

BUFFER / PARK

- MULTI-USE PATH
- PARK
- AMPHITHEATRE
- PROMENADE / BOARDWALK
- RECREATIONAL BOAT DOCK

MARINE INDUSTRIAL (I2)

- CARGO - RO/RO
- INTERMODAL CONTAINER TRANSFER FACILITY
- BREAKBULK
- MEGA YACHT
- DRYDOCK
- SUPPORT FACILITIES

PUR / MIXED USE

- HOTEL
- CRUISE
- RETAIL
- RESTAURANT
- OFFICE

FINAL

COMPILATION OF DATA AND RECOMMENDATIONS FOR PORT OF FORT PIERCE MASTER PLAN UPDATE

SEPTEMBER 2013

Prepared for Florida Department of Transportation District Four



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1. INTRODUCTION

The Florida Department of Transportation District Four (District) contacted the City of Fort Pierce and St. Lucie County to encourage them to update the Port of Fort Pierce Master Plan. The District informed them that typical Master Plans should be updated every five years and the current plan was adopted in 2002. In addition to the dated plan, the District informed the City and County staff that eligible costs for State Seaport/Intermodal funding for infrastructure in the 2002 plan was funded. Significant new resources have been allocated for seaports, and projects need to be documented in a plan. The District contracted with AECOM and local subconsultants to engage in a multiphase endeavor to determine market potential and public desires.

Phase I culminated in a June 2012 report on the Port of Fort Pierce's market opportunities and stakeholder input. This document, in addition to the Phase I report, provides resources for the community to consider in updating their plan. The document includes data and information based on input received at a community public workshop held Saturday, March 23, 2013, from 9 a.m. to 12:30 p.m.

The report proposes revisions to the 2002 Port of Fort Pierce Master Plan for consideration by the St. Lucie County Board of County Commissioners and the Fort Pierce City Commission. The revisions aim to stimulate economic development and jobs while identifying projects that could be submitted for Seaport/Intermodal funding requests to the State. In Phase I, it was determined that there is indeed a market for new cargo activity at the Port of Fort Pierce, so this Phase II report looks at the economic benefits and increases in land value if the port were to be partially or fully developed. In addition, this report contains a detailed examination of prospects for development of a maritime training facility in the City of Fort Pierce/St. Lucie County.

A key part of this study effort was a community public workshop, which attracted 157 participants, including 10 elected officials. As evidenced by the sign-in sheets attached as Appendix D, workshop participants represented a cross-section of residents, land owners, business and labor interests, and shipping and rail officials.

In addition to the workshop, which ensured broad-based public participation and support for Port of Fort Pierce Master Plan Update Phase II, several additional discussion group meetings with more focused participation were conducted, as follows:

PHASE II PORT OF FOR PIERCE 2013 MASTER PLAN UPDATE DISCUSSION GROUP MEETINGS

ORGANIZATION	DATE, TIME & LOCATION
St. Lucie County Presidents Homeowner Association	Date: Wednesday, March 13, 2013 Time: 10 a.m. Location: St. Lucie County Admin. Building, 3rd Floor, 2300 Virginia Ave., Fort Pierce, FL
St. Lucie County Chamber of Commerce	Date: Wednesday, March 13, 2013 Time: 4 p.m. Locations: 1850 SW Fountainview Blvd., Suite 201, Port St. Lucie, FL
Port of Fort Pierce Property Owners	Date: Wednesday, April 17, 2013 Time: 3 p.m. Location: Fort Pierce Maritime Training Room
St. Lucie County Presidents Homeowner Association	Date: Wednesday, May 8, 2013 Time: 10 a.m. Location: St. Lucie County Admin. Building, 2300 Virginia Ave., Fort Pierce, FL
Harbor Advisory Council meeting, focus group meeting	Date: Wednesday, May 15, 2013 Time: 3 p.m. Location: St. Lucie County Admin. Building, 2300 Virginia Ave., Fort Pierce, FL

The March 23 community public workshop was an interactive, charrette-style public work session to provide input into conceptual planning to present and conceptual options and finally, formulate consensus results.

The workshop facilitator created a master plan briefing document that defined the opportunities and constraints at the Port of Fort Pierce in three areas of impact expressed by the community in Phase I – these being the environment, community considerations and the economy – to set the stage for the planning exercise. The workshop facilitator took the participants on a virtual tour of the Port of Fort Pierce to provide a visual of the port footprint and existing conditions. Participants were also taken on a virtual tour of national and international ports to provide a visual experience of new and unique ports.

Four scenarios for future port use were presented, ranging from maintaining the site as is to using all the public and willing landowner acreage to accommodate a mix of uses. Participants were encouraged to focus on infrastructure such as roads, drainage, seawalls, berth and then on uses including cargo, passenger, recreational, commercial, education and any other use they desired.

This was an opportunity for participants to approach the planning exercise with expanded visions of new and enhanced uses at the Port of Fort Pierce. The process also gave planning work group members the opportunity to engage with others with vastly different opinions of how the Port of Fort Pierce should or could be developed. With the focus on infrastructure, the community evaluated opportunities as they evolved. Without infrastructure development, opportunities are limited.

The workshop attendees were randomly assigned to 12 planning groups and seated at tables where they worked for two hours to develop their collective vision and consensus for development at the port. This design provided the public with the optimum opportunity to vet challenges and opportunities for port development between individuals with opposing views. Each of the 12 planning groups presented the consensus port plan developed by its respective table team. The 12 final table team plans were submitted to the consulting team to analyze and present an overall consensus to the agencies.

The community participants should be commended for their active engagement in the process, which brought together individuals with clearly diverse opinions, yielding consensus averages based upon the mathematical synthesis of opinions. As a note of caution, such a consensus average solution may not necessarily bring about optimum results but rather may simply define a middle ground, which may or may not be tenable. City and County elected officials should also be commended as they came out and actively participated.

The workshop resolved in twelve plans that ranged from optimizing cargo operations at the existing eleven acres to port wide development. However, there appeared to be a general

consensus plan landing somewhere in the middle. Most importantly, the plans all included new and reconstructed infrastructure. Furthermore, it was noted that the port would capitalize upon opportunities if a more streamlined organizational structure were to be adopted to allow for active marketing of the port's potential.

Exhibit 1-1 delineates the numerous potential uses considered in the community public workshop process. The check marks (√) under each table team column denote that that team favored pursuit of such use, with the far right-hand column consisting of the total number of tables (out of 12) favoring such pursuit.

Exhibit 1-1: Workshop Results of Desired Uses – Checkbox Chart

Potential Land Use	Team 1	Team 2	Team 3	Team 4	Team 5	Team 6	Team 7	Team 8	Team 9	Team 10	Team 11	Team 12	Total # (out of 12)
CARGO TRANSFER & STORAGE facilities, including roll on/roll off wharfage, cranes, tank farm, warehousing, stacking, ICTF.	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	11
COMMERCIAL marine - marina, mixed working waterfront, retail shops, restaurants, dockage, liveaboard, fishing fleet.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	12
COMMERCIAL general- museum, restaurants, retail, non-waterside.			✓					✓			✓		3
CRUISE commercial including dockage, terminal, parking.	✓				✓		✓		✓				4
HOTEL and support facilities such as conference center, waterfront overlook.		✓	✓						✓		✓		4
LIGHT INDUSTRIAL mixed uses, support facilities.	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓	10
MARINE SCHOOL building and support facilities such as conference center.	✓	✓		✓	✓	✓	✓	✓	✓	✓			9
PARK/RECREATION - open space to accommodate multi-use pathways, promenade/esplanade, lagoon overlook, festivals and outdoor entertainment, gardens, amphitheatre, etc.; non-active recreation.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	12
SHIPYARD / MEGA YACHT facilities- yacht and various marine vessel building and repair, maintenance; travel lift, floating drydock, or other dry docking method.	✓	✓			✓	✓	✓	✓	✓	✓	✓		9
OFFSITE AMMENITIES including hotel, retail shops, aquarium.	✓				✓								2
RESIDENCES non-condominium.												✓	1
Potential Infrastructure	Team 1	Team 2	Team 3	Team 4	Team 5	Team 6	Team 7	Team 8	Team 9	Team 10	Team 11	Team 12	Total # (out of 12)
INTERMODAL TRANSPORTATION links to off-site hubs, destinations via trolley, water taxi, bus, rail, kayak linkage.		✓			✓	✓	✓	✓					5
MISCELLANEOUS green technology, environmental learning center, artificial reef program research vessels, observatory.		✓		✓		✓	✓	✓				✓	6
PUBLIC ART - mural.								✓					1
RAILROAD enhancements: addition of, relocation or addition of track, sidings, spurs, addition of intersection for Southern travel, etc.	✓	✓	✓	✓	✓	✓	✓		✓				8
REFURBISH / REMOVE CONCRETE SILOS								✓					1
ROAD enhancements: Improve internal circulation to connect new uses, parking, complete 2nd Street construction, improve connections to regional system, Connect to US 1 via RR/Ave. O flyover bridge or tunnel.		✓	✓		✓		✓						4
SECURITY facilities - offices, surveillance, (aesthetic) barrier/buffer wall.						✓		✓				✓	3
STORMWATER MANAGEMENT planning and engineering (possible off site).		✓					✓						2
WATERFRONT enhancements: addition or rebuild of seawall or bulkheads for small to large vessels, dockage, mooring, boat ramps, wharfage, or pedestrian/multi-use paths.	✓	✓	✓	✓	✓	✓	✓		✓			✓	9

Exhibit 1-2, which follows, indicates the consensus averages regarding desire to pursue specific opportunities with certain amounts of acreage. The consensus indicates a clear desire to dramatically reduce the number of acres designated as planned unit redevelopment, sometimes referred to as planned urban redevelopment (PUR), while significantly increasing industrial use, nearly tripling the smaller amount of acreage for Right of Way and open space, and slightly increasing the commercial acreage.

Exhibit 1-2: Consensus Average

OPPORTUNITIES AND FEATURES	BASELINE			CONSENSUS AVERAGE		
	USE	ACREAGE	(%)	USE	ACREAGE	(%)
COMMERCIAL						
MARINA/MARINE COMMERCIAL	✓	59.9	20.7%	✓	52.6	18.1%
COMMERCIAL GENERAL	✓	2.75	0.9%	✓	3.7	1.3%
CRUISE / RIVER CRUISE			0.0%	✓	2.4	0.8%
MARITIME EDUCATION	✓		0.0%	✓	5.5	1.9%
SUBTOTAL		62.65			64.3	
INDUSTRIAL						
CARGO-REPAIR OR ENHANCE FACILITIES / INFRASTRUCTURE (MARINE INDUSTRIAL)	✓	15	5.2%	✓	34.5	11.9%
MARINE INDUSTRIAL (NON-CARGO)		16.2	5.6%	✓	16.5	5.7%
HEAVY INDUSTRIAL		0	0.0%	✓	1.3	0.4%
LIGHT INDUSTRIAL (NON-CARGO)	✓	31.5	10.9%		31.2	10.8%
YACHT / MEGA-YACHT SERVICING (SEE CITY'S MARINE COMMERCIAL, AND LIGHT INDUSTRIAL)			0.0%	✓	24.4	8.4%
SUBTOTAL		62.7			107.8	
PLANNED UNIT REDEVELOPMENT (INCLUDING MIXED USE)						
APMHI THEATRE / OTHER			0.0%	✓	1.7	0.6%
HOTEL			0.0%	✓	1.2	0.4%
MIXED USED / NON-RESIDENTIAL			0.0%	✓	18.8	6.5%
MIXED USED / PLANNED UNIT REDEVELOPMENT WITH HOUSING (a)	✓	90.6	31.2%	✓	6.2	2.1%
SUBTOTAL		90.6			27.8	
RIGHT OF WAY & OPEN SPACE						
LANDSCAPE BUFFER, PARKS & GREEN SPACE, MULTIPURPOSE PEDESTRIAN PATHS (a)		0	0.0%	✓	20.6	7.1%
RIGHT OF WAY	✓	11.5	4.0%	✓	11.5	4.0%
SUBTOTAL		11.5			32.1	
SUBMERGED LAND						
UNZONED OPEN WATER	✓	62.55	21.6%	✓	58.0	20.0%
TOTAL ACREAGE		290	100%		290.0	100%

Notes:

- (a) - Baseline acreage includes 20-acre county park property
- (b) - Included but off-port

ECONOMIC SUMMARY	BASELINE	CONSENSUS AVERAGE
JOBS		
MARINE INDUSTRIAL	658	1132
GENERAL COMMERCIAL	200	848
MARINE COMMERCIAL	159	140
PUR/MIXED USE	2563	2018
TOTAL JOBS	3580	4138
SALARY & PAYROLL		
AVERAGE SALARY	\$28,100	\$29,405
TOTAL PAYROLL (Millions)	\$100.60	\$121.69
TAXES		
ESTIMATED TAX BASE	\$1,582,754	\$2,152,297

Exhibit 1-3: Preferred acreage uses within the zoning categories

This further details the preferred acreage uses within the zoning categories, as expressed by the table teams.

OPPORTUNITIES AND FEATURES	BASELINE			Team 1		Team 2		Team 3		Team 4		Team 5		Team 6		Team 7		Team 8		Team 9		Team 10		Team 11		Team 12		CONSENSUS AVERAGE		
	USE	ACREAGE	(%)	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	USE	ACREAGE	(%)
COMMERCIAL																														
MARINA/MARINE COMMERCIAL	✓	59.9	20.7%	✓	37.5	✓	59.9	✓	56.9	✓	48.21	✓	59.9	✓	52	✓	37.5	✓	47.61	✓	51.8	✓	59.9	✓	59.9	✓	59.9	✓	52.6	18.1%
COMMERCIAL GENERAL	✓	2.75	0.9%	✓	2.75	✓	2.75	✓	2.75	✓		✓	4.75	✓	2.75	✓	2.75	✓	20.9	✓		✓	2.75	✓	2.75	✓		✓	3.7	1.3%
CRUISE / RIVER CRUISE			0.0%	✓	26.06							✓	1	✓		✓	1				1							✓	2.4	0.8%
MARITIME EDUCATION	✓		0.0%	✓	26.13			✓	3	✓	7.43	✓	5	✓	8	✓	12.63	✓	2		1	(b)		✓	1		✓	5.5	1.9%	
SUBTOTAL		62.65			92.44		62.65		62.65		55.64		70.65		62.75		53.88		70.51		53.8		62.65		63.65		59.9		64.3	
INDUSTRIAL																														
CARGO-REPAIR OR ENHANCE FACILITIES / INFRASTRUCTURE (MARINE INDUSTRIAL)	✓	15	5.2%	✓	79.4		20	✓	20	✓	104.48	✓	45	✓	15	✓	34.93		✓	47.7	✓	18	✓	9	✓	20	✓	34.5	11.9%	
MARINE INDUSTRIAL (NON-CARGO)		16.2	5.6%				11.2	✓	14.7	✓	35.89		✓	17							14.7	✓	80.5	✓	16.7	✓	7	✓	16.5	5.7%
HEAVY INDUSTRIAL		0	0.0%							✓	15																✓	1.3	0.4%	
LIGHT INDUSTRIAL (NON-CARGO)	✓	31.5	10.9%			✓	31.5	✓	60.1			✓	22	✓	32	✓	51.02	✓	40.07	✓	32.4	✓	32.4	✓	32.4	✓	41.1		31.2	10.8%
YACHT / MEGA-YACHT SERVICING (SEE CITY'S MARINE COMMERCIAL, AND LIGHT INDUSTRIAL)			0.0%	✓	62.4	✓	35					✓	53	✓	75	✓	29.93	✓	28.46				✓	9		✓	24.4	8.4%		
SUBTOTAL		62.7			141.8		97.7		94.8		155.37		120		139		115.88		68.53		94.8		130.9		67.1		68.1		107.8	
PLANNED UNIT REDEVELOPMENT (INCLUDING MIXED USE)																														
APMHI THEATRE / OTHER			0.0%			✓		✓		✓								✓				✓	20		✓		✓	1.7	0.6%	
HOTEL			0.0%	(b)		✓	6											✓		✓	8		✓			✓		✓	1.2	0.4%
MIXED USED / NON-RESIDENTIAL			0.0%			✓	33.75		40.5			✓	20		✓	26.5	✓	16.3	✓	25.85			✓	62.4		✓		✓	18.8	6.5%
MIXED USED / PLANNED UNIT REDEVELOPMENT WITH HOUSING (a)	✓	90.6	31.2%																		10.5			✓	63.8	✓	6.2	2.1%		
SUBTOTAL		90.6			0		39.75		40.5		0		20		0		26.5		16.3		44.35		20		62.4		63.8		27.8	
RIGHT OF WAY & OPEN SPACE																														
LANDSCAPE BUFFER, PARKS & GREEN SPACE, MULTIPURPOSE PEDESTRIAN PATHS (a)		0	0.0%	✓	20.56	✓	17.85	✓	20	✓	11.45	✓	8	✓	15	✓	19.69	✓	60.61	✓	23	✓	2.4	✓	22.8	✓	26.2	✓	20.6	7.1%
RIGHT OF WAY	✓	11.5	4.0%	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	✓	11.5	4.0%
SUBTOTAL		11.5			32.06		29.35		31.5		22.95		19.5		26.5		31.19		72.11		34.5		13.9		34.3		37.7		32.1	
SUBMERGED LAND																														
UNZONED OPEN WATER	✓	62.55	21.6%	✓	23.7	✓	60.55	✓	60.55	✓	56.04	✓	59.85	✓	61.75	✓	62.55	✓	62.55	✓	62.55	✓	62.55	✓	62.55	✓	60.5	✓	58.0	20.0%
TOTAL ACREAGE		290	100%		290		290		290		290		290		290		290		290		290		290		290		290		290.0	100%

Notes:
(a) - Baseline acreage includes 20-acre county park property
(b) - Included but off-port

ECONOMIC SUMMARY	Baseline	Team 1	Team 2	Team 3	Team 4	Team 5	Team 6	Team 7	Team 8	Team 9	Team 10	Team 11	Team 12	CONSENSUS AVERAGE
JOBS														
MARINE INDUSTRIAL	658	1,489	1,026	995	1,631	1,260	1,460	1,217	720	995	1,374	705	715	1,132
GENERAL COMMERCIAL	200	3,989	200	417	539	780	780	1,189	1,663	145	200	272	-	848
MARINE COMMERCIAL	159	100	159	151	128	159	138	100	127	138	159	159	159	140
PUR / MIXED USE	2,563	-	2,886	2,940	-	1,452	-	1,924	1,183	3,220	1,452	4,530	4,632	2,018
TOTAL JOBS	3,580	5,577	4,271	4,505	2,299	3,652	2,378	4,430	3,692	4,498	3,185	5,666	5,506	4,138
SALARY & PAYROLL														
AVERAGE SALARY	\$28,100	\$29,033	\$28,912	\$28,533	\$36,973	\$30,748	\$35,428	\$29,237	\$28,113	\$28,489	\$32,282	\$26,845	\$26,950	\$29,405
TOTAL PAYROLL (Millions)	\$100.60	\$161.92	\$123.47	\$128.53	\$85.00	\$112.29	\$84.26	\$129.51	\$103.80	\$128.15	\$102.83	\$152.12	\$148.39	\$121.69
TAXES														
ESTIMATED TAX BASE	\$1,582,754	\$2,640,643	\$2,085,390	\$2,051,460	\$2,533,564	\$2,312,903	\$2,368,872	\$2,170,005	\$1,592,256	\$2,008,261	\$2,396,823	\$1,836,901	\$1,830,485	\$2,152,297

Exhibit 1-4: Port of Fort Pierce Consensus Infrastructure Plan

Based upon the consensus average desires, the consultant team has developed the following consensus infrastructure plan (Exhibits 1-4 and 5) and consensus land use plan (Exhibit 1-6) to reflect these desires.

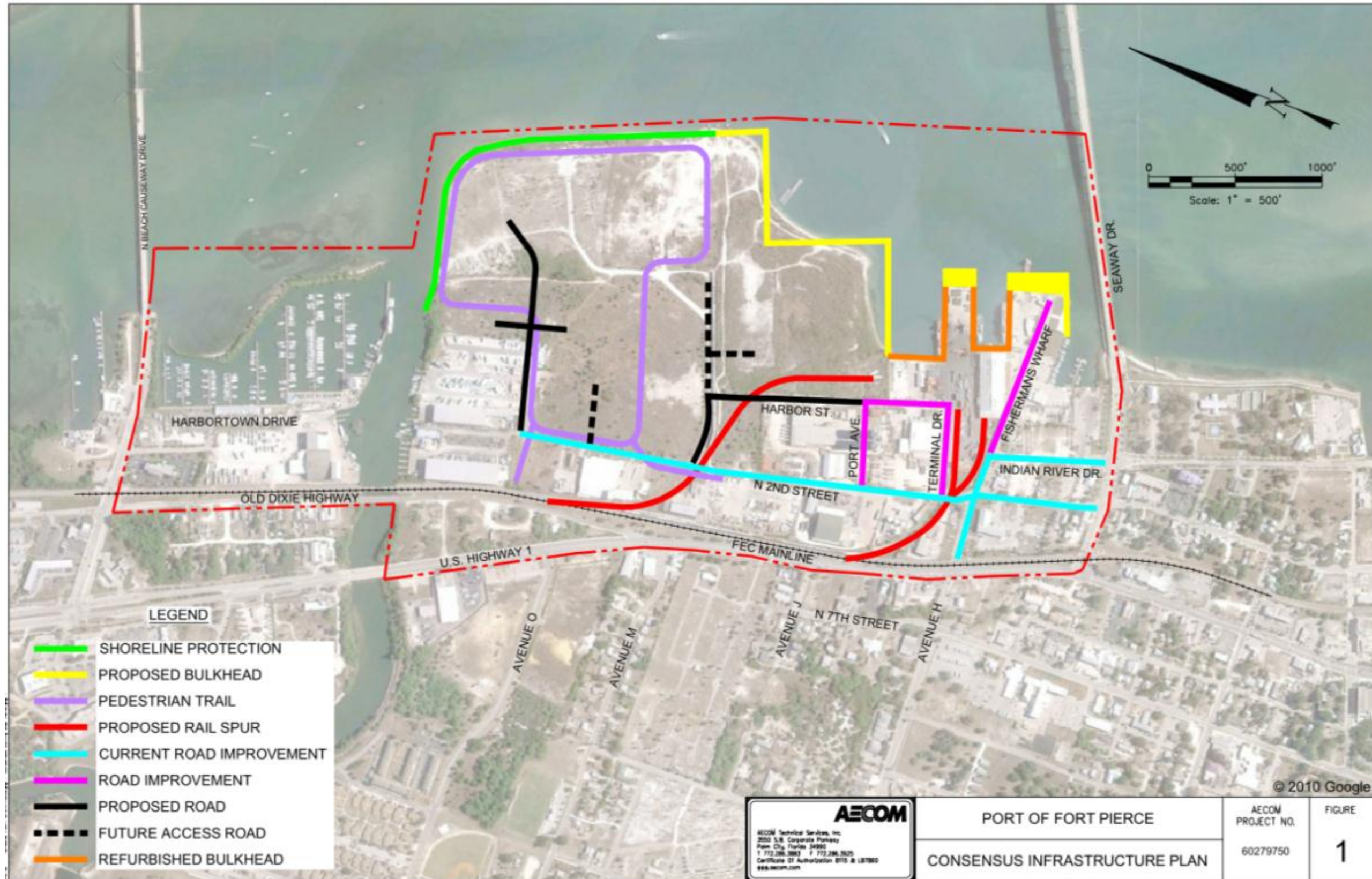
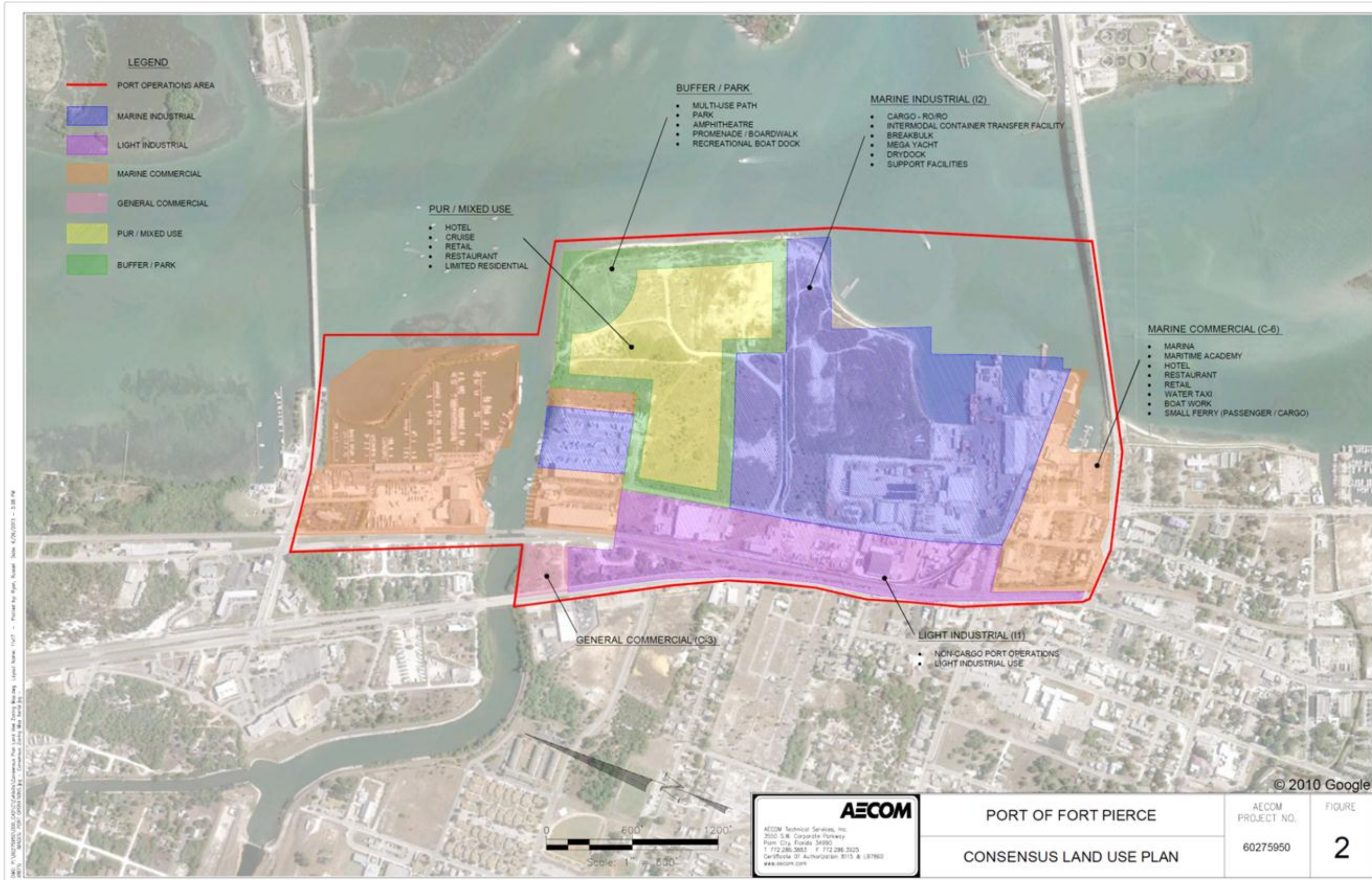


Exhibit 1-5: Infrastructure components recommended to implement the consensus plan

Infrastructure Element:	Specific Component:
Roadways	Complete 2 nd Street Project
	Improve Fishermen's Wharf
	Improve Terminal Drive
	Improve Harbor Street
	Improve Port Avenue
	Construct Harbor Street Extension and Loop to 2 nd Street
	Construct Road from 2 nd Street to Park Property
	Driveways to Access Adjoining Parcels (as necessary)
Railroad	Re-establish Railroad Spurs into Indian River Terminal
	Construct Additional Railroad Spur parallel to Harbor Street
Waterfront	Refurbish and Extend Existing Bulkheads (South)
	Construct Additional Bulkhead at City Marina (South)
	Construct Additional Bulkheads – 4 Segments (Mid-Port)
	Minimize Dredging that's Necessary for Use
	Construct Revetment / Shoreline Protection (North/Northeast)
Public Access / Use	Construct Multi-Use Path and Amenities in Green Buffer
	Construct Pedestrian Linkage along 2 nd Street to Downtown
	Construct Pedestrian Linkage to Old Dixie Highway / US 1
	Develop Park Infrastructure
Stormwater	Develop and Engineer Master Stormwater Management System for Port Property – Explore Offsite Alternatives
Water & Sewer	Coordinate and Install Improvements along with
	Corresponding Infrastructure Element

Exhibit 1-6: Port of Fort Pierce Consensus Land Use Plan



2. PERMITS REQUIRED

Permits and approvals required to implement the consensus and consensus infrastructure plans are likely to include:

<u>Plan Element:</u>	<u>Approving Authority:</u>
• Overall Master Plan Update	St. Lucie County / City of Fort Pierce
• Dredge and Fill Permits Minimum Required for Berths	US Army Corps of Engineers / Florida Department of Environmental Protection
• Stormwater Management System / Environmental Resource Permit	South Florida Water Management District
• Utility Improvements Water & Sewer	Florida Department of Environmental Protection / Fort Pierce Utility Authority
• RR Spur Crossing of 2 nd Street	Florida East Coast Railroad / St. Lucie County
• RR Upgrades	Florida East Coast Railroad
• Roadway Improvements	St. Lucie County / City of Fort Pierce
• Installation of Bulkhead and Shoreline Protection	St. Lucie County / City of Fort Pierce / US Army Corps of Engineers / Florida Department of Environmental Protection
• Pedestrian Linkage – Old Dixie Hwy or US 1	Florida East Coast Railroad / Florida Department of Transportation
• Pedestrian Linkage – 2 nd Street South	St. Lucie County / City of Fort Pierce

3. JOBS AND ECONOMIC IMPACTS

Exhibit 3-1 below shows projected impacts upon the local tax base based upon the consensus average desires for acreage redistribution. If the Master Plan were updated to include additional marine industrial uses the expanded economic base would return additional revenues to the community.

Exhibit 3-1: Tax Base (Current & Potential)

Tax Base (Current & Potential)

Type (Zoning)	Current								Consensus Plan (Potential)			
	Partially Built & Vacant (e)				Buildout (f)				Buildout			
	Acres	Average taxable value/ acre (a)	Average Tax/ acre (a)	Local tax revenue (annual) (a)	Acres	Average taxable value/ acre (a)	Average Tax/ acre (a)	Local tax revenue (annual) (a)	Acres	Average taxable value/ acre (a)	Average Tax/ acre (d)	Local tax revenue (annual) (a)
Commercial (General & Marine)	62.7	\$254,254	\$6,611	\$414,510	62.7	\$337,083	\$7,882	\$494,182	64.3	Ind	\$7,882	\$506,793
Planned Redevelopment (Mixed, Residential, Open Space) (b)	70.6	\$226,241	\$3,566	\$251,760	29.9	\$277,269	\$6,898	\$206,250	27.8	Ind	\$6,898	\$191,764
Industrial (Marine, Light, Heavy)	62.7	\$487,401	\$10,638	\$667,003	62.7	\$515,499	\$13,484	\$845,447	107.8	Ind	\$13,484	\$1,453,575
TOTAL				\$1,333,272				\$1,545,879				\$2,152,132

NOTES and ASSUMPTIONS

(a) 2011 assessed; includes ad valorem, plus non-ad valorem, taxes.

(b) For current planned urban redevelopment (PUR), subtracts county's 20-acre park which is exempt from tax from total acreage, but not total value. For current buildout, assumes development of 0.5 FAR, or one-half of the land would be taxable at the PUR tax rate.

(c) Buildout for PUR assumes 1/2 of land would be used as commercial/mixed use, and taxed as such.

(d) This is a conservative estimate of tax per acre, since it uses current tax per acre. Whereas it is expected that the tax per acre will increase along with with land value appreciation in a growing market. Ind - Indeterminable.

(e) For current built and vacant, average taxable value per acre is the average of such value for built and vacant lands, by zoning category, and including city/county-owned lands (whose taxable value is zero).

(f) For current buildout scenario, average taxable value per acre is the average of such value for built lands, by zoning category, and including the market value of city/county owned lands. Assumes the city/county lands would be sold or built, thus generating tax revenue.

From research of local real estate market, range of Industrial land per acre is \$50,000-\$100,000 current day; factors such as rail and water not included.

City and county (tax exempt) land are included in the Current "Partially Built & Vacant" scenario, but are omitted from the Current buildout and Consensus Plan Buildout scenario.

Current average taxable values were calculated by summing such data for vacant and built lands from the St. Lucie Property Appraiser within the Port Operations Area, sorting by zoning/land use, and dividing by acreage in each land use. Buildout assumes the average taxable values for only the built lands.

Florida ports have consistently proven to be significant economic drivers, producing better-paying jobs than other sectors, such as retail and service, and also, unlike many other sectors, leading to creation of indirect jobs in the communities they serve.

This should prove particularly important at present in St. Lucie County, where employment figures are backsliding, while Florida Seaport Transportation and Economic Development Council figures show that economic impacts, including jobs, related to port operations are remarkably rebounding from the depths of the recession.

Unemployment figures show that St. Lucie County unemployment in 2013 has increased from 9.4 percent in May to 10.1 percent in June to 10.3 percent in July.

As detailed in Exhibit 3-2, jobs in the marine/port/industrial and commercial realm tend to yield significant higher wages than the 2007-11 Fort Pierce median household income of \$31,000. The introduction to the table in Exhibit 3-2 points to the dramatic differences between relatively high-paying jobs related to marine, port, industrial and commercial activity and the comparatively low-paying jobs of the commercial, retail and hospitality sector.

As indicated therein, the average median annual salary for the jobs in the marine, port, industrial and commercial sector is \$50,522 – more than 1.6 times the median household income for Fort Pierce and approximately 1.06 times the median household income for Florida as a whole. Meanwhile the average median annual salary for the jobs in the commercial, retail and hospitality sector is only \$29,752 – less than the median household income for Fort Pierce, coming in at 96.3 percent, and significant less than the median household income for Florida, equating to just 62.2 percent of the statewide median.

Looked at another way, 91.7 percent of the job categories in the marine, port, industrial and commercial sector show average median annual salaries of more than the average household income for Fort Pierce, while just barely over half (52 percent) of the jobs of the commercial, retail and hospitality sector, show average median annual salaries of more than the average household income for Fort Pierce.

Exhibit 3-2: Job Title by Category

Job Title by Category	Median annual salary	Source (D)
MARINE/PORT/INDUSTRIAL & COMMERCIAL		
Motorboat Mechanics	\$18,949	FL- DEO (2011)
Transportation, Storage, and Distribution Managers	\$19,490	FL- DEO (2011)
Helpers--Electricians	\$22,859	FL- DEO (2011)
Heating, Air Conditioning, and Refrigeration Mechanics and Installers	\$24,378	FL- DEO (2011)
Fishers/ Related Fishing Workers	\$25,590	US- BLS (2010)
First-Line Supervisors/Managers of Helpers, Laborers, and Material Movers, Hand	\$26,686	FL- DEO (2011)
Captains, Mates, and Pilots of Water Vessels	\$26,853	FL- DEO (2011)
Outdoor Power Equipment and Other Small Engine Mechanics	\$28,683	FL- DEO (2011)
Dredge/ Construction/ Material Moving	\$30,800	US- BLS (2010)
Machinists	\$30,909	FL- DEO (2011)
Electrical Engineers	\$31,949	FL- DEO (2011)
Cargo Distribution/ Intermodal Logistics	\$32,499	(A)
Operating Engineers and Other Construction Equipment Operators	\$33,592	FL- DEO (2011)
First-Line Supervisors/Managers of Farming, Fishing, and Forestry Workers	\$34,091	FL- DEO (2011)
Electrical and Electronics Repairers, Commercial and Industrial Equipment	\$34,258	FL- DEO (2011)
Industrial Engineers	\$34,632	FL- DEO (2011)
Industrial Truck and Tractor Operators	\$35,048	FL- DEO (2011)
Maintenance Workers, Machinery	\$36,546	FL- DEO (2011)
First-Line Supervisors/Managers of Mechanics, Installers, and Repairers	\$36,920	FL- DEO (2011)
Cargo and Freight Agents	\$37,150	US- BLS (2010)
Truck Drivers, Heavy and Tractor-Trailer	\$37,627	FL- DEO (2011)
Excavating and Loading Machine and Dragline Operators	\$38,834	FL- DEO (2011)
First-Line Supervisors/Managers of Fire Fighting and Prevention Workers	\$38,917	FL- DEO (2011)
Marine Diesel Mechanics	\$40,850	US- BLS (2010)
Heating, Air Conditioning, Refrigeration Installers/Repair	\$42,530	US- BLS (2010)
Security Guards	\$43,597	FL- DEO (2011)
Electronic Equipment Installers and Repairers, Motor Vehicles	\$43,888	FL- DEO (2011)
Marine Firefighters	\$45,250	US- BLS (2010)
Water Transportation Occupations	\$46,610	US- BLS (2010)
First-Line Supervisors/Managers of Transportation and Material-Moving Machine and Vehicle Operators	\$48,214	FL- DEO (2011)
Electricians	\$48,250	US- BLS (2010)
Electronics installers/ Repair	\$49,170	US- BLS (2010)
Structural Iron and Steel Workers	\$53,768	FL- DEO (2011)
Electronic Engineering Technicians	\$56,040	US- BLS (2010)
Helpers--Installation, Maintenance, and Repair Workers	\$56,202	FL- DEO (2011)
Laborers and Freight, Stock, and Material Movers, Hand	\$60,258	FL- DEO (2011)
Marine Engineering Professors	\$62,050	US- BLS (2010)
Industrial Engineering Technicians	\$63,246	FL- DEO (2011)
First-Line Supervisors/Managers of Office and Administrative Support Workers	\$64,896	FL- DEO (2011)
Welders, Cutters, Solderers, and Brazers	\$66,664	FL- DEO (2011)
Ship and Boat Captains	\$76,430	(B)
Marine Engineers/ Naval Architects	\$79,920	US- BLS (2010)
Electrical Engineers	\$87,180	US- BLS (2010)
Truck Drivers, Light or Delivery Services	\$95,139	FL- DEO (2011)
Mechanical Engineers	\$98,634	FL- DEO (2011)
Ship and Boat Captains, Mega yacht (100' plus)	\$150,000	(C)
Structural Metal Fabricators and Fitters	\$178,485	FL- DEO (2011)
Average of the Median Annual Salaries	\$50,522	

COMMERCIAL/ RETAIL/ HOSPITALITY		
Dishwashers	\$18,034	FL- DEO (2011)
Wait staff	\$18,330	US- BLS (2010)
Parking Lot Attendants	\$18,574	FL- DEO (2011)
Bartenders	\$18,680	US- BLS (2010)
Cooks, Fast Food	\$18,741	FL- DEO (2011)
Hosts and Hostesses, Restaurant, Lounge, and Coffee Shop	\$18,824	FL- DEO (2011)
Bartenders	\$19,490	FL- DEO (2011)
Food Preparation Workers	\$20,114	FL- DEO (2011)
Cooks	\$20,260	US- BLS (2010)
Hotel, Motel, and Resort Desk Clerks	\$20,613	FL- DEO (2011)
Taxi Drivers and Chauffeurs	\$22,402	FL- DEO (2011)
Cooks, Restaurant	\$23,442	FL- DEO (2011)
Cooks, Short Order	\$25,210	FL- DEO (2011)
Office Clerks, General	\$26,125	FL- DEO (2011)
Receptionists and Information Clerks	\$26,520	FL- DEO (2011)
Chefs and Head Cooks	\$28,683	FL- DEO (2011)
First-Line Supervisors/Managers of Food Preparation and Serving Workers	\$31,138	FL- DEO (2011)
First-Line Supervisors/Managers of Housekeeping and Janitorial Workers	\$32,344	FL- DEO (2011)
Sales and Related Workers, All Other*	\$32,635	FL- DEO (2011)
Office and Administrative Support Workers, All Other*	\$36,234	FL- DEO (2011)
First-Line Supervisors/Managers of Retail Sales Workers	\$39,894	FL- DEO (2011)
Lodging Managers	\$46,880	US- BLS (2010)
Food Service Managers	\$48,130	US- BLS (2010)
Sales Managers	\$102,752	FL- DEO (2011)
Average of the Median Annual Salaries	\$29,752	
HOUSEHOLD INCOME (2007-2011, Median)		
Ft. Pierce	\$30,896	US Census
Florida	\$47,827	US Census
NOTES		
(A) Cargo Distribution/ Intermodal Logistics - \$32,499/ annual, per Cambridge Systematics, Inc. and Martin & Associates, Inc. "Multi-Modal Logistics Complex: Market & Economic Analysis," Presented to Inland Port Task Force, June 6, 2008, page 10.		
(B) http://www.recruiter.com/salaries/ship-and-boat-captains-salary/?id=ship-and-boat-captains&statewages=Florida		
(C) http://money.cnn.com/2004/05/03/pf/six_figs_five/		

The challenge for Fort Pierce and St. Lucie County is to experience an economic transformation not only with more jobs but, moreover, more well-paying jobs – well-paying jobs that also generate additional induced and indirect employment in the region. Seaport and Maritime Industries could be achieved through port-related employment.

The ability of port-related jobs to result in twice as many additional induced jobs is further demonstrated in Exhibit 3-3, which notes that 1,132 direct jobs would be reflective of activity that would generate an additional 2,264 induced jobs, for a total of 3,396 direct and induced jobs.

Were these 3,396 jobs to be factored against the July 2013 unemployment figures per above, the unemployment rate in St. Lucie County would be reduced to approximately 7.6 percent, better aligning it with statewide and national rates. While it could not be expected that port-related activity would immediately produce such dynamic results, it should be considered that construction activity associated with rejuvenation of port activity could itself be transformational in more immediate job development.

Exhibit 3-3: Direct Jobs Estimate

Direct Jobs Estimate (a)

	Current				Consensus Plan	
	Built & Vacant		Potential Buildout		Potential Buildout	
Land Use (Zoning)	Acres	Jobs	Acres	Jobs	Acres	Jobs
Marine Industrial (b)	63	74	63	498	108	971
Commercial General (d)	3	0 (g)	3	203	4	269
Marine Commercial (includes marinas, cruise, school, restaurant) (c)	60	58	60	159	61	161
PUR/ Mixed Use (excluding open space) (d) (e)	60	5	59.8 (29.9) (f)	2,171	28	2,018
TOTAL		137		3,032		3,419

NOTES & ASSUMPTIONS

(a) Industrial sector estimate includes assumed direct and indirect jobs; other estimates are direct jobs only, meaning permanent jobs attributable to expanded Port operation. Temporary construction for capital improvements is not included.

(b) Marine Industrial- 10.5 jobs / acre per research of smaller comparable ports, a sum of direct and indirect jobs; IRT employs approximately 45 persons on 11.5 acres, which is estimated at 40% of capacity. Current developed industrial includes IRT, River marine, Oil, Egan, and Crackerboy. Crackerboy estimated at 7 current. Assumes some IND jobs at Harbortown including Whiticar. Current buildout assumes 5.4 jobs/acre averaged with 10.5 jobs/ acre, or 7.95 jobs/acre. Consensus plan buildout assumes the additional 45 acreage will be at 10.5 jobs/ acre. $(62.7 \times 7.95) + (45 \times 10.5) = 971$

(c) Zoning Category C-6. Marine commercial assumes Harbortown marine (regular, contract, and tenants) + restaurant/hospitality; Whiticar (tenant); Taylor Creek, Crackerboy, Fruit distributor, Captain's Galley which totals 2.66 jobs/acre

(d) Zoning Category C-3. Commercial General and Hospitality/ Mixed use jobs generation is estimated by assuming 0.50 Floor Area Ratio (development intensity), and one job generated per 300 square foot of developed area. For example, one acre assumed to generate $(.5)(43560) / 300 = 72.6$ jobs/ acre.

(e) Current PUR is largely vacant and not producing jobs, other than an estimated 5 jobs attributed to the reef restoration operation, which is a tenant. In the Consensus Plan future scenario, open space omitted since not presumed to generate jobs.

(f) Assumes that 1/2 of PUR would be developed for commercial/hotel/mixed use, thus generating one job per 300 square feet.

(g) The existing commercial general land is vacant.

For comparison, Treasure Coast (Martin, St. Lucie, Indian River Counties) employment in only the recreational marine industry estimated at 5,835-7,678 between 2005-2008.

SOURCES

1. Telephone conversation with Port of Fort Pierce tenants, May 2013.
2. Thomas J. Murray & Associates, Inc., "Florida's Recreational Marine Industry—Relative Growth and Economic Impact, 2005 - 2008" for MARINE INDUSTRIES ASSOCIATION OF FLORIDA, INC., October 2008.
3. Phase I Project report derived from Martin Assoc. Economic studies.
4. Chapin, Kaiser, and Godschalk (Urban land use planning, 1995) - rate of employees per acre. years ago the gross employment density in Charlotte ranged from 8.9 employees per acre in the outer, newer employment centers to 51 in the central business district. SOURCE: <http://www.cyburbia.org/forums/showthread.php?t=517>
5. Urban Areas- Policy, Planning, and Zoning Recommendations. Available at <http://www.crcog.org/publications/CommDevDocs/TCSP/VPSUrbanGenDist.pdf>, no date.

The following provides a further framework for understanding the importance of port-related jobs to a community's economic base:

A building block of any community is called "economic base." The economic base consists of local and internal demand activity (such as a grocery store providing food for local residents), and non-local, which is demand from beyond the city which causes it to thrive. Smart urban areas covet seaports since they provide industrial, non-local economic base. That means for each marine professional (like an engineer) who is earning above-average wages at the seaport, they are also consuming local goods and services (like the grocery store) which is more valuable for a healthy local economy.

In addition, maritime industries bring "industry clusters," which means other businesses which support the core businesses. Thus, ports supply:

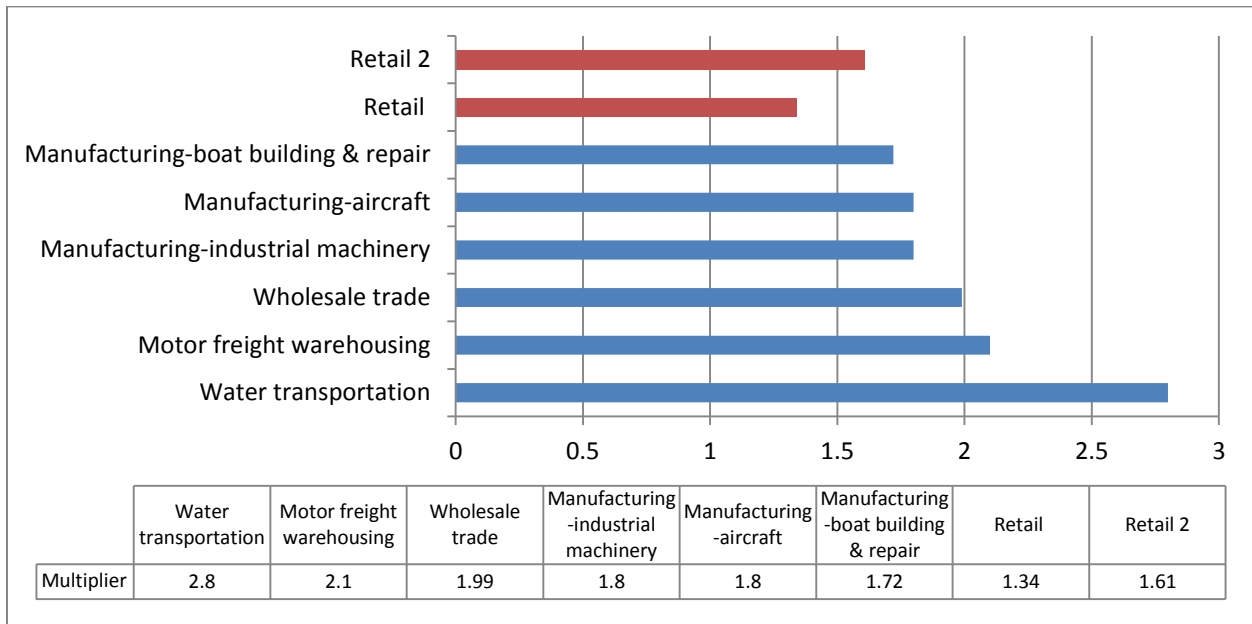
- 1) Jobs directly related to port activities,
- 2) Induced jobs (created by purchases of goods and services from those with direct jobs), and
- 3) Indirect jobs (created by purchases of goods and services by businesses supplying services at the port and businesses dependent upon the port for shipment and receipt of cargo).

Economic planners tally actual employment figures, and use complicated modeling and multipliers to estimate the anticipated number of direct, induced, and indirect jobs. While that type of analysis is beyond the scope of this report, research and modeling support some important general conclusions for St. Lucie County/Fort Pierce area policymakers:

- a. For every direct port job, another 0.86 induced jobs, plus another 0.75 indirect jobs could be created. Often this, multiplier is rounded to 2. Example: 100 direct jobs + 86 (or 100) induced + 75 (or 100) indirect = 261 (or 300) jobs created.
- b. Maritime jobs can have up to twice the economic value to the local community than do jobs generated in other port business lines (commercial, agriculture, etc.). This is believed to carry over to hospitality, commercial and retail sectors as well.
- c. Jobs multipliers show the desirability of port-related employment versus retail, as all the industrial-related jobs have higher multipliers.

The following is an example of such extrapolation for a port-related development:

Exhibit 3-4: Industry Multipliers



Source: Greater Duwamish Manufacturing and Industrial Center Plan at: <http://www.seattle.gov/neighborhoods/mpi/plans/duwa/Section4.pdf>

The bottom line is that ports are economic engines that bring jobs that are better paying than those in the retail/service sector and are sustained, and further that port jobs and port operations also create strong indirect and induced jobs in the community and region, something other sectors simply do not do.

4. VALUE OF A MARITIME TRAINING FACILITY

One of the considerations designated for study was the establishment of a State of Florida Maritime Academy at Port of Fort Pierce. In that regard, the following information is offered for consideration:

Value of a maritime training facility

There are seven maritime training academies in the United States, as shown on the map below. Each academy receives federal, state, local and private funding for development and operations, as well as grants for construction, special training programs and maritime officer training. The nearest one in southeast U.S. is in Texas, although there is a new state-of-the-art maritime training academy being built in Pascagoula, Mississippi to ensure that area's shipyards have a steady supply of skilled workers.



Exhibit 4-1: Maritime Training Academies in the United States

According to the American Association of Port Authorities, the amount of cargo shipped by water is expected to triple by the year 2020, especially with the advent of the opening of a larger Panama Canal in 2015 allowing mega ships to reach the U.S. from Asia in 24 hours and thus increasing vast quantities of cargo to East Coast U.S. Ports. Given the economic development

opportunities related to port activity nationally and in the state of Florida, there is a strong case for the development of a marine and port careers academy.

The Port of Fort Pierce is an underutilized asset in St. Luce County. With an updated port master plan, the port can become an economic generator for the region that will drive the need for trained personnel from management to handling of goods. A Maritime Academy is critical to helping build a strong workforce especially in the state of Florida where the state is surrounded by water. To see what economic impact of a Maritime Academy has on the local area, we take a look what the California Maritime Academy has done as well as a Flight Training Academy in Vero Beach, Fl.

California Maritime Academy's (Cal Maritime) students enjoy a nearly 100 percent job placement rate. With an average time to graduation rate of four years, Cal Maritime students enter the workforce and begin contributing to the economy earlier than their counterparts. This too can happen at a Maritime Academy in Fort Pierce. California's maritime's economic impact on the Bay Area region and the State of California is enormous:

- Annual spending related to Cal Maritime (\$50 million) generates a total impact of \$77 million on the regional economy, and more than \$88 million on the statewide economy. This impact sustains more than 590 jobs in the region and statewide more than 740 jobs. Per year, the impact generates more than \$4.4 million in local and \$4.9 in statewide tax revenue. Even greater—more than \$27 million of the earnings by alumni from Cal Maritime are attributable to their CSU degrees, which creates an additional \$122 million of industry activity throughout the state.

The Vero Beach Municipal Airport's major tenant is Piper Aircraft, an aircraft manufacturer, followed by Flight Safety International, a world renowned flight school. In addition to extensive flight training at the airport, business/corporate travel and air taxi/charter services are common activities at the airport. A majority of the airport's transient traffic includes fractional jet companies and flight training operations from other airports. All of the airport's tenants and flight activities are important to the airport's revenue streams and to the airport's economic impacts. The annual economic impact of Vero Beach Municipal Airport is associated with direct impacts that come from tenants/businesses located at the airport and construction projects that are undertaken by the airport or by on-site businesses. Indirect impacts are associated with spending from visitors. The airport's total annual economic impact:

Jobs	4,152
Total Economic Activity	\$355,567,300
Total Payroll	\$131,992,200
Multiplier Impacts.	\$151,102,400
Indirect Impacts	\$26,984,400
Direct Impacts	\$177,480,500

The State of Florida has 15 active large and mid-sized ports, including Port Everglades, Port Miami, Port Canaveral, Port of Palm Beach and Port of Jacksonville on the East Coast. The closest training facility for longshoremen is in Baltimore, and for a maritime/port career, the nearest facility is in Texas. The creation of a maritime and port careers academy can be an economic generator at the port and fulfill a need in the state and the nation, attracting national and international students/candidates. The influx of students will also have an economic ripple effect outside Port boundaries.

The Florida Maritime and Port Careers Academy at Fort Pierce (Academy) could provide training for those interested in maritime, transportation, distribution and logistics careers in a real-world setting. This type of training is needed in the state of Florida to develop and sustain the quality workforce to be competitive and emerging port industry that increasingly relies on technology to perform tasks that have historically been done manually. Intermodal training could also be provided in coordination with FEC Railway.

Port careers include:

- Customs and Border Protection – This role monitors all cargo that enters the country, searching for weapons that could harm our citizens and agricultural products carrying pests or contaminated by chemicals. The large Southeast Florida Ports see the need for many more agents in the future.
- Freight Forwarding and Customs Brokerages – A Freight Forwarder organizes shipments for individuals or corporations to get goods from the manufacturer or producer to a market, customer or final destination. Customs Brokerage is the process of “clearing” goods through customs barriers for importers and exporters.
- Longshoreman – This role is responsible for line handling, container inspections, mechanical technologies, large crane equipment to lift and transfer containers, cargo supervision, and management and equipment repairs.
- Marine/Port Operations – This role trains supervisors and operators to keep the port moving, interacting with ships carrying cargo into and out of the port and the people who need to bring their products to market, the people at the terminals who load and unload cargo, and the people who carry it to markets around the country, such as truckers and the railroads.
- Pilots – A state-licensed pilot is at the helm, steering massive ships from the sea into port.
- Truckers – This role moves cargo and containerized shipments, where the container can be directly loaded onto a truck chassis and driven in and out of the port.
- Tugboat Operations – In this career, the incumbent navigates vessels coming in and out of the port.

The Academy should be committed to taking a leadership position in developing standardized training and curricula for its students and the professional maritime community. The Academy can partner with maritime, defense, and homeland security organizations to develop statewide standards for homeland security exercises, evaluation, education, and training. International students would be welcome promoting diverse political and economic systems, business practices, and social customs. Students also can participate in semester or year-abroad programs at foreign institutions of higher education ranging from Great Britain and Mexico to Korea and China. Visiting professors from countries such as China and Russia would also enrich the campus curriculum with their expertise and fresh perspectives. This will give Fort Pierce and St. Lucie County more of a global position on the world scene.

The process to establish the Academy can be straightforward. The first step in the process is to identify a well-respected community person to serve as the coordinator to manage and keep the process on track. The following steps are critical to development of the Academy:

Identify Academy Advocates: The project needs a champion(s). Respected local and state elected officials, private business, International Longshoremen’s Association (ILA) and all others should collaborate. The advocates’ first job locally is to determine who is in charge and what local official or office has jurisdiction over the matter in question.

Establish a Blue Ribbon Committee: Following may be considered for inclusion on such a committee:

- Representative from St. Lucie County Commission
- Representative from City of Fort Pierce Commission
- Two representatives from International Longshoreman Association, (1) national, (1) local
- Representative from Indian River State College
- Representative from Work Force Development Board
- Two Local Community Advocates at large
- Representative from “Big Box” Retailers
- Representative from maritime trades (marinas, boat, and yacht works)

What is the Blue Ribbon Committee’s Role?

The Blue Ribbon Committee would create the business case for the Academy, determining the focus of the school, building the coalition in the community, developing public and private partners, and navigating through the process to get it established. This would include meeting with state and local officials to pitch the concept, as well as approaching federal elected officials to deliver the concept and seek funding.

Federal, state, local and/or private funding sources may be needed to capitalize the Academy. The Port of Fort Pierce's waterfront is a historic district thought of by many to be a model of a "Main Street City." The city is involved in many revitalization and urban development activities with an eye to maintaining its historic appeal. The Port of Fort Pierce is home to the Smithsonian Institute Marine Station, the St. Lucie County Regional History Center, the Manatee Observation and Education Center, the Harbor Branch Oceanographic Institution, and top-ranked Indian River State College. As a result, the Academy may be poised to apply for a variety of local, federal, state and private grants and loans.

Federal

U.S. Department of Transportation grants may be available for education and academy development and projects related to:

- Maritime Heritage Program: The Maritime Heritage Grants Program is a federal assistance program authorized by the National Maritime Heritage Act. It is a national competitive matching grants program, which provides funds for maritime heritage education and preservation projects designed to reach broad audiences and enhance public awareness and appreciation for the maritime heritage of the United States. State and local governments and private not-for-profit organizations are eligible to apply. The program is administered by the National Park Service and State Historic Preservation Offices. <http://www.nps.gov/maritime/grants.htm>
- Development and Promotion of Ports and Intermodal Transportation (20.801) St. Lucie County. <http://www.federalgrantswire.com/development-and-promotion-of-ports-and-intermodal-transportation.html>

State of Florida

- Work Force Florida Training Grants \$2 million/year
<http://www.workforceflorida.com/PrioritiesInitiatives/FundingOpportunities/TrainingGrants.php>
- State education and vocational training program funds
<http://www.rehabworks.org/programs.shtml>
- State Education Construction Loan/Grant
- Florida Department of Transportation 311.11 Seaport Employment Training Grant Program. <http://www.flsenate.gov/Laws/Statutes/2011/311.11>
- The Office of Tourism, Trade, and Economic Development, in cooperation with the Florida Seaport Transportation and Economic Development Council, shall establish a Seaport Employment Training Grant Program within the office. The office shall grant funds appropriated by the Legislature to the program for the purpose of stimulating and

supporting seaport training and employment programs which will seek to match state and local training programs with identified job skills associated with employment opportunities in the port, maritime, and transportation industries, and for the purpose of providing such other training, educational, and information services as required to stimulate jobs in the described industries. Funds may be used for the purchase of equipment to be used for training purposes, hiring instructors, and any other purpose associated with the training program. The office's contribution to any specific training program may not exceed 50 percent of the total cost of the program. Matching contributions may include services in kind, including, but not limited to: training instructors, equipment usage, and training facilities. (Application filing June 2014)

- The Trade Adjustment Assistance Community College and Career Training (TAACCT) program is authorized by Division B of the American Recovery and Reinvestment Act of 2009 (P.L. 111-152), and the Health Care and Education Reconciliation Act of 2010 provided the program with \$500,000,000 annually in fiscal years 2011-14 for competitive grants to eligible institutions of higher education. The program aims to improve education and employment outcomes for students attending community college and other higher education institutions, helping more Americans prepare to succeed in growing, high-skilled occupations. (Application filing June 2014) <http://www.doleta.gov/taaccct/>

St. Lucie County

- Economic development grants, land lease.
<http://florida.grantwatch.com/cat/8/economic+development+grants.html> (Florida general grants)
<http://www.stlucieco.gov/ed/incentives.htm> (St. Lucie County Specifically)

City of Fort Pierce

- Community Redevelopment Agency, enterprise zone funds, economic development grants.
<http://www.cityoffortpierce.com/Redevelopment%20Agency/FPRAindex.html>
<http://cityoffortpierce.com/Redevelopment%20Agency/Community%20Services/index.html>

International Longshoremen Association Local 1512 and International

- Construction and training program funds (loans and grants).
- Private Sector – Internships/Apprenticeships

Timetable

Bringing the Academy to fruition could be anticipated to be a multiyear process with, for example, a full 12 months to be expected between identification of advocates and sponsorship of a bill for funding to be introduced in the Florida Legislature. A strong community-wide commitment will be needed, as the process may be expected to be lengthy and demanding.

5. RECOMMENDED REVISIONS (UNDERLINED) TO THE 2002 PORT OF FORT PIERCE MASTER PLAN POLICIES

Goal 1 Responsibility for the Port

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

Objective 1.1

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

Policy 1.1.1

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

Policy 1.1.2

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

Policy 1.1.3

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

Policy 1.1.4

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

Policy 1.1.5

St. Lucie County, operating through its existing and future legal authorities, shall initiate discussions with the City of Fort Pierce, with other public agencies, and with the private business sector to create the legal agreements, memoranda of understanding, and joint planning agreements necessary to implement the goals, objectives, and policies of the Master Plan for the Port of Fort Pierce.

Goal 1B Land Use Map for the Port Of Fort Pierce

The Port of Fort Pierce shall establish a general master development map for the Port that establishes a general Port Planning Area boundary and a Port Operations Area boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Fort Pierce. The general master development map for the Port of Fort Pierce is not to be used alone but rather in conjunction with the other development policies found in this plan and the applicable Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce.

Objective 1b.1

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

Policy 1b.1.1

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

Policy 1b.1.2

The Port of Fort Pierce shall support/[seek](#) development activities such as mega yacht construction and maintenance, commercial uses, marine research facilities, [maritime academic and vocational uses, potential Bahamas cruise/ferry uses, intermodal and/or](#) expansion of tourist/recreational uses, depending on market conditions.

Policy 1b.1.3

The Port of Fort Pierce shall support development of tourist, commercial and recreational uses primarily in the northern third of the undeveloped property in the Port Operations Area as shown in Figure F. This development shall be consistent with the adopted Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce, including but not limited to the Future Land Use, Transportation and Coastal Management Elements. [The City and County shall collaborate on consistency of land Use and Zoning designations that promote and encourage economic development within the Port Operations Area.](#)

Policy 1b.1.4

All activities within the Port Planning Area shall comply with the applicable State and County laws and the applicable plans and regulations of the City of Fort Pierce or St. Lucie County including but not limited to, the adopted Future Land Use Maps of the Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce, as depicted in the attached Figure G, G1 and G2.

Policy 1b.1.5

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

Policy 1b.1.6

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

Policy 1b.1.7

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

Goal 2 Port Activities

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

Objective 2.1

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

Policy 2.1.1

The Port of Fort Pierce shall encourage the development, renovation and improvement of port facilities to maximize current potential, including rehabilitation and modernization of existing buildings consistent with the goals of the City of Fort Pierce downtown redevelopment plan. [The City of Fort Pierce downtown redevelopment plan should identify buffer and transitional uses between cargo uses and the downtown. Local plans should also reflect market absorption studies of hotel, commercial and recreational uses as multiple redevelopment plans including such uses and exceed projected demand will not attract development and will have a negative impact to existing uses.](#)

Policy 2.1.2

The Port of Fort Pierce will continue as a deepwater port ~~that will accommodate limited~~ cargo operations. New and reconstructed infrastructure that be constructed to attract development consistent with community goals including berthing and seawalls, efficient intermodal connections, ship to rail transfer facilities and roadway and drainage infrastructure. ~~Gentrification of cargo areas shall be emphasized and flexibility shall be retained in the Berth 1 area to allow either limited cargo operations or marine industries or a combination of both. All such uses shall be consistent with the general mix of uses described herein and compatible with adjacent land uses and natural resources.~~

Policy 2.1.3

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

Policy 2.1.4

St. Lucie County, working with federal, state and local governments, the private sector, and other interested parties, may provide incentives for jobs that exceed the County's average annual wage. St. Lucie County, the City of Fort Pierce, Indian River Terminal and local economic development groups should establish a proactive campaign to approach developers and desired trade and market the Port Fort Pierce.

St. Lucie County, the City of Fort Pierce and Indian River College shall identify a blue ribbon panel to develop a path to establishing a Maritime Academy at the Port of Fort Pierce.

Policy 2.1.5

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

Objective 2.2

The Port of Fort Pierce in cooperation with the City of Fort Pierce and other governmental bodies, shall assist in the development of high quality design standards to ensure that port facilities in the Port Operations Area are compatible with the use of the surrounding area in the City of Fort Pierce as downtown waterfront development.

Policy 2.2.1

The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, should develop and maintain aesthetically pleasing public port facilities and landscaping to encourage new and expanded business development. [Buffer zones could be identified and planned for significant landscaping that transition from industrial to local commercial uses.](#)

Policy 2.2.2

The Port of Fort Pierce, in cooperation with other governmental bodies, should ensure that port facilities are aesthetically compatible [to the extent feasible](#) with ~~all newly renovated areas~~ of downtown Fort Pierce and other adjacent neighborhood areas and in compliance with the City of Fort Pierce regulations.

Policy 2.2.3

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

Objective 2.3

The Port of Fort Pierce, working with federal, state and local governments, the private sector, and other interested parties, shall maintain, increase, and promote marine industry and related scientific and commercial activities at the Port of Fort Pierce so there is no net loss of marine industry.

~~Policy 2.3.1~~

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

~~Policy 2.3.2~~

~~The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, shall accommodate water related marine activities such as~~

~~mega yachts, marine research vessels, tall sailing vessels, restaurants, hotels, and related service activities within the Port Planning Area for the benefit of the residents and visitors to the community.~~

Policy 2.3.3

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

Policy 2.3.4

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

~~Policy 2.3.5~~

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

Objective 2.4

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

~~Policy 2.4.1~~

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

Policy 2.4.2

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

Objective 2.5

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

Policy 2.5.1

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

Policy 2.5.2

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

Goal 3 Environmental Protection

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

Objective 3.1

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

Policy 3.1.1

The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, will regulate discharges coming from port activities into the Indian River Lagoon to prevent air and water pollution in violation of any adopted federal, state, or local laws or regulations. [Berthing, seawall and drainage infrastructure will actively be pursued to eliminate existing runoff.](#) Existing port businesses should be retrofitted to reduce pollution in the Indian River Lagoon.

Policy 3.1.2

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

Policy 3.1.3

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

Policy 3.1.4

The Port of Fort Pierce shall work with other governmental bodies, private interests, and other interested parties to enforce existing laws and prevent exotic invasive species from entering the Indian River Lagoon via ship's ballast and bilge water or cargo or any other method [including detrimental impacts of mega-yacht, marine industries and recreational boating uses.](#)

Policy 3.1.5

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

Objective 3.2

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

Policy 3.2.1

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

Policy 3.2.2

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

Policy 3.2.3

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

Objective 3.3

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

Policy 3.3.1

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

Policy 3.3.2

The Port of Fort Pierce, working with other governmental bodies and private interests, and other interested parties, shall create a scientific advisory committee, composed of researchers and managers from the Smithsonian Institute, Harbor Branch Oceanographic Institution, and other regional marine research institutions, to provide scientific advice on port operations and activities (commercial, industrial and recreational) that may impact the Indian River Lagoon.

Policy 3.3.3

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

Policy 3.3.4

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

Policy 3.3.5

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

Objective 3.4

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

Policy 3.4.1

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

Policy 3.4.2

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

Policy 3.4.3

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

Policy 3.4.4

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

Policy 3.4.5

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

Policy 3.4.6

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

Policy 3.4.7

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

Goal 4 Public Access

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

Objective 4.1

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

Policy 4.1.1

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

Policy 4.1.2

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

Policy 4.1.3

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

Policy 4.1.4

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

Policy 4.1.5

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

Policy 4.1.6

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

Goal 5 Emergency Management

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

Objective 5.1

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

Policy 5.1.1

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

Policy 5.1.2

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

Objective 5.2

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

Policy 5.2.1

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

Policy 5.2.2

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

Goal 6 Landside Infrastructure

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

Objective 6.1

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

Policy 6.1.1

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

Policy 6.1.2

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

Policy 6.1.3

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

Goal 7 Navigational Channels

Navigation channels serving the port's maritime and recreational activities shall meet existing and limited future needs as outlined in this plan.

Objective 7.1

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

Policy 7.1.1

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

Policy 7.1.2

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

Policy 7.1.3

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

Objective 7.2

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

Policy 7.2.1

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

6. REPORT RECOMMENDATIONS

In summary, the following are recommendations of this report:

- Actively seek grants, funding partnerships and other funding to bring about infrastructure improvements at the earliest opportunity. Infrastructure funding could include that related to rail enhancements, roadway/bridge improvements, stormwater projects and other infrastructure on publically owned land and/or designated for public use. State funds are now available and action must be taken to avoid missing opportunities.
- The City of Fort Pierce and St. Lucie County consider amendment of their respective comprehensive plans to incorporate the consensus plan or other viable alternative. The City and County should compose and adopt consistent, if not identical, amendments to their respective comprehensive plans, and the City's Redevelopment Plan. Corresponding Land Development Code (City and County) revisions are anticipated.
- Provide for a permanent, full-time, dedicated Port Director. Such a position could be jointly funded by County and City and report to a select jointly appointed board. Such a position would enable direct marketing of Port of Fort Pierce to the shipping industry, and would provide professional seaport operations and management.
- Through the Harbor Advisory Committee, continue a dialogue with seaport land owners, key community groups, city and county governance. Such dialogue would build alliances, consider balanced recommendations and advance economic development.

APPENDICES

Appendix A. Reference Maps of Existing Conditions for Workshop Table Groups





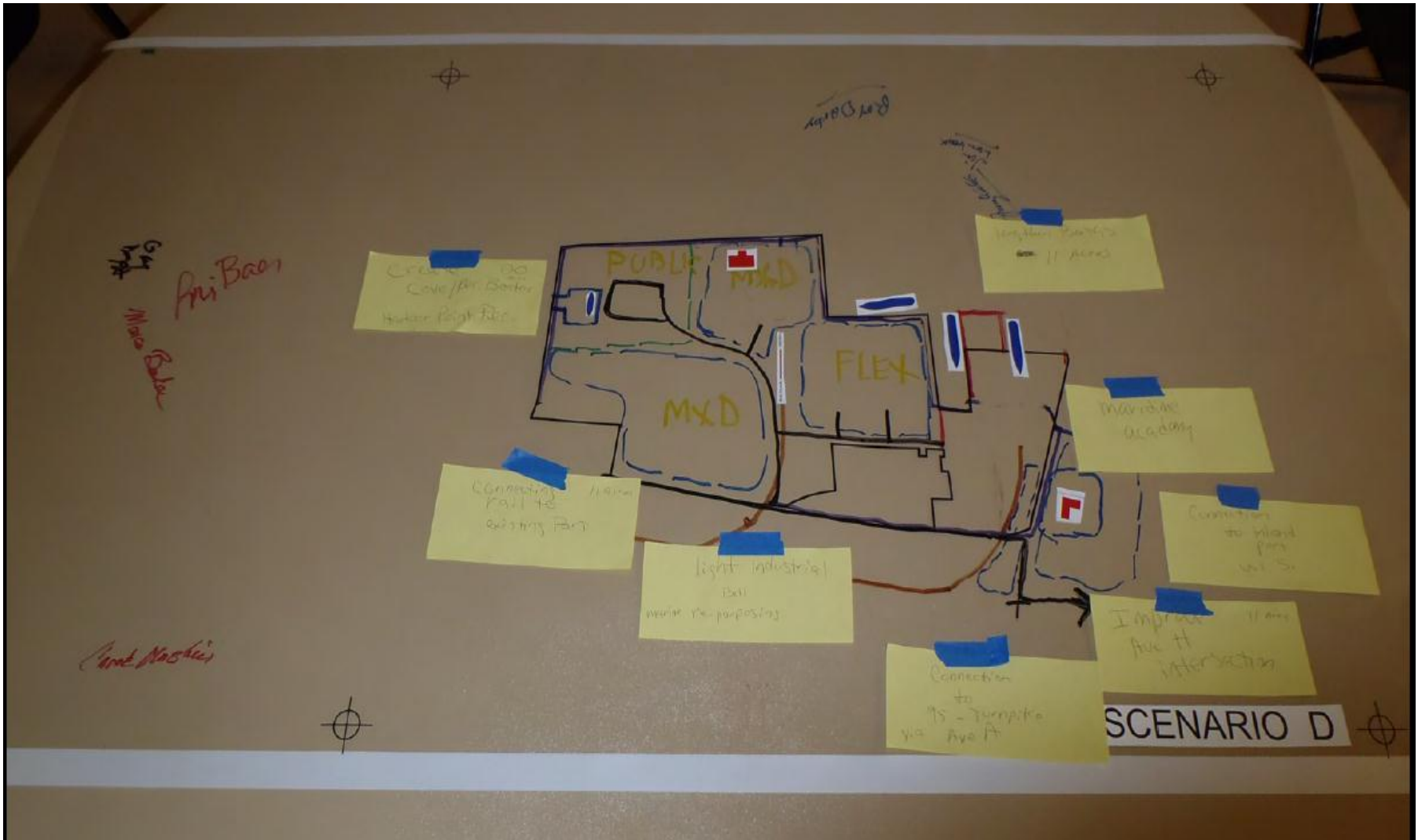
Appendix B. Table Drawings

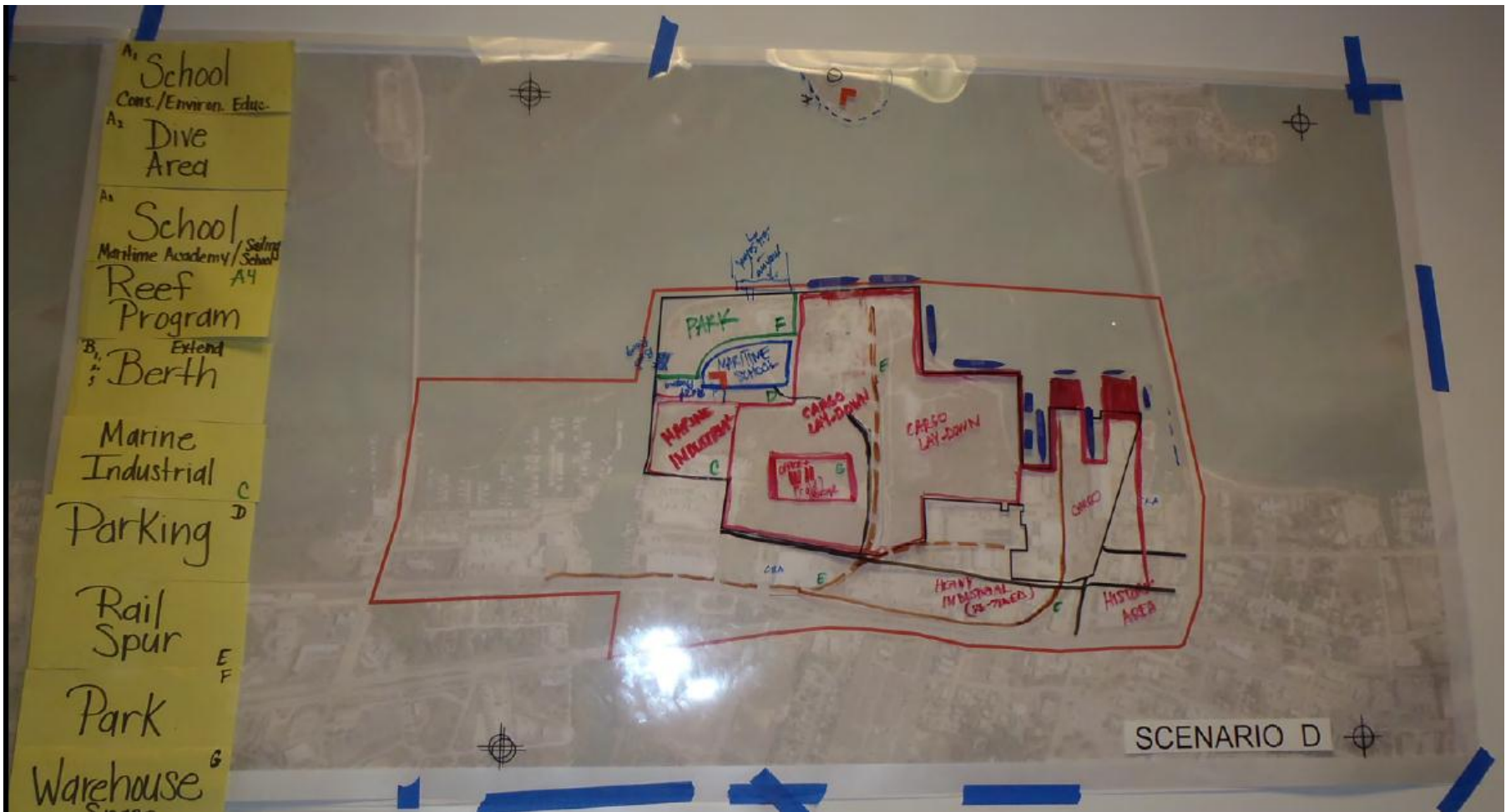


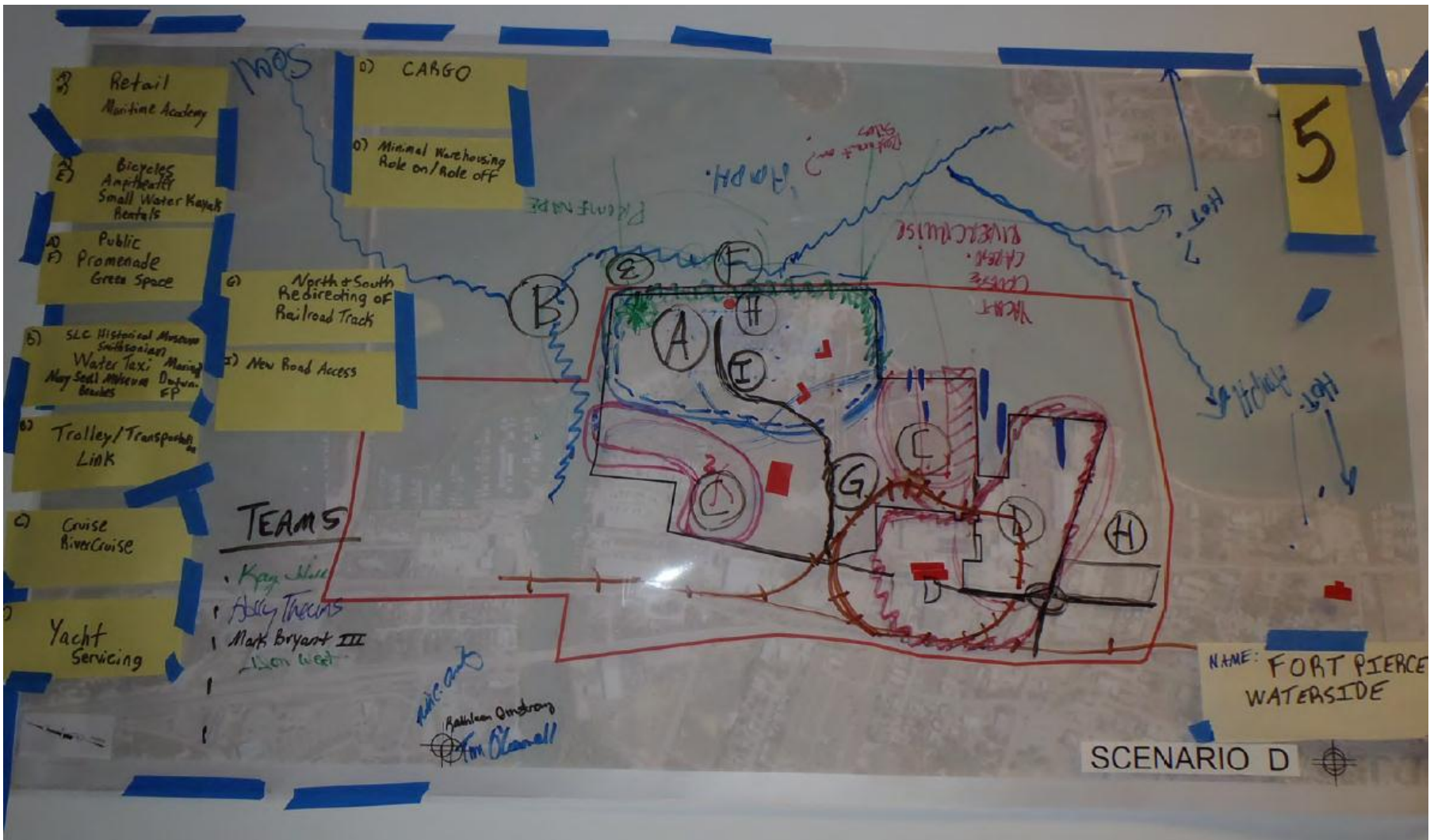










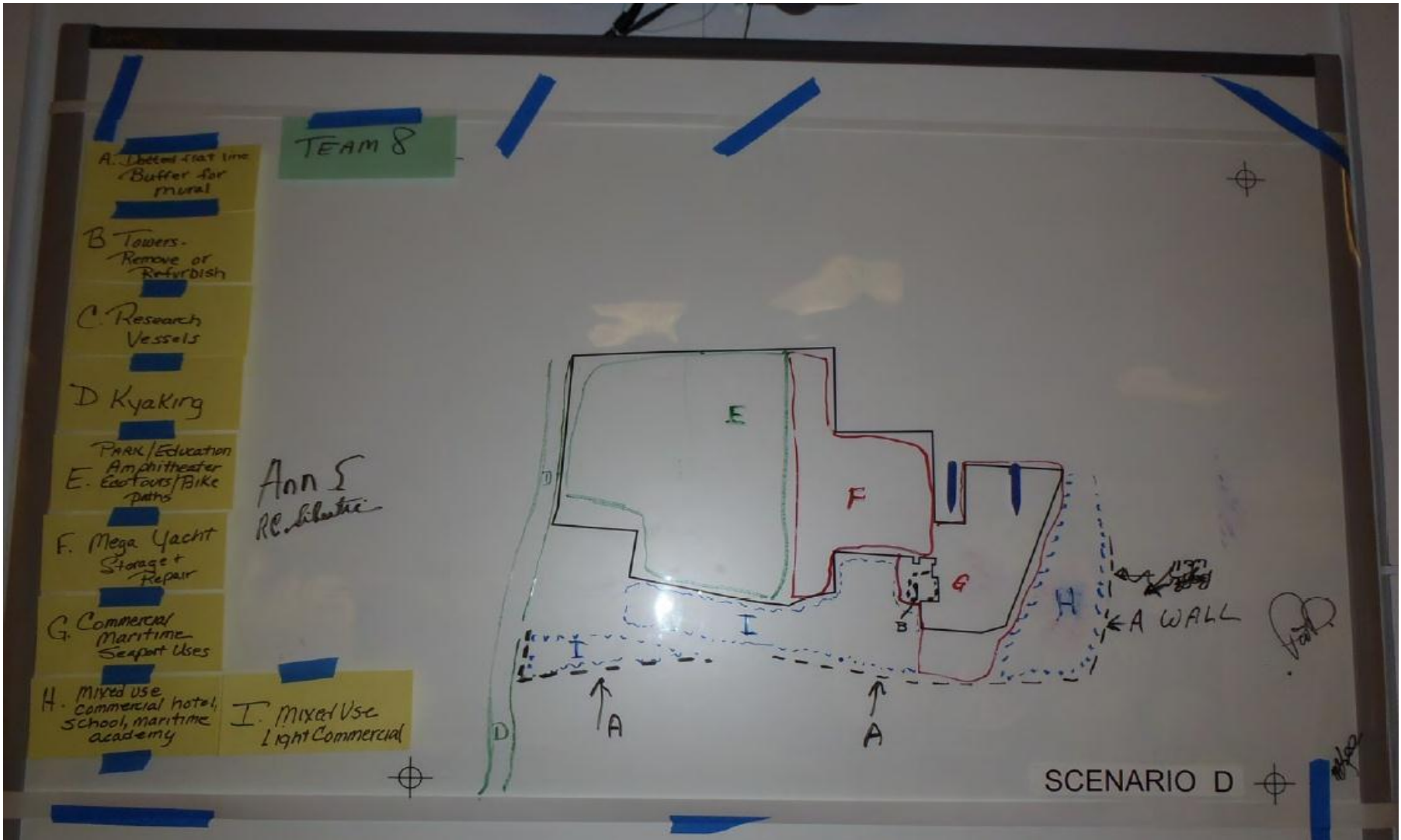












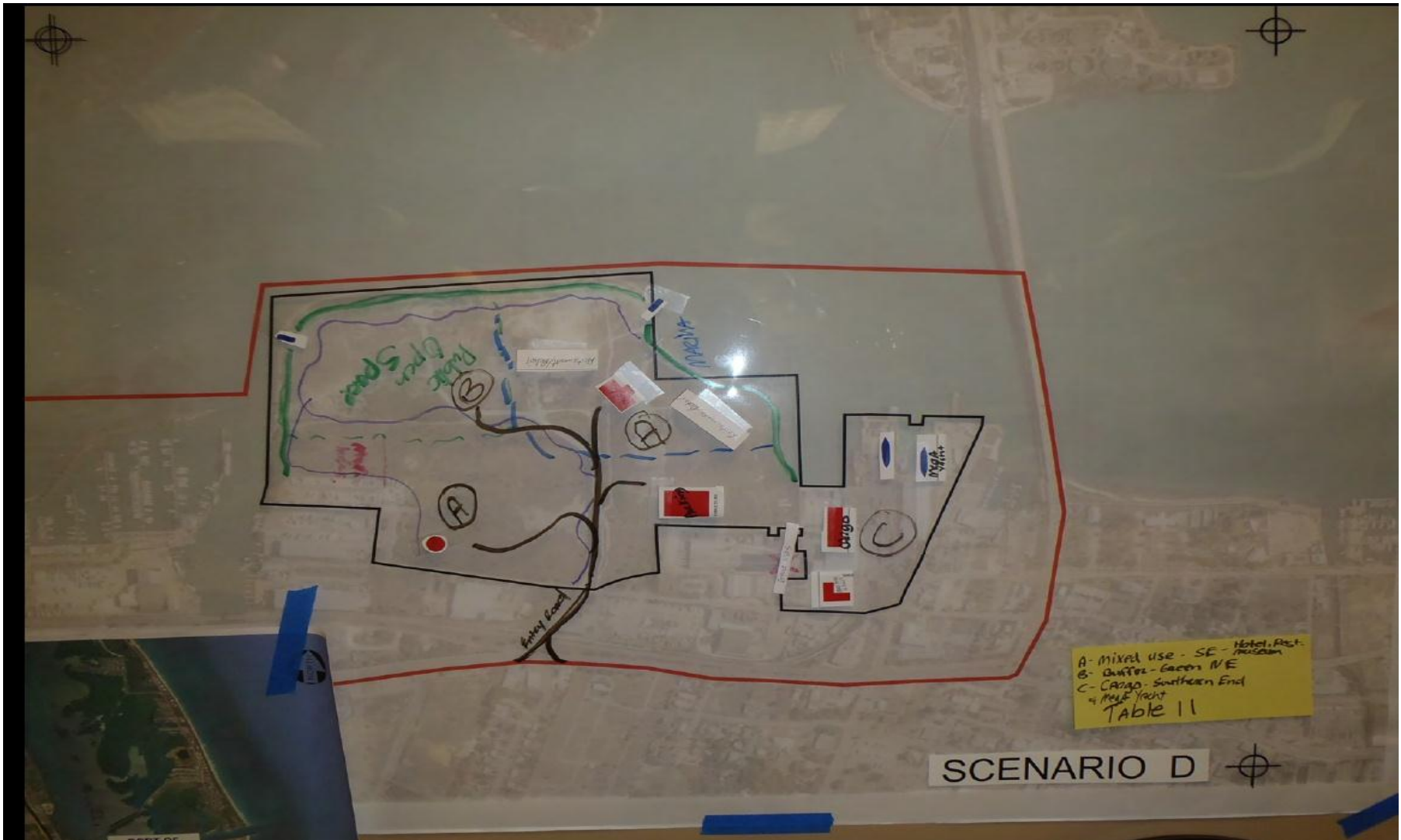






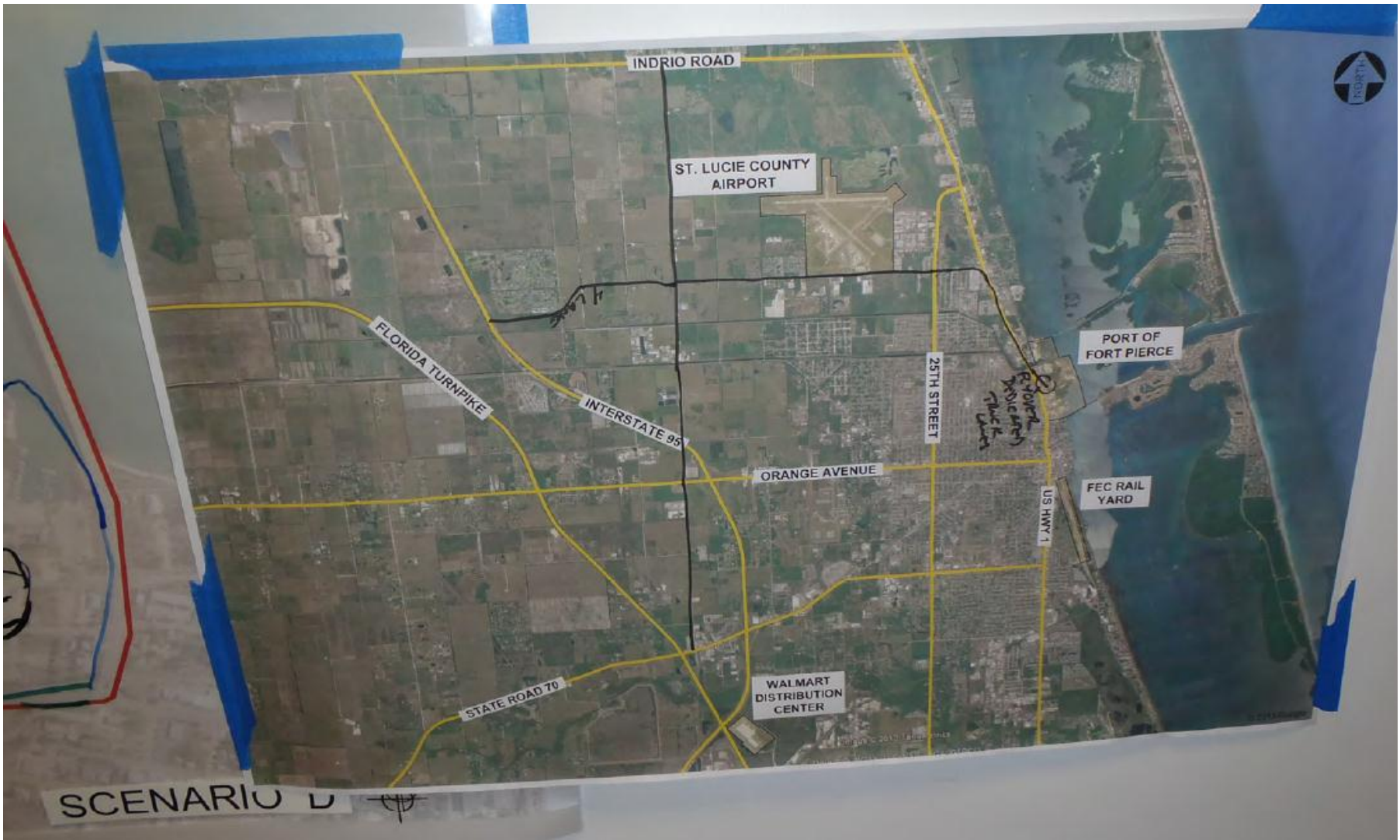












Appendix C. Port of Fort Pierce Meeting / Workshop Sign-In Sheets

March 23, 2013, Public Workshop Sign-In Sheet



Florida Department of Transportation Conducts Study (Phase II)
 Port of Fort Pierce 2013 Master Plan Update Workshop
 Havert L. Fenn Center * 2000 Virginia Ave. Fort Pierce
 Saturday, March 23, 2013 9:00 AM

Name	Affiliation	E-mail Address	Address	Phone Number
DON WEST	ST. LUCIE COUNTY	westd@stlucie.co.org	2300 VIRGINIA AVE FT. PIERCE.	(772) 462-1485
TOM PERONA	City Fort Pierce	tomperona@gmail.com		772 216 1293
Candace Walls	Congressman Murphy	Candace.Walls@mail.house.gov	121 SW Port St. Lucie Blvd Rm 187 PSL, FL 34984	772-336-2877
LARRY LEE, JR.	STATE REPRESENTATIVE	LLJASS@COMCAST.NET	4075 VIRGINIA AVE FT. PIERCE, FL 34981	772-461-6622
TOD MOWERY	SLC			
Kim Johnson	SLC BOCC		2300 Virginia Ave FT. PIERCE, FL	(772) 462-1467
Reggie Sessions	Fort Pierce	INALAWFL@aol.com	1304 N. 2 nd Fort Pierce	772 971 3958



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Name	Affiliation	E-mail Address	Address	Phone Number
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PAULA LEWIS	SLC - BOCC	lewispl@stlucereca.org		772-462-1406

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Name	Affiliation	E-mail Address	Address	Phone Number
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FAT SIMMONS		pslbluestar@aol.com	PSL	772 267 8358
Gerald Newberry			306 SW 30th St	772 940 1122
Mike Monti	FPSBA	delzuma@gmail.com	1320 Bayside Dr	772 467 8885
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Name	Affiliation	E-mail Address	Address	Phone Number
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JOHNATHAN FERGUSON	Law Office of Jonathan A. Ferguson	fergusa-law@selelaw.com jfergusa@gmail.com	2366 S. Brocksmith Rd Fort Pierce, FL 34945	772-465-0729
Aubrey D. Lanier	Retired		FT. PIERCE, FL, LOT 180 2023 ST. LUCIE BLVD	704-466-5427
Palores H. Johnson	St. Lucie Waterfront Council	palores@stluciewaterfront.com	429 Av. 19th St FT. P. 34950	772-577-0821
Richard Ross	International Landwoman Assn.	Rross@bellsoth.net	997 Se Blwood Ave TSL FL 34933	772-240-1144
Britton Wilson	SLC Planning			
JAMES BURKE	INDOPIZE KAYAKS + Conservation Alliance	JBURKE631@gmail.com	3206 S. LAKEVIEW CRT FT PIERCE	638483119

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Name	Affiliation	E-mail Address	Address	Phone Number
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De Kai Griffin	Griffith Law	griffid@tracocastlaw.com	Fort Pierce	772 776 789
Teresa Toulon	citizen		920 SE Seafair Ave	
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Candice Sanchez	Sessions Law	Misaptiva@yahoo		
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 Havert L. Fenn Center * 2000 Virginia Ave. Fort Pierce
 Saturday, March 23, 2013 9:00 AM

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April 17, 2013, Property Owners Meeting Sign-In Sheet

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