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COMPLETION REPORT: PROJECT DESCRIPTION AND FINDINGS & CONCLUSIONS

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Completion Report for the Port of FT Pierce
Business Development and Port Infrastructure Study

I. Project Description: Following the completion of the first phase of the Port of FT Pierce Development Study and its presentation to the combined City and County (Port) Commissions in May 2015, District 4 and TranSystems developed the scope for the follow-on effort. The first phase of the Ft Pierce Development Study reviewed the development of Fisherman's Wharf at the Port of FT Pierce and comparatively evaluated the development concept on three property configuration options. Option 1 required no acquisition of private properties and was 3.22 acres in size, option 2 required the acquisition of two small properties (.44 acres) from a single owner and was 4.06 acres in total, and option 3 required the acquisition of four properties owned by three private owners and totaled 6.22 acres in size. A comprehensive qualitative evaluation, to include the estimation of probable development costs, was performed on the three development configurations and option 2 was recommended to the Port Director and the City and County Commissions. The report of findings and recommendations was favorably received by the Commissions and they were anxious to proceed with the development process for the Port's Fisherman's Wharf Area under the property configuration – Option 2.

The second phase of the Port of FT Pierce Development Study was designed and executed to:

- Research, identify and validate specific port-related uses that were considered most feasible for the Fisherman's Wharf Area.
- Then based upon the identified and most commercially feasible port-related uses for the area, we identified major infrastructure projects that, regardless of the ultimate property uses pursued, would be the Port's responsibility to develop and maintain as a landlord port.
- Those major infrastructure projects were than validated with the Florida Ports Council as projects that would be eligible for FSTED grant funding under the provisions of FS 311.07, and two major infrastructure projects – the rehabilitation of the Fisherman's Wharf bulkheading and the dredging of the Fisherman's Wharf Basin at an estimated cost of $5,665,000, were identified as strong grant funding candidates, meeting the eligibility criteria outlined in the statute.
- Using the SeaCIP application format as a guide, TranSystems, in close collaboration with Port of FT Pierce staff, assisted in the gathering of all pertinent project information and regional impact projections to support the SeaCIP application. The project information, estimated costs, breakdown between state and local funding according to applicable cost sharing ratios, the desired funding sequence, the project schedule and projected economic and regional transportation impacts were completed and submitted, in draft to the District and to the Port on July 20, 2016.

II. Findings and Conclusions: The first phase of the Development Study identified Option 2, at an estimated cost of $5,835,000, as the optimal property configuration, infrastructure development plan and, thus, was recommended as the best course of action for the Port to pursue.

Phase two began with a review of the Port's Master Plan, its 2012 update and the results of a comprehensive public charrette conducted to identify the most desirable and feasible uses for the Port's properties and assets. A number of public and private sector Fisherman's Wharf stakeholders were identified in collaboration with the Port Director and the City Manager. Detailed, face-to-face interviews

with stakeholders were conducted and thus a list of the most desirable and economically feasible, continued and future uses for the area was derived. With the goal of ultimately identifying use-enabling port infrastructure projects that would be eligible for FSTED funding, a number of uses that were only marginally port-related were eliminated. A core list of port-related uses was presented in the report on the first portion of the second phase of the Port of FT Pierce Development Study (contained in the Appendix of this report).

The final portion of the second phase of the Development Study was the identification of major infrastructure projects that would be the Port of FT Pierce's responsibility to develop and maintain in the role of a traditional landlord port. Those projects, identified in the report previously mentioned, on the first portion of the second phase of the Development Study, were vetted with the Florida Ports Council for eligibility for state grant funding under the provisions of FS 311.07 and two major and highly interrelated projects were identified as excellent candidates for state grant funding. The two projects were thus combined as one major project – the Fisherman's Wharf Bulkhead Rehabilitation and Basin Dredging.

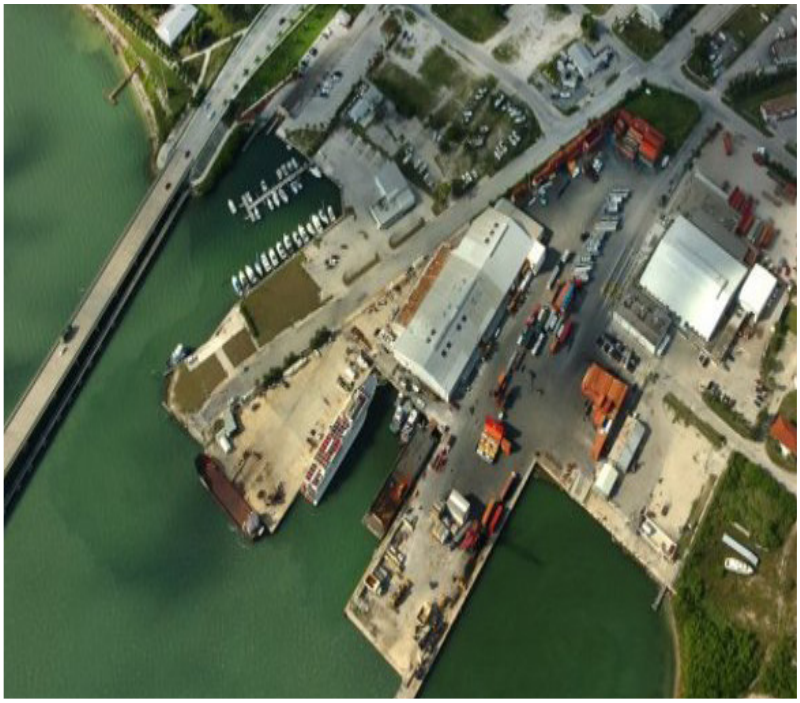
The cost of the bulkhead rehabilitation is estimated at $4,200,000 and is a 75% – 25% cost share, state – local. The Basin and berth dredging are estimated at $1,465,000 and would be eligible for 50% – 50% cost sharing between the state and local government. The project information and economic/transportation impact projections were developed and prepared, following the SeaCIP format and submitted to the Port for incorporation into a SeaCip grant application (contained in the report Appendix). As detailed in our submission to the Port and District 4, we believe that the most efficient method to deliver the needed port infrastructure is to divide the project into five sequential phases, with the third and fourth being performed concurrently in order to have the bulkheading and dredging complete by 2020.

Sincerely,

Frederick R. Ferrin. PE
Vice President, TranSystems

APPENDIX 1: PORT OF FORT PIERCE DEVELOPMENT STUDY II, PART 1

Port of Fort Pierce Development Study II, Part 1: Identification of Candidate FSTED Grant Funded Projects for the Fisherman's Wharf Area



PORT OF FORT PIERCE, FLORIDA
FDOT DISTRICT FOUR

Port of Fort Pierce Development Study II, Part 1: Identification of Candidate FSTED Grant Funded Projects for the Fisherman's Wharf Area

Port of FT Pierce, Florida

Florida Department of Transportation | District 4

Prepared for:
Florida Department of Transportation
District 4
May 2016

Prepared by:
TranSystems

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Section I Purpose and Methodology

The Purpose of the Second Phase of the Port of FT Pierce Development Study is to identify the facilities and infrastructure that should be Port-developed and maintained in the Fisherman's Wharf Area in order to attract and sustain the business operations of long term port tenants. Once identified and validated with FDOT and the Port, the infrastructure projects will be vetted and confirmed as viable candidate port infrastructure projects for selection as FSTED grant funded port infrastructure development projects. The Fisherman's Wharf Area is the southernmost portion of the Port's Operating Area, and its use has been envisioned as a transition zone between the more residential, retail and recreational character of the property to the south and the heavy industrial nature of the property to the north.

Specifically, the purpose of this second phase is to identify infrastructure projects on Port-controlled property in the Fisherman's Wharf Area that would be required to be provided by the Port of FT Pierce to attract and sustain the business operations of long term port tenants and be eligible for FSTED grant funding under the provisions of FS 311.07. The first step of this process –project identification - has been completed through a series of interviews with selected business owners, regional business leaders, port leadership and public officials.
There is a significant range of opinions and views on the identification and relative feasibility of businesses that could be port tenants at Fisherman's Wharf. Nevertheless, even with the range of potential uses suggested by the interviewees that fit the envisioned transition zone, the specific infrastructure that the Port should provide and maintain is relatively clear and all identified projects would serve to attract and sustain virtually all of the port tenant land uses and business operations suggested.

This interim report goes as far as identification of the specific infrastructure projects that in our opinion are:

1. Required to be developed in order to attract and sustain long term port tenants who would engage in businesses appropriate to the specific location within the Port's Operating Area, producing revenues for the Port and having a positive economic impact on the region, and

2. Would be considered the Port's responsibility as opposed to capital infrastructure that would be considered of such a business-specific nature as to be the tenant's responsibility.

Our next steps will be:

1. Having validated the accuracy of our project identification with Port leadership and FDOT District 4, we will thoroughly vet each project for FSTED funding eligibility, and

2. those infrastructure projects, that have been validated by the Port of FT Pierce and the FDOT and determined to be eligible for FSTED funding, will be documented (scope/ description of need, cost estimate and justification/positive economic impact) for FSTED grant applications.

Section II Port Infrastructure Responsibilities

The most desired and appropriate use(s) for the Port property contained within the footprint of property configuration – Fisherman's Wharf Option 2, would provide the envisioned transition zone between the more heavy industrial area to the north of Fisherman's Wharf Road and the more residential/retail and historically significant area to the south of Florida A1A. Potential uses, compatible with the concept of the transition zone include but are not necessarily limited to:

- Maintaining and improving the existing boat ramps and parking for cars/trucks and trailers east of Indian River Drive
- Improvement and extension of the existing "T" dock for berthing pleasure craft
- Development of a fueling facility on the T dock
- Along-side berthing for larger yachts
- Development of a permanent berth at the western end of the basin's north bulkhead for a ferry or small cruise ship service or casino boat with proximate parking for visitors or passengers
- Sport fishing and boat supply retail
- Trailered boat storage
- Restaurant(s)
- A hotel to support sport fishing visitors and marina users
- A smaller scale cargo operation along the ICW bulkhead at the eastern end of Fisherman's Wharf Rd.

As a landlord, the Port of FT Pierce would seek interest from potential business operators who would become long term tenants of the Port in order to lease property and operate business on Port property at Fisherman's Wharf. Generally, landlord ports across the country provide major infrastructure for long term port tenants who range from restaurant and retail store operators, to cargo terminal operators and steam ship lines, stevedoring companies, cruise lines, charter companies, casino boats and cargo (value adding) processors. In many cases the Port will provide the waterfront infrastructure such as docks, piers and wharves, access channels and berths of adequate depth and structural capacity. Additionally, they will provide landside infrastructure such as area drainage systems, paving, lighting, parking and utilities.

The long term tenant, with an adequate lease term to amortize capital investment, will then assume responsibility for designing, building and maintaining structures particular to the business line they will pursue. There are numerous exceptions to this general arrangement between the public port and its long term tenant in which all infrastructure development both landside and waterside is assumed entirely by the port or the tenant. If such is the case, the assumption of responsibility for all infrastructure development is reflected in lease rates, minimum annual guarantees and operating fees such as dockage and wharfage.

In the case of the Port of FT Pierce, with very limited available capital for infrastructure investment, we recommend the provision of basic infrastructure that can be funded by state FSTED funding under FS 311.07. The term of leases and operating agreements with potential tenants must therefore be of sufficient duration to allow for full amortization of the tenant's invested capital in business-specific infrastructure and facilities.

Port Infrastructure Responsibilities Cont.

After reviewing the project criteria contained in FS 311.07 and the provisions made for port with operating revenues of $5 Million or less (3 (b) 10.), it appears that the majority of the infrastructure projects identified in part IV of this report may be candidates for state funding under the FSTED program. Each project must support port activities that will create economic development opportunities, capital improvements and positive financial returns to the Port of FT Pierce.

Section III Interviews

The identification of interviewees and the notes taken during their interviews are included in this report as Appendix A.

Preliminary Conclusions

1. All advocate the transition zone concept and envision a range uses. Nearly all interviewed agree that mega yacht maintenance & repair is not a good use of the Fisherman's Wharf Area (FWA).

2. Port, County and City leadership have indicated interest in entertaining a broad range of uses that correspond to the Port's Master Plan, its 2012 update and the public involvement charrettes conducted to identify the most desirable uses of the area. The Port of Fort Pierce Consensus Land Use Plan indicated the following potential uses for the Fisherman's Wharf Area:

- Marina
- Maritime Academy
- Hotel
- Restaurant
- Retail
- Water Taxi
- Boat Work
- Ferry, Passenger and Cargo Operations

3. Some of the interviewees strongly support the development of a port-operated marina with in-water slips, surface and structured boat storage and trailer parking. Those facilities would accommodate sport, tournament and commercial fishing as well as private boaters, looking for either in-water or dry boat storage. In turn, marina activity could attract the ancillary businesses that would support and complement these activities, such as a small hotel, restaurants, a deli and coffee shop, a convenience store, boating and fishing retail stores. They are split along predictable lines on the boat ramp. However, they agree that if it cannot be replaced in kind somewhere else in the Port's operating area, closing it may be politically untenable. Certainly, if it were preserved in place, the ramps can be expanded to provide three launching lanes, improved boat staging and more efficient parking.

4. Other interviewees advocate the operation of an island ferry for passenger and light cargo transport and a very small, high end and niche-serving cruise boat that serves a different clientele than the larger ships at JaxPort, Canaveral, Palm Beach, Everglades and Miami. Additionally, there has been the strong suggestion that the eastern end of Fisherman's Wharf Road and the berth on the ICW (Indian River) could serve as a barge berth for barge-carried cargo (such as building materials) to the Bahamas and other Caribbean islands and short-sea shipping of locally sourced materials and commodities. One location attribute that supports barge cargo operation is proximity to the FEC main rail line approximately 1,200 feet away from the FWA.

5. Our conclusions from the multiple interviews and information gathering efforts are:

a. The Fisherman's Wharf Area needs to function as a transition zone between the more residential, retail and recreational uses of the properties to the south and the heavy industrial uses of the properties to the north.

b. The location of the Fisherman's Wharf Area along the ICW, US 1 and the FL East Coast

Preliminary Conclusions Cont.

Railways mainline make multiple uses identified in the Port of Fort Pierce Consensus Land Use Plan reasonable pursuits.

c. A well-considered mixture of uses that do not interfere with one another and to the greatest extent compliment and support one another should include development of infrastructure - facilities for:

i. A port or municipally operated marina

ii. Berthing for loading/unloading a passenger ferry and/or island cruise vessel

iii. A berth for a smaller cargo operation for barge or RO/RO vessel at the eastern end of Fisherman's Wharf Road

6. The specific infrastructure projects that emerge as Port responsibilities are:

a. Expanding and improving the boat launching/retrieval ramp.

b. Re-bulkheading the west and northern bulkheads as well as the 184' section on the Indian River for berthing and cargo operations.

c. Dredging the basin and maintaining the depth to not less than a navigable depth of 8' at MLW.

d. Paving and draining dedicated surface parking areas. Potentially building structured parking for daily and overnight customers.

e. Port Seagrass Survey (last performed in 2006) to support the basin dredging permits

Section V Next Steps

The next step is confirmation of the identification of needed, port-provided infrastructure with the Port's leadership and FDOT, District 4. Then we will confirm eligibility for FSTED grant funding. Once confirmed as critically needed infrastructure projects and eligible for grant funding, TranSystems will assist the Port of FT Pierce in preparing project scopes, cost estimates and justifications for use in FSTD grant applications.

APPENDIX A
INTERVIEWS

Interviewee	Business or Organization
Don West	ST Lucie County PW Director and Port Director
Nick Mims	City Manager, City of FT Pierce
Peter Jones	ST Lucie County Business Navigator
Peter Tesch	President, ST Lucie County EDC
Terissa Aronson	President, ST Lucie Chamber of Commerce
Charlotte L. Bireley	Manager, ST Lucie Tourism & Venues
Glenn Middlebrooks	De Brooks Fishing Center
Brian Paul	Inlet Hotel and Grill
Harold “Buzz” Smyth	Inlet Hotel and Grill
Vicky Tillman	ST Lucie Outboard Marine
Dean Kubitchek	Manager, FT Pierce Marina
Tom and Camie Sellin	Treasure Coast Boat Rentals
Ken Blair	Managing Director, Seven Kings Holdings and Loggerhead Marinas
Tom Sheppard	Operations Director, Loggerhead Marinas
Manuel Almira, PPM	Exec. Director, Port of Palm Beach
John Williams	General Manager of Operations FEC Railway

Glenn Middlebrooks (De Brooks Fishing Center):

• Glenn thinks the boat launching ramp should be closed and moved to Moore's Creek or Taylor Creek. He, like Dean Kubitchek, believes the ramp has reached its life span and is "old and sorry." Replacement elsewhere in the Port is critical if the Port closes the ramp.

• The parking lot, currently dedicated to ramp users, could be converted to a more efficiently laid-out parking lot and entrance way into FW that would lead to a row of two or three waterfront restaurants along the north side of the basin.

• The bulkhead along the north side of the basin could be used for transient dockage.

• An island ferry or small cruise ship is a possibility, but a casino boat is not sustainable with the surrounding area demographics.

• Asked about mega yacht maintenance and repair, Glenn doesn't believe this use fits the concept of "transition zone". He believes mega yacht maintenance and repair (m&r) is viable but should be farther north in the Port's more industrialized operating area.

• He is pessimistic about the Port's viability as a cargo port since citrus has moved to Tampa and "we're too shallow and too small."

• He believes that the Bell property must be acquired to make anything new really feasible within the Port's operating area.

• He believes that whatever is developed as businesses at the FWA, needs to complement and support other development within the Port's operating area to the north.

Brian Paul and Harold "Buzz" Smyth (Inlet Hotel and Grill):

• Both believe (especially Brian) that sport fishing needs to be the major waterfront theme of the FWA with good docking facilities for a substantial charter fishing fleet.

• Buzz spoke of the idea of establishing a hospitality school in the Fort Pierce area.

• Buzz has considerable first-hand knowledge of mega yacht m&r and transient berthing. He doesn't believe that the FWA area is viable for mega yachts for security, privacy and navigational issues. They both believe that mega yacht m&r is feasible at the Port but farther north into the Port's operating area.

• Buzz believes that, before the Port can grow and start any significant new operations in its operating area, the waterfront from FWA north must be re-bulkheaded.

• Brian envisions not only sport fishing facilities but also restaurants, fish receiving, a seafood market, and hotel along the northern side of the basin and along the western side of the basin.

• Buzz showed and gave me the FW study and development plan done by himself, Greg

Boggs et al and the conceptual layout of Edgartown done by Lucido &Associates. Very good background and good ideas for uses of the area.

• Brian feels the highest and best use of the FWA is a comingling of commercial and sport fishing with the associated attraction of restaurants and a waterfront hotel.

• One element of the Lucido plan was the downtown connection for walkers and bikers that passes under the South Causeway Bridge. This pedestrian connection to downtown is very good and should be in the final use plan.

• Both believe that the existing boat ramp should be removed but caution that it must be replaced elsewhere.

• Given the area zoning, they say that height limit is 65' thus enabling structures built along the north side of the basin to effectively curtain the more unattractive areas to the north.

• There is no major hotel with "a flag on the water" because of the > 285 room requirement, but a true sport fishing center at the FWA might change the demand to meet the requirement.

• The ability to establish the FTZ within different areas of the Pot's operating area is a definite advantage, but would not be applicable to the FWA if uses are predominantly as a sport and commercial fishing center.

Vicky Tillman (St. Lucie Outboard Marine Inc.):

• Vicky is against removing the ramp and believes that it does not have a water current problem and it is sufficient for the boaters' needs.

• She believes that given the "best inlet" in the region, Ft. Pierce could become a tournament fishing center, and she believes FWA would be the right spot for the center.

• She believes that the tournament fishing venue could attract a hotel or B&Bs in the vicinity, probably to the west.

• She envisions the establishment of one or two new restaurants with a deli, coffee shop and convenience store as viable in the FWA.

• She advocates use of some of the area for a public park attracting the general public to the waterfront.

• She believes that the basin does need to be dredged and maintained to a navigable depth of 6 – 8 feet MLW .

• She advocates further exploration of permanently berthing the USCG Cutter, INGRAHM, along the western side of the north basin bulkhead as we laid out in the Option 2 conceptual plan.

• She cautioned that the FWA be kept solely for waterfront related purposes, i.e. do not let it become residential.

Tom and Camie Sellin (Treasure Coast Boat Rentals)

• Tom and Camie have a well-established bait, tackle and boat rental company located on Fisherman's Wharf.

• They are advocates of maintaining the sport fishing theme as the central attraction for the area.

• They support the improvement of the existing outdated boat launching facility and the development of more efficient parking for cars and trucks with boat trailers.

• They believe berthing facilities should be developed for sport fishing charter boats and agree that a boat fueling facility would be useful and attractive to boats "home-ported" at FW as well as those transiting the ICW.

• They agree that quick and efficient ocean access through the inlet is an attraction to sport fishing and they believe a quality restaurant that caters properly to charterers and boat crew as well as people looking for an excellent meal with an interesting water view is an effective draw to the area.

• While a hotel to accommodate charterers of the sport fishing boats is desireable, it is probably doubtful that a higher quality chain would invest because of the relatively small number of rooms that could be regularly occupied.

Ken Blair and Tom Sheppard (Seven Kings Holdings and Loggerhead Marinas)

• Ken and Tom have many years of very successful experience in boat repair and marina development and operations. They feel that closure of the boat launching ramp is not advisable.

• They do not see adequate space in the basin for a viable marina operation of substantial size, which is their business model; however, they saw viability as a smaller port or municipally operated ramp and marina.

• They are skeptical about a quality hotel making any commitment because of the room-night requirements.

• They agree that mega yacht m&r is viable at the Port, but it needs to be in a more secure and separated are farther to the north in the Port's Operating Area.

• They were positive about the sport fishing center concept but strongly cautioned that there must be some aspect of FW to attract fishing charter boats to home port at FW. Excellent bait and tackle suppliers is part of the equation but a top quality restaurant that caters to the hours and needs of the charterers and boat crews is equally important.

• Having refueling capability at the docks is very important to the charter fleet, as are pump-out facilities and potable water at the dock.

• Ken and Tom suggested adding another lane for boat launching and retrieval as well as longer finger piers for temporary staging. They also suggested the addition of surface parking for the ramp on the west side of Indian River Drive.

• They cautioned that ramp users need bathroom facilities and plenty of garbage capacity in the vicinity of the ramp and parking area(s).

Manny Almira (Executive Director, Port of Palm Beach)

• Manny has approximately 30 years of experience in the maritime industry with private steamship lines (carriers), at Port Everglades as the marketing director and for the last eight years as the Executive Director at the Port of Palm Beach.

• Given his experience with carriers and as a port director who deals with casino boat, ferry and cruise operations, I sought his input and opinions on the viability of commercial operations at the Port of Ft Pierce's Fisherman's Wharf Area.

• He believes that Ft Pierce is not a viable location for homeporting sustaining profitable operations of a casino boat and would strongly discourage such a pursuit.

• He agrees with many of the other interviewees that sport and commercial fishing would be a viable business pursuit. Manny presented some ideas for the Port's attracting and promoting these business lines.

• He also suggested approaching the USCG to explore developing part of the property for an active US Coast Guard station, given proximity to the Inlet, access to the ICW and space for landside facility development.

• Manny believes that Ft Pierce is an excellent location for mega yacht maintenance and repair but agreed that it needs to be located farther north in the Port's Operating Area, where there is adequate space and security.

• He believes that the basin's north bulkhead and the bulkhead at the end of Fisherman's Wharf Road on the ICW are viable berths for an island ferry operation. He offered that the key to attracting ferry passengers , residents of the Bahamas, to the US is "backland support" – meaning a possible port-sponsored or city-sponsored connection to shopping at such big box stores as Kmart, Target and WalMart or large discount automotive parts suppliers.

• He indicated that 72 hours advance notice is required for moving POVs on ferries out of the US and bringing cars into the US from foreign ports is even more cumbersome. Therefore, the ferry might move a limited number of vehicles in either direction, but they would be predominantly for passengers and relatively light cargo.

• He recommended collaboration with the Port of St. Petersburg, FL to explore the seasonal homeporting of a research vessel since St Petersburg has been successful with accommodating the USF marine research vessel He believes this could be a viable opportunity for the Port's Fisherman's Wharf Area.

• Manny believes that the Port of Ft Pierce could become the homeport for a cruise vessel; however, the physical restrictions of the Fisherman's Wharf area and the relative scarcity of other area attractions compared to Palm Beach, Ft. Lauderdale or Miami restrict any viability of a cruise operation at the Port of Ft. Pierce to a specific and otherwise unserved niche. Ft. Pierce could conceivably serve a small (150 passenger) very high end cruise ship doing off-the-normal-path cruises to the outer islands (Bahamas) and less frequented, more exotic ports in the Caribbean. Port Canaveral to the north and both Port Everglades and PortMiami to the south are much more focused on accommodating the largest cruise ships with passenger terminals and structured parking that are capable of moving thousands of cruise customers and accommodating hundreds of their cars. While not as profitable as homeporting the large cruise vessels, the Port of Ft. Pierce could capture this niche market that is underserved elsewhere in Florida.

• The size of the terminal's baggage laydown area is determined by the number of passengers being served. A very small cruise ship with a maximum capacity for 150 passengers could be easily accommodated by a 3,000 s.f. facility for baggage. Additional terminal space might be required by CBP; however a second or even third story could be added to the terminal to accommodate a passenger waiting area and a water-view restaurant, without exceeding the area's height restriction. Passenger parking is required with easy access to the terminal. Given the space restrictions of the Fisherman's Wharf area, consideration might be given to structured parking in the immediate vicinity of the terminal unless there could be a dedication of sufficient surface space for approximately 100 vehicles.

APPENDIX 2: PORT OF FORT PIERCE SeaCIP APPLICATION BULKHEADING AND DREDGING

Port of Fort Pierce

Fisherman's Wharf Development: Bulkhead Rehabilitation and New Dredging of the Basin and Intracoastal Waterway (ICW) Berth

Port of Fort Pierce – Fisherman's Wharf Development

UPIN:	Project Manager: Lauren Rand	Est. Completion Year: 2019
Item-Segment:	Project Type: Port Infrastructure	Est. Total Cost: $5,665,000
	Port Priority: 1	
Funding Request	**Need you to fill in**	
Funding Allocation	**Need you to fill in**	

General

1. Provide a detailed description of the project, include location, size/dimensions and purpose of construction or facility, any required mitigation and all other information needed to gain a comprehensive understanding of the project. The project description must correspond to the current year funding request; that is, if funding request is part of a larger project, the project description must identify the specific element to be funded in the current year.

   Introduction: St. Lucie County is exploring strategic options to make the Port of Fort Pierce a fully operational facility that creates jobs and serves the needs of residents and businesses. This project is located at Fisherman's Wharf which is at the southern end of the Port's Operating Area.

   Project Description: The first portion of this project would rehabilitate the insufficient and seriously deteriorated sheet pile bulkhead that forms the western and northern boundaries of the Fisherman's Wharf basin and rehabilitate the equally deteriorated and insufficient bulkhead along the ICW at the far eastern end of Fisherman's Wharf Road. The second portion of the project includes the integral dredging of both the Fisherman's Wharf basin and the 185' cargo berth at the eastern end of Fisherman's Wharf Road on the ICW. More specifically, following rehabilitation of the basin's bulkhead, the basin would be dredged as would the 185' berth along the ICW. This second portion of the project is further separated into the performance of a port-wide seagrass survey and the dredge design and permitting and the actual dredging. The

seagrass survey will support the permitting of the essential dredging of the basin as well as future waterside infrastructure developments at the Port of FT Pierce.

Dredging Description: The Fisherman's Wharf basin, shown on the attached aerial view, is trapezoidal shaped, covering an area of approximately 137,500 square feet. Its current navigable depth at mean low water (MLW) is 4' or less, severely restricting access to very shallow draft vessels only, most of which are trailer-launched at the boat ramp and produce no revenues for the City, County or Port. The planned dredging of the basin would provide a depth of at least 8' at MLW throughout the basin and a depth of 15' at MLW in a 75' wide access channel along the north bulkhead to provide access and berthing for a small cruise ship and an island ferry operation and transient/permanent berthing for larger yachts.

It is estimated that the dredging of the basin will require the excavation and disposal of approximately 26,500 cubic yards of dredge material. Additional berth dredging will be required at the 185' berth at the far eastern end of Fisherman's Wharf Road along the Intracoastal Waterway (ICW) to provide a berth capable of accommodating a smaller conventional cargo vessel or an ocean-going barge with a maximum draft requirement of 20'. That volume of material is estimated at 5,500 cubic yards.

Bulkhead Rehabilitation Description: The estimated cost of rehabilitating the existing bulkheading, complete with adequate fendering and mooring equipment is $3,900,000.The rehabilitation of the existing and insufficient bulkheading is proposed as a three phase project, each phase being performed consecutively. The first phase would be the design and permitting of section 1 and section 2 of the bulkhead rehabilitation. (Section 1 is from the City boat launching ramps along the western basin wall to the north wall and east along the north wall to the River Marina property. Section 2 begins at the River marina property line on the north wall, extends to the eastern end of the River Marina property and turns north to form the 185' section (berth) on the ICW.)

Following completion of the design and permitting (expected to require 6 to 9 months) section 1 of the bulkhead, from the City's launching ramps along the western and northern portions of the Basin up to the River Marina property line will be competitively bid and constructed. Upon completion of section 1 of the bulkhead rehabilitation and successful acquisition by the Port of the River Marina properties, the Port will competitively bid and execute a contract for the completion of section 2 of the bulkhead rehabilitation from the River Marina property line on the north bulkhead out to the ICW and then north to the north side of the eastern end of Fisherman's Wharf Road to form a 185' cargo berth on the ICW. Anticipating design and permitting in 2017, completion of section 1 in 2018, the completion of section 2 would follow in 2019.

Dredging Estimated Cost: The estimated cost of dredging the majority of the basin to a depth of 8' at MLW, the access channel and berthing along the north bulkhead to 15' MLW and dredging

a berth at the eastern end of Fisherman's Wharf Road along the ICW to a depth of 20' at MLW is $1,370,000. This amount is based upon the estimation that approximately 32,000 cubic yards of material will be dredged and the assumption that the dredged material can be placed in an upland disposal site located on County Airport property, adjacent to Ridge Haven Road west of US Highway 1. The spoil site is designed to accommodate 300,000 cubic yards with hydraulic dredging methods and thus has adequate capacity. Further, we have estimated an average removal and disposal cost of $35 per cubic yard, $200,000 for the dredging contractor's mobilization and demobilization and $50,000 for materials testing and sediment analysis. The dredging of the basin and ICW berth would be performed in two consecutive phases. The first phase could be completed concurrently with the last phase of the bulkhead rehabilitation project so that actual dredging (the second phase) would be ready to begin as soon as the last section of bulkhead rehabilitation was completed. The two phases of the dredging project would be design and permitting, as phase one (estimated cost of $95,000) and the actual dredging of the basin and berth on the ICW, as phase two (estimated cost of $1,370,000).

If phase one were completed concurrently with the completion of the second section of the bulkhead rehabilitation in 2019, the actual dredging could begin as soon as possible and be complete in 2020.

Identified Port Uses: Several of the most desired and appropriate use(s) for the Port property, identified in the Port's master plan and its 2012 update and contained within the footprint of property configuration – Fisherman's Wharf Option 2 (attached), would provide the envisioned transition zone between the more heavy industrial area to the north of Fisherman's Wharf Road and the more residential/retail and historically significant area to the south of Florida A1A. Potential uses, compatible with the concept of the transition zone include follow, but are not necessarily limited to:

- Along-side berthing for larger yachts
- Development of permanent berths along the basin's north bulkhead for an island ferry and small scale cruise ship service with proximate parking for visitors or passengers
- Sport fishing and boat supply retail
- Trailered boat storage
- Restaurant(s)
- A smaller scale cargo operation along the ICW bulkhead at the eastern end of Fisherman's Wharf Rd.

Each of the identified uses is considered a port operation and would create jobs and provide economic benefit to both residents and businesses in St. Lucie County.

Along-side permanent and transient berthing for larger yachts, development of permanent berths along the basin's north bulkhead for an island ferry and small scale cruise ship service and development of a smaller scale cargo operation along the ICW bulkhead at the eastern end of Fisherman's Wharf Rd. would require both the rehabilitation of the western and northern

bulkheads in the Fisherman's Wharf basin and along the ICW at the eastern end of Fisherman's Wharf Road and the dredging of the basin to 8' MLW, an access channel and berth in the basin at a depth of 15' MLW, and a 185' berth on the ICW at a depth of 20' MLW .

In accordance with a recommendation from the U.S. Army Corps of Engineers, Jacksonville District Regulatory Branch, the existing, permitted bulkhead line would not be altered in the re-construction in order to minimize both permitting requirements and potential mitigation necessitated by changing the bulkhead lines. The dimensions of the new bulkhead are as follows:

- length along western portion of the basin: 250 feet
- length along northern portion of the basin: 525 feet
- length of bulkhead along the ICW: 185 feet

The total length of new bulkheading would be 960 feet. Depth of sheet pile wall embedment would vary according to berth depth requirements. Within the basin the navigable depth is envisioned to be 8' at MLW and along the ICW the berth depth would be 20' at MLW. The Port Authority anticipates that the planning, permitting design rehabilitation of the bulkheading within the basin and along the ICW at the eastern end of Fisherman's Wharf Road, coupled with the equally important dredging of both the basin area and the ICW berth at the east end of Fisherman's Wharf Road, will allow for the development of permanent and transient berthing for larger pleasure craft and yachts, development of a small scale cruise operation for home porting and port-of-call operations and an island ferry operation, and light cargo operations for shallower draft conventional cargo vessels and barge operations at the rehabilitated bulkhead on the ICW. The rehabilitation of the existing deteriorated and insufficient bulkheads and dredging within the basin and along the ICW will provide new employment to the region that currently does not exist and provide significant benefits to the residents and existing businesses in St. Lucie County.

2. Florida's Seaport Mission Plan – Your call
3. For the current funding request, as defined in question #1, this is a 2 portion project (bulkhead rehabilitation and dredging), separated into five phases. The Port of FT Pierce is submitting one project for five sequential grants according to phase. For clarity , we provide the following:

Phase	Description of Work	Cost	Complete
1	Design and Permit Bulkhead Rehabilitation	$300,000	12/2017
2	Bulkhead Rehabilitation: Section 1	$1,800,000	12/2018
3	Bulkhead Rehabilitation: section 2	$2,100,000	12/2019
4	Dredging Design and Permitting	$95,000	12/2019
5	New Dredging in Basin and at ICW Berth	$1,370,000	12/2020
	TOTAL COST	**$5,665,000**	

Note: In 2017, the Port will request funding for Phase 1, in 2018 funding for Phase 2, in 2019 funding for Phases 3 and 4 and finally in 2020, the Port will request funding for Phase 5.

4. How will this project achieve the state's, the region's and/or the port's economic development goals?

   The Port's bulkhead rehabilitation and basin/berth dredging project at Fisherman's Wharf will allow the Port to realize new business opportunities to develop a safer and healthier economy through prudent management and advocacy for infrastructure improvements and collaboration with other public and private entities. The bulkhead rehabilitation and dredging diversifies port operations, improves reliability and efficiency, enhances safety, protects and preserves the environment and extends the life of the Fisherman's Wharf area indefinitely. The Port's economic support of the local, regional, state and national economies will also enhance the Port's role in the community through public relations, media outreach and county online website. Per the State's Economic goal, the Port has the potential to play a major role in the area's recovery and growth. The recession of recent years and the collapse of the real estate market demonstrated the need to diversify the economy of the region, resulting in overwhelming support from the citizens and governmental leaders, both local and state. The Port of Fort Pierce sees growth potential in its future.

5. Provide a map that identifies the project location. (Attached)

Planning

1. – 3. Your call

Economic

1. Total Capital Financial Investment;

Federal:	$0.00	
State:	For Bulkhead Rehabilitation at 75% to 25% Cost Share:	$3,150,000
	For Basin and ICW Berth Dredging at 50% to 50% C.S.:	$732,500
	Total State	**$3,882,500**
Local:	For Bulkhead Rehabilitation at 75% to 25% Cost Share:	$1,050,000
	For basin and ICW Berth Dredging at 50% to 50% C.S.:	$732,500
	Total Local	**$1,782,500**
Private:	$0.00	
Total Investment:	$5,665,000	

2. Project Lifecycle: Useful life 30 years

   Annualized Maintenance Cost: $110,000

   Methodology used to estimate Maintenance Cost:

   Bulkheading: Maintenance of the rehabilitated bulkheading during initial 5 years of use would be negligible. Projecting increased use of the bulkheads over the initial 5 years after construction, most maintenance would be focused on the periodic replacement of berthing, mooring and fendering equipment and infrastructure as well as replacement of cathodic protection. During the last half of the useful life from year 15 to 30, annual maintenance costs

could be expected to increase due to ware on the peripheral concrete apron behind the bulkheading and repair/replacement of the bulkhead sheet piling and tie back system components. Thus over a 30 year period, it is estimated that the total maintenance cost of the bulkheads, fendering, mooring and berthing infrastructure, concrete string piece and tie back system would be approximately $1.5 Million (annualized to $50K per year).

Maintenance Dredging: Maintaining the navigable depths in the Basin and at the berth on the ICW will be dependent upon the rate of siltation which can vary from year to year based upon multiple variables. For estimated maintenance costs we have assumed that the amount to be dredged every three years would be approximately one foot (depth) of accumulated sediments amounting to approximately 5,200 cubic yards. At a maintenance dredging unit rate of $35 per cubic yard, we estimate that the cost every three years to maintain the depths in the Basin and at the ICW berth would be approximately $182,000 or approximately $60,000 per year.

3. Cost Breakdown:

Planning/Design/Permitting:	Bulkhead Rehabilitation:	$300,000
	Dredging:	$95,000
Total		**$395,000**
Construction:	Bulkhead Rehabilitation	$3,900,000
	Dredging	$1,370,000
Total		**$5,270,000**
Land Acquisition:	N/A	
Equipment:	$0.00	
Total:	$5,665,000	

4. Economic Impact of Project (beyond Jobs and Wages)

In-State Impact:	40 direct jobs and approximately 80 indirect/induced jobs for The County
Total Impact:	(40 + 80) ($XXXXX/year) =

Source/Calculation Methodology: See paragraph 5., below.

5. Employment/Job Creation:

Direct Job creation: A small scale cruise operation would produce approximately 10 to 15 new jobs and the island ferry operation would create a similar number. A light cargo operation would create approximately 7 – 10 new jobs.

Indirect and induced jobs: in consultation with John Martin of Martin Associates, he believes that given the demographics of ST Lucie County and the nature of the envisioned port operations coupled with his extensive and empirical data from other similar operations in similar locations, the indirect/induced multiplier is approximately 2.3. We have used a projection of 40 new direct employment opportunities and multiplied by only 2.0 to derive a total of direct and indirect/induced jobs of 120.

6. 311.07 (3)(b)(10) eligibility. Ports with annual operating revenues of $5 Million or less may elect to propose funding for projects as defined in s. 315.02, Florida Statutes, and therefore must

comply with provisions of s. 311.07(3)(b)(10), Florida Statutes, by providing the following documentation.

Section 311.07(3)(b)(10), Florida Statutes, provides that projects eligible for funding include the following:

"Construction or rehabilitation of port facilities as defined in s. 315.02, excluding any park or recreational facilities in ports listed in s. 311.09(1) with operating revenues of $5million or less, provided that such projects create economic development opportunities, capital improvements and positive financial returns to such ports."

Please explain specifically how this project creates economic development opportunities, capital improvements, and/or possible financial returns to your port.

The capital improvements described for **Fisherman's Wharf Development: Bulkhead Rehabilitation and New Dredging of the Basin and Intracoastal Waterway (ICW) Berth** will provide the needed infrastructure for the Port to provide permanent and transient berthing for large pleasure craft and yachts as part of a City operated marina, develop a small scale cruise and island ferry operation and develop a light cargo operation for shallower draft conventional cargo vessels and a cargo barge operation. We believe that these identified uses are operationally and economically feasible and will significantly increase both Port revenues and the positive economic impact of the Port on the region. Port of Fort Pierce anticipates an increase in the quality of life for St. Lucie County residents.
This project will both strengthen and enhance the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port Operations Area. Additional infrastructure improvements that would be consistent with a mixed-use plan are still being sought.

Transportation

1. **CARGO & CRUISE**

CARGO Current Annual Volume: None

Additional Volume Anticipated Due to Project

a. TEU's: 0 (No containerized cargo is projected as Fisherman's Wharf cargo throughput)
b. Vehicles: 3,650 per year. The only envisioned vehicular RO/RO throughput would be vehicles (POVs) manifested as cargo on the island ferry operation. A reasonable estimate of vehicles moved on the ferry, per daily voyage is 10. Thus assuming daily operation of the island ferry, approximately 3,650 POVs would transit the Fisherman's Wharf facility on an annual basis.
c. Dry Bulks: The throughput of dry bulks and break bulks is dependent upon multiple, to-be-determined variables such as the potential commitment of the FEC to use the facility for ICW transport of rail building materials and the lifting of trade restrictions with Cuba. There is virtually no land available in the Fisherman's Wharf area for stockpiling dry bulks, wet bulks or break bulk cargoes. Therefore, all transshipment of such cargoes would be direct rail or truck to vessel transfer. Projecting 10 – 12 hopper and box cars per week and vessel operations, limited to alongside berthing of barges and small vessels at the 185' ICW berth, a reasonable throughput of 1,000 to 1,200 tons of bulks and break bulks per week is projected amounting to 50,000 to 60,000 tons per year, based upon one barge or vessel call per week for 50 weeks per year.

d. Liquid Bulks: Included in projected throughput for all bulks and break bulks in c. above.
e. Break Bulk Tons: Included in projected throughput for all bulks and break bulks in c. above.

CRUISE Current Annual Volume: None
Additional Volume Anticipated Due to Project

f. Number of Revenue Passengers: Based upon a small cruise ship with 108 cabins and double occupancy, estimate 216 revenue passengers per vessel. Projected revenues for the cruise operation are $166,000 per year per homeported vessel. Ultimately, we project two vessels homeported at the Port producing annual revenues of $332,000 per year
g. Number of ship Calls: 26 Embarkations and debarkations per year per vessel.
h. Percentage Share of Multi-Day Cruises: 100%

Project Impacts Realized: Phased Over Time

Describe anticipated growth in volume over time (number of years to achieve full capacity and percent of capacity achieved per year. Once a contract with a typical high-end, small cruise line is negotiated and executed, experience at the Port of Palm Beach leads us to anticipate a two week sailing cycle with 26 annual sailings. The typical vessel in this market sector has 108 staterooms, and we have assumed double occupancy. If the vessel is successful, other smaller high-end cruise operations would be attracted to homeport at the Port of FT Pierce, where they would not be competing with the larger cruise lines at such ports as Canaveral, Ft Lauderdale and Miami. We believe that port-of-call opportunities would be negligible. Full capacity at Fisherman's Wharf of one vessel embark/debark per week could be attained within five years of initiating cruise operations, assuming success of the first vessel.

2. TRANSPORTATION IMPACTS:

IMPORTS (Domestic & Foreign)
Percentage of Cargo Leaving the Port by Mode:
Current Traffic: None
Anticipated Project Traffic Mode Split: Imported cargoes are projected to be limited to dry bulk aggregates typically imported to Florida from the Bahamas, i.e. crushed lime rock for base course material in road building.
a. Short Distance Truck: 25%
b. Long Distance Truck: 0%
c. Rail: 75%
d. Barge/Vessel: 100% would be transported into the port by barge or vessel, directly unloaded at the Port for ground or rail transport to destination.

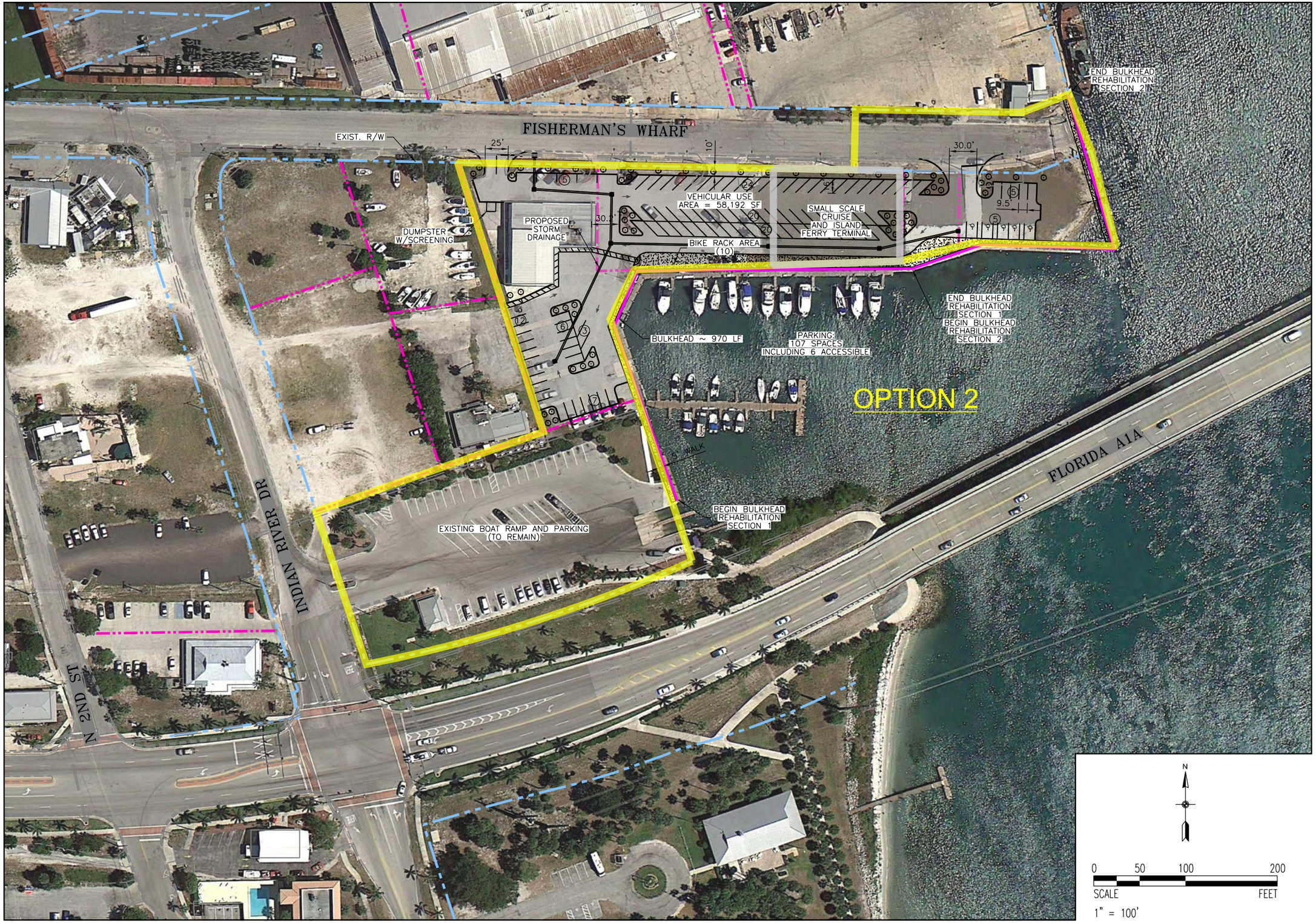
EXPORTS (Domestic & Foreign)
Percentage of Cargo Entering the Port by Mode:
Current Traffic: None
Anticipated Project Traffic Mode Split
a. Short Distance Truck: 30
b. Long Distance Truck: 5%
c. Rail 65%

d. Barge/Vessel: 100% would be carried as export cargo from the Port to destinations in Florida or in the Caribbean.

3. TRAVEL EFFICIENCY IMPACT

Projected impacts of this project to travel time or transportation costs of seaport related activities are minimal. The surrounding roadway network provides an adequate service level to accommodate the projected volume of cruise passengers and sufficient on-site and near-site parking for those cruise passengers and island ferry passengers, arriving in POVs, will be provided. The current and imminent reconstruction of 2nd Street and Fisherman's Wharf Road will adequately accommodate the projected increases in both vehicular and truck traffic generated by the projected cargo and island ferry operations. While projected rail operations to the ICW berth will involve an at-grade crossing, the movement of 10 to 12 loaded hopper and box cars per week will have a negligible effect on vehicular traffic in the area.

APPENDIX 3: SITE MAPS (AERIAL) OF PROPERTY CONFIGURATION - OPTION 2



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FISHERMAN'S WHARF

FORT PIERCE, FLORIDA

REVISIONS:

MARK	DATE	DESCRIPTION

PROJ NO: P304140060
SCALE: 1" = 100'
DATE: 8/1/2016
DESIGNED BY:
DRAWN BY: MEW
CHECKED BY: RWT

SHEET TITLE:

FISHERMAN'S WHARF AREA OPTION 2

SHEET NO.

EXH-OPT-02

SHEET OF

mewilson
8/1/2016 - 10:26:19 AM