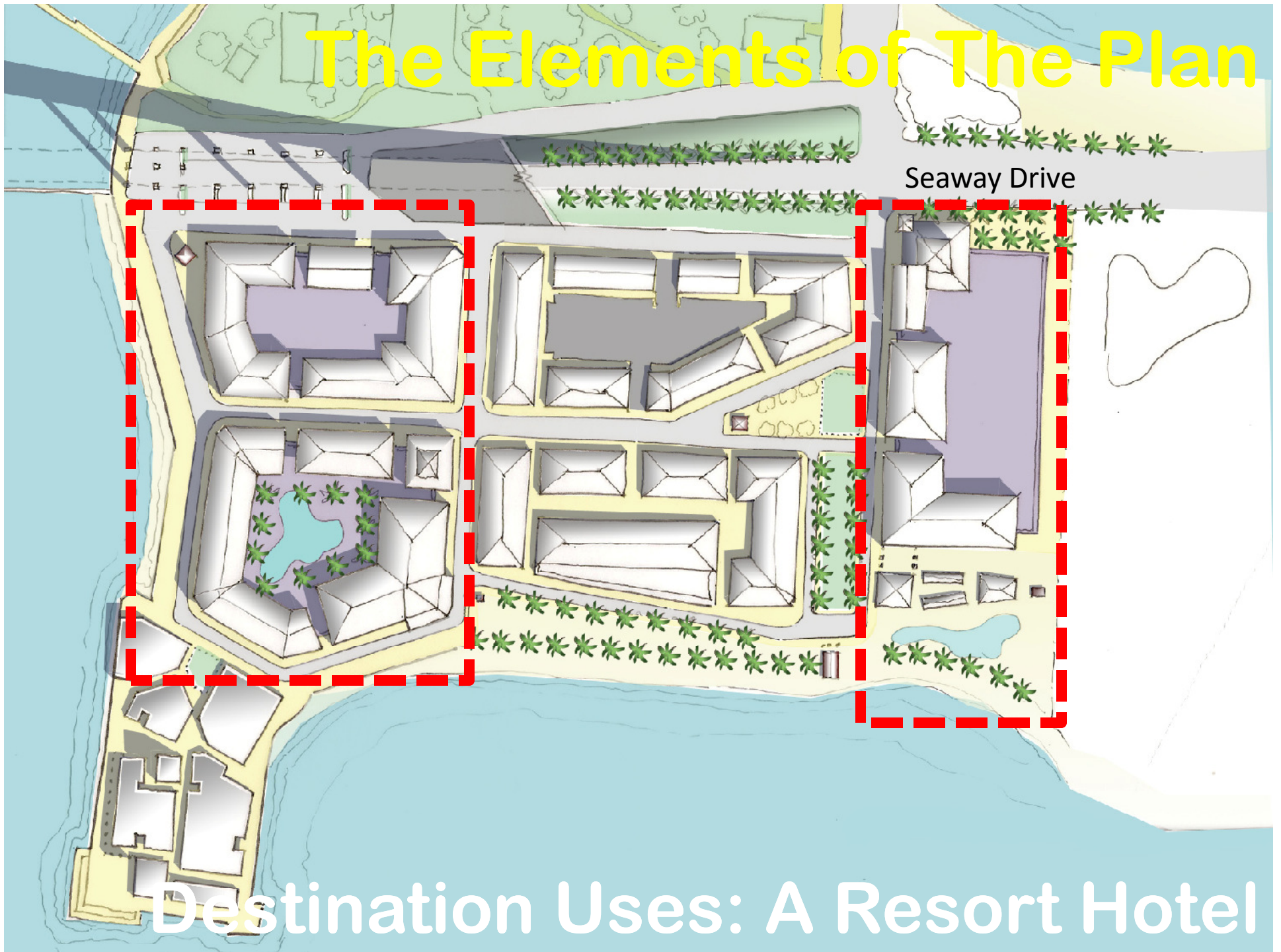




Inset Master Plan

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, 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.

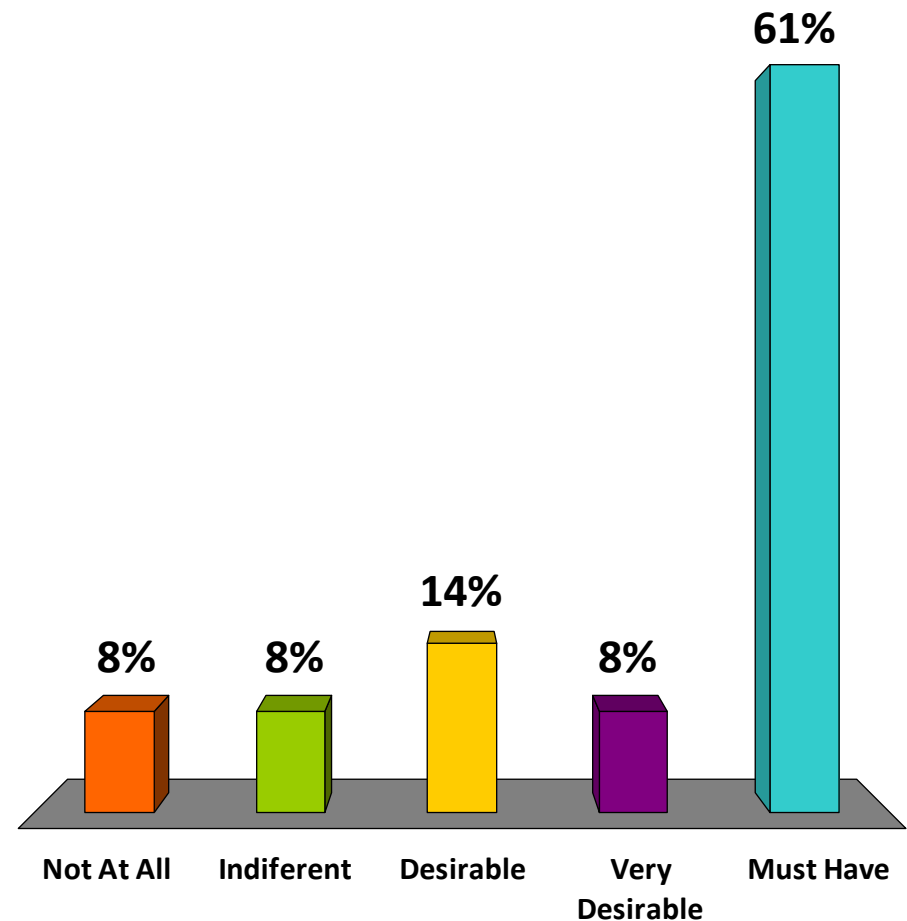
The Vision Cannot Be Implemented Under Today's Regulations

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**

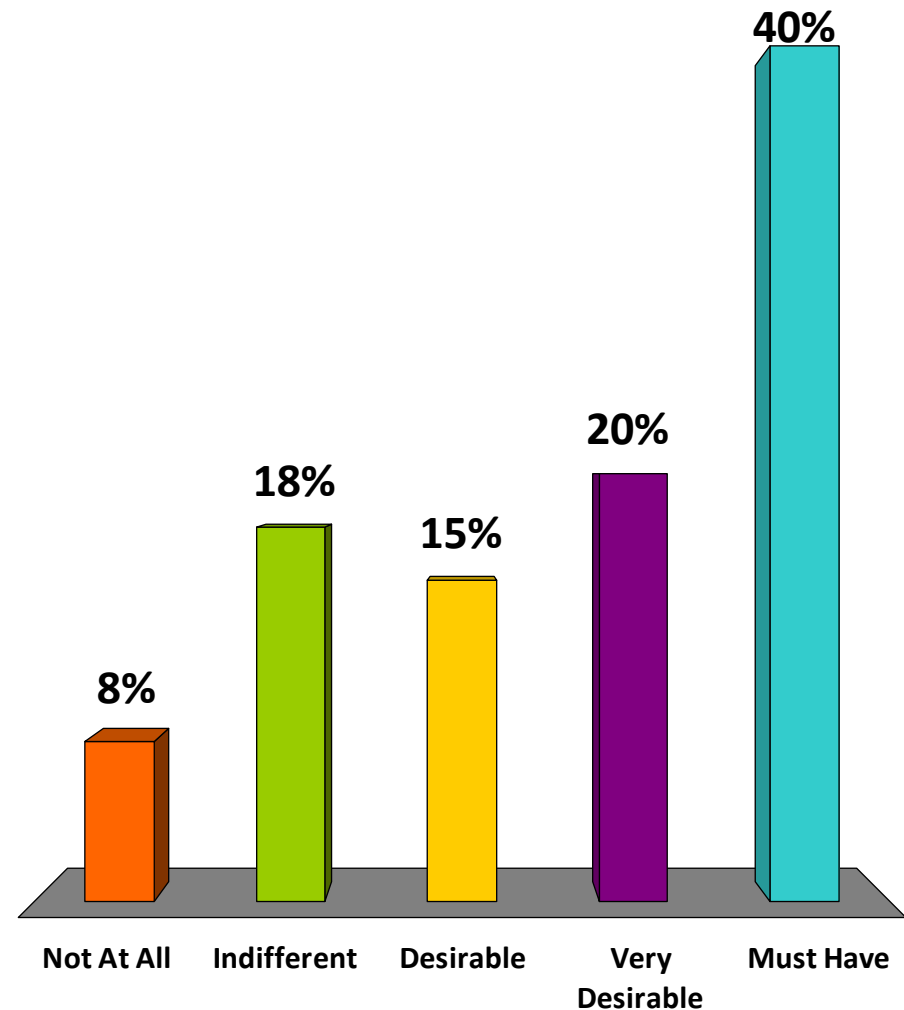
Public Access to the Waterfront

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



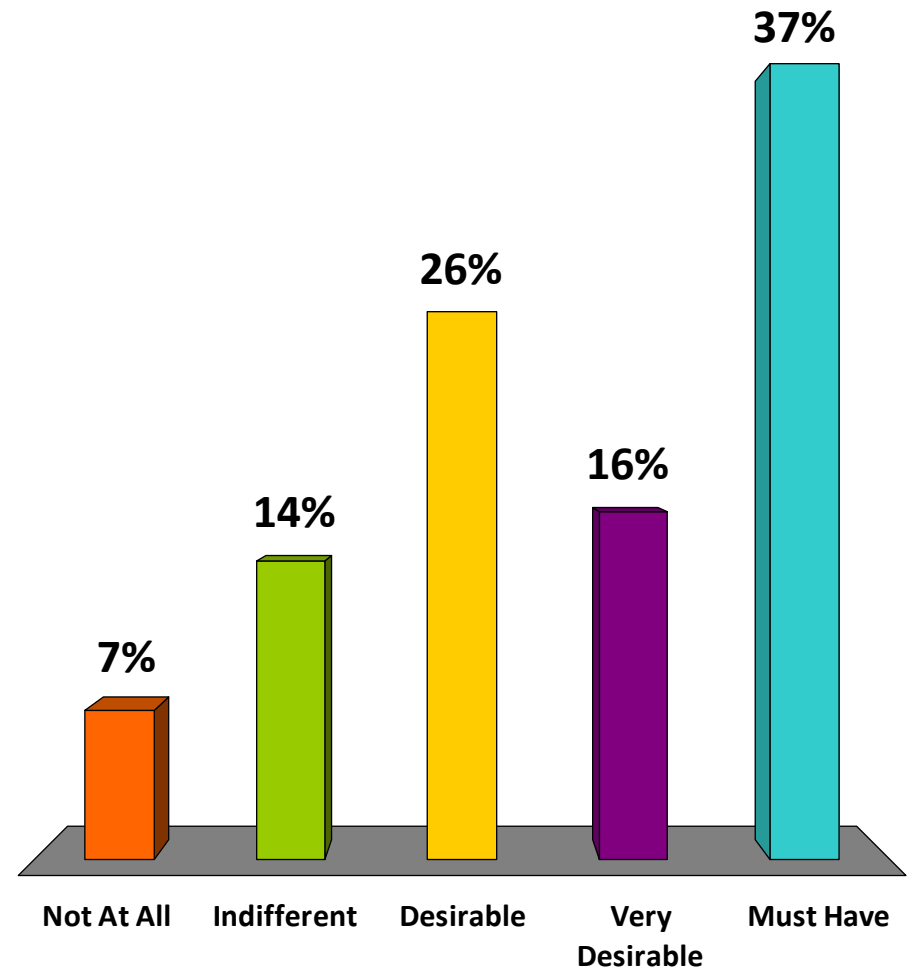
Interconnected, Open Network of Streets

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



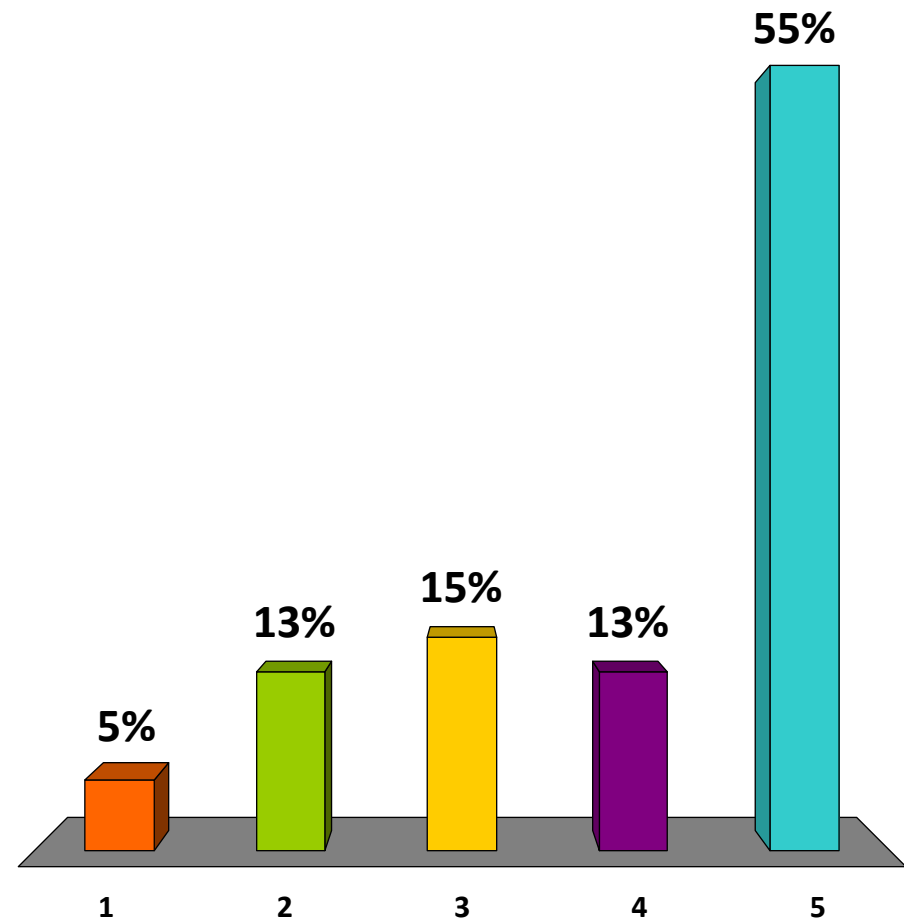
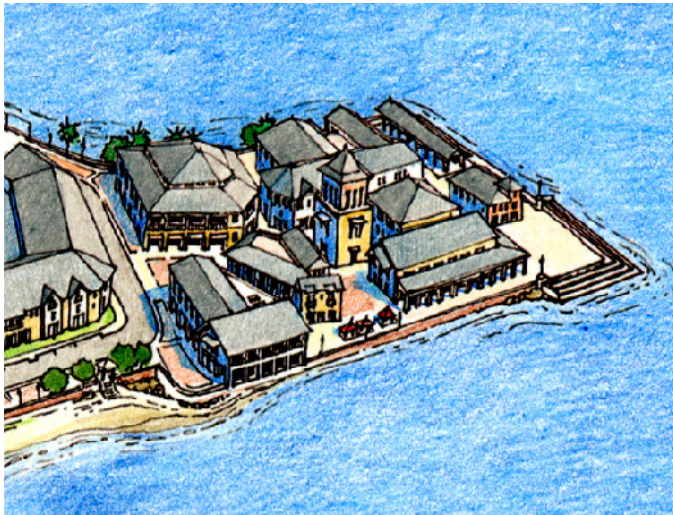
A Local & Regional Blueway

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



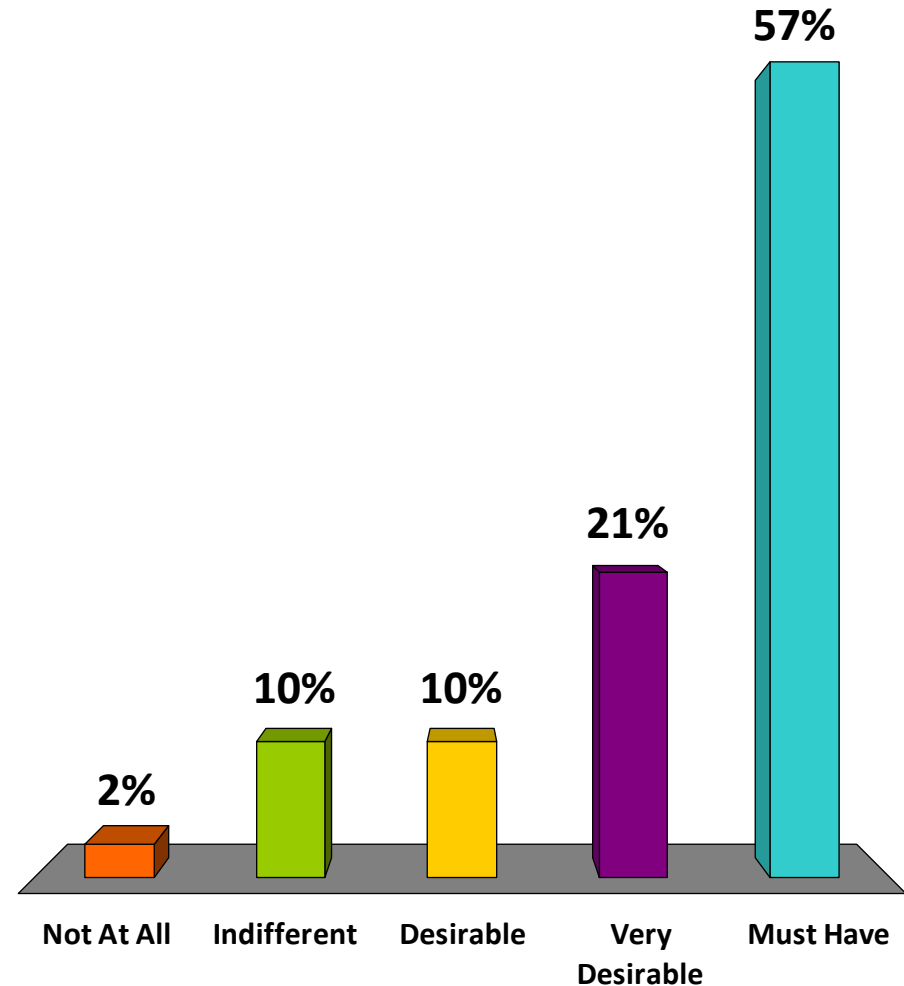
Destination Restaurants & Retail

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



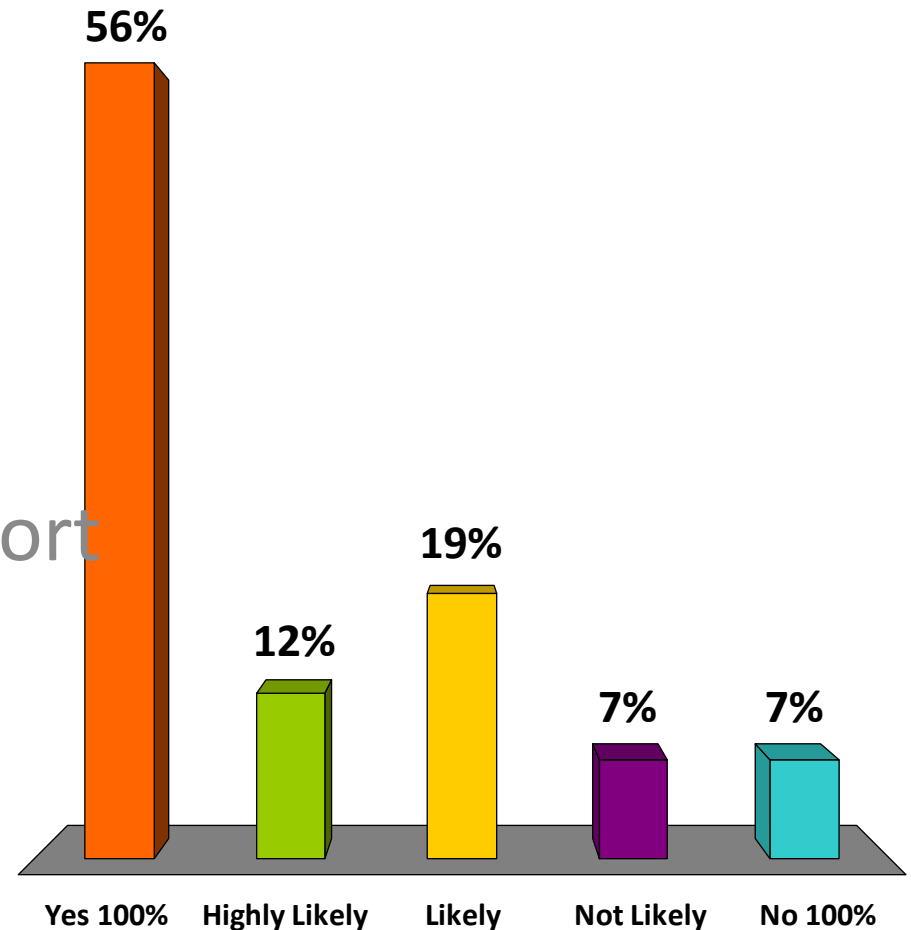
A Balanced Mix of Uses

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



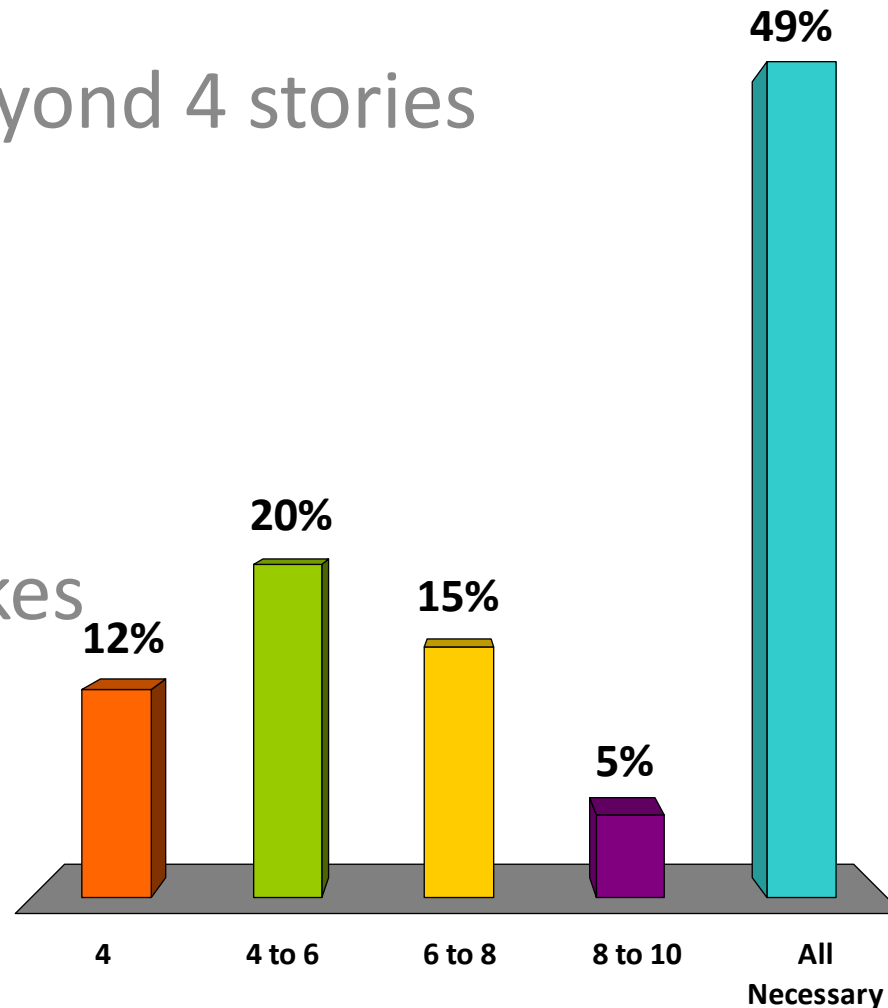
How likely Are You to Support Additional Height to Attract a Resort Hotel?

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



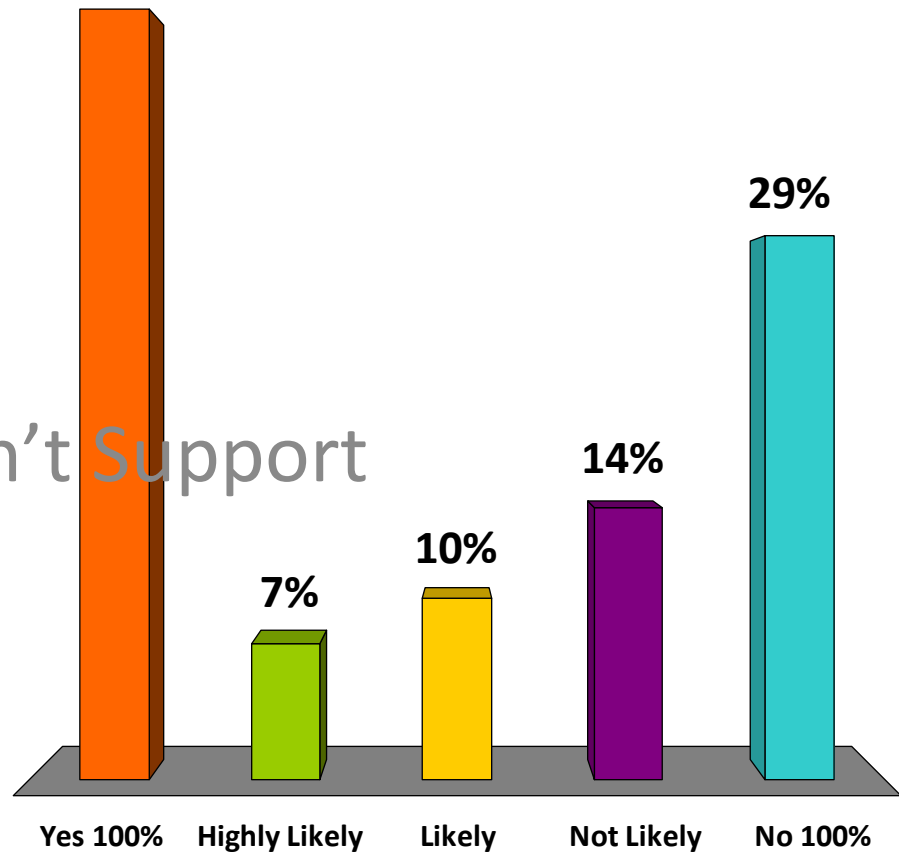
How Much Height Could You “Live” With? (for a Specific Hotel Use)

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 |
|------------------------------------|--|--------------|---------------------------|
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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.

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 text is overlaid on a semi-transparent white box in the upper left quadrant.
- 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

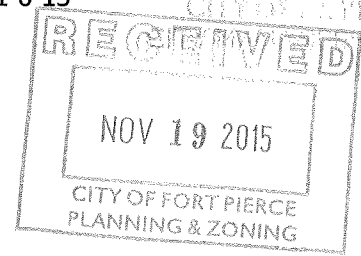
RECEIVED

TIME _____

NOV 06 2015

11-6-15

CITY OF FORT PIERCE
OFFICE



Mr. Nick Mimms
C/o City of Ft. Pierce
100 N. US Hwy 1
Ft. Pierce, Fl. 34950

Dear Nick,

I was encouraged by the outcome of our meeting last week. For the first time I feel that there may be some movement and interest in addressing the sewer plant and developing the western peninsula in a manor consistent with the vision of the citizens.

You and Rebecca can and should be a major influence on how our city develops towards prosperity and economic sustainability which will reverse in time the socioeconomic downward trend associated with Ft. Pierce.

I personally want to thank you and Rebecca for taking the first step. The commission and people of Ft. Pierce will see you as leaders of the community.

Enclosed you will find not only my list of recommendations for the Waste Water Relocation & Western Peninsula Vision Committee but also a packet of information and actions that have taken place.

I know you are busy but these printed packets cost \$35 each to print and put together – I did this because I feel it is so important that you have good information. Please take some time to familiarize yourself with the packet.

It took me some time to prepare the list because I wanted to put some thought and effort to it. I also wanted people who are locals and will be around for years to come and who have a vested interest in the relocation of the plant and the future of our community.

Please contact me any time day or night to discuss any concerns or issues.

Sincerely

Harold H. "Buzz" Smyth
1611 Surfside Dr.
Ft. Pierce
772-201-8230
Smythbuild@aol.com

Business & Development Consultant
President "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

Recommended list for the Waste Water Plant Relocation & Western Peninsula Vision Committee

Larry Lee Jr – State Representative

Pat Murphy – Realtor & community leader

Glenda Cavalcanti – Business

Howard Tipton – County administrator

Clayton Lindstrom – FPUA director

Rick Minton – Business

Nick Mimms – Deputy City Manager

Chris Dzdovsky – County Commissioner

Tome Perona – City Commissioner

Peter Tesch – Economic Development Council director

Dr. Edie Widder – Environmental consultant

Harold H. Smyth – Business and development consultant

Butch Terpening & Stef Mathus – Culpepper & Terpening engineers

City Commission Conference Agenda

Agenda Item # 4. E.

Meeting Date: 02/08/2016

Re: State Housing Initiatives Partnership Strategy

Submitted For: Nick Mimms, City Manager, City Manager

SUBJECT:

State Housing Initiatives Partnership Strategy - Urban Redevelopment Manager and Grant Writer

Attachments

SHIP 2015-2018 LHAP Overview

Form Review

| Inbox | Reviewed By | Date |
|-----------------------------------|--------------------|---------------------------------|
| City Manager | Nick Mimms | 02/03/2016 11:09 PM |
| City Manager | Nick Mimms | 02/03/2016 11:10 PM |
| Form Started By: Angela Wilkinson | | Started On: 02/02/2016 02:01 PM |
| Final Approval Date: 02/03/2016 | | |

City of Fort Pierce
State Housing Initiative Partnership (SHIP)
Local Housing Assistance Plan (LHAP) 2015-2018

Purpose: The Local Housing Assistance Plan (LHAP) is to establish a plan for the entire jurisdiction of the City of Fort Pierce to help meet the housing needs of very low, low and moderate-income households, to expand production of and preserve affordable housing and to further the housing element of the City of Fort Pierce’s Comprehensive Plan specific to affordable housing.

LHAP 2015-2018 Housing Strategies

STRATEGY 1: OWNER-OCCUPIED HOUSING REPAIR/ REHABILITATION

Summary: Upgrade of substandard owner-occupied housing units and to address housing code violations. Additionally, this strategy provides for the construction or installation of general property improvements to provide basic amenities and to bring units into conformity with applicable housing standards. The City shall award repair/ rehabilitation assistance to income eligible households on a first-qualified/first-served basis.

Maximum Award - \$20,000

**Terms:
Recapture:**

| Assistance Amount | Term Period | Annual Forgiveness |
|--------------------------|--------------------|---------------------------|
| \$500 - \$10,000 | 5 years | 1/5 of loan amount |
| \$10,001 - \$20,000 | 10 years | 1/10 of loan amount |

Default: This is a deferred loan. Should the property be sold or if the household fails to maintain it as their principal residence during the term of the deferred loan, the remaining amount will be due and payable. In the event of the death of the property owner, the same recapture criteria applies to the heir(s).

STRATEGY 2: HOME PURCHASE ASSISTANCE

Summary: As funding is available, the City may provide funds for Home Purchase Assistance for very low, low and moderate-income persons. The household selection is based on first qualified/first-served basis and the home owner meeting all of the income eligibility criteria, credit financial status, and ability to qualify for a sufficient first mortgage.

**Maximum Award - \$15,000 for very low and low-income families
\$10,000 for moderate-income families**

**Terms:
Recapture:**

| Assistance Amount | Term Period | Annual Forgiveness |
|--------------------------|--------------------|---------------------------|
| \$10,000 | 10 year | 1/10 of loan amount |
| \$15,000 | 15 years | 1/15 of loan amount |

Default: This is a deferred loan. Should the property be sold or if the household fails to maintain it as their principal residence during the term of the deferred loan, the remaining amount will be due and payable. In the event of the death of the property owner, the same recapture criteria applies to the heir(s).

City of Fort Pierce
State Housing Initiative Partnership (SHIP)
Local Housing Assistance Plan (LHAP) 2015-2018 *(continued)*

LHAP 2015-2018 Housing Strategies: *(continued)*

STRATEGY 3: FORECLOSURE PREVENTION PROGRAM

Summary: As funding is available, the City may provide funds to help homeowners avoid foreclosure by catching up their mortgage payments. Eligible expenses include delinquent mortgage payments (principal, interest, taxes and insurance), attorney fees, late fees, and other customary fees associated with mortgage payments.

Maximum Award - \$7,500

Terms, Recapture, Default: Assistance will be through a one (1) year, zero percent (0%) interest and deferred payment loan secured by a mortgage and note to qualified homeowners, forgiven at the end of one year. Should the property be sold, rented, title transferred, etc. or the household fail to maintain the home as their principal residence during the 1 year contractual term of the loan, the funds shall become due and payable.

STRATEGY 4: DISASTER/POST DISASTER/ MIGATION/ RECOVERY

Summary: In the event of a state or federally-declared disaster by Executive Order, SHIP funds may be used to assist income-eligible households with disaster related repairs. SHIP disaster funds may be used for items such as, but not limited to, purchase emergency supplies to weatherproof damaged homes, provide repairs to avoid further damage, remove trees and debris, pay insurance deductibles, and to provide additional post-disaster assistance for non-insured repairs. Security deposits and rental assistance for displaced disaster-related recipients (not to exceed two months), may be provided only during the term of the Executive Order.

Maximum Award - \$15,000

**Terms:
Recapture:**

| Assistance Amount | Term Period | Annual Forgiveness |
|--------------------------|--------------------|---------------------------|
| \$0 - \$7,500 | 1 year | - |
| \$7,501 - \$15,000 | 5 years | 1/5 of loan amount |

Default: This is a deferred loan. Should the property be sold or if the household fails to maintain it as their principal residence during the term of the deferred loan, the remaining amount will be due and payable. In the event of the death of the property owner, the same recapture criteria applies to the heir(s).

City of Fort Pierce
State Housing Initiative Partnership (SHIP)
Local Housing Assistance Plan (LHAP) 2015-2018 *(continued)*

LHAP 2015-2018 Housing Strategies: *(continued)*

STRATEGY 5: REPLACEMENT OF SITE-BUILT HOUSING

Summary: As funding is available, the City may use SHIP funds for the Replacement of Site-Built Housing, which, if offered, will be available to very-low and low-income homeowners, in-lieu of rehabilitation, when the home is deteriorated to the extent that repair is unfeasible due to unreasonable costs or extensive structural issues, as determined by the City Building Official, and when the homeowner has sufficient income to maintain a monthly mortgage debt payment.

Maximum Award - \$75,000

| Terms: Recapture: | Term Period | Assistance Amount | Annual Forgiveness |
|------------------------------|--------------------|--------------------------|---------------------------|
| | 5 years | \$1,000-\$10,000 | 1/5 of loan amount |
| | 10 years | \$10,001-\$30,000 | 1/10 of loan amount |
| | 15 years | \$30,001-\$50,000 | 1/15 of loan amount |
| | 20 years | \$50,001-\$75,000 | 1/20 loan amount |

Default: This is a deferred loan. Should the property be sold or if the household fails to maintain it as their principal residence during the term of the deferred loan, the remaining amount will be due and payable. In the event of the death of the property owner, the same recapture criteria applies to the heir(s).

=====

SAMPLE OF REQUESTS RECEIVED FOR SHIP HOUSING ASSISTANCE:

PHONE CALLS RECEIVED and CITIZEN 'WALK-Ins'

Time Period - September 1-November 11, 2015 - 42 Work Days

| | |
|---|-----|
| Requests for Home Rehabilitations | 75 |
| Requests for Down Payment Assistance | 16 |
| Requests for SHIP (did not give specifics) | 18 |
| Total Requests for SHIP Information during this time period | 109 |