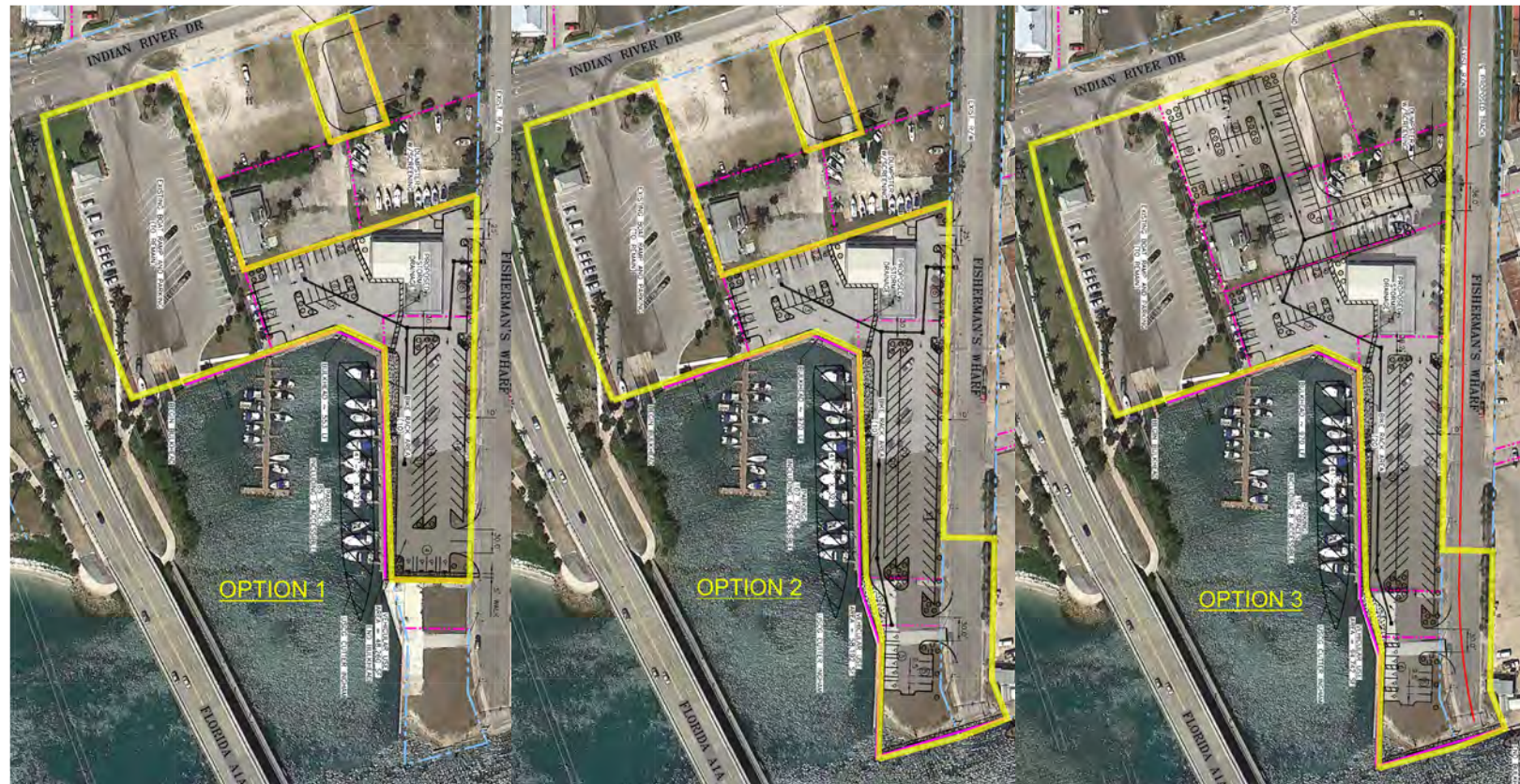


# FISHERMANS WHARF DEVELOPMENT STUDY



**PORT OF FORT PIERCE, FLORIDA  
FDOT DISTRICT FOUR**



# FISHERMANS WHARF DEVELOPMENT STUDY PORT OF FT PIERCE, FLORIDA

Florida Department of Transportation | District 4



Prepared for:  
Florida Department of Transportation  
District 4  
May 2015



Prepared by:  
TranSystems

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**FISHERMANS WHARF DEVELOPMENT STUDY  
PHASE ONE  
PRELIMINARY DESIGN AND COST ESTIMATES**

**Background**

The subject site for this study is in St Lucie County within the Operating Area of the Port of Fort Pierce in an area of the Port known as Fishermans Wharf. The site is generally bounded on the south by Florida A1A, to the west by Indian River Drive and to the north by Fishermans Wharf Road. To the east are the Indian River and the Intra Coastal Waterway. Currently, the site is comprised of multiple underutilized parcels as follows and as shown in the Fishermans Wharf Area aerial at Appendix A:

<b><u>Owner</u></b>	<b><u>Size of Parcel</u></b>
River Marina Incorporated	.31 acres
River Marina Incorporated	.13 acres
Fort Pierce Redevelopment Agency	.82 acres
Fort Pierce Redevelopment Agency	.79 acres
Fishmonger Investors LLC	.46 acres
Carol J. Jenkins	.46 acres
St. Lucie County	.47 acres
St. Lucie County	.77 acres
City of Fort Pierce (boat ramp & parking)*	1.5 acres

\* The City of Fort Pierce boat ramp parcel shows on the City aerial maps as being 12.6 acres; however, that includes property to the west of Indian River Road and outside the study area.

**Property Options**

TranSystems has reviewed three options or property configurations, Option 1, 2 and 3 as shown in Appendix B. Option 1 is the smallest in terms of acreage and totals approximately 3.11 acres. Option 2, the mid-sized property configuration, totals approximately 4 acres and includes approximately .44 acres at the eastern end of Fishermans Wharf Road. Finally Option 3, the largest in terms of acreage totals 6.15 acres.

**Purpose**

This feasibility analysis and comparative evaluation has been divided into two phases. The first phase is submitted herewith and was completed to provide preliminary design for paving and draining the site and providing new bulkhead from the northernmost boat ramp extending north and then turning east to the southeastern corner of the easternmost River Marina Inc. property. At that point the bulkhead turns over 90 degrees to the north northwest. This new section of bulkhead would be placed along the Indian River (ICW) and run north to the north side of Fishermans Wharf Road, providing approximately 184' of potentially rail-served berth space on the ICW.

Interviews with various stakeholders from the City and County were performed and potential use data collected, two comprehensive field investigations were performed and geotechnical information from several borings was collected to provide design data. Consideration was given to existing businesses in the area in order to maximize the feasibility and constructability of the site paving and drainage design. The most practicable and feasible uses of the bulkhead were taken into account in determining the performance specifications and the design of the bulkhead sections. The preliminary civil and structural designs for the three property options

are presented in this report.

The preliminary design for each property option was then used to prepare opinions of probable development cost for each property configuration or option, and those estimates of cost are presented in this report as well. The overall, two-fold purpose of the first phase of this study is to prepare preliminary designs of what we considered to provide the most universally useful site surfacing, drainage and bulkhead and prepare development cost estimates for each of the three property options.

The second phase of this study is to perform a comparative evaluation of the three options to determine relative usefulness in terms of meeting stakeholders' expectations and the goals of the Port, City and County. A number of aspects will be evaluated to include: cost of development, market demand, potential revenue production and local employment opportunities, growth potential, permit-ability, and environmental and community impacts. The product of the second phase will be the recommendation for selection of a course of action that will develop the Fishermans Wharf area of the Port of Fort Pierce in the highest and best manner for the region.

The design of the Fishermans Wharf area, though preliminary in nature, envisions the continued use of the boat ramps and parking for cars and boat trailers in the vicinity of the existing ramps on City property in order to provide adequate parking for ramp users. Other areas within each property configuration option were selected for paving in order to accommodate a majority of the proposed uses such as the permanent berthing of a historic Coast Guard cutter that would be a maritime museum, retail stores that would sell boating and fishing supplies, restaurants and potential cargo operations using a berth on the ICW, and possibly an industrial spur extended out to the eastern end of Fishermans Wharf Road from the FEC mainline several blocks to the west. Option 3 demonstrates the extension of the FEC rail spur from the King Marine Group property out to the eastern end of Fishermans Wharf Road for potential rail to barge or ship cargo operations.

While the final design of the area will be driven by the highest and best uses of the property, market demand and stakeholder expectations, the preliminary paving and drainage design has a significant range of applicability and flexibility to accommodate future area use. The preliminary design of the paved areas, site drainage and new bulkhead have allowed for the estimation of probable development costs for comparison among the property configurations and the property uses that each configuration would accommodate.

The bulkhead design from the northernmost boat ramp to the point at which it turns approximately 30 degrees to the northeast is envisioned to accommodate the berthing of smaller pleasure craft and the base of a “T” dock for slipping smaller pleasure craft. In Options 2 and 3, the bulkhead from the northwest corner of the basin east to the southeastern corner of the easternmost River Marina Inc. parcel is designed to berth the historic Coast Guard cutter and provide wharf space for cargo operations with island “box boats” or along-side berthing for larger pleasure craft. The bulkhead section that borders on the Indian River (ICW) was designed to provide a 184 foot berth for small ship and barge operations, which might include cargo, ferry and casino boat operations. In Option 1 the bulkhead along the north side of the basin extends approximately 297’ only to the eastern boundary of the Fort Pierce Redevelopment Agency property (.82 acres). In option 1 there is no bulkhead or berth on the Indian River (ICW).

The design of the pavement and site drainage for property configurations 1, 2 and 3 are at Appendix C. The preliminary design of the new bulkhead is at Appendix D.

Three separate cost estimates were developed for the three property configurations – Options 1, 2 and 3. As expected the development cost for the significantly smaller Option 1 (3.11 acres) is approximately \$2,841,000, including a 15% contingency. The development cost estimate for Option 2 is approximately \$5,835,000, including a 15% contingency. The development cost estimate for the largest property configuration of 6.15 acres in Option 3 is approximately \$10,792,000, including a 15% contingency.

The difference in the estimated cost of Option 2 versus the estimated cost of Option 1 is predominantly due to the additional bulkhead construction past the eastern boundary of the FORT Pierce Redevelopment Agency property (end point for the bulkhead in Option 1) to the southeastern corner of the River Marina Inc. property – a distance of approximately 230'. Also Option 2 differs from Option 1 in that it includes 184' of bulkhead to provide a serviceable barge and small ship berth on the Indian River (ICW).

Option 3 has considerably more site work, approximately \$2,250,000 more than in Options 1 and 2. Additionally, the industrial rail spur extension from the FEC mainline to the end of Fisherman's Wharf Road adds approximately \$1,895,000.

A more detailed breakdown of the estimated costs of development are found in synopsis form at Appendix E. Additionally the report provides even greater detail in a spreadsheet that supports the Opinion of Probable Costs.



# **APPENDIX A**

## **AERIAL OF FISHERMANS WHARF STUDY AREA**



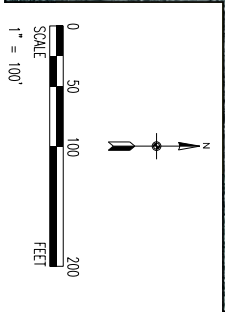
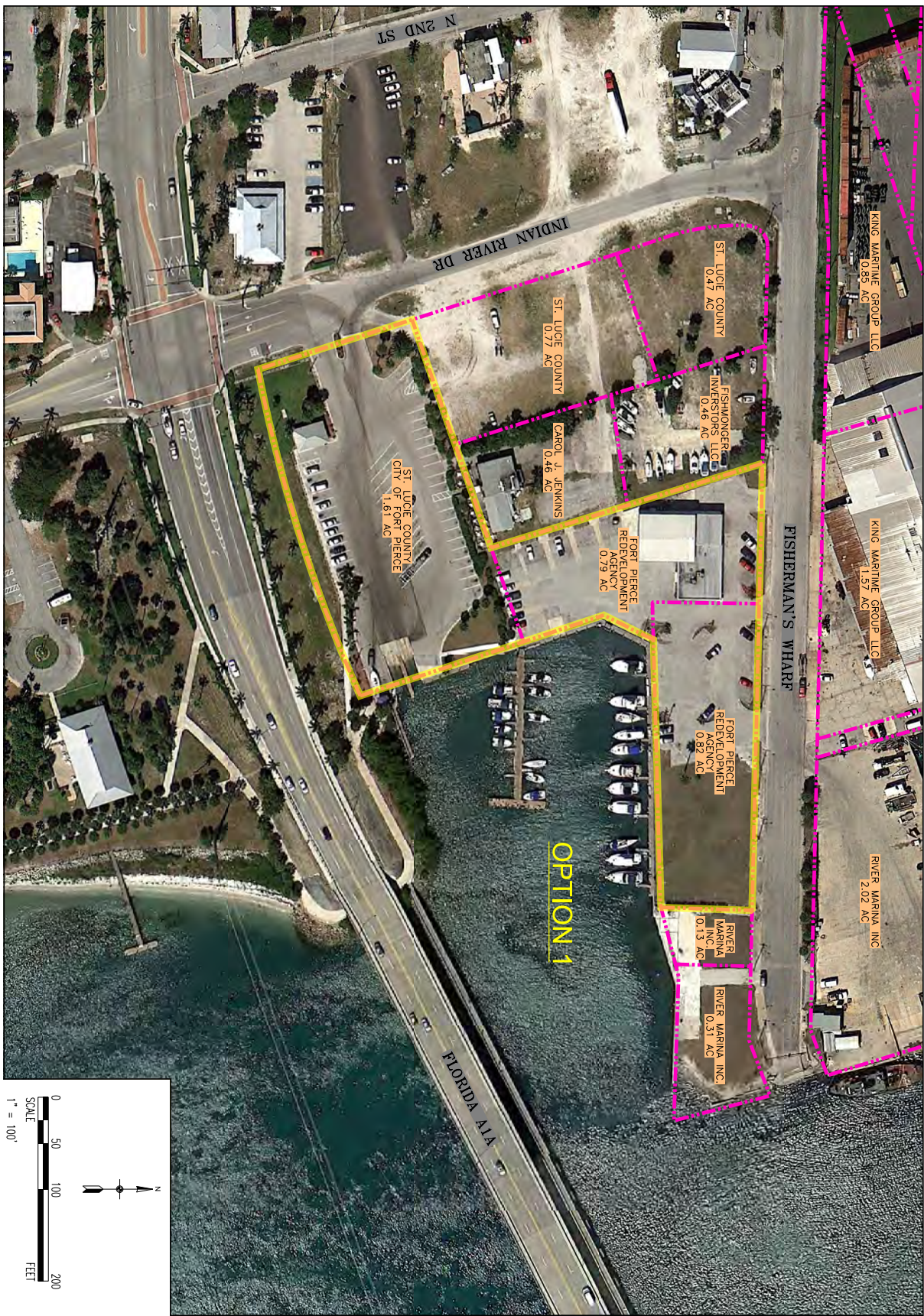
# FISHERMANS WHARF AREA

Printed: September 2014 1 in = 100 ft

This map is a conceptual tool utilized for project development and is not intended to be used for legal purposes. It is provided by the City of Fort Pierce for informational purposes only and is not intended to be used for technical purposes. Any information, including but not limited to software and data, received from City of Fort Pierce is provided "AS IS" without warranty of any kind, either expressed or implied. The information is provided by this map to be used for purposes other than those intended and reference must be confirmed by field survey. Aerial photo taken 2012, City of Fort Pierce Engineering Dept.



# **APPENDIX B PROPERTY CONFIGURATIONS (OPTIONS) 1, 2 AND 3**



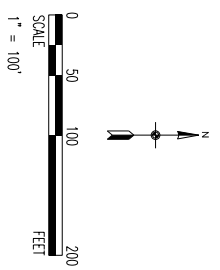
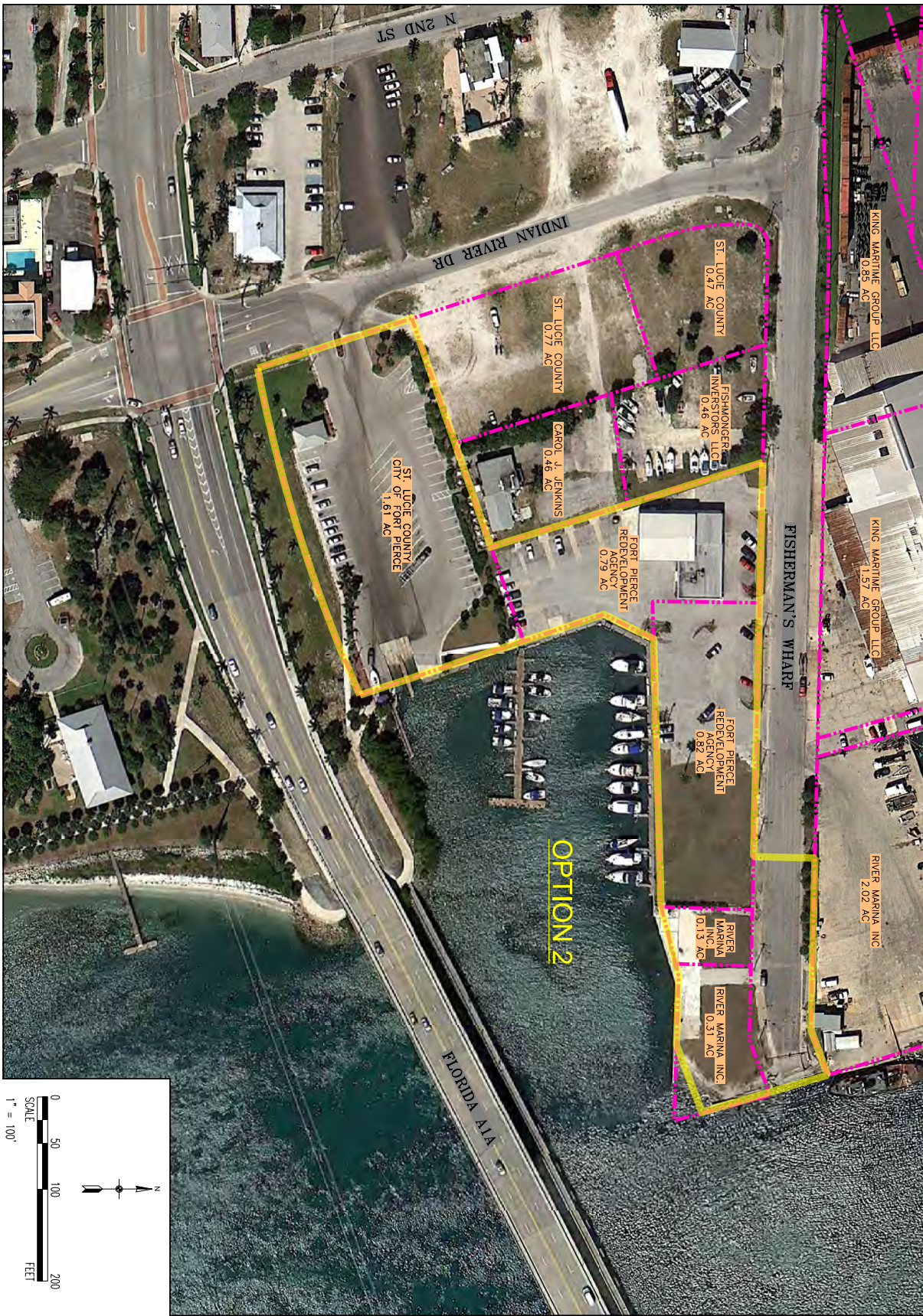
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CHECKED BY: RWB	
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FISHERMAN'S WHARF AREA	
OPTION 1	

**FISHERMAN'S WHARF**  
FORT PIERCE, FLORIDA



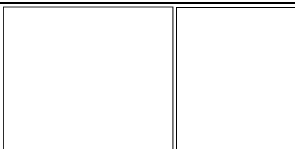
4500 SALISBURY ROAD, SUITE 440  
JACKSONVILLE, FLORIDA 32216  
PHONE: (904)245-6500  
FAX: (904)245-6510  
CA #7503



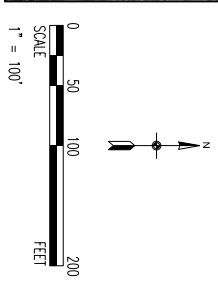
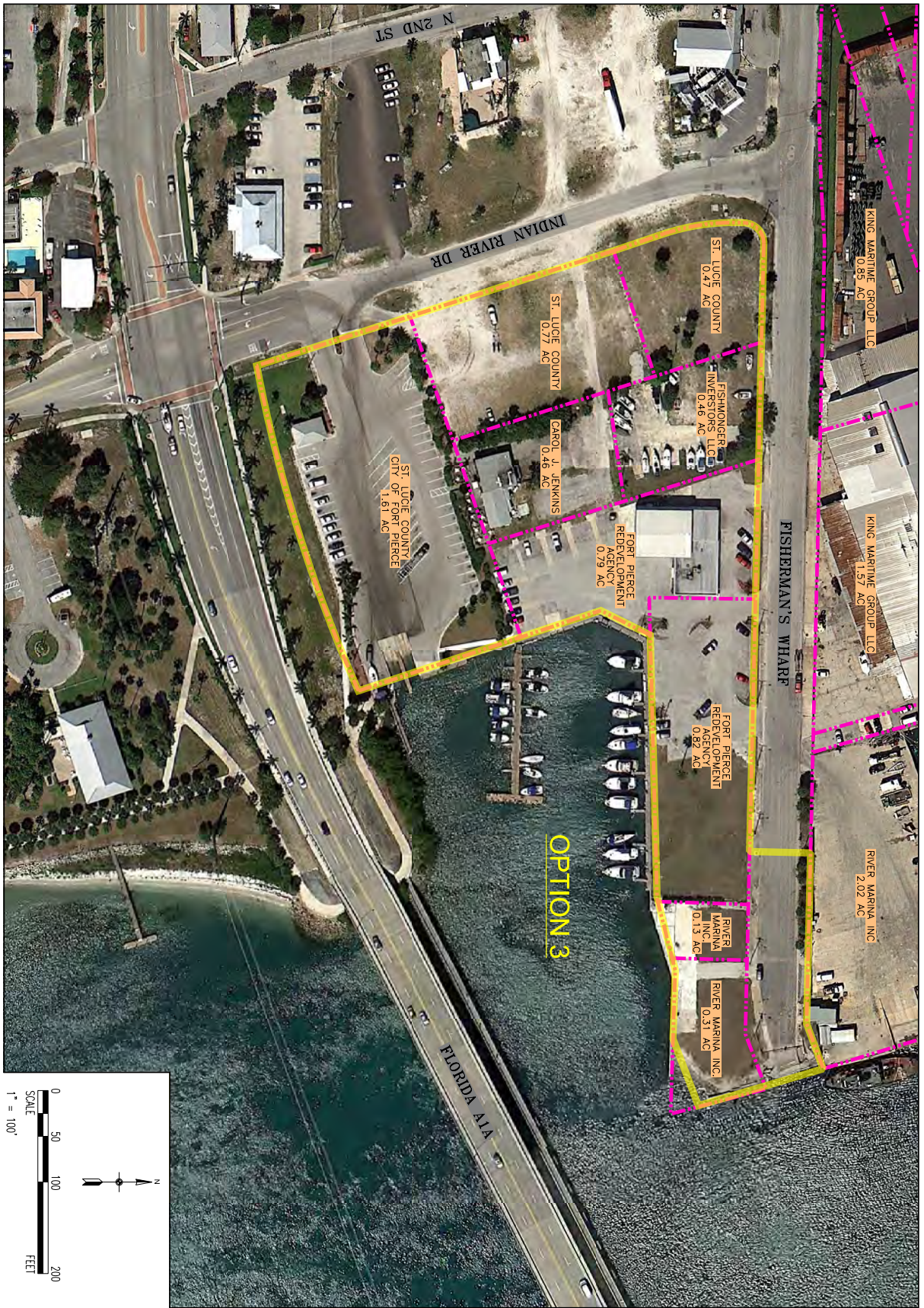
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DRAWN BY: J. BROWN			
CHECKED BY: RWB			
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FISHERMAN'S WHARF AREA OPTION 2			
SHEET NO.:			
EXH-01-02			

MARK	DATE	DESCRIPTION

FISHERMAN'S WHARF  
FORT PIERCE, FLORIDA



4500 SALLISBURY ROAD, SUITE 440  
JACKSONVILLE, FLORIDA 32216  
PHONE: (904)245-6500  
FAX: (904)245-5510  
CA #7503



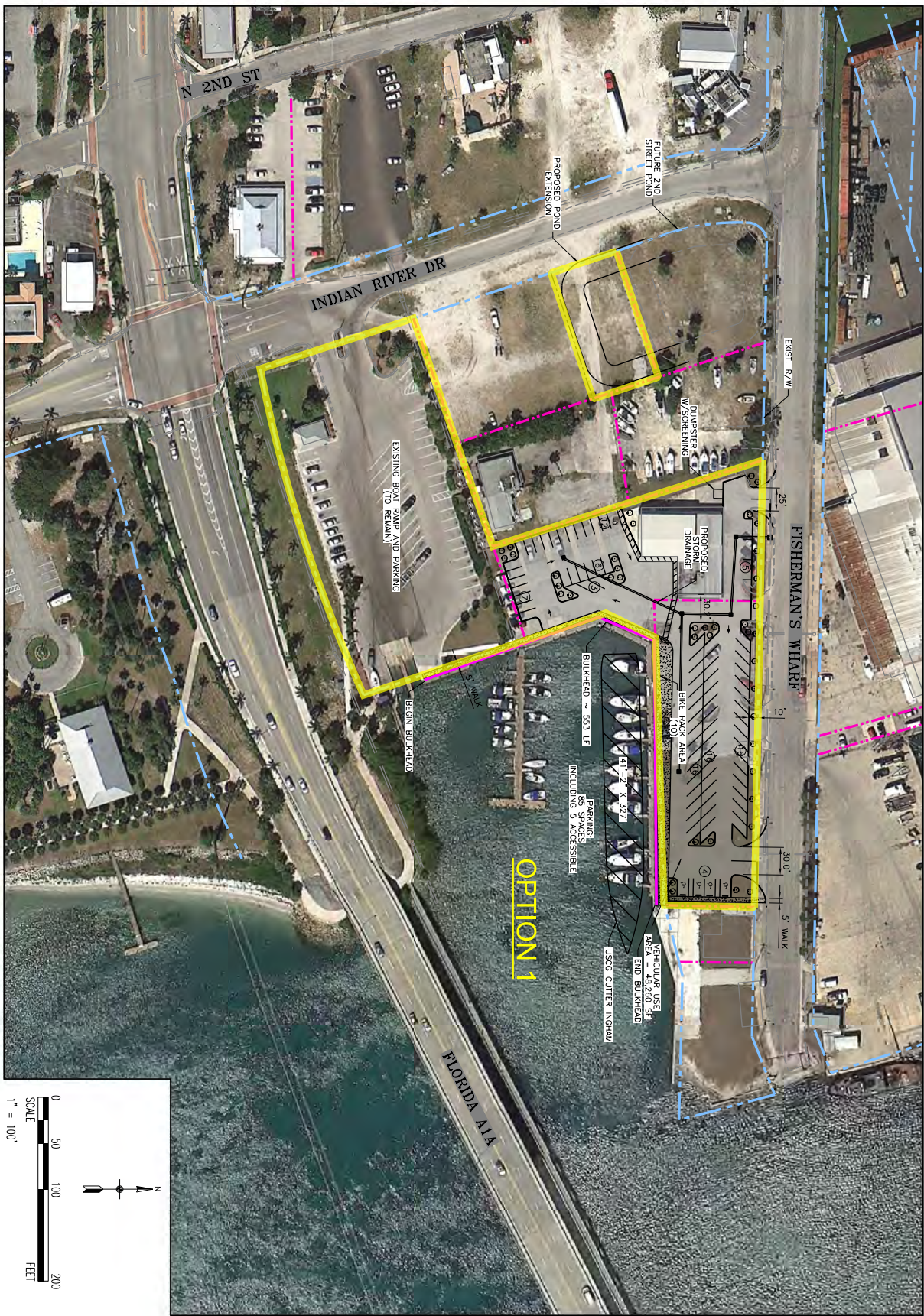
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SHEET NO.	OF
<b>FISHERMAN'S WHARF AREA OPTION 3</b>	

REVISIONS:		
MARK	DATE	DESCRIPTION

**FISHERMAN'S WHARF**  
FORT PIERCE, FLORIDA

4500 SALISBURY ROAD, SUITE 440  
JACKSONVILLE, FLORIDA 32216  
PHONE: (904)245-6500  
FAX: (904)325-6510  
CA #7593

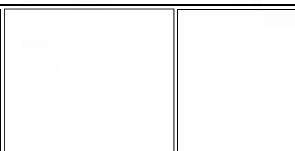
**APPENDIX C**  
**LOCATIONS OF STANDARD PENETRATION TEST**  
**BORINGS AND AREA PAVING AND SITE**  
**DRAINAGE PRELIMINARY DESIGNS FOR OPTIONS**  
**1, 2 AND 3**



REVISIONS:	DATE	DESCRIPTION

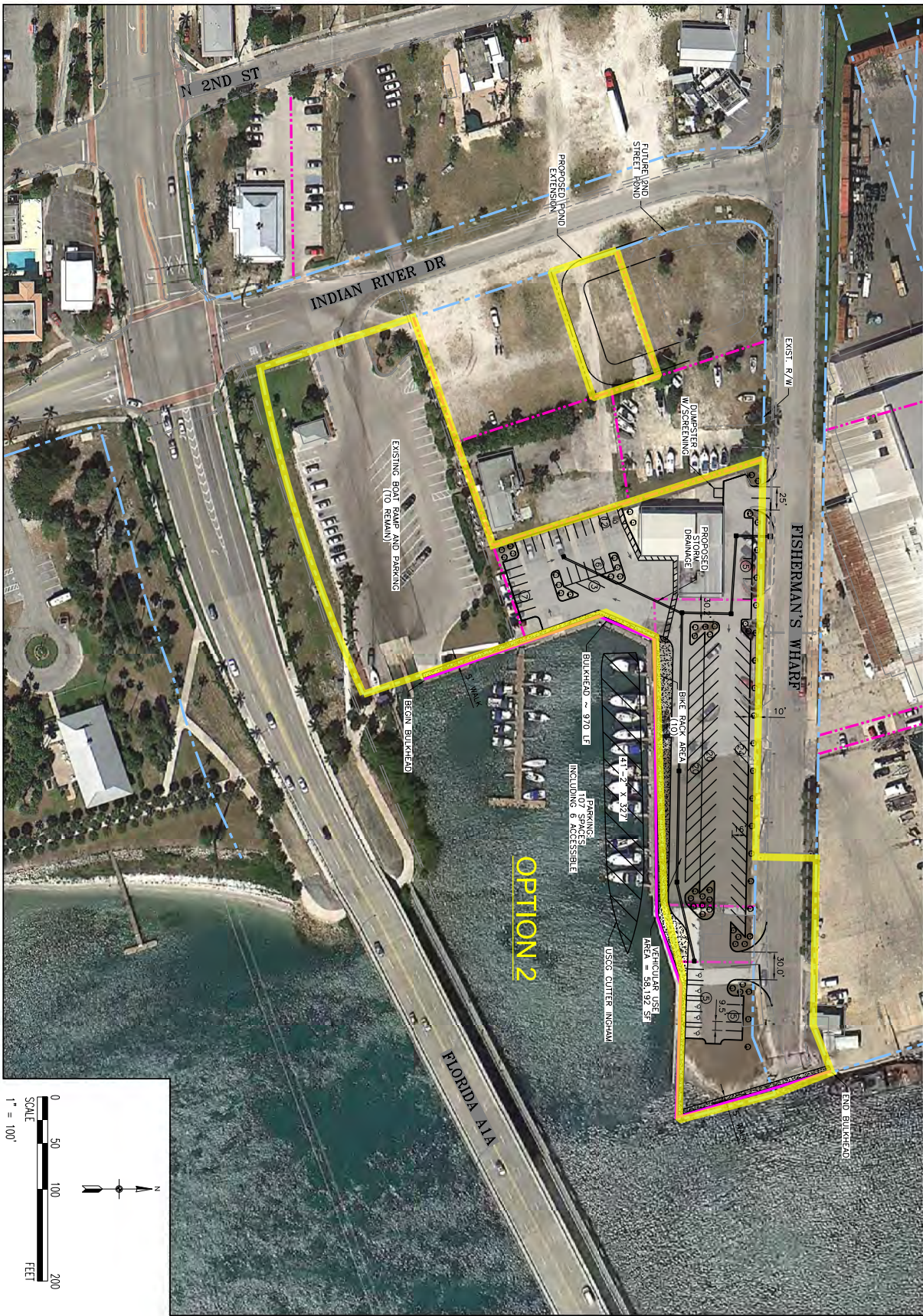
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 CHECKED BY: NEW  
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**FISHERMAN'S WHARF AREA OPTION 1**

**FISHERMAN'S WHARF**  
 FORT PIERCE, FLORIDA



4500 SALISBURY ROAD, SUITE 440  
 JACKSONVILLE, FLORIDA 32216  
 PHONE: (904)245-6500  
 FAX: (904)245-6510  
 CA #7503





REVISIONS:

MARK	DATE	DESCRIPTION

PROJECT INFORMATION

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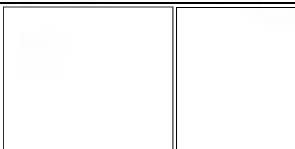
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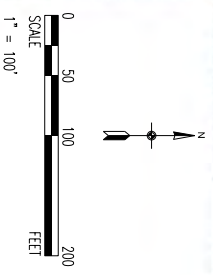
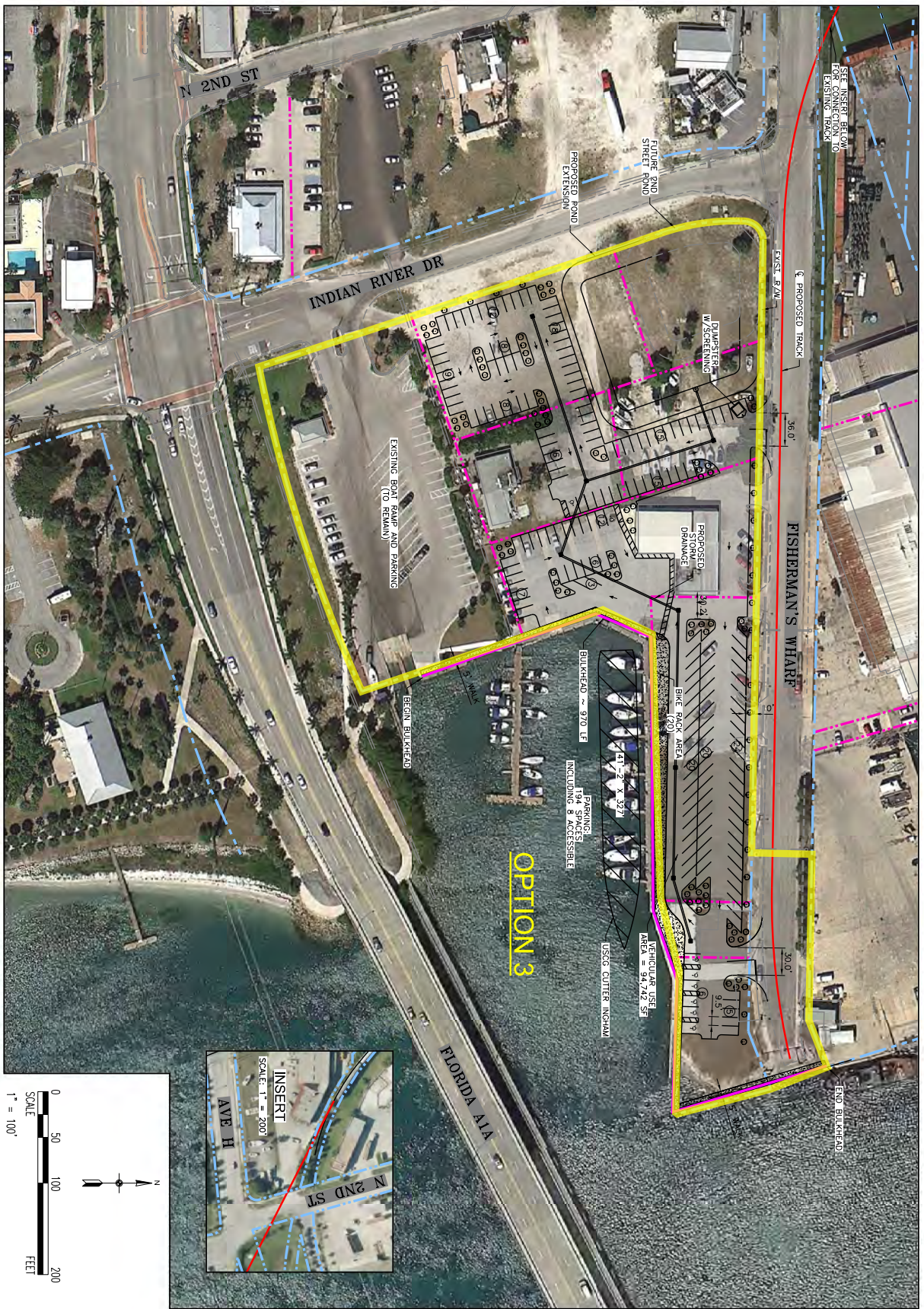
**FISHERMAN'S WHARF AREA OPTION 2**

**FISHERMAN'S WHARF**

FORT PIERCE, FLORIDA



4500 SALISBURY ROAD, SUITE 440  
 JACKSONVILLE, FLORIDA 32216  
 PHONE: (904)245-4500  
 FAX: (904)245-5510  
 CA #7503



PROJECT NO. F200110000
DATE: 3/1/2015
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CHECKED BY: MHW
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SHEET NO. EXH-0PT-03

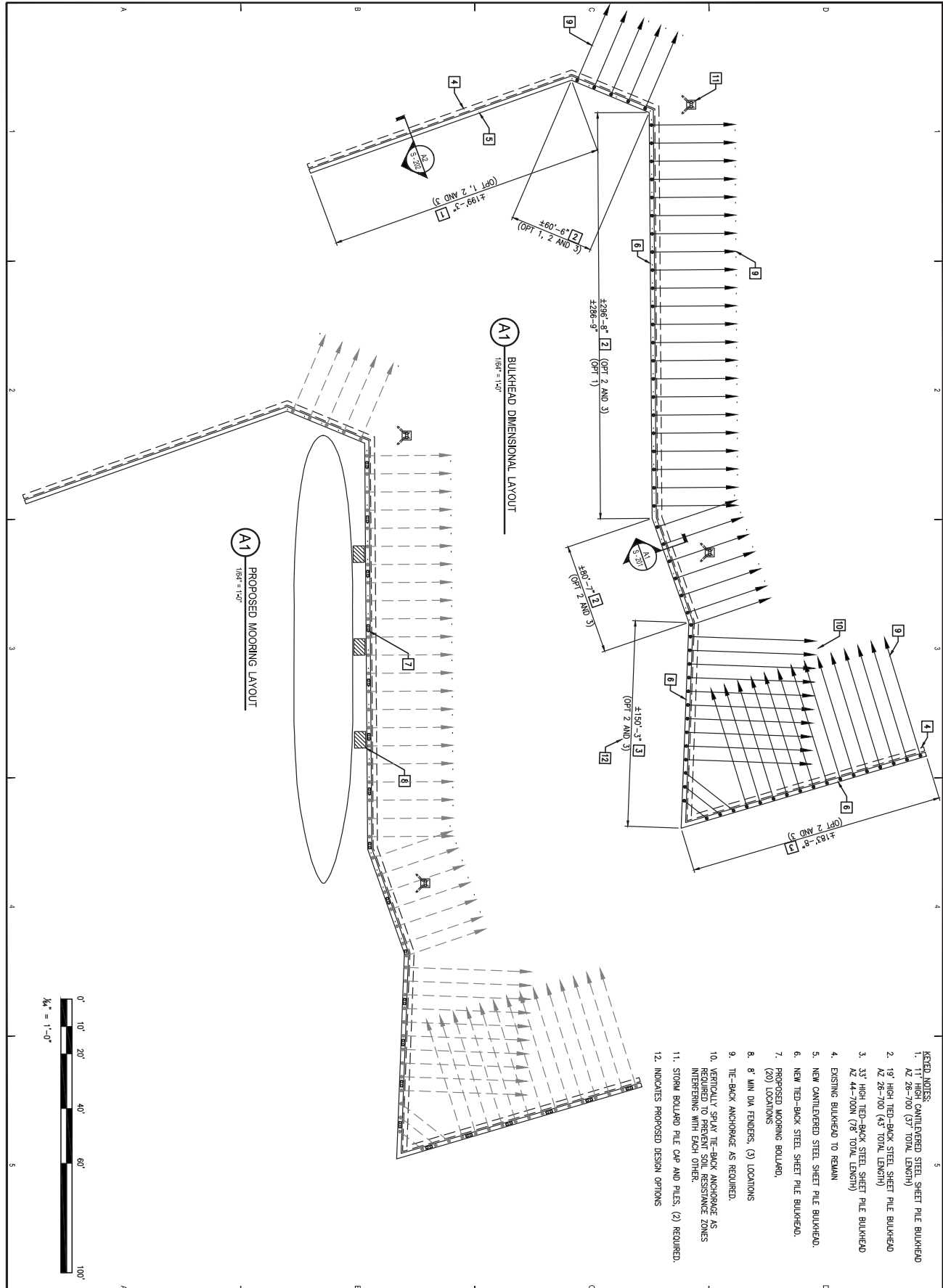
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**FISHERMAN'S WHARF**  
 FORT PIERCE, FLORIDA

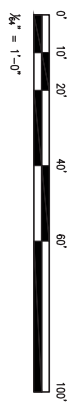
4500 SALISBURY ROAD, SUITE 440  
 JACKSONVILLE, FLORIDA 32216  
 PHONE: (904)245-6500  
 FAX: (904)345-6510  
 CA #7593

# **APPENDIX D**

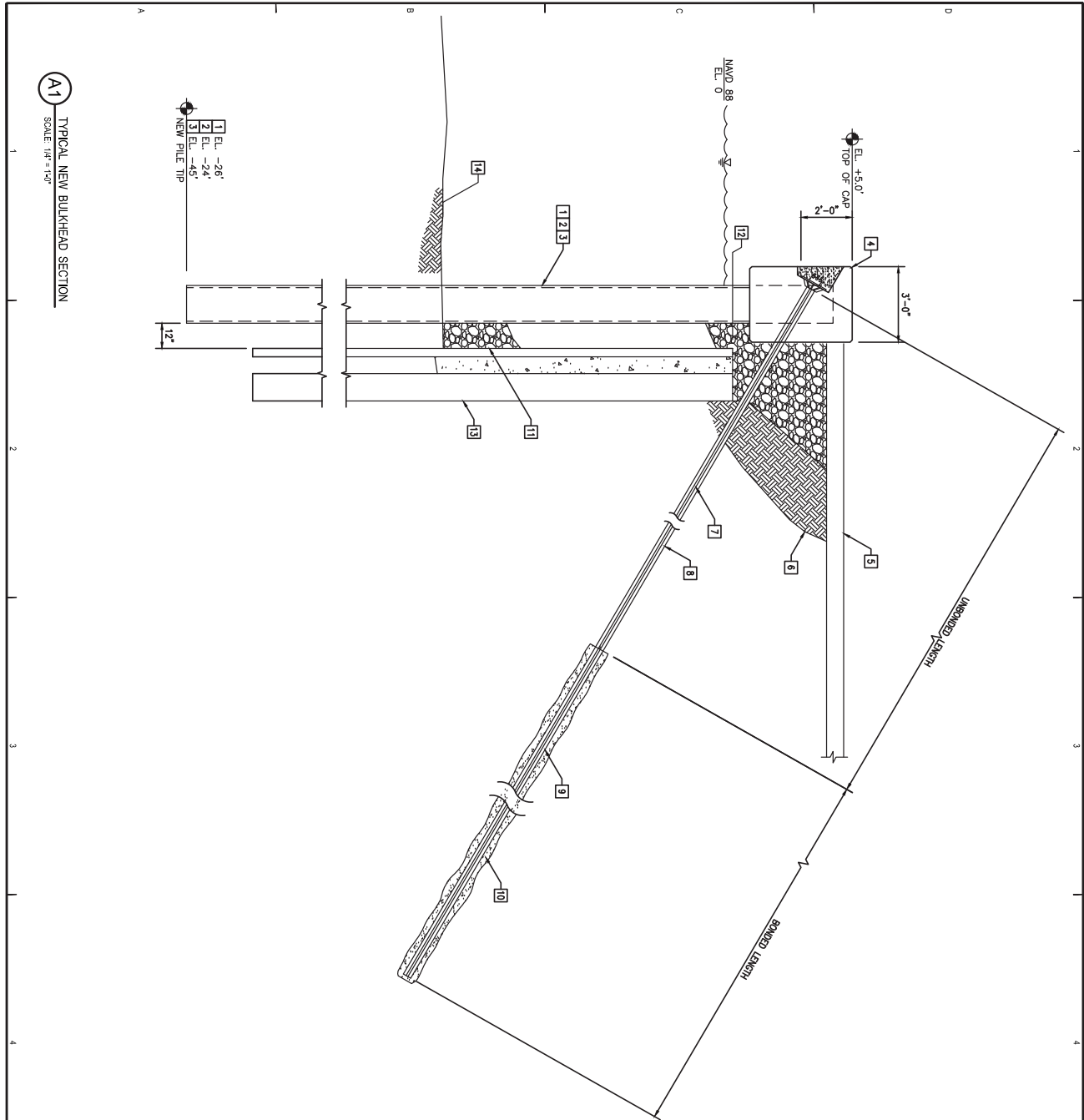
## **NEW BULKHEAD DESIGN**



- KEYED NOTES:**
1. 11' HIGH CANTILEVERED STEEL SHEET PILE BULKHEAD
  2. 19' HIGH TIE-BACK STEEL SHEET PILE BULKHEAD
  3. 33' HIGH TIE-BACK STEEL SHEET PILE BULKHEAD
  4. EXISTING BULKHEAD TO REMAIN
  5. NEW CANTILEVERED STEEL SHEET PILE BULKHEAD.
  6. NEW TIE-BACK STEEL SHEET PILE BULKHEAD.
  7. PROPOSED MOORING BOLLARD.
  8. 8' MIN DIA FENDERS, (3) LOCATIONS
  9. TIE-BACK ANCHORAGE AS REQUIRED.
  10. VERTICALLY SPRAY TIE-BACK ANCHORAGE AS REQUIRED TO PREVENT SOIL RESISTANCE ZONES INTERFERING WITH EACH OTHER.
  11. STORM BOLLARD PILE CAP AND PILES, (2) REQUIRED.
  12. INDICATES PROPOSED DESIGN OPTIONS



SHEET NO. <b>S-101</b>	<b>BULKHEAD LAYOUT PLAN</b>	<b>FISHERMAN'S WHARF</b> FORT PIERCE, FLORIDA	<p style="font-size: small;">4500 SAUSBURY ROAD, SUITE 440 JACKSONVILLE, FLORIDA 32216 PHONE: (904)245-6500 FAX: (904)245-6510 GA #7593</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">MARK</th> <th style="width: 15%;">DATE</th> <th style="width: 80%;">DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	MARK	DATE	DESCRIPTION																														
MARK	DATE	DESCRIPTION																																			



**(A1)** TYPICAL NEW BULKHEAD SECTION  
SCALE: 1/4" = 1'-0"

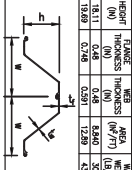


- KEYED NOTES:**
1. 11" HIGH CHANNELLED STEEL SHEET PILE BULKHEAD - A2 28"-700 (37)
  2. 19" HIGH TIE-BACK STEEL SHEET PILE BULKHEAD - A2 28"-700 (43)
  3. 33" HIGH TIE-BACK STEEL SHEET PILE BULKHEAD - A2 44"-1000 (78)
  4. CONTINUOUS CONCRETE CAP, SEE A1/S-202
  5. PAINTS, SEE CNL
  6. CLEAN BACKFILL
  7. STEEL TENDONS
  8. CLOSING REQ'D DURING DRILLING TO PREVENT CANNING
  9. SOIL ANCHOR ASSEMBLY AT SPACING REQ'D TO PROVIDE DESIGN TIE-BACK FORCE (DOUBLE CORROSION PROTECTION)
  10. HOLE IN SOIL FILLED WITH CONCRETE GROUT AS REQ'D
  11. CLASS 57 COARSE AGGREGATE BACKFILL
  12. APPROXIMATE CUTLINE ELEVATION
  13. EXISTING CONCRETE BULKHEAD TO REMAIN
  14. APPROX. EXIST. MUD LINE, ELEV. VARIES

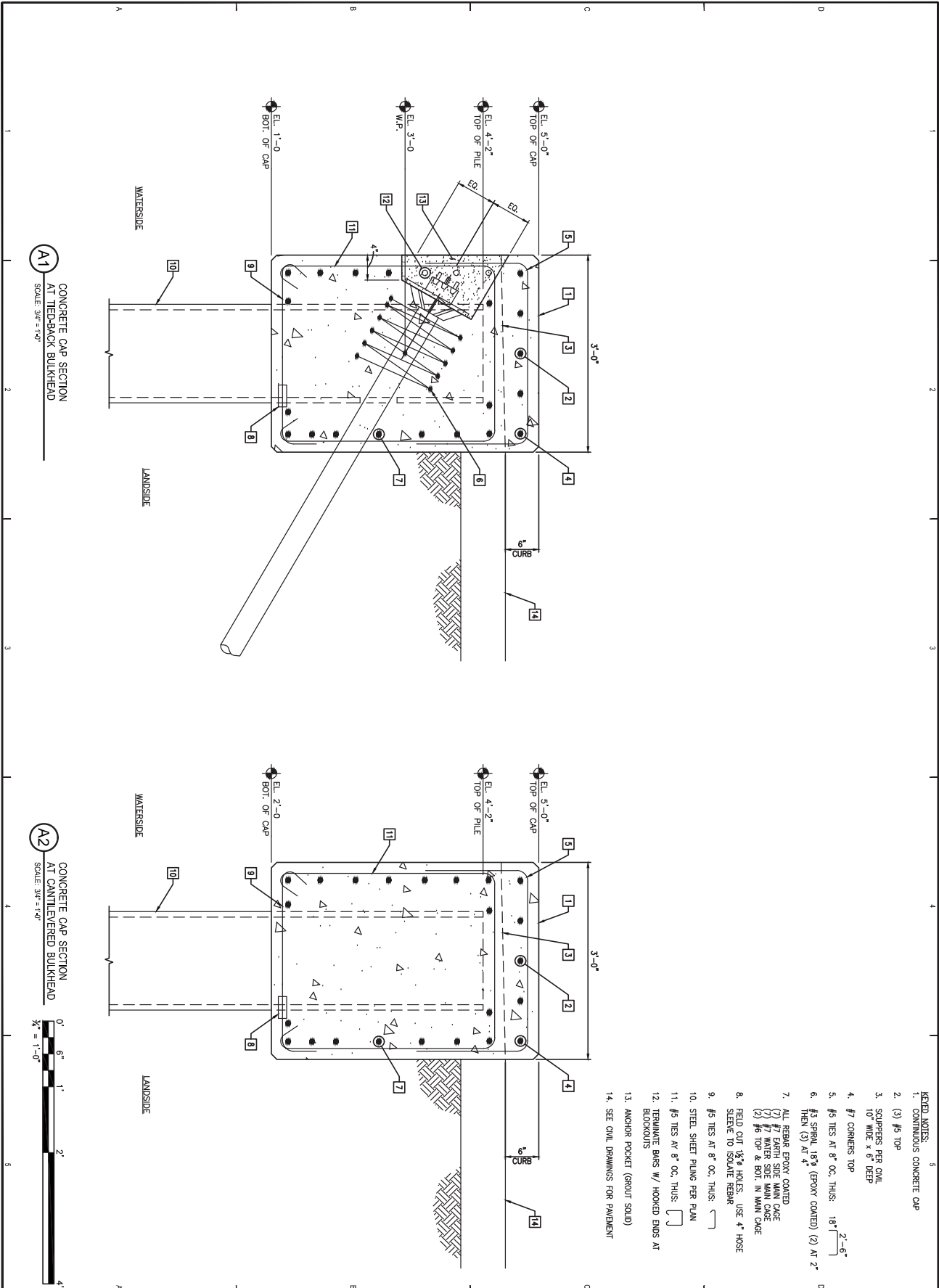
1. DESIGN ELEV. -14.0'
2. DESIGN ELEV. -8.0'
3. DESIGN ELEV. -28.0'

**SHEET PILE SECTION PROPERTIES**

SECTION	WGT (lb)	HEIGHT (ft)	THICKNESS (in)	WALL THICKNESS (in)	AREA (sq ft)	WGT (lb/ft)	S <sub>x</sub> (in <sup>4</sup> /ft)	S <sub>y</sub> (in <sup>4</sup> /ft)
A2 28"-700	27.25	18.11	0.48	0.48	6.80	50.10	6.4	4.9
A2 44"-1000	27.25	19.89	0.78	0.91	12.89	43.83	8.19	8.0



<p>PROJECT NO. F3314 (40/00)</p> <p>DATE: 02/01/00</p> <p>DESIGNED BY: AIT</p> <p>DRAWN BY: AUC</p> <p>CHECKED BY: AUC</p> <p>SHEET TITLE:</p> <p>TYPICAL BULKHEAD SECTION</p> <p>SHEET NO. S-201</p>	<p>REVISIONS:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MARK</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	MARK	DATE	DESCRIPTION										<p><b>FISHERMAN'S WHARF</b></p> <p>FORT PIERCE, FLORIDA</p>	<p>4500 SALISBURY ROAD, SUITE 440          JACKSONVILLE, FLORIDA 32216          PHONE: (904)245-6500          FAX: (904)245-6510          CA #7500</p>
MARK	DATE	DESCRIPTION													



- KEYED NOTES:**
1. CONTINUOUS CONCRETE CAP
  2. (3) #5 TOP
  3. SCUPPERS PER CIVIL 10" WIDE X 6" DEEP
  4. #7 CORNERS TOP
  5. #5 TIES AT 8" OC, THUS: 18"  $\left\{ \begin{array}{l} 2'-6" \\ 2'-6" \end{array} \right.$
  6. #3 SPIRAL, 18" (EPOXY COATED) (2) AT 2' THEN (3) AT 4'
  7. ALL REBAR EPOXY COATED
    - (1) #7 EXTERIOR SIDE MAIN CAPE
    - (2) #6 TOP & BOT. IN MAIN CAPE
  8. FIELD OUT  $\frac{1}{8}$ " HOLES, USE 4" HOSE SLEEVE TO ISOLATE REBAR
  9. #5 TIES AT 8" OC, THUS:  $\left\{ \begin{array}{l} 18" \\ 18" \end{array} \right.$
  10. STEEL SHEET PILING PER PLAN
  11. #5 TIES AT 8" OC, THUS:  $\left\{ \begin{array}{l} 18" \\ 18" \end{array} \right.$
  12. TERMINATE BARS W/ HOOKED ENDS AT BLOCKOUTS
  13. ANCHOR POCKET (GROUP SOLID)
  14. SEE CIVIL DRAWINGS FOR PAVEMENT

<p>REVISIONS:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MARK</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	MARK	DATE	DESCRIPTION																															<p><b>FISHERMAN'S WHARF</b></p> <p>FORT PIERCE, FLORIDA</p>		<p>4500 SALISBURY ROAD, SUITE 440          JACKSONVILLE, FLORIDA 32216          PHONE: (904)245-6500          FAX: (904)245-6510          CA #7503</p>
MARK	DATE	DESCRIPTION																																		
<p>PROJECT NO. S-202</p> <p>SHEET NO. 02</p>	<p>TYPICAL TIE-BEAM DETAILS</p>																																			

**APPENDIX E**  
**OPINION OF PROBABLE DEVELOPMENT COSTS**  
**FOR OPTIONS 1, 2 AND 3**

FORT PIERCE  
FISHERMANS WHARF



**OPINION OF PROBABLE COSTS**

<b>DESCRIPTON</b>	<b>COSTS</b>		
	Option 1	Option 2	Option 3
<b>CONSTRUCTION COST</b>			
1 - General Requirements	\$ 95,016	\$ 195,150	\$ 360,923
2 - Erosion Control	\$ 19,000	\$ 19,000	\$ 21,700
3 - Site Work	\$ 854,935	\$ 977,595	\$ 3,224,206
4 - Track	\$ -	\$ -	\$ 1,895,000
5 - Marine	\$ 1,501,468	\$ 3,882,167	\$ 3,882,167
Project Subtotal	\$ 2,470,420	\$ 5,073,912	\$ 9,383,996
Contingencies	15% \$ 370,560	\$ 761,090	\$ 1,407,600
Project Total	<b>\$ 2,840,980</b>	<b>\$ 5,835,002</b>	<b>\$ 10,791,596</b>
Note: Costs do not include: Dredging; Engineering, Survey & Environmental Design and Permitting; CEI			
By: TranSystems			
Date: 3/11/2015			



FORT PIERCE - FISHERMANS WHARF  
PRELIMINARY OPINION OF PROBABLE COSTS

Contractor Construction Cost

Title	Units	Unit Price	OPTION 1			OPTION 2			OPTION 3		
			Quantities	Item Cost	Total Cost	Quantities	Item Cost	Total Cost	Quantities	Item Cost	Total Cost
<b>General Requirements</b>				\$ 95,016	\$ 195,150			\$ 195,150			\$ 360,923
1.00 General Requirements	LSUM		1	\$ 95,016	\$ 95,016	1	\$ 95,016	\$ 95,016	1	\$ 95,016	\$ 360,923
1.01 Contractor Mobilization	%	1.00%	1	\$ 23,754		1	\$ 48,788		1	\$ 90,231	
1.02 Bonds and Insurance	%	1.00%	1	\$ 23,754		1	\$ 48,788		1	\$ 90,231	
1.03 General Conditions	%	2.00%	1	\$ 47,508		1	\$ 97,575		1	\$ 180,461	
<b>Erosion Control</b>				\$ 19,000	\$ 19,000			\$ 19,000			\$ 21,700
2.00 Erosion Control	LSUM		1	\$ 19,000	\$ 19,000	1	\$ 19,000	\$ 19,000	1	\$ 19,000	\$ 21,700
2.01 Silt Fence	LF	\$ 3.00	2,000	\$ 6,000		2,000	\$ 6,000		2,400	\$ 7,200	
2.02 Stabilized Construction Entrance	EA	\$ 1,500	2	\$ 3,000		2	\$ 3,000		3	\$ 4,500	
2.03 General Erosion Control	LSUM	\$ 10,000	1	\$ 10,000		1	\$ 10,000		1	\$ 10,000	
<b>Site Work</b>				\$ 854,935	\$ 977,595			\$ 977,595			\$ 3,224,206
3.01 Site Preparation and Site Demolition	LSUM		1	\$ 48,348	\$ 48,348	1	\$ 48,348	\$ 48,348	1	\$ 48,348	\$ 92,291
3.0101 Cleaning and Grubbing	ACRES	\$ 5,000	1.9	\$ 9,500		2.2	\$ 11,000		3.6	\$ 17,952	
3.0102 Flexible Pavement Removal	SY	\$ 5,056	5,056	\$ 25,278		5,056	\$ 25,280		6,267	\$ 31,333	
3.0103 Removal of Exist Concrete Pavement	SY	\$ 40	267	\$ 10,667		989	\$ 39,560		989	\$ 39,556	
3.0104 Curb Removal	LF	\$ 3	968	\$ 2,904		1,150	\$ 3,450		1,150	\$ 3,450	
3.02 Drainage	LSUM		1	\$ 44,900	\$ 44,900	1	\$ 44,900	\$ 44,900	1	\$ 44,900	\$ 77,965
3.0201 Inlets, DT Bot, Type C, <10'	EA	\$ 3,000	5	\$ 15,000		7	\$ 21,000		8	\$ 24,000	
3.0201 Manholes, P-7, <10'	EA	\$ 3,500	1	\$ 3,500		1	\$ 3,500		0	\$ -	
3.0202 Mitered End Section, 18", 4:1	EA	\$ 1,000	0	\$ -		0	\$ -		0	\$ 1,000	
3.0202 18" Pipe	LF	\$ 55	480	\$ 26,400		685	\$ 37,675		963	\$ 52,965	
3.03 Earthwork	LSUM		1	\$ 99,830	\$ 99,830	1	\$ 99,830	\$ 111,648	1	\$ 99,830	\$ 206,236
3.0301 Excavation	CY	\$ 8	6,131	\$ 49,048		7,056	\$ 56,448		11,586	\$ 92,688	
3.0302 Embankment	CY	\$ 12	4,232	\$ 50,782		4,600	\$ 55,200		9,462	\$ 113,548.44	
3.04 Pavement and Pavement Markings	LSUM		1	\$ 232,000	\$ 232,000	1	\$ 232,000	\$ 278,300	1	\$ 278,300	\$ 449,200
3.0401 Optional Base, Base Group 11	SY	\$ 15	5,900	\$ 88,500		7,120	\$ 106,800		11,580	\$ 173,700	
3.0402 Asphalt	TN	\$ 100	1,380	\$ 138,000		1,660	\$ 166,000		2,700	\$ 270,000	
3.0403 Painted Pavement Markings	LSUM	\$ 3,000	1	\$ 3,000		1	\$ 3,000		1	\$ 3,000	
3.0404 Maintenance of Traffic	LSUM	\$ 2,500	1	\$ 2,500		1	\$ 2,500		1	\$ 2,500	
3.05 Curb, Concrete Pavements, and Sidewalks	LSUM		1	\$ 40,286	\$ 40,286	1	\$ 40,286	\$ 49,110	1	\$ 49,110	\$ 84,736
3.0501 Concrete Curb, Type D	LF	\$ 25	1,485	\$ 37,125		1,770	\$ 44,250		3,195	\$ 79,875	
3.0502 Concrete Sidewalk	SY	\$ 5	632	\$ 3,161		972	\$ 4,860		972	\$ 4,861	
3.06 Guard Rail, Traffic Barriers and Signage	LSUM		1	\$ 5,750	\$ 5,750	1	\$ 5,750	\$ 5,750	1	\$ 5,750	\$ 5,750
3.0601 Site Signage	LSUM	\$ 750	1	\$ 750		1	\$ 750		1	\$ 750	
3.0602 Monument Sign	LSUM	\$ 5,000	1	\$ 5,000		1	\$ 5,000		1	\$ 5,000	
3.07 Landscaping	LSUM		1	\$ 27,821	\$ 27,821	1	\$ 27,821	\$ 35,322	1	\$ 35,322	\$ 56,028
3.0701 Trees	EA	\$ 400	45	\$ 18,000		60	\$ 24,000		100	\$ 40,000	
3.0702 Performance Turf, Sod	SY	\$ 3	1,274	\$ 3,821		1,274	\$ 3,822		1,593	\$ 4,778	
3.0703 Bushes	LF	\$ 15	400	\$ 6,000		500	\$ 7,500		750	\$ 11,250	
3.08 Electrical and Site Lighting	LSUM		1	\$ 350,000	\$ 350,000	1	\$ 350,000	\$ 350,000	1	\$ 350,000	\$ 350,000
3.0801 Electrical & Lighting	LSUM	\$ 350,000	1	\$ 350,000		1	\$ 350,000		1	\$ 350,000	
3.09 Miscellaneous Site Items	LSUM		1	\$ 6,000	\$ 6,000	1	\$ 6,000	\$ 6,000	1	\$ 6,000	\$ 1,902,000
3.0901 Bike Racks	EA	\$ 100	10	\$ 1,000		10	\$ 1,000		20	\$ 2,000	
3.0902 Dumpster Pad with Screening	LSUM	\$ 5,000	1	\$ 5,000		1	\$ 5,000		1	\$ 5,000	
<b>Track</b>				\$ -	\$ -			\$ -			\$ 1,895,000
4.00 Track	LSUM		1	\$ -	\$ -	1	\$ -	\$ -	1	\$ -	\$ 1,895,000
4.0100 Track (Rail, Ties, OTM)	LF	\$ 200		\$ -			\$ -		1,600	\$ 320,000	
4.0101 Ballast (12" x 12 Wide)	LF	\$ 40		\$ -			\$ -		1,600	\$ 64,000	
4.0102 Crossing Panels	LF	\$ 500		\$ -			\$ -		1,240	\$ 620,000	
4.0103 Turnout	EA	\$ 150,000		\$ -			\$ -		1	\$ 150,000	
4.0104 Excavation	CY	\$ 10		\$ -			\$ -		1,500	\$ 15,000	
4.0105 Crossing Warning System (Gate Arms)	EA	\$ 275,000		\$ -			\$ -		2	\$ 550,000	
4.0106 Underdrain	LF	\$ 25		\$ -			\$ -		3,200	\$ 80,000	
4.0107 Asphalt	TN	\$ 200		\$ -			\$ -		480	\$ 96,000	
<b>Marine</b>				\$ 1,501,468	\$ 3,882,167			\$ 3,882,167			\$ 3,882,167
5.01 Type 1: 11' High Cantilevered Sheet Pile	LSUM		1	\$ 274,060	\$ 274,060	1	\$ 274,060	\$ 274,060	1	\$ 274,060	\$ 274,060
5.0101 Steel Sheet Pile w/Coating	SF	\$ 39	5,180	\$ 202,020		5,180	\$ 202,020		5,180	\$ 202,020	
5.0102 Concrete	CY	\$ 900	62.22	\$ 55,998		62.22	\$ 55,998		62.22	\$ 55,998	
5.0103 Reinf. Steel - Longitudinal	LBS	\$ 0.90	7154.0	\$ 6,439		7154.0	\$ 6,439		7154.0	\$ 6,439	
5.0104 Reinf. Steel - Transverse	LBS	\$ 0.90	337.7	\$ 304		337.7	\$ 304		337.7	\$ 304	
5.0105 Coarse Aggregate Backfill	CY	\$ 45	134.7	\$ 6,062		134.7	\$ 6,062		134.7	\$ 6,062	
5.0106 Clean Backfill	CY	\$ 25	129.5	\$ 3,238		129.5	\$ 3,238		129.5	\$ 3,238	
5.02 Type 2: 19' High Cantilevered Sheet Pile	LSUM		1	\$ 1,033,909	\$ 1,033,909	1	\$ 1,033,909	\$ 1,361,678	1	\$ 1,361,678	\$ 1,361,678
5.0201 Steel Sheet Pile w/Coating & Anchors	SF	\$ 71.50	12,341	\$ 882,382		16,254	\$ 1,162,161		16,254	\$ 1,162,161	
5.0202 Concrete	CY	\$ 900	127.6	\$ 114,840		168.0	\$ 151,200		168.0	\$ 151,200	
5.0203 Reinf. Steel - Longitudinal	LBS	\$ 0.90	14,665.7	\$ 13,199		19,315.8	\$ 17,384		19,315.8	\$ 17,384	
5.0204 Reinf. Steel - Transverse	LBS	\$ 0.90	673.1	\$ 606		880.7	\$ 793		880.7	\$ 793	
5.0205 Coarse Aggregate Backfill	CY	\$ 45	361.0	\$ 16,245		475.5	\$ 21,398		475.5	\$ 21,398	
5.0206 Clean Backfill	CY	\$ 25	265.5	\$ 6,638		349.7	\$ 8,743		349.7	\$ 8,743	
5.03 Type 3: 33' High Cantilevered Sheet Pile	LSUM		1	\$ -	\$ -	1	\$ -	\$ 2,052,929	1	\$ -	\$ 2,052,929
5.0301 Steel Sheet Pile w/Coating & Anchors	SF	\$ 71.50	0	\$ -		26,130	\$ 1,868,295		26,130	\$ 1,868,295	
5.0302 Concrete	CY	\$ 900	0.00	\$ -		148.89	\$ 134,001		148.89	\$ 134,001	
5.0303 Reinf. Steel - Longitudinal	LBS	\$ 0.90	0.0	\$ -		17,118.5	\$ 15,407		17,118.5	\$ 15,407	
5.0304 Reinf. Steel - Transverse	LBS	\$ 0.90	0.0	\$ -		782.6	\$ 704		782.6	\$ 704	
5.0305 Coarse Aggregate Backfill	CY	\$ 45	0.0	\$ -		595.0	\$ 26,775		595.0	\$ 26,775	
5.0306 Clean Backfill	CY	\$ 25	0.0	\$ -		309.9	\$ 7,748		309.9	\$ 7,748	
5.04 Fender and Mooring	LSUM		1	\$ 193,500	\$ 193,500	1	\$ 193,500	\$ 193,500	1	\$ 193,500	\$ 193,500
5.0401 Foam Filled Floating Fender	LSUM	\$ 2,000.00	3	\$ 6,000		3	\$ 6,000		3	\$ 6,000	
5.0402 Typical Mooring System	LSUM	\$ 2,500	21.0	\$ 52,500		21.0	\$ 52,500		21.0	\$ 52,500	
5.0403 Hurricane Piles Mooring Systems	LSUM	\$ 45,000.00	3.0	\$ 135,000		3.0	\$ 135,000		3.0	\$ 135,000	
<b>TOTAL BASE TARGET COST:</b>				\$ 2,470,420	\$ 5,073,912			\$ 5,073,912			\$ 9,383,996

**FISHERMANS WHARF DEVELOPMENT STUDY  
PHASE TWO  
EVALUATION OF DEVELOPMENT OPTIONS**

The evaluation methodology is the comparison of the three development options presented in the Phase 1 Report of the Port of Ft. Pierce development study. Three property configurations were identified and a preliminary design for surfacing, draining and bulkheading was developed for each option or property configuration. Also submitted with the Phase 1 Report, were the opinions of probable development cost for each option (not including probable dredging and property acquisition costs).

In this second phase of the study, TranSystems, in collaboration with FDOT's District 4, the Port of Ft Pierce, St. Lucie County and the City of Ft. Pierce, finalized and prioritized the evaluation factors or criteria to be applied to and analyzed for each option in order to compare among the three and recommend a most viable or optimal development plan. The following section describes eight (8) evaluation criteria that have been derived from the project goals and objectives, the Port of Ft. Pierce Master Plan Update, and extensive interviews with various project stakeholders.

In collaboration with the District and the Port Director, the County and the City, the evaluation criteria have been weighted according to importance. The TranSystems team has evaluated each of the three options using the eight criteria and scored each on a scale of 1 to 9. A score of 1-3 corresponds to a poor evaluation, 4-6 indicates a midrange evaluation, and a score of 7-9 indicates a favorable evaluation. That score has been multiplied by the weight assigned to the criterion and a total score has been compiled for each option. The option with the highest overall score has been determined to be the optimal development plan.

**1. Development Cost****Weight: 9**

This criterion is the estimated cost of development for each option as detailed in the Phase 1 Report. TranSystems has added the probable cost of dredging an entrance – exit channel and berth for the historical USCG cutter, a ferry or small cruise ship operation or a casino boat. In the configuration options that would involve the acquisition of privately held properties in the Fishermans Wharf Area, we have researched probable acquisition costs and added them to the Development Cost.

**2. Marketability****Weight: 6**

The evaluation of this criterion is a measure of how well the option's development responds to market conditions and demands that were researched and identified during the preliminary project information gathering and from reference to the master plan update. An overriding aspect of this criterion is the importance of providing a site developed so that it is attractive to potential business operators, terminal operators of various types and private sector investors while being responsive to present and near-term market conditions and demand.

**3. Revenue Potential****Weight: 5**

This criterion is an evaluation of the ability to generate the greatest amount of revenue for stakeholders. It will be based upon identification of most probable and existing business uses of each option and estimated revenues from leases and applicable taxes.

**4. Employment****Weight: 6**

This criterion provide an evaluation of the estimation of the total number of direct employment jobs created by each option and the indirect and induced jobs supported by each development option.

**5. Expandability****Weight: 5**

This criterion evaluates the ability to respond to growth opportunities. Specifically, it is the ability of each development option to accommodate market growth, given the constraints of the property's size, zoning and availability of surrounding developable properties.

**6. Permitting****Weight: 2**

This criterion will measure and evaluate the probable cost to acquire construction and environmental permits to develop each alternative option. The cost, time and level of effort required to permit the development of the site is measurable and should be considered as an essential development factor for each option.

**7. Environmental Impact****Weight: 4**

This criterion will identify and measure the degree to which each development option impacts the area's environment. The spectrum or specific aspects of environmental impact will be identified prior to evaluation in collaboration with District 4 and the Port of Ft. Pierce.

**8. Community Impact****Weight: 6**

This criterion will provide a measurement of the impact on surrounding facilities, infrastructure and land uses. Minimizing negative impacts while maximizing positive impacts on existing land uses on the periphery of the Port's Fishermans Wharf Area is an important consideration in determination of the best development option. Compatible uses will be identified to prevent unacceptable interference among potential operations on the site and those on adjacent sites. Sharing of key infrastructure will be considered as well.

Given the operating draft of the historical USCG cutter, an island ferry, a smaller coastal or island cruise ship or a casino boat, TranSystems estimated that an appropriate channel and berth depth would be 15 feet at MLW. Our interviews and research indicated that the average basin depth at MLW is approximately -4 feet. Therefore, the volume of dredge material is based upon an excavation of 11 feet of material below the current basin bottom. We have estimated the dimension of the channel and berth to be 75 feet in width and the length of the channel from the Indian River to the western boundary of the bulkhead is approximately 550 feet. Therefore, the total estimated volume of dredge material for the berth and channel is approximately 17,000 cubic yards and appropriate transition zone from the new channel and berth to the existing level of the basin bottom is approximately an additional 2,000 cubic yards.

Disposal of the dredge material is envisioned to be placed in an upland disposal site located on County Airport property adjacent to Ridge Haven Road west of US Hwy 1. The spoil site is designed to handle 300,000 cubic yard capacity with hydraulic dredging methods and thus has adequate capacity. Assuming 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 sediment testing, the total estimate for the berth and channel dredging is \$915,000.

The acquisition of privately held properties is not necessary in Option 1 as all development would be confined to County and Ft. Pierce Redevelopment Agency properties. Option 2 would include the acquisition of two small parcels belonging to River Marina INC and the easternmost 250 feet of Fishermans Wharf Road. Option 3 would include the acquisition of the two small River Marina INC properties, the easternmost 250 feet of Fisherman’s Wharf Road, the Fishmonger Investors LLC property and the Carol J. Jenkins property.

The probable, successful acquisition costs of those properties have been estimated as follows. The estimated, probable successful acquisition cost is based upon comparable sales in the area, the sale history of the properties, current assessed value, a recent appraisal of the Fishmonger property for the County by Fuller-Armfield-Wagner, current use of the parcels, existence of potential buyers for the properties and the inclusion of Just Value Pricing. We have defined successful acquisition as the voluntary sale of the properties not requiring the exercise of eminent domain and condemnation by City and County government.

<u><b>Parcel</b></u>	<u><b>Cost of Successful Aquisition</b></u>
River Marina INC (.31 acres):	\$355,750
River Marina INC (.13 acres):	\$154,000
Fishmonger Investors LLC (.46 acres):	\$405,000
Carol J. Jenkins (.46 acres):	\$370,000

These estimated costs of acquisition have been added appropriately to the estimated development costs for Options 2 and 3.

TranSystems has researched the port of Ft. Pierce Master Plan and conducted interviews with various stakeholders to include the City of Ft. Pierce, the Port and St. Lucie County to ascertain the most probable and desirable uses for the Fishermans Wharf Area. Consideration was given to the most viable uses that would provide the greatest positive economic impact to the region and serve as a transition zone from the heavy industrial nature of the properties in the Port's Operations Area to the north and the historical, commercial and residential area to the south of Seaway Drive. The Port of Fort Pierce Consensus Land Use Plan indicated the following potential uses for the Fishermans Wharf Area:

- Marina
- Maritime Academy
- Hotel
- Restaurant
- Retail
- Water Taxi
- Boat Work
- Small Ferry (Passenger/Cargo)

Recent interviews with stakeholders revealed that the most probable and desirable uses included:

- The maintenance and improvement of 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 the historical USCG cutter, 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)
- Rail-served cargo operations for barges or smaller "island" cargo carriers



## Conclusions

In collaboration with the Port, the County and the City of Fort Pierce, the most important of the evaluation factors was determined to be the cost of development. In addition to the cost of facility construction, we have added the estimated cost of dredging an access channel and berth for the historic USCG cutter, a ferry, a smaller island cruise vessel or a casino boat. We have also researched and added what we consider to be the costs for successful, voluntary acquisition of various privately held properties in the Fishermans Wharf Area.

The next-most important evaluation factors are: marketability, generation of local employment and community impact. Each of the three options or property configurations has varying relationships to or impacts upon marketability, employment and community impact based upon the area available and the businesses those configurations could accommodate. Further, we realize that community impacts are not limited to employment opportunities and revenue generation. Quality of life considerations need inclusion as do the intents and desires of the Port, County, City and community residents for the role the area will play in the fabric of the Port and as a transition zone between the more commercial and residential land uses to the south and heavy industrial uses to the north.

The most heavily weighted evaluation factor is the estimated cost of development which varies from \$3,385,420 for Option 1, \$7,259,752 for Option 2 and \$12,991,346 for Option 3. While Option 1 is less than half the cost for Option 2 and only one third the cost for Option 3, the marketability, immediate expandability, revenue potential and employment development capabilities of Option 1 are quite limited.

Option 2 is made more expensive due to additional cost of infrastructure development and the acquisition of the two River Marina INC parcels. Nevertheless, Option 2 allows for the development of more business opportunities, thus increasing marketability, revenue potential and local employment. Expandability would be conditioned upon the availability of the Fishmonger Investors and Carol J. Jenkins parcels. The County made an effort in 2013 to acquire the Fishmonger parcel, appraised at \$310,000. This offer was countered at \$500,000 and not acted upon by the County. While we believe this property is acquirable, its successful acquisition price would exceed the appraised value. The acquisition of the Carol J. Jenkins parcel is complicated by the existing and apparently successful operation of a restaurant on the property. The currently assessed value of the property is \$225,300. No appraisal of market value is available, and we believe that the successful acquisition value would be significantly greater than the assessed value.

Should market demand be sufficient to consider the acquisition of the Fishmonger Investors and/or the Carol J. Jenkins parcels, the specific market demand could be translated into an expected or even guaranteed revenue stream. This revenue stream could then be used to set the acceptable acquisition price, and if the ROI were sufficient, the Port could move forward with acquisition.

The estimated development cost of Option 3 is considerably greater than the estimated development cost for Option 2, primarily due to the development of freight rail capability for the cargo operation proposed at the eastern end of the Fishermans Wharf Area and the estimated cost of successfully acquiring the Fishmonger Investors and Carol J. Jenkins parcels. Our research has led us to the conclusion that current market demand and interest would not immediately fill these properties with business operations that would cover the acquisition expenses. While ownership and control of these two parcels might enhance immediate expandability and marketability, the cost of successful parcel acquisition versus the timing of an expected revenue stream that would produce an acceptable ROI from those parcels is a serious consideration and thus reduces the viability of Option 3.

### **Recommendation**

Our analysis and evaluation of the three development options support a recommendation for Option 2 as the most prudent, yet flexible, development option. Its estimated cost of development at \$7,259,752 is reasonable given the analysis and evaluation of the remaining seven evaluative factors. Option 2 provides good marketability, revenue potential, local employment and strong expandability. Additionally, its community impact is positive.

# **APPENDIX A EVALUATION MATRICES FOR OPTIONS 1, 2, AND 3**

**Development Option 1**

Evaluation Factor	Weight	Evaluation	Raw Score	Weighted Score
1 <b>Development Cost</b>	9	The development cost for Option 1 includes all associated infrastructure development costs and the costs for for dredging a new access channel and berth. Since no private or non-City / County owned properties would be required, there are no costs for successful private property acquisition. The total estimate of probable development costs for Option 1 is \$3,385,420.	8	72
2 <b>Marketability</b>	6	While the least expensive development option, the smaller property configuration of Option 1 is restrictive in terms of potential business development and thus has the least marketability of the three options. A significant portion of the property in Option 1 would remain for boat launching at the existing ramps and parking for cars, trucks and boat trailers. The Fort Pierce Redevelopment Agency parcels would provide space for retail activity, marina parking, and parking for visitors for the historic USCG vessel or passengers for a ferry, small cruise vessel or a casino boat that would use the newly constructed berthing facility (bulkhead) at the NW end of the basin. Option 1 would allow for the extension of the "T" dock with additional slips and a fueling operation at the end of the "T" dock. Finally, there might be the opportunity to build a multistory restaurant at the eastern end of the easternmost Fort Pierce Redevelopment Agency parcel; however, required parking might have priority depending on the use of the newly constructed north bulkhead.	3	18
3 <b>Revenue Potential</b>	5	Revenue potential for this evaluation is not provided in empirical format as calculating private cash flow generation, payroll taxes, ridership estimates, operating expenses, property taxes and other economic impact data at this level of analysis is not feasible. The rating of each alternative for revenue potential is based on the number of businesses that can be created and assumed reasonable profitability of each and the taxes that are assumed to be generated with each type of business. Based on the marketability research findings associated with this option there is potential for one new business supported by the construction of a new vessel berth and one new business created by the development of a multistory restaurant. The revenue generation potential associated with this option may vary dependent on resulting use of the improved bulkhead. Ridership numbers associated with the ferry or casino vessel concepts, and the revenue potential associated with said operations generate modest revenue for the land owner through parking fees, while the more significant revenue potential is generated through wharfage and dockage (berth lease) charged to the vessel operator, There is also potential for taxes collected through food and beverage sales and other business related taxes. The USCG Cutter alternative may provide revenue through taxes on retail and admission sales. However, long-term lease of the bulkhead to accommodate the USCG vessel should be considered as a revenue stream also. This option also includes the potential for tax revenues through food and	4	20
4 <b>Employment</b>	6	Employment estimates for Option 1 were calculated using industry standards for number of full-time employees per square foot of building space by industry type. Sources for this information were the Institute of Transportation Engineers, U.S. Department of Energy, and San Diego Association of Governments. For estimating the usable square footage for the use of the improved bulkhead, a range of employment creation is provided to capture the varying employment calculations anticipated by the three different alternatives uses (Ferry versus Casino vessel versus USCG vessel). For the Casino vessel alternative assumed usable space of 25,000SF and 1 employee per 140SF provides 178 employees. Casino vessel operations are highly customer service oriented businesses, and include gaming table employees, food and beverage, vessel operations and management. A ferry vessel service would employ less people than a casino vessel operation. Assuming the same usable space of 25,000SF for the ferry vessel and 1 employee per 700SF provides 35 employees. The assumed usable space of the USCG vessel is 5,000SF and 1 employee per 550SF provides 9 employees. For the multistory restaurant concept assumed usable space of 3,000SF and 1 employee per 134SF provides 22 employees. The	6	36
5 <b>Expandability</b>	5	The immediate expandability in response to business demand of Option 1 is negligible as all of the option's footprint would be in use. However, if demand for additional property for business expansion were in evidence and not simply speculative, the Port could move to acquire some or all of the private properties in the Fishermans Wharf Area in response to demand. Therefore, while not immediately expandable, the presence of potentially available and acquireable private properties that would support uses with quantifiable ROIs constitutes considerable expansion potential for prudent and appropriate uses.	7	35

Evaluation Factor	Weight	Evaluation	Raw Score	Weighted Score	
6	Permitting	2	The Fishermans Wharf Area is designated as a Marine Commercial District, C-6. The permitted uses for zoning district C6 include: vertical mixed-use buildings, government safety service facilities, parks and open space, bus shelters, above ground utility cabinets, a broad spectrum of eating and drinking establishments, bars and nightclubs, theaters, boat and equipment sales, offices, hotels and motels, educational establishments, research service and some marine-related industrial. Conditional uses include rail/bus terminals for passengers, marinas and boat livery, self-service storage, boat rentals and sales, vehicle storage, and processing of food and related products. The envisioned uses of the property in Option 1 do not appear to fall outside the permitted or conditional uses prescribed in Sec. 22-22, so long as vessel retail fueling operation is considered part of "marinas and boat livery" operations. All planned facilities that would be constructed were Option 1 to be implemented would require City permits for compliance with all applicable codes and requirements. The dredging of a new access channel and berth at the far north western end of the basin would require US Army Corps of Engineers permitting and review of the waterside construction plans and design (replacement of the deteriorated bulkheading).	8	16
7	Environmental Impact	4	The most significant environmental impacts associated with Option 1 would be associated with the dredging of a new access channel from the Indian River into the basin and the dredging of a berth for the historical USCG cutter, a ferry, a small cruise ship or a casino boat that would use the newly constructed bulkhead for berthing at the western end of the basin's north bulkhead. The designed bulkhead line replicates the existing line and would require no filling of submerged lands. It does not appear that the dredging will impact seagrass beds or valuable habitat in the basin. All environmental impacts will be identified in the process of obtaining a dredging permit from the US Army Corps of Engineers, Jacksonville District, Palm Beach Gardens Regulatory Section. A lesser impact might be increased vehicle emissions and noise as a result of the increased vehicular traffic of visitors, passengers and additional marina facility users. While the number of slips at "T" dock will be increased, they will only replicate those slips lost to berthing the historical USCG cutter, a ferry, a small cruise ship or casino boat. Therefore, the number of pleasure craft slipped in the basin will not increase. At this point in the planning process, it is anticipated that environmental impacts will not be significant.	8	32
8	Community Impact	6	The impact of Option 1 on the surrounding community would be the least of the three options. While potential environmental impacts would be smaller with the development envisioned in Option 1, the positive economic impacts would be on a smaller scale than those expected from Options 2 and 3. Option 1 does not develop the ability to perform a small cargo operation and development of an attraction like a new multistory restaurant is doubtful given the paucity of space without the addition of new properties.	3	18
<b>Total Score</b>			<b>47</b>	<b>247</b>	

Development Option 2					
Evaluation Factor	Weight	Evaluation	Raw Score	Weighted Score	
1	Development Cost	9	The development cost for Option 2 includes the costs of infrastructure development as reflected in the opinion of probable development costs, the costs for dredging a new access channel and berth and the estimated costs for successful acquisition for the additional private properties required for Option 2. The total estimated development cost for Option 2 is \$7,259,752.	5	45
2	Marketability	6	Option 2 does increase the size of the property configuration, adding the two River Marina INC parcels at the eastern end of the Fishermans Wharf Area and the easternmost 250 feet of Fishermans Wharf Road. The additional area for business development, gained by these property additions, does enhance marketability. The development of a multistory restaurant on the River Marina INC parcels is feasible as is the development of along-side yacht berthing along the additional 225 feet of newly constructed bulkheading on the southern boundaries of the River Marina INC pannels. The addition of the River Marina INC parcels and the eastern end of Fishermans Wharf Road to access a newly constructed 185 foot bulkhead along the Indian River provides viability to a small cargo operation.	6	36
3	Revenue Potential	5	Revenue potential for this evaluation is not provided in empirical format as calculating private cash flow generation, payroll taxes, ridership estimates, operating expenses, property taxes and other economic impact data at this level of analysis is not feasible. The rating of each alternative for revenue potential is based on the number of businesses that can be created and assumed reasonable profitability of each and the taxes that are assumed to be generated with each type of business. Based on the marketability research findings associated with this option there is potential for one new business supported by the construction of a new vessel berth, one new business created by the development of a multistory restaurant, and one additional business associated with the additional bulkhead construction for accomodating potential cargo operations. The suggested use for accomodating ferry or casino vessel service or for accomodating USCG vessel for the main improved bulkhead remains unchanged from Option 1. The feasibility of having sufficient footprint to accomodate a multistory restuarant is enhanced in this option. And the potential for revenue generation from cargo operations at the eastern end of Fishermans Wharf Road include wharage and dockage (berth lease) and related business and payroll taxes. The potential for tax revenue associated with implementing cargo operations is assumed to be relatively high for this alternaive. This option does not consider the ability to accomodate along-side yacht berthing as additional new business as this operation would likely be an extension of the existing marina operations. However, this expansion of the marina operations would generate revenue through taxes on lease revenues. This option is scored medium-high under these assumptions.	6	30
4	Employment	6	In additon to the emplement estimates identified for Option 1, Option 2 also includes employment creation from the establishment of cargo operations and expanded Yacht berthing. For the establishment of cargo operations employment estimates were calculated only considering local shoreside job creation in the form of stevedoring, line and cargo handling and management. Local job creation estimates also includes potential to employ local truckers and warehouse workers. Job creation further along the supply-chain at cargo transfer locations or final destinations are not considered here. Also, employment estimates for cargo operations are based on longshore labor (union) requirements typical for Florida ports. The resulting estimated employment potential to facilitate cargo operations is 16 employees. Additional employees anticipated through the expanded Yacht berthing is associated with existing marina operators and assume the additon of 1 employee. The resulting estimated employment potential for Option 2 is a range of 48-217 total employees depending on future use alterantive of the improved bulkhead.This option is scored high-moderate under these assumptions.	6	36
5	Expandability	5	Option 2 includes the addition of the two River Marina INC parcels and the easternmost 250 feet of Fishermans Wharf Road. These parcels would allow for the development of a multistory restaurant, along-side yacht berthing and the potential for development of a small cargo operation. The Port's ownership and control of these parcels would be a positive influence in attracting a restaurant operator and a cargo operator and thus enhance both marketability and expandability. However, given the cost of development, a more prudent strategy for such development would be to develop and execute a development and operating agreement with a restaurant operator and a terminal operator in advance of facility development. Should additional market demand be positively identified at an adequate ROI to support acquisition and facility development, either by the Port or as a 3P, the Port could pursue the successful acquisition of the Carol J. Jenkins and Fishmonger Investors properties as needed to address the demand.	8	40

Evaluation Factor	Weight	Evaluation	Raw Score	Weighted Score
6 <b>Permitting</b>	2	The Fishermans Wharf Area is designated as a Marine Commercial District, C-6 and the waterside is designated A2. The permitted uses for zoning district C6 include: vertical mixed-use buildings, government safety service facilities, parks and open space, bus shelters, above ground utility cabinets, a broad spectrum of eating and drinking establishments, bars and nightclubs, theaters, boat and equipment sales, offices, hotels and motels, educational establishments, research service and some marine-related industrial. Conditional uses include rail/bus terminals for passengers, marinas and boat livery, self-service storage, boat rentals and sales, vehicle storage, and processing of food and related products. The property uses envisioned for development Option 2 appear to fall within either permitted or conditional uses contained in Sec. 22-22. The only potential exception that would probably require a conditional use but might conceivably require rezoning is the proposed light cargo operation at the eastern end of Fishermans Wharf across a newly constructed berth on the Indian River. The addition of the easternmost 250 feet of Fishermans Wharf Road might prove problematic requiring the division of the road in order to preserve access to the easternmost access point to the River Marina INC parcel to the north of the road. All planned facilities that would be constructed were Option 2 to be implemented require City permits for compliance with all applicable codes and requirements. The dredging of a new access channel and berth at the far north western end of the basin would require US Army Corps of Engineers permitting and review of the waterside construction plans and design (replacement of the deteriorated bulkheading).	6	12
7 <b>Environmental Impact</b>	4	The environmental impact of Option 2 would be similar to the impacts associated with Option 1, most notably the dredging of an access channel and new berth, and add the potentially significant impacts of a small cargo operation at the far eastern end of the Fishermans Wharf Area. The addition of the two River Marina INC parcels and the easternmost 250 feet of Fishermans Wharf Road would provide capability to perform cargo operations across the newly constructed berth (bulkhead) on the Indian River, provide along-side berthing for several larger pleasure or sport fishing craft, and development of a multistory restaurant. These business enterprises would certainly increase the volume of passenger vehicle and truck traffic. The increased vehicular and truck traffic would create increased vehicular emissions, noise and some congestion. Additionally there would be some impacts from the vessels performing cargo operations at the east end of the area along the Indian River.	5	20
8 <b>Community Impact</b>	6	Option 2 would provide greater positive community impact than Option 1 in that it would provide greater employment and revenue generation potential for the Port. The addition of the River Marina INC parcels and the easternmost 250 feet of Fishermans Wharf Road would provide the additional opportunities for restaurant development, berthing for larger pleasure and sport fishing boats and the potential for cargo operations.	6	36
<b>Total Score</b>			48	255

**Development Option 3**

Evaluation Factor	Weight	Evaluation	Raw Score	Weighted Score
1 <b>Development Cost</b>	9	The development costs for Option 3 include the costs of all infrastructure development as reflected in the Opinion of Probable Development Cost, the cost of dredging an access channel and berth, and the estimated cost of successfully acquiring the additional private properties that would constitute the proposed configuration of Option 3. The total estimated development cost for Option 3 is \$12,991,346.	2	18
2 <b>Marketability</b>	6	Option 3 includes the largest property configuration and thus is marketable for all of the most desirable uses. Even given the use of the northwestern corner of the property configuration for the planned stormwater retention pond, there is sufficient area for the full waterside development of renovated and improved boat launching facilities, an extended "T" dock with a fueling station at its end, a 300 foot berth for the historic USCG cutter, a ferry service, a small cruise ship or a casino boat, approximately 200 feet of along-side berthing along the new bulkhead on the southern border of the River Marina INC parcels and a small cargo operation at the bulkhead at the eastern end of Fishermans Wharf Road along the Indian River. The potential cargo operation has been enhanced by the inclusion of rail capability from the FEC mainline which would make a barge-rail operation feasible. There is adequate area for more than one boating and sport fishing retail establishment and two restaurants. Additionally, there is sufficient area for storage of trailerized boats and possibly, more profitable, dry boat storage, if the demand is not fully satisfied by similar facilities farther north in the Port's Operating Area. An aspect of marketability that is positively impacted by the Port's control of all of the properties within the Fishermans Wharf Area is the removal of potential for future incompatible uses that might result if portions of the area remain as privately held properties.	8	48
3 <b>Revenue Potential</b>	5	Revenue potential for this evaluation is not provided in empirical format as calculating private cash flow generation, payroll taxes, ridership estimates, operating expenses, property taxes and other economic impact data at this level of analysis is not feasible. The rating of each alternative for revenue potential is based on the number of businesses that can be created and assumed reasonable profitability of each and the taxes that are assumed to be generated with each type of business. Based on the marketability research findings associated with this option there is potential for one new business supported by the construction of a new vessel berth, one new business created by the development of a multistory restaurant, and one additional business associated with the additional bulkhead construction for accommodating potential cargo operations. The suggested use for accommodating ferry or casino vessel service or for accommodating USCG vessel for the main improved bulkhead remains unchanged from Option 1 & 2. The feasibility of having sufficient footprint to accommodate one or more multistory restaurants is enhanced in Option 3. The inclusion of the St. Lucie County property adjacent to Indian River Blvd., as well as the Fishmonger Investors and Carol J. Jenkins parcels provides space and the potential for a second boating - sport fishing retail opportunity and either surface trailerized boat storage of possibly a "dry stack" for boat storage. The potential for revenue generation from cargo operations at the eastern end of Fishermans Wharf Road include wharage and dockage (berth lease) and related business taxes, is further enhanced by providing rail access to diversify the ability to accommodate various cargoes and emerging rail-barge services. This option does not consider the ability to accommodate along-side yacht berthing as additional new business as this operation would likely be an extension of the existing marina operations. However, this expansion of the marina operations would generate revenue through taxes on lease revenues. This option is scored high-moderate under these assumptions.	7	35
4 <b>Employment</b>	6	In addition to the employment estimates identified for Option 1 and Option 2, Option 3 also includes employment creation from expanded cargo operations through the introduction of rail service. Employment estimates for the introduction of rail service is based on service from an existing local freight railroad as part of a manifest train that serves multiple customers. Additional employees anticipated through the expanded cargo operations and introduction of rail service is assumed to be 5 employees. The resulting estimated employment potential for Option 2 is a range of 53-222 total employees depending on future use alternative of the improved bulkhead. This option is scored low-high under these assumptions.	7	42
5 <b>Expandability</b>	5	Option 3 includes the acquisition of the River Marina INC parcels, the easternmost 250 feet of Fishermans Wharf Road, the Fishmonger Investors property and the Carol J. Jenkins property as well as the ST Lucie County properties along Indian River Drive. Ownership and control of these properties would enhance the immediate marketability of the area and provide for more rapid expansion should market demand for those parcels not be imminent but follow as more immediate demands for other portions of the area are satisfied. While this option provides	7	35



Evaluation Factor	Weight	Evaluation	Raw Score	Weighted Score
6	2	<p>The Fishermans Wharf Area is designated as a Marine Commercial District, C-6 and Aquatic Zone A2. The permitted uses for zoning district C6 include: vertical mixed-use buildings, government safety service facilities, parks and open space, bus shelters, above ground utility cabinets, a broad spectrum of eating and drinking establishments, bars and nightclubs, theaters, boat and equipment sales, offices, hotels and motels, educational establishments, research service and some marine-related industrial. Conditional uses include rail/bus terminals for passengers, marinas and boat livery, self-service storage, boat rentals and sales, vehicle storage, and processing of food and related products. As with Options 1 and 2, it appears that all of the envisioned uses for the property under Option 3 would fall within the land uses permitted or classified as conditional for a Marine Commercial District. The only potential exception that would probably require a conditional use but might conceivably require rezoning is the proposed light cargo operation at the eastern end of Fishermans Wharf across a newly constructed berth on the Indian River. The addition of the easternmost 250 feet of Fishermans Wharf Road might prove problematic requiring the division of the road in order to preserve access to the easternmost access point to the River Marina INC parcel to the north of the road. Option 3 also envisions a freight rail extension from the FEC mainline to the berth at the eastern end of Fishermans Wharf Road. The rail-served cargo operation does not appear to be a permitted or conditional use under the designation of Marine Commercial District, C2, and would require consideration of rezoning or an added conditional use. All planned facilities that would be constructed were Option 3 to be implemented would require City permits for compliance with all applicable codes and requirements. The dredging of a new access channel and berth at the far north western end of the basin would require US Army Corps of Engineers permitting and review of the waterside construction plans and design (replacement of the deteriorated bulkheading).</p>	3	6
7	4	<p>Option 3 presents the greatest potential environmental impact. Option 3 would include all of the potential environmental impacts of Options 1 and 2. Option 3 differs from Option 2 in that it incorporates the acquisition and development of the Fishmonger Investors and the Carol J. Jenkins parcels as well as the St. Lucie County parcels adjacent to Indian River Drive. These additions provide for the ability to develop additional boating and sport fishing retail, one or more additional restaurants and either surface boat-on-trailer or dry boat storage. As noted in the environmental impact evaluation for Option 2, these activities would increase vehicular traffic and some truck traffic with the associated impacts of increased emissions, noise and congestion. Option 3 includes the development of a rail connection from the berth on the Indian River to the FEC mainline, a short distance away. Assuming the ability to position the rail alignment along the northern side of the existing Fishermans Wharf Road and slightly extending the south side of the road into adjacent properties, the interference created by at-grade crossings can be minimized. Nevertheless, the impacts of a rail service to provide cargo transport, while reducing truck traffic, will create localized environmental impacts to include noise, emissions (probably not as significant as truck emissions) and traffic interruption.</p>	3	12
8	6	<p>Option 3 would ultimately provide the greatest positive community impact. Option 3 envisions the immediate acquisition of the River Marina INC parcels, the Fishmonger Investors parcel, the Carol J. Jenkins parcel and the inclusion of the St. Lucie County properties adjacent to Indian River Drive. While the immediate use of all of the property included in Option 3 is highly speculative, its ownership and control by the Port would enhance marketability and expansion in the longer term. Thus when occupied and developed, the businesses leasing and operating on the properties would generate greater local employment and revenue than Options 1 or 2. This greater community impact should be qualified by the associated environmental impacts and the greater cost of development which includes the cost of successfully acquiring the properties, several of which may not develop either employment or revenue in the short term.</p>	7	42
<b>Total Score</b>			<b>44</b>	<b>238</b>

**APPENDIX B**  
**MARINE COMMERCIAL DISTRICT PERMITTED**  
**AND CONDITIONAL USES**

**Sec. 22-22. - Allowed Uses.**

(a) *Uses listed.* Uses listed are allowed in each zoning district in accordance with the Use Table.

(b) *Permitted uses.* Uses identified with a “P” in the Use Table are permitted in the subject zoning district provided that the uses will not violate basic use standards specified in each zoning district, other applicable use standards, additional zoning ordinance provisions and other city laws.

(c) *Conditional uses.* Uses identified with a “C” in the Use Table are permitted in the subject zoning district, if the city commission, after a public hearing, determines that the location and development plans comply with applicable standards and will not violate basic use standards specified in each zoning district, other applicable use standards, additional zoning ordinance provisions and other city laws.

(d) *Prohibited uses.* Uses identified with a “-” in the Use Table are expressly prohibited.

(e) *Use table.*

ZONING DISTRICT	E1	E2	E3	R1	R2	R3	R4	R4A	R5	C1	C2	C3	C4	C5	C6	CP	I1	I2	I3	OS1	OS2	A1	A2
<b>RESIDENTIAL</b>																							
<b>Household Living</b>																							
-Detached House	P	P	P	P	P	P	P	P	C	C	C	-	-	C	-	-	-	-	-	-	C	-	-
-Duplex	-	-	-	-	-	C	P	P	C	C	C	-	-	C	-	-	-	-	-	-	-	-	-
-Townhouse	-	-	-	-	-	C	P	P	P	C	C	-	-	C	-	-	-	-	-	-	-	-	-
-Multi-Dwelling Building	-	-	-	-	-	C	P	P	-	C	C	C	-	C	C	-	-	-	-	-	-	-	-
-Mobile or Manufactured Home	-	-	-	-	-	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-Manufactured Home Park or Subdivision	-	-	-	-	-	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-Mobile Home Park	-	-	-	-	-	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-Vertical Mixed-Use Building	-	-	-	-	-	-	C	C	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-
<b>Home Occupations</b> (per requirements of Section 22-63)	P	P	P	P	P	P	P	P	P	-	-	-	-	P	-	-	-	-	-	-	-	-	-
<b>Group Living</b> (except as noted below)	-	-	-	-	C	C	C	C	C	C	-	C	C	C	-	-	-	-	-	-	-	-	-
-Community Residential Home, Type 1 (1-6 residents)	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-Community Residential Home, Type 2 (7-14 residents)	-	-	-	-	-	-	C	-	C	C	-	C	C	-	-	-	-	-	-	-	-	-	-
-Dormitories, Fraternity and Sorority Houses	-	-	-	-	-	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>PUBLIC AND CIVIC</b>																							
<b>Community/Cultural</b> (except as noted below)	-	-	-	-	C	C	C	C	C	C	C	P	P	C	C	C	-	-	-	C	-	-	-
-Community Center	-	-	-	-	C	C	C	C	C	-	C	P	P	C	-	C	-	-	-	C	-	-	-
-Fraternal Organization/Lodge	-	-	-	-	C	C	C	C	C	-	C	P	P	C	-	C	-	-	-	C	-	-	-
-Library or Cultural Exhibit	-	-	-	-	C	C	C	C	C	-	C	P	P	C	-	C	-	-	-	C	-	-	-
-Environmental Research and Education Facilities	-	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
<b>Day Care</b>	-	-	-	-	C	C	C	C	C	C	C	-	C	-	-	-	-	-	-	-	-	-	-

ZONING DISTRICT	E1	E2	E3	R1	R2	R3	R4	R4A	R5	C1	C2	C3	C4	C5	C6	CP	I1	I2	I3	OS1	OS2	A1	A2
-Adult Day Care Center	-	-	-	-	C	C	C	C	C	C	C	C	-	C	-	-	-	-	-	-	-	-	-
-Day Care Center	-	-	-	-	C	C	C	C	C	C	C	C	-	C	-	-	-	-	-	-	-	-	-
-Child Care Facility	-	-	-	-	C	C	C	C	C	C	C	C	-	C	-	-	-	-	-	-	-	-	-
-Family Day Care Home	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Educational Facilities</b>																							
-College or University	-	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	-	-	-	-
-Elementary, Middle or High School - Public	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-
-Elementary, Middle or High School - Private	-	C	C	C	C	C	C	C	C	-	-	C	-	-	-	-	-	-	-	-	-	-	-
-Marine Research/Education Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	C	-
<b>Government Facilities (except as noted below)</b>	-	-	-	-	-	-	-	-	-	C	C	P	P	C	-	C	-	-	-	-	-	C	C
-Post Office	-	-	-	-	-	-	-	-	-	C	C	P	P	-	-	C	-	-	-	-	-	-	-
-Safety Service	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P	P	P	P	P	-	-	C	C
<b>Medical Facilities (except as noted below)</b>	-	-	-	-	C	C	C	-	C	C	-	C	-	C	-	-	-	-	-	-	-	-	-
-Hospital	-	-	-	-	C	C	C	-	C	C	-	C	-	C	-	-	-	-	-	-	-	-	-
-Nursing Home	-	-	-	-	C	C	C	-	C	C	-	C	-	C	-	-	-	-	-	-	-	-	-
<b>Park and Open Space (except as noted below)</b>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C	-
-Cemetery/Columbarium/Mausoleum	C	C	C	C	C	C	-	-	C	C	C	C	-	-	-	-	-	-	-	C	-	-	-
-Country Club/Golf Course	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	-	-	-	C	-	-	-
-Game and Wildlife Management Preserves	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-
-Water Dependent Recreation Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	C	C
<b>Passenger Terminal</b>																							
-Airport/Heliport	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	-	-	-	-
-Rail/Bus Terminal	-	-	-	-	-	-	-	-	-	C	C	C	C	-	C	C	C	C	C	-	-	-	-
-Bus Shelter	C	C	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-
-Taxi Terminal	-	-	-	-	-	-	-	-	-	C	C	C	C	-	C	C	C	C	C	-	-	-	-
<b>Religious Institution</b>	C	C	C	C	C	C	C	C	C	C	C	P	P	C	-	C	-	-	-	-	-	-	-
<b>Social Service Institution (except as noted below)</b>	-	-	-	-	-	-	-	-	-	C	-	C	C	-	-	C	C	-	-	-	-	-	-
-Halfway Houses	-	-	-	-	-	C	C	C	C	C	-	C	C	-	-	-	C	-	-	-	-	-	-
<b>Utilities</b>																							
-Minor, other	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P	C	P	C	C	C	C
-Major	-	-	-	-	-	-	-	-	-	-	-	C	C	C	C	C	C	C	P	C	C	C	C
-Utility Cabinets, Above Ground	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C	C	C
<b>COMMERCIAL</b>																							
<b>Eating and Drinking Establishments</b>																							
-Brew Pub	-	-	-	-	-	-	-	-	C	P	C	P	P	P	P	C	C	C	-	-	-	-	-
-Coffee Shop	-	-	-	-	-	-	-	-	C	C	P	P	P	P	P	C	C	C	-	-	-	-	-
-Neighborhood Bistro	-	-	-	-	-	-	-	-	C	C	C	P	P	P	P	C	C	C	-	-	-	-	-
-Neighborhood Café	-	-	-	-	-	-	-	-	C	C	C	P	P	P	P	C	C	C	-	-	-	-	-
-Restaurants, Fast Food	-	-	-	-	-	-	-	-	C	-	-	P	P	P	P	C	C	C	-	-	-	-	-
-Restaurant and Bar	-	-	-	-	-	-	-	-	C	C	C	P	P	P	P	C	C	C	-	C	-	-	C
-Wine/Cigar Bar	-	-	-	-	-	-	-	-	C	C	C	P	P	P	P	C	C	C	-	-	-	-	-
<b>Entertainment, Indoor (except as noted below)</b>	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	C	-	-	-
-Adult Establishment	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
-Arcade Amusement Center	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-	-	-	-	-	-	-	-
-Bar or Nightclub	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-
-Theater	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-
<b>Entertainment, Outdoor (except as noted below)</b>	-	-	-	-	-	-	-	-	-	-	-	C	-	P	-	-	-	-	-	C	-	-	-
-Batting Cages, Driving Ranges	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-
-Stables or Equestrian Facilities	C	C	C	-	-	-	-	-	-	-	-	P	-	P	-	-	-	-	-	-	-	-	-
-Stadium or Arena	-	-	-	-	-	-	-	-	-	-	-	C	-	C	C	-	C	C	-	-	-	-	-
<b>Marine-Related Commercial (except as noted below)</b>	-	-	-	-	-	-	-	-	-	C	-	P	P	C	P	-	-	C	-	C	-	-	C
-Boat and Marine Equipment Sales	-	-	-	-	-	-	-	-	-	-	-	P	C	C	P	-	-	C	-	-	-	-	-
-Marina/Boat Livery	-	-	-	-	-	-	-	-	-	C	-	C	C	C	C	-	-	P	-	C	-	-	C
<b>Office</b>																							
-Administrative, Professional, General, Medical Office	-	-	-	-	-	-	C	C	C	P	P	P	P	P	P	P	C	C	-	-	-	-	-

ZONING DISTRICT	E1	E2	E3	R1	R2	R3	R4	R4A	R5	C1	C2	C3	C4	C5	C6	CP	I1	I2	I3	OS1	OS2	A1	A2
<b>Overnight Accommodations</b>																							
-Bed & Breakfast	-	-	-	-	-	-	C	C	C	-	P	P	P	P	-	-	-	-	-	-	-	-	-
-Dwelling Rental	-	-	-	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-Hotel/Motel	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	C	-	-	-	-	-	-	-
-Recreational Vehicle Park	-	-	-	-	-	-	-	-	-	-	-	C	C	C	-	-	-	-	-	-	-	-	-
-Resort Hotel	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	-
<b>Parking, Commercial</b>	-	-	-	-	-	-	-	C	-	C	-	P	C	C	-	C	-	C	-	-	-	-	-
<b>Retail Sales &amp; Service, Sales-Oriented (except as noted below)</b>	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	-	-	-	-	-	-	-
-Art Gallery	-	-	-	-	-	-	-	-	-	C	C	P	P	P	-	C	-	-	-	-	-	-	-
-Farmers Market or Farm Stand	P	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	C	-	-	-	-	-	-
-Grocery or Liquor Store	-	-	-	-	-	-	C	-	C	-	P	P	P	C	-	C	-	-	-	-	-	-	-
-Neighborhood Commercial Sale	-	-	-	-	C	C	P	P	P	-	P	P	P	C	-	C	-	-	-	-	-	-	-
-Office Supplies & Electronics	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	-	-	-	-	-	-	-
-Pet Stores	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	-	-	-	-	-	-	-
<b>Retail Sales &amp; Service, Personal-Service Oriented (except as noted below)</b>	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	-	-	-	-	-	-	-
-Art Studio	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	-	-	-	-	-	-	-
-Animal Care Facilities & Service	-	-	-	-	-	-	-	-	-	-	-	C	-	P	-	C	-	-	-	-	-	-	-
-Animal Grooming Services	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	-	-	-	-	-	-	-
-Check Cashing/Loan Service	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
-Educational Service Establishments	-	-	-	-	-	-	-	-	C	C	C	P	P	C	P	P	P	C	C	-	-	-	-
-Laundry & Dry Cleaners Pick-Up	-	-	-	-	-	-	C	C	C	C	P	P	P	P	-	C	-	-	-	-	-	-	-
-Laundromat	-	-	-	-	-	-	C	C	C	C	P	P	P	C	-	C	-	-	-	-	-	-	-
-Mortuaries or Funeral Homes	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	C	-	-	-	-	-	-	-
-Neighborhood Commercial Services	-	-	-	-	C	C	P	P	P	C	P	P	P	P	-	C	-	-	-	-	-	-	-
-Pawn Shop	-	-	-	-	-	-	-	-	-	-	-	P	P	C	-	C	-	-	-	-	-	-	-
-Personal Improvement Service	-	-	-	-	-	-	C	C	C	C	-	P	P	P	-	C	-	-	-	-	-	-	-
-Veterinary (Without Outdoor Runs)	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	C	-	-	-	-	-	-	-
<b>Retail Sales &amp; Service, Repair-Oriented</b>	-	-	-	-	-	-	-	P	-	C	-	P	P	P	-	P	-	-	-	-	-	-	-
<b>Self-Service Storage</b>	-	-	-	-	-	-	-	-	-	-	-	C	-	C	C	-	P	-	P	-	-	-	-
<b>Vehicle Sales &amp; Service</b>																							
-Automobile Rentals	-	-	-	-	-	-	-	-	-	-	-	P	C	C	C	C	P	-	P	-	-	-	-
-Automobile Sales	-	-	-	-	-	-	-	-	-	-	-	P	C	C	C	C	P	-	P	-	-	-	-
-Boat Rentals	-	-	-	-	-	-	-	-	-	-	-	P	C	P	C	C	P	-	P	-	-	C	P
-Boat Sales	-	-	-	-	-	-	-	-	-	-	-	P	C	C	C	C	P	-	P	-	-	-	P
-Fueling Station	-	-	-	-	-	-	-	-	C	C	P	C	C	-	C	-	C	-	P	-	-	-	-
-Travel Plaza	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	C	-	-	-	-	-	-	-
-Truck Stop	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	C	-	-	-	-	-	-	-
-Vehicle Repair, General	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	C	-	-	-	-	-	-	-
-Vehicle Repair, Limited	-	-	-	-	-	-	-	-	-	-	-	P	C	-	-	P	-	-	-	-	-	-	-
-Vehicle Storage	-	-	-	-	-	-	-	-	-	-	-	C	-	-	C	-	P	C	P	-	-	-	-
<b>INDUSTRIAL</b>																							
<b>Artisan</b>	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	P	P	-	P	-	-	-	-
-Cabinet Shops, Woodworking	-	-	-	-	-	-	-	-	-	-	-	C	C	-	C	P	P	-	P	-	-	-	-
<b>Light Industrial Service (except as noted below)</b>	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	P	P	-	P	-	-	-	-
-Catering Facility, Large-Scale	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	P	P	-	P	-	-	-	-
-Crematorium	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-	-	-	-	-	-	-	-
-Building Maintenance Facilities And Services	-	-	-	-	-	-	-	-	-	-	-	C	-	-	C	-	-	-	-	-	-	-	-
-Contractors/Others Performing Services Off-Site	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	P	P	-	P	-	-	-	-
-Microbrewery	-	-	-	-	-	-	-	-	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-
-Research Service	-	-	-	-	-	-	-	-	-	-	-	C	-	-	P	P	P	-	P	-	-	-	-
<b>Marine-Related Industrial</b>	-	-	-	-	-	-	-	-	-	-	-	C	-	-	P	-	C	P	P	-	-	-	P
<b>Warehouse &amp; Freight (except as noted below)</b>	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	P	P	C	P	-	-	-	-
-Parcel Service	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	P	P	C	P	-	-	-	-
<b>Waste-Related Use (except as noted below)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	-	-	-	-

ZONING DISTRICT	E1	E2	E3	R1	R2	R3	R4	R4A	R5	C1	C2	C3	C4	C5	C6	CP	I1	I2	I3	OS1	OS2	AI	A2
<b>Wholesale Trade</b>	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-	P	C	P	-	-	-	-
<b>Heavy Industrial</b> (except as noted below)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-
-Heavy Equipment Sales & Rentals	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	C	P	-	-	-	-
-Processing of Food & Related Products	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	C	P	P	-	-	-	-
<b>OTHER</b>																							
<b>Aquaculture Facilities</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	C	C
<b>Community Gardens</b>	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	-	-
<b>Dock/Moorage Facility</b> (except as noted below)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C
-Docks for Single Family Homes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P
-Docks for Single Family Homes on canals within Surfside or Jennings Cove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C
<b>Navigational Aids</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P
<b>Telecommunication Facility</b>																							
-Antenna Support Structure	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
-Antenna (on existing structure)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

## Sec. 22-33.1. - Marine Commercial Zone (C-6).

- (a) *Purpose.* The intent of this district is primarily to provide suitable locations for compatible marine commercial and tourist-related facilities. In part, this means that areas in the zone should be in close proximity to an arterial or collector street and should also be located in close proximity to the waterfront. The requirements in this zone recognize that certain marine oriented commercial activities can be compatible with activities that are more tourist-related and when combined can create a special environment. The uses laid out in this zone are not meant to be as inclusive as those found in a general commercial zone, but rather should be reserved for uses that are dependent on or benefit from proximity to the water.
- (b) *Basic use standards.* Uses in a C-6 zone must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.
- (1) *Lot size.*
    - a. The minimum lot area shall be ten thousand (10,000) square feet.
    - b. The minimum lot width shall be seventy (70) feet.
    - c. The minimum lot depth shall be ninety (90) feet.
  - (2) *Yards.*
    - a. The minimum depth of the front yard will be twenty-five feet.
    - b. The minimum yard depth (if not the front yard) for portions of the property abutting the public right-of-way or residential district shall be fifteen (15) feet.
  - (3) *Lot coverage.* Building shall not cover more than sixty (60) per cent of the lot area.
  - (4) *Building height.* No building shall exceed the height of sixty-five (65) feet above grade, except that multifamily housing developments in accordance with the requirements of the R-5 zone may be approved.
- (c) *Other applicable use standards.*
- (1) Site plan review shall be required for uses which have buildings with more than four thousand (4,000) square feet.
  - (2) Accessory buildings shall comply with all yard, lot coverage and building requirements of this chapter.
  - (3) Every lot shall abut a street other than an alley for at least fifty (50) feet.
  - (4) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.
  - (5) All uses will comply with applicable access, parking and loading standards in sections 22-60 and 22-61.
  - (6) Conditional uses will meet the requirements of sections 22-74 through 22-87.
  - (7) Signs will comply with standards referred to in section 22-55.
  - (8) All other applicable ordinance requirements will also be satisfied.
- (Ord. No. I-404, § 2, 12-3-90; Ord. No. K-24, § 13, 8-21-2000; Ord. No. L-295, § 16, 11-4-13)

## Sec. 22-34. - Light Industrial Zone (I-1).

- (a) *Purpose.* The purpose of this district is to provide for industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing, warehousing, heavy commercial and similar uses are encouraged. Uses in the district may perform a support role for uses in other industrial areas.
- (b) *Basic use standards.* Uses in an I-1 zone must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.
- (1) *Lot size.*
    - a. The minimum lot width shall be one hundred (100) feet.
    - b. The minimum lot depth shall be one hundred (100) feet.
  - (2) *Yards.* The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be fifteen (15) feet.
- (c) *Other applicable use standards.*
- (1) Site plan review shall be required for uses which have buildings with more than four thousand (4,000) square feet of floor area.
  - (2) Accessory buildings shall comply with all yard, lot coverage and building height requirements of this chapter.
  - (3) Every lot shall abut a street other than an alley for at least fifty (50) feet.
  - (4) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.
  - (5) All uses will comply with applicable access, parking and loading standards in sections 22-60 and 22-61.
  - (6) Conditional uses will meet the requirements in sections 22-74 through 22-86.
  - (7) Signs will comply with standards referred to in section 22-55.
  - (8) All other applicable ordinance requirements will also be satisfied.
- (Ord. No. H-186, § 30-36, 6-15-81; Ord. No. H-245, § 1, 12-20-82; Ord. No. I-26, § 4, 8-15-83; Ord. No. K-24, § 14, 8-21-00; Ord. No. L-04, § 1, 3-3-08; Ord. No. L-97, § 4, 11-16-09; Ord. No. L-267, § 2, 11-5-12; Ord. No. L-295, § 17, 11-4-13)

## Sec. 22-35. - Marine Industrial Zone (I-2).

- (a) *Purpose.* This zone is intended primarily to provide a location for port activities, marine industry and supporting uses. In addition, certain nonindustrial water-oriented uses and uses associated with them may be permitted. The district is designed to exclude uses which can be located equally well elsewhere and are inconsistent with the character of the district. Large areas with adequate waterfront, street and railroad access are appropriate for this type of zoning.
- (b) *Basic use standards.* Uses in an I-2 zone must meet the requirements of this section. More restrictive requirements, set forth in accordance with other provisions of this chapter, must be satisfied by some conditional uses.
- (1) *Lot size.*
    - a. The minimum lot width shall be one hundred (100) feet.
    - b. The minimum lot depth shall be one hundred (100) feet.
  - (2) *Yards.* The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district will be fifteen (15) feet.
- (c) *Special conditional use criteria.* No conditional use will be allowed in an I-2 zone unless it meets one or more of the following criteria:
- (1) The use is a water-dependent use, which means that it can only be carried out on, in or adjacent to water and the location or access is needed for:
    - a. Waterborne transportation (such as navigation; moorage, fueling and servicing of ships or boats; terminal and transfer facilities; fish or other resource and material receiving and shipping); or
    - b. Recreation (active recreation such as swimming, boating or fishing; passive recreation such as viewing or walking); or
    - c. A source of water (such as energy production, cooling of industrial equipment or wastewater or other industrial processes); or
    - d. Marine research or education (such as viewing, sampling, recording information, conducting experiments or teaching).
  - (2) The use is a water-related use, which means that:
    - a. It provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, using products of or offering commercial or

- personal services to water-dependent uses); or
- b. If it were not located near the water, it would experience a public loss of quality in the goods and services offered (evaluation of public loss of quality will include a subjective consideration of economic, social and environmental consequences of the use).
- (3) The use which is not the primary use of the structure, shares an existing structure with a water-dependent use or water-related use and the combination results in a multiple use facility.
  - (4) The project provides significant public access or recreation uses through the provision of waterfront seating, walkways, piers, street furniture or similar facilities.
  - (5) The use is an accessory use important to the operations of the principal use.
  - (6) The use is a temporary use which meets the requirements of [section 22-65](#).
- (d) *Other applicable use standards.*
- (1) Site plan review shall be required for uses which have buildings with more than four thousand (4,000) square feet of floor area.
  - (2) Accessory buildings shall comply with all yard, lot coverage and building requirements of this chapter.
  - (3) Every lot shall abut a street other than an alley for at least fifty (50) feet.
  - (4) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.
  - (5) All uses will comply with applicable access, parking and loading standards in sections [22-60](#) and [22-61](#).
  - (6) Conditional uses will meet the requirements in sections [22-74](#) and [22-86](#).
  - (7) Signs will comply with standards referred to in [section 22-55](#).
  - (8) All other applicable ordinance requirements will also be satisfied.
- (Ord. No. H-186, § 30-35, 6-15-81; Ord. No. H-228, § 1, 10-4-82; Ord. No. 1-26, § 3, 8-15-83; Ord. No. 1-377, § 2, 5-7-90; Ord. No. K-24, § 15, 8-21-00; [Ord. No. L-295, § 19, 11-4-13](#))
- Sec. 22-39. - Aquatic Development Zone (A-2).
- (a) *Purpose.* This district is intended for aquatic areas which should be managed primarily for navigation and other water-oriented uses, consistent with the need to minimize damage to the ecosystem of the area. Water-dependent, water-related and other uses are allowed which are consistent with the character of nearby shoreland areas. Aquatic development areas may include areas suitable for navigation (including shipping and access channels and turning basins), areas adjacent to developed or developable shorelands which may need to be altered to provide navigational access or create new land for water-oriented uses and other appropriate areas.
  - (b) *Building heights.* No building will exceed a height of forty-five (45) feet above the mean high tide line in tidal areas and the ordinary high water line in nontidal areas.
  - (c) *Special conditional use criteria.* No conditional use will be allowed in an A-2 zone unless it meets one or more of the following criteria:
    - (1) The use is a water-dependent use, which means that it can only be carried out on, in or adjacent to water and the location or access is needed for:
      - a. Waterborne transportation (such as navigation; moorage, fueling and servicing of ships or boats; terminal and transfer facilities or fish or other resource and material receiving and shipping); or
      - b. Recreation (active recreation such as swimming, boating or fishing; passive recreation such as viewing or walking); or
      - c. A source of water (such as energy production, cooling of industrial equipment or wastewater or other industrial processes); or
      - d. Marine research or education (such as viewing, sampling, recording information, conducting experiments or teaching).
    - (2) The use is a water-related use, which means that:
      - a. It provides goods and/or services that are directly associated with water-dependent uses (supplying materials to, or using products of or offering commercial or personal services to water-dependent uses); or
      - b. If it were not located near the water, it would experience a public loss of quality in the goods and services offered (evaluation of public loss of quality will include a subjective consideration of economic, social and environmental consequences of the use).
    - (3) The use which is not the primary use of the structure, shares an existing structure with a water-dependent use or water-related use and the combination results in a multiple use facility.
    - (4) The project provides significant public access or recreation uses through the provision of waterfront seating, walkways, piers, street furniture or similar facilities.
    - (5) The use is an accessory use important to the operations of the principal use.
    - (6) The use is a temporary use which meets the requirements of [section 22-65](#).
  - (d) *Other applicable use standards.*
    - (1) Uses identified as a permitted use within the Use Table are only permitted if no dredging or filling is necessary and piers or similar facilities are not required in new locations. If dredging and/or filling or new piers or similar facilities are required, said uses shall be allowed as a Conditional Use.
    - (2) Uses identified as a permitted use within the Use Table are only permitted when access to the facilities are provided from a property in an I-2, C-3, C-4 or C-5 zone by piers or similar means.
    - (3) Commercial or industrial uses situated on floating structures shall be located so they will be protected from currents and wave action and so they will not rest on the bottom at low water.
    - (4) Accessory buildings shall comply with all building height requirements of this chapter.
    - (5) Materials or objects which would detract from the open space character of an uncovered or unenclosed area will not be permitted in such an area.
    - (6) All uses will comply with applicable access, parking and loading standards in sections [22-60](#) and [22-61](#).
    - (7) Conditional uses will meet the requirements in sections [22-74](#) through [22-86](#).
    - (8) Signs will comply with standards referred to in [section 22-55](#).
    - (9) All other applicable ordinance requirements will also be satisfied.
  - (e) *Unregulated activities.* The provisions of this district will not be interpreted to prohibit or regulate the following activities, unless the prohibition or regulation is specifically stated as a condition of approval of a conditional use:
    - (1) Filling.
    - (2) Dredging.
    - (3) Dredged material disposal.
    - (4) Bankline/stream alteration.
    - (5) Construction and repair of shoreline stabilization structures, mosquito control structures and dikes.
    - (6) Installing types of navigational structures not previously listed in this subsection.
- (Ord. No. H-186, § 30-39, 6-15-81; Ord. No. K-24, § 20, 8-21-2000; [Ord. No. L-295, § 24, 11-4-13](#))



# **APPENDIX C**

## **INFORMATION ON PRIVATELY HELD PROPERTIES IN THE FISHERMAN'S WHARF AREA**

**Property Identification**

Site Address: 219 FISHERMANS WHARF  
 Sec/Town/Range: 03/35S/40E  
 Map ID: 24/03S  
 Zoning: C6

Parcel ID: 2403-432-0005-000-5  
 Account #: 15870  
 Use Type: 1000  
 Jurisdiction: Fort Pierce

**Ownership**

River Marina Inc  
 PO Box 466  
 Palm City, FL 34991-0000

**Legal Description**

3 35 40 FROM CONC MON AT SE COR N 2 ST AND FISHERMAN'S WHARF RUN SELY ON S R/W FISHERMAN'S WHARF 1013.4 FT FOR POB, TH S 1 DEG 14 MIN 30 SEC W 105.96 FT TO PT ON CONC BULKHEAD, TH ELY AND NELY ON BULKHEAD 62.7 FT, TH N 1 DEG 14 MIN 30 SEC E 88.33 FT TO S R/W FISHERMAN'S WHARF, TH NWLY ON R/W 60 FT TO POB (OR 1655-2462)



**Current Values**

Just/Market Value: \$104,900  
 Assessed Value: \$104,900  
 Exemptions: \$0  
 Taxable Value: \$104,900  
 Taxes for this parcel: SLC Tax Collector's Office

**Total Areas**

Land Size (acres): 0.13  
 Land Size (SF): 5,828

**Land Information**

Total Area: 5,828 SF / 0.13 acres

Sequence Number	Number/Type of Units	Depth for Front Feet
1	5828 SqFeetRate 2	0

**Special Features and Yard Items**

Type	Qty	Units	Year Blt

**Permits**

Number	Date	Description	Amount	Fee
F93-000197	Feb 12, 1993	Roof	\$1,800	\$1,800
DM2005135	Apr 7, 2006	Demolition	\$7,500	\$130
0800000365	Sep 3, 2008	Demolition	\$0	\$130

Notice: This does not necessarily represent all the permits for this property.  
 Click the following link to check for additional permit data in Fort Pierce

**Sale History**

Date	Book/Page	Sale Code	Deed	Grantor	Price
Feb 5, 2003	1655 / 2462	02	WD	Marina At Ft Pierce Inc,	\$980,000
Jan 1, 1900					\$0

**Current Year Values**


Current Values Breakdown

Current Year Exemption Value Breakdown

<b>Building:</b>	\$0	<b>Tax Year</b>	<b>Grant Year</b>	<b>Code</b>	<b>Description</b>	<b>Amount</b>
<b>Land:</b>	\$104,900					
<b>Just/Market:</b>	\$104,900					
<b>Ag Credit:</b>	\$0					
<b>Mkt/Asmnt Differential:</b>	\$0					
<b>Assessed:</b>	\$104,900					
<b>Exemption(s):</b>	\$0					
<b>Taxable:</b>	\$104,900					

**Current Year Special Assessment Breakdown**

Start Year	AssessCode	Units	Description	Amount
1999	0041	2.7	Fort Pierce Stormwater Charge	\$145.80

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office .

**Historical Values**

Year	Just/Market	Assessed	Exemptions	Taxable
2014	\$104,900	\$104,900	\$0	\$104,900
2013	\$104,900	\$104,900	\$0	\$104,900
2012	\$104,900	\$104,900	\$0	\$104,900

*This information is believed to be correct at this time but it is subject to change and is not warranted.*

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**Property Identification**

Site Address: 221 FISHERMANS WHARF  
 Sec/Town/Range: 03/35S/40E  
 Map ID: 24/03S  
 Zoning: C6

Parcel ID: 2403-431-0002-000-1  
 Account #: 15866  
 Use Type: 1000  
 Jurisdiction: Fort Pierce

**Ownership**

River Marina Inc  
 PO Box 466  
 Palm City, FL 34991-0000

**Legal Description**

3 35 40 FROM CONC MONU AT SE COR OF N 2 ST AND FISHERMAN'S WHARF RUN S 88 DEG 45.5 MIN E ON S R/W FISHERMAN'S WHARF 1073.4 FT FOR POB, TH CONT ELY ON S LI OF FISHERMAN'S WHARF 10 FT TO A PT, TH S 88 DEG 39 MIN 45 SEC E ON SD R/W 70.5 FT TO CONC MON, TH CONT ON R/W N 70 DEG 19 MIN E 59.1 FT TO W END OF S BRIDGE ACROSS IND RIV AND A PT ON N LI OF AN OLD WOOD BULKHEAD NOW IN RUINS, TH S 17 DEG 55 MIN 45 SEC E ALG SD BULKHEAD 110 FT M/L TO SE COR OF BULKHEAD, TH N 88 DEG 39 MIN 45 SEC W ALG LI OF OLD E AND W BULKHEAD NOW IN RUINS 152.6 FT M/L TO SE COR LANDS DESC IN DBK 105-356 TO C T LOWE, TH S 72 DEG 08.5 MIN W 26.23 FT TO A PT, TH N 1 DEG 14 MIN 30 SEC W 88.33 FT TO POB (OR 1655-2462)



**Total Areas**

Land Size (acres): 0.31  
 Land Size (SF): 13,474

**Current Values**

Just/Market Value: \$242,500  
 Assessed Value: \$242,500  
 Exemptions: \$0  
 Taxable Value: \$242,500  
 Taxes for this parcel: SLC Tax Collector's Office

**Land Information**

Total Area: 13,474 SF / 0.31 acres

Sequence Number	Number/Type of Units	Depth for Front Feet
1	0 Sq Feet	0
1	13474 SqFeetRate 2	0

**Special Features and Yard Items**

Type	Qty	Units	Year Blt

**Permits**

Number	Date	Description	Amount	Fee
DM200419	Dec 14, 2004	Demolition	\$10,000	\$100
RF2004376	Dec 14, 2004	Roof	\$8,000	\$0
DM2005136	Apr 7, 2006	Demolition	\$7,500	\$130

Notice: This does not necessarily represent all the permits for this property. Click the following link to check for additional permit data in Fort Pierce

**Sale History**

Date	Book/Page	Sale Code	Deed	Grantor	Price
Feb 5, 2003 Jan 1, 1900	1655 / 2462	02	WD	Marina At Ft Pierce Inc,	\$980,000 \$0

**Current Year Values**

Current Values Breakdown		Tax	Current Year Exemption Value Breakdown			Amount
		Year	Grant	Code	Description	
		Year	Year			
Building:	\$0					
Land:	\$242,500					
Just/Market:	\$242,500					
Ag Credit:	\$0					
Mkt/Asmnt Differential:	\$0					
Assessed:	\$242,500					
Exemption(s):	\$0					
Taxable:	\$242,500					

**Current Year Special Assessment Breakdown**

Start Year	AssessCode	Units	Description	Amount
1999	0041	7.7	Fort Pierce Stormwater Charge	\$415.80

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

**Historical Values**

Year	Just/Market	Assessed	Exemptions	Taxable
2014	\$242,500	\$242,500	\$0	\$242,500
2013	\$242,500	\$242,500	\$0	\$242,500
2012	\$242,500	\$242,500	\$0	\$242,500

*This information is believed to be correct at this time but it is subject to change and is not warranted.*

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**Property Identification**

Site Address: 21 FISHERMANS WHARF  
 Sec/Town/Range: 03/36S/40E  
 Map ID: 24/03S  
 Zoning: C6

Parcel ID: 2403-341-0010-000-4  
 Account #: 15862  
 Use Type: 1000  
 Jurisdiction: Fort Pierce

**Ownership**

Fishmonger Investors LLC  
 4075 Virginia Ave  
 Fort Pierce, FL 34981-5557

**Legal Description**

3 35 40 FROM SE COR OF N 2 ST AND FISHERMAN`S WHARF  
 RUN S 88 DEG 45 MIN 30 SEC E AND // TO S RD R/W LI OF  
 FISHERMAN`S WHARF 403.4 FT FOR POB: TH CONT S 88  
 DEG 45 MIN 30 SEC E ALG S R/W LI OF FISHERMAN`S  
 WHARF 125 FT, TH S 18 DEG 00 MIN 30 SEC E 157.01 FT, TH  
 S 82 DEG 07 MIN 46 SEC W 119.84 FT, TH N 18 DEG 03 MIN  
 30 SEC W 177.12 FT TO POB- (OR 2066-2857)



**Current Values**

Just/Market Value: \$276,100  
 Assessed Value: \$276,100  
 Exemptions: \$0  
 Taxable Value: \$276,100  
 Taxes for this parcel: SLC Tax Collector's Office

**Total Areas**

Land Size (acres): 0.47  
 Land Size (SF): 20,452

**Land Information**

Total Area: 20,452 SF / 0.47 acres

Sequence Number	Number/Type of Units	Depth for Front Feet
1	20452 Sq Feet	0

**Special Features and Yard Items**

Type	Qty	Units	Year Blt
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**Permits**

Number	Date	Description	Amount	Fee
F92-001299	Oct 27, 1992	Roof	\$2,400	\$2,400
F95-000791	Jul 31, 1995	Fence	\$423	\$423
DM2005128	Feb 6, 2006	Demolition	\$5,000	\$130
BP09-1574	Sep 16, 2010	Alterations/Remodeling	\$0	\$75
BP09-1732	Oct 13, 2010	Alterations/Remodeling	\$250	\$150

Notice: This does not necessarily represent all the permits for this property.  
 Click the following link to check for additional permit data in Fort Pierce

**Sale History**

Date	Book/Page	Sale Code	Deed	Grantor	Price
Sep 16, 2004	2066 / 2857	02	WD	Smigiel Partners X LTD,	\$650,000
Oct 12, 2001	1444 / 2333	03	SP	Rnbf Company,	\$285,000
Feb 28, 1992	0780 / 0971	01	WD	21 FISHERMAN`S WHARF INC	\$449,200
Aug 31, 1990	0707 / 2729	01	WD	FIRST CITIZENS FED S AND L ASSN	\$425,000
Jun 28, 1990	0699 / 1205	01	CT	Edward L Scarlett	\$300,000
Jul 1, 1988	0595 / 0621	01	CV		\$667,400
Oct 1, 1985	0480 / 1541	01	CV		\$0

**Current Year Values**

Current Values Breakdown		Tax	Current Year Exemption Value Breakdown			Amount
		Year	Grant	Code	Description	
Building:	\$0					
Land:	\$276,100					
Just/Market:	\$276,100					
Ag Credit:	\$0					
Mkt/Asmnt Differential:	\$0					
Assessed:	\$276,100					
Exemption(s):	\$0					
Taxable:	\$276,100					

**Current Year Special Assessment Breakdown**

Start Year	AssessCode	Units	Description	Amount
1999	0041	8.2	Fort Pierce Stormwater Charge	\$442.80

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office ☐.

**Historical Values**

Year	Just/Market	Assessed	Exemptions	Taxable
2014	\$276,100	\$276,100	\$0	\$276,100
2013	\$276,100	\$276,100	\$0	\$276,100
2012	\$276,100	\$276,100	\$0	\$276,100

*This information is believed to be correct at this time but it is subject to change and is not warranted.*

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**Property Identification**

Site Address: 22 FISHERMANS WHARF  
 Sec/Town/Range: 03/35S/40E  
 Map ID: 24/03S  
 Zoning: C6

Parcel ID: 2403-341-0011-000-1  
 Account #: 15863  
 Use Type: 2100  
 Jurisdiction: Fort Pierce

**Ownership**

Carol J Jenkins (TR)  
 5255 Palmetto Ave  
 Fort Pierce, FL 34982-7268

**Legal Description**

3 35 40 FROM A CONCRETE MON AT SE COR OF N 2 ST AND FISHERMAN S WHARF, RUN S 88 DEG 45 MIN 30 SECE // TO S SIDE OF FISHERMAN S WHARF 528.45 FT, TH S 18 DEG 05 MIN 30 SEC E 157.01 FT FOR POB, TH CONT S 18 DEG 05 MIN 30 SEC E 20.89 FT TO NE COR TRACT BOF IND RIVER MEMORIAL PARK S/D, TH CONT S 18 DEG 05 MIN 30 SEC E ALG E LI SD TRACT B 135.8 FT, TH S 72 DEG 31 MIN 30 SEC W ALG S LI SD TRACT B 117.60 FT TOSW COR SD TRACT, TH N 18 DEG 05 MIN 30 SEC W 180.29 FT, TH N 82 DEG 07 MIN 46 SEC E 119.84 FT TOPOB (OR 699-334: 2873-1121)



**Current Values**

Just/Market Value: \$225,300  
 Assessed Value: \$225,300  
 Exemptions: \$0  
 Taxable Value: \$225,300

Taxes for this parcel: SLC Tax Collector's Office

**Total Areas**

Finished/Under Air (SF): 2,144  
 Gross Area (SF): 3,788  
 Land Size (acres): 0.45  
 Land Size (SF): 19,814

**Building Information (1 of 1)**

Finished Area: 2,144 SF  
 Gross Total Area: 3,788 SF

**Exterior Data**

View:  
 Building Type: REST  
 Grade: Y\_D-  
 Story Height: 1 Story

Roof Cover: Dim Shingle  
 Year Built: 1976  
 Effective Year: 1976  
 No. Units: 1

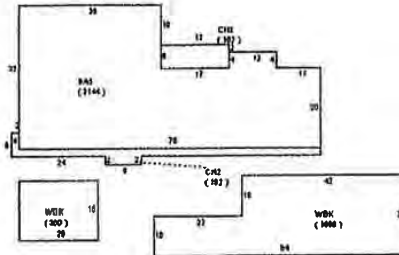
Roof Structure: Gable  
 Frame:  
 Primary Wall: Conc Block  
 Secondary Wall:

**Interior Data**

Bedrooms: 0  
 Full Baths: 0  
 Half Baths: 0  
 A/C %: 60%

Electric: MAXIMUM  
 Heat Type: FrcdHotAir  
 Heat Fuel: ELEC  
 Heated %: 60%

Primary Int Wall:  
 Avg Hgt/Floor: 0  
 Primary Floors: Tile-Ceramic  
 Sprinkled %: 0%



**Sketch Area Legend**



Sub Area	Description	Area	Fin. Area	Perimeter
BAS	BASE AREA	2144	2144	232
CN2	CANOPY	284	0	218
WDK	WOOD DECK	1360	0	238

### Land Information

Total Area: 19,814 SF / 0.45 acres

Sequence Number	Number/Type of Units	Depth for Front Feet
1	19814 Sq Feet	0

### Special Features and Yard Items

Type	Qty	Units	Year Blt
CONCRETE LOW	1	3000	1976
CEMENT CURB	1	96	1976
CHAINLINK 6'	1	157	1976
BARB WIRE	1	167	1976
ASP2 LOW	1	7000	1976
WOOD FEN 6'	1	35	1976

### Permits

Number	Date	Description	Amount	Fee
F91-001388	Nov 18, 1991	Heat and Air Conditioning	\$2,950	\$2,950
F96-000900	Jul 24, 1996	Roof	\$2,300	\$2,300
F97-001227	Nov 5, 1997	Roof	\$2,480	\$2,480
F02-307	Jun 12, 2002	Alterations/Remodeling	\$1,000	\$75
F02-0380	Aug 20, 2002	Alterations/Remodeling	\$500	\$75
RF2005414	May 10, 2005	Roof	\$3,600	\$161
BP12-1369	Aug 27, 2012	Air Conditioning Only	\$6,500	\$155
BP12-1446	Sep 12, 2012	Electric	\$1,250	\$155
BP13-0024	Feb 7, 2013	Electric	\$2,300	\$162
BP13-2906	Oct 23, 2013	Electric	\$500	\$162
BP13-2974	Oct 28, 2013	Demolition	\$5,000	\$257
BP13-3054	Nov 13, 2013	Alterations/Remodeling	\$75,000	\$779
BP13-3100	Nov 13, 2013	Roof	\$8,860	\$168
BP13-3142	Nov 14, 2013	Electric	\$700	\$162

Notice: This does not necessarily represent all the permits for this property.  
Click the following link to check for additional permit data in Fort Pierce

### Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Aug 28, 2007	2873 / 1121	01	WD	Jenkins, Carol J	\$100
May 16, 1990	0699 / 0334	02	WD	R E Jenkins	\$100
Dec 1, 1986	0527 / 0618	01	CV		\$412,100
Oct 1, 1983	0413 / 2593	02	CV		\$360,000

### Current Year Values

Current Values Breakdown		Current Year Exemption Value Breakdown				
		Tax Year	Grant Year	Code	Description	Amount
Building:	\$11,300					
Land:	\$214,000					
Just/Market:	\$225,300					
Ag Credit:	\$0					
Mkt/Asmnt Differential:	\$0					
Assessed:	\$225,300					

Exemption(s): \$0  
 Taxable: \$225,300

©

**Current Year Special Assessment Breakdown**

Start Year	AssessCode	Units	Description	Amount
1999	0041	5.4	Fort Pierce Stormwater Charge	\$291.60

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

**Historical Values**

Year	Just/Market	Assessed	Exemptions	Taxable
2014	\$225,300	\$225,300	\$0	\$225,300
2013	\$225,600	\$225,600	\$0	\$225,600
2012	\$225,600	\$225,600	\$0	\$225,600

*This information is believed to be correct at this time but it is subject to change and is not warranted.*

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**AN APPRAISAL OF A  
0.47± ACRE  
MARINE COMMERCIAL ZONED SITE  
LOCATED AT  
21 FISHERMAN'S WHARF  
(120± ft. EAST OF SE CORNER FISHERMAN'S WHARF  
& N. INDIAN RIVER DR.)  
FORT PIERCE, FLORIDA**

PREPARED FOR  
Ms. Janet LiCausi, Acquisition Agent  
St. Lucie Co. Board of Co. Commissioners  
2300 Virginia Ave.  
Ft. Pierce, FL 34982

DATE OF APPRAISAL: November 25, 2013

Prepared by:  
Daniel D. Fuller, MAI  
State-Certified General  
Real Estate Appraiser RZ567  
FULLER-ARMFIELD-WAGNER  
Appraisal & Research, Inc.  
200 S. Indian River Dr., Suite 300  
Fort Pierce, Florida 34950

Appraisal No. 19658

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**FULLER-ARMFIELD-WAGNER**

**FULLER-ARMFIELD-WAGNER Appraisal & Research, Inc.**

Daniel D. Fuller, MAI, SRA  
State-Certified General  
Real Estate Appraiser RZ567

200 S. Indian River Dr., Suite 300  
Fort Pierce, FL 34950  
FAW\_app@bellsouth.net

(772) 468-0787  
1-800-273-7364  
Fax (772) 468-1103

December 3, 2013

Ms. Janet LiCausi, Acquisition Agent  
St. Lucie Co. Board of Co. Commissioners  
2300 Virginia Ave.  
Ft. Pierce, FL 34982

Re: 0.47± acre vacant tract of land with marine commercial zoning, located at 21 Fisherman's Wharf (120± feet east of the SE corner Fisherman's Wharf & N. Indian River Dr.), Fort Pierce, FL

Dear Ms. LiCausi:

Per our appraisal services contract, I have inspected the referenced property, and I have made an analysis of the available data and market influences affecting the subject property to provide an opinion of the market value of the fee simple interest in the property, as of November 25, 2013, my final date of inspection.

The appraisal adheres to the Uniform Standards of Professional Appraisal Practice (USPAP), and the St. Lucie County Supplemental Appraisal Guidelines, presented to in "Summary" report format

- The Intended Use of this appraisal is for purchase negotiations and the appraisal is not intended for another use.
- The Intended User of this report is the St. Lucie County Board of County Commissioners and their representatives and the report is not intended for another user.
- The appraisal and report are subject to the Ordinary Limiting Conditions, Extraordinary Assumptions, and Certification included within this report.

Based upon the available data and my analyses presented in this report, the following is my opinion of the Market Value of the Fee Simple Interest in the subject of this appraisal, "as is", as of November 25, 2013, is:

**THREE HUNDRED TEN THOUSAND DOLLARS - \$310,000-**

I believe you will find my appraisal and report complete, but if there are questions please contact me at your convenience.

Sincerely,



Daniel D. Fuller, MAI  
State-Certified General Real Estate Appraiser RZ567

DDF/asf 19658

RECEIVED

MAR 10 2014

PROPERTY ACQUISITIONS

March 7, 2014

JoAnn Riley  
Property Acquisition Manager  
St. Lucie County  
2300 Virginia Avenue  
Fort Pierce, Florida 34982

Regarding Lot 21 Fisherman's Wharf and the respective appraisals prepared for that property, I would like to bring to your attention a significant purchase of property at 1004, 1006, and 1010 Seaway Drive, Ft. Pierce, Florida.

This purchase took place on December 19, 2013, after the independent lot 21 appraisals were prepared and submitted to your department. As mentioned in both appraisals the general real estate market conditions within the vicinity of Lot 21 Fisherman's Wharf have been marginal since 2011.

At best since that time property purchases have been more buyer oriented and not market driven by any unique property demand factors.

However, the 3 lot package purchased on Seaway Drive mentioned above represents a significant shift toward Property Demand and reflects the beginning of Just Value Pricing that should become an example for key demand parcels. Whether Fisherman's Wharf, or in this case Seaway Drive, these properties are unique to Ft. Pierce and the entire state of Florida as well.

Two Million Four Hundred Thousand Dollars was paid for three properties of which the St. Lucie County 2013 Property Tax Assessment totaled \$1,804,100.00. This closing representing a 33% (\$595,900.00 ) Just Value Increase based upon the recorded Selling Price. By this sale, should a comparable property near this Seaway Drive property sell soon that new price paid will likely reflect a *fair market demand base* equal to, or in excess of the above 33%.

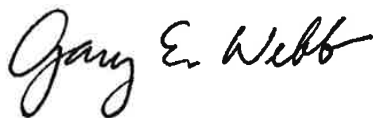
**Included in this package are pages addressing the Property Record Cards for this sale. In addition the last 4 pages are a summary of the “overlapping similarities” of the Seaway Drive Zoning (C-5) and the Fisherman's Wharf Zoning (C-6). Though the lot 21 location is water view and the Seaway Drive is waterfront the actual Commercial Zoning uses do overlap as shown in the City of Ft. Pierce Chart – ORDINANCE NO. L-295.**

**In summary the Seaway Drive purchase specifically addresses a free market demand increase of 33%. While representing the owners of Lot 21 Fisherman's Wharf, and expressed as my opinion, it appears future purchases in this local market will reflect purchase demand equal to and greater than 33% above current appraised property tax.**

**The Fisherman's Wharf and the Seaway Drive real estate reflect demand property that can not be reproduced.**

**The lot 21 Fisherman's Wharf pricing at \$500,000.00 should be clearly revisited based upon the \$2.4 Million Selling Price of the Seaway Drive property.**

**Respectfully,**



**Gary E. Webb  
Realtor Associate Choice Properties**