

CITY PLANNING BOARD

BOARD AGENDA

Planning Board Regular Meeting - Monday, January 13, 2025 - 2:00 p.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. **CONSIDERATION OF ABSENCES**
5. **APPROVAL OF MINUTES**
 - a. Minutes from the December 9, 2024 meeting
6. **NEW BUSINESS**
 - a. Annexation - S. Market Ave - Parcel ID: 2434-601-0062-000-6
 - b. Zoning Text Amendment - Port of Fort Pierce Overlay Zoning District
 - c. Comprehensive Plan Text Amendment - Fort Pierce Utilities Authority - Water Supply Facilities Work Plan

7. **COMMENTS FROM THE PUBLIC**

Any person who wishes to comment on any subject may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Chair, as this section of the Agenda is limited to thirty minutes. The Planning Board will not be able to take any official actions under Comments from the Public. Speakers will address the Board and the Public with respect. Inappropriate language will not be tolerated.

8. **DIRECTOR'S REPORT**

9. **BOARD COMMENTS**

10. **ADJOURNMENT**

Any person seeking to appeal any decision by the Planning Board with respect to any matter considered at this meeting is advised that a record of proceedings is required in any such appeal and that such person may need to insure that a verbatim record of the proceedings is made including the testimony and evidence upon which the appeal is to be based. Persons who require special accommodations under the Americans with Disabilities Act (ADA) should contact (772) 467-3729, at least five (5) days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Planning Board

5. a.

Meeting Date: 01/13/2025

Re: Planning Board Minutes 12/9/24

Submitted For: Kev Freeman, Planning Director, Planning Department

Information

SUBJECT:

Minutes from the December 9, 2024 meeting

Attachments

Planning Board Minutes 12/9/24

Form Review

Form Started By: Alicia Rosenthal

Started On: 12/16/2024 06:02 PM

Final Approval Date: 12/17/2024

DRAFT



CITY OF FORT PIERCE PLANNING BOARD

Planning Board Minutes

OF THE REGULAR MEETING OF THE FORT PIERCE CITY PLANNING BOARD HELD ON MONDAY, **DECEMBER 9, 2024**, IN FORT PIERCE CITY HALL, COMMISSION CHAMBERS, 100 NORTH US HIGHWAY 1, FORT PIERCE, FLORIDA.

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Prior to roll call, Chairman Kreisl introduced the new Planning Board member, Colby Johnson. Mr. Johnson gave a brief introduction.

Present: Gloria Baxevanis; Clayton Colby Johnson; Alexander Edwards; Justine Carter; Anton Kreisl, Chairman

Absent: Nichelle Clemons

Staff Present: Kev Freeman, Planning Director
Vennis Gilmore, Assistant Planning Director
Kerry Driver, Planner
Alicia Rosenthal, Planning and Development Organizer

4. **CONSIDERATION OF ABSENCES**

Ms. Clemons was excused.

5. **APPROVAL OF MINUTES**

- a. Minutes from the September 9, 2024, meeting

Motion was made by Justine Carter, and seconded by Gloria Baxevanis to approve the minutes from the September 9, 2024 meeting.

AYE: Alexander Edwards, Justine Carter, Gloria Baxevanis, Clayton Colby Johnson,
Chairman Anton Kreisl

Passed

6. **HEARING OF THE LOCAL PLANNING AGENCY**

a. **Future Land Use Map Amendment - Pulte Homes - 2721 South Jenkins Road**

Mr. Gilmore gave an overview of the application. He stated the applicant is proposing to amend the Future Land Use Map from GC, General Commercial to RM, Medium Density Residential, to permit the development of single-family housing within proximity to goods, services and the State's intermodal transportation network. Mr. Gilmore said the applicant intends to rezone the property in the future to PD, Planned Development with an associated site plan. Mr. Gillmore highlighted that the change in the Future Land Use is a decrease of 1.49 units and commercial space is completely eliminated. Mr. Freeman explained to the Board that there had been discussions between the owners of the property to the north and the applicant negotiating the cross access agreement and buffers. Ms. Carter asked about the number of residences in the area and the traffic impact on the neighborhood. Mr. Freeman noted that the overall impact on traffic demands is handled by St. Lucie County and FDOT for all developments in the area and will be looked at during the site plan review.

Leslie Olson, Applicant Representative from District Planning Group, said across the street is a Planned Unit Development and to the south is an apartment complex. She noted the access to I-95 and the turnpike allows for many commercial goods and services. Ms. Olson said it is a good opportunity to add an increasing supply of housing which will be close to the Kings Highway job corridor. She explained there will be a significant decrease in traffic going from commercial to residential.

Ms. Carter asked how to predict the traffic impact with an apartment project being developed to the south of the parcel. Mr. Freeman said the site plan is needed to know the impact. He explained the Future Land Use maximum number is counting on the potential of what people are entitled to do. He noted the total number will be reduced on the site plan once the roadways and stormwater are added in. Mr. Freeman highlighted that commercial traffic happens all day when residential traffic has peak flows in the morning and afternoon.

Motion was made by Alexander Edwards, and seconded by Justine Carter to forward a recommendation of approval of the Future Land Use to the City Commission.

AYE: Justine Carter, Gloria Baxevanis, Clayton Colby Johnson, Alexander Edwards,
Chairman Anton Kreisl

Passed

b. **Future Land Use Map Amendment - Becker Preserve - 3398 Selvitz Road**

Mr. Gilmore gave an overview of the application. He stated the applicant is proposing to amend the Future Land Use Map from RL, Low Density Residential to CO, Conservation and Open Space in compliance with the Florida Communities Trust (FCT) grant award agreement that states the subject property shall be amended to conservation, outdoor recreation, open space or similar category. Mr. Gilmore said the applicant has a concurrent application to rezone the properties from R-1, Single-Family Low Density Zone to OS-2, Conservation Open Space Zone. He noted the requested rezoning and future land use amendments to conservation open space are to reflect the properties' current use as a

nature preserve. Mr. Gilmore explained the Future Land Use comparison shows a decrease of 80 residential units.

Aimee Griffin, St. Lucie County Environmental Resources Director, stated the 13.44 acre parcel was purchased in 2011 by St. Lucie County's Environmentally Significant Land Fund. She said the land abuts 10-mile creek. Ms. Griffin explained that one of the counties' primary targets was to preserve 10-mile creek along the north fork for water quality purposes, stormwater attenuation, and to reduce growth up to the edge of the river. A Florida Communities Trust grant from the states was written for 50% of the purchase price and one of the obligations for the grant is to rezone. The secondary purpose of the land is public passive recreation. She said there is another grant through the state that is allowing the county to build a bridge over the oxbo to reconnect pedestrians. The ultimate goal is to have greenways and trails connected all the way along 10-mile creek and the north fork.

Motion was made by Justine Carter, and seconded by Gloria Baxevanis to forward a recommendation of approval of the proposed Future Land Use to the City Commission.

AYE: Gloria Baxevanis, Clayton Colby Johnson, Alexander Edwards, Justine Carter,
Chairman Anton Kreisl

Passed

7. NEW BUSINESS

a. Annexation - 3302 Avenue B

Ms. Driver gave an overview of the application and answered questions from the Board on the current use of the property and owners of adjoining property. She said the request is to annex an approximate .30 acres of land at 3302 Avenue B, which has a St. Lucie County Future Land Use designation of Commercial (COM) and a St. Lucie County Zoning classification of Commercial, General (CG). The proposed City Future Land Use designation is Residential Low Density (RL) and Zoning classification of Single-family Moderate Density (R -3). Ms. Driver noted the current value of the property is \$58,266.

No one spoke for or against the annexation.

Motion was made by Justine Carter, and seconded by Alexander Edwards to forward a recommendation of approval of the proposed annexation to the City Commission.

AYE: Clayton Colby Johnson, Alexander Edwards, Justine Carter, Gloria Baxevanis,
Chairman Anton Kreisl

Passed

b. Annexation - Tall Pines Parcel IDs: 1433-210-0003-000-9 and 1433-310-0002-000-9

Mr. Gilmore stated the request is for an annexation of two (2) parcels of land, approximately 41.63 acres, with a City Future Land Use Designation of RL, Residential Low-Density, and a City Zoning of R-1, Single Family Low-Density Zone. He said the subject properties have a St. Lucie County Future Land Use Designation of RM, Residential Medium, and a St. Lucie County Zoning designation of RMH-5, Residential, Mobile Home. Mr. Gilmore noted the current taxable value of the property is \$10,607,900 and the land has an existing 55-plus Mobile Home Community. Mr. Gilmore stated the Future Land Use comparison is a

decrease of 104 residential units.

Rod Jarvis, Applicant, representing Inspire Communities, owner of Tall Pines, stated Inspire Communities purchased Tall Pines in 2021 and began improving it. He said they wanted to make improvements to increase revenue. Mr. Jarvis stated they had talks with St. Lucie County, and the county said he needed to go to the city for what was being proposed. He noted he had several meetings with city staff and the commissioners and the commissioners were very interested in the annexation. Mr. Jarvis stated there are 254 spaces on site.

Peter Macomber, Vice-President of Tall Pines HOA, said there is a discrepancy in the survey and the buffer requirement.

Mr. Freeman said the buffer is a site plan issue and a signed and sealed survey is needed. The boundary line discrepancy is between the property owners and the neighboring property.

Many Tall Pine residents spoke against the annexation. A resident provided a handout to the Board showing a list of Ordinances being ignored per the plan submitted by Inspire Communities for Tall Pines. The residents complained about storage space being taken away, losing greenspace to increased units, higher taxes and garbage collection, change to quality of life, narrow access road, increased density, losing peacefulness, and no benefit of annexation to the City of Fort Pierce.

Nancy Wall, a Tall Pines resident, said an unofficial survey of all the residents was done, and they received 86 "no" responses to the changes being requested.

Mr. Gilmore explained he received an updated survey with the duplex being eliminated.

Mr. Jarvis said the benefit to the city is additional revenue and helping the city to fill in the checkerboard of city properties to become more efficient in administering city services.

Chairman Kreisl noted the great deal of disagreement between the owner and developers, and he stated he feels conflicted with the city inheriting the argument.

Mr. Freeman encouraged the applicant to have a public meeting with the Tall Pines community. Mr. Freeman said a voluntary annexation is based on state statute which looks if the property is contiguous, does it create an enclave, is the Future Land Use comparable to what is requested and does the annexation create a non-conformity. He noted it is hard for staff to suggest denial as most of the things heard from the residents are regarding the site plan.

Board discussion ensued. Ms. Carter had concerns about the density and utilities. Ms. Baxevanis highlighted that at the City of Fort Pierce, October 19, 2024, Technical Review Committee meeting, the Fort Pierce Police department commented that the annexation would require an additional two officers.

Chairman Kreisl re-opened the public hearing.

Mr. Jarvis asked to continue the annexation for two (2) months.

Motion was made by Justine Carter, and seconded by Gloria Baxevanis to defer the annexation to the February 10, 2025, Planning Board Meeting.

AYE: Alexander Edwards, Justine Carter, Gloria Baxevanis, Clayton Colby Johnson,
Chairman Anton Kreisl

Passed

c. **Rezoning - Master Plan Development - Tall Pines**
Parcel ID's: 1433-210-0003-000-9 and 1433-310-0002-000-9

This item was deferred to the February 10, 2025, Planning Board meeting.

Motion was made by Alexander Edwards, and seconded by Justine Carter to defer the rezoning of the Master Planned Development to the February 10, 2025, Planning Board Meeting.

AYE: Justine Carter, Gloria Baxevanis, Clayton Colby Johnson, Alexander Edwards,
Chairman Anton Kreisl

Passed

d. **Rezoning - Becker Preserve - 3398 Selvitz Road**

The applicant is proposing to amend the Zoning Atlas Map from R-1, Single-Family Low Density Zone to OS-2, Conservation Open Space Zone, in compliance with the Florida Communities Trust (FCT) grant award agreement. The requested rezoning and future land use amendments to conservation open space are to reflect the properties' current use as a nature preserve. Per the Florida Communities Trust grant award agreement, the subject property shall be amended to conservation, outdoor recreation, open space or similar category.

Aimee Griffin, St. Lucie County Environmental Resources Director, stated the project is a key piece of property for the Greenways and Trails hub. She said there is currently a home on the property that they want to turn into a nature center. She also said there are six (6) sites for camping. Ms. Griffin stated the county has a partnership with the boy scouts, where they get to camp for free in return for work on the trails and making benches. She said eventually the preserve will be open to the public. She noted the county leaders want to see an event attraction with parking and a pavilion for weddings, graduations, and baby showers. Ms. Griffin explained they would be coming back to the city for approval. She said when the bridge is built the public will be able to walk to the nature center, and in the long term the preserve will connect to the other pieces of the Greenways and Trails.

Motion was made by Gloria Baxevanis, and seconded by Justine Carter to forward a recommendation of approval of the proposed Zoning Atlas Amendment to the City Commission.

AYE: Gloria Baxevanis, Clayton Colby Johnson, Alexander Edwards, Justine Carter,
Chairman Anton Kreisl

Passed

e. **Rezoning - Master Plan Development - Prado Place**
1038 S. 37th Street - Parcel ID: 2417-213-0001-000-7

Mr. Freeman gave an overview of the application. He said the request is for a Zoning Atlas Map Amendment of one (1) parcel of land, approximately 5.28 acres, to change the zoning classification from Residential Single Family (E-3) to a Master Planned Development (PD). Mr. Freeman stated the request to change the zoning to a Master PD is to accommodate a

residential development comprising 60 Residential units at a density of 11.4 units per acre, which includes a 5du/acre density bonus as allowed by the City's Comprehensive Plan. He said the Low Density Future Land Use will not change. Mr. Freeman showed the site plan, and the renderings of the two and four home configurations. He said the Future Land Use will not change, and the density is not increasing. He noted the applicant is using the comprehensive plan policy to get an increase of 5 units per acre for being within a 1/4 mile of a traffic stop. Mr. Freeman said the intent of the Plan Development (PD) is for better landscaping, stormwater and better designs of the homes in the initial PD agreement. He noted the Final PD agreement would be signed by the owner and the city. Mr. Freeman said the new architectural design standards have been met. He also noted nothing can happen on the property until the approval of the Final PD, which will need to demonstrate no drainage issues with the neighboring properties. Mr. Freeman answered questions from the Board on a rezoning change if the development is not built.

Franco Prado, owner, said the bus stop is at Deberry Road and 33rd Street. He said he is excited about the PD, and he is looking to preserve the character of the city.

Ms. Carter inquired about the location of the playground due to flooding and plans for median income housing. Mr. Prado stated he does not want to out price the residents, and he is looking at a median price or lower.

Motion was made by Justine Carter, and seconded by Alexander Edwards to forward a recommendation of approval of the Master PD to the City Commission subject to the following fourteen (14) conditions:

1. A Final PD shall be required prior to any development activities associated with the Master Site Plan by Art of Engineering, project number 2023-057, dated 2024.09.26.
2. The minimum Open Space shall be 35% of the Final PD site area.
3. The minimum Pervious Area shall be 50% of the Final PD site area.
4. The Final PD plan shall conform to the requirements of the City Code of Ordinances and be subject to the general standards for approval of Planned Development Zoning.
5. The Final PD site plan submittal shall include a wetland jurisdictional survey.
6. Prior to submittal of Final PD site plan, a Gopher Tortoise Survey shall be carried out on site.
7. A detailed stormwater and drainage plan and statement shall be submitted at the time of Final PD site plan application.
8. The Final PD site plan shall be in unified control and property ownership. All land intended to be included in the planned development shall be under the legal control of the applicant.
9. The Final PD site plan shall include a general description of the buildings and streetscapes including standards for height, building coverage, parking areas, and public improvements proposed for the development.
10. The Final PD site plan shall include quantitative data for the parcel sizes; proposed lot coverage of buildings and structures; total amount of open space.
11. The Final PD site plan shall include all agreements, provisions and covenants which govern the use, maintenance, and continued protection of the planned development and any of its common open space or other shared areas. This material shall include material which binds successors in title to any commitments concerning completion of the project and its maintenance and operation.
12. The Final PD site plan shall contain the following information, at minimum:
 - a. A Landscape and irrigation plan per section 125-314. c. of the City Ordinance.
 - b. Proposed lot lines and other divisions of land for management, use or allocation purposes.
 - c. The location, size and height of present and proposed buildings and structures.
 - d. The existing and proposed vehicular circulation system, including off-street parking, and loading areas.
 - e. The pedestrian circulation system, including its interrelationships with the vehicular

circulation system, within the development to adjacent streets, showing all curb cuts and sidewalks.

f. The existing and proposed utility systems, including sanitary sewers, storm sewers and water, electric and gas lines.

13. Any required sidewalk or roadway improvements to S 37th ST shall be identified through the Final PD site plan process.

14. The property shall be platted prior to any vertical construction activities.

AYE: Clayton Colby Johnson, Alexander Edwards, Justine Carter, Gloria Baxevanis,
Chairman Anton Kreisl

Passed

8. **COMMENTS FROM THE PUBLIC**

There were no comments from the public.

9. **DIRECTOR'S REPORT**

Mr. Freeman said the port district and overlay district will be coming forward to the January Planning Board meeting. He said the port has been in the works since 2020 and was requested by the City Commission.

Mr. Freeman said the city secured a new Senior Planner, Svetlana Sena.

Mr. Freeman stated he received advisory comments from consultants and city departments regarding confusion to the definitions in the PD process. He said he would be clarifying the definitions of the Master PD.

Mr. Freeman said, underlying the department's strategic movement, he is working on the new landscape code, including tree species, sizes, variety of plants, clustering, understory planting, different shrubs, and tree heights.

Mr. Freeman said combining architectural guidelines, innovative development and landscaping is intended to create a different image that is consistent with the history of Fort Pierce. Being able to encourage the thought of the design of buildings becomes important in how the project impacts people and will provide more visual improvement to the city. At the same time, maintain affordability and economic value of property and provide housing for employers.

Mr. Freeman said a new strategic plan will be coming out in January and a presentation will be given to the Planning Board in January 2025 of all the Planning code changes that have taken place in the past year.

Mr. Freeman said there will be a presentation to the City Commission from the consultant regarding the proposed Law Enforcement Impact fee. The consequence is the cost of building a home will be going up.

Mr. Freeman thanked the Planning board for all they do, and he said it is quite exciting sitting in front of a board that talks, discusses and asks the right questions.

10. BOARD COMMENTS

Ms. Carter asked for a bigger viewpoint on what is going on in the city to help make better decisions.

Chairman Kreisl asked for a map showing a satellite view of what is going on in an area to help Board members that might not be aware.

11. ADJOURNMENT

Inspire Tall Pines - Fort Pierce

Inspire Communities Annexation into City of Fort Pierce (Tall Pines)
List of **Fort Pierce Ordinances being ignored** per the
"PLAN submitted by/for Inspire Communities, Tall Pines 55+ MHP"

1. All Ft Pierce Streets shall be 30' wide. (Current 20' max) **Sec. 125-246 "2" (b)**
2. Walkways, not less than 4' in width SHALL be provided from each MH space to service buildings AND along one side of EACH street. **Sec. 125-246 "2" (c)**
Currently NO WALKWAYS.
3. Garbage and trash collection is individual, if site has individual electric and water meters. (We do) **Sec. 125-246 "6" (b)**
4. Refuse has to be stored in FLYTIGHT, WATERTIGHT, RODENTPROOF containers which shall NOT be more than 200' from ANY mobile home space.
Sec. 125-246 "6" (c)
5. **A centralized storage area for boats, campers, camping trailers, SHALL be provided in each mobile home park.** Minimum 160 SQF per EACH mobile home and shall be enclosed by a site obscuring fence.
Sec. 125-246 "11" (a) 262 Mobile homes @ 160SQF each.
Must allocate = >41,920 SQF for storage per City of Fort Pierce Ordinances NOT INCLUDING RV's.
City Commision may require an additional >5,280SQF for RV's.
6. General use recreation area WILL be provided which are suitable for recreational uses and which are adequately equipped and restricted to recreational uses. **A minimum of 200sqf of recreational area for each mobile home space SHALL be provided in one or more locations within the park.** The **minimum size of EACH REQUIRED recreation area SHALL be 5,000 sqf.** Protected from streets, drives, and parking areas by curbs, guardrails , planting or other suitable devices.
Sec. 125-246 "11" (b) Must allocate 52,400 SQF per city of Ft Pierce Ordinances.
7. **Suitable sight obscuring fences, walls, evergreen hedges and/or berms shall surround the mobile home park in order to visually separate the park from adjoining property, EXCEPT at an entrance and exit.** WEST ERIE has only a chain link fence. **Sec. 125-246 "11" (d)**
8. No access drive will be less than 30' wide if for two way traffic or if parking is permitted on one or both margins of the drive. **Other access drives SHALL NOT BE LESS THAN 20ft wide.** **Sec. 125-247 "2" (c)**
9. There shall be One Shower or bathtub for each sex for each 5 recreational vehicle parks or fraction thereof. 7 lavatories (toilets) and 7 showers for women. Men are required to get 7 showers and 3 lavatories, plus 3 urinals. **EACH must be no farther than 200' feet from RV space for each sex.** **Sec. 125-247 "3" (a)**

Inspire Tall Pines - Fort Pierce

I would like to first state that Inspire Communities and its parent company Apollo Global Management are not friends to any of their residents or companies/cities they work with. Inspire has a track record with 12 years in business to have a F rating in the BBB. Their parent company however has been in business for 34 years, but they also have a F rating in BBB. BBB has 13 tiers in ratings, the lowest being an F. Which basically means they don't respond to complaints by residents or partners, they haven't for 12 years and for Apollo 34 years. These are companies that DO NOT CARE about customer service and partners. They are just out to get as much money as they can, and they will purposely not change contracts with residents to get them to sign on.

One of my examples is my contract/lease with them signed on 4/01/2024. Paragraph 16 states: " This Mobile Home Park is zoned R-5MH. The zoning authority is St. Lucie County - Definite future plans for changing the use of the land comprising the Mobile Home Park or a portion thereof are not presently contemplated." I LEARNED FROM THEIR ZONING LAWYER " RODNEY Q. JARVIS" that they have been trying to change the zoning for over 2 years and even had meetings about it. - Not presently contemplating - is a lie. If I knew about them trying to put an RV section and allowing those residents to use our amenities , I'm not sure I would have invested over \$80K purchasing and renovating my mobile home.

Did you know Inspire purchased an RV park from Shusters, but the PSD (Pinewood Sanitary District) is being sued by Inspire Communities to not pay \$659K that was an agreement from Shuster for sewer replacement? Yes they are suing PSD and not Shuster, that's how they also treat governments, they don't want to pay their bills.

WGI did a document which PROUDLY states: "Additionally , as the original Tall Pines development was constructed in the 1970s per St. Lucie County Appraiser, the zoning designation allows the development to WAIVE standards NOT in compliance with current standards..." 1970's regulations NOT IN COMPLIANCE with current standards. Does this mean we will never be in compliance with current ordinances?

Inspire management has not said anything on how this would benefit current residents, cause it won't.

- a. Our development already has FPUA utilities
- b. We will have to pay MORE for sanitation, even though the lawyer states it is not door to door. CURRENT DUMPSTERS REMOVED and NEW NOT ON PLAN. Requires 200' from residents.
- c. We will have to pay higher property taxes because we would be city annexed.
- d. Our immenties are reduced.. Storage going away... BUT FT PIERCE ordinance says they should have one and it should have a sight obscuring fence and have 160 SQF per mobile home.
(Sec. 125-246 Mobil Home Parks, (11) Additional standards. a.)
(Sec. 125-246 (11) d. Suitable sight obscuring fence , wall, hedges, evergreen, berms, to surround park to visually separate the park from adjoining property. NOT THE CASE ON WEST ERIE (Chain link fence)
- e. Our rent is NOT going down but we have to share the existing amenities with RV residents?
 1. Share Club House
 2. Share Laundry Room
 3. Share pool
 4. Share outside grill area
 5. Share pool tables
 6. Share Bocce courts
 7. Share Pickle Ball Court
 8. Share Shuffleboard

Why would any resident approve this? It will only cost us more for less.

Sec. 125-247 Recreational vehicle parks. (City of Ft Pierce Ordinances)

Besides not having a good plan or schematic with dimensions. (And required buffers)

- A. (2) Transportation Standards (c. No access drive will be less than 30 ft wide if for two way traffic or parking is permitted on one or both margins or the drive. Other Access drives shall not be less than 20' wide.

Letter to development: ENGINEERING CONDITIONS OF APPROVAL: Provide a MINIMUM 10' landscape buffer as measured from the southern property line to the proposed 16' project access roadway.

**** From southern property line to fixed large building is 21' ****

(So even with 4ft less than ordinance requires for access road, the 10' landscape buffer for engineering approval can't happen)

Also many documents state changing our current zoning to LOW DENSITY (RL / R-1) for city of Ft Pierce. We are currently RMH-5.. How can we be designated LOW when we already have too many homes for R-5MH? Ft Pierce R-1 is less than 4 per acre average, minus the 4 acres for RV park and the requested 262 dwellings means 6.89MH per acre!!
RV park will be $33/4 = 8.25$ per acre.

Planning Board

6. a.

Meeting Date: 01/13/2025

Re: S. Market Ave. Annexation - Parcel ID: 2434-601-0062-000-6

Submitted For: Kev Freeman, Planning Director, Planning Department

Information

SUBJECT:

Annexation - S. Market Ave - Parcel ID: 2434-601-0062-000-6

SUMMARY:

Request to review a voluntary application for Annexation for one (1) parcel of land located at or near the intersection of South Market Avenue and Oleander Avenue. The Parcel ID: 2434-601-0062-000-6.

The subject property has a St. Lucie County Future Land Use designation of Industrial, Light (IL) and a St. Lucie Countu Zoning classification of Industrial (IND). The proposed City Future Land Use designation is Industrial (I) and Zoning classification of Light Industrial (I-1).

RECOMMENDATION:

Staff recommendation is for the Planning Board to move the proposed annexation application for **Approval** to City Commission.

ALTERNATIVES:

- Recommend Approval with conditions
- Recommend Disapproval

RESPONSIBLE STAFF:

Kerry C. Driver - Planner

COORDINATED WITH:

1. Technical Review Committee

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

- Staff Presentation
- Applicant File
- Staff Supporting Documents
- Drafted Ordinance

Form Review

Form Started By: Kerry Driver
Final Approval Date: 01/02/2025

Started On: 12/19/2024 03:24 PM



CITY OF FORT PIERCE

PLANNING BOARD

January 13th, 2025

Annexation

Parcel ID: 2434-601-0062-000-6

APPLICANT

Cesar Borja, Transamerica Construction Company

Dennis Murphy, Culpepper & Terpening, Inc.

PROPERTY OWNER(S)

Emerson Peraza, Transamerica Construction Company

PARCEL ID:

2434-601-0062-000-6

S. Market Ave. ANNEXATION



SUMMARY

Request to review a Voluntary Application for Annexation for one (1) parcel of land at or near the intersection of South Market Avenue and Oleander Avenue.

BACKGROUND

The applicant is requesting a voluntary annexation of one (1) parcel at or near the intersection of S. Market Ave. and Oleander Ave., in Fort Pierce, Florida. The parcel ID is 2434-601-0062-000-6.

The subject property has St. Lucie County Future Land Use designation of Industrial (IND) and a St. Lucie County Zoning classification of Industrial, Light (IL). The proposed City Future Land Use designation is Industrial (I) and Zoning classification of Light Industrial (I-1).

S. Market Ave. ANNEXATION



SITE LOCATION



SITE AREA= 2.60 +/- Acres

S. Market Ave. ANNEXATION



COMPREHENSIVE PLAN

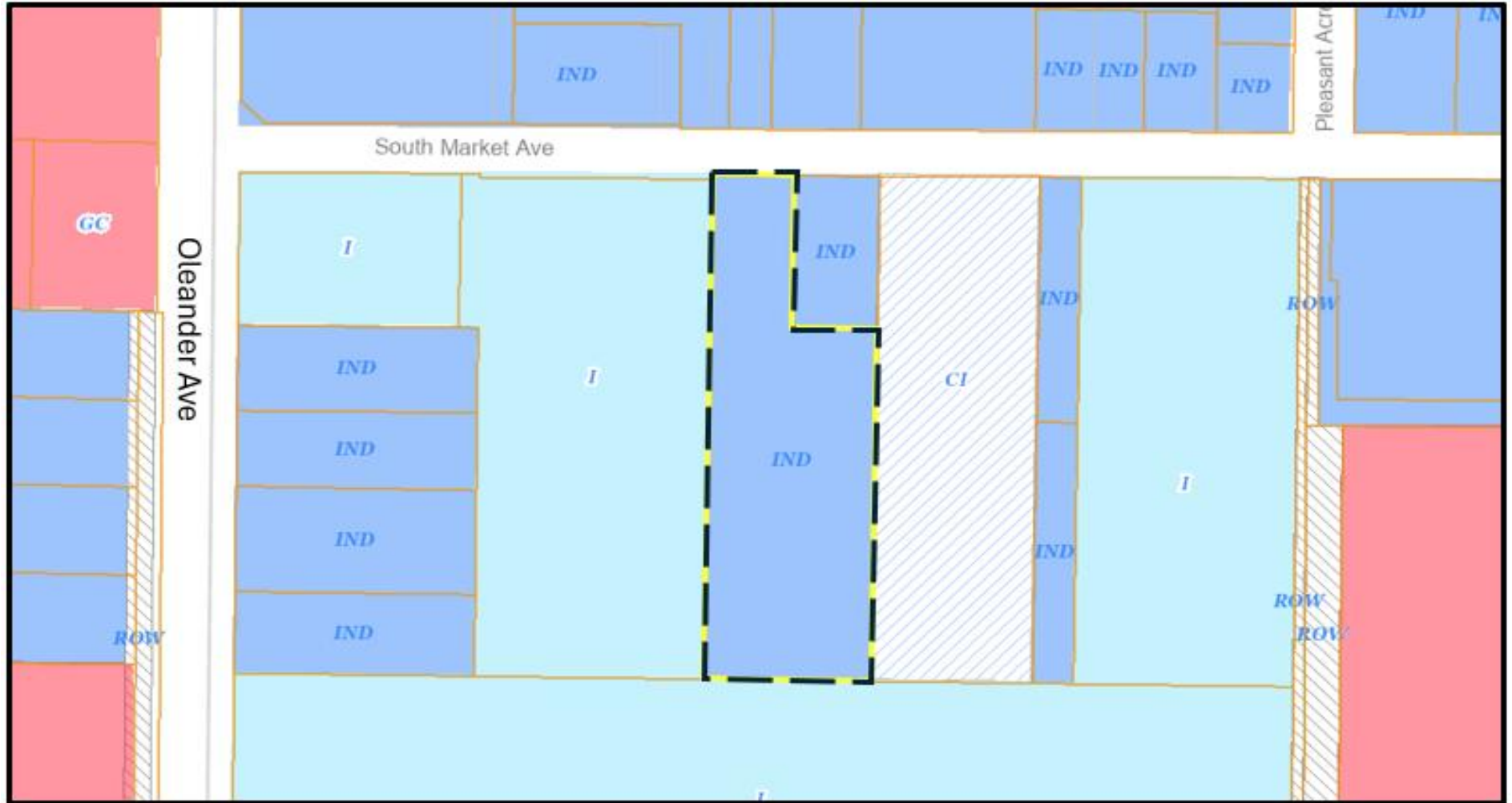
Pursuant to Comprehensive Plan policy 1.11.5 “properties annexed shall receive a land use designation compatible with the County land use designation, unless otherwise approved by the City Commission.” Staff has confirmed that the property is located within unincorporated St. Lucie County and is contiguous to the Fort Pierce City municipal boundary and within the FPUA service area.

The current value of the properties is \$411,400. Should the Application for Annexation be approved it could create a new source of ad-valorem tax revenue annually to the City of Fort Pierce if developed, depending on the millage rate per year, which currently is 6.9000.



EXISTING FUTURE LAND USE: County

Current FLU: IND
Industrial-
(County)

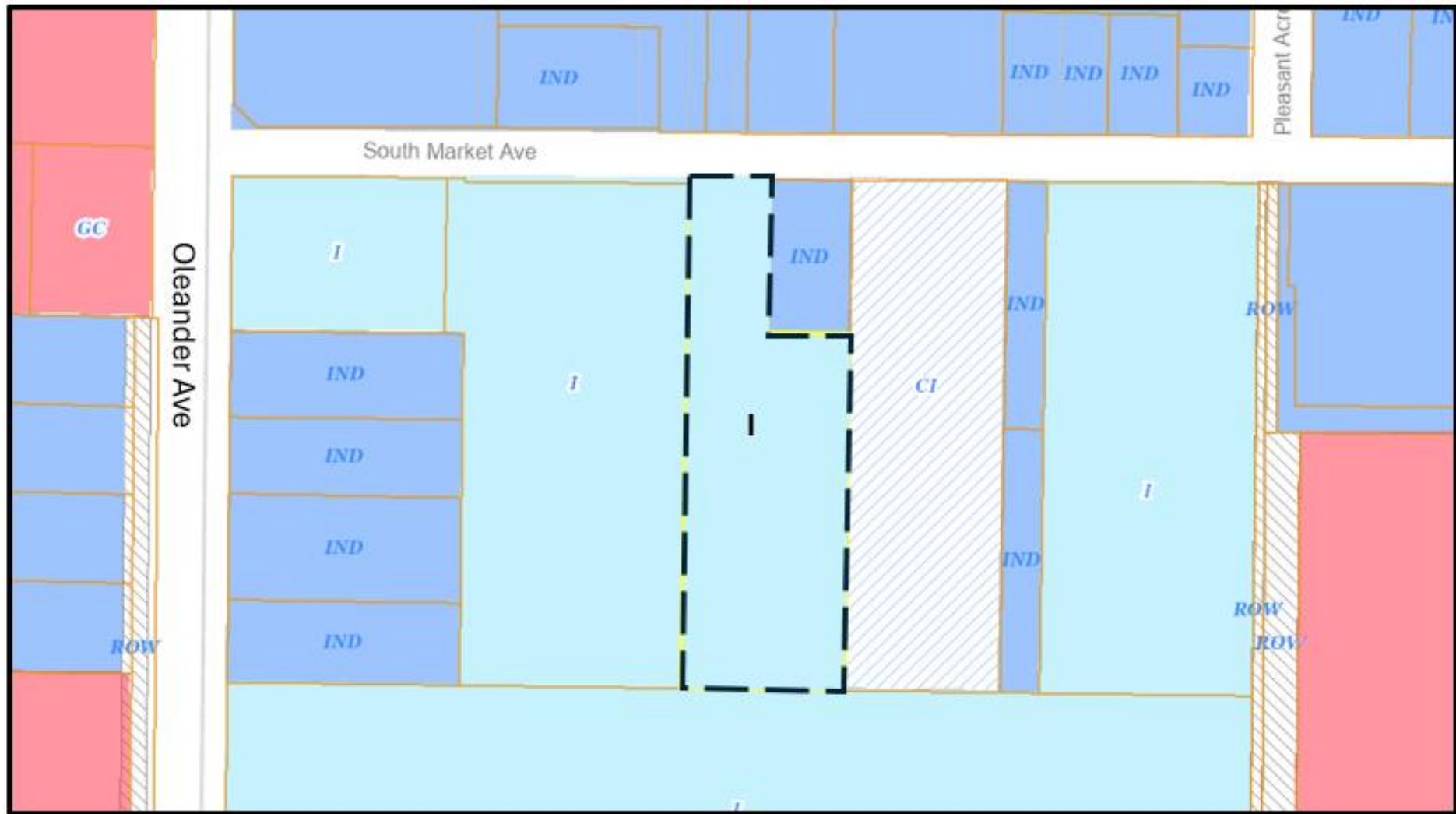


S. Market Ave. ANNEXATION



PROPOSED FUTURE LAND USE: City

Proposed FLU: I
(Industrial-COFP)

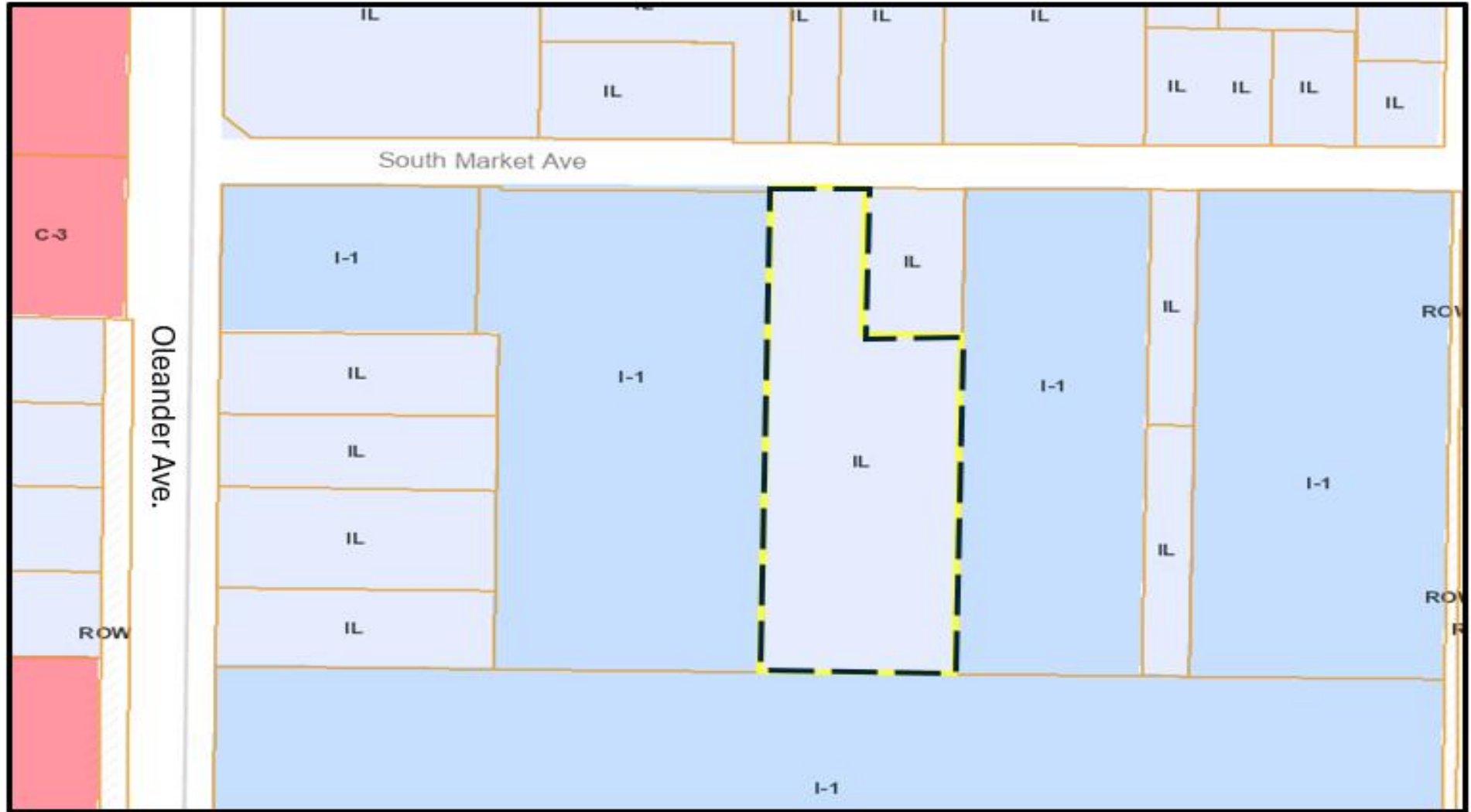


S. Market Ave. ANNEXATION



EXISTING ZONING: County

Currently Zoned: IL
(Industrial, Light--(St.
Lucie County)

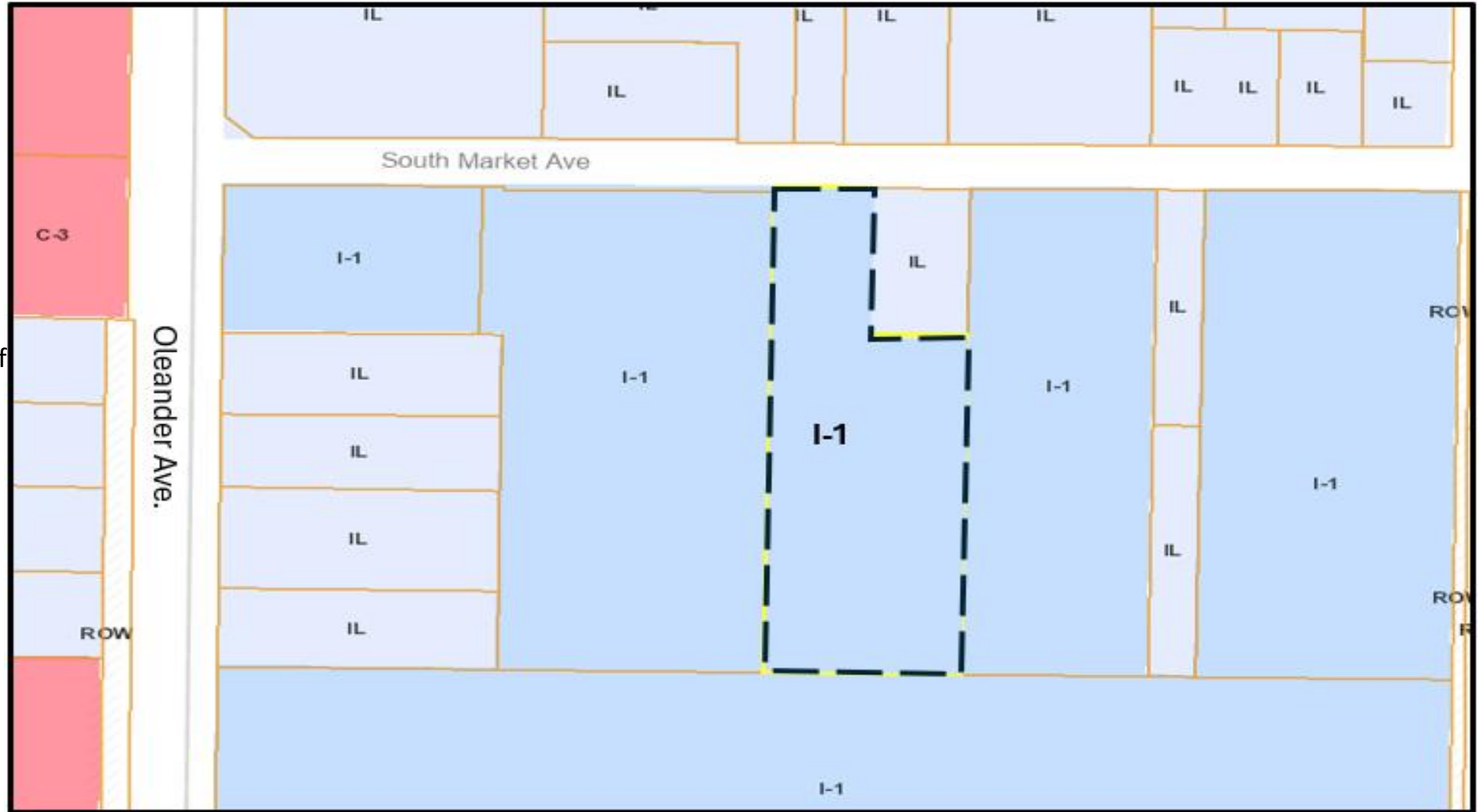
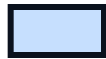


S.Market Ave. ANNEXATION



PROPOSED ZONING: City

Proposed Zoning: I-1
(Light Industrial—City of Fort Pierce)



S. Market Ave. ANNEXATION



RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed annexation application for **Approval** to City Commission.

ALTERNATIVE RECOMMENDATIONS

1. Recommend Approval with conditions.
2. Recommend Disapproval.





CITY OF FORT PIERCE

PLANNING BOARD

January 13th, 2024

Annexation

Parcel ID: 2434-601-0062-000-6

Prepared by and return to:

Raul G. Mendoza, Esq.
RAUL G. MENDOZA, P.A.
2525 Ponce De Leon Blvd Suite 300
Coral Gables, FL 33134
305-448-9002
File Number: 222-0703
Will Call No.: 3054451818

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this 26 day of September, 2022 between S MARKET AVE LLC, a Florida limited liability company whose post office address is 3804 SW 84th Avenue, Miami, FL 33155, grantor, and MIR TRANSAMERICA LLC, a Florida limited liability company whose post office address is 2600 S. Douglas Road Suite 801, Coral Gables, FL 33134, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in Saint Lucie County, Florida to-wit:

A portion of the North 1/2 of Lots 14 and 15 of J.I. KELLEM'S SUBDIVISION of the Northwest 1/4 of Section 34, Township 35 South, Range 40 East, as recorded in Plat Book 3, Page 85, of the Public Records of St. Lucie County, Florida, being more particularly described as follows:

Commence at the Northwest corner of the Southwest 1/4 of the Northwest 1/4 of Section 34, Township 35 South, Range 40 East, thence on an assumed bearing of South 89°53'04" East along the centerline of the platted 36.00 foot road, according to said plat of J.I. KELLEM'S SUBDIVISION, as recorded in Plat Book 3, Page 85, of the Public Records of St. Lucie County, Florida, and along the North line of the South 1/2 of the Northwest 1/4 of said Section 34 a distance of 818.20 feet; thence South 00°33'46" West a distance of 30.00 feet to the South right-of-way of South Market Avenue and the POINT OF BEGINNING; thence continue South 00°33'46" West along a line being parallel with and 1.00 foot West of an existing 6.00 foot chainlink fence and Southerly extension thereof to the South line of the North 1/2 of Lots 14 and 15 of said J.I. KELLEM'S SUBDIVISION; thence Westerly along the South line of the North 1/2 of Lots 14 and 15 of said J.I. KELLEM'S SUBDIVISION 205.00 feet; thence North 00°33'46" East to the South right-of-way of said South Market Avenue, said point being 205.00 feet Westerly from the East line of the herein-described parcel; thence South 89°53'04" East along the South right-of-way of said South Market Avenue a distance of 205.00 feet to the POINT OF BEGINNING, LESS the East 104.50 feet of the North 188.00 feet thereof.

Also described as:

The West 205 feet of the East 720 feet of the North 1/2 of Lots 13, 14, and 15 of J.I. KELLEM'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 3, Page 85, of the Public Records of St. Lucie County, Florida, LESS AND EXCEPTING THEREFROM the East 104.5 feet of the North 200 feet thereof, and LESS AND

EXCEPTING THEREFROM the 12 feet lying immediately South of and adjacent to the right-of-way of South Market Avenue, St. Lucie County, Florida.

Parcel Identification Number: 2434-601-0062-000-6

Subject to restrictions, reservations, easements and limitations of record, if any, provided that this shall not serve to reimpose same, zoning ordinance and taxes for the current year.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2021**.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

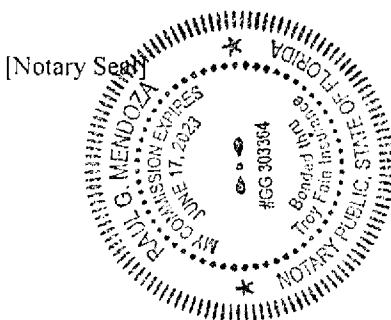
Signed, sealed and delivered in our presence:

[Signature]
Witness Name: RAUL GIMENDOZA
[Signature]
Witness Name: Wanda de Mendoza

S MARKET AVE LLC, a Florida limited liability company
By: *[Signature]*
Rina Byer, Authorized Member

State of Florida
County of Miami-Dade

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 26 day of September, 2022 by Rina Byer, Authorized Member of S MARKET AVE LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or has produced a driver's license as identification.



[Signature]
Notary Public
Printed Name: Paul G. Mendoza
My Commission Expires: 6-17-2023

BOUNDARY SURVEY



LOCATION MAP
NOT TO SCALE

PROPERTY ADDRESS:

PARCEL ID. No. 2434-601-0062-000-6

LEGAL DESCRIPTION:

A PORTION OF THE NORTH 1/2 OF LOTS 14 AND 15 OF J.I. KELLEM'S SUBDIVISION OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 40 EAST, AS RECORDED IN PLAT BOOK 3, PAGE 85, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 40 EAST, THENCE ON AN ASSUMED BEARING OF SOUTH 89°53'04" EAST ALONG THE CENTERLINE OF THE PLATTED 36.00 FOOT ROAD, ACCORDING TO SAID PLAT J.I. KELLEM'S SUBDIVISION, AS RECORDED IN PLAT BOOK 3, PAGE 85, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, AND ALONG THE NORTH LINE OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 34 A DISTANCE OF 818.20 FEET; THENCE SOUTH 00°33'46" WEST A DISTANCE OF 30.00 FEET TO THE SOUTH RIGHT-OF-WAY OF SOUTH MARKET AVENUE AND THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 00°33'46" WEST ALONG A LINE BEING PARALLEL WITH AND 1.00 FOOT WEST OF AN EXISTING 6.00 FOOT CHAINLINK FENCE AND SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF THE NORTH 1/2 OF LOTS 14 AND 15 OF SAID J.I. KELLEM'S SUBDIVISION; THENCE WESTERLY ALONG THE SOUTH LINE OF THE NORTH 1/2 OF LOTS 14 AND 15 OF SAID J.I. KELLEM'S SUBDIVISION 205.00 FEET; THENCE NORTH 00°33'46" EAST TO THE SOUTH RIGHT-OF-WAY OF SAID SOUTH MARKET AVENUE, SAID POINT BEING 205.00 FEET WESTERLY FROM THE EAST LINE OF THE HEREIN-DESCRIBED PARCEL; THENCE SOUTH 89°53'04" EAST ALONG THE SOUTH RIGHT-OF-WAY OF SAID SOUTH MARKET AVENUE A DISTANCE OF 205.00 FEET TO THE POINT OF BEGINNING, LESS THE EAST 104.50 FEET OF THE NORTH 188.00 FEET THEREOF.

ALSO DESCRIBED AS:

THE WEST 205 FEET OF THE EAST 720 FEET OF THE NORTH 1/2 OF LOTS 13, 14, AND 15, OF J.I. KELLEM'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGE 85, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPTING THEREOF THE EAST 104.50 FEET OF THE NORTH 200 FEET THEREOF, AND LESS AND EXCEPTING THEREOF THE 12 FEET LYING IMMEDIATELY SOUTH OF AND ADJACENT TO THE RIGHT-OF-WAY OF SOUTH MARKET AVENUE, ST. LUCIE COUNTY, FLORIDA.

CERTIFIED TO:

MIR TRANSAMERICA LLC, a Florida Limited Liability Company
PONCE DE LEON TITLE SERVICES, INC
FIDELITY NATIONAL TITLE INSURANCE COMPANY

LEGEND

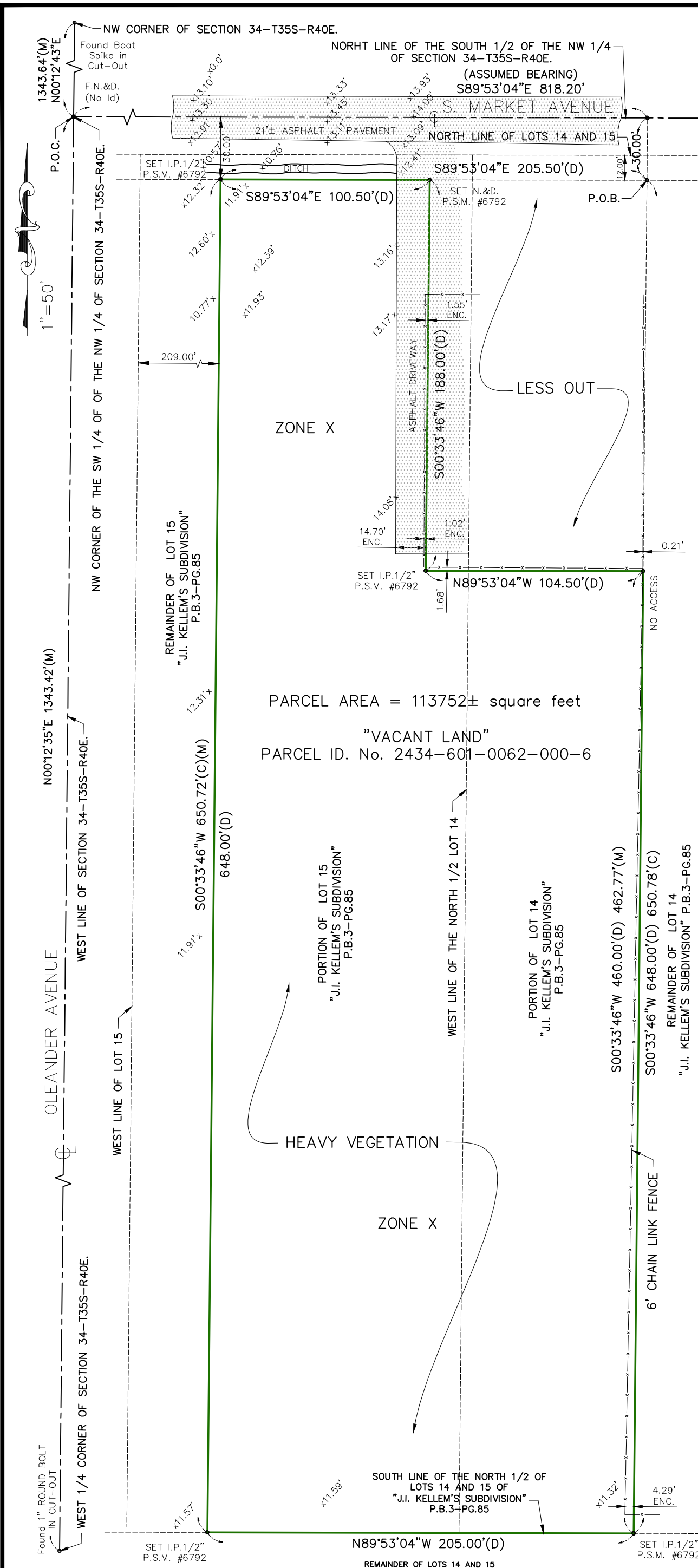
⊕	CENTER LINE	PB.	PLAT BOOK
(D)	DEED	PG.	PAGE
E	EAST	P.O.C.	POINT OF COMMENCEMENT
ENC.	ENCROACHMENT	P.O.B.	POINT OF BEGINNING
F.N.&D.	FOUND NAIL AND DISC	P.S.M.	PROFESSIONAL SURVEYOR AND MAPPER
(M)	MEASURED		PROPERTY LINE
N	NORTH	S	SOUTH
N.G.S.	NATIONAL GEODETIC SURVEY	SET I.P.	SET IRON PIPE
N.A.V.D.	NATIONAL AMERICAN VERTICAL DATUM	W	WEST

GENERAL NOTES:

- LEGAL DESCRIPTION USED TO PERFORM THIS SURVEY WAS SUPPLIED BY OTHERS. THIS SURVEY DOES NOT DETERMINE OR IS NOT TO IMPLY OWNERSHIP.
- THIS SURVEY ONLY SHOWS ABOVE GROUND IMPROVEMENTS. UNDERGROUND UTILITIES, FOOTINGS, OR ENCROACHMENTS ARE NOT LOCATED ON THIS SURVEY MAP.
- IF THERE IS A SEPTIC TANK, WELL OR DRAIN FIELD ON THIS SURVEY, THE LOCATION OF SUCH ITEMS WAS SHOWN TO US BY OTHERS AND THE INFORMATION WAS NOT VERIFIED.
- EXAMINATION OF THE ABSTRACT OF TITLE WILL HAVE TO BE MADE TO DETERMINE RECORDED INSTRUMENTS, IF ANY, AFFECT THIS PROPERTY.
- THE LANDS SHOWN HEREIN WERE NOT ABSTRACTED FOR EASEMENT OR OTHER RECORDED ENCUMBRANCES NOT SHOWN ON THE PLAT.
- WALL TIES ARE TO THE FACE OF THE WALL.
- FENCE OWNERSHIP NOT DETERMINED.
- BASIS OF BEARING (ASSUMED) ALONG THE CENTER LINE OF S. MARKET AVENUE.
- DIMENSIONS SHOWN ARE PLATTED AND MEASURED UNLESS OTHERWISE SHOWN.
- NO IDENTIFICATION FOUND ON PROPERTY CORNERS UNLESS NOTED.
- NOT VALID UNLESS SEALED WITH THE SIGNING SURVEYOR'S EMBOSSED SEAL.
- BOUNDARY SURVEY MEANS A DRAWING AND/OR GRAPHIC REPRESENTATION OF THE SURVEY WORK PERFORMED IN THE FIELD, COULD BE DRAWN AT A SHOWN SCALE AND/OR NOT TO SCALE.
- N.G.S. BENCHMARKS Y-403 ELEVATION 13.45' N.A.V.D. 88, X-403 ELEVATION 12.71' N.A.V.D. 88.
- THIS IS A BOUNDARY SURVEY UNLESS OTHERWISE NOTED.
- THIS BOUNDARY SURVEY IS EXCLUSIVE FOR THE USE PARTIES TO WHOM IT IS CERTIFIED. THE CERTIFICATIONS DO NOT EXTEND TO ANY UNNAMED PARTIES.
- THIS SURVEY SHALL NOT BE USED FOR CONSTRUCTION/PERMITTING PURPOSES WITHOUT WRITTEN CONSENT FROM THE LAND SURVEYOR WHO HAS SIGNED AND SEAL THIS SURVEY.

THIS SURVEY MEETS THE "STANDARDS OF PRACTICE" AS REQUIRED BY CHAPTER 5J-17 FLORIDA BOARD OF LAND SURVEYORS, PURSUANT TO SECTION 472.027 OF THE FLORIDA STATUTES.

SIGNED _____ FOR THE FIRM
EFRAIN LOPEZ P.S.M. No.6792 STATE OF FLORIDA
NOT VALID WITHOUT AN AUTHENTIC ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL AND/OR THIS MAP IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A LICENSED SURVEYOR AND MAPPER.



SHEET 1 OFF 1	COMMUNITY NUMBER: 120285		PANEL NUMBER: 0189		DATE OF FIRM: 02/19/2020	
	SUFFIX: K	FIRM ZONE: X	BASE FLOOD ELEVATION: N/A		SCALE: 1"=50'	
	DRAWN BY: LISSY		DATE: 11/19/2022		REVISED: E.L.	
				JOB No. B-61621		

E. LOPEZ
SURVEYORS AND MAPPERS CORP.
ADDRESS: 13801 SW 10th TERRACE
MIAMI, FLORIDA 33184
PHONE: (786) 416-4026
lopez-efrain@live.com

Property Identification

Site Address: S MARKET AVE Use Type: 4000	Parcel ID: 2434-601-0062-000-6 Jurisdiction: Saint Lucie County	Account #: 33465 Map ID: 24/34N	Sec/Town/Range: 34/35S/40E Zoning: Industrial
----------------------------------------------	--------------------------------------------------------------------	------------------------------------	--------------------------------------------------

Ownership

Mir Transamerica LLC
2600 S Douglas RD Ste 801
Coral Gables, FL 33134-6149

Legal Description

KELLEM'S S/D W 145 FT OF N 1/2 OF LOT 14-LESS E 104.5 FT OF N 200 FT- AND E 60 FT OF N 1/2 OF LOT 15-LESS N 12 FT AS IN OR 384-202- (2.60 AC)

Current Values

Just/Market: \$411,400	Assessed: \$411,400	Year
Exemptions: \$0	Taxable: \$411,400	2024 \$411,400
		2023 \$411,400
		2022 \$229,200

Historical Values 3-year

Just/Market	Assessed	Exemptions	Taxable
2024 \$411,400	\$411,400	\$0	\$411,400
2023 \$411,400	\$411,400	\$0	\$411,400
2022 \$229,200	\$229,200	\$0	\$229,200

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
09-26-2022	4894 / 0176	0001	WD	S Market Ave LLC	\$725,000
10-25-2021	4715 / 0470	0002	WD	Baker Carolyn	\$320,000
09-21-1987	0686 / 0035	XX01	QC	Baker Christopher J	\$100

Primary Building Information

Finished Area of this building: 0 SF
Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:	Building Type:
Year Built: N/A	Frame:	Grade:	Effective Year: N/A
Primary Wall:	Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	A/C %: 0%	Electric:	Primary Int Wall:
Full Baths: 0	Heated %: N/A%	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Sprinkled %: 0%	Heat Fuel:	Primary Floors:



Image or Sketch unavailable for display

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	2.6
Land Size (SF):	113,194
Total Building Count:	1

Special Features and Yard Items

Type	Qty	Units	Year Blt
------	-----	-------	----------



THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Dennis Murphy
Culpepper & Terpening, Inc.
2980 S. 25th Street
Fort Pierce, FL 34981

Project #: PZANN2024-00004: Annexation– Voluntary Application for Annexation
Parcel ID: 2434-601-0062-000-6
Technical Review Committee Comments for December 19, 2024, TRC Meeting

City of Fort Pierce Planning Department

Annexation: Recommend

Fort Pierce Engineering Department

Annexation: Recommend Approval

Fort Pierce Building Department

No comments at this time.

Fort Pierce Police Department

No comments at this time.

St. Lucie County Planning Department

No comments at this time.

St. Lucie County PW/Engineering

No comments at this time.

City Clerk Office

No comments at this time.



Code Enforcement

No comments at this time.

Fort Pierce Utilities Authority

- W/WW Engineering: **Approved.**
- Electric Engineering: This submission is outside of the FPUA electric service area.
- Gas: **Approved.**
- FPUA Fiber: FPUAnet **Approves**

St. Lucie County Fire District

No comments at this time.

Florida Department of Transportation

No comments at this time.

St. Lucie County School Board

No comments at this time.



**BUILDING DEPARTMENT
TECHNICAL REVIEW COMMITTEE (TRC)
COMMENT FORM**

Meeting Date: 12.19.24
Property Address: Annexation - 2434-601-0062-000-6

Please be advised that the project may trigger the requirements indicated below:

- 1. Building Official or his representative has no comment at the time of this meeting, but reserves the submission of comments upon completion of the official plan review.
- 2. Pre-construction meeting with the City's Building Department is requested.
- 3. All new construction or alterations shall meet the requirements of the Florida Building Code 8th Edition.
- 4. Building Permit required.
- 5. Signed and sealed construction drawings required.
- 6. Must meet the following Accessibility requirements:
 - Accessible route
 - Handicapped parking spaces
 - Means of egress
- 7. Change of Use required
 - Shall include a signed and sealed Life Safety Plan
 - Shall include a signed and sealed comprehensive drawing, detailing how the building and MEC elements will comply with the Florida Building Code requirements.
- 8. Property exists in Special Flood Hazard Area. All Federal and State requirements shall be addressed.
- 9. Flood Development Permit required.
- 10. Final plat and approved parcel ID's required to submit or DPCR and building permit review.
- 11. Open permits, requiring attention exist.
- 12. Shall meet the Fire Prevention Code:
 - Sprinkler system is required.
 - Smoke alarm system is required.
- 15. Other

Additional Comments/Requirements:

Building Official's or Representative's Signature _____ Date: 12/12/24



To: Kerry Driver - Planner

FROM: Tracy Telle, Assistant City Engineer *TT*

RE: Trans America Annexation – Oleander Ave. & S. Market Ave.
 TRC No. PZANN-2024-00004

DATE: December 17, 2024

This is to advise you that we have completed the review of the following documents as received by this office on December 9, 2024:

- | | |
|---------------------------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> Development Permit Compliance Review | <input type="checkbox"/> Construction Drawings |
| <input checked="" type="checkbox"/> Annexation | <input type="checkbox"/> Test Reports & Related Documents |
| <input type="checkbox"/> Executed Construction Contract | <input type="checkbox"/> Record Drawings |
| <input type="checkbox"/> Permits | <input type="checkbox"/> Other |

Based on our reviews and appropriate site final inspection, we

- | | |
|-----------------------------------------------|----------------------------------------------|
| <input checked="" type="checkbox"/> Recommend | <input type="checkbox"/> Do Not Recommend |
| <input type="checkbox"/> Variance Approval | <input checked="" type="checkbox"/> Approval |
| | <input type="checkbox"/> C/O |

Developer, Owner, Engineer, Contractor, and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

See Attached for comments



THE SUNRISE CITY
FORT PIERCE
POLICE DEPARTMENT
"In Honor We Serve"

Florida

Technical Review Committee meeting

December 19, 2024

Case #: PZANN-2024-00004

Planner: City of Ft. Pierce Planning Department.

Annexation

South Market Avenue., Ft. Pierce, (Parcel ID 2434-601-0062-000-6)

Comments:

No comments at this time.



Fort Pierce Utilities Authority
Water/Wastewater Engineering
1701 South 37th Street
Fort Pierce, FL 34947
772.466.1600 Ext 3473

Technical Review Committee Meeting

TECHNICAL REVIEW PROJECT: PZANN-2024-00004
Annexation - 2434-601-0062-000-6 (6 S Market Ave)

Comments

W/WW Engineering: [Approved.](#)

Electric Engineering: [This submission is outside of the FPUA electric service ave.](#)

Gas: [Approved.](#)

FPUAnet Fiber: [FPUAnet Approves.](#)



Our mission is to provide our customers with economical, reliable, and friendly service in a continuous effort to enhance the quality of life in our community.





Jesse Almand <jalmand@slcfd.org>

To: Kerry Driver

😊 Reply all Forward | ☰ ...

Thu 12/12/2024 2:31 PM

SECURITY WARNING: This email has been generated from external sources and is not affiliated with the City of Fort Pierce systems. Exercise caution while clicking on links or opening attachments. If you have any questions or concerns, please reach out to the IT department promptly.

Good afternoon,

SLCFD has no comments for this portion of the project.

Respectfully,

Jesse Almand~736

Lieutenant, Fire Plans Examiner/Investigator

Saint Lucie County Fire District

Community Risk Reduction

(772) 621-3385



BUSINESS IMPACT ESTIMATE

SUBMITTED BY:

SUBJECT:

1. Summary of the proposed ordinance, including a statement of the public purpose to be served by the proposed ordinance, such as serving the public health, safety, morals, and welfare of the municipality.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City:
 - a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

 - b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

 - c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

4. Any additional information the Commission may find useful.

ORDINANCE NO. 25-XXX

AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE ONE (1) PARCELS AT PARCEL OR NEAR THE INTERSECTION OF SOUTH MARKET AVENUE AND OLEANDER AVENUE AND SHOWN ON EXHIBIT A; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2025; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; ESTABLISHING ZONING CLASSIFICATION; ESTABLISHING LAND USE DESIGNATION; DIRECTING FILING OF THE ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT AND CHIEF ADMINISTRATIVE OFFICER OF ST. LUCIE COUNTY; DIRECTING REVISION OF THE CHARTER BOUNDARY ARTICLE TO BE FILED WITH THE DEPARTMENT OF STATE AND SUBMITTED TO THE OFFICE OF ECONOMIC AND DEMOGRAPHIC RESEARCH; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HERewith; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Part I, Chapter 171, Florida Statutes, sets forth a procedure for Municipal Annexation; and

WHEREAS, in accordance with Section 171.044 of the Florida Statutes, the owner or owners of real property in an unincorporated area of a county which is contiguous to a municipality and reasonably compact may petition the governing body of said municipality that said property be annexed to the municipality; and

WHEREAS, the property is contiguous to the municipality of the City of Fort Pierce; and

WHEREAS, the estimated population of the annexation is zero (0); and

WHEREAS, the owner(s) have petitioned for voluntary annexation to the municipality of the City of Fort Pierce; and

WHEREAS, the petition bears the signature(s) of current and/or former owner(s) of property in the area proposed to be annexed; and

WHEREAS, the City of Fort Pierce Planning Board, at their January 13th, 2025, meeting **voted _ to _** recommend approval of the annexation; and

WHEREAS, in accordance with Policy Section 4.1.1 of the Joint Planning Agreement between the City of Fort Pierce and St. Lucie County, the City Planning Department has provided notice of this annexation via certified mail to the St. Lucie County Administrator's Office on **XXXX**, 2025, no fewer than thirty (30) days prior to the first reading of this annexation Ordinance by the City Commission of the City of Fort Pierce, Florida; and

WHEREAS, in accordance with Section 171.044(6) of the Florida Statutes, the City Planning Department has provided notice of this annexation, via certified mail, to the St. Lucie County Board of County Commissioners on **XXXX**, 2025, no fewer than ten (10) days prior to publishing or posting the ordinance notice.

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

SECTION 1. The territorial limits of the City of Fort Pierce, Florida, are hereby extended, as depicted on Exhibit "A", attached hereto, and incorporated herein; and the following property is hereby annexed into the City:

a) Parcel ID: 2434-601-0062-000-6

LEGAL DESCRIPTION:

KELLEM'S S/D W 145 FT OF N 1/2 OF LOT 14-LESS E 104.5 FT OF N 200 FT-AND E 60 FT OF N 1/2 OF LOT 15-LESS N 12 FT AS IN OR 384-202- (2.60 AC)

Containing 2.6 acres (more or less)

Said property containing approximately 2.6 acres and being generally located at or near the intersection of South Market Avenue and Oleander Avenue, Fort Pierce, FL.

SECTION 2. That the St. Lucie County Property Appraiser and the St. Lucie County Tax Collector are directed to place upon and add to the assessment roll, and to collect taxes on the land described in Exhibit "A" hereof as of January 1, 2025, and subsequent years, and to enter the same at such valuation that it will bear an equal and just proportion of taxes as of that date and subsequent years. The property tax classifications and exemptions currently in effect upon and applied to the land described in Exhibit "A" shall not be affected by this Ordinance, so long as the classifications and exemptions are consistent with the standards set forth by the Saint Lucie County Property Appraiser. Nothing in this Ordinance is intended to, or shall be construed as, a revocation of abrogation of the land's current Saint Lucie County Property Appraiser's tax classifications and exemptions.

SECTION 3. That upon this Ordinance becoming effective, the land herein described on Exhibit "A" and annexed into the territorial limits of the City of Fort Pierce shall be zoned Light Industrial (I-1) and assigned a Future Land Use Designation of Industrial (I), as depicted on Exhibit "B" attached hereto and incorporated herein.

SECTION 4. That in accordance with Section 171.044(3), this ordinance shall be filed with clerk of the circuit court, the chief administrative officer of St. Lucie County, and the Department of State within seven (7) days after adoption.

SECTION 5. That in accordance with Section 171.091, any change in the City boundaries through annexation shall revise the charter boundary article and shall be filed as a revision of the charter with the department of State within thirty (30) days; and a copy of such revision shall be submitted to the Office of Economic and Demographic Research along with a statement specifying the population census effect and the affected land area.

SECTION 6. 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 7. All Ordinances or parts thereof that may be determined to be in conflict herewith are hereby repealed.

SECTION 8. This Ordinance shall be and become effective immediately upon final passage.

APPROVED AS TO FORM & 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. **25-XXX** was duly advertised accordance with Section 171.044(2) of the Florida Statutes by display advertising St. Lucie News Tribune on Sunday, **XXXX**, 2025 and Sunday, **XXXX**, 2025; 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 **XXXX**, 2025; and was duly introduced, read by title only, and passed on second and final reading **XXXX**, 2025, by the City Commission of the City of Fort Pierce, Florida.

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

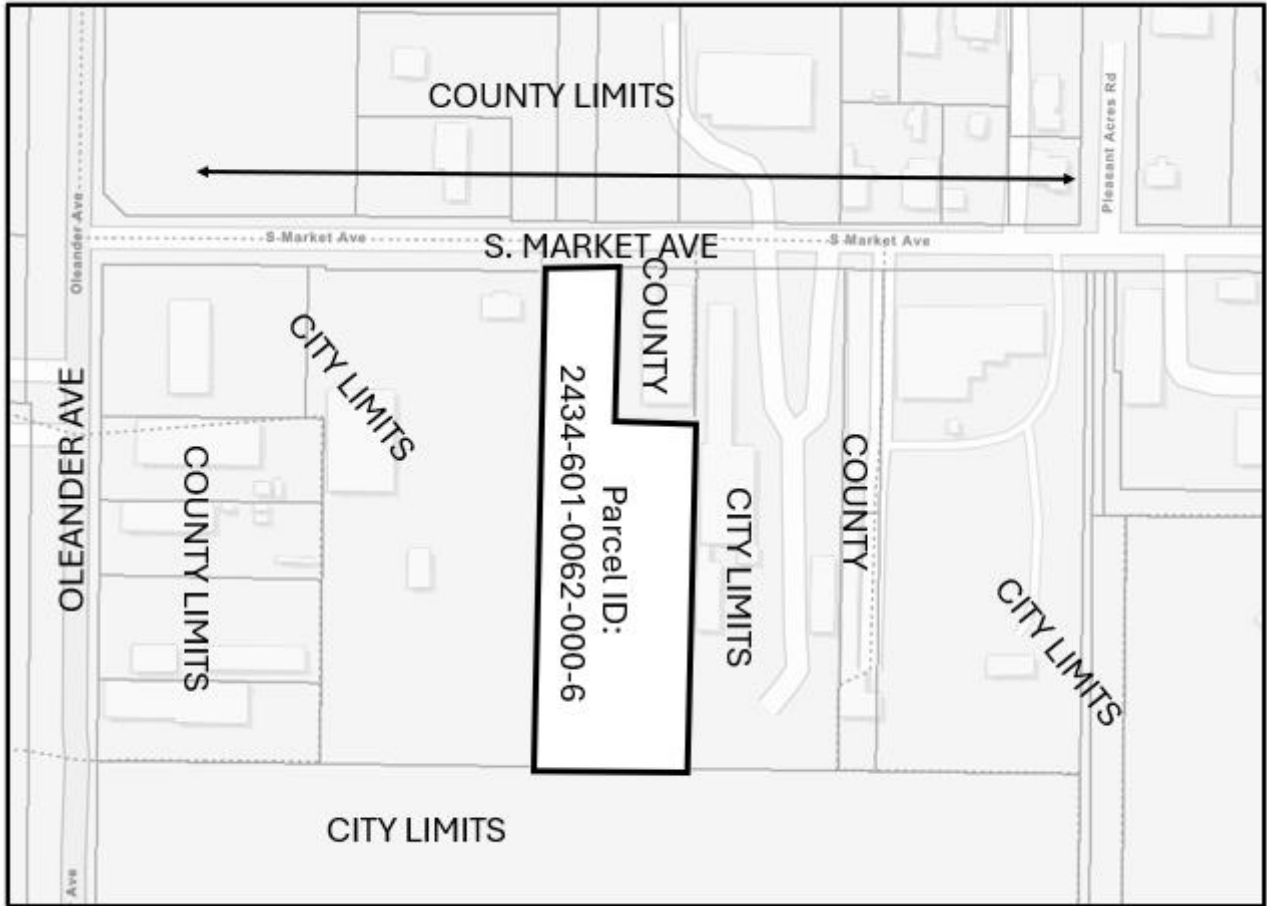
Linda Hudson
Mayor Commissioner

ATTEST:

City Clerk

(CITY SEAL)

EXHIBIT A
Territorial Limits Extension



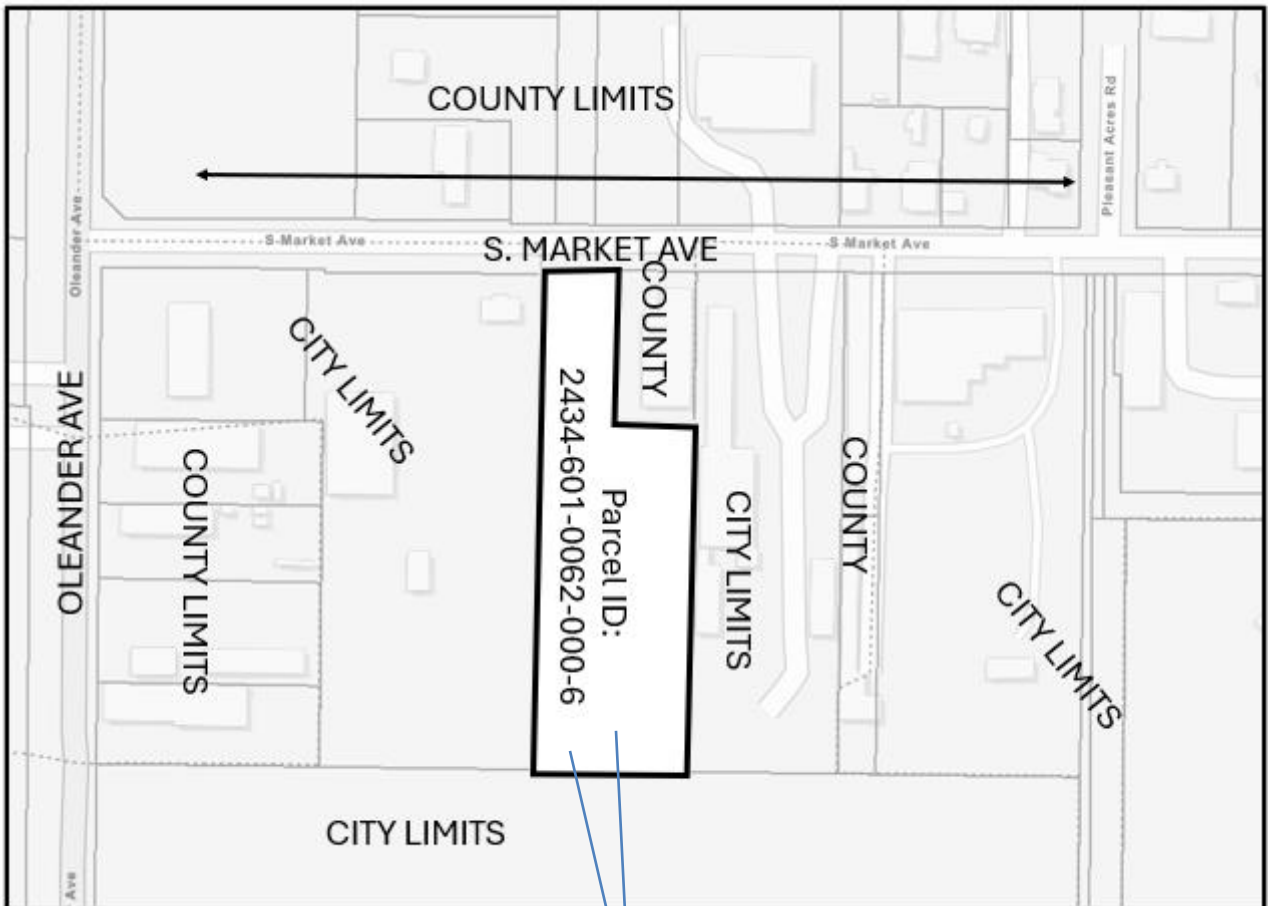
PARCEL: 2434-601-0062-000-6

KELLEM'S S/D W 145 FT OF N 1/2 OF LOT 14-LESS E 104.5 FT OF N 200 FT-AND E 60 FT OF N 1/2 OF LOT 15-LESS N 12 FT AS IN OR 384-202- (2.60 AC)

Said property containing 2.6 acres, more or less

EXHIBIT B

Zoning & Future Land Use Designation Assignment



**ZONING DESIGNATION OF LIGHT INDUSTRIAL (I-1) AND
LAND USE DESIGNATION OF INDUSTRIAL (I)**

Planning Board

6. b.

Meeting Date: 01/13/2025

Re: Port of Fort Pierce Zoning Overlay

Information

SUBJECT:

Zoning Text Amendment - Port of Fort Pierce Overlay Zoning District

SUMMARY:

The City Commission directed staff at its December 14, 2020, City Commission Conference meeting to bring forward a rezoning of the area identified within the Port Master Plan in order to promote redevelopment of the facility.

Therefore, the proposed Port of Fort Pierce (PFP) Overlay Zoning District is proposed to be implemented in order to preserve deep-water access for port and maritime uses consistent with the development concepts outlined within the Port of Fort Pierce Master Plan (Port Master Plan), which need, or use deep-water access, particularly port and marine-related operations, and other water dependent or related uses. Major development of the PMP District will be regulated by the proposed Port Overlay District (POD). The regulations are intended to protect the viability of the Port of Fort Pierce by encouraging appropriate industrial, commercial, institutional, recreational, and other related uses, without affecting the existing development rights of property owners and the intent of the Port Master Plan.

The proposed development regulations provide for a wide variety of maritime-related and employment uses.

The existing zoning and future land use of the parcels within the Port of Fort Pierce Overlay Zoning District are proposed to remain in place at this time.

RECOMMENDATION:

Review the draft code and present recommendations to staff to APPROVE the draft code to move to the City Commission.

ALTERNATIVES:

APPROVE with recommended amendments

or

DISAPPROVE

RESPONSIBLE STAFF:

Kev Freeman, Planning Director.

COORDINATED WITH:

City Attorney
Technical Review Committee

Fiscal Impact

Budgeted Y/N: N

OTHER INFORMATION:

N/A

Attachments

Staff Presentation
Draft Code
SLC - Comment letter
Port Master Plan
Notice Letter

Form Review

Form Started By: Kev Freeman
Final Approval Date: 01/08/2025

Started On: 01/08/2025 09:01 AM



CITY OF FORT PIERCE
PLANNING BOARD

January 13th, 2025

Zoning Text Amendment
Port of Fort Pierce Zoning Overlay

The Port of Fort Pierce is one of Florida's 15 deepwater Seaports and has huge economic value to the City and to the Region.

In 2020, St. Lucie County, together with partners and substantial public outreach through the Port of Fort Pierce Master Plan Advisory Committee, updated the Port of Fort Pierce Master Plan, culminating in the Final Draft which was presented to City Commission in December 2020.

City Commission directed staff at its December 14, 2020, City Commission Conference meeting, to bring forward a rezoning of the area identified within the Port of Fort Pierce Master Plan in order to promote its redevelopment.

This item proposes to establish the Port of Fort Pierce Overlay Zoning District at Section 125-214 of the Code Of Ordinances.

ILLUSTRATIVE MASTER PLAN



KEY FEATURES

- Port Planning Area (+/- 1,545 AC) [Dashed line]
- Project Study Area (+/- 255 AC) [Red outline]
- Anticipated Storm Water Requirement Zones [Blue hatched]
- Fisherman's Wharf Redevelopment Zone [Orange hatched]
- Fisherman's Wharf Publicly Held Land [Brown hatched]
- Fort Pierce Inlet Navigation Channel [Blue line]
- Intracoastal Waterway [Blue line]

EXISTING

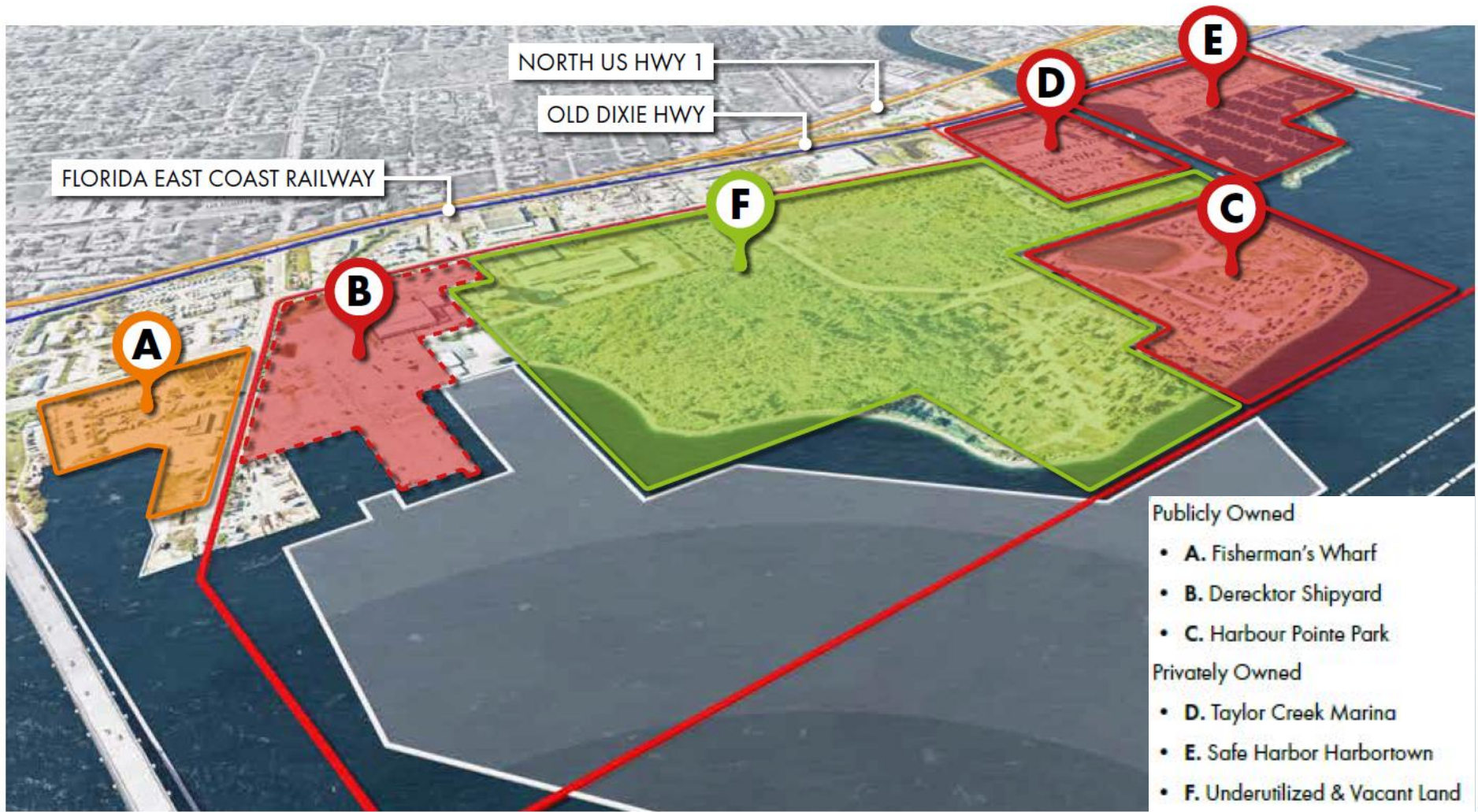
- Safe Harbor Harbortown 1
- Taylor Creek Marina 2
- Cracker Boy Boat Works 3
- Light Industrial Uses 4
(Woods Properties and Inlet Fisheries)
- Derecktor Shipyard 5
- Fort Pierce Marine Terminal (Beyel Bros. Properties) 6
- Lincoln Park Community Park 7

PROPOSED

- Harbour Pointe and Tener Access Road 8
- Dry Stack Boat Storage Development 9
- Taylor Creek Public Boat Ramp and Parking 10
- Harbour Pointe Public Marina 11
- Harbour Pointe Waterfront 12
- Reef Restoration Center and Floating Dock 13
- East Wharf Development 14
- Marine Industries Vessel Slip (Optional) 15
- Yacht MRO and Shipbuilding Areas 16
- Wet Slip Operational Areas 17
- Shiplift (Syncrolift) and Transfer System 18
- Rail Spur and Related Operational Area 19
- Urban Greenway System Linked to Proposed SUNTrail Greenway 20
- Urban Greenway Pedestrian Overpass 21

Several initiatives are underway near the Port. Projects include major transportation improvements such as North Causeway Reconstruction and implementation of the SUNTrail Greenway.

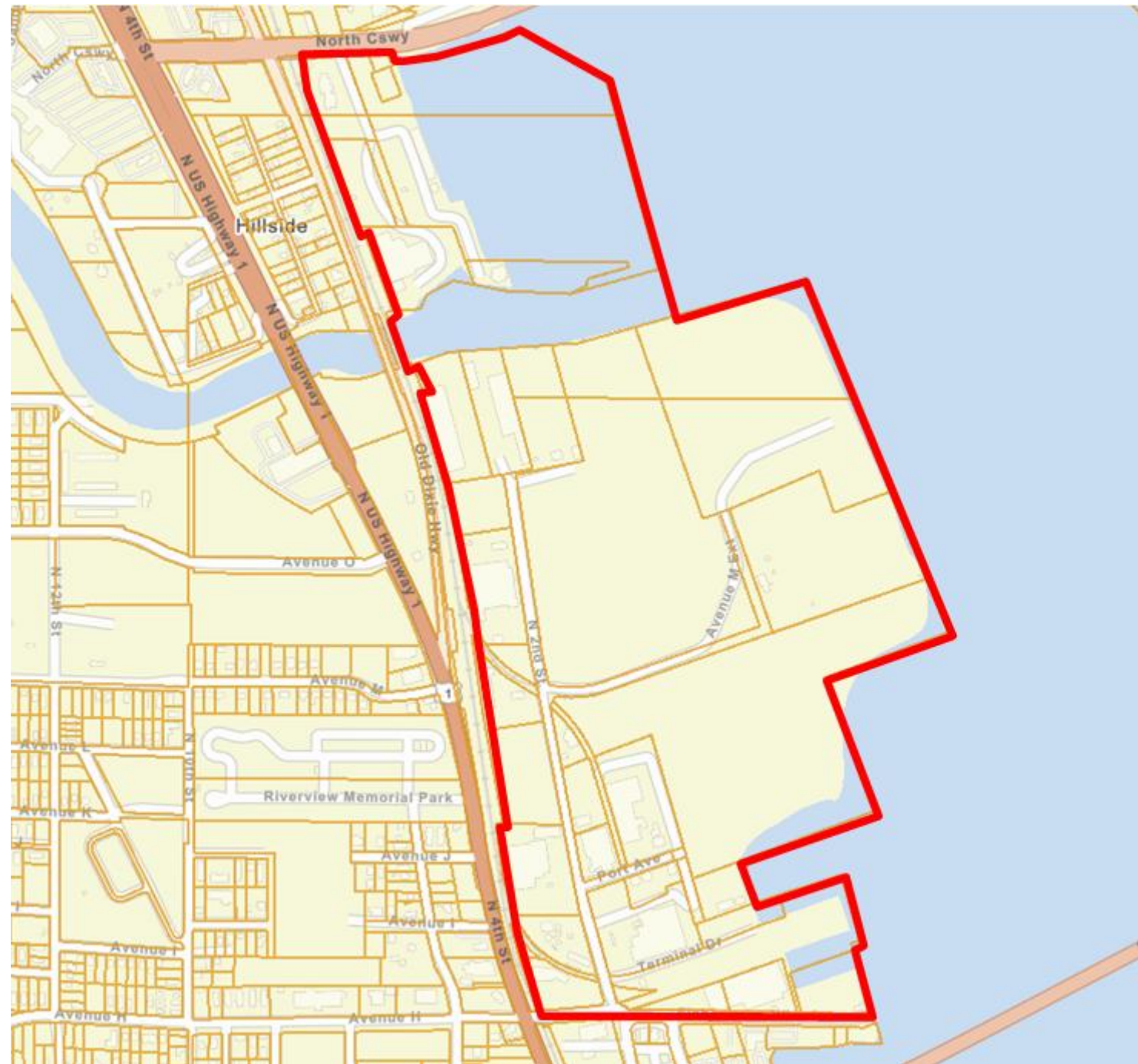
Others involve public facing waterfront renewal efforts, such as the Fisherman's Wharf redevelopment and the Kings Landing development.



This text amendment to the Zoning Code proposes that future development within the Port of Fort Pierce Overlay District will be processed either through the minor site plan process or by the conditional use procedure.

The current Zoning and Future Land Use of the properties will not be amended at this time. The Overlay will provide the framework for allowed uses and for the application/approval process.

PROPOSED PORT
OF FORT PIERCE
OVERLAY
BOUNDARY

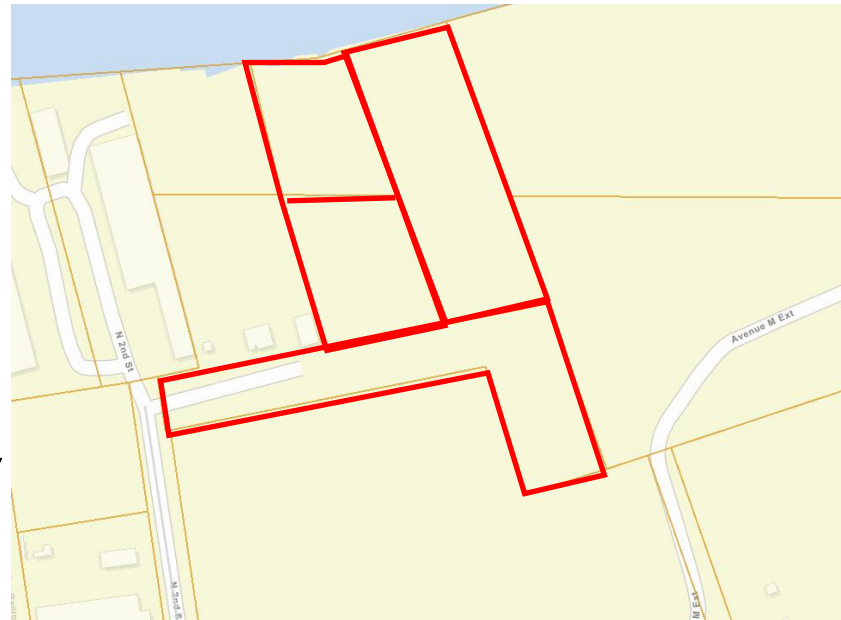


CITY OF FORT PIERCE GIS



LOT (4) BOUNDARY DISCREPANCIES

REQUIRE SUBDIVISION APPLICATION



ST. LUCIE COUNTY
PROPERTY APPRAISER

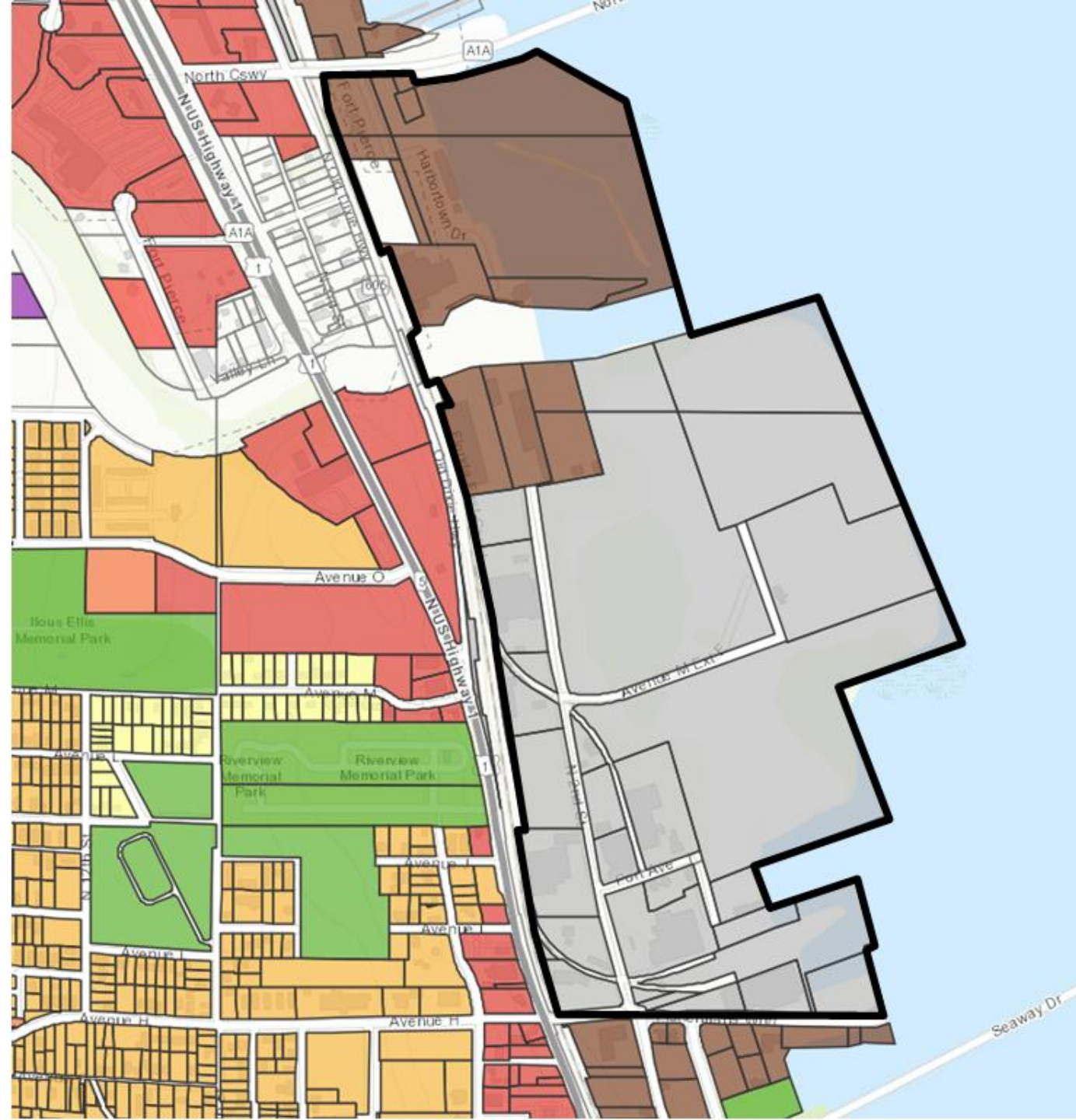
FUTURE LAND USE






I

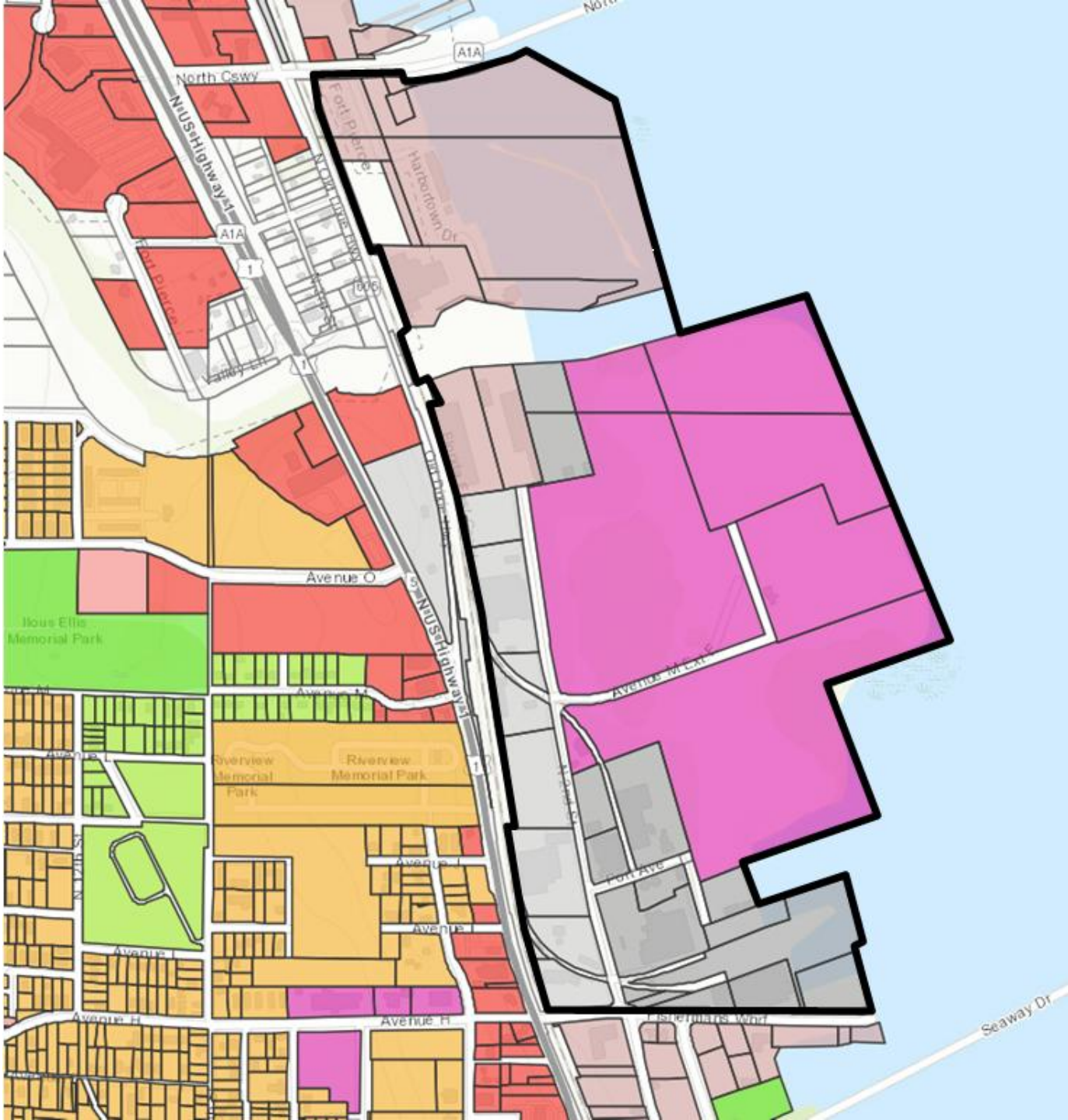


MC

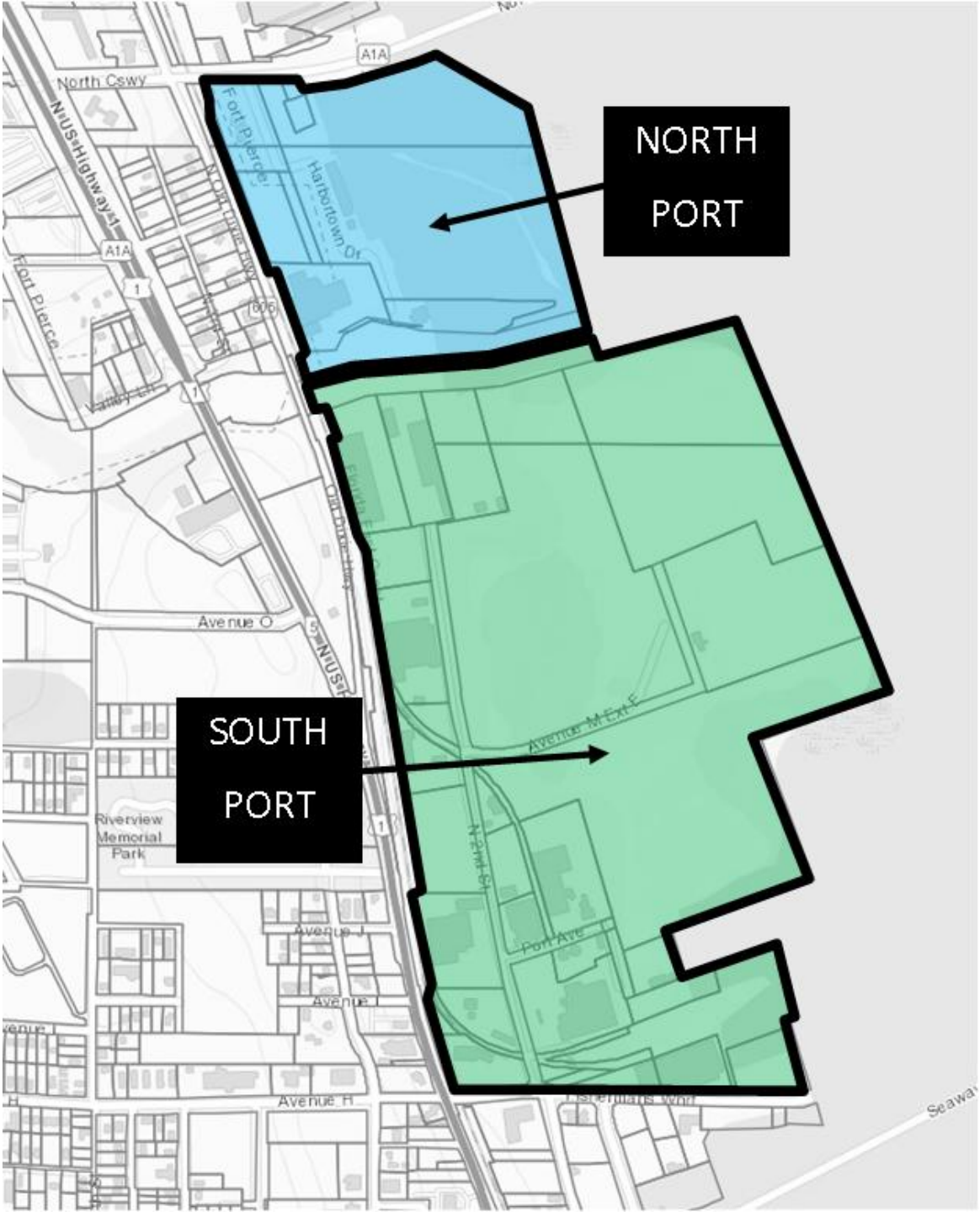


ZONING

-  C-6
-  I-2
-  PUR



PORT OF FORT
PIERCE
ZONING
OVERLAY



USE TABLE

Conditional Uses
require additional
approval

Fuel storage 'size' proposed
to be set at 30,000 gallons.
Office Use to be included as
a Permitted Use in both Port
Area's.

PORT OVERLAY DISTRICT (POD) PERMITTED AND CONDITIONAL USES	NORTH PORT		SOUTH PORT	
	P	C	P	C
<u>USE</u>				
Berthing facility	X		X	
Boat Servicing	X		X	
Concrete facility	X		X	
Education facility – Marine	X		X	
Environmental and cultural resource - Marine	X		X	
Export operations	X		X	
Freight facility	X		X	
Fueling	X		X	
Fuel Storage and Distribution < size	X		X	
Fuel Storage and Distribution > size		X		X
Greenway	X		X	
Heliport		X		X
High and dry boat storage	X		X	
Import operations	X		X	
Light Industrial	X		X	
Lodging, condominium		X		X
Lodging, corporate residential		X		X
Lodging, resort accommodations		X	X	
Marina	X		X	
Marine Industrial	X		X	
Passenger Vessel	X		X	
Passive Park, Recreation, Stormwater Recharge		X	X	
Rail	X		X	
Restaurant	X		X	
Retail – Bulk Material	X		X	
Retail - Marine Related	X		X	
Shipping, Marine	X		X	
Ship Supply Establishment	X		X	
Shipyard	X		X	
Space Industry	X		X	
Terminal Facilities	X		X	
Vessel Repair	X		X	
Other Water-dependent Use		X		X
Other Water-related Use		X		X

RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed Port of Fort Pierce Overlay Zoning District Text Amendment to City Commission with a recommendation of approval.

ALTERNATIVE RECOMMENDATION

1. Approval with amendments.
- or
2. Disapproval.

ORDINANCE NO. 25-003

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 of Fort Pierce 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.

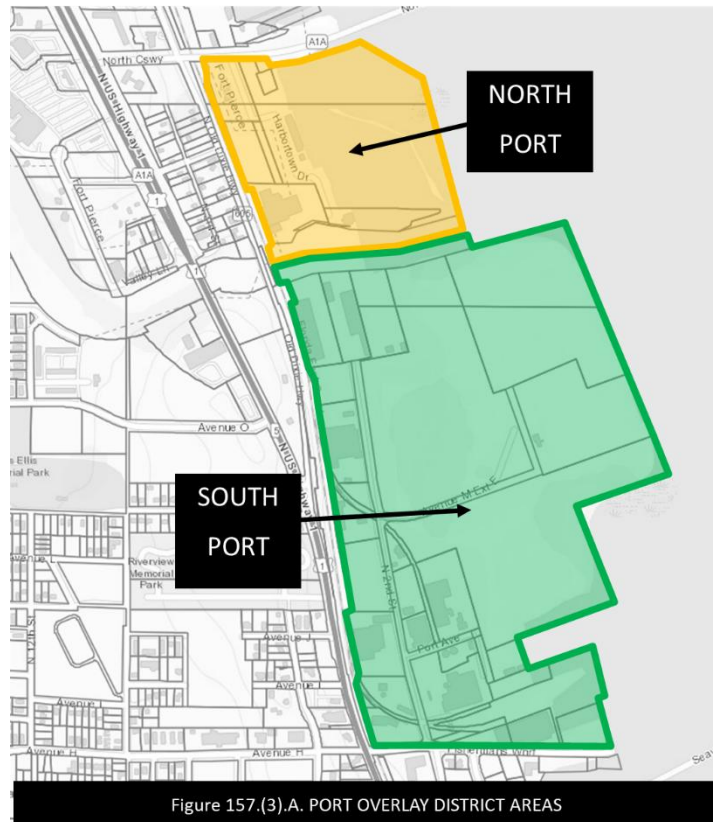
NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Fort Pierce, Florida:

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 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 mixed-use 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.



- 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.

Berthing facility means a designated area or structure, often located within a marina or harbor, that is specifically designed for the docking, mooring, and secure storage of boats and other watercraft. This facility typically includes docks, piers, or slips equipped with cleats, bollards, or mooring lines to facilitate the safe and stable positioning of vessels.

Boat servicing means maintenance, repair, and care provided to boats and watercraft to ensure their safe and efficient operation. This includes a range of services such as engine tune-ups, hull cleaning, electrical system repairs, painting, and routine inspections. Boat servicing can be performed by professional marine technicians or mechanics and is essential for maintaining the boat's performance, extending its lifespan, and preventing costly repairs. Services may vary based on the type of boat, frequency of use, and specific maintenance needs. Boat servicing includes vessel repair.

Concrete facility means a specialized industrial site, plant, or terminal where concrete is produced, processed, or stored. These facilities typically include equipment and structures for mixing raw materials such as cement, water, sand, and gravel or crushed stone to create concrete. Concrete facilities may also include areas for curing, batching, and quality control, as well as storage spaces for raw materials and finished products.

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

Export Operations means the processes and activities involved in preparing and shipping goods from one country to another for sale or distribution. This includes managing documentation, ensuring compliance with international trade regulations, arranging transportation, handling customs clearance, and coordinating with various stakeholders such as freight forwarders, customs agents, and logistics providers.

Freight facility means specialized locations designed for the storage, handling, sorting, and distribution of goods being transported by various modes, including trucks, trains, ships, and aircraft. These facilities serve as hubs in the logistics and supply chain, where goods are temporarily stored, consolidated, or transferred between transport types to reach their final destinations. Freight facilities may include warehouses, rail yards, distribution centers, laydown yards, open storage, and intermodal terminals, often equipped with loading docks, cranes, and other infrastructure.

Fuel Storage and Distribution means the activities, processes, and facilities involved in safely and efficiently storing, handling, and transporting fuel from production facilities to refueling stations and end users. This includes storing

fuel in large tanks or reservoirs, maintaining safety and environmental standards, and using pipelines, tankers, trucks, or barges for delivery.

Fueling means the process and designated area on a property where flammable or combustible liquids or gases are stored and dispensed from fixed equipment to fuel tanks of marine vessels, vehicles, aircraft, machinery, or equipment to power their engines and enable operation. This process can take place at fueling stations, docks, or through mobile fueling services, where fuel is transferred from a storage source into a fuel tank.

Greenway means a designated corridor of protected land, often containing trails and natural vegetation, that is created for recreational use, conservation, and connecting communities. Greenways are typically linear spaces that follow natural landscapes such as rivers, abandoned railways, or urban pathways, providing areas for walking, biking, and wildlife habitats. They promote environmental preservation, enhance scenic beauty, and support sustainable urban planning by creating safe, accessible routes for non-motorized transportation and outdoor activities.

Import Operations means the processes and activities involved in bringing goods into a country from abroad for sale, distribution, or manufacturing. This includes coordinating transportation, managing import documentation, ensuring compliance with customs and regulatory requirements, handling duties and taxes, and inspecting goods upon arrival. Import operations are critical for enabling businesses to access international products, materials, and resources, and require collaboration with customs brokers, logistics providers, and regulatory agencies to ensure efficient and legal entry of goods into the market.

Heliport means a designated land area or roof structure, often equipped with one or more landing pads, where helicopters can take off, land, and sometimes be stored or refueled. Heliports are used for the pickup or discharge of passengers and cargo and are typically outfitted with safety and navigational aids, lighting, and sometimes terminal facilities to accommodate passengers or freight.

High and dry boat storage means facilities, structures, or designated spaces located landward of the high watermark, designed to keep various watercraft safe from water exposure when not in use. This includes boat racks, boat houses for yachts and mega yachts, boat storage condos, and customized dry docks. These facilities provide dry, elevated places that facilitate the efficient removal and return of boats, kayaks, Jet Skis, and other watercraft to the water, often utilizing specialized equipment such as lifts, hoists, or cranes to ensure easy and safe access.

Light Industrial means activities or facilities dedicated to the manufacturing, processing, assembly, storage, distribution, or repair of goods and materials. This category includes facilities such as factories, warehouses, distribution centers, laboratories, and plants, where raw materials or components are

transformed into finished products or goods are stored and prepared for distribution. Light industrial use may also encompass activities related to machinery, technology production, waste processing, and energy generation, often requiring specialized equipment, substantial infrastructure, and adherence to specific environmental and safety standards.

Lodging, condominium means a type of residential property ownership where individuals own a specific unit within a multi-unit building or complex, along with a shared interest in the common areas, such as hallways, parking lots, gardens, and amenities like pools or gyms. Unlike apartments, which are typically rented, condominiums are individually owned and may be lived in by the owner or rented out. Condominiums are governed by a homeowners' association (HOA), which manages the property's upkeep, enforces rules, and collects fees from owners to cover maintenance and shared expenses.

Lodging, corporate residential means housing provided on-site, with a priority given to workers employed in connection with uses in and around the POFP and available to rent on a temporary and flexible basis.

Lodging, resort accommodations means a facility that provides transient lodging accommodations to the general public, including individuals, families, and groups, catering to both leisure and business travelers. In addition to offering temporary lodging, these facilities provide a broad range of services and amenities such as dining options, meeting and event spaces, entertainment, wellness and recreational facilities, and concierge services. Many also feature shopping areas and other conveniences to enhance the guest experience. Resorts often include unique attractions or themed experiences, outdoor recreational areas, and expansive grounds designed for relaxation, adventure, or specialized activities.

Marinas means docks, boatslips, and 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 activities, facilities, or industries located near or on bodies of water that support the assembly, production, warehousing, storage, maintenance, transport, and operation of vessels, equipment, and infrastructure related to maritime activities. This includes the production and sale of fishing equipment and supplies, boat construction, dry land boat storage, shipyards, marine repair facilities, docks, freight handling, fuel and resource distribution, fish processing, commercial fishing operations, and related logistics, sales, and supply operations. Marine industrial operations often require specialized equipment, waterfront access, and adherence to environmental regulations due to their proximity to aquatic ecosystems.

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 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, switching and makeup yards, lines and sidings for service wharves and piers, railroad right-of-way freight terminals' team-tracks and spur tracks, spur and all related apparatus or appurtenances attached thereto which are necessary for the operation of a railroad.

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.

Retail, bulk material means retail facilities that specialize in the sale of large quantities of raw or unprocessed materials, such as gravel, sand, cement, chemicals, or agricultural products. These establishments receive bulk shipments via combined modes of transportation, typically involving ships for large-scale delivery to port facilities, followed by railroad or truck transport to the retail location. This logistics setup enables them to efficiently supply bulk materials directly to industrial customers, construction sites, or agricultural operations.

Retail, marine related means businesses and establishments that focus on the sale of goods, services, and equipment specifically for the marine industry. This includes products like boats, fishing gear, marine electronics, safety equipment, and other items essential for boating, fishing, water sports, and maritime activities. Marine-related retail may also include services such as boat repair, maintenance, and marina supplies that support the needs of recreational and commercial boating communities.

Shipping, marine means the transport of goods and materials over water, using cargo ships, tankers, container vessels, and other types of maritime vessels. It is a vital part of global trade and logistics, enabling the movement of large quantities of raw materials, manufactured goods, and energy resources across oceans, seas, and inland waterways. Marine shipping encompasses various services, including loading, unloading, warehousing, and logistical coordination at ports. Marine shipping includes but is not limited to coastline shipping, regional shipping, international shipping, and transoceanic shipping.

Ship supply establishment means businesses or facilities that provide essential goods, equipment, and services to ships, vessels, and their crews. These establishments supply a wide range of items such as food, fresh water, fuel, spare parts, safety equipment, and navigational tools, ensuring that

vessels are adequately stocked and maintained for their journeys. Ship supply establishments often work in ports and harbors, catering to the logistical needs of commercial, cargo, and passenger ships, as well as smaller maritime vessels.

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

Space industry means the sector of the economy involved in the development, manufacturing, and deployment of technology and services for space exploration, research, and commercial applications. This includes the production of satellites, spacecraft, rockets, space stations, and other equipment used for launching and operating in space. The space industry also encompasses related services, such as satellite communications, Earth observation, space tourism, and scientific research conducted in orbit. This industry involves both government agencies and private companies working on projects ranging from launching payloads to deep-space missions and planetary exploration.

Stormwater recharge means the process by which stormwater, typically from rainfall or runoff, is directed back into the ground to replenish groundwater supplies. This helps reduce surface water runoff, mitigate flooding, and sustain groundwater levels, which is crucial for drinking water, irrigation, and maintaining the health of ecosystems. Stormwater recharge often involves permeable surfaces, infiltration basins, and other engineered systems that encourage water to filter through soil layers naturally.

Port 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.

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	
	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>
<u>Berthing facility</u>	<u>X</u>		<u>X</u>	
<u>Boat Servicing</u>	<u>X</u>		<u>X</u>	
<u>Concrete facility</u>	<u>X</u>		<u>X</u>	
<u>Education facility – Marine</u>	<u>X</u>		<u>X</u>	
<u>Environmental and cultural resource - Marine</u>	<u>X</u>		<u>X</u>	
<u>Export operations</u>	<u>X</u>		<u>X</u>	
<u>Freight facility</u>	<u>X</u>		<u>X</u>	
<u>Fueling</u>	<u>X</u>		<u>X</u>	
<u>Fuel Storage and Distribution < size</u>	<u>X</u>		<u>X</u>	
<u>Fuel Storage and Distribution > size</u>		<u>X</u>		<u>X</u>
<u>Greenway</u>	<u>X</u>		<u>X</u>	
<u>Heliport</u>		<u>X</u>		<u>X</u>
<u>High and dry boat storage</u>	<u>X</u>		<u>X</u>	
<u>Import operations</u>	<u>X</u>		<u>X</u>	
<u>Light Industrial</u>	<u>X</u>		<u>X</u>	
<u>Lodging, condominium</u>		<u>X</u>		<u>X</u>
<u>Lodging, corporate residential</u>		<u>X</u>		<u>X</u>
<u>Lodging, resort accommodations</u>		<u>X</u>	<u>X</u>	
<u>Marina</u>	<u>X</u>		<u>X</u>	
<u>Marine Industrial</u>	<u>X</u>		<u>X</u>	
<u>Passenger Vessel</u>	<u>X</u>		<u>X</u>	
<u>Passive Park, Recreation, Stormwater Recharge</u>		<u>X</u>	<u>X</u>	
<u>Rail</u>	<u>X</u>		<u>X</u>	
<u>Restaurant</u>	<u>X</u>		<u>X</u>	
<u>Retail – Bulk Material</u>	<u>X</u>		<u>X</u>	
<u>Retail - Marine Related</u>	<u>X</u>		<u>X</u>	
<u>Shipping, Marine</u>	<u>X</u>		<u>X</u>	
<u>Ship Supply Establishment</u>	<u>X</u>		<u>X</u>	
<u>Shipyards</u>	<u>X</u>		<u>X</u>	
<u>Space Industry</u>	<u>X</u>		<u>X</u>	
<u>Terminal Facilities</u>	<u>X</u>		<u>X</u>	
<u>Vessel Repair</u>	<u>X</u>		<u>X</u>	
<u>Other Water-dependent Use</u>		<u>X</u>		<u>X</u>
<u>Other Water-related Use</u>		<u>X</u>		<u>X</u>

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 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 best 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.
- i. Other applicable use standards.
 - (1) All development will require a POD site plan review. The appropriate application and documentation shall be filed with the Planning Department.
 - (2) All development will comply with city regulations applicable to access, parking and loading standards. 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 city standards applicable to stormwater management standards. 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 city landscaping standards. 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) Upon being deemed sufficient, applications for permitted uses shall be reviewed through the minor site plan process.
 - (7) Upon being deemed sufficient, Conditional uses will be reviewed and approved through the major site plan process.
 - (8) Signs will comply with the applicable city standards
- 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.
- 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. 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.
- o. 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)

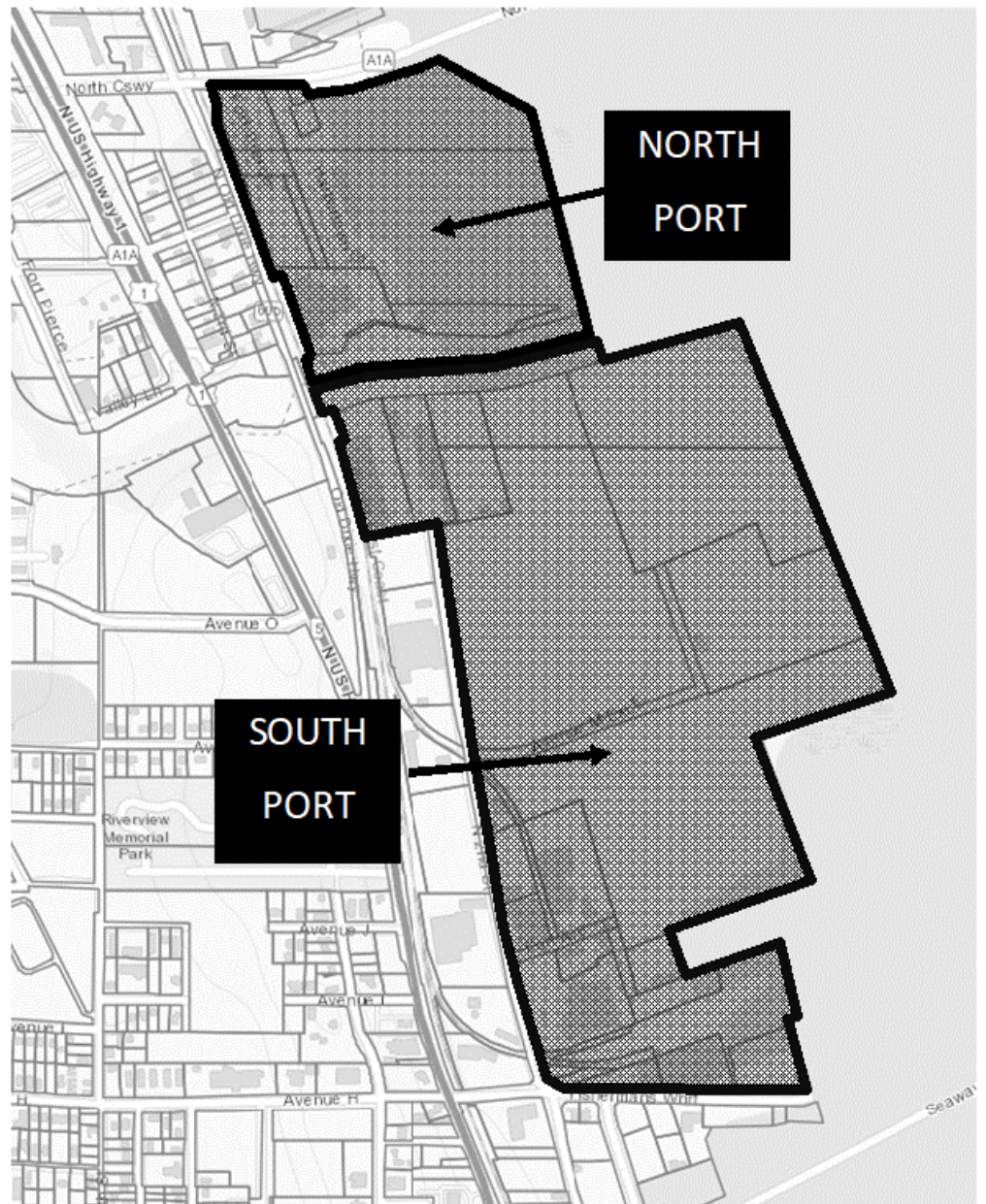


EXHIBIT B
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OVERLAY
DISTRICT (POD)

TO BE ADDED

**Board of County
Commissioners**

Chris Dzadovsky
DISTRICT 1
Vice Chair

Larry Leet
DISTRICT 2

Linda Bartz
DISTRICT 3

Jamie Fowler
DISTRICT 4

Cathy Townsend
DISTRICT 5
Chair

Administration

George Landry
COUNTY
ADMINISTRATOR

Dan McIntyre
COUNTY ATTORNEY

October 25, 2024

Kev Freeman
Planning Director
City of Fort Pierce

Sent via email to: kfreeman@cityoffortpierce.com

RE: Port of Fort Pierce – DRAFT Zoning Overlay District

Dear Kev,

Thank you for providing notice of the City of Fort Pierce’s Planning Board meeting on November 12, 2024, where you plan on presenting the Draft Port of Ft. Pierce Zoning Overlay District.

The County previously provided comments on April 9, 2024, regarding the Port’s Zoning Overlay District, and our concerns remain. The County appreciates the City’s efforts to simplify the process for development review and approval within the Port of Ft. Pierce; however, our goal is to ensure all future development aligns 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 limit of scale, intensity, and placement can generate compatibility issues. Expanding the list of permitted uses, including many not contemplated by the Port Master Plan, has the potential to create conflicts among users and nuisance situations. It is these future issues that I suspect both our respective Boards would like to avoid by skillfully drafting this Overlay District.

The County is not opposed to streamlining the process for uses contemplated in the Port Master Plan and thoroughly examining potential uses that may be proposed within the Port Overlay District. The proposed list of permitted uses and the procedure for these uses to be requested through the City’s minor site plan process is a concerning element of the proposed overlay. This approach restricts the ability of stakeholders within the Port to participate in the planning process and provide critical input on scale, design, and intensity of future proposals. As the Port Authority, the County understands that if enacted as drafted, future concerns regarding development proposals may be inadvertently suppressed and our ability to contribute to the discussion may be unavailable.

The County is glad to participate in conversations regarding the Draft Port of Ft. Pierce Zoning Overlay District and furthering the goals of the adopted Port Master Plan, but as proposed, we may be left out of the process. Collectively, we have the need to effectively manage the future development of this land and avoid consequences which could have a lasting impact on the responsible development of our Port

Sincerely,

Benjamin Balcer

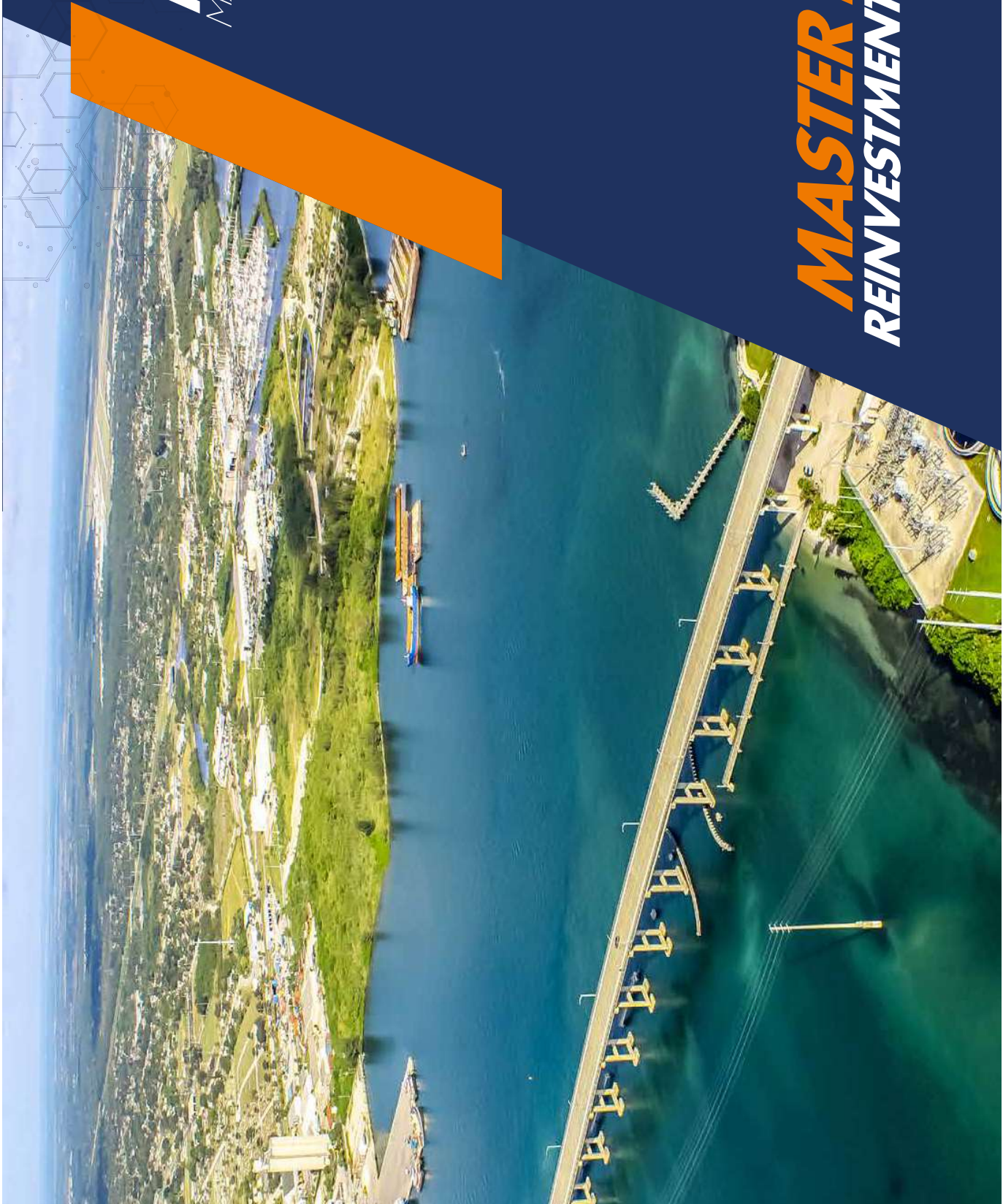
Benjamin Balcer, AICP
Planning and Development Services Director

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

PLANNING & DEVELOPMENT SERVICES DEPARTMENT

MASTER PLAN & REINVESTMENT STRATEGY

VERSION 5.0 / JANUARY 13, 2021





PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements

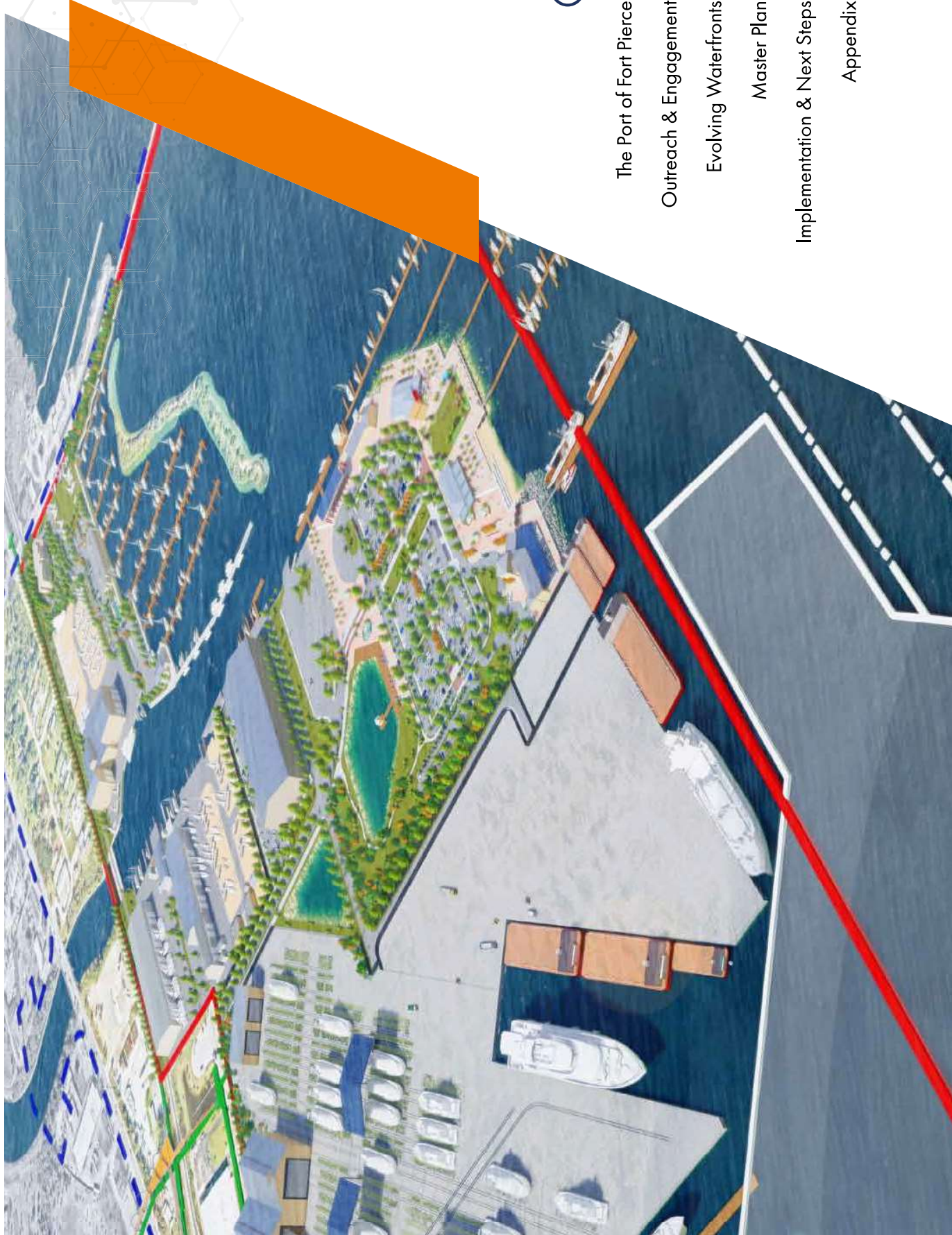
PREPARED FOR



2300 Virginia Avenue
Fort Pierce, FL 34982

PREPARED BY





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EXECUTIVE SUMMARY

This Master Plan for the Port of Fort Pierce establishes a roadmap to achieve a truly diverse working waterfront. The Plan embraces new industries and opportunities aligned with the goals of expanding economic and social benefit to the citizens and businesses found in St. Lucie County and along the Treasure Coast.

The Port has been a fixture of the Fort Pierce community since the 1920s. Establishment of the Fort Pierce Inlet and a small but functional set of docks and transit sheds provided an important export point for Treasure Coast agricultural products. It also offered a source of employment for residents of the City of Fort Pierce. As the century marched forward, the work of the Port remained meaningful but modest when contrasted with the establishment and growth of other east coast seaports.

In May 2020, St. Lucie County engaged the consulting team of Atkins and Moffatt & Nichol to explore how best the Port of Fort Pierce should author its next chapter as a unique economic and community asset in the region and the State of Florida. Every five years, Florida seaports are required to update their long-range plan to identify

and guide investment to ensure alignment with local comprehensive planning and other regional initiatives. This update meets State requirements and builds on the previous planning work conducted in 2015.

The Port heads into the next decade with the recent successful purchase of the 12-acre Indian River Terminal and selection of Derecktor Shipyards, Inc. to invest in and operate a megayacht maintenance, refit, and overhaul facility. This Plan update looks to capitalize on this momentum, exploring ways in which this new anchor can be catalytic for other Port investment.

A common theme heard throughout the 2020 plan-making process was the Port and its lands, harbor, and channel are an untapped resource. Accompanying this sentiment, however, was often a cautionary note to ensure changes minimize impacts to Fort Pierce Inlet ecology and be aligned with community values and overall quality of life. This Plan update seeks to strike this balance.

A variety of options were explored for public and private land to evolve into a diverse working waterfront. Options were prepared, refined, and established through active dialogue with the County, City, property owners, agencies, and the public. While this was made more challenging due to the COVID-19 Pandemic, conversations about the future of the Port were robust and substantive, utilizing an assortment of virtual meetings, online surveys, conference calls, and (limited) in-person meetings.

The planning result is a multi-faceted vision for the Port of Fort Pierce that advances a number of long-term initiatives, including (see opposite page):

- Creation of the Treasure Coast's premier center for yacht, shipbuilding, and related marine repair, overhaul, and maintenance facilities;
- Investment in County owned Harbour Pointe Park to emerge as a public marina, boat ramp, and upgraded park; and,
- Advancement of a new wharf and surrounding uplands dedicated to the support small import/export marine dependent businesses.

EXECUTIVE SUMMARY

ILLUSTRATIVE MASTER 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

- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Light Industrial Uses (Woods Properties and Inlet Fisheries)
- 5 Dereक्टर Shipyard
- 6 Fort Pierce Marine Terminal (Beyel Brothers)
- 7 Lincoln Park Community Park

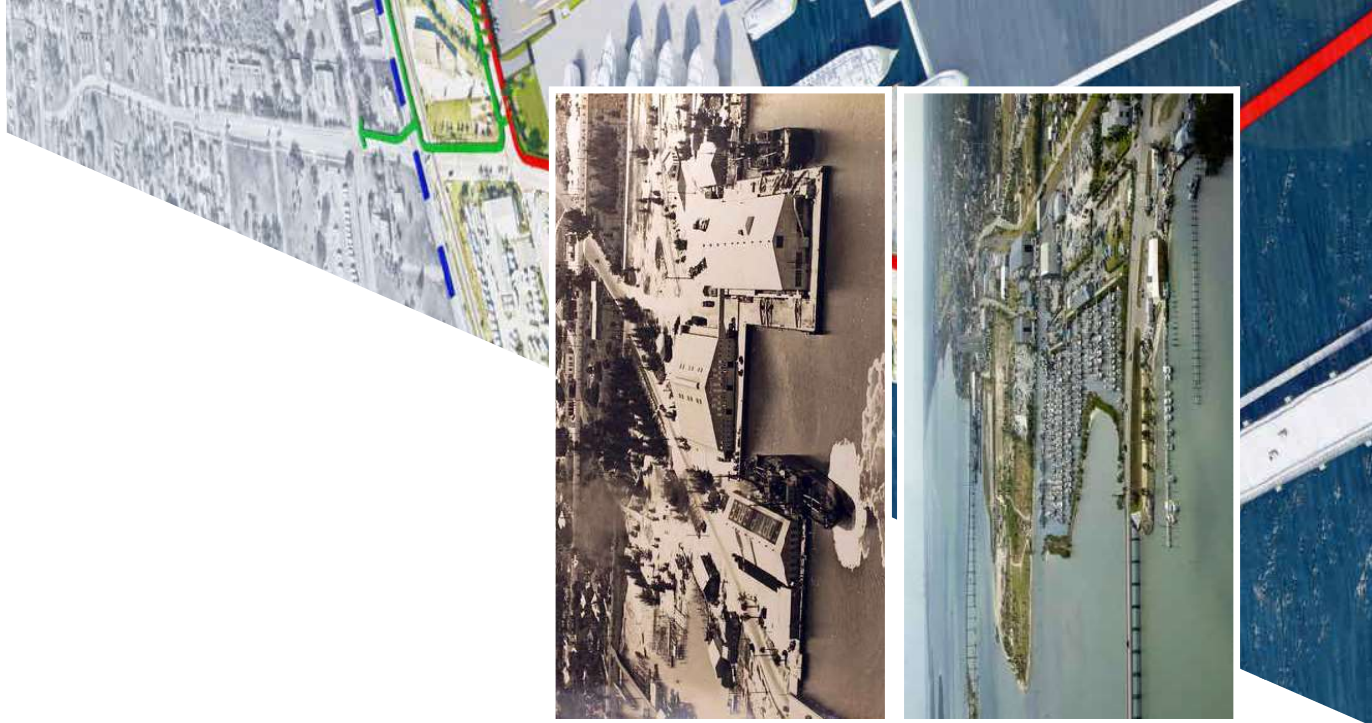
PROPOSED

- 8 Harbour Pointe and Tenant Access Road
- 9 Dry Stack Boat Storage
- 10 Taylor Creek Public Boat Ramp and Trailer Parking
- 11 Harbour Pointe Waterfront Esplanade
- 12 Harbour Pointe Public Marina
- 13 Reef Restoration Center, Wharf and Dock
- 14 East Wharf Berth and Marine Industries Yard(s)
- 15 Marine Industries Vessel Slip (Optional)
- 16 Yacht MRO and Shipbuilding Areas
- 17 Wet Slip Yacht MRO Operational Areas
- 18 Shiplift (SyncoRift) and Transfer System
- 19 FEC Rail Spur and Related Operations (Optional)
- 20 Urban Greenway System linked to Proposed SUNTrail
- 21 Urban Greenway Pedestrian Overpass

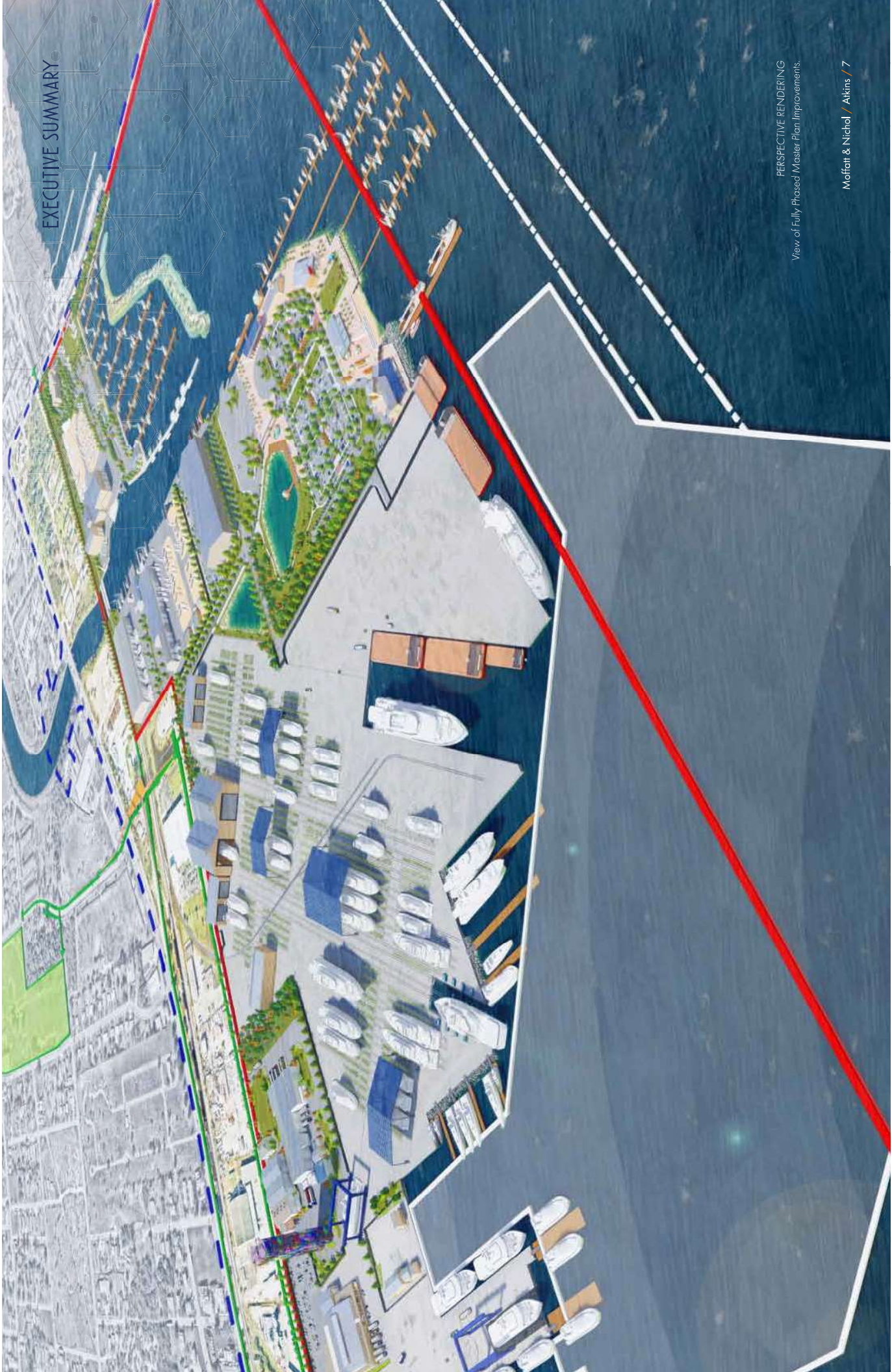
EXECUTIVE SUMMARY

Implementation of the Master Plan will take 10- to 20-years. Success relies on favorable market conditions, incremental investment by the public and private sector, and sustained community alignment and goodwill. Achievement of the aims and projects contained in the Master Plan are worthwhile, and will result in an active, working waterfront that serves as another important engine driving economic and social progress for the County and region.

THE PORT PAST, PRESENT, AND FUTURE



EXECUTIVE SUMMARY



PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements



1

THE PORT OF FORT PIERCE

THE PORT AND MASTER OVERVIEW

Celebrating its centennial, the Port of Fort Pierce is one of Florida's 15 deepwater seaports. Each varied, these assets play an important role in Florida's economy. The Florida Ports Council estimates seaports generate nearly 900,000 direct and indirect jobs and contribute \$117.6 billion in economic value to the state through their activities.

WHY. Given the importance of these facilities, the State of Florida requires ports to maintain and update a master plan to identify, guide, and coordinate port development while ensuring alignment with local comprehensive planning and other community and regional initiatives. The Port of Fort Pierce's previous plan was completed in 2015, and offered several key recommendations, including:

- Seek funding for infrastructure;
- Coordinate alignment of City of Fort Pierce and St. Lucie County planning and code to facilitate Port development;
- Complete reconstruction of the Port Entrance Road and utility improvements;
- Continue a dialogue with key players to build alliances; and,
- Advance economic development.

RECENT ACCOMPLISHMENTS. Several Port enhancements were undertaken over the last decade. Reconstruction of N 2nd Street and its related entry road greatly improved Port access. Purchase of the privately held Indian River Terminal was a long-standing goal of the County. Realized in 2018, this purchase set the stage for procurement and subsequent selection of Derecktor Shipyards to invest and develop a megayacht maintenance, repair, and overhaul (MRO) facility on the Indian River Terminal site. Work is underway to upgrade site buildings and in-water infrastructure into a modern facility capable of servicing the world's largest yachts. Yard refit includes purchase of a 1,500-ton mobile boat hoist capable of lifting vessels up to 250 feet in length. Derecktor anticipates delivery of this hoist by end of 2020.

What County and City leaders, Derecktor, the Bell Family, and members of the community have and continue to see at the Port of Fort Pierce is opportunity. For Derecktor, *"The Port of Fort Pierce is the ideal location for America's next great shipyard...deep water access, no overhead obstructions and a generous turning basin provide ample clearance and maneuverability for the global fleet of mega-yachts and large sailing yachts."*¹

NEXT CHAPTER. In May of 2020, St. Lucie County engaged the consulting team of Moffatt & Nichol and Atkins to explore how best the Port of Fort Pierce should seek new economic and other community benefit and author its next chapter. This 2020 update of the Port of Fort Pierce Master Plan looks to capitalize on current investment momentum and public/private support, exploring ways in which this new anchor can be catalytic for other Port investment.

In this section, we outline the planning process and highlight key features of Port and project area.

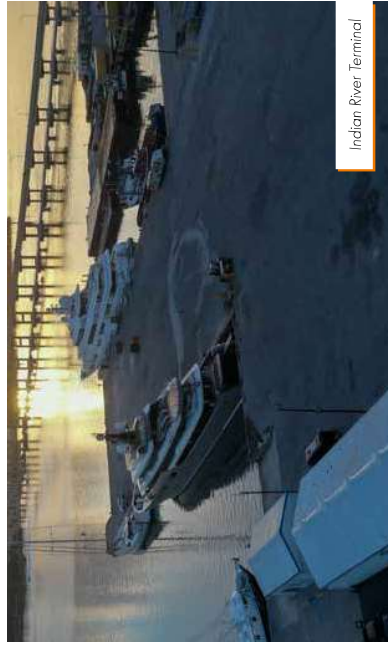
¹ Derecktor Press Release, September 2020.

THE PORT OF FORT PIERCE

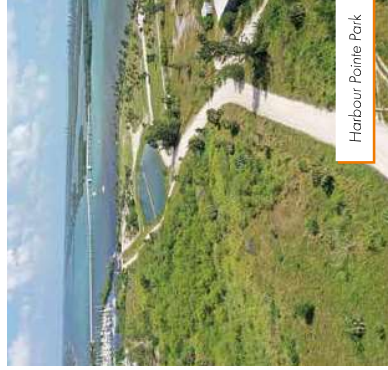
THE PORT AND MASTER OVERVIEW



Marinas Along Taylor Creek



Indian River Terminal



Harbour Pointe Park



Existing Silos, Ex-Indian River Terminal, Port Entrance, and N 2nd Street

THE PLANNING PROCESS

How should the Port evolve to embrace community economic and social opportunities? How do we balance these aims while also maintaining the need for environmental stewardship for the Port surrounding waters? These are the central questions posed by St. Lucie County to Atkins and Moffatt & Nichol in master plan creation.

GOALS. The goals of the Master Plan included:

- Explore innovative ideas, uses, and community priorities for the Port through thoughtful, focused engagement;
- Develop multiple concepts depicting upland and in-water uses informed by community input, consultant expertise, and case study research;
- Consider methods for incorporating Port properties and in-water facilities into the surrounding Downtown waterfront and broader Fort Pierce community context; and,
- Organize a general playbook outlining approaches for an informed evolution of Port marine terminal operations and site investments that consider the idea of “future-proofing” Port lands and facilities to be adaptable to ever-changing markets.

The planning team was not tasked with market assessment preparation or measurement of potential economic value gained (or lost) from Plan implementation. Both types of market and economic analysis are envisioned as likely candidates for follow-on study. The Master Plan presented herein is a starting point for continued discussion of what’s possible—and actionable.

PLANNING PROCESS. The planning process commenced in May of 2020 and included four key steps (refer to accompanying graphic).

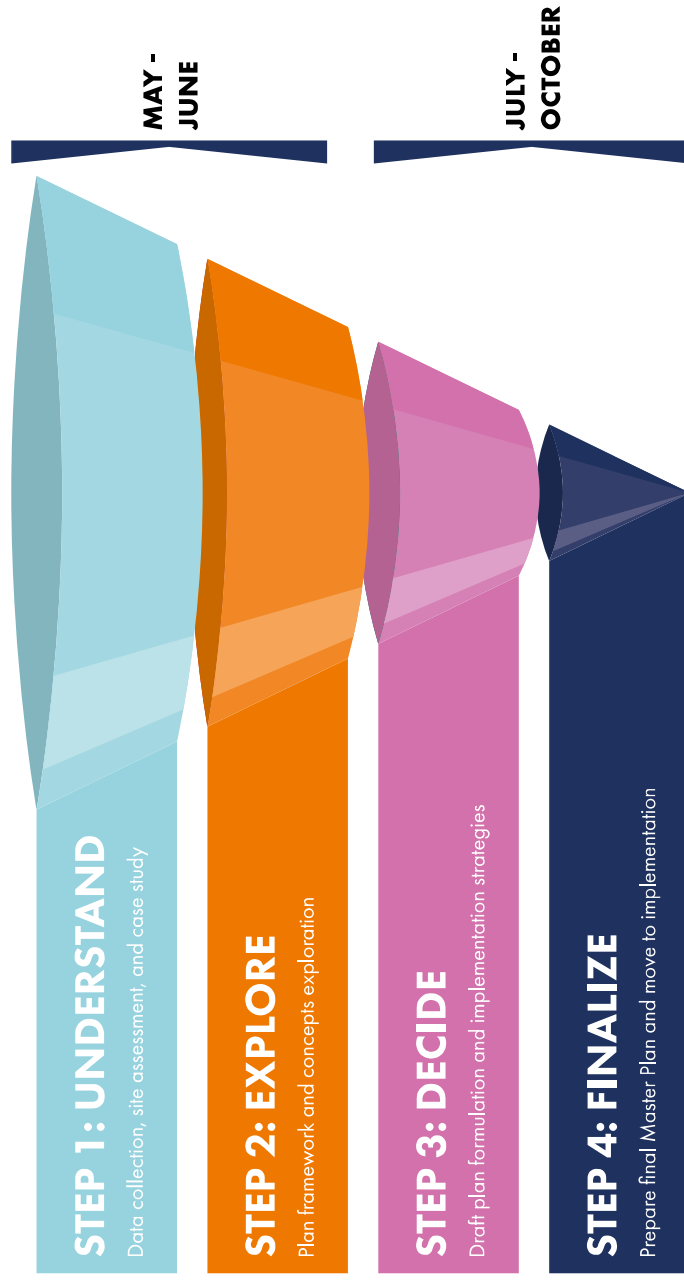
- **STEP 1.** Understand the site and potential development opportunities through data collection, site assessment, and case study;
- **STEP 2.** Explore with the community and stakeholders a plan framework and follow-on initial site concepts;
- **STEP 3.** Determine with the community and stakeholders which concepts should be revised and detailed; and,
- **STEP 4.** Finalize the Master Plan and related implementation approaches.



Harbour Points Park



Fort Pierce Inlet



WORKING TOGETHER STEP-BY-STEP. Each step included extensive client and community consultation. Outreach efforts included:

- Work with a client assembled Master Plan Advisory Committee;
- Focused one-on-one outreach with landowners, surrounding businesses, community interest groups, and County and City elected officials, FDOT, the TPO, and Treasure Coast Regional Planning Council; and,
- Engagement with the public via two outreach periods and a comprehensive digital campaign.

Efforts and results associated with each grouping are offered in Section 2 - Outreach & Engagement (starting on page 29).

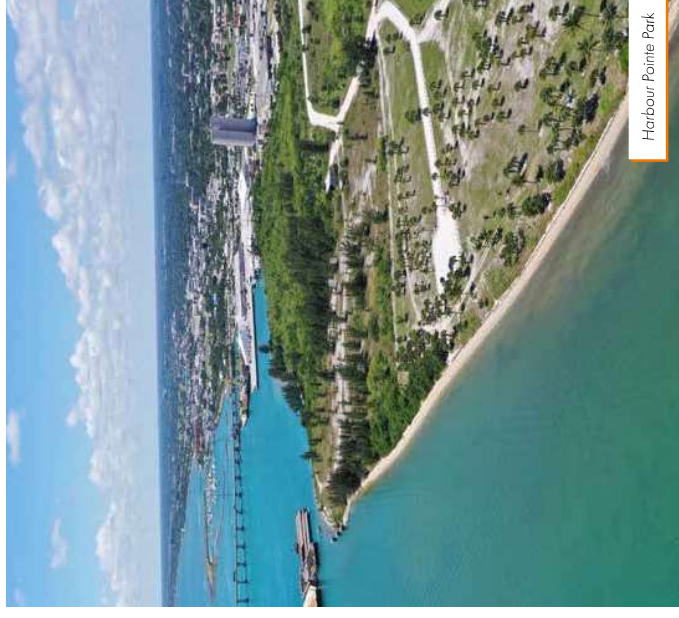
STUDY AREA

The Port of Fort Pierce is a unique resource in Florida, one of only a handful of deepwater ports and working waterfronts.

THREE AREAS. The Project Study Area consists of approximately 255 acres of land and water area (see accompanying graphic, red box). The Study Area is bounded by the Intracoastal Waterway (east), Fisherman's Wharf (south), N 2nd Street and Old Dixie Highway (west), and North Causeway/AIA (north). The Project Study Area includes the new Derecktor Shipyard (ex-Indian River Terminal), a large vacant property in the center of the site owned by the Bell Family, County owned Harbour Pointe Park, and private marina facilities straddling the mouth of Taylor Creek.

The Port Operations Area includes parcels immediately surrounding the Project Study Area (Orange Line). Properties in this zone are considered in the planning effort and reviewed to ensure alignment with concepts contemplated for the Project Study Area.

The Port Planning Area comprises submerged and upland areas extending from the Fort Pierce Inlet to the Port (Blue Dashed Line). This zone includes the federally maintained channel and turning basin utilized by Port activities. The entrance channel is 400 feet wide and 30' deep and links to the 28' deep interior channel and turning basin. This zone includes portions of Jim and Causeway Islands as well as the southern portion of Fort Pierce Inlet State Park. Similar to the Port Operations Area, properties and features in this zone are reviewed to ensure alignment with elements considered for the Project Study Area.



Harbour Pointe Park

THE PORT OF FORT PIERCE

STUDY AREA



REGIONAL CONTEXT MAP

KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Port Operations Area (+/- 360 AC)
- Project Study Area (+/- 255 AC)
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway
- Fort Pierce City Marina
- Riverwalk & Veteran's Memorial Park
- Causeway Marina
- Museum Pointe Park
- US Coast Guard Station
- Fisherman's Wharf
- Derektor Shipyard
- Harbour Pointe Park
- Taylor Creek
- Safe Harbor Harbortown
- Riverside Marina



THE PORT OF FORT PIERCE STUDY AREA

REGIONAL INITIATIVES. Several initiatives are underway near the Port (see accompanying graphic). Projects include major transportation improvements such as North Causeway Reconstruction and implementation of the SUNTrail Greenway. Others involve public facing waterfront renewal efforts, such as the Fisherman's Wharf redevelopment and Kings Landing development.

- Encouragement of a water taxi system linking Downtown waterfront activity zones to Fisherman's Wharf and a renewed Harbour Pointe Park; and,
- Encouragement of Port mobility linkages and beautification efforts sensitive to ongoing enhancements at the Lincoln Park neighborhood and other surrounding parcels.

The Port Master Plan will incorporate and add value to as many of these initiatives as logical. Key considerations include:

- Integration of SUNTrail Greenway components linking to and through public facing Port areas;
- Operational upgrade and beautification of Fisherman's Wharf Road between the Derecktor Shipyard and Fisherman's Wharf redevelopment;
- Alignment of public facing uses and access points at Fisherman's Wharf via long term relocation of activities at the Beyel Brothers site (end of Fisherman's Wharf);
- Use of Port areas for potential staging and construction of North Causeway and other regional projects;














THE PORT OF FORT PIERCE

STUDY AREA



ONGOING PROJECT INITIATIVES

KEY FEATURES

-  Port Planning Area (+/- 1,545 AC)
-  Port Operations Area (+/- 360 AC)
-  Project Study Area (+/- 255 AC)
-  Fort Pierce Inlet Navigation Channel
-  Intracoastal Waterway
-  SUNTrail Greenway
-  1 Kings Landing
-  2 Fisherman's Wharf Redevelopment Zone
-  3 Causeway Marina
-  4 Museum Pointe Park
-  5 Local Water Taxi Operation
-  6 Lincoln Park Neighborhood Renewal
-  7 North Causeway Reconstruction

THE PORT OF FORT PIERCE

The landside portion of the Project Study Area comprises an estimated +/- 165 acres. Of this total, 79% is privately owned with the balance County and City land. Major private land owners include the Bell Family (Desin Beach and other affiliates), Beyel Brothers, Woods Family, Inlet Girls LLC (Inlet Fisheries), King Marine Group (Taylor Creek Marina), Jamco Inc (Cracker Boy Boat Works), Safe Harbor Harbortown, and others. The Florida East Coast Railway (FEC) owns rail spurs within the Project Study Area that were separated from the north-south mainline as part of N 2nd Street redevelopment.

Main public parcels included the 12-acre Indian River Terminal now the subject of a long term lease to Derecktor Shipyard as well as the 20-acre Harbour Pointe Park.

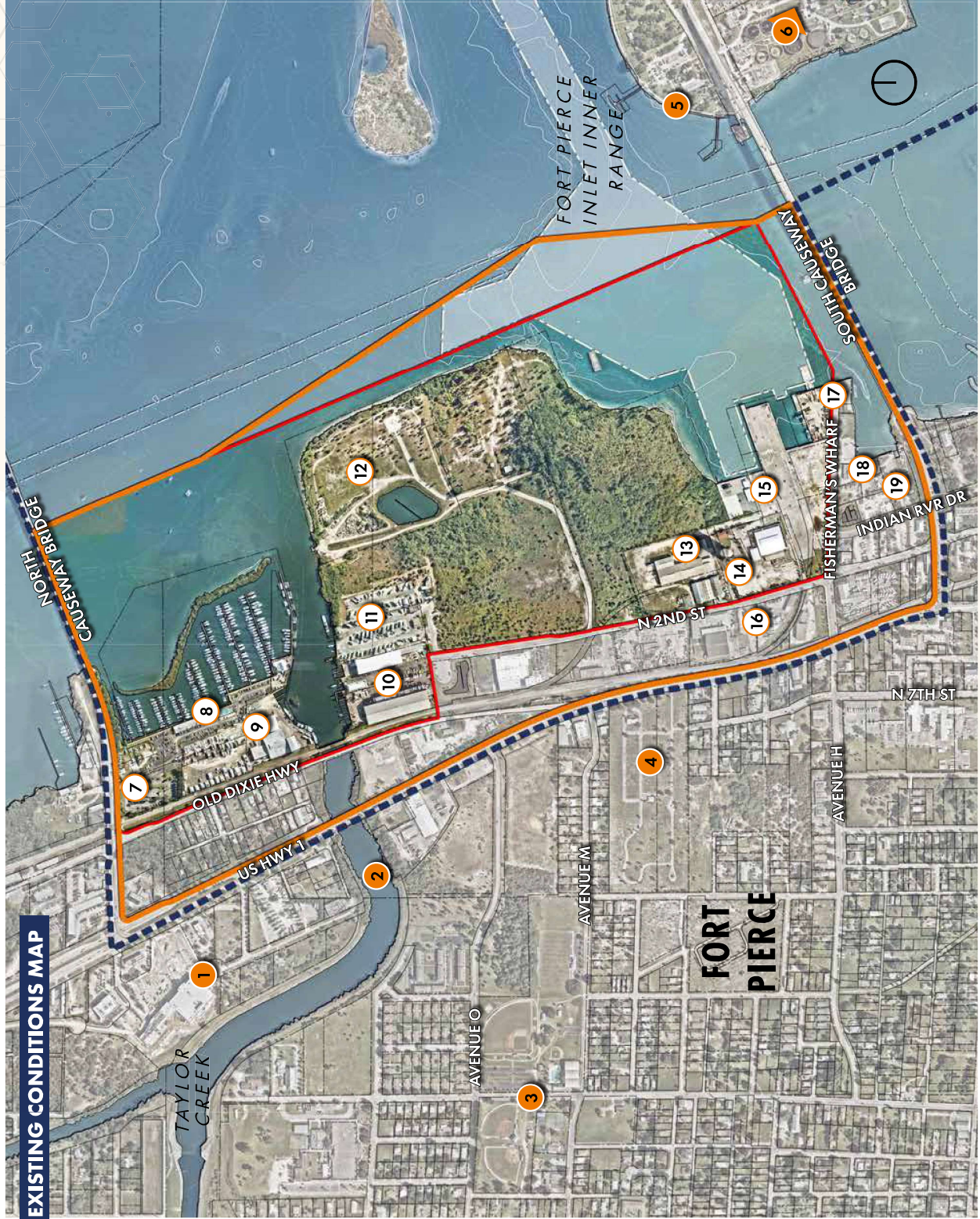
CURRENT ACTIVITIES. Current uses and activities within the Port Area include:

- **BEYEL BROTHERS.** One of several locations of Beyel Brothers, parcels at the end of Fisherman’s Wharf support loading and off-loading of barges and other work boats as well as other marine dependents activities. These activities are increasingly seen as suboptimal in this location due to conflict with the Derecktor MRO and Fisherman’s Wharf redevelopment;
- **DERECKTOR SHIPYARD (EX-INDIAN RIVER TERMINAL).** Anticipated to be fully operational in 2021, Derecktor Shipyard provides a full service megayacht MRO and new construction facility designed specifically for 200ft, 900-ton plus megayachts. Site features include, +/- 8-acres of storage and repair space, 1,000 feet of protected dockage, and a maintenance building with integrated office space;
- **WOODS FAMILY TRACTS AND INLET GIRLS LLC (INLET FISHERIES).** Woods Family Tracts & Inlet Fisheries properties house a series of varied warehouse, storage, office and administrative buildings, as well as indoor and outdoor parking and storage;

- **SILOS AND RELATED BUILDINGS (BELL FAMILY).** Currently vacant;
- **TAYLOR CREEK MARINA.** Taylor Creek Marina is comprised of a dry stack boat storage facility (475 positions in use), outdoor storage yard, a fueling dock, a ships store, and other features and amenities;
- **CRACKER BOY BOAT WORKS.** Cracker Boy Boat Works provides owner directed and executed boat maintenance and vessel repair yard, with 75-ton capacity travel lift, 15-ton mobile crane and fully stocked marine store; and,
- **SAFE HARBOR HARBORTOWN.** Safe Harbor Harbortown is a marina offering amenities such as transient slips, dry storage, a waterside restaurant, fuel dock and marine services (inc. Shearwater FL,etc.).





















THE PORT OF FORT PIERCE

THE PORT OF FORT PIERCE



EXISTING CONDITIONS MAP

KEY FEATURES

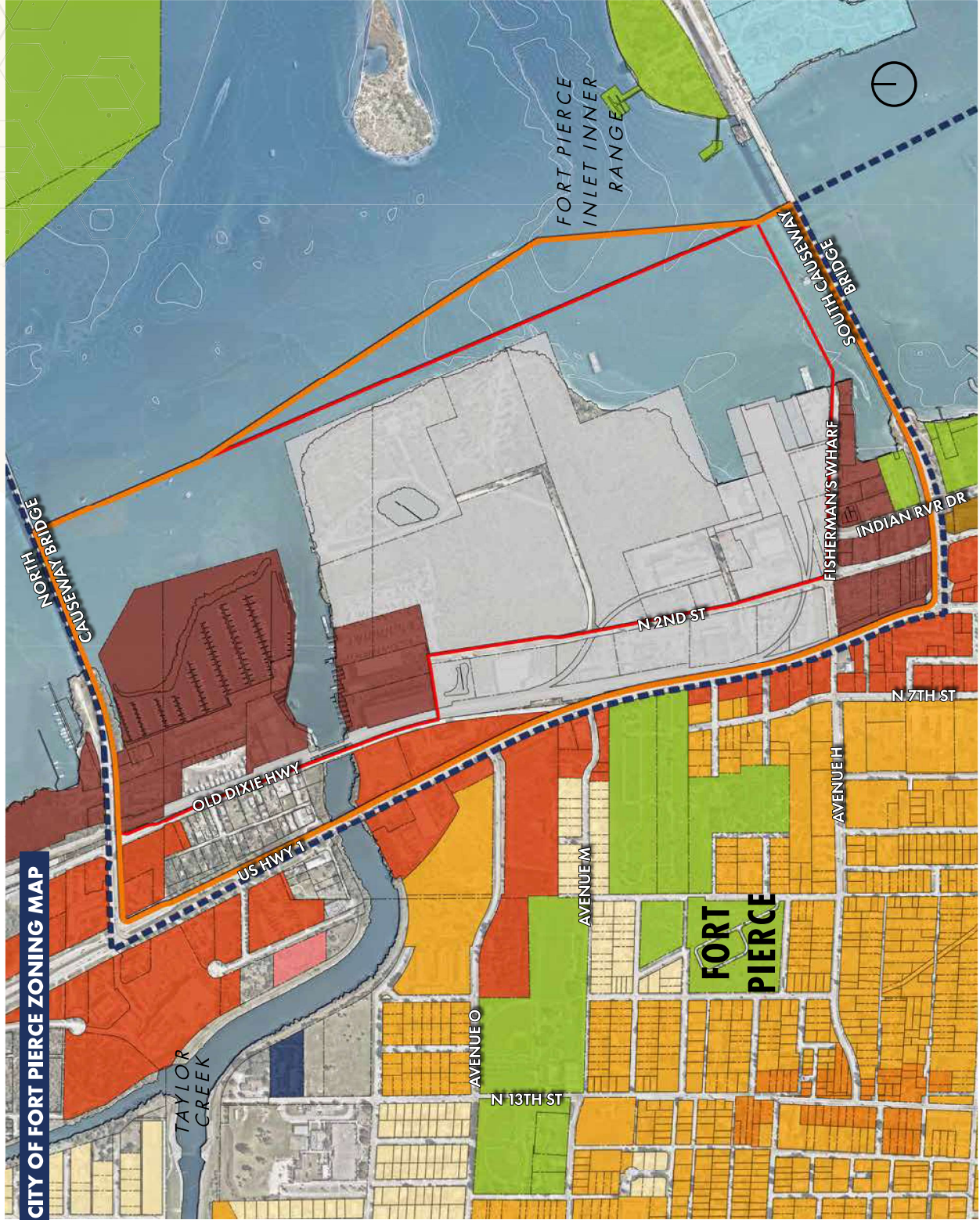
-  Port Planning Area (+/- 1,545 AC)
-  Port Operations Area (+/- 360 AC)
-  Project Study Area (+/- 255 AC)
-  Fort Pierce Inlet Navigation Channel
-  Intracoastal Waterway
-  Parcel Boundary
-  Taylor Creek Commons
-  Taylor Creek
-  Lincoln Park Community Park
-  Riverview Memorial Park
-  Museum Pointe Park
-  Causeway Cove Marina
-  DNE World Fruit Sales
-  Whiticar Marine North
-  Safe Harbor Harbortown
-  Taylor Creek Marina
-  Cracker-Boy Boat Works
-  Harbour Pointe Park
-  Egan Packing
-  Inlet Fisheries
-  Consolidated Oil Company
-  Palmdale Oil Company
-  Fort Pierce Marine Terminal (Beyel Bros. Properties)
-  12A Buoy
-  Sally's Water Sports & Boat Rental

LAND USE AND ZONING. The Project Study Area falls within the current limits of the City of Fort Pierce, and thus is subject to its current Future Land Use and Zoning classifications. The City's Adopted Future Land Use Plan lists the majority of the Project Study Area as Industrial (I), with Taylor Creek Marina, Cracker Boy Boat Works, and Harbortown as Marine Commercial (MC).

In terms of zoning, the Derecktor site along with Woods Family, Beyel Brothers, and other smaller tracts in the immediate vicinity are zoned Marine Industrial (I2). Marina facilities along Taylor Creek are zoned Marine Commercial (C6) and Marine Industrial (I2). The balance of the Project Study Area, inclusive of the Bell Family tracts and Harbour Pointe Park fall under the Planned Unit Redevelopment (PUR). The PUR zoning for this area was extended in 1999 by Ordinance No. J-504 following Port planning and charrette work at the time. A change of zoning will be required to advance major outcomes of this master planning effort that are not in alignment with the 1999 PUR Ordinance.

The Port is located within the Fort Pierce Community Redevelopment Area (FPRA). Vacant properties at the Port represent some of the largest available within the FPRA. The FPRA Plan was updated in 2020. In its Plan, the FPRA redoubles its efforts to target industry growth, employment, education, job training to the area. Expansion of economic activity is aligned with FPRA overarching industry targets.

THE PORT OF FORT PIERCE
THE PORT OF FORT PIERCE



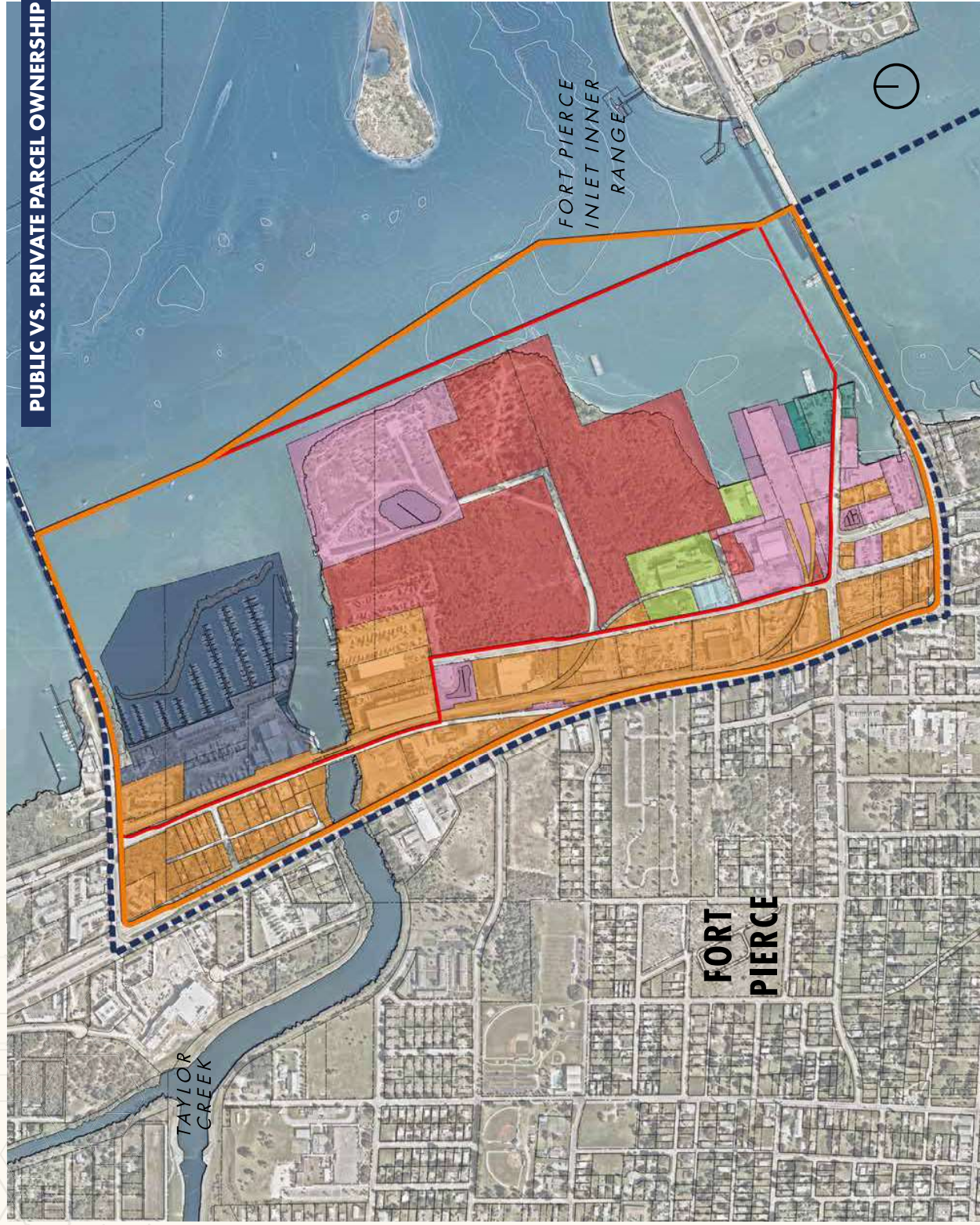
CITY OF FORT PIERCE ZONING MAP

KEY FEATURES





- Port Planning Area (+/- 1,545 AC)
- Port Operations Area (+/- 360 AC)
- Project Study Area (+/- 255 AC)
- Parcel Boundary
- RL, Low Density Residential
- RM, Medium Density Residential
- RH, High Density Residential
- BC, Boundary Commercial
- NC, Neighborhood Commercial
- GC, General Commercial
- MC, Marine Commercial
- HIMU, Hutchinson Island Mixed Use
- INST, Institutional
- I, Industrial
- COS, Conservation & Open Space

THE PORT OF FORT PIERCE
THE PORT OF FORT PIERCE


PUBLIC VS. PRIVATE PARCEL OWNERSHIP









KEY FEATURES

-  Port Planning Area (+/- 1,545 AC)
-  Port Operations Area (+/- 360 AC)
-  Project Study Area (+/- 255 AC)
-  Parcel Boundary

PUBLIC LAND

-  County and City of Fort Pierce

PRIVATE LAND

-  Beyel Brothers
-  Woods Family
-  Inlet Fisheries
-  Bell Family
-  Safe Harbor Harbortown
-  Others

THE PORT OF FORT PIERCE
THE PORT OF FORT PIERCE



SITE SITUATIONAL ANALYSIS

In review of the spatial arrangement of the Port moving forward, a number of observations were made by the community and planning team. Each considered the opportunities and challenges presented by the existing conditions and relationships between the Port and City.

The following graphics indicate the parcel boundaries and how they piece together on the site. Current uses and ownership within the Port Area include:

Publicly Owned

- A. Fisherman's Wharf
- B. Derecktor Shipyard
- C. Harbour Pointe Park

Privately Owned

- D. Taylor Creek Marina
- E. Safe Harbor Harbortown
- F. Underutilized & Vacant Land



THE PORT OF FORT PIERCE SITE SITUATIONAL ANALYSIS



FISHERMAN'S WHARF

Located at the southern end of the Port, Fisherman's Wharf is planned as a vibrant boating, food & beverage, and recreational space linking the working port area and historic Fort Pierce Riverwalk.



DERECKTOR SHIPYARD

An ongoing investment area that will host a state of the art repair and refit yard designed to welcome the industry's largest megayachts.



HARBOUR POINTE PARK

A +/- 20 acre parcel of County owned parkland located at the southeastern end of Taylor Creek.



TAYLOR CREEK MARINA

Taylor Creek Marina features high-dry (rack) boat storage. Cracker Boy Marina provides upland boat services and working areas.



SAFE HARBOR HARBORTOWN

Extensive marina complex hosting in-water and upland boat storage along with servicing facilities.

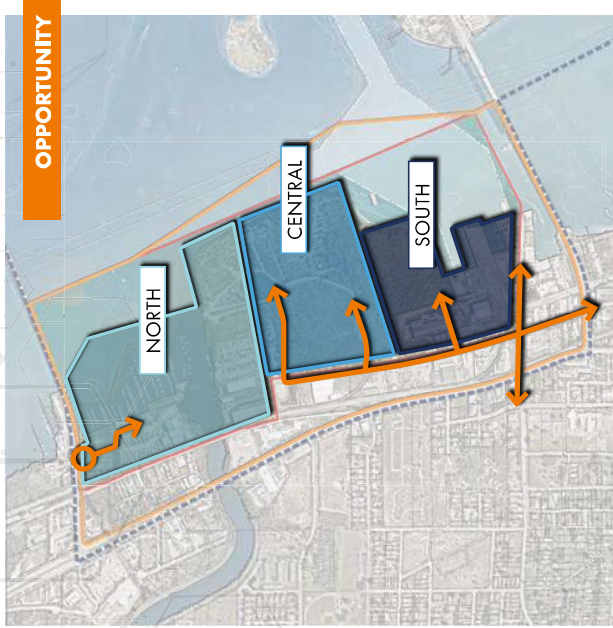


UNDERUTILIZED & VACANT LAND

The key to the Port's long-term success is finding the right use mix and approach to engage the center of the project study area.



THE PORT OF FORT PIERCE SITE SITUATIONAL ANALYSIS



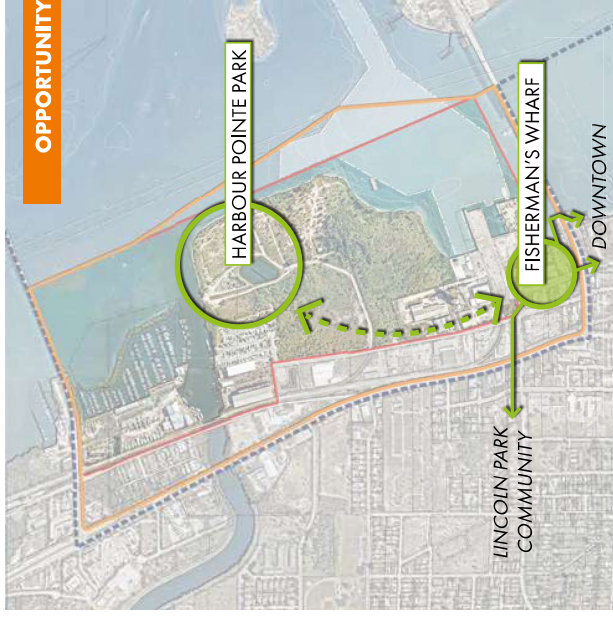
ZONES OF OPPORTUNITY. The Port's orientation and existing use patterns establish three clear zones of opportunity within the Project Study Area. The southern zone is dominated by Derecktor Shipyard and other marine shipping and related uses taking advantage of existing piers and wharfs. The central zone sets itself up for development by single or multiple commercial anchors benefiting from future marine infrastructure and/or proximity to uses north and south. The northern zone is dominated by marina interests (Safe Harbor, Taylor Creek, Cracker Boy) and parkland.

Each of these areas is reliant on access from N 2nd Street and a potential future series of improved corridors running into each zone.



A COMPELLING FUTURE FOR THE CENTER. Over the next few years, Derecktor Shipyard, Fisherman's Wharf, and other finer grain development in the southern portion of the Project Study Area will make important economic and social contributions to the Port and area overall.

The key to the Port's long term success is finding the right mix and approach to engage the center of the area. This larger area—approximately 5 times the size of the current Derecktor operation—could be a significant incubator of marine-related jobs, commerce, and other benefits.



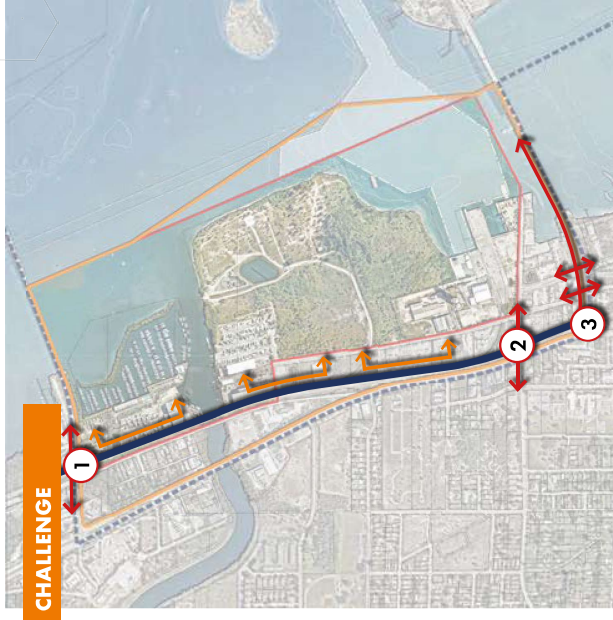
PUBLIC SPACE. Fisherman's Wharf has great potential to be the northern anchor of the City of Fort Pierce's growing waterfront, linking the City Marina, cultural, and other Downtown uses. This zone also provides an important new waterfront access point for the Lincoln Park Community.

Harbour Pointe Park is more challenging. Surrounded by light industrial uses, and generally accessible only by car, this zone requires strengthened linkages and greater visibility to be a safe, inviting contributor to the overall network of public spaces. Activation and/or integration with surrounding uses needs to be explored if this area is to contribute to the site's overall success.

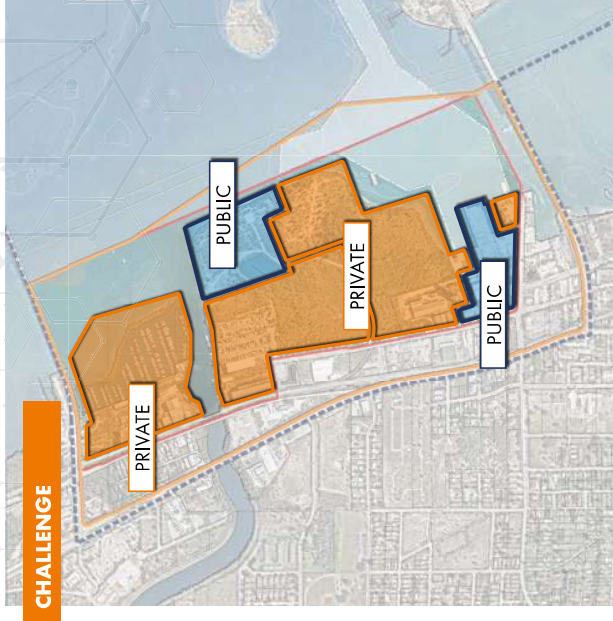


MINIMAL ACTIVE MARINE EDGES. Limited stretches of the Project Study Area have active marine edges. In the south, primary edges totaling +/- 3,100 linear feet are already in use by Derecktor, Beyel Brothers, the planned Fisherman's Wharf, and the existing boat ramp. An additional +/- 2,300 feet may be possible alongside the existing channel and turning basin, but significant capital investment and permitting would be needed.

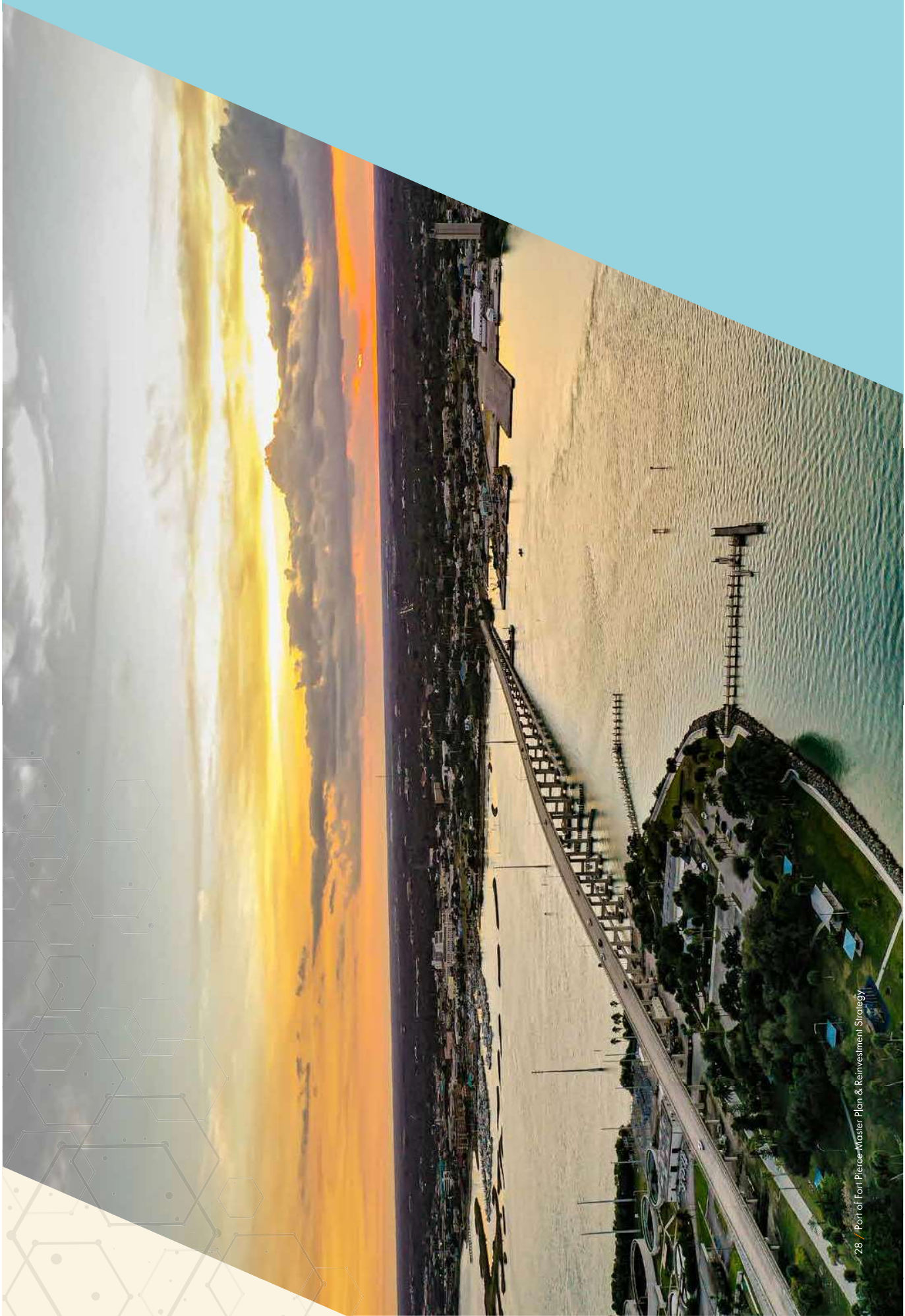
Marina facilities along Taylor Creek may also be considered available for expansion along the Harbour Pointe waterfront.



FEC RAILWAY IMPACT ON DEVELOPMENT. The Florida East Coast (FEC) right-of-way (ROW) limits the number of crossings to/from Port lands. It also focuses development to face internally to the Port vs. offering access and activity along US1 and Old Dixie Highway. Permeability is greatest in the southern portion of the Port Operations and Project Study Area, allowing for the greatest opportunity to create spaces for linkage and interaction with Fort Pierce proper, especially at Fisherman's Wharf.



PUBLIC AND PRIVATE. With a majority of the Port Study Area land privately owned, the plan needs to showcase use opportunities for these parcels and find approaches that will help guide a positive development outcome. One way the Master Plan can help is through identification of site serving infrastructure that would increase the development readiness of privately held parcels.



2

OUTREACH & ENGAGEMENT

THE COMMUNITY ENGAGEMENT CAMPAIGN

Planmaking is about building public trust and working collaboratively to translate community desire into compelling, actionable proposals. Community collaboration typically involves combinations of in person, one-on-one and one-on-group work sessions supported by online engagement tools.

THE ENGAGEMENT PROCESS. The COVID-19 Pandemic and related community health and safety concerns required the Planning Team to migrate from this traditional outreach framework to one where a majority of community engagement activities occurred online using our dedicated project website (www.planportfp.com), virtual meetings, electronic surveys, video conferencing, and other methods.

While at times challenging, this near virtual-only engagement approach proved fruitful; meetings and online input yielded favorable results, both in terms of participation levels and clear community direction.

In the following pages, we highlight the primary components of our community outreach campaign and results derived from its implementation. All detailed survey results, recordings of virtual meetings, and other materials produced in the planning effort continue to reside on the project website and remain available for public review.

The community engagement campaign included activities in four main categories:

- Weekly meetings with the County assembled Master Plan Advisory Committee;
- Focused one-on-one outreach with landowners, surrounding businesses, community interest groups;
- One-on-one meetings with County and City elected officials; and,
- Engagement of the general public via two outreach periods and an always available project website.



Farmers Market Information Table (Engagement Session 2)



Poster Gallery (Engagement Session 2)

BY THE NUMBERS

1. 6 VIRTUAL MEETING PRESENTATIONS.
2. TWO FORMAL SURVEYS OVER 5 WEEKS WITH 624 SURVEY PARTICIPANTS.
3. OVER 50 MEETINGS WITH PROJECT STAKEHOLDERS.
4. CONTINUAL ONLINE PRESENCE THROUGH THE PROJECT WEBSITE - WWW.PLANPORTFP.COM.



394
MEETING
ATTENDEES



6,438
WEBSITE
VIEWS



624
SURVEY
PARTICIPANTS



95,360
SOCIAL
IMPRESSIONS



7,514
RESPONSES



667
COMMENTS



349
SUBSCRIBERS



6
VIRTUAL
MEETINGS

2.1.1 MASTER PLAN ADVISORY COMMITTEE

Established at the project onset, the Port of Fort Pierce Master Plan Advisory Committee (MPAC) was comprised of individuals from St. Lucie County’s Planning, Airport/Seaport, and Communications Departments. The MPAC also included representatives from the City of Fort Pierce Planning Department and the Transportation Planning Organization, with limited participation from Fort Pierce Utilities Authority (FPUA) & the Economic Development Council. The MPAC met on a weekly basis and was a highly effective sounding board in the exploration of project issues and guidance of the Planning Team to needed data and stakeholders. The group was also instrumental in advancing public awareness campaigns and staffing project poster galleries at the Fort Pierce Airport, County Administration Complex, and Downtown Farmer’s Market.

2.1.2 STAKEHOLDER MEETINGS

While everyone in the community can be thought of as a project stakeholder, we use this term to specifically call out those individuals, agencies, property owners, and businesses that are critical conduits for project information and/or have a unique stake in the outcome of the planning effort. The Planning Team held more than 50 meetings with project stakeholders, with most of these occurring via conference call or online collaborative platform (e.g., Microsoft Teams). Stakeholders contacted throughout the planning process included:

- Port Advisory Committee (formerly Harbour Advisory Committee). Meetings were held on July 15 and October 14;
- County and City Elected Officials;
- Florida Representative Delores Hogan Johnson;
- St. Lucie County Staff (various departments);
- City of Fort Pierce Planning Department;
- The Fort Pierce Community Redevelopment Agency (FPRA);
- The St. Lucie County Fire District;
- The Treasure Coast Regional Planning Council;
- Property owners and interests found within and around the Project Study Area;

- Marina operators and other maritime dependent businesses;
- The St. Lucie County Chamber of Commerce;
- St. Lucie County Economic Development Council;
- Florida Department of Transportation;
- The Fort Pierce Waterfront Council;
- South Beach Association;
- Fort Pierce Utilities Authority;
- The Treasure Coast Builders Association; and,
- Others.

Information and perspective provided in each meeting was invaluable to the planning process, and data and concepts provided by stakeholders was integrated throughout the plan development.

2.1.3 GENERAL PUBLIC

A project website—www.planportFP.com—was launched in early July to serve as an information portal, host surveys and virtual public meetings that accompanied the two outreach sessions, and function as a storing house for all community feedback. Content was tailored to reflect project materials from each community work session, and importantly, ask a series of questions about community priorities and preference. The community was also asked to weigh in on three preliminary master plan concepts. The website offered open ended questions to gather community ideas and points-of-view. Digital copies of all community presentations, poster-sized graphics, and survey results were also made available via the project website, as well as the recorded virtual public meetings. Overall, the website was well received by all involved, garnering over 6,438 views and 349 subscribers. Over 624 individuals answered one or more survey questions, generating 7,514 survey responses.

PROJECT WEBSITE. Throughout the project’s duration, the planning team hosted a project website to make available project information, surveys, virtual meetings, and allow visitors to subscribe to a project information email service. The website was refreshed with new information prior to each public engagement period.

Hosted by PublicInput.com, the project website was compatible across mobile devices (phones, tablets, kiosks, laptops, etc) and ADA 508 (U.S.) and WCAG 2.1 AA compliant.

VIRTUAL MEETINGS. As noted previously, due to the COVID-19 Pandemic, public engagement meetings were conducted virtually using the project website and streamed through Facebook Live. During the first engagement period, three virtual public meetings were held between July 1 and July 2. The first series of virtual meetings addressed the question, “*How should the Port of Fort Pierce evolve to embrace community economic and social opportunities?*” Issues and opportunities identified by the Planning Team were shared with the public meeting participants. The virtual meeting format enabled participants to call, text, and message their questions and comments for the team to address. Approximately 250 citizens participated virtually in the first set of virtual meetings.

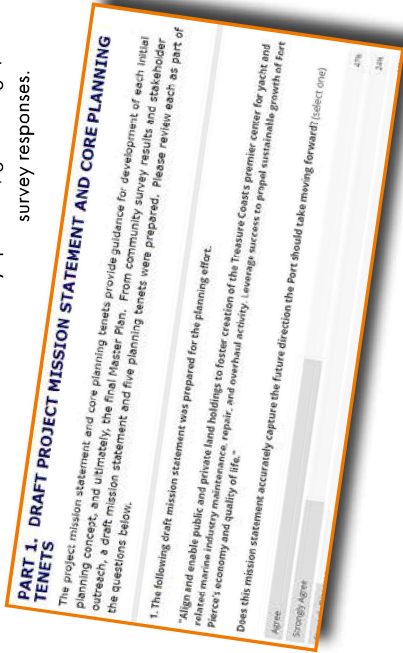
The second set of three virtual public meetings occurred between July 29 and 30, 2020. This second session presented a draft mission statement and three initial planning concepts for the Port, based on the Community Priorities Survey results and feedback from

Public Engagement Session 1, to elicit community feedback on a preferred direction forward. Planning concepts were developed using the draft core tenets and framework established for the project area. The concepts also considered the Team’s general sense of financial feasibility, ease of implementation, permissibility by regulatory agencies, and community acceptance of project elements. Approximately 144 citizens participated virtually during the second set of meetings.

All meetings were archived on the project website for viewing at any time.

OUTREACH & ENGAGEMENT
THE COMMUNITY ENGAGEMENT CAMPAIGN

COMMUNITY SURVEYS. A community survey was developed and disseminated during each public engagement session. Surveys were available digitally on the project website and at poster gallery displays. Survey questions were tailored to reflect the major themes of each virtual engagement session and ask a series of questions about community priorities and preferences and weigh in on three preliminary master plan concepts (from offered options). The survey offered both close- and open-ended questions to gather community ideas and points-of-view. Over 624 individuals answered one or more survey questions, generating 7,514 survey responses.



POSTER GALLERIES. Key materials generated as part of the public engagement effort and made available on the project website were also summarized into posters. Posters were placed at two fixed locations in the County: The Fort Pierce Airport and County Commission building. Posters and project information were also made available during the Saturday Downtown Farmer's Market between July 24 to August 16. Physical surveys were on hand at each location for completion by the public. Surveys completed in this fashion were input into the overall survey database with responses aggregated with online responses. Additionally, over 750 post cards were distributed via St. Lucie County Library locations, seeking to garner further project participation and community feedback.



SURVEY 1. Q1. YOUR VIEWS ON COMMUNITY DEVELOPMENT AND PREFERENCES

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Unsure
Community investment and revitalization is a priority.	10%	4%	5%	23%	56%	2%
Fort Pierce and its waterfront are good the way they are.	26%	38%	21%	10%	4%	1%
Downtown development will bring lasting social benefit.	4%	5%	10%	25%	52%	4%
Investment in our economy can happen without negative consequences to the natural environment.	5%	10%	11%	36%	36%	2%
Development generates needed capital to fund preservation initiatives.	4%	8%	19%	41%	25%	3%
A strong economy is the best way to strengthen our community	1%	3%	8%	35%	52%	1%
We should steer public investment into community upgrades, parks, and preservation initiatives.	3%	9%	13%	38%	36%	1%
Attracting investment to our community and economy will lead to a better quality of life.	2%	4%	8%	38%	47%	1%
We need more public and private sector investment in commerce enabling jobs and infrastructure.	4%	2%	4%	37%	52%	1%
Community revitalization and investment is the best path to bring forward economic gains.	3%	2%	10%	42%	41%	2%
We can balance economic and preservation needs.	4%	3%	12%	43%	37%	1%
Preservation initiatives should take priority over new development.	7%	18%	22%	28%	22%	3%

THEMES FROM PUBLIC ENGAGEMENT SESSION 1

Public Engagement Session 1 focused on several areas, including assessment of the suitability of various land uses at the Port and measurement of the community's outlook on its future. Gauging preference in both areas was considered essential for formulating planning concepts for the Project Study Area.

A total of 397 individuals participated in survey one, generating 5,165 question responses and over 300 unique comments. From these results and other captured community and stakeholder input, several broad themes emerged.

- The Port is a unique asset for the region. While underdeveloped, survey respondents overwhelmingly validated the idea that the Port can become an improved strategic economic community asset (Question 4). Furthermore, activation of the Port can lead to betterment of Downtown Fort Pierce, the waterfront, and surrounding neighborhoods and communities (Question 5). There was little measurable community sentiment that the Port's best days are behind it;

- The community embraced the notion that the Port could welcome a diverse number of land use types (Question 2). Several groupings of land uses garnered favorable attention by survey respondents, including: Marine technology, manufacturing, maintenance, repair, and related uses; megayacht, marina, and boating facilities comprising land and or in water areas; education, research, and training/apprenticeship facilities; food and beverage, dining, and entertainment; active and passive recreational facilities linked to the waterfront. These categories were supported consistently by respondents living within and outside the City of Fort Pierce (cross tabulated with Question 9);

- Not all land uses were beloved equally. About a third of survey respondents disagreed or strongly disagreed that four land use groupings should be considered in the Port Master Plan. These included: Light industrial uses, such as warehousing, fabrication, assembly and similar activities; marine shipping, freight facilities, and related infrastructure; logistics and distribution, such as trucking and rail facilities linked to or separate from any port marine shipping features; and, residential uses. Some of the strong sentiment resulted from community concern that many of these maritime dependent uses would trigger negative environmental in quality of life impacts. By example, the community group

The Waterfront Council has long voiced concerns that extensive development of cargo shipping and related industries at the Port would result in damage to the ecology of the Indian River Lagoon, Fort Pierce Inlet, and its namesake State Park. Examining open ended survey comments also identified community concerns that light industrial uses might best be situated outside of the urban core where traffic impacts would be lessened and land cheaper;

- While not specifically captured as part of survey questions, there was strong recorded community interest in a continuation of the artificial reef program at the Port. The County and City also expressed this interest. The County's Erosion District also conveyed a need to maintain deep water access on or near Taylor Creek for Erosion District operations; and,
- Active and passive recreational facilities linked to the waterfront remained one of the most popular used types. Survey respondents suggested these facilities could be provided/upgraded, including recreational boating and similar uses at Harbour Pointe Park.

SURVEY 1. Q6. WHICH STATEMENT BEST DESCRIBES YOUR EXPERIENCE WITH THE PORT?



KEY FEATURES

- I use business, restaurants, marinas, and other spaces at or near the Port
- I live near the Port
- I work at or have a business reliant on the Port
- I do not experience the Port in any aspects of my day-to-day activities
- I sometimes see the Port from the bridge or bayfronts
- I sometimes read about the Port's activities in the media

SURVEY 1. Q4. CAN THE PORT BECOME AN IMPROVED STRATEGIC ECONOMIC COMMUNITY ASSET SUPPORTING COMMERCE AND JOBS?



SURVEY 1. Q5. CAN THE PORT FUNCTION IN AN IMPROVED ROLE, HELPING BETTER DOWNTOWN, THE WATERFRONT, AND SURROUNDING COMMUNITIES?



SURVEY 1. Q2. WHAT TYPES OF BUSINESSES AND USES SHOULD THE PORT SEEK TO ATTRACT? RESPONSES OVERALL

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Unsure
Marine technology, manufacturing, maintenance, repair, and related uses.	5%	4%	12%	47%	33%	0%
Light industrial uses, such as warehousing, fabrication, assembly and similar activities.	8%	20%	18%	43%	11%	0%
Marine shipping, freight facilities, and related infrastructure.	9%	22%	12%	39%	19%	0%
Mega yacht, marina, and boating facilities comprising upland and/or in-water areas.	6%	8%	8%	40%	39%	0%
Education, research, and training/apprenticeship facilities.	3%	5%	11%	44%	37%	0%
Logistics and distribution, such as trucking and rail facilities linked to or separate from any Port marine shipping features.	11%	25%	21%	30%	13%	0%
Aquaculture, hydroponic gardens, and similar agribusiness uses.	7%	11%	22%	39%	20%	1%
Sustainable energy, green power, and similar renewable uses.	6%	11%	22%	35%	25%	1%
Food and beverage, dining, and entertainment.	5%	7%	12%	38%	39%	0%
Commercial office and retail uses (of a scale and density contextually suitable).	7%	16%	31%	35%	11%	0%
Residential uses (of a scale and density contextually suitable).	15%	17%	23%	33%	10%	2%
Active and passive recreational facilities linked to the waterfront.	3%	4%	9%	42%	39%	3%

RESPONSES BY ZIP CODE

CITY OF PORT FIERCE ZIP CODES

Cross Tabulated with Q# 12

ALL OTHER ZIP CODES

Cross Tabulated with Q# 12

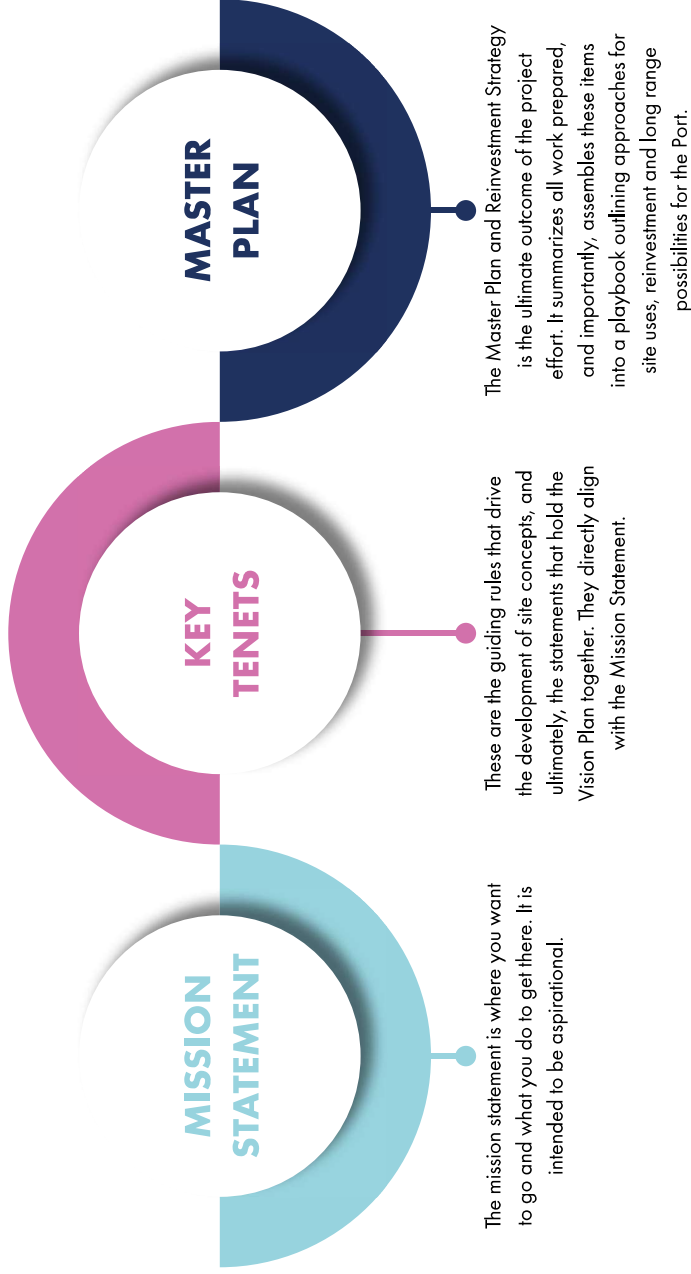
	Strongly Disagree + Disagree	Neutral	Strongly Agree + Agree	Strongly Disagree + Disagree	Neutral	Strongly Agree + Agree
Marine technology, manufacturing, maintenance, repair, and related uses.	8%	16%	76%	10%	2%	88%
Light industrial uses, such as warehousing, fabrication, assembly and similar activities.	37%	20%	44%	21%	11%	68%
Marine shipping, freight facilities, and related infrastructure.	35%	13%	52%	27%	11%	63%
Mega yacht, marina, and boating facilities comprising upland and/or in-water areas.	9%	6%	85%	20%	4%	76%
Education, research, and training/apprenticeship facilities.	4%	11%	86%	17%	13%	70%
Logistics and distribution, such as trucking and rail facilities linked to or separate from any port marine shipping features.	45%	23%	32%	29%	18%	53%
Aquaculture, hydroponic gardens, and similar agribusiness uses.	14%	22%	64%	28%	19%	53%
Sustainable energy, green power, and similar renewable uses.	19%	23%	58%	17%	19%	65%
Food and beverage, dining, and entertainment.	12%	7%	81%	10%	22%	69%
Commercial office and retail uses (of a scale and density contextually suitable).	22%	24%	54%	26%	36%	38%
Residential uses (of a scale and density contextually suitable).	34%	24%	42%	31%	29%	41%
Active and passive recreational facilities linked to the waterfront.	4%	6%	90%	13%	10%	77%

ESTABLISHING THE MISSION & FRAMEWORK

With community validation that the Port can evolve to be an improved economic and social asset and a shortened list of suitable land uses achieved, a Master Plan Mission Statement accompanied by five organizing elements was prepared. Why are these valuable? Both the mission statement and supportive tenets guide plan formulation; they are the foundational elements of the Master Plan, enshrining key areas of investment as well as community sentiment.²

MISSION STATEMENT. The mission statement and organizing elements were presented to the public as part of Public Engagement Session Two's survey effort and virtual meetings. When asked if the Master Plan Mission Statement "accurately captures the future direction the Port should take moving forward," 71% of survey respondents agreed with this statement.

² This Master Plan Mission Statement is different than the Port's mission statement, which is to "Broaden and strengthen the economic base of the regional community by providing adequate infrastructure and development processes for mixed-use port development." The Master Plan Mission Statement speaks specifically to what ideas underpin the structure & vision of the Plan.

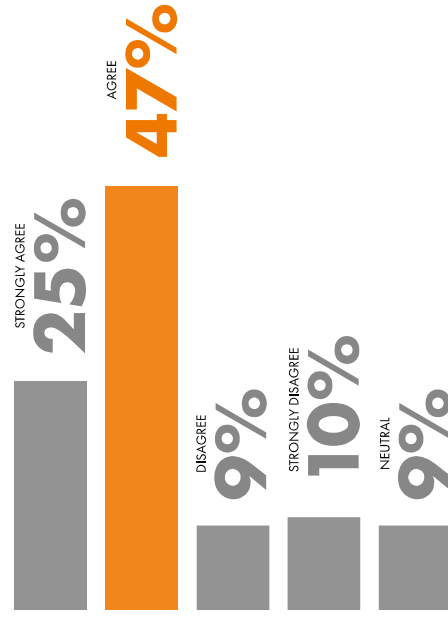


The Master Plan Mission Statement places the primary focus of the Plan as aligning public and private interests to “*foster the creation of the Treasure Coast’s premier center for yacht and related marine industry maintenance, repair, and overhaul activity.*” It considers the seeds of this endeavor have been planted with the ongoing investment by Dereecktor Shipyards—that they are part of this initiative. Community and stakeholder outreach suggest there is extensive room to grow in this marine industry category. The natural features of Fort Pierce’s deep water harbor, available land, and labor force are aligned to meet this end. The Mission Statement keeps open the door for related marine industries to play a part in this effort—from small import/export businesses to light-industrial uses often found proximate to this type of specialized marine cluster.

MISSION STATEMENT

ALIGN AND ENABLE PUBLIC AND PRIVATE LAND HOLDINGS TO FOSTER CREATION OF THE TREASURE COAST’S PREMIER CENTER FOR YACHT AND RELATED MARINE INDUSTRY MAINTENANCE, REPAIR, AND OVERHAUL ACTIVITY. LEVERAGE SUCCESS TO PROPEL SUSTAINABLE GROWTH OF FORT PIERCE’S ECONOMY AND QUALITY OF LIFE.

SURVEY 2. Q1. DOES THIS MISSION STATEMENT ACCURATELY CAPTURE THE FUTURE DIRECTION THE PORT SHOULD TAKE MOVING FORWARD?



PLAN TENETS. Five guiding tenets provide greater insight as to what the Port should consider under its Mission Statement over the long term. Preliminary and refined planning concepts presented in this plan all follow the framework established by these tenets.

01

AN ENGINE FOR OUR BLUE ECONOMY

Foster investment in the Port of Fort Pierce as Treasure Coast's center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.

02

GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES

Expand coastal edges for working and recreational waterfront activities.

03

PROVIDE A FLEXIBLE TEMPLATE FOR PORT LAND DEVELOPMENT

Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investments to grow measured increments to grow sustainably and responsibly.

04

INVEST AND GROW ENVIRONMENTAL EDUCATION AND RESTORATION

Become a center of excellence for reef and coastal research, restoration, and resilience.

05

THE PORT AS A GOOD NEIGHBOR

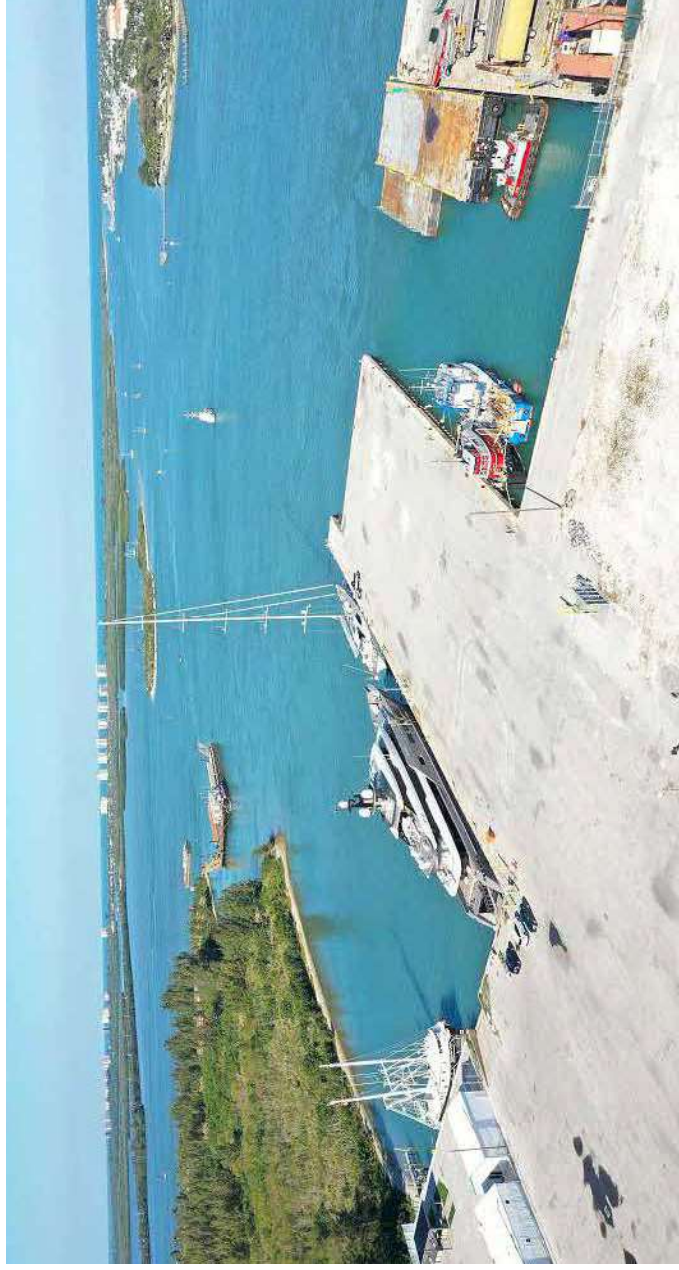
Ensure Port edges stabilize and bolster the viability of varied community development endeavors.

INITIAL PORT PLANNING CONCEPTS

The Planning Team prepared a series of initial site options assembled from the ideas generated from the first public engagement session and survey effort as well as site situational analysis, case study, and other project research effort. Each of these options were presented to the community as part of Public Engagement Session 2.

CONCEPT VARIATION. Each initial Port planning concept offered a series of intervention approaches for the study area, from creation of an extensive mega yacht MRO facility in the center of the Port (Concept 1) to more nuanced yachting and flexible berths and tenant yards (Concept 3). Each initial concept shared similar features, such as the renewal of Harbour Pointe Park as an active park and public marina facility.

Initial concepts and their respective programs are not mutually exclusive to one another. The expectation by the Planning Team—confirmed as part of Public Engagement Session 2—was a desire to mix and match concept elements to ultimately build a preferred concept and approach for Master Plan development.





PERSPECTIVE



CONCEPT MASTER PLAN

KEY FEATURES

- 1 Project Study Area (+/- 255 AC)
- 2 Fort Pierce Inlet Navigation Channel
- 3 Intracoastal Waterway
- 4 Mixed-Use Commercial
- 5 Marine Industrial Park / Light Industrial Uses
- 6 Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses
- 7 Environmental / Cultural Resource Uses
- 8 Park, Greenway, and Storm Water Recharge
- 9 Existing Buildings and Development
- 10 Safe Harbor Harbortown
- 11 Taylor Creek Marina
- 12 Cracker Boy Boat Works
- 13 Improved Harbour Pointe Community Park
- 14 Reef Restoration and Environmental Education Center
- 15 High and Dry Boat Storage
- 16 Public Marina
- 17 Restaurant, Sundries and Commercial Marina Village
- 18 Urban Greenway (inc. Low Impact Development, Storm Water Recharge)
- 19 Marine Industrial Park with Commercial Storefronts
- 20 Fort Pierce Yacht Repair and Refit, Shipyard, and Boat Works
- 21 Mast Works Facility
- 22 Ship Lift and Boat Works Yard
- 23 Marine Industries Training Center and Crew Facilities
- 24 Derecktor Shipyard
- 25 Beyel Brothers Inc. - Fort Pierce Marine Terminal
- 26 Fisherman's Wharf

2.4.1 CONCEPT ONE

Concept One contemplates Port transformation into one of the largest centers for motor and sailing yacht MRO and marine industrial services along the Eastern Seaboard. Ship lift facilities with related open air and high bay (covered) service areas are centrally positioned with specialized buildings for sailing yacht mast maintenance and other functions arrayed around the perimeter. New in-water berths supporting wet slip MRO activities and vessel berthing are provided.

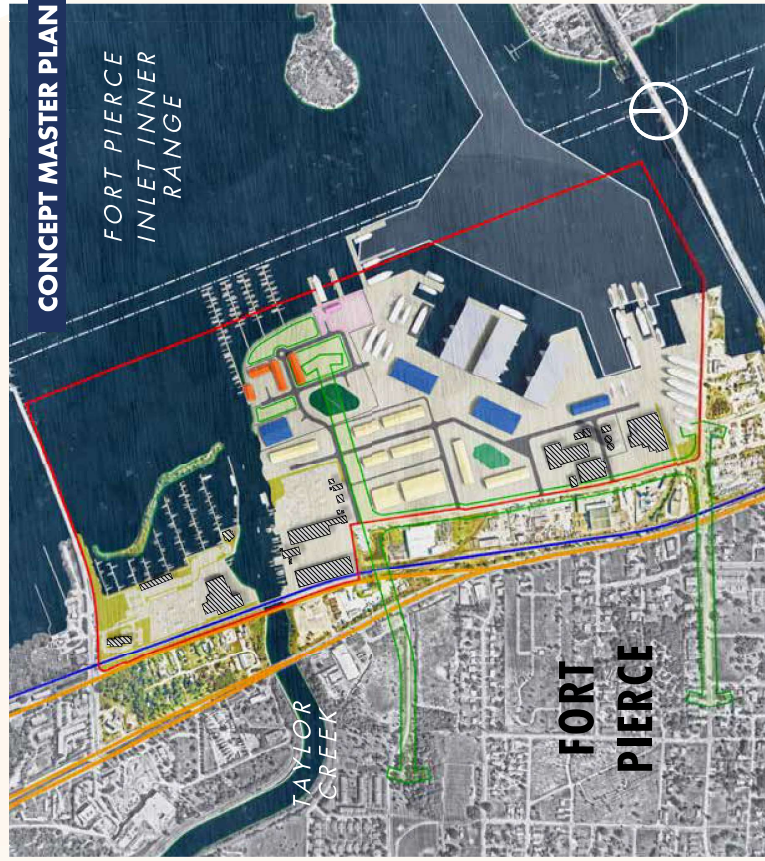
Marine industrial warehouses with commercial storefronts line N 2nd Street and parcels surrounding the central yacht MRO. These large and small unit clusters host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses. A new marine industries education center is introduced adjacent to the existing silos.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College, Florida Atlantic University, and other institutions of higher learning.

OUTREACH & ENGAGEMENT
INITIAL PORT PLANNING CONCEPTS

KEY FEATURES

- 1 Project Study Area (+/- 255 AC)
- 2 Fort Pierce Inlet Navigation Channel
- 3 Intracoastal Waterway
- 4 Mixed-Use Commercial
- 5 Marine Industrial Park / Light Industrial Uses
- 6 Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses
- 7 Environmental / Cultural Resource Uses
- 8 Park, Greenway, and Storm Water Recharge
- 9 Existing Buildings and Development
- 10 Safe Harbor Harbortown
- 11 Taylor Creek Marina
- 12 Cracker Boy Boat Works
- 13 Improved Harbour Pointe Community Park
- 14 Reef Restoration and Environmental Education Center
- 15 High and Dry Boat Storage
- 16 Public Marina
- 17 Restaurant, Sundries and Commercial Marina Village
- 18 Urban Greenway (inc. Low Impact Development, Storm Water Recharge)
- 19 Marine Industrial Park with Commercial Storefronts
- 20 Fort Pierce Yacht Repair and Refit, Shipyard, and Boat Works
- 21 Ship lift and Boat Works Yard
- 22 Derecktor Shipyard
- 23 Beyel Brothers Inc - Fort Pierce Marine Terminal
- 24 Fisherman's Wharf



2.4.2 CONCEPT TWO

Concept Two envisions new operational slips and working waterfront edges in the center of the study area, promoting one or more motor and sailing yacht MRO businesses. Travel lift and covered in-water wet slips line the water's edge and are supported by open and high bay (covered) areas.

Marine industrial warehouses with commercial storefronts line N 2nd Street and parcels surrounding the central yacht MRO. These large and small unit clusters host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College and other institutions of higher learning.



PERSPECTIVE



CONCEPT MASTER PLAN

KEY FEATURES

- 1 Project Study Area (+/- 255 AC)
- 2 Fort Pierce Inlet Navigation Channel
- 3 Intracoastal Waterway
- 4 Mixed-Use Commercial
- 5 Marine Industrial Park / Light Industrial Uses
- 6 Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses
- 7 Environmental / Cultural Resource Uses
- 8 Park, Greenway, and Storm Water Recharge
- 9 Existing Buildings and Development
- 10 Safe Harbor Harbortown
- 11 Taylor Creek Marina
- 12 Cracker Boy Boat Works
- 13 Improved Harbour Pointe Community Park
- 14 Reef Restoration and Environmental Education Center
- 15 High and Dry Boat Storage
- 16 Public Marina
- 1 Restaurant, Sundries and Commercial Marina Village
- 2 Urban Greenway (inc. Low Impact Development)
- 3 Storm Water Recharge
- 4 Marine Industrial Park with Commercial Storefronts
- 5 Operations Yard (+/- 15 AC)
- 6 Large Vessel Maintenance, Repair, and Overhaul (MRO) and Handymax Cargo Vessel Berths
- 7 Yacht Repair and Refit, Shipyard, and Boat Works
- 8 Derektor Shipyard
- 9 Beyel Brothers Inc - Fort Pierce Marine Terminal
- 10 Fisherman's Wharf

2.4.3 CONCEPT THREE

Concept Three blends two ideas together along an expanded working waterfront. First, provide an expansion area for greater motor and sailing yacht MRO operations. Second, provide a zone for large vessel (Handymax-class) MRO operations and a flexible berth and yard for small ship cargo industries.

Marine industrial warehouses with commercial storefronts line N 2nd Street and surrounding parcels. These large and small unit clusters, positioned by the removal of the silos, host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses. Needed storm water detention and recharge areas line the rear portion of the main arrangement of warehouse buildings.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College and other institutions of higher learning.

2.4.4 PUBLIC ENGAGEMENT SESSION 2

As part of the second survey and virtual meetings, the community was asked to review each concept against the five tenets underpinning the Master Plan Mission Statement. The purpose was to see if the community felt there was strong alignment between the desired outcome expressed in the planning framework and each initial planning concept. The five guiding tenets were listed for each initial concept and the community was asked to score alignment of these statements from “not very well” to “very well.” The results are presented in the accompanying table.

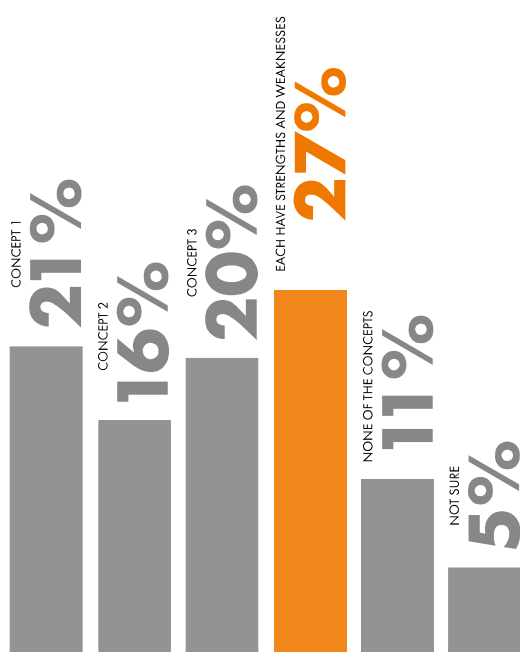
As shown, a majority of survey respondents generally rated each concept as “well,” with Concept 2 garnering the highest concentration of responses in this category.

When asked “which initial concept do you feel will provide the most economic and social benefit to your community”, responses were fairly spread across each concept, with the response “each have strengths and weaknesses” receiving the highest number of responses (27%).

In review of these results along with community open ended survey comments and other stakeholder feedback, the following was concluded:

- Survey respondents and stakeholders found something to like about one or all of the initial Port planning concepts, with 84% percent of respondents indicating preference for one concept or indicating each had strengths and weaknesses.
- The idea of creating a hybrid of each of concept’s best attributes was viewed as the preferred direction forward, especially within the context of follow-on discussions with property owners.

SURVEY 2. Q7. WHILE THE PLANNING TEAM WILL MAKE IMPROVEMENTS TO ALL CONCEPTS, WHICH INITIAL CONCEPT DO YOU FEEL WILL PROVIDE THE MOST ECONOMIC AND SOCIAL BENEFIT?



SURVEY 2. Q4-6. ON A SCALE OF 1 TO 5, HOW WELL DOES EACH CONCEPT ADDRESS THE FOLLOWING?

	CONCEPT 1					CONCEPT 2					CONCEPT 3				
	NOT VERY WELL 1	NOT WELL 2	UNSURE 3	WELL 4	VERY WELL 5	NOT VERY WELL 1	NOT WELL 2	UNSURE 3	WELL 4	VERY WELL 5	NOT VERY WELL 1	NOT WELL 2	UNSURE 3	WELL 4	VERY WELL 5
Foster investment in the Port of Fort Pierce as Treasure Coast's center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.	7%	5%	11%	40%	37%	7%	7%	12%	61%	13%	9%	11%	15%	49%	16%
Expand coastal edges for working and recreational waterfront activities.	9%	5%	27%	41%	18%	7%	7%	17%	61%	9%	12%	12%	15%	49%	12%
Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.	8%	4%	21%	54%	13%	10%	4%	17%	65%	4%	14%	1%	20%	48%	16%
Become a center of excellence for reef and coastal research, restoration, and resilience.	14%	7%	17%	42%	19%	8%	3%	21%	55%	14%	8%	8%	23%	48%	12%
Ensure Port edges stabilize and bolster the viability of varied community development endeavors.	10%	7%	26%	43%	15%	8%	4%	27%	52%	8%	9%	12%	26%	41%	13%



3

EVOLVING WATERFRONTS

FACETS OF WORKING WATERFRONTS

In the section that follows, we present a summary review of several selected projects and plans that help shape our understanding of how traditional port areas can afford a diverse array of land uses and features.

CASE STUDY. One planning effort objective was the review of other port and waterfront precedent projects that have like-minded facets and community alignment of uses and elements. While no project aligns itself perfectly with the conditions found in Fort Pierce, other precedents' implementation strategies provide insightful knowledge into key successes.

We specifically sought out examples of active working waterfronts. As defined by the National Working Waterfront Network, these areas are "waterfront lands, infrastructure and waterways that are used for water-dependent activities. These include ports, small recreational boat harbors, fishing docks, and hundreds of other places where people use and access the water."

Successful working waterfronts share a number of traits, including:

- **KEEP MARINE ACTIVITIES ACCESSIBLE.** Preserve landside and waterside access points that facilitate blue economy functioning.
- **ENSURE FLEXIBILITY AND ADAPTABILITY.** Capital and operational investments consider a number of different uses and users over time.
- **SUSTAIN THE WATERFRONT AS AN ASSET FOR ALL.** Plan environmental protection and economic development together.
- **VIEW THE WORK OF THE WATERFRONT.** Allow the community connect and learn about the daily workings of the water's edge.
- **FOSTER CONTINUAL COMMUNITY DIALOGUE.** Successful working waterfronts are always looking for ways to balance competing issues and opportunities. They never stop community and user conversation and long range planning.



EVOLVING WATERFRONTS
FACETS OF WORKING WATERFRONTS



RYBOVICH SUPERYACHT MARINA
WEST PALM BEACH, FLORIDA

3.1.1 SAVANNAH YACHTING CENTER

WHERE. Savannah Yacht Center (SYC) is a deep water yacht MRO on the Savannah River. Less than two miles upriver from downtown Savannah and 20 minutes from Savannah/Hilton Head International airport, SYC offers a wide range of services in close cooperation with qualified sub-contractors. Rail facilities are immediately adjacent to SYC.

WHAT. SYC facilities are capable of providing its large yacht customers with infrastructure to handle a variety of maintenance, repair and refit projects. This includes a 460-foot graving dock capable of handling yachts of up to 330 feet; a Syncrolift with 3,240 long ton gross rating; a rail transfer system with capacity for 6(+), 260-foot yachts simultaneously; and, 1,200 feet of floating docks for in-water service for yachts.

Additionally, SYC offers its customers several amenities while their vessel is being serviced including a Bistro style restaurant, fitness center, crew lounge and concierge services to assist crew members.

TAKEAWAYS. Core takeaways include:

- The 3,240 shiplift platform and rail transfer system/ configuration is considered essential for the long term economic success of the SYC;
- SYC offers a mix of floating docks and upland MRO areas.
- Upland MRO areas are proximate to active rail facilities;
- Upland development includes amenities for customers and crew, including a restaurant, fitness center, lounge, and concierge services area; and,
- An economic impact study conducted by Armstrong State University economist Michael Toma found that, when fully operational, the SYC will support nearly 800 direct and indirect jobs across Georgia. SYC will also support, as well as annual wages of \$50 million, tax revenue of \$5.5 million, and \$171 million in economic activity.





3.1.2 LAUDERDALE MARINE CENTER

WHERE. Lauderdale Marine Center (LMC) is located in Fort Lauderdale, 30 miles north of Miami and six miles from Fort Lauderdale-Hollywood International Airport.

WHAT. LMC covers 65-acres and is considered the largest dedicated yacht repair and refit facility of its kind in the U.S. LMC offers year-round availability, 24-hour security, and hurricane safe dockage. Infrastructure includes 19 out-of-water covered sheds; 8 in-water covered slips; and, dry docking for over 100 vessels up to 485 tons. LMC can handle vessels up to 170 feet and 330 tons.

On-site guest amenities include a fitness center, restaurant, and leasable office space. Additionally, the facility offers a Marine Foreign Trade Zone, which provides the ability for brokers to show and sell foreign-flagged vessels to U.S. buyers right from LMC docks. This arrangement eliminates standard import duties on new builds.

TAKEAWAYS. Core takeaways include:

- LMC shares a similar development footprint to the vacant land available at the Port of Fort Pierce;
- Similar to SYC, LMC offers amenities to boat owners and crew; and,
- The Marine Foreign Trade Zone provides the ability for brokers to show foreign-flagged vessels without standard import duty on new builds. A similar zone could be developed in Fort Pierce.

3.1.3 MB92 BARCELONA SUPERYACHT

WHERE. The MB92 Barcelona Superyacht Refit is situated in the Western Mediterranean and caters to yacht fleets and owners throughout the region. This location serves as a strategic stop-off point for travel between the Mediterranean and Caribbean.

WHAT. The shipyard is one of the largest refit facilities in the world, covering over 30-acres of land area. It provides service-refit, repair and maintenance work for superyachts with lengths from 115 to 600-feet.

MB92 Barcelona is part of the MB92 Group which manages two major refit shipyards in the Mediterranean, the other being MB92 La Ciotat in the South of France. The shipyard currently has 120 employees and 900 subcontractors that provide world-class superyacht services.

The facilities include a 2,000 ton Syncrollift, a 720-foot dry dock, and a new 4,800 ton Shiplift that increases the capacity to serve the largest yachts. On-site workshops are available for suppliers and contractors to support project management, purchasing, and crew. The

shipyard is fully compliant with the International Ship & Port Facility Security Code (ISPS) and is only accessible via staffed and monitored security entrances.

TAKEWAYS. Core takeaways include:

- MB92 is located and coexists with surrounding land uses found along the main recreation and urban waterfront of Barcelona;
- MB92 offers a mix of upland and in-water facilities. Upland facilities include a Syncrollift able to lift vessels up to 2,000 tons and transfer these to a rail transfer system/ configuration. The facility also uses a mobile 150 ton travelift. A similar configuration of shiplift and travelift capable facilities could be contemplated for Fort Pierce; and,
- On-site workshops are available for suppliers and contractors. Fort Pierce could consider on-site, or possibly, a shared tenant accommodate similar workplace solution for marine industry needs.



EVOLVING WATERFRONTS
FACETS OF WORKING WATERFRONTS



3.1.4 PORT HUENEME

WHERE. The Port and City of Hueneme are located 60 miles north of the Los Angeles metro area. This prime location offers a highly efficient and uncongested alternative to other U.S. west coast ports and is the only commercial deep-water port between Los Angeles and San Francisco. Port Hueneme is positioned close to major distribution, automotive, and agricultural centers.

WHAT. The Port of Hueneme is owned and operated by The Oxnard Harbor District, created in 1937, as an independent special district (business enterprise) and political subdivision of the State of California. The Oxnard Harbor District's policies are set by a five-member Board of Harbor Commissioners elected at large from the District.

The Port is vital in the intermodal logistics supply chain and significantly contributes to the economic health of Ventura County and Southern California, including:

- Over \$9 billion in cargo annually;
- \$1.5 billion in overall economic impact;
- \$119 million paid in annual taxes; and,

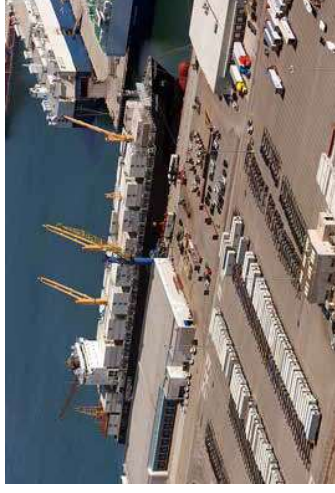
- The support of more than 15,800 direct, indirect, induced, and influenced jobs regionally.

The Port's facilities include: A 120-acre port terminal; 30-acre Navy terminal; 3 commercial cargo wharves; 3 Navy wharves; a rail yard; and, cold storage area. The Port of Hueneme can accommodate ships of up to 800 feet long.

TAKEAWAYS. Core takeaways include:

- The Port of Hueneme is a good example of a small- to medium-sized port welcoming a diverse number of cargoes and other working waterfront elements; and,
- While the Port is a driving force of economic activity, its proximity the surrounding community can create friction. To help ameliorate Port/ City issues, the Port takes an active role in continually community outreach and communications. The Port has developed a comprehensive, multichannel approach to ensure outstanding engagement from Stakeholders representing community, local neighborhoods, special interest groups, civic organizations, schools, and government entities.

EVOLVING WATERFRONTS
FACETS OF WORKING WATERFRONTS



3.1.5 THEA FOSS WATERWAY

WHERE. The Thea Foss Waterway, formerly the City Waterway, is a north-south inlet of Commencement Bay separating downtown Tacoma, Washington, from the Port of Tacoma.

WHAT. The Thea Foss Waterway was formerly a thriving industrial center named after Thea Foss who founded the Foss Maritime Company on the inlet in 1889. Industry began to dwindle in the area, and by 1981, the Thea Foss Waterway was almost entirely abandoned. In 1983, the United States Environmental Protection Agency listed the Thea Foss waterway as part of the Commencement Bay Superfund site.

A new planned development is underway along the waterway which features parks, residential areas, and office space. A public esplanade runs along the length of the waterway and will eventually span 1.5 miles and connect the waterway with downtown Tacoma. Guests can watch boats enter and leave the marinas with the stunning backdrop of Mount Rainier while strolling the waterfront. Lined with restaurants, the wide, promenade supports multi-modal pedestrians activities and provide a vibrant atmosphere. Closely situated to downtown, a brief

walk from the esplanade across the Museum of Glass plaza and the Bridge of Glass gets one to bustling Pacific Avenue.

Bruce Dees & Associates was charged with creating a Master Plan for this linear park and urban revitalization project. In addition, a schematic design was developed for the first one-half mile portion of the esplanade between 15th and 21st streets, and construction documents were completed for the first phase between 15th and 18th streets. The design team went beyond the initial scope of work for the project by studying how private development that will ultimately front the esplanade will look.

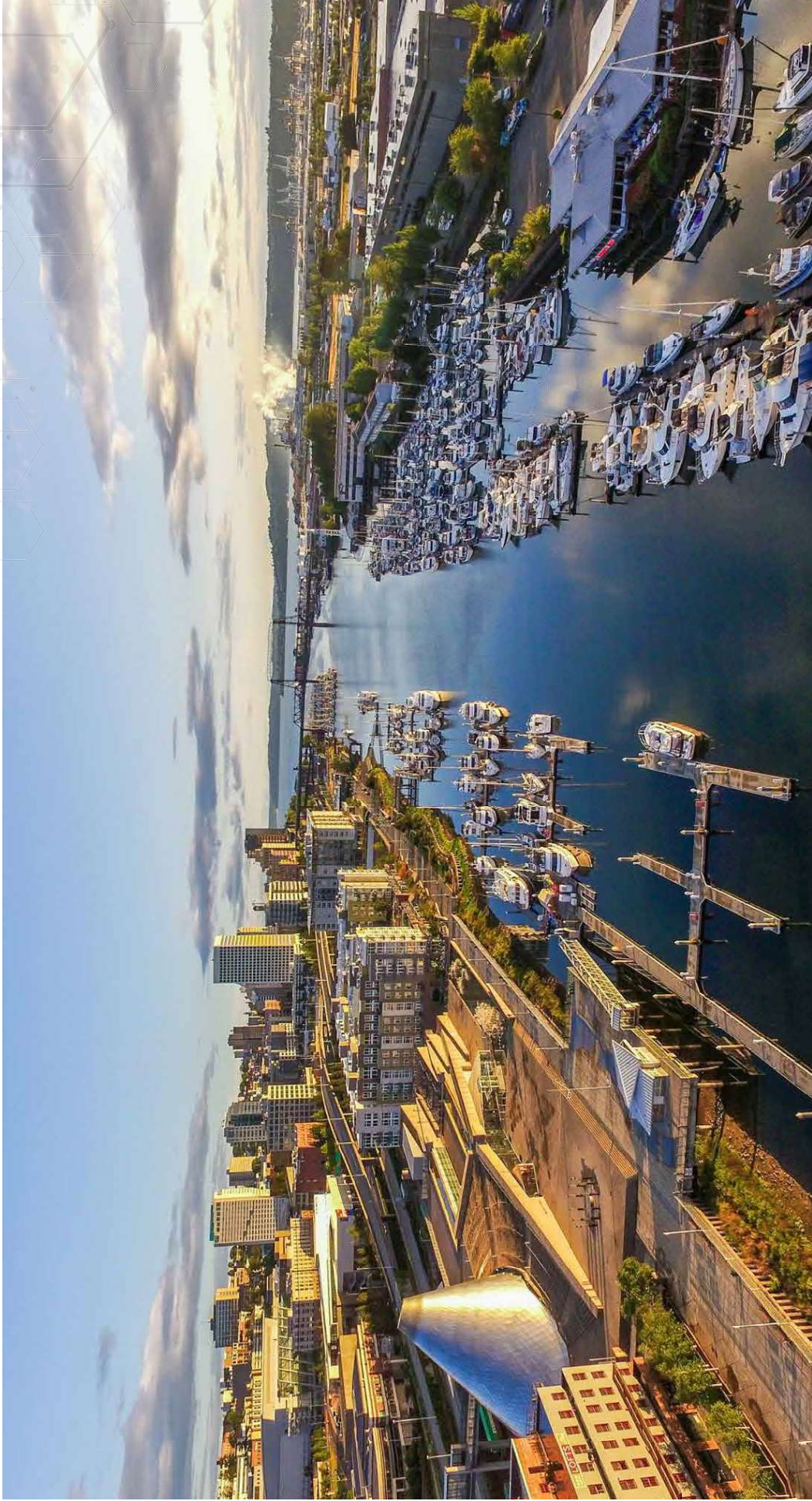
The project is overseen by the Foss Waterway Development Authority Board (FWDA) whose jurisdiction will sunset at the end of 2020 and be transitioning over to a variety of City of Tacoma departments.

TAKEAWAYS. Core takeaways include:

- One essential aspect of the success of Thea Foss Waterway is its ability to balance working waterfront aspects with other mixed use; and,
- This urban renewal project includes a 1.5 mile long waterfront esplanade, parks, residential areas, restaurants and office space. This revitalization has transformed Thea Foss Waterway into an economic center and a popular place to live, work and visit.



EVOLVING WATERFRONTS
FACETS OF WORKING WATERFRONTS



3.1.6 SPARKMAN WHARF

WHERE. The under-performing former Channelside Bay Plaza is home to the new Sparkman Wharf. A Water Street Tampa project, the Wharf is located along the Garrison Channel in downtown Tampa.

WHAT. Sparkman Wharf is named after Stephen Sparkman, the region's first congressman. Sparkman introduced innovation and transformation to Tampa, pushing the City's boundaries and helping shape its future. Changing the economic and physical landscape of downtown Tampa, he secured federal funding to dig deep-water channels into downtown, allowing larger ships to come closer and creating Port Tampa Bay.

Strategic, a partnership developed between Tampa Bay Lighting owner Jeff Vinik and Bill Gates' Cascade Investment, demolished the failed Channelside Bay Plaza and developed Sparkman Wharf, linking Tampa and its waterfront with activating site uses.

Key site amenities activate the public realm and revitalize Tampa's waterfront: a re-imagined waterfront loft-style office space, ground-level retail, a one-acre event lawn, biergarten, and dining garden.

The open space and event lawn are programmed year-round with live music and shows, and has various seating options to accommodate up to 500 people.

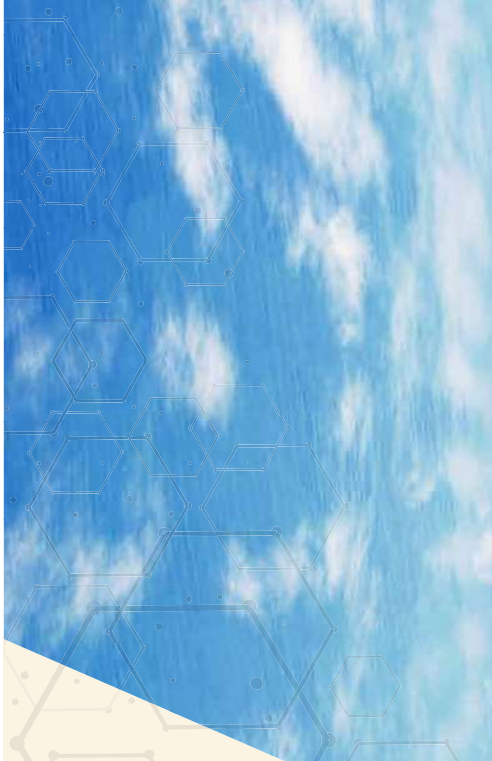
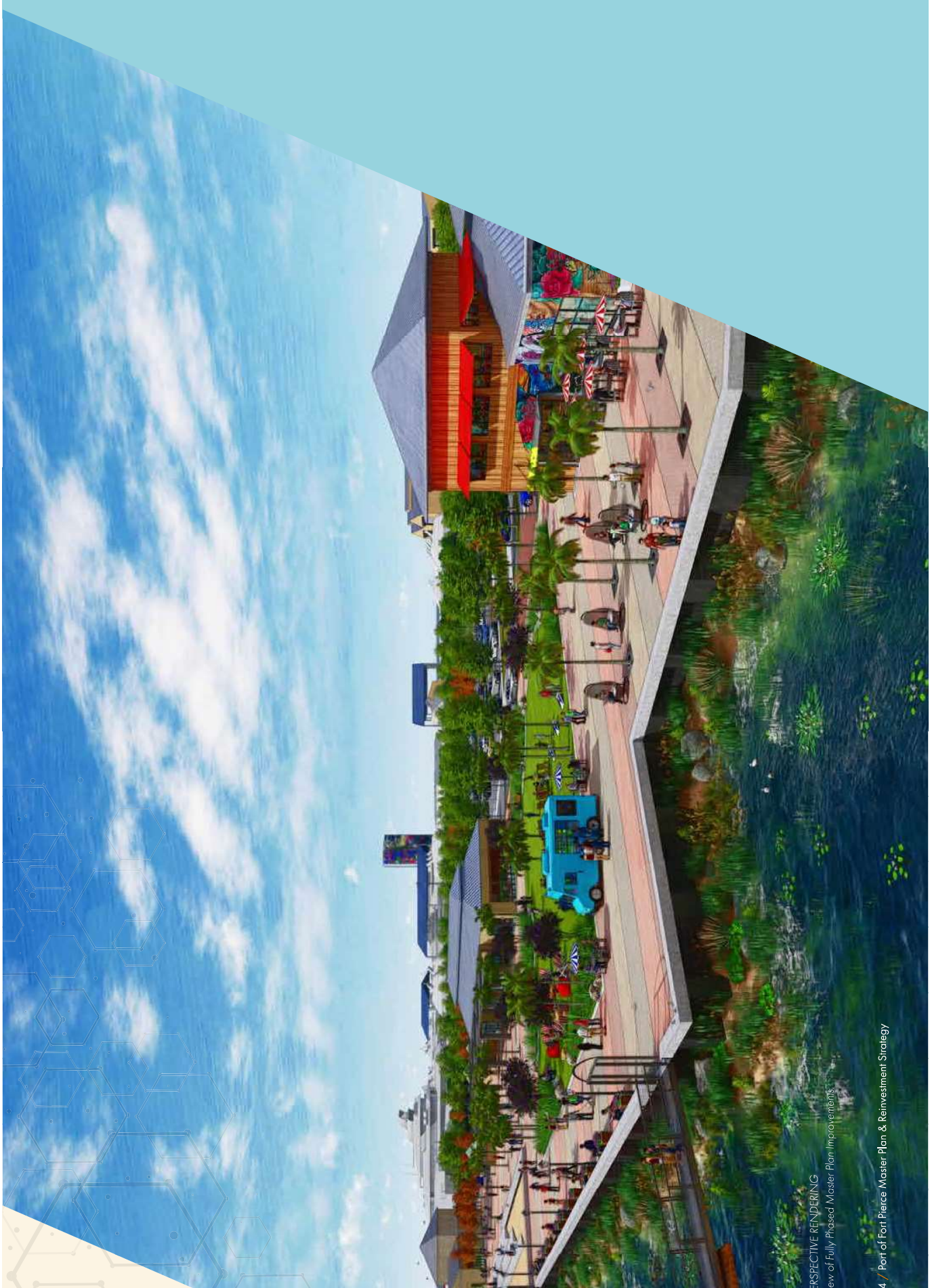
The Wharf is in the Channel District and will benefit from nearby revitalization efforts. Within three blocks of the wharf, the following projects are in development: The University of South Florida Marsani College of Medicine is building a new 13-story facility; JW Marriott Hotel is building a 26-story hotel; a 20-story office building; two apartment towers; and, a Marriott Edition boutique hotel with 46 high-end condominiums above.

TAKEAWAYS. Core takeaways include:

- The Wharf pays homage to Tampa's industrial and maritime history and is a bold revitalization effort of waterfront redevelopment;
- Revitalization of a failed, closed-off and inward-looking shopping center, focused on what the site could offer by tearing down a barrier and opening the views, connecting people to the waterfront and providing a range of site uses to activate the public realm;
- Various indoor/outdoor programming amplifies uses on site while connecting to nearby amenities, like the sporting arenas; and,
- Cruise ships only dock at the Port of Tampa for 35 days in a calendar year. Opening the site to the public will allow people to get closer to the waterfront, optimizing the other 330 days.

EVOLVING WATERFRONTS
FACETS OF WORKING WATERFRONTS





PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements

4

MASTER PLAN

MASTER PLAN OVERVIEW

The 2020 Master Plan for the Port of Fort Pierce establishes a long range vision for achievement of a truly diverse working waterfront, one embracing new industries and opportunities to help expand economic and social benefit to the citizens and businesses found in St. Lucie County and along the Treasure Coast. The Plan builds from the Port's unique qualities—presence of a deepwater channel without bridge height limitations, available land and water's edge, improved vehicular access, the potential for reestablishment of rail service, and other strengths. It seeks to support existing businesses and expand the marine commercial and recreational workings of the entire area. This includes newly minted megayacht MRO industries to expansion of boating activities along Taylor Creek. The Plan embraces market opportunities deemed attainable by property owners, stakeholders, and the Planning Team.

Importantly, the Master Plan is aligned with community sentiment. The Plan builds from a position of community optimism that—with careful stewardship and public and private sector investment—the Port can make marked gains in economic and social development for the

City, County, and Treasure Coast. Uses depicted in the Plan are those supported by a majority of community engagement participants and project stakeholders (refer to Section 2 - Outreach & Engagement). Proposed uses and investments strive to find balance in many ways. For example, the revenues generated from the proposed public marina at Harbour Pointe help to offset the cost of recreational pathways and park investments.

PLAN DISTRICTS. The fully phased planning concept is presented in the accompanying Illustrative Master Plan. For ease of understanding recommendations, we have grouped improvements into five districts. Districts are summarized below and presented in greater detail in the pages that follow. Toward the end of this Section, we describe ways in which the Plan is aligned with the Mission Statement and Five Guiding Tenets established during the planning process.

- **HARBOUR POINTE.** A publicly facing, mixed-use recreational district. The renewed Harbour Pointe Park includes a public boat ramp, marina, sundries shop, restaurant, Reef Restoration Center (artificial reef program), walking paths, and other features. County ownership of this area places it in a position to realize upgrades over the short term.

- **FORT PIERCE MEGAYACHT MRO AND SHIPYARD.** This area embodies the investment and activities underscored by the Port Master Plan Mission Statement—foster creation of the Treasure Coast's Premier Center for yacht and related marine industry MRO activity. This is the largest district in the Plan and requires public and private sector investment to help bring it to life.

- **EAST WHARF.** This new district creates a space for local and regional marine dependent businesses to grow and thrive. Positioning of this facility takes advantage of existing deepwater access extending north from the Port's turning basin.

- **INDIAN RIVER TERMINAL AND FISHERMAN'S WHARF.** This district is the historic heart of the Port and is the focus of ongoing investment by Derecktor and the public sector. Existing small businesses at Fisherman's Wharf (Beyel Brothers) and surrounding inland tracts (Woods Family, Inlet Fisheries) are also found in this area.

- **TAYLOR CREEK RECREATIONAL BOATING AREA.** This district is comprised of existing private businesses and operators found in the north of the Port. The Master Plan supports a continuation of these uses and provides small initiatives to ensure their long term viability.

MASTER PLAN
MASTER PLAN OVERVIEW

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

- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Light Industrial Uses
- 5 (Woods Properties and Inlet Fisheries)
- 6 Dereक्टर Shipyard
- 7 Fort Pierce Marine Terminal (Beyel Brothers)
- 8 Lincoln Park Community Park

PROPOSED

- 9 Harbour Pointe and Tenant Access Road
- 10 Dry Stack Boat Storage
- 11 Taylor Creek Public Boat Ramp and Trailer Parking
- 12 Harbour Pointe Waterfront Esplanade
- 13 Harbour Pointe Public Marina
- 14 Reef Restoration Center, Wharf and Dock
- 15 East Wharf Berth and Marine Industries Yard(s)
- 16 Marine Industries Vessel Slip (Optional)
- 17 Yacht MRO and Shipbuilding Areas
- 18 Wet Slip Yacht MRO Operational Areas
- 19 Shiplift (Syncoffit) and Transfer System
- 20 FEC Rail Spur and Related Operations (Optional)
- 21 Urban Greenway System linked to Proposed SUNTrail
- Urban Greenway Pedestrian Overpass



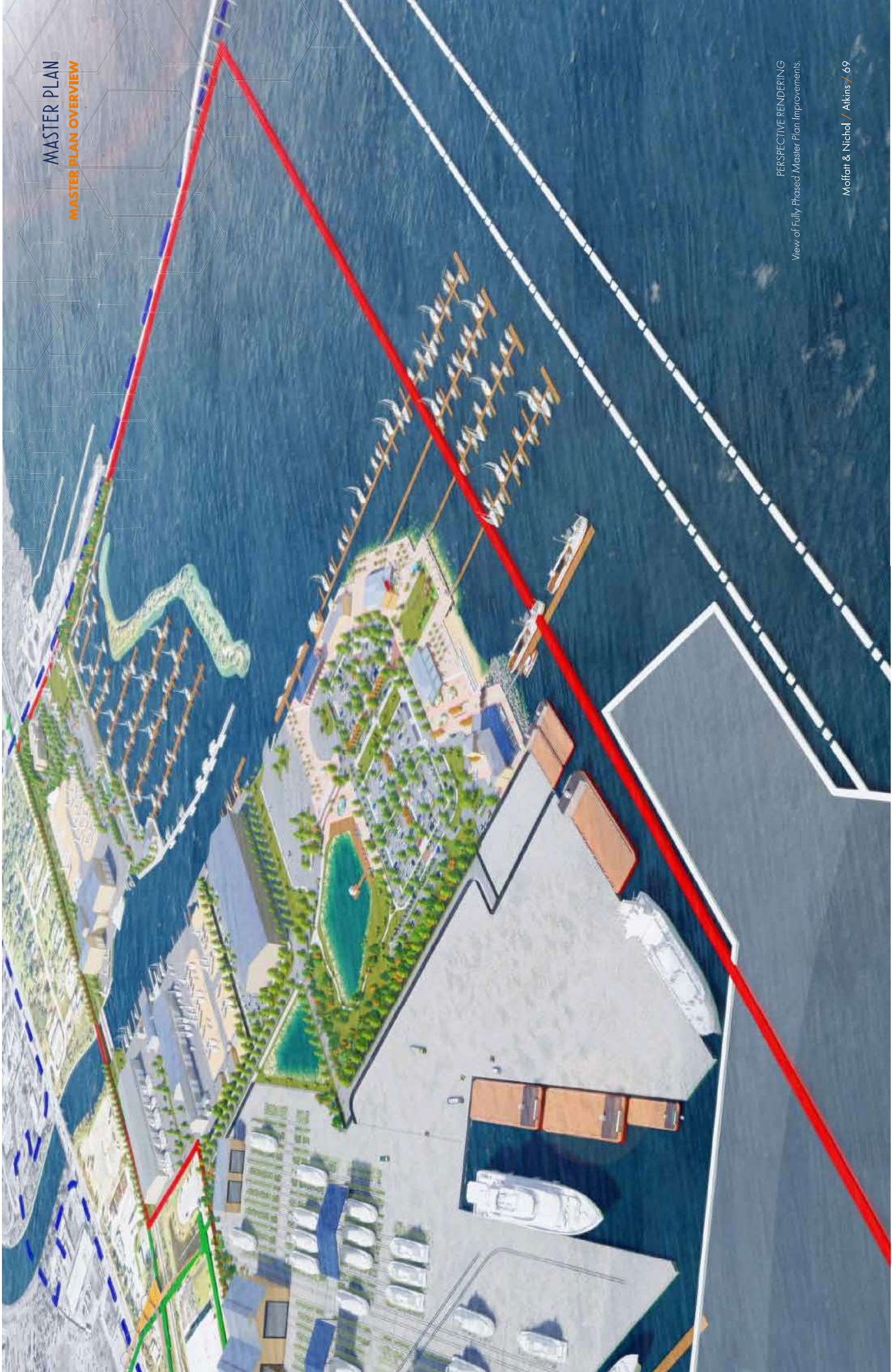
ILLUSTRATIVE MASTER PLAN

**FORT
PIERCE**

MASTER PLAN
MASTER PLAN OVERVIEW



MASTER PLAN
MASTER PLAN OVERVIEW



PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements

4.1.1 HARBOUR POINTE DISTRICT

The Master Plan calls for the comprehensive upgrade of County owned Harbour Pointe Park. Renewal starts with the creation of a new, east-west roadway extending from the terminus of N 2nd Street to the Park. This roadway will support existing and new ventures along Taylor Creek as well as link to a planned tenant service road extending southeast to East Wharf.

Three primary recreational boating facilities are depicted in the Plan. For the private parcel located between Cracker Boy Boat Works and Harbour Pointe Park, the Plan envisions the parcel's highest and best use as a dry stack boat storage facility similar to those already positioned along Taylor Creek. Immediately to the east of this facility is planned a +/- 2-acre public boat ramp and parking area. This facility addresses community desire for additional recreational boat ramps (Black Pearl Ramp) and works to help reduce congestion at Fisherman's Wharf. A floating dock for loading/unloading functions and other temporary activities is depicted east of the boat ramp.

Occupying the eastern edge of the Park is a new public marina. As depicted, Harbour Pointe Marina would host 120 to 155 slips arranged along four dock sections extending to the Intracoastal

Waterway. Docks are positioned to avoid nearby mapped beds of eelgrass. Docks would be designed to support recreational boats of 35 feet to 60 feet LOA. Along Taylor Creek at the end of the marina, provision is made for a hand-powered recreational craft (e.g. kayak, stand-up paddle board) launch. Additional study and assessment of the marina site is needed to determine if a floating or fixed breakwater is needed within the program to protect vessel slips.

A central waterfront esplanade would connect each recreational boating area as well as upland development building pads, a waterfront facing lawn, and bike/ped facilities. Depicted in the Plan is approximately 20,000 square feet of development on four sites.

Envisioned buildings include a sundries shop, boat charter offices, dock master, restaurant, and other similar elements. The water's edge culminates in the 7,500 square foot Reef Restoration Center located in the southeast corner of the site (a detailed description of this facility is offered in Section 4.2.4). A central formal waterfront lawn marks the civic hub of Harbour Pointe. Lawn uses could include sunrise yoga, live music, evening movies, food truck rallies, and other programmed activities. The lawn links to recreational paths and greenways planned for Harbour Pointe as well as those contemplated as part of the overall Port Master Plan and the Florida SUNTrail.

Park waterfront edges would be engineered to minimize environmental impact to nearby marine resources while also making the shoreline more resilient to damage from boat wakes, storm driven waves and flooding, and the effects of sea level rise. Edge treatments allowing and encouraging the public to approach and enjoy the waterfront are encouraged. The Plan currently depicts a combination of rock rubble stabilized shoreline along Taylor Creek, transitioning to sheet pile wall at the central portion of the waterfront esplanade. Along the stretch of water's edge between the lawn and Reef Restoration Center, a preserved beach area giving way to engineered seating walls is proposed. While swimming would be forbidden, the beach would offer views of the bay, picnicking, and similar recreational activities.

The current stormwater retention basin located at the Park is retained and modified to meet additional runoff needs resulting from increased impervious area at the site (refer to Section 5 for more information). Areas around the basin would be landscaped and activated, with the goal of creating a walking path around the pond and linked to other Park bike/ped facilities. Establishment of landscaped berms along the southern edge of the Park is recommended for transitioning to the East Wharf.



ILLUSTRATIVE MASTER PLAN - HARBOUR POINTE DISTRICT

KEY FEATURES

- 1 Harbour Pointe and Tenant Access Road
- 2 East Wharf Access Road
- 3 Dry Stack Boat Storage
- 4 Taylor Creek Public Boat Ramp and Trailer Parking
- 5 Taylor Creek Public Boat Ramp Transient Docks
- 6 Hand-Powered Recreational Launch
- 7 Harbour Pointe Waterfront Esplanade
- 8 Harbour Pointe Public Marina
- 9 Harbour Pointe Parking – North
- 10 Harbour Pointe Parking – South
- 11 Reef Restoration Center
- 12 Reef Restoration Center Wharf
- 13 Reef Restoration Center Dock
- 14 Harbour Pointe Pond and Greens

MASTER PLAN
MASTER PLAN OVERVIEW



MASTER PLAN
MASTER PLAN OVERVIEW

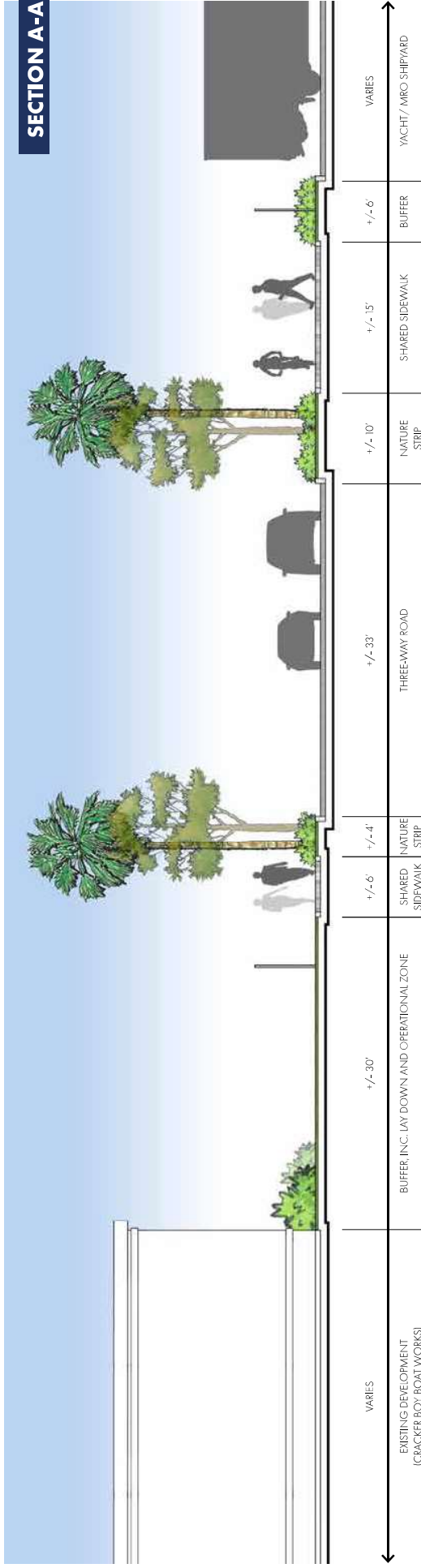


4.1.2 HARBOUR POINTE ACCESS ROAD

Linking visitors and residents to Harbour Pointe Park and other regional attractions is an important Master Plan objective. One advocated approach to accomplish this is through the expansion of the SUNTrail Greenway to and through the site. The SUNTrail Greenway is a bicycle and pedestrian facility that will expand district connectivity

between key public attractions and open spaces destinations within the Fort Pierce Community. As advocated by this Master Plan, Harbour Pointe Access Road will act as an east-west connector linking key destinations, such as Harbour Pointe Park, the Lincoln Park Community Park, and surrounding neighborhoods.

This corridor should include streetscape improvements with designated lanes for vehicle and pedestrians, separated by vegetated buffers (see Sections A-A, B-B).



New wayfinding and signage will guide visitors to key points of interest throughout Harbour Pointe Park, linking visitors from the Proposed SUNTrail and N 2nd Street, towards the Harbor Pointe Waterfront, Public Marina, Reef Restoration Center, and other surrounding attractions.



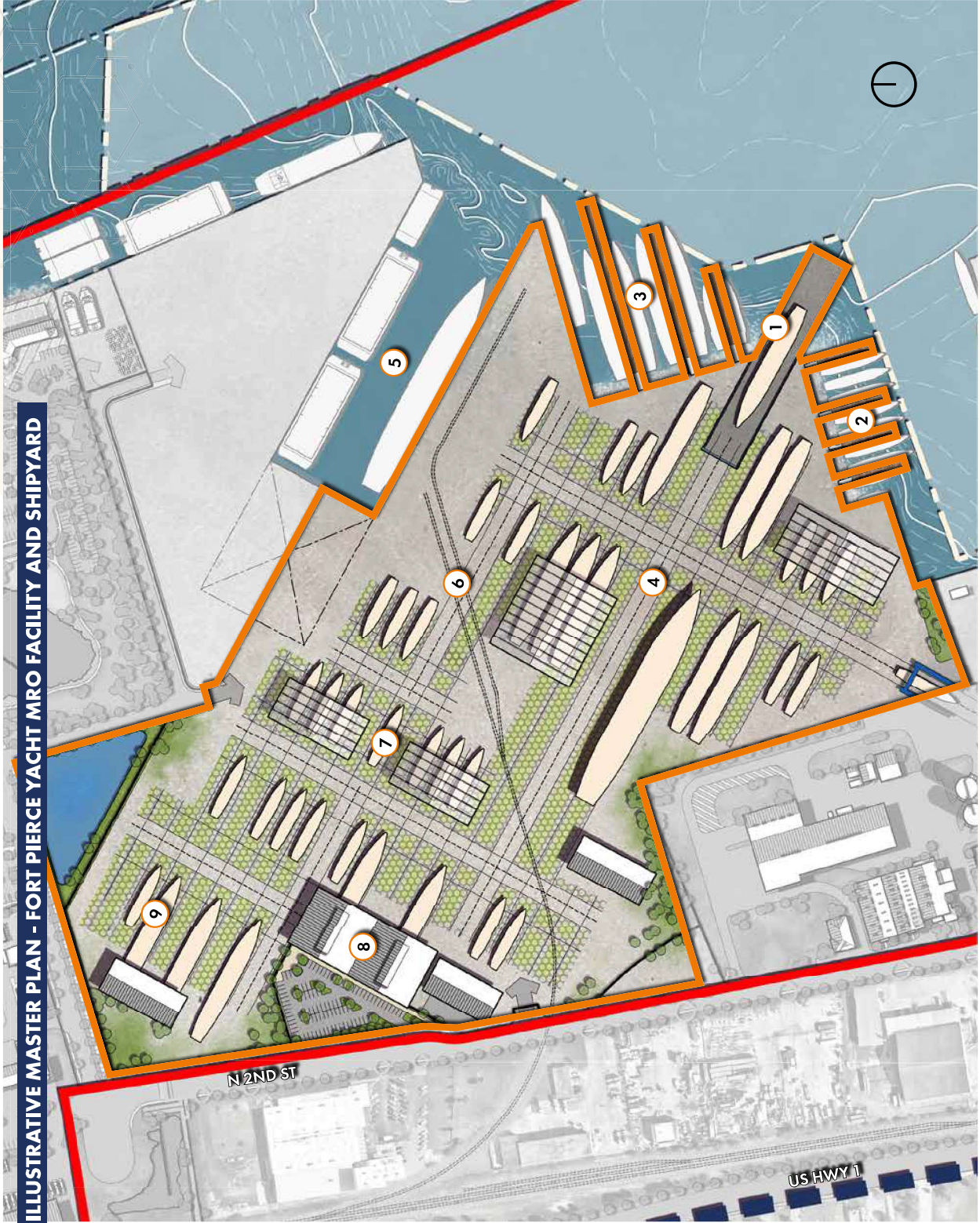
4.1.3 FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

The Master Plan calls for incremental development of the region's largest, purpose-built marine cluster of megayacht-MRO activities and supporting industries. Anchored by centrally positioned shiplift and vessel transfer system, between 40 and 50 acres are employed as open air and covered service areas, Jones Act compliant ship new building zones, workshops, and storage yards. A portion of this area could also be designated a Marine Foreign Trade Zone, providing an ability for brokers to show and sell foreign-flagged vessels without standard import duty on new builds. Shiplift and vessel transfer system arrangement allows either a single or several tenants to invest in yard spaces and then share (rent) lift and transfer infrastructure.

In-water berths supporting wet slip MRO activities and vessel berthing are provided to the west and east of the planned shiplift. Depicted in the accompanying image is +/- 4,000 linear feet of berthing space, supporting vessels up to 300 feet LOA. The shoreline would be engineered using rock rubble stabilized shoreline. As determined optimal, the engineered shoreline can be adapted to welcome development of the yacht and marine industries vessel slip as depicted in the Plan (refer to project phasing in Section 5). Ultimate design would ensure a resilient edge and elevation height to reduce potential impacts from storm driven waves, extreme tides, and sea level rise.

Aside from upland service yards and boat storage areas, the Plan envisions: Supporting specialized climate-controlled spaces for mast, paint, and refit activities; workshops and warehouse bays; office and administration buildings; covered outdoor work areas; and, other features. The ultimate amount and configuration of these elements would be built to suit a specific operator(s).

While the Plan encourages use of pavers and other concrete systems to reduce overall impervious area of aprons and yard, follow-on design will need to balance this objective against implementation of effective stormwater control strategies that include the use of pollution prevention activities for service yards and hull maintenance areas.



ILLUSTRATIVE MASTER PLAN - FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

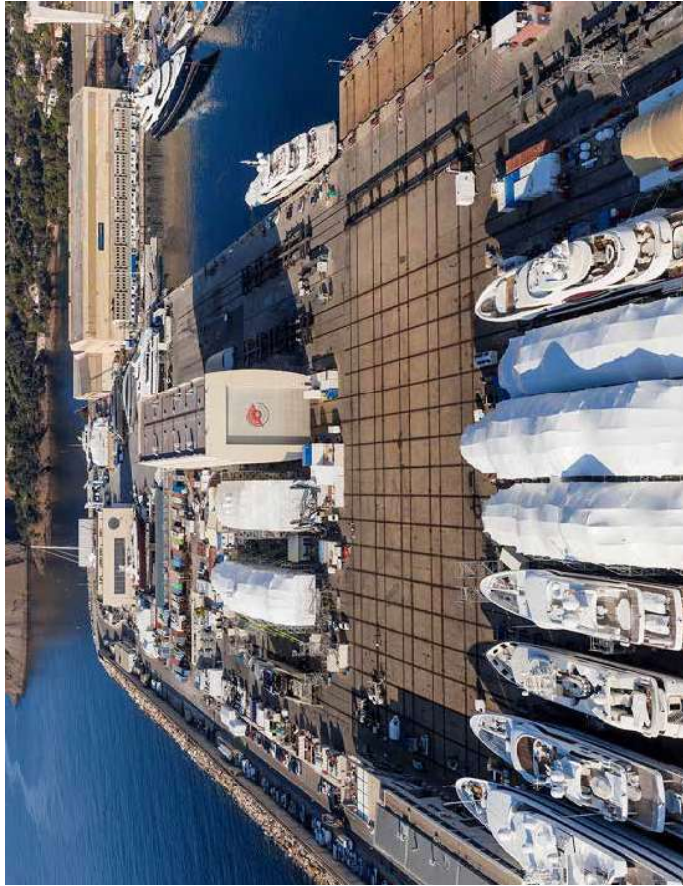
KEY FEATURES

- 1 Shiplift (Syncrolift) and Transfer System
- 2 Wet Slip Operations Area - South
- 3 Wet Slip Operations Area - East
- 4 Yacht MRO Yard - Area 1
- 5 Marine Industries Vessel Slip (Optional)
- 6 FEC Rail Spurr and Related Operations (Optional)
- 7 Yacht MRO Yard - Area 2
- 8 Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone - Area 3
- 9 Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone - Area 4

MASTER PLAN
MASTER PLAN OVERVIEW



MASTER PLAN
MASTER PLAN OVERVIEW



4.1.4 EAST WHARF DISTRICT

While Harbour Pointe Park and megayacht MRO zones take main billing in the Port Master Plan, there is marine facility demand for use by small businesses in their respective construction, import/export, and other marine dependent operations. The transition of the 12-acre Indian River Terminal away from these types of operations left only 2.45 acres of deepwater accessible working waterfront available for industry (Woods Family and Beyel Brothers Tracts). Operation of these remaining working waterfront parcels is increasingly challenging given the age and cost of upkeep for existing marine structures. In the case of Beyel Brothers site, there is increasing pressure for more public facing uses desired/planned at Fisherman's Wharf.

To help remedy this situation, creation of a new marine industry import/export dock and trade enabling yards along the North Access Channel is proposed. Development of this zone—referred to in the Plan as East Wharf—would create +/- 800 linear feet of wharf and an adjacent operable berth pocket supported by +/- 9.5 acres (depicted) of trade enabling yard area(s). This area could flex to be +/- 14 acres or greater (refer to Section 4.2.3 for examples).

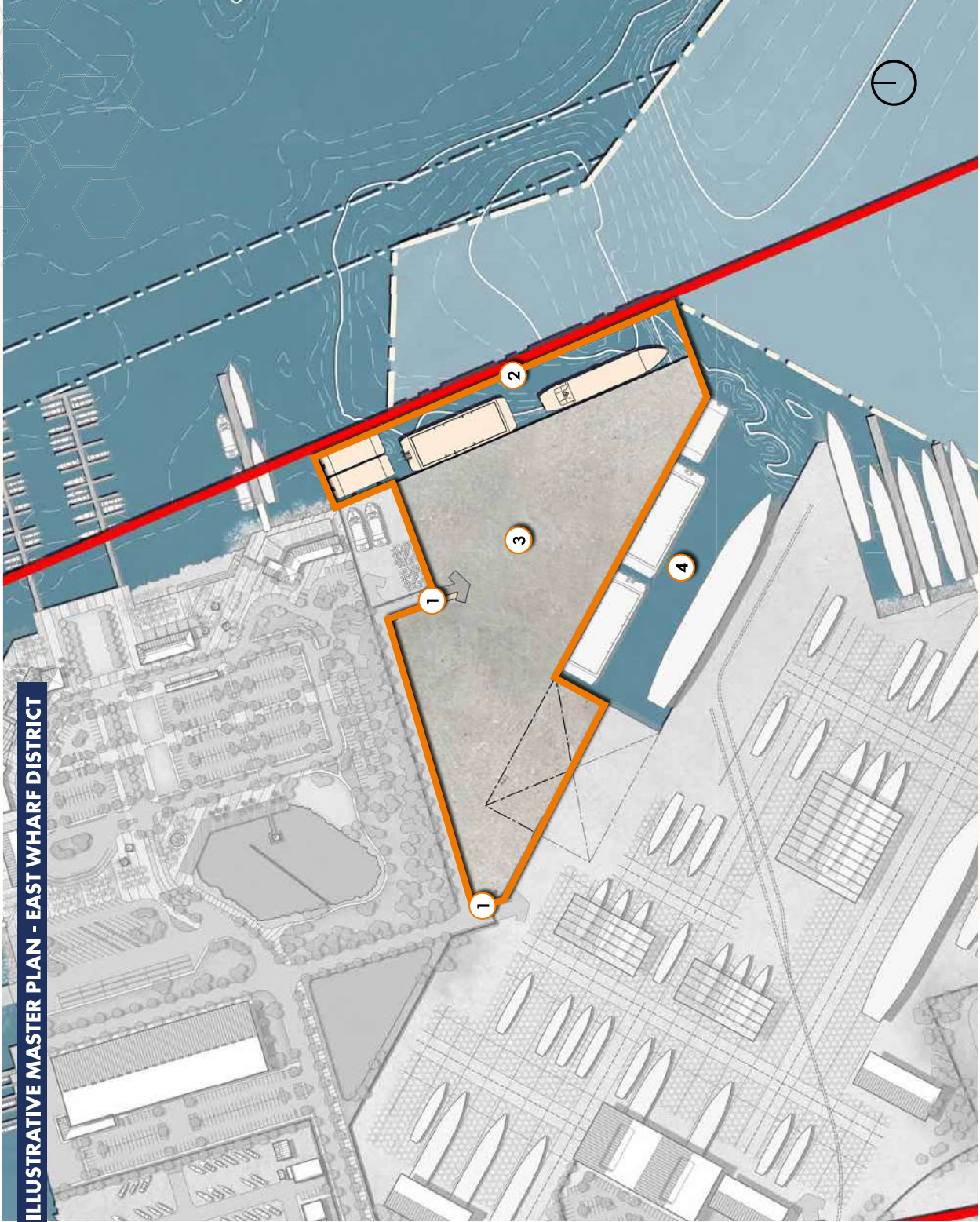
Vessels working from East Wharf would be similar to those already observed at the Port: large and small barges, Ro-Ro (Roll On-Roll Off) ships, regional feeder vessels, and work boats. This location would be accessed on the mainland by a service road extending along Harbour Pointe. Other access options are available and dependent on overall site development. There exists some potential for conflict between the positioning of yacht MRO and marine cargo areas. Follow-on design and engineering should establish reasonable setbacks between both use types as well as stipulate restricted/prohibited site activities.

As an option, rail service could be reestablished from the FEC Railroad mainline into the site. Rail service would support yacht MRO areas and/or East Wharf operations. Investment would be required to re-establish a rail crossing along N 2nd Street.

As operational space comes online, this zone could be made available to incentivize relocation of Beyel Brothers from Fisherman's Wharf to a new, modern deepwater facility with improved access to their upland yard located along N 2nd Street. The site could also be marketed to other existing Treasure Coast operators.

Over the very long term and as market conditions warrant, vessel and landside operational areas could be expanded through creation of a yacht and marine industries vessel slip. The vessel slip as depicted would add 1,650 linear feet of berth area. The depth of the slip inland could be extended/reduced based on market need.

Due to East Wharf's proposed location on private property, this initiative is best advanced through a public-private partnership where the County could leverage its minority interest in the Bell Property (derived through sale of the Indian River Terminal) and ability to access grants and other public funds. This approach puts value on a policy of preserving working waterfront areas for marine dependent business as well as improving land assembly and uses opportunities along Fisherman's Wharf.



ILLUSTRATIVE MASTER PLAN - EAST WHARF DISTRICT

KEY FEATURES

- 1 East Wharf Tenant Road and Gate(s)
- 2 East Wharf and Related Berth Pocket
- 3 Trade Enabling Yard Area(s)
- 4 Marine Industries Vessel Slip (Optional)

4.1.5 INDIAN RIVER TERMINAL & FISHERMAN'S WHARF

Improvements are ongoing to transform the Indian River Terminal into Derecktor Shipyard's Fort Pierce facility and eventual corporate headquarters. Once complete, the 12-acre site will host a state-of-the-art repair and refit yard customized to support megayacht MRO activities for vessels up to 200 feet LOA and 900 tons. Through recent demolition of the 100+ year-old Indian River Terminal Citrus Packing House, eight acres of concrete apron are now available to provide outdoor yard and service areas. The world's largest mobile hoist (1,500 tons) will move vessels from existing berths to service yard spaces, and over time, link to other work areas planned for the Fort Pierce Yacht MRO Facility and Shipyard (refer to Section 4.1.3). The remaining shed is undergoing repurpose to support office, storage, and repair spaces along with machine, wood, electrical, and pipe shops.

Under the Plan, the privately held Beyel Brothers parcels at Fisherman's Wharf have the flexibility to remain in place or, as presented in Section 4.1.4, relocate to new facilities at East Wharf. In either case, wharfs and aprons associated with these parcels likely need to undergo repair and update to remain in operational use. If Beyel Brothers do select to vacate some or all of the Fisherman's Wharf parcels, public

acquisition of these parcels is recommended to allow some or all of the area to be used in support of expanded megayacht MRO activities and/or increased public waterfront access through restaurant, park, commercial fishing, or other public facing venue.

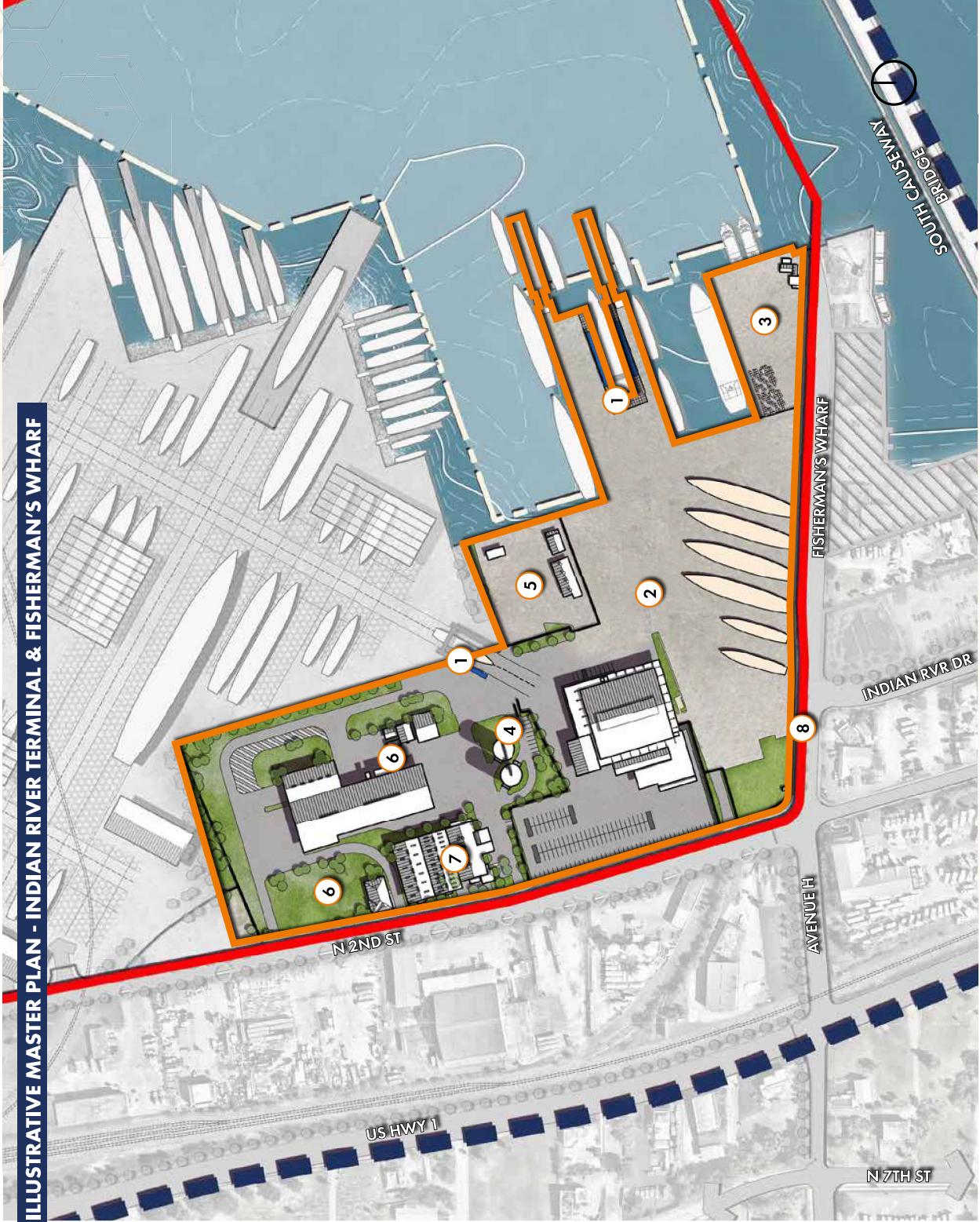
Other private properties found to the north of the Derecktor Shipyard remain to allow current small businesses in these locations to operate and grow. Successful growth of Port megayacht MRO activities will likely increase the viability for reuse of several of these spaces and yard areas for offices and workshops for trades and businesses needing close proximity to ship repair and refit activities (e.g., electricians, fabricators, millwork experts). Similar to case study facilities reviewed, this area could welcome new amenities for customers and crew, including a restaurant/ food truck area, fitness center, and concierge services. As the potential presents itself, the remaining FEC Railroad spur running north south between Woods Family and Inlet Fisheries parcels should be acquired and combined into adjoining parcels or held for future reuse in another capacity.

One longer term initiative for this zone is creation of a flexible workplace for small businesses and contractors that could also support workforce development programs. Workforce development programs could partner with shipyards and businesses at the Port, Indian River State College, and other career and technical centers. This type of facility would consist of 2,500 to 5,000 square feet of space and could occupy existing buildings within this district.



Derecktor Shipyard Concept

ILLUSTRATIVE MASTER PLAN - INDIAN RIVER TERMINAL & FISHERMAN'S WHARF



KEY FEATURES

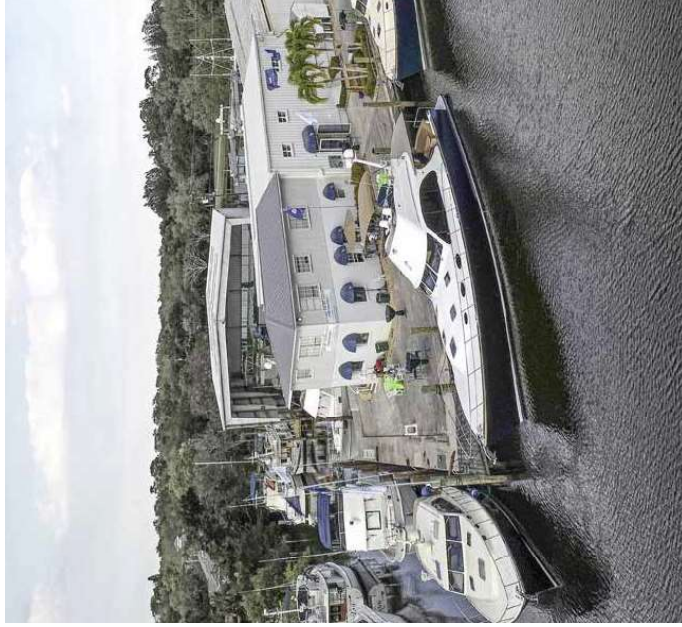
- 1 Travel Lift Access and Operational Corridor
- 2 Dredctor Shipyard Improvements (Various)
- 3 Beyel Brothers Marine Improvements (Various) and/ or Relocation
- 4 Silo Activation with Trade Enabling Activity
- 5 Woods Family Marine Yard Improvements (Various)
- 6 Woods Family Site/Building Improvements (Various)
- 7 Inlet Fisheries Site/Building Improvements (Various)
- 8 Avenue H/ Fisherman's Wharf Corridor Enhancement

4.1.6 TAYLOR CREEK RECREATIONAL BOATING AREA

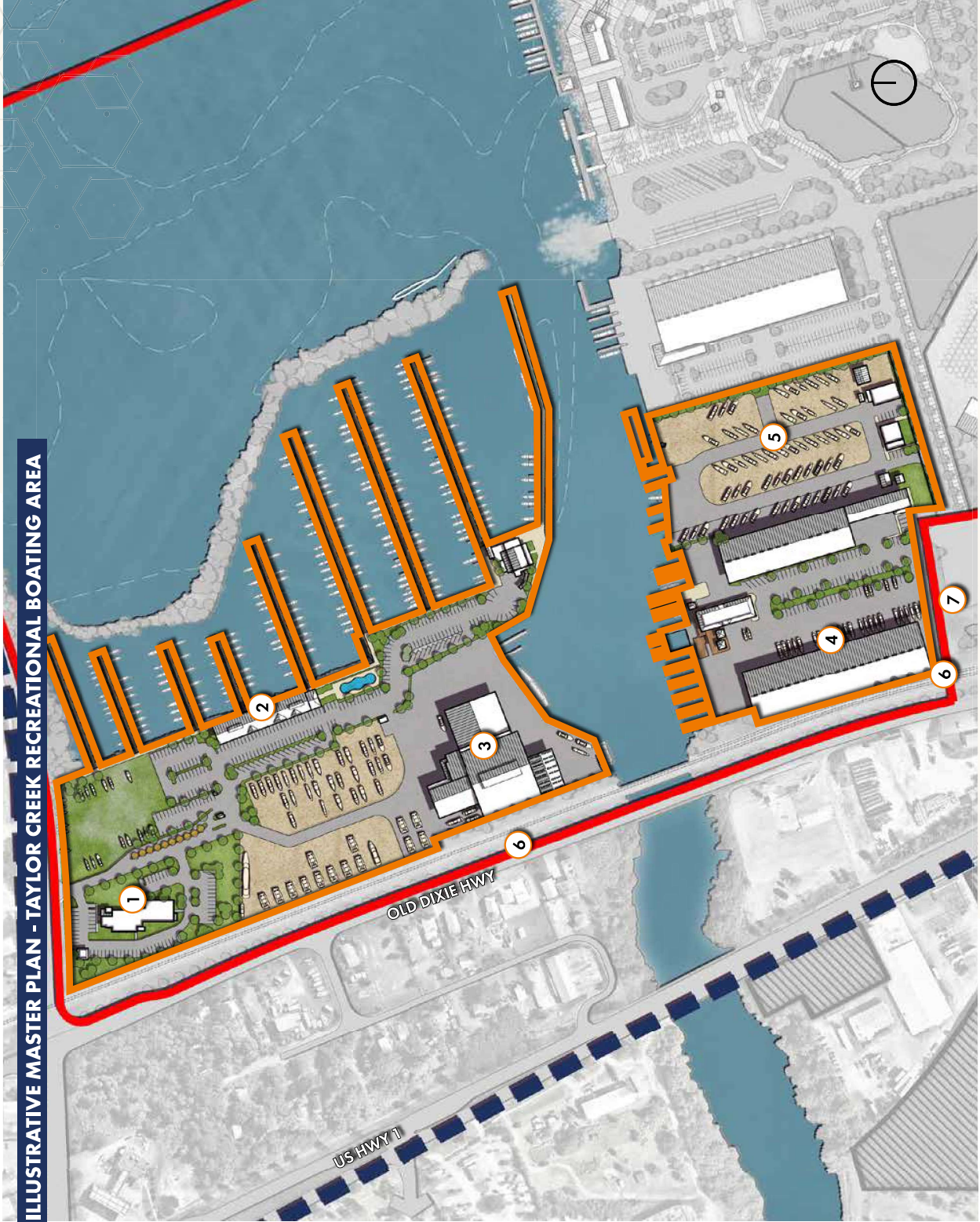
Activities and privately held parcels in this zone remain in operation, continuing to support a focus of water recreation activities along with smaller technical yards and marine industries, including Harbortown Marina & Complimentary Marine Services (canvas, sail repair, marine electronic, and others businesses).

Development of a greenway linking the proposed Florida SUNTrail along N 2nd Street and Old Dixie Highway to Fisherman's Wharf, Harbour Pointe Park, and park areas in the Lincoln Park community is recommended for this zone (refer to Section 4.2.5 for more detail).

Either in combination with the greenway or part of a separate initiative, an emergency access route from N 2nd Street to the north end of the Port is recommended. This would likely best be accomplished at the current north end of N 2nd Street (cul de sac) with an operable control gate/bollards linking to Old Dixie Highway. This effort would need to seek an easement across the FEC Railway for this limited purpose.



ILLUSTRATIVE MASTER PLAN - TAYLOR CREEK RECREATIONAL BOATING AREA



KEY FEATURES

- 1 DNE World Fruit Sales Improvements (Various)
- 2 Whittier Marine North Improvements (Various)
- 3 Safe Harbor Harbortown Improvements (Various)
- 4 Taylor Creek Marina
- 5 Cracker Boy Boat Works
- 6 Urban Greenway System linked to Proposed SUNTrail
- 7 Emergency Access Route (Linking N 2nd Street to North end of the Port)

4.2

ALIGNMENT WITH PLAN TENETS

The Port of Fort Pierce Master Plan follows the Mission Statement and Five Guiding Tenets (refer to Section 2.3). In the following section, we highlight ways in which the Plan address each.



4.2.1 AN ENGINE FOR OUR BLUE ECONOMY

Foster investment in the Port of Fort Pierce as Treasure Coast's center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.

The blue economy broadly defined refers to any economic activity in the maritime sector. Taking it a step further, many organizations focus on blue economy activities as being sustainable, balancing the health of ocean, sea and coastal ecosystems with the opportunity to expand economic output and livelihoods.

The Port of Fort Pierce Master Plan promotes growth in the number and diversity of marine related industries. It also encourages greater recreational boating, environmental education, public access, and other facets of blue economy activities. On its own, the Fort Pierce Megayacht MRO Facility and Shipyard is expected to sustain several hundred direct and indirect full-time equivalent (FTE) jobs within the Project Study Area and businesses in the region. This facility would also make substantive contributions to State and local government taxes.

The megayacht industry and MRO activities have a major economic impact at multiple levels. As reported in the 2018 Report "Mega Yachts in South Florida: Trends, Impacts, and Issues," South Florida grew from 800 megayachts in local waters (1997) to 1,800 (2017). A median sized megayacht (140 feet LOA) spends over \$2.0 million annually, generating economic impacts across hundreds of business types and directly supporting 11 FTE jobs and 41 FTE via the regional multiplier effect.

Florida's recent policies to adjust sales tax imposition on sales and repair of yachts have provided a boost to the industry. During 2017, yards reported major refit projects ranging in value from \$1.2 million to \$2.7 million. A \$1.5 million refit project generates \$60,000 in sales tax proceeds. In addition to direct sales taxes there are \$97,500 of additional taxes generated to state and local government.

Derecktor Shipyard's anticipates directly supporting +/- 80 FTE positions at the Fort Pierce facility once at full operation. This equates to 6.6 jobs per acre. Other yards in South Florida yield similar numbers. By example, Dun & Bradstreet reports 160 employees at Rybovich Boat Company LLC (West Palm) and 90 employees Merrill-

Stevens Dry Dock Co. (Miami). Beyond those directly employed, there are many other subcontractors supported by yacht MRO activities.

Megayacht MRO, import/export marine dependent businesses, and other working waterfront blue economy industries will all help to expand economic opportunities for the County and region.

MASTER PLAN

ALIGNMENT WITH PLAN TENETS

4.2.2 GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES

Expand coastal edges for working and recreational waterfront activities.

The current configuration of Port infrastructure affords a limited number of active marine edges. Working marine edges total +/- 3,100 linear feet along the Derektor, Woods Family parcel, Beyel Brothers, and Fisherman's Wharf. Many of these facilities are in need of repair and upkeep.

The proposed Master Plan seeks to more than double the working waterfront edge of the Port. Contemplated investments include creation of wet-slips (for yachts awaiting or undergoing repair), East Wharf, and the proposed yacht and marine industries vessel slip. These three projects combined will add between 6,000 and 7,000 linear feet of working marine edge. Marina and other in-water recreational facilities contemplated at Harbour Pointe will add to this total.



MASTER PLAN

ALIGNMENT WITH PLAN TENETS



MASTER PLAN
ALIGNMENT WITH PLAN TENETS

4.2.3 PROVIDE A FLEXIBLE TEMPLATE FOR PORT LAND DEVELOPMENT

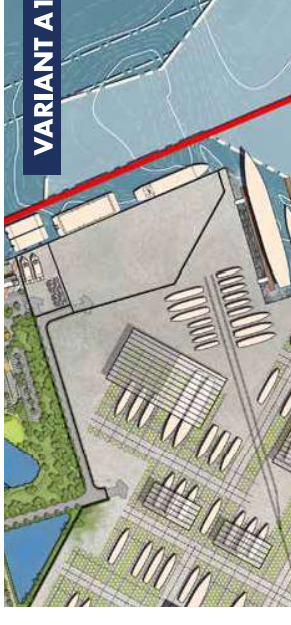
Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.

It's difficult to pinpoint what the future will hold for the Port and inland water and upland assets. Detailed market studies—while a useful follow-on step—were not part of this planning effort. What resonated with property owners, stakeholders, and the community was seeking to ensure the Port could flex to embrace new business prospects and changing priorities. To this end, the Plan incorporates a number of flexible features that can be pursued as market opportunities or other needs emerge.

Several of these adaptable zones are depicted in the following exhibits.

- **IMPORT/EXPORT AND TRADE ENABLING AREAS AT EAST WHARF.** As presented in Section 4.1.4, this zone offers a range of scalable uplands and berth area dependent on market need. Upland area can range from +/- 4 acres (Variant A1) to +/- 14 acres (Variant A2). Additional expansion west is possible.

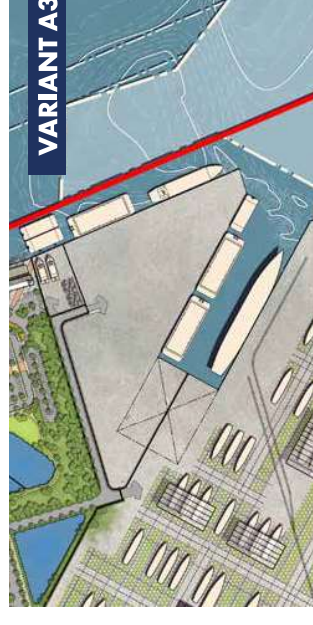
IMPORT/EXPORT AND TRADE ENABLING AREAS AT EAST WHARF



VARIANT A1



VARIANT A2

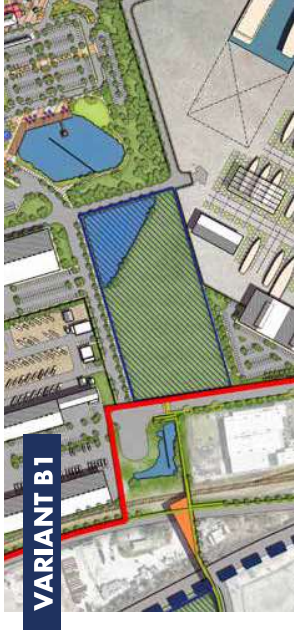


VARIANT A3

- **CORNER OF N 2ND STREET AND THE ACCESS ROAD TO HARBOUR POINTE PARK.** This +/- 6.35 acre parcel is flexible to be set aside to help meet stormwater detention requirements (Variant B1), light-industrial space (Variant B2), or additional megayacht MRO / Jones Act compliant ship development.
- **WOODS FAMILY MARINE YARD AND INLET FISHERIES.** The Plan contemplates this zone could remain in its current configuration, offering existing light industrial and warehousing spaces (Variant C1). With acquisition of the FEC Railroad spur, new buildings could be introduced and designed to host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, and other marine related enterprises (Variant C2).
- **FISHERMAN'S WHARF.** Beyel Brothers can remain in its present parcel holdings (Variant D1) or relocate to allow expansion of more megayacht MRO and public accessible mixed-use development (Variant D2).

MASTER PLAN
ALIGNMENT WITH PLAN TENETS

CORNER OF N 2ND STREET AND ACCESS
ROAD TO HARBOUR POINTE PARK



VARIANT B1



VARIANT B2



VARIANT B3

WOODS FAMILY MARINE YARD AND
INLET FISHERIES



VARIANT C1



VARIANT C2

FISHERMAN'S WHARF



VARIANT D1



VARIANT D2

4.2.4 INVEST AND GROW ENVIRONMENTAL EDUCATION AND RESTORATION

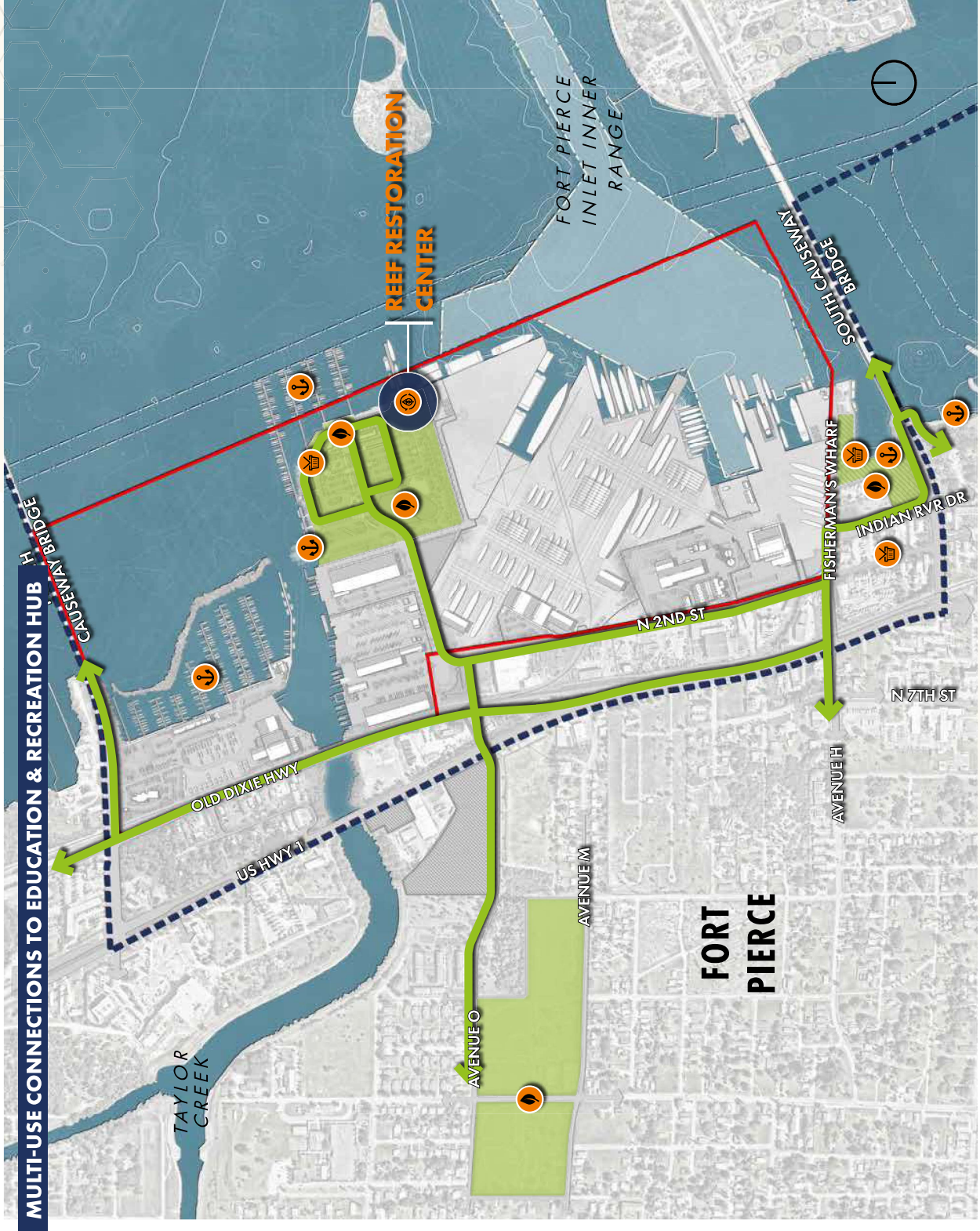
Become a center of excellence for reef and coastal research, restoration, and resilience.

The community expressed desire to keep and possibly grow the artificial reef program currently operating from Harbour Point Park. Over the short term—during design, permitting and implementation of Harbour Point Park redevelopment—this program will remain in place. Once transformation of the Park is underway, this program is recommended to shift to the southeast corner of the Park and utilize newly created landside and in-water facilities. An operational yard on County property would provide area for storage of materials destined for use in artificial reef creation, modular “reef balls,” and other equipment and components. Additional interim zones could be negotiated with adjacent private property owners.

Over the long term, the Plan envisions creation of a 7,500 square foot center funded through grants, partnerships, and public sector contributions. While the ultimate development program for the center has yet to be determined, the Plan contemplates an environmental education atrium space, classroom, lab room, offices, and outdoor learning patio. Outdoor elevated grow tanks could be incorporated

to support coral micro fragmentation work. A single floating dock would extend from the waterfront and provide dedicated berth space for marine research vessels, educational tours, and provide a home for a contemplated Fire Boat or similar marine first responder vessel.





MULTI-USE CONNECTIONS TO EDUCATION & RECREATION HUB

REEF RESTORATION CENTER

FORT PIERCE

KEY FEATURES

- Proposed SUNTrail Greenway and Bike/ Ped Circulation
- Park and Open Space
- Waterfront Marina, Docks and Public Boat Ramps
- Mixed-Use/ Food & Beverage
- Research and Development
- Reef Restoration Center

MASTER PLAN

ALIGNMENT WITH PLAN TENETS

4.2.5 THE PORT AS A GOOD NEIGHBOR

Ensure Port edges stabilize and bolster the viability of varied community development endeavors.

The work of the waterfront can create stress on surrounding land uses and neighborhoods. Noise, truck traffic, lighting at night, and long stretches of fencing are all examples of this in practice. Yet, as evidenced in Section 3, working waterfronts and surrounding neighborhoods can thrive together, especially when planned holistically and when open dialogue between interests is maintained.

For the Port of Fort Pierce Master Plan, several opportunities were considered to foster a greater level of cohesion between the Project Study Area and surrounding neighborhoods and businesses. These include:

- Greenway creation linking the proposed SUNTrail from Fort Pierce along N 2nd Street and Old Dixie Highway to Fisherman's Wharf, Harbour Pointe Park, and park areas in the Lincoln Park community. The east-west portion of the greenway connecting Lincoln Park to Harbour Point could include a bike/ped overpass spanning the FEC Railroad and US Highway 1.

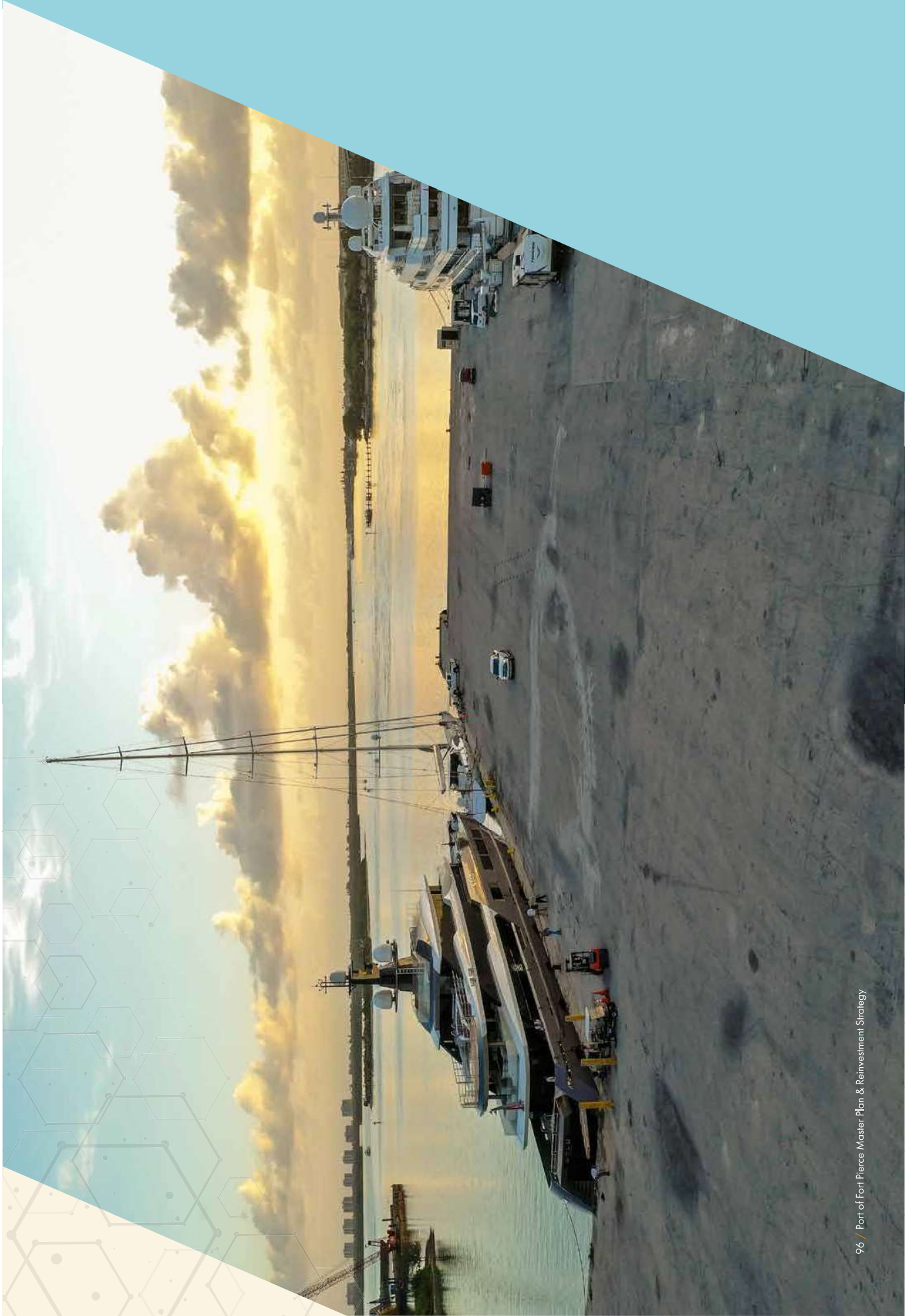
- Renewal and enhancement of Avenue H and Fisherman's Wharf roadway.
- Illumination and beautification of the Port silos as attractive features of the skyline during the day and night.
- Creation of landscaped berms and other elements to serve as buffers between working waterfront zones and Harbour Pointe Park.
- Support of Fisherman's Wharf to be developed as a fishing village working waterfront, including, tourism uses, as envisioned in the Fisherman's Wharf Redevelopment Plan (2017).



MASTER PLAN

ALIGNMENT WITH PLAN TENETS





5

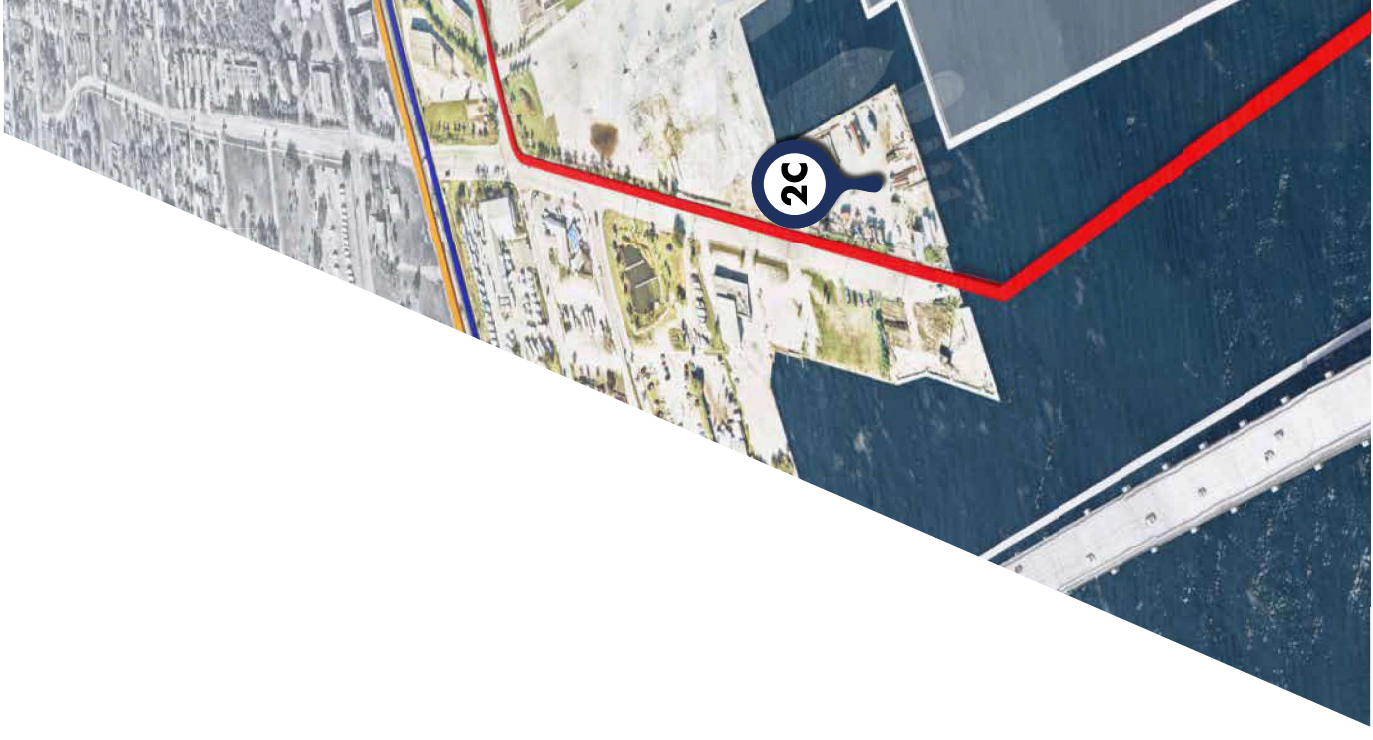
IMPLEMENTATION & NEXT STEPS

IMPLEMENTATION OVERVIEW

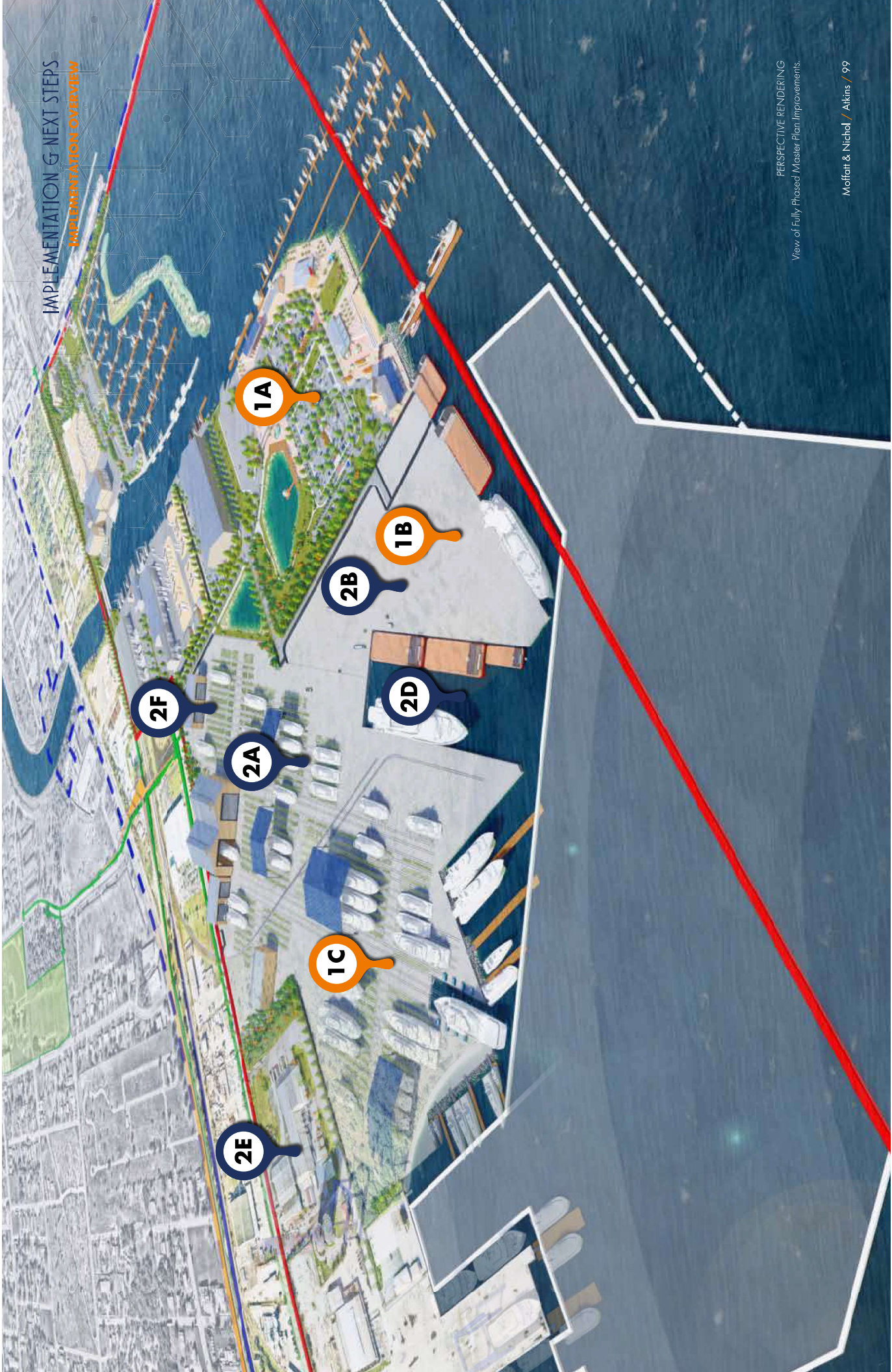
Implementation of the Port of Fort Pierce Master Plan is a 20-year endeavor. Initial investments and market success will create a foundation for subsequent steps and projects. The Master Plan is a roadmap to help bring forward a future desired. Recognizing market forces and community priorities change, the Plan is flexible in its implementation to accommodate change.

IMPLEMENTATION STAGES. Projects and initiatives are grouped into two stages of implementation: Early (Stage 1) and Follow-On (Stage 2). While names used for both groups are indicative of the general timing or project, there is flexibility within each stage to advance, slow-down, reduce, and/or expand initiatives and implementors (e.g., the public and private sectors) see fit.

In the pages that follow, we present a recommended progression of project through Stage 1 and 2 along with other notable studies and related initiatives.



IMPLEMENTATION & NEXT STEPS
IMPLEMENTATION OVERVIEW



PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements

PROJECTS UNDER STAGE 1

Stage 1 improvements are those expected to substantively advance over the next five years. Within Stage 1, three primary initiatives commence:

- **AREA 1A.** Redevelopment of Harbour Pointe Park, inclusive of linking roadway/ greenway and other recreational boating and upland areas.
- **AREA 1B.** Advancement of initial phases of East Wharf, including development of 800 linear feet of wharf and a commensurate import/export yard area for tenants of 4- to 6-acres.
- **AREA 1C.** Development of the southern portion of the Fort Pierce Megayacht MRO and Shipyard Area. This project includes approximately +/- 24 acres of uplands along with +/- 4,000 linear feet of wet berths and a shiplift supporting vessels up to 300 feet LOA.








For each of the projects above, some amount of market, economic, financial, and design analysis is needed to advance the sizing and detailed programmatic needs of each Stage 1 improvement group.

This work, along with specific preferences by private property owners, may result in scaling up or down of primary project components of each group. For example, the public marina at Harbour Pointe Park requires additional design analysis to determine the need for a breakwater between the Intracoastal Waterway and proposed facilities. Additional environmental study is also envisioned to ensure the project does not impact mapped seagrasses in the area. The combined results of these analyses will dictate a refined project program for the marina that then can translated into a financial model and a determination of the ultimate level of investment in this project.

IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 1

KEY FEATURES

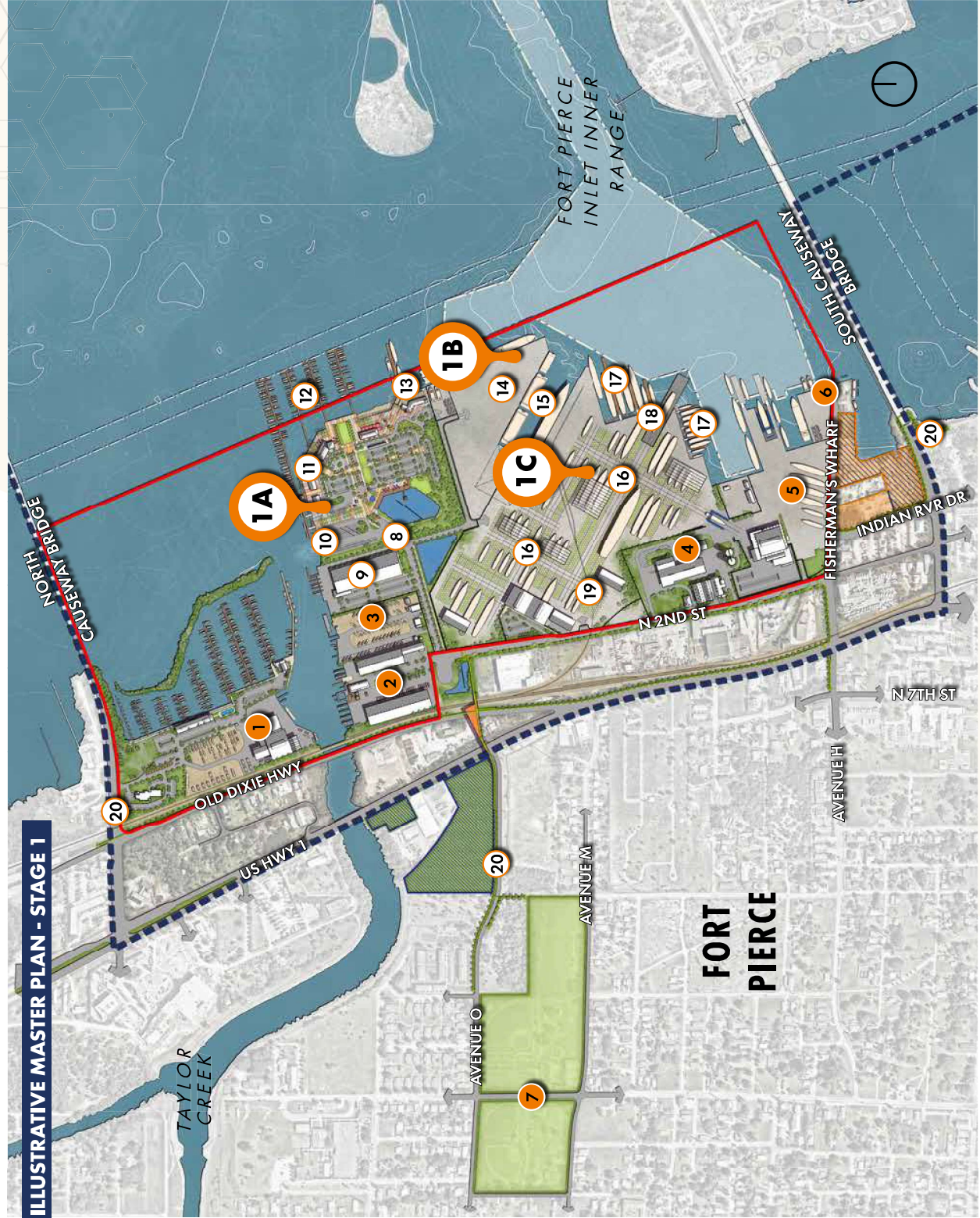
-  Port Planning Area (+/- 1,545 AC)
-  Project Study Area (+/- 255 AC)
-  Anticipated Storm Water Requirement Zones
-  Fisherman's Wharf Redevelopment Zone
-  Fisherman's Wharf Publicly Held Land
-  Fort Pierce Inlet Navigation Channel
-  Intracoastal Waterway

EXISTING

- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Light Industrial Uses (Woods Properties and Inlet Fisheries)
- 5 Derecktor Shipyard
- 6 Fort Pierce Marine Terminal (Beyel Brothers)
- 7 Lincoln Park Community Park

PROPOSED

- 8 Harbour Pointe and Tenant Access Road
- 9 Dry Stack Boat Storage
- 10 Taylor Creek Public Boat Ramp and Trailer Parking
- 11 Harbour Pointe Waterfront Esplanade
- 12 Harbour Pointe Public Marina
- 13 Reef Restoration Center, Wharf and Dock
- 14 East Wharf Berth and Marine Industries Yard(s)
- 15 Marine Industries Vessel Slip (Optional)
- 16 Yacht MRO and Shipbuilding Areas
- 17 Wet Slip Yacht MRO Operational Areas
- 18 Shiplift (Synchronift) and Transfer System
- 19 FEC Rail Spur and Related Operations (Optional)
- 20 Urban Greenway System Linked to Proposed SUNTrail



ILLUSTRATIVE MASTER PLAN - STAGE 1

**FORT
PIERCE**

PROJECTS UNDER STAGE 2

Stage 2 includes follow-on efforts within each of the primary initiative zones—Yacht MRO, East Wharf, Harbour Pointe Park—as well as embarks on other infrastructure and commerce investments. These efforts are envisioned to advance after 2025 but could happen sooner based on market conditions and resource availability.

- **AREA 2A.** As market conditions warrant, expand the Fort Pierce Megayacht MRO and Shipyard Area to add an additional 20 acres of upland area and include Jones Act Compliant Ship New Building Zone. This area could also flex to support other import/export trade enabling activities, light industrial uses, and/ or other marine activity center functions.
- **AREA 2B.** Grow the import/export area to 9- to 14-acres depending upon investment in the depicted marine industries vessel slip (see Area 2D).
- **AREA 2C.** Consider potential relocation of Beyel Brothers from Fisherman’s Wharf to East Wharf.








- **AREA 2D.** As desired, advance the creation of the marine industries vessel slip and an additional +/- 1,650 linear feet of berth and apron area.
- **AREAS 2E AND 2F.** As available and desired, activate additional areas in support of Fort Pierce Megayacht MRO and Shipyard Area, Jones Act Compliant Ship New Building Zone, Marine Foreign Trade Zone, light industrial uses, and/ or other marine activity center functions.

Similar to Stage 1 improvements, some amount of market, economic, financial, and design analysis is needed to advance the sizing and detailed programmatic needs of each Stage 2 improvement group.

IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 2

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

- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Light Industrial Uses (Woods Properties and Inlet Fisheries)
- 5 Dereक्टर Shipyard
- 6 Fort Pierce Marine Terminal (Beyel Brothers)
- 7 Lincoln Park Community Park

PROPOSED

- 8 Harbour Pointe and Tenant Access Road
- 9 Dry Stack Boat Storage
- 10 Taylor Creek Public Boat Ramp and Trailer Parking
- 11 Harbour Pointe Waterfront Esplanade
- 12 Harbour Pointe Public Marina
- 13 Reef Restoration Center, Wharf and Dock
- 14 East Wharf Berth and Marine Industries Yard(s)
- 15 Marine Industries Vessel Slip (Optional)
- 16 Yacht MRO and Shipbuilding Areas
- 17 Wet Slip Yacht MRO Operational Areas
- 18 Shiplift (Syncoflift) and Transfer System
- 19 FEC Rail Spur and Related Operations (Optional)
- 20 Urban Greenway System Linked to Proposed SUNTrail
- 21 Urban Greenway Pedestrian Overpass



ILLUSTRATIVE MASTER PLAN - STAGE 2 VARIANT 1








FORT PIERCE

Areas 2B and 2D do not apply under this Stage 2 Variant.

IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 2

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

- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Light Industrial Uses (Woods Properties and Inlet Fisheries)
- 5 Derecktor Shipyard
- 6 Fort Pierce Marine Terminal (Beyel Brothers)
- 7 Lincoln Park Community Park

PROPOSED

- 8 Harbour Pointe and Tenant Access Road
- 9 Dry Slack Boat Storage
- 10 Taylor Creek Public Boat Ramp and Trailer Parking
- 11 Harbour Pointe Waterfront Esplanade
- 12 Harbour Pointe Public Marina
- 13 Reef Restoration Center, Wharf and Dock
- 14 East Wharf Berth and Marine Industries Yard(s)
- 15 Marine Industries Vessel Slip (Optional)
- 16 Yacht MRO and Shipbuilding Areas
- 17 Wet Slip Yacht MRO Operational Areas
- 18 Shiplift (Synchronift) and Transfer System
- 19 FEC Rail Spur and Related Operations (Optional)
- 20 Urban Greenway System Linked to Proposed SUNTrail
- 21 Urban Greenway Pedestrian Overpass










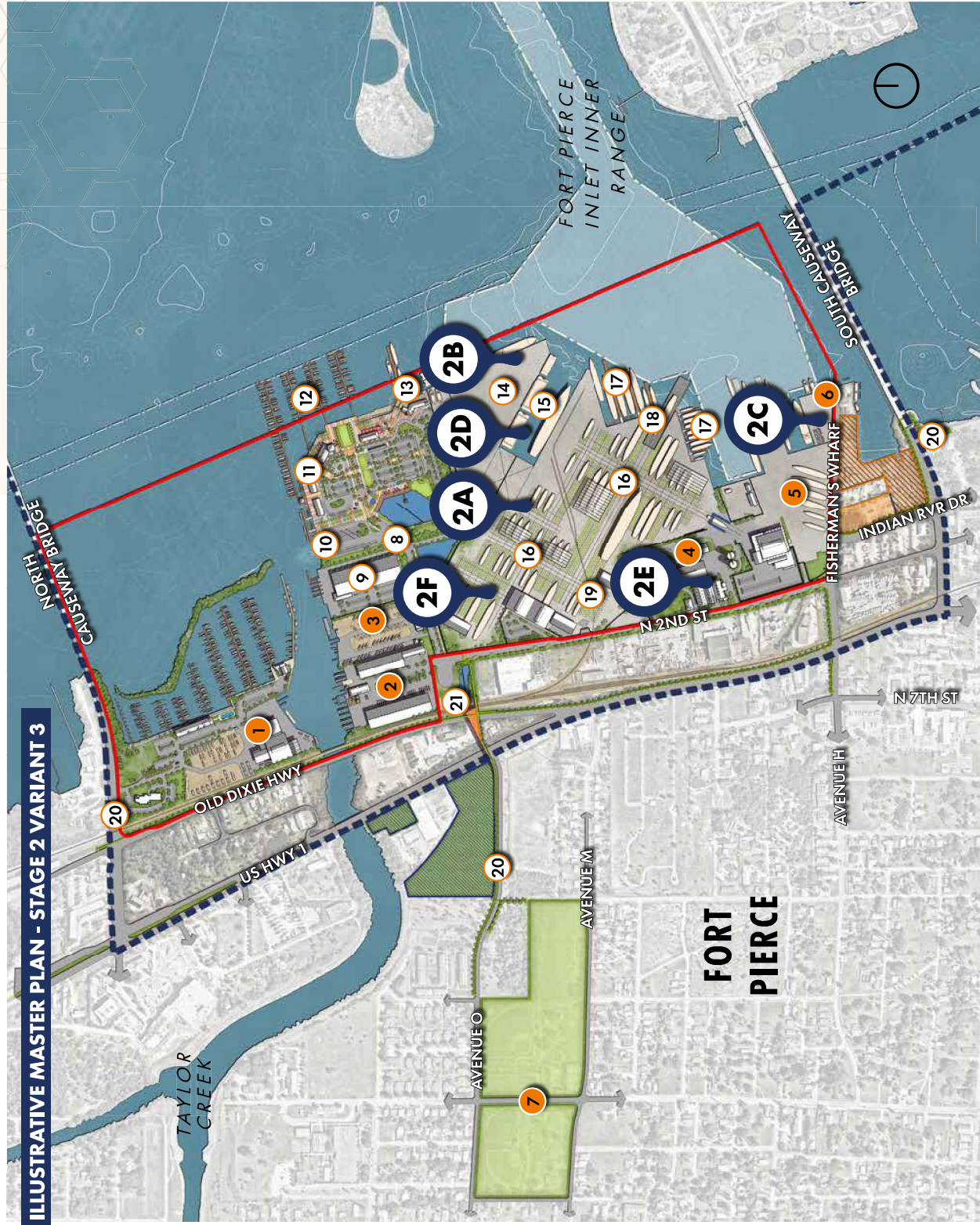
2D Area 2D does not apply under this Stage 2 Variant.

IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 2

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



ILLUSTRATIVE MASTER PLAN - STAGE 2 VARIANT 3

- EXISTING**
- 1 Safe Harbor Harbortown
 - 2 Taylor Creek Marina
 - 3 Cracker Boy Boat Works
 - 4 Light Industrial Uses (Woods Properties and Inlet Fisheries)
 - 5 Dereक्टर Shipyard
 - 6 Fort Pierce Marine Terminal (Beyel Brothers)
 - 7 Lincoln Park Community Park

- PROPOSED**
- 8 Harbour Pointe and Tenant Access Road
 - 9 Dry Stack Boat Storage
 - 10 Taylor Creek Public Boat Ramp and Trailer Parking
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 - 12 Harbour Pointe Public Marina
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 - 21 Urban Greenway Pedestrian Overpass

DISTRICT BY DISTRICT IMPROVEMENTS

The Master Plan supports projects across five development districts (refer to Section 4.1). These projects—both large and small—work together to transform each district into the fully realized ideas and initiatives offered in Section 4.

PROJECT BY PROJECT LISTING. A list of projects contemplated for each development district is presented in this section. Each entry includes a project code, name, brief description, and proposed implementation stage (e.g., Stage 1 or Stage 2). Entries also identify linking projects—those efforts needing implementation prior to or concurrent with the listed initiative. For example, development of the Harbour Pointe Access Road (Project H1) should occur prior to or concurrent with creation of the Taylor Creek Boat Ramp and Trailer Parking (Project H4). Each project requires several steps necessary for advancement—feasibility, preliminary design, cost estimating, permitting, detailed design, tendering, construction, and others. These inherent steps are not detailed in the table.

Preliminary orders of magnitude cost estimate ranges by project are presented in each table. Cost ranges were developed using unit prices for the largest components within each project type. Cost

ranges do not include land acquisition (as needed), finance, and soft development costs such as professional services and regulatory fees. Figures provided should be used as initial guidance and perfected through follow-on site investigation and design.

Each table presents an initial list of anticipated sources of funding for projects. This includes an initial indication of anticipated project implementation responsibility—the public sector, the private sector, or a combination of both through a public-private partnership. . . Also offered in each table are potential state and federal grants that may be applicable to the project. Offered grants vary greatly in award amount, local match requirements, use of funds constraints (e.g., design stage versus construction), and other specifics. The provided listing is a starting point for grant research; additional state and federal sources may be available and programs and available funds do change. Listed grants should be fully explored by St. Lucie County as they can make a measurable difference in the ability of a project to come to light. Similar to cost figures offered, listed sources of funding should be treated as initial guidance and perfection through policy discussions, prioritization, site investigation, and design.

INTEGRATION OF PROJECTS WITH REGIONAL PLANNING. Integration of proposed Port Master Plan projects with regional plans is important to ensure concurrence with local and regional initiatives and as a required threshold for public sector and funding. Alignment with the St. Lucie Comprehensive Plan is essential and discussed in Section 5.5.1.

The 2020 Port of Fort Pierce Master Plan and projects of relevance should be included by reference in update to Go2040, the St. Lucie County Transportation Planning Organization (TPO) Long Range Transportation Plan. Projects of relevance should also be added into the Transportation Improvement Program (TIP) process. The Port Master Plan should also be included in the next round of update to the Comprehensive Economic Development Plan as prepared annually by the Treasure Coast Regional Planning Council. Ways in which the Reef Restoration Center can be linked to Florida's State Wildlife Action Plan should also be considered.

5.4.1 FUNDING SOURCE LEGEND

CODE	FUNDING SOURCE	DESCRIPTION
PUB	Public Sector Initiative	
PVT	Private Sector Initiative	
PPP	Public-Private Partnership	
FEMA HMA	FEMA Hazard Mitigation Assistance Grant	Projects implementing mitigation measures to reduce disaster losses.
FEMA BRIC	FEMA Building Resilient Infrastructure and Communities Grant	Hazard mitigation projects that reduce risks from disasters and natural hazards.
CDBG	HUD Community Development Block Grant	Annual grants to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
EPA UW5G	EPA Urban Waters Small Grant	B+Annual grants promoting healthy and accessible urban waters that work to grow local businesses and enhance educational, recreational, social and employment opportunities in nearby communities.
5Star	NFWF Five Star and Urban Waters Restoration Grant	Program seeks to develop nation-wide community stewardship of local natural resources. Grants seek to address water quality issues in priority watersheds.
FWS BA	FWS Wildlife and Sport Fish Boating Access Grant	Grant funds for projects that provide access to America's waterways by developing new access facilities or renovation and/or improvement of existing facilities.
FWS BIG	FWS Wildlife and Sport Fish Boating Infrastructure Grant	Grant funds for projects to construct, renovate, and maintain tie-up facilities with features for transient boaters.
FWS SWG	FWS State Wildlife Grant	Grant funds to state fish and wildlife agencies for developing and implementing programs that benefit wildlife and their habitats, including species that are not hunted or fished. This includes research, fish and wildlife surveys, species restoration, habitat management, and monitoring.
FTA PFG	FTA Passenger Ferry Grant	Provides competitive funding to public ferry systems in urbanized areas.

IMPLEMENTATION & NEXT STEPS
DISTRICT BY DISTRICT IMPROVEMENTS

FUNDING SOURCE LEGEND (CONT.)

CODE	FUNDING SOURCE	DESCRIPTION
BUILD	USDOT Better Utilizing Investments to Leverage Development (BUILD) Grants	Grant program for investment in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as TIGER Discretionary Grants
PIDG	MARAD Port Infrastructure Development Grants	Grants to improve facilities within, connecting to, out of, or around coastal seaports, inland river ports and Great Lakes ports. Project should improve the safety, efficiency, or reliability of the movement of goods into, out of, around or within a port.
EDA	EDA Public Works and Economic Adjustment Assistance Programs	Grants provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs. Funded projects lead to the creation and retention of jobs and increased private investment, advancing innovation, enhancing the manufacturing capacities of regions, providing workforce development, and growing ecosystems to attract foreign direct investment.
FLA JOB	FLA Job Growth Grant Fund and Economic Development Project Grants	Various Florida Department of Economic Opportunity development programs designed to promote public infrastructure and workforce training across the state as well as specific economic development projects and technical assistance.
FIND WAP	FLA Inland Navigation District Waterways Assistance Program	Grant program established to alleviate problems associated with the Atlantic Intracoastal Waterway and associated waterways within the District. Eligible projects include navigation channel dredging, channel markers, navigation signs or buoys, boat ramps, docking facilities, fishing & viewing piers, waterfront boardwalks, inlet management, environmental education, law enforcement equipment, boating safety programs, beach re-nourishment, dredge material management, environmental mitigation, and shoreline stabilization.
FSTED	FLA Seaport Transportation and Economic Development Grant	Florida program to finance port transportation projects on a 50-50 matching basis.
FCT WW	FLA Communities Trust Working Waterfronts Program (Stan Mayfield Grant)	Grant program for use to acquire land directly used for the purposes of the commercial harvest of marine organisms or saltwater products. Funds can also be used to acquire land used for exhibitions, demonstrations, educational venues, civic events, and other purposes that promote and educate the public about economic, cultural, and historic heritage of Florida's traditional working waterfronts.

IMPLEMENTATION & NEXT STEPS
DISTRICT BY DISTRICT IMPROVEMENTS

CODE	FUNDING SOURCE	DESCRIPTION
FBIP	FLA Boating Improvement Program	Program providing grants for boating access projects and other boating-related activities on coastal and/or inland waters of Florida.
FCT Parks	FLA Communities Trust Parks and Open Space	Grant program assists communities meet the challenges of growth, supporting viable community development and protecting natural resources and open space.
FRDAP	FLA Recreation Development Assistance Program	Grant program that provides financial assistance to local governments to develop and/or acquire land for public outdoor recreational purposes.
FLWCF	FLA Land and Water Conservation Fund	Grants for acquisition or development of land for public outdoor recreation use.
FRTP	FLA Recreational Trails Program	Federally funded competitive grant program that provides financial assistance for the development of recreational trails, trailheads, and trailside facilities.
FTAP	FLA Transportation Alternatives Plan	Program focuses on improvements which create alternatives to transportation for the non-motorized user and enhancements to the transportation system for all users. Nine activities are eligible for funding including construction, planning and design of on- and off-road facilities for bicyclists and pedestrians.
SUN T-rail	FDOT Shared Use Non-motorized (SUN) Trail Program Grant	Program funds non-motorized paved shared-use trails that are part of the Florida Greenways and Trails System Priority Trail Map coordinated by OGT.
FCPI	FLA Coastal Partnership Initiative	Grants support four program areas: resilient communities, public access, working waterfronts, and coastal stewardship.

IMPLEMENTATION & NEXT STEPS
DISTRICT BY DISTRICT IMPROVEMENTS

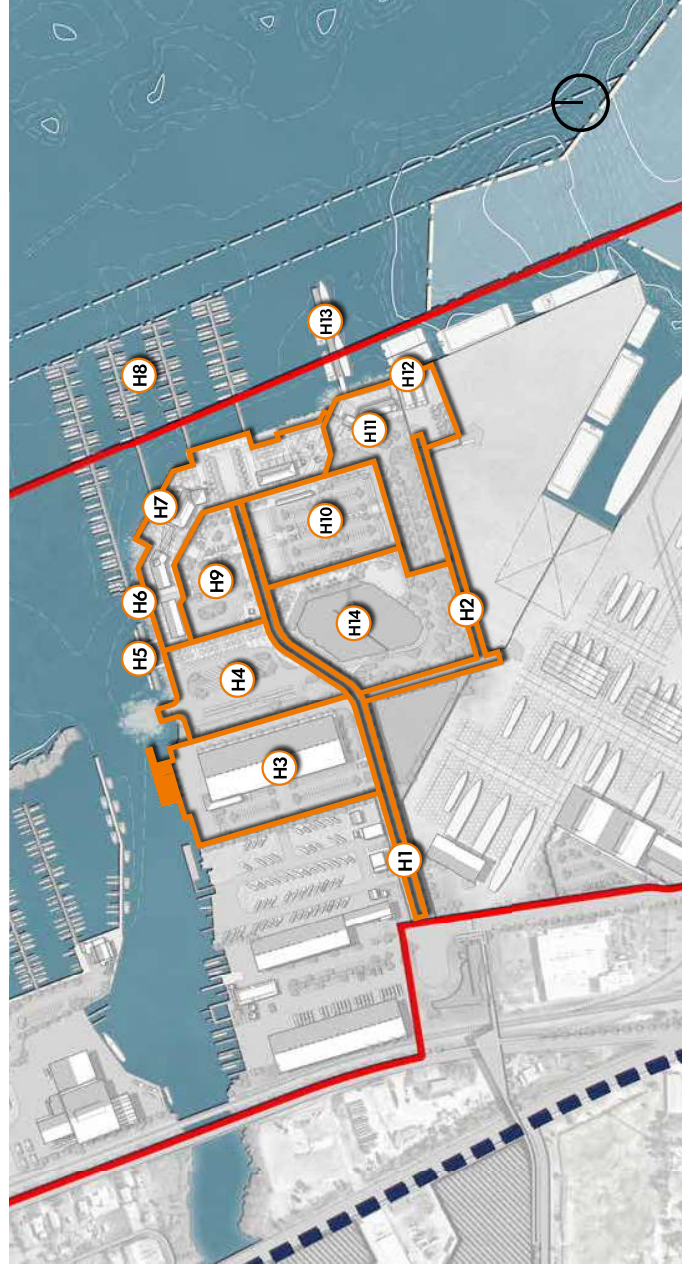
5.4.2 HARBOUR POINTE DISTRICT

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
H1	Harbour Pointe and Tenant Access Road	3-lane access road linking N 2nd Street to Harbour Pointe and East Wharf. Bike/ Ped elements.	Stage 1	None	\$ 1.75 Mil	\$2.25 Mil
H2	East Wharf Access Road	2-lane access road linking Harbour Point Access Road to East Wharf.	Stage 1	H1	\$ 1.3 Mil	\$ 1.7 Mil
H3	Dry Stack Boat Storage	400-vessel dry stack boat storage complex with parking, operations apron, and administrative office.	Variable	H1	\$ 6 Mil	\$9.15 Mil
H4	Taylor Creek Public Boat Ramp and Trailer Parking	2-acre public boat ramp and associated parking.	Stage 1	H1	\$260,000	\$520,000
H5	Taylor Creek Public Boat Ramp Transient Docks	Floating dock for waiting boats and loading/ unloading functions.	Stage 1	H1	\$185,000	\$280,000
H6	Hand-Powered Recreational Launch	Launching point for SUP, kayak, and other hand-powered recreational watercraft.	Variable	H1, H8	\$20,000	\$50,000
H7	Harbour Pointe Waterfront Esplanade	Publicly accessible, +/- 1,150-foot public esplanade with +/- 20,000-square feet of development.	Stage 1	H1, H9	\$ 1.7 Mil	\$4.3 Mil
H8	Harbour Pointe Public Marina	125- to 155-vessel public marina with pump-out, utilities, and other amenity.	Stage 1	H1, H9	\$7.35 Mil	\$ 11 Mil
H9	Harbour Pointe Parking - North	+/- 100 Parking spaces with related curb, gutter, landscape, and linking walkways.	Stage 1	H1	\$900,000	\$ 1.8 Mil
H10	Harbour Pointe Parking - South	+/- 185 Parking spaces with related curb, gutter, landscape, and linking walkways.	Stage 2	H1, H9	\$ 1.6 Mil	\$3.2 Mil
H11	Reef Restoration Center	+/- 7,500 square foot, single level Reef Restoration Center with outdoor habitat tanks.	Stage 1	H1, H10	\$ 1.2 Mil	\$ 1.8 Mil
H12	Reef Restoration Center Wharf	Vessel loading area and storage yard for Artificial Reef project and other activities.	Stage 1	H1	\$ 1.95 Mil	\$2.55 Mil
H13	Reef Restoration Center Dock	Single 300-foot dock to accommodate research vessel(s), excursion vessels, fire boat, and others.	Variable	H12	\$990,000	\$ 1.25 Mil
H14	Harbour Pointe Pond and Greens	Walkways, pond overlook, vite-course, and other amenity.	Variable	H1	\$900,000	\$ 1.4 Mil

IMPLEMENTATION & NEXT STEPS

DISTRICT BY DISTRICT IMPROVEMENTS

POTENTIAL FUNDING SOURCE CODE
PUB, PPP (SUN Trail, FTAP, FRTP)
PUB, PPP (PIDG, FSTD)
PVT
PUB (FWS BA, FIND WAP, FBIP)
PUB (FWS BIG, FIND WAP, FBIP)
PUB (FIND WAP, FBIP)
PUB, PPP (FEMA BRIC, EPA UWSG, 5Star, FIND WAP, FCT Parks, FRDAP, FCPI)
PUB, PPP (FWS BA, FIND WAP, FBIP)
PUB
PUB
PUB (EPA UWSG, EDA, FWS SWG, FIND WAP, FCT Parks, FCT WW, FCPI)
PUB (FEMA HMA assoc. with soil conservation, FWS SWG, FIND WAP, FCT WW, FCPI)
PUB (FTA PFG assoc. with water taxi, FWS SWG, FIND WAP, FCT WW)
PUB (5Star, FCT Parks, FRDAP, FWCF)



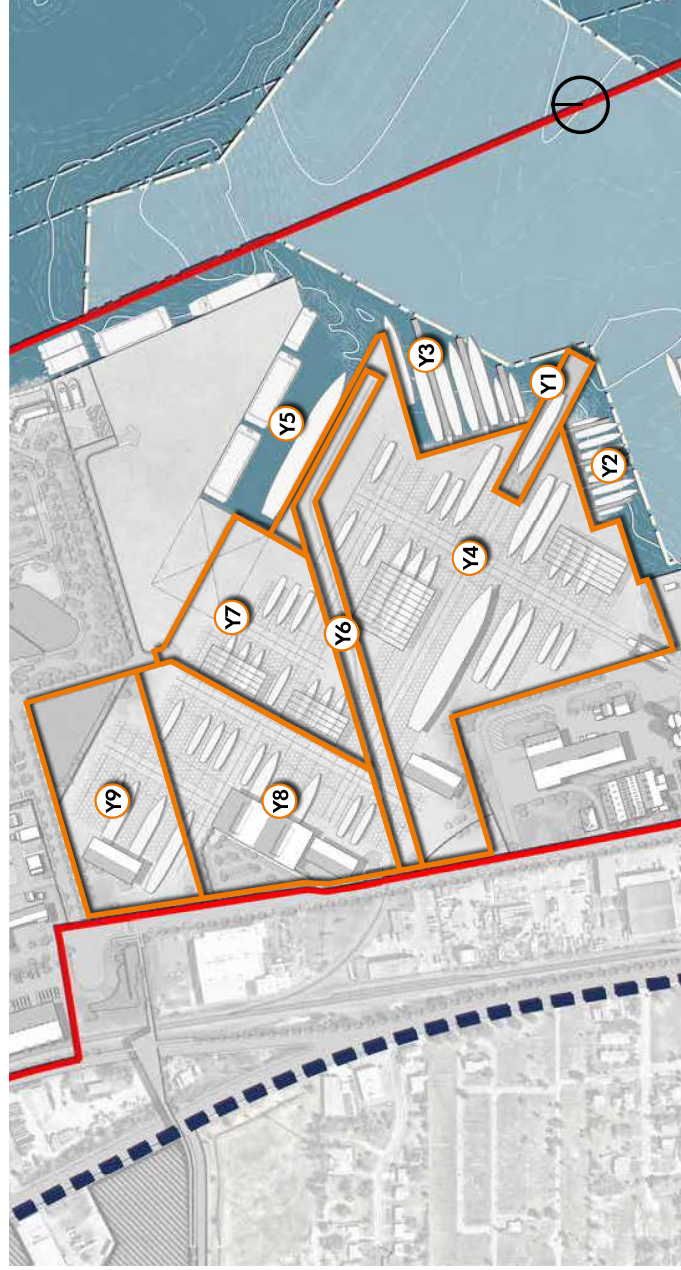
IMPLEMENTATION & NEXT STEPS
DISTRICT BY DISTRICT IMPROVEMENTS

5.4.3 FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
Y1	Shiplift (Syncrolift) and Vessel Transfer System	+/- 4,000-ton rated shiplift linked to adjacent transfer rail systems and yard areas.	Stage 1	None	\$500,000	\$2 Mil
Y2	Wet Slip Operations Area - South	+/- 1,000 linear feet of wet slip operational area and apron. Rock-rubble engineered shoreline.	Stage 1	None	\$2.5 Mil	\$4.3 Mil
Y3	Wet Slip Operations Area - East	+/- 2,350 linear feet of wet slip operational area and apron. Rock-rubble engineered shoreline.	Stage 1	None	\$3.5 Mil	\$6.3 Mil
Y4	Yacht MRO Yard - Area 1	+/- 24-acre megayacht MRO area with transfer rails, including covered service bays and workshops	Stage 1	Y1, Y2, Y3	\$5.3 Mil	\$8.4 Mil
Y5	Marine Industries Vessel Slip (Optional)	+/- 4.25-acre vessel basin with up +/- 28-feet of draft and +/- 1,650-linear feet of wharf and apron. May include Ro-Ro Platform.	Stage 2 (Optional)	H1, E1, E2, E3	\$19.8 Mil	\$29.7 Mil
Y6	FEC Rail Spur and Related Operations (Optional)	+/- 1,600-linear foot rail spur and operational area/apron linked to the FEC Railway mainline.	Stage 2 (Optional)	H1, E1, E2, E3	\$160,000	\$320,000
Y7	Yacht MRO Yard - Area 2	+/- 7.5-acre megayacht MRO area with transfer rails. Can include Jones Act compliant shipbuilding. Can include free zone. Can include covered service bays and enclosed workshops.	Stage 2	Y1, Y2, Y3, Y4	\$1.6 Mil	\$2.6 Mil
Y8	Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone - Area 3	+/- 8.5-acre megayacht MRO area with transfer rails. Can include Jones Act compliant shipbuilding. Can include free zone. Can include covered service bays and enclosed workshops.	Stage 2	Y1, Y2, Y3, Y4	\$1.8 Mil	\$2.95 Mil
Y9	Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone - Area 4	+/- 6.5-acre megayacht MRO area with transfer rails. Can include Jones Act compliant shipbuilding. Can include free zone. Can include covered service bays and enclosed workshops.	Stage 1/Stage 2	H1	\$1.4 Mil	\$2.2 Mil

IMPLEMENTATION & NEXT STEPS
 DISTRICT BY DISTRICT IMPROVEMENTS

POTENTIAL FUNDING SOURCE CODE
PVT, PPP (EDA, FLA JOB, CDBG, BUILD)
PVT, PPP (FEMA BRIC, EDA, FLA JOB, CDBG, BUILD)
PVT, PPP (FEMA BRIC, EDA, FLA JOB, CDBG, BUILD)
PVT, PPP (EDA, FLA JOB, CDBG, BUILD)
PVT, PPP (EDA, FLA JOB, CDBG, BUILD)
PVT
PVT, PPP (EDA, FLA JOB, CDBG, BUILD)
PVT, PPP (EDA, FLA JOB, CDBG, BUILD)
PVT



IMPLEMENTATION & NEXT STEPS
DISTRICT BY DISTRICT IMPROVEMENTS

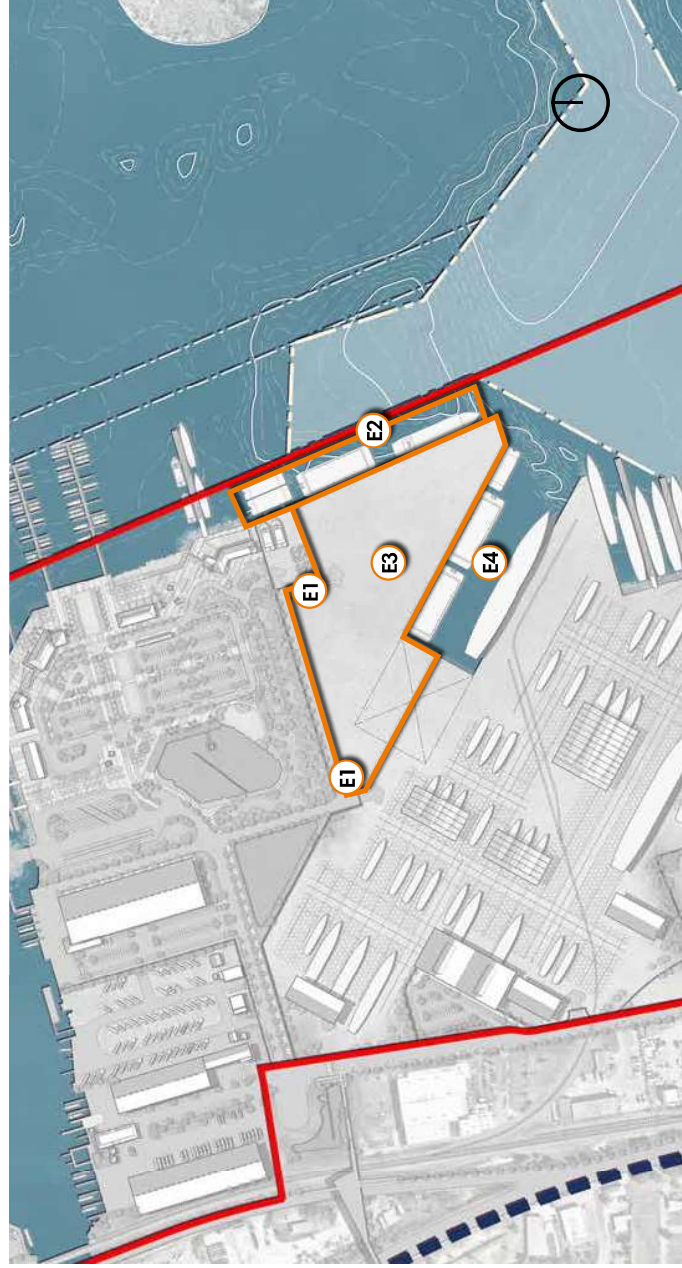
5.4.4 EAST WHARF DISTRICT

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
E1	East Wharf Tenant Road and Gate(s)	Completion of the 2-lane access road linking Harbour Point Access Road to East Wharf. Needed tenant access points, security fence and gates.	Stage 1	H1	\$228,000	\$290,000
E2	East Wharf and Related Berth Pocket	Marginal Wharf of +/- 800 linear feet with +/-28-feet of draft (berth pocket). May be linked to Reef Center Wharf. May include Ro-Ro Platform.	Stage 1	None	\$6.4 Mil	\$9.6 Mil
E3	Trade Enabling Yard Area(s)	+/- 9.5-acre operational yard (depicted) for import/ export activities. Size may vary based on slip and other factors (refer to Section 4.2.3).	Stage 1 / Stage 2	H1, E1, E2	\$445,000	\$715,000
E4	Marine Industries Vessel Slip (Optional)	+/- 4.25-acre vessel basin with up +/- 28-feet of draft and +/- 1,650-linear feet of wharf and apron. May include Ro-Ro Platform.	Stage 2 (Optional)	H1, E1, E2, E3	\$ 19.8 Mil	\$29.7 Mil

IMPLEMENTATION & NEXT STEPS

DISTRICT BY DISTRICT IMPROVEMENTS

POTENTIAL FUNDING SOURCE CODE
PUB, PVT, PPP (PIDG, FSTD, BUILD, EDA, FLA JOB)
PUB, PVT, PPP (PIDG, FSTD, BUILD, EDA, FLA JOB)
PUB, PVT, PPP (PIDG, FSTD, BUILD, EDA, FLA JOB)
PVT



IMPLEMENTATION & NEXT STEPS
DISTRICT BY DISTRICT IMPROVEMENTS

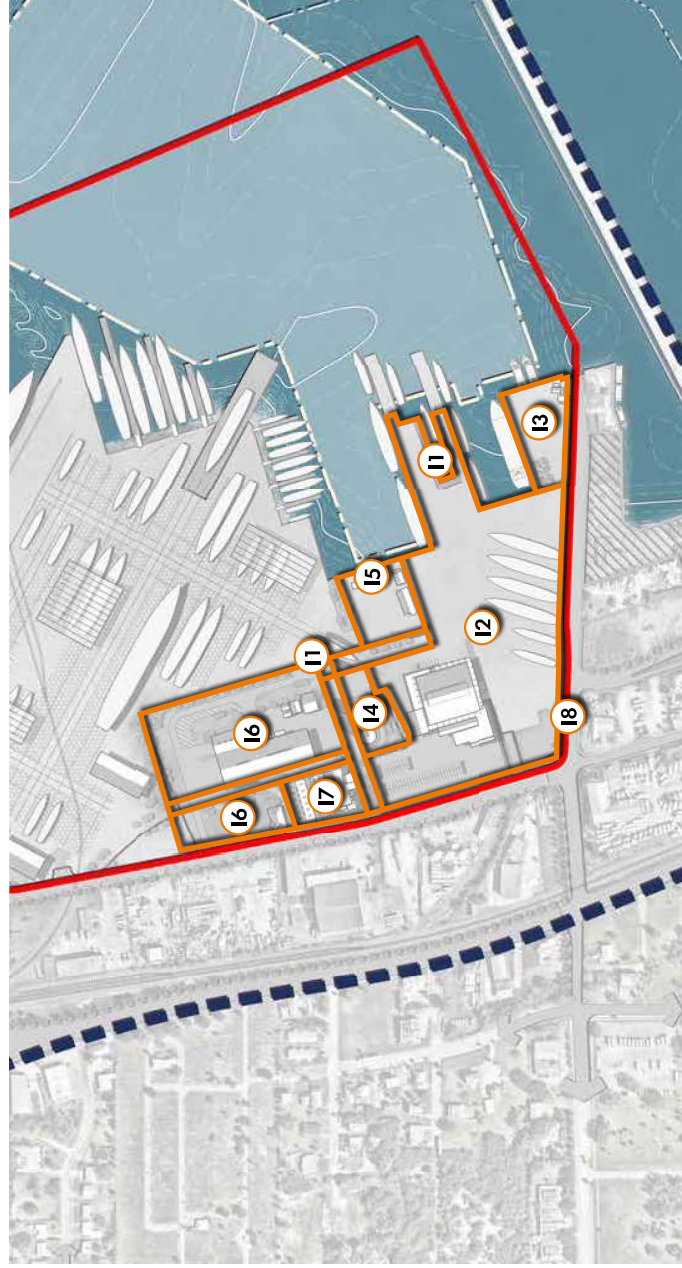
5.4.5 INDIAN RIVER TERMINAL & FISHERMAN'S WHARF

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
I1	Travel Lift Access and Operational Corridor	Area improvements and linking corridor to megayacht MRO yards and vessel storage.	Stage 1	Y1, Y2, Y4	\$150,000	\$300,000
I2	Derecktor Shipyard Improvements (Various)	Ongoing improvements to Derecktor Shipbuilding Yard. May include building modification/expansion.	Stage 1	None	\$12 Mil	\$12 Mil
I3	Bayel Brothers Marine Improvements (Various) and/ or Relocation	Needed site and wharf improvements. Possible relocation to East Wharf.	Various	None	\$2.3 Mil	\$3.5 Mil
I4	Silo Activation with Trade Enabling Activity	Reuse of existing silos for import/export industries. Silo beautification.	Various	None	\$100,000	\$250,000
I5	Woods Family Marine Yard Improvements (Various)	Needed site and wharf improvements.	Various	None	\$250,000	\$500,000
I6	Woods Family Site/Building Improvements (Various)	Needed upgrades to existing structures. May serve as business incubator and light industrial uses.	Various	None	\$1.2 Mil	\$2.4 Mil
I7	Inlet Fisheries Site/Building Improvements (Various)	Needed upgrades to existing structures. May serve as business incubator and light industrial uses.	Various	None	\$230,000	\$460,000
I8	Avenue H/Fisherman's Wharf Corridor Enhancement	Upgrade and beautification of Avenue H/Fisherman's Wharf corridor. Improved public and tenant access.	Stage 1	None	TBD	TBD

IMPLEMENTATION & NEXT STEPS

DISTRICT BY DISTRICT IMPROVEMENTS

CODE
PVT
PVT, PPP (FSTD)
PVT, PPP (FSTD)
PVT, PPP (Arts grants assoc. with beautification)
PVT, PPP (FSTD)
PVT, PPP (EDA, FLA JOBS with job training programs)
PVT, PPP (EDA, FLA JOBS with job training programs)
PUB (FCT WW, FTAP, FCP)



5.5

CHARTING A NEW FUTURE

Master Plan advancement will occur over time, with critical studies and initial investments leading to subsequent steps and projects. Plan implementation will occur in stages, while market conditions, design, on-going analysis and availability of financial resources may prolong or accelerate implementation of specific projects.

In the following section, we identify critical components that will support the advancement of the Master Plan.

5.5.1

ALIGNMENT WITH THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

As stated in Goal 2.8 of the adopted St. Lucie County Comprehensive Plan, “St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.”

The contents and exhibits comprising the 2020 Port of Fort Pierce Master Plan update the existing 2015 Port Master Plan. Recommended adoption of the 2020 Port Master Plan by the St. Lucie County Board of Commissioners is encouraged to allow this work to replace/ inform:

- The responsibility for the Port (Goal 2A.1);
- The land use map for the Port of Fort Pierce (Goal 2A.2);
- Port activities (Goal 2A.3);
- Environmental protection (Goal 2A.4);
- Emergency management (Goal 2A.5);
- Landside infrastructure (Goal 2A.6); and,
- Navigation channels (Goal 2A.7).

A full synopsis of these goals and related objectives/ policies is offered in Section 6 (Appendix).

5.5.2

IMPACTS OF TRAFFIC FROM OPERATIONS

Implementation of the Plan will generate increased traffic from new businesses and users found throughout the Project Study Area. These impacts will likely be greatest along N 2nd Street, Avenue H, and U.S. Highway 1 as well as related intersections. A traffic impact study is recommended to better quantify trip generation and needed improvements throughout the roadway network as a result of Plan implementation.

The Plan supports integration of safe bicycle and pedestrian pathways around and through selected components (Harbour Pointe Park Access Road) of the Project Study Area linked to recreational facilities the proposed SUNTrail and places of business.

5.5.3 UPDATE OF PROJECT STUDY AREA ZONING

As discussed in Section 1.4, the Project Study Area falls within the limits of the City of Fort Pierce and is subject to its land use and zoning regulations. The City's Adopted Future Land Use Plan lists the majority of the Project Study Area as Industrial (I), with Taylor Creek Marina, Cracker Bay Boat Works, and Harbortown as Marine Commercial (MC).

In terms of zoning, the Derecktor site along with Woods Family, Beyel Brothers, and other smaller tracts in the immediate vicinity are zoned Marine Industrial (I2). Marina facilities along Taylor Creek are zoned Marine Commercial (C6) and Marine Industrial (I2). The balance of the Project Study Area, inclusive of the Bell Family tracts and Harbour Pointe Park, fall under the Planned Unit Redevelopment (PUR) zoning classification. The Port's PUR zoning was established in 1999 by Ordinance No. J-504 following planning work at the time.

The concepts and uses underpinning the current PUR zoning are not in alignment with the recommendations of the 2020 Port of Fort Pierce Master Plan.

To address the issue, the Plan recommends a collaborative undertaking by the City and County to update zoning following one of two avenues:

- **APPROACH 1.** Repeal Ordinance No. J-504 and rezone the area as Mixed Use District (MXD) / Planned Development (PD) under the City's Zoning Code. Inform the new MXD District with an overlay exhibit depicting key areas and uses. The exhibit would provide clarity of permitted and conditional uses through use of an overall site plan exhibit. The site plan exhibit would be aligned with the recommendations of the 2020 Port of Fort Pierce Master Plan, with flexibility built into the exhibit to allow the area to adapt to changing market conditions and opportunities.

- **APPROACH 2.** Adjust the current PUR under Ordinance No. J-504 to reflect the 2020 Port of Fort Pierce Master Plan. The norms for PUR modification would be followed, including Planning Review Board review, public hearing(s), and City Commission Adoption by Ordinance.

Under both approaches, new zoning should ensure cohesion between current zoning for parcels south of Taylor Creek and within the Project Study Area. Ideally, the entire zone should allow the same land use and intensity without down zoning the current rights extended to those owners under Marine Industrial (I2).

As a third approach, private property owners can seek a full rezoning to another category that meets their needs, such as Marine Industrial (I2).

5.5.4 ENVIRONMENTAL PROTECTION

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

As presented previously, a common theme heard throughout the 2020 Plan-making process was the Port and its lands, harbor, and channel are an untapped resource. Accompanying this sentiment, however, was often a similar caution that harnessing this resource should be done carefully and ensure protection of community quality of life and the ecology and recreational attributes of Fort Pierce Inlet and the Indian River Lagoon.

The 2020 Port Master Plan and its implementors should continue to work with federal, state, and local governmental bodies, the private sector, and other interested parties, to ensure the protection and restoration of the Indian River Lagoon and avoid future degradation of the Lagoon’s ecological health. Approaches to this end include:

- Regulate discharges coming from port activities into the Indian River Lagoon to prevent air and water pollution in violation of any adopted federal, state, or local laws or regulations. Berthing, seawall, and drainage infrastructure will actively be pursued to eliminate or reduce and treat existing runoff.
- Work with other governmental bodies, private interests, and other interested parties to preserve and restore seagrass beds and mitigate any permitted losses to existing seagrass beds caused by port activities to the maximum extent possible.
- Work with other governmental bodies, private interests, and other interested parties, to protect endangered and threatened species from port activities in the Indian River Lagoon; including excessive freshwater, suspended materials, nutrient inflows, toxic substances and exotic invasive species.

The Port of Fort Pierce will need to continue to coordinate with the U.S. Army Corps of Engineers (USACE) and the Florida Inland Navigation District to provide for the maintenance of the navigation channels, including location of spoil disposal sites and adequate channel depths. The Plan does not envision pursuit of channel and turning basin deepening. Development of berth pockets (East Wharf), wet berths, and the marine industries vessel slip will need follow USACE permitting norms as well as other federal, state, and local governmental requirements.

The Plan also recommends consideration and advancement of sustainable site solutions, green building initiatives, and best development practices in the construction and operation of in-water and upland development initiatives. Major initiatives, such as renewal of Harbour Pointe Park, should consider integration of principals and possible certification within Leadership in Energy and Environmental Design (LEED), the Institute for Sustainable Infrastructure (Envision), the Blue Flag Program (for marinas and beaches), and/ or others.

5.5.5 EMERGENCY MANAGEMENT

Implementation of Plan projects should also take into account the growing body of guidance and best practices for seaport resiliency. Implementation of specific Master Plan projects should take into account ongoing work and results from St. Lucie County Community Resiliency initiatives. The 2019 “Florida Seaports Resiliency Report” prepared by the Florida Seaport Transportation and Economic Development Council (FSTED) provides a number of best practices for consideration by the Port of Fort Pierce associated with Plan implementation. These include:

- Assessment of the future needs of seaport businesses, marine activities, and cargoes as it relates to sea level rise;
- Review of the need to raise current infrastructure heights to meet 20 year plus sea level rise projections while also maintaining operations;
- Ensure the Port of Fort Pierce is deemed critical infrastructure with local and State entities to ensure prompt emergency response and support; and,
- Ensure the flexibility of Port personnel and communications systems to allow for a coordinated response post-hurricane or other impacting event.

Development following the Master Plan will trigger additional demands on various departments, agencies, and entities responsible for fire and spills prevention, emergency management, and disaster response.

A shortlist of groups important for consultation is offered below:

- St. Lucie County and the City of Fort Pierce
- St. Lucie County Fire District
- St. Lucie County Sheriff’s Office
- City of Fort Pierce Police Department
- U.S. Coast Guard
- U.S. Customs and Border Protection
- U.S. Fish and Wildlife Service
- Florida Harbor Pilots

Following Plan adoption, the County should formulate a new or engage an existing emergency management working group to review the Master Plan. This group should include individuals from the list above and other intergovernmental coordinating entities.

Review outputs should include identification of related plans, policies, and procedures in need of update based on current Port conditions and featured Plan projects. This group should be encouraged to think through needed additional studies and design assessments necessary due to the specialized nature of Port, yacht MRO, and other operations. The working group should also envision areas of future investment in capital and operational infrastructure and approaches to funding these needs.

5.5.6 STORMWATER FACILITIES

Implementation of projects under the Port Master Plan will require development of new stormwater management facilities to reduce rainwater runoff and improve overall water quality. The Port Study Area currently includes a large storm water retention pond at Harbour Pointe Park as well as several smaller facilities located at the northern end of N 2nd Street and at the entry to the Port.

Estimates prepared by Inwood Consulting suggest implementation of the fully phased Master Plan would trigger a need for between 14 and 17 acres of new stormwater management facilities. This range could vary depending upon the consideration of projects implemented during Stage 2 and the overall impervious area of megayacht MRO and other facilities.

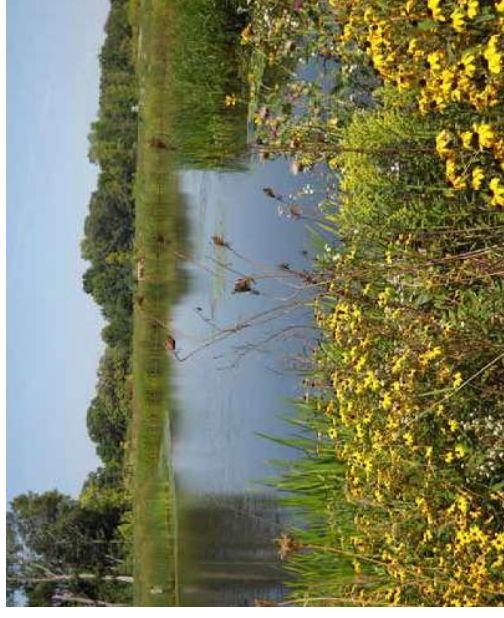
Given the large area required and the intrinsic value of Port Study Area land, approaches to reduce impervious area and to locate new facilities off-site are encouraged. For Harbour Pointe Park, the recommended approach is to retain and expand the existing pond, better incorporating it into the overall park like setting of the area.

For East Wharf and the Fort Pierce Megayacht MRO and Shipbuilding Area, the Plan has reserved +/- 6.35 acres of area south of the Harbour Point Access Road for possible use. Work by Inwood Consulting suggests the potential exists to pump storm water out of the Port Project Study Area to a proposed off-site pond for treatment. This would reduce the need to utilize highly valuable land within the Port to meet stormwater management estimates. The most logical location for off-site treatment are properties west of US Highway 1 along Avenue O. The Bell Family currently owns +/- 7.25 acres of property in this location and could utilize this area for their specific site stormwater management needs as well as that of others.

As offered in Section 4.2.5, the hope is on-site and off-site stormwater management features can be connected to create a greenway linked to the proposed SUNTrail system and the Lincoln Park community.

Megayacht MRO, shipbuilding, import/export trade enabling infrastructure, and other marine activity areas need to follow Best Management Practices (BMPs) to reduce potential stormwater pollution from operations. Source control and stormwater treatment BMP's should focus on keeping stormwater from coming into contact

with pollutants as well as involve installing of special devices to treat and manage runoff. Additional study will be required once more detailed planning and design is advanced to properly identify and size source control and stormwater control BMPs for indoor and outdoor maintenance areas and other operational zones.



5.5.7 PROJECT CHAMPIONS

Project champions are individuals and groups that advocate for and ultimately implement the Master Plan. They help maintain momentum and focus on moving initiatives through design, finance, permitting, construction, and operational stages.

The overall responsibility for the management of the Port of Fort Pierce is vested by law with the St. Lucie County Commission, and as such, the Port should be managed in the public interest of all the citizens of St. Lucie County. In this role, the County's Airport/ Seaport Department remains the key champion for continued study and ultimate delivery of the Port Master Plan.

Following the County's Comprehensive Plan, the Airport/ Seaport Department should continue to work collaboratively with the City of Fort Pierce, interested agencies, and private property owners in a way "consistent with the Port enabling laws and the constitutional and statutory protections for the rights of existing private property owners" (Objective 2A.1.1). The Port should ensure that the public interest and quality of life is protected when exercising public control of Port property.

Continued collaboration throughout Plan implementation should occur with:

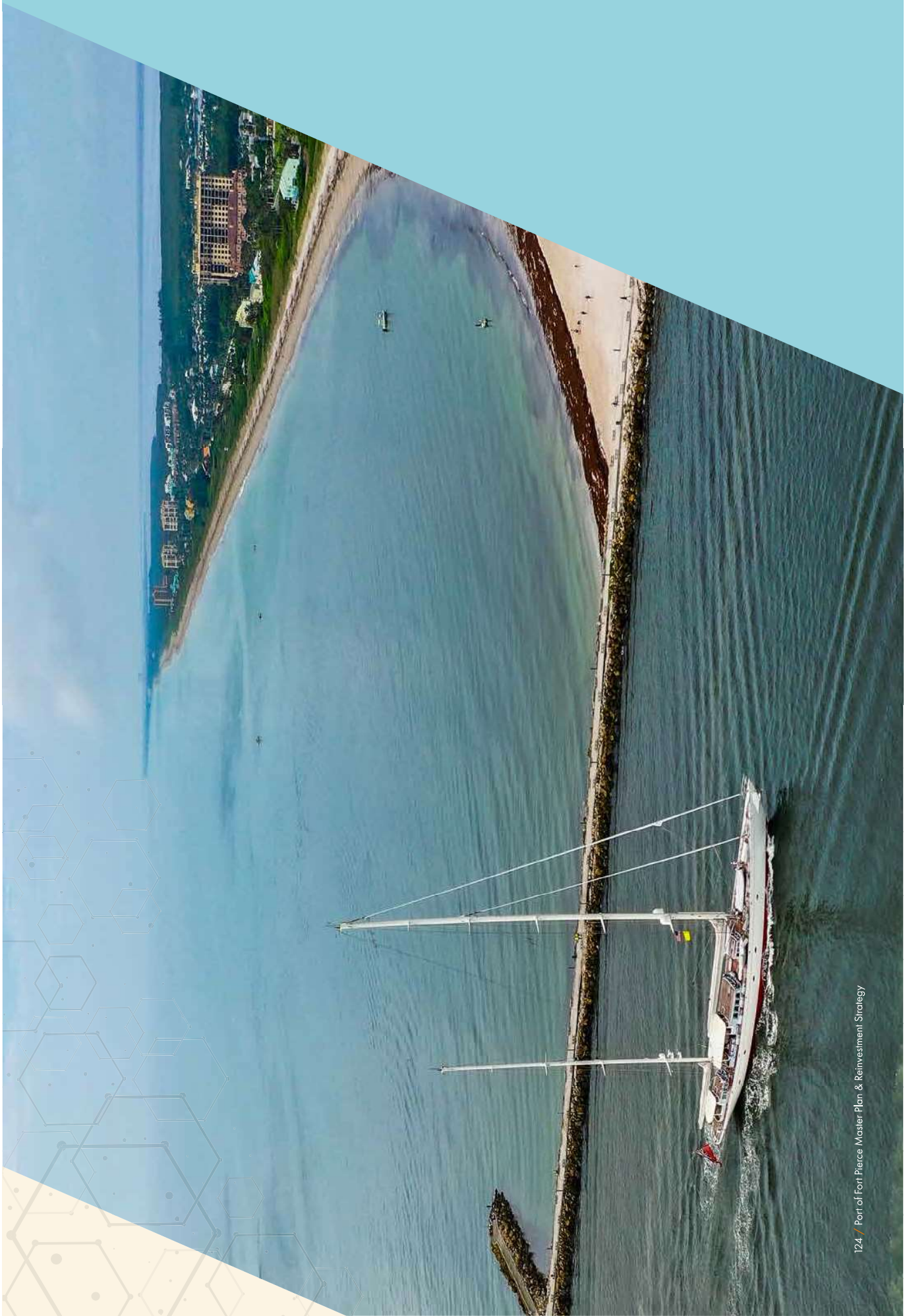
- City of Fort Pierce;
- Other affected local governments;
- St. Lucie Transportation Planning Organization;
- Treasure Coast Regional Planning Council;
- Florida Seaport Transportation and Economic Development Council (FSTED);
- The St. Lucie County Chamber of Commerce; and
- St. Lucie County Economic Development Council.

The Port is an important engine for job creation and training. The Plan recommends continued FPRA and Indian River College coordination to find venues for training, skills development, and apprenticeship positions for industries currently and anticipated to be at the Port.

Aside from the above, we recommend the established Port Advisory Committee take an active role alongside the County in Plan implementation. Tapping into the individual and communal expertise of this group could be useful to steward projects forward.

The community is vested in the overall success of the Port and was involved in every step of Master Plan creation. We recommend continued collaboration with the public through Plan implementation. Approaches for consideration by the County for continued public collaboration include:

- Regularly scheduled "State of the Airport/Seaport" updates;
- Development of a website, social media, and other information platforms to continually keep the community up-to-date on planned events and overall advancement of the Master Plan; and,
- Presentation of Port Master Plan and implementation effort at State and local conferences and civic meetings.



6

APPENDIX

**ADOPTED ST. LUCIE COUNTY
COMPREHENSIVE PLAN HIGHLIGHTS
AND REFERENCES TO THE PORT OF
FORT PIERCE**

GOAL 2.8. St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.

- **OBJECTIVE 2.8.1:** Continue to implement the Port Master Plan consistent with Section 163.3178(2)(a-k), Florida Statutes.
 - Policy 2.8.1.1 – The Port Master Plan shall address the environmental conditions of the Indian River Lagoon and its interaction with existing and proposed port activities.
 - Policy 2.8.1.2 – The Port Master Plan shall address all aspects of port management and operation including safety and security of commercial, industrial, recreational, and environmental activities.
 - Policy 2.8.1.3 – Coordinate with the City of Fort Pierce to ensure consistency with the City’s Comprehensive Plan including the Port Sub Element and Coastal Management Element.
 - Policy 2.8.1.4 – Coordinate with the St. Lucie TPO and other appropriate local, state, and federal agencies to ensure adequate intermodal access and adequacy of public facilities and infrastructure.

- Policy 2.8.1.5 - Develop funding mechanisms to implement the Port Master Plan such as a Tax Increment Financing District, Community Development Area, as well as exploring other funding mechanisms such as grants.
- Policy 2.8.1.6 - Throughout the development of the Port Master Plan, ensure and encourage public participation of all affected parties through a formalized public participation process.
- Policy 2.8.1.7 - Upon the completion of the Port Master Plan, make any appropriate amendments to the St. Lucie County Comprehensive Plan.

GOAL 2A.1. Responsibility for the Port - The overall responsibility for the management of the Port of Fort Pierce is vested by law with the St. Lucie County Commission and should be managed in the public interest of all the citizens of St. Lucie County.

- **OBJECTIVE 2A.1.1:** St. Lucie County, working with the City of Fort Pierce, interested agencies and private property owners and consistent with the Port enabling laws and the constitutional and statutory protections for the rights of existing private property owners should ensure that the public interest and quality of life is protected when exercising public control of port property.
 - Policy 2A.1.1.1: St. Lucie County shall maintain the necessary oversight of the Port of Fort Pierce to ensure compliance with applicable state law governing deepwater ports and to guarantee the financial feasibility of any publicly funded infrastructure within the port.
 - Policy 2A.1.1.3: St. Lucie County shall cooperate with the City of Fort Pierce, other affected local governments, the St. Lucie Transportation Planning Organization (TPO), the Treasure Coast Regional Planning Council and the Florida Seaport Transportation and Economic Development Council (FSTED).

GOAL 2A.2. Land Use Map for the Port of Fort Pierce - The Port of Fort Pierce shall establish a General Master Development Map for the Port that establishes a General Port Operations Area Boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Fort Pierce. The General Master Development Map for the Port of Fort Pierce is not to be used alone but rather in conjunction with the other development policies found in this plan and the applicable Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce.

- **OBJECTIVE 2A.2.1:** The General Master Development Map for the Port of Fort Pierce shall be as depicted in Figure 2A-1.
- Policy 2A.2.1.2: The Port of Fort Pierce shall support/seek development activities such as yacht construction and maintenance, maritime industrial and commercial uses, marine research facilities, maritime academic and vocational uses, depending on market conditions.

GOAL 2A.3: Port Activities - The quality of life for St. Lucie County residents will be strengthened and maintained by enhancing the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port of Fort Pierce.

- Policy 2A.3.1.2: Future public infrastructure improvements in the Port Planning Area will be made consistent with the Port Master Plan, to include the following projects: Harbor Pointe shoreline protection, refurbish and/or improve City marina bulkheads, Fisherman’s Wharf, improve Terminal Drive, improve Harbor Street, improve Port Avenue, construct a connecting road between 2nd Street to the Harbor Pointe property, construct additional bulkheads at the City Marina, construct pedestrian linkage along 2nd Street to downtown, construct pedestrian linkage to Old Dixie Highway/US 1, develop park infrastructure, develop engineering master stormwater management system for port property including off-site alternatives, and coordinate and install improvements along with corresponding infrastructure element.

- **OBJECTIVE 2A.3.3:** The Port of Fort Pierce, working with federal, state and local governments, the private sector, and other interested parties, shall maintain, increase, and promote marine industry and related scientific and commercial activities at the Port of Fort Pierce so there is no net loss of marine industry.
 - Policy 2A.3.3.1 : The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, shall accommodate water-related marine activities and related service activities within the Port Planning Area.
 - Policy 2A.3.3.2: The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, shall protect, maintain, and promote marine industry activity from encroachment or displacement by incompatible land uses.
- **OBJECTIVE 2A.3.5:** The Port of Fort Pierce, in compliance with federal, state, and local laws, shall work with appropriate public safety entities to improve and maintain the port security management plan for the Port Operations Area.

GOAL 2A.4. Environmental Protection - The Indian River Lagoon is recognized as the most biodiverse estuary in North America and as an important component of the local economic base and the overall quality of life in the community. As such, the integrity of the Indian River Lagoon shall be protected by correcting any detrimental effects caused by current operations and ensuring long-term development and improvement activities are consistent with all local, state and federal environmental laws and regulations.

- **OBJECTIVE 2A.4.1:** The Port of Fort Pierce, working with federal, state, and local governmental bodies, the private sector, and other interested parties, shall ensure the protection and restoration of the Indian River Lagoon and avoid future degradation of the Lagoon's ecological health due to port activities.
- Policy 2A.4.1.1: The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, will regulate discharges coming from port activities into the Indian River Lagoon to prevent air and water pollution in violation of any adopted federal, state, or local laws or regulations. Berthing, seawall and drainage infrastructure will actively be pursued to eliminate or reduce and treat existing runoff.

- Policy 2A.4.1.2: The Port of Fort Pierce shall work with other governmental bodies, private interests, and other interested parties to preserve and restore seagrass beds and mitigate any permitted losses to existing seagrass beds caused by port activities to the maximum extent possible.

- Policy 2A.4.1.3: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, shall protect endangered and threatened species from port activities in the Indian River Lagoon; including excessive freshwater, suspended materials, nutrient inflows, toxic substances and exotic invasive species.

GOAL 2A.6. Landside Infrastructure - Landside and waterside infrastructure serving the Port of Fort Pierce should meet the Port's future requirements in a manner consistent with the abilities of the appropriate agencies to provide the services needed to support approved port activities.

- **OBJECTIVE 2A.6.1:** The Port of Fort Pierce shall work with other governmental agencies to improve linkages between the Port Facilities and intermodal transportation routes.
 - Policy 2A.6.1.1: The Port of Fort Pierce should enhance and expand activities that tie the Port to the Treasure Coast International Airport and coordinate with the St. Lucie TPO, Florida Department of Economic Opportunity, Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail services in order to encourage multi-modal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County.

GOAL 2A.78. Navigation Channels - Navigation channels serving the port's maritime and recreational activities shall meet existing and limited future needs as outlined in this plan.

- **OBJECTIVE 2A.71:** The Port of Fort Pierce shall coordinate with the U.S. Army Corps of Engineers and the Florida Inland Navigation District to provide for the maintenance of the navigation channels, including location of spoil disposal sites and adequate channel depths.

- Policy 2A.71.1: The Port of Fort Pierce shall coordinate with the U.S. Coast Guard in the placement and maintenance of the navigational aids within the port area.

GOAL 5.1. Balancing growth and coastal resources. All development proposed in the future land use element in the coastal area shall occur in a manner which protects, conserves, and enhances the natural resources of the coastal area and the environmental, social and economic benefits attributed to them and shall comply with the Florida Building Code, floodplain management standards set forth by FEMA, set forth in 44 C.F.R. part 60, and applicable regulations regarding construction seaward of the Coastal Construction Control Line.

- **OBJECTIVE 5.1.1:** Future Development in the Coastal Area. St. Lucie County shall continue to protect the natural resources of the coastal area from adverse impacts caused by future development through the implementation and strengthening of existing environmentally related laws and the assignment of appropriate Future Land Use designations.

- Policy 5.1.1.7 - St. Lucie County land use and coastal planning area development decisions shall support the preservation of working waterfronts as defined in Section 342.07, F.S., to promote the enhancement of the waterfront/coastal area with boat hauling and repairing businesses, commercial fishing facilities, coastal research organizations,

marine industries, ports harbors, and other similar water-dependent uses, while taking into consideration potential strategies for adaptation and mitigation.



moffatt & nichol

ATKINS

Member of the SNC-Lavalin Group





December 20th, 2024

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

NOTICE OF PLANNING BOARD CONSIDERATION: ORDINANCE 25-003

Dear Property Owner,

I'm writing to you because you own property within the area defined as the Port of Fort Pierce and to notify you that the matter will be discussed at a meeting of the Planning Board. The meeting will be held at 2:00 p.m. on Monday January 13th, 2025, at City Hall, 100 North US Highway 1, in Fort Pierce.

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 ESTABLISH THE PORT OVERLAY DISTRICT (POD) AND PORT OVERLAY DISTRICT AREAS (PODA); PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.

This zoning overlay (see attached) is being considered in order to promote the redevelopment of the Port of Fort Pierce. The proposed DRAFT code can be viewed online here and is designed to enable the development of the Port while respecting the adopted PORT MASTERPLAN and maintaining underlying property rights. :

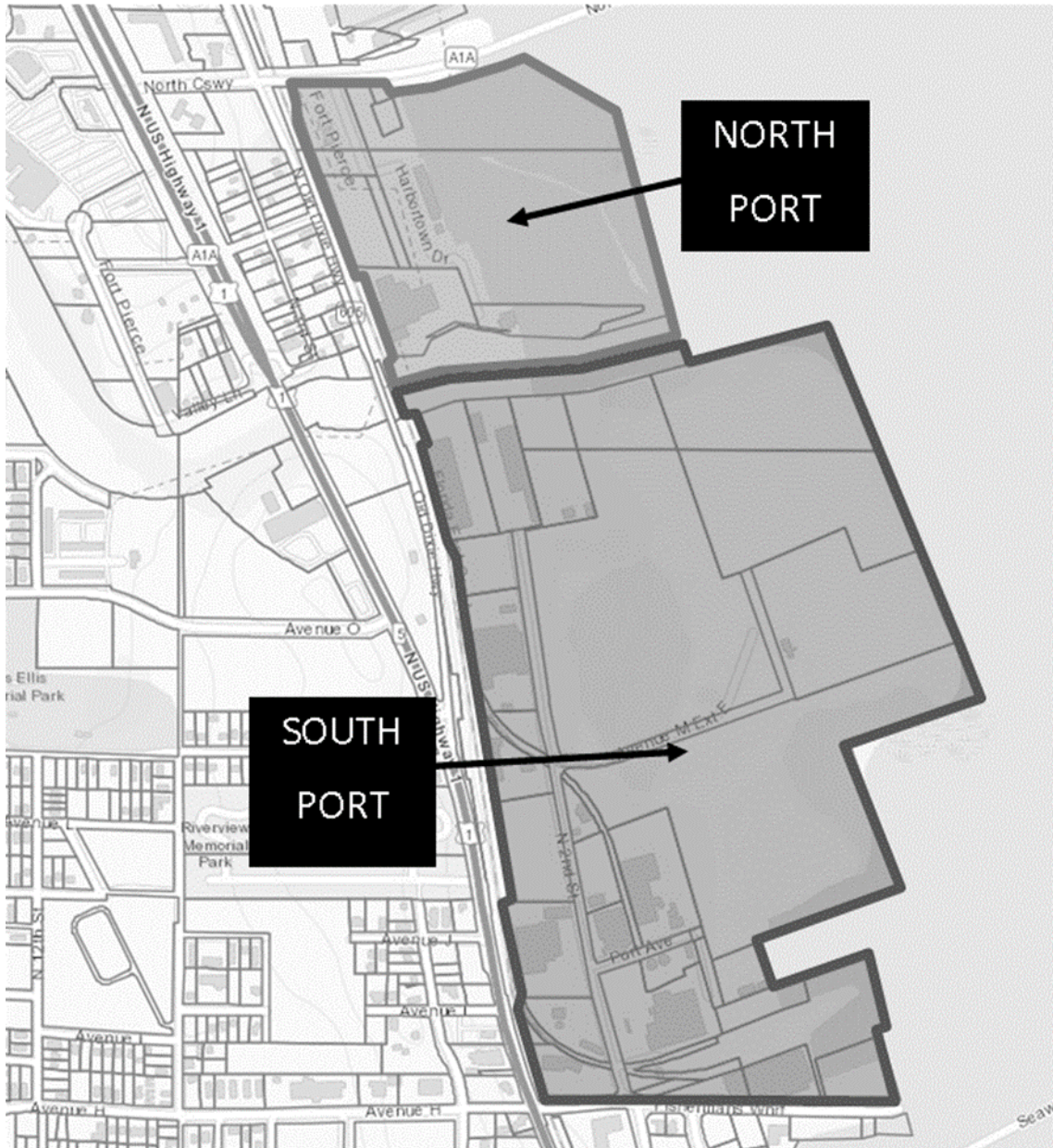
https://cityoffortpierce.com/DocumentCenter/View/38007/125-157-Port_of_Fort_Pierce_Zoning_Code-Area-Draft-Notice

If you require additional information or have specific comment regarding the proposed DRAFT Port overlay code, then please send them to planning@cityoffortpierce.com .

It is anticipated that the Final Port Overlay Code will be scheduled to be noticed and presented to the City Commission at a Public Hearing in February 2025, (you will receive confirmation) after all comments are received and amendments finalized.

Best regards,

Kev Freeman



Note – Internal property lines are subject to change.

Planning Board

6. c.

Meeting Date: 01/13/2025

Re: FPUA - Comprehensive Plan Text Amendment

Submitted For: Kev Freeman, Planning Director, Planning Department

Information

SUBJECT:

Comprehensive Plan Text Amendment - Fort Pierce Utilities Authority - Water Supply Facilities Work Plan

SUMMARY:

Residents of the City of Fort Pierce obtain their water from the Fort Pierce Utilities Authority (FPUA) which is responsible for ensuring enough capacity is available for existing and future customers.

Therefore, the purpose of the Fort Pierce Utilities Authority (FPUA) Water Supply Facilities Work Plan (Work Plan) is to identify and plan for the water supply sources and facilities needed to serve existing and new developments within the local government's jurisdiction. Chapter 163, Part II, Florida Statutes (F.S.), requires local governments to prepare and adopt Work Plans into their comprehensive plans within 18 months after the South Florida Water Management District (District) approves a regional water supply plan or its update. The Upper East Coast Water Supply Plan Update was approved by the District's Governing Board on November 10, 2021. Therefore, the deadline for local governments within the Upper East Coast Regional Water Supply Planning Region to amend their comprehensive plans to update the Work Plan is May 10, 2023.

The Work Plan will reference the initiatives already identified to ensure adequate water supply for the City of Fort Pierce. According to state guidelines, the Work Plan and the City's Comprehensive Plan must address the development of traditional and alternative water supplies, service delivery and conservation and reuse programs necessary to serve existing and new development for at least a 10-year planning period. The Work Plan will have a planning time schedule consistent with the comprehensive plan and the Upper East Coast Water Supply Plan Update.

RECOMMENDATION:

Staff recommendation is for the Planning Board to move the proposed Comprehensive Plan amendment to City Commission with a recommendation for approval.

ALTERNATIVES:

1. Recommend Modified Approval.

or

2. Recommend Disapproval.

RESPONSIBLE STAFF:

Kev Freeman, Planning Director

COORDINATED WITH:

Technical Review Committee
FPUA Staff

Fiscal Impact

Budgeted Y/N: N

OTHER INFORMATION:

N/A

Attachments

Staff Presentation

10-Year Water Supply Plan

Engineering Department Approval

Form Review

Form Started By: Kev Freeman
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CITY OF FORT PIERCE

PLANNING BOARD

JANUARY 13th, 2025

COMPREHENSIVE PLAN TEXT AMENDMENT

FPUA – WATER SUPPLY PLAN

SUMMARY

This Proposed Comprehensive Plan Text Amendment is required to adopt the Fort Pierce Utilities Authority (FPUA) Water Supply Facilities Work Plan by reference.

The purpose of the Fort Pierce Utilities Authority (FPUA) Water Supply Facilities Work Plan (Work Plan) is to identify and plan for the water supply sources and facilities needed to serve existing and new development within the local government's jurisdiction. Chapter 163, Part II, Florida Statutes (F.S.), requires local governments to prepare and adopt Work Plans into their comprehensive plans within 18 months after the South Florida Water Management District (District) approves a regional water supply plan or its update. The Upper East Coast Water Supply Plan Update was approved by the District's Governing Board on November 10, 2021. Therefore, the deadline for local governments within the Upper East Coast Regional Water Supply Planning Region to amend their comprehensive plans to update the Work Plan is May 10, 2023.



SUMMARY

Residents of the City of Fort Pierce obtain their water from the FPUA which is responsible for ensuring enough capacity is available for existing and future customers.

The Work Plan will reference the initiatives already identified to ensure adequate water supply for the City of Fort Pierce. According to state guidelines, the Work Plan and the City's Comprehensive Plan must address the development of traditional and alternative water supplies, service delivery and conservation and reuse programs necessary to serve existing and new development for at least a 10-year planning period. The Work Plan will have a planning time schedule consistent with the comprehensive plan and the Upper East Coast Water Supply Plan Update.



COMPREHENSIVE PLAN TEXT AMENDMENT

3.12.7 Policy:

The City adopts by reference the current ~~2020~~ 2024-2034 FPUA Ten-Year Water Supply Facilities Work Plan.



RECOMMENDATION

Staff recommendation is for the Planning Board to move the proposed Comprehensive Plan amendment to City Commission with a recommendation for approval.

ALTERNATIVE RECOMMENDATION

1. Recommend Modified Approval.
- or
2. Recommend Disapproval.



Fort Pierce Utilities Authority
10-Year Water Supply Facilities Work Plan
2024-2034



Prepared By:
Fort Pierce Utilities Authority
Water/Wastewater Engineering Department
7/29/2024

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1.0 INTRODUCTION

The purpose of the Fort Pierce Utilities Authority (FPUA) Water Supply Facilities Work Plan (Work Plan) is to identify and plan for the water supply sources and facilities needed to serve existing and new development within the local government's jurisdiction. Chapter 163, Part II, Florida Statutes (F.S.), requires local governments to prepare and adopt Work Plans into their comprehensive plans within 18 months after the South Florida Water Management District (District) approves a regional water supply plan or its update. The *Upper East Coast Water Supply Plan Update* was approved by the District's Governing Board on November 10, 2021. Therefore, the deadline for local governments within the *Upper East Coast Regional Water Supply Planning Region* to amend their comprehensive plans to update the Work Plan is May 10, 2023.

Residents of the City of Fort Pierce obtain their water from the FPUA which is responsible for ensuring enough capacity is available for existing and future customers.

The Work Plan will reference the initiatives already identified to ensure adequate water supply for the City of Fort Pierce. According to state guidelines, the Work Plan and the comprehensive plan must address the development of traditional and alternative water supplies, service delivery and conservation and reuse programs necessary to serve existing and new development for at least a 10-year planning period. The Work Plan will have a planning time schedule consistent with the comprehensive plan and the *Upper East Coast Water Supply Plan Update*.

The Work Plan is divided into five sections:

- Section 1 – Introduction
- Section 2 – Background Information
- Section 3 – Water Supply and Facilities Information
- Section 4 – Capital Improvement Plan
- Section 5 – Goals, Objectives, and Policies

1.1 Statutory History

The Florida Legislature enacted bills in the 2002, 2004, 2005, and 2011 sessions to address the state's water supply needs. These bills, in particular Senate Bills 360 and 444 (2005 legislative session), significantly changed Chapters 163 and 373, F.S. by strengthening the statutory links between the regional water supply plans prepared by the water management districts and the comprehensive plans prepared by local governments. In addition, these bills established the basis for improving coordination between local land use planning and water supply planning.

1.2 Statutory Requirements

FPUA has considered the following statutory provisions when updating the Water Supply Facilities Work Plan (Work Plan):

1. Coordinate appropriate aspects of its comprehensive plan with the *Upper East Coast Regional Water Supply Plan* [163.3177(4) (a), F.S.].
2. Ensure the future land use plan is based upon availability of adequate water supplies and public facilities and services [s.163.3177 (6) (a), F.S.]. Data and analysis demonstrating that adequate water supplies and associated public facilities will be available to meet projected growth demands must accompany all proposed Future Land Use Map amendments submitted for review.
3. Ensure that adequate water supplies and potable water facilities are available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent and consult with the applicable water supplier to determine whether adequate water supplies will be available to serve the development by the anticipated issuance date of the certificate of occupancy [s.163.3180 (2), F.S.].
4. For local governments subject to a regional water supply plan, revise the General Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element (the "Infrastructure Element"), within 18 months after the water management district approves an updated regional water supply plan, to:
 - a. Identify and incorporate the alternative water supply project(s) selected by the local government from projects identified in the *Upper East Coast Regional Water Supply Plan*, or alternative project(s) proposed by the local government under s. 373.709(8)(b), F.S. [s. 163.3177(6)(c), F.S.];
 - b. Identify the traditional and alternative water supply projects and the conservation and reuse programs necessary to meet water needs identified in the *Upper East Coast Regional Water Supply Plan* [s. 163.3177(6)(c)3, F.S.]; and
 - c. Update the Work Plan for at least a 10-year planning period for constructing the public, private, and regional water supply facilities identified in the element as necessary to serve existing and new development [s. 163.3177(6) (c) 3, F.S.].
5. Revise the Five-Year Schedule of Capital Improvements to include water supply, reuse, and conservation projects and programs to be implemented during the five-year period [s. 163.3177(3) (a) 4, F.S.].
6. To the extent necessary to maintain internal consistency after making changes described in Paragraph 1 through 5 above, revise the Conservation Element to assess projected water needs and sources for at least a 10-year planning period, considering the *Upper East Coast Water Supply Plan*, as well as applicable consumptive use permit(s) [s.163.3177 (6) (d), F.S.]. The plan must address the water supply sources necessary to meet and achieve the existing and projected water use demand for the established planning period, considering the applicable regional water supply plan [s.163.3167(9), F.S.].
7. To the extent necessary to maintain internal consistency after making changes described in Paragraphs 1 through 5 above, revise the Intergovernmental Coordination Element to ensure coordination of the comprehensive plan with the *Upper East Coast Regional Water Supply Plan* [s.163.3177 (6) (h) 1., F.S.].
8. While an Evaluation and Appraisal Report is not required, local governments are encouraged to comprehensively evaluate, and as necessary, update comprehensive plans to reflect changes in local conditions. The evaluation could address the extent to which the local government has implemented the need to update their Work Plan, including the

development of alternative water supplies, and determine whether the identified alternative water supply projects, traditional water supply projects, and conservation and reuse programs are meeting local water use demands [s.163.3191 (3), F.S.].

2.0 BACKGROUND INFORMATION

This section will provide a brief overview of the City of Fort Pierce and a description of the regional water planning issues that impact FPUA and the City of Fort Pierce.

2.1 Overview

Fort Pierce, often called the Sunrise City, has been the hub of St. Lucie County, Florida for over 100 years. Situated on the "Treasure Coast", named after the famed sinking of a Spanish treasure fleet in 1715, Fort Pierce is one of the oldest communities on the east coast of Florida. Incorporated in 1901 and today encompasses approximately 29 square miles.

The FPUA provides potable water to the incorporated section for the City of Fort Pierce (City) and the surrounding areas of unincorporated St Lucie County, including South Hutchinson Island to the Martin County line. The FPUA also provides bulk water to North Hutchinson Island, northern St. Lucie County, and western St. Lucie County. The FPUA currently serves approximately 22,000 water accounts within the FPUA's service area (excluding bulk customers).

As indicated in the FPUA Water & Wastewater Master Plan dated September 2006 and prepared by LBFH, Inc., most of the land inside the City limits is currently zoned and being utilized for residential purposes with the majority specifically zoned as medium density residential. The FPUA's Retail Service Area Boundary was established in the Bulk Water/Wastewater Agreement with St. Lucie County, which also provides for bulk sales of FPUA water and wastewater services to St. Lucie County's retail customers. The predominate medium residential zoning is generally concentrated south of Orange Avenue and north of Midway Road between US 1 and Indian River Drive. The second highest land use category is general commercial. The general commercial zoned areas tend to follow the City's main access roads (i.e. Okeechobee Road, Orange Avenue, and US 1). The vacant land inside the City limits constitutes approximately 16.7% of the total area. Approximately 28% of the area between the City limits and the Retail Service Area Boundary is currently vacant.

In the area between the City limits and the FPUA's Retail Service Area Boundary most of the land is currently zoned as "Agriculture, Residential", "Agricultural", or "Industrial, Light". Agricultural Residential is the largest of the three zoning categories. Based on future land use, the largest category is "Residential" closely followed by "Non-Agricultural Acreage". Areas of Residential lands are located throughout the area between the City limits and the FPUA Retail Service Area Boundary. Large Non-Agricultural Acreage areas are located north and west of the City limits but the largest tracts are concentrated in the northwest corner of the Retail Service Area.

2.2 Relevant Regional Issues

This section is a brief description or narrative discussing the overarching regional issues impacting water supply planning at the local level, such as the Regional Availability Water Rule or the Central Florida Water Initiative (CFWI) planning effort. The issues(s) are listed below.

The regional issues identified for the 2045 in the *Upper East Coast Planning Region* are:

1. New uses of surface water from the C-23, C-24, and C-25 canals are limited in accordance with RAA criteria.
 - This is not applicable to FPUA.
2. Surface water allocations from Lake Okeechobee and the C-44 Canal are limited in accordance with the Lake Okeechobee Service Area RAA criteria.
 - This is not applicable to FPUA.
3. If the region experiences change in crop types and irrigated acreage, construction of additional surface water storage systems may be required to increase water availability.
4. The Restricted Allocation Area (RAA) for Floridan Aquifer System (FAS) wells in Martin and St. Lucie Counties places restrictions on pump capacity for new pumps and FAS wells.
 - Per the Applicant's Handbook: RAA for FAS: Floridan Aquifer Wells in Martin and St. Lucie Counties: Prohibits pumps on flowing FAS wells in Martin and St. Lucie Counties unless: 1) the pump was in place before March 2, 1974; 2) the proposed pump is installed to increase pressure in attached piping, not to increase the flow above the natural flow from the well; 3) an analysis shows the withdrawals will not interfere with existing legal uses; 4) the pump is installed temporarily for freeze protection; or 5) the pump is installed temporarily during a declared water shortage.
 - Noted
5. Expansion of surficial aquifer system withdrawals is limited due to potential impacts to wetlands as well as the increased potential for saltwater intrusion. New or increased allocations of water from the surficial aquifer system in coastal areas beyond those currently permitted require detailed evaluation.
 - Noted, Additionally, the City will work to conserve water consumption by implementing Comprehensive Plan policies detailed later in this Plan, which support conservation of potable water.
6. Existing freshwater flows affect the health of the St. Lucie River and Estuary and southern Indian River Lagoon.
 - Noted

Withdrawals from the FAS are expected to increase to meet future demands. The East Coast Floridan Model projects notable decreases in water levels and increases in total dissolved solids in the northeastern portion of the planning area. Monitoring water levels and water quality in the FAS and wellfield design with operational plans will be needed to ensure long-term sustainability of the resource.

3.0 WATER SUPPLY AND FACILITIES INFORMATION

3.1 Water Supply Facility

The Henry A. Gahn Water Treatment Facility (WTF) treats and supplies potable water to the FPUA service area. The WTF site contains two water treatment plants (WTP's) with two separate treatment processes. The original treatment plant utilizes a lime softening/dual media filtration process which is supplied from a surficial aquifer source. At times Floridan Aquifer water is blended with the shallow surficial wells for treatment in the lime softening WTP. The newer plant constructed in December 2002 uses a reverse osmosis (RO) process to treat water from the Floridan Aquifer.

Treated water from the lime softening and RO WTP's is pumped to three on-site ground storage tanks (GST's). The storage tanks feed four high service pumps (HSP's) that supply the distribution system. There are three re-pump stations located within the distribution system. The three ground storage tanks (GST's) at the Henry A. Gahn WTF have capacities of 1.0, 1.5, and 3.0 million gallons (MG) and were constructed in 1959, 1983, and 2000 respectively. The GST's provide water to the main high service pumps as well as the on-site pump station on 25th Street. The 1.5 MG GST is reportedly in good condition. The 1.0 MG GST was rehabilitated in 2016, and the 3.0 MG GST in 2022. In addition to the 2016 and 2022 rehabilitations, all of the tanks are routinely inspected at 5-year intervals. The last inspection for all of the GST's was in 2023.

There are three additional storage tanks at the Jaycee Park, South Hutchinson Island, and Savannah Road re-pump stations. These tanks have capacities of 1.0, 1.0, and 1.5 MG respectively. The January 2007 Capacity Analysis Report (CAR) prepared by Global Tech for FPUA's Henry A. Gahn Water Treatment Facility indicates that no additional expansion plans for the treatment facilities are currently required. In May 2018, FPUA rerated the permitted capacity of the Henry A. Gahn Water Treatment Facility from 18.99 MGD to 23.32 MGD under Permit Number 0081062-398-WC. This sets the permitted capacity of the Lime Softening Water Treatment Process to 12.99 MGD that is to remain the same and the Reverse Osmosis Water Treatment Plant Process firm maximum capacity increases from 6.0 MGD to 10.33 MGD. The current FDEP permitted capacity is more than adequate to meet the demand growth projected over the next 10 years.

3.2 Raw Water Wells

FPUA currently owns and operates a total of 43 groundwater wells, including 32 wells that draw water from the surficial aquifer and 11 wells (FB1-FB11) that draw water from the Floridan Aquifer. 32 surficial wells are dedicated to the lime softening WTP along with 1 Floridan Aquifer well. 8 of the Floridan Aquifer wells normally provide water to the RO WTP; 2 of the Floridan wells could also be routed to the lime softening WTP if needed. FPUA has a continuing program to rehabilitate and improve its existing aquifer wells.

3.3 Water Use Permit

The South Florida Water Management District (SFWMD) issued Water Use Permit 56-00085W to the FPUA on July 11, 2007. The permit grants the FPUA an annual allocation of 7713 MG of which up to 2920 MG can come from the Surficial Aquifer with the remaining 4,793 MG to be supplied from the Floridan aquifer. Monthly restrictions on the surficial and Floridan aquifer systems are 243.20 MG and 467.98 MG, respectively. This permit expires in 2027.

3.4 Projected Water Demands

Fort Pierce is located in an area that has experienced a fast-paced growth rate that has recently slowed due to the impact of two hurricane strikes in recent years and a general economic slowdown in the national residential construction market. The 2006 Water and Wastewater System Master Plan used a methodology for determining the future water demands that included the utilization of information on potential development activity within the FPUA Retail Service Area and a geographic information systems (GIS) analysis of land use and buildable lands within the Retail Service Area.

In addition to the provision of water supply to its own service area FPUA provides water to the St. Lucie County Utilities Department (SLCUD) distribution network. Based on SLCUD's current plan it is anticipated that water will be provided to its North Hutchinson Island and Indian River Estates indefinitely. Demand growth in other areas of the County which receive bulk service from FPUA will be served through existing and new master meters serving the Northern District and the Western District.

** Please note that the Interlocal Agreement for bulk water expires in 2028, and SLCUD has indicated (to SFWMD) they plan to develop supplies to provide water and discontinue the bulk water purchases from FPUA. If this were to happen, it would be more likely than not that some areas of SLCUD service territory would still be served by FPUA bulk water. When SLCUD formally notifies FPUA of the meter/s they plan to discontinue, FPUA will then adjust the SLCUD no growth service population constant accordingly.*

Table 1

Fort Pierce Utilities Authority Historical Water Demands

<u>Year</u>	<u>Annual Average Day Flow (mgd)</u>
2014	7.49
2015	7.54
2016	7.85
2017	8.27
2018	8.79
2019	8.39
2020	9.14
2021	9.16
2022	9.14
2023	9.15

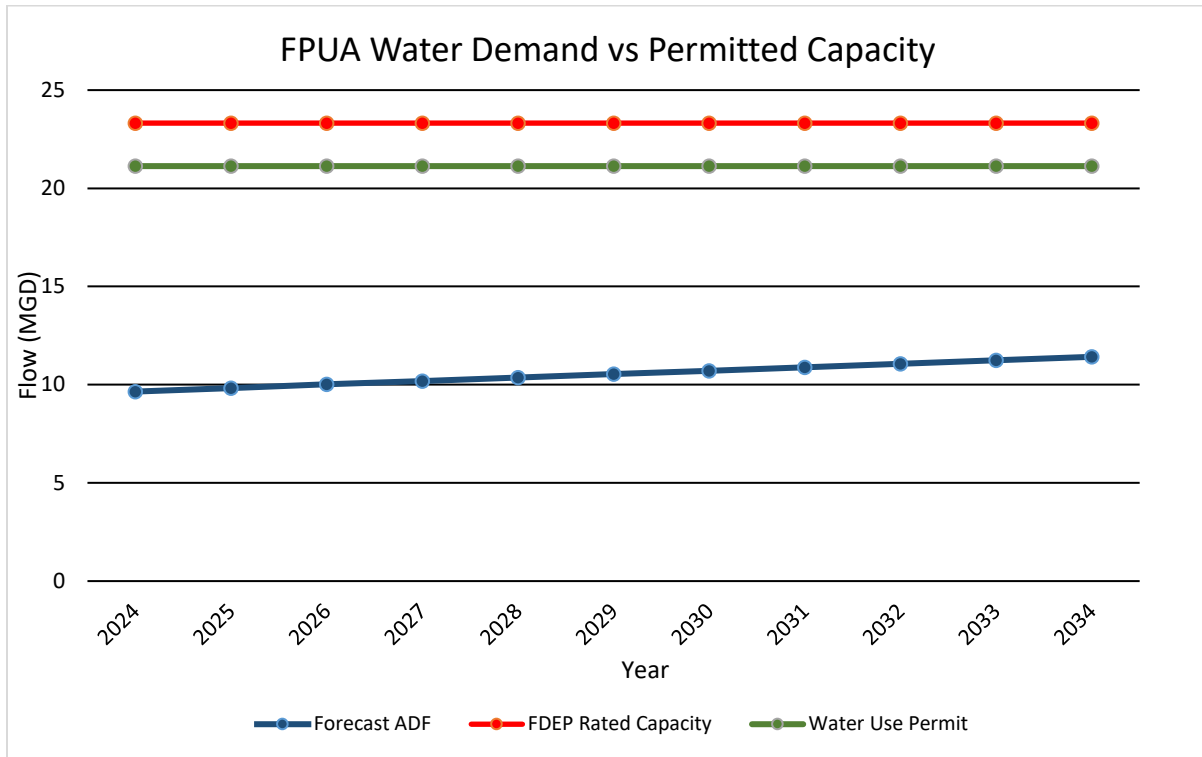
Table 2

**Fort Pierce Utilities Authority Forecast Water Demands
From SFWMD Water Use Permit (151 gpcd)**

<u>Year</u>	<u>Service Population</u>	<u>Demand (mgd)</u>
2024	63,867	9.64
2025	65,049	9.82
2026	66,231	10.00
2027	67,413	10.18
2028	68,595	10.36
2029	69,777	10.54
2030	70,959	10.71
2031	72,141	10.89
2032	73,323	11.07
2033	74,505	11.25
2034	75,687	11.42

1. Bulk water customers are included in the "Service Population" total with an assumed no growth constant of 8,782.
2. FPUA population growth extrapolated at 1,182 people per year.
3. The 151 gpcd utilized in the above projections were based on actual average daily flows and service population provided by SFWMD in 2017 and adjusted pursuant to recent census numbers.

Figure 1



3.5 Level of Service Standards

FPUA has established a water use level of service of 300 gallons per day (GPD) per typical dwelling unit with a water distribution system having a minimum system pressure requirement of 20 PSI with the average system pressure of 60 PSI.

3.6 Conservation

FPUA has been promoting water conservation for decades. Conservation is a proven strategy for delaying implementation of expensive alternative water supply technologies. In addition, the City of Fort Pierce has addressed water conservations measures through a series of ordinances within the City's Municipal Code.

3.6.1 Conservation Rate Structure

The current FPUA water rate structure is a multi-tier conservation rate structure which increases the unit cost as consumption levels increase, this rate applies to both residential and commercial customers. The current monthly water usage rate is shown below:

<u>Water Usage</u>	<u>Charge per 1,000 gallons</u>
1 to 3,000 gallons	\$15.03 flat rate up to 3,000 gals.
3,001 to 10,000 gallons	\$5.01
10,001 to 15,000 gallons	\$6.27
Over 15,000 gallons	\$7.52

As an enhanced conservation measure irrigation customer using in excess of 15,000 gallons per month will be charged \$10.58 per 1000 gallons.

3.6.2 FPUA Resolution NO. UA 89-18

FPUA Resolution NO. UA 89-18 establishes a water meter policy for the water system of Fort Pierce, Florida effective May 2, 1989. It is the policy of FPUA to require individual water meters for each separate unit (customer) within a structure when it is economically feasible, physically practical and the end use of individual meters will promote conservation of our limited water supply.

3.6.3 City of Fort Pierce Comprehensive Plan – Water Conservation Element

Objective: Conserve, appropriately use and protect the quality and quantity of current and projected water sources and waters that flow into estuarine waters or oceanic waters.

Policy #1: The City shall cooperate with St. Lucie County and the South Florida Water Management District for the implementation of water demand management policies and programs, including mandating xeriscape principles for all development.

Policy #2: The City shall ensure that existing and new development shall be serviced with an adequate supply of potable water at the adopted levels of service that, at a minimum, meets the state water quality standards.

Policy #3: The City shall cooperate with the South Florida Water Management District (SFWMD) and St. Lucie County to conserve water resources in emergencies and during declared water shortages. The City shall continue and expand efforts to publicize and encourage water conservation.

Policy #4: Activities and land uses known to adversely affect the quality and quantity of identified water sources and within natural groundwater recharge areas shall be restricted to

protect the quality and quantity of this water source. Parking spaces that exceed minimum requirements and excessive amounts of impervious surface coverages for new development shall be discouraged.

Policy #5: The City shall achieve compatibility with other related regional water resource planning efforts. These include the Indian River Lagoon (IRL) Surface Water Improvement and Management (SWIM) Plan, Comprehensive Everglades Restoration Plan (CERP), CERP IRL—South Project, CERP North Palm Beach County Project Part 1, Lake Okeechobee SWIM Plan, Lower East Coast and Kissimmee Basin Water Supply Plans, IRL National Estuary Program Comprehensive Conservation and Management Plan, St. Johns River Water Management District (SJRWMD) District wide Water Supply Assessment and Northern Palm Beach County Comprehensive Water Management Plan.

Policy #6: The City will continue to implement recommendations as proposed in the Water Supply Plan.

3.6.4 City Code Section 123-37 – General Landscape Requirements

The following standards apply to all landscaping and plant materials identified on all landscape plans shall meet or exceed the following general landscaping requirements which shall be considered complimentary to the landscaping provisions of any other city ordinance.

1. All plant material shall be Florida Grade No. 1 or better in quality as established by the Florida Department of Agriculture and Consumer Services and shall be free from all disease, insects, and other pests. The "Florida-friendly Plant Database" published by the University of Florida at <http://www.floridayards.org> is hereby adopted and shall provide the standards for acceptable native, drought tolerant, and salt tolerant tree, palm, shrub, and other plant species.
2. At least 50 percent of required plant material shall be drought-tolerant species.
3. At least 50 percent of required plant material shall be native Florida species.
4. At least 50 percent of required plant material on the barrier Island shall be high salt-tolerant species.
5. All required landscaping shall be installed in a sound and workmanlike manner according to accepted good planting procedures.
6. An automated irrigation system shall be provided for all required landscape areas for irrigation during establishment and selectively during times of drought. Irrigation system design and installation shall employ the most current water saving devices, including, but not limited to, moisture sensors and drip irrigation where appropriate to conserve water.
7. All plant material shall be compatible with the local climate, proposed physical site improvements, existing and proposed public and private improvements, and the proposed stormwater management plan for the site.
8. All landscape areas shall be protected from vehicular encroachment.

9. All synthetic, non-degradable root ball wrappings shall be removed prior to planting. Only paper or cotton burlap wrappings and cotton rope or twine may remain around the root ball of trees or palms after planting.

3.6.5 City Code Section 123-47 – Landscape Irrigation Conservation Measures

The City of Fort Pierce maintains a year-round landscape irrigation conservation measures that adopts the rules of the South Florida Water Management District, listed in Subsection 40E-24.201 (1)-(6), F.A.C., including subsequent additions or corrections which are set out as follows:

1. The year-round landscape irrigation conservation measures contained in this Section are applicable to all users including permitted and exempt users under Chapter 40E-2, F.A.C., unless otherwise indicated. These conservation measures apply to all water resources, unless otherwise indicated. In addition to the requirements of this Section, all permitted users under Chapter 40E-2, F.A.C., are required to maintain compliance with all CUP conditions and terms, including requirements to implement water conservation practices.
2. It shall be the duty of each user to keep informed as to the landscape irrigation conservation measures within this Article which affect each particular water use.
3. In addition to the specific conservation measures, all wasteful and unnecessary water use, as defined in Section 123-45(16), is prohibited.
4. The following requirements shall apply to all users, unless specified in Section 123-46 or Section.123-48.
 - (a) Landscape irrigation shall be prohibited between the hours of 10:00 a.m. and 4:00 p.m., except as otherwise provided.
 - (b) Irrigation of existing landscaping shall comply with the following provisions:
 - i. Even addresses, as defined in Section 123-45(5), installations with irrigation systems that irrigate both even and odd addresses within the same zones, such as multi-family units and homeowners' associations, and rights-of-way or other locations with no address shall have the opportunity to accomplish necessary landscape irrigation two (2) days a week, only on Thursday and/or Sunday.
 - ii. Odd addresses, as defined in Section 123-45(13), shall have the opportunity to accomplish necessary landscape irrigation two (2) days a week, only on Wednesday and/or Saturday.
 - (c) Irrigation of new landscaping shall comply with the following provisions:
 - i. New landscaping may be irrigated once on the day it is installed without regard to the listed watering days and times. Irrigation of the soil immediately prior to the installation of the new landscaping is allowed without regard to the normal watering days and times.
 - ii. A ninety (90) day establishment period begins on the day the new landscaping is installed. The new landscaping shall be installed within a reasonable time from the date of purchase, which may be demonstrated with a dated receipt or invoice.

- iii. Irrigation of new landscaping which has been in place for thirty (30) days or less may be accomplished on Monday, Tuesday, Wednesday, Thursday, Saturday, and/or Sunday.
 - iv. Irrigation of new landscaping which has been in place for thirty-one (31) to ninety (90) days may be accomplished on Monday, Wednesday, Thursday, and/or Saturday.
 - v. Irrigation of new landscaping is limited to areas only containing the new landscaping. An entire zone of an irrigation system shall only be utilized for landscape irrigation under this Subsection if the zone contains at least 50% new landscaping. If a zone contains less than 50% new landscaping, or if the new landscaping is in an area that will not typically be irrigated by an irrigation system, only the individual new plantings are eligible for additional irrigation. Targeted watering may be accomplished by low volume hand watering, as defined in Section 20.305(10), or any appropriate method which isolates and waters only the new landscaping.
5. Any water shortage, as defined in Section 20.305(18), restrictions or other measures declared pursuant to Chapter 40E-21, F.A.C., or related District Governing Board or Executive Director Orders which are more restrictive than a measure contained within this Ordinance, shall supersede this Ordinance for the duration of the applicable water shortage declaration.

3.7 Reclaimed Water

FPUA has no existing Reclaimed Water. Reclaimed water will be available when the Mainland Water Reclamation Facility (MWRF) is constructed. FPUA anticipates that the MWRF will be completed and commissioned in December 2025. The MWRF is projected to cost \$133,978,500.00 with a reclaimed water capacity of 8 MGD.

FPUA has entered into an agreement with Florida Municipal Power Agency (FMPA) to provide reclaimed water for use in their cooling towers at their Treasure Coast Energy Center (TCEC). This agreement was executed in October 2005 between FMPA and FPUA. It binds FPUA to guarantee to reserve reclaimed water in the amount of 2.9 mgd for TCEC Unit 1. Under the agreement FMPA will periodically evaluate its reclaimed water needs and notify FPUA of changes in the required quantity of reclaimed water it will need to operate TCEC Unit 1.

The provisions of the agreement between FMPA and FPUA may limit FPUA's ability to enter into additional agreements to provide reclaimed water to other users should FPUA be required to provide the up to 11.6 MGD of reclaimed water capacity FMPA is authorized to reserve and utilize for its future TCEC Units 2, 3 and 4.

FPUA has investigated potential future reclaimed water users at locations that could become large reuse sites within an approximate two-mile radius of the MWRF. Sites were identified and owners of the properties contacted to gauge the interest in the use of reuse water. At this time, with the exception of the St. Lucie County Landfill, none of the owners contacted indicated an interest or need for provision of reclaimed water service.

4.0 CAPITAL IMPROVEMENT PLAN

The FPUA prepares an annual capital budget which is reviewed and approved by its Board and the City of Fort Pierce City Commission. As a part of the annual budget preparation process the FPUA updates its Five-Year Capital Improvement Plan. Projects included in the plan include both capital improvements which add new system capacity and replacement & rehabilitation (R&R) projects which replace components of the system which are approaching the end of their useful life. A significant portion of new water transmission capacity is constructed by developers and dedicated to FPUA as a part of the development process or through upsizing of existing water mains during the construction of roadway projects as part of City, County or State roadway projects.

Major plant capital projects include the ongoing replacement and upgrading of existing surficial wells.

Table 3

FPUA Five Year Water Capital Improvement Program FY 2025 to FY 2029

Project Title	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total 5 Years FY 2025-29
Surficial Well Replacements	1,200,000.00	162,750.00	460,250.00	166,250.00	460,500.00	2,449,750.00
Fire Hydrants	15,188.00	16,099.00	17,099.00	18,099.00	19,099.00	85,584.00
City Roadway Projects	250,000.00	250,000.00	300,000.00	300,000.00	350,000.00	1,450,000.00
Miscellaneous MSBU	140,000.00	350,000.00	350,000.00	350,000.00	350,000.00	1,540,000.00
New Construction Mains	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	250,000.00
New Construction Customer Fund	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	250,000.00
SLC Roadway Projects	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00	500,000.00
Customer Base Expansion	5,055,681.56	0.00	0.00	0.00	0.00	5,055,681.56
Water Main Looping	110,000.00	110,000.00	110,000.00	110,000.00	110,000.00	550,000.00
Water Mains Misc R&R	500,000.00	600,000.00	750,000.00	800,000.00	850,000.00	3,500,000.00
Government & Other Required	50,000.00	110,000.00	110,000.00	110,000.00	110,000.00	490,000.00
FPL Water Main Replacement	460,000.00	400,000.00	0.00	0.00	0.00	860,000.00
N. US Highway 1 WM Expansion	432,500.00	0.00	0.00	0.00	0.00	432,500.00
North Causeway Bridge Replace	400,000.00	0.00	0.00	0.00	0.00	400,000.00
Orange Avenue	47,000.00	0.00	0.00	0.00	0.00	47,000.00
Ohio Ave W/WW Replacement	30,000.00	0.00	0.00	0.00	0.00	30,000.00
Ave B-Water Main Looping	20,000.00	0.00	0.00	0.00	0.00	20,000.00
S 25th St-Edwards to Virginia	4,000.00	0.00	0.00	0.00	0.00	4,000.00
Midway Rd WM & FM Adjustments	217,000.00	0.00	0.00	0.00	0.00	217,000.00
Mainland Water Reclamation Facility	66,556,031.51	0.00	0.00	0.00	0.00	66,556,031.51

*The total cost of the Mainland Water Reclamation Facility is \$139,476,933.39

5.0 GOALS, OBJECTIVES AND POLICIES

The following comprehensive plan goals, objective and policies (GOPs) have been reviewed for consistency with the Work Plan.

Future Land Use Element:

1.6.2 Policy:

If a public facility or facility capacity is not available prior to the issuance of a building permit or functional equivalent, the City may issue development orders and permits conditioned upon the provision of the facilities and services necessary to serve the proposed development prior to the certification of occupancy.

1.6.3 Policy:

The City shall assess new development and redevelopment a proportionate fair-share of the public facility costs to accommodate the impacts of the development in order to maintain the adopted LOS standards through the enforcement of existing public facility funding mechanisms and impact fees. Public facilities include potable water, sanitary sewer, solid waste, drainage, parks and roadways.

1.11.2 Policy:

The City shall develop a phased annexation program based upon the ability of the City to provide public facilities. The program shall establish phasing and timing guidelines prioritizing the annexation of enclaves, pocket, and infill areas.

1.11.3 Policy:

Annexations Plan shall include fiscal impact analyses and plans for maintaining LOS standards consistent with the Comprehensive Plan.

1.11.5 Policy:

Properties annexed shall receive a land use designation compatible with the County land use designation, unless otherwise approved by the City Commission.

1.11.6 Policy:

The proposed Future Land Use Map (GOP Map 1-2) shall be used as a guide for land use designation assignments for annexed properties.

1.11.7 Policy:

Existing structures on properties newly annexed properties shall be assessed for historic value according to the City historic preservation ordinance and, if found to have such value, be incorporated into the City list of designated structures.

1.11.8 Policy:

Population projections reflecting annexations shall be prepared as part of the annual update of the 5-Year Schedule of Capital Improvements.

1.16 Objective:

The City shall ensure that natural resources are protected in accordance with the Conservation and Coastal Management Elements and the enforcement of the land development code, especially in the review of all new development and redevelopment.

1.16.3 Policy:

The City shall require the prevention of the unnecessary destruction or inappropriate use of existing natural resources and natural sites during the site plan review process of all proposed development or redevelopment.

1.16.6 Policy:

The City shall require all development applications to minimize tree removal as a part of land development action. The City shall require a tree survey to be provided which identifies trees for removal, relocation, and protection.

1.17 Objective:

Develop and implement land use controls and programs to preserve and enhance the important natural functions, and aesthetic and recreational values of the Indian River Lagoon and other surface waters.

1.17.3 Policy:

The City shall require open space as a part of the requirements for all development and redevelopment in order to promote shallow water aquifer recharge and stormwater filtration.

1.18 Objective:

Protect the quality and quantity of the City potable water supply as depicted on the Fort Pierce Future Land Use Maps.

1.18.1 Policy:

Amendments to the Future Land Use Map proposing land use categories that permit industrial uses shall be discouraged, to the greatest extent feasible, within wellfield protection zones of influence.

1.18.2 Policy:

All buildings must connect with the public wastewater collection system within the time frame required by Florida Statutes when new sewers are extended into an area currently using septic systems for wastewater disposal.

1.18.3 Policy:

New subdivisions shall provide sewerage and connections to the City sanitary sewer system for each lot in the development.

1.19 Objective:

Eliminate flooding occurrences in the City while preserving groundwater quality through the coordination of future land uses with topography and soil conditions, the provision of drainage and stormwater management systems, and the adoption of appropriate development codes and regulations.

1.19.2 Policy:

The Land Development Regulations shall require the design of public roads and parking lots to be consistent with the criteria of the SFWMD.

1.19.3 Policy:

New development encroaching into the 100-year floodplain shall incorporate elevation and flood protection measures that protect against the 100-year flood. The City shall maintain consistency with the program policies of the National Flood Insurance Program and shall monitor the availability of new cost-effective programs for minimizing flood damage; such programs may include modifications to construction setback requirements or other site design techniques, as well as upgraded building and construction techniques.

1.19.4 Policy:

New development shall provide stormwater retention equal to that which existed under predevelopment conditions that is consistent with the regulations and plans of the SFWMD, St. Lucie County Environmental Resources Department and independent drainage districts, as appropriate.

1.19.5 Policy:

Continue to implement regulations in the City's code to address stormwater management that may be attributed to local topography, flooding frequency, soil and other applicable environmental conditions, including minimum design criteria for stormwater management improvements such as performance standards for maximum lot coverage and on-site retention areas.

Infrastructure Element:

Goal 3.3

Maintain a stormwater management system in the City that reduces flooding, promotes aquifer recharge, minimizes degradation of water quality in surface and ground waters and protects the functions of wetlands.

3.7.4 Policy:

The City shall coordinate with the SFWMD and the independent drainage districts to implement applicable portions of the SFWMD regional water resource projects, the Upper East Coast Regional Water Supply Plan, and the Indian River Lagoon Stormwater Improvement and Management (SWIM) Plan that are intended to reduce losses of excess stormwater to tide, to recharge the surficial aquifer and water preserve areas and/or to provide additional storage for surface waters.

3.7.5 Policy:

The City shall work with FDEP to develop an action plan to meet the objectives and requirements of FDEP's Basin Management Action Plan for the St. Lucie Basin in order to address stormwater management issues on a watershed (basin) basis in accordance with SFWMD permits as a means of providing cost effective water quality and water quantity solutions to specific watershed problems.

3.7.6 Policy:

The City shall continue to implement a basin-wide water management protocol that optimizes flood protection, water quality, stormwater storage, wetlands sustainability and ground water recharge functions. A computer model of the existing surface water management system was developed as part of the 2010 Stormwater Master Plan that accounted for ground water levels, existing and projected stormwater flows, and canal stages. The City shall use this model as part of the land development review process to evaluate the impact of proposed connections to the City surface water management system and will update the model to include approved connections for new development.

3.8 Objective:

Maintain and protect ground water recharge of the surficial aquifer system in order to maintain all of the functions of the Floridan Aquifer.

3.8.1 Policy:

The City shall use Best Management Practices (BMPs) for stormwater management in accordance with City and SFWMD regulations.

3.8.2 Policy:

The City shall work cooperatively with the SFWMD and independent drainage districts to implement the Upper East Coast Regional Water Supply Plan, plans that provide for additional surface water storage such as water preserve areas, and any other plans and operating procedures that increase recharge water to the Surficial Aquifer.

3.8.3 Policy:

The City shall utilize, preserve, restore and enhance natural water bodies and functions by encouraging non-structural and structural erosion control devices and by discouraging the channelization, seawall installation or other alteration of natural rivers, streams and lakes.

3.8.4 Policy:

The City shall protect the water storage and water quality enhancement functions of wetlands, floodplains and aquifer recharge areas through land acquisition, the enforcement of regulations and the application of land and water management practices which provide for compatible uses.

3.9 Objective:

The City shall coordinate with FPUA to identify existing deficiencies in the potable water system and to correct any identified deficiencies in order to maintain the adopted LOS through the adopted planning horizon.

3.10.4 Policy:

The City, in coordination with the FPUA, shall maximize the use of existing potable water facilities by encouraging infill and redevelopment.

3.11.1 Policy:

The City shall work with FPUA to identify opportunities to increase the efficiency and to optimize the use of existing facilities as an alternative to constructing new potable water facilities. The FPUA will continue the planned and preventive maintenance program in order to maximize the useful life of existing infrastructure.

3.11.2 Policy:

The City shall work with FPUA to prioritize the provision of water service to infill, enclave, or redevelopment areas.

3.12 Objective:

Optimize the utilization of water resources through effective water management practices that conserve and protect potable water resources with primary focus on the Surficial Aquifer.

3.12.1 Policy:

The City shall develop a basin-wide water management protocol, in accordance with SFWMD permitting requirements, that optimizes flood protection, water quality, stormwater storage, wetlands sustainability and groundwater recharge functions while protecting the stormwater management system, wellfield characteristics, groundwater levels, saltwater intrusion limits, flows and canal stages to better utilize the water resource.

3.12.2 Policy:

FPUA shall continue to monitor water loss within the utility system, to identify strategies that minimize system loss and continue the preventive maintenance program for the distribution system.

3.12.7 Policy:

The City adopts by reference the current 2020 FPUA Ten-Year Water Supply Facilities Work Plan.

3.13.1 Policy:

The City shall coordinate with FPUA and SFWMD for the design, construction, operation and maintenance of new or expanded potable water facilities that will focus on the use of an alternative water source as defined in the Upper East Coast Water Supply Plan. These potential sources could include the Floridan aquifer, aquifer storage and recovery (ASR) wells,

desalinization, capture and storage of excess stormwater currently lost to tide, reuse and grey water where technically feasible and other technologies.

3.13.2 Policy:

The construction, operation and maintenance of new or expanded potable water facilities shall consider the short-term and long-term impacts to natural groundwater recharge areas, wetlands, surface and groundwater levels and the exacerbation of saltwater intrusion. The design shall also consider whether or not the construction, operation and maintenance will harm the aquifer system. Adverse impacts of construction, operation, and maintenance to the aquifer system shall be avoided or at least minimized.

3.14.3 Policy:

The City shall assist FPUA in identifying possible sources of financing for the water system improvements identified in the current and future Water and Sewer Master Plans.

3.14.4 Policy:

The City shall coordinate with FPUA in continuing the provision of potable water that meets the drinking water standards described in F.A.C 62-555 and the provision of an annual water quality report for FPUA customers as required by the EPA Safe Drinking Water Act.

3.15 Objective:

Continue to provide potable water use in the quantity and quality necessary to satisfy existing and projected growth in compliance with the latest standards acceptable to the City, the County, the State and the U. S. Environmental Protection Agency, and in accordance with the regulations implementing the "Safe Drinking Water Act" (1986).

3.15.2 Policy:

The City shall coordinate with the Fort Pierce Utilities Authority to establish potable water level of service standards for non-residential land uses, such as office, industrial and commercial.

3.16.1 Policy:

The City shall coordinate with the FPUA to address existing facility deficiencies and utilize the Capital Improvements Program and the Capital Improvements Element to provide for correction of the improvements Element to provide for correction of the existing water supply and replacement of facilities.

3.16.2 Policy:

The City shall implement the Ten-Year Water Supply Facilities Work Plan to ensure that water supply facilities necessary to serve existing and future development within the City are available and consistent with the FPUA consumptive use permit.

3.17 Objective:

Manage the natural ground water aquifer recharge conditions in a safe, effective and reliable manner as required by current design standards and codes.

3.17.1 Policy:

Improve groundwater recharge by requiring all construction projects to meet or exceed the City of Fort Pierce Site Development Technical Regulations and Stormwater Management Requirements, including:

- Requiring development and redevelopment to provide a minimum of 20% of pervious open and green space
- The City shall amend the Land Development Code to limit the stormwater runoff for new gravity connections to the volumetric equivalent of not more than 2.0 inches of depth over the area served for any 24-hour period from the ten-year frequency, 72-hour duration rainfall. The City shall amend the Land Development Code to limit the total pump capacity of new connections to surface waters (canals or bay) to not more than the volumetric equivalent of 2.0 inches of depth per day from the area to be served by the pump.

3.17.2 Policy:

The City will promote the use of reclaimed water through city-wide efforts to educate residents and business community on the merits of using reclaimed water to diminish groundwater withdrawals. The City shall coordinate with FPUA to assess the viability of providing reclaimed water to new developments and if feasible, will require new developments to utilize reclaimed water for irrigation once the MWRP is constructed and operating.

3.17.3 Policy:

The City shall continue to require that all development and redevelopment codes at a minimum comply with SFWMD environmental protection rules for stormwater disposal methods.

Conservation Element:

4.2.2 Policy:

The City shall ensure that existing and new development shall be serviced with an adequate supply of potable water at the adopted levels of service, that, at a minimum, meets the state water quality standards.

4.2.7 Policy:

The City shall monitor the activities of the Port Authority to ensure Best Management Practices (BMP) are implemented to avoid negative impacts to the lagoon and ocean water habitats.

4.5.1 Policy:

The City shall protect and conserve the natural functions of existing soils, fisheries, lakes and floodplains through the enforcement of existing local, and support of state and federal regulations designed to protect and conserve these functions.

4.5.2 Policy:

The City shall support the state and federal laws regarding the protection of endangered and threatened species and significant plant and animal habitat.

4.5.10 Policy:

The City shall work cooperatively with the U.S. Fish and Wildlife Service (FWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) to protect and promote the recovery of species designated by these agencies as threatened and endangered or of special concern. Related activities shall include:

- A. Require notification to these agencies when development proposals are received for sites documented as having historic and/or current occurrences of listed species;
- B. Technical assistance consultation with these agencies; or
- C. Cooperation with these agencies in locating potential introduction sites for designated species.

4.6.6 Policy:

The City shall continue to implement the scheduled maintenance plan for the effective removal of invasive vegetation removal on City lands. This program shall include monitoring and plans for re-vegetation. The City shall coordinate these efforts with the City Urban Forester.

4.8.5 Policy:

This City shall support and coordinate with the ACOE, EPA, FWS, DEP, and FWCC and/or other agencies as appropriate to establish a list of priority wetland restoration sites. Priority wetland restoration sites shall include those disturbed wetlands having the greatest potential functional value after restoration.

Intergovernmental Coordination Element:

8.1 Objective:

The City shall maintain coordination with government agencies with planning and impact assessment duties that affect the City, as listed in Table 8A; with other units of local government that provide services but have no regulatory authority over the use of land; and with the comprehensive plans of adjacent municipalities, St. Lucie County, and adjacent counties.

8.1.5 Policy:

The City shall coordinate future annexations with St. Lucie County, the Town of St. Lucie Village, and the City of Port St. Lucie.

8.1.8 Policy:

The City shall continue participation in the St. Lucie County TPO technical advisory committee in order to improve coordination of transportation improvements with St. Lucie County, FDOT and USDOT.

8.1.9 Policy:

The City shall exchange information on all current development projects with St. Lucie County, the City of Port St. Lucie, and the Town of St. Lucie Village in order to anticipate impacts of development from other communities upon the City of Fort Pierce.

8.1.10 Policy

The City shall continue to coordinate with and participate in the proceedings of: the St. Lucie County TPO, the Treasure Coast Regional Planning Council (TCRPC), the South Florida Water Management District (SFWMD), adjacent service area jurisdictions, and other organizations to foster intergovernmental coordination, especially for planning and service delivery matters.

8.1.11 Policy:

The City will implement the FPUA Water Supply Facilities Work Plan that is coordinated with the SFWMD Upper East Coast Regional Water Supply Plan by updating the City work Plan within 18 months of an update to the regional water supply plan.

8.1.14 Policy:

The City shall pursue cooperative efforts with SFWMD, St. Lucie County and other local jurisdictions to provide cost-effective options to augment the current potable water system with alternative water sources.

8.1.16 Policy:

The City of Fort Pierce shall continue to coordinate with the TCRPC and FDOT to develop the potential rail passenger station within the City that will be capable of serving as a regional hub for the potential Amtrak/Sun Rail expansion.

8.2 Objective:

Ensure that the impacts of development that are proposed in the City Comprehensive Plan, are addressed through coordination mechanisms with adjacent local governments, the TCRPC and the State.

8.3.3Policy:

When preparing the annual update to the Capital Improvement Element, the City shall consult with the South Florida Water Management District and the Fort Pierce Utility Authority to ensure coordination and consistency between the regional water supply plan, the FPUA Ten-Year Water Facilities Work Plan and the City Schedule of Capital Improvement.

8.4.1Policy:

The City of Fort Pierce shall coordinate with St. Lucie County, Florida Inland Navigational District, FDEP, and the U.S. Army Corps of Engineers to identify and regulate all existing and future spoil dredge sites within the City municipal boundary.

Appendix 1

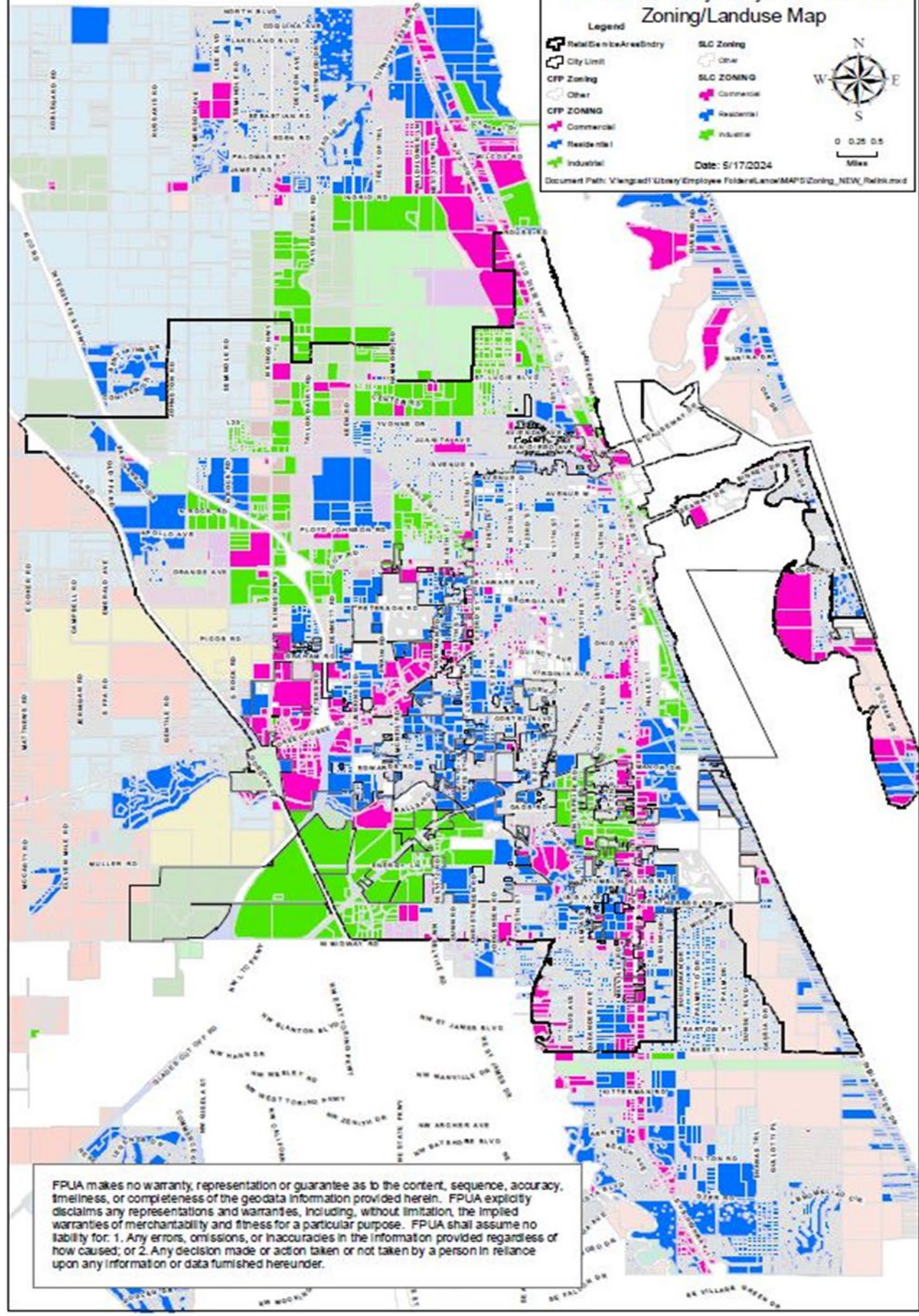
Zoning Map

St Lucie County/ City of Fort Pierce Zoning/Landuse Map

Legend

Retail/Service Area Boundary	SLC Zoning
City Limit	Other
CFP Zoning	Commercial
Other	Residential
Commercial	Industrial
Residential	
Industrial	

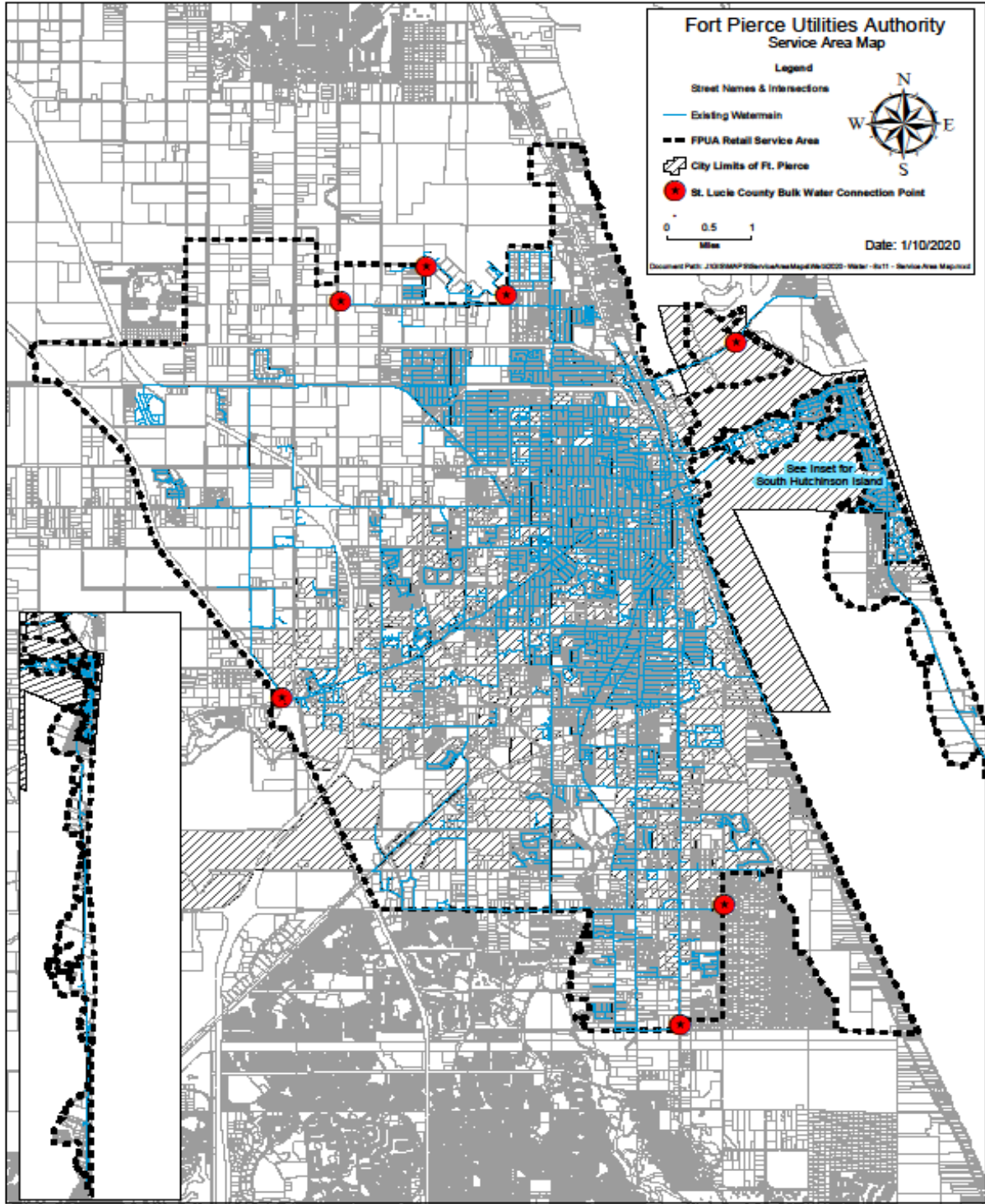
Date: 5/17/2024
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Appendix 2

Service Area and Water System Map





TO : Kev Freeman, AICP, Planning Director

FROM: Tracy Telle, Engineering Manager *TT*

**RE : Comprehensive Plan Text Amendment—Policy 3.12.7-FPUA
Water Supply Facilities Work Plan**

DATE : December 18, 2024

This is to advise you that we have completed the review of the following documents as received by this office on December 6, 2024:

- | | |
|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Zoning Text Amendment | <input type="checkbox"/> Future Land Use Designation |
| <input type="checkbox"/> Test Reports & Related Documents | <input type="checkbox"/> Executed Construction Contract |
| <input type="checkbox"/> Record Drawings | <input type="checkbox"/> Permits from applicable Local, State & Federal Agencies |
| <input type="checkbox"/> Clearances from all applicable Local, State and Federal Agencies | |

Based on our reviews and appropriate site final inspection, we

- | | | |
|-----------------------------------------------------------|-------------------------------------------|------------------------------|
| <input checked="" type="checkbox"/> Recommend | <input type="checkbox"/> Do Not Recommend | |
| <input checked="" type="checkbox"/> Zoning Text Amendment | <input type="checkbox"/> DPCR Approval | <input type="checkbox"/> C/O |

Developer, Owner, Engineer, Contractor, and other members of the Development Team must be aware, the above recommendation is based only on the construction requirements of the engineering plans and other engineering documentation approved by this department. The Development Team shall be responsible for the compliance with other City department requirements and all approved documents, as well as Local, State and Federal regulations. The development requirements for this project may necessitate additional construction requirements that are not subject to this department's review for approval.

See attached engineering recommendations