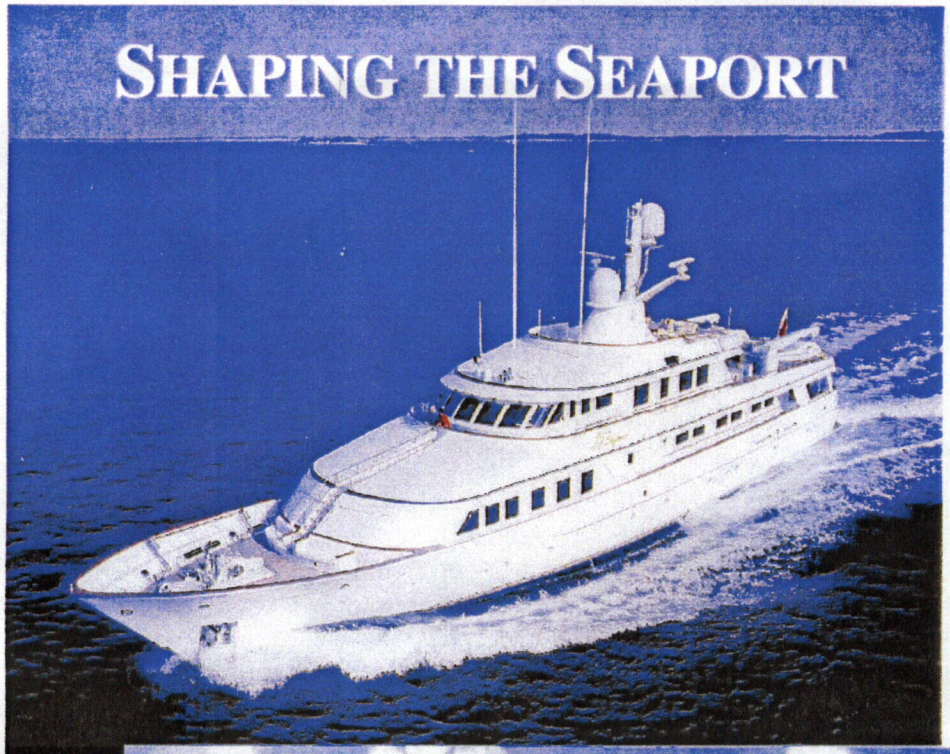
SHAPING THE SEAPORT



2002 Master Plan for Port of Fort Pierce
Prepared for St. Lucie County

FAU/FIU JOINT CENTER
for Environmental & Urban Problems

SHAPING THE SEAPORT

MASTER PLAN FOR THE PORT OF FORT PIERCE

Prepared for St. Lucie County

Prepared by

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Shaping the Seaport

2002 Master Plan for the Port of Fort Pierce

Executive Summary

Strategically located in the heart of Florida's fast-growing Treasure Coast, the Port of Fort Pierce is moving into the future with a new vision. The old vision was a mix of recreational, commercial, and industrial uses proposed in the earlier 1989 Port Master Plan. The new journey began in 1996 with a non-binding public referendum and charrette process. Through additional public workshops in 2001, the charrette vision was further refined to focus on marine industries, specifically the megayacht industry, as the industrial component for the mixed use Port. Megayachts are envisioned as the anchor tenant at the Port of Fort Pierce. The Port will also continue to support existing cargo operations. This Port Master Plan more clearly defines the community vision, strengthens local control over the process, and provides flexibility to ensure intergovernmental coordination and the desired mix of uses. The community has recognized the Port's role in serving the needs of marine industries, ecotourism and marine-related recreation.

This Master Plan provides a background, description and analysis of existing Port conditions, and plans for development of the Port over the next five to ten years. A portion of this document will be officially adopted into the Coastal Management Element of the St. Lucie County Comprehensive Plan – the Goals, Objectives and Policies component (see Part 2).

The Port of Ft. Pierce encompasses approximately 1,400 acres of land (approximately 300 acres) and water/ wetlands (approximately 1,000 acres). Generally, the Port of Ft. Pierce includes all of the land area lying east of US #1 in Ft. Pierce, bounded on the north and south by SR A-1-A. On Hutchinson Island, the Port of Ft. Pierce includes mostly public property that is currently used either for public parks, conservation purposes, or utility and public safety purposes. The Port of Ft. Pierce includes the entry navigation channel, turning basin, intercoastal waterway (ICW) within the Port area, Taylor Creek and the Ft. Pierce Inlet area (including the jetties, both north and south). For the purpose of this master plan, the Port of Ft. Pierce will be referred to as two distinct sub-areas within the context of the general term, Port of Ft. Pierce. These sub-areas are to be known as the Port Planning Area and the Port Operations Area. Figure F depicts the general limits of what is to be considered the "Port Planning Area" for the

Port of Ft. Pierce. Within the Port Planning Area is a sub-area that is referred to as the "Port Operations Area". The Port Operations Area consists of the area west of the Intercoastal waterway, bounded on the north by North A-1-A, on the South by south A-1-A and on the west by North US #1, including that Portion of Taylor creek up to the S-50 spillway structure. The Port Planning Area consists of a larger area, which includes not only the Port Operations Area but also the entire harbor, the inlet, the channel, portions of Causeway Island, and portions of Taylor Creek (See Figure E).

This plan is intended to strike a balance between the environmental/preservation needs and the growth/economic needs of the community. It recognizes the role of Ports in developing, managing, and promoting waterborne commerce while playing a leading role in facilitating both trade and prosperity.

The responsibility and ownership of the Port of Ft. Pierce has been a key issue for the community. The St. Lucie County Commission is vested by law with the overall responsibility and management of the Port of Fort Pierce. Currently a majority of the Port Operations Areas 175 acres is privately owned. Only about 35 acres are publicly owned. St. Lucie County intends to explore and consider all options for management, operations, and ownership of the Port in order to achieve the public's best interest and the goals in this plan. Strengthening economic development activities and fostering new jobs will be accomplished through an economic development plan created in cooperation with various levels of governments as well as the private sector within the next two years. In accordance with the desires expressed in community meetings, the Port will be working with the City of Fort Pierce to establish high quality design standards for the Port that are compatible with the surrounding area.

Environmental protection is to be addressed in many areas. This will include issues surrounding protection of the Indian River Lagoon, including biodiversity and water quality. Biodiversity efforts are to include Port activities that affect endangered and threatened species such as manatees and seagrass beds. The Port is to cooperate and assist with laws designed to prevent the introduction of exotic invasive species. The Port will engage in protection and maintenance of existing natural coastal areas and resources. Port-related discharges affecting air and water quality will be regulated to comply with federal, state, and local regulations.

Now as never before Port security is of utmost importance. New state and federal laws and regulations have been passed within the past year, and further regulations continue to be developed through federal and state legislation. The Port will work with the appropriate public safety entities to seek funds to revise the Port security management plan to comply with applicable requirements.

Public access to the Port Planning Area will be addressed through development of an integrated open space system, including access to short-term parking, public fishing

areas, and scenic views. The Port will encourage improvement of an orderly network of streets and entrances to access Port facilities. Multi-use marine recreational activities, walkways, and multi-use paths within the open space system will be encouraged. Accommodation for providing secure cargo and marine industry areas will be integrated into the plan.

The Port will cooperate with other governmental bodies to achieve maximum safety for the public in various emergency situations. Toward this end, commerce of hazardous materials will be restricted in the Port. A spill response plan will be developed, and in case of a hazardous spill, the Port will comply with federal, state, and local governments to ensure proper and expedient clean up with complete and timely information to the public. New and existing procedures will be identified for hurricanes and other natural disasters.

The area surrounding the Port has substantial but underutilized transportation assets. This includes railroad access, trucking facilities, nearby interstate highways, and an airport. The Port will work with other governmental agencies to improve linkages between the Port facilities and intermodal transportation routes.

It is in the public interest to use the natural, existing advantage for deepwater ocean access to its highest and best use. The compromise reached among community stakeholders is to maintain the Port channel depth at its current 28 feet and the channel width at its current dimensions. Supporting current channel dimensions will allow existing and projected needs of the Port to be met. The Port will continue to rely on the U.S. Army Corps of Engineers to maintain the navigation channels. Cargo will continue to be an element at the Port, however, expansion of Port activities will focus on marine industries, in particular the megayacht industry, which is envisioned as the anchor tenant of the Port. Through such activities, the Port will serve to enhance the economic needs of the community while protecting the environmental resources of the region. This plan is to serve as a catalyst for the new community vision of the Port of Fort Pierce.

PART 1

Background and Synthesis

1. INTRODUCTION

Overview

The Port of Fort Pierce is one of 20 deepwater ports located along the South Atlantic Coast and the eastern half of the Gulf of Mexico (see Figure A). These ports include Wilmington, North Carolina; Charleston, South Carolina; Savannah, Georgia and all of Florida's 14 deepwater ports (Fla. Stat. Section 311.09). Situated between Port Canaveral (70 miles north) and the Port of Palm Beach (60 miles south) (see Figures B and C), the Port of Fort Pierce is located in the heart of Florida citrus country and once was the main exporter of grapefruit to Europe and the Far East.

Florida law mandates that all 14 of the recognized deepwater seaports in the state, prepare and regularly update a master plan for the particular port. The purpose of these master plans is to provide for coordination of port development activities with local comprehensive plans by integrating those master plans into the Coastal Management Element of the Local Government Comprehensive Plan [FAC, Section 9J-5.012 (5)(a)]. The Cantanese Center for Urban and Environmental Solutions at Florida Atlantic University (the Center) has been contracted by St. Lucie County for the purpose of updating the Port of Fort Pierce Master Plan. Concurrent with this update, the City of Ft. Pierce has contracted with the Maritime Trust for the purpose of putting together a general plan of development for that part of the Port of Ft. Pierce found within the city limits of Ft. Pierce. In order to ensure consistency and avoid duplication in the development of this master plan, the Center has closely coordinated with Maritime Trust in the development of this master plan. Services that the Center has provided to the County include facilitating the preparation and adoption of a comprehensive plan amendment to address state law, rules, and new statutory requirements. For example, the updated master plan incorporates a seaport security plan pursuant to new legislation (Section 311.13, Florida Statutes) (see Appendix A for FAC, Section 9J-5.012). This project was completed in the summer of 2002. Timing is critical as funding from the Florida Seaport Transportation and Economic Development (FSTED) program is linked to analyses of up-to-date port plans. To ensure wise investment of state dollars, the FSTED Council reviews and approves applications from seaports for project funding and annually publishes a Five-Year Seaport Mission. Florida Law currently allocates a minimum of $8 million annually to the state's 14 deepwater seaports.

Port of Ft. Pierce Planning Area

The Port of Ft. Pierce encompasses approximately 1,400 acres of land and water. Generally, the Port of Ft. Pierce includes all of the land area lying east of US #1 in Ft. Pierce, bounded on the north and south by SR A-1-A. On Hutchinson Island, the Port of Ft. Pierce includes mostly public property that is currently used either for public parks, conservation purposes, or utility and public safety purposes. The Port of Ft. Pierce includes the entry navigation channel, turning basin, intercoastal waterway (ICW) within

the Port area, Taylor Creek and the Ft. Pierce Inlet area (including the jetties, both north and south).

For the purpose of this master plan, the Port of Ft. Pierce will be referred to as two distinct areas: the Port Planning Area and the Port Operations Area. Figures E and E1 depict the general limits of what is considered to be the "Port Planning Area" for the Port of Ft. Pierce. Within the Port Planning Area is a sub-area that is referred to as the "Port Operations Area". Approximately 85% of the Port Planning Area lies within the City of Ft. Pierce. The remaining 15% of the Port area lies in the unincorporated areas of St. Lucie County. Development activities that take place within the Port Planning Area must be consistent with the Future Land Use Maps of the respective jurisdiction in which the activity is taking place. Figures G, G1 and G2 identifies the adopted future land use designation for the Port Planning Area of the Port of Ft. Pierce.

Because a portion of the Port Planning Area lies in the unincorporated areas of the County, it is the responsibility of the Board of County Commissioners for St. Lucie County to include within its Local Comprehensive Plan the Master Plan for the Port of Ft. Pierce as required under Section 9J-5.012 (5)(a) FAC (see Appendix D).

It should be recognized early in the review of this master plan that the Port of Ft. Pierce is somewhat unique in the State of Florida in that, as the managing authority of the Port, the Board of County Commissioners, currently controls very little land in the Port Planning Area, and what lands it does control are primarily dedicated for recreational uses. Aside from a portion of the North A-1-A causeway and the FPUA (Ft. Pierce Utility Authority) wastewater treatment facility, the City of Ft. Pierce does not own any land within the Port Planning Area. The majority of the land area in the Port Planning Area is currently privately owed. Because of this private ownership, a specific building/ facility foot print master plan for the Port has not been developed. This Master Plan is, in its most fundamental structure, a policy plan to be used to guide development activities in the Port Planning area.

The Master Plan for the Port of Ft. Pierce relies upon the land use identifications shown in the Future Land Use Element of the applicable local government comprehensive plan. All development activities within the Port Planning Area are subject to compliance with applicable local land use plans, including all local permitting requirements.

The development of a Master Plan for port development, as with any community development plan, begins with a vision. In the mid-1950's the Port Authority for the Port of Ft. Pierce developed a master plan for the Port that, if built, would have created a "port' that would rival the ports of Miami and Ft. Lauderdale, both in the area of occupancy and the types of commercial trade that would be taking place. The physical footprint of that plan would have resulted in the filling of substantial parts of the shallow water areas of the existing port planning area to create the necessary operations areas to meet this master plan.

Since then, a number of master plan revisions have taken place that essentially culminated lin 1996, with the development of a revised community vision for the Port of Fort Pierce. This revised community vision shifted the primary and exclusive use of the Port from one of cargo pursuant to the 1989 Port Master Plan to a mix of recreational, commercial, and industrial uses

This master plan update has been further refined to focus the industrial component identified as part of the 1996 community vision plan on marine industries, specifically the mega yacht industry. The updated master plan more clearly defines this vision and provides flexibility to enhance intergovernmental coordination and ensure the desired mix of uses. The plan provides for the orderly development, management, security, and use of the Port, while ensuring the restoration and enhancement of the coastal zone, including amenities and aesthetic values adjacent to the Port. Input from the Center project team includes information from data collection and analysis; the drafting of goals, objectives, and policies; public and other stakeholder input; and direction from staff and elected officials.

Historical Background of the Port of Fort Pierce and Port Authority

Historically, the Ft. Pierce Inlet, originally known as the Indian River Inlet, was a natural meandering passage from the Indian River Lagoon to the Atlantic Ocean. After 1892 and the opening of the St. Lucie Inlet, the passage became unusable because of shoaling.

On December 9, 1918, by Special Act of the Florida Legislature, the Ft. Pierce Inlet District was established for the purpose of funding the construction and operation of a new inlet between the Atlantic Ocean and the Indian River in Ft. Pierce. The present inlet was first modified by dredging in 1921, followed by the construction of two stone jetties in 1926. A channel was cut through Hutchinson Island, the barrier island that separates the Indian River Lagoon from the ocean, approximately 2.7 miles south of the location of the natural inlet. This natural inlet was subject to opening and closing depending on the drifting sands of the coastal environment. By constructing a new inlet, the residents of the Treasure Coast region were seeking to make available to the Ft Pierce area a safe and consistently navigable access to the ocean to provide for the movement of goods and people. In 1935, the harbor was authorized as a federal project under the US Army Corp of Engineers (USACE) and completed to its present dimensions in 1938.

The Florida Legislature abolished the Fort Pierce Inlet District on July 1, 1947, and replaced it with the Fort Pierce Port Authority, which retained essentially the same power but also had the legal right to acquire and lease real estate. On May 29, 1961, a Special Act of the Florida Legislature (Chapter 61-2754, Laws of Florida) replaced the Fort Pierce Port Authority with the Fort Pierce Port and Airport Authority, both of which operated under the auspices of St. Lucie County. In 1988, the "St. Lucie Port and Airport Authority Act," (Chapter 88-515), Laws of Florida abolished the special taxing

district known as the Fort Pierce Port and Airport Authority and created the St. Lucie County Port and Airport Authority. In 1997, Chapter 97-377, Laws of Florida, provided reorganizing, updating, and clarifying provisions for the Authority. In 1998, the legislature enacted Chapter 98-496, Laws of Florida, which dissolved the St. Lucie County Port and Airport Authority and transferred its assets, liabilities, and responsibilities to the Board of County Commissioners of St. Lucie County.

At the request of local interests in the early 1980s, the Jacksonville District, U.S. Army Corps of Engineers (USACE), conducted a study of Fort Pierce Harbor. Entitled the "Feasibility Report and Environmental Impact Statement of Fort Pierce Harbor," the study was initiated due to the belief that deeper harbor depths would enable the port to be more competitive. The study, completed in March 1986, recommended that (1) the existing 27-foot by 300 foot entrance channel be deepened to 30 feet and widened to 400 feet; (2) the 25-foot by 200-foot interior channel be deepened to 28 feet by 1000 feet square; and (3) an access channel be cut 28 feet deep by 1250 feet long and 250 feet wide immediately north of the existing terminal area.

After receiving approval from the Board of Engineers for Rivers and Harbors, the recommendations of the District Engineer and reporting officers were forwarded to the Chief of Engineers, U.S. Army, who then forwarded the reports to the appropriate state and federal agencies for review and comment. The U.S. Congress had final authorization and funding authority. In August 1988, the Water Resources Development Act of 1988 (U.S. Senate Bill 2100) authorized implementation of roughly $6.7 million for the Fort Pierce Harbor Project (with funding anticipated in early 1989). The federal share of the project was approximately $4.3 million; the non-Federal share was $2.4 million. Florida's Governor was supportive of the project and advocated careful planning to ensure that the economically distressed surrounding area would benefit from the proposed improvements.

The USACE requires a local sponsor, i.e., a public agency, to maintain the port channel. The local sponsor for the Port of Ft. Pierce is the St. Lucie County Board of County Commissioners.

Port of Fort Pierce - Existing Uses Within The Port Planning Area

Documented history of the earliest shipping from the Port of Fort Pierce is very limited. Private facilities were constructed before World War II; however, during the war the federal government used the port as an amphibious training base. Since the war, the port has developed its own identity with all but 34.65 acres of the Port Operations Area in private ownership.

Of the Port Operations Areas 175 acres, approximately 90 acres adjacent to the ICW and Taylor Creek waterfronts remain undeveloped. The 1989 Fort Pierce Master Port Plan was predicated on the assumption that the County would acquire the majority of the undeveloped lands lying east of South US #1, bounded on the north by Taylor

Creek, Avenue H on the south and the lagoon on the east. Recommendations were made based on diverse marine-related activities for public purposes. Opportunities were reviewed for expanding cargo operations, initiating cruise operations, seeking port-related recreation, and commercial and industrial uses. In 1996 the voters of St. Lucie County approved a referendum authorizing the issuance of general obligation bonds to purchase the 20 acre "Cotton Parcel" now known as Harbour Pointe Park, for marine commercial, recreation and tourist purposes. Based on the referendum approval, the County acquired the 20-acre parcel. While much acreage continues to be privately owned, it is still subject to public planning and zoning decisions. Based on the October 2002 report prepared by Fishkind & Associates, the County believes that the public acquisition of the remaining 70 acres (+/-), presently owned by Destin Beach Inc., in the Port Operations Area, would provide a needed positive economic development impact on the community, including 768 additional new jobs and approximately $32,000,000 annually in new business investment/expenditures. This would be in addition to the approximately $50,000,000 in new capital improvements to be made to the Port Operations Area properties necessary to support the preferred port operations, the mega-yacht industry.

The largest privately owned property in the Port Operations Area (formerly known as the MacArthur Tract) comprises 67 acres of mostly undeveloped land and is located in the middle of the Port Operations Area. A part of this land is used by AES Inc., as a bulk-materials handling facility, under a long-term lease that remains in effect until 2014. AES, and its predecessors, has been importing aragonite from the Bahamas into the Port of Ft. Pierce, since 1967. Aragonite, a fine-grained, sandy component of limestone, is used in cement, glass, and steel production, and as an agricultural lime to sweeten the soil. Commonly stored in piles outdoors, aragonite is often used in smokestack scrubbing systems to clean power plant emissions before release into the atmosphere. AES does not operate plants in Florida; the material is shipped out-of-state by truck or train. Aragonite usage in Fort Pierce will depend on the demands of the citrus industry.

The King Maritime Group LLC owns about seven (7) acres of land in the southern one-third of the Port Operations Area. King Maritime, which purchased the Indian River Terminal Company in October 2001, continues to export fresh citrus on a seasonal basis. It accommodates occasional general and refrigerated cargo and may consider other cargo ventures in the future. The remaining land uses in the Port Operations Area are a mix of general and marine commercial, light and heavy industrial (non-marine related) and citrus processing.

In 1996, the St. Lucie County Board of County Commissioners purchased 20 acres of waterfront property in the northeast corner of the port operations area. Known as Harbour Pointe, this largely undeveloped parcel will be restricted in use to tourism, recreational, or marine commercial uses.

In addition to the Harbour Pointe property, the St. Lucie County Board of County Commissioners has a public boat ramp (roughly 2.3 acres) in the southern part of the port operations area, just north of the South A-1-A Bridge. This area is one of three (3) boat launching facilities in the Port Planning Area for recreational boater use and will continue to be maintained by St. Lucie County.

Existing land uses within the remainder of the Port Planning Area are a more homogeneous mix of public property used for recreational purposes, community support services, and conservation. These uses include the South Causeway Park site, the North Causeway Boat Ramps, the Smithsonian Marine Science Station and a small chain of spoil islands and naturally deposited islands in the northeast corner of the Port Planning Area. Public service uses in this area include the Ft. Pierce Wastewater Treatment Facility, the St. Lucie Fire Districts Station #2 and the Ft. Pierce Station of the United States Coast Guard.

The Port Planning Area also includes both the north and south jetties at the entrance to the Port of Ft. Pierce. These facilities have been included as part of the Port Planning process because they are considered to be an essential element in maintaining the functionality of the Port of Ft. Pierce for both commercial and recreational boating use.

The Port Master Plan Development Process

Section 9J-5.012 of the Florida Administrative Code (See FAC, Section 9J-5.012, Appendix A) provides that each deepwater port in the State shall prepare a master plan so as to coordinate port activities with the plans of the "appropriate local government." The master plan is to be incorporated into the Coastal Management Element of the Local Government Comprehensive Plan and is to be consistent with the goals, objectives, and policies of that element.

Inventories and analyses of all areas the port owns and administers are to be included. Plan goals, objectives, and policies are designed to: 1) restrict development activities that would damage or destroy coastal resources; 2) protect human life; and 3) limit public expenditures in areas subject to destruction by natural disaster [(FAC, Section 9J-5.012 (5)(c)]. An initial five-year plan for port expansion and, at the minimum, a ten-year plan for in-water facility maintenance are also among the requirements [(FAC, Section 9J-5.012 (5)(d)].

Since the mid 1980s, all of Florida's 14 deepwater seaports have developed port master plans for incorporation into the comprehensive plan of the appropriate local government. The need for long term planning for future infrastructure development and identifying other than traditional funding source was recognized by the late 1980s as a critical need for all Florida seaports. A seaports' ability to finance needed internal development facilities solely from port revenues was reaching capacity. In response, the Florida Legislature created the Florida Seaport Transportation and Economic Development (FSTED) program in 1990. This joined the State of Florida with the 14 publicly owned

deepwater seaports in a 50/50 state/local partnership to finance and build infrastructure projects essential for the efficient and cost effective movement of cargo and passengers. The clear message from the legislature was that transportation of cargo and passengers equates to statewide economic development. To ensure wise investment of state dollars, the FSTED Council reviews and approves applications from seaports for project funding and annually publishes a Five-Year Seaport Mission. Florida statutes allocate a minimum of $8 million annually to the 14 seaports, and the legislature authorized two bond programs to help finance port development.

Earlier Master Plans for the Port of Fort Pierce

In 1986, CH2M-Hill prepared a new master development plan for the Port of Fort Pierce with assistance from Continental Shelf, Inc. The plan was partially funded by the Florida d Department of Community Affairs and Florida Department of Environmental Regulation pursuant to the Coastal Zone Management Act of 1972. It included examination of local and regional socioeconomic trends, forecasting of potential commodity flows through the improved port, estimated economic benefits of port development, and environmental effects of the recommended improvements. The conclusion was that the port could expect to accommodate about 600,000 tons of cargo by the late 1990s if the recommended development plan were implemented. Specific recommendations of the CH2M-Hill master development plan included acquisition of the remaining privately owned, undeveloped land within the port area and implementation of phased development to provide general cargo facilities, namely, marginal wharves, roll-on/roll-off platforms, and backland storage areas.

In 1989, the firm of Post, Buckley, Schuh & Jernigan, Inc., updated the existing Port Master Plan for the St. Lucie County Port and Airport Authority, to meet the requirements of the 1985 State of Florida Local Governmental Comprehensive Planning and Land Development Regulation Act as it pertained to deepwater ports (see Section 1.5). The 1989 Port Plan was predicated on the assumption that the Port and Airport Authority would acquire the 87.6 acres of privately owned, undeveloped land in the port area. Recommendations were made based on diverse marine-related activities for public purposes. Opportunities were reviewed for expanding cargo operations, initiating cruise operations, seeking port-related recreation, and commercial and industrial uses. Since the creation of the 1989 plan, the county has acquired 20 of the 87.6 acres that were considered.

Recent Planning Processes – 1995 through 2002

A revised community vision for the Port of Fort Pierce was created in 1996 through a non-binding public referendum and local community design charrette which shifted the intended general uses in the Port Operations Area from exclusively cargo as per the 1989 Port Master Plan to a mix of recreational, commercial, and industrial uses. Since that time, 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 mega yacht industry to serve as the anchor tenant at the Port of Fort Pierce.

The revised Port Master Plan more clearly defines this community vision, strengthens local control over the process, and provides flexibility to ensure intergovernmental coordination and the desired mix of uses. A framework for understanding port plans is shown in Figure D. The Port Master Plan is part of a much larger series of events and establishes a vision for land use, conservation, and coastal management. The Port Master Plan is considered to be the final phase of the vision component of the process. Upon completion of the vision phase, the process continues with Land Development Regulation followed by Implementation Actions (See Figure D).

The updated Port Master Plan provides for the orderly development, maintenance, management, and use of the Port, while insuring the maintenance, restoration, enhancement, and security of the overall quality of the coastal zone environment, including amenities and aesthetic values adjacent to the Port. Input from the Center project team includes information from data collection; analysis of the data; the drafting of Goals, Objectives, and Policies; public and other stakeholder input; and direction from County staff and elected officials.

2. PORT MASTER PLAN COMMUNITY INPUT PROCESS

The South Florida Office of the Florida Conflict Resolution Consortium, working as a member of the project team, conducted a number of public input activities to ensure input from a broad cross-section of the community into the plan. These activities included early interviews with stakeholders, workshops to solicit input on what should be in the plan, and workshops to help develop drafts of the goals, objectives, and policies. In addition, the project team conducted briefings with Commissioners of St. Lucie County and the City of Fort Pierce to review the public input, solicit additional input, and reconcile any differences between them. More than 100 citizens attended each of the four community workshops.

The following descriptions provide an overview of the public input activities conducted during the preparation of the plan. Full reports of each workshop can be found in the Appendices to this report.

Initial Stakeholder Interviews July – September 2001

The Consortium conducted assessment interviews from July 18 to July 20, 2001, with representatives of interested stakeholders to determine their issues, concerns, and desire to participate in the Master Plan development process. This review included business and property owners, local government managers/planners, representatives from the minority community, and environmental interests.

On September 14, 2001, the project team provided a process overview and update to the Harbor Advisory Council and the Waterfront Council. On September 19, 2001, the Consortium met with representatives of the African-American community to explain the process and determine/solicit commitment to participate in the development workshops.

PUBLIC INPUT WORKSHOPS

Workshop I—October 30, 2001

Participants in Workshop I engaged in the following activities. Comments were captured on flipcharts and compiled in a report.

- Futures Exercise - From your perspective how would the port look in 2010? What activities would be taking place there, and what effect would the port have on the community?

- Issues Identification - What issues should the community address through the port plan process?

- Background information - What information should the planning team review to prepare the plan?

Workshop II—November 14, 2001

At the beginning of Workshop II, participants were asked to react to assumptions that might be used to guide the further development of the plan. The project team had articulated these assumptions based on the results of Workshop I. The assumptions included provisions for multiple uses of the Port of Ft. Pierce:

- Some cargo, even if limited to existing operations;

- Recreation and commercial uses (i.e., walk areas, hotels, shops, restaurants, office, condominiums aesthetically consistent with City's redevelopment);

- Marine industries (i.e., mega yachts);

- Protection of the environment of the Indian River Lagoon.

There was unanimous agreement from participants on the assumptions guiding the development of the Plan. Participants were then provided input to be used in preparing an initial draft of the goals, objectives, and policies.

Seven key issues were discussed and feedback given. These areas are key components of the outline provided in FAC, Section 9J-5.012:

1. Activities
2. Environmental Issues
3. Public Access
4. Disaster Planning
5. Landside Infrastructure
6. Navigation Channels
7. Responsibility for the port
8. Other

Following the workshop, the project team compiled a preliminary set of goals, objectives, and policies for community review and discussion. The draft was based on community input received at Workshop II.

Workshop III— November 29, 2001

During the Workshop, participants first prioritized goals and objectives for discussion during the workshop and then offered comments and suggested refinements. Following the workshop, the team provided a window for receiving additional comments. After

the comment period, the project team refined the draft of goals, objectives, and policies for the proposed Port of Ft. Pierce Master Plan.

Workshop IV—January 30, 2002

This workshop provided an additional opportunity to review and evaluate key substantive issues identified through public comment and by local officials prior to compiling the final draft of the Plan.

Joint Workshop for County and City Commissions —February 19, 2002

At this joint workshop, St. Lucie County and City of Ft. Pierce Commissioners reviewed a draft of the goals, objectives, and policies that had been revised in light of final public input and earlier comment from the Commissioners. They identified portions of the draft that still needed refinement and developed consensus on changes to those portions.

3. PORT MANAGEMENT OPTIONS

As noted above, 14 of Florida's ports are classified as deepwater ports by Florida law (Section 311.09, Florida Statutes). Figure D identifies the location of the Port of Fort Pierce relative to the other Deepwater Ports in the State (see Figure D).

In Florida there are three prevailing types of port management: the County, the City, and an Independent Port Authority. Although there is no dominant management structure in Florida's deepwater ports, most management options result from the creation of a special district. Special districts are either dependent or independent. Dependent special districts can be created by the state legislature, the county, or a municipality. Characteristics of dependent special districts include at least one of the following:

Governing body.

- Members of governing body appointed by single county or municipality governing body.
- Members of governing body identical to single county or municipality
- Members of governing body subject to removal at will by single county or municipality governing body during unexpired terms.
- Budget approved through vote of governing body of single county or municipality.
- Governing body of single county or municipality who can veto the budget.

Maritime Trust (2001) cites the Florida Special District Handbook in reporting the following advantages of special districts:

- Focus costs only on the community that benefits from the special district's service.
- Operate to serve a special, public purpose.
- Provide essential services to residents of property and generate revenue each year.
- Manage, own, operate, construct, and finance basic capital infrastructure, facilities, and services by private and public sectors in independent, special districts.
- Provide capital infrastructure, facilities, and services for the preservation and enhancement of the quality of life in multi-county or multi-jurisdictional districts

Six port management options are outlined below:

Board of County Commissioners, which is based on the current management of the port. The county commissioners are the policy-making body, and port staff would be a county department.

City Council – This would require transfer of management of the port to the city.

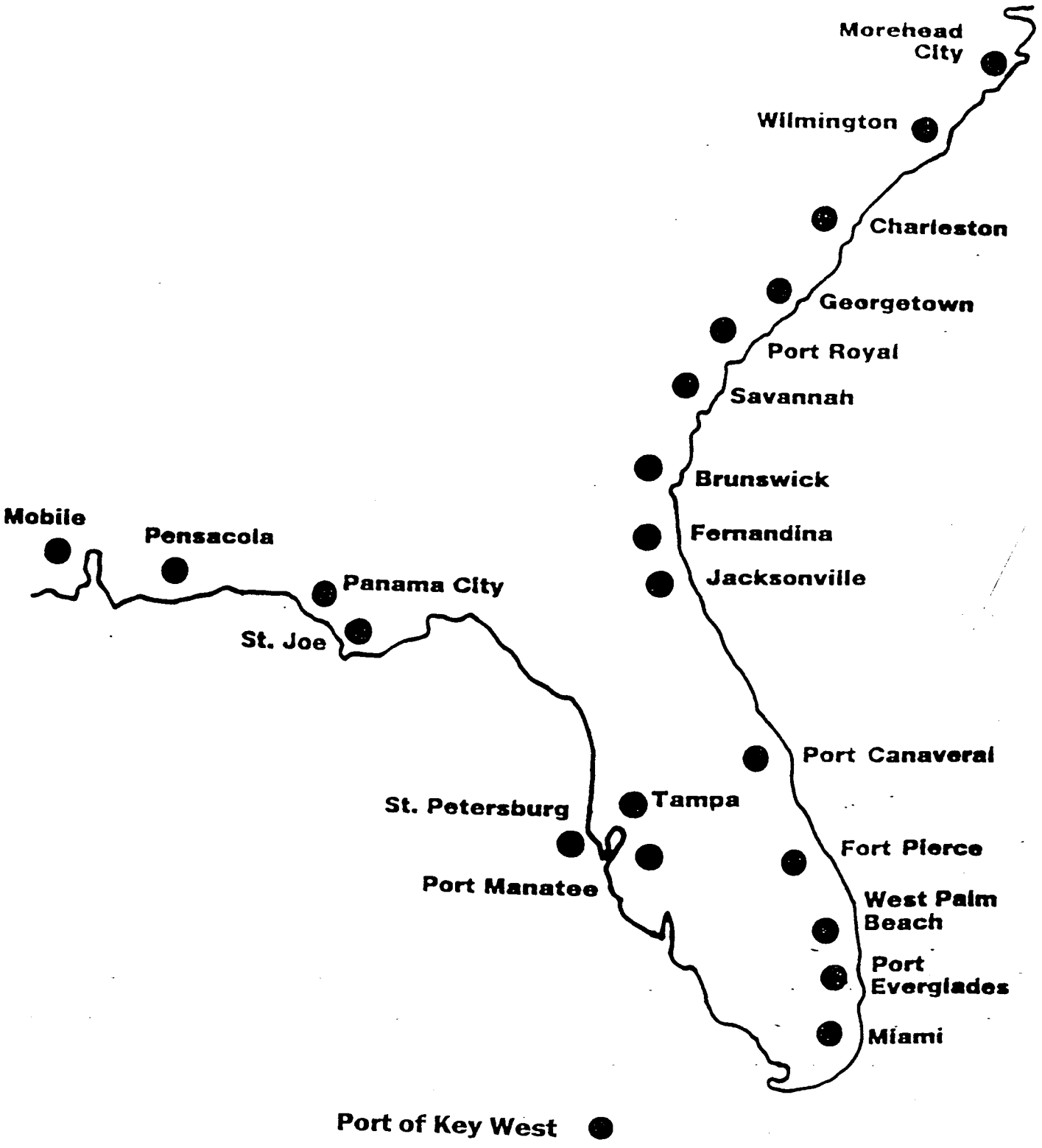
Appointed Port Authority – Either the city or the county would appoint governing board members. The budget would also be reviewed by either the city or the county.

Elected Port Authority – New agency would be created consisting of an elected board. Staffing would be established by the authority. The authority would be a dependent or independent special district.

Governor Appointed Port Authority – This would create a new agency. The Governor would appoint a governing board of five to seven members. Board members could be property owners or their employees and members of established environmental or business organizations. The authority would be an independent special district and would establish its own staff.

Shared Appointment Port Authority – A new agency would be created. The Governor, County Commission, and City Commission, or the County Commission and the City Commission would share appointments to the five to seven member governing board. The authority would be an independent special district.

(Figure A: Map of Deepwater Ports of the Southeast)

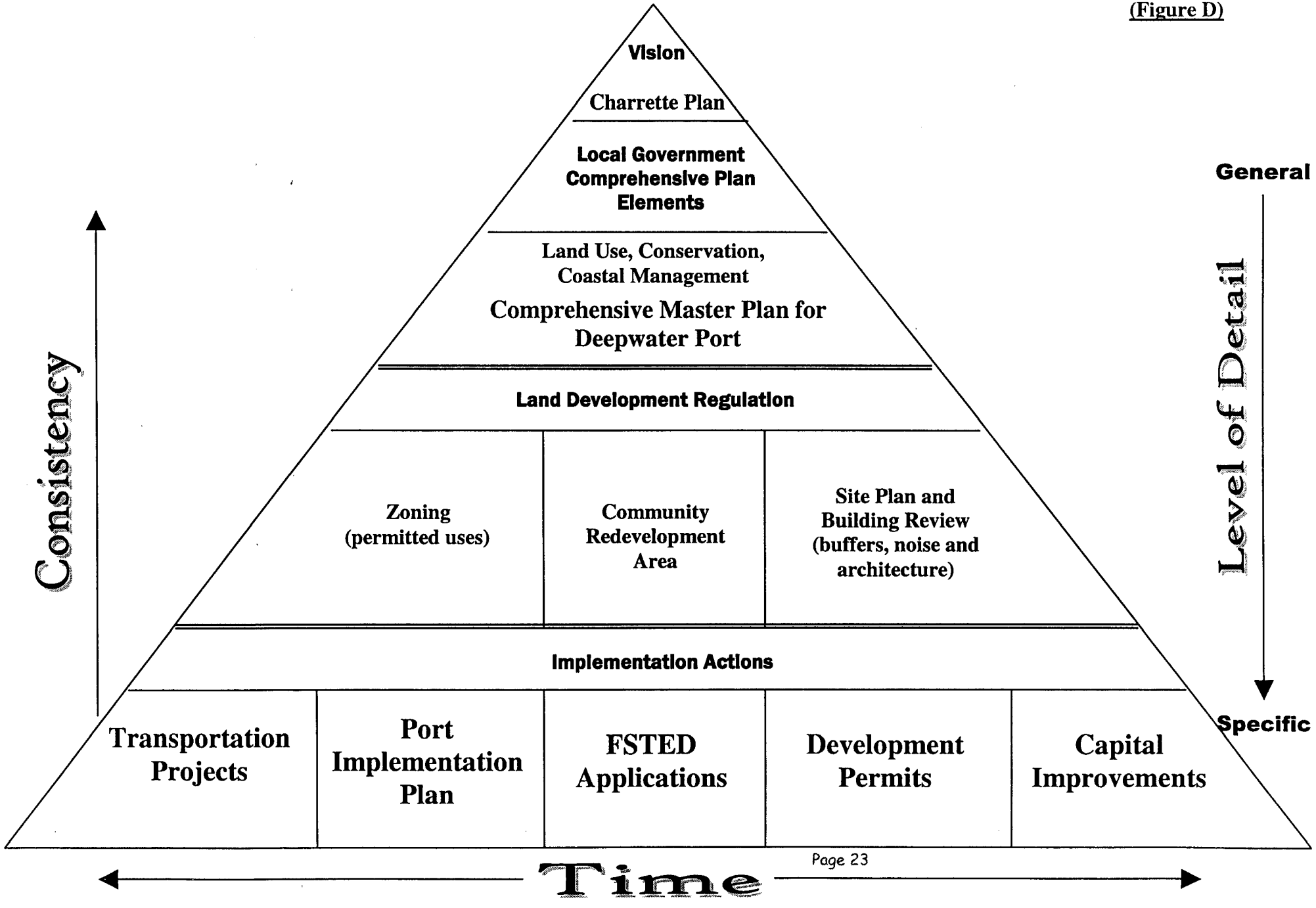


(Figure B: Map of Florida)

(Figure C: Map of Florida's Deepwater Ports)

Framework for Vision, Regulations, and Implementation for Deepwater Port Master Plans

(Figure D)



PART 2

Deepwater Port Master Plan Component for the Coastal Management Element of the St. Lucie County Comprehensive Plan

SECTION 163.3178(k), FLORIDA STATUTES

2. Goals, Objectives, and Policies

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 mega yacht industry, and for such uses to serve as the anchor tenant at the Port of Fort Pierce. The Port Master Plan more clearly defines this community vision, strengthens local control over the process, and provides flexibility to ensure intergovernmental coordination and the desired mix of uses.

References to the "Port of Ft. Pierce" in the Goals, Objectives, and Policies shall be liberally interpreted to mean the appropriate local government entity charged with the responsibility for enforcing or completing the specific objective or policy statement.

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Goals, Objectives, and Policies for the Port of Ft. Pierce

Goal 1 Responsibility for the Port

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

Objective 1.1

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

Policy 1.1.1

St. Lucie County shall explore and consider all options for the management and operations of the Port of Fort Pierce in cooperation with the municipalities and local officials. These discussions shall take place prior to December 2004 through either a task force or joint workshop of the elected officials.

Policy 1.1.2

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

Policy 1.1.3

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

Policy 1.1.4

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

Policy 1.1.5

St. Lucie County, operating through its existing and future legal authorities, shall initiate discussions with the City of Fort Pierce, with other public agencies, and with the private business sector to create the legal agreements, memoranda of understanding, and joint

planning agreements necessary to implement the goals, objectives, and policies of the Master Plan for the Port of Ft. Pierce.

Goal 1B Land Use Map For The Port Of Ft. Pierce

The Port of Ft. Pierce shall establish a general master development map for the Port that establishes a general Port Planning Area boundary and a Port Operations Area boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Ft. Pierce. The general master development map for the Port of Ft. 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 Ft. Pierce,

Objective 1b.1

The general master development map for the Port of Ft. Pierce shall be as depicted in Figures F and F1. The land use activities shown in this general plan of development shall comply with applicable State, County and Municipal laws including the applicable Local Comprehensive Plans for St. Lucie County and the City of Ft. Pierce, adopted pursuant to Chapter 163, Florida Statutes

Policy 1b.1.1

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

Policy 1b.1.2

The Port of Ft. Pierce shall support development activities such as mega yacht construction and maintenance, commercial uses, marine research facilities, or expansion of tourist/recreational uses, depending on market conditions.

Policy 1b.1.3

The Port of Ft. Pierce shall support development of tourist, commercial and recreational uses primarily in the northern third of the undeveloped property in the Port Operations Area as shown in Figure F. This development shall be consistent with the adopted Local Comprehensive Plans for St. Lucie County and the City of Ft. Pierce, including but not limited to the Future Land Use, Transportation and Coastal Management Elements.

Policy 1b.1.4

All activities within the Port Planning Area shall comply with the applicable State and County laws and the applicable plans and regulations of the City of Ft. Pierce or St. Lucie County

including but not limited to, the adopted Future Land Use Maps of the Local Comprehensive Plans for St. Lucie County and the City of Ft. Pierce, as depicted in the attached Figure G, G1 and G2.

Policy 1b.1.5

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

Policy 1b.1.6

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

Policy 1b.1.7

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

Goal 2 Port Activities

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

Objective 2.1

The Port of Ft. Pierce should strengthen the economic development activities in the Port Operations Area by working with federal, state and local government, the private sector, and other interested parties to formulate an economic development plan by 2004 that will foster new jobs that exceed the County's average annual wage and enhance the community's prosperity.

Policy 2.1.1

The Port of Ft. Pierce shall encourage the development, renovation and improvement of port facilities to maximize current potential, including rehabilitation and modernization of existing buildings consistent with the goals of the City of Ft. Pierce downtown redevelopment plan.

Policy 2.1.2

The Port of Ft. Pierce will continue as a deepwater port that will accommodate limited cargo operations. Gentrification of cargo areas shall be emphasized and flexibility shall be retained in the Berth 1 area to allow either limited cargo operations or marine industries or a combination of both. All such uses shall be consistent with the general mix of uses described herein and compatible with adjacent land uses and natural resources.

Policy 2.1.3

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

Policy 2.1.4

St. Lucie County, working with federal, state and local governments, the private sector, and other interested parties, may provide incentives for jobs that exceed the County's average annual wage.

Policy 2.1.5

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

Objective 2.2

The Port of Ft. Pierce in cooperation with the City of Ft. Pierce and other governmental bodies, shall assist in the development of high quality design standards to ensure that

port facilities in the Port Operations Area are compatible with the use of the surrounding area in the City of Ft. Pierce as downtown waterfront development.

Policy 2.2.1

The Port of Ft. Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, should develop and maintain aesthetically pleasing public port facilities and landscaping to encourage new and expanded business development.

Policy 2.2.2

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

Policy 2.2.3

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

Objective 2.3

The Port of Ft. 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 Ft. Pierce so there is no net loss of marine industry.

Policy 2.3.1

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

Policy 2.3.2

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

Policy 2.3.3

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

Policy 2.3.4

The Port of Ft. Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall encourage the location of additional marine science facilities in the Port Planning Area that are compatible with the Smithsonian and the Harbor Branch Oceanographic Institution.

Policy 2.3.5

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

Objective 2.4

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

Policy 2.4.1

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

Policy 2.4.2

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

Objective 2.5

The Port of Ft. Pierce, in compliance with federal, state, and local laws, shall work with appropriate public safety entities to revise the port security management plan for the Port Operations Area by December 2003.

Policy 2.5.1

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

Policy 2.5.2

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

Goal 3 Environmental Protection

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

Objective 3.1

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

Policy 3.1.1

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

Policy 3.1.2

The Port of Ft. Pierce, working through the Comprehensive Plans and Land Development Regulations of the appropriate local general purpose government, shall address excessive freshwater inflows originating from the Port Planning Area to minimize their impacts on estuarine salinity, consistent with guidelines being developed by the U.S. Army Corp of Engineers and the South Florida Water Management District in the Indian River Lagoon – South Feasibility Study Draft (2001).

Policy 3.1.3

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

Policy 3.1.4

The Port of Ft. Pierce shall work with other governmental bodies, private interests, and other interested parties to enforce existing laws and prevent exotic invasive species from entering the Indian River Lagoon via ship's ballast and bilge water or cargo or any other method.

Policy 3.1.5

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

Objective 3.2

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

Policy 3.2.1

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

Policy 3.2.2

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

Policy 3.2.3

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

Objective 3.3

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

Policy 3.3.1

The Port of Ft. Pierce, working with the Comprehensive Plan and Land Development Regulations of the appropriate local general purpose government, shall address maintenance and reduction of existing air quality emissions from Port activities to ensure that new emissions from the Port meet applicable air quality standards.

Policy 3.3.2

The Port of Ft. Pierce, working with other governmental bodies and private interests, and other interested parties, shall create a scientific advisory committee, composed of researchers and managers from the Smithsonian Institute, Harbor Branch Oceanographic Institution, and other regional marine research institutions, to provide scientific advice on

port operations and activities (commercial, industrial and recreational) that may impact the Indian River Lagoon.

Policy 3.3.3

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

Policy 3.3.4

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

Policy 3.3.5

The Port of Ft. Pierce, working with other governmental bodies, and the private sector, and other interested parties, will, by January 2006, identify, acquire (if necessary) and permit a permanent spoil disposal site for materials dredged from the Port Planning Area.

Objective 3.4

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

Policy 3.4.1

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

Policy 3.4.2

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

Policy 3.4.3

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

Policy 3.4.4

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

Policy 3.4.5

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

Policy 3.4.6

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

Policy 3.4.7

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

Goal 4 Public Access

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

Objective 4.1

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

Policy 4.1.1

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

Policy 4.1.2

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

Policy 4.1.3

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

Policy 4.1.4

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

Policy 4.1.5

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

Policy 4.1.6

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

Goal 5 Emergency Management

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

Objective 5.1

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

Policy 5.1.1

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

Policy 5.1.2

The Port of Ft. Pierce shall work with the City of Ft. Pierce and St. Lucie County to ensure that all development activities within the Port Planning Area, including the Port Operations Areas, are consistent with State of Florida's policies on development within areas identified as Coastal High Hazard Areas. New residential uses within areas designated as Coastal High Hazard as defined in Rule 9J-5, FAC., shall be discouraged.

Objective 5.2

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

Policy 5.2.1

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

Policy 5.2.2

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

Goal 6 Landside Infrastructure

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

Objective 6.1

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

Policy 6.1.1

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

Policy 6.1.2

The Port of Ft. Pierce should enhance and expand activities that tie the Port to the St. Lucie County Airport and coordinate with the Florida Department of Community Affairs (DCA), the Governor's Office of Tourism, Trade, and Economic Development (OTTED), Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail service, in order to encourage multimodal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County. Beginning in December 2003 and continuing annually thereafter, the Port of Ft. Pierce shall prepare a State of the Ports Report to demonstrate to the public how activities of both facilities are furthering the quality of life of St. Lucie County residents.

Policy 6.1.3

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

Goal 7 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 7.1

The Port of Ft. Pierce shall maintain the maximum channel depth at 28 feet with its current width as identified on the Army Corps of Engineers' Project Condition Survey dated August 2001 (attached as Figure H).

Policy 7.1.1

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

Policy 7.1.2

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

Policy 7.1.3

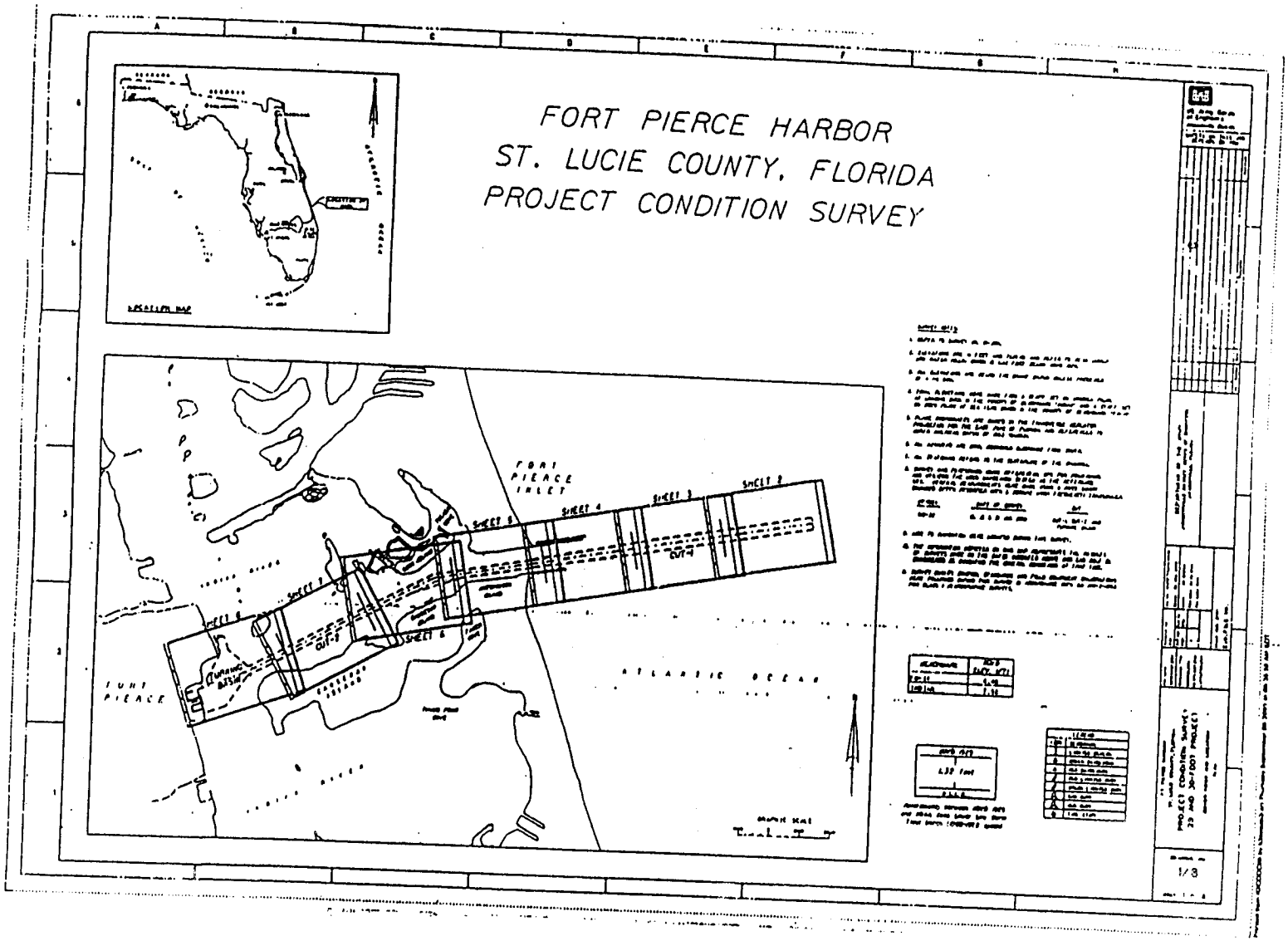
The Port of Ft. Pierce, working with other governmental bodies, the private sector, and other interested parties, will, by January 2006, identify, acquire (if necessary) and permit a permanent spoil disposal site for materials dredged from the Port Planning Area.

Objective 7.2

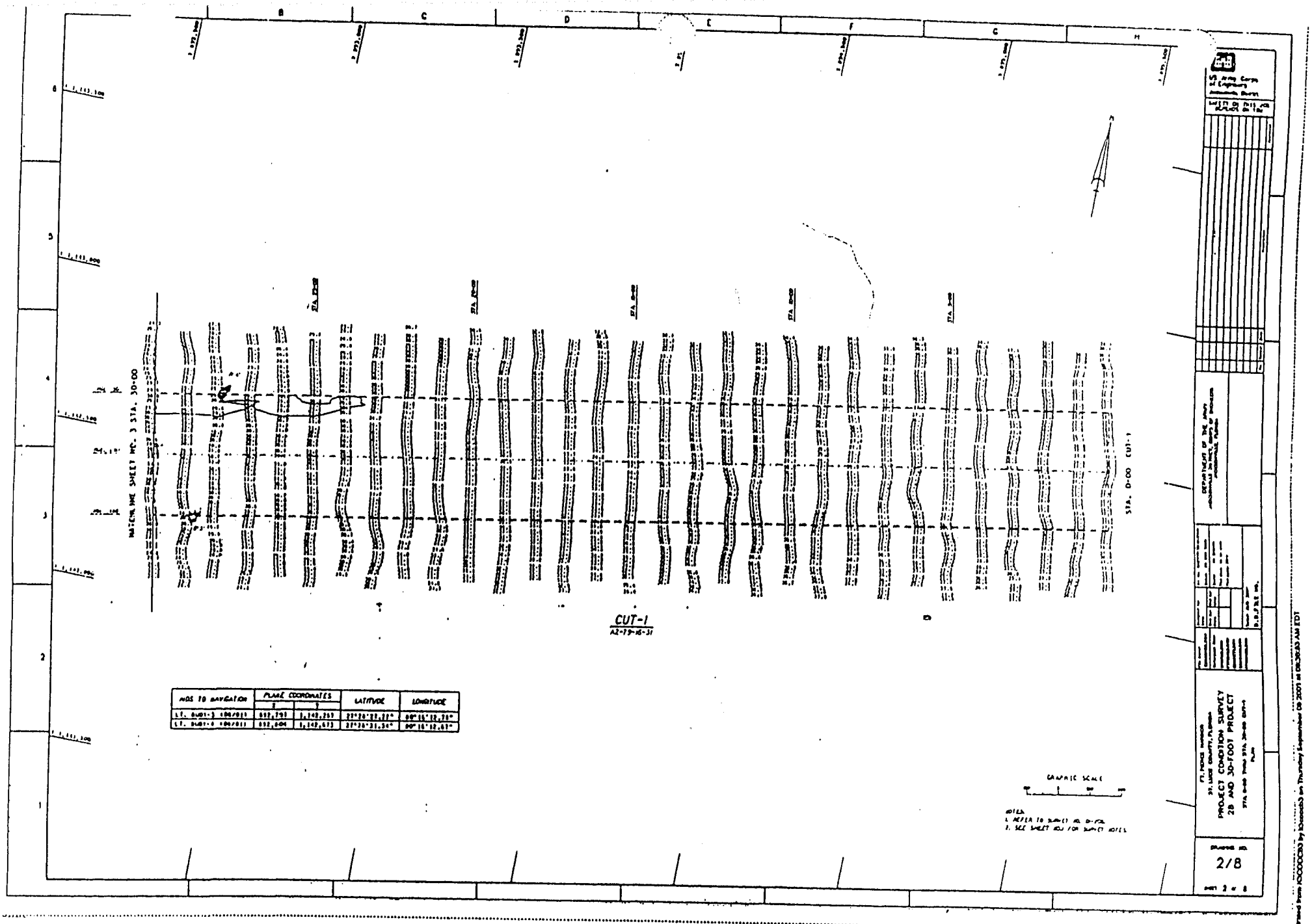
The Port of Ft. Pierce shall seek to improve the condition of Taylor Creek from the S-50 Spillway to the Intracoastal Waterway through maintenance dredging and water quality improvement projects.

Policy 7.2.1

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



(Exhibit A: U.S. Army Corps of Engineers Survey)



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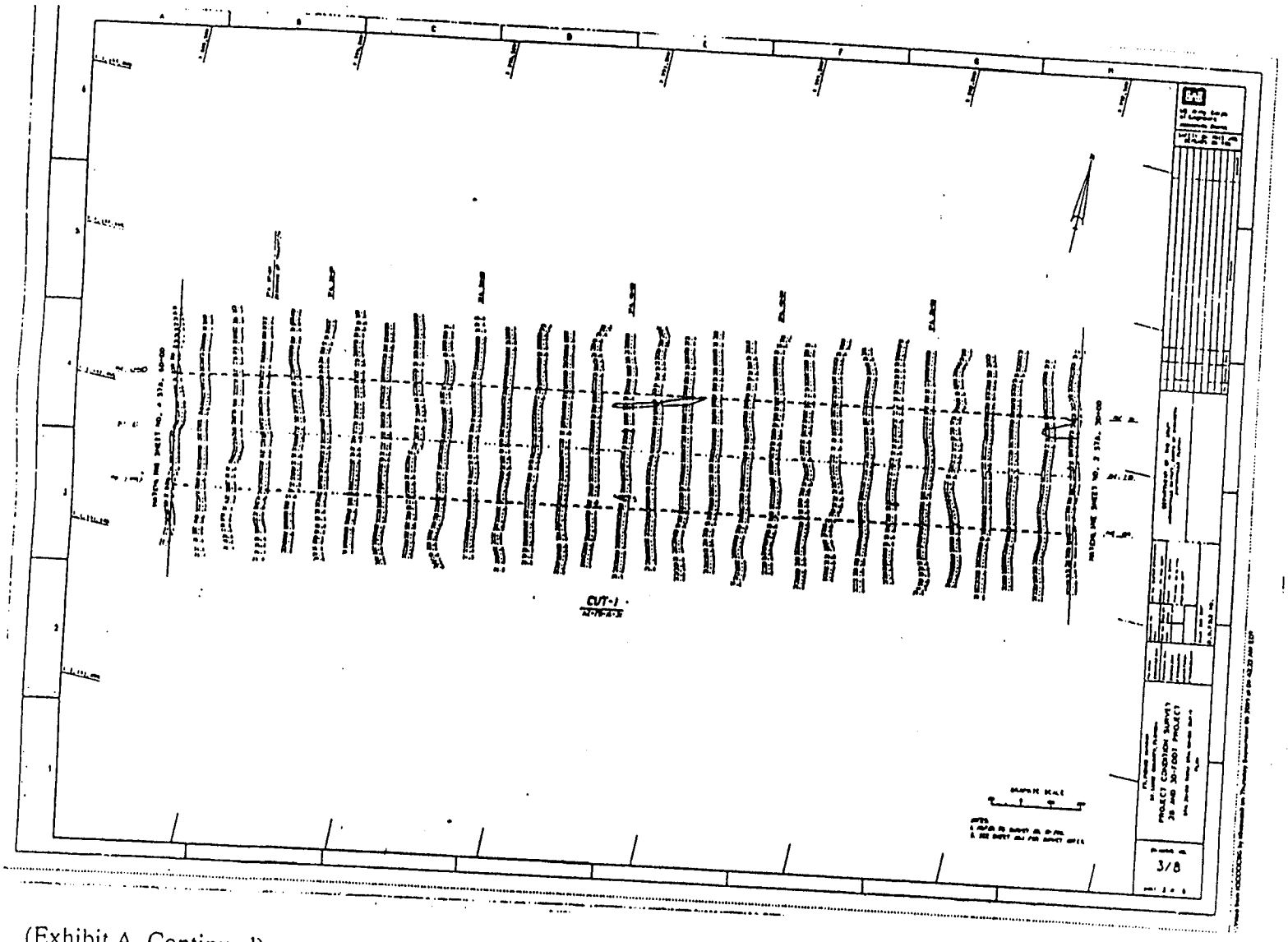

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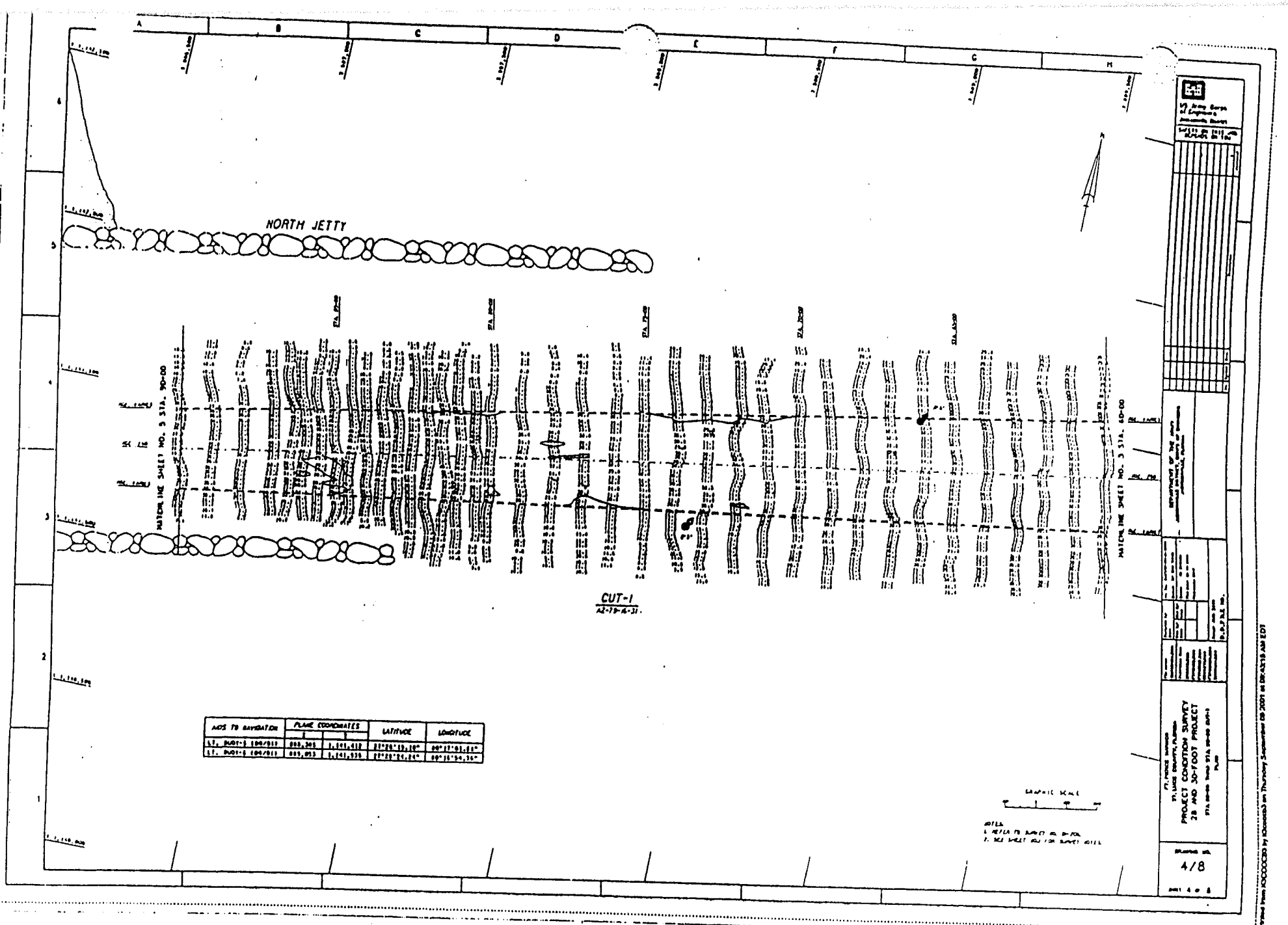

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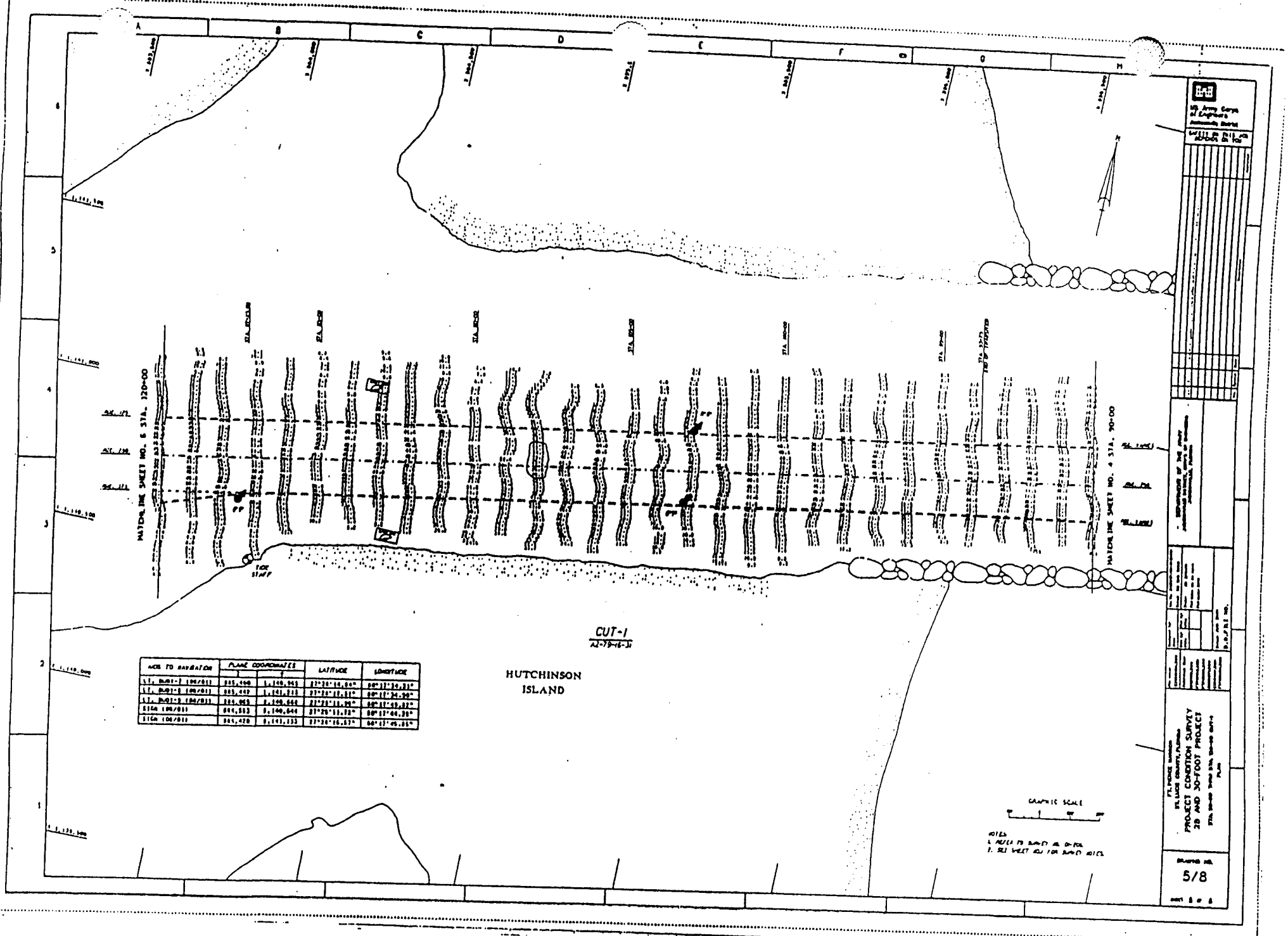

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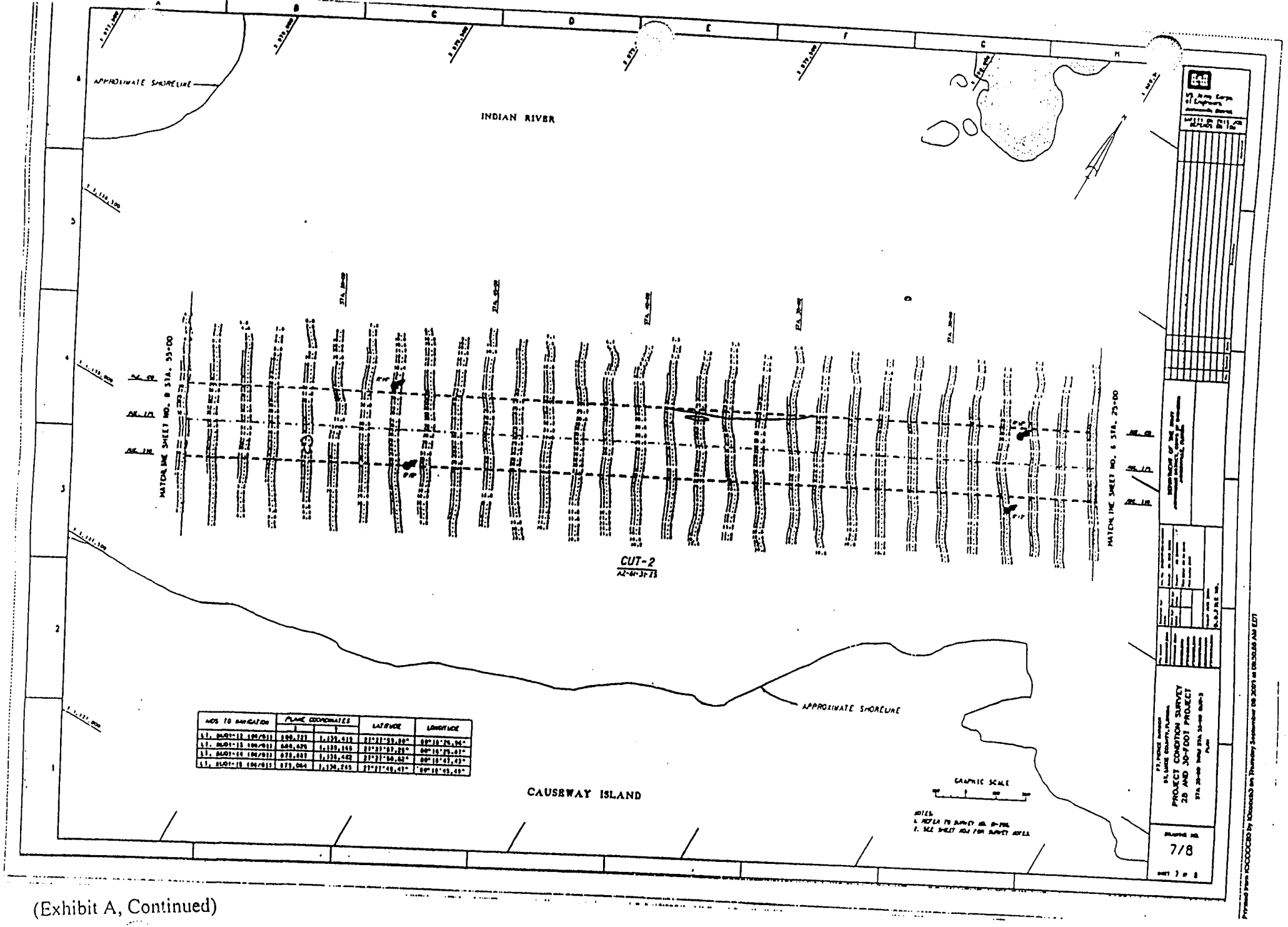

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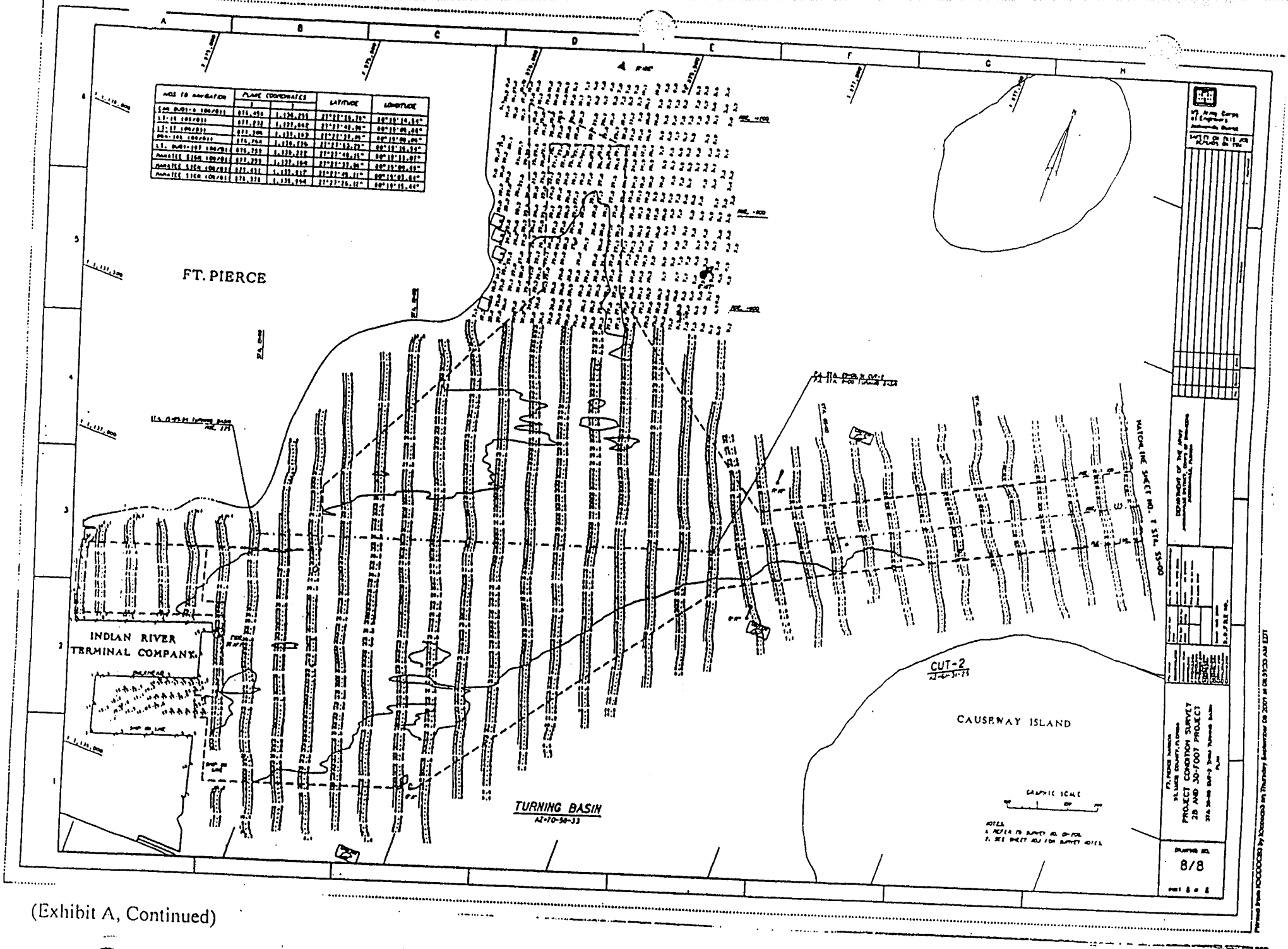

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PART 3

Data and Analysis

3. Existing Port Conditions, 2001

The objective of this section is to illustrate the physical, urban, and natural context within the Port of Fort Pierce. Subsections of the FAC, Section 9J-5.012., coastal management element, addressed in this and subsequent sections are indicated in brackets. This section provides an inventory and analysis of the built environment as well as terrestrial and marine environmental conditions at and near the port. Existing conditions are reviewed from the following standpoints:

- Inventory of port facilities
- Adjacent land uses
- Infrastructure serving port facilities
- Ecological and environmental conditions
- Natural disaster planning
- Hazardous materials handling and cleanup

A. Port of Fort Pierce Overview [FAC, Section 9J-5.012 (5)(b)]

This section consists of an inventory and analysis for the areas owned or administered by the port [FAC, Section 9J-5.012 (2)].

Historically the Ft. Pierce Inlet, originally known as the Indian River Inlet, was a natural meandering passage from the Indian River Lagoon to the Atlantic Ocean. After 1892 and the opening of the St. Lucie Inlet, the passage became unusable because of shoaling

On December 9, 1918, by Special Act of the Florida Legislature, the Ft. Pierce Inlet District was established for the purpose of funding the construction and operation of a new inlet between the Atlantic Ocean and the Indian River in Ft. Pierce. The present inlet was first modified by dredging in 1921, followed by the construction of two stone jetties in 1926. A channel was cut through Hutchinson Island, the barrier island that separates the Indian River Lagoon from the ocean, approximately 2.7 miles south of the location of the natural inlet. This natural inlet was subject to opening and closing depending on the drifting sands of the coastal environment. By constructing a new inlet, the residents of the Treasure Coast region were seeking to make available to the Ft. Pierce area a safe and consistently navigable access to the ocean in order to provide for the movement of goods and people.

Roughly 65 percent of St. Lucie County was situated in the Fort Pierce Inlet District. The District was empowered to sell bonds to finance the project and to satisfy bond obligations through real property tax revenues. The Port of Fort Pierce, as it is known today, came into existence in 1920 when the manmade opening between the Atlantic Ocean and the Indian River Lagoon, known as the new Fort Pierce Inlet, was completed.

Bond issues totaling approximately $1.9 million were authorized and sold between 1921 and 1927, with additional funds provided by the City of Fort Pierce. Between 1920 and 1935, the inlet was opened, protective jetties were constructed, and the channel and turning basin were excavated. In 1935, the harbor was authorized as a federal project under the United States Army Corp of Engineers (USACE) and completed to its present dimensions in 1938.

On July 1, 1947, the Florida Legislature abolished the Fort Pierce Inlet District and replaced it with the Fort Pierce Port Authority, which retained essentially the same power but also had the legal right to acquire and lease real estate. On May 29, 1961, a Special Act of the Florida Legislature (Chapter 61-2754, Laws of Florida) replaced the Fort Pierce Port Authority with the Fort Pierce Port and Airport Authority, both of which operated under the auspices of St. Lucie County. In 1988, the "St. Lucie Port and Airport Authority Act," (Chapter 88-515), Laws of Florida abolished the special taxing district known as the Fort Pierce Port and Airport Authority and created the St. Lucie County Port and Airport Authority. In 1997, Chapter 97-377, Laws of Florida, provided reorganizing, updating, and clarifying provisions for the Authority. In 1998, the legislature enacted Chapter 98-496, Laws of Florida, which dissolved the St. Lucie County Port and Airport Authority and transferred its assets, liabilities, and responsibilities to the Board of County Commissioners of St. Lucie County.

Although the Port of Ft. Pierce it is under the administrative jurisdiction of the St. Lucie County Board of County Commissioners, the Port of Fort Pierce cannot be considered independent of its location in the City of Fort Pierce.

For the purpose of this master plan, the Port of Ft. Pierce will be referred to as two distinct sub-areas within the context of the general term, Port of Ft. Pierce. These sub-areas are to be known as the Port Planning Area and the Port Operations Area. **Figure F** depicts the general limits of what is to be considered the "Port Planning Area" for the Port of Ft. Pierce. Within the Port Planning Area is a sub-area that is referred to as the "Port Operations Area".

The Port of Ft. Pierce encompasses approximately 1,400 acres of land **(approximately 300 acres)** and water/ wetlands **(approximately 1,000 acres).** Generally, the Port of Ft. Pierce includes all of the land area lying east of US #1 in Ft. Pierce, bounded on the north and south by SR A-1-A. On Hutchinson Island, the Port of Ft. Pierce includes mostly public property that is currently used either for public parks, conservation purposes, or utility and public safety purposes. The Port of Ft. Pierce includes the entry navigation channel, turning basin, intercoastal waterway (ICW) within the port area, Taylor Creek and the Ft. Pierce Inlet area (including the jetties, both north and south).

Approximately 85% of the Port Planning Area lies within the City of Ft. Pierce. The remaining 15% of the Port area lies in the unincorporated areas of St. Lucie County. In developing this master plan for the Port of Ft. Pierce, the most current adopted Comprehensive Plans for St. Lucie County (last amended March, 2002) and the City of Ft. Pierce (last amended December, 1990) have been used to determine consistency with local development policies. Development activities that take place within the Port Planning Area must be consistent with the Future Land Maps of the respective jurisdiction in which the activity is taking place. **Figures G1 and G2** identifies the adopted future land use designations for the Port Planning Area.

B. Adjacent Land Uses [FAC, Section 9J-5.012 (5)(b)]

Existing Land Uses

As noted above, the Port of Ft. Pierce encompasses approximately 1,400 acres of land and water and has been divided into two general planning areas, the Port Planning Area and the Port Operations Area. **Figure E** represents an aerial image of the Port Planning Area along with its surrounding environs.

The Port Planning Area lies astride the Indian River Lagoon (IRL) Aquatic Preserve. The land uses for the areas fronting or close to the Indian River are mostly water-dependent or water-related.

Land uses in the Port of Ft. Pierce may be characterized into two broad classifications, industrial/commercial and residential/conservation. The existing land uses in the Port Planning Area, east of the Intercoastal Waterway (ICW), are predominantly public use, recreational, conservation or limited commercial use. The only notable area of residential use within the entire Port Planning Area, the Causeway Mobile Home Park, is located on the south side of SR A-1-A, just east of the ICW. There are no other significant residential uses within the Port Planning Area.

Land uses in the Port Planning Area west of the Intercoastal Waterway (ICW), are a mix of industrial, heavy commercial, marine related commercial, general commercial and vacant lands. There is one small area of public ownership at the west end of the SR A-1-A (South Bridge) and the Indian River Lagoon known as the Black Pearl Boat Ramp.

The Port Operations Area is the area that would most commonly be characterized as the "Port of Ft. Pierce." The Port Operations Area encompasses the existing marine terminals of the Port, the areas of proposed development by the Port of Ft. Pierce, two commercial marinas, and an area of mixed industrial and commercial development east of US#1, adjacent to the marine industrial areas.

Major structures in the Port Operations Area include two citrus packing plants, the Taylor Creek Marina, a small fuel storage area and two large silos that were constructed in the early 1990's for the purpose of receiving imported fine aggregate materials, along with various other commercial properties. Several large parcels of property in the Port Operations Area remain undeveloped. The Port Operations Area also has properties, which could be redeveloped for more intensive use.

To the north of Taylor Creek, the land uses in the Port Operations Area include general commercial along US #1 and Old Dixie Highway; a small citrus packing facility along the east side of Old Dixie Highway and a small commercial fishery area along the north side of SR A-1-A. Many of the structures in this area are old and in disrepair. There are a few older residences in this area. With the exception of the newer commercial structures at the intersection of SR A-1-A and North US #1, this area will likely be redeveloped with new structures and uses as port activities expand.

To the south of Taylor Creek, along the west side of US #1 is the Riverview Memorial Park cemetery and a mixture of mostly strip retail and neighborhood commercial land uses. Land uses along the south side of SR A-1A (Seaway Drive) are mixed commercial and residential. This area is part of the general redevelopment plan for the downtown area of Ft. Pierce and is referred to as the *Historic Edgartown* area of the city.

The City of Ft. Pierce defines inconsistent land uses as those that either do not contribute to carrying out the goals, objectives and policies of the comprehensive plan or are in conflict with future land use designations. Several inconsistent land uses exist adjacent to the port as indicated in the City of Fort Pierce Future Land Use Element (1990). These include:

- Part of an existing residential neighborhood abutting U.S. 1, between Avenue J and Avenue H, designated General Commercial (CG) in the City's Comprehensive Plan.

- An area of older wood frame single-family residences, which are located between the South Bridge (Seaway Drive) and Avenue H and designated Cm (Commercial Marine) in the City's Comprehensive Plan.

In the Port Operations Area, there are also diverse port-related uses. These include the privately owned King Maritime Group LLC shipping facilities (previously known as the Indian River Terminal Company), several fruit-packing houses, industrial operations, a dry-slip marina, a boat yard, a tank farm, and a few other small businesses. The Indian River Terminals are located in the southern third of the Port, consist of approximately seven acres of land, and constitute the only "deepwater" facility within the port. The land use designation of the Port, according to the City of Ft. Pierce's Comprehensive Plan, Future Land Use Element, is a mixture of Industrial (I) and Commercial Marine (CM). The City of Ft. Pierce's Land Use designations in the area east of the ICW area are a mix of commercial, residential and open space/ public use (recreation & conservation). Land use designations in the Port Planning Area under the County's Comprehensive Plan are a mix of commercial and industrial. **Figure H** depicts the adopted future land use classifications for the Port Planning Area and its immediate surroundings.

The sections below are intended to provide a brief summary of the major physical features/ uses in the Port Planning Area.

- **Ft. Pierce Inlet State Recreation Area**

The eastern and southern shorelines of the Fort Pierce Inlet State Recreation Area are within the Port Planning Area. North Hutchinson Island is on the north side of the Ft. Pierce Inlet and directly east of the Port. While not a part of the Port Planning Area, 2,015 of the 3,110 total acres on North Hutchinson Island, are in public ownership, 75 acres have a conservation easement and another 68 acres are targeted for public purchase.

- **Causeway Island Recreation Area**

Causeway Island Recreation Area is a 15 acre parcel, located along the south side of the Ft. Pierce Inlet. This tract is owned by and managed by St. Lucie County. Uses on Causeway Island include a small beach recreation area, boat launching facilities, the Smithsonian Marine Exhibit and the St. Lucie County Historical Museum.

- **Fisherman's Wharf**

The area known as Fisherman's Wharf is located in the southern ¼ of the Port Operations Area. This area has been identified by city planners as having potential for redevelopment. There are no plans to redevelop this site at the present time.

- **City Fishing Pier/Catwalk**

The City Fishing Pier/Catwalk is located adjacent to the South Bridge (SR A-1-A) over the Indian River Lagoon. The City Fishing Pier/Catwalk consists of a 2,850 foot long structure that has access points on both the east and west ends of the bridge. The City Fishing Pier/Catwalk does not cross the ICW of pier (City of Fort Pierce, Coastal Management Element, 1990).

- **Fort Pierce Inlet Marina**

Located on the south side of the Ft. Pierce Inlet, and just to the east of the Ft. Pierce United States Coast Guard Station, the Fort Pierce Inlet Marina is a condo/multifamily site that offers boat repair and 32 wet slips.

- **Taylor Creek Marina**

The Taylor Creek Marina is located at the SE corner of the intersection of Old Dixie Highway and Taylor Creek. Of the 619 commercial dry docks in the City of Fort Pierce, 600 are located in the Taylor Creek Marina. This marina offers boat repair and fuel.

- **Harbourtown Marina**

The Harbourtown Marina is located at the NE corner of the intersection of Old Dixie Highway and Taylor Creek. This is a commercial marina that offers boat repair, sewage pump out and fuel. It consists of 412 wet slips.

C. Historic and Cultural Resources [FAC, Section 9J-5.012 (5)(b)]

Many of the known archaeological and historical resources of the City of Ft. Pierce do occur in the coastal area, but outside of the Port Planning area. Approximately seven structures on the National Register are in the City of Fort Pierce. The State Bureau of Historic Preservation does not identify archaeological resources other than by U.S.G.S. section in order to prevent destruction of these sites by looters. Three of the city's four National Historic Register sites are in the coastal area. The sites include the Old Fort Pierce Site, Cresthaven (Boston House), and the P.P. Cobb Building. The downtown McCrory's Building has the potential to be nominated on the National Register of Historic Places. There are no designated historic districts in Fort Pierce. Other historic sites include the Old City Hall, the Post Office, the Arcade Building, the Sunrise Theater, the Seven Gables House and Information Center, Second Street, and the Sunrise Theater. Ongoing port operations and future development are not anticipated to impact these historic resources.

D. Inventory of Port Facilities

- **Channels and Turning Basins**

The Port of Fort Pierce lies approximately three (3) miles from the Atlantic Ocean shipping lanes, as measured from the outer sea buoy to the Indian River Terminal.

The Fort Pierce Inlet has two stone jetties designed to keep the inlet open for navigation. The jetties were constructed 900 feet apart; the existing southern jetty is about 1,200 feet long, the northern jetty is about 1,600 feet long. The stone jetties protect an entrance channel that is 300 feet wide. Upon reaching the Indian River, the channel narrows to 200 feet. Water depth in the entrance channel is 31 feet below mean low water from the ocean to a point of approximately 1,500 feet west of the inshore end of the inlet. From that point the depth of the channel and turning basin is 28 feet below mean low water. The turning basin is up to 900 feet wide and allows large vessels room to maneuvering for docking and undocking at the Indian River Terminal.

The channel and turning basin are intersected by the Intracoastal Waterway (ICW), which allows coastwise barge traffic direct access to the Port. Tidal surge in the harbor averages 2.5 feet with 3 feet occurring during spring tides.

- **Navigational Aids**

Both the ICW adjacent to the Port and the Fort Pierce Inlet have standard navigational aids. Two tugs, 1200 hp and 500 hp, provide around-the-clock service. Additional assistance can also be provided by the Harbor Master pilot boat, which has a capacity of 400 hp. The Fort Pierce Harbor Master, the U.S. Coast Guard and the Indian River Terminal all maintain VHF channels for ship to shore communications.

- **Marine Structures**

Commercial shipping has been conducted in the Port since the 1930s. The majority of the commercial cargo portion of the Port is currently in the southern portion and is known as the Indian River Terminal. This terminal was built in 1933 and was recently purchased by the King Maritime Group LLC. The terminal's three docks are 934 feet long. The terminal's warehousing includes 8000 square feet of dry storage and 64,000 square feet of refrigerated storage. The Indian River Terminal has berths of 454 feet, 330 feet, and 150 feet for vessels to 28 foot draft, and the municipal pier has marginal wharfs of 330 feet and 195 feet for vessels up to 20 feet in draft on the seaward end. The municipal pier, primarily suitable for small cargo vessels servicing the island trades, also has a roll on, roll off (ro-ro) ramp, which is presently used by a firm transporting fresh produce from the Bahamas. The Indian River Terminal with a pier-side refrigerated terminal can also accommodate landing ships and ro-ro vessels equipped with bow or stern ramps. AES, Inc., operates a terminal for bulk discharge and distribution. This terminal has a three dolphin mooring system, which can moor vessels to 28 feet in draft.

- **Existing Buildings in the Port Operations Area**

Of the buildings found in the Port area, most are one to two stories in standard industrial heights. Among the types of buildings are port facility warehouses, packing plants for fresh fruit and vegetables and marine industry office space. The Port does not have cruise ship facilities. Within the Port Operations Area, approximately 87 acres remains vacant. Most of the land on the north side of the Port Operations Area is vacant. The southern third of the 87 acres is adjacent to the existing deep-water berths.

- **Areas in Need of Redevelopment**

It has been suggested by the City of Fort Pierce Community Redevelopment Agency (2001) that a northern entrance to the Port Operations Area should be developed to be in keeping with the 1996 Port of Fort Pierce Charrette.

It was also suggested in the 1996 Port of Fort Pierce Charrette that a connected street system within the Port area should be built to allow access to undeveloped areas of the Port. To maximize the recreational potential of publicly owned lands, the charrette recommendations included renovating the park along the north side of Causeway Island.

E. Conflicts Among Uses

According to the St. Lucie County Coastal Management Element Update (2001) the predominant land use along the North Fork of the St. Lucie River and Indian River Lagoon (south of Fort Pierce) is residential. The shoreline of the Indian River Lagoon on Hutchinson Island is primarily public conservation/recreation. The County's Future Land Use map recognizes the need for water-dependent and water-related uses by the commercial, industrial, and mixed-use designations on the mainland north of Fort Pierce and the Port Planning Area. Several existing or potential shoreline conflicts were identified by the County, including the following: conflicts in existing non-water dependent uses in the platted industrial area, and redevelopment focus on water-dependent uses; environmental sensitivity of these areas in regard to stormwater management and handling, storage and use of hazardous materials; and potential conflict between mixed use designations and low density residential designations that must be offset through transitional gradients.

There are further identified conflicts with shoreline uses of the Port of Fort Pierce in regard to the various stakeholders, which were identified at the public workshops. Some of the stakeholders believe the Port should accommodate greater amounts of cargo and should deepen the Port in order to meet the needs of additional cargo. Other stakeholders would believe cargo should be virtually eliminated from the port in order to protect the environment. Four assumptions were agreed upon at the public stakeholder meetings:

The Port will continue to accommodate cargo through existing facilities

The Port should accommodate recreation and commercial uses, including marine industries supported by the community such as mega yachts.

Protection of the Indian River Lagoon environment requires environmentally safe and friendly port activities and uses.

Intergovernmental coordination is both desirable and necessary to develop activities consistent with the public interest.

F. Natural Resources Inventory [FAC, Section 9J-5.012 (5) (b)]

The study area for the Port Master Plan includes both the Port Planning Area and the Port Operations Area. To enhance Port planning activities, the study area boundaries have been expanded slightly since the 1989 plan. The previous boundaries of the "Port Area" as defined by the 1989 Port Plan were as follows: bounded on the north and south by State Road (SR) A1A causeways, on the west by the Florida East Coast Railroad (FEC) and on the east by the Indian River Lagoon (IRL). The new boundaries have been redefined to include a greater portion of Taylor Creek.

The Port Planning Area now extends from the North Bridge (North SR A1A) to the South Bridge (South SR A1A), and from U.S. 1 east to the Indian River including the entire harbor, channel and Causeway Island from the city's wastewater plant and the county's historical museum to a geographical line approximately equal with. The Pelican Yacht Club. It also includes a portion of Taylor Creek beginning at the harbor and extending to approximately North Sixteenth Street.

The Port Operations Area consists of the area between the northern causeway to the southern causeway and the adjacent harbor area. The land in question extends west to US #1 between North Beach Causeway and Seaway Drive.

Natural resources that are affected by Port activities include the IRL, the Atlantic Ocean, Taylor Creek, and both the associated habitats and species. The undeveloped lands in the Port Planning Area are of particular importance due to the proximity of the Fort Pierce Inlet, which has provided an estuarine environment described as "one of the best remaining segments of the Lagoon".

1. Ecological and Environmental Conditions

This section reviews natural resources generally relevant to the Port Planning Area. The following text illustrates site specific natural resources for these facilities. The deepwater port facilities of the Port of Fort Pierce consist of shorelines and marine structures within the IRL and direct access to the Atlantic Ocean. Natural resources in this area include but are not limited to vegetative cover and wetlands, terrestrial and aquatic wildlife, beach and dune systems, and an estuarine system.

The landside areas of the Port Planning Area are in an urban setting and do not have noteworthy vegetation or fauna. The harbor area and its environs, however, provide habitats for various plants and animals, including species classified as endangered, threatened, or of special concern/

Marine Communities

The marine resources within and around the Port Planning Area are extensive. In the IRL complex over 600 species have been identified. There are several reasons for this diversity. The IRL spans several biogeographic provinces with both tropical and temperate influence. The IRL complex also contains highly diverse habitats including tidal inlets, sand bottoms, seagrass meadows, and adjacent mangrove forests and freshwater creeks. In the southern portion of the IRL there is an even higher level of diversity due to a greater abundance of inlets, the presence

of reef-like habitats that are not present in the north, and greater tropical representation. There is no other region of estuarine or continental shelf habitats that contains as many species or aquatic organisms as the ocean inlets of the IRL, particularly in the Fort Pierce Inlet, due to its size and stabilization.

Seagrasses

Seagrasses are submerged flowering plants with true roots and stems and are distinctly different from marine algae. The documented importance of seagrasses and other submerged aquatic vegetation in the ecological stability and productivity of the estuarine ecosystem includes the stabilization of sediments, prevention of re-suspension of particulate matter, as well as cover and food for fish and wildlife. Of the habitats entirely confined within the lagoon, seagrass beds support the richest fish community, in terms of both diversity of species and density. The seagrass habitat is also a critical resource for the Florida manatee. This marine mammal depends on seagrasses as part of its food supply. Juvenile sea turtles have also been documented as foraging on turtle grass and other seagrasses in the IRL. Seagrass ecosystems are recognized as the primary food source and critical to the recovery of the Endangered West Indian Manatee. Seagrasses also provide habitat for the Green Sea Turtle.

In 1991, scientists at the Harbor Branch Oceanographic Institution (HBOI) conducted an extensive study of the shoreline in the Port. Four species of seagrass and 44 species of other Submerged Aquatic Vegetation were found. The seagrass beds along the undeveloped portion of the Port were found to be the most extensive and significant. The seagrass beds adjacent to the shoreline were healthy and patterns observed were consistent with previous seagrass studies. Approximately 4.7 acres of seagrasses were mapped, 77% of which were found off the undeveloped eastern shoreline, or in the area known as Harbour Pointe Park. The majority of these vegetative communities were found in waters adjacent to undeveloped port lands. The transect along the Port's Indian River Lagoon shoreline extended form the shore to the ICW, a distance of approximately 250 feet. The seagrass beds in this area were predominately found within a few meters of the shore. The physical conditions along the project shoreline were reportedly favorable for seagrass growth, a gentle sloping shelf and water depths that provide an expansive area of potential habitat cover. According to Gilmore (1991) any alteration of the shoreline or adjacent substrate will negatively impact seagrasses and the conditions for submerged aquatic vegetation growth.

The IRL contains seven species of seagrasses: manatee grass, shoal grass, Johnson's seagrass, turtle grass, paddle grass, star grass, and widgeon grass. This diversity is far greater than seagrasses found in any other United States estuary. Johnson's seagrass (Halophilia johnsonii) is a federally threatened species endemic only to the southern IRL region. Where conditions are appropriate, seagrasses may form an underwater meadow of dense cover. These meadows are generally found in water between 0.7 and 3.3 feet deep on sandy or muddy sand substrates. In deeper water where there is less light or in areas where substrate or water quality conditions are not ideal, seagrasses may not be present or may occur only as scatter clumps or as plants limited to a few inches in height.

Dense beds of seagrass are found around the shoals being formed at the mouth of the St. Lucie River; however, such seagrass beds have varied in density over time. Seagrass beds in the Fort Pierce area were moderately dense when mapped in 1986 and less dense when mapped in 1992. Historical seagrass coverage changes between the 1970s and 1992 were determined

as part of the Indian River Lagoon National Estuary Program Final Report. Within St. Lucie County, the majority of the lagoon reported a zero to 25 percent increase in seagrass coverage. One exception is the area of the Fort Pierce Inlet, between Bear Point and Jack Island, which reported an increase of seagrass coverage that was greater than 25 percent.

The Florida Department of Environmental Protection (FDEP) (2000) cited more recent surveys. One such survey was conducted by FDEP Coastal and Aquatic Managed Areas (CAMA) staff in August of 1998. Slight changes of shape and area coverage in the beds in were found between 1992 and 1998. In April of 1999 aerial photography conducted by the South Florida Water Management District (SFWMD) revealed similar findings. FDEP CAMA staff surveyed the proposed Berths 1-5 in May of 2000 and showed a greatly reduced bed. The greatest change was found at berth 4-5, with a reduction in maximum bed width from roughly 100m to 8m. A 3-8 inch layer of silt/clay/organics was found where formally had been sandy substrate. Seagrass beds in Berths 2-3 were found to have grown since the 1998 survey after losses since 1991. The consistency of the muck found by CAMA staff was very similar to samples taken from offshore reefs in 1996. The muck appeared to be deposited prior to dredging efforts in April of 2000. It was speculated that the most likely source of the muck was Taylor Creek, perhaps due to downward movement from two recent hurricanes. However, it was noted that the hydrodynamic conditions of the port, ICW, Taylor Creek, inlet, and reefs are largely unknown.

Substantial research has indicated that the distribution and health of seagrass and other submerged vegetation is directly related to water quality and water clarity of estuaries and can thus be used as an estuarine health indicator. Factors influencing seagrass and other submerged aquatic vegetation growth and distribution include water depth, water clarity and availability of light, substrate, nutrient levels, salinity, temperature, and anthropogenic influences such as runoff and boating activities.

According to Maritime Trust (2001), four varieties of seagrasses are found in the Port vicinity: cuban shoalgrass (Halodule wrightii), Cuban shoalgrass (Halodule decipiens), Johnson's seagrass (Halophil johnsonii), and manatee grass (Syringodium filiforme). Johnson's seagrass is generally uncommon in this area. The largest area of seagrass in the Port vicinity is the Jim Island Seagrass Meadow, which is a 290 acre area located north of the interior channel. Seagrass beds are also found to the west and north of the turning basin.

According to the United States Fish and Wildlife Service (USFWS) Multispecies Recovery Plan for South Florida (Draft, 2000) physical destruction of seagrasses most commonly comes from boat propellers and is called prop scarring. Boat wakes also cause physical disturbance to seagrasses with increased turbidity. Small craft boating and larger commercial boats can both influence this condition.

Intertidal/Wetlands

Two basic types of saltwater wetland or "intertidal" wetlands in the lagoon are mangrove forests and salt marshes. The distribution of these habitat types is primarily latitudinal, caused by temperature and particularly by the occurrences of freezes. Mangroves are sub-tropical and sensitive to low temperatures and freezes. The undeveloped shoreline of the Port Operations Area contains mangroves.

Mangrove communities, like other coastal wetlands, contribute to the removal of dissolved nutrients in runoff from adjacent upland areas. Nitrogen, phosphorus, and other essential nutrients are absorbed by mangrove root systems. Mangrove size and growth are proportional to the levels of nutrients received and this growth may be correlated to the amount of runoff received from adjacent terrestrial sources. The submerged root systems of mangroves form a protected nursery habitat for dozens of fish, such as the common snook, striped mullet, tarpon, and mangrove snapper. Many avigaunal species also use these systems for nesting and/or foraging, including herons, egrets, brown pelicans, roseate spoonbills, and white ibis.

As late as 1950, coastal saltwater wetlands, both forested swamp and salt marsh, covered approximately 6,000 acres of St. Lucie County's coastal shoreline area adjacent to the IRL. Salt marsh halophytes and black and white mangroves dominated these coastal areas. The federal government and the State of Florida sold the majority of the coastal wetlands to private developers. Human development resulted in the filling of approximately 17 percent of the wetlands in the county.

Ongoing coastal wetland activities are directed at public acquisition, preservation, restoration, recreation, and public management of these environmentally sensitive ecosystems. Multi-agency coordination is an integral component of this effort, which involves multiple management goals, adaptive management strategies, and ecosystem management principles focusing on protection of coastal biodiversity.

Spoil Islands

Spoil islands in the lagoon provide vegetative cover. There are 34 spoil islands within the county's portion of the IRL. Within the Port Planning Area there are two small spoil islands just at the east of the turning basin **(see Figure F)**. Most islands were created as a result of the depositing of spoil material during the creation of the ICW in the early 1900's, or its rebuilding between 1961 and 1995. A few were natural islands on which dredged spoil was placed. Although spoil islands are generally dominated by exotic vegetation, they also provide shallow water habitat in fringe areas for the growth of mangroves, seagrasses, and other native wetland vegetation. In 1990, Florida Department of Natural Resource (now known as the Florida Department of Environmental Protection) studies showed that a total of 467 plant and animal species ranging from fungi to marine mammals inhabited or used these islands. Uses include nesting sites for many wading and diving birds. The Florida Fish and Wildlife Conservation Commission consider County Line Spoil Islands and Bird Islands as major rookeries.

Riverine/Freshwater Systems

Numerous freshwater wetlands and streams are found adjacent to or connected directly to the lagoon system. Although not directly a part of the lagoon, adjacent wetland communities are a vital component for the biodiversity of the lagoon. They function in maintaining water quality and in filtering harmful substances from surface runoff waters before reaching the lagoon. The quality and quantity of freshwater discharges from the mainland is critical to the maintenance of a healthy estuary and the salinity gradient required by numerous estuarine-dependent fisheries. One of the two primary points of discharge into the IRL is the C-25 Canal, which discharges directly into the lagoon across from the Fort Pierce Inlet. This canal discharges into Taylor Creek that flows along the north side of the undeveloped Port lands.

Shoreline

The undeveloped 87 acres of the Port Planning Area include approximately 2,500 linear feet of undeveloped shoreline along the IRL and Taylor Creek. The emerging mangrove shoreline and adjacent aquatic estuarine resources may be affected by future uses of the Port.

2. Living Marine Resources

Natural Reefs

The IRL contains rock/ledge communities consisting of exposed limestone along the north wall of the inlet; wormrock reefs along the north side of the inlet, formed by cementing of sand grains by polychaete worms; and soft-bottom communities. Limestone natural reefs are found both near shore and offshore within the coastal area of St. Lucie County. The near shore reefs or hard bottom areas exist both north and south of the Fort Pierce Inlet. They are primarily coquinoid limestone, occurring in approximately 10 to 20 foot depths and extending from 150 feet out to 2000 feet offshore. Discontinuous pavements with ledges up to six feet in relief parallel the shoreline. The near shore reefs support a dense and diverse cover of flora and fauna. Algae, sponges, as well as soft and hard corals, are a few of the dominant species that, along with numerous other cover species, provide shelter and food for invertebrates and over 225 species of fish. Over 200 species of mollusks, 97 species of crustaceans, and 21 species of echinoderms have been found to be associated with the Oculina hard coral alone.

Oyster Bars

Oyster bars are essentially an exposed sand-shell biotype where the shell component is dominant. Oyster bars are common in the IRL between the Sebastian Inlet and the Fort Pierce Inlet and historically contributed to the commercial fishing industry in Fort Pierce. However, there are no commercially leased oyster beds and there is only a relatively small area north of Fort Pierce and east of the ICW that presently has approved open shellfish waters. The oyster performs a valuable function in the food web by converting plankton, detritus and possibly dissolved organics into animal protein, which is then available to higher predators. Attaching to dead shells or stony outcroppings, oyster communities are self-perpetuating once established and provide attachment sites and protective cover for a large number of invertebrates including tunicates, bryozoans, amphipods, decapods, and gastropods. This secondary community provides a forage base for opportunistic fish, which in turn support roving carnivores such as crevalle jack, gray snapper, snook, and red drum.

Fish

The IRL is reportedly the "richest estuarine ichthyofauna in the continental United States." Recent reports indicated a total of 788 species present in the IRL, many using a variety of habitats, particularly during different phases of their life histories and/or at different times of the year. St. Lucie County is located within the southern portion of the lagoon where twice as many fish species have been recorded compared with the northern portion. The higher diversity in the southern portion of the lagoon has been ascribed to the greater tropical climate, hard-bottom and reef-like habitats, and to the abundance of Atlantic inlets.

The status of fish resources is difficult to establish on a quantitative basis and much information comes from anecdotal sources and non-scientific reports. Such information indicates that populations of many fish have declined in the period ranging from about 1952 to 1989. Populations of some species such as the common snook and red drum appear to have increased in recent years, probably in response to catch limitation regulations, while others such as the spotted sea trout have continued to decline. Reconnection of thousands of acres of mosquito impoundments may have a beneficial effect on ichthyofaunal food chains and lead to increased populations of fish. Changes in seagrass abundance may also affect fish abundance. Sixty to seventy percent of the economically important Atlantic Ocean species are dependent upon estuaries during some phase of their life cycle (FDEP, 1998).

In 1991, Gilmore and Hanisak identified 8 species of recreational fish, 26 commercial fish species, and 10 species of crustaceans in waters on or adjacent to the Port. One of these the Common snook, is a species of special concern. The juvenile Common snook use seagrass beds.

Commercial fisheries are an important component of the local economic base. Historical trends and analysis of fin fish and shellfish commercial landings for the period from 1958 through 1988 for counties in the Indian River Lagoon region indicates that the average total fisheries contribution of each county in 1988 was almost identical to the average contribution for the 30-year period, indicating that there has been no major shift in the overall distribution of total fisheries during this period. The study reported that St. Lucie County accounted for 20.1% of the total commercial fisheries landings in the five County Indian River Lagoon region for the thirty-year period. In 1998, St. Lucie County fisheries landings were lower, reporting 3,079,308 pounds with a value of $4,039,294, with finfish accounting for over 97% of all landings.

Recreational fishing and boating represents important economic and cultural assets for St. Lucie County. The Indian River Lagoon draws a significant number of tourist and recreational users to the area. Estimates of recreational fisheries landings and the economic value of recreation fish to the Indian River Lagoon Region is estimated to be as much as six times that from commercial fisheries. A 1995 study of the Indian River Lagoon estimated the economic value of this coastal estuary at over $700 million per year. The economic value has been attributed to the following sources: recreational fishing and shell fishing accounted for 48%, boating almost 10% of this value, while commercial fishing accounted for less than 2%. These recreational uses are expected to experience a large increase, with non-local saltwater anglers expected to double by 2010.

Shellfish and Crustaceans

The major sources of consumable shellfish within the IRL are the blue crab, the southern and northern hard clams, and the American oyster. The Florida Department of Environmental Protection classifies and manages shellfish resources of the lagoon so that shellfish harvests are safe for consumption. Currently, the industry is vulnerable to bacterial contamination of the lagoon from wastewater treatment discharges and from stormwater runoff. Harvesting in St. Lucie County is now virtually non-existent with only a small area of approved harvesting north of the Fort Pierce Inlet.

Marine Mammals

Although a few studies on dolphins have been conducted, most others on marine mammals concern the endangered manatee.

- **Manatees**

The Florida Manatee (Trichechus manatus latirostris) is Florida's state marine mammal. Manatees are in the scientific Order Sirena, large air-breathing aquatic mammals. They inhabit fresh and saltwater areas such as oceans, estuaries, rivers, canals and dredged channels. These animals are found primarily in Florida as they prefer warm waters. In the winter they migrate to south Florida and/or to either natural or artificial warm-water refuges. Manatee usage of Taylor Creek is heavy. The waters of the Indian River Lagoon and Taylor Creek, which are adjacent to the Port, are protected under the Florida Manatee Sanctuary Act that recognizes these adjacent waters as being used by the West Indian Manatee.

The St. Lucie County Manatee Protection Plan (2002) reports manatee sightings over the years and identifies locations with the greatest relative abundance of manatees. The plan identifies the portion of the Indian River Lagoon adjacent to Taylor Creek as one of the areas with the greatest relative abundance of manatee throughout the year. Freshwater from Taylor Creek appears to be the main attraction for manatees. This area has extensive seagrass beds nearby, and is adjacent to the primary north-south corridor for manatees on the east coast of Florida.

The average adult manatee is 11.5 feet long and weighs 2,200 pounds. Their diet consists of aquatic and floating plants. Manatees consume 10 to 15 percent of their body weight in vegetation each day. Intervals between breaths vary but manatees typically surface in order to breathe every 3-5 minutes. This figure can range from every 30 seconds to as long as 20 minutes depending on the activity level. The manatee life expectancy is a maximum of 60 years.

Most manatee studies focus on their distribution and congregation around power plants, in the winter to avoid cold water. Manatees migrate north and disperse throughout the lagoon system, feeding extensively on seagrass during the summer. The Fort Pierce Power Plant is a point of congregation. Except for isolated congregations around power plants, manatees migrate south during the winter. There are a number of sources of manatee mortality including wintertime cold, boat-barge collisions, natural causes and entrapment in flood control gates, the second leading human factor in manatee deaths.

Manatees are still common in the IRL. Many manatees congregate at the Moores Creek Fort Pierce Utility Power Plant. Available data indicate that collisions with watercraft may be the single largest human-related cause of mortality within the lagoon. Manatee collisions with watercraft are positively correlated with the amount and density of boat traffic. It has been speculated that due to thermal effects, manatees may also tend to congregate in the following areas: the mouths of canals where fresh and salt waters mix; in the comparatively deeper water canals at HBOI, Queen's Cove, and Big Mud Creek; and in dredged basins such as the Port of Fort Pierce, the Fort Pierce Yacht Club.

The federal government and the State of Florida have designated the Florida manatee as an endangered species. The precise number of manatees in Florida is not known; however, aerial

censuses have documented the population to be at least 3,276. The distribution of the manatee population in Florida is estimated to be as follows: 47 percent in the Atlantic region; 37 percent in the Southwest; 12 percent in the Northwest; and 4 percent in the St. Johns River region. St. Lucie County is part of the Atlantic Region, which includes the lower portion of the St. Johns River, Florida's east coast, and the Florida Keys. Research has indicated that the population in this region has remained fairly steady or decreased slightly in recent years.

Between 1974 and 2000 manatee deaths in St. Lucie County have ranged from 0 to 5 per year. The causes of manatee death in St. Lucie County are as follows: 37 percent undetermined; 27 percent watercraft; 11 percent perinatal; 16 percent natural; 5 percent cold stress; 4 percent human-related. Because of the manatees' relatively low population, low reproductive rates, limited geographic range, and high rates of human-related mortality this animal is particularly vulnerable to extinction. Several programs have been initiated to protect the manatee. An interagency group of manatee experts, the Florida Manatee Recovery Team, developed the Florida Manatee Recovery Plan, which was first approved by the U.S. Fish and Wildlife Service in 1980. This plan was revised in 1989, 1996, and 2000-01. Site-specific manatee plans were recommended in the plan to be developed at the local level. The purpose of the Manatee Protection Plan (MPP) of St. Lucie County is to meet state standards for manatee protection in the local waterways.

In and around St. Lucie County the water quality of the Atlantic Ocean is excellent; however the quality of the waterways in the inland manatee habitat is highly variable. Daily fluctuations occur due primarily to tidal cycles, and seasonal variations from the summertime wet season and the wintertime dry season. The greatest influence near the Fort Pierce Inlet is diurnal tides and to a lesser extent exchange through the St. Lucie Inlet in neighboring Martin County. As the distance from the inlet increases, the tidal effect decreases. As a whole, the water quality of the IRL in St. Lucie County is better than the tributaries and canals that flow into the lagoon. As a result seagrasses are mostly limited to the IRL.

The water quality in the vicinity of the Fort Pierce Inlet is excellent. Maintenance dredging of the Inlet has led to maintaining a significant tidal exchange between the Atlantic Ocean and the IRL. This allows pollutants that are generated or introduced to be discharged to sea and the water quality is generally sustained to be suitable for seagrasses and other SAV.

The water quality in the IRL has been degraded over the past several decades due to a number of drainage and development projects. In general the water quality of the IRL is adequate to support the submerged aquatic vegetation that serves as a food source for the manatees. Alterations in the constituent drainage basins have negatively affected this body of water. It is likely such changes have reduced the abundance and distribution of submerged aquatic vegetation in the upper regions of the St. Lucie Estuary. It is noted, however, that the main threat to manatees in canals and channels is due to encounters with watercraft rather than to poor water quality. It is unknown to what extent manatees use emergent shoreline vegetation for feeding. A number of programs such as the IRL Restoration Feasibility Task Force and the St. Lucie River Initiative are in place or planned for improving the water quality in this region.

Education to the public is important for manatee protection. A number of public and private sources for education manatee information are currently available (Ecological Associates, 2002). Such sources include Florida Department of Environmental Protection (FDEP), Florida Fish and Wildlife Conservation Commission (FWC), Manatee Observation and Education

Center (MOEC), Harbor Branch Oceanographic Institution (HBOI), Florida Power and Light Company, Save the Manatee Club, Florida Oceanographic Society (FOS), and Safe Boating courses. Other regional, state and federal organizations with information concerning manatees include U.S. Fish and Wildlife Service (USFWS), U.S. Geological Survey (USGS), U.S. Army Corps of Engineers (USACE), South Florida Water Management District (SFWMD), Florida Inland Navigation District (FIND), Homosassa Springs State Wildlife Park, Sea World of Florida, Audubon of Florida, Miami Seaquarium, and Lowry Park.

- **Reptiles**

Limited study has been conducted on salt marsh snakes and alligators. Most research has been directed to marine turtles, which may use the lagoon system during their developmental stage and the beach dune system for reproduction. Reptiles in the vicinity that are threatened or endangered include the following: American alligator, Atlantic loggerhead turtle, Atlantic green turtle, leatherback turtle, Atlantic hawksbill turtle, Kemp's ridley, and the Atlantic salt marsh snake.

In an ongoing study of marine turtles being conducted in the southern portion of the IRL, green turtles (Chelonia mydas) and loggerhead turtles (Caretta caretta) have been temporarily captured and studied. The current study site is located in the IRL east of the ICW and approximately 2 km south of an area of the Ft. Pierce Inlet known as Jenning's Cove. The researcher found that this area of the IRL supports a large aggregation of juvenile green turtles and provides an important developmental habitat for green turtles. The author sited a marine turtle study in a similar area and that found that the area is not only of regional importance as a developmental habitat, but also of importance for green turtle populations in the western hemisphere.

Green turtles found in the IRL exhibit a 50 to 70 percent prevalence of a debilitating and sometimes deadly disease known as Fibropapillomatosis (FP). The disease is found worldwide in similar habitats, which include enclosed bays and lagoons near populated areas with poor water exchange and high nutrient levels due to agricultural and urban runoff. By comparison, the green turtles captured off the wormrock reefs just off the Atlantic coast of Hutchinson Island have a less than three percent incidence of the disease. A contributing factor to the high incidence of FP in green turtles the IRL could be the degraded condition of the lagoon.

3. Natural Upland and Shoreline Communities

Mammals in and around IRL

Atlantic bottle-nose dolphin, Manatee.

Birds in IRL community

Common loon, horned grebe, brown pelican, double-crested cormorant, frigate bird, mintail, green-winged teal, blue-winged teal, American widgeon, northern shoveler, ruddy duck, red-breasted merganser, osprey, American coot, herring gull, forster's tern, least tern, Caspian tern, black skimmer, belted kingfisher.

For most of the last 34 years the Fort Pierce bird count recorded wintering birds and other species, which may breed or pass through the county. A total of 241 avian species were recorded in the county between 1957 and 1998. Between 1990 and 1998, 174 avian species have been observed during the count, including the following species which are listed as endangered, threatened, or species of special concern: little blue heron, tri-colored heron, brown pelican, wood stork, red-cockaded woodpecker, crested caracara, Florida scrub-jay, roseate spoonbill, limpkin, snail kite, southern bald eagle, southeaster American kestrel, Florida sandhill crane, reddish egret, snowy egret, white ibis, Arctic peregrine falcon, American oystercatcher, brown pelican, least tern and roseate tern.

One reason for the avifaunal richness in the IRL is that it provides a wide array of habitats for wading birds and wetland-dependent avian species. These habitats include open water, mangroves, salt marshes, spoil islands, and mosquito impoundments, which attract and sustain numerous avian species. As a result the lagoon provides habitats for resident and wintering species, as well as migratory species using the Eastern Flyway.

Reptiles in IRL community

Diamondback terrapin, American alligator, Atlantic loggerhead turtle, Atlantic green turtle, leatherback turtle, Atlantic hawksbill turtle, Kemp's ridley, and the Atlantic salt marsh snake.

Fish in IRL community

Bullshark, ladyfish, silver stripe halfback, Irish pompano, school master, sailors choice, goby (2 species), tarpon, scaled sardine, striped anchovy, sea catfish, gafftopsail catfish, rainwater killifish, gulf killifish, sheepshead minnow, sailfin molly, gulf pipe fish, jack crevalle, snook, gray snapper, lane snapper, mutton snapper, yellowtail snapper, pig fish, spotfin mojarra, silver jenny, silver perch, spotted seatrout, spot, southern kingfish, red drum, sheepshead, pinfish, striped mullet, white mullet, tidewater silverside, lined sole, puffers (3 species), Atlantic spade fish, striped croaker. Fish that are threatened or endangered include the common snook and the mangrove rivulus.

Other Areas of Special Concern

Endangered and threatened species are those plants and animals in danger of extinction or likely to become endangered, respectively, as designated by both the federal government and the State of Florida. The state also lists species whose survival potential is of special concern. Following is a description of listed species known or suspected to occur in St. Lucie County by reason of distribution and habitat. There are various causes for a species being listed. Some species have never been common. Some species are vulnerable because they are restricted to a limiting resource or habitat. Lakela's mint and the red-cockaded woodpecker are representatives of this category in St. Lucie County. Johnson Seagrass is as an example of a species that has been identified in the Port Operations Area as being restricted to a limiting resource or habitat. According to the authors Halophila johnsonii (Johnson Seagrass) is known to occur only from the coastal lagoon system of eastern Florida, from Sebastian Inlet to Biscayne Bay. The most serious threat to the continued existence of many listed species is the alteration of their habitat by man. Even clearing and alteration of natural areas will encourage exotic plant species to invade native habitats, often resulting in shading out native plant species.

The identification and implementation of stormwater treatment and shoreline restorations projects that reduce the quantity of suspended solids and nutrients that enter the IRL is critical to maintain and improve coastal waters and the many species with special protective status that inhabit the coastal planning area of the county. Two of the most endangered species within St. Lucie County, the West Indian Manatee and the Green sea turtle, are dependent on the health of the IRL. The adjacent Indian River Lagoon and Taylor Creek are protected under the Florida Manatee Sanctuary Act (2002) that recognizes the adjacent coastal waters as being used by the West Indian Manatee.

Several beach and dune species, such as sea-lavender, beach creeper, and inkberry are subject to loss of habitat due to development. The beaches of East Central Florida, including St. Lucie County, are an important breeding ground for several species of sea turtle. The leatherback, green and loggerhead sea turtles have all been recorded. The nests of these turtles are highly vulnerable to natural predators and to disturbance on the beaches. Projects have been established in many sea turtle nesting areas to monitor and protect the nests of sea turtles. Another threat to the hatchlings is the increasing light pollution that accompanies the development along beaches, and causes disorientation as they attempt to find the ocean after birth. The County's sea turtle ordinance restricts the hours and months that artificial light can shine on the beach area; however, it is becoming apparent that interior lights cause hatchling disorientation.

G. Estuarine Conditions [FAC, Section 9J-5.012 (5)(b)]

Water quality is a critical issue in Fort Pierce, and the condition of the resource has important implications for the overall health of the marine environment.

General Estuarine Conditions

The Indian River Lagoon (IRL) System is considered the most diverse estuary in North America due to its abundance and variety of fish, birds and mammals. The IRL, a 155-mile long estuary, is located on Florida's east coast, from the Ponce de Leon Inlet south of Daytona Beach to the Jupiter Inlet. It comprises more than a third of Florida's east coast. It is comprised of several bodies of water including the Indian River, the Banana River and the Mosquito Lagoon. An estuary is defined as a semi-enclosed body of water with free connections to the open sea that is measurably diluted by fresh water. The IRL is located in a zone where tropical and temperate climates meet. Therefore the flora and fauna contain tropical and subtropical species. As a result the lagoon has more species than any other in North America.

The IRL is a unique and diverse ecosystem. The ICW was created in this century for safe passage of water-based commerce from Maine to Key West. In the IRL, the construction of the ICW created a deep-water channel, which is maintained at a depth of 12 feet north of Fort Pierce and 10 feet south of Fort Pierce, in an otherwise shallow system of three feet on average. Disposal of dredged material from the ICW was often deposed onto the IRL bottoms creating islands called "dredged material disposal islands" but commonly referred to as "spoil" islands.

The spoil islands have evolved from barren deposits to ecological communities themselves. However, 90 percent of the vegetative colonization on the spoil islands consists of non-native species. Numerous species of fish invertebrates, reptiles, birds, and mammals inhabit the spoil islands. Seagrasses are often found in the shallow margins of spoil islands and enhance biological diversity by creating protective and foraging habitat for juvenile fish and other species. Submerged aquatic vegetation (SAV) located below the water's surface is another biologically rich community in the IRL. The SAV is comprised of algae and seagrasses. The variety of seagrasses in the IRL is greater than in any other estuary in the United States.

The U.S. Army Corps of Engineers (USACE) recently described the IRL and its associated ecosystem as a resource in peril. This decline in the ecosystem is due to the severe impact of human activities over the course of the last 100 years. Several problems have resulted from urban and agricultural development, including a decline in water quality, rapid discharge, pollutants, excessive nutrients, significant muck deposits in the estuary, a decline in native flora and fauna, endangered species, and flooding. A decline in estuarine health has occurred due to drainage systems that rapidly discharge runoff containing pollutants into the St. Lucie River and Estuary and the southern IRL. This has been the result of urban and agricultural development. Accumulation of flocculent ooze, massive oyster stress and die-offs, fish lesions, declining fish and invertebrate populations and a decline in sea grass production has resulted from excessive nutrients entering the IRL.

In the past, wetlands acted as natural filters and retention areas, but many of these areas were lost to drainage or development. Increases in the amount of freshwater entering the St. Lucie

Estuary has led to an accumulation of muck that has occurred 2.5 times faster than historic or normal levels. Where muck has accumulated, there has been loss of normal estuarine organisms and a decline in water quality due to resuspension. USACE has developed the Indian River Lagoon – South Plan to achieve restoration of the St. Lucie River, to remediate the significant muck deposits in the estuary, and to improve native flora, fauna, and threatened and endangered species. It was acknowledged in the USACE study that current efforts to reduce excessive nutrients should assist in the recovery of natural vegetation patterns in some parts of the system. The USACE plan would include capture of watershed flows, water treatment, water storage, and redistribution to agricultural areas and to rehydration/enhancement of historic wetlands. The plan also involves muck remediation and removal to allow a suitable substrate for bottom organisms to recolonize.

Known existing point and non-point source pollution problems

The Surface Water Improvement and Management (SWIM) Act, enacted by the Florida Legislation in 1987 and revised in 1991, designated the IRL system as a priority body of water in Florida for restoration and special protection. The plan was to address six concerns: 1) point and non-point pollution, 2) destruction of natural systems, 3) correction and prevention of surface water problems, 4) research for better management of surface waters and associated natural systems, 5) public awareness, and 6) improved interagency coordination and management.

The three major categories of concern were: water and sediment quality, habitat alteration and loss, and interagency management. Issues of water and sediment quality include undesirable salinity fluctuations, increased suspended matter loadings and sedimentation, increased nutrient loadings, increased input of toxic substances, and increased levels of pathogens. Issues around maintaining a functioning macrophyte-based ecosystem include loss of seagrass beds and stress on remaining beds and loss of emergent wetlands and their isolation from the lagoon.

The quality of sediment and water is directly related to activities in the watershed in any body of water. In estuaries, the ocean and the physical configuration of the water body and watershed affect the quality. Circulation and mixing, watershed drainage, and point source and non-point source pollution also affect quality. The IRL receives input of saltwater from the ocean, and freshwater from direct precipitation, ground water seepage, surface runoff, creeks, streams, drainage systems and point sources such as wastewater treatment plants. The long narrow shape and shallow waters result in sluggish circulation patterns in many places. The circulation that occurs is primarily wind-driven due to the limited tidal exchange occurring in only six widely separated inlets. Thus the IRL is sensitive to sudden influxes of pollutants or material resulting from increasing urbanization, industrialization and agriculture in the watershed. Some tidal flow appears to be present throughout the area between Fort Pierce and St. Lucie inlets. Tidal flushing and action is most pronounced within three to five miles of each inlet.

Mixing from boat traffic has not generally been considered a major component of the IRL hydrodynamics. However, a decrease of seagrasses might be expected in a restricted area with continual boat traffic due to the very localized mixing of lagoon waters and the resultant stirring that could mix density layers and re-suspend bottom sediments. This would be on a very localized micro-scale.

Pollutant loadings enter surface waters from two primary pathways: point sources and non-point sources. Point sources of pollution are the discharges of wastes resulting from processes such as water or wastewater treatment, power generation, manufacturing, or similar activities. The discharge is located at an identifiable "point" such as a pipe or other structure and can often be controlled. On the other hand, the specific sources of non-point pollution are generally not identifiable and are more difficult to control or eliminate. Non-point sources include stormwater runoff, septic tanks, atmospheric fallout or deposition (rainfall and dryfall), groundwater, and tributaries. Non-point source pollution comes from a wide area, not just a single source.

The IRL contains both point and non-point sources of pollution. Point sources are largely from domestic wastewater treatment plants. The Indian River Lagoon Act (Chapter 90-262, FAC) of 1990 required elimination of all discharges of domestic wastewater to the IRL by 1996. At the time of that report most wastewater plants were in compliance with the act. The largest non-point sources of pollution to the IRL are stormwater and tributary discharges collectively. In the early 1990's, it was estimated that non-point sources represented 60 percent of the loadings into the IRL.

There are multiple potential adverse affects of freshwater diversion into the IRL are many. The alteration to the saline system can extend beyond the ranges that resident species can tolerate. Stormwater discharge has been implicated in the loss of seagrass acreage and shellfish mortality. Increased salinities from drought periods have negatively impacted other species. Additionally nutrients, metals, pesticides, suspended solids and organically stained, highly colored waters are carried by freshwater discharges from the extended watershed into the IRL.

Marinas and boats are also non-point sources of pollution. Marina operation and maintenance can result in discharge of metals, oils, greases, and other materials through surface water runoff. Discharges from boats may also contribute to pollution from discharge of untreated sewage and fuel from exhaust of outboard engines.

There are two ports in the Indian River Lagoon (IRL). Port Canaveral is isolated from the IRL by a lock system, and therefore it does not usually impact the water quality of the IRL. Due to its shallow depth the Port of Fort Pierce has very low cargo vessel traffic, and therefore the IRL has not been significantly impacted by vessel and port operations to date.

The IRL has seen a decline in water quality over the past 50 years resulting from freshwater runoff from development areas, carrying both point and non point source pollutants this is due to population growth since the 1950s. Consequences of water quality deterioration include a decrease in seagrass coverage, which is a source of food, habitat and nursery area for fish in the lagoon and fish from the sea. Seagrasses are important to the productivity of the IRL. Seagrasses are light-dependent and are negatively impacted by turbidity levels in the water column. Mechanical dredging and vessel motion both re-suspend sediments in the water column. The impact is less with short, strong perturbations than it is with medium, repetitively occurring perturbations.

Turbidity can result from naturally occurring events such as waves caused by wind. Port activities that cause turbidity include dredging, disposal of dredged material, propeller wash, and vessel-generated waves. At this time the major contributor of turbidity and sediment deposits is freshwater runoff, particularly from non-point sources of pollution.

As reported in USACE study in 1986, the tides and tidal currents control the salinity of the water in the Ft Pierce Harbor and Inlet:

"During ebb flow and influence of Taylor Creek water on the surface salinities extends across the Intracoastal Waterway into the inlet. The water in the inlet itself is vertically well mixed by the turbulent flow. In the beginning stages of the ebb tide, water from Taylor Creek passes over the Jim Island flats; as the ebb progresses, the flow moves off the flats and through a channel at its southern edge. A flood tide forces the freshwater back, forming a distinct salt wedge at the mouth of Taylor Creek. Although this salt wedge is observed during both ebb and flood tide, it is most pronounced at the incoming tide. Vertical salinity differences up to 30 parts per thousand have been observed at the mouth of the creek. The thermal structure appears to be relatively constant, with the largest temperature variation encountered being slightly more than 4 degrees Fahrenheit."

Problems can also occur from jetties that are built to stabilize artificial inlets. The jetties built between the ocean and the IRL block the natural flow of sand from north to south. One solution is to convey the sand from north of the inlet to south of the inlet artificially but this is done at high cost.

Invasive Species

There is a risk of exotic or invasive species being introduced into the IRL from cargo vessel discharge of ballast water, which generally contains live exotic organisms. Aquatic nuisance species (ANS) are nonindigenous species that can threaten native species and ecological stability of infested waters. Invasive species can also include plants, invertebrates, fish, amphibians, retiles, birds, and mammals (Bryant, 1999). Any of these can be a threat to a local ecosystem, contributing to depletion and extinction of native species.

Of the exotic introductions into the United States, most plant and vertebrate animal introductions have been intentional, while most invertebrate animal and microbe introductions have been accidental. It is estimated that approximately 50,000 non-indigenous (non-native species) have been introduced into the United States. More than 98 percent of the United States food system is provided by introduced species such as corn, wheat, rice, other food crops, cattle, poultry and other livestock. Other intentional uses of exotic species have been for purposes such as landscape restoration, biological pest control, sport, pets and food processing. On the other hand, some exotic species have led to major economic losses. These losses have occurred in agriculture, forestry, environment and other areas. Damage caused by non-indigenous species has included native species extinctions.

The State of Florida has experienced problems with exotic species including plants, aquatic plants, wild dog packs, fish, and feral pigs. Approximately 95 percent of introductions of arthropods and annelids have been accidental. Many of these species have gained entrance in plants, soil, and ships' ballast water. Of the various species of mollusks in the United States, 88 percent have been introduced intentionally and accidentally and have become established in the aquatic ecosystems. Some of these mollusks, such as the zebra mussel, gained entrance through ballast water that was released into the Great Lakes from ships that had traveled from Europe.

Congress directed the U.S. Coast Guard in the National Invasive Species Act of 1996 (NISA) to promulgate voluntary guidelines for ballast water management and other ship operations. This regulation was intended to reduce the number of non-indigenous aquatic nuisance species introduced into U.S. waters. Additionally submission of ballast management reports by all ships entering U.S. waters was made mandatory (U.S. Coast Guard, 2001). It was recently announced that in order to comply with the National Invasive Species Act of 1996, the U.S. Coast Guard has established regulations and voluntary guidelines to control the invasion of aquatic nuisance species. The regulations include mandatory reporting for nearly all vessels entering U.S. waters. The rule was scheduled to become final December 21, 2001.

The U.S. Coast Guard has been assisted with the issue of invasive species by the recent regulations, the Nonindigenous Aquatic Prevention and Control Act (PL 101-646), which requires samples from ballast waters of ships entering U.S. ports trade.

Hydraulic Characteristics

According to the Army Corps of Engineers Feasibility Report and Environmental Impact Statement (1986), prepared for the Fort Pierce Harbor project:

"The oceanic tide and the tide within the inlet area are essentially semi-diurnal, with a very weak diurnal component. The tides at the Fort Pierce City Dock range about 0.6 feet compared with an average 3.3 foot range at the inlet, and lag behind inlet tides by about two hours. The water passing through the inlet has been observed to move as far as five miles north from the inlet area."

The USACE study also provided data concerning surface tidal currents in the inlet, which were measured during spring tides in 1979. According to USACE, maximum currents during two tidal cycles were 5.9 feet per second (fps) on flood tide and 7.4 fps on ebb tide. The times of the peak currents were coincident with high and low tides at the entrance to the inlet: +2.2 feet mean sea level (msl) and –1.6 feet msl, respectively. Inlet currents measured on February 27, 1958, showed peak flood and ebb velocities of 2.0 fps and 4.4 fps, respectively, during a 1.6 foot tidal cycle range. Peak volume transport through the inlet is estimated to average about 100,000 cubic feet per second.

Water circulation in the harbor is predominantly tidally driven, tidal currents account for 93 percent of the variance of current flow. The circulation pattern is largely affected by the hydrographic features of the area, including islands, shoal areas, grass flats, and dredged channels. The two causeways that form the north and south boundaries have modified the natural flushing patterns of the harbor, as elsewhere in the lagoon system.

H. Beach and Dune Systems [FAC, Section 9J-5.012 (5)(b)]

General Characteristics of the System

The Port of Fort Pierce lies on the east-central coast of Florida and is connected to the Atlantic Ocean through the Fort Pierce Inlet. The harbor is located in the Indian River Lagoon adjacent to the City of Fort Pierce, St. Lucie County. The Port is adjacent to a state aquatic preserve and is part of a lagoon system designated as an "Estuary of National Significance." The lagoon is a critical habitat for the endangered West Indian manatee. The inlet provides access for a variety of estuarine-marine species.

The shoreline is typical of a young shoreline of emergence. During recent times, a bar has formed from material cut from the sea floor by wave action and to a lesser degree by deposition of sand from southward moving currents. Historically the inlet, known as the Indian River Inlet, was a natural meandering passage from the Indian River Lagoon to the Atlantic Ocean.

After 1892 and the opening of the St. Lucie Inlet, the passage became unusable because of shoaling. The present inlet was first modified by dredging in 1921, followed by the construction of two stone jetties in 1926. A channel was cut through Hutchinson Island, the barrier island that separates the Indian River Lagoon from the ocean, approximately 2.7 miles south of the location of the natural inlet. The jetties were constructed 900 feet apart; the existing southern jetty is about 1,200 feet long, the northern jetty is about 1,600 feet long.

The county has roughly 21 miles of beachfront shoreline, with six miles on North Hutchinson Island (North Beach) and 15 miles on South Hutchinson Island (South Beach). The Fort Pierce Inlet separates the two beaches from one other.

In 1935, the U.S. Army Corps of Engineers assumed responsibility for maintaining the channel jetties and enlarging the channel and turning basin to the present dimensions. Completed in 1938, the design included an east-west access channel 2.2 miles long and 300 feet wide at the 27-foot depth contour at the Atlantic Ocean access point. The design of the interior of the channel resulted in a 200-foot width, connecting to a 900-foot-wide and 25-foot-deep turning basin. Immediately west and north of the federal project area, additional turning space and berthing areas have since been constructed by local interests. With its limestone rock, sand sides, and sand floor, the channel provides habitat for a variety of algae, invertebrates, and fish.

The Beaches

Citing Coastal Zone Resources, Inc. (1985), the St. Lucie County, Comprehensive Plan Update, Coastal Management Element (2001) reported that the width of the beach berm (from the water's edge to the dune) ranges from 40 to 140 feet, with 75 and 85 foot averages on North Beach and South Beach, respectively, although there are numerous exceptions. Extreme conditions exist within 2.3 miles south of the Fort Pierce Inlet where there is very little beach and dune line due to erosion. The average elevation of the berm is two to five feet above mean high water (pp. 7-24).

The overall littoral trend along the beaches near Fort Pierce has been one of erosion, although there has been some accretion for approximately one mile north of the jetties. Erosion has

been a continuing problem on the southern side of the inlet. The most severe erosion has occurred for approximately 1,200 feet south of the inlet, where the shoreline has receded as much as 450 feet during the period of record.

Another important and ongoing related issue, which should not be overlooked, is an expected sea level rise, which the Environmental Protection Agency estimated in 1988 to be between 4.9 and 7.5 feet along the east coast of Florida between 1980 and 2100. The historic rate in this area is 0.06 to 0.08 feet per year. Under natural conditions, barrier islands migrate landward as sand is transferred from the ocean side to the lagoon side through over wash areas. Development requires efforts to prevent this natural process and, in so doing prevents the sediment buildup of lagoon side marshes. Therefore, attempts to buffer sea level rise may lead to higher water elevations along the lagoon shoreline.

The Dunes

It appears that most of the coastal dune system surrounding the Fort Pierce Inlet has been lost either to urban development, beach erosion (especially south of the Inlet), or a combination of both. Aerial photography shows that only a small section of the primary dune now exists. The dune that remains is located in the Fort Pierce Inlet State Recreation Area. Primary dune vegetation includes sea oats (*Uniola paniculata*), railroad vine (*Ipomea pes-caprae*), dune sunflower (*Helianthus debilis*), and sea grape (*Coccoloba uverifera).*

The coastal barrier dune systems usually consist of a series of active dunes, sand ridges, troughs, and flats extending landward from the beach. St. Lucie County's dune system, however, is considered atypical because it is generally characterized by a single primary dune. South of the St. Lucie Power Plant on South Beach and a major portion of North Beach are comprised of landward over wash areas, which lack defined secondary dunes and ridges.

The widest and strongest dunes are found on North Beach, probably due to a supply of sand from littoral drift. Dune widths vary from about 200 feet immediately north of the inlet to being nearly nonexistent at the north county line, but most are between 50 and 150 feet. The dune on North Beach ranges in height from 10 to 15 feet. As noted above, there is very little dune line immediately south of the inlet. There is a stronger dune south of this area, which ranges in width from 20 to 50 feet. Continuing south are several areas with no dune, including the St. Lucie Power Plant area, which is subject to over wash. Beginning one mile south of the inlet a low dune appears, which eventually reaches 15 feet near the south county line (pp. 7-24).

Trends in Erosion and Accretion

The Fort Pierce Inlet plays a significant role in beach system dynamics, interrupting alongshore sediment transport (i.e., littoral drift is interrupted); accretion builds up to the north while there is erosion to the south. Net transport is estimated to be at least 130,000 cubic yards annually .

As noted elsewhere in this master plan, maintenance of the inlet and Port turning basin have been the responsibility of the U.S. Army Corps of Engineers since 1935, and these areas have been dredged 34 times to remove sediment from the entrance channel and turning basin. A large part of this sediment has been disposed of offshore; some beach-quality sand has been pumped onto the beach immediately south of the inlet. Beach erosion south of the inlet had progressed to the point at which restoration/renourishment projects were undertaken and

completed in 1971 and 1983, after which sand from channel maintenance dredging has been deposited on the beach south of the inlet. "A total of 1,283,200 cubic yards of material has been placed on the beach within the area 1.3 miles south of the inlet from 1971 through 1990".

More recently, to improve commercial access, the Army Corps of Engineers widened and deepened the channel in 1995. The existing Fort Pierce Inlet includes an entrance channel 350 feet wide by 30 feet deep, an interior channel 250 feet wide by 28 feet deep, and a turning basin 1,100 feet wide by 28 feet deep. Of a total dredge quantity of 600,000 cubic yards, 166,650 cubic yards of material were placed on the beach south of the inlet.

It should also be noted that the Florida Department of Environmental Protection, Division of Beaches and Shores developed a 30-year shoreline erosion project for St. Lucie County in 1988. The average projected erosion rate for the 10,000 feet of shoreline south of the inlet is 4.3 feet annually, while the average projected accretion rate for the 10,000 feet of shoreline north of the inlet is 5.4 feet per year.

Summary of Recent Maintenance and Management Plans

Several major actions, described elsewhere in this document, have been taken over the years to address erosion and beach renourishment in the Fort Pierce Harbor area. For example, in 1994-95, short-term efforts to stabilize the shoreline south of the inlet led to the construction of three sand-filled tubes and the deposition of roughly 54,000 cubic yards of compatible beach material. The tubes were removed in 1999 when the beach renourishment project was completed. Long-term efforts at stabilization included the construction of a 200-foot-long spur jetty. It has been said that, "Since completion of this structure in December 1997, post-construction monitoring has indicated this structure has performed well".

In addition, a beach restoration management plan, which analyzed sand source compatibility and areas in need of erosion control measures (among other issues), was prepared by the (former) Florida Department of Natural Resources in 1987. The Fort Pierce Inlet Management Plan was prepared through a cooperative agreement between St. Lucie County, the State of Florida, and Coastal Planning and Engineering, Inc., (adopted by the State of Florida on May 30, 1997). Erosion causes and mitigation measures are the main subject of this plan, summarized below.

The three major goals of the inlet management program are: 1) mitigate erosion impact of the inlet, 2) maintain navigation, and 3) Re-establish alongshore sediment transport. Ultimately the Bureau of Beaches and Shore recommended and adopted the following actions implementation plan:

1. Initial restoration of 2.3 miles of beach south of the inlet.

2. Placement of all beach compatible maintenance or offshore dredged material on down drift beaches. Material shall be placed on beach in areas of greatest need.

3. Placement of supplemental material from upland sources or dredged from near shore north of the inlet, or from seaward of depth of closure on the beaches south of the inlet such that the combined total of material from all sources equals or exceeds 130,000 cubic yards on an average annual basis at a minimum.

4. Improvement of south jetty to incorporate a spur jetty or other measures to reduce backflow of material into the inlet.

5. Implement a comprehensive inlet, beach, and offshore monitoring program subject to approval of the Department.

6. The sediment budget contained in the study report is adopted as an interim measure and shall be formally validated or redefined in subsequent revisions of the plan based on a comprehensive monitoring plan by December 31, 2001.

7. Evaluate possible alternatives to facilitate the bypassing of sand from the shoreline north of the inlet to the down drift beaches.

I. Public Access [FAC, Section 9J-5.012 (5) (b)]

Public access to the waterfront is outlined in the following subsections.

- **Coastal Access Boat Ramps**

There are four points of public access boat ramps in the vicinity of Port of Fort Pierce. These consist of the following: the city marina has six public ramps, North Bridge on North A1A has two public ramps, North Bridge at Little Jim Bridge has two public ramps, South Bridge on Seaway Drive has two public ramps, and South Bridge on Causeway Island has two public ramps.

- **Non-Boat Fishing Access**

Non-boat fishing access is available on North Bridge (1900') on A1A, the North bridge pier (200'), Little Jim Bridge A1A Causeway (50'), and South Bridge on A1A east end pier (200').

- **Public Access via roadways**

Current access to the Port Operations Area is from three locations, including the intersections of US Highway 1 & Second St, Seaway Drive at Indian River Drive; US Highway 1/Ave H and Seaway Drive/Indian River Drive.

In the past, requests were made to use the County-owned Harbour Pointe site for recreational use. The property has been closed for general public use due to lack of suitable public access, a lack of infrastructure improvements for public facilities, and a general lack of funding for landscaping and other recreational amenities. The City of Fort Pierce had requested that the county fully improve roadway access to the site. The Port and Airport Authority (1998) recommended that pursuit of grant funding be continued to enable funding for physical improvements to the Harbour Pointe site. At that time the short-term solution was to make interim improvements limited to proper maintenance and limiting use of the site.

I. Natural Disaster Planning [FAC, Section 9J-5.012 (5)(b)]

Hurricane Evacuation Planning

According to the St. Lucie County Comprehensive Emergency Management Plan (1997), hurricanes are of particular concern to St. Lucie County. Hurricane season, the time when hurricanes are most likely to occur, is from June 1 until November 30. The greatest danger from a hurricane is from the storm surge. As the storm approaches and moves across a coastline, the storm surge may rise 14 feet or more above normal high tide and this is usually accompanied by battering waves, which overcome coastal lowlands. Additionally, extensive rain which may be associated with the storm may cause widespread flooding further inland.

A portion of the Port Planning Area lies within the Flood Velocity Zone (V12) and is subject to wave action as well as high water. Much of the remainder of the Port Planning Area lies in the 100-year flood plain. Essentially all of the Port Planning Area lies within the area considered to be a mandatory evacuation zone for a Category One storm event. The only exception would be some the areas that directly adjacent to North US #1, north of the Taylor Creek Bridge. With the exception of the Causeway Mobile Home Park, there are no other appreciable residential uses in the Port Planning area. There are a few, less than a dozen, residences scattered along the western periphery of the Port Planning Area. As the Port area redevelops, it is very likely that these few residential uses will be removed and replaced with non-residential development activities. In keeping with the State of Florida's policy of limiting future or expanded residential development within areas considered to be in the "Coastal High Hazard," as further defined in Chapter 163, Florida Statutes, the Master Plan for the Port of Ft. Pierce does not encourage the further expansion of residential uses in the Port Planning Area. Furthermore, since final land use authority for the majority of the Port Planning Area rests with the City of Ft. Pierce, and to a lesser degree St. Lucie County, the Port of Ft. Pierce should encourage both jurisdictions not to approve any the further expansion of residential uses in the Port Planning Area.

The 1990 Coastal Management Element of the St. Lucie County Comprehensive Plan included an extensive discussion on the Hurricane Evacuation needs for the coastal area of the community. The evacuation information, and plans referenced in the 1990 Comprehensive Plan, was developed before the effects of Hurricane Andrew were felt in Florida. It is generally accepted that Hurricane Andrew rewrote the book on disaster planning and management for the State of Florida. In 1994, the Federal Emergency Management Agency and the Army Corp of Engineers completed the Treasure Coast Regional Hurricane Evacuation Study. This study includes an assessment of the psychological effects of Andrew and the impacts that the memories of the storm will have on the majority of the populace to leave the area when a similar size storm approaches.

Generally, the "In-County" evacuation times for St. Lucie County, under the worst-case scenario, are 10 hours. In-County evacuation is considered to be the type of evacuation where County residents do not leave the area. "Out-of-County" evacuation times have not been computed on a County-by-County basis. Rather, in 1994 the Federal Emergency Management Agency and the Army Corp of Engineers completed the Treasure Coast Regional Hurricane Evacuation Study calculated regional clearance times. Regional clearance times are considered to be a truer indication of the evacuation needs in the event that a Category 3 or high storm were to approach the Treasure Coast. The worst-case scenario under the regional evacuation plan requires over 50 hours evacuation time.

Because there is very limited residential use within the Port Planning Area, it is assumed that most employees of port businesses would be able to leave the Port for less hazardous areas and would not require shelter in the Port itself. At present, private Port users have their own plans for hurricane protection and obtain instructions from the St. Lucie County Board of Commissioners and the Captain of the Port (U.S. Coast Guard). Under most circumstances, ships docked at the Port try to head out to sea prior to the arrival of a hurricane to avoid damages that ship movements could cause to docks and upland facilities. There are no port structures that might warrant special attention for tie-downs during a hurricane. Protection of utilities serving the Port is the responsibility of the appropriate City agencies. The St. Lucie County Fire District handles day to day emergencies at the Port. Five (5) fire stations can respond: Airport, Central, Ave "D," South Beach and North Beach.

A hurricane evacuation should be completed before the arrival of sustained gale-force winds (34 knots or 39 mph) or the onset of storm surge inundation. Due to the uniqueness of each storm, the decision to announce an evacuation order is subjective. Due to the profound social and economic impacts of an evacuation, an evacuation order generally occurs with just enough time to execute a safe evacuation. The principal time component of the evacuation process is the clearance time. This is the period of time after the individual has decided to evacuate that is required for the evacuee to prepare to leave and travel from his place of residence to a place of safety. Clearance time is a fixed period of time based on a specific scenario with a given level of threat and behavioral response.

The Treasure Coast Regional Hurricane Evacuation Study identified the principal hurricane routes in St. Lucie County. The County's evacuation road network includes major north-south and east-west arterials, as well as roads that would be used to gain access to the major arterials. The following roadway segments, in the Port Planning Area have been identified as critical links or intersections:

Seaway Causeway and U.S. Highway 1 intersection

- A1A south of Seaway Causeway (Peter Cobb Bridge and intersections with Indian River Drive and US 1).
- North Beach Causeway
- White City Road and Midway Road
- North Beach Causeway intersections with Old Dixie Highway and US 1.

These links control the flow of evacuation traffic from and through the Port Planning Area during a hurricane evacuation and are key areas of special control.

The Fort Pierce Coastal Management Element (1990) recommended that the following techniques and strategies be adopted by County and City emergency management officials to reduce evacuation times:

1. As manpower supply allows, two officers should be stationed at each critical intersection, one to move traffic, and the other to assist disabled vehicles. Critical links and intersections discussed previously should be used as a starting point in developing manpower assignments.

2. Position all available tow trucks along key travel corridors and critical links. At a minimum, tow trucks should be at major bridge crossings to remove disabled vehicles.

3. Where intersections will continue to have signalized control, signal patterns providing the most "green time for the approach leading away from the coast should be activated by the State Department of Transportation field offices.

4. All draw-swing bridges needed for evacuation should be locked in the "down" position during a hurricane warning. Boat owners must be made aware of flotilla plans and time requirements for securing vessels. Optimally, industrial and recreational vehicles should be moved to a safe harbor during or before a hurricane watch.

5. Manual direction of traffic should be supplemented by physical barriers/cones that are adequately weighted down and which are placed to channel traffic and prevent unnecessary turning and merging conflicts. This strategy can be used effectively at interchanges listed previously in the critical link/intersection tables.

6. The movement of mobile homes and campers along evacuation routes should be minimized after a hurricane warning is issued. A disabled mobile home could block the only escape route available for evacuation in some areas. Such vehicles are difficult to handle in an evacuation due to sporadic wind gusts.

Post Disaster Redevelopment

Following a major natural disaster, such as a hurricane, there will be a period of cleanup and rebuilding. The typical reaction by the community is to rebuild everything to the condition that existed before the storm. Rebuilding to pre-storm conditions may be imprudent and result in repeated damage to the same structures. The vulnerability of certain areas to damage by hurricanes or other storms cannot be ignored. In order to make the community safer and reduce inconveniences and dislocation caused by storms, revised land use and capital facilities plans should be considered. In order to respond quickly after a storm with alternative land use and capital facility plans, it is necessary to examine in advance the areas, structures, and facilities most likely to be damaged and provide alternates to current land use plans and facility sites which can be adjusted following a storm event.

According to the Fort Pierce Coastal Management Element (1990), there are no structures with histories of repeated damage due to coastal storms in the Port Planning Area. Based on recent observation, the areas most likely to receive severe storm damage are those areas east of A1A, north of Surfside Park, and along the south side of the inlet, all of which lie outside of the Port Planning Area.

The roads, causeways, and bridges near the inlet are vulnerable to storm surge and flooding. Structural damage to the bridges from storm tossed debris is possible, but washout of roads is more likely. Loss of these connecting links, even temporarily, would present an extreme hardship on the barrier island residents. An early warning and clearance program will continue to be needed for the barrier island.

Coastal High-Hazard Areas

The area projected to experience the most severe damage is the coastal high hazard area.

Currently the City of Ft Pierce Comprehensive Plan does not adequately identify the Coastal High Hazard as defined by Rule 9j-5, FAC. Noting that the majority of the Port Planning Area lies within this area, redevelopment plans in this area should be consistent with any state policy or restriction on the types of development that may be permitted here. Residential developments and other high-risk developments that potentially expose the public to the greatest personal and individual economic risk should be discouraged. New residential developments should not be supported by the Port of Ft. Pierce in any of the Port Planning Areas. The Port of Ft. Pierce should encourage both the City of Ft. Pierce and St. Lucie County to review their local Comprehensive Plan to ensure that long term development plans do not include development designations that would result in the placing of substantial portions of the local population at risk in the case of a major storm event.

J. Hazardous Material Handling and Cleanup [FAC, Section 9J-5.012 (5)(b)]

Under Goal 5 of this plan, commerce of hazardous materials in the Port of Ft. Pierce is restricted. The only identified source of hazardous materials in the Port area is the Fort Pierce Oil Company, which has tanks containing diesel fuel, gas, and asphalt. The firm indicated in 1989 that it had filed a hazardous substances plan with the U.S. Coast Guard and that it was in compliance with all agency requirements, including those of the Department of Environmental Protection. It has provided five (5) foot high concrete containment walls, boom skirts, and the required absorbent materials.

When the 1989 Fort Pierce Master Port Plan was written, St. Lucie Fire District was developing a hazardous material team to handle major emergency situations. This team has been established and is available to respond to any situation that may develop in the Port Planning Area. Depending on the magnitude of the situation, either the Combat Chief or the Chief of the Department would work with Port officials and tenants, in conjunction with the St. Lucie County Office of Emergency Management, to develop the plans and procedures required for safe operations at the expanding Port.

Although Port operators do not handle bulk petroleum or packaged petroleum products, such as cans or barrels, there is always a possibility of a small diesel oil spill during ship refueling. These spills can be cleaned up by the user responsible for the spill, or by a commercial oil spill cleanup crew. If Port activities expand, precise procedures to be followed in reporting and cleaning up oil spills must be established and disseminated to all Port users (PBS&J, 1990).

K. Infrastructure Serving Port Facilities [FAC, Section 9J-5.012 (5)(b)]

This section summarizes the existing infrastructure systems presently in place to service port facilities including roadways, potable water and wastewater systems, drainage systems, solid waste facilities, as well as energy and communication systems.

- **Transportation Network**

All Port's operations are dependent on other components of the regional transportation system including roads, railroads, and airports. The Port of Fort Pierce is fortunate in that two components of this system, the regional road network and the railroad, are easily accessible. Airport access is currently limited. Due to the changing market, what were once mutually exclusive modal components of the shipping process (aviation, railroad, trucking, and water transport) are now mutually dependent elements.

Intermodal transportation consists of the use of more than one mode of transportation with transfer(s) between modes to make a trip or complete a freight movement. For intermodal transportation to be effective, the transfer has to be convenient and efficient. Two major pieces of Federal legislation have encouraged intermodalism (ISTEA in 1991 and TEA-21, in 1999). Florida fostered intermodalism through the Intermodal Development Program in 1990, created to provide funding for intermodal projects and promote intermodal development within the state. The Florida Seaport Transportation and Economic Development (FSTED) Program is another mainstay in the intermodal program funding. The Florida Freight Stakeholders Task Force was created in 1998 as a private/public sector partnership to address freight issues and needs. The "Fast Track" was created to accelerate finance of statewide or major regional transportation needs that enhance economic development, which had been unfunded or under-funded in the past.

The most frequent transfers of freight occur at seaports with either rail and trucks or air and trucks. The State of Florida aims to maintain freight mobility to achieve its economic objectives for employment, value-added services, and economic prosperity.

- **Roadways**

The Port of Fort Pierce, Operations Area is bounded on the north and south by SR A1A, on the west by U.S. 1 or Florida East Coast (FEC) Railroad, and on the east by the Indian River. Vehicular access to the port from the north and south is via U.S. 1, a five-lane highway. An alternative north-south route is 25th Street.

Access in and out of the Port has always been difficult. Trucks carrying products from the west & south have to travel through the City of Fort Pierce to reach the Port. Current access to the Port is from three locations including the intersections of: US Highway 1 and Second Street, Seaway Drive at Indian River Drive, US Highway 1/Avenue H and Seaway Drive/Indian River Drive. All of these "at grade" access routes include the necessity of crossing the FEC (Florida East Coast Railroad) mainline. In the event of a railroad obstruction, access to the Port Planning Area to US#1 is effectively cut off. An evaluation of the feasibility of a flyover bridge entrance in the north area of the port was conducted for St. Lucie County in November of 2000. The estimated cost of the proposed flyover is $1.25 million to $3.53 million, excluding the

corridor aesthetics. The County and City determined that the flyover would be economically viable and vital to the redevelopment of the City but was contingent on the plan for the Port of Ft. Pierce. The most recent development options for the Port Operations Area (Fall 2002) have raised a question over the need for a separate "flyover" structure accessing the Port Operations Area, however the need for some degree of improvement to the two existing port access routes has not been diminished. Prior to the City or the County moving forward on the development of the proposed "flyover" structure, both the City and the County should conduct a formal FDOT styled Planning and Environmental Design review for the project and his study should include a full review of all viable access alternatives to the Port Operations Area.

The Port of Ft. Pierce is served well by the regional roadway network. Both Florida's Turnpike and I-95, the primary north-south expressways in the region, have interchanges that are a short drive from the Port. The major routes to I-95 and Florida's Turnpike are SR 70 (Okeechobee Road/Delaware Avenue) and SR 68 (Orange Avenue (I-95 only)). An alternate route to I-95 is U.S. 1 via Indrio Road to the north.

Truck related issues are location specific but typically fall within the following categories: inadequate roadway turning radii; lack of turning lanes; lack of traffic signals, or turn signals at intersections; inadequate lane widths; routes through residential neighborhoods; inadequate turn lane storage; vertical or horizontal clearances; grade crossing delays; lack of direct access; roadway congestion, especially during rush-hour peaks; and processing at terminal gates. Given the potential for continued significant population and economic growth in the near future, increased demand on the roadways is expected.

- **Railroads**

The Florida East Coast (FEC) Railroad runs along the Atlantic Coastal Ridge through eastern St. Lucie County. This Class II railroad serves the east coast of Florida from Jacksonville to Miami. Major commodities handled by the FEC are nonmetallic minerals and various commodities moved in containers and trailers (intermodal traffic). The FEC provides no passenger service at this time; however, efforts are underway to reinstate the AMTRAK passenger service along this route at some point in the near term future.

With the exception of SR A1A, no major roadways in the County are significantly affected by the FEC mainline operations. In order to cross over the heavily utilized FEC mainline, the City of Fort Pierce, in conjunction with FDOT, constructed the Citrus Avenue overpass in the 1970's. There is a second grade separated crossing at Avenue C. Both grade separated crossings permit vehicular movement from South Hutchinson Island to US 1 in the event of blockage of all at-grade crossings, but to height limitations and steep slope issues, these two routes are not viable for any large or high clearance vehicles. There is no grade separated crossing for the North Hutchinson Island area.

All of the Port's that depend on rail service experience some degree of the constraints of one-railroad service. These and other physical and policy constraints, such as lack of on-dock rail facilities, grade crossing conflicts, and service and scheduling problems, severely hamper the ability of Florida's ports to compete with out-of-state rail-oriented load centers.

International commerce is currently Florida's number one trade industry. Almost 70 percent of Florida's international commerce moves by water. Florida ranks fourth among the 50 states

nationally, in terms of container movement. In 1997, Florida's deepwater seaports handled 2.37 million twenty-foot equivalent unit containers (TEUs). The 1997 volume represents a 60 percent increase in container traffic over 1993. Approximately 40 percent of these marine containers are handled by rail. Railroad intermodal facilities are dependent on connections with other modes, either water or most commonly trucks. As one of the two central Atlantic ports, the Port of Fort Pierce provides proximity to the citrus industry and direct rail connections that are significant assets.

The demand for rail transportation by Florida's ports and other rail users is expected to expand. Approximately two-thirds of Florida's international trade moves through its seaports. The seaports provide the distribution links for the north, south, east and west via the rail system and the roadway network. Domestic industry typically requires the same intermodal transportation system essential to the international trade. Rail transportation is expected to become more important than ever in determining Florida's competitiveness in global markets. Most of Florida's seaports rely on this system for the transport of cargo crossing their docks. The Port of Fort Pierce is rail served by FEC, but is currently focused on highway improvements to accommodate future expansion at the port. The FSTED Council continues to promote priority funding with respect to the essential development of an intermodal infrastructure to speed the landside movement of goods and passengers crossing Florida's docks. Although the Florida Department of Transportation has identified improvement needs of approximately $85 million for the intermodal rail system throughout Florida, it has not made any contractual commitments in the area in regard to the Port of Fort Pierce.

The 1999 Florida Freight Stakeholders Task Force was organized as a public/private partnership in 1998 to identify, prioritize, and recommend freight transportation projects for fast track funding and to develop recommendations for the 2020 Florida Statewide Intermodal Systems Plan. Projects were identified in a few major cities for the fast track funding. No projects were identified in the Fort Pierce area. It was recommended in reference to Florida's ports that the FDOT and FSTED Council prepare a strategic plan consisting of a multimodal strategy for handling international waterborne freight.

- **Air Transportation**

The closest airport to the Port of Fort Pierce is the St. Lucie County International Airport, a general aviation airport approximately three miles northwest of the port. The primary roads connecting the two are U.S. 1 and St. Lucie Boulevard.

The existing layout of the St. Lucie County International Airport consists of a north-south runway and a northeast-southwest runway that have been permanently closed. The remaining airfield consists of two runways: the primary east/west runway and crosswind runway. The airport currently occupies approximately 4,000 acres. St. Lucie County has recently scaled back long-range development plans in response to environmental and community issues. The environmental issues primarily concern onsite wetlands in the eastern portion of the airport property. The community issues are related to noise and other potential adverse impacts on areas lying east of the airport. If community concerns are satisfactorily addressed, the most revised long term plans for the airport contemplate the addition of a 6,000 foot parallel runway to north of the east/west existing runway. There are no plans on the part of the County to expand airport operations beyond those of a general aviation airport.

- **Water Transportation**

The ICW traverses the eastern edge of St. Lucie County via the IRL. The waterway is maintained by the U.S. Army Corps of Engineers and does not have a significant impact on the St. Lucie County transportation network except for one drawbridge crossing, at SR A1A access to North Hutchinson Island.

The ICW serves as a means of access to the Fort Pierce Inlet for both recreational and business uses. The nearest ocean inlets north and south of the Fort Pierce Inlet are the Sebastian Inlet to the north and the St. Lucie Inlet to the south. Of these three area inlets, the Fort Pierce Inlet is generally recognized as being the safest to navigate due to limited shoaling and predictable currents.

The port lies on the IRL. Several municipal and private marinas, both inside and adjacent to the Port Planning Area share these waters with the port. Harbortown Marina lies on the north side of Taylor Creek and is a 34-acre marina complex that opened in 1988. The marina has 27 employees and the Indian River Boat Yard has 30 employees. In 1989 it had approximately 165 slips, but expansion was permitted to 350 slips. It accommodates boats from 30 to 125 feet. The marina has a vessel population of 450 in the water and in storage and sells half a million gallons of fuel annually. The Fort Pierce City Marina is located a short distance to the south of the Port Planning Area. It accommodates boats from 25 to 60 feet. In 1988 it consisted of 234 wet slips. The Taylor Creek Marina and Cracker Bay Boat Works lie in the middle of the Port Operations Area. This marina has 600 dry docks and accommodates boats of up to 35 feet. The Pelican Yacht Club is across the South Causeway from the Port Operations Area. It has 104 wet slips and accommodates boats of up to 100 feet. Additionally there are smaller marinas in the area that provide slips for pleasure boaters.

When port activities increase, the pleasure boat traffic and the shipping traffic will have greater opportunities for in-water conflicts. At that time, a boat traffic management plan should be considered to supplement the existing U.S. Coast Guard regulations.

There are four broad categories of waterborne accidents: human factors, equipment failure, weather, and hazardous materials. Human factors (ignoring hazard warnings, operating in adverse conditions, etc.) account for 75 percent of marine accidents. Fatalities, injuries, and accidents on the water mostly involve recreational boating. Water transportation workers suffer about four times the national average of fatalities for all workers. Crew member fatalities from tugboats and fishing vessels exceed the water transportation worker average. Recreational boating is second only to highway transportation-related fatalities.

- **Potable Water Facilities**

A potable water supply usually consists of a water supply source, a treatment plant, and a distribution and storage network. Surface water (stored in natural lakes or man-made reservoirs), groundwater, or some combination of the two usually constitute the supply for a system. Before use for public consumption all water must be treated to remove impurities or render them harmless. After treatment, the water is supplied to individual users by way of a network of pipes and storage reservoirs. Water is delivered under pressure within the distribution system to ensure adequate flow to meet demands, which fluctuate during each day.

Potable water is provided by the Fort Pierce Utilities Authority (FPUA), which maintains a 20 million gallon per day (MGD) potable water treatment plant. Raw water is obtained from several municipal wellfields and is processed for potable water use at the Henry A. Gahn Treatment Plant located on 25th Street in Fort Pierce. The water distribution system currently contains over 206 miles of water mains. Potable water is distributed to the Port from the south starting from a 12 inch line that starts at Seaway Drive and continues north along N. Second Street. That line ends as a six inch pipe at the marinas on the north side of the Port. A six inch line proceeds from Second Street east along Port Avenue. The line proceeds at Harbor Street south to the Indian River Terminals and north to the adjacent properties.

In 1999 FPUA announced plans to complete a 4.0 MGD Reverse Osmosis (RO) expansion to the existing facility, bringing the total capacity to 25.2 MGD. An additional 2.0 MGD filter system in the future will increase the permitted treatment capacity to 27.2 MGD. The production capacity of this facility is presently permitted 17.9 MGD by the South Florida Water Management District water use permit. The first phase of expansion occurred in late 2000, with future expansion plans being adopted.

The current method of disinfection with chlorammoniation requires continual operation of both lime softening units to achieve the 20 MGD design flow. Because this does not allow for maintenance down time, an effective maximum flow of 13 MGD is probably more realistic and consistent with the currently available raw water supply.

- **Wastewater Facilities (Sanitary Sewer)**

The FPUA maintains a 9.0 MGD wastewater treatment plant on the southwest extremity of Causeway Island on the Indian River in Fort Pierce. This serves an estimated existing area population of over 40,000. As of the year 2000, the FPUA had a temporary operating permit from the FDEP, which rates the wastewater treatment plant at a flow of 9.0 MGD (maximum per day) to serve the City of Fort Pierce. At present this plant has approximately 4 MGD of excess capacity with the highest maximum month average flow of 6.0 MGD. The long-range plans call for construction of a new wastewater treatment plant on the mainland. Planning for the mainland wastewater treatment plant has been put on hold. The FPUA has extended its wastewater service beyond the boundaries of the City of Fort Pierce and presently serves many areas in unincorporated St. Lucie County.

The Port of Fort Pierce is part of the City's sewer service area. Wastewater generated at the Port is collected and routed to the FPUA system for treatment at the existing wastewater treatment plant. Following secondary treatment, the effluent is discharged into the IRL and a private firm disposes of the sludge. An eight-inch wastewater line connected to the plant by means of a force main network provides service to the Port along Second Street.

According to Maritime Trust (2001), a sewer force main enters the property from the north and continues south along N. Second Street, eventually becoming a gravity sewer line. Sewer collection lines continue along Port Avenue, Harbor Street and Fisherman's Wharf. A second line enters the property from the west at Seaway Drive and Second Street, which proceeds north on Second Street to Fisherman's Wharf. This line also continues east on Fisherman's Wharf to Indian River Drive to a lift station, which is located south of Fisherman's Wharf. At that point the wastewater is pumped south.

Given the potential for continued significant population and economic growth in the near future increased demand on the sewers is expected. The current sewer system for the Port could be expanded in some areas but further development would be required in other areas.

- **Stormwater/Drainage Facilities**

According to the Indian River Lagoon CCMP Plan (1996), freshwater and stormwater discharges represent the largest nonpoint source of pollution to the IRL. Over the years these discharges have resulted in muck deposits and sedimentation in the lagoon and its tributaries. This deposition and sedimentation has caused the loss of seagrass beds with resulting impacts to fisheries and shellfish populations. Increased loadings of nutrients from freshwater discharges have been known to cause algae blooms resulting in fish kills. St. Lucie County has a stormwater management program to deal with these issues. The County is currently conducting a mapping survey. This study is to enhance the County's ability in directing water flow countywide to reduce flooding in flood prone areas, and to facilitate the placement of water control structures and water quality improvements. Large equipment requires maintenance and replacement on an ongoing basis.

The City of Fort Pierce Public Works Department is responsible for stormwater drainage. The City of Fort Pierce contains 12 drainage basins, two of which cover the Port area. The northern portion of the port includes part of the Taylor Creek drainage basin, and the southern portion is part of the South Bridge Drainage Basin). The Taylor Creek drainage basin uses storm sewers to convey drainage north to Taylor Creek. The South Bridge drainage basin uses storm sewers to convey drainage southeast to the Indian River.

Maritime Trust (2001) reported that the Port does not have an organized stormwater management system. Stormwater management that has occurred has been on a piecemeal basis because of the age of the Port and the pattern of development.

It will be necessary to set aside a portion of the Port for stormwater management. Stormwater management will help to prevent turbidity from run-off, which is the primary source of turbidity. Issues of water quality are not expected to be a limitation to Port development. In order to protect the water quality in the IRL, retention and treatment of stormwater will have to occur on site before discharge into the lagoon.

- **Solid Waste Facilities**

The County disposes of solid waste at the Glades Road site, which is the only solid waste disposal facility currently permitted in the County. The County expects to continue to operate a landfill for the entire County indefinitely since the 1988 Solid Waste Management Act discourages municipalities from operating such facilities. As of November of 1992, the City of Fort Pierce ceased to use the St. Lucie County Landfill as a disposal site for its solid waste. The City entered into a 30-year contract to dispose of the City's general solid waste in the Okeechobee Regional landfill operated by Chambers, Inc., in Okeechobee County.

Port operations generate only negligible amounts of solid waste. Port solid waste generally includes discarded boxes, packing and residue from cargo shipments, and litter from garbage receptacles located at port facilities. In 1989 existing Port users reported approximately six cubic yards of solid waste disposed of daily.

- **Energy**

The Fort Pierce Utilities Authority (FPUA) provides electrical service to the port area via a three-phase line on N. Second Avenue, with a substation nearby. The H.D. King Generating Station, located at N. Second Street and Avenue B in downtown Fort Pierce, generates the electrical power. FPUA has emergency ties with the City of Vero Beach and the Florida Power and Light Company (FP&L). In 1989, the service standard for electrical facilities was set at 52-kilowatt hours per capita per day. Port consumption of power is thought to be nominal at this time. Demand would be expected to increase as a result of port development.

- **Communications**

Bell South provides the City of Fort Pierce with communications services. If an internal street system were developed there would be an opportunity to develop a telecommunication distribution system. Such a system could include empty conduits to allow for expansion or new technology in the future.

L. Management of Dredged Materials [FAC, Section 9J-5.012 (5)(b)]

In 1997 the St. Lucie County Port and Airport Authority voted to accept a reconnaissance study by the Army Corps of Engineers as the first step in determining the feasibility for deepening the Fort Pierce Harbor. The results of this initial study indicated the project qualified to proceed to the next step to determine the overall feasibility of the project. The Authority decided that since there was no immediate or foreseeable need to deepen the harbor beyond the current 28 feet, they did not wish to proceed to the next step of feasibility analysis to deepen the Port.

At the current depth USACE reports indicate the Port will require maintenance dredging every five years. The amount of maintenance dredging would need to increase if additional berths were added.

There is a study in progress (Spring 2002), being conducted due to observations made by divers and fishermen for several years, of fine sedimentary deposits accumulating on reef amenities in the Fort Pierce near-shore continental shelf area. There was concern that dredging may be linked with the sediments and would become worse after scheduled dredging for the future. In the report, scientific literature was reviewed that indicated potentially negative effects for reef amenities covered by particulate matter, which can impair growth and increase coral reef mortality rates. This study was to consist of three phases: 1) Pre-2000 dredging/discharge study for baseline; 2) 2000 dredge discharge monitoring study; and 3) Post-discharge long-term monitoring study. At the time of Phase I collection, which are due to be confirmed later, there was an apparent absence of influence from inshore sediment sources at all the continental shelf sampling sites. This study established a baseline, which the authors intend to use for comparison after future dredging operations Atlantic Oceanographic and Meteorological Lab (AOML) of the National Oceanic and Atmospheric Administration.

Due to the nature of dredging, the requirements of handling and storing dredged materials, and the environmentally sensitive areas in which dredging occurs, it has become increasingly difficult to identify and permit suitable dredged material management areas in Florida. In response the Florida Inland Navigation District began a program in 1986 for managing dredged material on a long-term basis. This plan will allow for permanent infrastructure for management of all dredged material from the 374 miles on Intracoastal Waterway channel connecting Fernandina Harbor with Miami Harbor when it is fully implemented. Over 48 percent of the anticipated dredged material has been identified as potential beach quality material. Six permanent beach placement sites were identified for these materials. The remainder of the material is anticipated to contain levels of silt that preclude placement on the beach. Fifty upland containment sites are to temporarily store these sediments. The material is then to be excavated and beneficially used. Once the needs of dredged material management have been addressed the Florida Inland Navigation District will direct resources to the control of sediment in-flow into the waterways.

Taylor Creek Dredging

The Taylor Creek dredging summary report and alternatives indicated that Taylor Creek contains a significant amount of sediments, which may be harmful to the lagoon and offshore reefs if water velocity from storms were to cause them to be washed out. The portion of Taylor Creek that empties into the Port harbor has been reduced to a depth of six to seven feet. To

maintain the original depth and remove the dredge material that has settled there for years, the depth should be 12 to 14 feet. There was concern that dredging and storing of dredged material would be a hazard. Recent analyses were cited that indicated that this dredging was not a concern. Leaving the muck in Taylor Creek was deemed inconsistent with the proposed objectives of the stormwater master plan. Due to funding shortages for the project, the Port authority decided to seek additional funding to provide for removal and disposal of the material at an upland storage area.

The St. Lucie County Port & Airport Authority initiated the Taylor Creek Restoration, St. Lucie County Sediment Characterization Report. The project was to provide a preliminary characterization and removal feasibility study of sediments from Taylor Creek. The project area was approximately 23 acres from C-25 spillway and North Canal on the west to ICW on the east. Two composite muck sediment samples and two water samples were tested. Individual samples were also taken and combined.

The conclusions listed in the report are reviewed below. Of the metals represented in the creek water, copper, lead, nickel and silver exceeded the Florida Class III Marine water quality standard. The toxicity characteristic leaching procedure (TLCP) determines if a particular material, due to leaching of analytes of concern, would be a potential hazard to groundwater. The TCLP results for metals indicate that no potential leaching hazard to the groundwater is expected from the upland disposal of the muck sediments. Although no standards exist for sediment disposal on land a comparison of Taylor Creek results with USEPA 503 regulations for sewage sludge disposal on land indicates that the sediments are well below regulatory limits and should not pose any land disposal concerns with regard to metals.

The concentration levels of metals and nutrients in the muck sediments suggest that the sediments are a possible source of contaminants to the above-lying creek water. This was further demonstrated by the additional increase in concentration metals shown in the elutriate test data. Removal of these sediments may aid in improving the water quality. However, evaluation of water up-stream of both the C-25 spillway and North Canal is also necessary. Physical testing of muck sediments suggested that the sediments from the two regions of the project are fairly similar. Use of chemical polymers are effective in reducing the turbidity but did not typically enhance further dewatering of the sediments. Based on the overall concentrations of metals and nutrients found in the elutriate test water, removal of muck sediments from Taylor Creek should enhance the water quality in the creek. Although no specific benthic surveys were conducted, removal of these muck sediments should benefit the benthic community, improve water quality and assist with the regeneration of seagrasses in areas adjacent to the creek. Two similar projects, Crane Creek (dredging completed the spring of 1998) and Turkey Creek (under implementation at the time of this report), in the IRL were designed with similar water quality, navigation and benthic environment improvement goals.

The Taylor Creek restoration project was conducted for sampling, analysis, and characterization of sediments and water from Taylor Creek. The data was used to develop and investigate options for sediment removal. The study area was approximately 6000 feet long from the western edge of the ICW to about 1000 linear feet west of the spillway for the C-25 and F-1 canals. The areas of study were divided into three reaches. The tasks included determination of the Creek Sediment and Water Chemical Characteristics, the Creek Sediment Physical Characteristics, and approximate volume of sediment in the project area, and provided dredged material disposal options and potential beneficial uses.

There are no sediment standards for chemicals so concentrations were compared with Florida Residential and Industrial Soil Clean Up Goals and the USEPA limits for land disposal of sewage sludge. Arsenic was the only parameter that exceeded the soil clean up goals. Based on the TCLP test results the sediments are not hazardous materials. Oil and grease were detected in all samples.

Approximately 90,000 cubic yards (c.y.) of sediment will be removed from reach number 1 (the area between the Florida East Coast Railroad (FECRR) Bridge and the western right of way of the ICW). The design channel is 140 feet wide and tapers to 100 feet. The average depth of sediment in this channel is six to seven feet. This area will be dredged to a depth of 12.5 feet from mean sea level regardless of sediment type. Significant amounts of muck are present outside the channel. Thickness ranges from three to eight feet.

Approximately 80,000 c.y. of sediment will be removed from reach number 2 (the area between the FECRR Bridge and the Spillway at the C-25 Canal and the submerged weir at the F-1 Canal). This will re-establish the design channel depth to approximately 12.5 feet mean sea level (MSL). This channel is 240 feet wide. Muck appears to have accumulated on the south side of the channel ranging from four to six feet. The north side of the channel can be characterized as hard sandy bottom.

The sediment removal for reach number 3 (the areas approximately 3,800 linear feet west of the C-25 spillway and from the fixed weir structure Canal No. 1 to 1,000 linear feet west of the F-1 spillway) was restricted to muck only. The average muck layer in this area was one to two feet.

The estimated volume of sediments in the project area was approximately 210,000 c.y. Three dredging options are available. When dredging is done, there is a bulking factor in which sediments tend to expand or bulk from their initial volume. Mechanical dredging such as clamshell or dragline has a typically smaller bulking factor than does hydraulic dredging. With hydraulic dredging, the deposited slurry settles into a solids content that consists of at least a 25 percent increase. However, the limited site access in reaches 1 and 2 would require the mechanical dredging process to have multiple material handling to remove the dredged sediments to the disposal area. Mechanical dredging would also hinder boat traffic within the marina due to the large size of the barges. This option is more viable for reach number 3. With hydraulic dredging, the disposal area would require an area to retain and dewater the dredge slurry. Sediment dewatering techniques are aimed at maximizing disposal storage capacity, separating dredged materials into reusable portions, and increasing settling rates to provide higher clear water decant rates. The most feasible sediment removal option is hydraulic dredging based on operational efficiency. Disposal option sites for Taylor Creek were not finalized at the time of this study. The study recommends a cost analysis be conducted after the disposal area is chosen.

Options for disposal include:

- Pumping all the dredge material into the disposal pond and storing it without dewatering. (Storage = 40 acres 25-30 feet high). This option is not feasible.

- Pumping all the dredge material into the disposal pond and treating it with chemical flocculant; clear water would be decanted into a nearby body of water, and the ultimate sediment would be stored. (Storage = 40 acres 10-12 feet high).

- Remove the sand portion from the dredge slurry with hydrocyclone, and pump the fine-grained portion into the disposal pond. The sand portion would be hauled to desired reuse areas. The left over sediment would then be stored. (Storage = 40 acres 15-17 feet high).

- Dewater the fine-grained sediments from the option above using an advanced dewatering process to increase the final solids by at least 25%.

- Use aggressive material drying techniques to increase solids content and minimize storage volume requirements. The 40 acre site is too small to provide enough drying areas to handle the estimated dredged volume. This technique could be used if the dredging was performed as a multi-year project. This technique is also weather dependent, as heavy rains will significantly impede the drying process.

Reuse Options for Sand/Shell Fraction:

- Beneficial as fill material for typical construction projects.

- Meets grain size requirements for use as a fine aggregate in the production of concrete or asphalt pavements, golf course construction, park construction, or beach erosion replenishment.

- Coarse-grained fraction of the sediment can be used as sub-grades when confined and damp but are subject to erosion. The dredged sand would also be suitable for use as an embankment material for constructing roads, highways and bridges.

Reuse of Silt/Organic Fraction:

- High organic content makes muck an attractive alternative for plant growth media

- FDOT sodding, mulching, and grassing

- Topsoil amendment or muck blanket for grass cover establishment of roadway projects.

- Supplement for potting soil mixes

- Wetland and wildlife habitat restoration.

- Enhance marshes and wooded wetlands, wildlife nesting islands, and upland and transitional habitats.

M. Security Plan for Future

Ports play a critical role in national security. The primary criminal activity at ports is directly related to the import and export of goods and contraband that violate federal. The Interagency Commission (2000) categorized most crimes under the following headings: drug smuggling, stowaways and alien smuggling; trade fraud, cargo theft, export crime, stolen vehicle, and other serious crime. At the time of the Interagency Commission's report the FBI considered terrorism directed at U.S. seaports to be low, in spite of high vulnerability to attack. Under Section 311.09, Florida Statute the Port of Fort Pierce is considered a deepwater port. As the governing body and pursuant to section 311.12, Florida Statutes, the Board of County Commissioners is required to submit a Security Plan for the Port of Fort Pierce. The Port of Fort Pierce is considered to be a minimum security risk facility due to its low level of commercial activity.

There are few federal security standards to for the maritime industry. At this point in time less than three percent of containers entering U.S. ports are inspected. Ports have a strong history of localization and no national port authority exists. The importance of port security in blocking both terrorism and other crime must be addressed without impeding commerce.

In a memorandum to the State of Florida (Governor's Office of Drug Control) from St. Lucie County Administrator Douglas M. Anderson (2001, Jan. 16), it was noted that, while the Port of Fort Pierce "will adhere to the statewide minimum security standards, St. Lucie County owns no land designated for cargo port use at the Port of Fort Pierce." Attachments to this memorandum included excerpts from the *Statewide Security Assessment of Florida Seaports* (Camber Corp., September 2000), which revealed that (1) the Port of Fort Pierce consists of three privately owned and operated terminals responsible for their own security, and (2) the City of Fort Pierce Police Department regularly patrols the area. Also attached was the complete "Port Security Standards – Compliance Plan," which currently serves as the Port's minimum security plan.

Most of the minimum state standards described in the following text are not applicable at this time because the land is privately owned. However, said standards will have to be met if and when the County purchases for development any Port property in the future. It is also noteworthy that Port management has met the requirements for (1) periodic stakeholder forums for those involved in port security issues, and (2) the inclusion of security-related initiatives in the Port's master plan (see Port Security Standards – Compliance Plan, minimum standards numbered 11.a. and 12.a.).

Note that the state is currently considering implementing increased port security measures in the wake of the September 11, 2001, terrorist attacks. In a recent press release by the American Association of Port Authorities (2001), appropriations bills H.R. 3338 and in S. 1214 were mentioned. The bills in question for the Department of Defense appropriations included provisions for Federal funding to enhance seaport security. Below the minimum standards required by the statute, what the port must do in the future as it grows and how the legislation affects County owned and private owned land is outlined in regard to the current regulations.

1. Statute Overview

The first requirement of Section 311.12, Florida Statute is that all seaports must maintain a security plan relating to the specific and identifiable needs of the seaport, with the minimum standards requirement. These minimum standards requirements are set forth in "Port Security

Standards-Compliance Plan." To ensure compliance, each plan adopted must be reviewed and approved by the Office of Drug Control and the Department of Law Enforcement. These seaports shall allow access by the Department of Law Enforcement to the affected ports to allow inspections. In each seaport security plan, the port may establish areas with restricted access. In these cases, a Restricted Access Area Permit shall be required for entrance to these areas by employees. The security plan must set forth the conditions and restrictions to be imposed upon others visiting the port or any restricted access area.

The next requirement is that any applicant for employment, every current employee and other persons designated pursuant to the security plan for each seaport perform a fingerprint-based criminal history check by January 1, 2001. This check should be run on people who require entry into a Restricted Access Area that was identified in the security plan. If no area is identified, then a check should be run every five years or less. To conduct these checks, each employee shall provide fingerprints to be checked by the Department of Law Enforcement and the Federal Bureau of Investigation, who shall perform a federal check. These results shall be reported to the seaport, and the costs of these checks shall be paid by the seaport or other employing entity or by the person checked. Also each seaport security plan shall identify criminal convictions that shall disqualify a person from either employment or access to restricted areas. The statute then requires the Office of Drug Control (ODC) to complete a report on each seaport by December 31, 2001, and an evaluation annually thereafter. These reports shall make any recommendations that the ODC has for compliance with the minimum standards.

Funding is discussed in the last sections of the statute. The reports from the Department of Law Enforcement shall be consulted when considering funding. The allocation for funding for each seaport shall be jointly discussed by the Office of Drug Control and the FSTED Council. Any seaport that receives state funds for security projects must enter into a joint participation agreement with the appropriate state entity and must use the seaport security plan developed pursuant to Section 311.12, Florida Statutes, as the basis for the agreement. If funds are granted for more than one year, the agreement must reflect the entire scope of the plan. The joint participation may include timeframes and funding reimbursements. The agreement should also include penalties for not meeting the completion dates.

2. Security Compliance

A. Employee Requirements

The Port Security Standards-Compliance Plan provides actual minimum standards for compliance with Section 311.12, Florida Statutes. This plan has many standards and covers many areas of security that are discussed below.

Identification (ID) badges - All workers should be required to show a picture ID badge when accessing or entering a restricted area designated by port management. Restricted areas should include at least the following: a) Cargo storage or staging yards; b) Docks/berths; c) Fuel storage or transfer yards; d) Cruise terminals. The ID requirement applies to all employees, including day workers and casual labor that work at the port more than 5 days in a 90-day period. These ID badges should be color coded to represent the areas that they are given access. This can also be accomplished by holograms. The cards shall be laminated and issued by serial number. All lost cards shall be reported and a log maintained of all currently issued and restricted cards.

Fingerprint Check - The guidelines then discuss the implementation of the fingerprint background check discussed above. The ID badges will not be issued until the check is completed.

Criminal Background Check - The security plan, at a minimum, must also define all criminal activity that will exclude someone from employment. Applicants who have been convicted of the following crimes in the past five years shall be excluded from employment: a) dealing in stolen property, regardless of whether or not adjudication was withheld; b) any violation involving controlled substances; c) any crime involving possession of a firearm or similar offenses; d) conviction of conspiracy to commit the above crimes. An applicant convicted under the above crimes may be considered for employment five years after release from incarceration, if free from subsequent conviction since being released.

Denial of Employment and Appeal Process - The compliance plan states that all prospective employees must provide all background information during the application process. If the seaport has denied employment to an applicant, the applicant must give a full report to the Florida Department of Law Enforcement by the first of October in any given year. This report shall include the applicant's identity, the factors supporting the determination, any special condition imposed, and any other material factors used in making the determination. These policies, procedures, and criteria shall be included in the security plan. If a seaport refuses employment based on this criteria, its security plan shall provide a procedure of appeal. This procedure shall provide the person a means to gain conditional employment or grant waivers. Waivers may be allowed on a temporary basis, depending on the needs.

Visitors and Temporary Employees - Port management must determine local procedures for permitting transient laborers or itinerant visitors and business people access to the port. Minimal requirements are to keep a logbook of such people. All personnel issued an ID badge must be logged into the book. ID badges will be issued on an annual basis, and any felony conviction within the proceeding year will be grounds for denial of renewal.

B. Access Requirements

Visitor Access

- Visitors are required to check in, including a record of visitors name, purpose of visit, destination, vehicle tag number, and date/time of entry/departure.
- Visitors only allowed access to area specific to their business, and this access is granted by permit.
- Visitors not allowed on the dock or in restricted areas and must park in designated areas.

Access gates & Gatehouse

- Control access to restricted areas, and should be located at all perimeter access points and principal interior access points.

- There should be a minimum number of gates to allow for adequate access.
- Gates/gate houses should be locked or staffed at all times.
- Gates should at least match the construction of the fences.
- Gatehouses at all vehicle entrances and exits must be staffed during business hours unless controlled by electronic access. Gatehouses should be situated so that exiting vehicles may be examined on seaport property.
- Each gatehouse shall be equipped with telephones or other communication devices.

Designated Parking

- Designated Parking shall be severely restricted and authorized by strictly enforced gate pass and/or decal system.
- Passes shall be color coded to show restrictions for time and area of parking.
- Employee parking shall be restricted to designated areas, off dock and outside of fenced operational, cargo handling, and designated storage areas.
- Parking on Port grounds shall be restricted largely to Port Authority, carrier, maintenance, and commercial and government vehicles, which are essential within the seaport or marine terminal. These areas shall be fenced or clearly marked.
- Vendors and visitors shall be issued temporary parking permits for parking in restricted areas.

Fencing

- Shall establish a secure perimeter by fences with controlled access.
- Height shall be 8 feet, and 9 gauge galvanized steel, of 2 inch wide chain link construction topped with an additional 2 feet barbed wire outrigger consisting of 3 strands of 9 gauge galvanized barbed wire at a 45 degree outward angle above the fence.
- Bottom of fence shall be no more than 2 inches from the concrete or asphalt, and the bottom surface shall be thick enough to prevent access from underneath.
- The exterior and interior sides of the fence should be cleared and uncluttered by not less than 5 feet to ensure the integrity of the fence is not compromised.

Lighting

Lighting shall be sufficient enough to adequately illuminate Port Operations areas. These facilities shall be illuminated to at least the level of twilight and must comply with voluntary agreements such as the U.S. Customs Sea carrier or super Carrier Initiatives.

Provided from sunrise to sunset.

Shall be high-mast, sufficient for adequately illuminating exterior gates, cargo areas, cargo traffic areas, and all working and walking areas.

Shall use updated lighting technology.

Shall be directed downward, away from guards or offices, and should produce high contrast with few shadows.

Five foot candle illumination in dock work areas, including container unloading and loading areas.

Security vehicles shall be equipped with spotlights.

Use of Signs

Signs shall be used throughout the port and wherever access is restricted.

Signs conveying Customs authority and stating something of this nature, . "This Port is a Border Entry Point and All Persons, Effects, and Vehicles are Subject to Search Under Federal Statute 19 U.S. Code Sec. 981(f)," should be posted at main exterior access points, vessel gangways, and all restricted areas.

Minimum standards for signs: be highly visible with high contrast background and lettering. Signs should be visible at night, illuminated by lights or iridescent lettering. Be of sufficient size and boldness. Signs should be bilingual where appropriate.

Locking Requirements

The compliance plan requires the use of locks and keys to be used at the seaports. It requires that a key control should be implemented to delineate which personnel have the right of access to what specific areas. There should be a master ledger recording the legitimate holder of each copy of each key, and management or security personnel shall control the issuance of each key. These control systems, including locking devices, shall be inspected regularly and malfunctioning equipment shall be repaired or replaced immediately. When cargo handling equipment and vehicles are not in use, the keys will be removed. Only case hardened locks and chains will be used, with chains permanently attached to fence posts/gates.

C. Administrative Requirements

- **Maintenance**

  An adequate maintenance system, comprised of regularly scheduled inspections to keep fencing, gates, lighting, and cameras in good working order, shall be implemented.

- **Security Committee**

  A standing security committee shall be appointed. Port management will sponsor and conduct a regularly scheduled forum at least once every three months, inviting all stakeholders in port security to participate and discuss security issues.

- **Security Master Plan**

  Port Management shall also implement a security master plan. This shall include security-related initiatives in the port's strategic or master plan. They should identify and prioritize projected capital outlays for security-related projects.

- **Operating Procedures**

  Port Management shall also have standard operating procedures. They shall provide a current security manual incorporating standard operating procedures, standards of conduct, and responsibilities of appropriate security and management personnel. They shall also provide a definitive statement of what management expects of its security force personnel. Managers will review procedures periodically to ensure that new threats and procedural vulnerabilities are identified. The Port Security Director shall formulate written operation procedures for security-related matters, including bomb threats and alert levels and should collaborate with relevant government and law enforcement agencies to develop an emergency response plan. Port Management shall also take steps necessary to ensure the routine, scheduled presence of port security patrols by sworn law enforcement personnel.

D. Security Guards

The compliance plan also addresses security guards. It requires that they wear uniforms that are complete, distinct, and authoritative. The guards shall provide adequate patrols to include roving security, building, perimeter, and wharf checks. They should be equipped with two-way radios to be able to radio for support. They should also control all exterior access points and principal access points to the seaport and also be sufficient in number to provide 24-hour security. These guards should be state certified class D license holders, and they should be properly trained. If a person is a local law enforcement officer and also working as a security guard, they are not required to be class D certified.

Training for security guards shall include:

- Patrol methods
- Report writing, log and record keeping
- Identification of security problems and specific trouble areas

- Cargo handling and cargo documentation handling
- Federal security procedures, U.S. Customs, Immigration and Naturalization Service, and U.S. Coast Guard requirements
- State procedures(including Port Authority)
- Local police procedures
- Hazardous material transport and hazardous materials response
- First aid
- Use of force and weapons
- Explosives, nuclear, biological, chemical agent response
- Terrorism response procedures
- Labor unrest.

E. Computer Security

There shall be formal guidelines for computer security in place for each port and tenant activity. The computerized information access must be password controlled and should be restricted on a need-to-know- basis, which would include dissemination of information no sooner than required.

F. Cargo Processing

Gate passes shall be issued to truckers and other carriers to control and identify those vehicles authorized to pick up cargo. Cargo should only be released to the carrier specified in the delivery order unless a release authorizing delivery to another carrier is presented and verified. Personnel processing delivery orders should verify the identity of the trucker and truck company before allowing entrance to or exit from restricted areas. Also, cargo stored in open areas and palletized or stacked cargo stored in warehouse facilities must be properly stacked and placed within, away from, and parallel to fences and walls to ensure unimpeded views for security personnel.

High value cargo and commodities should be stored in cribs or security cages designed to resist forcible entry from all sides. Separate logs and procedures for release and receipt shall be maintained. High value merchandise in mounted containers must be placed in a secure holding area where management or security personnel can observe it. Separate logs and procedures for the release and receipt of these containers shall be maintained. High value cargo containers requiring storage should be placed in a systematic manner such that their location is not readily apparent to criminals. Doors of high value containers should be stacked so that the doors of each container abut each other. Also, access and keys to cargo handling equipment such as yard mule tug-masters, trucks, or high loaders should be strictly controlled. Cargo handling equipment should be kept in a secure and specified area when not in use.

G. Cruise Operation Security

Cruise security is only required if the Port of Fort Pierce has cruise ship departures. It must adhere to 33 C.F.R. Part 120 and 33 C.F.R. Part 128, the U.S. Coast Guard regulations. Port Management will provide "SOPs," used at passenger terminals, to all security personnel. They will also provide and maintain physical security barriers, alarms, and lighting in accordance with IMO 443. Management shall also ensure that vehicular access to cruise ships, while in port, is

strictly enforced and that only authorized vendors are permitted access to cruise ships. They must also provide communications between all security personnel involved with the security of passenger terminal and vessels. It is also Port Management's duty to establish a system of identification and control for all personnel authorized access to the terminal, designate restricted areas for the embarking and disembarking of both passengers and baggage, ensure that carriers provide timely, accurate, and complete passenger and crew arrival and departure manifest information to the Immigration and Naturalization Service and the U.S. Custom's Service. Port Management shall also restrict access to passenger terminal facilities and cruise ships through a designated screening point that includes a metal detector and x-ray systems for carry-on items.

H. High Risk Port Requirements

If the Port of Fort Pierce ever becomes a high-risk port, there are additional measures it can to take to comply with security laws. The high risk designation would require an intrusion detection system. This system would include:

- Closed circuit television cameras to be used when warranted by security threat. They should be placed at main entrances and exits and in areas with high risk and/or high value cargo.
- Cameras should be able to record at relatively low levels of light.
- They should have remote control and zoom lens capability when used for surveillance.
- Cameras should have video tape recording capabilities and be capable of being monitored at same time.
- Cameras should be positioned with a recording mechanism to video record vehicles and pedestrians entering and exiting the facility.

I. Applicability of Security Plan

These security requirements only pertain to property owned by St. Lucie County. Since the County currently owns only twenty acres in the Port, they would only have to make this area compliant with the applicable standards set forth above. The privately owned land would not have to be compliant with the state standards. However, noncompliance with state standards means that they may not receive state funds. If the County purchases any of this land in the future, the cost restraints of bringing the land purchased into compliance should be considered. Approval of the security plan must be obtained from the Office of Drug Control and the Department of Law Enforcement. Funding from the Florida Legislature is contingent upon seaports submitting plans that include "baseline measures and standards data for FY 2001-2002 relating to the effectiveness of security in each port."

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Section 4

Ongoing Efforts

4. Ongoing Efforts

This section summarizes the major ongoing planning efforts and proposed projects that will shape the Port of Fort Pierce over the near term. At this point in time, Spring Fall 2002, the specific development plans for the Port are not completely finalized. The community workshops conducted during the late fall Fall 2001/Winter 2002 time period yielded a new vision for the Port and a set of assumptions that were agreed upon unanimously. The assumptions were that the Port Master Plan would include 1) some cargo, even if limited to existing operations; 2) recreation and commercial uses (i.e., walk areas, hotels, shops, restaurants, office, condominiums aesthetically consistent with city's redevelopment plans); 3) marine industries (i.e., mega yachts); and 4) protection of the environment of the Indian River Lagoon. The Goals Objectives and Policies, as depicted in Part 2, of this plan reflect the above referenced community vision.

In the Summer of 2002, the Board of County Commissioners, sitting as the Port Authority for the Port of Ft. Pierce, received a number of responses to a Request for Qualification (RFQ) in regard to the development of a portion of the Port Operations Areas. These submitted RFQ's focused on the development of a 90 acre (+/-) mega-yacht construction/ refurbishment facility that could be expected to generate as much as $100,00,000 annually into the regional economy. One economic study prepared by PB Consulting of New York, New York, for one of the proposes estimated that if properly constituted, the mega-yacht industry at the port of Ft. Pierce would generate 833 new jobs and have an direct impact on the local economy of approximately $25,000,000 annually.

To confirm these estimates, the County retained the economic consulting firm of Fishkind & Associates **(appendix x)** to perform an independent economic analysis to determine whether the estimates were valid. In October 2002, the Board of County Commissioners received the Fishkind study concerning the potential economic impact of the mega-yacht industry on the Port of Ft. Pierce and St. Lucie County. This report generally concludes that the mega-yacht industry would provide a positive economic development impact on the community, consisting of 765 additional new jobs and approximately $32,000,000 annually in new business investment/expenditures.

The Port of Fort Pierce currently consists of a majority of private operations with only limited public ownership of the facilities in the Port Operations Area. The total land area of the pPort Operations Area includes approximately 90 acres of undeveloped land, which is primarily privately-owned. Any proposal that is ultimately accepted by the County will be required to fully assess and mitigate all impacts caused by the accepted development plan. All development proposals are to be fully consistent with the City of Ft. Pierce Land Development Regulations and this Port Master. The overriding goal of Port development is to accommodate activities of community-wide benefit such as the Mega-Yacht Industry. Benefits would be achieved through generating revenues from Port development activities in order to permit selfsustaining operations, providing opportunities to increase local employment, and creating a public-purpose resource for marine-related recreational activities.

The Goals, Objectives and Policies (GOP's) include promotion of the marine industry and related scientific and commercial activities as well as water-related marine activities including

mega yachts, marine research vessels, tall sailing vessels, restaurants, hotels, and water-related service activities. Expansion of water-dependent recreational and ecotourism uses will also be supported. Mega yachts in particular are envisioned as the anchor tenant for the Port. To accommodate the megayachts the maximum port depth is to be maintained at its current 28 feet and the port channel at its current width.

An integrated open space system is to be developed in the Port Planning Area to address public access needs. The port wishes to facilitate access to short term parking, public fishing areas, and scenic views. Multi use marine recreational activities, walkways, and multi use paths within the open space system will be encouraged. The Port will encourage improvement of an orderly network of streets and entrances to access port facilities. Accommodation for providing secure cargo and marine industry areas will be integrated into the plan.

Section 163, Florida Statutes, requires that any Port Master Plan include some degree of an overall site plan for the Port area. The Port of Ft. Pierce is unique in the State of Florida in that much of the Port area is not in public ownership. Therefore, at this time, a traditional site plan that indicates building footprints, loading and assembly areas and the like cannot be provided. However, as part of this master plan a *General Master Land Use Map* has been prepared that identifies the general land uses that are expected to occur in the Port area. The land use activity designations that have been used in this plan have been developed based upon a review of the adopted future land use classifications used by the City of Ft. Pierce and St. Lucie County. The classifications used in this map are:

- **Marine Industrial** – Marine Industrial land uses would include those industrial uses, that would be consistent with the current land use designation of the adopted Ft. Pierce Comprehensive Plan, and are primarily focused towards or rely upon a waterfront setting. These areas are intended to foster the development of marine related industrial activities such as the Mega-Yacht industry and its related support industries. Land uses in this *Marine Industrial* Land Use activity designation are for the purposes of the master development map for the Port of Ft. Pierce determined to be consistent with the Industrial Land Use designation of Ft. Pierce Comprehensive Plan.

- **General Industrial** - The General Industrial land use activity areas is an area of industrial use that is primarily for activities that involve the manufacture or processing of materials into finished products, which are then shipped or stored for shipment to markets that typically extend well beyond the immediate urban market area. Storage and distribution facilities can also be provided here. Land uses in the *General Industrial* Land Uses activity designation are for the purposes of the master development map for the Port of Ft. Pierce determined to be consistent with the Industrial (I) Land Use designation of Ft. Pierce Comprehensive Plan.

- **Marine Commercial** - The Marine Commercial land use activity areas is an area of commercial/industrial use having a focus upon a waterfront setting. These areas are intended to foster the development of tourist-related as well as marine related light industrial activities, such as marinas (wet or dry), boat servicing facilities, service establishments, tourist entertainment facilities, with a focus towards the water and certain limited light industrial uses that would be related to the preferred primary Port land use, the mega-yacht industry. Land uses under the Marine Commercial Land Uses activity designation are for the purposes of the master development map for the Port of

Ft. Pierce determined to be consistent with the Commercial Marine (Cm) and Industrial (I) Land Use designation of Ft. Pierce Comprehensive Plan.

- **General Commercial** – Areas of general commercial land use provide for a broad variety of business activities including shoppers' goods and stores, convenience goods, service establishments, offices and tourist entertainment facilities. General Commercial Land Uses are for the purposes of the master development map for the Port of Ft. Pierce determined to be consistent with the Commercial Marine (Cm), Commercial General (Cg) and Commercial Neighborhood (Cn) Land Use designation of Ft. Pierce Comprehensive Plan and the Commercial (COM) Land Use designation of the St. Lucie County Comprehensive Plan.

- **Recreation** – areas of public ownership that are primarily to be used for recreational purposes.

- **Conservation** – areas of public ownership that are primarily to be used for conservation or resource protection purposes.

- **Utility** - areas of public ownership that are primarily to be used for utility and other primary public infrastructure purposes, excluding roadways purposes.

- **Military** – Areas owned by the Untied States Government associated with national defense and/or life safety operations. For the purposes of the master development map for the Port of Ft. Pierce Military Land Uses are applied only to the United States Coast Guard Station, Ft. Pierce.

- **Residential** - areas of residential development that attain a density of 6.5 to 11 units/ acre (gross). This land use category is intended to permit both single family and multifamily, individually or in combination. The identification of residential land uses in the master development map for the Port of Ft. Pierce are for the purposes of demonstrating that the master development map for the Port of Ft. Pierce is consistent with the Medium Density Residential Hutchinson Island (Rmhi) and Commercial General (Cg) Land Use designation of Ft. Pierce Comprehensive Plan. Expansion or redevelopment of these residential land uses located in the Coastal High Hazard Area, are not to be encouraged as a part of this master development map for the Port of Ft. Pierce

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According to the Florida Ports Council (2001), the collective mission of Florida's seaports is to enhance the economic vitality and quality of life in Florida by fostering the growth of domestic and foreign waterborne commerce. This statewide mission is furthered at the regional level by providing facilities and services that both expand the economic opportunities available to the local community for trade and tourism and enable the seaport to compete effectively in global markets. To meet the economic vitality and quality of life goals since the creation of FSTED, the seaport community has worked to build channels, berths, terminals, container yards, warehouses, and other infrastructure.

One of the most attractive aspects of the development proposed at the Port of Fort Pierce is the job potential it would create. As indicated previously, the October 2002 Fishkind Report generally concludes that the mega-yacht industry, if allowed to develop in the Port of Ft. Pierce, would provide a positive economic development impact upon St. Lucie County. This positive impact would be through the creation of over 750 new jobs and a direct financial impact upon the local economy of approximately $32,000,000 per year.

A sample of businesses and jobs that are associated with ports could include Port Manager or Director, Port Security Director, Financial Manager, Marketing/Advertising Personnel, Administrative Service Manager, Food Service/Lodging Manager, Construction Manager, General Manager, Wholesale/Retail Personnel, Systems Analyst, First Line Supervisor of Sales, Insurance Sales Workers, Sales Agents, Scientific and Non-scientific Agricultural Sales Personnel, Parts Sales Personnel, Clerical Supervisor, Bookkeeper, Accounting Clerk, Billing/Rate Clerk, Warehouse Stock Clerk, Restaurant Cook, Auto Mechanic, Auto Body Repair, Heat/AC/Refrigeration Mechanic, Electrician, Plumber, Light Truck Driver, Purchasing Agent, Electrical/Electronic Technician, Computer Programmer, Sales Agent, and Adjustment Clerk. Additions to the above list would be expected as the port and associated businesses develop further.

Expansion of port activities will be focused on marine industries. In particular, the mega yacht industry is envisioned as the anchor tenant of the port. Through such activities, and as indicated in the October 2002 Fishkind Report, the Port will serve to enhance the economic development needs of the community while protecting the environmental resources of the region.

A. Potential Five Year Capital Improvements

1. Existing Scheduled Capital Improvements

Assuming that lands within the Port Operations Area were to be acquired by the public, it is expected that development of this area would be phased over a 15-year period, to generate maximum revenue with reasonable outlay for capital improvements. The current five year capital budget for the Port outlines the general plan for expenditures and the projected revenues necessary to meet those expenditure obligations. As currently envisioned, the St. Lucie County Board of Commissioners, the managing authority for the Port of Ft. Pierce would not be engaged in the construction of buildings, only in land infrastructure development of port owned lands.

As reviewed earlier in this plan, the vision for the Port has been refined through public workshops since the time of the 1996 Charrette. This refined vision is reflected in the Goals, Objectives, and Policies of this plan and includes a focus on marine industries with the mega yacht industry serving as the anchor tenant at the Port of Ft. Pierce. Two of the Maritime Trust (2001) plans are consistent with the refined vision of the port. The other three plans have the potential to be adapted to fit within the more recent vision. See the Port of Ft. Pierce Implementation Plan: Initial Report – Project Analysis (2001) by Maritime Trust Company, Gee & Jenson, EAP, Inc., East Bay Group, & Thomas Lucido and Associates for full details of the five development scenarios.

Section 403.021(9)(a) of the Florida Statutes reads,

> *"The Legislature finds and declares that it is essential to preserve and maintain authorized water depth in the existing navigation channels, port harbors, turning basins, and harbor berths of this state in order to provide for the continued safe navigation of deepwater shipping commerce. The department shall recognize that maintenance of authorized water depths consistent with port master plans developed pursuant to s. 163.3178(2(k) is an ongoing, continuous, beneficial, and necessary activity that is in the public interest; and it shall develop a regulatory process that shall enable the ports of this state to conduct such activities in a environmentally sound, safe, expeditious and cost effective manner."*

At this time the maximum depth of the Port of Fort Pierce is 28 feet. As per Objective 7.1 of this plan it is the intention of this community to maintain the channel depth at 28 feet. Due to the influence of tides, channel siltation, and safety, a reasonable ship draft is approximately 25 to 26 feet.

Program funds can be provided by FSTED on a 50-50 matching basis with any deepwater port that is governed by a public body. Such a port must also comply with water quality provisions, master port plan requirements, reporting provisions of Part III of Chapter 218, Florida Statutes, and the auditing provisions of Section 11.45(3)(a)4, Florida Statutes. FSTED funds can be used for transportation facilities that are within the jurisdiction of the port. Such facilities may include dredging; construction/improvement of wharves, docks, piers, jetties, storage facilities and terminals; container cranes or other cargo moving equipment acquisition; improvement, enlargement, acquisition, or extension of existing port conditions; environmental protection projects required by a state agency or mitigation; transportation facilities not in the FDOT work program; and seaport intermodal access projects. Other funding options to consider include private users and property owners, commercial loans, public or private bonds, and other public grants or financing.

B. Future Demand for the Port of Fort Pierce

The decisions of the City of Ft. Pierce and the County to limit and guide growth are perhaps the most decisive factors affecting future growth. How the County, City and private owners choose to guide the market, via decisions about the economy and the quality of life, will lead to the ultimate direction of the port.

Much of the community of St. Lucie County has expressed an interest in encouraging the developing of a mega yacht facility at the Port of Fort Pierce. Mega yachts have been envisioned by many stakeholders as the anchor tenant of the port. Mega yachts are yachts that are 80 feet in length and over. In 1997 the number of mega yachts under construction increased over 15 percent, with 279 mega yachts under construction world wide at that time. In 1997 the average size of a new mega yacht vessel was 116 feet; however, the most growth occurred in the 80 to 90 foot range. The process of constructing a mega yacht takes an average of two to three years. Dade, Broward and Palm Beach Counties were estimated to be home to 900 mega yachts, with approximately 5000 worldwide. The maintenance and repair of

ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS

PORT

FIVE YEAR CAPITAL PLAN

LINE	CAPITAL PROJECT	FY 02 BUDGET	FY02 ACTUAL	FY 02 CARRYOVER	FY03 NEW	FY03 BUDGET	FY 04 PLAN	FY 05 PLAN	FY 06 PLAN	FY 07 PLAN	FIVE YR. TOTAL	YEARS > 2007	PROJECT TOTAL
1	**REVENUES**												
2													
3	GENERAL FUND	631,671	631,671		876,386	876,386	47,824	48,626	49,426	52,926	1,075,188		1,075,188
4	DEPARTMENTAL	20,000	9,786		20,000	20,000	20,000	20,000	20,000	20,000	100,000		100,000
5	LOAN PROCEEDS **				15,000,000	15,000,000					15,000,000		15,000,000
6	INTEREST		4,359		0	0					0		0
7	LESS 5%										0		0
8	RENT/LEASES				960,000	960,000					960,000		960,000
9	FUND BALANCE FORWARD	178,200		128,625		128,625					128,625		128,625
10	GRANT										0		0
11	STATE	1,096,905		1,096,905		1,096,905					1,096,905		1,096,905
12	FSTED				1,750,000	1,750,000					1,750,000		1,750,000
13	SFWMD	668,717	37,514	631,203	600,000	1,231,203					1,231,203		1,231,203
14	FIND	100,000		0	800,000	800,000					800,000		800,000
15	SJRWMD/National Estuary Program			0	50,000	50,000					50,000		50,000
16													
17	**TOTAL REVENUES**	2,695,493	683,330	1,856,733	20,056,386	21,913,119	67,824	68,626	69,426	72,926	**22,191,921**		**22,191,921**
18													
19	**EXPENDITURES**												
20													
21	**CARRY FORWARD PROJECTS**												
22													
23	**NEW PORT ENTRANCE**	1,096,905		1,096,905		1,096,905					1,096,905		1,096,905
24													
25	**NEW PROJECTS**												
26	PORT DEVT PROPERTY ACQUISITION	1,300		1,300	15,000,000	15,001,300					15,001,300		15,001,300
27	TAYLOR CREEK IMPROVEMENTS	330,000	10,924	319,076	3,250,000	3,569,076					3,569,076		3,569,076
28	FSTED GRANT					0					0		0
29	SFWMD GRANT	668,717	37,514	631,203		631,203					631,203		631,203
30	FIND GRANT	100,000				0					0		0
31	SPOIL SITE LAND ACQUISITION	131,000		131,000	99,000	230,000					230,000		230,000
	SJRWMD/National Estuary Program	0	0	0		0					0		0
32	LOCAL MATCH/RESERVES	35,000		35,000		35,000					35,000		35,000
33	PROJECT RESERVES	0			0	0					0		0
34	PORT MASTER PLAN	99,000	79,000	20,000	80,000	100,000					100,000		100,000
35	OPERATIONAL EXPENSES	197,000	55,058		253,062	253,062	40,698	41,500	42,300	45,800	423,360		423,360
36	NON OPERATIONAL EXPENSES	10,000			10,000	10,000	5,135	5,135	5,135	5,135	30,540		30,540
37	DEBT SERVICE	26,571	26,572		986,573	986,573	21,991	21,991	21,991	21,991	1,074,537		1,074,537
38													
39	**TOTAL EXPENDITURES**	2,695,493	209,068	2,234,484	19,678,635	21,913,119	67,824	68,626	69,426	72,926	**22,191,921**	0	**22,191,921**
40													
41	**REVENUES - EXPENSES**	**0**	**474,262**	**(377,751)**	**377,751**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

** Seeking grants from FSTED

County is negotiating with potential tenants for the development of port property. If port acquisitions plans do not proceed, then obligation to acquire property and debt associated with acquisition will not take place.

these mega yachts in Dade, Broward, and Palm Beach was estimated to bring $199 million to local boatyards. In Broward County facilities accommodating mega yachts include 16 boat yards, 2 boat sales facilities, 23 marinas, and one dockside restaurant.

In 2001 there were 428 mega yachts under construction, an increase of over 76 percent since 1997, and over 30 percent since 2000. Of these 86 yachts were being constructed in the United States making this country the second highest producer of mega yachts, behind only Italy, which was constructing 140. Over 100 shipyards are capable of servicing mega yachts worldwide. Thirty of these are found in the United States, with 16 of these in Florida. Both fleet and vessel size is increasing. At this point only 40 boatyards have facilities to dry dock those over 200 feet worldwide.

There are a number of businesses related to the mega yacht industry. Among the related businesses are commercial charter activities, brokerage of the vessels, vessel parts sales, repairs, and maintenance. Problems associated with the industry include a lack of qualified craftsmen, shortages of crew, and limitations of dockage and lift facilities. There are also limitations on brokers from marketing foreign flag vessels. At the end of the twentieth century there was unprecedented growth in this industry. However, throughout the twentieth century the mega yacht industry experienced cyclical expansions and contractions.

As much as 40 percent of the economic impact associated with mega yachts is due to service and repair. In South Florida facilities are short and demand is high. In spite of this one repair facility in South Florida reported operating at 50 percent capacity due to a shortage of skilled labor. Another concern is the impact of the high initial costs of developing the infrastructure to serve the mega yacht industry.

In the summer of 2002, the Port of Ft. Pierce received a number of responses to a Request for Qualification (RFQ) in regard to the development of a portion of the Port Operations Areas. The submitted RFQ's focused on the development of a 90 acre (+/-) mega-yacht construction/ refurbishment facility that could be expected to generate as much as $100,00,000 annually into the regional economy. In one economic study prepared by PB Consulting of New York, New York, for one of the proposes, it was estimated that if properly constituted, the mega-yacht industry at the Port of Ft. Pierce would generate 833 new jobs and have an direct impact on the local economy of approximately $25,000,000 annually.

To confirm these estimates, the County retained the economic consulting firm of Fishkind & Associates to perform an independent economic analysis to determine whether the estimates were valid. In October 2002, the Board of County Commissioners received the Fishkind study concerning the potential economic impact of the mega-yacht industry on the Port of Ft. Pierce and St. Lucie County. This report generally concludes that the mega-yacht industry would provide a needed positive economic development impact on the community, including 765 additional new jobs and approximately $32,000,000 annually in new business investment/expenditures.

Along with community interest in bringing in mega yachts is an interest in encouraging further development and expansion of commercial marine related industries. A number of examples of marine related industries already exist in Ft Pierce. Such examples include manufacturing, marinas, yacht service yards and retail outlets. Maritime industries with the potential for development at the Port of Fort Pierce include manufacturing endeavors such as production of

boats, boat-related equipment, marine supplies, and yachts; wholesale enterprises such as distribution firms selling boats, marine supplies, and marine products; retail outfits including boats, parts, electronics, fuel, and oil sales, and boat rentals; services such as boat repair, hauling, marine surveying, yacht refurbishment, and crew replacement; and finally dockage including mooring or storing of recreational vessels.

As recreational marine industries grow an interest by the non-boating public to experience water or boat oriented activities can be anticipated to grow. The result would be growth of business interests in such industries as fishing charters, boat rentals, boating apparel, waterfront tours, etc. Such activity also promotes development of waterfront properties. One problem with the recreational boating industry is that it is easily influenced by downturns in the economy. Initial capital investment in the marine industry for waterfront improvements and dockage would be anticipated if this avenue is pursued.

C. Plan for Port Maintenance and Expansion Through 2012

[FAC, Section 9J-5.012 (5)(d)]

This section presents the recommended expansion and maintenance plan for the period of 2002-2012 for the Port of Fort Pierce. At this point in time, no specific enhancements have been finalized.

General Approach to Port Expansion and Maintenance

Protection of the environment, including the IRL, is of importance to everyone in St. Lucie County. Every effort should be made to ensure that the Fort Pierce Inlet and the IRL remain in good health, that water quality be maintained or improved, and that the Port operates in an environmentally sound manner. The waters of the inlet and around the Port are designated as Class III waters. Florida law designates Fort Pierce as a deepwater port; therefore, maintenance of the harbor is in the public interest. It has been determined in the GOP's of this plan that channel depth in the port is to be maintained at 28 feet (See Goal 7).

Concerns regarding the impacts of port expansion on the environment have been written about by several sources. Thouverez (2000) wrote a report described as "a scientific literature survey" consisting of more than 200 studies, all of which considered impacts of shipping and port activities on the environment worldwide. This included the impact of port and deep draft vessel activities on the environment in Florida, with emphasis on the Indian River Lagoon (IRL). The author reported that environmental impacts could have significant long-term economic effects, although analysis and quantification of economic effects was deemed by the author to be beyond the scope of the study. Due to the potential negative impacts to the IRL, the author recommended that deepwater ports not be constructed or expanded on the IRL. The author contended there are no economic incentives to expand port traffic that would be secondary to existing deepwater ports that attract vessel traffic in other areas. Thouverez claims that the needs of tourism, and commercial and recreational fishing are inconsistent with port expansion. The author recommended that the smaller ports capitalize on the natural features of the IRL, including water-sports, fishing, boating, and river cruises.

According to the Indian River Lagoon Comprehensive Conservation & Management Plan (CCMP), the IRL provides a strong tourist and recreational attraction to the region.

Approximately 16 percent of Florida's hotels and restaurants exist within the IRL watershed region. The region also produces high quality citrus. In 1990-91, the region accounted for approximately seven percent of the world's citrus production and 38 percent of Florida's citrus production. The region also offers commercial and recreational fishing as well as boating and marine services.

The implementation of the Indian River Lagoon CCMP involved more than 100 agencies with responsibilities for the lagoon reaching a united strategy to preserve the balance between man and nature and protect the integrity, diversity and productivity of the Indian River Lagoon (IRL). The issues included preservation of wetlands, seagrass restoration, endangered species protection, water and sediment quality improvement, land acquisition needs, and funding both preservation and restoration activities.

The Port of Fort Pierce is keenly interested in preserving the integrity of the environment and protecting our natural resources from the impacts of port related activities. At the same time, the port represents a significant opportunity to bring economic vitality to St. Lucie County. As a small port, Fort Pierce should focus on developing and nurturing niche markets and building on existing businesses and industries in St. Lucie County. The assets of St. Lucie County should be emphasized as part of this development process. Such assets include the Indian River Lagoon, the redeveloped and redeveloping areas of downtown Ft. Pierce, a deepwater port; intermodal access including rail, truck and an international airport; Interstate 95 and the Florida Turnpike; low traffic congestion for intermodal access; an available workforce; existing import/export business; existing truck transportation companies; and a strong agricultural industry. The port should be developed to enhance these assets and to cater to targeted industries.

Specific Facility Development

A flyover bridge entrance in the northern part of the Port Operations Area has been under serious consideration. An evaluation of the feasibility of a flyover bridge was conducted for St. Lucie County in November of 2000. Current access to the Port is from three locations including the intersections of: US Highway 1 and 2nd Street, Seaway Drive at Indian River Drive; US Highway 1/Avenue H and Seaway Drive/Indian River Drive. Two obstacles were found for a flyover bridge to cross: 1) Old Dixie Highway and 2) the FEC Railroad. No detrimental environmental impacts or geotechnical issues were identified in the report.

However, the most recent development options for the Port Operations Area (Fall 2002) have raised a question over the need for a separate "flyover" structure accessing the Port Operations Area, however the need for some degree of improvement to the two existing port access routes has not been diminished. Prior to the City or the County moving forward on the development of the proposed "flyover" structure, both the City and the County should conduct a formal FDOT styled Planning and Environmental Design review for the project and his study should include a full review of all viable access alternatives to the Port Operations Area.

Specific enhancements are indicated in the GOPs of this plan under objective 7.2, which indicates that the Port shall seek to improve the condition of Taylor Creek from the S-50 Spillway to the Intercoastal Waterway through maintenance dredging and water quality improvement projects.

Specific facility development and capital improvement projects pursued will depend on the direction that is chosen over time. Guidance from the community stakeholders and the GOPs indicate that expansion of cargo is not expected. As consultants to the City of Fort Pierce, Maritime Trust (2001) presented five Development Scenarios. The Maritime Trust Scenarios include: Expanding commercial/recreational activities; Optimizing commercial/recreation activities at the waterfront; Developing Education/research activities; Expanding cargo and marine related industries; Optimizing cargo and marine-related industries at the waterfront. The first three scenarios mentioned appear to be more compatible with the current vision for the Port. The latter two development plans may be accommodated to the new vision with some revisions.

Maritime Trust (2001) reviewed several significant issues that were deemed necessary to address if one of the five scenarios is pursued, regardless of the alternative chosen. The issues in question are as follows:

- Land acquisition
- Environmental protection
- Maintenance spoil disposal
- Security
- Railroad operations
- Port access
- Infrastructure
- Street improvements
- Land development regulations
- Marcona

Probable Impacts of Port Expansion and Maintenance

Any impacts considered in this section are extremely preliminary in nature, as no specific facility enhancements have been finalized.

Land Use

Much of the Port Operations Area is currently zoned by the City of Ft. Pierce as Planned Urban Redevelopment (PUR). One purpose of this type of zoning is to promote economics in land development resulting in housing and redevelopment of older, less economically viable areas.

Public land acquisition has been a frequent topic among various stakeholders for many years. Maritime Trust (2001) reviewed various possibilities for future land acquisition. Under the 1996 charrette, acquisition of the mostly undeveloped land was suggested for the MacArthur Tract (the 67 acres of undeveloped privately owned portions of the Port) and the 20-acre parcel known as the Cotton Property (Harbour Pointe Park). In 1997, the County subsequently purchased the 20-acre Cotton property now known as Harbour Pointe Park.

All of the development scenarios proposed by Maritime Trust (2001) involve the King Maritime Group LLC property (known as the Indian River Terminal) and the property to the north, which is divided by the Fort Pierce Oil Company. Harbor Street provides access between the two areas,

but the division of the two properties creates a discontinuous security area. Traffic flow delays would be expected to occur due to the restricted access from one area to another. Maritime Trust recommends that consideration be given to purchasing the Fort Pierce Oil Company land.

On the north side of the road at the end of Fisherman's Wharf is a parcel of land owned by River Marina, Inc. This property is used primarily as an RO/RO (Roll On/ Roll Off) facility. Under all of the development scenarios access to this property is along Fisherman's Wharf. This facility leads to truck traffic, which is incompatible with the commercial recreation development proposed south of Fisherman's Wharf. Access could be made through the Port property, which would involve going through security in order to drive a short distance to North Second Street. To avoid this inconvenience and take advantage of opportunities to serve the maritime industry afforded through this existing facility, Maritime Trust recommends consideration of purchasing the River Marina, Inc. property.

Historic Resources

Since there are no historic resources within the Port of Fort Pierce Port Planning Area, including the Port Operations Area, the proposed master plan will not impact historic resources. Adjacent structures in the downtown area are covered by city zoning laws and state regulations.

Natural Systems

The need to protect the environment of the IRL is recognized in the goals, objectives and policies (GOPs) of this plan. Although specific improvements have not been established a general direction for the Port was established through the GOPs. This direction includes accommodation of limited cargo operations, promotion of marine industry and related scientific and commercial activities, with particular encouragement of introducing a mega yacht facility.

Challenges for US public ports include mega ships, landside access, and global shipping alliances. Most US ports are now unable to handle the largest new containerships. Therefore, dredging is an important issue in terms of ability to handle the large ships (US Department of Transportation, Bureau of Transportation Statistics, Maritime Administration, & US Coast Guard, 1999).

Dredging and spoil disposal, oil spills, air pollution, invasive species, and anti-fouling paints are among the environmental issues of concern for the Port. As demands on the United States Marine Transportation System (MTS) increase, dredging continues to be a concern. Dredging is regulated heavily on the federal level. Such regulations include the Clean Water Act (Section 115); the Rivers and Harbors Act (PL 55-525); the Marine Protection, Research and Sanctuaries Act (PL 92-532); and the Coastal Zone Management Act (PL 92-583). Dredging at the Port of Ft. Pierce is to be limited to maintenance dredging due to the decision to limit Port depth to its current 28 feet.

To minimize the environmental impact from ships, the International Maritime Organization (IMO) provides education programs and regulates It is noteworthy that the EPA cites recreational gasoline-powered engines as one of the largest non-road emitters of hydrocarbons and oxides of nitrogen for modes of transportation.

The principal environmental concerns include the dredging of navigation channels and managing disposal or beneficial use of dredged material; oil spills, air pollution from ships and anti-fouling paints; preventing water pollution, safe handling of hazardous cargo, and complying with wetland and endangered species regulations. Most ports and harbors are not deep enough for the newest vessels, and they require periodic dredging to maintain depths. Many ports may need to be deeper and broader to accommodate evolving technology and shipping practices. The US Army Corp of Engineers (USACE) and the US port authorities are responsible for dredging. From 1992, the USACE dredged an annual average of 273 million cubic yards of sediments at a cost of $542 million per year.

Oil spills can have major impacts on ecosystems, aquatic species, wildlife, and birds, but impacts vary based on location and size of spills. The total number of reported spills from self-propelled vessels and barges in the US increased between 1986 and 1995 but the volume and number of large spills decreased. Air pollution from ships and recreational watercraft is a major concern. And antifouling paint used on ships often contain a harmful compound that acts as a biocide. Federal programs to address environmental concerns include the Port State Control (PSC) program, fisheries enforcement in conjunction with the National Marine Fisheries Service in the US Department of Commerce, aquatic nuisance species control, and the artificial fish reef program.

The IRL region includes all or part of five counties of East Central Florida: Volusia, Brevard, Indian River, St. Lucie, and Martin. The Economic Assessment and Analysis of the Indian River Lagoon looked at the economic value of this natural resource. The total economic value of a natural resource is composed of human use values derived from market-oriented activities (transactions of goods) and non-market based preferences (visual beauty and recreational activities).

Probable Impacts on Natural Systems

The coastal sand beaches and surfzone ecosystem surrounding the Fort Pierce Inlet comprise a harsh environment of pounding waves and shifting sands. As such, this system is dominated by species able to survive in such a high-energy zone. Generally speaking, little vegetation is found here; burrowing invertebrates include the bivalve (*Donax*), mole (sand) crab (*Lepidopa*), beach flea (*Emerita*), and sand worms (Class Polychaeta); ghost shrimp (*Callianassa*) predominate. Shorebirds (including, but not limited to, several species of terns, gulls, sandpipers, and plovers), manatees, and nesting sea turtles (from May through September) have all been documented in the area.

It may be anticipated that expansion of the Port of Fort Pierce may have consequences on the wide range of plant and animal species of the IRL and its surrounding waterways and barrier beaches. These natural systems provide habitat for a variety of fish, algae and seagrasses, and invertebrates. In fact, the Final Navigation Study for Fort Pierce Harbor, Florida - General Reevaluation Report and Supplement to the Final Environmental Impact Statement (EIS) (U.S. Army Corps of Engineers (USACE), 1994), was prepared after Florida's environmental agencies conducted field reconnaissance in 1991 and "discovered significant environmental resources [i.e., previously undocumented biological resources] in the project area" (USACE, 1994, p. 52). Based upon these findings and at the request of several state and federal agencies and private organizations, it was determined that USACE should compile a Supplemental EIS. The USACE Study (1994), and the accompanying Supplemental EIS, re-evaluated the final Feasibility Report

and EIS of 1986 (authorized by Congress in 1988) and the General Design Memorandum of 1991 with respect to modifications of the existing federal project for deep-draft navigation at Fort Pierce Harbor.

The USACE study (1994) acknowledged that environmental resources located in the project area complicate solving the problems of draft and width. A channel that meets or exceeds minimum requirements for minimal risk to vessel traffic must be designed to avoid or minimize impacts to various environmental resources located in the area.

More recently, a report by the Florida Institute of Technology presented data from roughly 200 port-related studies conducted since 1979. This research concluded that factors such as increased turbidity from dredging and other port-related activities including increased maritime traffic can result in a wide range of environmental and ecological impacts.

Major threats to seagrass beds are turbidity, mechanical disturbance, and physical removal of seagrass beds through dredging or filling activities. Because seagrass requires shallow water for light penetration, small boat craft represent the primary source of sea grass damage. Recreational boat facilities development may result in a secondary impact to seagrass beds. Public education programs should be considered for small boaters to increase awareness of seagrass. Stormwater management at the port will be important to prevent turbidity from run-off, which is the primary source of turbidity. Seagrass has been documented in the vicinity of some of the proposed births. Mitigation is required in the areas where seagrass removal cannot be avoided.

If such Port development involves harbor expansion, the impacts can be primary or direct and immediate or secondary and may take place over a longer time (Harbor Branch Oceanographic Institution, Inc. (HBOI), 1991). If dredged basin development of bulkheads and docks were done along the perimeter, direct impacts could include a loss of shallow water habitats, removal of vegetation which would not recover due to increased water depths, possible elimination of rock reef ledge and boulder habitats, and the potential for suspended sediments. If petroleum combustion activity and sources of heavy metals were to increase, secondary impacts could include deterioration of water and sediment quality. If terrestrial industrial activities were to increase, runoff secondary impacts would be to decrease water transparency, elevate nutrients, and increase toxic materials discharge, all of which would affect vegetation. According to the HBOI (1991), "The magnitude of these impacts could range from negligible to severe, as they are primarily a function of how the port will be used and what activities will be permitted by the development" (p. 175).

The Process of Beach Erosion

A study submitted by Taylor Engineering, Inc., in May 2001 (entitled *Coastal and Inlet Processes Evaluation - Fort Pierce Inlet and Adjacent Beaches*, hereinafter referred to as Taylor Study), examined presently occurring erosion processes and assessed the alternatives to mitigate down drift erosion. The study noted that the U.S. Army Corps of Engineers (USACE) has maintained both the channel and turning basin since 1935 and that maintenance occurs approximately once every two years. "Dredged material is either disposed of offshore or placed on the south beach (if the material is of beach quality)". Despite the fact that since 1967 more than 2.2 million cubic yards of sediment have been placed in the area, shoreline erosion of the beaches south of Fort Pierce Inlet continues.

The purpose of the Taylor Study was to understand sediment movement in and around inlet and identify actions that would improve inlet operation and management and effects on adjacent beaches. The study analyzed a broad array of data from actual observations of winds and bathymetric features to models of such variables as tidal circulation, sediment transport, and wave modeling. It was determined that coastal process including tides, waves, and wind all result in moving sediment around the inlet.

The Taylor Study resulted in the following description of the beach erosion process. In summary, several factors contribute to the erosion experienced along the south beach. The dominant alongshore sediment transport direction (southward) makes the south beaches the down drift side of the inlet. As waves from the northeast enter the area, the jetties create a shadow zone immediately adjacent to the inlet. South of the jetties, the shoreline experiences a marked increase in average wave energy once one moves outside the shadow zone. Increases in alongshore sediment transport potential accompany the increases in wave energy. Therefore, the south shoreline experiences a significant gradient in alongshore sediment transport. This gradient, coupled with the littoral barrier presented by the jetties that effectively cuts off sediment supply to the south beach, produces the significant erosion experienced on the south beach. Tidal currents, entraining sediment into the inlet from the near shore region both on flood and ebb tide, further exacerbate the erosional stresses.

Shoreline development

The quality of the lagoon is dependent on the edge of the IRL. The shorelines in the area of the Indian River Terminal and Fisherman's Wharf on the south side, and at the marinas on the north side are currently the only shorelines that have been hardened. If any of the Maritime Trust development scenarios are pursued at least some shoreline hardening will be required. The deepwater portions of the Port would require vertical seawalls. In more shallow areas other hardening methods can be used that enhance the area environmentally. The use of vertical seawalls should be minimized to deepwater areas.

Dredging

According to the GOP's of this plan the Port depth is to be maintained at 28 feet. To maintain port depths in the entrance and interior channels periodic maintenance dredging is required. Such maintenance dredging has occurred at the Port every two to three years primarily at the port entrance. The turning basin has undergone maintenance dredging approximately every five years. Advance maintenance of the channel could reduce the need for dredging and the impact of more frequent dredging activities. Advance maintenance dredging would occur by creating an area in the interior channel of 700 feet in length and 250 feed in width that would be dredged an additional four feet. This system would reduce the annual average equivalent costs of dredging the Port.

Spoil Disposal

The Florida Inland Navigation District (FIND) is responsible the Intracoastal Waterway from the Georgia Boarder to Miami. FIND has developed a comprehensive dredged materials management plan for this entire waterway. Because St. Lucie County has a relatively low shoaling rate compared with other portions of the waterway two reaches were established. In

the St. Lucie County region most of the shoaling problems for FIND are in the immediate vicinity of the Port. FIND has indicated a willingness to discuss a partnership with the Port to address common dredged materials management issues.

USACE has explored several alternative upland disposal sites including sites near the airport, to the west of the Port and on the south causeway. Important factors found in this USACE report were costs, pumping distance, land use, access problems and site preparation. An ocean disposal site was also considered. It was concluded in the report that upland area disposal is less cost effective and locally acceptable than offshore disposal of materials that are unsuitable for beach re-nourishment.

Recent Mitigation Measures:

The following erosion mitigation measure was described in the Taylor Study. To partially address this erosion problem, three geotextile fabric erosion control tubes were placed perpendicular to the shoreline within 1,000 feet of the south jetty in 1994 (FDEP Permit Number 562211859). These structures impounded a small volume of sand. As a result of their placement, relatively flat offshore profiles developed near the inlet. The profiles became progressively steeper with distance from the inlet. As part of the permitting for the 1999 nourishment, the Florida Department of Environmental Protection (FDEP) required removal of tubes despite their apparent success mitigating the erosional pressures.

The St. Lucie County Coastal Management Element of the Comprehensive Plan Update noted that very little structural erosion control measures have been implemented along the County's beachfront shoreline. Some rubble and bulkheads have been placed in the critically eroded area south of the inlet but were covered over by a 1970 nourishment project. The few sand fences that have been used in other areas have not been successful in trapping sand. In response to continued beach erosion, St. Lucie County has pursued various short and long-term alternatives to combat chronic beach erosion.

In 1994-95, short-term efforts to stabilize the severely eroding shoreline immediately south of the inlet led to the construction of three sand filled tubes [i.e., the geotextile fabric erosion control tubes described in the Taylor Study excerpt immediately above] and the placement of approximately 54,000 cubic yards of compatible beach material. They were later removed in 1999 when the beach renourishment project was completed. Long term structural efforts to stabilize this same area included the construction of a 200 foot long spur jetty. Since completion of this structure in December 1997, post-construction monitoring has indicated this structure has performed well.

Possible Future Alternatives

The Taylor Study concluded with the following observations and recommendations for specific facility enhancements with respect to port operation and maintenance. The design objectives behind the inlet improvements include mitigating erosion of the south beach and sediment trapping by the inlet in the flood shoal. Based on the work presented in the Taylor Creek study, two alternatives, (alternative 2) T-head groins and (alternative 3) T-head groins in combination with a south jetty extension, proved the most effective at fulfilling the design objective of protecting the beaches south of the inlet from erosion.

Alternative 3 proved the most effective at overall sediment management around the inlet. T-head groins ensure a stable, wide beach and provide increased beach fill retention through reduction of alongshore and cross-shore sediment transport. Judged solely on beach protection, these structures provide not only the most effective means to retain beach fill and maintain adequate beach width for storm protection, but they also provide the solution requiring the least tonnage per linear foot of structure and the least problematic construction.

From the standpoint of inlet management and operation, combining T-heads with a south jetty extension is the most attractive solution. The south jetty extension would reduce entrainment of sediments by tidal currents into the inlet and offshore, thus reducing channel maintenance and interior shoaling in the navigation channels in the Indian River. Additionally, the extension increases navigational safety by providing a more even distribution of flow across the inlet entrance. The extension provides only marginal benefits to beach stability south of the inlet. However, this alternative includes the large volume of rubble required per linear foot to extend the south jetty (given the local water depths), possible environmental impact to bottom, and more difficult/costly construction associated with the project location.

To summarize, alternatives 2 and 3 are both effective at reducing erosion along the beaches south of the inlet. However, alternative 3 proves more effective at overall sediment management. Final design of either alternative would include fine tuning the designs to optimize the protection to the south beaches, a thorough assessment of the benefits offered by each alternative, and a detailed cost analysis, tasks beyond the scope of this study. Therefore, the upcoming Design Memorandum recently initiated by the USACE for inclusion into the planned 2003 renourishment should include both these alternatives so that they may be accurately judged by these criteria before deciding on the final implemented engineering action.

Air Quality

Port operations are a potential source of air pollution. The Florida Department of Environmental Protection regulates to ensure air quality standards are met. The GOP's of this plan indicate an intention to work with other governmental bodies and the private sector to prevent air pollution that violates federal, state and local regulations.

Manatees

St. Lucie began protecting the Manatee population in 1990, with the adoption of the Comprehensive Plan. Vessel speed zones were adopted in 1994 and posting was completed in 1995. Despite a substantial increase in the number of registered boats these measures have been successful in reducing watercraft-related manatee deaths in the county. Between 1974 and 2000 manatee deaths in St. Lucie County have ranged from 0 to 5 per year, with a total of 56 recorded deaths in that time frame. In 2001 a Manatee Protection Plan (MPP) was approved conceptually by the St. Lucie County Board of Commissioners and was adopted in February of 2002. The MPP was adopted by the Florida Fish and Wildlife Conservation Commission's Executive Director in March of 2002.

One component of the MPP was the establishment of a Manatee Protection Advisory Committee (MPAC), comprised of governmental agencies, business representatives, and conservation organizations. Due to the effectiveness of the current speed zones, no new speed zones have been recommended.

The U.S. Fish and Wildlife Service (USFWS) designated St. Lucie County as a medium risk county for manatees. One goal of the County in implementing the MPP is to sustain this designation. Approximately 30 percent of the manatee deaths in St. Lucie County since 1974 have been firmly attributed to human-related causes. The biggest source of human related manatee deaths is boating impacts. Heavy boat traffic from shipping, commercial fishing, and recreation exists in the waters surrounding St. Lucie County. Manatee contact with humans can occur on a year round basis and is most likely to occur in the following situations: with watercraft, around power plants, near other congregating areas, and with introduced sources of food and water. Powerboat races, which are not currently held in St. Lucie County, pose a particular threat. Permitting for such events requires consultation with USFWS to ensure implementation of adequate safeguards.

According to the MPP the Port plan is to include manatee protection procedures for the following: dock design and construction; maintenance dredging; expansion of ship berths and channels; the use of explosives; sediment disposal; impacts to seagrasses and submerged aquatic vegetation; and crew procedures for observing and avoiding manatees, when arriving and departing from docks. Such procedures are to be outlined in specific goals, objectives and policies (See Objective 3.4). Currently all boat docks, marinas, and similar facilities must be permitted through state and federal agencies. Such permitting will consider manatee protection standards when issuing permits. New construction of waterfront projects, are under the jurisdiction of a number of federal, state, regional and local regulations.

The goal of the Boat Facility Siting Component (BFSC) of the MPP is to locate boat facilities in a way that will reduce the number of manatees injured or killed by boats. Four main areas were identified as having an abundance of manatees: Harbor Branch Oceanographic Institution; Queen's Cove development; Taylor Creek; and Moore's Creek. Boating activity is concentrated around the Fort Pierce inlet The proximity of the Port of Fort Pierce to major manatee aggregation sites located at Taylor Creek and Moore's creek make manatee protection one of the important considerations for this plan.

According to the HBOI (1991), "Any increase in ship and boat traffic in the port area has the potential to impact manatee populations as boat-manatee collisions are known to be a significant source of manatee mortality." At this point in time, the specific port development is not completely finalized, thus the full impact on the manatee population is not known.

Exotic Species

The introduction of exotic species into the IRL from bilge water is of concern. However, discharge of bilge water is prohibited under federal law and can result in significant penalties. Although deliberate violation of the law can occur, it should not be an issue that deters port development.

Public Access

Public access of Fort Pierce's waterfront will be greatly enhanced through implementation of the GOP's of this plan. A number of enhancements are to be encouraged by the Port, including access to short term parking, public fishing areas, unobstructed scenic views, an orderly

network of streets and entrances, an integrated open space system, walkways, multi-use paths, and multi-use marine recreational activities.

Potable Water

Increases in Port activity are expected to increase demand for potable water.

Wastewater Facilities

Increases in Port activity are expected to increase demand for wastewater facilities.

Stormwater/Drainage Facilities

As stormwater run-off is the primary source of turbidity, stormwater management at the Port is a concern, particularly in regard to the seagrass beds. Stormwater runoff is also responsible for non-point source pollution. Such pollution comes from a wide variety of sources, not just a single source. Expansion of Port facilities will impact stormwater and drainage in the area. Any new development would require construction of stormwater management facilities to remove pollutants before they are discharged into a receiving body of water. Twenty percent of the property is generally required for stormwater management

It will be necessary to set aside a portion of the Port for stormwater management. Stormwater management will help to prevent turbidity from run-off, which is the primary source of turbidity. Issues of water quality are not expected to be a limitation to port development. In order to protect the water quality in the IRL, retention and treatment of stormwater will have to occur on site before discharge into the lagoon.

Solid Waste

Solid waste impacts associated with expanded Port operations are thought to be negligible as port operations generate only negligible amounts of solid waste. Port solid waste generally includes discarded boxes, packing and residue from cargo shipments, and litter from garbage receptacles located at port facilities.

Energy and Communications

Additional power will be needed in response to improvements in the Port Planning Area.

Transportation

MTS is a system that consists of waterways, ports, intermodal connections, vessels, vehicles, and system users. The United States is the world's leading maritime and trading nation and relies heavily on the MTS to support this standing. Water is the safest, cheapest, and cleanest transportation mode.

Florida's 14 seaports (eight on the South Atlantic Coast) accommodated 111 million tons of cargo in the 1997/1998 fiscal year. Exports accounted for 22 percent of this total, 27 percent being imports, and 51 percent being domestic trade. All indications are that Florida will continue

to experience increases in population, tourism, and international trade. All of these elements will result in increased travel and transportation demand.

With the creation of FSTED the legislature mandated a clear message, which was, "transportation equals statewide economic development." Seaport expansion/development includes building bulkheads, container yards, cruise terminals, better road and rail access connections, deepening harbors and channels, and acquiring equipment needed to serve today's larger ships.

The Florida Multimodal Trade Corridor Assessment Study determined that Florida will face increasingly competitive forces for international trade, commerce & tourism. Due to the changing market, what were once mutually exclusive modal components of the shipping process (aviation, railroad, trucking, and water transport) are now mutually dependent elements. The study cited Dr. Roberto Cruz, stated a forecast in March 1999 projected the value of Florida's international trade to reach $146 billion by 2008, independent of the goods expected from Cuba once trade reopens there. Based on this projection, the report estimated that140 million tons of cargo could move through Florida's ports annually by 2008. Additionally, the state's tourism and cruise port destinations could welcome more than 15 million cruise passengers and tourists. The study found that the cost of shipment from origin to destination and the time sensitivity associated with that shipment are the determining factors for mode choice and location (geographically in the supply chain). The report warned that as congestion of the transportation network increases, profit margins to shippers and freight forwarders will decrease as costs of delay in getting product to market escalate.

According to the Florida Rail System Plan (2000), international trade is now Florida's leading industry to which the seaports are a key component. In 1999, Florida set a new international trade record of $70.5 billion, and it was forecasted to rise to $146 billion by 2008. However, Florida imports exceeded exports for the first time in a decade.

Florida's global trade markets encompass the Far East, Europe, the Caribbean, Central America, and South America. The seaports provide the distribution links for the north, south, east, and west via the rail system and the roadway network. Domestic industry typically requires the same intermodal transportation system essential for international.

In the next several years, the access market from Canada to Argentina is expected to become a reality, the reopening of Cuba to free-trade is expected to emerge, manufacturing in the Americas is expected to grow, and Florida's ports will continue to develop with trans-shipment markets for the new super-port in Freeport. Rail transportation is expected to become more important than ever in determining Florida's competitiveness in global markets.

Intermodal transportation is the use of more than one mode of transportation with transfer(s) between modes to make a trip or complete a freight movement. For intermodal transportation to be effective, the transfer has to be convenient and efficient. Two major pieces of federal legislation have encouraged intermodalism. They are typically referenced by their acronyms, ISTEA and TEA-21, enacted in 1991 and 1999 respectively. Florida has fostered intermodalism through the Intermodal Development Program in 1990, which is to provide funding for intermodal projects and promote intermodal development within the state. The FSTED Program is another mainstay in the intermodal program funding. The Florida Freight Stakeholders Task Force was created in 1998 as a private/public sector partnership to address freight issues and

needs. The "Fast Track" was created to accelerate finance of statewide or major regional transportation needs that enhance economic development which had been unfounded or under-funded in the past.

The purpose of the Year 2020 Florida Statewide Intermodal System Plan is to use a statewide system approach in addressing connectivity issues for all modes of transportation. Florida's freight system is comprised of highways (trucks), railroads, seaports, and airports. The most frequent transfers of freight occur at seaports between both rail and trucks and air and trucks.

Maintaining freight mobility will enable Florida to achieve its economic objectives for employment, value-added services, and economic prosperity. International commerce is currently Florida's number one trade industry. Almost 70 percent of Florida's international commerce moves by water. Florida ranks forth among the states nationally in terms of container movement, with its deepwater seaports handling 2.37 million twenty-foot equivalent unit containers (TEUs) during 1997. The 1997 volume represents a 60 percent increase in container traffic over 1993. Approximately 40 percent of these marine containers are handled by rail.

According to the Year 2020 Florida Statewide Intermodal System Plan (2000) railroad intermodal facilities are dependent on connections with other modes, either water or most commonly trucks. Truck related issues are location specific but typically fall within the following categories:

- Inadequate roadway turning radii
- Lack of turning lanes
- Lack of traffic signals or turn signals at intersections
- Inadequate lane widths
- Routes through residential neighborhoods
- Inadequate turn lane storage
- Vertical or horizontal clearances
- Grade crossing delays
- Lack of direct access
- Roadway congestion, especially during rush-hour peaks
- Processing at terminal gates.

As one of the two central Atlantic ports, the Port of Fort Pierce provides proximity to the citrus industry and direct rail connections that are significant assets. It is located in the heart of Florida's citrus industry and was once the primary exporter of Florida grapefruit to the Far East and Europe and is trying to recapture its momentum in that market.

Most of Florida's seaports rely on this system for the transport of cargo crossing their docks. All of the ports that depend on rail service experience some degree of the constraints of one-railroad service. These and other physical and policy constraints, such as lack of on-dock rail facilities, grade crossing conflicts, service and scheduling problems severely hamper the ability of Florida's ports to compete with out-of-state rail-oriented load centers. Some of the maritime factors to be considered are contained in the following areas: container ships are getting larger and the South Florida Seaports (Port of Miami, Port Everglades, and Port of Palm Beach) are

expanding their container-handling capabilities to supply Florida's markets to the south with consumer goods coming from Europe and Asia.

All indications are that Florida will continue to experience increases in population, tourism, and international trade. All of these elements will result in increased travel and transportation demands.

Ports act as catalysts for economic growth. Ports develop, manage, and promote the flow of waterborne commerce. The Maritime Trade and Transportation report (1999) described major trends affecting the commercial water transportation industry in the 1990s. From 1993 to1997, world waterborne trade increased by 3.8 percent annually. U.S. foreign waterborne trade accounted for 21 percent of global waterborne trade in 1997. Between 1993 and 1997, US foreign waterborne trade increased by 4.6 percent annually on average, while US domestic waterborne trade increased by only one percent a year. In the mid-1990s, five percent of the real gross domestic product (GDP) was from water transportation. Freight rates per ton-mile tend to be substantially lower for waterborne shipments than for other modes.

Three types of vessels operate in the deep-seas: 1) General cargo including containerships (manufactured products); 2) Dry bulk carriers (grains, coal, steel); and 3) tankers (petroleum and petroleum products). Containerization of cargo is the major trend of waterborne trade. The number of containerships is expected to grow eight to ten percent per year. This is at a significantly higher rate than other types of vessels. Container vessels are expected to replace break bulk ships in world liner trades. Miami and Palm Beach were among the ports showing the highest growth in international container trade reflecting high growth in US-Latin America container trades. Such containers protect goods and can be transferred intermodally to truck or train trade. . Due to aging more than half of the small bulk carriers are being removed from service. They are being replaced with larger and safer double hulled vessels. Container vessels represent most of the newer generation of ships.

Employment in water transportation is expected to increase at a rate of about one percent per year from 1998 to 2003. The Southeast had the highest growth in water transportation income from 1995 to 1997 due to growth in container traffic through southeast ports. Florida had a ten percent share of water transportation income in the US.

A Transit Greenway Conceptual Master Plan has been adopted by the City of Fort Pierce. Under this plan port development will incorporate features of the walkable, pedestrian oriented community and transit greenways such as a transit mall component to be located east of the port's intermodal facility on Avenue O and US 1. Transit greenway corridors and rail troll operations will loop through the port and connect to an intermodal facility east of US 1, at Avenue E, with the Fisherman's Wharf ferry stop. Projects contemplated include a total of four intermodal facilities which are as follows: 1) Seaway Gateway at the intersection of US 1 and Seaway Drive; 2) Fisherman's Wharf at the intersection of US 1 and Avenue H; 3) Port Entrance at the intersection of US 1 and Avenue D; and 4) Port Waterfront at the northeast corner of the county.

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9J-5.012 F.A.C.
COASTAL MANAGEMENT

b. This chapter shall not be interpreted or applied to:

i. Mandate that local governments require existing facilities to be retrofitted to meet stormwater discharge water quality standards or stormwater management level of service standards.

ii. Eliminate any presumption provided by state or regional law or regulation that stormwater management systems which satisfy appropriate state or regional regulatory design and performance criteria also satisfy applicable stormwater discharge water quality standards.

iii. Prevent local governments from providing that compliance with adequate locally or regionally established level of service standards other than the design and performance criteria of Chapter 17-25, F.A.C., shall also be presumed to satisfy the stormwater discharge water quality standards.

iv. Prevent local governments from incorporating by reference stormwater management water quality standard exemptions to the extent they appear in state or regional stormwater management water quality laws or regulations.

v. Mandate that local governments conduct water quality sampling or testing of stormwater discharge receiving waters to implement the standards described in this subsection.

Specific Authority 163.3177(9), (10) FS.
Law Implemented 163.3177(1), (5), (6)(c), (8), (9), (10) FS.
History—New 3-6-86, Amended 10-20-86, 5-18-94, 3-21-99.

9J-5.012 Coastal Management.

The purpose of this element is to plan for and where appropriate restrict development activities where such activities would damage or destroy coastal resources, and protect human life and limit public expenditures in areas that are subject to destruction by natural disaster.

(1) Local governments required by law to prepare a coastal management element are listed in the document entitled "Local Governments Required to Include Coastal Management Elements in their Comprehensive Plans," dated July 1, 1986, and available from the Department upon request. The local governments listed in the document and any other communities that incorporate subsequent to July 1, 1986, and meet the criteria in Chapter 380.24, Florida Statutes, shall include a coastal management element in their comprehensive plans.

(2) Coastal Management Data And Analysis Requirements. The element shall be based upon the following data and analyses requirements pursuant to subsection 9J-5.005(2).

(a) Existing land uses in the coastal planning area shall be inventoried. Conflicts among shoreline uses shall be analyzed and the need for water-dependent and water-related development sites shall be estimated. Any areas in need of redevelopment shall be identified. An analysis of the economic base of the coastal planning area based on the future land use element shall be included. A map or map series showing existing land uses and detailing existing water-dependent and water-related uses shall be prepared.

(b) Inventories and analyses of the effect of the future land uses as required to be shown on the future land use map or map series on the natural resources in the coastal planning area shall be prepared including: vegetative cover, including wetlands; areas subject to coastal flooding; wildlife habitats; and living marine resources. Maps shall be prepared of vegetative cover, wildlife habitat, areas subject to coastal flooding, and other areas of special concern to local government.

(c) An inventory and analysis of the impacts of development and redevelopment proposed in the future land use element on historic resources and sites in the coastal planning area shall be included along with a map of areas designated for historic preservation.

(d) An inventory and analysis shall be prepared of estuarine pollution conditions and actions needed to maintain estuaries including: an assessment of general estuarine conditions and identification of known existing point and non-point source pollution problems; an assessment of the impact of the development and redevelopment proposed in the future land use element and the impacts of facilities proposed in the traffic circulation and general sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge elements upon water quality, circulation patterns, and accumulation of contaminants in sediments; identification of actions needed to remedy existing pollution problems; and identification of existing state, regional

and local regulatory programs which will be used to maintain or improve estuarine environmental quality.

(e) The following natural disaster planning concerns shall be inventoried or analyzed:

1. Hurricane evacuation planning based on the hurricane evacuation plan contained in the local peacetime emergency plan shall be analyzed and shall consider the hurricane vulnerability zone, the number of persons requiring evacuation, the number of persons requiring public hurricane shelter, the number of hurricane shelter spaces available, evacuation routes, transportation and hazard constraints on the evacuation routes, and evacuation times. The projected impact of the anticipated population density proposed in the future land use element and any special needs of the elderly, handicapped, hospitalized, or other special needs of the existing and anticipated populations on the above items shall be estimated. The analysis shall also consider measures that the local government could adopt to maintain or reduce hurricane evacuation times.

2. Post-disaster redevelopment including: existing and proposed land use in coastal high-hazard areas; structures with a history of repeated damage in coastal storms; coastal or shore protection structures; infrastructure in coastal high-hazard areas; and beach and dune conditions. Measures which could be used to reduce exposure to hazards shall be analyzed, including relocation, structural modification, and public acquisition.

3. Coastal high-hazard areas shall be identified and the infrastructure within the coastal high-hazard area shall be inventoried. The potential for relocating threatened infrastructure shall be analyzed.

(f) Beach and dune systems shall be inventoried and analyzed, including past trends in erosion and accretion, the effects upon the beaches or dunes of coastal or shore protection structures, and identification of existing and potential beach renourishment areas. The analysis shall also identify measures which could be used to protect or restore beaches or dunes.

(g) Public access facilities shall be inventoried, including: all public access points to the beach or shoreline through public lands, private property open to the general public, or other legal means; parking facilities for beach or shoreline access; coastal roads and facilities providing scenic overlooks; marinas; boat ramps; public docks; fishing piers; or other traditional shoreline fishing areas. The capacity of and need for the above facilities shall be analyzed. Public access facilities shall be shown on the map or map series required by Paragraph (2)(a) as water-dependent uses or facilities. These inventories and analyses shall be coordinated with the recreation and open space element and any countywide marina siting plan if adopted by the local government.

(h) Existing infrastructure in the coastal planning area shall be inventoried, including: roadways, bridges or causeways, sanitary sewer facilities, potable water facilities, man-made drainage facilities, public coastal or shore protection structures, and beach renourishment projects. The demand upon, capacity of, and area served by the existing infrastructure shall be analyzed. Analyses shall be prepared which estimate future needs for those facilities listed above, and which shall address the fiscal impact in terms of estimated costs, funding sources and phasing of any needed improvements.

(3) Requirements for Coastal Management Goals, Objectives, and Policies.

(a) The coastal management element shall contain one or more goal statements which establish the long term end toward which regulatory and management efforts are directed. These shall reflect the stated intent of the Legislature in enacting Section 163.3178, Florida Statutes, which is that local governments in their comprehensive plans restrict development activities that would damage or destroy coastal resources, and protect human life and limit public expenditures in areas subject to destruction by natural disasters.

(b) The element shall contain one or more specific objectives for each goal statement which address the requirements of Paragraph 163.3177(6)(g) and Section 163.3178, Florida Statutes, and which:

1. Protect, conserve, or enhance remaining coastal wetlands, living marine resources, coastal barriers, and wildlife habitat;

2. Maintain or improve estuarine environmental quality;

3. Provide criteria or standards for prioritizing shoreline uses, giving priority to water-dependent uses;

4. Protect beaches or dunes, establish construction standards which minimize the impacts of

man-made structures on beach or dune systems, and restore altered beaches or dunes;

5. Limit public expenditures that subsidize development permitted in coastal high-hazard areas subsequent to the element's adoption except for restoration or enhancement of natural resources;

6. Direct population concentrations away from known or predicted coastal high-hazard areas;

7. Maintain or reduce hurricane evacuation times;

8. Prepare post-disaster redevelopment plans which will reduce or eliminate the exposure of human life and public and private property to natural hazards;

9. Increase the amount of public access to the beach or shorelines consistent with estimated public needs;

10. Provide for protection, preservation, or sensitive reuse of historic resources; and

11. Establish level of service standards, areas of service and phasing of infrastructure in the coastal planning area.

(c) The element shall contain one or more policies for each objective and shall identify regulatory or management techniques for:

1. Limiting the specific impacts and cumulative impacts of development or redevelopment upon wetlands, water quality, water quantity, wildlife habitat, living marine resources, and beach and dune systems;

2. Restoration or enhancement of disturbed or degraded natural resources including beaches and dunes, estuaries, wetlands, and drainage systems; and programs to mitigate future disruptions or degradations;

3. General hazard mitigation including regulation of building practices, floodplains, beach and dune alteration, stormwater management, sanitary sewer and septic tanks, and land use to reduce the exposure of human life and public and private property to natural hazards; and incorporating the recommendations of the hazard mitigation annex of the local peacetime emergency plan and applicable existing interagency hazard mitigation reports. Incorporating recommendations from interagency hazard mitigation reports shall be at the discretion of the local government;

4. Hurricane evacuation including methods to relieve deficiencies identified in the hurricane evacuation analysis, and procedures for integration into the regional or local evacuation plan;

5. Post-disaster redevelopment including policies to: distinguish between immediate repair and cleanup actions needed to protect public health and safety and long-term repair and redevelopment activities; address the removal, relocation, or structural modification of damaged infrastructure as determined appropriate by the local government but consistent with federal funding provisions and unsafe structures; limiting redevelopment in areas of repeated damage; and, policies for incorporating the recommendations of interagency hazard mitigation reports, as deemed appropriate by the local government, into the local government's comprehensive plan when the plan is revised during the evaluation and appraisal process;

6. Identifying areas needing redevelopment, including eliminating unsafe conditions and inappropriate uses as opportunities arise;

7. Designating coastal high-hazard areas and limiting development in these areas;

8. The relocation, mitigation or replacement, as deemed appropriate by the local government, of infrastructure presently within the coastal high-hazard area when state funding is anticipated to be needed.

9. Establishing priorities for shoreline land uses, providing for siting water-dependent and water-related uses, establishing performance standards for shoreline development, and establishing criteria for marina siting, including criteria consistent with the countywide marina siting plan if adopted by the local government, which address: land use compatibility, availability of upland support services, existing protective status or ownership, hurricane contingency planning, protection of water quality, water depth, environmental disruptions and mitigation actions, availability for public use, and economic need and feasibility;

10. Providing, continuing, and replacing adequate physical public access to beaches and shorelines; enforcing public access to beaches

renourished at public expense; enforcing the public access requirements of the Coastal Zone Protection Act of 1985; and providing transportation or parking facilities for beach and shoreline access;

11. Historic resource protection, including historic site identification and establishing performance standards for development and sensitive reuse of historic resources;

12. The orderly development and use of deepwater ports, if applicable, including how the local government shall cooperate with the deepwater port to resolve problems in transportation, land use, natural and man-made hazards, and protection of natural resources. Include a procedure to resolve inconsistencies between the local government comprehensive plan and the deepwater port master plan through the dispute resolution process as provided under s. 186.509, Florida Statutes, which is to be utilized in the event the local government and a deepwater port are unable to resolve the inconsistencies;

13. Ensuring that required infrastructure is available to serve the development or redevelopment in the coastal planning area at the densities proposed by the future land use plan, consistent with coastal resource protection and safe evacuation, by assuring that funding for infrastructure will be phased to coincide with the demands generated by development or redevelopment;

14. Protecting estuaries which are within the jurisdiction of more than one local government, including methods for coordinating with other local governments to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, reduce exposure to natural hazards, and ensure public access; and

15. Demonstrating how the local government will coordinate with existing resource protection plans such as resource planning and management plans, aquatic preserve management plans, and estuarine sanctuary plans.

(4) Local governments within the coastal area that participate in a countywide marina siting plan shall include the marina siting plan as part of this element.

(5) Port Master Plans for Deepwater Ports. A port master plan shall be prepared by or for each deepwater port for the purposes of coordinating the activities of the port with the plans of the appropriate local government; determination of compliance does not imply conceptual approval by the State for permitting purposes.

(a) Deepwater ports shall prepare a port master plan and submit it to the appropriate local government for incorporation as a part of the coastal management element at least six months prior to the due date of the local government's comprehensive plan established pursuant to law. This port master plan shall be incorporated as a part of the coastal management element, and be consistent with the goals, objectives, and policies of the coastal management element. The port master plan of a deepwater port, as it appears in the coastal management element, shall be reviewed for compliance with the criteria below. Failure of a deepwater port which is not a part of the local government to submit a deepwater port master plan shall not cause the local government to be subject to the sanctions in Sections 163.3184 or 163.3167, Florida Statutes, nor cause the regional planning council to prepare the missing port master plan. In this case the deepwater port shall not have its in-water facilities exempted from the provisions of Section 380.06, Florida Statutes, and the port shall be subject to the sanctions in Sections 163.3184 and 163.3167, Florida Statutes. The failure of a deepwater port which is an agency of a local government to prepare a deepwater port master plan may result in the sanctions in Section 163.3184, Florida Statutes, being applied and the missing deepwater port master plan being prepared by the regional planning council. Regardless of whether a deepwater port has prepared a port master plan, any port development shall be consistent with the goals, objectives and policies of the coastal management element of the jurisdiction in which the development occurs.

(b) Inventories and Analyses. The deepwater port shall prepare all applicable inventories and analyses listed in Subsection (2) for the areas they own or administer. Furthermore, the deepwater port shall inventory and analyze: landside transportation needed to support the deepwater port, in-water facilities, maintenance of in-water facilities, management of dredged material, hazardous material handling and cleanup, and handling and cleanup of petroleum products. In addition, the deepwater port shall prepare a map showing the location and boundaries of port owned or administered lands.

(c) Goals, Objectives, and Policies. The deepwater port shall develop goals, objectives, and policies to address the applicable issues listed in Subsection (3). The goals, objectives, and policies shall be con-

sistent with the goals adopted in the remainder of the coastal management element.

(d) Port Maintenance and Expansion. The deepwater port shall set forth its plans for future port expansion for an initial five-year period and in-water facility maintenance for at least a ten-year period, and these plans shall show the economic assumptions used, the foreseeable changes in shipping technologies and port operations, the estimates of types and volumes of commodities to be handled, the needed expansions to in-water and on-land facilities, and the infrastructure required. The plan shall set forth requirements for maintaining in-water facilities and for the management of dredged material from both maintenance and expansion. The plan shall assess the impact of port expansion and maintenance on wetlands, beaches and dunes, submerged lands, floodplains, wildlife habitat, living marine resources, water quality, water quantity, public access, historic resources, and the land use and infrastructure of adjacent areas.

(e) Port Master Plan Integration into the Coastal Management Element. If a port master plan is prepared by a deepwater port, then the appropriate local government shall include the port master plan's goals, objectives, and policies and port maintenance and expansion sections in the coastal management element of its comprehensive plan. The data and analyses shall be summarized as required in Subsection 9J-5.012(2), and shall be submitted in support of the comprehensive plan.

Specific Authority 163.3177(9), (10) FS.
Law Implemented 163.3177(1), (5), (6)(g), (8), (9), (10), 163.3178 FS.
History—New 3-6-86, Amended 10-20-86, 3-23-94.

9J-5.013 Conservation Element.

The purpose of the conservation element is to promote the conservation, use and protection of natural resources.

(1) Conservation Data and Analysis Requirements. The element shall be based upon the following data and analyses requirements pursuant to Subsection 9J-5.005(2).

(a) The following natural resources, where present within the local government's boundaries, shall be identified and analyzed:

1. Rivers, bays, lakes, wetlands including estuarine marshes, groundwaters and air, including information on quality of the resource available from and classified by the Florida Department of Environmental Regulation;

2. Floodplains;

3. Known sources of commercially valuable minerals;

4. Areas known by the local soil and water conservation district to have experienced soil erosion problems; and

5. Areas which are the location of recreationally and commercially important fish or shellfish, wildlife, marine habitats, and vegetative communities including forests, indicating known dominant species present and species listed by federal, state, or local government agencies as endangered, threatened or species of special concern.

(b) For each of the above natural resources, existing commercial, recreational or conservation uses, known pollution problems including hazardous wastes and the potential for conservation, use or protection shall be identified.

(c) Current and projected water needs and sources for the next ten-year period based on the demands for industrial, agricultural, and potable water use and the quality and quantity of water available to meet these demands shall be analyzed. The analysis shall consider existing levels of water conservation, use and protection and applicable policies of the regional water management district.

(2) Requirements for Conservation Goals, Objectives and Policies.

(a) The element shall contain one or more goal statements which establish the long-term end toward which conservation programs and activities are ultimately directed.

(b) The element shall contain one or more specific objectives for each goal statement which address the requirements of Paragraph 163.3177(6)(d), Florida Statutes, and which:

1. Protect air quality;

2. 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;

STATE OF FLORIDA STATUTES 2000

CHAPTER 187
(STATE COMPREHENSIVE PLAN)
Sections 20(5) TRANSPORTATION &
22(13) THE ECONOMY

CHAPTER 163.3178
(COASTAL MANAGEMENT)

CHAPTER 380 - PART II
(COASTAL PLANNING AND MANAGEMENT)

CHAPTER 403.021 PART I
(POLLUTION CONTROL)
Sections 9(a) & 9(b)
(LEGISLATIVE DECLARATION; PUBLIC POLICY)

CHAPTER 311.07 & 311.09
(FLORIDA SEAPORT TRANSPORTATION &
ECONOMIC DEVELOPMENT)

RULE 9J-5.012
COASTAL MANAGEMENT ELEMENT, F.A.C.

4. Allow flexibility in state and local participation in funding of public transit projects and encourage construction and use of toll facilities in order to meet transportation needs.

5. Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth.

6. Promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.

7. Develop a revenue base for transportation which is consistent with the goals and policies of this plan.

8. Encourage the construction and utilization of a public transit system, including, but not limited to, a high-speed rail system, in lieu of the expansion of the highway system, where appropriate.

9. Ensure that the transportation system provides Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions.

10. Promote ride sharing by public and private sector employees.

11. Emphasize state transportation investments in major travel corridors and direct state transportation investments to contribute to efficient urban development.

12. Avoid transportation improvements which encourage or subsidize increased development in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodways, or productive marine areas.

13. Coordinate transportation improvements with state, local, and regional plans.

14. Acquire advanced rights-of-way for transportation projects in designated transportation corridors consistent with state, regional, and local plans.

15. Promote effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts.

(21) GOVERNMENTAL EFFICIENCY.—

(a) *Goal.*—Florida governments shall economically and efficiently provide the amount and quality of services required by the public.

(b) *Policies.*—

1. Encourage greater cooperation between, among, and within all levels of Florida government through the use of appropriate interlocal agreements and mutual participation for mutual benefit.

2. Allow the creation of independent special taxing districts which have uniform general law standards and procedures and do not overburden other governments and their taxpayers while preventing the proliferation of independent special taxing districts which do not meet these standards.

3. Encourage the use of municipal services taxing units and other dependent special districts to provide needed infrastructure where the fiscal capacity exists to support such an approach.

4. Eliminate regulatory activities that are not tied to specific public and natural resource protection needs.

5. Eliminate needless duplication of, and promote cooperation in, governmental activities between, among, and within state, regional, county, city, and other governmental units.

6. Ensure, wherever possible, that the geographic boundaries of water management districts, regional planning councils, and substate districts of the executive departments shall be coterminous for related state or agency programs and functions and promote interagency agreements in order to reduce the number of districts and councils with jurisdiction in any one county.

7. Encourage and provide for the restructuring of city and county political jurisdictions with the goals of greater efficiency and high-quality and more equitable and responsive public service programs.

8. Replace multiple, small scale, economically inefficient local public facilities with regional facilities where they are proven to be more economical, particularly in terms of energy efficiency, and yet can retain the quality of service expected by the public.

9. Encourage greater efficiency and economy at all levels of government through adoption and implementation of effective records management, information management, and evaluation procedures.

10. Throughout government, establish citizen management efficiency groups and internal management groups to make recommendations for greater operating efficiencies and improved management practices.

11. Encourage governments to seek outside contracting on a competitive-bid basis when cost-effective and appropriate.

12. Discourage undue expansion of state government and make every effort to streamline state government in a cost-effective manner.

13. Encourage joint venture solutions to mutual problems between levels of government and private enterprise.

(22) THE ECONOMY.—

(a) *Goal.*—Florida shall promote an economic climate which provides economic stability, maximizes job opportunities, and increases per capita income for its residents.

(b) *Policies.*—

1. Attract new job-producing industries, corporate headquarters, distribution and service centers, regional offices, and research and development facilities to provide quality employment for the residents of Florida.

2. Promote entrepreneurship and small and minority-owned business startup by providing technical and information resources, facilitating capital formation, and removing regulatory restraints which are unnecessary for the protection of consumers and society.

3. Maintain, as one of the state's primary economic assets, the environment, including clean air and water, beaches, forests, historic landmarks, and agricultural and natural resources.

4. Strengthen Florida's position in the world economy through attracting foreign investment and promoting international banking and trade.

5. Build on the state's attractiveness to make it a leader in the visual and performing arts and in all phases of film, television, and recording production.

6. Promote economic development for Florida residents through partnerships among education, business, industry, agriculture, and the arts.

7. Provide increased opportunities for training Florida's workforce to provide skilled employees for new and expanding business.

8. Promote economic self-sufficiency through training and educational programs which result in productive employment.

9. Promote cooperative employment arrangements between private employers and public sector employment efforts to provide productive, permanent employment opportunities for public assistance recipients through provisions of education opportunities, tax incentives, and employment training.

10. Provide for nondiscriminatory employment opportunities.

11. Provide quality child day care for public assistance families and others who need it in order to work.

12. Encourage the development of a business climate that provides opportunities for the growth and expansion of existing state industries, particularly those industries which are compatible with Florida's environment.

13. Promote coordination among Florida's ports to increase their utilization.

14. Encourage the full utilization by businesses of the economic development enhancement programs implemented by the Legislature for the purpose of extensively involving private businesses in the development and expansion of permanent job opportunities, especially for the economically disadvantaged, through the utilization of enterprise zones, community development corporations, and other programs designed to enhance economic and employment opportunities.

(23) AGRICULTURE.—

(a) *Goal.*—Florida shall maintain and strive to expand its food, agriculture, ornamental horticulture, aquaculture, forestry, and related industries in order to be a healthy and competitive force in the national and international marketplace.

(b) *Policies.*—

1. Ensure that goals and policies contained in state and regional plans are not interpreted to permanently restrict the conversion of agricultural lands to other uses.

2. Encourage diversification within the agriculture industry, especially to reduce the vulnerability of communities that are largely reliant upon agriculture for either income or employment.

3. Promote and increase international agricultural marketing opportunities for all Florida agricultural producers.

4. Stimulate research, development, and application of agricultural technology to promote and enhance the conservation, production, and marketing techniques available to the agriculture industry.

5. Encourage conservation, wastewater recycling, and other appropriate measures to assure adequate water resources to meet agricultural and other beneficial needs.

6. Promote entrepreneurship in the agricultural sector by providing technical and informational services.

7. Stimulate continued productivity through investment in education and research.

8. Encourage development of biological pest controls to further the reduction in reliance on chemical controls.

9. Conserve soil resources to maintain the economic value of land for agricultural pursuits and to prevent sedimentation in state waters.

10. Promote the vitality of Florida's agricultural industry through continued funding of basic research, extension, inspection, and analysis services and of programs providing for marketing and technical assistance and the control and eradication of diseases and infestations.

11. Continue to promote the use of lands for agricultural purposes by maintaining preferential property tax treatment through the greenbelt law.

12. Ensure that coordinated state planning of road, rail, and waterborne transportation systems provides adequate facilities for the economical transport of agricultural products and supplies between producing areas and markets.

13. Eliminate the discharge of inadequately treated wastewater and stormwater runoff into waters of the state.

(24) TOURISM.—

(a) *Goal.*—Florida will attract at least 55 million tourists annually by 1995 and shall support efforts by all areas of the state wishing to develop or expand tourist-related economies.

(b) *Policies.*—

1. Promote statewide tourism and support promotional efforts in those parts of the state that desire to attract visitors.

2. Acquire and manage public lands to offer visitors and residents increased outdoor experiences.

3. Promote awareness of historic places and cultural and historical activities.

(25) EMPLOYMENT.—

(a) *Goal.*—Florida shall promote economic opportunities for its unemployed and economically disadvantaged residents.

(b) *Policies.*—

1. Achieve by 1995 a 70-percent job placement rate for state training program graduates and a 50-percent reduction in the gap between the unemployment rate for disadvantaged groups and the average state unemployment rate.

2. Provide training opportunities for the unemployed which are based upon documented labor market needs.

3. Provide training and job placement assistance to hard-to-employ groups encountering special barriers.

4. Encourage economic development in economically distressed areas.

5. Ensure that the transportation system provides maximum access to jobs and markets.

6. Promote interagency coordination and cooperation to maximize the impact of employment and training services on target groups.

7. Provide services which assist students to make informed career decisions.

with other public facilities such as parks, libraries, and community centers; an analysis of the need for supporting public facilities for existing and future schools; an analysis of opportunities to locate schools to serve as community focal points; projected future population and associated demographics, including development patterns year by year for the upcoming 5-year and long-term planning periods; and anticipated educational and ancillary plants with land area requirements.

(b) The element shall contain one or more goals which establish the long-term end toward which public school programs and activities are ultimately directed.

(c) The element shall contain one or more objectives for each goal, setting specific, measurable, intermediate ends that are achievable and mark progress toward the goal.

(d) The element shall contain one or more policies for each objective which establish the way in which programs and activities will be conducted to achieve an identified goal.

(e) The objectives and policies shall address items such as: the procedure for an annual update process; the procedure for school site selection; the procedure for school permitting; provision of supporting infrastructure; location of future school sites so they serve as community focal points; measures to ensure compatibility of school sites and surrounding land uses; coordination with adjacent local governments and the school district on emergency preparedness issues; and coordination with the future land use element.

(f) The element shall include one or more future conditions maps which depict the anticipated location of educational and ancillary plants. The maps will of necessity be general for the long-term planning period and more specific for the 5-year period.

History.—s. 7, ch. 75-257; s. 1, ch. 77-174; s. 1, ch. 80-154; s. 6, ch. 83-308; s. 1, ch. 85-42; s. 6, ch. 85-55; s. 1, ch. 85-309; s. 7, ch. 86-191; s. 5, ch. 92-129; s. 6, ch. 93-206; s. 898, ch. 95-147; s. 3, ch. 95-257; s. 4, ch. 95-322; s. 10, ch. 95-341; s. 10, ch. 96-320; s. 24, ch. 96-410; s. 2, ch. 96-416; s. 2, ch. 98-146; s. 4, ch. 98-176; s. 4, ch. 98-258; s. 90, ch. 99-251; s. 3, ch. 99-378.

163.31775 Intergovernmental coordination element criteria and rule.—The state land planning agency shall evaluate statutory provisions relating to the intergovernmental coordination element, and shall consider changes to its intergovernmental coordination element rules, in consultation with a technical committee of 15 members, appointed by the secretary of the state land planning agency. The membership shall be representative of local governments, regional planning councils, the private sector, and environmental organizations. On or before December 15, 1995, the state land planning agency shall report to the Governor, the Speaker of the House of Representatives, and the President of the Senate on its recommendations for appropriate changes to the intergovernmental coordination element criteria in this chapter and shall submit its draft of a new intergovernmental coordination element rule. The Legislature shall review the draft rule and may approve, approve and modify, disapprove, or take no action on the rule. If the Legislature approves the draft rule, or approves and modifies the draft rule, the draft rule shall become effective as the intergovernmental coordination element rule. If the Legislature takes no action on the draft rule, the state land planning agency shall promulgate the rule according to chapter 120. If the Legislature disapproves the draft rule, it shall specify the guidelines to be used by the state land planning agency in redrafting the rule. When the intergovernmental coordination element rule is effective as provided by this section, or has been promulgated according to chapter 120, the intergovernmental coordination element rules promulgated by the state land planning agency prior to June 30, 1995, shall stand repealed.

History.—s. 5, ch. 95-322.

163.3178 Coastal management.—

(1) The Legislature recognizes there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or destroy coastal resources, and that such plans protect human life and limit public expenditures in areas that are subject to destruction by natural disaster.

(2) Each coastal management element required by s. 163.3177(6)(g) shall be based on studies, surveys, and data; be consistent with coastal resource plans prepared and adopted pursuant to general or special law; and contain:

(a) A land use and inventory map of existing coastal uses, wildlife habitat, wetland and other vegetative communities, undeveloped areas, areas subject to coastal flooding, public access routes to beach and shore resources, historic preservation areas, and other areas of special concern to local government.

(b) An analysis of the environmental, socioeconomic, and fiscal impact of development and redevelopment proposed in the future land use plan, with required infrastructure to support this development or redevelopment, on the natural and historical resources of the coast and the plans and principles to be used to control development and redevelopment to eliminate or mitigate the adverse impacts on coastal wetlands; living marine resources; barrier islands, including beach and dune systems; unique wildlife habitat; historical and archaeological sites; and other fragile coastal resources.

(c) An analysis of the effects of existing drainage systems and the impact of point source and nonpoint source pollution on estuarine water quality and the plans and principles, including existing state and regional regulatory programs, which shall be used to maintain or upgrade water quality while maintaining sufficient quantities of water flow.

(d) A component which outlines principles for hazard mitigation and protection of human life against the effects of natural disaster, including population evacuation, which take into consideration the capability to safely evacuate the density of coastal population proposed in the future land use plan element in the event of an impending natural disaster.

(e) A component which outlines principles for protecting existing beach and dune systems from human-induced erosion and for restoring altered beach and dune systems.

(f) A redevelopment component which outlines the principles which shall be used to eliminate inappropriate and unsafe development in the coastal areas when opportunities arise.

(g) A shoreline use component which identifies public access to beach and shoreline areas and addresses the need for water-dependent and water-related facilities, including marinas, along shoreline areas.

(h) Designation of high-hazard coastal areas, which for uniformity and planning purposes herein, are defined as category 1 evacuation zones. However, application of mitigation and redevelopment policies, pursuant to s. 380.27(2), and any rules adopted thereunder, shall be at the discretion of local government.

(i) A component which outlines principles for providing that financial assurances are made that required public facilities will be in place to meet the demand imposed by the completed development or redevelopment. Such public facilities will be scheduled for phased completion to coincide with demands generated by the development or redevelopment.

(j) An identification of regulatory and management techniques that the local government plans to adopt or has adopted in order to mitigate the threat to human life and to control proposed development and redevelopment in order to protect the coastal environment and give consideration to cumulative impacts.

(k) A component which includes the comprehensive master plan prepared by each deepwater port listed in s. 311.09(1), which addresses existing port facilities and any proposed expansions, and which adequately addresses the applicable requirements of paragraphs (a)-(k) for areas within the port and proposed expansion areas. Such component shall be submitted to the appropriate local government at least 6 months prior to the due date of the local plan and shall be integrated with, and shall meet all criteria specified in, the coastal management element. "The appropriate local government" means the municipality having the responsibility for the area in which the deepwater port lies, except that where no municipality has responsibility, where a municipality and a county each have responsibility, or where two or more municipalities each have responsibility for the area in which the deepwater port lies, "the appropriate local government" means the county which has responsibility for the area in which the deepwater port lies. Failure by a deepwater port which is not part of a local government to submit its component to the appropriate local government shall not result in a local government being subject to sanctions pursuant to ss. 163.3167 and 163.3184. However, a deepwater port which is not part of a local government shall be subject to sanctions pursuant to s. 163.3184.

(3) Expansions to port harbors, spoil disposal sites, navigation channels, turning basins, harbor berths, and other related inwater-harbor facilities of ports listed in s. 403.021(9); port transportation facilities and projects listed in s. 311.07(3)(b); and intermodal transportation facilities identified pursuant to s. 311.09(3) shall not be developments of regional impact where such expansions, projects, or facilities are consistent with comprehensive master plans that are in compliance with this section.

(4) Improvements and maintenance of federal and state highways that have been approved as part of a plan approved pursuant to s. 380.045 or s. 380.05 shall be exempt from the provisions of s. 380.27(2).

(5) The appropriate dispute resolution process provided under s. 186.509 must be used to reconcile inconsistencies between port master plans and local comprehensive plans. In recognition of the state's commitment to deepwater ports, the state comprehensive plan must include goals, objectives, and policies that establish a statewide strategy for enhancement of existing deepwater ports, ensuring that priority is given to water-dependent land uses. As an incentive for promoting plan consistency, port facilities as defined in s. 315.02(6) on lands owned or controlled by a deepwater port as defined in s. 311.09(1), as of the effective date of this act shall not be subject to development-of-regional-impact review provided the port either successfully completes an alternative comprehensive development agreement with a local government pursuant to ss. 163.3220-163.3243 or successfully enters into a development agreement with the state land planning agency and applicable local government pursuant to s. 380.032 or, where the port is a department of a local government, successfully enters into a development agreement with the state land planning agency pursuant to s. 380.032. Port facilities as defined in s. 315.02(6) on lands not owned or controlled by a deepwater port as defined in s. 311.09(1) as of the effective date of this act shall not be subject to development-of-regional-impact review provided the port successfully enters into a development agreement with the state land planning agency and applicable local government pursuant to s. 380.032 or, where the port is a department of a local government, successfully enters into a development agreement with the state land planning agency pursuant to s. 380.032.

(6) Local governments are encouraged to adopt countywide marina siting plans to designate sites for existing and future marinas. The Coastal Resources Interagency Management Committee, at the direction of the Legislature, shall identify incentives to encourage local governments to adopt such siting plans and uniform criteria and standards to be used by local governments to implement state goals, objectives, and policies relating to marina siting. These criteria must ensure that priority is given to water-dependent land uses. The Coastal Resources Interagency Management Committee shall submit its recommendations regarding local government incentives to the Legislature by December 1, 1993. Countywide marina siting plans must be consistent with state and regional environmental planning policies and standards. Each local government in the coastal area which participates in adoption of a countywide marina siting plan shall incorporate the plan into the coastal management element of its local comprehensive plan.

(7) Each port listed in s. 311.09(1) and each local government in the coastal area which has spoil disposal responsibilities shall provide for or identify disposal sites for dredged materials in the future land use and port elements of the local comprehensive plan as needed to assure proper long-term management of material dredged from navigation channels, sufficient long-range disposal capacity, environmental sensitivity and compatibility, and reasonable cost and transportation. The disposal site selection criteria shall be developed in consultation with navigation and inlet districts and other appropriate state and federal agencies and the public. For areas owned or controlled by ports listed in s. 311.09(1) and proposed port expansion areas, compliance with the provisions of this subsection shall be achieved through comprehensive master plans prepared by each port and integrated with the appropriate local plan pursuant to paragraph (2)(k).

(8) Each county shall establish a county-based process for identifying and prioritizing coastal properties so they may be acquired as part of the state's land acquisition programs. This process must include the establishment of criteria for prioritizing coastal acquisitions which, in addition to recognizing pristine coastal properties and coastal properties of significant or important environmental sensitivity, recognize hazard mitigation, beach access, beach management, urban recreation, and other policies necessary for effective coastal management.

History.—s. 7, ch. 85-55; s. 8, ch. 86-191; s. 24, ch. 87-224; s. 7, ch. 93-206; s. 899, ch. 95-147; s. 11, ch. 96-320; s. 65, ch. 99-251.

163.3179 Family homestead.—A local government may include in its comprehensive plan a provision allowing the use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild of the person who conveyed the parcel to said individual, notwithstanding the density or intensity of use assigned to the parcel in the plan. Such a provision shall apply only once to any individual.

History.—s. 6, ch. 92-129.

163.3180 Concurrency.—

(1)(a) Sanitary sewer, solid waste, drainage, potable water, parks and recreation, and transportation facilities, including mass transit, where applicable, are the only public facilities and services subject to the concurrency requirement on a statewide basis. Additional public facilities and services may not be made subject to concurrency on a statewide basis without appropriate study and approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction.

(b) Local governments shall use professionally accepted techniques for measuring level of service for automobiles, bicycles, pedestrians, transit, and trucks. These techniques may be used to evaluate increased accessibility by multiple modes and reductions in vehicle miles of travel in an area or zone. The Department of Transportation shall develop methodologies to assist local governments in implementing this multimodal level-of-service analysis. The Department of Community Affairs and the Department of Transportation shall provide technical assistance to local governments in applying these methodologies.

(2)(a) Consistent with public health and safety, sanitary sewer, solid waste, drainage, and potable water facilities shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent.

(b) Consistent with the public welfare, and except as otherwise provided in this section, parks and recreation facilities to serve new development shall be in place or under actual construction no later than 1 year after issuance by the local government of a certificate of occupancy or its functional equivalent. However, the acreage for such facilities shall be dedicated or be acquired by the local government prior to issuance by the local government of a certificate of occupancy or its functional equivalent, or funds in the amount of the developer's fair share shall be committed prior to issuance by the local government of a certificate of occupancy or its functional equivalent.

(c) Consistent with the public welfare, and except as otherwise provided in this section, transportation facilities needed to serve new development shall be in place or under actual construction no more than 3 years after issuance by the local government of a certificate of occupancy or its functional equivalent.

(3) Governmental entities that are not responsible for providing, financing, operating, or regulating public facilities needed to serve development may not establish binding level-of-service standards on governmental entities that do bear those responsibilities. This subsection does not limit the authority of any agency to recommend or make objections, recommendations, comments, or determinations during reviews conducted under s. 163.3184.

(4)(a) The concurrency requirement as implemented in local comprehensive plans applies to state and other public facilities and development to the same extent that it applies to all other facilities and development, as provided by law.

(b) The concurrency requirement as implemented in local comprehensive plans does not apply to public transit facilities. For the purposes of this paragraph, public transit facilities include transit stations and terminals, transit station parking, park-and-ride lots, intermodal public transit connection or transfer facilities, and fixed bus, guideway, and rail stations. As used in this paragraph, the terms "terminals" and "transit facilities" do not include airports or seaports or commercial or residential development constructed in conjunction with a public transit facility.

(5)(a) The Legislature finds that under limited circumstances dealing with transportation facilities, countervailing planning and public policy goals may come into conflict with the requirement that adequate public facilities and services be available concurrent with the impacts of such development. The Legislature further finds that often the unintended result of the concurrency requirement for transportation facilities is the discouragement of urban infill development and

3. To require the governmental agency to properly administer critical area regulations.

(d) The state land planning agency may institute an administrative proceeding against any developer or responsible party to obtain compliance with s. 380.06 and binding letters, agreements, rules, orders, or development orders issued pursuant to s. 380.032(3), s. 380.05, s. 380.06, or s. 380.07. The state land planning agency may seek enforcement of its final agency action in accordance with s. 120.69 or by written agreement with the alleged violator pursuant to s. 380.032(3).

History.—s. 3, ch. 74-326; s. 129, ch 79-190; s. 34, ch 81-167; s. 34, ch. 83-55; s. 5, ch 83-308; s 48, ch 85-55; s. 57, ch. 93-206; s. 14, ch. 96-416

380.12 Rights unaffected by ch. 75-22.—Nothing in chapter 75-22, Laws of Florida, shall alter or affect rights previously vested under this chapter.

History.—s. 23, ch. 75-22.

PART II

COASTAL PLANNING AND MANAGEMENT

380.20 Short title.
380.205 Definitions.
380.21 Legislative intent.
380.22 Lead agency authority and duties.
380.23 Federal consistency.
380.24 Local government participation.
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380.26 Establishment of coastal building zone for certain counties.
380.27 Coastal infrastructure policy.

380.20 Short title.—Sections 380.205-380.24 may be cited as the "Florida Coastal Management Act."

History.—s. 5, ch. 78-287; s 1, ch. 92-276; s 186, ch. 99-13

380.205 Definitions.—As used in ss. 380.21-380.24:

(1) "Department" means the Department of Community Affairs.

(2) "Coastal zone" means that area of land and water from the territorial limits seaward to the most inland extent of marine influences. However, for planning and developing coordinated projects and initiatives for coastal resource protection and management, the department shall consider the coastal zone to be the geographical area encompassed by the 35 Florida coastal counties listed in the Final Environmental Impact Statement for the Florida Coastal Management Program and the adjoining territorial sea. It is not the intent of this definition to limit the authority currently exercised under the federal law and the federally approved Florida Coastal Management Program by which projects landward and seaward of the 35 coastal counties are reviewed for consistency with the Florida Coastal Management Program.

History.—s. 2, ch 92-276; s. 58, ch 93-206; s 187, ch 99-13.

380.21 Legislative intent.—

(1) The Legislature finds that:

(a) The coast is rich in a variety of natural, commercial, recreational, ecological, industrial, and aesthetic resources, including, but not limited to, "energy facilities," as that term is defined in s. 304(5) of the federal Coastal Zone Management Act of 1972, of immediate potential value to the present and future well-being of the residents of this state.

(b) It is in the state and national interest to protect, maintain, and develop these resources through coordinated management.

(c) State land and water management policies should, to the maximum possible extent, be implemented by local governments through existing processes for the guidance of growth and development.

(2) The Legislature therefore grants authorization for the department to compile a program based on existing statutes and existing rules and submit an application to the appropriate federal agency as a basis for receiving administrative funds under the federal Coastal Zone Management Act of 1972. It is the further intent of the Legislature that enactment of this legislation shall not amend existing statutes or provide additional regulatory authority to any governmental body except as otherwise provided by s. 380.23. The enactment of this legislation shall not in any other way affect any existing statutory or regulatory authority.

(3)(a) The Legislature finds that the coastal zone is rich in a variety of natural, commercial, recreational, ecological, industrial, and aesthetic resources of immediate and potential value to the present and future well-being of the residents of this state which will be irretrievably lost or damaged if not properly managed. The participation by citizens of the state will be an important factor in developing a plan for management of the coastal zone, and management of the state's coastal zone will require a highly coordinated effort among state, regional, and local officials and agencies.

(b) The state coastal zone management plan shall be a part of the state comprehensive plan. It shall contain a boundary, policies, goals, and programs necessary to comply with the requirements of the federal Coastal Zone Management Act of 1972, as amended (16 U.S.C. ss. 1451-1464), specifically delineating the role of state, regional, and local agencies in implementing the plan; and it shall provide that the appeal of any regulatory decision, other than those appeals provided for by existing law, shall be to the Governor and Cabinet.

(4) The Legislature recognizes that land acquisition has great potential to support the state's coastal management and regulatory efforts. Removing coastal properties from the pool of developable acreage reduces the adverse land use and environmental impacts the state coastal zone management program is attempting to eliminate or diminish, while at the same time minimizing public expenditures and reducing risk to life and property in storm-prone coastal areas. To this end, the acquisition of coastal lands shall be an important component of the coastal zone management program.

History.—s. 6, ch. 78-287; s 5, ch 84-257; s. 3, ch 92-276; s 59, ch 93-206.

380.22 Lead agency authority and duties.—

(1) The department shall be the lead agency pursuant to 16 U.S.C. ss. 1451 et seq., and shall compile and

submit to the appropriate federal agency an application to receive funds pursuant to s. 306 of the federal Coastal Zone Management Act of 1972, as amended (16 U.S.C. ss. 1451-1464). The application for federal approval of the state's program shall include program policies that only reference existing statutes and existing implementing administrative rules. In the event the application or the program submitted pursuant to this subsection is rejected by the appropriate federal agency because of failure of this act, the existing statutes, or the existing implementing administrative rules to comply with the requirements of the federal Coastal Zone Management Act of 1972, as amended, no state coastal management program shall become effective without prior legislative approval. The coastal management application or program may be amended from time to time to include changes in statutes and rules adopted pursuant to statutory authority other than this act.

(2) The department shall also have authority to:

(a) Establish advisory councils with sufficient geographic balance to ensure statewide representation.

(b) Coordinate central files and clearinghouse procedures for coastal resource data information and encourage the use of compatible information and standards.

(c) Provide to the extent practicable financial, technical, research, and legal assistance to effectuate the purposes of this act.

(d) Review rules of other affected agencies to determine consistency with the program and to report any inconsistencies to the Legislature.

(3) The department shall adopt by rule procedures and criteria for the evaluation of subgrant applications that seek to receive a portion of those funds allotted to the state under the federal Coastal Zone Management Act.

(4) The department shall establish a county-based process for identifying, and setting priorities for acquiring, coastal properties in coordination with the Land Acquisition and Management Advisory Council, or its successor, so these properties may be acquired as part of the state's land acquisition programs. This process shall include the establishment of criteria for prioritizing coastal acquisitions which, in addition to recognizing pristine coastal properties and coastal properties of significant or important environmental sensitivity, recognize hazard mitigation, beach access, beach management, urban recreation, and other policies necessary for effective coastal management.

(5) In addition to other criteria established by statute or rule, the following criteria shall be considered when establishing priorities for public acquisition of coastal property:

(a) The value of acquiring coastal high-hazard parcels, consistent with hazard mitigation and postdisaster redevelopment policies, in order to minimize the risk to life and property and to reduce the need for future disaster assistance.

(b) The value of acquiring beachfront parcels, irrespective of size, to provide public access and recreational opportunities in highly developed urban areas.

(c) The value of acquiring identified parcels the development of which would adversely affect coastal resources.

(6) The department, in coordination with the Florida Coastal Management Citizen's Advisory Committee, shall develop and implement a strategy to enhance citizen awareness and involvement in Florida's coastal management programs.

History.—s. 7, ch. 78-287; s. 4, ch. 92-276; s. 60, ch. 93-206; s. 11, ch. 96-146; s. 188, ch. 99-13; s. 42, ch. 99-247.

380.23 Federal consistency.—

(1) When an activity requires a permit or license subject to federal consistency review, the issuance or renewal of a state license shall automatically constitute the state's concurrence that the licensed activity or use, as licensed, is consistent with the federally approved program. When an activity requires a permit or license subject to federal consistency review, the denial of a state license shall automatically constitute the state's finding that the proposed activity or use is not consistent with the state's federally approved program, unless the United States Secretary of Commerce determines that such activity or use is in the national interest as provided in the federal Coastal Zone Management Act of 1972.

(2)(a) Where federal licenses, permits, activities, and projects listed in subsection (3) are subject to federal consistency review and are seaward of the jurisdiction of the state, or there is no state agency with sole jurisdiction, the department shall be responsible for the consistency review and determination; however, the department shall not make a determination that the license, permit, activity, or project is consistent if any other state agency with significant analogous responsibility makes a determination of inconsistency. All decisions and determinations under this subsection shall be appealable to the Governor and Cabinet.

(b) However, effective October 1, 1992, if a finding or recommendation of inconsistency has been made by a state agency with regard to federal activities and projects listed under paragraphs (3)(a) and (b) and the inconsistency cannot be resolved by the department, the department shall refer such finding or recommendation to the Governor for final determination. The Governor shall review the comments, findings, or recommendations of all participating agencies and shall affirm the finding or recommendation of inconsistency unless the Governor determines that the federal activity or project is consistent with the enforceable social, economic, and environmental policies of the coastal management program. Any permitting, licensing, or proprietary authority of an agency shall not be preempted or otherwise limited by any provision of this paragraph. Consistency determinations made pursuant to this paragraph shall not be appealable to the Governor or Cabinet.

(3) Consistency review shall be limited to review of the following activities, uses, and projects to ensure that such activities and uses are conducted in accordance with the state's coastal management program:

(a) Federal development projects and activities of federal agencies which significantly affect coastal waters and the adjacent shorelands of the state.

(b) Federal assistance projects which significantly affect coastal waters and the adjacent shorelands of the state and which are reviewed as part of the review process developed pursuant to OMB Circular A-95.

(c) Federally licensed or permitted activities affecting land or water uses when such activities are in or seaward of the jurisdiction of local governments required to develop a coastal zone protection element as provided in s. 380.24 and when such activities involve:

1. Permits required under ss. 10 and 11 of the Rivers and Harbors Act of 1899, as amended.

2. Permits required under s. 103 of the Marine Protection, Research and Sanctuaries Act of 1972, as amended.

3. Permits required under ss. 201, 402, 403, 404, and 405 of the Federal Water Pollution Control Act of 1972, as amended, unless such permitting activities pursuant to such sections have been delegated to the state pursuant to said act.

4. Permits required under the Marine Protection, Research and Sanctuaries Act of 1972, as amended, 33 U.S.C. ss. 1401, 1402, 1411-1421, and 1441-1444.

5. Permits for the construction of bridges and causeways in navigable waters required pursuant to 33 U.S.C. s. 401, as amended.

6. Permits relating to the transportation of hazardous substance materials or transportation and dumping which are issued pursuant to the Hazardous Materials Transportation Act, 49 U.S.C. ss. 1801-1812, as amended, or 33 U.S.C. s. 419, as amended.

7. Permits and licenses required under [1]43 U.S.C. s. 717 for construction and operation of interstate gas pipelines and storage facilities.

8. Permits required under 15 U.S.C. s. 717, as amended, for construction and operation of facilities needed to import and export natural gas.

9. Permits and licenses required for the siting and construction of any new electrical power plants as defined in s. 403.503(12), as amended.

10. Permits and licenses required for drilling and mining on public lands.

11. Permits for areas leased under the OCS Lands Act, as amended, including leases and approvals under 43 U.S.C. s. 1331, as amended, of exploration, development, and production plans.

12. Permits for pipeline rights-of-way for oil and gas transmissions.

13. Permits and licenses required for deepwater ports under 33 U.S.C. s. 1503, as amended.

14. Permits required for the taking of marine mammals under the Marine Mammal Protection Act of 1972, as amended, 16 U.S.C. 1374 s. 104.

(d) Federal activities within the territorial limits of neighboring states when the Governor and the department determine that significant individual or cumulative impact to the land or water resources of the state would result from the activities.

(4) The department shall by rule adopt procedures for the expeditious handling of emergency repairs to existing facilities for which consistency review is required pursuant to subsections (1), (2), and (3).

(5) In any coastal management program submitted to the appropriate federal agency for its approval pursuant to this act, the department shall specifically waive its right to determine the consistency with the coastal management program of all federally licensed or permitted activities not specifically listed in subsection (3).

(6) Agencies shall not review for federal consistency purposes an application for a federally licensed or permitted activity if the activity is vested, exempted, or excepted under its own regulatory authority.

(7) The department shall review the items listed in subsection (3) to determine if in certain circumstances such items would constitute minor permit activities. If the department determines that the list contains minor permit activities, it may by rule establish a program of general concurrence pursuant to federal regulation which shall allow similar minor activities, in the same geographic area, to proceed without prior department review for federal consistency.

(8) This section shall not apply to the review of federally licensed or permitted activities for which permit applications are filed with the appropriate federal agency prior to approval of the state coastal management program by the appropriate federal agency pursuant to 16 U.S.C. ss. 1451 et seq.

History.—s. 6, ch. 78-287; s. 1, ch. 90-220; s. 53, ch. 90-331; s. 5, ch. 92-276; s. 61, ch. 93-206; s. 29, ch. 96-176.

[1]Note.—Repealed by Pub. L. No. 94-579.

380.24 Local government participation.—Units of local government abutting the Gulf of Mexico or the Atlantic Ocean, or which include or are contiguous to waters of the state where marine species of vegetation listed by rule as ratified in s. 373.4211 constitute the dominant plant community, shall develop a coastal zone protection element pursuant to s. 163.3177. Such units of local government shall be eligible to receive technical assistance from the state in preparing coastal zone protection elements and shall be the only units of local government eligible to apply to the department for available financial assistance. Local government participation in the coastal management program authorized by this act shall be voluntary. All permitting and enforcement of dredged-material management and other related activities subject to permit under the provisions of chapters 161 and 253 and part IV of chapter 373 for deepwater ports identified in s. 403.021(9)(b) shall be done through the Department of Environmental Protection consistent with the provisions of s. 403.021(9).

History.—s. 9, ch. 78-287; s. 11, ch. 94-122; s. 142, ch. 96-320.

380.25 Previous coastal zone atlases rejected.—The legislative draft of the coastal management program submitted to the Legislature by the department dated March 1, 1978, and the previously prepared coastal zone atlases are expressly rejected as the state's coastal management program. The department shall not divide areas of the state into vital, conservation, and development areas.

History.—s. 10, ch. 78-287.

380.26 Establishment of coastal building zone for certain counties.—The coastal building zone for coun-

ties not subject to s. 161.053 shall be as described in s. 161.54(1), after a public hearing is held in the affected county by the state land planning agency or its designee. The state land planning agency shall furnish the clerk of the circuit court in each county affected a survey of such line with references made to permanently installed monuments at such intervals and locations as may be necessary.
History.—s. 37, ch. 85-55.

380.27 Coastal infrastructure policy.—

(1) No state funds shall be used for the purpose of constructing bridges or causeways to coastal barrier islands, as defined in s. 161.54(2), which are not accessible by bridges or causeways on October 1, 1985.

(2) After a local government has an approved coastal management element pursuant to s. 163.3178, no state funds which are unobligated at the time the element is approved shall be expended for the purpose of planning, designing, excavating for, preparing foundations for, or constructing projects which increase the capacity of infrastructure unless such expenditure is consistent with the approved coastal management element.
History.—s. 38, ch. 85-55; s. 38, ch. 95-196.

PART III

FLORIDA COMMUNITIES TRUST

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380.501 Short title.—This part may be cited as the "Florida Communities Trust Act."
History.—s. 28, ch. 89-175; s. 2, ch. 90-192; s. 4, ch. 91-192; s. 5, ch. 91-429.

380.502 Legislative findings and intent.—

(1) The Legislature finds that the conservation of natural areas is vital to the state's economy and ecology. The Legislature further finds that rapid increases in population and development throughout Florida threaten the integrity of the environment and limit opportunities for citizens and visitors to enjoy the state's natural areas. The Legislature further finds that inappropriate and poorly planned land uses overburden natural resources and disrupt the state's ecology. Finally, the Legislature finds that the quality of life, environmental quality, as well as the viability and vitality of the urban areas of this state are directly linked to urban open space and greenways. The creation of greenways; expansion of green spaces; enhancement of recreation areas; and protection and restoration of urban lakes, rivers, and watersheds in the urban areas of this state are necessary to link populated areas with natural areas, preserve unique cultural and heritage sites, provide land for recreational opportunities to enhance the health and well-being of the urban residents of this state, improve water quality, reduce the level of urban crime and violence, and build confidence and self-esteem among the urban youth of this state.

(2) The Legislature recognizes that the primary responsibility for establishing well-planned land use rests at the local government level through the implementation of comprehensive plans. The Legislature also recognizes that many of the goals and objectives of these comprehensive plans will not be met through regulation, but require creative and innovative action to ensure their accomplishment.

(3) It is the intent of the Legislature to establish a nonregulatory agency that will assist local governments in bringing local comprehensive plans into compliance and implementing the goals, objectives, and policies of the conservation, recreation and open space, and coastal elements of local comprehensive plans, or in conserving natural resources and resolving land use conflicts by:

(a) Responding promptly and creatively to opportunities to correct undesirable development patterns, restore degraded natural areas, enhance resource values, restore deteriorated or deteriorating urban waterfronts, reserve lands for later purchase, participate in and promote the use of innovative land acquisition methods, and provide public access to surface waters.

(b) Providing financial and technical assistance to local governments, state agencies, and nonprofit organizations to carry out projects and activities and to develop programs authorized by this part.

(c) Involving local governments and private interests in voluntarily resolving land use conflicts and issues.
History.—s. 28, ch. 89-175; s. 2, ch. 90-192; s. 5, ch. 91-192; s. 5, ch. 91-429; s. 65, ch. 93-206; s. 19, ch. 96-389.

380.503 Definitions.—As used in ss. 380.501-380.515, unless the context indicates a different meaning or intent:

(1) "Comprehensive plan" means a plan that meets the requirements of ss. 163.3177, 163.3178, and 163.3191.

(2) "Department" means the Department of Community Affairs.

(3) "Local government" means a county or municipality.

(4) "Metropolitan" means a population area consisting of a central city with adjacent cities and smaller surrounding communities: a major urban area and its environs.

(5) "Nonprofit organization" means any private nonprofit organization, existing under the provisions of

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403.011 Short title.—This act shall be known and cited as the "Florida Air and Water Pollution Control Act."

History.—s. 2, ch. 67-436

403.021 Legislative declaration; public policy.—

(1) The pollution of the air and waters of this state constitutes a menace to public health and welfare; creates public nuisances; is harmful to wildlife and fish and other aquatic life; and impairs domestic, agricultural, industrial, recreational, and other beneficial uses of air and water.

(2) It is declared to be the public policy of this state to conserve the waters of the state and to protect, maintain, and improve the quality thereof for public water supplies, for the propagation of wildlife and fish and other aquatic life, and for domestic, agricultural, industrial, recreational, and other beneficial uses and to provide that no wastes be discharged into any waters of the state without first being given the degree of treatment necessary to protect the beneficial uses of such water.

(3) It is declared to be the public policy of this state and the purpose of this act to achieve and maintain such levels of air quality as will protect human health and safety and, to the greatest degree practicable, prevent injury to plant and animal life and property, foster the comfort and convenience of the people, promote the economic and social development of this state, and facilitate the enjoyment of the natural attractions of this state. In accordance with the public policy established herein, the Legislature further declares that the citizens of this state should be afforded reasonable protection from the dangers inherent in the release of toxic or otherwise hazardous vapors, gases, or highly volatile liquids into the environment.

(4) It is declared that local and regional air and water pollution control programs are to be supported to the extent practicable as essential instruments to provide for a coordinated statewide program of air and water pollution prevention, abatement, and control for the securing and maintenance of appropriate levels of air and water quality.

(5) It is hereby declared that the prevention, abatement, and control of the pollution of the air and waters of this state are affected with a public interest, and the provisions of this act are enacted in the exercise of the police powers of this state for the purpose of protecting the health, peace, safety, and general welfare of the people of this state.

(6) The Legislature finds and declares that control, regulation, and abatement of the activities which are causing or may cause pollution of the air or water resources in the state and which are or may be detrimental to human, animal, aquatic, or plant life, or to property, or unreasonably interfere with the comfortable enjoyment of life or property be increased to ensure conservation of natural resources; to ensure a continued safe environment; to ensure purity of air and water; to ensure domestic water supplies; to ensure protection and preservation of the public health, safety, welfare, and economic well-being; to ensure and provide for recreational and wildlife needs as the population increases and the economy expands; and to ensure a continuing growth of the economy and industrial development.

(7) The Legislature further finds and declares that:

(a) Compliance with this law will require capital outlays of hundreds of millions of dollars for the installation of machinery, equipment, and facilities for the treatment of industrial wastes which are not productive assets and increased operating expenses to owners without any financial return and should be separately classified for assessment purposes.

(b) Industry should be encouraged to install new machinery, equipment, and facilities as technology in environmental matters advances, thereby improving the quality of the air and waters of the state and benefiting the citizens of the state without pecuniary benefit to the owners of industries; and the Legislature should prescribe methods whereby just valuation may be secured to such owners and exemptions from certain excise taxes should be offered with respect to such installations.

(c) Facilities as herein defined should be classified separately from other real and personal property of any manufacturing or processing plant or installation, as such facilities contribute only to general welfare and health and are assets producing no profit return to owners.

(d) In existing manufacturing or processing plants it is more difficult to obtain satisfactory results in treating industrial wastes than in new plants being now planned or constructed and that with respect to existing plants in many instances it will be necessary to demolish and remove substantial portions thereof and replace the same with new and more modern equipment in order to more effectively treat, eliminate, or reduce the objectionable characteristics of any industrial wastes and that such replacements should be classified and assessed differently from replacements made in the ordinary course of business.

(8) The Legislature further finds and declares that the public health, welfare, and safety may be affected by disease-carrying vectors and pests. The department shall assist all governmental units charged with the control of such vectors and pests. Furthermore, in reviewing applications for permits, the department shall consider the total well-being of the public and shall not consider solely the ambient pollution standards when exercising its powers, if there may be danger of a public health hazard.

(9)(a) The Legislature finds and declares that it is essential to preserve and maintain authorized water depth in the existing navigation channels, port harbor turning basins, and harbor berths of this state in or to provide for the continued safe navigation of deepwater shipping commerce. The department shall recognize that maintenance of authorized water depths consistent with port master plans developed pursuant to s. 163.3178(2)(k) is an ongoing, continuous, beneficial, and necessary activity that is in the public interest; and it shall develop a regulatory process that shall enable the ports of this state to conduct such activities in an environmentally sound, safe, expeditious, and cost-efficient manner. It is the further intent of the Legislature that the permitting and enforcement of dredging, dredged-material management, and other related activities for Florida's deepwater ports pursuant to this chapter and chapters 161, 253, and 373 shall be consolidated within the department's Division of Water Resource Management and, with the concurrence of the affected deepwater port or ports, may be administered by a district office of the department or delegated to an approved local environmental program.

(b) The provisions of paragraph (a) apply only to the port waters, dredged-material management sites, port harbors, navigation channels, turning basins, and harbor berths used for deepwater commercial navigation in the ports of Jacksonville, Tampa, Port Everglades, Miami, Port Canaveral, Ft. Pierce, Palm Beach, Port Manatee, Port St. Joe, Panama City, St. Petersburg, Pensacola, Fernandina, and Key West.

(10) It is the policy of the state to ensure that existing and potential drinking water resources of the state remain free from harmful quantities of contaminants. The department, as the state water quality protection agency, shall compile, correlate, and disseminate available information on any contaminant which endangers or may endanger existing or potential drinking water resources. It shall also coordinate its regulatory program with the regulatory programs of other agencies to assure adequate protection of the drinking water resources of the state.

(11) It is the intent of the Legislature that water quality standards be reasonably established and applied to take into account the variability occurring in nature. The department shall recognize the statistical variability inherent in sampling and testing procedures that are used to express water quality standards. The department shall also recognize that some deviations from water quality standards occur as the result of natural background conditions. The department shall not consider deviations from water quality standards to be violations when the discharger can demonstrate that the deviations would occur in the absence of any human-induced discharges or alterations to the water body.

History.—s. 3, ch. 67-436; s. 1, ch. 78-98; ss. 1, 5, ch 81-228; s 4, ch. 84-79; s. 46, ch 84-338; s. 11, ch 85-269; s 1, ch. 85-277; s 8, ch. 86-186; s. 3, ch. 86-213; s 143, ch. 96-320; s. 1004, ch 97-103; s 4, ch 99-353.

403.031 Definitions.—In construing this chapter, rules and regulations adopted pursuant hereto, the following words, phrases, or terms, unless the context otherwise indicates, have the following meanings:

(1) "Contaminant" is any substance which is harmful to plant, animal, or human life.

CHAPTER 311

FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT

311.07 Florida seaport transportation and economic development funding.
311.09 Florida Seaport Transportation and Economic Development Council.
311.105 Florida Seaport Environmental Management Committee; permitting; mitigation.
311.11 Seaport Employment Training Grant Program.
311.12 Seaport security.
311.13 Certain information exempt from disclosure.
311.14 Seaport freight-mobility planning.

311.07 Florida seaport transportation and economic development funding.—

(1) There is created the Florida Seaport Transportation and Economic Development Program within the Department of Transportation to finance port transportation or port facilities projects that will improve the movement and intermodal transportation of cargo or passengers in commerce and trade and that will support the interests, purposes, and requirements of ports located in this state.

(2) A minimum of $8 million per year shall be made available from the State Transportation Trust Fund to fund the Florida Seaport Transportation and Economic Development Program.

(3)(a) Program funds shall be used to fund approved projects on a 50-50 matching basis with any of the deepwater ports, as listed in s. 403.021(9)(b), which is governed by a public body or any other deepwater port which is governed by a public body and which complies with the water quality provisions of s. 403.061, the comprehensive master plan requirements of s. 163.3178(2)(k), the local financial management and reporting provisions of part III of chapter 218, and the auditing provisions of s. 11.45(3)(a)5. Program funds also may be used by the Seaport Transportation and Economic Development Council to develop with the Florida Trade Data Center such trade data information products which will assist Florida's seaports and international trade.

(b) Projects eligible for funding by grants under the program are limited to the following port facilities or port transportation projects:

1. Transportation facilities within the jurisdiction of the port.
2. The dredging or deepening of channels, turning basins, or harbors.
3. The construction or rehabilitation of wharves, docks, structures, jetties, piers, storage facilities, cruise terminals, automated people mover systems, or any facilities necessary or useful in connection with any of the foregoing.
4. The acquisition of container cranes or other mechanized equipment used in the movement of cargo or passengers in international commerce.
5. The acquisition of land to be used for port purposes.
6. The acquisition, improvement, enlargement, or extension of existing port facilities.
7. Environmental protection projects which are necessary because of requirements imposed by a state agency as a condition of a permit or other form of state approval; which are necessary for environmental mitigation required as a condition of a state, federal, or local environmental permit; which are necessary for the acquisition of spoil disposal sites and improvements to existing and future spoil sites; or which result from the funding of eligible projects listed herein.
8. Transportation facilities as defined in s. 334.03(31) which are not otherwise part of the Department of Transportation's adopted work program.
9. Seaport intermodal access projects identified in the 5-year Florida Seaport Mission Plan as provided in s. 311.09(3).
10. Construction or rehabilitation of port facilities as defined in s. 315.02, excluding any park or recreational facilities, in ports listed in s. 311.09(1) with operating revenues of $5 million or less, provided that such projects create economic development opportunities, capital improvements, and positive financial returns to such ports.

(c) To be eligible for consideration by the council pursuant to this section, a project must be consistent with the port comprehensive master plan which is incorporated as part of the approved local government comprehensive plan as required by s. 163.3178(2)(k) or other provisions of the Local Government Comprehensive Planning and Land Development Regulation Act, part II of chapter 163.

(4) A port eligible for matching funds under the program may receive a distribution of not more than $7 million during any 1 calendar year and a distribution of not more than $30 million during any 5-calendar-year period.

(5) Any port which receives funding under the program shall institute procedures to ensure that jobs created as a result of the state funding shall be subject to equal opportunity hiring practices in the manner provided in s. 110.112.

(6) The Department of Transportation shall subject any project that receives funds pursuant to this section and s. 320.20 to a final audit. The department may adopt rules and perform such other acts as are necessary or convenient to ensure that the final audits are conducted and that any deficiency or questioned costs noted by the audit are resolved.

History.—s. 65, ch. 90-136; s. 5, ch. 91-429; s. 55, ch. 93-120; s. 20, ch. 94-237; s. 130, ch. 96-320; s. 48, ch. 97-278; s. 5, ch. 97-280; s. 40, ch. 2000-152; s. 3, ch. 2000-256.

311.09 Florida Seaport Transportation and Economic Development Council.—

(1) The Florida Seaport Transportation and Economic Development Council is created within the Department of Transportation. The council consists of the following 17 members: the port director, or the port director's designee, of each of the ports of Jacksonville, Port Canaveral, Fort Pierce, Palm Beach, Port Everglades, Miami, Port Manatee, St. Petersburg, Tampa,

Port St. Joe, Panama City, Pensacola, Key West, and Fernandina; the secretary of the Department of Transportation or his or her designee; the director of the Office of Tourism, Trade, and Economic Development or his or her designee; and the secretary of the Department of Community Affairs or his or her designee.

(2) The council shall adopt bylaws governing the manner in which the business of the council will be conducted. The bylaws shall specify the procedure by which the chairperson of the council is elected.

(3) The council shall prepare a 5-year Florida Seaport Mission Plan defining the goals and objectives of the council concerning the development of port facilities and an intermodal transportation system consistent with the goals of the Florida Transportation Plan developed pursuant to s. 339.155. The Florida Seaport Mission Plan shall include specific recommendations for the construction of transportation facilities connecting any port to another transportation mode and for the efficient, cost-effective development of transportation facilities or port facilities for the purpose of enhancing international trade, promoting cargo flow, increasing cruise passenger movements, increasing port revenues, and providing economic benefits to the state. The council shall update the 5-year Florida Seaport Mission Plan annually and shall submit the plan no later than February 1 of each year to the President of the Senate; the Speaker of the House of Representatives; the Office of Tourism, Trade, and Economic Development; the Department of Transportation; and the Department of Community Affairs. The council shall develop programs, based on an examination of existing programs in Florida and other states, for the training of minorities and secondary school students in job skills associated with employment opportunities in the maritime industry, and report on progress and recommendations for further action to the President of the Senate and the Speaker of the House of Representatives annually.

(4) The council shall adopt rules for evaluating projects which may be funded under ss. 311.07 and 320.20. The rules shall provide criteria for evaluating the economic benefit of the project, measured by the potential for the proposed project to maintain or increase cargo flow, cruise passenger movement, international commerce, port revenues, and the number of jobs for the port's local community.

(5) The council shall review and approve or disapprove each project eligible to be funded pursuant to the Florida Seaport Transportation and Economic Development Program. The council shall annually submit to the Secretary of Transportation; the director of the Office of Tourism, Trade, and Economic Development; and the Secretary of Community Affairs a list of projects which have been approved by the council. The list shall specify the recommended funding level for each project; and, if staged implementation of the project is appropriate, the funding requirements for each stage shall be specified.

(6) The Department of Community Affairs shall review the list of projects approved by the council to determine consistency with approved local government comprehensive plans of the units of local government in which the port is located and consistency with the port master plan. The Department of Community Affairs shall identify and notify the council of those projects which are not consistent, to the maximum extent feasible, with such comprehensive plans and port master plans.

(7) The Department of Transportation shall review the list of projects approved by the council for consistency with the Florida Transportation Plan and the department's adopted work program. In evaluating the consistency of a project, the department shall determine whether the transportation impact of the proposed project is adequately handled by existing state-owned transportation facilities or by the construction of additional state-owned transportation facilities as identified in the Florida Transportation Plan and the department's adopted work program. In reviewing for consistency a transportation facility project as defined in s. 334.03(31) which is not otherwise part of the department's work program, the department shall evaluate whether the project is needed to provide for projected movement of cargo or passengers from the port to a state transportation facility or local road. If the project is needed to provide for projected movement of cargo or passengers, the project shall be approved for consistency as a consideration to facilitate the economic development and growth of the state in a timely manner. The Department of Transportation shall identify those projects which are inconsistent with the Florida Transportation Plan and the adopted work program and shall notify the council of projects found to be inconsistent.

(8) The Office of Tourism, Trade, and Economic Development, in consultation with Enterprise Florida, Inc., shall review the list of projects approved by the council to evaluate the economic benefit of the project and to determine whether the project is consistent with the Florida Seaport Mission Plan. The Office of Tourism, Trade, and Economic Development shall review the economic benefits of each project based upon the rules adopted pursuant to subsection (4). The Office of Tourism, Trade, and Economic Development shall identify those projects which it has determined do not offer an economic benefit to the state or are not consistent with the Florida Seaport Mission Plan and shall notify the council of its findings.

(9) The council shall review the findings of the Department of Community Affairs; the Office of Tourism, Trade, and Economic Development; and the Department of Transportation. Projects found to be inconsistent pursuant to subsections (6), (7), and (8) and projects which have been determined not to offer an economic benefit to the state pursuant to subsection (8) shall not be included in the list of projects to be funded.

(10) The Department of Transportation shall include in its annual legislative budget request a Florida Seaport Transportation and Economic Development grant program for expenditure of funds of not less than $8 million per year. Such budget shall include funding for projects approved by the council which have been determined by each agency to be consistent and which have been determined by the Office of Tourism, Trade, and Economic Development to be economically benefi-

cial. The council may submit to the department a list of approved projects that could be made production-ready within the next 2 years. The list shall be submitted as part of the needs and project list prepared pursuant to s. 339.135.

(11) The council shall meet at the call of its chairperson, at the request of a majority of its membership, or at such times as may be prescribed in its bylaws. However, the council must meet at least semiannually. A majority of voting members of the council constitutes a quorum for the purpose of transacting the business of the council. All members of the council are voting members. A vote of the majority of the voting members present is sufficient for any action of the council, except that a member representing the Department of Transportation, the Department of Community Affairs, or the Office of Tourism, Trade, and Economic Development may vote to overrule any action of the council approving a project pursuant to subsection (5). The bylaws of the council may require a greater vote for a particular action.

(12) Members of the council shall serve without compensation but are entitled to receive reimbursement for per diem and travel expenses as provided in s. 112.061. The council may elect to provide an administrative staff to provide services to the council on matters relating to the Florida Seaport Transportation and Economic Development Program and the council. The cost for such administrative services shall be paid by all ports that receive funding from the Florida Seaport Transportation and Economic Development Program, based upon a pro rata formula measured by each recipient's share of the funds as compared to the total funds disbursed to all recipients during the year. The share of costs for administrative services shall be paid in its total amount by the recipient port upon execution by the port and the Department of Transportation of a joint participation agreement for each council-approved project, and such payment is in addition to the matching funds required to be paid by the recipient port. Except as otherwise exempted by law, all moneys derived from the Florida Seaport Transportation and Economic Development Program shall be expended in accordance with the provisions of s. 287.057. Seaports subject to competitive negotiation requirements of a local governing body shall be exempt from this requirement.

History.—s. 65, ch. 90-136; s. 26, ch. 90-227; s. 5, ch. 91-429; s. 56, ch. 93-120; s. 4, ch. 93-164; s. 4, ch. 93-262; s. 21, ch. 94-237; s. 87, ch. 95-143; s. 892, ch. 95-148; s. 10, ch. 95-257; s. 131, ch. 96-320; s. 71, ch. 99-385; s. 4, ch. 2000-266.

311.105 Florida Seaport Environmental Management Committee; permitting; mitigation.—

(1)(a) There is created the Florida Seaport Environmental Management Committee, which shall be under the direction of the Florida Seaport Transportation and Economic Development Council.

(b) The committee shall consist of the following members: the Secretary of Environmental Protection, or his or her designee, as an ex officio, nonvoting member; a designee from the United States Army Corps of Engineers, as an ex officio, nonvoting member; a designee from the Florida Inland Navigation District, as an ex officio, nonvoting member; the Secretary of Community Affairs, or his or her designee, as an ex officio, nonvoting member; and five or more port directors, as voting members, appointed to the committee by the council chair, who shall also designate one such member as committee chair.

(c) The committee shall meet at the call of the chair but must meet at least semiannually. A majority of the voting members constitutes a quorum for the purpose of transacting business of the committee, and a vote of the majority of the voting members present is required for official action by the committee.

(d) The committee shall provide a forum for discussion of environmental issues, including, but not limited to, those relating to maintenance dredging and dredged-material management; environmental mitigation; air and water quality permitting; and the maintenance of navigation channels, port harbors, turning basins, harbor berths, and associated facilities.

(e) The committee shall work closely with the Department of Environmental Protection, United States Army Corps of Engineers, and ports listed in s. 403.021(9)(b) to ensure that suitable dredged material is deposited on Florida's beaches to the extent the committee determines to be economically feasible and consistent with beach restoration and other beneficial uses criteria of the Department of Environmental Protection.

(2) Each application for a permit authorized pursuant to s. 403.061(37) must include:

(a) A description of maintenance dredging activities to be conducted and proposed methods of dredged-material management.

(b) A characterization of the materials to be dredged and the materials within dredged-material management sites.

(c) A description of dredged-material management sites and plans.

(d) A description of measures to be undertaken, including environmental compliance monitoring, to minimize adverse environmental effects of maintenance dredging and dredged-material management.

(e) Such scheduling information as is required to facilitate state supplementary funding of federal maintenance dredging and dredged-material management programs consistent with beach restoration criteria of the Department of Environmental Protection.

(3) Each application for a permit authorized pursuant to s. 403.061(38) must include the provisions of paragraphs (2)(b)-(e) and the following:

(a) A description of dredging and dredged-material management and other related activities associated with port development, including the expansion of navigation channels, dredged-material management sites, port harbors, turning basins, harbor berths, and associated facilities.

(b) A discussion of environmental mitigation as is proposed for dredging and dredged-material management for port development, including the expansion of navigation channels, dredged-material management sites, port harbors, turning basins, harbor berths, and associated facilities.

(4) Environmental mitigation is not required for dredging and dredged-material management for the maintenance of port harbors, navigation channels,

Attachment A

Rule 9J-5.012, Coastal Management Element, F.A.C.

Subsection	Requirements Relating to Deepwater Ports
(2) (a)	Inventory/analysis of existing land uses, including a discussion of conflicts among shoreline uses, water-dependent and water-related uses.
(2) (b)	Inventory/analysis of natural resources, including vegetative cover, coastal flooding, wildlife habitats, living marine resources.
(2) (c)	Impacts of proposed development and redevelopment on historic resources.
(2) (d)	Estuarine pollution conditions, and actions needed to maintain estuaries, including identification of known point and non-point source pollution problems; and identification of state, regional, and local regulatory programs to maintain environmental quality.
(2) (e) 1.	Natural disaster planning concerns: Hurricane evacuation planning;
(2) (e) 2.	Natural disaster planning concerns: Post-disaster redevelopment;
(2) (e) 3.	Natural disaster planning concerns: Coastal high-hazard areas.
(2) (f)	Beach and dune systems.
(2) (g)	Public access facilities inventory.
(2) (g)	Capacity and need for public access facilities.
(2) (h)	Existing infrastructure inventory and analysis.
(2) (h)	Analysis of future infrastructure facility needs.
(3) (a) (b) (c)	Master Plan Goals, Objectives, and Policies.
(5) (b)	Landside transportation needs to support the deepwater port.
(5) (b)	Maintenance of in-water facilities.
(5) (b)	Management of dredged material.
(5) (b)	Hazardous material handling and cleanup.
(5) (b)	Handling and cleanup of petroleum products.
(5) (b)	Location and boundary of port owned or administered lands.
(5) (c)	Goals, objectives and policies.
(5) (d)	Port maintenance and expansion plans.
(5) (d)	Impacts of port expansion and maintenance.

renourished at public expense: enforcing the public access requirements of the Coastal Zone Protection Act of 1985: and providing transportation or parking facilities for beach and shoreline access;

11. Historic resource protection, including historic site identification and establishing performance standards for development and sensitive reuse of historic resources;

12. The orderly development and use of deepwater ports, if applicable, including how the local government shall cooperate with the deepwater port to resolve problems in transportation, land use, natural and man-made hazards, and protection of natural resources. Include a procedure to resolve inconsistencies between the local government comprehensive plan and the deepwater port master plan through the dispute resolution process as provided under s. 186.509, Florida Statutes, which is to be utilized in the event the local government and a deepwater port are unable to resolve the inconsistencies;

13. Ensuring that required infrastructure is available to serve the development or redevelopment in the coastal planning area at the densities proposed by the future land use plan, consistent with coastal resource protection and safe evacuation, by assuring that funding for infrastructure will be phased to coincide with the demands generated by development or redevelopment;

14. Protecting estuaries which are within the jurisdiction of more than one local government, including methods for coordinating with other local governments to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, reduce exposure to natural hazards, and ensure public access; and

15. Demonstrating how the local government will coordinate with existing resource protection plans such as resource planning and management plans, aquatic preserve management plans, and estuarine sanctuary plans.

(4) Local governments within the coastal area that participate in a countywide marina siting plan shall include the marina siting plan as part of this element.

(5) Port Master Plans for Deepwater Ports. A port master plan shall be prepared by or for each deepwater port for the purposes of coordinating the activities of the port with the plans of the appropriate local government; determination of compliance does not imply conceptual approval by the State for permitting purposes.

(a) Deepwater ports shall prepare a port master plan and submit it to the appropriate local government for incorporation as a part of the coastal management element at least six months prior to the due date of the local government's comprehensive plan established pursuant to law. This port master plan shall be incorporated as a part of the coastal management element, and be consistent with the goals, objectives, and policies of the coastal management element. The port master plan of a deepwater port, as it appears in the coastal management element, shall be reviewed for compliance with the criteria below. Failure of a deepwater port which is not a part of the local government to submit a deepwater port master plan shall not cause the local government to be subject to the sanctions in Sections 163.3184 or 163.3167, Florida Statutes, nor cause the regional planning council to prepare the missing port master plan. In this case the deepwater port shall not have its in-water facilities exempted from the provisions of Section 380.06, Florida Statutes, and the port shall be subject to the sanctions in Sections 163.3184 and 163.3167, Florida Statutes. The failure of a deepwater port which is an agency of a local government to prepare a deepwater port master plan may result in the sanctions in Section 163.3184, Florida Statutes, being applied and the missing deepwater port master plan being prepared by the regional planning council. Regardless of whether a deepwater port has prepared a port master plan, any port development shall be consistent with the goals, objectives and policies of the coastal management element of the jurisdiction in which the development occurs.

(b) Inventories and Analyses. The deepwater port shall prepare all applicable inventories and analyses listed in Subsection (2) for the areas they own or administer. Furthermore, the deepwater port shall inventory and analyze: landside transportation needed to support the deepwater port, in-water facilities, maintenance of in-water facilities, management of dredged material, hazardous material handling and cleanup, and handling and cleanup of petroleum products. In addition, the deepwater port shall prepare a map showing the location and boundaries of port owned or administered lands.

(c) Goals, Objectives, and Policies. The deepwater port shall develop goals, objectives, and policies to address the applicable issues listed in Subsection (3). The goals, objectives, and policies shall be con-

sistent with the goals adopted in the remainder of the coastal management element.

(d) Port Maintenance and Expansion. The deepwater port shall set forth its plans for future port expansion for an initial five-year period and in-water facility maintenance for at least a ten-year period, and these plans shall show the economic assumptions used, the foreseeable changes in shipping technologies and port operations, the estimates of types and volumes of commodities to be handled, the needed expansions to in-water and on-land facilities, and the infrastructure required. The plan shall set forth requirements for maintaining in-water facilities and for the management of dredged material from both maintenance and expansion. The plan shall assess the impact of port expansion and maintenance on wetlands, beaches and dunes, submerged lands, floodplains, wildlife habitat, living marine resources, water quality, water quantity, public access, historic resources, and the land use and infrastructure of adjacent areas.

(e) Port Master Plan Integration into the Coastal Management Element. If a port master plan is prepared by a deepwater port, then the appropriate local government shall include the port master plan's goals, objectives, and policies and port maintenance and expansion sections in the coastal management element of its comprehensive plan. The data and analyses shall be summarized as required in Subsection 9J-5.012(2), and shall be submitted in support of the comprehensive plan.

Specific Authority 163.3177(9), (10) FS.
Law Implemented 163.3177(1), (5), (6)(g), (8), (9), (10), 163.3178 FS.
History—New 3-6-86, Amended 10-20-86, 3-23-94.

9J-5.013 Conservation Element.

The purpose of the conservation element is to promote the conservation, use and protection of natural resources.

(1) Conservation Data and Analysis Requirements. The element shall be based upon the following data and analyses requirements pursuant to Subsection 9J-5.005(2).

(a) The following natural resources, where present within the local government's boundaries, shall be identified and analyzed:

1. Rivers, bays, lakes, wetlands including estuarine marshes, groundwaters and air, including information on quality of the resource available from and classified by the Florida Department of Environmental Regulation;

2. Floodplains;

3. Known sources of commercially valuable minerals;

4. Areas known by the local soil and water conservation district to have experienced soil erosion problems; and

5. Areas which are the location of recreationally and commercially important fish or shellfish, wildlife, marine habitats, and vegetative communities including forests, indicating known dominant species present and species listed by federal, state, or local government agencies as endangered, threatened or species of special concern.

(b) For each of the above natural resources, existing commercial, recreational or conservation uses, known pollution problems including hazardous wastes and the potential for conservation, use or protection shall be identified.

(c) Current and projected water needs and sources for the next ten-year period based on the demands for industrial, agricultural, and potable water use and the quality and quantity of water available to meet these demands shall be analyzed. The analysis shall consider existing levels of water conservation, use and protection and applicable policies of the regional water management district.

(2) Requirements for Conservation Goals, Objectives and Policies.

(a) The element shall contain one or more goal statements which establish the long-term end toward which conservation programs and activities are ultimately directed.

(b) The element shall contain one or more specific objectives for each goal statement which address the requirements of Paragraph 163.3177(6)(d), Florida Statutes, and which:

1. Protect air quality;

2. 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;

PUBLIC WORKSHOP REPORTS

PORT OF FT. PIERCE MASTER PLAN
PUBLIC INPUT WORKSHOPS

WORKSHOP I
SUMMARY REPORT

OCTOBER 30, 2001
5:00 – 9:00 PM
ST. LUCIE COUNTY CIVIC CENTER

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INTRODUCTION

BACKGROUND

On October 30, 2001 the FAU Joint Center team preparing the Ft. Pierce Port Master Plan conducted the first of three public workshops to solicit input to be used in preparing the plan. Approximately 95 participants attended the meeting.

The purpose of the first workshop was to explore the range of aspirations in the community for the future of the port, to identify the issues that will need to be addressed in the plan, and to identify information that community members would like the consultant team to consider in developing the plan.

The meeting was facilitated by the Florida Conflict Resolution Consortium and records of the discussions made on easel-paper or in other was during the course of the meeting. This report presents the results of discussions at that meeting, based on transcripts of those notes. More detailed descriptions of the process used for each discussion are presented in the corresponding sections of this report.

AGENDA

The following agenda was followed during the meeting. The full agenda packet used by participants is available separately from the consultant team.

5:00 Welcome and Introductions
5:15 Review History and Context of Ft. Pierce Port Planning:
Need to develop port plan; Brief overview of previous/other efforts
5:45 Review Status of the Consultant Study:
Structure and role of the Port Master Plan process
Preparation of the required data and analysis
Updates to the website www.ftpierceportplanning.org
6:15 Futures Exercise. *It is 2010. What activities are happening in and around the port? What does the port look like? What effects does it have on and in the community?*
7:00 Break
7:15 Futures Exercise Debriefing
7:45 Issue Identification
What are the issues the community should address through the port plan process? What background information (i.e., reports, documents, special conditions, etc.) does the planning team need to consider to plan wisely for the port?
8:55 Next Steps
9:00 Adjourn

FUTURES EXERCISE

PROCESS

Small Group Discussions

After the initial presentations of background information, participants formed four small groups. Each small group was asked to discuss and answer the following questions. A facilitator assisted each group with its discussion and recorded its answers on easel-paper.

For this exercise, assume it is the year 2010. Imagine the port is fully developed and playing a positive role in the community. From your perspective, how would this look? Please consider the following questions.

- *What activities are happening in and around the port?*
- What does the port look like?
- What effects does it have on and in the community?

Debriefing

During the debriefing, the groups were asked to tell each other about their discussions and to compile a common set of answers. Each group in turn was asked to offer one of the ideas it had generated. These were recorded by the facilitators on a common list. This process was repeated until all substantively different ideas had been offered. After this process was completed, participants identified items they all could agree to, and items about which they had concerns.

The purpose of the debriefing was to identify in broad terms areas of agreement and areas of difference that would need to be resolved in later workshops.

This section of the report presents the results of each small group's discussion, as well as the debriefing.

FUTURES GROUP 1

- Recreational facilities.
- Ecologically safe, clean activities – good curb appeal.
- Water sports park for kids.
- People strolling – tables and chairs – people sitting and reading.
- Enjoying scenery and weather.
- One or two upscale waterfront restaurants.
- A high tech port with state of the art systems – import /export jobs and taxes – clean.
- Moorings for boats – dingy dock and/or launch services.
- Mega-yacht business with prestigious yachts and sailboats – no rusting hulks.
- Mega-yacht facility-yard for refurbishing – sail loft – yacht brokers, slips and anchorage – repair facilities – canvass shops – support industry for mega-yachts.
- Export and import.
- Motels.
- Lagoon maintained in a better state than now – no dredging.
- Maintenance dredging is vital.
- Depth of no more than 28'
- No container activities and yards.
- Container facilities.
- Clean environment.
- Parking.
- Waterfront promenade.
- No blighted area.
- Low (no) crime rate.
- Gift shops – shops generally.
- Deli for boaters.
- Clean and friendly.
- Pump-out facility if you have boats.
- Expanded marine research facilities.

- Efficient transport in and out.
- Enhanced rail system.
- Cargo activity – not expanded beyond present.
- Minimal cargo activity.
- Logical game plan for all of these activities and facilities – including role of parking.
- No wildlife.
- Tropical landscaping – beautiful.
- No cargo containers storage in port area.
- Cargo and ecologically sound and beautiful are compatible.
- Consistent with County comprehensive plan.
- Retain unique charm of Ft. Pierce as waterfront community – intimate, compact, friendly.
- Is public ownership of land increasing?
- Maintain ecological health at all cost – try cooperation first, if that doesn't work then eminent domain.
- There will be a ripple effect out from port revitalizing community – support services.
- Good or bad ripples.
- Concern about costs of private decisions.
- Preserve what lagoon is used for now – recreation.
- New North Beach Bridge.

FUTURES GROUP 2

- Multi-purpose port.
- Recreation area and secure area.
- Cargo – juice, citrus, fruit.
- Area for large mega yachts – build and maintain.
- Cranes for container ships with storage buildings.
- County working with private owners to develop port – cooperation.
- Restaurants – good ones.
- Develop to highest and best – job creation.
- Freezer containers and warehouses.
- Develop a port authority that will control the port.
- Job distribution – equally.
- Port authority security.
- Deep-water port – more than 34'.
- Deep-water port will help lagoon.
- Ecosystem concerns balanced with industrial concerns.
- Cruise ships and cargo ships.
- Hand-stacked chicken ships.
- Containers west of U.S. 1.
- Move sand pile and put in a mega yacht facility.

- Move sand pile from berth 4 to berth 1 after it gets bulkheads.
- Use Ft. Lauderdale model - it's beautiful. Or use Baltimore, San Diego, Canaveral.
- Regional transportation input and network.
- County and city tap FSTED funds to develop port.
- Develop marine education programs.
- Keep environmental concerns and integrate with port.
- The port is being used.
- Someone to coordinate logistics and communication.
- Efficient ship-to-rail transfer.
- Efficient tax base from those at the port.
- Incentive to attract companies to the port.
- Input from Big 3 citrus producers. They should use this port.
- A developed port will create opportunities for citizens and help community grow.
- Maintain an aesthetic standard (port authority, city, county).
- More security and defense from Department of Defense.

FUTURES GROUP 3

- More recreation areas, marinas, yachts.
- Pleasing to the eye.
- Nice fishing area, standing by but not on bridges.
- Recreation port.
- Areas funding economy = 500 jobs and benefits.
- 1st class hotel - ancillary fee.
- Destination - bring people, tourists, businesses, taxes.
- Shopping areas.
- Estuary free of exotic introductions.
- Ditto.
- Mixed use - some cargo.
- Recreation, outstanding 5 star hotel, businesses.
- Ditto.
- Enlarge hotel, incorporate convention center.
- Sailing, yachts = $'s.
- Traffic situation around port is HANDLED.
- Nice restaurant.
- Clean businesses, take great grandchildren to mix some cargo with clean entertainment. No expansion of R/R - noise.
- Charrette implemented.
- 3-4 new deep water baths permanent jobs, citrus off trucks, businesses to support.
- Clean walks around it.
- Small cargo ships for fruit, not ugly ships dumping oil - businesses live together.
- Area grandkids walk around see results.
- No cargo, too small, cargo forces out other entities.

- Silos? Use some thinking.
- Restaurant on top of silo's.
- Buildings consistent with downtown architecture, landscaping, scenic views.
- Silo's gone.
- Ditto architecture – aragonite gone.
- Good business area protected environmentally.
- Don't lose small town environment.
- Compare Port Canaveral. – beautiful – integrate downtown.
- Good, presentable – day and night take grandchild; cargo, cruise ship, sailboats. Outstanding jobs – tax revenue relief, homeowner's architecture in future.
- Need more work – jobs.
- Silo's gone; can't dress them up – sailboats, granddaughter great architecture, landscaping, nice folk, clean industry, convention folks.
- Can't use silos or toilet bowl. Coconut palms, . . .
- Mega yacht facility without cargo.
- Indian River Terminal cleaned up. Observation, walkway.
- Beautiful ships 3 to 4 a day with cargo for shops from around world, Fort Pierce participates in global economy/job.
- Silos limit by draft of lack of maintenance of channel.
- Move public land at port. Higher taxes?
- $12 - $60 an hour a yacht.
- IRCC/Training for mega yachts.
- Live downtown – make it alive – condos – bodies - ecology protected.
- See what its like at Port Canaveral – coordination.
  Docking fees $6 - $10K a day.
  Tax base, revenue.

$30 an hour on docks; 12$? = 175 people – 60$

FUTURES GROUP 4

- Redo master plan.
- Beautiful area with condos, restaurants, hotels, and water taxis, marina.
- Restaurant on top of silos.
- Tall ships.
- Mega yachts.
- Study data (every 10 years.) Don't degrade area.
- Seaplanes.
- Cargo with state of the art facilities.
- 300' limit on cargo ships
- Wharf area.
- 500,000 tons of cargo into and out of port.
- 28' limit to depth.
- Tied to Taylor Creek with boating and housing.

- No cargo.
- Freezer containers.
- Citrus museum.
- Intermodal transportation with rail and shipping.
- Remove silos.
- Maritime school.
- Saving silos and storing aragonite.
- Eliminate deepwater status.
- Charter boats.
- No more dredging.
- Sailboat racing.
- Tie to U.S. #1 and entrance.
- Protect downtown and beach access from excess truck and rail traffic.
- FTZ (Foreign Trade Zone)
- Outdoor events – concerts, festivals
- Connection to downtown with tram.
- Intermodal – airport connection.
- Sea mammal rehab aquarium.
- Tourism.
- Scuba diving/hard hat diving.
- Convert silos to aquariums (deep water) for bioluminous fish.
- Dry storage.
- Larger vessels.
- Shops and parking areas.
- Covert silos to Fort Pierce utility.
- Connection with historical museum by water taxi.
- Distribution facilities.
- Remove/relocate power plant.
- Perimeter boardwalk including water front pavilion.
- Silos as observation towers.
- Work with school system.
- Subsurface lounge with bay windows.
- Activities that exemplify prosperous economy.
- Tram/trolley connection.
- Part/open space.
- Environmental science center.
- Conference facilities.
- Human powered watercraft station.
- Rollout grandstands for aquatic extravaganza.
- Amtrak passenger station.
- Garage.

- Native plant gardens.
- Astrodome for events.
- Splash through fountain.
- Demonstration wetlands.
- Small luxury cruise ships facility.
- Expand Smithsonian.
- Beach bus. Tours by ducks(WWII)
- Building for Waterfront Council and Conservation Alliance.
- 20' depth.
- 34' depth.
- Lighthouse (futuristic)
- Silo into lighthouse.
- Detonate silos.
- No more 5 p.m. meetings.
- Decrease in citrus industry results in Development – Land – Urbanization.
- Increase in Brazil's import of citrus into port.
- Boomer population expansion – citrus → Condo's.
- Increase in recreation facility – hotel/convention/cruise.
- Airport – seaport link.
- Brazilian groves in FIA for development.
- Export of citrus from FIA by Brazilian products (grapefruit juice)
- Growth " fruit" fleet → Deeper 40' + port.
- Expense of additional dredging and protecting beaches.
- Economics – Increase tax base, provide jobs, $'s poured back into community.
- Recreational areas in N./S. Beach residential areas. (High tax areas).
- Sales tax revenue to community.
- Rec. and Cargo - $'s for community.
- Increase in $'s from working other counties.
- Convention Center – jobs – preserve water.
- Ships/cargo/mixed use.
- Hotels/restaurants.
- Mega yacht/yacht refurbishing.
- Docking Facilities.
- "Very nice" facility to entice people to Fort Pierce – Residential and Tourist and Investors
- Enhance or detract-depending on type development.
- Create wealth and bring jobs.
- If done "wrong" way, negative impact on environment.
- Required infrastructure.
- Increase tax base-hotel/mega yacht.
- Lower property tax.

- Increase property value.
- Make positive destination.
- Balance all of the above.
- Marine related activities predominate (shipping/boating/marine rec./hotels/housing to support.
- Blue-collar jobs/workers in port development, work.
- Opportunity for advancement in job and job skills.
- Reduction in poverty level.
- Reduction in crime.
- Improve Fort Pierce image/pride.

FUTURES EXERCISE DEBRIEFING

- Ecologically safe and clean port.
- Multipurpose port.
- Convention centers, hotels restaurants related to maritime development.
- Building architecture and landscaping consistent with rest of city redevelopment.
- Tie port to U.S. 1 entrance and protect downtown and beach access from excess traffic.
- Depth of no more than 28 feet.
- Cargo.
- Recreation.
- Economic issues – generate a tax base increase from maritime and ancillary development. Create jobs.
- Yacht repair facilities with associated economic benefits.
- Leave plenty of space for parking and perimeter boardwalk.
- Promenade – access to shops and facilities.
- Development of a port authority to control the port.
- Upscale development done with concern and are for the environment. If it is done wrong it will have a negative impact.
- No cargo. Recreation and tourism.
- Expand cargo.
- Do something with the silos – redevelop them or blow them up.
- Make sure the port plan consistent with the county's comprehensive plan.
- Be aware of possible economic change in the citrus industry.
- Look at good models for ports.
- Convention center.
- Inter-modal connections – airport, water taxi.
- Expanded rail.
- Expand required infrastructure.
- City and County should tap FSTED funds to develop the port.
- Make it look better.
- Tie to Taylor Creek.

- No more 5:00 p.m. meetings.
- Expanded marine research facilities.
- Incentives to attract companies to the port.
- More recreation area – a place to bring the grandchildren, go fishing.
- Freezer plants for citrus.
- An estuary free of toxics and exotics.
- Free trade zone at port and airport.
- . 34' depth.
- Replace North Beach Bridge.
- Aragonite and sewage treatment plants gone.

Commonalities (Ideas all might agree with)

- Income and jobs, wealth – building.
- Aesthetics improved.
- Clean environment.
- Maintain and enhance lagoon.
- Upscale?

Concerns (To be resolved)

- Don't limit use options to recreation, if there is no cargo.
- Cargo/recreation tension.
- Financing and funding of these plans.
- Depth – objections to 34' 95'.
- Finding the right points of reference – other ports to compare to.

ISSUES

PROCESS

During this discussion, participants identified issues that would need to be addressed in the port plan. They were asked to answer the following question, using markers and large "post-its" provided for the purpose.

What are the issues the community should address through the port plan process? They were asked to write only one answer per "post-it" (i.e. those participants who wished to identify five issues were asked to use five post-its.) The facilitators then collected the "post-its," read them, and grouped them into categories on easel-paper at the front of the room. The issues submitted on "post-its," and the categories of issues resulting from the grouping process, are presented below.

ENVIRONMENTAL ISSUES:

- Concern over sea level rise (dredging).
- Maintain the Indian River Lagoon and improve where needed.
- That the Indian River Lagoon and the Land Side Environment is enhanced and not damaged. Who wants a pot of gold when you can't find a fish or lobster to cook because of disease or extinction?
- Development of port in an economically and ecologically sustainable manner.
- Check with Harbor Branch Oceanographic Institute for information on lagoon.
- The ship's channel sucks sand off the beach.
- What water depth can we justify for the port? Circulation of clean seawater allows the benefits we now have. Will more do better and would deepening the port materially change the flows?
- Absolutely NO pollution to the Indian River Lagoon.
- Protection of the "Most diverse estuary in North America" - above all.
- How many times has DEP or Corps cited Port of Ft. Pierce for pollution? How many times for other Florida ports?
- Clean air.
- Need for valid information and data on how deepening the channel will help flush and clean out the lagoon.
- All of the letters from agencies that have concern that we might be building a cargo port in the most diverse estuary in North America.
- Issues: Environmental concerns.
- Health of the lagoon.
- Clean environment.
- Maintain and support a environment that is ecologically sound.
- Protection of the Indian River Lagoon and the surrounding environment.
- Protection of Indian River Lagoon.
- Identify the greatest good for the greatest number.
- Indian River Lagoon should not be disturbed.
- Fort Pierce should be in a separate category from the other deepwater ports. How many reasons do you want?
- What are the REAL environmental concerns? Let's talk about the science.

RECREATION:

- Where are all the people going to come from to support an all-recreational area?
- Recreation for the water and the land - i.e.:
  - Marinas
  - Hotels
  - Walkways
  - Picnic areas

- Don't confuse "recreation development" with not contributing to the economic base of our community.
- "Recreation" includes mega-yachts, convention centers, hotels, restaurants, theme parks, tourists, and other paying activities.
- No need for more recreation in these four areas. Plenty of other areas up and down river.
- Who will utilize boardwalks, shops, restaurants, etc? The ones we have now are not full. We need to attract full time residents.

PORT AUTHORITY:

- City and county – 3 members each from city and county with fluctuating time frames.
- Should there be an independent Port Authority?
- Port Authority – should we have one?
- Who maintains the channel without cargo?
- Should the entity charged with implementing the plan be required to purchase the land that will be developed? Answer: YES!
- Who is best suited to run the port and why?
  - Independent Port Authority?
  - County?
  - City?
  - Private owners?
- Managing the port – What kind of Port Authority?
- Who and what will dictate the port boundaries? Why?
- No Port Authority as another taxing authority/district. Not another tax burden for the citizens.

USES:

- Don't overlook the positive aspects of a deep-water port designation.
- Can fuel/petroleum be considered as a viable cargo item?
- Economic feasibility of various developments.
- If this is such a good port for citrus, why hasn't anyone used it for such?
- How do we pay for all of the improvements without creating industrial/cargo jobs? Taxes must increase.
- A blend of light industry, commerce, recreation and environmentally friendly activities in one area. All with a marine related aspect.
- Why is cargo development not pursued by county and city like the mega-yachts.
- Types of port activity?
- Consider the port as a multi-county, regional asset.
- Public use and benefit as opposed to exclusive use for private profit.

- Cargo:
  Jobs – What economic level?
  What services will all blue-collar workers require adding to an already overloaded community and health, social services, etc.?
- Collect video and data from Port Canaveral and Port Everglades on how to develop a mixed- use port. And that the cargo port should be expanded.
- Should the cargo port charette definitions be expanded from the present cargo port of small ships for citrus/etc. to large ships with containers, cranes, and container storage yards vs. cleaner business like mega-yacht repair facilities?
- A mixed port. Whatever it may be, let it be for the future so our children can make a living.
- Remember at port:
  Hotels
  Shops
  Restaurants
  Tourism

ECONOMIC DEVELOPMENT:

- Attracting people to our community that have plenty of money to spend here creating high increases in jobs and sales tax revenue.
- Port should support local industry.
  Re: Agriculture
  Marine
  Import/Export
- Multi faceted development that will environmentally and economically support the community.
- Develop business that will increase our tax base.
- St. Lucie County has the highest unemployment of any county in Florida – 10 years in a row! (Florida Trend).
- Tax base approximately 2.5 million income per year through property taxes plus sales tax on service – parks and hotels, restaurants through mega-yachts.
- How to make the port contribute most to the community's well being.
- What development will best serve the community by creating good paying jobs?
- Port Plan Process:
  To develop the port for cargo, to create jobs for the people of Fort Pierce. This needs jobs for its people with jobs comes more tax base for the local government. The county can grow. This can and will be done without damaging the environment. Without jobs for the community this area will never improve. Keep jobs in Fort Pierce.
- Jobs – current and added.
- Jobs (year-round).
- Tax base- Profitable industry.

- Should tax incentives be used to attract marine related business to the port?
- Provide employment for year-round residents.
- Development of the port to create jobs (high income) mixed use per Charrette.
- Increase tax base for the community.
- Cargo. More jobs. Deep-water port.
- Develop business/industry that will create long-term employment opportunity for the local available work force.
- Provision for high tech jobs.
- Long-term benefits for the port businesses and people they may employ as a result of port development.
- Business/industry that will insure a permanent employment base for local residents. Secure job. Future for local job market. Long term employment.
- Need for housing. Need people to live in downtown area to keep it alive.
- How the port can support growth in other areas of the county.
- Target profitable industries yet make them conform to aesthetic design/look.
- Identify the greatest good for the greatest number.
- More job and more job.
- More jobs. More jobs.
- Should the port be an economic engine?

IMPACTS OF CARGO:

- Do not try to mix upscale development and heavy industrial - it won't work and heavy industrial will win out every time.
- Safety for the community.
- Job creation. Cargo facilities.
- Cargo demand for the US State and area.
- Spin off business as related to cargo handling.
- How will cargo benefit the community?
- Small boats do more damage than large ships!
- The negative impact of expanded cargo (Blight and community; Container yards; Increased trucking and increased crime.)
- The FIT Environmental Report states that shipping is environmentally destructive. Written documentation refuting this is necessary or it should stand as fact. Stop stating opinions and start with science!!
- Necessity - What will need to be done to support the port activity?
  For example:
  Accommodate cargo usage.
  Trucking.
  Railroad.
  Security.
  Traffic control vs. more emphasis on other development.

- Relationship of the South Beach as residential and recreational area to the port development.
- Container yards producing poor air quality.
- Safety of environment from pollution of all kinds including that from foreign ships.

FINANCE:

- If corps goes away, then who pays for harbor maintenance, who pays for jetty maintenance, and who pays for South Beach re-nourishment? How much will that be?
- How much do we need to raise taxed in City of Ft. Pierce (not County, not Port St. Lucie) to buy all the 130 acres of land, buy all the businesses, re-train all the existing employees and then to build publicly owned hotels and restaurants?
- Ability to finance the needs!

TRANSPORTATION:

- Trucking industry as a correlated industry to cargo port requires large not environment enhancing.
- Accessibility (transportation and ease of use through parking and good roads).
- Improve transportation in the area as needed. No L.A. Airport or N.Y. Harbor!

PORT DEPTH:

- Deeper dredging will cause swifter currents and more sea grass erosion.
- Deep water port more ships.
- Deepening the port to 34" will help the lagoon.
- Allowing the ship channel to fill in to 20 feet. How many reasons do you want?

PROCESS:

- Unlike the Walton Road Bridge, let the people decide.
- This process is taking a lot of people's valuable time and is all a lot of B.S.
- How do the majority of county residents want to see "their" port area developed?
- Do property owners in the port have property rights that should prevail at all?
- Was not the charrette voted on by the people?
- Referendum needed.

PLANNING

- The planning process should consider every single science based written environmental report. Not just pay lip service which I'll bet this planning session does but I hope I'm wrong.
- Environmental reports, studies of other ports, economic studies.
- The port is considered a regional asset. Who and how should bordering countries participate in this process?

- Limited city and county involvement.
- Feasibility/Implementation. Be realistic!
- How to recognize private property rights.
- Planning/Transportation. Include other counties – Martin, St. Lucie, Indian River, Okeechobee.
- Be consistent with the comprehensive plan.
- Flexibility in planning.
- How best to maintain flexibility in the "plan" as the port is developed.
- Involvement of the four county area:
  Indian River
  Martin
  Okeechobee
  St. Lucie

OTHER:

- National defense.
- How best can the governmental agencies facilitate development and not be impediments to development.
  Economic impact.
  Transportation
  Security
  Employment
  Finance – Tax – Commerce
  Multi-purpose

INFORMATION

PROCESS

During this discussion, participants identified information they would like the planning team to consider when drafting the plan. issues that would need to be addressed in the port plan. They were asked to answer the following question, using markers and large "post-its" provided for the purpose.

What background information (i.e., reports, documents, special conditions, etc.) does the planning team need to consider to plan wisely for the port?

The facilitators then collected and read the "post-its." The information suggested for review is presented below.

INFORMATION SUGGESTED FOR REVIEW

- The Comprehensive Plan, Land development codes, the future plans for restoration of the Fort Pierce area.
- Transportation (MPO) plans for the future so as to structure less traffic congestion (rail, truck and car) at the port to U.S. #1 and its feeder areas.
- U.S. #1 is already a nightmare.
- Why is Port Video not part of the data provided on list?
- 1986 Master Plan
- 1956 Master Plan
- Background information:
- Use of other successful plan programs "Master plans" (just downscale - Ft. Lauderdale, San Diego, Baltimore)
- Collection of studies done by Harbor Branch Oceanographic
- Smithsonian Institution
- Marine Resources Council
- Background information:
- Numerous "studies" made over the years. What was the result and/or consensus?
- Background information:
  - Comprehensive Plan
  - CRA Master Plan
  - Port Study
  - Market Analysis
- Sort through the two pages of literature. Review contained in the information pack you provided us with.
- The Charrette.
- The Port workshops
- The Port Owners
- Use experience from other development of port facilities.
- Document or report on paying for the port.
- Consider the study by FIT on ports in the south.
- 1989 Port Master Plan.
- Background issues:
- Dredge disposal site.
- Who wants what is at Palm Bay in their front yard? At Crane Creek?
- The County Report on Economic Development dated June 2000.

APPENDIX 1

COMMENTS FROM COMMENT FORMS

1. Referendum to determine what community wants. Not allow our port to ruin our community because of greed. This issue is truly the Most Important Issue to face our community. The Charrette is antiquated. #1 we had not revitalized our historic downtown nor did we realize the scientific concerns for the lagoon nor did we know seriousness issues of exotics in bilge water. Also we did not realize positive development like mega yacht industry was possible. You talk about jobs! Mega yacht potential 500 jobs - cargo 50 jobs with mega yacht industry providing little damage to lagoon compared to cargo. FSTED funds will be lethal to our community. Remember we are the only port located on the "Most Diverse Estuary in North America". We can not afford to destroy it.
2. If we don't get into specifics - this process will fail. This means really addressing details and differences. Detailed maps. How and exactly what jobs in what areas?
3. What was the Charrette 12 years ago for if no ideas were ever expanded into action? This seems like you're starting over from scratch! No expanded cargo or container cargo - recreation areas to bring tourists and residents downtown and plus a mega yacht facility bringing in tourist economic dollars into this county - putting us on the map instead of the cargo, container cargo and mass dumping that's currently being done at the port.
4. For the next 2 meetings! The realization of all attending that everyone has a freedom of speech and ideas. Each should respect the right of others to speak without snide remarks and innuendoes. Smaller groups and the ability to hear!
5. Keep the integrity of our river and do not destroy the environment of our area. No sludge, no oil spills. Do not destroy our paradise.
6. Living so close to the Ft. Pierce Inlet and the Port we are literally at ground zero regarding the impact of port development. The future direction of our port will have a profound effect recharging the ecological health of our Indian River Lagoon/crime situation and our property values.

APPENDIX 2
WORKSHOP I EVALUATIONS
October 30, 2001

How Well Did the Workshop Achieve the Meeting Objectives?

	Circle One Good Poor
Average	
• Explanation of Workshop Series Process, Scope, and Outcomes	5 4 3 2 1 3 4 2 1 1 3.64
• Review of the Master Plan Process and Technical Requirements	5 4 3 2 1 2 6 1 1 1 3.64
• Review of On-Going Activity that would affect Port Planning	5 4 3 2 1 1 3 4 2 1 3.09
• Community's Vision for the Future of the Port Exercise	5 4 3 2 1 3 3 1 3 1 3.36
• Identification and Agreement on Key Issues that must be addressed in any Plan Update	5 4 3 2 1 4 2 3 2 3.73
• Agreement on Needed Next Steps	5 4 3 2 1 4 1 2 1 4.0

Rate the Following Aspects of the Meeting?

• Clarity of the meeting purpose and plan	5 4 3 2 1 4 3 2 2 3.82
• Background information was helpful	5 4 3 2 1 3 1 3 2 2 3.09
• Agenda packet was helpful	5 4 3 2 1 5 2 2 2 3.91
• Balance of structure and flexibility	5 4 3 2 1 3 3 3 2 3.64
• Group involvement and productivity	5 4 3 2 1

- Facilitation

5 3 2 1
3.82
5 4 3 2 1
5 3 2 1
4.09

- Facility

5 4 3 2 1
3 4 1 2 1
3.55

General Comments:

- Good discussion.
- Here we go again!
- Unless we get very specific about issues on jobs, environment, etc. this will be a waste of time.
- Seats too hard.
- Good beginning.

What Did You Like Best About the Workshop?

- Not much so far -need specifics.
- Public input.
- Sharing ideas.

How Could the Workshop Have Been Improved?

- Speaking allowed by individuals (time limits).
- Get specific.
- Different time.

PORT OF FT. PIERCE MASTER PLAN
PUBLIC INPUT WORKSHOPS

WORKSHOP 2
SUMMARY REPORT
NOVEMBER 14, 2001
6:00 - 9:00 PM

ST. LUCIE COUNTY CIVIC CENTER

TABLE OF CONTENTS

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INTRODUCTION

BACKGROUND

On November 14, 2001 the FAU Joint Center team preparing the Ft. Pierce Port Master Plan conducted the second in a series of public workshops to solicit input to be used in preparing the plan. Approximately 105 participants attended the meeting.

Building on the results of the first workshop, the purpose of the second workshop was to identify suggestions that might serve as the basis for draft goals, objectives, or policies in each of the Port Master Plan's topic areas required by Florida rules.

PROCESS

The meeting began with a brief review of the role of the master plan and of other documents and processes in determining the future of the port. This was followed by a review the results of the Workshop 1. The facilitators suggested that the topics for the Workshop 2 issue discussions would allow participants to address the requirements of Florida rules and the issues raised during Workshop 1.

The meeting was facilitated by the Florida Conflict Resolution Consortium and records of the discussions made on easel-pads during the course of the meeting. A more detailed description of the process used for each discussion is included in the corresponding section of this report. This report presents the results of discussions at Workshop 2, based on transcripts of the easel-pad notes.

AGENDA

The following agenda was used during the meeting. The full agenda packet used by participants is available separately from the consultant team.

6:00 Welcome and introduction, agenda review
6:10 Review of role of the Port Master Plan
6:20 Review of futures and issues exercises results from Workshop 1
6:30 Issues discussions - guiding the future of the port through goals, objectives and policies
- Activities
- Environmental Issues
- Public Access
- Disaster Planning
- Landside Infrastructure
- Navigation Channels
- Responsibility for Port
- Other Topics

8:55 Next Steps
9:00 Adjourn

ACTIVITIES

PROCESS

The discussion focused on how the plan would address activities and uses that might be proposed for the port in the future. The facilitators opened the discussion by asking the following question.

"What performance standards or criteria should any future activities have to meet?"

They then asked whether the group would agree that the following might serve as a point of departure for the discussion of how the plan will address such activities.

"The plan will be a tool for helping the community assess future proposals. Although what is proposed in the future will depend to a large degree on market conditions and on the opportunities perceived by individuals and companies, there seems to be agreement in the community on the following.

- *The port plan will continue to accommodate some cargo, even if only the existing operations.*
- *The port plan should also accommodate recreation and commercial uses and marine industry to some degree."*

No disagreement was expressed from the group. In addition several members suggested, with general assent from the group, that protection of the environment of the Indian River Lagoon should also be counted among the assumptions of this discussion.

PARTICIPANT SUGGESTIONS

Participants in the discussion suggested that performance standards should do the following.

- Address quality of life, especially crime.
- Activities should not negatively impact the likelihood that upscale businesses move to the port.
- Not allow cargo activities to preclude recreation or activities.
- Make use of the economic development potential of cargo (expansion).
- No loss of seagrass or decline in water quality.
- Lower crime through providing decent jobs.
- Provide some cargo and some recreation.
- Prohibit exchange of ballast water.
- Any uses must be consistent with the aesthetics of the downtown - compatible with scale and proportion.
- Create better jobs than cargo can create.
- Performance standards should encourage water related or dependent uses. (They should provide incentives for them.)
- Address desirable kinds of cargo.
- Prevent contamination of port neighbors.
- Consider future economic impact.
- Require security adequate to take care of crime concerns.

- Allow research, (Smithsonian, Harbor Branch).
- Allow highest and best use of property at a deep-water port.
- Minimize damage to inlet, harbor beaches (barrier island) and lagoon.
- Ensure that existing ports and port facilities are used to the greatest extent possible before expansion.
- Criteria should emphasize clean uses as well as marine industry.
- Performance standards should identify the current level of biodiversity and ensure its continuation.
- Within the parameters set by the current depth, maximize the jobs created at the port.
- Require ships to transit without lifting sediment into water column.
- Be consistent with original intent of the inlet – commerce.
- Be compatible with renovated downtown.
- Be compatible with surrounding land uses, natural resources.
- Develop cargo where depth allows.
- Allow, supports diversity of uses – commercial, recreational boaters.
- Allow development of this "jewel" that we have for jobs.
- Help create synergy between transportation, other resources, port development, etc.
- Develop the port and the airport.
- Ensure that the risk of invasive species is controlled.
- Require activities consistent with current depth.
- Require any activity to follow state, city guidelines.
- Allow something for everybody's needs.
- Provide jobs.

ENVIRONMENTAL ISSUES

PROCESS

This discussion focused on how the plan would address the environmental issues required by Florida rule as well as environmental issues raised by participants at Workshop 1. The facilitators opened the discussion by asking for either additional performance standards related to environmental issues, or suggestions that might become goals, objectives, or policies in the final plan.

PARTICIPANT SUGGESTIONS

- This is the most diverse estuary in the U.S. The plan should acknowledge that.
- The plans should address environmental issues in a science-based way.
- Include all the statements on environmental issues made during the activities discussion.

- Address wastewater in ballast of ship – bilge water.
- You or a task force should evaluate the environmental hazard posed by a port relative to the impacts of other activities such as boating.
- Invasive species have a negative economic impact. We need to control or minimize their effects, including their effects on water supply.
- Develop a base-line understanding of the ecology, then allow no activity that negatively impacts the current level of ecological balance.
- Prevent suspension of toxins in water resulting from dredging.
- Need protection from and control of coastal flooding for beaches and adjacent areas.
- There are economic development benefits to environmental resources.
- Dredging, deepening, widening will negatively impact (worm-reef) fishing, etc.
- Flooding is created by deepening of the inlet – minimize.
- Regarding flooding and tidal effects on homes, you get decreased impact on homes by widening or deepening the channel – water flows away faster.
- Agriculture, citrus, and tourism provide large economic benefits to community.
- Safeguard sea grasses. They play an important role for manatees, other fish life (and tourism, resources).
- Remove silt in port to enhance environment.
- Air quality standards: address emissions in plan.
- Concern about importing foreign agriculture, food, vegetables.
- Regarding the statement that water velocity is due to the width of port and a wider deeper channel will protect against flooding – negative.
- Take care of the lagoon and it will do the same for community.
- Address the possible transmission of insects and rodents from ships (i.e., wood eating beetles). Monitor cargo for above.
- Address Taylor Creek and city sewer plant.
- You can protect environment and create good jobs.
- Cargo is strictly monitored by Feds.
- Jobs in harmony with environment are possible – we need the jobs.

PUBLIC ACCESS

PROCESS

This discussion focused on how the plan should address public access issues. The facilitators opened the discussion by asking *"What kinds of public access would you like to see at the port?"*

PARTICIPANT SUGGESTIONS

- Keep access separate from cargo area. The more people, the less security.
- Public access at Area 3 or North Bridge.
- Allow maximum public access.
- We now expect public access in all new projects in the undeveloped areas pursuant to new plan.
- Would like to see Sea Escape, one day cruises etc.
- Access for fishermen in lagoon without ships sticking out in those areas.
- Total access to all four areas except for cargo portion of (sp?) Eagan facility.
- More facilities for transient watercraft uses.
- When planning access, include land for adequate parking.
- Allow dockage for watercraft to visit water dependent commercial activities.
- Provide for areas to walk, bathroom facilities.
- Address traffic congestion.
- Establish a 100' perimeter around port for people to enjoy.
- Preserve public access to scenic views unobstructed by unaesthetic factors.
- Address access from Hutchinson Island.

DISASTER PLANNING

PROCESS

This discussion focused on how the plan should address disaster planning. The facilitators opened the discussion by asking *"What provisions should the plan make for responding to natural and man-made disasters?*

PARTICIPANT SUGGESTIONS

- Waterside fire protection.
- If the plan asks for Red Cross participation, be sure you include a funding source.
- Address Hurricane evacuation for Area #1. Need new bridge. Address how to get past rail as well.
- Right-to-know for hazardous material for workers, citizens.
- Strategy to ensure bridges are not damaged by boats.
- Monitor health of environment.
- Reduce the risk of release of toxic organisms.
- Guidelines for mooring ships in storm events.
- In Area #3, prevent sewage spills, move treatment plant.
- There have been problems getting off the island – information about how to do so should be accessed by radio. Marine aspects need a coordinated plan and strategy.
- You need security planning. Address the threat of terrorism.
- Clean up equipment for hazardous material should be readily accessible.
- Test the aragonite plant for possible pollution. Need to mitigate.

LANDSIDE INFRASTRUCTURE

PROCESS

This discussion focused on port-related landside infrastructure. The facilitators opened the discussion by asking for suggestions that might become goals, objectives, or policies in the plan. The following suggestions were made by participants.

PARTICIPANT SUGGESTIONS

- There is room for more berths. Construct them.
- Do not allow transportation from port to interfere with traffic in Ft. Pierce.
- No additional rail spurs. They are not compatible with upscale development.
- Build a 2,000-car garage in the northwest corner of Area 2, with a fly over straight into the garage.
- Towers to reefs!!
- Replace North Bridge.
- Address rail traffic and related noise.
- Address U.S. 1 congestion.
- Address packing areas and related truck traffic and noise.
- Include intermodal connections, especially to airport.
- Be pro-active rather than reactive - attract high value, value-added industries.
- Accurately assess infrastructure needs before you set infrastructure goals. We have unfortunate examples of goals (and infrastructure) set based on inaccurate assessments of need.
- Would like to see one of biggest freezers on Treasure Coast at the port.
- Infrastructure needs for mega-yachts and for cargo are very different.
- Any new infrastructure must take care of the Indian River Lagoon.
- No increase in unsightly corrugated metal warehouses or piles of containers.
- The plan should be diverse enough to attract FSTED funding. To do this, you have to include some cargo.
- Consider a passenger terminal.
- Develop criteria for the kinds of transportation that will be needed:
  - availability;
  - accessibility;
  - for each type, identify the advantages and disadvantages.
- Need to address ownership in order to address infrastructure.
- Improve the park on the left-hand side as you enter Area 1.
- Infrastructure in Area 2 must be compatible with the historical look and resources of the area.

NAVIGATION CHANNELS

PROCESS

This discussion focused on the port's deepwater channels. The facilitators opened the discussion by asking for suggestions that might become goals, objectives, or policies in the plan. The following suggestions were made by participants.

PARTICIPANT SUGGESTIONS

- Need better navigational aids.
- Limit depth of channel to 28 feet.
- No deepening or widening of the inlet or channel.
- The U.S. Coast Guard has the experience to address navigational aids.
- Would like to see lights on the channel from end-to-end.
- Deepen the channel to 34'.
- Would like to see a manatee alarm in the port.
- Ships over 300 come in by tug.
- No increase in dredging beyond the historical amount.
- Dredge spoils need to be addressed.
- No additional lighting end-to-end.
- No tax money for private owners.
- Turtle reproduction would be harmed by lights along the channel.
- Off-shore dredge spoil site may damage reef.
- NOAH study of off-shore site.
- Cost associated with various depths should be studied and considered.

RESPONSIBILITY FOR THE PORT

PROCESS

This discussion focused on various factors related to responsibility for the port, including ownership, and the various options for a formal port authority. The facilitators opened the discussion by asking for suggestions that might become goals, objectives, or policies in the plan. The following suggestions were made by participants.

PARTICIPANT SUGGESTIONS

- There are activities, for example ash barges tied at trees, as well as other activities that require public oversight. Who is in charge?
- Need for someone to be responsible for what is going in. Clarify who that is. The responsibility should be in public hands.
- Future of port should be determined by the community. Government should be run by a public port authority.

- One possible make-up for a port authority would be six members, three appointed by the County and three appointed by the City.
- We need a full-time port authority.
- The port authority should be separate from the county and city commissions. It should be independent.
- Work with the port owners instead of threatening to take their land.
- The last thing we need is another rogue authority.
- Need coordination with agencies of the federal government - coast guard, immigration.
- Eminent domain exists for a reason.
- A window for acquisition has existed only recently. The property was not for sale five-to-ten years ago.
- Customs should have a full-time presence.
- Public ownership.
- Look for highest and best use of the port. The asset belongs to the entire region and state.
- Establishing an elected authority is the only way to get a good one.
- The authority should not a separate taxing district.
- Accept no money with cargo strings attached.
- Get something done, not more surveys.
- County and City want control only now that someone is willing to do something.
- Taking the land will be costly.
- What we are talking about is taxation and control without private owner participation.

OTHER

PROCESS

At the end of the meeting, the facilitators asked for suggestions regarding any topics that had not already been addressed. Participants made the following suggestions.

PARTICIPANT SUGGESTIONS

- Look at Port Canaveral. It faced these issues fifteen years ago. See what they have done over the last 20 years.
- People should have an opportunity to go to referendum.
- Ports set targets and don't get there. Don't invest in unrealistic goals.
- Ft. Pierce has become a more desirable place to live. If we reverse this we become the "hole in doughnut."
- Post the agenda on the website before the next meeting.
- Provide backup documentation, especially regarding crime and cargo.
- This is the future for the generation that comes after.

BIN

PROCESS

Throughout the meetings, comments that did not directly address the topic under discussion were recorded on a "bin" sheet. The following comments were recorded.

PARTICIPANT SUGGESTIONS

- Address the risk of biological contamination.
- Port owners should be involved.
- Back-up for the plan should include projections of targeted industries. What effect will they have in terms of jobs, resources five-to-ten years out. Specifically look at container cargo.
- Need an agency to control what, who comes in.
- We need cooperation between all entities to address environmental issues and activities at the port.
- Cruise industry = tourism=jobs.
- There must be public access to the port authority.
- Need a 2,000 car garage in Area 2.
- Your report should be available to public.

APPENDIX 1
COMMENTS FROM COMMENT FORMS
(GROUPED BY PARTICIPANT SHEET)

- Addition reference material -
  - F.I.N.D.
  - Economic impact study for St. Lucie County - 2000-01
  - State of Florida - Economic Impact Study for boat ramps and fishing piers.
- Disaster Planning - Port should have state of the art hazardous material recovery systems.
  Landside Infrastructure - Boat ramps should be available (area 1& 3)
  Other topics. Workforce and workforce development.
  I can provide item #1 - April Price
  Marine Industries Association of the T.C. (561) 283.3999
  mia-tc@bellsouth.net or **southyacht@aol.com**
- Five star hotel/convention center on the harbor point with ancillary business to serve area.
  No cargo other than what is there now.
  No dredging beyond 28'.
  Preserve environment.
  Mega yacht facility for repairs.
  High-paying jobs.
  Safety of port area.
  Tram system to service hotel to attractions in city and county.
- If "highest and best use" is to be part of Port Master Plan make sure specifics are stated that are used to determine definition of those terms.
- The Coastal Management Element needs to be coordinated with the Intergovernmental Coordination Element.
- Submitted by H.I. Phillips
  752 S.E. Sweetbay Ave.
  Port St. Lucie, FL 34983 -
  Environmental Issues: SEA GRASSES
  Impacts of dredging are far reaching. One important harmful impact is it destroys sea grasses. After the last port dredging operations 60% of our local sea grasses were lost, including Johnson's sea grasses.
  Impacts of turbidity. Productivity of sea grasses has been documented to fall by 80% over a wide area of miles from the Port of Fort Pierce. Increased shipping and turning necessarily will increase the turbidity to the detriment of most diverse river estuary in the USA. Seagrasses support and are part of our diverse eco-system. They are the reason our manatees return year after year. The sea grasses are why we enjoy and our visitors enjoy the Manatee Center.
  Reference material attached from report of Florida Institute of Technology, Melbourne Fl. See attached highlighted areas.

- Attached please find an informal study of the job potential of a mega-yacht facility. I will try to have more specific numbers and figures by the Nov. 29th meeting. Gerald Kuhlinski 561.465.0463
  TCMSKUK@quixnet.net
- After your study is filed with the county, how can we monitor the actions being considered by the powers that be? Would a citizen advisory committee aid public education on the issues?
- We have a very limited amount of deep water ocean access that was generated at great expense by the building of two causeways and bridges. This area of unlimited height capabilities for cargo boats and "tall ships" should be used for the greatest possible economic benefit for the whole region.
- Other - Economic - Tourism as seen throughout Florida will only bring low paying jobs and higher taxes, more crime. What is needed is industrial jobs. Other - Economic - The container ports of the U.S. are projected to double in volume in the near future.
- Process: Avoid clapping etc.
  Politely stop speakers if they discount others.
- Environment It is vital that the environment be protected to ensure the continued health of our sportfishing and tourism industries.
  Economic Development An assessment of immediately generated jobs to be brought by a mega yacht facility and a container port needs to be done - Kevin Stinette.
- Please see attached information, which is pertinent to issues addressed. Thank you - Shirley Buckingham.
- Mega yachts require no additional dredging. Largest yachts require 14' draft. Self contained EPA approved.
  Most friendly to: Environmentally friendly
  Create the most jobs
  Bring people to the area.
  Keep in St. Lucie County.
- Only documented facts be used to make any decision as to our Port Master Plan so that the most diverse estuary in North America is not in jeopardy. We must protect our revitalized downtown Fort Pierce. It was chosen by Scenic America in 1999 as one of twelve last chance landscapes in the U.S. and it is threatened by increase in cargo development at the Port. We must consider these valuable evaluations by groups outside our community. This cargo port has never been profitable - only a menace. Perhaps it is time to (1) Let the community decide what direction over port should go - referendum. (2) Eliminate the "non mandatory" deep water port status. We must establish a Port Master Plan that above all protects our most valuable asset - our natural resources. Interesting fact: We do not need jobs - We need people who are willing to work! Please buy a copy of local newspaper - The Tribune - and read the classified wanted ads begging for employees. All types of jobs!

- Environmental/Economic: The lagoon and surrounding eco-systems should be protected above all. It is the largest and most important economic resource that we have in this community. The health of it cannot be sacrificed for the monetary gain of a few business interests. That area must be developed for recreation, entertainment and sport activities with limited cargo activity.
- Activities: The port owners should not be shut out of the process. They should not be TOLD their land will be condemned and taken and the Charrette should be followed. This is what the people wanted and cargo was in the Charrette. Cargo will bring jobs to this community and the people that will work at the port will be people from Fort Pierce who really need to work and really want to work. We support mixed use at the port. We welcome mega yachts. We just want the other mixed-use which is cargo. Thank you.
- Responsibility - The port should be publicly owned and operated. The community Redevelopment Agency of Ft. Pierce should have input into the use along with the city, county and other elected representatives to guide the port.
- First, the best idea is a two question vote of the citizens. (1) More cargo? No more cargo/no flex zone or mixed use language. Put all this to rest. All previous vote intentionally left room for interpretation.
  Also let us get to facts on how many jobs are created by cargo movement. How much movement is required for how many jobs? How much will the jobs pay? What will people be doing? Now look at yacht refurbishing facilities. How many real jobs would be created and how much would they pay?
- Landside Infrastructure: All development of infrastructure must protect the Indian River Lagoon, downtown Fort Pierce redevelopment and the quality of life that have brought us here to this paradise. We must not make the same mistakes that have caused Riviera Beach to look like a third world country. This will necessitate tremendous expenditure of public funds.
- My comment this afternoon. I support the port here in Ft. Pierce for mix-use for cargo and tax uses. Bringing the port here will create jobs for all citizens. It will create more revenue for the City of Fort Pierce and also the county. We here in Fort Pierce import and export so much cargo and all the revenue are going to various counties. Don't we think we want these revenue and jobs and economic progress here? I feel every one here in St. Lucie county and the city of Fort Pierce should welcome the port for our future and our children's and grand children's future. Fort Pierce is a peaceful place it is dying and we need to keep it alive all our resources are going elsewhere and not being developing here. Thank you
- Activities - Needs to be "consistent" with the CRA Community Redevelopment agency Master Plan as to use and maximum return on investment consistent with Downtown and good for the environment.
  Public Access - Biking and rollerblading path, paved walkways.
  Need mega yacht industry to minimize negative appearance and destruction of the lagoon caused by dredging for cargo ships.

- Environmental Issues. Strict control of vessel emissions such as antifouling paint and air pollution with no increase over existing conditions and a reduction over time. No reduction in water clarity, no increase in toxic elements. No loss of existing sea grass. No reduction in water quality. Environmental issues based on scientific study be clearly cited. Opinions with no scientific merit be clearly indicated. Please use the scientific studies collected by FIT with the scientific survey on Port Impacts April 2000.
- "Environmental" Because of the "deep water" port designation the dredging is paid for by the U.S. Taxpayers. If there is not sufficient commerce from cargo the dredging will no longer be necessary. The Inlet will continue to fill in and "choke" the Indian River Lagoon. Who will pay for the dredging if there is no cargo.
- My comment is just this, everybody is not going to be happy. You really need to look at the fact that the people of Fort Pierce don't have many job opportunity for the young people. And yes there are not many activities there for people and for jobs and for others to try to have a piece of the pie as well

APPENDIX 2
WORKSHOP 2 EVALUATIONS
November 14, 2001

How Well Did the Workshop Achieve the Meeting Objectives?

	Circle One Good Poor
Average	
• To review the role of the Port Master plan	5 4 3 2 1 1 3 1 2 3.43
• To build on the results of Workshop I to identify suggested recommendations for inclusion in the plan as goals, objectives, and policies.	5 4 3 2 1 2 1 2 2 3.43
• To identify areas of agreement and disagreement regarding suggested recommendations	5 4 3 2 1 3 1 3 3.0

Rate the Following Aspects of the Meeting?

• Clarity of the meeting purpose and plan	5 4 3 2 1 3 2 2 3.29
• Background information was helpful	5 4 3 2 1 1 1 1 2 2 2.57
• Agenda packet was helpful	5 4 3 2 1 3 2 1 1 4.0
• Balance of structure and flexibility	5 4 3 2 1 2 1 2 1 1 3.29
• Group involvement and productivity	5 4 3 2 1 3 2 1 1 3.43
• Facilitation	5 4 3 2 1 4 2 1 4.29
• Facility	5 4 3 2 1 3 3 1 4.14

General Comments:

- Well done.
- I will reserve my comments to see the results.

What Did You Like Best About the Meeting?

- Not much.

How Could the Meeting Have Been Improved?

- By getting to the real issue - should we be allowed to harm our lagoon for the perceived benefit of the economy?
- Only documented facts.

PORT OF FT. PIERCE MASTER PLAN
PUBLIC INPUT WORKSHOPS

WORKSHOP IV
SUMMARY REPORT
January 30, 2002
6:00 - 9:00 PM

ST. LUCIE COUNTY CIVIC CENTER

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INTRODUCTION

BACKGROUND

On January 30, 2002 the FAU Joint Center team preparing the Ft. Pierce Port Master Plan conducted the fourth in a series of public workshops to solicit input to be used in preparing the plan. Approximately 50 participants attended the meeting.

Building on the results of the first three workshops, the purpose of the fourth workshop was to solicit community feedback on key issues for which public comment indicated divergent views on policy. The team identified six key issues for discussion. The community was asked to provide feedback and possible options for resolving the six key policy issues identified by the team for discussion and possible refinement.

MEETING PROCESS

The meeting began with a brief review of the role of the Port Master Plan, overview of Plan development process to date, and remaining process timelines. The rest of the meeting dedicated to soliciting community input on key topical areas identified for possible refinements in the draft. In addition, time was left at the end of the workshop to solicit comments on other substantive issues relative to the current draft of proposed goals, objectives, and policies for the Port of Ft. Pierce Master Plan.

The meeting was facilitated by the Florida Conflict Resolution Consortium and records of the discussions made on easel-pads during the course of the meeting. A more detailed description of the process used for each discussion is included in the corresponding section of this report. This report presents the results of discussions at Workshop IV, based on transcripts of the easel-pad notes.

AGENDA

The following agenda was used during the workshop. The full agenda packet used by participants is available separately from the consultant team.

6:00 Welcome and introductions
Agenda review
Review of previous workshop activities
6:10 Review of role of the Port Master Plan
6:20 Review of principal issues raised by comments from the public and from County and City Commissions
Port Boundary Area (Clarification)
Should vs. Shall (Clarification)
Specificity Regarding Uses
Port Authority (Including Intergovernmental Coordination)
Environmental Protections
Port Depth
6:45 Discussion of key issues
Participants will be asked to identify possible strategies to address each issue, and to discuss, evaluate and refine the strategies.
8:30 Comments on other substantive portions of the draft
8:55 Next Steps
9:00 Adjourn

ACTIVITIES

PROCESS

Review of principal issues raised by comments from the public and from County and City Commissions

The team identified six topical areas where comments from the community and elected officials suggested that additional review and refinements to the draft may be constructive.

Port Boundary

Jim Murley, director of the FAU/FIU Joint Center, offered clarification on the Port boundary based on distinction between Port operations and the Port study area.

The public was asked to offer feedback on the Port boundary issue as well as to ask questions and provide comments on the topic.

Following are the comments and options provided verbally by the community:

Port Boundary - Additional Questions

- Crosshatched area suggests operations area expansion.
- Mayor's comments were to stay in area between bridges.
- What funding sources are you considering? - FSTED.
- Question about area near North Beach Causeway - city or county?
- Concern about what is FSTED eligible.
- Concern about effect of having part of planning area in county.
- Eliminate aquatic preserve areas with Port Operations area.

Use of the Words Should vs. Shall in the Draft

Jim Murley, director of the FAU/FIU Joint Center, provided clarification of the use of should vs. shall in this version of the draft, and indicated that future versions would consider changes based on community feedback and elected officials' direction.

The public was asked to offer feedback on the use of should vs. shall in the document as well as to ask questions and provide comments on the topic.

Following are the comments and options provided verbally by the community:

Should vs. Shall Options and Comments

- Put shalls in draft and let elected's change.
- Need finality on issue relative to port uses.
- Should - too permissive.
- Shall - provides parameters for decision-makers.
- Use shall for strong statements and limited use issues.
- Eliminate areas with big loopholes - use shall.
- Should provides flexibility in Plan = keep shoulds in place.

Specificity Regarding Uses

Jim Murley, director of the FAU/FIU Joint Center, offered a range of possible options for defining specificity regarding uses based on review of all comments.

The public was asked to provide possible options for defining specificity regarding uses as well as well as to ask questions and provide comments on the topic. Following are the comments and options provided verbally by the community:

Specificity of Uses Options and Comments

- Mention Mega yacht concept explicitly in the Plan.
- Recreation, container cargo, and cruise lines.
- Continued use as- is. No expansion of cargo.
- Marine industrial research facilities.
- All options should contain security elements.
- Need jobs in Fort Pierce.
- County voters don't want cargo expansion.
- Associations (homeowners) vision for Port – balance concerns but; expanded cargo not compatible.
- Use Port to attract positive people/activities.
- Majority against expanded cargo.

Port Authority Including Intergovernmental Coordination

Jim Murley, director of the FAU/FIU Joint Center, offered a range of possible options for Port authority and intergovernmental coordination based on review of all comments.

The public was asked to provide possible options for Port authority as well as well as to ask questions and provide comments on the topic. Following are the comments and options provided verbally by the community:

Port Authority Options and Comments

- City or County could assign point of contact for port activities.
- City and County jointly establish agreement.
- Special act per local request.
- Dual responsibility for City or County board.
- 1/2 appointed by City and 1/2 by County.
- 1/2 local and 1/2 government appointed.
- Elected Body.
- Draft 2 would have let anything happen.
- County comments - County will remain Authority until vision is realized.
- More faith in local government than state.
- Keep Authority elected.
- Establish a structure that is not bureaucratic.
- Need good port staff regardless of structure.
- County purpose for RFP is to decide Port authority based on development.
- What regulatory authority does county have?

Environmental Protections

Jim Murley, director of the FAU/FIU Joint Center, offered a range of possible options for providing environmental protections in the draft based on review of all comments.

The public was asked to provide possible options for environmental protections as well as well as to ask questions and provide comments on the topic. Following are the comments and options provided verbally by the community:

Environmental Protections Options and Comments

- Drainage and runoff - need holding area.
- Take strictest interpretation of State and Federal standards.
- Major economic impact to area dependent on healthy environment in lagoon.
- Minimize and mitigate should be replaced with protect (i.e., seagrass beds). Use shall in protection elements of Plan.
- Make a list of what we don't want (i.e., invasive species)
- How about standards more stringent than state and federal standards - shall.
- Recreational boating also causes degradation to the Lagoon.
- Remember Port is man-made and Inlet is as well - improvements needed to Lagoon - Keep Port's economic vitality in place.
- Begin restoring the Lagoon.

Port Depth

Jim Murley, director of the FAU/FIU Joint Center, offered a range of possible options for defining port depth in the draft based on review of all comments.

The public was asked to provide possible options on port depth as well as well as to ask questions and provide comments on the topic. Following are the comments and options provided verbally by the community:

Port Depth Options and Comments

- Depth of channel should be 34' consistent with all sorts of ships.
- Cargo operations are not sustainable at current depth - to keep sustainable, must be deeper.
- Leave depth alone - lost lobster beds after last time. Also want to explore relation of dredging and erosion.
- County direction very clear (28') this will provide direction to ACOE.
- Commissioner has been unanimously re-elected on this - No more than 28'.
- No more than 28' has been consistent input for years.
- Was 25' before 28'. Agencies expressed concern, but economic impact was deemed more important. What has 28' done except open door to 34'?
- Written justification was safety and DEP specifically said they did not want to set precedent.
- Earlier comparison to Wilmington DE. They are going to 45'. Why would 34' be competitive?
- Why are we here tonight?

- Large percentage of sand dredged by ACOE, sucked in by inlet at current depth.
- Reaffirming input provided by coalition after last draft.
- Feel very strongly about Commission input because they are saying it for us.
- Support County in saying inlet should not be deeper.
- Chilling if decision has already been made – look for best profit center.
- Profit center not in law.
- Depth needs to be consistent with Cargo.
- Need independent Port Authority.
- Evaluate range of depth form 12' to 50'.

Comments on Other Substantive Aspects of the Draft

To conclude the discussion, the facilitator opened the floor to comments about any of the goals, objectives and policies. The following comments were offered:

- Sub element should replace Charette – plan should begin with statement of community vision – don't refer to Charette in Plan.
- Security is important – containers transfer weapons, etc.
- Plan should review a full range of views – not limiting.
- Charette should not be used as a vision.
- Charette does not reflect what is at the Port today or what new potential is at the port.
- Survey client (County) first and let public respond later.
- Security for Port based on local dynamics and is under review by State as part of a larger Port system.
- Port is economic vehicle for County as a whole.
- Plan should provide recommendations and alternatives for decision-makers.
- Cargo vs. other development – don't subsidize cargo from taxpayers.
- Need to be visionary – look at economic health of community – for future.

PORT MASTER PLAN PUBLIC INPUT PROCESS OVERVIEW

July 18, 19, and 20, 2001

Assessment interviews conducted with representatives of interested stakeholders to determine their issues, concerns, and desire to participate in the Master Plan development process. (Business, property owners, local government managers/planners, minority community, and environmental interests).

September 14, 2001

Process overview and update with Harbor Advisory Council and the Waterfront Council.

September 19, 2001

Meeting with minority community to explain process and determine/solicit commitment to participate in the development workshops.

PUBLIC INPUT WORKSHOPS
Over 100 citizens attended each of the three workshops.

Workshop I—October 30, 2001
Futures Exercise—From your perspective how would the Port look in 2010.
Activities and effects on the community.
Issues Identification—What issues should the community address through the Port Plan process. Needed background information.
Comments were captured on flipcharts and compiled in a report.

Workshop II—November 14, 2001

The Community was asked if they agree with the following Assumptions:
- Some cargo even if limited to existing operations
- Recreation and commercial uses (i.e., walk areas, hotels, shops, restaurants, office, condo; aesthetically consistent with City's redevelopment—charette)
- Marine industries (i.e., mega yacht)
- Protection of the environment of the Indian River lagoon.

There was unanimous agreement from participants on the assumption guiding the development of the Plan.

Following the consensus testing of the above assumptions the community was asked to provide guidance for considering proposals for developing the Port (Future of the Port) through development of a series of goals, objectives, and policies.

Seven key issues were discussed and feedback given. These areas are key components of the outline provided in Rule 9J-5:
- Activities
- Environmental Issues
- Public Access
- Disaster Planning
- Landside Infrastructure
- Navigation Channels
- Responsibility for the Port
- Other

Following the workshop the team compiled a preliminary set of goals, objectives, and policies for community review and discussion. The draft was based on community input received at Workshop II.

Workshop III— November 29, 2001
During the Workshop the Community was asked to prioritize goals and objectives for discussion and refinement, and to offer comments and suggested refinements. Following the workshop the team provided a window for receiving additional comments and following the comment period refined the draft of goals, objectives, and policies for the proposed Port of Ft. Pierce Master Plan.

Workshop IV—January 30, 2002
This workshop will be to review and evaluate key substantive issues identified through public comment and by local officials prior to compiling the final draft of the Plan.

DECISION-MAKING PROCESS SCHEDULE

County Commission, City Commission, and Harbor Advisory Council Update—January 22, 2002
The team met separately with each group to provide them with an overview of the Plan and solicit any feedback. In addition, County Commissioners, City Commissioner, and Harbor Advisory Council members were given a survey to solicit their specific comments on the draft.

Third Draft—February 14, 2002
County to distribute 3rd draft of Port Master Plan with goals, objectives and policies to County and City commissions and consultant to post 3rd draft of Port Master Plan with goals, objectives, and policies on project WEB page.

Joint City County Workshop—February 19, 2002
Ft. Pierce City Commission and Board of County Commissioners to hold a joint workshop to review the status of the Port Master Plan.

Public Hearing on Draft Four—March 19, 2002
County Commission to hold public hearing on, and approve, through a resolution the final draft of Port Master Plan with goals, objectives and policies.

PORT OF FT. PIERCE MASTER PLAN
PUBLIC INPUT WORKSHOPS

WORKSHOP 3
SUMMARY REPORT
NOVEMBER 29, 2001
6:00 - 9:00 PM

ST. LUCIE COUNTY CIVIC CENTER

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INTRODUCTION

BACKGROUND

On November 29, 2001 the FAU Joint Center team preparing the Ft. Pierce Port Master Plan conducted the third in a series of public workshops to solicit input to be used in preparing the plan. Approximately 95 participants attended the meeting.

Building on the results of the first two workshops, the purpose of the third workshop was to review draft goals, objectives, and policies and make suggestions for refinement. The goals, objectives, and policies address each of the Port Master Plan's topic areas required by Florida rules.

MEETING PROCESS

The meeting began with a brief review of the role of the Port Master plan and the results of Workshop 2. The rest of the meeting was a review and refinement of the draft goals, objectives and policies and identification of anything that might be missing.

The meeting was facilitated by the Florida Conflict Resolution Consortium and records of the discussions made on easel-pads during the course of the meeting. A more detailed description of the process used for each discussion is included in the corresponding section of this report. This report presents the results of discussions at Workshop 3, based on transcripts of the easel-pad notes.

AGENDA

The following agenda was used during the meeting. The full agenda packet used by participants is available separately from the consultant team.

6:00	Welcome and introductions Agenda review Review of previous workshop activities
6:10	Review of role of the Port Master Plan
6:20	Individual review of draft goals objectives and policies
6:35	Group selection of priorities for Workshop III discussions
6:45	Discussion of selected objectives (or related goals/policies)
8:55	Next Steps
9:00	Adjourn

ACTIVITIES

PROCESS

The group was asked to review the draft list of goals, objectives, and policies that was distributed in the agenda packet. Participants were asked to select five of the objectives (to include corresponding policies) that the group should discuss at the meeting. Facilitators asked the following question.

Which objectives (or related goals/policies) is most important to discuss tonight. (We will try to focus our discussion time on those parts of the draft most in need of refinement or modification.

Facilitators asked for a show of hands for each of the objectives. The following was the vote for each of the objectives. The number in parenthesis is the number of participants who raised their hand for the objective to be one of the discussion items for the meeting.

(60)	Obj. 1.1
(32)	Obj. 1.2
(42)	Obj. 1.3
(26)	Obj. 1.4
(17)	Obj. 1.5
(35)	Obj. 2.1
(21)	Obj. 2.2
(18)	Obj. 3.1
(7)	Obj. 4.1
(2)	Obj. 4.2
(27)	Obj. 5.1
(52)	Obj. 6.1
(46)	Obj. 7.1

The reason for developing an order of discussion was simply a function of time. It was anticipated that there would not be enough time at the meeting to discuss all of the objectives.

Facilitators explained that there would be a total of four ways to suggest refinements of the goals, objectives, and policies. One would be to offer comments during the discussion at the meeting. Another would be to write comments on post-it paper and attach the post-it to flip chart sheets hanging on the walls of the meeting room. A third way to submit suggestions was completion and submission of a comment form in the agenda packet. A final way to offer suggestions was electronically on the website, www.ftpierceportplan.org.

PROCESS

The facilitator asked the group to turn their attention to Objective 1.1, which received the most votes. The facilitator asked the group for comments about the objective or accompanying policies. The facilitator repeated this procedure for each of the objectives. The following is a transcription of the flip chart notes for each objective discussed at the meeting.

PARTICIPANT SUGGESTIONS

Objective 1.1

- The port should help to revive the area economy within 2 years.
- 1.1.3 Should be deleted. The airport is outside the scope of the Master Plan.
- The port should be developed to its fullest potential to create jobs - the airport should be tied to port.
- 1.1.3 If it stays, "appropriate" should be qualified. Don't build things that aren't needed.
- 1.1.3 Don't delete it; transportation needs to be linked. The airport and the port should provide jobs.
- Include training for new jobs.
- Don't link the port and the airport.
- Many airlines and airports are struggling.
- 1.1.1 Encourage the improvement of existing facilities
- 1.1.3 Delete.
- 1.1.4 Strike "at least"
- 1.1.4 The port too small, it needs more berths. This priority misses the point.
- 1.1.1 The port needs development now to help create jobs.
- 1.1.3 The airport needs development to create jobs.
- 1.1.1 Port development will create jobs, there should development deadlines.
- 1.1.3 Develop the airport.
- 1.4 Strike "at least".
- 1.1 Take into account the spin off businesses from a more active port.
- 1.1 Change shall to should.
- Create 350 jobs by 2003.

Objective 1.1 (Continued)

- 1.1.3 Strike "tie the port to airport . . ."
- 1.1.3 If not deleted, move this policy to 5.1, intermodal transportation system..
- 1.1.2 Nothing will do more for job creation than maximizing yacht facilities.
- 1.1.4 Strike "at least". Replace it with: existing level should be maximum.

Objective 6.1

- The port should maintain existing channel depth.
- Modify depth to allow other ships that need a 34' depth.
- The present port depth is consistent with current activities.
- Change the objective to read, Change depth to 34'.
- How about a 42' depth?
- The port will never be a large port so the current depth is sufficient.
- Going to a greater depth will cost a lot of money.
- Maintain the channel depth of 28'.
- It is not economically feasible to enlarge the port.
- The depth of the channel should be responsive to the needs of the businesses doing business at the port.
- Fill in the channel to a 20.5' depth.
- Modify the objective so that it is subject to environmental concerns.
- Dredge the channel to 34' because silt will seep back in.
- The channel depth should not exceed 28'.
- Don't deepen the channel to bring in cargo.
- The channel was dredged to 28' but no additional activity occurred. A 45' depth is inappropriate for this community.
- Depth should be commensurate with economic needs.

Objective 7.1

- The third line down - add "and quality of life".
- 7.1.4 Eliminate "Florida Ports Council"
- 7.1.2 Change should to shall and add non-taxing.
- 7.1.2 Add "elected" before port authority.
- 7.1.2 Change should to shall and add elected and non taxing.
- 7.1.4 Add City of Ft. Pierce and delete Florida Ports Council.
- 7.1.2 Change should to shall and the port authority should be independent.
- Anything involving public interest should be removed.
- The state legislature must initiate an independent port authority.
- Port Authority should be dependent and non taxing.
- Home Rule is better than state involvement.
- The Port Authority and the environmental agencies should be in same building.
- Add City of Ft. Pierce and interested agencies.
- 7.1.2 Should include city and county commissioners only

Objective 1.3

- Eliminate %
- Replace should with shall.
- Replace industry with commercial, and change should to shall.
- Add commercial, marine, and cargo activity.
- Promote only environmentally safe industries.
- Some of the marine industries conflict so location must be a consideration.
- Add marine science industries.
- 1.3.1 Add definition
- Some of these deserve no protection, change the language.
- Add cruise lines to marine activities.
- 1.3.2 Strike the objective. It is incompatible with area.

Objective 2.1

- 2.1.1 and 2.1.2 Above and beyond the ports influence.
- Replace "% ..." with "because of increased dredging".
- 2.1. is not operable - no comparison for %.
- 2.1.1 Port has nothing to do with fresh water in flows.
- The lagoon needs to be restored.
- 2.1 Must ensure protection, no %.
- Existing laws don't prevent exotic species.
- Don't allow hazardous materials in port. Change shall to should. Insert 15%.
- Change to: Port will protect habitat of IRL by fostering economically feasible development. I am not comfortable with minimize.
- 2.1.2 St. Lucie County shall prohibit development.
- 2.1.3 Concern protect indigenous species.
- 2.1 Insert15% by 2004. Change all shalls to shoulds. Change minimize to reduce.
- 2.1.3 Strike "with existing ... laws and"
- Locate and consider studies that discuss discharge from yachts, pleasure boats, and cargo ships.
- The marine industry association has studies.
- Get the facts on exotics.
- Add policy - Increase trade with regional entities that would avoid exotic species.
- Bring in jobs without hurting environment or bringing in exotics. Both can be done.

Objective 1.2

- Change should to shall
- 1.2.3 Strike "Future uses of port" and replace it with, shall be terminated and moved by 2003. Include the plan should be consistent with downtown redevelopment master plan and community redevelopment master plan.
- 1.2.3 Delete. It is confusing and unenforceable.
- 1.2.3 Strike "aesthetically" throughout.
- 1.2.2 Strike. The port is not port of downtown.

Objective 5.1

- I agree with it.
- Replace should with shall.
- Include something about public transportation if all these jobs materialize.

PROCESS

To conclude the discussion, the facilitator opened the floor to comments about any of the goals, objectives and policies. The following comments were offered.

PARTICIPANT SUGGESTIONS

- 1.1.4 Change to, shall accommodate
- Goal 3 - add the goal from the city about public access.
- Control the use of multiple barges - maybe this should be a new policy
- 2.2 Change should to shall and add "entering port area" after estuary.
- 1.2.3 Change to, should be encouraged as specified on a post-it comment.
- 1.3 Add, including cargo
- 1.3 This is incompatible with commercial and industrial activity.
- Ensure access to waterfront.
- 2.2 Change minimize to prohibit.
- 2.2.1 Preserve and restore historic seagrass.
- 2.2.1 Change preserve to prevent and remove idea of mitigation.
- Review city documents that were mentioned, carefully.
- Fully write out Fort, don't use Ft.

PROCESS

To conclude the meeting, the facilitator asked participants for anything that might be missing, any new ideas for goals, objectives and policies. The following comments were offered.

PARTICIPANT SUGGESTIONS

- Specify the boundaries of Port.
- The port should include 113.6 acres.
- Provide documentation for the current depth of channel.
- County and City governments provide incentives for companies to provide jobs.
- There was a comment about Worm reefs in the inlet.
- Include policy about Port Zoning (PUR)
- Make some reference to land use provisions in other documents.
- The port is the most diverse area of the most diverse estuary on the continent.
- Include any reference material from the MT study done by the city.
- Port Authority and Port Security should be in same facility.
- Look at the study by Harbour Branch for the county.
- Include the Port Master Plan of 1989.
- Investigate whether seagrass still exists in areas that were once dredged.
- City and County government should not run the port.
- What is the goal of the community?
- . The Port should create sustainable, quality jobs.
- County should continue to maintain berths 1 & 4, and develop 2 & 3.
- 1.1.1 Should be the policy to talk about jobs.
- Consider using the term "county" instead of "Port of Ft. Pierce".
- Any jobs created should be for local people.
- Industries that come to port should use local people to the fullest extent possible.

APPENDIX 1
COMMENT FORMS

Comment Form 1

A) It would be most helpful & make for much more organized comments if we had the material prior to meetings.

B) 28th ft. depth & inlet should never be gone beyond. Since dredging from 24 40 28' we have severe beach erosion. Computer modeling of different depths should be done.

C) Why ruin a beautiful comeback city with increasing cargo & ruin the most diverse estuary in North America?

Comment Form 2

Policy 1.2.3. activities at the Post of Fort Pierce should be encouraged to be aesthetically consistent with uses of the port.

Objective 2.1 by initiating restoration ACTIVITIES address quality of life, including crime reduction, loss of sea grass, gradually improve water quality. Work toward eliminating damage to inlet, harbor, beaches. Performance standards and eventual return to material levels. Environmental issues. Develop a base line with a view toward gradual return towards natural levels. Regarding the statements , the deeper the waters the higher the surface velocity. Landside infrastructure. Build a 2000 car garage with perimeter ramp to port level.

Comment Form 3

Objective 1.1 - Do you realize almost all the comments made have been written and given to the individuals to practice before they come? We've seen this all 3 meetings. Anything relating to cargo!! There have been many people coming in with cargo the thing. Regarding jobs why do they not read the newspaper which lists lots of jobs!

Comment Form 4

The Master Plan to date – an excellent job has been done to date given the diversified group you are working with. You have been able to put together everyone's ideas and needs. There have been many changes suggested – but basically you have put a document together which is good. Tonight's comments are adaptable and some probably not appropriate. I was skeptical after session one but extremely optimistic at this point.

Comment Form 5

Well run considering the diverse evidence and opinions you encountered. I'll be curious to see what is incorporated or deleted.

APPENDIX 2
POST-IT COMMENTS

Goal 1 Port Activities

Objective 1.1

- Delete policy 1.13 or move to 5.1 to inter-modal transportation section – ADD policy – The port of Ft. Pierce will continue to accommodate only the current level of cargo at the port.

Policy 1.1.3

- Not necessarily linking.
- Rewrite in its entirety because our community has determined a General Aviation -or- entirely deleted policy.

Policy 1.3.1

- Do not add cruise lines as this assumes a dredged depth to accommodate.

Policy 1.1.4

- Accommodate cargo operations to a maximum level of existing annual etc.

Objective 1.2

Policy 1.2.2

- Line 1. Should delete shall. Add after Port of Fort Pierce. Such activities should be ecologically and economically sustainable.

Objective 1.5

- The Port of Ft. Pierce shall strive to develop in such a manner that is economically beneficial while not creating an environment that would be conducive to criminal activity or enterprises. 1.5.3 – The Port of Fort Pierce shall provide for appropriate security infrastructure that is consistent with the treat level. (Lights, perimeter fencing, private security officers, etc.)

Policy 1.5.1

- If port entity is privately owned it should be funded by those owners.

Policy1.5.3

- The Port of Fort Pierce shall provide for appropriate security infrastructure that is consistent with the treat level. (Lights, perimeter fencing, private security officers, etc.)

Goal 2 Environmental Protection

Objective 2.1

- About any ship arriving in the Port. Every ballast tank containing water should be tested for live organisms!
- I.e. Delete or mitigate and permitted.

Policy 2.1.2

- The Port of Ft. Pierce shall prohibit development that increases long-term turbidity and/or removes or causes the removal of sea grass from the lagoon.

Policy 2.1.3

- Port of Fort Pierce shall protect indigenous species by prohibiting activities that are likely to introduce exotic species into the lagoon

Objective 2.2

- This section of the lagoon has within more varieties of marine species than anywhere in North America according to written information in Smithsonian magazine. This is a critical designation and should be mentioned.

Goal 4 Emergency Management

Objective 4.2

Policy 4.2.2.

- Hazardous materials shall not be allowed in the port.

Goal 5 Landside Infrastructure

Objective 5.1

Policy 5.1.1

- The City should support efforts to improve the south entrance to the Port along Second Street . . . and as development occurs the City shall require improvements to the intersection of U.S. #1 and Ave. "H" Fisherman's Wharf and it's intermediate vicinity. Jack Cahill

Goal 6 Navigation Channels

- Channel should be allowed to go back to 20.5 feet.

Objective 6.1

- Port of Fort Pierce shall not exceed the existing 28' channel depth.

Policy 6.1.3

- Maintain and limit depth of 28 feet.

Goal 7 Responsibility for the Port

Objective 7.1 and Policy 7.1.4 should include the city of Ft. Pierce.

Policy 7.1.2

- Port Authority elected by voters.

Policy 7.1.3

- Determine exact port boundaries as per the City of Fort Pierce Port Master Plan described.

Goal 7 OLD Policy 2 3 6.1.1

- Please return to Dec 20, 1999 boundaries of the port shall be:
    1. N. Taylor Creek
    2. E. Indian River Lagoon
    3. South Fisherman's Wharf
    4. W. 2nd Street

Other Post-it Comments:

Bill Hearn

- Goal to establish port boundaries: Objective: Provide elected officials prospective developers and investors, and the public a clear understanding of the physical boundaries of the Port as that term is used in this plan. Policy: The physical boundaries of the Port shall be:
    1. North: Taylor Creek
    2. East: The Indian River Lagoon
    3. South: Fisherman's Wharf
    4. West: Second Street

Charles Grande 561.229.9878

- The boundaries should be defined as they were in the city of Ft. Pierce Port Sub. Element dated Dec. 20, 1999.
- The plan is only logical if the Port's physical Boundaries are defined. You should adopt the City of FP accepted boundaries.
  North: Taylor Creek
  East: The Indian River Lagoon
  South: Fisherman's Wharf
  West: Second Street
- Objective – to provide elected officials, prospective developers and investors, and the public a clear understanding of the physical boundaries of the port as that term is used in this plan
  .
- Policy – The physical boundaries of the port shall be
  North: Taylor Creek
  East: The Indian River Lagoon
  South: Fisherman's Wharf
  West: Second Street
- Boundaries of the Port of Fort Pierce as follows:
  East of 2nd St. and south of Taylor Creek – West of the Indian River and North of Fisherman's Wharf. Total 113.46 Acres.

APPENDIX 3
WORKSHOP EVALUATION FORM

PORT OF FT. PIERCE MASTER PLAN
PUBLIC INPUT WORKSHOPS
WORKSHOP III NOVEMBER 29, 2001

How Well Did the Workshop Achieve the Meeting Objectives?

	Good Poor	Average
• To understand the role of the Port Master plan.	5 4 3 2 1 1 6 1 1	3.78
• To review the draft goals, objectives and policies and suggest refinements.	5 4 3 2 1 3 4 1 1	4.0

Rate the Following Aspects of the Meeting?

• Clarity of the meeting purpose and plan	5 4 3 2 1 2 5 2	4.0
• Background information was helpful	5 4 3 2 1 2 4 2 1	3.67
• Agenda packet was helpful	5 4 3 2 1 4 5	4.44
• Balance of structure and flexibility	5 4 3 2 1 3 3 1 1	4.0
• Group Involvement and productivity	5 4 3 2 1 5 4	4.56
• Facilitation	5 4 3 2 1 5 3 1	4.33
• Facility	5 4 3 2 1 2 6 1	4.0

General Comments:

- See attached.
- Materials not given in advance including agendas. Felt like I was in kindergarten.
- I believe that the overall points were made and that they kept respect in the meeting.
- Facilitators were excellent at keeping the group on task. Ideas vs. individuals.
- Well done.

What Did You Like Best About the Workshop?

- O.k.
- Opportunity to speak as a citizen of this community.
- Overall the many discussions.
- Freedom to express myself.
- Openness – free speaking encouraged.

How Could the Workshop Have Been Improved?

- O.k.
- Have local people conduct workshop who will live with the results.
- Not as long (6-8 maybe). Tables and chairs
- Break earlier so more people remain to conclusion.

FORT PIERCE CITY COMMISSION AND
ST. LUCIE COUNTY BOARD OF COUNTY COMMISSION

JOINT WORKSHOP
SUMMARY REPORT ON THE
PORT OF FT. PIERCE MASTER PLAN

February 19, 2002
1:30 - 3:30 PM

St. Lucie County Commission Chambers

Meeting Design & Facilitation By:

Florida Conflict Resolution
C O N S O R T I U M

Report By Jeff A. Blair and Rafael Montalvo
Website: consensus.fsu.edu

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INTRODUCTION

BACKGROUND

On February 19, 2002 the FAU Joint Center team preparing the Ft. Pierce Port Master Plan conducted a facilitated joint workshop with the Fort Pierce City Commission and the St. Lucie County Board of County Commission. The workshop was designed to allow Commissioners to provide feedback on the third draft of the Port Master Plan and to test Commissioners' level of support for the draft.

Prior to the joint workshop, Commissioners were asked to fill out a survey indicating their level of support for Draft II of the goals and objectives for the Port Master Plan.

In response to the survey results and extensive public comment compiled during three facilitated public input workshops, the Joint Center prepared a third draft of the proposed master plan for review and discussion at the February 19, 2002 joint workshop.

Commissioners were asked to provide feedback on the refinements made between Draft II and Draft III, and to offer any further recommendations for changes to the third Draft.

WORKSHOP PROCESS

The team provided the Commissioners with an overview of the survey results, refinements made between Draft II and Draft III in response to memberÆs and public concern, and then asked for comments and suggestions for refinements to Draft III. Commissioners were asked to express their comments and level of support on Draft III refinements and proposed changes offered during the workshop for the proposed Port of Ft. Pierce Master Plan.

The workshop was facilitated by the Florida Conflict Resolution Consortium and records of the discussions made on easel-pads during the course of the workshop. A more detailed description of the process used for each discussion is included in the corresponding sections of this report. This report presents the results of discussions and decisions made by the Commissioners at the joint workshop, based on transcripts of the easel-pad notes.

WORKSHOP OBJECTIVES

- To review elected officials and public comments received since presentations to City Commission and County Commission.
- To review refinements made to the draft in response to input received.
- To discuss and agree on any additional refinements needed.

AGENDA

The following agenda was used during the workshop. The full agenda packet used by participants is available separately from the consultant team.

1:30 **Welcome and Introductions**

1:35 **Introduction of Consultant Team**

1:40 **Agenda and Process Review**

1:50 **Review of Survey Results**

Review of key issues identified in the survey.

Identification of additional issues for discussion, if any.

2:00 **Discussion of Key Issues**

For each of the key issues identified in the survey:

- Review and clarify draft responses to previous elected official and public comment;
- Discussion of further refinements, if needed;
- Consensus-testing, as appropriate.

3:20 **Next Steps**

3:30 **Adjourn**

MEMBERS PRESENT

St. Lucie County

Doug Coward, Chairman
Frannie Hutchinson, Commissioner
Cliff Barnes, Commissioner
Paula Lewis, Commissioner
John Bruhn, Commissioner
County Attorney - Dan McIntyre
County Administrator - Doug Anderson

Fort Pierce

Edward Enns, Mayor
Rufus Alexander, Commissioner
R. Duke Nelson, Commissioner
Christine Coke, Commissioner
Robert Benton, Commissioner
Dennis Beach - City Manager
Robert Schwerer - City Attorney

WORKSHOP PROCESS

- Review of workshop agenda and objectives
- Review of workshop participation guidelines, facilitator's role and consultant's role
- Orientation to workshop packet/materials
- Overview of survey results
- Overview of refinements to Draft II to Draft III changes
- Topic discussion order based on survey results
- Facilitator's will introduce each topic and team will provide an overview of refinements to draft II reflected in draft III
- Facilitator's will ask for clarifying questions first
- Comments/Discussion
- Proposed options
- Pros and cons
- Test for consensus

ACTIVITIES

REVIEW OF SURVEY RESULTS (See Attachment 1)

The facilitators noted that in general the survey's indicated a high level of support for Draft II with most objectives receiving an average consensus-ranking of 4 or higher. Those objectives that received less than a 4 would be highlighted for discussion at today's joint workshop. In addition, it was noted that many refinements had been made in Draft III to address concerns identified in the survey results and through public comment. Commissioners were reminded that since refinements had been made in Draft III comments and suggested changes should be based on the third draft.

The team suggested a discussion order based on survey responses to Draft II. All objectives that received an average score of under 4 on a scale of from 5 to 1ùwith 5 indicating agreement and 1 indicating disagreement would be discussed first.

The following discussion order was suggested and approved by Commission members:

Goal 1 Responsibility for the Port including boundary area
Objective 1.1
Objective 1.2
Goal 7 Navigation Channels
Objective 7.1
Goal 6 Landside Infrastructure
Objective 6.1
Goal 2 Port Activities
Objective 2.3
Goal 3 Environmental Protection
Objective 3.1

The following objectives, which received high consensus-test results, were also identified by Commissioners as priorities for discussion.

Objectives: 2.1, 2.2, 2.4, 3.3, 4.1

Following discussion and agreement on refinements to the above referenced objectives, Commissioners were asked to identify any additional objectives they would like to discuss.

DISCUSSION OF KEY ISSUES

Goal 1 Responsibility for the Port including boundary area
Objective 1.1

Comments
Objective 1.1

Re: Goal 1 Does "vested" by "Law" modify ownership?
Role of title? Flag for clarification.

Critical that Ft. Pierce have major input on Port Authority

- Was "conjunction" stronger than "cooperation"?
- Need 2 years?
  Yes, from County's perspective.
- If we don't know who "Port" is, how can we say what it should do?

Policies 1.1-1.15

- Does deletion of - unless Port Authority legislatively established make it harder to do this?

Policy 1.1.1

- Add "local" elected officials (Policy leaves open possibility of working with city later)
- Leave authority as is for now

Approved Refinements to 1.1

Add local officials to policy 1.1.1

Test for Consensus on 1.1

The 10 Commission members unanimously expressed their support for Objective 1.1 including the approved refinements listed above.

Objective 1.2

Comments

Objective 1.2

- Port of Ft. Pierce is a geographical area. This requires a person to be in charge.

Policy 1.2.2

- Does this eliminate the possibility of using northern section for megayachts? Make sure it doesn't.
- Use tourist, commercial and recreational uses to give more flexibility.

Approved Refinements to 1.2

Use tourist, commercial and recreational uses in 1.2.3

Test for Consensus on 1.2

The 10 Commission members unanimously expressed their support for Objective 1.2 including the approved refinements listed above.

Goal 7 Navigation Channels

Objective 7.1

Comments

- Does this exclude future needs? Does this mean we will adamantly stay with this even if a future need that is different comes up?
- Goal and objective language inconsistent with each other.
- Seems to create a legal duty to maintain at 28 - may create liability for port if not maintained.
- Heard from Harbor Branch yet?
- Shall maintain maximum channel depth and maximum channel width - important to worm reefs and ledges û economically important and important to fish and lobster.
- Survey, document and protect worm reefs. (See prepared statement)
- Require EIS to change width.
- There is opportunity to promote high quality economic development within current depth and width. Ditto comment on width.
- Concern about future needs someone in future may not be concerned about snook or snooper.
- Concern about including specific #s - what if needs change - but probably won't make a difference.
- Change goal language existing and limited (?) - future needs?
- Any concerns about width- One concern, may need to change.
- If change needed, can be changed.
- Concerns about deleting future needs.
- Don't agree with 28" will meet future needs
- Future needs as outlined in this plan - General agreement.
- What would be reaction to military use to Port?

~~Maintain~~ support a maximum channel depth

Approved Refinements to 7.1
~~Maintain~~ support a maximum channel depth

Research, define, and specify a maximum channel width in the Plan.

Test for Consensus on 7.1

The 10 Commission members unanimously expressed their support for Objective 7.1 including the approved refinements listed above.

Goal 6 - Landside Infrastructure
Objective 6.1
Comments

- Why were DCA and OTTED left off? Add
- 6.1.2 Assumption - St. Lucie County as port authority? Yes
- Better to say Port of Ft. Pierce.
- Little need to link airport and seaport û no objection, but should not be a priority to increase link or invest.

To city's benefit to keep link concept in plan.

Approved Refinements to 6.1

Add DCA and OTTED to list.
Replace St. Lucie County with Port of Ft. Pierce.

Test for Consensus on 6.1

The 10 Commission members unanimously expressed their support for Objective 6.1 including the approved refinements listed above.

Goal 2 - Port Activities
Objective 2.3
Comments
2.3.1

- Does removal of repair yards and marine facilities preclude those for megayachts?
- Related service needs covers those?
- May also need repair yard to service small or regular sized boats already there. Leave in

2.3.2

- Add research vessels.
- Add or specify port for tall ships (sailing ships).

2.3.2
Why was Charrette reference kept here? And not elsewhere? Not needed.

Approved Refinements to 2.3

Indicate Port's designation as a tall sailing ship port.

2.3.1 Add additional examples of activities, i.e., boat service and repair yards, and marina facilities.

2.3.2 add; i.e., research vessels.

Remove reference to Port of Ft. Pierce Charrette.

Test for Consensus on 2.3

The 10 Commission members unanimously expressed their support for Objective 2.3 including the approved refinements listed above.

Objective 2.2

Comments

Policy 2.2.3

- Move eminent domain.
- Better define appropriate unit of government, mechanisms
- Should or shall? Shall?
- Legal issue û mandatory to spend $Æs for eminent domain.
- Consultant or Attorneys.

Approved Refinements to 2.2

Move eminent domain to end of 2.2.3

Test for Consensus on 2.2

The 10 Commission members unanimously expressed their support for Objective 2.2 including the approved refinements listed above.

Goal 3 Environmental Protection

Objective 3.1

Comments

Storm water systems not currently adequate - need to invest to retrofit.

Approved Refinements to 3.1

None made.

Test for Consensus on 3.1

The 10 Commission members unanimously expressed their support for Objective 3.1 as proposed in Draft III.

Objective 2.1

Comments

Enhance economic prosperity instead of exceed average salary. That is a sliding scale.

Test for Consensus on 2.1

The 10 Commission members unanimously expressed their support for Objective 2.1 as proposed in Draft III.

Objective 2.4

Test for Consensus on 2.4

The 10 Commission members unanimously expressed their support for Objective 2.4 as proposed in Draft III.

Objective 3.3

Test for Consensus on 3.3

The 10 Commission members unanimously expressed their support for Objective 3.3 as proposed in Draft III.

Objective 4.1

Test for Consensus on 4.1

The 10 Commission members unanimously expressed their support for Objective 4.1 as proposed in Draft III.

Goal 8 Manatee Protection

Policy 8.1.1

Comments

Adjusting future and proposed? If so specify.

Approved Refinements to 8.1

Policy 8.1.1 applies to future and proposed docks and not existing.

Test for Consensus on 8.1

The 10 Commission members unanimously expressed their support for Objective 8.1 as proposed in Draft III.

Objective 5.2

Comments

- No language addressing types of materials we don't want to see?

- Agree, but we need history (info).
- Oremulsion, aregonite.
- How do you specify which?
- How do you enforce? Can you legally?
- Environmental protection policies may suffice.
- This may be a reason for port to be in public ownership, so public.
- Would like to see at least broader language that we do not want to see hazardous materials commerce going in and out. Would provide direction for RFP.
- Would like to see height limit (100Æ. Conditional use above that.
- Hazardous materials and heights land û use and zoning issues. Would policy infringe on this?
- Leave with city.

Approved Refinements to 5.2

Draft should reflect general policy that Port will not be used for hazardous materials commerce.

Test for Consensus on 5.2

The 10 Commission members unanimously expressed their support for Objective 5.2 as proposed in Draft III.

New Goal 3 policy

Comments

Do not want to see north south bulkheads û whenever we improve shoreline would rather do so in a way that absorbs energy.

Test for Consensus on new policy to Goal 3

The 10 Commission members unanimously expressed their support for a new policy in Goal 3 that would encourage wave energy absorbing bulkheads in the Port area.

ATTACHMENT 1
Port of Ft. Pierce Master Plan
Draft Goals, Objectives, and Policies Survey

	Objective	City Average	County Average
Goal 1 - Responsibility for the Port			
	1.1	1.33	2.33
	1.2	2.5	4.7
Goal 2 - Port Activities			
	2.1	4.67	4.33
	2.2	4.83	4.0
	2.3	4.8	3.7
	2.4	5.0	5.0
	2.5	4.83	4.0
Goal 3 - Environmental Protection			
	3.1	4.83	3.7
	3.2	4.67	4.7
	3.3	4.5	4.33
Goal 4 - Public Access			
	4.1	4.5	4.33
Goal 5 - Emergency Management			
	5.1	5.0	5.0
	5.2	4.8	5.0
Goal 6 - Landside Infrastructure			
	6.1	4.5	3.0
Goal 7 - Navigation Channels			
	7.1	4.2	1.67
Overall Reaction to the Draft		**4.0**	**3.33**

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

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Governor

STEVEN M. SEIBERT
Secretary

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COUNTY ATTORNEY

February 27, 2002

Daniel S. McIntyre
County Attorney
St. Lucie County
2300 Virginia Avenue
Fort Pierce, Florida 34982-5652

RE: Port of Fort Pierce - Procedure for Adoption of Port Master Plan

Dear Mr. McIntyre:

This is in response to your letter of February 25, 2002 regarding the procedures for the adoption of a port master plan. I agree with your assessment and concur that St. Lucie County is now the "appropriate local government" for integrating the port master plan into the County's comprehensive plan pursuant to the provisions of Section 163.3178(2)(k), Florida Statutes.

Let me know if you have any further questions regarding this matter.

Sincerely,

Richard A. Lotspeich
Assistant General Counsel

RAL/ms

CC: ST

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: http://www.dca.state.fl.us

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BOARD OF COUNTY COMMISSIONERS

COUNTY ATTORNEY

Daniel S. McIntyre

Heather Young ASSISTANT COUNTY ATTORNEY
Katherine Mackenzie-Smith ASSISTANT COUNTY ATTORNEY

February 25, 2002

Richard A. Lotspeich, Esq.
Assistant General Counsel
State of Florida
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

RE: **Port of Fort Pierce - Procedure for Adoption of Port Master Plan**

Dear Mr. Lotspeich:

Thank you for your letter of December 27, 2001. As a followup to my letter of December 17, 2001, please note that the planning area which constitutes the port has been expanded. The expanded area now includes property that is located within unincorporated St. Lucie County as well as property located within the corporate limits of the City of Fort Pierce. Based on this, it appears that the "appropriate local government" is now St. Lucie County so that the port master plan should be integrated into the coastal management element of the County's comprehensive plan.

Please let me know if you agree with my assessment.

Sincerely,

Daniel S. McIntyre
County Attorney

DSM/caf

Copy to: Board of County Commissioners
County Administrator
Community Development Director

STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

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Secretary

December 27, 2001

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COUNTY ATTORNEY

Mr. Daniel S. Mc Intyre
County Attorney
St. Lucie County
2300 Virginia Avenue
Fort Pierce, Florida 34982-5652

RE: Procedure for Adoption of Port Master Plan - City of Fort Pierce

Dear Mr. McIntyre:

The Department is in receipt of your letter of December 17, 2001 regarding the procedures for the preparation of the comprehensive port master plan and the integration of that master plan into the coastal management element of the City of Fort Pierce comprehensive plan under Section 163.3178(2)(k), Florida Statutes. We have reviewed your understanding of the procedures and can confirm that your understanding is consistent with the provisions of the statute. Accordingly, we concur with the procedures set forth in your letter.

Please feel free to contact me if you have any further questions regarding this matter.

Sincerely,

Richard A. Lotspeich
Assistant General Counsel

RAL/ms

2555 SHUMARD OAK BOULEVARD - TALLAHASSEE, FLORIDA 32399-2100
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BOARD OF COUNTY COMMISSIONERS

COUNTY ATTORNEY

Daniel S. McIntyre

Heather Young ASSISTANT COUNTY ATTORNEY
Katherine Mackenzie-Smith ASSISTANT COUNTY ATTORNEY

December 17, 2001

Cari L. Roth, Esquire
General Counsel
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: **Procedure for Adoption of Port Master Plan for the Port of Fort Pierce**

Dear Ms. Roth:

St. Lucie County needs clarification as to the proper procedure for preparation and approval of a comprehensive port master plan as required by Section 163.3178(2)(k), Florida Statutes. The cited Section requires that each coastal management element of a comprehensive plan is required to include a port master plan for any listed deepwater port within the jurisdiction of the government preparing the relevant comprehensive plan.

Based on the statute, it appears that the appropriate procedure is:

1. Preparation of a comprehensive master plan for the deepwater port by the appropriate port authority (in this case, St. Lucie County).

2. Submission of the port master plan to the "appropriate local government" at least six months prior to the due date of the local government for integration into the coastal element. (In this case, the appropriate local government for comprehensive planning purposes is Fort Pierce.)

3. Integration of the port master plan into the overall coastal management element by the appropriate local government (Fort Pierce) and submission to the Department of Community Affairs for review.

JOHN D. BRUHN, District No. 1 • DOUG COWARD, District No. 2 • PAULA A. LEWIS, District No. 3 • FRANNIE HUTCHINSON, District No. 4 • CLIFF BARNES, District No. 5
County Administrator - Douglas M. Anderson
2300 Virginia Avenue • 3rd Floor Admin. Annex • Fort Pierce, FL 34982-5652 • Phone (561) 462-1415
FAX (561) 462-1440 • TDD (561) 462-1428

By the way of background, all of the planning area which constitutes the port is located within the jurisdictional boundaries of the City of Fort Pierce. Under the circumstances, it is the County's conclusion that the County's responsibility is for preparation and submission of the master plan. Fort Pierce's responsibility is review of the master plan and integration into its comprehensive plan.

On behalf of St. Lucie County, I would very much appreciate your confirmation of the foregoing procedure.

Sincerely,

Daniel S. McIntyre
County Attorney

DSM/caf

Copy to: Board of County Commissioners
County Administrator
Community Development Director
Economic Development Manager

Agenda Request

Item Number 5-A
Date: Mar 12, 2002

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

To: Board of County Commissioners

Submitted By: Community Development Dept.

Presented By
Com. Development Director

SUBJECT: Consider draft Resolution No. 02-033, the Revised Master Plan for the Port of Ft. Pierce

BACKGROUND: Attached is a copy of Draft Resolution 02-033 which, if approved, would accept the revised Goals, Objectives and Policies (GOP's) for the Port of Ft. Pierce Master Plan. As the Board is aware, several months ago the Board contracted with the FAU Joint Center for Environmental and Urban Problems for the development of the revised Master Plan for the Port of Ft. Pierce. The Joint Center has prepared this Master Plan to meet the requirements of Chapter 163, Florida Statutes. The *Port Master Plan* is intended to be principally a "policy type" of document rather than a specific layout plan for the Port Area.

Following the Board's final action on this Master Plan, the County will initiate the process to have this Master Plan incorporated into the St. Lucie County Comprehensive Plan. This action would be consistent with the requirements of Chapter 163.3178(2)(k), Florida Statutes.

FUNDS AVAILABLE:

PREVIOUS ACTION:

RECOMMENDATION: Staff recommends that the Board approve Draft Resolution 02-033 and further recommends that the Board direct staff to initiate the Plan Amendment process to the County's Comprehensive Plan to provide for the incorporation of this document into the Local Comprehensive Plan and that a copy of this Master Plan be sent to the City of Ft. Pierce.

COMMISSION ACTION:
[ ] APPROVED [ ] DENIED
[ ] OTHER

CONCURRENCE:

Douglas M. Anderson
County Administrator

Coordination/ Signatures

County Attorney
Originating Dept.:
Finance:
Mgt. & Budget:
Other:
Purchasing:
Other:

(agend619a)

COUNTY COMMISSION REVIEW: March 12, 2002

COMMUNITY DEVELOPMENT DEPARTMENT
Administration

MEMORANDUM

TO: County Commission

FROM: Community Development Director

DATE: March 6, 2002

SUBJECT: Consider Accepting the New Master Plan for the Port of Ft. Pierce.

Attached is a copy of Draft Resolution 02-033 which, if approved, would accept the revised Goals, Objectives and Policies (GOP's) for the Port of Ft. Pierce Master Plan. As the Board is aware, several months ago the Board contracted with the FAU Joint Center for Environmental and Urban Problems for the development of the new Master Plan for the Port of Ft. Pierce. The Joint Center has prepared this Master Plan to meet the requirements of Chapter 163, Florida Statutes. The *Port Master Plan* is intended to be principally a "policy type" of document rather than a specific layout plan for the Port Area. This Master Plan does not include detailed site layouts for the Port Area nor does it address specific land use and zoning matters that are more appropriately the responsibility of the local governing authority in the Port Area. That type of decision rests with the City of Ft. Piece or the County for those lands that lie within their territorial jurisdictions.

Through the development of this Master Plan, the consultants have employed a public participation process that has resulted in the receipt of extensive public input and coordination with all effected stakeholders in the area. On February 19, 2002, this Board, and the City Commission of Ft. Pierce held a joint workshop for the purpose of discussing the status of the Master Plan and reviewing the latest version of the Goals, Objectives and Policies of this Master Plan. Based upon the comments presented at that meeting, this final draft of the GOP's has been amended to reflect the issues raised and we believe the consensus agreements of both governing bodies.

Following the Board's final action on this Master Plan, the County will initiate the process to have this Master Plan incorporated into the St. Lucie County Comprehensive Plan. This action would be consistent with the requirements of Section 163.3178(2)(k), Florida Statutes.

When the Master Plan update process was initiated it was the original intention of all parties to have this Master Plan approved by the County Commission, since the Board is the recognized as the managing Authority for the Port of Ft. Pierce, and then transmit this Plan to the City of Ft. Pierce for incorporation into the City's Comprehensive Plan. However, through the development and definition of the "Port Planning Area", and by through the necessity of having to include the unincorporated areas of Taylor Creek and the North Jetty area of the Ft. Pierce Inlet into the Port Planning Area the law requires that the Port Master Plan be incorporated into, the County's Comprehensive Plan. Staff still recommends that following any adoption of this Port Master

Plan a copy of this Plan should be transmitted to the City of Ft. Pierce for possible inclusion in the City's local comprehensive plan.

Noting the above comments. staff recommends that the Board approve Draft Resolution 02-033 and further recommends that the Board direct staff to initiate the Plan Amendment process to the County's Comprehensive Plan to provide for the incorporation of this document into the Local Comprehensive Plan and that a copy of this Master Plan be sent to the City of Ft. Pierce.

If you have any questions, please let us know.

SUBMITTED:

Dennis J. Murphy, AICP
Community Development Director

DJM
PORT1A(H)
CC: County Administrator
City Administrator
County Attorney
City Attorney
James Murley

RESOLUTION 02-033

A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF ST. LUCIE COUNTY, FLORIDA ACCEPTING 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. Florida Statues, Section 163.3178 (2)(k), requires all recognized deepwater ports in the State of Florida prepare a master plan to be submitted to the appropriate local government for inclusion within that governments 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, this Board held 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,

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

PART A. THE GOALS, OBJECTIVES AND POLICIES FOR THE PORT OF FORT PIERCE MASTER PLAN ARE ACCEPTED TO READ AS FOLLOWS:

See attached Exhibit 1

APR _ 4 2002

AFTER MOTION AND SECOND, the vote on this Resolution was as follows:

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2021339 OR BOOK 1505 PAGE 1483
Recorded:03/22/02 09:23

Chairman Doug Coward	AYE
Vice-Chairman Cliff Barnes	AYE
Commissioner John Bruhn	AYE
Commissioner Frannie Hutchinson	AYE
Commissioner Paula A. Lewis	AYE

PASSED AND DULY ADOPTED this 12th day of March 2002.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY_____
Vice-Chairman

ATTEST:

DEPUTY CLERK

APPROVED AS TO FORM AND
CORRECTNESS:

COUNTY ATTORNEY

OR BOOK 1505 PAGE 1484

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 ort on marine industries, specifically the megayacht industry, and for such uses to serve as the anchor tenant at the Port of Fort Pierce. The Port Master Plan more clearly defines this community vision, strengthens local control over the process, and provides flexibility to ensure intergovernmental coordination and the desired mix of uses. References to the "Port of Ft. Pierce" in the Goals, Objectives, and Policies shall be liberally interpreted to mean the appropriate local government entity charged with the responsibility for enforcing or completing the specific objective or policy statement.

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Goals, Objectives, and Policies for Port of Ft. Pierce

Goal 1 Responsibility for the Port

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

Objective 1.1

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

Policy 1.1.1

St. Lucie County shall explore and consider all options for the management and operations of the Port of Fort Pierce in cooperation with the municipalities and local officials. These discussions shall take place prior to December 2004 through either a task force or joint workshop of the elected officials.

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Policy 1.1.2

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

Policy 1.1.3

The Port of Ft. Pierce shall determine whether to initiate actions necessary to acquire public ownership of those areas in the port determined to be in the public interest.

Policy 1.1.4

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

Policy 1.1.5

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

Objective 1.2

The Port of Ft. Pierce shall establish a general Port Planning Area boundary and a Port Operations Area boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Ft. Pierce The Port Planning Area and Port Operations Area are identified in Figure A.

Policy 1.2.1

The Port of Ft. Pierce shall support development of commercial marine uses, such as megayacht construction and maintenance, marine research facilities, or expansion of tourist/recreational uses, depending on market conditions.

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Policy 1.2.2

The Port of Ft. Pierce shall support development of tourist, commercial and recreational use primarily in the northern third of the undeveloped port property.

Policy 1.2.3

The Port of Ft Pierce shall continue to support limited cargo operations as described in Policy 2.1.2.

Policy 1.2.4

Activities within the remaining Port Planning Area shall comply with the applicable State and County laws and the applicable plans and regulations of the City of Ft. Pierce or St. Lucie County.

Goal 2 Port Activities

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

Objective 2.1

The Port of Ft. Pierce should strengthen the economic development activities in the Port Operations Area by working with federal, state and local government, the private sector, and other interested parties to formulate an economic development plan by 2004 that will foster new jobs that exceed the County's average annual wage and enhance the community's prosperity.

Policy 2.1.1

The Port of Ft. Pierce shall encourage the development, renovation and improvement of port facilities to maximize current potential, including rehabilitation and modernization of existing buildings consistent with the City of Ft. Pierce downtown redevelopment.

Policy 2.1.2

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The Port of Ft. Pierce will continue as a deepwater port that will accommodate limited cargo operations. Gentrification of cargo areas shall be emphasized and flexibility shall be retained in the Berth 1 area to allow either limited cargo operations or marine industries. All such uses shall be consistent with the general mix of uses described herein and compatible with adjacent land uses and natural resources.

Policy 2.1.3

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

Policy 2.1.4

St. Lucie County, working with federal, state and local governments, the private sector, and other interested parties may provide incentives for jobs that exceed the County's average annual wage.

Policy 2.1.5

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

Objective 2.2

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

Policy 2.2.1

The Port of Ft. Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, should develop and maintain aesthetically pleasing public port facilities and landscaping to encourage new and expanded business development.

Policy 2.2.2

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The Port of Ft. Pierce, in cooperation with other governmental bodies, should ensure that port facilities are aesthetically compatible with newly renovated downtown Ft. Pierce and other adjacent neighborhood areas and in compliance with the City of Ft. Pierce regulations.

Policy 2.2.3

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

Objective 2.3

The Port of Ft. 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 Ft. Pierce so there is no net loss of marine industry.

Policy 2.3.1

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

Policy 2.3.2

The Port of Ft. Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties shall accommodate water-related marine activities such as megayachts, marine research vessels, tall sailing vessels, restaurants, hotels, and related service activities within the Port Planning Area for the benefit of the residents and visitors to the community.

Policy 2.3.3

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

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Policy 2.3.4

The Port of Ft. Pierce, working with federal, state and local governmental bodies, the private sector and other interested parties, and other interested parties, shall encourage the location of additional marine science facilities in the Port Planning Area that are compatible with the Smithsonian and the Harbor Branch Oceanographic Institution.

Policy 2.3.5

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

Objective 2.4

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

Policy 2.4.1

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

Policy 2.4.2

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

Objective 2.5

The Port of Ft. Pierce, in compliance with federal, state, and local laws, shall work with appropriate public safety entities to revise the port security management plan for the Port Operations Area by December 2003.

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Policy 2.5.1

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

Policy 2.5.2

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

Goal 3 Environmental Protection

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

Objective 3.1

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

Policy 3.1.1

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

Policy 3.1.2

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The Port of Ft. Pierce, working through the Comprehensive Plans and Land Development Regulations of the appropriate local general purpose government, shall address excessive freshwater inflows originating from the Port Planning Area to minimize their impacts on estuarine salinity, consistent with guidelines being developed by the U.S. Army Corp of Engineers and the South Florida Water Management District in the Indian River Lagoon - South Feasibility Study Draft (2001).

Policy 3.1.3

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

Policy 3.1.4

The Port of Ft. Pierce shall work with other governmental bodies, private interests, and other interested parties, to enforce existing laws and prevent exotic invasive species from entering the Indian River Lagoon via ship's ballast and bilge water, cargo or any other method.

Policy 3.1.5

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

Objective 3.2

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

Policy 3.2.1

The Port of Ft. Pierce shall work with other governmental bodies, private interests, and other interested parties, to preserve and restore seagrass beds and mitigate

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any permitted losses to existing seagrass beds caused by port activities to the maximum extent possible.

Policy 3.2.2

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

Policy 3.2.3

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

Objective 3.3

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

Policy 3.3.1

The Port of Ft. Pierce, working with the Comprehensive Plan and Land Development Regulations of the appropriate local general purpose government , shall address maintenance and reduction of existing air quality emissions from port activities to ensure that new emissions from the port meet applicable air quality standards.

Policy 3.3.2

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

Policy 3.3.3

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

Policy 3.3.4

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

Objective 3.4

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

Policy 3.4.1

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

Policy 3.4.2

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

Policy 3.4.3

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

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Policy 3.4.4

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

Policy 3.4.5

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

Policy 3.4.6

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

Policy 3.4.7

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

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Goal 4 Public Access

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

Objective 4.1

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

Policy 4.1.1

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

Policy 4.1.2

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

Policy 4.1.3

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

Policy 4.1.4

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

Policy 4.1.5

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

Policy 4.1.6

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

Goal 5 Emergency Management

The public will be protected in various emergency situations through cooperation between the Port of Ft. Pierce with other governmental bodies to

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achieve maximum levels of safety and to restrict commerce of hazardous materials in the Port of Ft. Pierce.

Objective 5.1

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

Policy 5.1.1

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

Objective 5.2

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

Policy 5.2.1

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

Policy 5.2.2

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

Goal 6 Landside Infrastructure

Landside and waterside infrastructure serving the Port of Ft. 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.

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Objective 6.1

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

Policy 6.1.1

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

Policy 6.1.2

The Port of Ft. Pierce should enhance and expand activities that tie the port to the St. Lucie County Airport and coordinate with the Florida Department of Community Affairs (DCA), the Governor's Office of Tourism, Trade, and Economic Development (OTTED), Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail service, in order to encourage multimodal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County. Beginning in 2003 and continuing annually thereafter, Port of Ft. Pierce shall prepare a State of the Ports Report to demonstrate to the public how activities of both facilities are furthering the quality of life of St. Lucie County residents.

Policy 6.1.3

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

Goal 7 Navigation Channels

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

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Objective 7.1

The Port of Ft. Pierce shall maintain a maximum channel depth at 28 feet with its current width as identified on the Army Corps of Engineers' Project Condition Survey dated August 2001 (attached as Exhibit A).

Policy 7.1.1

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

Policy 7.1.2

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

Objective 7.2

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

Policy 7.2.1

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

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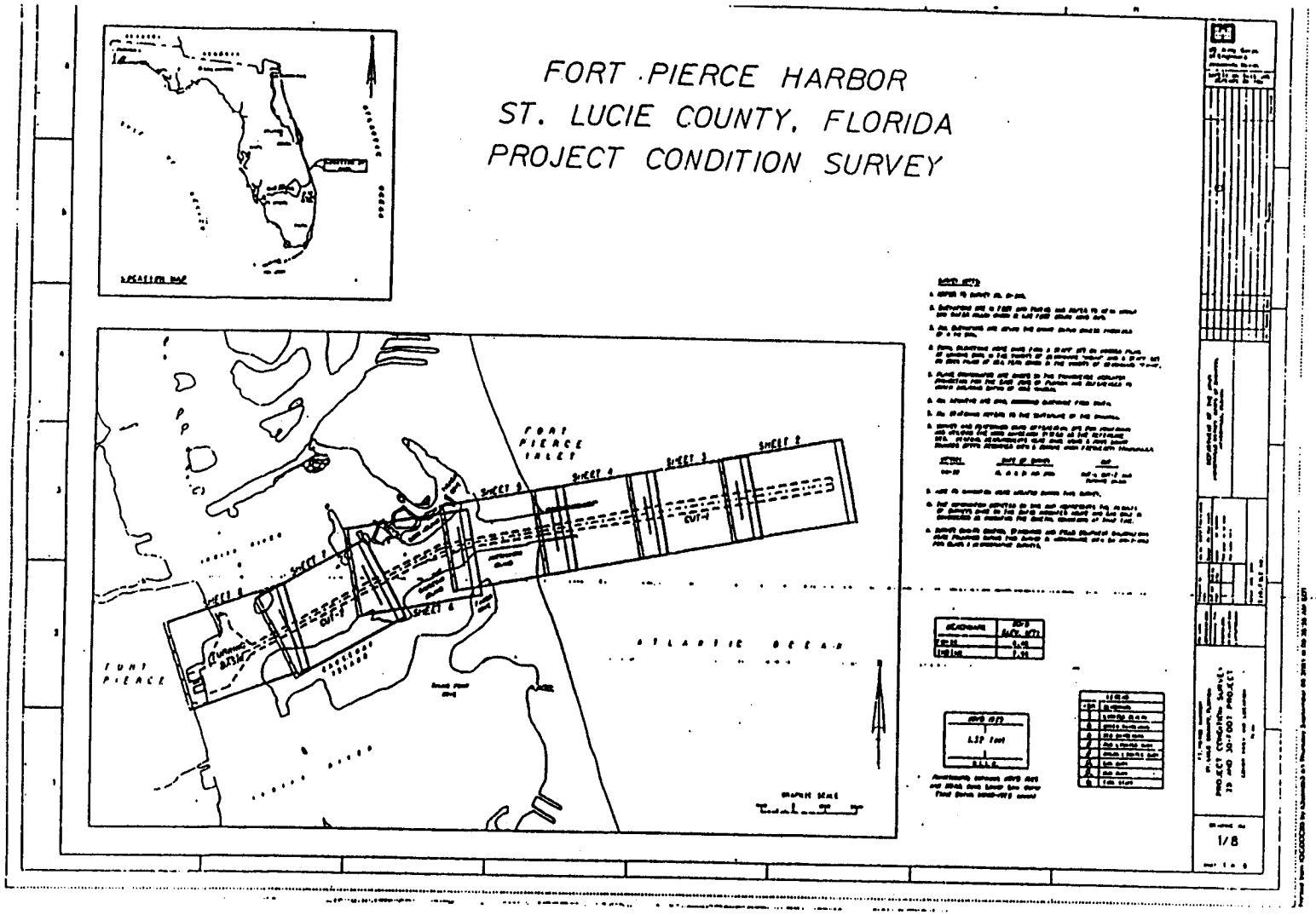
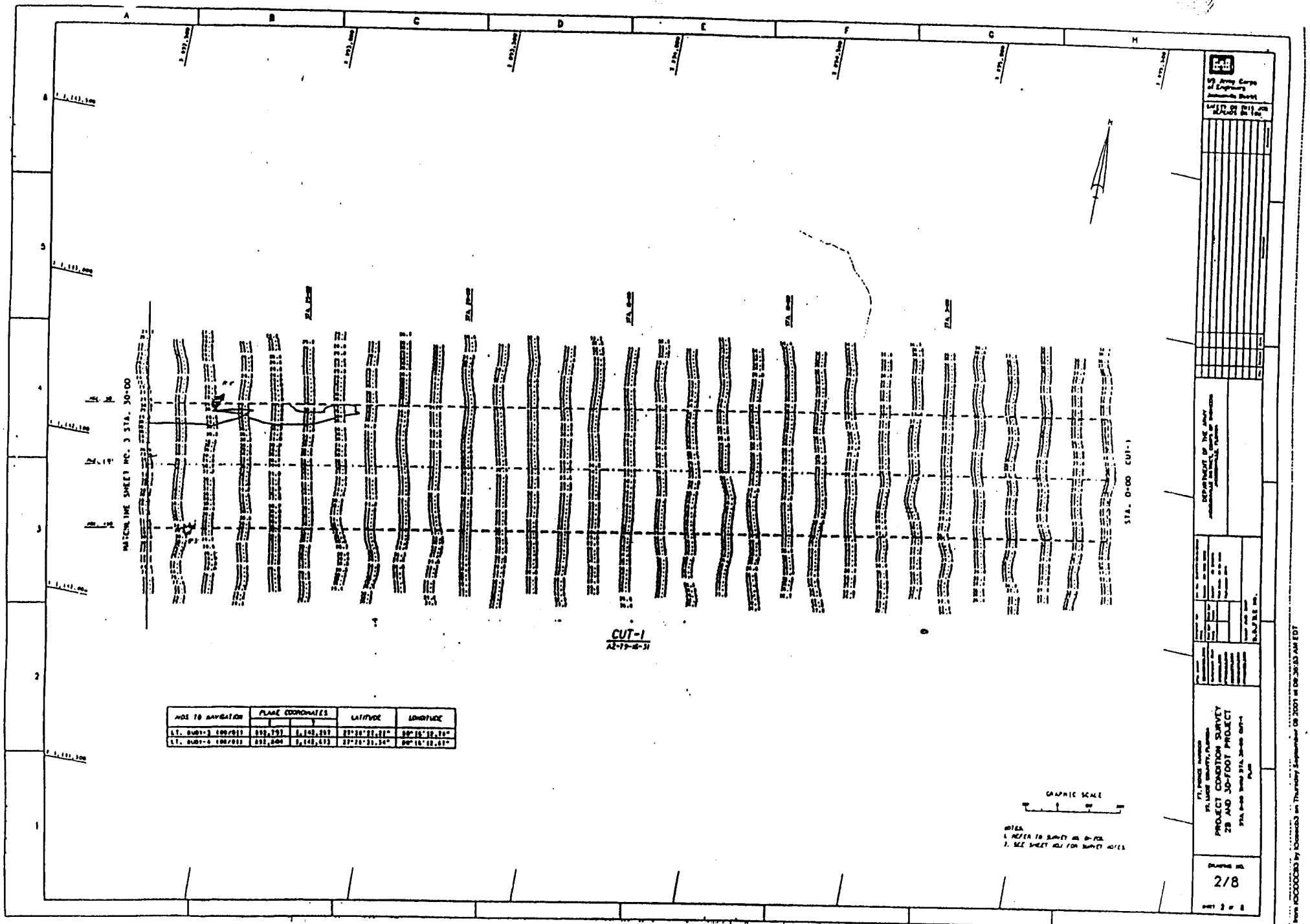
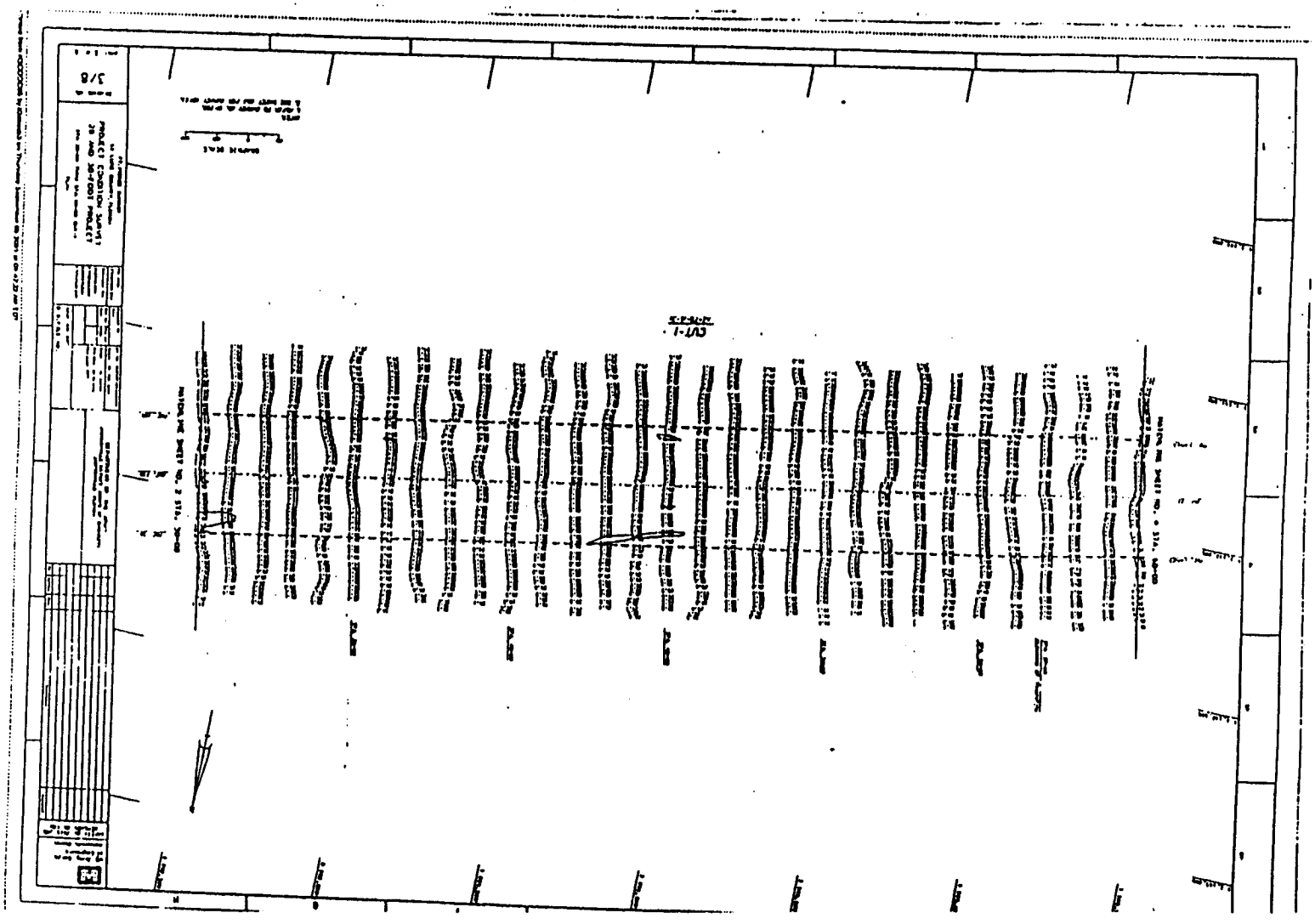
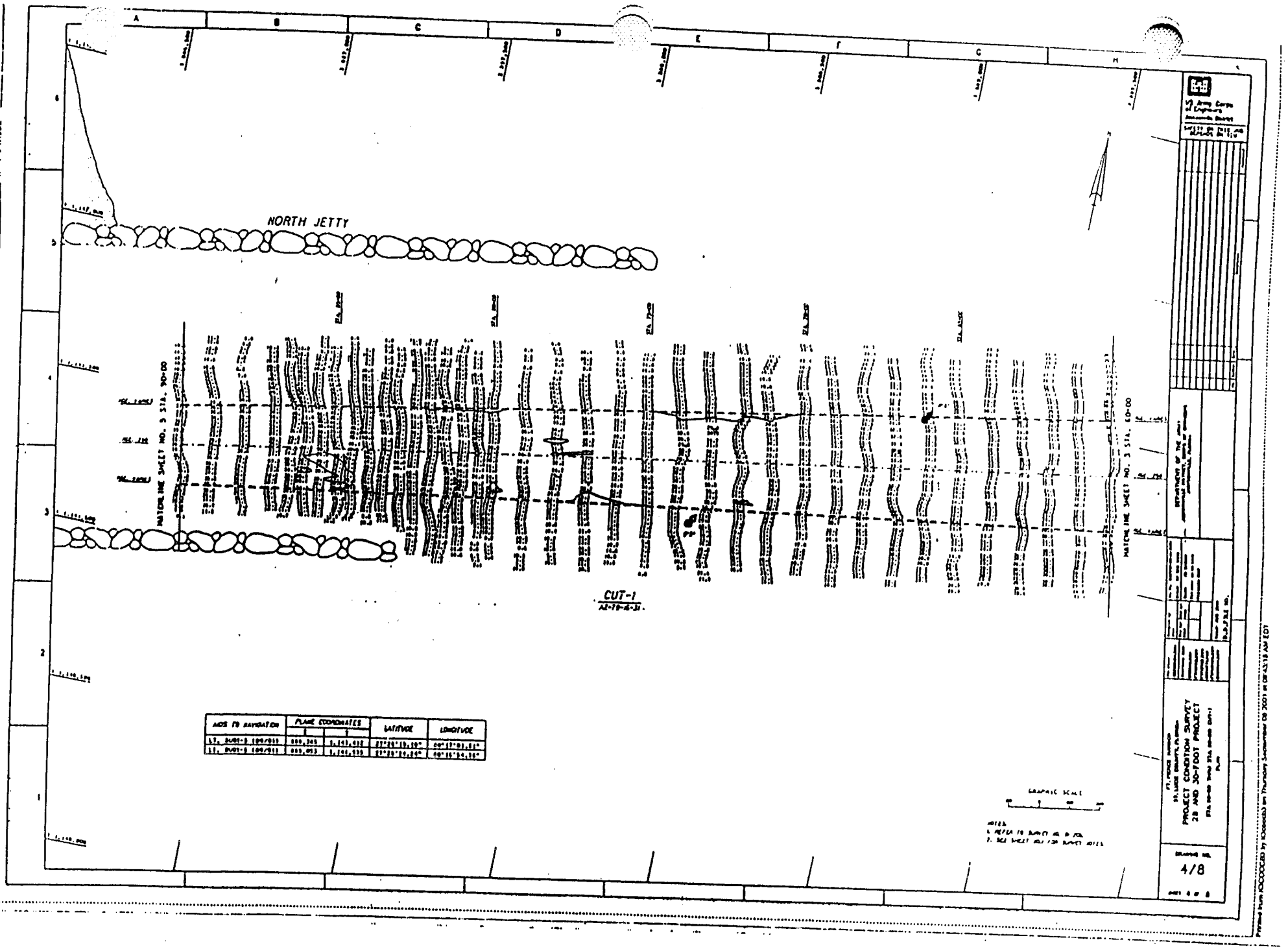

FORT PIERCE HARBOR
ST. LUCIE COUNTY, FLORIDA
PROJECT CONDITION SURVEY
FORT PIERCE INLET
ATLANTIC OCEAN
FORT PIERCE
1/8

Exhibit A



AIDS TO NAVIGATION	PLANE COORDINATES		LATITUDE	LONGITUDE





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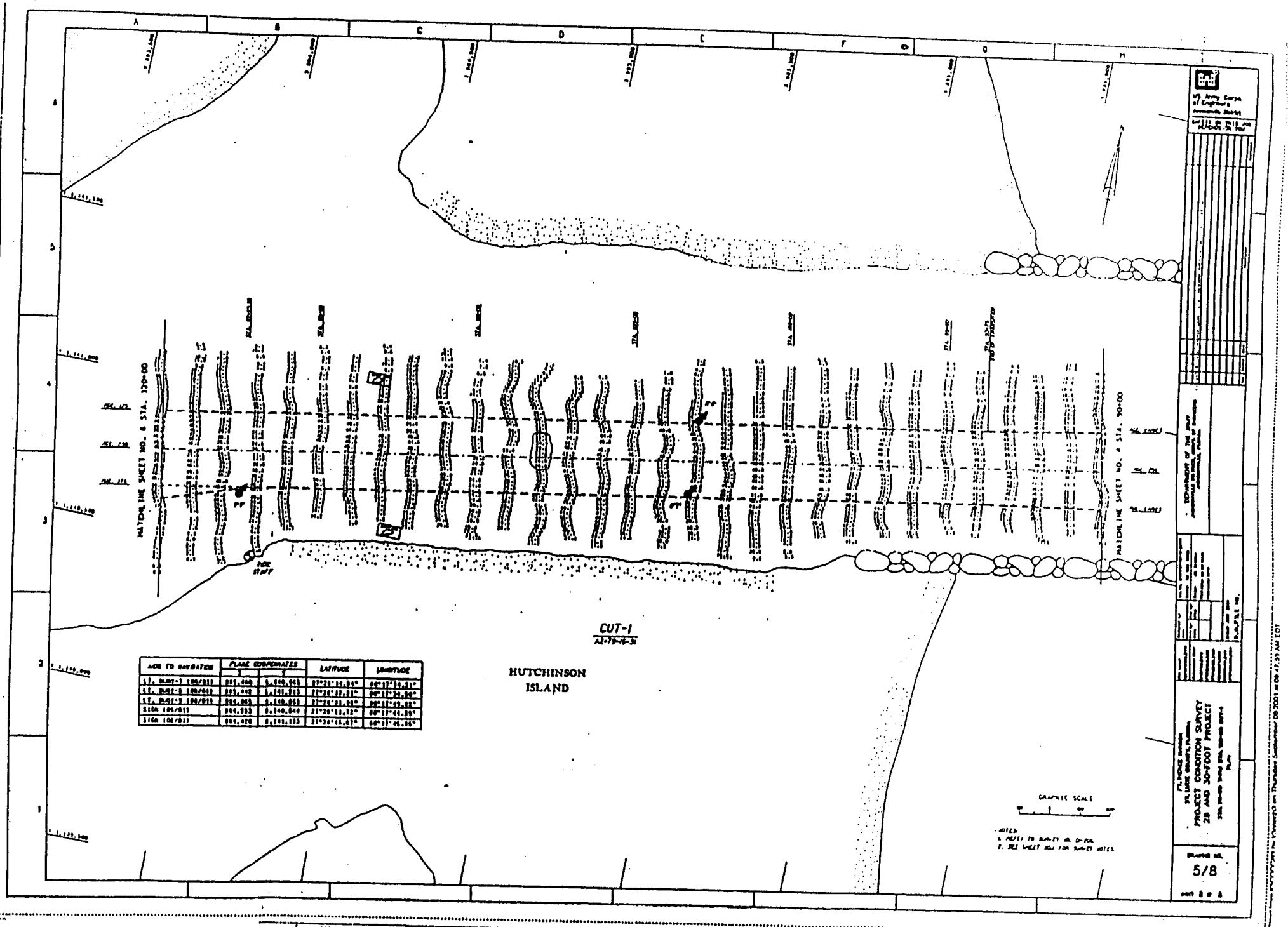

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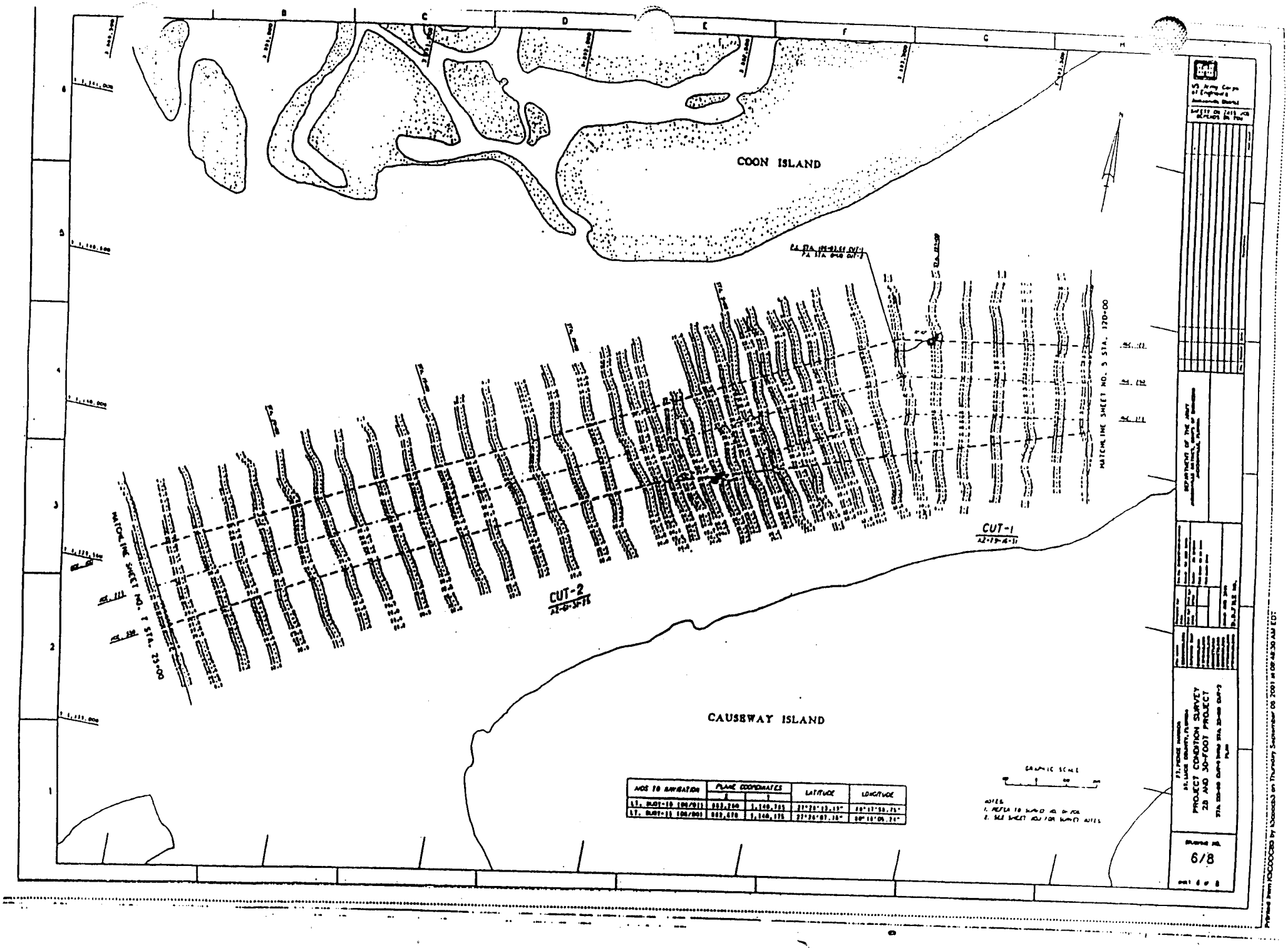

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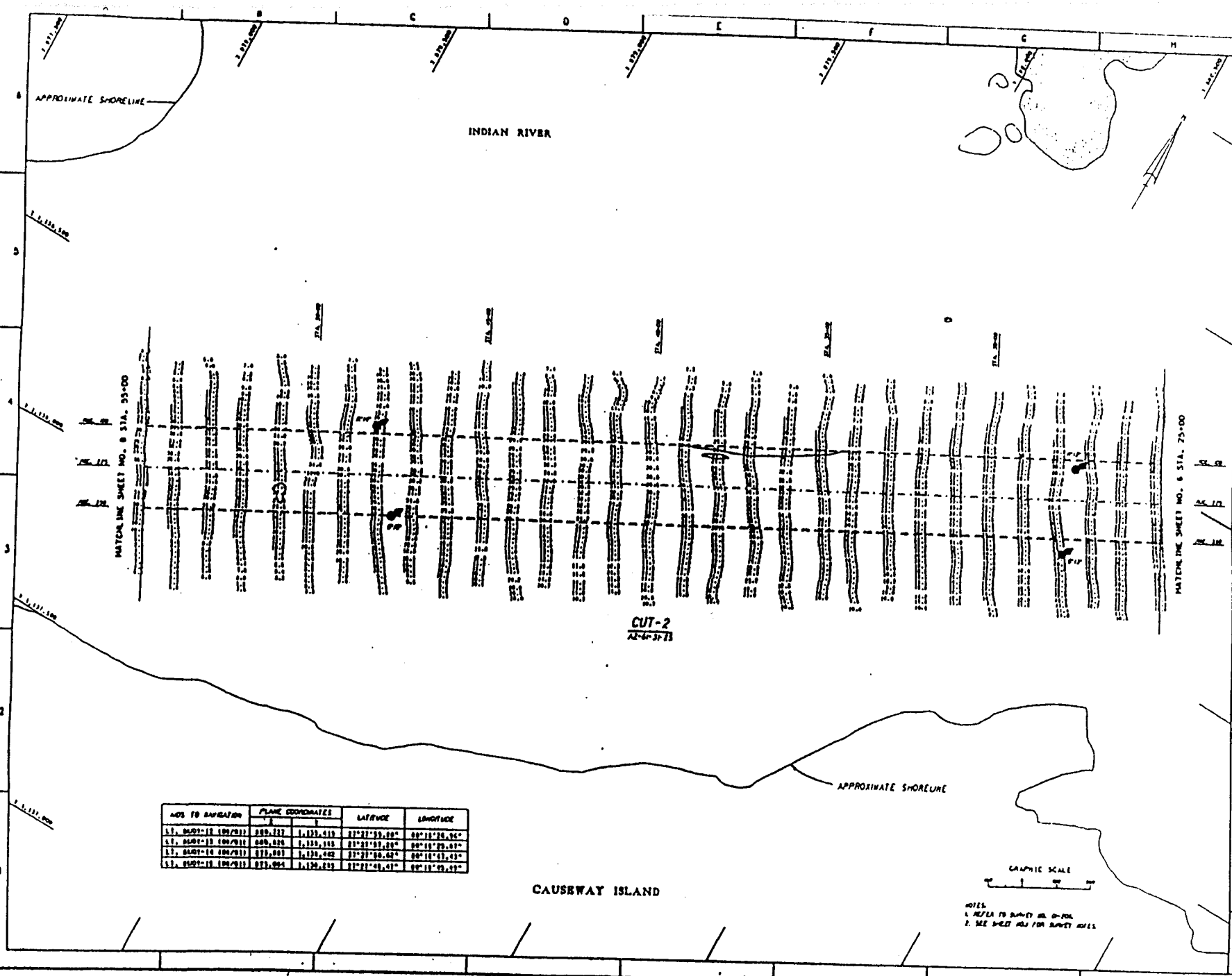

AIDS TO NAVIGATION	PLANE COORDINATES		LATITUDE	LONGITUDE
	X	Y		
LT. BUOY-12 (06/01)	880,727	1,135,419	27°27'55.80"	80°18'26.96"
LT. BUOY-13 (06/01)	880,626	1,135,165	27°27'57.20"	80°18'29.07"
LT. BUOY-14 (06/01)	875,087	1,136,402	27°27'50.62"	80°18'43.43"
LT. BUOY-15 (06/01)	875,064	1,136,235	27°27'48.47"	80°18'45.49"

NOTES:
1. REFER TO SURVEY NO. 01-206.
2. SEE SHEET NO.1 FOR SURVEY NOTES.

US Army Corps of Engineers
Jacksonville District

REPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA

FT. PIERCE HARBOR
ST. LUCIE COUNTY, FLORIDA
PROJECT CONDITION SURVEY
28 AND 30-FOOT PROJECT
STA. 25+00 THRU STA. 55+00 CUT-2
PLAN

DRAWING NO.
7/8
SHEET 7 OF 8

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BOOK 1505 PAGE 1507

OR BOOK 1505 PAGE 1508

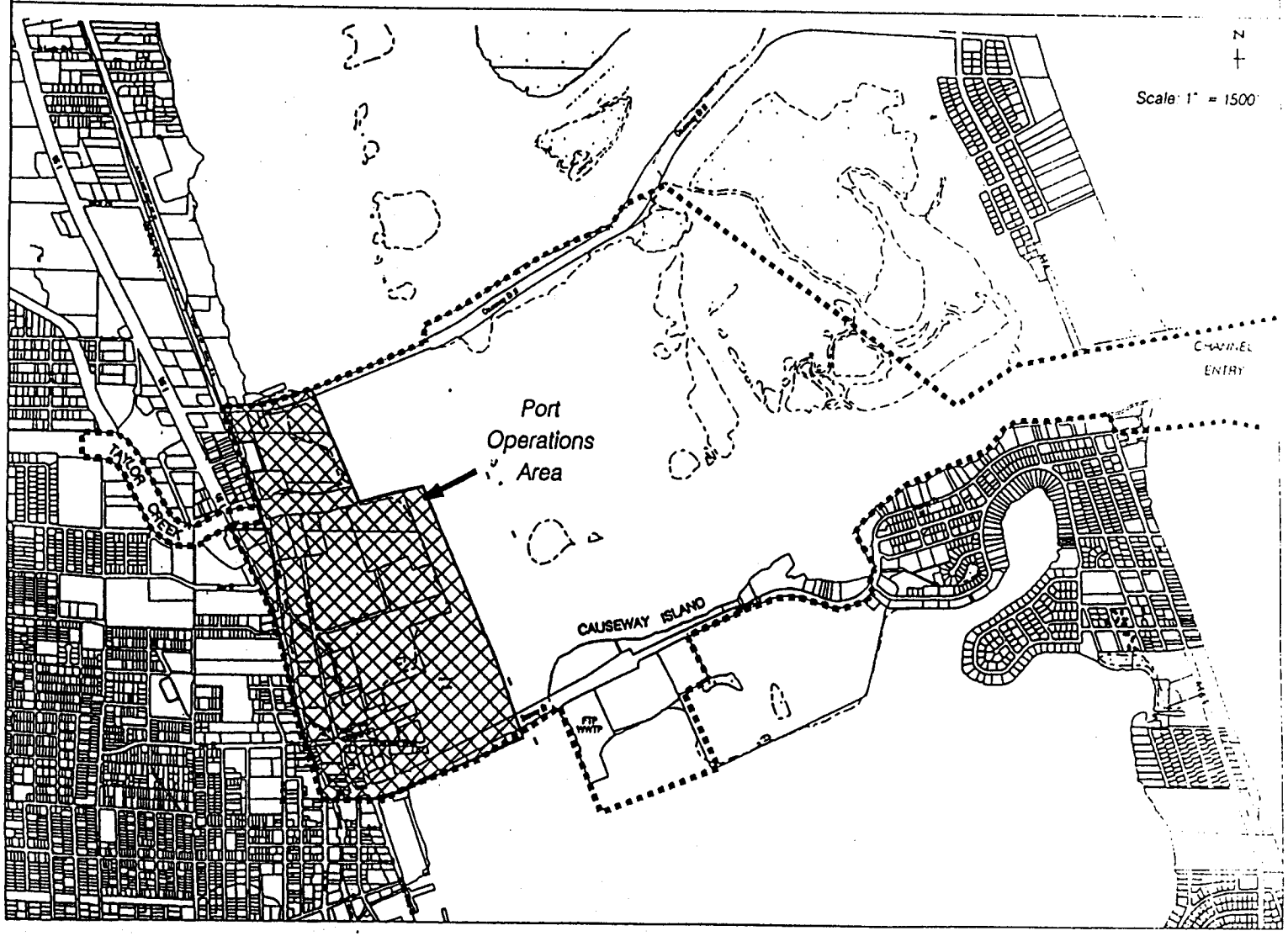
Port of Ft. Pierce

Figure A

Port planning area

Port operations area

St. Lucie County GIS
Community Development Department
Map prepared January 14, 2002



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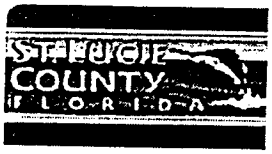
Join our discussion on the goals, objectives, and policies

Download the FINAL GOP Document (MS Word format)



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Calendar*

Plan Adoption	**Feb. 19, 2002**	**Joint Workshop with County Commission and Ft. Pierce City Commission**
	March 12, 2002	**Public hearing before the Board o County Commissioners**
		Meeting starts at 9:00 am
		All meetings held in the County Commission Chan 2300 Virginia Ave., Ft. Pierce
Community Meetings	**January 30, 2002 6-9pm**	**Complete public workshop on draft Plan**
Open to the Public	Previous meetings	
	>> October 30 5-9 pm (Meeting Summary)	
	>> November l4 6-9 pm (Meeting Summary)	
	>> November 29 6-9 pm. (Meeting Summary)	

* Dates may change so check back for most recent information

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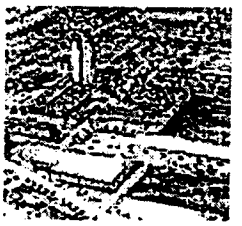
Background on the Port

The purpose of a Master Plan for the Port of Fort Pierce

Since the mid 1980's, all of Florida's 14 deepwater seaports have developed and updated deepwater port master plans to comply with the state of Florida's growth management policies. St. Lucie County was re-designated as the Port Authority for the Port of Ft. Pierce by an act of the Florida Legislature in 1998. As the Port Authority, St. Lucie County is responsible for maintaining this important document. The existing Plan was adopted in 1989; due to subsequent statutory changes, it is necessary to develop a new Master Plan for the Port of Ft. Pierce. The timing for developing a new Plan is crucial as Florida Seaport Transportation and Economic Development (FSTED) program funding is linked to the Port Master Plan.

The 1996 Cha



A precursor to this planning process i 1996 Port of Ft. Pi charrette. Click or above for a summ the charrette and images.

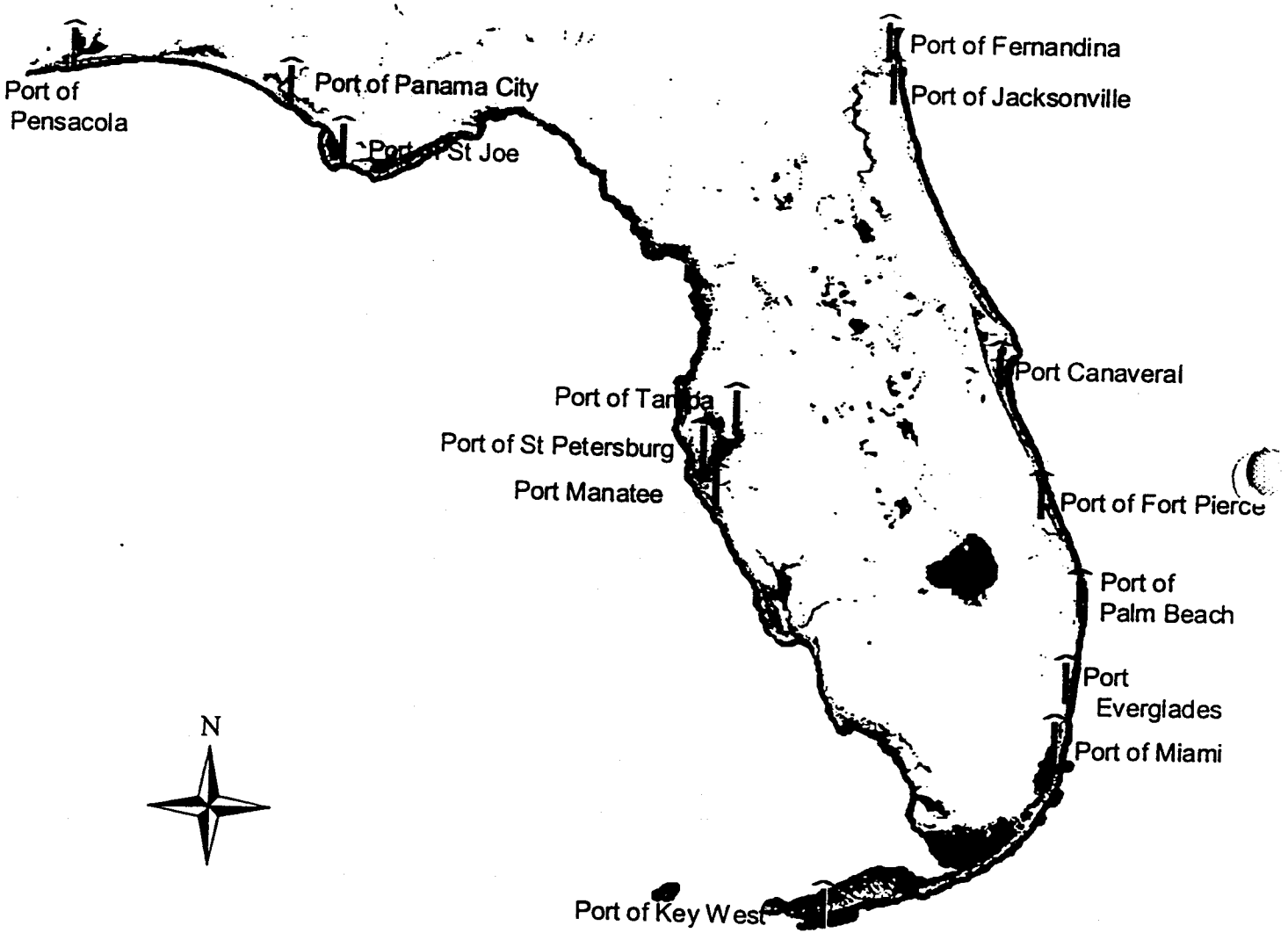
Port Authority History

The Port of Ft. Pierce first came into existence in 1920 when a manmade openi Ft. Pierce Inlet, was cut through the land barrier between the Atlantic Ocean ar Indian River Lagoon. St. Lucie County became the Port Authority in 1918 and a continuum of legislation has named the County as the Authority since that time a special act of the Florida Legislature established a taxing district to fund this Approximately 65 percent of St. Lucie County was in this Ft. Pierce Inlet Distric was empowered to sell bonds to finance the project and to satisfy bond obligati through real property tax revenues. The Florida Legislature abolished the Ft. Pi District in 1947 and replaced it with the Ft. Pierce Port Authority, which retaine same power but was also granted the legal right to acquire and lease real estat 1961 a Special Act of the Florida Legislature replaced the Ft. Pierce Port Author the Ft. Pierce Port and Airport Authority, both of which were run by St. Lucie C 1989 the name of the Authority was changed to the St. Lucie County Port and Authority. In 1997 the Florida Legislature provided reorganizing, updating and provisions for the Authority. In 1998 the Legislature dissolved the St. Lucie Cou and Airport Authority and transferred its assets, liabilities, and responsibilities t Board of County Commissioners of St. Lucie County.

Although the Port of Ft. Pierce lies physically within the City of Ft. Pierce limits, responsibility of St. Lucie County. Management of the Port of Ft. Pierce falls un jurisdiction of St. Lucie County, which is composed of five County Commissione

Read more about the Port of Fort Pierce from the St. Lucie County website.

State of Florida
Deepwater Ports



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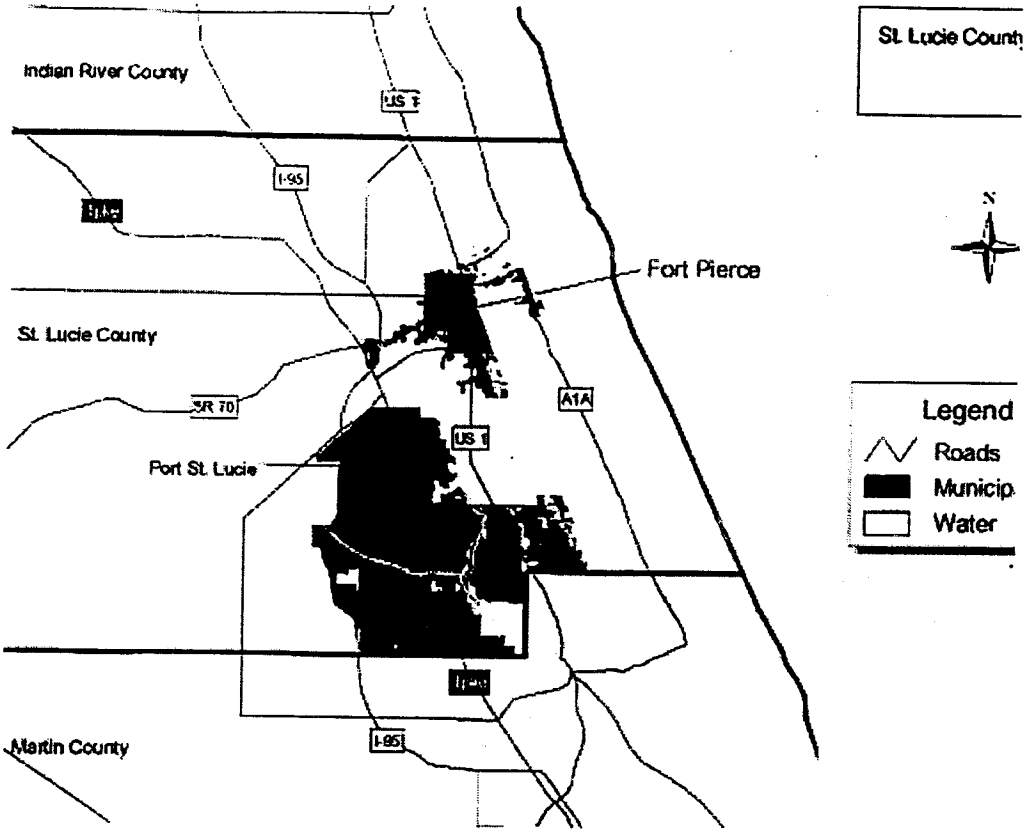
Up one level
Deepwater Ports
St. Lucie County
Port Plan Area
Aerial of Port

St. Lucie County



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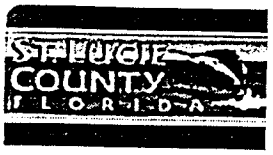

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Contact Information and Links

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St. Lucie County
www.co.st-lucie.fl.us

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Ft. Pierce, FL 34982

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Ramon Trias
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Dennis Beach
City Manager

Project Manager

FAU/FIU Joint Center for Environmental and Urban Problems
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Subcontractors

Florida Conflict Resolution Consortium
http://consensus.fsu.edu

Jeff Blair, jblair@fau.edu

Urban Harbors Institute
http://omega.cc.umb.edu/~uhiweb/

Richard Delaney,
rich.delaney@umb.edu
Jack Wiggin, jack.wiggin@umb.edu

FAU Center for Visual Planning Technology (VPT)
http://www.sefgis.fau.edu/

Mike Stamm, mstamm@fau.edu

Relevant Florida Statutes

Florida Statutes 2001 - Chapter 163, Part II

Other Important Links

American Association of Port Authorities
www.aapa-ports.org

Florida Department of Transportation
www.dot.state.fl.us/intermodal

Florida Department of Environmental Protection
http://www.dep.state.fl.us

Florida Inland Navigation District
http://www.aicw.org/

Florida Ports Council
www.flaports.org

Gee & Jenson

www.geejenson.com

Harbor Branch Oceanographic Institution
http://www.hboi.edu

Indian River Lagoon National Estuary Program
http://www.epa.gov/owow/estuaries/irl.htm

International Trade Administration
www.ita.doc.gov

Marine Resources Council
www.mrcirl.org

Maritime Trust
www.maritimetrust.com

Mermaid
http://maritime.tamu.edu

National Transportation Library
http://ntl.bts.gov/

St. Lucie Waterfront Council
www.stlwaterfrontcouncil.org

Smithsonian Marine Station at Fort Pierce
http://www.sms.si.edu.

South Florida Water Management District
http://www.sfwmd.gov

Transportation Institute
www.trans-inst.org/index2.html

U.S. Department of Transportation
www.dot.gov/mts

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Documents Related to Port Plan

Review the Draft Goals, Objectives, & Policies (GOP) of the Master Pl

>> **FINAL Goals, Objectives, & Policies document**
(Microsoft Word Document)

>> **Draft #4 of the Goals, Objectives, & Policies with corrections (3/1/02)**
(Microsoft Word Document)

>> **Draft #3 of the Goals, Objectives, & Policies (2/15/02) PDF Vers**
(Acrobat file)

>> **Draft #3 of the Goals, Objectives, & Policies (2/15/02) Word Version**
(Microsoft Word Document)

Go to discussion forum

To save any of the documents above to your own computer, right click on the l select "Save target as," in Internet Explorer or "Save link as" in Netscape.

To read any documents listed as "Acrobat," you need to have the Acrobat Read installed on your computer. If you encounter difficulties with the Acrobat file, y need to download the latest version of the Acrobat Reader.

>> Joint Workshop Summary Report on the Port of Ft. Pierce Ma Plan
February 19, 2002

>> PORT OF FT. PIERCE MASTER PLAN PUBLIC INPUT WORKSH(WORKSHOP IV SUMMARY REPORT
January 30, 2002

>> Review the *Revised* Draft Goals, Objectives, & Policies of the Plan
Public Comments on Draft GOPs due on ***January 12, 2001***
(Acrobat file)
Visit our discussion forum to give us your feedback!

>> Click here for the original Goals, Objectives, & Policies of the Plan *with the changes highlighted*. Older Adobe Acrobat read may not be able to read this file. If so, you can view the orig

GOP below.

>> Review the *original* Draft Goals, Objectives, & Policies of the Plan
Visit our discussion forum to give us your feedback!

>> Harbortown Position
Summary of employment, general economic contributions to community and positions on issues.

>> STATE OF FLORIDA STATUTES 2000, CHAPTER 187 (STATE COMPREHEN PLAN)
Sections 20(5) TRANSPORTATION & 22(13) THE ECONOMY
CHAPTER 163.3178 (COASTAL MANAGEMENT)
CHAPTER 380 PART II - (COASTAL PLANNING AND MANAGEMENT)

>> Plan Update
This document provides a brief summary of the goals, object and process of updating the Port Master Plan.

>> Joint Center Scope of Work
This document outlines the role of the Joint Center, the proje manager, in the planning process. It provides an excellent o of the issues and goals of the County and how they relate to Law.

>> Maritime Trust Scope of Work for the City of Fort Pierce

>> 1989 Port of Fort Pierce Master Plan - Executive Summary
Acrobat format - HTML Format

>> Port Jurisdiction Letter from the Florida Department of Comn Affairs

>> 1996 Charrette
This report records the work performed during the August 1 of Fort Pierce Charrette.

>> Florida Administrative Code, Coastal Management Element, F 5.012
The Florida State rule for the required Port Master Plan.

>> An Assessment of the U.S. Marine Transportation System (lir you outside this website)
A Report to Congress September 1999

>> Implementation Plan for Sept. 1999 Report (Word document

>> Report on Crime and Security in U.S. Seaports (Acrobat docu

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REVISED

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

Prepared for:

Mr. Douglas Anderson, County Administrator
St. Lucie County
2300 Virginia Avenue
Ft. Pierce, Florida 34982

Prepared by:

Fishkind & Associates, Inc.
11869 High Tech Avenue
Orlando, Florida 32817
407-382-3256 or Fishkind.Com

November 4, 2002

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.[1] 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.[2]

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.

[1] FAU/FIU Joint Center (March 12, 2002), Shaping the Seaport 2002 Master Plan for Port of Fort Pierce.
[2] 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

Category	World Port	Haskell et al
Marina		
Acres	50	40
Slips	40	50
Size	100'-450'	80'-300'
Shipyard		
Acres	27	25
Lift #1	1,600 DWT	1,600 DWT
Lift #2	300 DWT	300 DWT
Land berths	30	30
Amenities		
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.[3] 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.

[3] 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.[4] As expected, the larger vessels are used more often and their expenditures per day are much higher than is true for smaller boats.[5]

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.

[4] GEC, Op. Cit., page 11.
[5] 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.[6]

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	915	698,903	-
Cruise Passengers	3,072,343	3,593,343	-	-

[6] 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.[7] 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.[8] 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

[7] Broward Economic Development Council (June 1995 and 1997), The Economic Impact of the Recreational Marine Industry.
[8] 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[9]. 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.

[9] 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%	
Ships Direct Purcahases Per Yacht			
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
Total Yachts (45)	$11,802,206	$1,371,938	$13,174,144

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[10] per vessel from the 1991 study of 31 tourist vessels described in Section 3.1.

[10] 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.[11]

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

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Table 1
Summary of Construction Period Benefits

-Direct Impacts	$35,000,000
Cost (net of land acquisition) of Marina	$17,000,000
Other constructon (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	
-Total combined direct and indirect (mulitiplier asscciated) impacts	
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

-Direct Impacts	400
Megayacht facility employment	45
Retail employment	100
Tourism/rec. related employment	545
Total Direct Employment	
-Total combined direct and indirect (mulitiplier associated) impacts	
	833
Total employment (direct and indirect)	**$24,986,605**
Total earnings (direct and indirect)	**$15,209,402**
Total increase in county-wide business sales (including off-site spending by megayacht crews	

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

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

RECEIVED
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COMMUNITY DEVELOPMENT
ST. LUCIE COUNTY

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. Piece 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:

[X] APPROVED [ ] DENIED

[ ] OTHER 5-0

CONCURRENCE:

Douglas M. Anderson
County Administrator

Coordination/ Signatures

County Attorney _____ Mgt. & Budget: _____ Purchasing: _____
Originating Dept.: _____ Other: _____ Other: _____
Finance: _____

(AGEND664a)

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

4. On June 4, 2002, the St. Lucie County Board of County Commissioners held the first of two public hearings on the proposed Amendments to the Coastal Amendment Element of St. Lucie County Comprehensive Plan, and recommended that the proposed amendment be transmitted to the Department of Community Affairs the Evaluation and Appraisal Amendments to the St. Lucie County Comprehensive Plan.

5. On August 30, 2002, St. Lucie County received the required Objections, Recommendation and Comment (ORC) Report from the Department of Community Affairs in regard to the proposed amendments to the St. Lucie County Comprehensive Plan.

6. On October 15, 2002, this Board held the second of the two public hearings on the proposed Amendments to the Coastal Management Element of the St. Lucie County Comprehensive Plan, after publishing a notice of such hearing in the Port St. Lucie News and the Tribune on October 5, 2002, and continued the public hearings on this matter until November 5, 2002.

7. On November 5, 2002, the Board again continued the public hearing on this matter until November 12, 2002.

8. On November 12, 2002, this Board reconvened the public hearing on this matter and accepted additional pubic and staff comment regarding the proposed revisions to the Master Plan for the Port of Ft. Pierce addressing the Objections, Recommendation and Comment (ORC) Report from the Department of Community Affairs.

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

PART A. INCORPORATION OF THE GOALS, OBJECTIVES AND POLICES OF THE PORT OF FT. PIERCE MASTER PLAN INTO THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

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

PART B. FINDINGS OF CONSISTENCY.

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

PART C. CONFLICTING PROVISIONS.

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

PART D. SEVERABILITY.

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

PART E. APPLICABILITY OF ORDINANCE.

This ordinance shall be applicable throughout St. Lucie County.

PART F. FILING WITH THE DEPARTMENT OF STATE.

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

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PART G. FILING WITH THE DEPARTMENT OF COMMUNITY AFFAIRS.

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

PART H. EFFECTIVE DATE.

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

PART I. ADOPTION.

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

Chairman Doug Coward	AYE
Vice Chairman Cliff Barnes	AYE
Commissioner Paula Lewis	AYE
Commissioner John D. Bruhn	AYE
Commissioner Frannie Hutchinson	AYE

PART H. CODIFICATION.

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

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

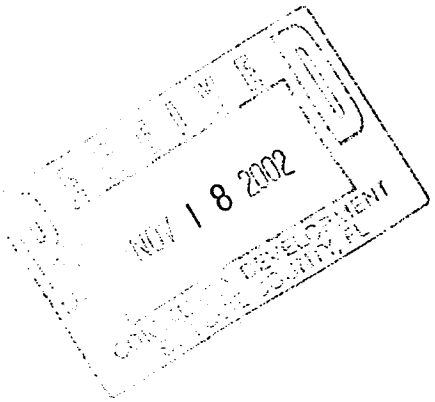
Development Director

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. Piece 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 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:

Douglas M. Anderson
County Administrator

Coordination/ Signatures

County Attorney
Originating Dept.:
Finance:
Mgt. & Budget:
Other:
Purchasing:
Other:

(AGEND657a)

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

See attached Exhibit A

AFTER MOTION AND SECOND, the vote on this Resolution was as follows:

Chairman Doug Coward	AYE
Vice-Chairman Cliff Barnes	AYE
Commissioner John Bruhn	AYE
Commissioner Frannie Hutchinson	AYE
Commissioner Paula A. Lewis	AYE

PASSED AND DULY ADOPTED this 12th day of November 2002.

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

BY_____
Chairman

ATTEST:

_____
DEPUTY CLERK

APPROVED AS TO FORM AND
CORRECTNESS:

_____
COUNTY ATTORNEY

DJM
02-158A1(Lndcod01 -H)

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EXHIBIT A

Goals, Objectives, and Policies for the Port of Ft. Pierce

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Goals, Objectives, and Policies

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 mega yacht industry, and for such uses to serve as the anchor tenant at the Port of Fort Pierce. The port master plan more clearly defines this community vision, strengthens local control over the process, and provides flexibility to ensure intergovernmental coordination and the desired mix of uses.

References to the "Port of Ft. Pierce" in the Goals, Objectives, and Policies shall be liberally interpreted to mean the appropriate local government entity charged with the responsibility for enforcing or completing the specific objective or policy statement.

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Goals, Objectives, and Policies for the Port of Ft. Pierce

Goal 1 Responsibility for the Port

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

Objective 1.1

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

Policy 1.1.1

St. Lucie County shall explore and consider all options for the management and operations of the Port of Fort Pierce in cooperation with the municipalities and local officials. These discussions shall take place prior to December 2004 through either a task force or joint workshop of the elected officials.

Policy 1.1.2

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

Policy 1.1.3

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

Policy 1.1.4

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

Policy 1.1.5

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

Goal 1B Land Use Map For The Port Of Ft. Pierce

~~Objective 1.2~~

The Port of Ft. Pierce shall establish a general master development map for the Port that establishes a general Port Planning Area boundary and a Port Operations Area boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Ft. Pierce ~~The Port Planning Area and Port Operations Area are identified in Figure A.~~ The general master development map for the Port of Ft. 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 Ft. Pierce.

Objective 1b.1

The general master development map for the Port of Ft. Pierce shall be as depicted in Figure F and F1. The land use activities shown in this general plan of development shall comply with applicable State, County and Municipal laws including the applicable Local Comprehensive Plans for St. Lucie County and the City of Ft. Pierce, adopted pursuant to Chapter 163, Florida Statutes

Policy 1b.1.1

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

Policy 1b.~~2~~ 1. ~~1~~ 2

The Port of Ft. Pierce shall support development activity such as ~~of commercial marine uses, such as~~ mega yacht construction and maintenance, commercial uses, marine research facilities, or expansion of tourist/recreational uses, depending on market conditions.

Policy 1b.~~2~~ 1. ~~1~~ 3

The Port of Ft. Pierce shall support development of tourist, commercial and recreational uses primarily in the northern third of the undeveloped ~~port~~ property in the Port Operations Area as shown in Figure F. This development shall be consistent with the

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adopted Local Comprehensive Plans for St. Lucie County and the City of Ft. Pierce, including but not limited to the Future Land Use, Transportation and Coastal Management Elements.

Policy 1b.~~2~~ 1 .4

All ~~A~~activities within the ~~remaining~~ Port Planning Area shall comply with the applicable State and County laws and the applicable plans and regulations of the City of Ft. Pierce or St. Lucie County including but not limited to, the adopted Future Land Use Maps of the Local Comprehensive Plans for St. Lucie County and the City of Ft. Pierce, as depicted in the attached Figure G, G1 and G2.

Policy 1b.~~2~~ 1. ~~3~~ 5

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

Policy 1b.1.6

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

Policy 1b.1.7

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

Goal 2 Port Activities

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

Objective 2.1

The Port of Ft. Pierce should strengthen the economic development activities in the Port Operations Area by working with federal, state and local government, the private sector, and other interested parties to formulate an economic development plan by 2004 that will foster new jobs that exceed the County's average annual wage and enhance the community's prosperity.

Policy 2.1.1

The Port of Ft. Pierce shall encourage the development, renovation and improvement of port facilities to maximize current potential, including rehabilitation and modernization of existing buildings consistent with the goals of the City of Ft. Pierce downtown redevelopment plan.

Policy 2.1.2

The Port of Ft. Pierce will continue as a deepwater port that will accommodate limited cargo operations. Gentrification of cargo areas shall be emphasized and flexibility shall be retained in the Berth 1 area to allow either limited cargo operations or marine industries or a combination of both. All such uses shall be consistent with the general mix of uses described herein and compatible with adjacent land uses and natural resources.

Policy 2.1.3

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

Policy 2.1.4

St. Lucie County, working with federal, state and local governments, the private sector, and other interested parties, may provide incentives for jobs that exceed the County's average annual wage.

Policy 2.1.5

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

Objective 2.2

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

Policy 2.2.1

The Port of Ft. Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, should develop and maintain aesthetically pleasing public port facilities and landscaping to encourage new and expanded business development.

Policy 2.2.2

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

Policy 2.2.3

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

Objective 2.3

The Port of Ft. 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 Ft. Pierce so there is no net loss of marine industry.

Policy 2.3.1

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

Policy 2.3.2

The Port of Ft. Pierce, working with federal, state and local governmental bodies, the

private sector, and other interested parties, shall accommodate water-related marine activities such as mega yachts, marine research vessels, tall sailing vessels, restaurants, hotels, and related service activities within the Port Planning Area for the benefit of the residents and visitors to the community.

Policy 2.3.3

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

Policy 2.3.4

The Port of Ft. Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall encourage the location of additional marine science facilities in the Port Planning Area that are compatible with the Smithsonian and the Harbor Branch Oceanographic Institution.

Policy 2.3.5

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

Objective 2.4

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

Policy 2.4.1

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

Policy 2.4.2

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

Objective 2.5

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

the Port Operations Area by December 2003.

Policy 2.5.1

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

Policy 2.5.2

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

Goal 3 Environmental Protection

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

Objective 3.1

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

Policy 3.1.1

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

Policy 3.1.2

The Port of Ft. Pierce, working through the Comprehensive Plans and Land Development Regulations of the appropriate local general purpose government, shall address excessive freshwater inflows originating from the Port Planning Area to minimize their impacts on estuarine salinity, consistent with guidelines being developed by the U.S. Army Corp of Engineers and the South Florida Water Management District in the Indian River Lagoon – South Feasibility Study Draft (2001).

Policy 3.1.3

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

Policy 3.1.4

The Port of Ft. Pierce shall work with other governmental bodies, private interests, and other interested parties to enforce existing laws and prevent exotic invasive species from entering the Indian River Lagoon via ship's ballast and bilge water or cargo or any other method.

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Policy 3.1.5

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

Objective 3.2

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

Policy 3.2.1

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

Policy 3.2.2

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

Policy 3.2.3

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

Objective 3.3

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

Policy 3.3.1

The Port of Ft. Pierce, working with the Comprehensive Plan and Land Development Regulations of the appropriate local general purpose government, shall address maintenance and reduction of existing air quality emissions from port activities to ensure that new emissions from the ~~p~~Port meet applicable air quality standards.

Policy 3.3.2

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

Policy 3.3.3

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

Policy 3.3.4

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

Policy 3.3.5

The Port of Ft. Pierce, working with other governmental bodies, the private sector, and other interested parties, will, by January 2006, identify, acquire (if necessary) and permit a permanent spoil disposal site for materials dredged from the port planning area.

Objective 3.4

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

Policy 3.4.1

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

Policy 3.4.2

The Port of Ft. Pierce, working with other governmental bodies, private interests, and

other interested parties, will conduct maintenance dredging in the Port Planning Area in a manner that is consistent with manatee protection measures.

Policy 3.4.3

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

Policy 3.4.4

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

Policy 3.4.5

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

Policy 3.4.6

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

Policy 3.4.7

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

Goal 4 Public Access

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

Objective 4.1

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

Policy 4.1.1

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

Policy 4.1.2

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

Policy 4.1.3

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

Policy 4.1.4

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

Policy 4.1.5

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

Policy 4.1.6

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

Goal 5 Emergency Management

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

Objective 5.1

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

Policy 5.1.1

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

Policy 5.1.2

The Port of Ft. Pierce shall work with the City of Ft. Pierce and St. Lucie County to ensure that all development activities within the Port Planning Area, including the Port Operations Areas, are consistent with State of Florida's policies on development within areas identified as Coastal High Hazard Areas. New residential uses within areas designated as Coastal High Hazard as defined in Rule 9J-5, FAC., shall be discouraged.

Objective 5.2

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

Policy 5.2.1

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

Policy 5.2.2

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

Goal 6 Landside Infrastructure

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

Objective 6.1

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

Policy 6.1.1

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

Policy 6.1.2

The Port of Ft. Pierce should enhance and expand activities that tie the ~~p~~Port to the St. Lucie County Airport and coordinate with the Florida Department of Community Affairs (DCA), the Governor's Office of Tourism, Trade, and Economic Development (OTTED), Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail service, in order to encourage multimodal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County. Beginning in December 2003 and continuing annually thereafter, the Port of Ft. Pierce shall prepare a State of the Ports Report to demonstrate to the public how activities of both facilities are furthering the quality of life of St. Lucie County residents.

Policy 6.1.3

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

Goal 7 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 7.1

The Port of Ft. Pierce shall maintain the maximum channel depth at 28 feet with its current width as identified on the Army Corps of Engineers' Project Condition Survey dated August 2001 (attached as ~~Exhibit A~~ Figure H).

Policy 7.1.1

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

Policy 7.1.2

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

Policy 7.1.3

The Port of Ft. Pierce, working with other governmental bodies, the private sector, and other interested parties, will, by January 2006, identify, acquire (if necessary) and permit a permanent spoil disposal site for materials dredged from The Port Planning Area.

Objective 7.2

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

Policy 7.2.1

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

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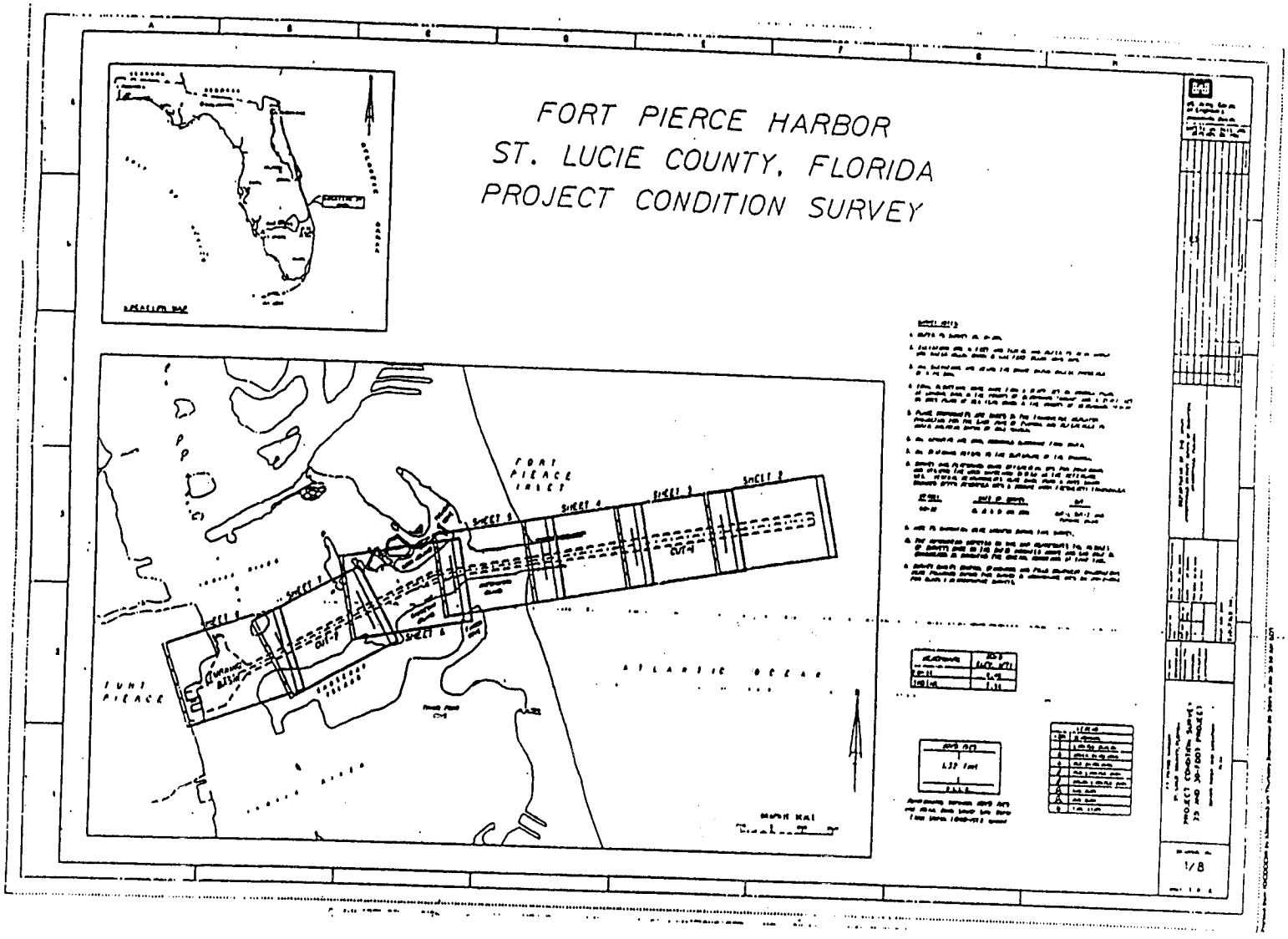
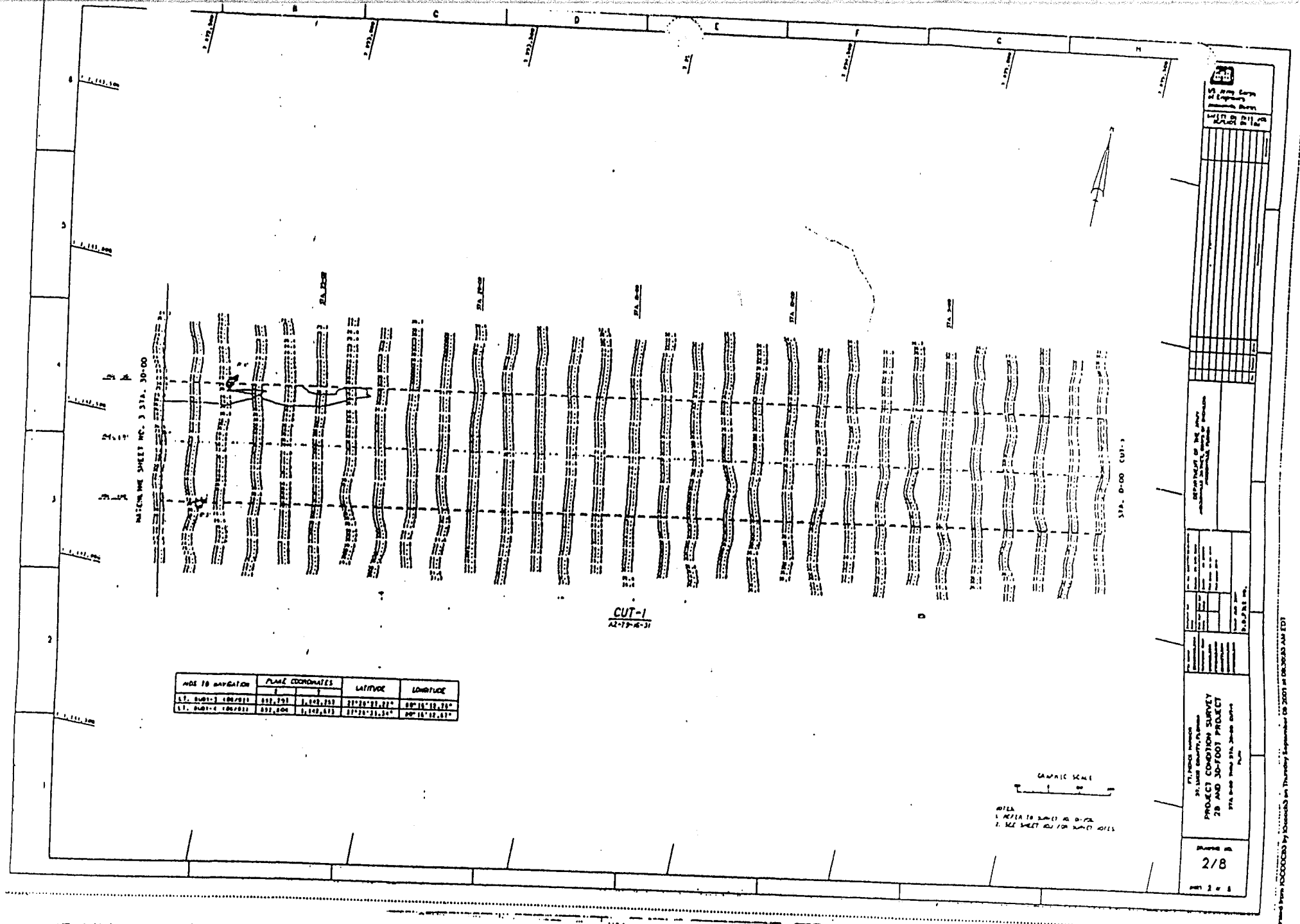


(Exhibit A: U.S. Army Corps of Engineers Survey)



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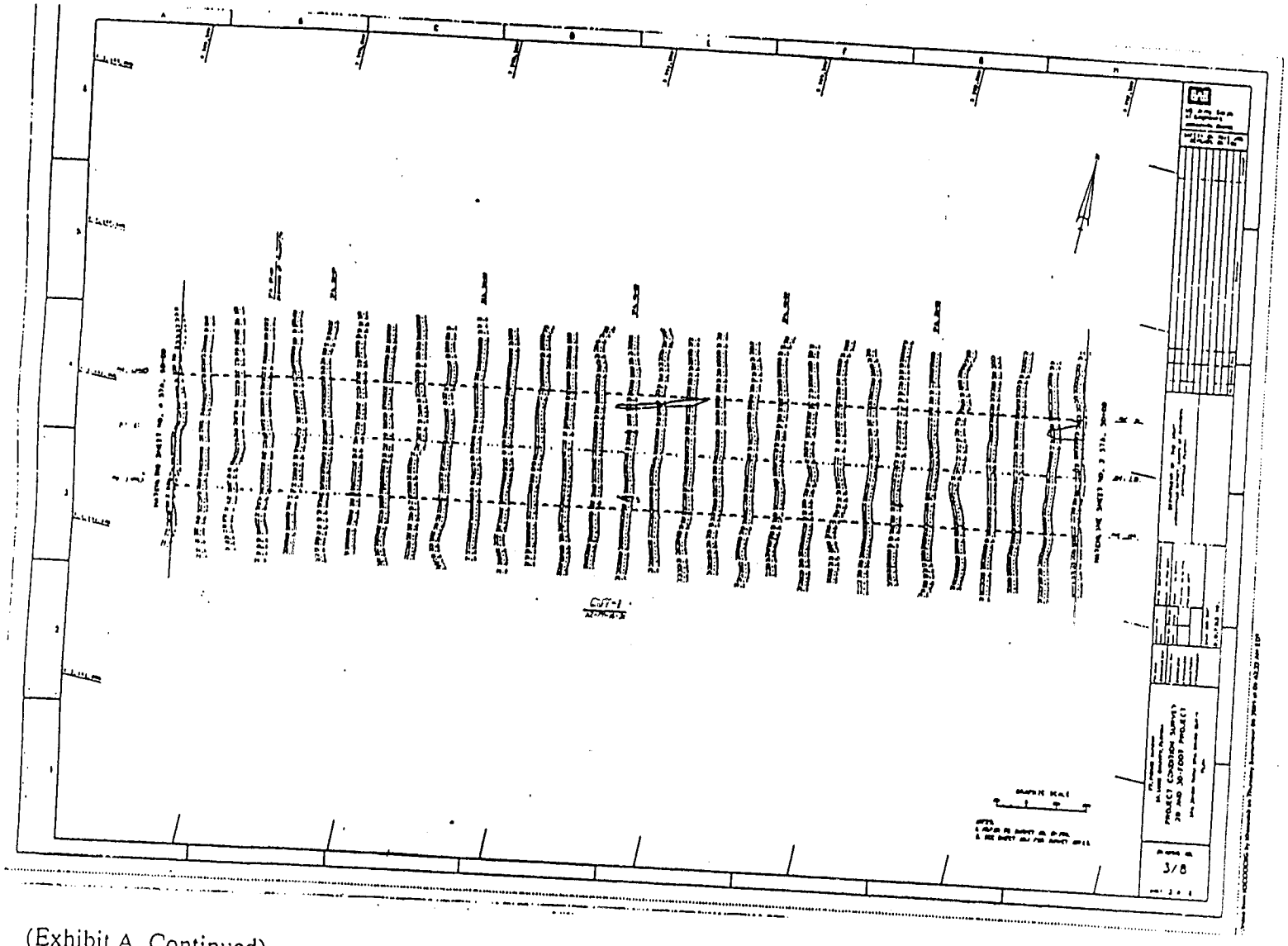

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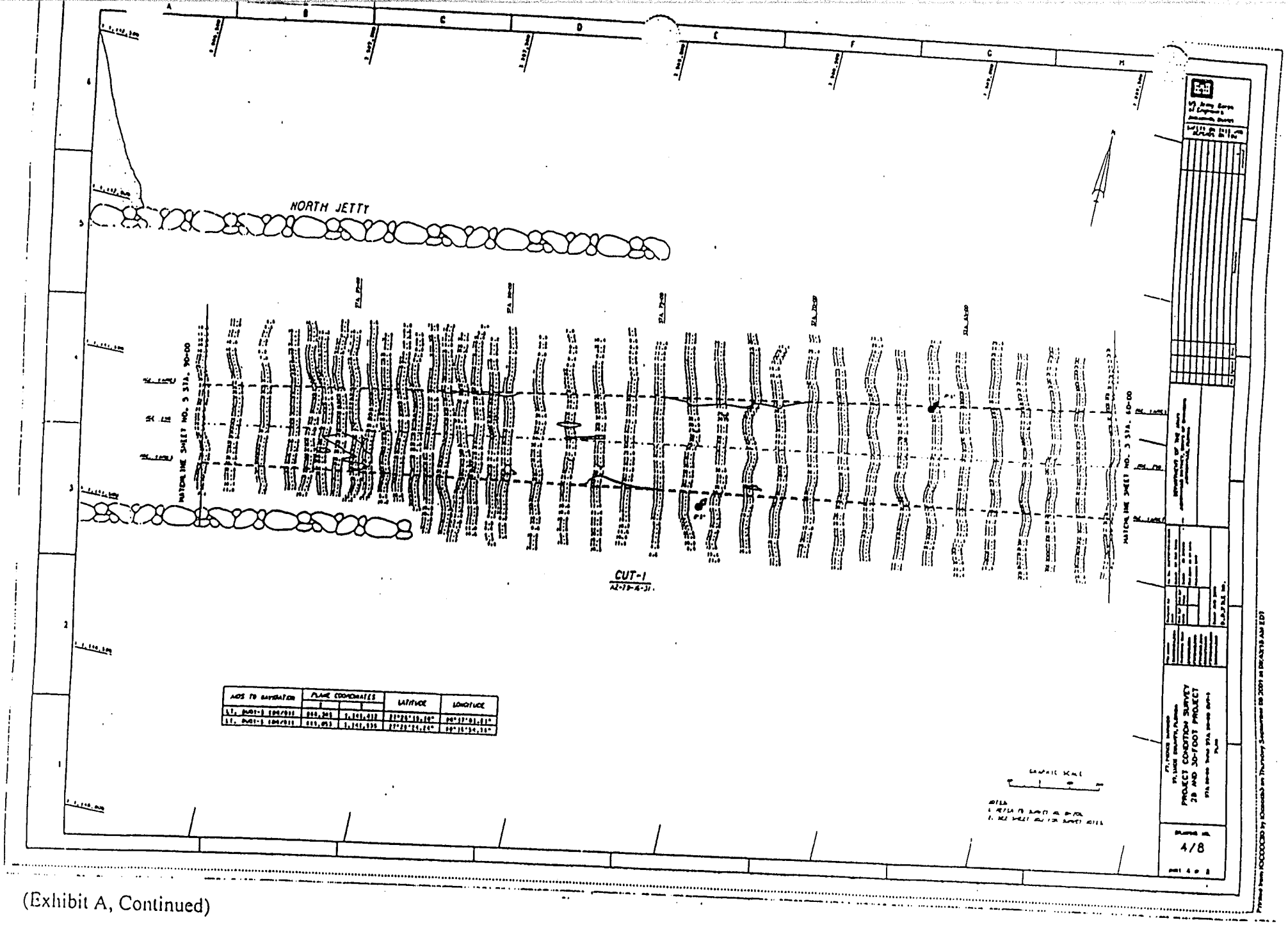

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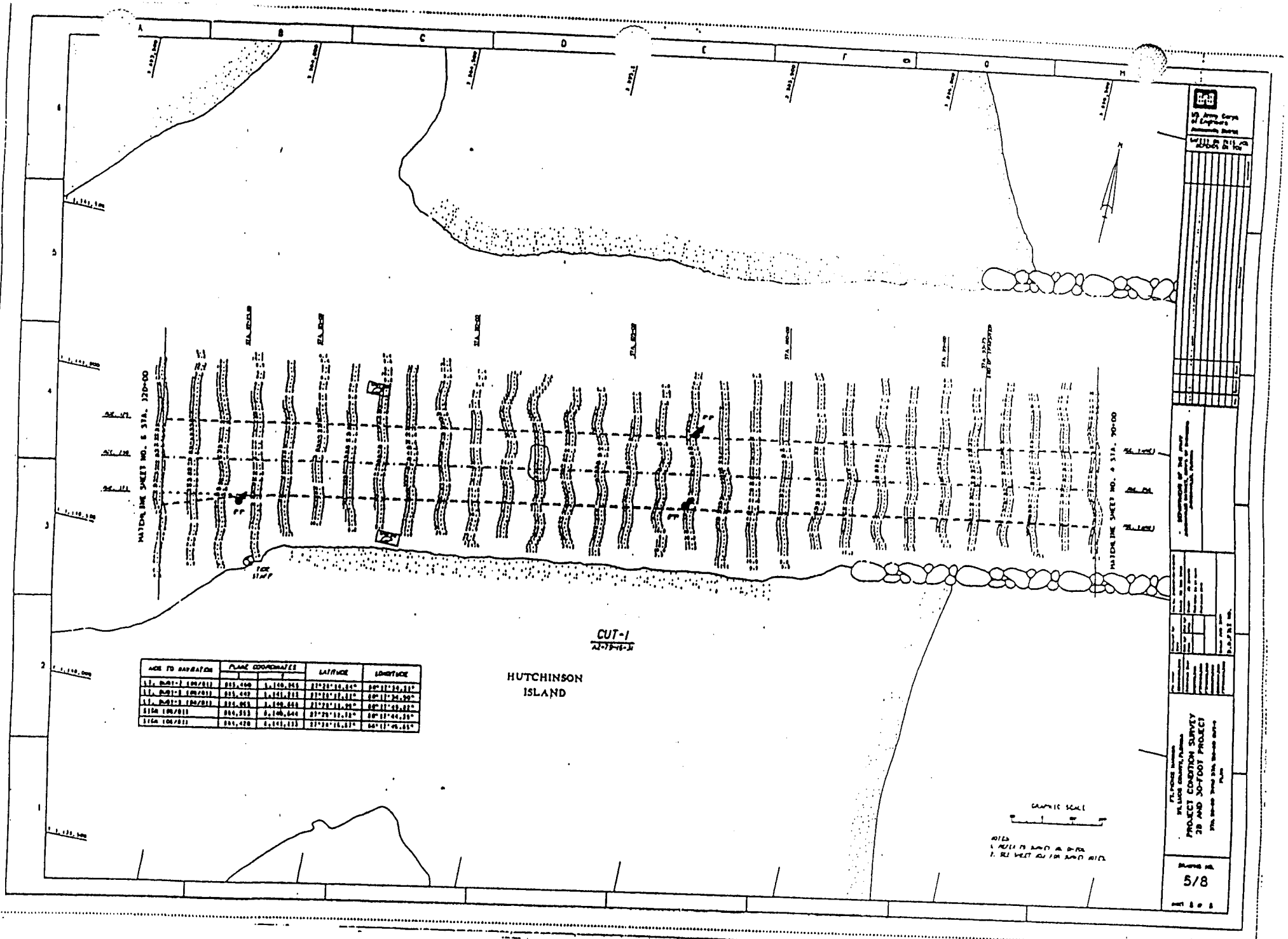

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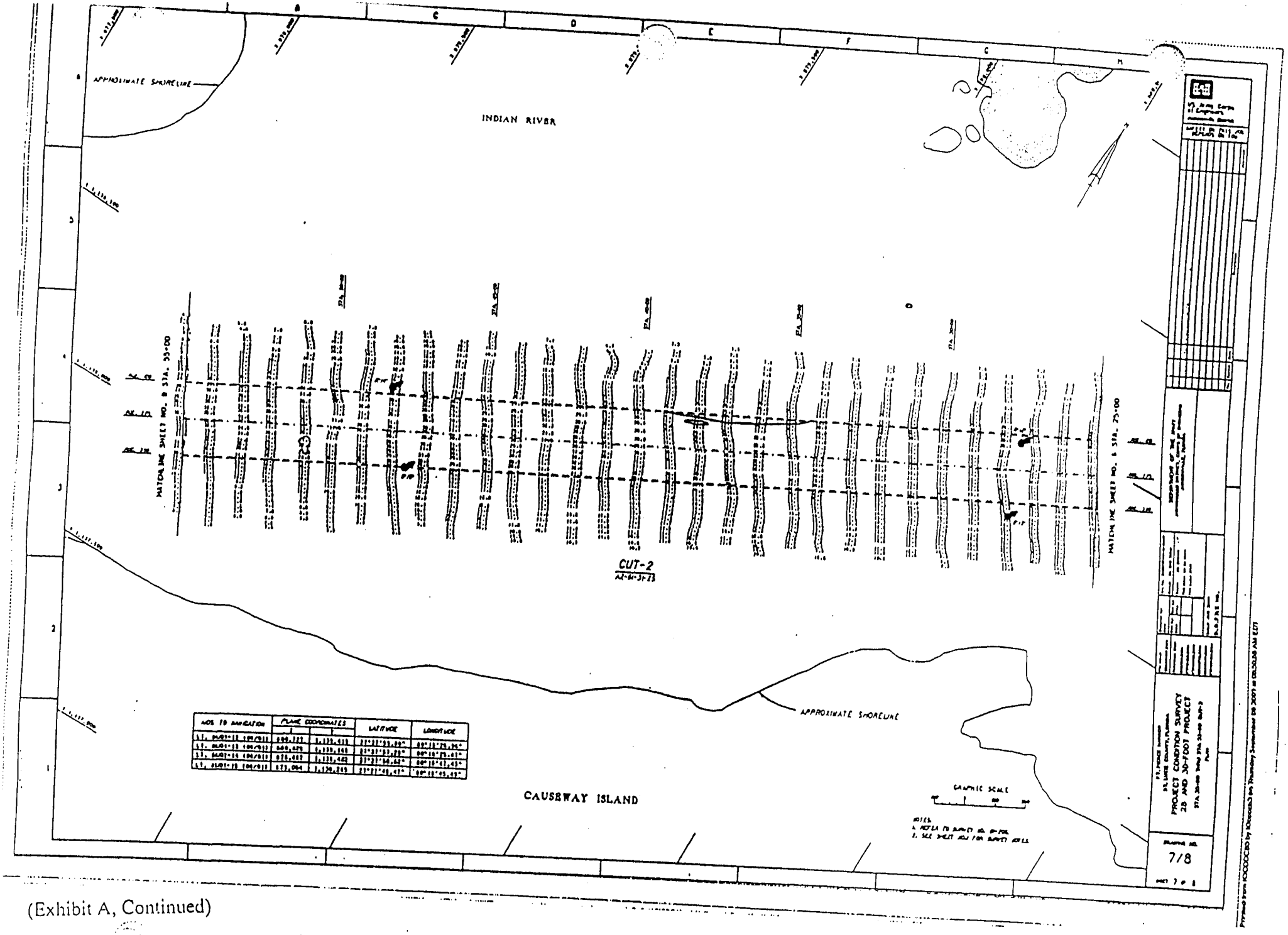

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Figure E
Port of Ft. Pierce

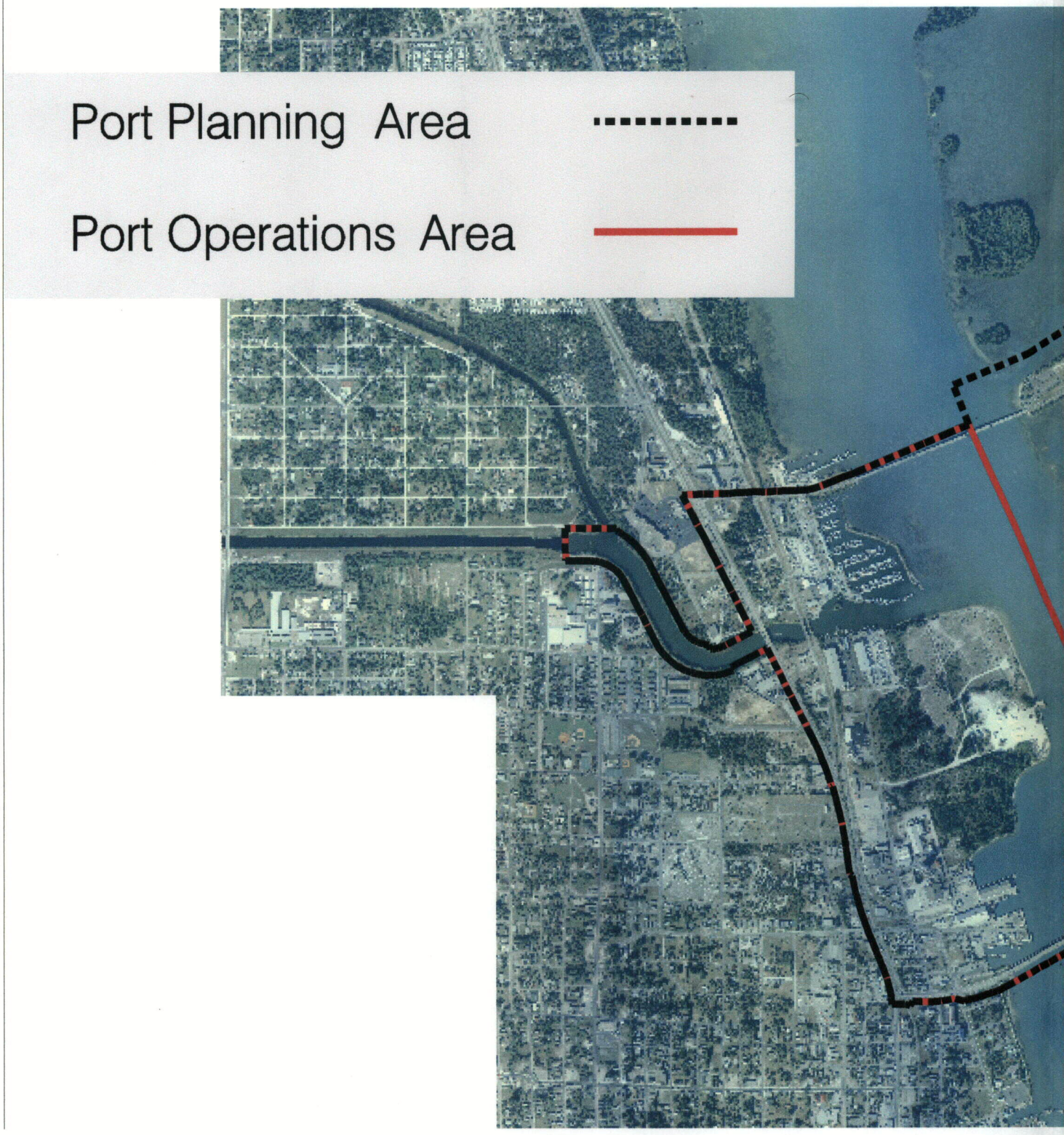

Figure E 1
Port of Ft. Pierce

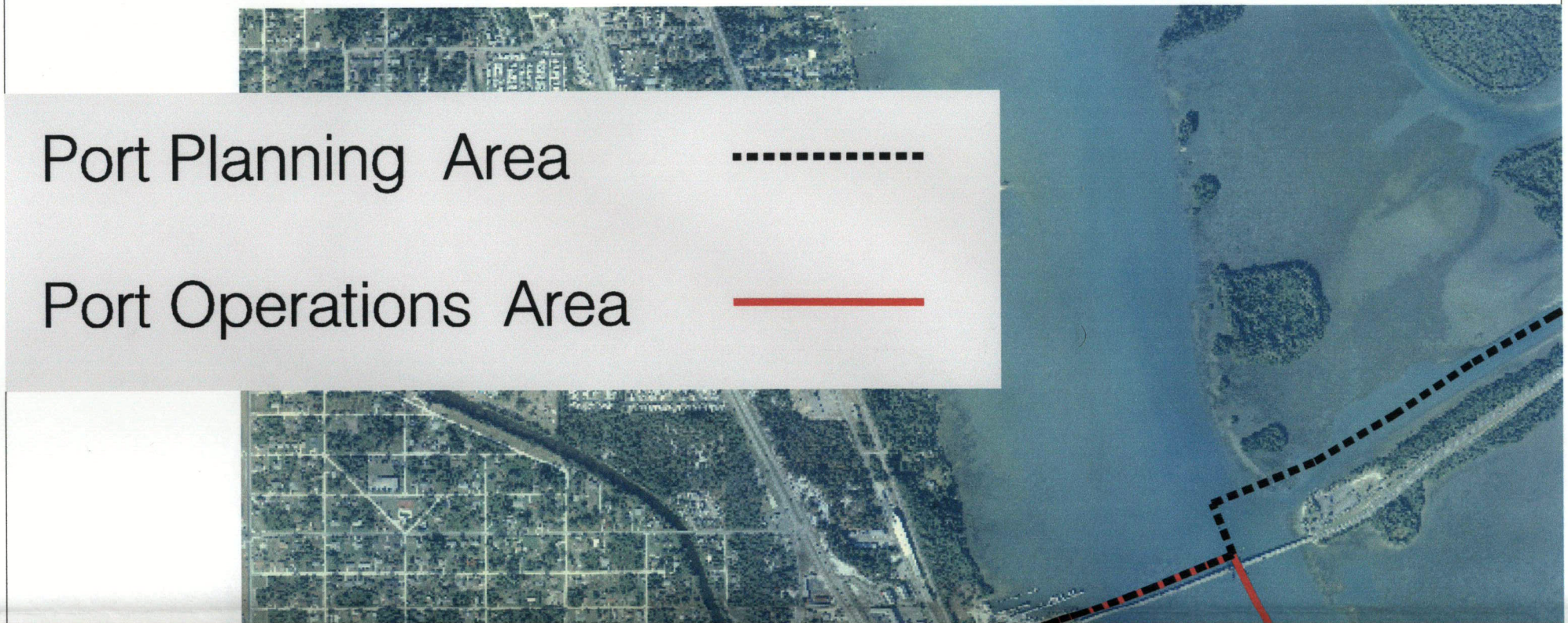

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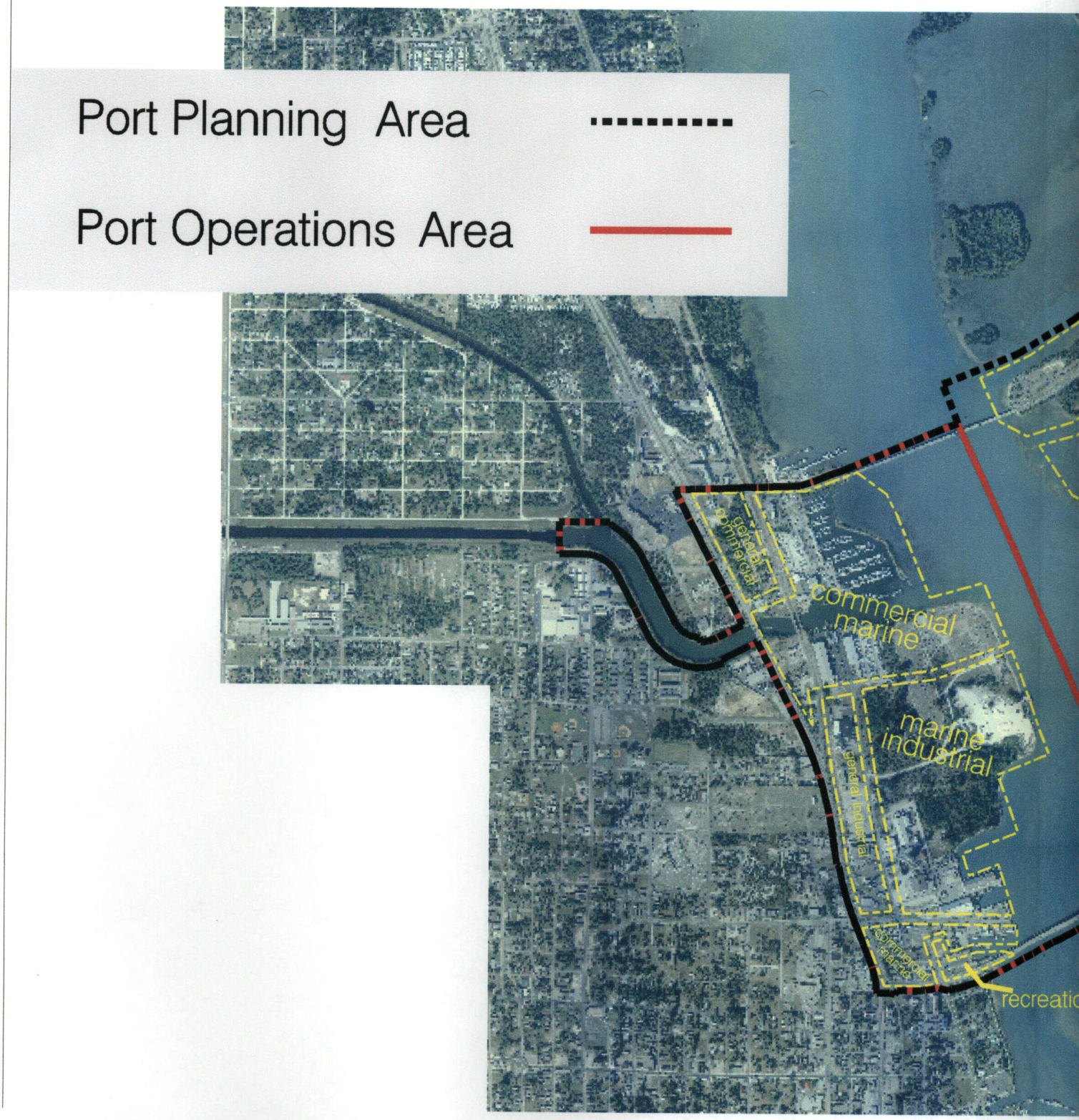
Figure F

Port of Ft. Pierce
Master Development M



Map

recreation
conservation
recreation
military
commercial marine
recreation
residential
utility
ecreation

Figure G

Port of Ft. Pierce Master Development M

Map
RU
RM
COM
CPUB
recreation
conservation
military
commercial
marine
residential
utility