

**REVISED**

**ECONOMIC IMPACTS ON  
ST. LUCIE COUNTY OF  
A WORLD CLASS  
RECREATIONAL MARINE  
COMPLEX FOR MEGAYACHTS**

Prepared for:

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## EXECUTIVE SUMMARY

### ECONOMIC IMPACTS ON ST. LUCIE COUNTY OF A WORLD CLASS RECREATIONAL MARINE COMPLEX FOR MEGAYACHTS

- St. Lucie County is in the process of updating its Comprehensive Land Use Plan to incorporate the findings of its updated Master Plan for the Port of Fort Pierce, which was adopted recently by The Board of County Commissioners.
- In conjunction with updating the Master Plan and its Comprehensive Plan, the County issued a Request for Qualifications ("RFQ") RFQ 02-053 soliciting interest from qualified firms to lease and develop an 87 acre site at the Port.
- The Master Plan envisions this area developed with a world class marina and shipyard focused on the mega-yacht trade. Mega-yachts are boats over 75-feet in length.
- This study analyzes the economic impacts of Master Plan. The County forwarded two replies to its RFQ along with addition communication from the responders to serve as the basis for this analysis.
- The shipyard and marina complex of the Master Plan as articulated in the two replies to the RFQ would have a large and positive economic impact on St. Lucie County. The forecast of impacts is displayed in the table below. The marine complex will support more than 750 jobs and generate over \$30,000,000 in annual economic output and spending.

#### Summary of Economic Impacts

Summary of Impacts	Output	Employment
Marina	\$6,620,007	228
Shipyard	\$25,507,500	537
	=====	=====
Total	\$32,127,507	765

- Finally, catering to the clientele of the mega-yacht trade will enhance the visibility and status of the area's economy.

**ECONOMIC IMPACTS OF A WORLD CLASS RECREATIONAL MARINE  
COMPLEX CONSISTING OF A SHIPYARD AND MARINA  
ON St. LUCIE COUNTY**

1.0 Introduction

1.1 Assignment

St. Lucie County retained Fishkind & Associates, Inc. to analyze the economic and fiscal impacts of its updated Master Plan for the Port of Fort Pierce. Economic impacts refer to the effects of the Master Plan on the area's jobs and economic output.

1.2 Background

The Board of County Commissioners of St. Lucie County ("Board") recently adopted an updated Master Plan for the Port of Fort Pierce, Shaping the Seaport 2002 Master Plan for Port of Fort Pierce.<sup>1</sup> The Board is in the process of updating its Comprehensive Land Use Plan ("Comp Plan") to incorporate the updated Master Plan. These activities are mandated under Florida law that requires all 14 of Florida's deepwater seaports to prepare and to regularly update a master plan and to coordinate the master plan with the Comp Plan of the local government.<sup>2</sup>

The Port of Fort Pierce comprises approximately 163 acres, of which all but 34.65 acres are owned privately. Today 87.6 acres of the Port are undeveloped. The 1989 Fort Pierce Port Plan was based on the assumption that the County would acquire the undeveloped land for diverse marine-related uses. Opportunities were reviewed for expanding cargo operations, initiating cruise operations, and industrial uses. However, very little development has occurred.

The text for the goals, objectives and policies for the Proposed Deepwater Port Master Plan Component for the Coastal Management Element of the St. Lucie County Comprehensive Plan is as follows.

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<sup>1</sup> FAU/FIU Joint Center (March 12, 2002), Shaping the Seaport 2002 Master Plan for Port of Fort Pierce.

<sup>2</sup> FAC, Section 9J-5.012(5)(a)

*A revised vision for the Port of Fort Pierce was established in 1996 through a non-binding public referendum and charrette process, which shifted the intended general uses from exclusively cargo as per the 1989 Port Master Plan to a mix of recreational, commercial and industrial uses. Since that time and through additional public workshops, this vision has been further refined to focus the industrial component of the mixed use port on marine industries, **specifically the megayacht industry**, and for such uses to serve as the anchor tenant at the Port of Fort Pierce. [Emphasis added]*

In conjunction with updating the Master Plan the Board issued RFQ 02-053 soliciting interest in leasing 87 acres of the undeveloped property at the Port for use as a state-of-the-art shipyard and world-class mega-yacht marina. The County forwarded two responses it received from very well qualified and financially capable groups interested in developing the shipyard and mega-yacht marina at the Port.

The replies to the RFQ demonstrate that the concept of a mega-yacht marina and shipyard at the Port is feasible. Therefore, the analysis presented here examines the economic and fiscal impacts of the marine facilities outlined in the two replies to the RFQ.

## **2.0 Size, Scope, and Feasibility of the Proposed Mega-Yacht Marina and Shipyard**

### **2.1 Proposals for the Mega-Yacht Marina and Shipyard**

As noted above, the County solicited interest in the development and operation of a mega-yacht marina and shipyard at the Port in RFQ 02-053. Two responses were provided for the basis of this study.

- (1) World Port, L.L.C. a joint venture between the Burger Boat Company and Lurssen Yachts and
- (2) An L.L.C. formed by Haskell Company, Parsons Brinckerhoff, and Maritime Trust Company

Both groups are highly qualified and eminently capable of designing, constructing, operating and maintaining the mega-yacht marina and shipyard. Both proposals are quite similar in size and scope of the proposed facilities. These are summarized in Table 1.

**Table 1. Size and Scope of Proposed Mega-Yacht Facilities  
Marina and Shipyard at Port of Fort Pierce**

<u>Category</u>	<u>World Port</u>	<u>Haskell et:al</u>
<u>Marina</u>		
Acres	50	40
Slips	40	50
Size	100'-450'	80'-300'
<u>Shipyard</u>		
Acres	27	25
Lift #1	1,600 DWT	1,600 DWT
Lift #2	300 DWT	300 DWT
Land berths	30	30
<u>Amenities</u>		
Acreage	10	15
Public Use		7

Both proposals include a world-class mega-yacht marina and shipyard. World Port would develop a marina that could accommodate the very largest vessels and would include 40 slips on approximately 50 acres of the Port site. Haskell proposes to focus on ships ranging from 80-to-300 feet accommodating them in 50 slips developed on about 40 acres of the site.

The shipyard component of the two proposals is consistent with their projected marina operation. World Port envisions handling vessels ranging in size from 100-to-450 feet at the shipyard and provides the necessary lifts (1,600 deadweight tons "DWT") and building as well as extensive land berths. Haskell's shipyard also focuses on mega-yachts, but it is sized to accommodate vessels from 80-to-300 feet. Both shipyards are designed as state-of-the-art facilities providing the full range of construction, refit and repair services.

Finally, each proposal includes 10-to-15 acres for recreation, lodging, and restaurant uses. These would be geared to complement the marina and shipyard.

Neither proposal provided further details or employment projections. However, in subsequent communication with the County Haskell estimates that its complex would have total employment of 400.

Finally, only the World Port proposal provided a cost estimate, \$50,000,000 for their project. Again, however, both World Port and Haskell subsequently updated their cost estimates that now stand at \$100,000,000 for the marina complex and shipyard.

## 2.2 Commercial feasibility

The fact that two such qualified and respected groups responded to the RFQ proves that the concept of a world-class mega-yacht marina and shipyard has commercial merit. Therefore, the analysis contained in this report assumes that the Master Plan is economically viable.

## 3.0 Economic Impact Analysis – Review of the Literature and Impact Assessment

### 3.1 Literature review

While our review of the literature did not identify any study that specifically addressed a world-class mega-yacht marina and shipyard facility, there are a number of useful studies of recreational boating in Florida and in St. Lucie County. Furthermore, there are a number of studies examining the economic impacts of seaports in Florida. These studies provide useful background information and important metrics relative to economic impacts.

The most relevant of the recent studies was G.E.C.'s analysis of the economic impact of the Intracoastal Waterway in St. Lucie County.<sup>3</sup> In the study GEC conducted extensive surveys of recreational boaters and the supporting marine industry in St. Lucie County. Using the IMPLAN input/output model GEC estimated the direct and induced economic impacts on St. Lucie County's economy from the operation and use of the Intracoastal Waterway.

Table 2 presents a summary of their findings. Recreational boating activities associated with the Intracoastal Waterway contributed over \$193,000,000 in total sales to St. Lucie County's economy. This activity supported 1,377 direct jobs in marine-related industries and a total of 2,359 jobs in the County.

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<sup>3</sup> G.E.C. (June 2001), Final Report An Economic Analysis of the District's Waterways in St. Lucie County.

The study also provides a wealth of detail concerning recreational boating in the County. Most relevant for this study are the data on larger vessels. St. Lucie County has approximately 10 mega-yachts larger than 65 feet registered in the County.<sup>4</sup> As expected, the larger vessels are used more often and their expenditures per day are much higher than is true for smaller boats.<sup>5</sup>

**Table 2. Summary of Economic Impacts of the Intracoastal Waterway in St. Lucie County**

Category	Amount
Direct Jobs	1,377
Induced Jobs	982
	=====
Total Jobs	2,359
Direct Output	\$123
Induced Output	\$70
	=====
Total Output	\$193

GEC developed a profile for marine related businesses in St. Lucie County. Most of them are located along the waterway or adjacent to it. The largest class provides various types of services to boaters, followed by retail trade and manufacturing. These businesses report that 95% of their sales are related to maritime use.

The GEC study provides important perspective on the impact that may occur from the Master Plan. First, the study provides a sense of scale. Second, the GEC study demonstrates that the County has an important, viable, marine-based industry already. Therefore, an expansion of the direct business related to maritime activities, such as that anticipated under the Master Plan, has the local infrastructure and industry-base to capitalize on the downstream, or multiplier, impacts associated with new facilities.

<sup>4</sup> GEC, Op. Cit., page 11.

<sup>5</sup> GEC, Op. Cit., pages 45 and 49.

Most of Florida's seaports have conducted economic impact assessments recently. The most relevant of these are the ones recently generated for other near-by seaports on Florida's east coast, Everglades, Canaveral and Jacksonville. Although each of these is much larger than Fort Pierce, and each provides facilities and services not offered at Fort Pierce, the relationships between their port activities and the consequent economic impacts are useful guidelines for this report. Table 3 summarizes the economic impacts of these ports.

**Table 3. Summary of Economic Impacts of Florida's East Coast Seaports**

Category	Everglades	Canaveral	Jacksonville
Methodology	Input/Output	Input/Output	Input/Output
Direct Jobs	7,736	10,000	26,870
Induced Jobs	7,264	6,000	18,202
	=====	=====	=====
Total Jobs	15,000	16,000	45,072
Direct Output (\$millions)	\$707	\$286	\$801
Induced Output (\$millions)	\$643	\$178	\$499
	=====	=====	=====
Total Output (\$millions)	\$1,350	\$464	\$1,300

In examining their economic impacts each of the other three seaports utilized input/output methodologies. The GEC study also employed an input/output methodology. Essentially, the input/output method estimates the total impacts of an economic activity on the area's economy in three steps.

First, the direct effects of the seaports are measured. These direct effects are then analyzed to determine how much of the activity creates local spending and employment. For example, one measure of port activity is tons of cargo moved.

Some of the economic impact is localized, such as spending for labor and direct supplies. However, some of the impact "leaks" out of the area in the form of outside contractors, equipment, and supplies purchased from outside the local economy. Thus, the second step involves measuring this leakage. Third, the local component of the economic activity will generate additional spending and employment in the local economy as port employees spend their earnings and as port purveyors purchase inputs and supplies locally.<sup>6</sup>

These seaports are very large economic engines generating thousands of jobs and millions of dollars of local economic output and expenditures. The range and scope of economic impacts varies significantly across the ports depending upon their mix of business. Table 4 provides a summary of port activities for the three large comparable ports and presents related data for the Port of Fort Pierce.

Port Everglades provides a wide range of port services including cruise ships, containers, and bulk materials, particularly petroleum products. Jacksonville is exclusively a commercial port with no cruise ship activity. The port specializes in vehicle imports and containers. By contrast, Port Canaveral has a very large cruise ship business with a much smaller commercial component. Finally, Fort Pierce is a relatively small commercial port.

**Table 4. Summary of Seaport Activity for Fort Pierce, Everglades, Canaveral and Jacksonville**

Category	Everglades	Canaveral	Jacksonville	Ft. Pierce
Total Trade (\$Millions)	10,450	557	10,614	29
Total Tons (Millions)	23.7	4.6	18	0.1
Containers (TUES)	621,421		698,903	-
Cruise Passengers	3,072,343	915		-
		3,593,343		

3,120
4,160
1,000
81  
12,446

<sup>6</sup> See GEC, Op. Cit, pages 25-57 for an excellent discussion and application of the input/output methodology.

There are a number of other studies reviewed in developing this research. Among them the most relevant were those recently prepared for the Broward County Economic Development Council in 1995 and 1997.<sup>7</sup> These studies conducted surveys of 720 marine-related businesses in the County of which 240 were completed and useable. Using the RIMS II input/output model the study concluded that Broward County's recreational marine industry generated total sales of more than \$3 billion with 94,571 total jobs supported by the industry. There is no doubt that the recreational boating industry produces very large and important economic impacts.

Finally, of particular relevance to this study is the analysis of tourist boats in Florida.<sup>8</sup> Although this 1991 analysis is a bit dated, it provides direct survey-based data on the expenditures of 31 luxury vessels visiting Florida. The study results are summarized in Table 5 below. The vessels stayed an average of six months in Florida. Together they spent \$7,162,000 during their stay for an average of \$231,032 in 1991 dollars. Allowing for inflation this total would be \$319,803 today. Based on an input/output analysis using RIMS II the study determined that these vessels supported 165 jobs on a full time equivalent basis during their stay in Florida waters.

**Table 5. Summary of Results  
Economic Impact of 31 Luxury Vessels Visiting Florida in 1991**

Category	Direct	Total	Jobs
Expenditures	\$7,162,000	\$10,325,250	165
Per Vessel	\$231,032	\$333,073	5.32
Per Vessel \$2002	\$319,803	\$461,050	5.32

<sup>7</sup> Broward Economic Development Council (June 1995 and 1997), The Economic Impact of the Recreational Marine Industry.

<sup>8</sup> Broward Economic Development Council (1991), The Report on Preliminary Results of the Study to Estimate Local Spending and Economic Impact of Tourist Boats in Florida.

### 3.2 Methodology to estimate the economic impacts of the Master Plan

As noted previously, all of the relevant studies of the economic impacts of maritime activities used some form of input/output modeling<sup>9</sup>. The input/output approach allows for the quantification of the total economic impacts flowing from the direct effects of a particular economic activity, such as recreational boating, or from a specific facility, like a seaport. Input/output models based on general equilibrium analysis wherein the model tracks the economic transactions among various industries that ultimately results in consumer goods and services. The approach allows for the detailed tracing on inter-industry relationships.

Fundamentally, the concept is based on the idea that in every transaction there is both a purchaser and a producer. A purchase by one merchant from a wholesaler is viewed as a sale by the wholesaler. In turn the wholesaler purchases products from various manufacturers who in turn make those sales. Each manufacturer must purchase supplies and materials. In each round of transactions there is need for labor services. The input/output model generates a matrix that captures these complex interactions with a series of mathematical formula.

There are three basic input/output models that are routinely used by analysts of maritime activities, (a) Implan, (b) RIMS II, and (c) MARAD. Each of these is described briefly below.

IMPLAN is a regional input/output model originally developed by the U.S. Department of Agriculture, Department of Interior, the Federal Emergency Management Agency, and the University of Minnesota to assist the Forest Service in its planning activities. IMPLAN is calibrated based on the 1992 U.S. input/output accounts, benchmarked to 1995 income measures expressed in 1997 dollars. The model is a 525-sector matrix that estimates multipliers summarizing the induced economic effects of a direct change in final demand, or in sales. The model estimates sales revenues, income and employment.

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<sup>9</sup> See Leontief, Wassily (1941), The Structure of the American Economy, 1919-29, Harvard University Press: Cambridge, Massachusetts

RIMS II is a regional economic impact model consisting of 531 industrial sectors that was developed by the U.S. Department of Commerce, Bureau of Economic Analysis. The model is widely used by the Defense Department and the Congress to measure the regional impacts of national programs. Like IMPLAN RIMS II is based on the 1992 national input/output accounts. RIMS II adjusts the national coefficients using local area data on wages and employment to create locally tailored models. RIMS II measures economic impacts in terms of employment, earnings, and output (total sales).

MARAD is a model developed by the U.S. Department of Transportation, Maritime Administration in conjunction with Strauss-Wieder, Inc. and Rutgers University. The model is distributed under the name Pro Kit, and it is specifically designed to analyze the economic impacts of seaports. The model consists of a 30-sector input/output model calibrated for 100 metropolitan areas in the U.S. Since the model is focused on seaports, it provides economic impacts for container movements, bulk transport of liquids and dry materials, auto transport, break bulk, project cargo, ferry operations, and cruise ships.

Each of these three models was evaluated for use in this study, and each has merit. The MARAD model is the most focused on seaports. Unfortunately, MARAD is not calibrated for, nor does it handle well, recreational boating activities. Furthermore, the model cannot evaluate the impacts of shipyard activities. Therefore, it was eliminated from consideration.

IMPLAN is an excellent input/output model with sufficient breadth to analyze the activities envisioned in the Master Plan. However, it is our experience that IMPLAN is awkward to use and it is not well calibrated to the specific conditions in Florida.

By contrast, RIMS II is easy to use, and it is very well calibrated to conditions in Florida. Therefore, RIMS II was used here.

### 3.3 Economic impacts of the Master Plan

There are three basic steps to estimate the economic impacts of the Master Plan using RIMS II.

- (1) Determine the direct economic effects by measuring the dollar volume of final sales generated by the shipyard and marina.
- (2) Estimate the percentage of direct sales that leak out of the local area economy and thereby do not create additional rounds of spending. Deduct this leakage from the estimates of direct sales.
- (3) Estimate the total economic impacts of the shipyard and marina using the RIMS II multipliers.

The direct sales created by the mega-yacht marina and shipyard represent new economic activity for St. Lucie County. These spending streams create jobs, income, and additional economic output for the area. The sales for each of the two components of the Master Plan are estimated separately based on the information provided in the replies to the RFQ.

Starting with the marina, the responders to the RFQ projected between 40 and 50 slips at their mega-yacht facilities. The two proposals differed in terms of the vessels that they would accommodate. However, the bulk of the mega-yacht fleet is boats under 150 feet. Boats of this size typically carry a crew of four along with an average passenger load of four. Table 6 summarizes the basic assumptions.

**Table 6. Basic Assumptions for the Mega-Yacht Marina**

Category	Amount
Marina Slips	45
Average Vessel Length	125
Average Passengers	4
Average Crew	4

Dockage rates vary by season of the year. A review of competitive rate quotes from comparable facilities, such as Pier 66 and Bahia Mar, indicate in season rates for mega-yachts of \$3 per foot with a rate of \$2 per foot in the off season. Occupancy rates are very high for these facilities in season typically 95%-to-100%. Off-season occupancy rates fall to around 25%. These assumptions were used to estimate direct dockage spending for the proposed mega-yacht marina. Mega-yachts also have substantial expenditures for supplies and maintenance during the season. Spending on supplies was projected at 40% above dockage expenditures with maintenance estimated at 75% of spending on supplies. Off-season spending declines precipitously since the yachts are used much less frequently. Table 7 presents the estimates for direct expenditures for the mega-yacht marina.

**Table 7. Forecast for Expenditures Generated at the Mega-Yacht Marina**

Category	Nov-April	May-October	Total
Occupancy	95%	25%	
<u>Ships Direct Purchases</u>			
<u>Per Yacht</u>			
Dockage	\$67,500	\$45,000	\$112,500
Supplies	\$94,500	\$22,500	\$117,000
Maintenance/Services	\$70,875	\$11,250	\$82,125
Passenger Spending	\$36,000	\$36,000	\$72,000
Crew Spending	\$7,200	\$7,200	\$14,400
	=====	=====	=====
Gross Total per yacht	\$276,075	\$121,950	\$398,025
Less Occupancy Loss	\$13,804	\$91,463	\$105,266
Net per yacht	\$262,271	\$30,488	\$292,759
<b>Total Yachts (45)</b>	<b>\$11,802,206</b>	<b>\$1,371,938</b>	<b>\$13,174,144</b>

Total direct spending is estimated at \$13,174,144 or \$292,759 per vessel per year. This estimate compares favorably to the estimate of \$319,803<sup>10</sup> per vessel from the 1991 study of 31 tourist vessels described in Section 3.1.

<sup>10</sup> Adjusted to current dollars. The study estimated spending of \$231,032 per vessel in 1991 dollars.

The next step is to estimate the new spending generated by the shipyard. Unfortunately, neither of the proposals received in response to the RFQ contained projections for the annual expenditures or revenues of the shipyard. However, both potential operators have provided estimates of \$100,000,000 for their total investment for the marina complex of which \$75,000,000 is estimated for the shipyard. Based on this investment total a projected level of annual spending at the shipyard of \$150,000,000 was used. In order to generate a return on the investment of \$75,000,000 at the shipyard substantial gross revenues are needed, as well as a reasonable profit margin on those sales. For a project of this magnitude and risk a rate of return of 20% is required. This amounts to profits of \$15,000,000 per year. The estimated profit margin is projected at 10% with the resulting estimate for gross sales of \$150,000,000.

The next step in the methodology involves estimating the amount of spending that quickly leaks out of the local area's economy. The St. Lucie County economy does not produce most of the inputs and supplies that will be consumed at the marina. For example, St. Lucie County has no oil wells or refineries, so 100% of the petroleum products must be imported causing this spending stream to immediately leak out of the area creating few, if any, downstream multiplier effects. Substantial leakage of direct spending is typical of most local areas in Florida. In this study it is estimated that 75% of the direct spending stream leaks quickly from the local area economy leaving 25% of the spending stream to create multiplier effects through respending locally.

Leakage at the shipyard facility is likely to be much higher. The local economy manufactures few of the inputs used in mega-yacht construction. The area has no steel mills, computer fabricators, or coatings manufacturers. Therefore, most of the large volume of spending generated by the shipyard will leak from the area's economy. This study projects that 90% of the spending stream will leak out leaving 10% for respending in the local area.

The estimates of leakage are conservative projections. In this way the economic impacts of the facilities are not overestimated. Also, as noted below, these estimates for total shipyard sales of \$150,000,000 result in estimated direct employment of 300 at the shipyard and a total of 414 direct jobs for the marina and shipyard combined. This total of just over 400 direct jobs is consistent with the estimates for direct employment recently provided by Haskell.<sup>11</sup>

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<sup>11</sup> PB Constructors estimates 400 direct jobs for the Haskell et al. proposal.

Based on the projections for total spending and the leakage from the spending stream, the RIMS II input/output model is used to project the total economic impacts of the Master Plan in terms of economic output (total local sales) and employment. The projections are provided in Table 8. The marina operation is projected to generate over \$6,500,000 in local economic output and to support more than 200 permanent jobs. The shipyard will generate local output of over \$25,000,000 per year, and it will employ 300 directly and support more than 500 total jobs in St. Lucie County. The marine complex will be a substantial economic benefit to St. Lucie County supporting more than 750 jobs and creating over \$30,000,000 in total annual economic output.

**Table 8. Economic Impacts of the Master Plan  
Mega-Yacht Marina and Shipyard at Port of Fort Pierce**

Category	Direct	Induced	Total
<b>Output (local only)</b>			
Yachts	\$3,293,536	\$3,326,471	\$6,620,007
Boatyard	\$14,250,000	\$11,257,500	\$25,507,500
	=====	=====	=====
<b>Total</b>	<b>\$17,543,536</b>	<b>\$14,583,971</b>	<b>\$32,127,507</b>
<b>Employment</b>			
	<b>Direct</b>	<b>Induced</b>	<b>Total</b>
Yachts	114	115	228
Shipyard	300	237	537
	=====	=====	=====
<b>Total</b>	<b>414</b>	<b>352</b>	<b>765</b>

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**Table 1  
Summary of Construction Period Benefits**

<u>-Direct Impacts</u>	\$35,000,000
Cost (net of land acquisition) of Marina	\$17,000,000
Other construction (retail, port, tourist/rec)*	\$52,000,000
Total local construction expenditure	\$36,400,000
Labor share	\$35,000
Average construction wage	1,040
Total construction employment**	\$36,400,000
Total construction earnings	
<u>-Total combined direct and indirect (multiplier associated) impacts</u>	
Total construction related employment (direct and indirect)	1,560
Total earnings paid to county workers (direct and indirect)	\$52,794,560
Total increase in county-wide business sales	\$22,626,240

**Ongoing Annual Benefits**

Perhaps more significant than the short term construction impacts are the economic stimulus that would occur on an ongoing, annual basis, as a result of the actual operation of the facility itself. Our preliminary, order-of-magnitude estimates of these impacts are presented in Table 2 below.

**Table 2  
Summary of Ongoing Annual Benefits**

<u>-Direct Impacts</u>	400
Megayacht facility employment	45
Retail employment	100
Tourism/rec. related employment	545
Total Direct Employment	
<u>-Total combined direct and indirect (multiplier associated) impacts</u>	
Total employment (direct and indirect)	833
Total earnings (direct and indirect)	\$24,988,605
Total increase in county-wide business sales (including off-site spending by megayacht crews)	\$15,209,402

Utilizing the same multiplier technique, we estimate that employment would increase each year by about 830 jobs, including direct and indirect impacts. We base this on an assumption of 400 employees working at the megayacht facility (based on an industry standard of 5-6 employees per acre), and 5 retail employees per 1000 square feet of retail space. In addition, we have assumed another 100 employees associated with the recreational/touristic component of the project. This latter estimate is highly speculative, as

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the specifics of that component are yet to be determined. Based on these estimates of employment, and utilizing RIMS II multipliers, we estimate total employment growth of 813 jobs, earnings of an additional \$25 million per year, and additional business sales of \$15 million within the County. This latter includes about \$5 million in "off site" expenditures per year by visiting ships' crew, based on an assumption of \$50 per day of expenditures "off site". These could average about 250 crewmembers at any given time, assuming an average crew size of 10, and 25 yachts in the marina at any given time.

#### **Other Potential Benefits**

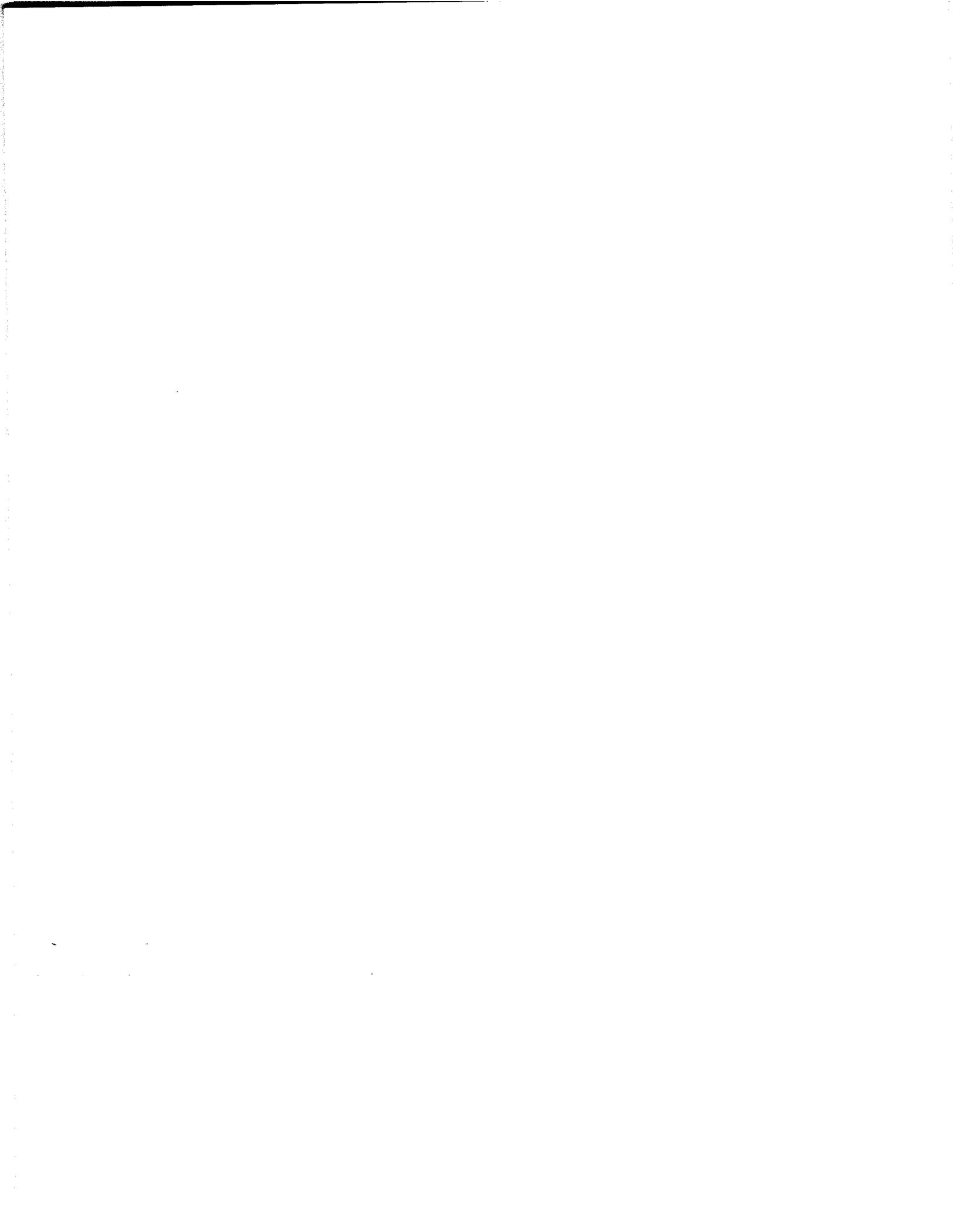
There are other benefits, economic and financial, which we have not considered here, due to the preliminary nature and brevity of the analysis. These may include, but would not necessarily be limited to:

- ~~Increased utilization of the cargo port, and resulting increases in port tariff revenues;~~
- Financial benefits to the County, including increased property and sales taxes;
- Potential for State of Florida port funding under the The Florida Seaport Transportation and Economic Development (FSTED) Program

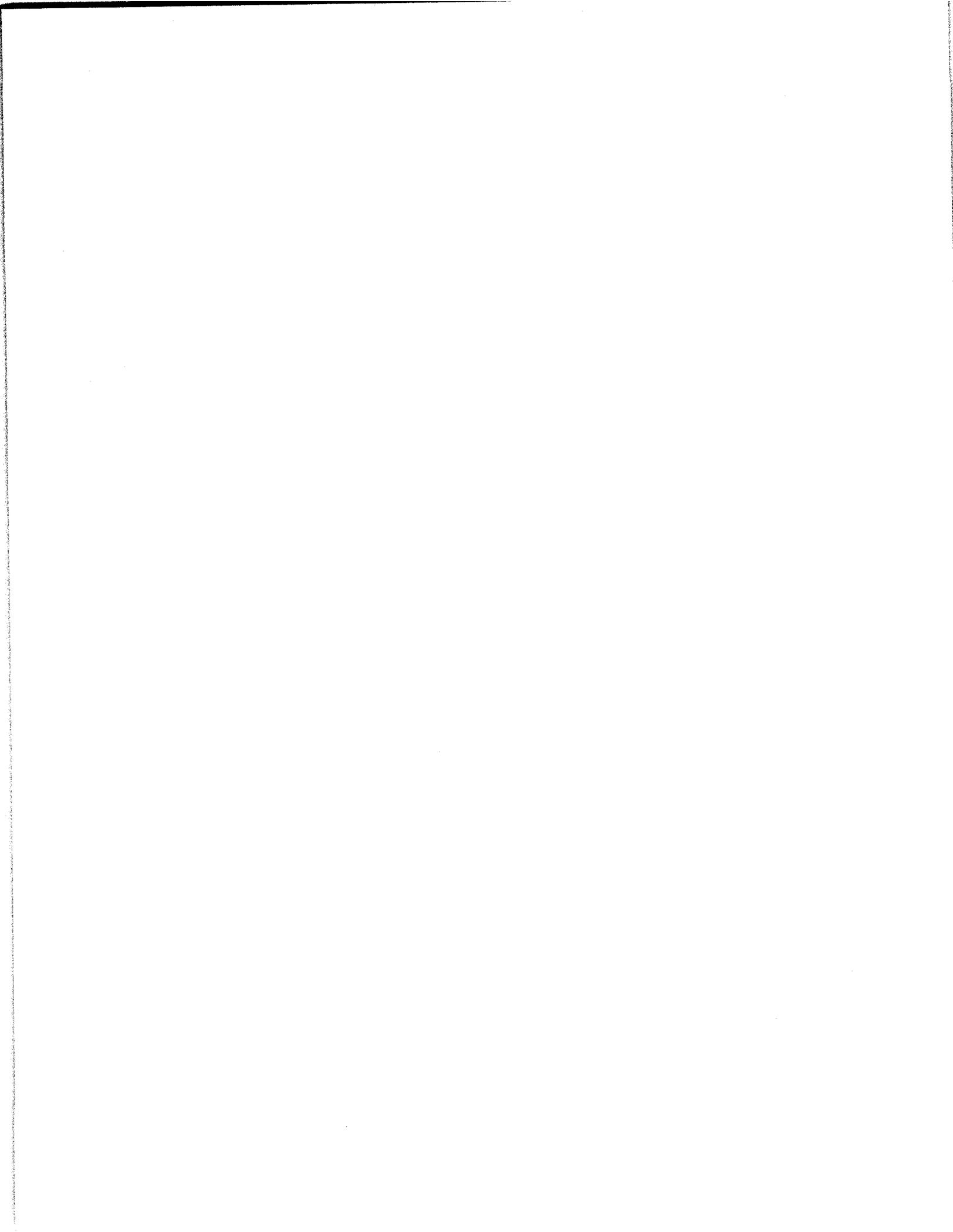
#### **Issues for Further Assessment**

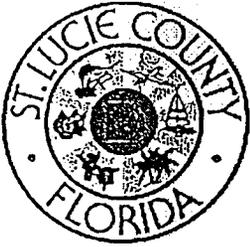
The following are some of the issues which remain to be assessed as the project is being structured.

- The additional benefits above, which we have not yet quantified, remain to be quantified. In particular, the extent to which County expenditures (if any), such as in exercising eminent domain, would be offset by increased County taxes and other fees remains to be assessed.
- Optimal financial structure of the project, including public-private funding, and the allocation of risk among the public and private sector
- Market considerations – the extent to which a multiple tenant/user may be better than a single investor









Agenda Request

Item Number: 5B  
Date: 11/12/02

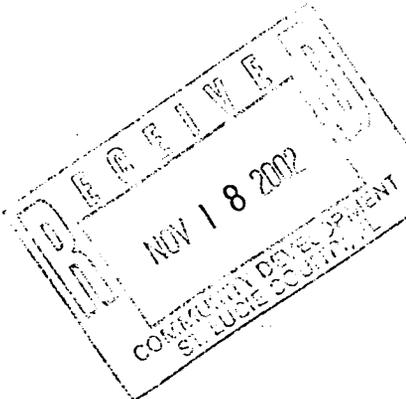
Consent [ ]  
Regular [ ]  
Public Hearing [ x ]  
Leg. [ x ] Quasi-JD [ ]

To: Board of County Commissioners  
Submitted By: Community Development

Presented By: [Signature]  
Development Director

SUBJECT: Draft Ordinance 02-014 – An Ordinance Amending the Coastal Management Element of the St. Lucie County Comprehensive Plan to Provide for the Incorporation of the Port of Ft. Pierce Master Plan into this Element Through the Adoption of specific Goals, Objectives and Polices

BACKGROUND: On March 12, 2002, the Board of County Commissioners, sitting as the Port Authority for the Port of Ft. Pierce, approved a revised a master plan for the Port of Ft. Pierce. On June 4, 2002, the Board of County Commissioners reviewed the request of the Port of Ft. Pierce to include within the St. Lucie County Comprehensive Plan the adopted Master Plan for the Port of Ft. Pierce, and authorized the transmittal of the submitted plan amendments to the Florida Department of Community Affairs, pursuant to the requirements of Section 163.31 78(2)(k), Florida Statutes. On August 30, 2002, the Florida Department of Community Affairs (DCA) provided the County with an Objection Recommendation and Comment (ORC) report on the submitted amendments to the County's Comprehensive Plan regarding the approved Port Master Plan



As the Board is aware, the *Port Master Plan* is intended to be a "policy type" of document rather than a specific layout plan for the Port Area. The original Master Plan did not include a detailed site layout for the Port Area nor did it address specific land use and zoning matters that are more appropriately the responsibility of the local governing authority in the Port Area. However as part of the ORC comments, the DCA has requested that the Port Master Plan be amended to include at least a general land use map of the Port Area, indicating broad planning designations, and what activities are contemplated in these areas. In addition, the general land use map is to demonstrate consistency with the existing Future Land Use Classifications of the appropriate unit of local government, either the City of Ft. Pierce or the Board of County Commissioners.

In order to address the ORC report from the DCA, the port of Ft. Pierce has prepared a series of amendments to the approved master plan for the Port of Ft. Pierce. Specifically, the proposed amendments include the addition of Master Development Map for the Port Area; an identification of land use activities that may expected in the Port Planning Area; an identification of the need for all land development activities in the Port Planning Area to be consistent with the respective Local Government Comprehensive Plans; an identification of the processes to be followed in regard to incorporating the annual CIP of the Port of Ft. Pierce into the respective Local Government Comprehensive Plans; an identification of the time schedule on which to permit new dredge disposal sites, if required, by the Port of Ft. Pierce, and limitations on the development/redevelopment of high risk land uses, such as residential development, in areas considered to be part of the Coastal High Hazard area as defined by the Local Government Comprehensive Plans, consistent with the requirements of Chapter 163, Florida Statutes.

FUNDS AVAILABLE: N/A

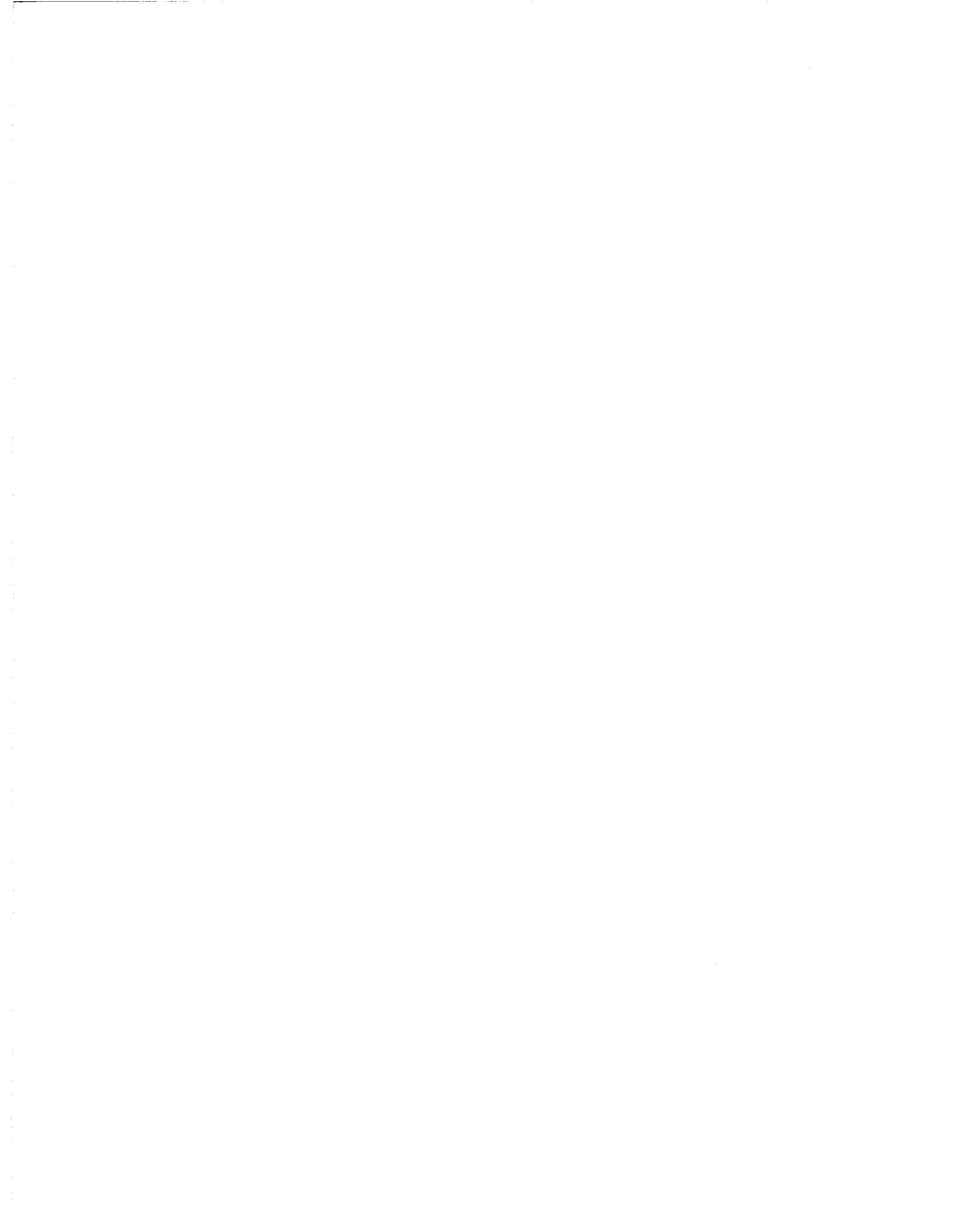
PREVIOUS ACTION: On June 4, 2002, the Board of County Commissioners reviewed the request of the Port of Ft. Pierce to include within the St. Lucie County Comprehensive Plan the adopted Master Plan for the Port of Ft. Pierce, and authorized the transmittal of the submitted plan amendments to the Florida Department of Community Affairs.

RECOMMENDATION: Staff recommends that the Board accept the revised Port Master Plan and approve Draft Ordinance 02-014 incorporating the Goals, Objectives and Polices of the Port of Ft. Pierce Master Plan into the Coastal Management Element of the St. Lucie County Comprehensive Plan

COMMISSION ACTION:  
 APPROVED  DENIED  
 OTHER  
5-0

CONCURRENCE:  
[Signature]  
Douglas M. Anderson  
County Administrator

Coordination/ Signatures  
County Attorney \_\_\_\_\_ Mgt. & Budget: \_\_\_\_\_ Purchasing: \_\_\_\_\_  
Originating Dept.: \_\_\_\_\_ Other: \_\_\_\_\_ Other: \_\_\_\_\_  
Finance: \_\_\_\_\_  
(AGEND664a)



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## ORDINANCE NO. 02-014

AN ORDINANCE AMENDING THE COASTAL MANAGEMENT ELEMENT OF THE ST. LUCIE COUNTY COMPREHENSIVE PLAN TO PROVIDE FOR THE INCORPORATION OF THE GOALS OBJECTIVES AND POLICES OF THE PORT OF FT. PIERCE MASTER PLAN INTO THIS ELEMENT; PROVIDING CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR APPLICABILITY; PROVIDING FOR FILING WITH THE DEPARTMENT OF STATE; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR ADOPTION AND PROVIDING FOR CODIFICATION

**WHEREAS**, the Board of County Commissioners of St. Lucie County, Florida, has made the following determination:

1. On January 9, 1990, the Board of County Commissioners of St. Lucie County, Florida, adopted the St. Lucie County Comprehensive Plan.
2. The Board of County Commissioners has adopted certain amendments to the St. Lucie County Comprehensive Plan, through the following Ordinances

90-028	Map/ Small Area	May 22, 1990
91-001	Compliance Amendments	May 14, 1991
92-018	Map/ Small Area	March 24, 1992
92-028	Map/ Small Area	September 22, 1992
92-029	Map/ Large Area	September 22, 1992
92-031	Map/ Small Area	November 10, 1992
94-015	Map/ Large Area	May 3, 1994
95-029	Text Amendment	June 20, 1995
95-036	Text Amendment	August 15, 1995
96-017	Map/ Small Area	May 7, 1996
96-018	Map/ Small Area	May 21, 1996
99-026	Map/ Small Area	September 21, 1999
01-001	Map/ Small Area	June 19, 2001
02-008	General Plan Amendments	March 5, 2002

3. On May 23, 2002, the St. Lucie County Local Planning Agency

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1 recommended to the Board of County Commissioners that they transmit to  
2 the Department of Community Affairs the Evaluation and Appraisal  
3 Amendments to the St. Lucie County Comprehensive Plan.  
4

- 5 4. On June 4, 2002, the St. Lucie County Board of County Commissioners held  
6 the first of two public hearings on the proposed Amendments to the Coastal  
7 Amendment Element of St. Lucie County Comprehensive Plan, and  
8 recommended that the proposed amendment be transmitted to the  
9 Department of Community Affairs the Evaluation and Appraisal Amendments  
10 to the St. Lucie County Comprehensive Plan.  
11
- 12 5. On August 30, 2002, St. Lucie County received the required Objections,  
13 Recommendation and Comment (ORC) Report from the Department of  
14 Community Affairs in regard to the proposed amendments to the St. Lucie  
15 County Comprehensive Plan.  
16
- 17 6. On October 15, 2002, this Board held the second of the two public hearings  
18 on the proposed Amendments to the Coastal Management Element of the  
19 St. Lucie County Comprehensive Plan, after publishing a notice of such  
20 hearing in the Port St. Lucie News and the Tribune on October 5, 2002, and  
21 continued the public hearings on this matter until November 5, 2002.  
22
- 23 7. On November 5, 2002, the Board again continued the public hearing on this  
24 matter until November 12, 2002.  
25
- 26 8. On November 12, 2002, this Board reconvened the public hearing on this  
27 matter and accepted additional public and staff comment regarding the  
28 proposed revisions to the Master Plan for the Port of Ft. Pierce addressing  
29 the Objections, Recommendation and Comment (ORC) Report from the  
30 Department of Community Affairs.  
31

32  
33 **NOW, THEREFORE, BE IT ORDAINED** by the Board of County Commissioners of St. Lucie  
34 County, Florida:  
35

36  
37 **PART A. INCORPORATION OF THE GOALS, OBJECTIVES AND POLICES OF THE**  
38 **PORT OF FT. PIERCE MASTER PLAN INTO THE ST. LUCIE COUNTY**  
39 **COMPREHENSIVE PLAN**  
40

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1 Consistent with Policy 7.5.1.1 of the St. Lucie County Comprehensive Plan, the Goals, Objectives  
2 and Policies of the Port of Ft. Pierce Master Plan are hereby approved and appended to Chapter 7  
3 of the Coastal Management Element of the St. Lucie County Comprehensive Plan.  
4

5  
6 **PART B. FINDINGS OF CONSISTENCY.**  
7

8 The Board specifically determines that the Goals, Objectives and Policies of the Port of Ft. Pierce  
9 Master Plan in Part A are internally consistent with the other Goals, Objectives and Policies found  
10 in the St. Lucie County Comprehensive Plan.  
11

12  
13 **PART C. CONFLICTING PROVISIONS.**  
14

15 Special acts of the Florida legislature applicable only to unincorporated areas of St. Lucie County,  
16 County ordinances and County resolutions, or parts thereof, in conflict with this ordinance are  
17 hereby superseded by this ordinance to the extent of such conflict.  
18

19  
20 **PART D. SEVERABILITY.**  
21

22 If any portion of this ordinance is for any reason held or declared to be unconstitutional, inoperative,  
23 or void, such holding shall not affect the remaining portions of this ordinance. If this ordinance or  
24 any provision thereof shall be held to be inapplicable to any person, property, or circumstance, such  
25 holding shall not affect its applicability to any other person, property, or circumstance.  
26

27  
28 **PART E. APPLICABILITY OF ORDINANCE.**  
29

30 This ordinance shall be applicable throughout St. Lucie County.  
31

32  
33 **PART F. FILING WITH THE DEPARTMENT OF STATE.**  
34

35 The Clerk be and is hereby directed forthwith to send a certified copy of this ordinance to the Bureau  
36 of Administrative Code and Laws, Department of State, The Capitol, Tallahassee, Florida 32304.  
37  
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39

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1 **PART G. FILING WITH THE DEPARTMENT OF COMMUNITY AFFAIRS.**

2  
3 The Clerk be and is hereby directed forthwith to send a certified copy of this ordinance to the  
4 Department of Community Affairs, 2555 Shummard Oaks Boulevard, Tallahassee, Florida 32399..  
5  
6

7 **PART H. EFFECTIVE DATE.**

8  
9 This ordinance shall take effect upon the issuance by the State Land Planning Agency of a Notice  
10 of Intent to find the adopted amendment in compliance in accordance with Section 163.3184(9)  
11 Florida Statutes.  
12

13  
14 **PART I. ADOPTION.**

15  
16 After motion and second, the vote on this ordinance was as follows:  
17

18 Chairman Doug Coward	AYE
19 Vice Chairman Cliff Barnes	AYE
20 Commissioner Paula Lewis	AYE
21 Commissioner John D. Bruhn	AYE
22 Commissioner Frannie Hutchinson	AYE

23  
24  
25  
26  
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28  
29 **PART H. CODIFICATION.**

30  
31 Provisions of this ordinance shall be incorporated in the St. Lucie County Code and Compiled Laws,  
32 and the word "ordinance" may be changed to "section", "article", or other appropriate word, and the  
33 sections of this ordinance may be renumbered or relettered to accomplish such intention; provided,  
34 however, that parts B through H shall not be codified.  
35  
36

37 **PASSED AND DULY ENACTED** this 12th day of November, 2002.  
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ATTEST:

BOARD OF COUNTY COMMISSIONERS  
ST. LUCIE COUNTY, FLORIDA

\_\_\_\_\_  
Deputy Clerk

BY: \_\_\_\_\_  
Chairman

APPROVED AS TO FORM AND  
CORRECTNESS:

BY: \_\_\_\_\_  
County Attorney

DJM  
02-014b(Lndcod01 -H)

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Agenda Request

Item Number

5A

Date:

11/12/02

Consent

[ ]

Regular

[ ]

Public Hearing

[ x ]

Leg. [ x ]

Quasi-JD [ ]

To:

Board of County Commissioners

Submitted By:

Community Development

Presented By

Development Director

SUBJECT:

Resolution 02-158 - Consider Accepting the revised Goals, Objectives and Policies for the Master Plan for the Port of Ft. Pierce. Revisions are based upon the Florida Department of Community Affairs (DCA), Objection Recommendation and Comment (ORC) Report on the submitted amendments to the County's Comprehensive Plan regarding the approved Port Master Plan.

BACKGROUND:

On March 12, 2002, the Board of County Commissioners, sitting as the Port Authority for the Port of Ft. Pierce, approved a revised a master plan for the Port of Ft. Pierce. Following that approval, the Board of County Commissioners begin the process to incorporate the Port Master Plan into the County's Local Comprehensive Plan, pursuant to the requirements of Section 163.31 78(2)(k), Florida Statutes. On August 30, 2002, the Florida Department of Community Affairs (DCA) provided the County with an Objection Recommendation and Comment (ORC) report on the submitted amendments to the County's Comprehensive Plan regarding the approved Port Master Plan.

As the Board is aware, the Port Master Plan is intended to be a "policy type" of document rather than a specific layout plan for the Port Area. The original Master Plan did not include a detailed site layout for the Port Area nor did it address specific land use and zoning matters that are more appropriately the responsibility of the local governing authority in the Port Area. However as part of the ORC comments, the DCA has requested that the Port Master Plan be amended to include at least a general land use map of the Port Area, indicating broad planning designations, and what activities are contemplated in these areas. In addition, the general land use map is to demonstrate consistency with the existing Future Land Use Classifications of the appropriate unit of local government, either the City of Ft. Pierce or the Board of County Commissioners.

In order to address the ORC report from the DCA, County staff has prepared a series of amendments to the approved master plan for the Port of Ft. Pierce. Specifically, the proposed amendments include the addition of Master Development Map for the Port Area; an identification of land use activities that may be expected in the Port Planning Area; an identification of the need for all land development activities in the Port Planning Area to be consistent with the respective Local Government Comprehensive Plans; an identification of the processes to be followed in regard to incorporating the annual CIP of the Port of Ft. Pierce into the respective Local Government Comprehensive Plans; an identification of the time schedule on which to permit new dredge disposal sites, if required, by the Port of Ft. Pierce, and limitations on the development/redevelopment of high risk land uses, such as residential development, in areas considered to be part of the Coastal High Hazard area as defined by the Local Government Comprehensive Plans, consistent with the requirements of Chapter 163, Florida Statutes.

FUNDS AVAILABLE:

N/A

PREVIOUS ACTION:

On March 12, 2002, the Board of County Commissioners, sitting as the Port Authority for the Port of Ft. Pierce, approved a revised a master plan for the Port of Ft. Pierce.

RECOMMENDATION:

Staff recommends approval of Resolution 02-158

COMMISSION ACTION:

[X] APPROVED [ ] DENIED

[ ] OTHER

5-0

CONCURRENCE:

[Signature]

Douglas M. Anderson  
County Administrator

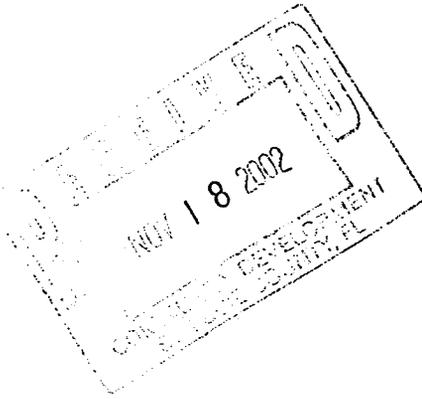
Coordination/ Signatures

County Attorney \_\_\_\_\_  
Originating Dept.: \_\_\_\_\_  
Finance: \_\_\_\_\_

Mgt. & Budget: \_\_\_\_\_  
Other: \_\_\_\_\_

Purchasing: \_\_\_\_\_  
Other: \_\_\_\_\_

(AGEND657a)





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## RESOLUTION 02-158

### A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA AMENDING RESOLUTION 02-033, WHICH ACCEPTED THE GOALS, OBJECTIVES AND POLICIES FOR THE PORT OF FORT PIERCE MASTER PLAN

**WHEREAS**, the Board of County Commissioners of St. Lucie County, Florida, based on the testimony and evidence, including but not limited to the staff report, has made the following determinations:

1. Section 163.3178 (2)(k), Florida Statutes, requires all recognized deepwater ports in the State of Florida to prepare a master plan to be submitted to the appropriate local government for inclusion within that government's locally adopted comprehensive plan. Since the Port Planning Area covered by this Master Plan includes property within the incorporated and unincorporated area of the County, the appropriate local government is St. Lucie County.
2. The Port of Fort Pierce Master Plan is consistent with the Comprehensive Plan of St. Lucie County.
3. It is in the public interest to approve the Port of Fort Pierce Master Plan.
4. The County has held several public meetings and public hearings involving the public and the port area property owners, the purpose of which was to review the master plan.
5. On March 12, 2002, following a public hearing on the proposed master plan for the port of Ft. Pierce after publishing a notice of such hearing in the Port St. Lucie News and the Tribune, this Board approved Resolution No. 02-033 accepting the Goals, Objectives and Policies for the Port of Fort Pierce Master Plan.
6. On November 12, 2002, after publishing a notice of such hearing in the Port St. Lucie News and the Tribune, this Board held a public hearing to review several proposed amendments to the approved Master Plan for the Port of Ft. Pierce, that were based upon certain Objection Recommendations and Comments (ORC) from the Florida Department of Community Affairs.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of County Commissioners of St. Lucie County, Florida that:

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2  
3 **PART A. THE GOALS, OBJECTIVES AND POLICIES FOR THE PORT OF FORT**  
4 **PIERCE MASTER PLAN ARE ACCEPTED TO READ AS FOLLOWS:**  
5  
6

7 See attached Exhibit A  
8  
9

10  
11 **AFTER MOTION AND SECOND**, the vote on this Resolution was as follows:  
12

13		
14	Chairman Doug Coward	AYE
15		
16	Vice-Chairman Cliff Barnes	AYE
17		
18	Commissioner John Bruhn	AYE
19		
20	Commissioner Frannie Hutchinson	AYE
21		
22	Commissioner Paula A. Lewis	AYE
23		
24		

25 **PASSED AND DULY ADOPTED** this 12th day of November 2002.  
26  
27

28 BOARD OF COUNTY COMMISSIONERS  
29 ST. LUCIE COUNTY, FLORIDA  
30  
31

32  
33  
34 BY \_\_\_\_\_  
35 Chairman  
36  
37

38  
39 ATTEST:

40 APPROVED AS TO FORM AND  
41 CORRECTNESS:  
42  
43

44  
45 \_\_\_\_\_  
46 DEPUTY CLERK  
47

44  
45 \_\_\_\_\_  
46 COUNTY ATTORNEY  
47

48 DJM  
02-158A1(Lndcod01 -H)

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