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April 9, 2024

Kev Freeman  
Planning Director  
City of Fort Pierce

*Sent via email to: [kfreeman@cityoffortpierce.com](mailto:kfreeman@cityoffortpierce.com)*

**RE: Port of Fort Pierce – DRAFT Zoning Overlay District**

Dear Kev,

Thank you again for the opportunity to provide comments on the Port of Fort Pierce – Draft Zoning Overlay District. The County is glad to participate in furthering the goals of the adopted Port Master Plan. With that, the County is providing comments outlined in the attached memorandum, as well as a mark up of the City’s proposed Zoning Code, and Subdistrict Exhibits.

Sincerely,

Benjamin Balcer, AICP  
Planning and Development Services Director

Cc: Mayté Santamaria, Deputy County Administrator II  
Joshua Revord, P.E., Director of Port, Inlet & Beaches  
Kori Benton, AICP, Planning Manager



ST. LUCIE COUNTY  
PLANNING & DEVELOPMENT SERVICES  
PLANNING DIVISION

***City of Fort Pierce Planned Maritime Development Zone - Port Master Plan Consistency Review:***

The City of Fort Pierce Planning Department has continued efforts to advance a city-initiated proposal to create either a new Zoning Overlay or Zoning District, initially with intent to implement the Port of Fort Pierce Master Plan (2020) – with more recent renditions incorporating property owner requests for land use eligibility. The following analysis provides insight into 2021 draft proposals, and the most recent 2024 version relative to the adopted Port Master Plan and related Comprehensive Plan Goals, Objectives, & Policies (County & City).

***Original Amendment Scope - #1 (Early 2021):***

The original scope, detailed in the enclosed attachment, included only a new Zoning District with intent to ensure:

1. Compatibility with the adopted City of Fort Pierce Future Land Use at the Port of Fort Pierce; and
2. Streamline development in substantial conformance with the 2020 Port of Fort Pierce Master Plan (2020 Plan); and
3. Provide a path for property owners to propose development not aligned with the 2020 Plan with appropriate public notice, intergovernmental coordination, and comment.

The overarching goal was to incentivize stakeholder support and make it simple to develop in accordance with the Plan, while not making it any more difficult than it is now to propose something not currently contemplated.

***Modified Proposal - #2 (October 2021):***

The City’s Planning staff has expanded the proposal scope to include:

1. A Future Land Use Map Amendment for all property within the Port to the “Marine Commercial (MC)” Future Land Use category;
2. A Zoning Text Amendment to create the Planned Maritime Development Zoning District (PMD), with associated rezoning; and
3. A Zoning Text Amendment to define a “Corporate residential use” relating to on-site housing used by port related businesses on a temporary basis.

***Current Proposal - #3 (Early 2024):***

The City’s refined proposal scope includes:

1. Creation and establishment of the Port Overlay District (POD) and two (2) Port Zone Overlay District Areas (PODA). Ordinance Section 3. Provides for “*rezoning* of the Port Overlay District (POD)”, with Legal Descriptions for the affected area.
2. The new proposal brings lands north of Taylor Creek, east of Old Dixie, and south of North Causeway into the mix, within its own “North Port” PODA, while the remaining Port Planning Area is lumped into a single PODA.



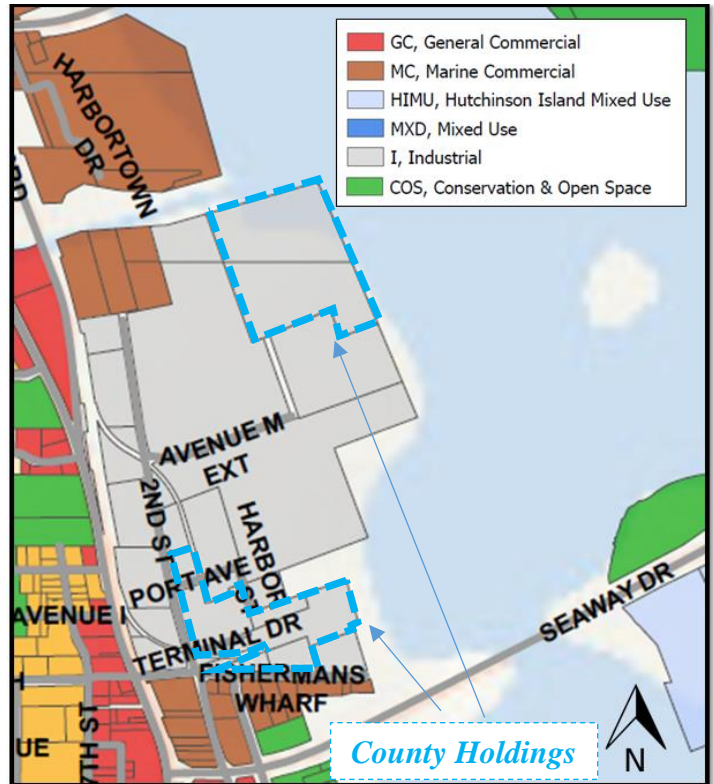
## City of Fort Pierce Future Land Use Map Snapshot

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

The Marine Commercial (MC) Future Land Use designation, currently proposed for the entirety of the Study Area, is *intended to promote commercial and industrial uses with a focus on marine related establishments along the waterfront. Further, the category provides "Uses allowed within this designation include marine-related light industrial activities and tourist activities, marinas, boat stores/boat repair, restaurants, retail shops, hotels, and offices." Additionally, "Multifamily residences are also allowed in this designation. Allow(ing) a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0", with Residential uses eligible to "comprise up to 20 percent of the total building floor area of the Marine Commercial future land use designation. "*

### Current Port Zoning

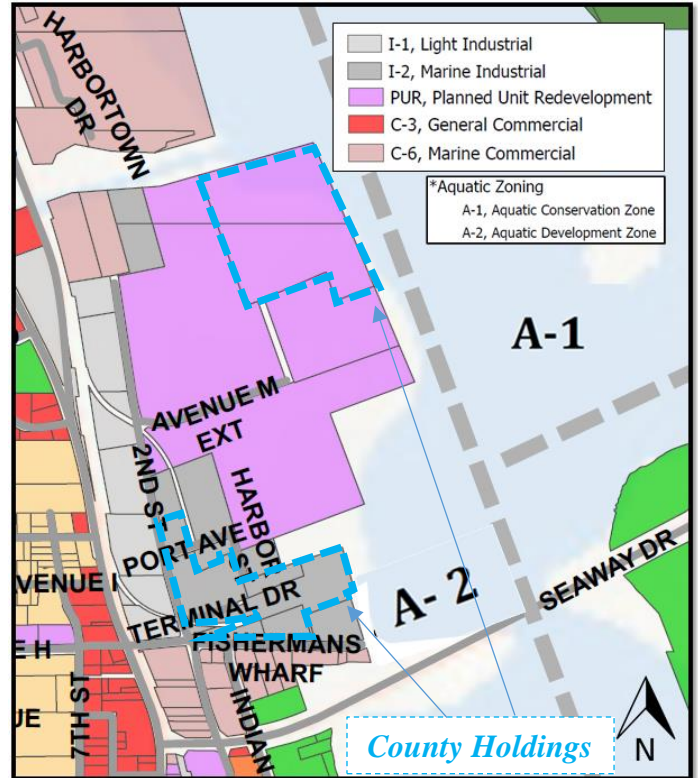
The undeveloped Port Study area, including Harbour Pointe, is largely located within the City's Planned Unit Redevelopment (PUR) Zone which has been the longstanding target of revision or replacement for the undeveloped portion of the Port Planning Area. The active Port terminals are within the I-2, Marine Industrial Zone.



## City of Fort Pierce Zoning Map Snapshot

The exercise was intended to offer property owners a greatly simplified rezoning process *centered on implementing the Port Master Plan*, with prior drafts affirming a requirement that all *“Uses within a (Planned Maritime District (PMD) must be consistent with the adopted Port Master Plan.”*

- Intermingling uses such as import and export operations, terminal and transfer facilities, rail, hotels, and corporate residential uses with no limitation of scale, intensity, height and placement could generate compatibility conflicts. Unencumbered authorization of uses, including many not contemplated by the Port Master Plan, could create conflicts among users and nuisance situations.
- The proposed District text does not identify any corresponding connection to use of the aquatic areas abutting the port uplands. The City has established Aquatic Zoning Districts which should be actively considered in this Zoning Text & Atlas Amendment exercise.
- A lead goal of this initiative is to provide an organized and compatible development pattern within the PMD zone, consistent with the Port Master Plan, which may be better achieved with restoration of three (3) distinct subdistricts, or the provision of subareas or subarea standards to support transitions between more consumer oriented commercial (Harbortown/Taylor Creek), Harbor Pointe Park, the primary Port Area, adjacent to the existing terminal and turning basin/deep water access, and Fisherman’s Wharf.



### Recommendations:

- Clarify whether the draft ordinance creates and establishes boundaries for an Overlay District or a new Zoning District (via “Rezoning”).
- Verify the stated exclusion (Sec. 125-157 (c) i.(5) *“The standards contained within the City’s Aquatic Conservation Zones (A-1) and (A-2) shall not apply to the boundaries of the POD”*), appropriately addresses the A-1 & A-2 Zoning Districts, as the POD “boundaries” do not extend much into the aquatic area or zone(s). Consider any corresponding adjustments to ensure this is addressed to help implement the Port Master Plan by supporting development that aligns with the Plan.
- The new proposal’s consolidation of the Port Planning Area from Fisherman’s Wharf Drive (Avenue H) north to Taylor Creek into a single PODA could group heterogeneous holdings into a policy group that may be too far ranging or open ended which could cause future concerns of intensity and incompatibility.
- Ensure that efforts to support streamlined and flexible development options remain aligned with the adopted Port Master Plan. Consider intended and unintended consequences of potentially incompatible uses in an unrestricted fashion, with attention to alleviating potential use conflicts. Where there’s

support to introduce uses outside of the Port Master Plan, carefully consider transitional areas and associated standards.

Prior and current recommendations include the provision of Subdistricts or Subarea with Use Tiers which consider the unique dynamics of the land, north to south, each with a set of permitted (by-right) and *conditional uses* (requiring approval via Public Hearing(s)). Ensure these Subdistricts account for existing port operations, while identifying a streamlined process for new development aligned with the Port Master Plan. The previously recommended Subdistrict Map and corresponding use sets are enclosed for reference.

The Port Master Plan struck a cohesive balance, embracing core industries and compatible uses while not ruling out appropriate growth in other maritime sectors. The proposed policy should balance “by-right” uses aligned with the PMP, which will by default expand the certain use potential to property owners and their investments, while *allowing alternatives when an applicant demonstrates compatibility and appropriate design*.

Success of the City’s proposal, to adoption through a public process, demands public support which was broadly secured by the Port Master Plan. Supporting the Plan’s accepted use mix while offering property owners a clear process to act on further “flexibility” if there’s a market, compatibility and policy-maker acceptance is pragmatic. Pooling too many, far reaching and potentially incompatible uses in a by-right fashion may be met with public opposition and delay the overall effort.

#### **Attachments**

Potential Alternative to Current Port Overlay Subdistricts - Mark-up of Port Master Plan  
Prior Concept Exhibit - Potential Port Zoning Subdistricts  
Draft Ordinance Comments

ORDINANCE NO. 24-NNN



**AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA, CHAPTER 125 – ZONING, ARTICLE III – ESTABLISHMENT OF ZONES, SECTION 125-157 – DESIGNATION OF OVERLAY DISTRICTS, CREATING SUBSECTION (3) – PORT OVERLAY DISTRICT, TO CREATE AND ESTABLISH THE PORT OVERLAY DISTRICT (POD); PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the City Commission directed staff at its December 14, 2020, City Commission Conference Agenda meeting to bring forward a rezoning of the area identified within the Port Masterplan in order to promote redevelopment of such; and

**WHEREAS**, the implementation of the Port Overlay District (POD) and Port Zone Overlay District Areas (PODA) will encourage the redevelopment of the Port of Fort Pierce by promoting the area defined within the Port of Fort Pierce Masterplan for maritime and marine related commercial and marine industrial uses; and

**WHEREAS**, the City of Fort Pierce Planning Board held a properly noticed hearing at a regularly scheduled meeting to consider the revisions, and at their \_\_\_\_\_, 2024, meeting, voted \_\_\_\_\_ to recommend \_\_\_\_\_ of the request.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Fort Pierce, Florida:

**SECTION 1.** Chapter 125 – Zoning, Article IV, Basic Zoning Districts, Section 125-157, Designation of Overlay Districts, Subsection (c), Port Overlay District is hereby created and the same shall read as follows:

**Sec. 125-157 – Designation of overlay districts.**

(c) Port Overlay District

- a. Purpose. The intent of the Port Overlay District (POD) and the designated Port Overlay District Areas (PODA) is to provide suitable locations within the Port of Fort Pierce (POFP) for port activities and compatible marine commercial, marine industrial, and supporting uses. In addition, certain non-industrial water-oriented uses and uses associated with them may be permitted. The requirements in this zone recognize that certain marine oriented activities can be compatible with other activities and when combined can create a unique environment.
- b. Port Overlay District. The area defined as the POD is based on the general boundary of the Port of Fort Pierce and further contains and defines two Port Overlay District Areas (PODA) and named North Port and South Port.

- c. Port Overlay District Areas. The PODA are designated in order to define the uses generally allowed within the POD which are based on the uses outlined within the approved POFP masterplan.
- d. Boundaries. The boundaries of the POD and the PODA are illustrated in figure 157(3)(A) below.

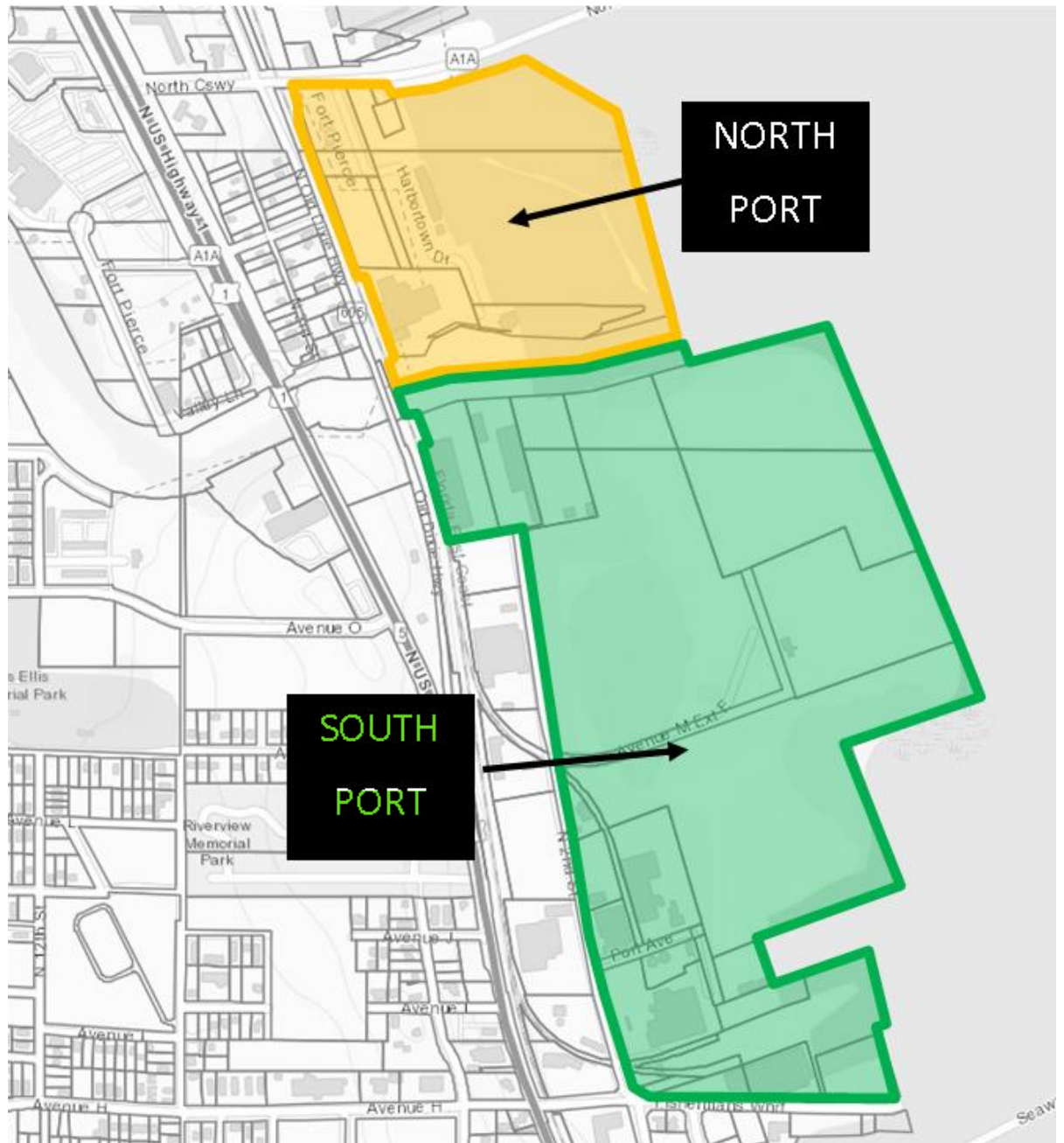


Fig. 157(3)(A) BOUNDARIES OF THE POD AND PODA.

- e. Definitions. The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. The definitions also pertain to the uses allowed by right or by conditional use within the POD subject to the restrictions of the PODA and the underlying Future Land Use of the property.

Coastwide shipping means the movement of cargo and passengers by sea along a coast, without crossing an ocean.

Corporate residential means housing provided on-site to workers employed in connection with uses in and around the POFP and available to rent on a temporary and flexible basis. Such use shall be considered to be commercial for purposes of the POD.

Education facility means land, buildings, or structures used for providing academic, commercial, or curriculum-based educational services.

Environmental and cultural resources means a use which encompasses natural habitats, sensitive species, sensitive habitat lands, wetlands, floodplains, any product of human activity or any object or place given significance by human action or belief, including landforms and archaeological sites.

*Export operations* means an activity where resources, intermediate goods, or final goods or services that a buyer in one country purchases from a seller in another country.

*Fuel Storage and Distribution* means activities and processes associated with storing, handling, and transporting fuel from the fuel production facility to and at the fueling station.

*Fueling* means that part of a property where flammable or combustible liquids or gases used as fuel are stored and dispensed from fixed equipment to fuel tanks of marine vessels.

*Import operations* means an activity where resources, goods, or services that producers in one country sell to buyers in another country.

*Helistop* means a designated land area “Helistop” means a designated land area or roof structure used for the pickup or discharge of passengers and cargo, which does not provide helicopter maintenance and repair facilities or fueling services.

*High and dry boat storage* means structures or racks located landward of the high watermark that provide dry places and easy access for removing and returning boats, kayaks, Jet Skis, etc., from the water via a lift or hoist.

*Hotel* means a facility offering transient lodging accommodations to the general public and providing additional services, such as restaurants, meeting spaces, entertainment, and recreational facilities.

*Light Industrial* means an industrial use such as manufacturing, assembly, or repairs, and does not include uses which may be obnoxious by reason or emission of odors, dust, noise, smoke, or vibrations.

*Marinas* means facilities which provide moorage, launching, storage, supplies, and a variety of services for recreational, commercial fishing and charter fishing vessels. They are differentiated from docks/moorages by their larger scale, the provision of significant landside services and/or the use of a solid breakwater (rock, bulkheading, etc.).

*Marine industrial* means the assembly, production, warehousing, or storage of finished or semi-finished materials or components into a finished or semi-finished marine product and includes the production or sale of fishing equipment and supplies, boat construction and dry land boat storage, sales of fisheries products for human consumption, and commercial fishing operations.

*Marine related retail* means the sales of boats, boat rental, boat and marine accessories and parts and related supplies, fishing equipment, and fishing licenses.

*Passenger vessel* means a day trip or cabin vessel constructed and equipped to carry more than 12 passengers.

*Passive Park and Recreation* means passive recreation, greenway, and stormwater recharge uses, and public facilities necessary to support development on nearby buildable lands and water-related development.

*Rail*. The rails, ties, ballasts, spur and all related apparatus or appurtenances attached thereto which are necessary for the operation of a railroad.

*Resort hotel* means tourist-oriented destination resort facility offering transient lodging accommodations with sleeping units available to the general public in conjunction with marine, aquatic, golf or other recreational amenities, including, but not limited to, organized programs, activities, camps and excursions for both adults and/or children, fitness and spa facilities, as well as other services and amenities including restaurants, meeting, conference and/or banquet facilities as well as entertainment where such sleeping units are intended for the exclusive use as transient lodging accommodations.

*Restaurant* means a use where food and beverages are offered for sale to the public for consumption at tables or counters either inside or outside the building on the lot.

Shipyard. A yard, place, or enclosure where ships are built, maintained, restored, or repaired.

Terminal facilities means one or more structures comprising a terminal unit, which include, but are not limited to, wharves, warehouses, covered and/ or open storage spaces, cold storage plants, cranes, grain elevators and/or bulk cargo loading and/or unloading structures, landings, and receiving stations, used for the transmission, care and convenience of cargo and/or passengers in the interchange of same between land and water carriers or between two water carriers.

Vessel Repair means the use for repair, maintenance, restoration, and construction of vessels, or work on the underwater bodies of vessels, and uses which are ancillary, accessory, or incidental to vessel repair or construction, including use of a drydock or ship lift.




Water-dependent use means the use or a portion of a use which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations. Examples of water-dependent uses may include ship cargo terminal loading areas, ferry and passenger terminals, barge loading facilities, ship building and dry docking, marinas, or float plane facilities.

Water-related use means a use which provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses).

- f. District Uses. Permitted and Conditional uses allowed within each PODA are identified in table 157(3)(B). Port Overlay District Permitted and Conditional Uses.

PORT OVERLAY DISTRICT (POD) PERMITTED AND CONDITIONAL USES	NORTH PORT		SOUTH PORT	
	P	C	P	C
Boat Slips	X		X	
Boat Servicing	X		X	
Coastwide shipping	X		X	
Corporate residential		X	X	
Education facility – Marine	X		X	
Environmental and cultural resource - Marine	X		X	
Export operations	X		X	
Fueling	X		X	
Fuel Storage and Distribution		X		X
Greenway	X		X	
Helistop		X		X
High and dry boat storage	X		X	
Import operations	X		X	
Light Industrial	X		X	
Marina	X		X	
Marine Industrial	X		X	
Passenger Vessel	X		X	
Passive Park, Recreation, Stormwater Recharge		X	X	
Rail		X		X
Resort Hotel (100 Rooms or less)		X	X	
Resort Hotel (more than 100 Rooms)		X		X
Restaurant	X		X	
Retail - Marine Related	X		X	
Shipyard	X		X	
Terminal Facilities		X		X
Vessel Repair	X		X	
Other Water-dependent Use		X		X
Other Water-related Use		X		X

Figure 157(3)(B): Permitted and Conditional Uses allowed within the Port Overlay District by PODA (P=permitted, C=conditional)

- g. Basic use standards. Land development in the POD must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by the conditional use process.
  - (1) Lot size. There are no minimum lot area, width, or depth requirements.
  - (2) Impervious coverage. Maximum impervious lot coverage is regulated by the required on-site stormwater treatment.
  - (3) Maximum Building height. Is regulated by the Floor Area Ratio (FAR) of the Future Land Use. 
  - (4) Stacking of cargo containers shall not exceed 60 feet. 
- h. Special conditional use criteria. No conditional use outside of the conditional uses set out in figure 157(3)(B) will be considered in the POD unless it meets one or more of the following criteria:
  - (1) The use is a water-dependent use, which means that it can only be carried out on, in, or adjacent to water and the location or access is needed for:
    - i. Waterborne transportation (such as navigation; mooring, fueling and servicing of ships or boats; terminal and transfer facilities; fish or other resource and material receiving and shipping), or
    - ii. Recreation (active recreation such as swimming, boating, or fishing; passive recreation such as viewing or walking), or
    - iii. A source of water (such as energy production, cooling of industrial equipment or wastewater or other industrial processes), or
    - iv. Marine research or education (such as viewing, sampling, recording information, conducting experiments or teaching).
  - (2) The use is a water-related use, which means that:
    - i. It provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses), or
    - ii. If it were not located near the water, it would experience a public loss of quality in the goods and services offered (evaluation of public loss of quality will include a subjective consideration of economic, social, and environmental consequences of the use), or
    - iii. The use, which is not the primary use of the structure, shares an existing structure with a water-dependent use or water-related use and the combination results in a multiple use facility, or
    - iv. The project provides significant public access or recreation uses through the provision of waterfront seating, walkways, piers, street furniture or similar facilities, or
    - v. The use is an accessory use important to the operations of the principal use, or
    - vi. The use is a temporary use which meets the requirements of section 125-320.
- i. Other applicable use standards.
  - (1) A POD site plan review shall be required in conformance with the site plan review section of the City's Code of Ordinances. 
  - (2) All development will comply with applicable access, parking and loading standards of the City's Code of Ordinances. Alternatively, projects may utilize the most current version of the ITE parking generation manual. For mixed use projects, shared parking is encouraged, and parking requirements shall be determined by a parking analysis prepared by a

licensed (PE) Traffic Engineer and if considered appropriate shall be approved by the Planning Director or designee.

- (3) All development will comply with applicable stormwater management standards of the City's Code of Ordinances. Innovative stormwater treatment solutions may be supported if accompanied by a licensed (PE) Engineer's signed and sealed analysis and drainage statement, as approved by the Planning Director or designee.
  - (4) All development will comply with applicable landscaping standards of the City's Code of Ordinances. Alternative landscape design proposed by a licensed Landscape Architect, shall be approved if considered appropriate by the Planning Director or designee.
  - (5) The standards contained within the City's Aquatic Conservation Zones (A-1) and (A-2) shall not apply to the boundaries of the POD.
  - (6) Conditional uses will be reviewed and approved through the site plan review process.
  - (7) Signs will comply with the standards of the City's Code of Ordinances.
- j. Applicability of other code provisions not in conflict herein. All regulations of the City's Code of Ordinances not directly in conflict herewith are applicable to a POD site plan.
  - k. Easements. Easements necessary for the orderly extension and maintenance of public utilities, roads and/or other special needs which may be required shall be provided as deemed appropriate by the City Commission.
  - l. Phasing. Each phase of development must be planned and related to previous and future development phasing, surrounding properties, and available public facilities and services, to ensure all phases of development will not adversely impact drainage, utilities, access, parking, or the traffic flow of the completed phases.
  - m. Expiration of approval. POD site plans shall specify expiration date as part of a timetable of development. If building permits are not received within the approved timetable, then the site plan is deemed expired, and a revised site plan and timetable will be required to be submitted and approved prior to the undertaking of development activity.
  - n. Additional requirements. The final approval of a POD site plan may establish additional requirements and/or conditions as necessary to ensure that a POD Site Plan conforms to the intent of this section.
  - o. Variances are not necessary. The specific development standards will be contained in the approved site plan for each development listed within the development order which normally considers those matters which might otherwise be the subject of variance review by the board of adjustment.
  - p. Unregulated activities. The provisions of this district will not be interpreted to prohibit or regulate the following activities, unless the prohibition or regulation is specifically stated as a condition of approval of a conditional use:
    - (1) Filling.
    - (2) Dredging.
    - (3) Dredged material disposal.
    - (4) Bankline/stream alteration.
    - (5) Construction and repair of shoreline stabilization structures, mosquito control structures and dikes.
    - (6) Installing types of navigational structures not previously listed in this subsection.

**SECTION 2.** The boundaries of the Port Overlay District (POD) and the Port Overlay District Areas (PODA) therein are depicted at **Exhibit A**, attached hereto, and adopted herewith.

**SECTION 3.** The legal descriptions of the parcels subject to the rezoning of the Port Overlay District (POD) are described at **Exhibit B**, attached hereto, and adopted herewith.

**SECTION 4.** All ordinances or parts thereof that may be determined to be in conflict herewith are hereby repealed.

**SECTION 5.** The provisions of this Ordinance are declared to be severable and if any section, sentence, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance, which shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

**SECTION 6.** This Ordinance shall take effect immediately upon passage.

APPROVED AS TO  
FORM AND CORRECTNESS:

\_\_\_\_\_  
Sara Hedges, Esq.  
City Attorney

STATE OF FLORIDA COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. 24-NNN was duly advertised by title only in the St. Lucie News Tribune on \_\_\_\_\_, 2024; copy of said Ordinance was made available at the Office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on \_\_\_\_\_, 2024; and was duly introduced, read by title only, and passed on second and final reading on \_\_\_\_\_, 2024, by the City Commission of Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

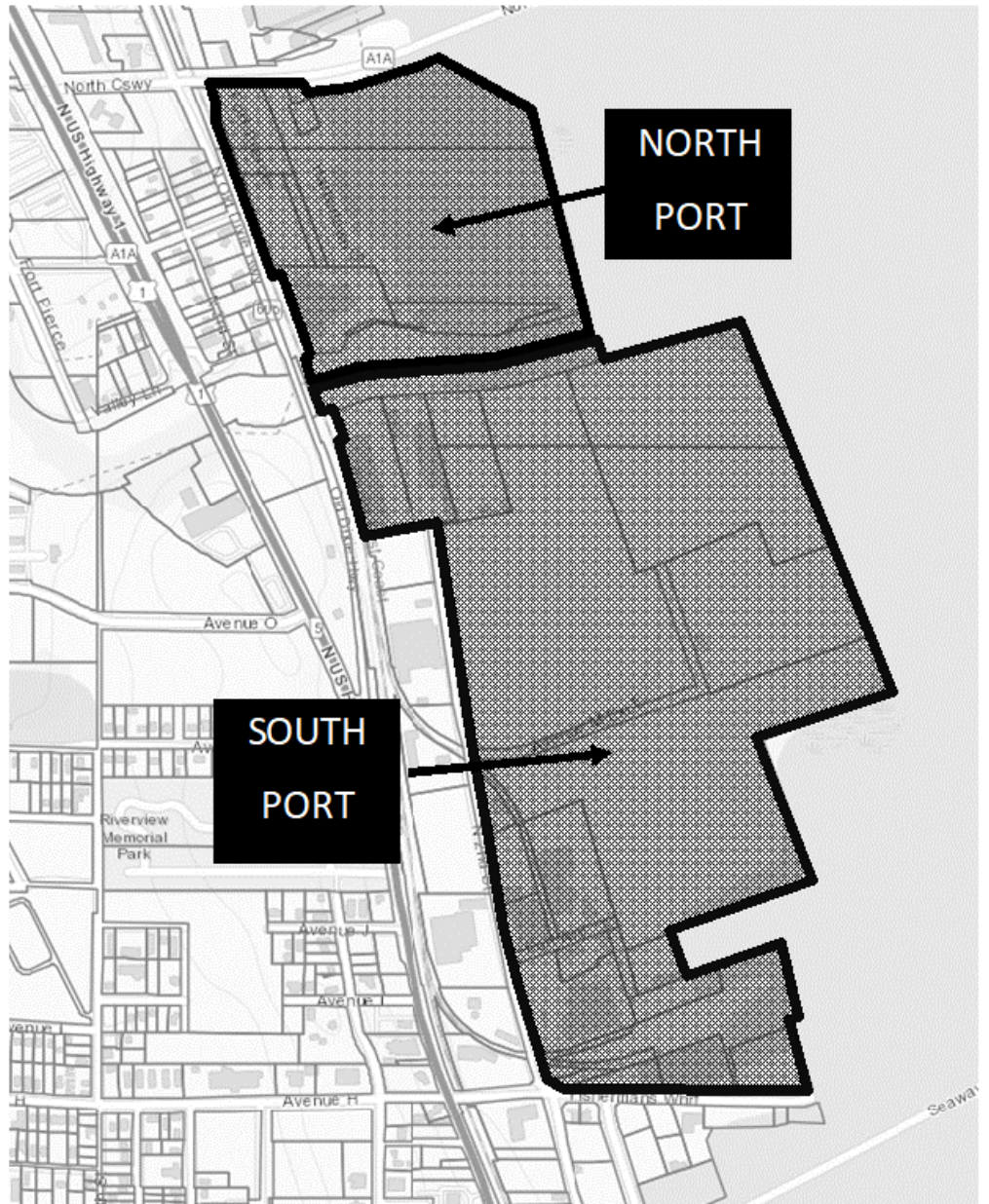
\_\_\_\_\_  
Linda Hudson, Mayor

ATTEST:

\_\_\_\_\_  
Linda W. Cox  
City Clerk

(SEAL)

**EXHIBIT A**  
**BOUNDARY OF THE PORT OVERLAY DISTRICT (POD) AND PORT OVERLAY**  
**DISTRICT AREAS (PODA)**



**EXHIBIT B**  
**LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)**

Parcel ID	PODA	Legal Description
1434-330-0004-000-8	NORTH	34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 249.55 FT TO POB, TH CONT ALG SD S R/W 112.04 FT, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH N 68 DEG 51 MIN 47 SEC E 71.06 FT TO A PT ON A CURVE CONC NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH ELY ALG ARC 417.81 FT, TH N 68 DEG 51 MIN 47 SEC E ALG TANG OF SD CURVE 170.86 FT, TH S 60 DEG 47 MIN 30 SEC E 492.74 FT, TH S 15 DEG 47 MIN 30 SEC E 244.15 FT M/L TO S LI SD SEC 34, TH WLY ALG SD S LI 1222 FT M/L, TH N 20 DEG 24 MIN W 340 FT M/L TO SLY R/W ST RD A1A AND POB (9.18 AC) (OR 3792-2820)
1434-330-0004-010-1	NORTH	34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SDE R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59 FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH N 68 DEG 51 MIN 47 SEC E 151.06 FT TO PT ON A CURVE CONC TO NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH WLY ALG ARC 78.64 FT, TH NLY ALG ST RD A1A R/W 48.32 FT, TH WLY ALG SD S R/W 96.28 FT TO POB (0.20 AC) (OR 3792-2820)
1434-330-0004-020-4	NORTH	34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59 FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH S 68 DEG 51 MIN 47 SEC W 80 FT TO POB (0.34 AC) (OR 3792-2820)
1434-330-0008-000-6	NORTH	34 34 40 FROM NW COR OF 3-35-40 RUN S 89 DEG 37 MIN 30 SEC E ALGTWP LI 628.9 FT TO ELY R/W FEC RR FOR POB, TH NWLY ALG SD ELY R/W 239.1 FT, TH S 89 DEG 44 MIN E 26.65 FT, TH N 20 DEG 24 MIN W 88.30 FT TO SLY R/W ST RD A1A, THELY ALG SD SLY R/W 222.90 FT, TH S 20 DEG 24 MIN E 340 FT M/L TO N LI SD SEC 3, TH WLY ALG SD N LITO ELY R/W FEC RR FOR POB (1.81 AC) (OR 203-2426: 1173-883)
2403-211-0000-000-1	NORTH	3 35 40 FROM NW COR SEC 3, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 882.10 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR AND POB, TH S 20 DEG 24 MIN E 560.40 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR, TH S 89 DEG 44 MIN E 221.58 FT M/L, TH S 20 DEG 24 MIN E 300.32 FT, TH S 79 DEG 13 MIN E 163.78 FT, TH S 87 DEG 55 MIN E 312.7 FT, TH N 74 DEG 12 MIN 30 SEC E 450 FT, TH N 15 DEG 47 MIN 30 SEC W 745 FT M/L TO SD TWP LI, TH WLY ALG SD TWP LI 1222 FT M/L TO POB-LESS THAT PART OF TAYLOR HARBOR FISHING PORT S/D LYG WITHIN THIS DESC- (18.43 AC) (OR 3792-2820)
2403-212-0001-000-1	NORTH	03 35 40 A PARCEL OF LAND LYG E OF FEC RR R/W AND N OF TAYLOR CREEK INCL ALL LOT 1 AND PART OF LOT 2 TAYLOR HARBOR FISHING PORTS/D MPDAF: FROM NW COR SEC 3, TH S89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W FEC RR, TH SELY ALG SD R/W 107.5 FT, TH S 89 DEG 44 MIN E 200 FT, TH S 20 DEG 24 MIN E 453.50 FT TO POB, TH N 89 DEG 44 MIN W 200 FT TO ELY R/W FEC RR, TH S 20DEG 24 MIN E 48.9 FT, TH S 89 DEG44 MIN E 26.72 FT, TH S 29 DEG 24MIN E 387.65 FT TO N R/W TAYLOR CREEK, TH N 87 DEG 56 MIN 41 SEC E AKG SD R/W 137.24 FT, TH N 23 DEG 59 MIN 10 SEC E 76.68 FT, TH N 61 DEG 49 MIN 28 SEC E 149.09 FT, TH S 79 DEG 06 MIN 17 SEC E 102.76 FT, TH N 20 DEG 24 MIN W 299.94 FT, TH N 89 DEG 44 MIN W 274.20 FT M/L TO POB (3.50 AC) (OR 3792-2820)
2403-221-0000-000-2	NORTH	3 35 40 FROM INT OF N LI OF SEC AND E R/W OF FEC RR RUN SELY ALG R/W 107.5 FT, TH E 19.77 FT TO POB, TH CONT E 180.23 FT, TH SELY // TO RR R/W 453.5 FT, TH W 200 FT TO RR R/W, TH NWLY ON R/W 225.5 FT, TH E TO PT 43.5 FT NELYOF C/L OF N BOUND MAIN TRACK, TH NWLY ON RR R/W 228 FT TO POB (1.85 AC) (OR 3792-2820)
2403-221-0001-000-9	NORTH	03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.9 FT TO E R/W FEC RR AND POB, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 253.43 FT, TH N 20 DEG 24 MIN W 107.60 FT M/L TO A PT ON SD S TWP LI, TH N 89 DEG 37 MIN 30 SEC W 253.20 FT M/L TO ELY R/W FEC RR AND POB (0.50 AC) (OR 203-2426: 1173-883)

**EXHIBIT B (CONTINUED)**  
**LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)**

2403-221-0002-000-6	NORTH	03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO E R/W FEC RR, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 200 FT TO POB, TH CONT S 89 DEG 44 MIN E 53.43 FT, TH S 20 DEG 24MIN E 453.50 FT, TH N 89 DEG 44 MIN W 53.20 FT M/L, TH N 20 DEG 24 MIN W 453.50 FT TO POB (0.55 AC) (OR 3792-2820)
2403-601-0002-000-2	NORTH	TAYLOR HARBOR FISHING PORT S/D LOTS 2 TO 12 INCL-LESS THAT PART OF LOT 2 AS IN OR 488-452 (2.18AC) (OR 3792-2820)
2403-123-0000-000-1	SOUTH	3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: FROM SW COR SEC RUN N 0 DEG 00 MIN 30 SEC W 1317.9 FT, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TORR RAIL, TH N 15 DEG 47 MIN 30 SEC W 1098.88 FT, TH N 70 DEG 14 MIN 30 SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E 850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14MIN 30 SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, THS 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98)
2403-123-0001-000-8	SOUTH	3 35 40 THAT PART OF THE FOL DESC PARCEL LYG WITHIN GOVT LOT 2: FROM SW COR OF SEC RUN N 0 DEG00 MIN 30 SEC W 1317.9 FT TH S 89 DEG 49 MIN E, 2585.7 FT TO RRRAIL TH N 15 DEG 47 MIN 30 SEC W1098.88 FT, TH N 70 DEG 14 MIN 30SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14 MIN 30SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, TH S 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98)
2403-131-0000-000-6	SOUTH	3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15 DEG 47 MIN 30 SEC W 1137.13 FT TO NE COR TUXEDO FRUIT CO PROP, TH SWLY ALG TUXEDO N LI 300.18 FT TO E LI OF SPUR TRACK #92, TH NWLY ALG CURVE OF E R/W OF SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT TO POB, TH N 19 DEG 45 MIN 30 SEC W ALG E LI OF RD 640.92 FT TO S LI GRUMMAN PROP, TH N 70 DEG 14 MIN 30 SEC E ALG SD S LI 481.20 FT, TH S 19 DEG 45 MIN 30 SEC E 221.06 FT, TH CONT N 70 DEG 14 MIN 30 SEC E ON S LI OF GRUMMAN PROP 294.64 FT TO `BULKHEAD LINE`, TH S 22 DEG 50 MIN E ALG B/L 450.51 FT M/L, TH S 70 DEG 14 MIN 30 SEC W 800 FT, TH N 19 DEG 45 MIN 30 SECW 30 FT TO POB AND THE E 1/2 OF ABANDONED AVE M EXT LYG W OF AND ADJ TO (10.947 AC - 476,862 SF) (OR 1289-493: 4088-1042)
2403-213-0001-010-7	SOUTH	3 35 40 FROM E R/W FEC RR AND S R/W SFWMD C-25 RUN ELY ALG S R/W C-25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO NE COR OF PERRY PROP, TH S 15 DEG 11 MIN 40 SEC E ALG PERRY PROP E LI 301.73FT M/L TO S LI GOVT LOT 1 AND POB, TH ELY ALG SD S LI 470 FT M/L TO WLY LI GRUMMAN PROP, TH S 19 DEG 45 MIN 30 SEC E ALG GRUMMAN PROP W LI 562.71 FT M/L TO GRUMMAN SW COR, TH ELY ALG GRUMMAN PROP S LI 81.98 FT TO W LI OF RD R/W, TH S 19 DEG 45 MIN 30 SEC E ALG SD W LI 590.90 FT M/L, TH S 70 DEG 14 MIN 30 SEC W ALG N LI OF RD R/W 817.20 FT TO PC OF CURVE TO RIGHT, R 467.94 FT, CA 26 DEG 12 MIN, ARC 213.98 FT TO PT, TH NWLY ALG TANG 55.54 FT TO E LI OF N 2 ST, TH NWLY ALG SD E LI 1000 FT M/L, TH N 78 DEG 21 MIN 50 SEC E ALG S LI OF PERRY PROP AND ITS WLY EXT 347.80 FT, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 290 FT M/L TO N LI OF GOVT LOT 2 AND POB AND THE N 1/2 OF ABANDONED AVE M EXT LYG S OF AND ADJ TO AND THE W 1/2 OF ABANDONED AVE M EXT LYG E OF AND ADJ (26.563 AC - 1,157,089 SF) (OR 1289-493: 4088-1042)

**EXHIBIT B (CONTINUED)**  
**LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)**

2403-213-0002-000-1	SOUTH	3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCK AND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI RUN N 15 DEG 11 MIN 40 SEC W ALONG E LI OF FT PIERCEDRYDOCK AND TERMINAL CO LANDS, 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, TH S 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 8 DEG 23MIN W 25.05 FT, TH N 78 DEG 21 MIN 50 SEC E 90 FT TO POB, WITH RIP RTS-SUBJECT TO R/W AND ESMT TO CITY OF FT PIERCE AS IN OR 171-2313 AND 256-2438
2403-213-0002-010-4	SOUTH	3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 2: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCK AND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI, RUN N 15 DEG 11 MIN 40 SEC W ALG E LI OF FT PIERCE DRYDOCK AND TERMINAL CO LANDS 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, TH S 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 48 DEG 23 MIN W 25.05 FT, TH N 78 DEG 21 MIN 50SEC E 90 FT TO POB, WITH RIP RTS (OR 298-1270)
2403-213-0004-000-5	SOUTH	3 35 40 FROM INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR RUN N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT TO POB, TH CONT NELY ALG S R/W LI 203.72 FT, TH S 15 09 33 E 600.07 FT, TH S 78 21 50 W 200.38 FT, TH N 15 09 33 W 626.52 FT TO POB (2.816 AC)
2403-213-0004-020-1	SOUTH	3 35 40 BEG AT INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR, TH N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT, TH S 15 09 33 E 626.52 FT, TH S 78 21 50 W 249.62 FT TO E R/W LI OF FEC RR AND TO CURVE CONCAVE SW, TH NWLY ALG ARC & E R/W LI 464.18 FT, TH N 20 41 10 W 17.35 FT, TH N 69 18 50 E 25 FT, TH N 20 41 10 W 118.47 FT TO POB (3.557 AC)
2403-213-0001-000-4	SOUTH	3 35 40 FROM INT E R/W FEC RR AND S R/W SFWMD C25 RUN ELY ALG S R/W LI OF C25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO POB, TH CONT N 85 DEG 48 MIN 50 SEC E 132.84 FT, TH N 74 DEG 05 MIN E 289.96 FT M/L, TH S 19 DEG 45 MIN 30 SEC E ALG W LI OF GRUMMAN PROP 395 FT M/L TO S LI OF GOVT LOT 1, TH WLY ALG SD S LI 470 FT M/L TO E LI PERRY PROP, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 301.73 FT M/L TO POB (OR 1289-493: 4088-1042)
2403-313-0003-010-8	SOUTH	3 35 40 BEG SW INT PORT AV AND HARBOR ST, TH S 15 DEG 47 MIN 30 SEC E ALG WLY R/W HARBOR ST 99.71 FT, TH S 70 DEG 52 MIN 59 SEC W 87.21 FT, TH S 21 DEG 10 MIN 18 SEC E 33.58 FT, TH S 65 DEG 02 MIN 06 SEC W 71.67 FT, TH S 66 DEG 31 MIN 29 SEC W 92.54 FT, TH S 75 DEG 10 MIN 23 SEC W 34.62 FT, TH N 12 DEG 05 MIN 33 SEC W 142.87 FT, TH N 70 DEG 14 MIN 30 SEC E ALG SLY R/W PORT AV272.42 FT TO POB (OR 3475-1985: 3504-831)
2403-314-0001-000-4	SOUTH	3 35 40 FROM INT E R/W N 2 ST AND S R/W PORT AV RUN ELY ON S R/W PORT AV 460.8 FT FOR POB, TH CONT ELY 60.4 FT M/L, TH N 15 DEG 47.5 MIN W 50.03 FT, TH S 70 DEG 14.5 MIN W 60.4 FT, TH SELY 50.03 FT TO POB (OR 1289-493: 4088-1042)
2403-314-0002-000-1	SOUTH	3 35 40 FROM SW COR OF SEC RUN N0 DEG 00.5 MIN W 1317.9 FT, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT TO A RR RAIL, TH N 15 DEG 47.5MIN W 192.2 FT FOR POB, TH CONT N15 DEG 47.5 MIN W 325 FT, TH S 70DEG 14.5 MIN W 51.12 FT, TH S 15 DEG 47.5 MIN E 325 FT, TH N 70 DEG 14.5 MIN 51.12 FT TO POB (0.38 AC)

**EXHIBIT B (CONTINUED)**  
**LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)**

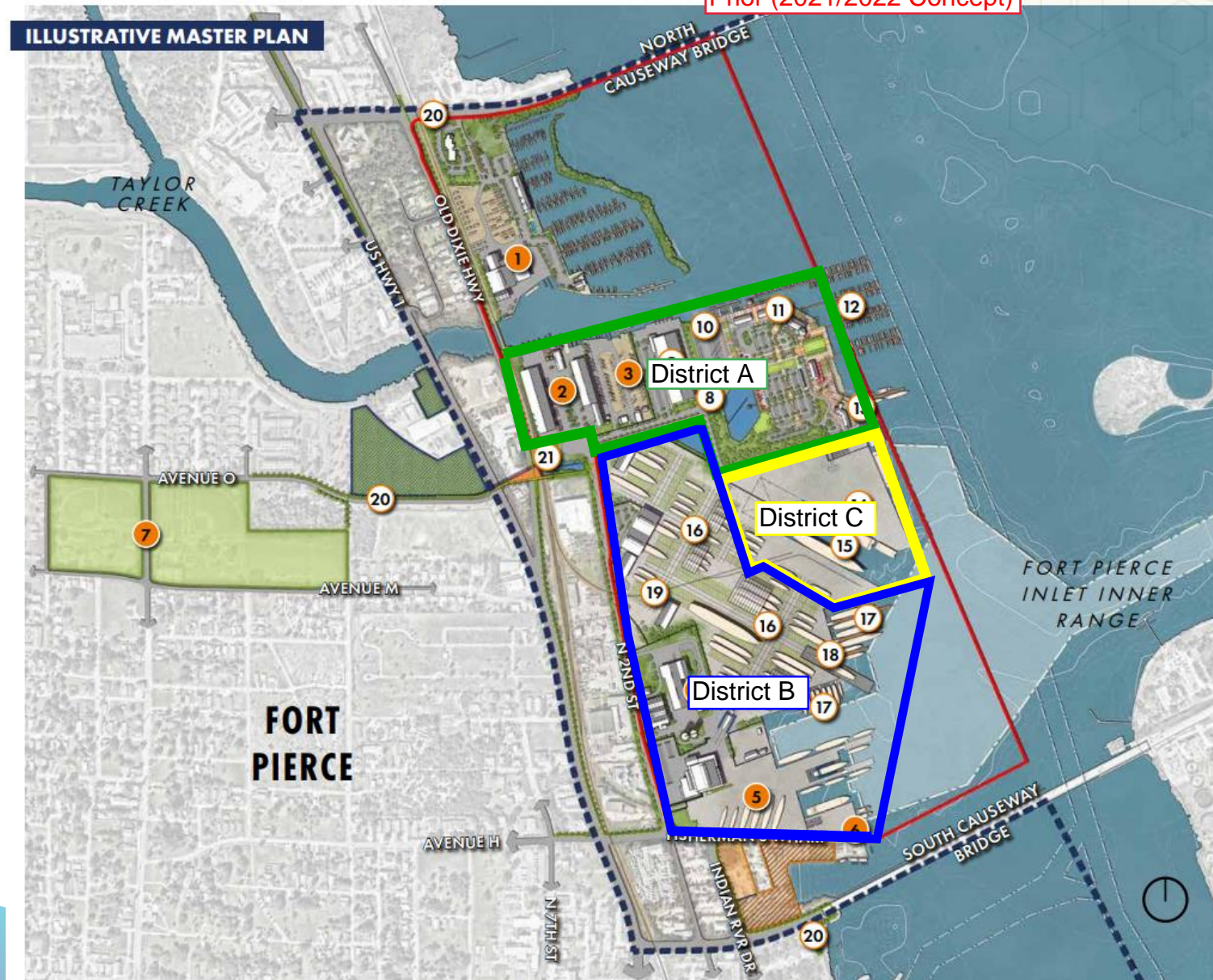
2403-133-0001-000-9	SOUTH	03 35 40 FROM SW COR OF SEC RUN N 1317.9 FT TO SW COR GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15 DEG 47 MIN 30 SEC W 397.2 FT TO POB, TH CONT N 15 DEG 47 MIN 30 SEC W 739.93 FT TO NE COR TUXEDOFRUIT CO PROP, TH SWLY ALG TUXEDON LI 300.18 FT TO E LI SPUR TRACK 92, TH NWLY ALG CURVE OF E R/W SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT, TH S 19 DEG 45 MIN 30 SEC E ALG SLYEXT OF E LI OF RD 30 FT, TH N 70 DEG 14 MIN 30 SEC E 800 FT TO 'BULKHEAD LI', TH S 22 DEG 50 MINE ALG B/L 300.43 FT, TH SWLY ALG B/L 650 FT, TH SELY ALG B/L 700 FT, TH SWLY ALG B/L 953.08 FT TO POB AND THE S 1/2 OF ABANDONED AVE M EXT LYING N OF AND ADJ TO (29.125 AC - 1,268,706 SF) (OR 1289-493: 4088-1042)
2403-311-0001-000-5	SOUTH	3 35 40 FROM SW COR OF SEC RUN N 0 DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIV GOVT LOTS 3 AND 4, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL, PT OF REF, FROM SD PT OF REF, RUN N 15 DEG 47 MIN 30 SEC W 567.23 FT TO POB, TH RUN S 70 DEG 14 MIN 30 SEC W ALG N LI OF PORT AV 289.4 FT TO ELY R/W FEC RR TRACK #92, TH N 15 DEG 47 MIN 30 SEC W ALG SD ELY R/W 399.87 FT TO P OF C, TH ALG CIR CURVE CONC TO SW, CHORD BRG N 19 DEG 50 MIN 30 SEC W RUN ALG SD R/W, CHORD DIST OF 169.55 FT, TH N 70 DEG 18 MIN 30 SEC E 300.18 FT, TH S 15 DEG 47 MIN 30 SEC E 570.1 FT TO POB
2403-311-0002-000-2	SOUTH	3 35 40 FROM SW COR SEC 3 RUN N 1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOV LOT 3, 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 567.23 FT, TH S 70 DEG 14.5 MIN W 321.1 FT, TH N 15 DEG 47.5 MIN W 239.8 FT TO POB, TH CONT N 15 DEG 47.5 MIN W 260.5 FT TO PT ON WLY R/W OF FEC RR TRACK 92, TH NLY ALG SD WLY R/W 69.5 FT, TH S 70 DEG 16.5 MIN W 146.2 FT TO E R/W OF N 2 ST, TH SLY ALG SD E R/W 333.4 FT, TH N 70 DEG 16.5 MIN E 181.3 FT TO POB
2403-312-0001-000-8	SOUTH	3 35 40 BEG AT INT OF E LI OF N 2 ST AND N LI OF TUXEDO FRUIT CO PROP, TH NLY ALG N 2 ST 314.8 FT TO FEC RR R/W FOR SPUR TRACT 92, TH SELY ALG SPUR TRACT R/W TO A PT 138.4 FT ELY OF POB, TH SWLY 138.4 FT TO POB (OR 1951-361)
2403-313-0001-000-1	SOUTH	3 35 40 FROM SW COR OF SEC 3 RUN N 1317.9 FT TO SW COR OF GOV LOT 3, TH E ALG S LI OF GOV LOT 3 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 567.23 FT, TH S 70 DEG 14.5 MIN W 321.01 FT TO POB, TH N 15 DEG 47.5 MIN W 239.8 FT, TH S 70 DEG 16.5 MIN W 181.3 FT TO E R/W N 2 ST, TH SLY ALG SD E R/W 242.2 FT TO N LI OF PORT AV, TH ELY ALG SD N LI 199.6 FT TO POB (OR 4150-1715)
2403-313-0003-000-5	SOUTH	3 35 40 FROM SW COR OF SEC RUN N ALG W SEC LI 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2 FT, TH S 70 DEG 14.5 MIN W 51.12 FT, TH N 15 DEG 47.5 MIN W 2.17 FT TO POB, TH N 70 DEG 14 MIN 30 SEC E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH S 70 DEG 14 MIN 30 SEC W 6.27 FT, TH N 15 DEG 47.5 MIN W 325.33 FT TO S LI OF ST, TH WLY ALG S SIDE OF ST 470 FT TO E LI OF N 2 ST, TH SLY ALG E LI N 2 ST 417.8 FT TO N R/W OF FEC SPUR TRACK 3, TH ELY ALG SD N R/W 472.25 FT TO POB-LESS THAT PART MPD IN OR 597-228, 3577-727 (3.90 AC - 170,178 )(OR 4088-994)
2403-314-0003-000-8	SOUTH	3 35 40 FROM SW COR SEC 3 RUN N 0 DEG 00.5 MIN W 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 192.2 FT FOR POB AND SW COR OF TRACT HEREIN DESC: FROM POB CONT N 15 DEG 47.5 MIN W 205.0 FT, TH N 70 DEG 14.5 MIN E 253.08 FT TO PT ON WLY SHORE OF IND RIV, TH S 16 DEG 9.5 MIN E 204.9 FT, TH S 70 DEG 14.5 MIN W 254.43 FT TO POB
2403-314-0004-000-5	SOUTH	3 35 40 FROM SW COR OF SEC RUN N 0 DEG 00.5 MIN W 1317.9 FT TO LI DIV GOV LOTS 3 AND 4 OF SD SEC, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH RUN N 15 DEG 47.5 MIN W 67.2 FT, TH S 70 DEG 14.5 MIN W 51.12 FT TO POB, TH RUN N 15 DEG 47.5 MIN W 2.17 FT, TH N 70 DEG 14.5 MIN E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH N 70 DEG 14.5 MIN E 299.28 FT TO IND RIV, TH SELY ALG RIV 125 FT, TH S 70 DEG 14.5 MIN W 306.17 FT TO POB (OR 4088-994)

**EXHIBIT B (CONTINUED)**  
**LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY DISTRICT (POD)**

2403-314-0005-000-2	SOUTH	3 35 40 FROM SW COR OF SEC RUN N 0 DEG 00.5 MIN W 1317.9 FT TO LI DIVIDING GOV LOTS 3 AND 4, TH RUN N 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2 FT TO POB, TH RUN N 70 DEG 14.5 MIN E 671.8 FT, TH S 15 DEG 45.5 MIN E 177.2 FT, TH S 70 DEG 26.5 MIN W 330 FT, TH S 15 DEG 52 MIN 30 SEC E 295 FT M/L TO N R/W FISHERMAN'S WHARF, TH WLY ALG SD N R/W 20.10 FT M/L, TH N 15 DEG 52 MIN 30 SEC W 288 FT M/L, TH S 70 DEG 26 MIN 30 SEC W 320.3 FT, TH S 72 DEG 9.5 MIN W 518.92 FT TO INT OF S LI OF TERMINAL DR WITH E LI OF N 2 ST, TH N 17 DEG 50.5 MIN W 50 FT, TH N 72 DEG 9.5 MIN E ALG N LI OF TERMINAL DR 183.80 FT TO SLY R/W OF FEC TRACK 100, TH FOL R/W OF TRACK 100 IN NWLY DIRECTION 273.1 FT TO INT WITH ELY R/W N 2ND ST, TH NWLY ALG SD R/W TO INT OF N R/W FEC RR TRACK 3, TH FOL R/W OF TRACK 3 IN ELY DIRECTION 472.05 FT TO NE COR OF SD R/W, TH N 70 DEG 14.5 MIN E 13.88 FT, TH S 15 DEG 47.5 MIN E 2.17 FT, TH RUN N 70 DEG 14.5 MINE 51.12 FT TO POB AND 90 FT X 330 FT SLIP ADJ REFRIGERATION PLANT ON S-LESS R/W OF FEC RR AND LESS AS IN DB 103-514 AT TERMINAL DR AND 2 ST FOR ST R/W (OR 4088-994) AND ALSO THE FOLLOWING PREVIOUSLY RR PROPERTY: 3 35 40 BEG AT A PT ON WLY R/W FEC RR, SD PT BEING 150 FT N OF C/L OF GRADE CROSSING AT STA 12674 + 71.9 (PLAN 242-62), TH CONT NLY ALG SD WLY R/W 150 FT M/L, TH ELY 25 FT, TH SLY // TO AND 25 FT WLY OF C/L OF MAIN TRACK 150 FT, TH WLY 20 FT TO POB LESS ABANDONED R/W SPUR TRACK 100 AND SPUR TRACK 3 E OF THE W R/W OF N SECOND STREET AS IN 4337-2817 (5.33 AC / 232,175 SF) (4088-994 / 4337-2817)
2403-341-0001-000-8	SOUTH	3 35 40 FROM SW COR OF SEC RUN NO DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIVIDING GOVT LOTS 3 AND 4 IN SEC 3, TH S 89 DEG 00 MIN 30 SEC E ALG SD LI 2585.7 FT TO RAIL ON E SIDE OF TERMINAL DR, THS 15 DEG 47.5 MIN E 107.7 FT TO RAIL IN PAVEMENT AND POB, TH S 15 DEG 47.5 MIN E 168.6 FT TO CONCRETE MONU ON N SIDE OF FISHERMAN'S WHARF, TH N 88 DEG 45.5 MIN W // TO N BDRY OF FISHERMAN'S WHARF 494.7 FT TO 4 INCH PIPE, TH N 14 DEG 03.5 MIN W 6.5 FT TO A 4 INCH PIPE, TH N 72 DEG 9.5 MIN E 473.5 FT TO POB, ALL SD LAND LYG IN SEC 3-35-40 (OR 4088-994)
2403-341-0002-000-5	SOUTH	3 35 40 FROM PROJECTED INT OF E LI OF N 2 ST AND N LI OF TERMINAL DR RUN NLY ALG N 2 ST R/W 90.4 FT TO SLY R/W OF FEC RR TRACK 100, TH ELY ALG SD SLY R/W 202 FT TO N LI OF TERMINAL DR, TH WLY ALG SD N LI 183.8 FT TO POB-LESS TRIANGULAR SW COR IN ST R/W- (OR 1289-493)
2403-431-0001-000-4	SOUTH	3 35 40 FROM SE COR OF FT PIERCE FIN AND CONSTR CO BLKHD LI ON W SHORE OF IND RIV RUN N ALG BLKHD LI 169 FT TO POB, TH CONT N 310 FT, TH W // TO PROJECTED LI OF S BRIDGE 330 FT, TH S TO N LI OF FISHERMAN'S WHARF, TH RUN ELY ALG SD N LI 350 FT M/L TO POB
2403-432-0001-000-7	SOUTH	3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOVT LOT 3 2585.7 FT TO RR RAIL, TH S 15 DEG 47.5 MIN E 107.7 FT TO POB, TH CONT SLY 168.6 FT TO N LI OF FISHERMAN'S WHARF, TH ELY ALG SD N LI 334.9 FT M/L, TH N 15 DEG 52.5 MIN W 288 FT M/L, TH S 70 DEG 26.5 MIN W 320.30 FT TO POB-(1.68 AC) (EXCHANGE SITE) (OR 4088-994)

# Port Master Plan - Illustrative Plan

Prior (2021/2022 Concept)



KEY FEATURES	
Port Planning Area (+/- 1,545 AC)	.....
Project Study Area (+/- 255 AC)	.....
Anticipated Storm Water Requirement Zones	.....
Fisherman's Wharf Redevelopment Zone	.....
Fisherman's Wharf Publicly Held Land	.....
Fort Pierce Inlet Navigation Channel	.....
Intracoastal Waterway	.....
EXISTING	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Brothers)	6
Lincoln Park Community Park	7
PROPOSED	
Harbour Pointe and Tenant Access Road	8
Dry Stack Boat Storage	9
Taylor Creek Public Boat Ramp and Trailer Parking	10
Harbour Pointe Waterfront Esplanade	11
Harbour Pointe Public Marina	12
Reef Restoration Center, Wharf and Dock	13
East Wharf Berth and Marine Industries Yard(s)	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Yacht MRO Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
FEC Rail Spur and Related Operations (Optional)	19
Urban Greenway System Linked to Proposed SUNTrail	20
Urban Greenway Pedestrian Overpass	21

(2) Code of ordinance consistency.

The following uses are eligible in the PMD zone:

\*Note, simply example use sets - to be refined if this concept advances.

**District A**

**Permitted Uses:**

- Environmental and cultural resource uses
- Park, passive recreation, greenway, and stormwater recharge uses
- High and dry boat storage
- Restaurant, sundries
- Marinas and boat slips
- Marine-related retail
- Marine research/education facilities (such as viewing, sampling, recording information, conducting experiments or teaching)
- Hotels (up to 100 guest rooms) Water-dependent uses that can only be carried out on, in or adjacent to water
- Water-related uses that provide goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses)
- Fueling and servicing of boats (up to 100')

**Conditional Uses:**

- Hotels (exceeding 100 guest rooms)
- Corporate residential uses
- Fueling and servicing of ships
- Vessel construction and repair
- Light Industrial uses

**District B**

**Permitted Uses:**

- Environmental and cultural resource uses
- High and dry boat storage
- Marine-related Industrial & Retail
- Marine research/education facilities (such as viewing, sampling, recording information, conducting experiments or teaching)
- Water-dependent uses that can only be carried out on, in or adjacent to water
- Water-related uses that provide goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses)
- Fueling and servicing of vessels
- Corporate residential uses
- Light Industrial uses
- Passenger vessels
- Shipyards

**Conditional Uses:**

- Environmental and cultural resource uses
- Park, passive recreation, greenway, and stormwater recharge uses
- High and dry boat storage
- Restaurant, sundries
- Marinas and boat slips
- Hotels
- Import and export operations
- Coastwide shipping
- Rail

## District C

### **Permitted Uses:**

Environmental and cultural resource uses

High and dry boat storage

Marine-related Industrial & Retail

Marine research/education facilities (such as viewing, sampling, recording information, conducting experiments or teaching)

Water-dependent uses that can only be carried out on, in or adjacent to water

Water-related uses that provide goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or personal services to water-dependent uses)

Fueling and servicing of vessels

Light Industrial uses

Passenger vessels

Shipyards

Import and export operations

Coastwide shipping

### **Conditional Uses:**

Rail

Environmental and cultural resource uses

Park, passive recreation, greenway, and stormwater recharge uses

Corporate residential uses

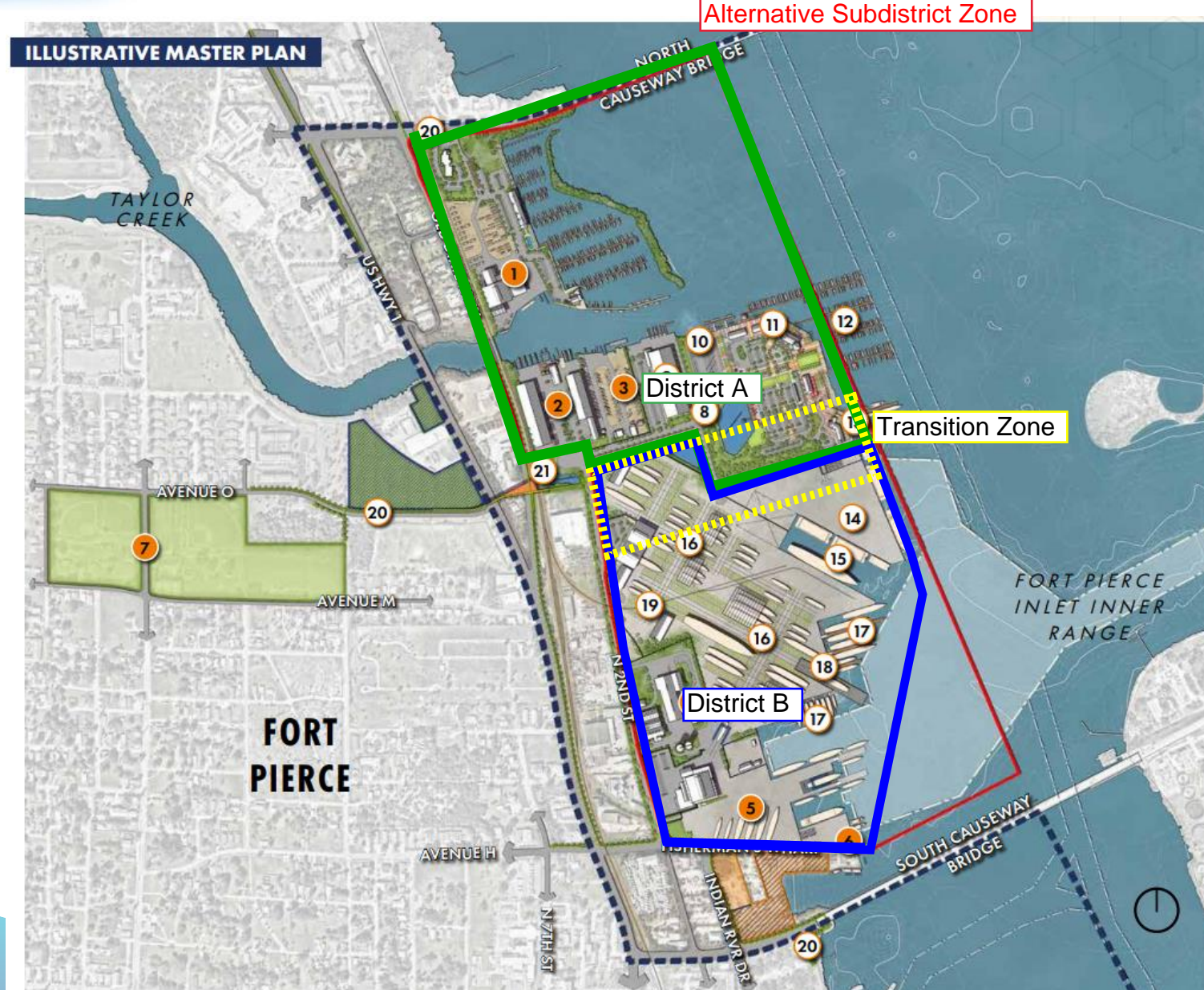
High and dry boat storage

Restaurant, sundries

Marinas and boat slips

Hotels

# Port Master Plan - Illustrative Plan



KEY FEATURES	
Port Planning Area (+/- 1,545 AC)	.....
Project Study Area (+/- 255 AC)	□
Anticipated Storm Water Requirement Zones	▨
Fisherman's Wharf Redevelopment Zone	■
Fisherman's Wharf Publicly Held Land	▩
Fort Pierce Inlet Navigation Channel	—
Intracoastal Waterway	- - -
EXISTING	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Brothers)	6
Lincoln Park Community Park	7
PROPOSED	
Harbour Pointe and Tenant Access Road	8
Dry Stack Boat Storage	9
Taylor Creek Public Boat Ramp and Trailer Parking	10
Harbour Pointe Waterfront Esplanade	11
Harbour Pointe Public Marina	12
Reef Restoration Center, Wharf and Dock	13
East Wharf Berth and Marine Industries Yard(s)	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Yacht MRO Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
FEC Rail Spur and Related Operations (Optional)	19
Urban Greenway System Linked to Proposed SUNTrail	20
Urban Greenway Pedestrian Overpass	21