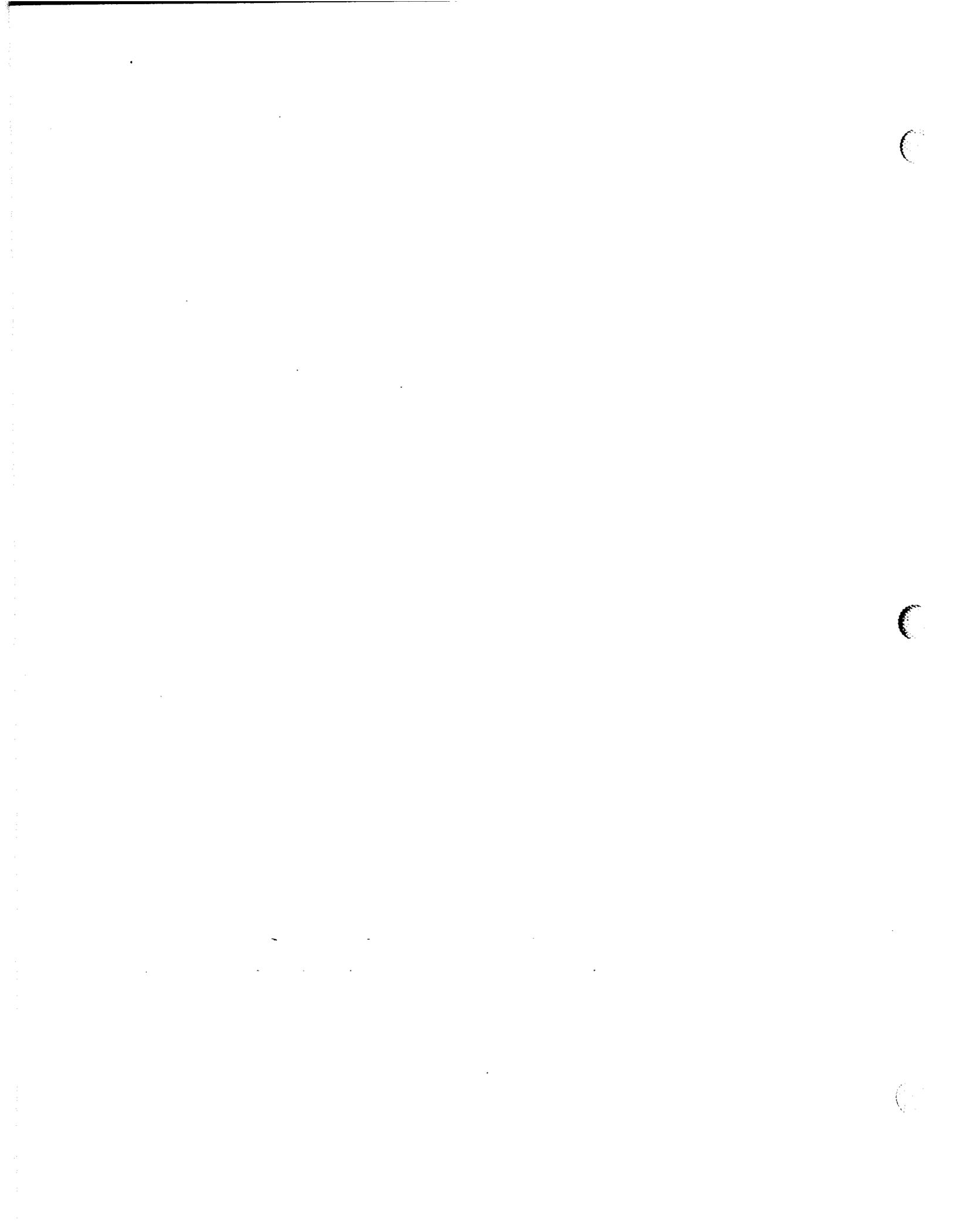


**PUBLIC WORKSHOP
REPORTS**



**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 ways 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 care 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?

	<i>Circle One</i>				
	<u>Good</u>		<u>Poor</u>		
<u>Average</u>					
• 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

- Facility

5 4 3 2 1
5 3 2 1

4.09

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

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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.

- 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.

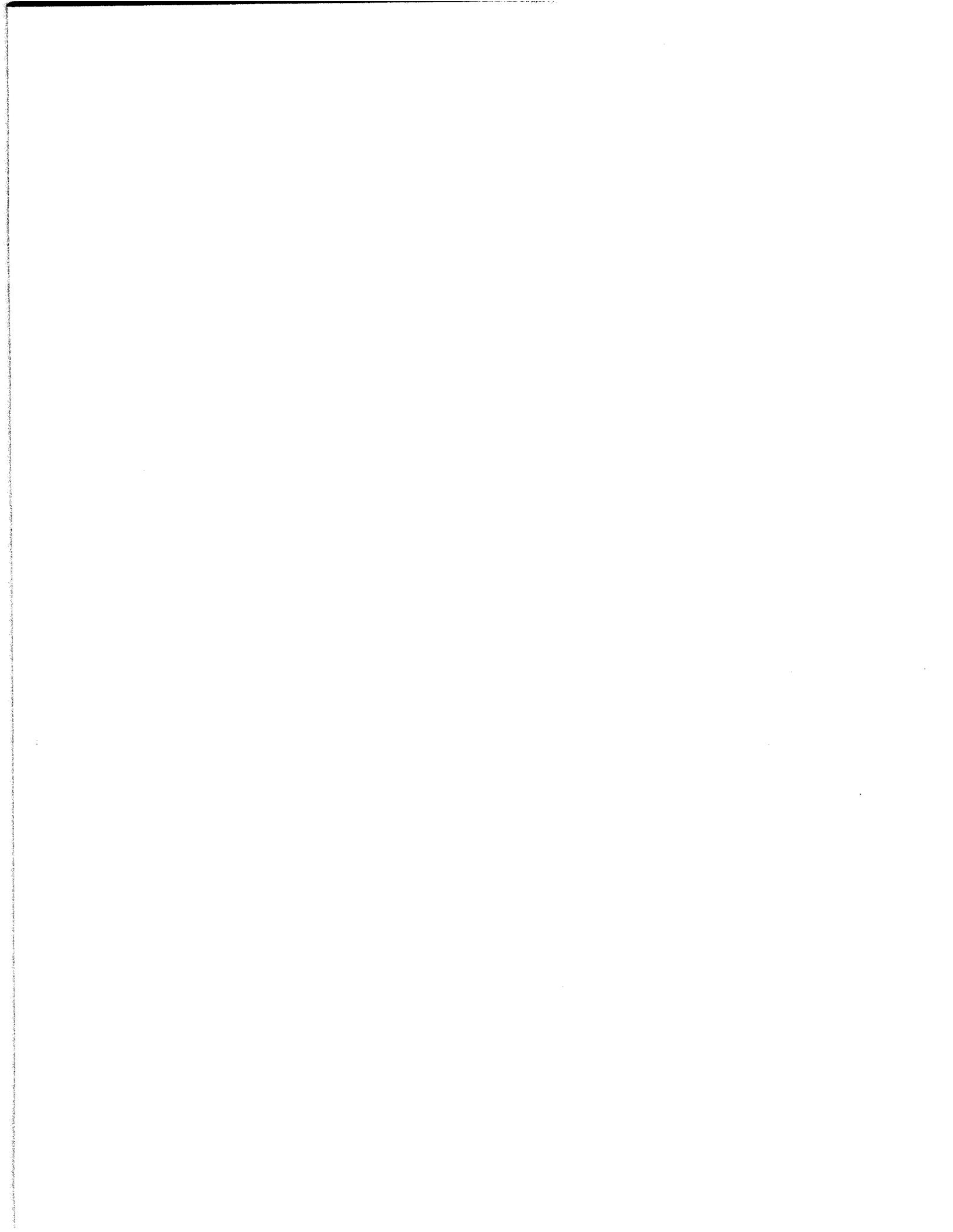
What Did You Like Best About the Meeting?

- 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 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 from 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.

<u>(60)</u>	<u>Obj. 1.1</u>
<u>(32)</u>	<u>Obj. 1.2</u>
<u>(42)</u>	<u>Obj. 1.3</u>
<u>(26)</u>	<u>Obj. 1.4</u>
<u>(17)</u>	<u>Obj. 1.5</u>
<u>(35)</u>	<u>Obj. 2.1</u>
<u>(21)</u>	<u>Obj. 2.2</u>
<u>(18)</u>	<u>Obj. 3.1</u>
<u>(7)</u>	<u>Obj. 4.1</u>
<u>(2)</u>	<u>Obj. 4.2</u>
<u>(27)</u>	<u>Obj. 5.1</u>
<u>(52)</u>	<u>Obj. 6.1</u>
<u>(46)</u>	<u>Obj. 7.1</u>

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 Insert 15% 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 to 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 Port 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.

Policy 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.)

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?

	<u>Good</u>	<u>Poor</u>	<u>Average</u>
• 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.



