



PORT OF
**FORT
PIERCE**
MASTER PLAN



**MASTER PLAN &
REINVESTMENT STRATEGY**

FINAL DRAFT VERSION 2.0 / NOVEMBER 3, 2020

PREPARED FOR



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Fort Pierce, FL 34982

PREPARED BY



moffatt & nichol Member of the SNC-Lavalin Group

We wish to thank all citizens for passionately expressing a point of view and vision for the Port of Fort Pierce.



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EXECUTIVE SUMMARY

This Master Plan for the Port of Fort Pierce establishes a roadmap to achieve a truly diverse working waterfront. The Plan embraces new industries and opportunities aligned with the goals of expanding economic and social benefit to the citizens and businesses found in St. Lucie County and along the Treasure Coast.

The Port has been a fixture of the Fort Pierce community since the 1920s. Establishment of the Fort Pierce Inlet and a small but functional set of docks and transit sheds provided an important export point for Treasure Coast agricultural products. It also offered a source of employment for residents of the City of Fort Pierce. As the century marched forward, the work of the Port remained meaningful but modest when contrasted with the establishment and growth of other East Coast seaports.

In May 2020, St. Lucie County engaged the consulting team of Atkins and Moffatt & Nichol to explore how best the Port of Fort Pierce should author its next chapter as a unique economic and community asset in the region and the State of Florida. Every five years, Florida seaports are required to update their long-range plan to identify and

guide port investments to ensure alignment with local comprehensive planning and other regional initiatives. This update meets State requirements and builds on the previous work conducted in 2015.

Importantly, the Port heads into the next decade with the recent successful purchase of the 12-acre Indian River Terminal and selection of Derecktor Shipyards, Inc. to invest in and operate a megayacht maintenance, refit, and overhaul facility. This Plan update looks to capitalize on this momentum, exploring ways in which this new anchor can be catalytic for other Port investment.

A common theme heard throughout the 2020 plan-making process was the Port and its lands, harbor, and channel are an untapped resource. Accompanying this sentiment, however, was often a similar caution that harnessing this resource should be done carefully and ensure protection of community quality of life and the ecology and recreational attributes of Fort Pierce Inlet. This Plan update seeks to strike this balance.

A variety of options for public and private land to evolve into a diverse working waterfront were explored. Options were prepared, refined and established through active dialogue with the County, City, property owners, agencies, and the public. While this was made more challenging due to the COVID-19 Pandemic, conversations about the future of the Port were robust and substantive, utilizing all manner of virtual meetings, online surveys, conference calls, and (limited) in person meetings.

The planning result is a multi-faceted vision for the Port that calls for (see opposite page):

- Creation of the Treasure Coast's premier center for yacht, shipbuilding, and related marine repair, overhaul, and maintenance facilities;
- Investment in County owned Harbour Pointe Park to emerge as a public marina, boat ramp, and upgraded park; and,
- Advancement of a new wharf and surrounding uplands dedicated to the support small import/export marine dependent businesses.

ILLUSTRATIVE MASTER PLAN



EXECUTIVE SUMMARY

KEY FEATURES

Port Planning Area (+/- 1,545 AC)	
Project Study Area (+/- 255 AC)	
Anticipated Storm Water Requirement Zones	
Fisherman's Wharf Redevelopment Zone	
Fisherman's Wharf Publicly Held Land	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	

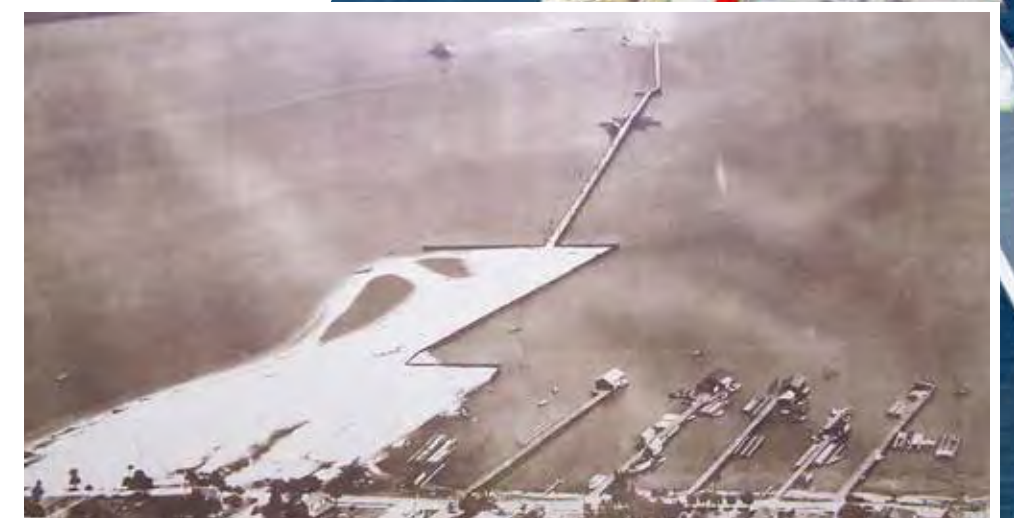
EXISTING	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Bros. Properties)	6
Lincoln Park Community Park	7

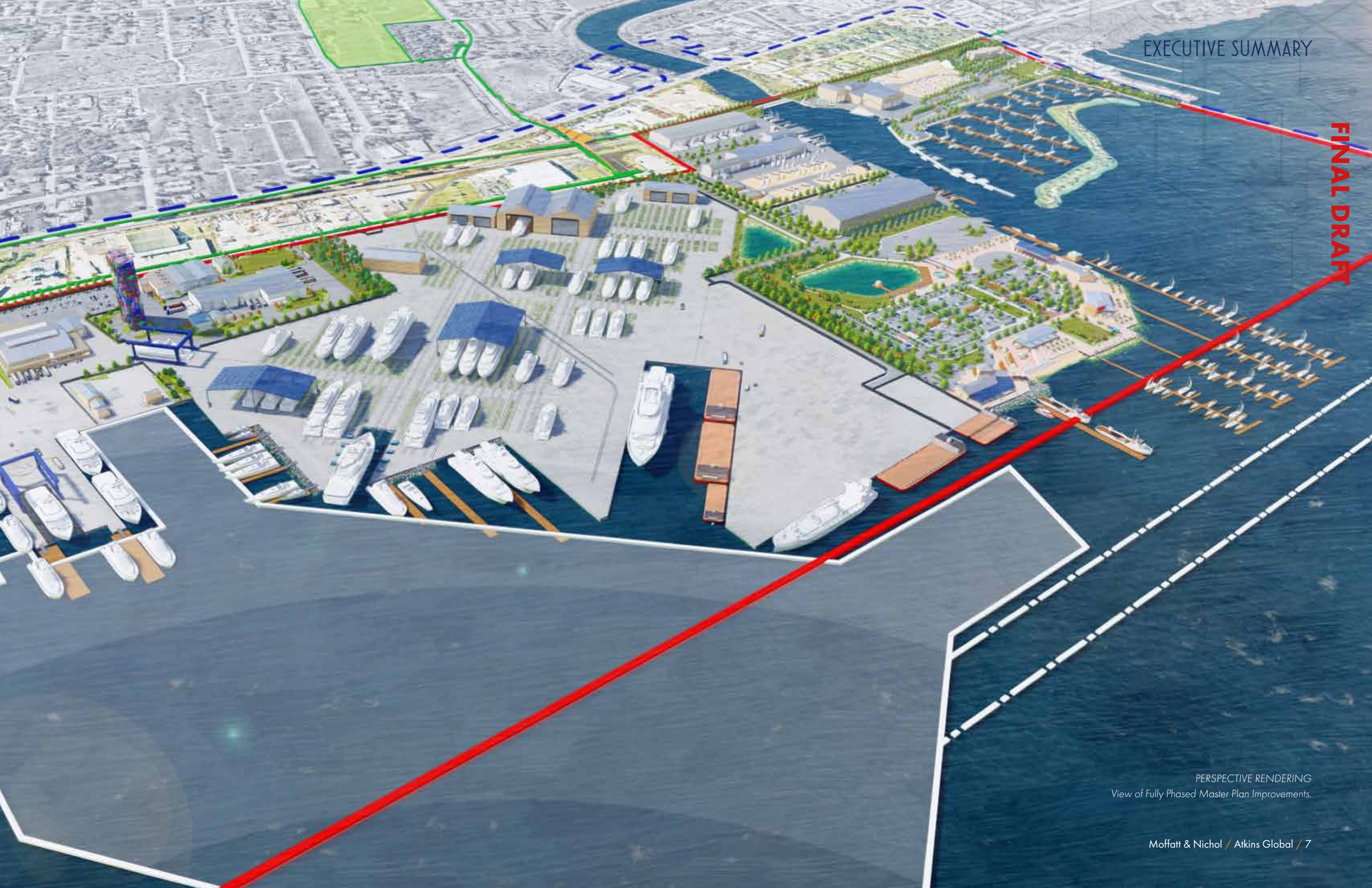
PROPOSED	
Harbour Pointe and Tenet Access Road	8
Dry Stack Boat Storage Development	9
Taylor Creek Public Boat Ramp and Parking	10
Harbour Pointe Public Marina	11
Harbour Pointe Waterfront	12
Reef Restoration Center and Floating Dock	13
East Wharf Development	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
Rail Spur and Related Operational Area	19
Urban Greenway System Linked to Proposed SUNTrail Greenway	20
Urban Greenway Pedestrian Overpass	21

FINAL DRAFT

Implementation of the Master Plan will take 10- to 20-years. Success relies on favorable market conditions, incremental investment by the public and private sector, and sustained community alignment and goodwill. Achievement of the aims and projects contained in the Master Plan are worthwhile, and will result in an active, working waterfront that serves as another important engine driving economic and social progress for the County and region.

RICH HISTORY VIBRANT FUTURE





PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements.

FINAL DRAFT



THE PORT OF FORT PIERCE

THE PORT AND MASTER OVERVIEW

The Port of Fort Pierce is one of Florida’s 15 deepwater seaports. Each varied, these assets play an important role in Florida’s economy. The Florida Ports Council estimates Florida seaports generate nearly 900,000 direct and indirect jobs and contribute \$117.6 billion in economic value to the state through their activities.

WHY. Given the importance of these facilities, the State of Florida requires ports to maintain and update a master plan to identify, guide, and coordinate port development while ensuring alignment with local comprehensive planning and other community and regional initiatives. The Port of Fort Pierce’s previous plan was completed in 2015, and offered several key recommendations, including:

- Seek funding for infrastructure;
- Coordinate alignment of City of Fort Pierce and St. Lucie County planning and code to facilitate port development;
- Complete reconstruction of the Port Entrance Road and utility improvements;
- Continue a dialogue with key players to build alliances; and,
- Advance economic development.

RECENT ACCOMPLISHMENTS. Several Port enhancements were undertaken over the last decade. Reconstruction of N 2nd Street and its related entry road greatly improved Port access. Purchase of the privately held Indian River Terminal was a long-standing goal of the County. Realized in 2018, this purchase set the stage for procurement and subsequent selection of Derecktor Shipyards to invest and develop a megayacht maintenance, repair, and overhaul (MRO) facility on the Indian River Terminal site. Work is underway to upgrade onsite buildings and infrastructure into a modern facility capable of servicing the world’s largest yachts. Yard refit includes purchase of a 1,500-ton mobile boat hoist capable of lifting vessels up to 250 feet in length. Derecktor anticipates delivery of this hoist by end of 2020.

What County and City leaders, Derecktor, the Bell Family, and members of the community have and continue to see at the Port of Fort Pierce is opportunity. For Derecktor, “The Port of Fort Pierce is the ideal location for America’s next great shipyard...deep water access, no overhead obstructions and a generous turning basin provide ample clearance and maneuverability for the global fleet of mega-yachts and large sailing yachts.”¹

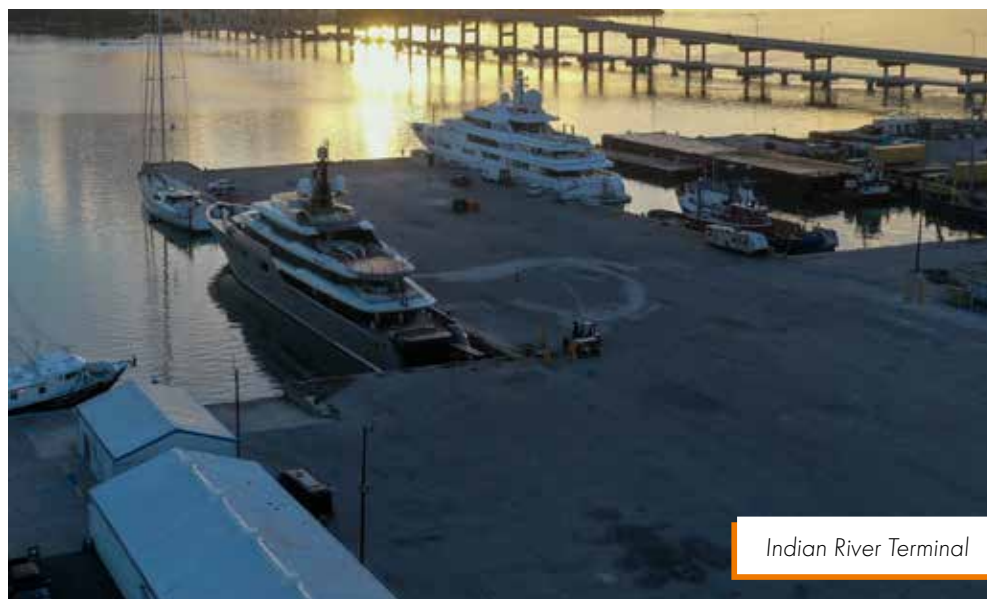
NEXT CHAPTER. In May of 2020, St. Lucie County engaged the consulting team of Atkins and Moffatt & Nichol to explore how best the Port of Fort Pierce should seek new economic and other community benefit and author its next chapter. This 2020 update of the Port of Fort Pierce Master Plan looks to capitalize on current investment momentum and public/ private support, exploring ways in which this new anchor can be catalytic for other Port investment.

In this section, we outline the planning process and highlight key features of Port and project area.

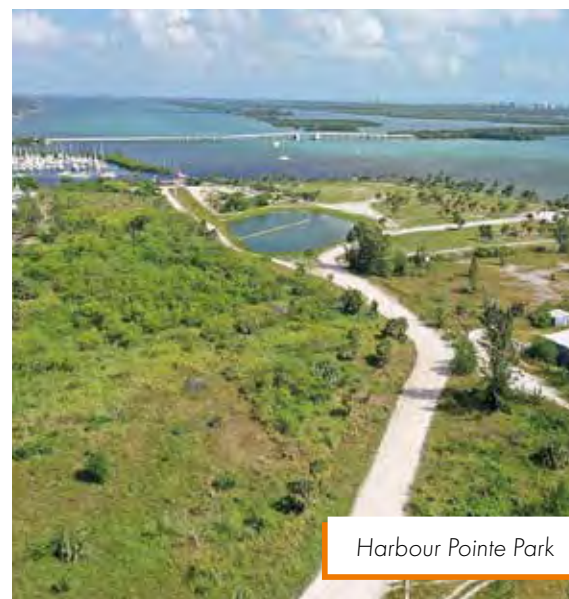
¹ Derecktor Press Release, September 2020.



Marinas Along Taylor Creek



Indian River Terminal



Harbour Pointe Park



Indian River Terminal and N 2nd Street

THE PLANNING PROCESS

How should the Port evolve to embrace community economic and social opportunities? How do we balance these aims while also maintaining the need for environmental stewardship for the Port surrounding waters? These are the central questions posed by St. Lucie County to Atkins and Moffatt & Nichol in master plan creation.

GOALS. The goals of the Master Plan included:

- Explore innovative ideas, uses, and community priorities for the Port through thoughtful, focused engagement.
- Develop multiple concepts depicting upland and in-water uses informed by community input, consultant expertise, and case study research.
- Consider methods for incorporating Port properties and in-water facilities into the surrounding Downtown waterfront and broader Fort Pierce community context.
- Organize a general playbook outlining approaches for an informed evolution of Port marine terminal operations and site investments that consider the idea of “future-proofing” Port lands and facilities to be adaptable to ever-changing markets.

One objective the planning team was not assigned is the exploration of existing and new maritime markets. Furthermore, the planning team was not tasked with measuring potential economic value gained (or opportunities lost) from plan implementation. Both types of market and economic analysis are envisioned as likely candidates for follow-on study. The Master Plan presented herein is a starting point for continued discussion of what’s possible—and actionable.

PLANNING PROCESS. The planning process commenced in May of 2020 and included four key steps (refer to accompanying graphic).

- **STEP 1.** Understand the site and potential development opportunities through data collection, site assessment, and case study;
- **STEP 2.** Explore with the community and stakeholders a plan framework and follow-on initial site concepts;
- **STEP 3.** Determine with the community and stakeholders which concepts should be revised and detailed; and,
- **STEP 4.** Finalize the Master Plan and related implementation approaches.



Harbour Pointe Park

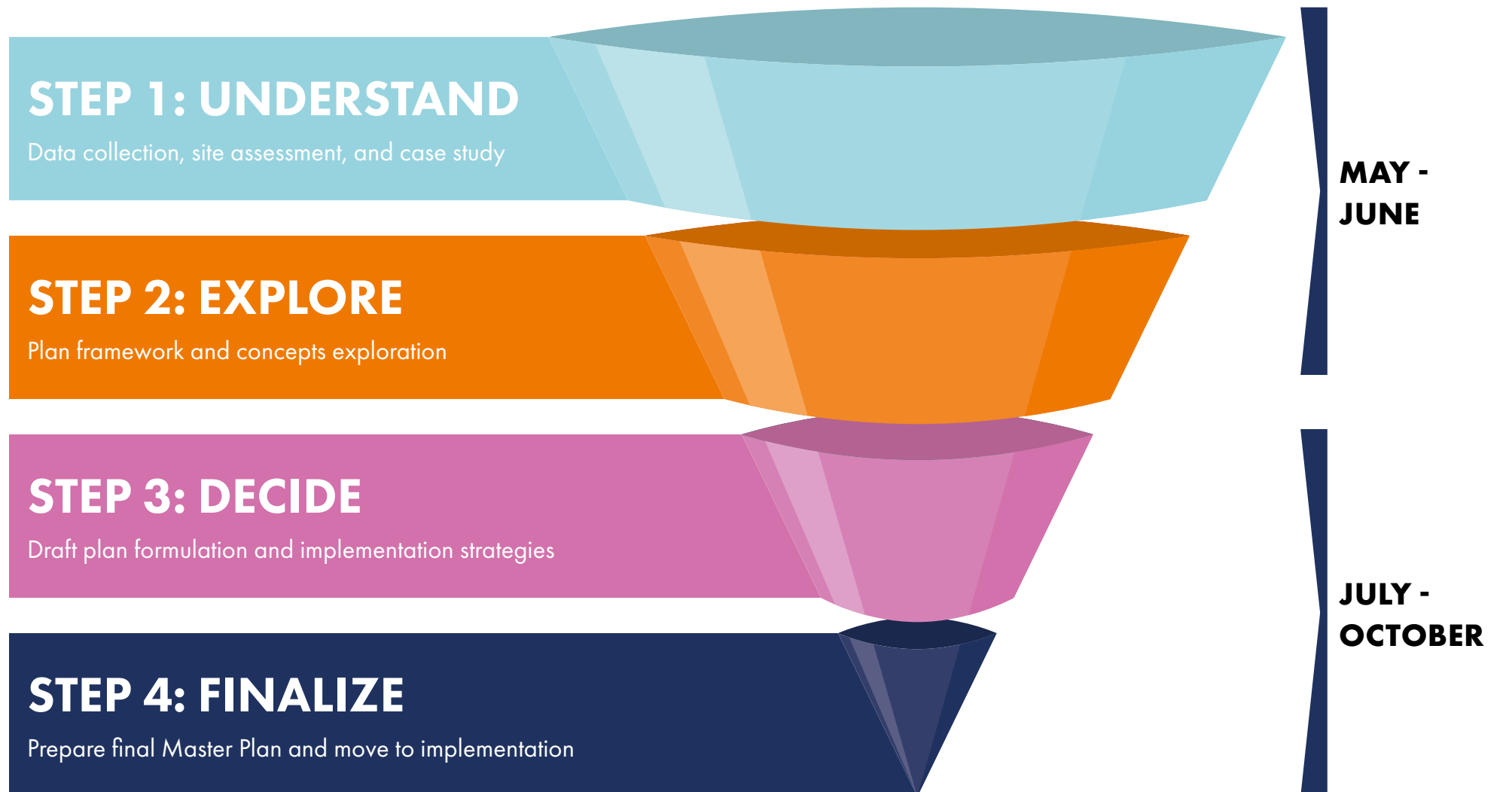


Fort Pierce Inlet

WORKING TOGETHER STEP-BY-STEP. Underpinning each step included an involved community outreach campaign. The campaign included:

- Work with a client assembled Master Plan Advisory Committee;
- Focused one-on-one outreach with landowners, surrounding businesses, community interest groups, and County and City elected officials, FDOT, the TPO, and Treasure Coast Regional Planning Council; and,
- Engagement with the public via two outreach periods and a comprehensive digital campaign.

Efforts and results associated with each grouping are offered in Section 2.



STUDY AREA

The Port of Fort Pierce Project Study Area consists of approximately 255 acres of land and water area (see accompanying graphic, red box). The Study Area is bounded by the Intracoastal Waterway (east), Fisherman’s Wharf (south), N 2nd Street and Old Dixie Highway (west), and North Causeway/AIA (north). The Project Study Area includes the new Derecktor Shipyard (ex-Indian River Terminal), a large vacant property in the center of the site owned by the Bell Family, County owned Harbour Pointe Park, and private marina facilities straddling the mouth of Taylor Creek.

THREE AREAS. The Port Operations Area includes parcels immediately surrounding the Project Study Area (Orange Line). Properties in this zone are considered in the planning effort and reviewed to ensure alignment with concepts contemplated for the Project Study Area.

The Port Planning Area comprises submerged and upland areas extending from the Fort Pierce Inlet to the Port (Blue Dashed Line). This zone includes the federally maintained channel and turning basin

utilized by Port activities. The entrance channel is 400 feet wide and 30’ deep and links to the 28’ deep interior channel and turning basin. This zone includes portions of Jim and Causeway Islands as well as the southern portion of Fort Pierce Inlet State Park. Similar to the Port Operations Area, properties and features in this zone are reviewed to ensure alignment with elements considered for the Project Study Area.



REGIONAL CONTEXT MAP

THE PORT OF FORT PIERCE
STUDY AREA

FINAL DRAFT



KEY FEATURES

Port Planning Area (+/- 1,545 AC)	
Port Operations Area (+/- 360 AC)	
Project Study Area (+/- 255 AC)	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
Fort Pierce City Marina	1
Riverwalk & Veteran's Memorial Park	2
Causeway Marina	3
Museum Pointe Park	4
US Coast Guard Station	5
Fisherman's Wharf	6
Derecktor Shipyard	7
Harbour Pointe Park	8
Taylor Creek	9
Safe Harbor Harbortown	10
Riverside Marina	11

REGIONAL INITIATIVES. Several initiatives are underway near the Port (see accompanying graphic). Projects include major transportation improvements such as North Causeway Reconstruction and implementation of the SUNTrail Greenway. Others involve public facing waterfront renewal efforts, such as the Fisherman’s Wharf redevelopment and Kings Landing development.

- Encouragement of a water taxi system linking Downtown waterfront activity zones to Fisherman’s Wharf and a renewed Harbour Pointe Park.
- Encouragement of Port mobility linkages and beautification efforts sensitive to ongoing enhancements at the Lincoln Park neighborhood and other surrounding parcels.

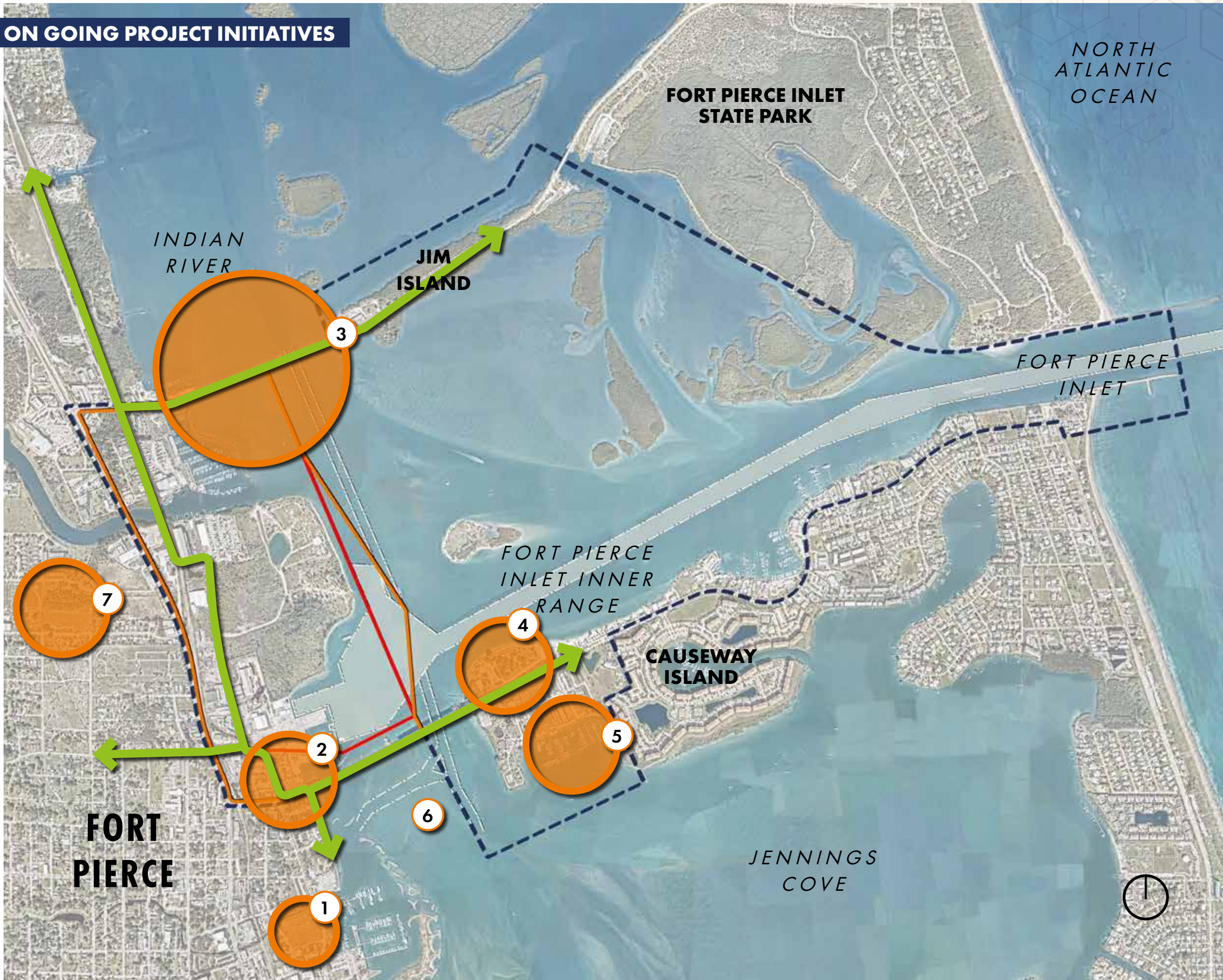
The Port Master Plan will incorporate and add value to as many of these initiatives as logical. Key considerations include:

- Integration of SUNTrail Greenway components linking to and through public facing Port areas.
- Operational upgrade and beautification of Fisherman’s Wharf Road between the Derecktor Shipyard and Fisherman’s Wharf redevelopment.
- Alignment of public facing uses and access points at Fisherman’s Wharf via long term relocation of activities at the Beyel Brothers site (end of Fisherman’s Wharf).
- Use of Port areas for potential staging and construction of North Causeway and other regional projects.

ON GOING PROJECT INITIATIVES

THE PORT OF FORT PIERCE
STUDY AREA

FINAL DRAFT



KEY FEATURES

- Port Planning Area (+/- 1,545 AC) ⋯⋯⋯
- Port Operations Area (+/- 360 AC) ▭
- Project Study Area (+/- 255 AC) ▭
- Fort Pierce Inlet Navigation Channel —
- Intracoastal Waterway - - -
- SUNTrail Greenway — (thick)
- Kings Landing 1
- Fisherman's Wharf Redevelopment Zone 2
- North Causeway Reconstruction 3
- Museum Pointe Park 4
- Causeway Marina 5
- Local Water Taxi Operation 6
- Lincoln Park Neighborhood Renewal 7

THE PORT OF FORT PIERCE

The landside portion of the Project Study Area comprises an estimated +/- 165 acres. Of this total, 79% is privately owned with the balance County and City land. Major private land owners include the Bell Family (Destin Beach and other affiliates), Beyel Brothers, Fort Pierce Yacht and Ship, Inlet Girls LLC (Inlet Fisheries), King Marine Group (Taylor Creek Marina), Jamco Inc (Cracker Boy Boat Works), SHM Harbortown, and others. The Florida East Coast Railway (FEC) owns rail spurs within the Project Study Area that were separated from the north-south mainline as part of N 2nd Street redevelopment.

Main public parcels included the 12-acre Indian River Terminal now the subject of long term lease to Derektor Shipyard as well as the 20-acre Harbour Pointe Park.

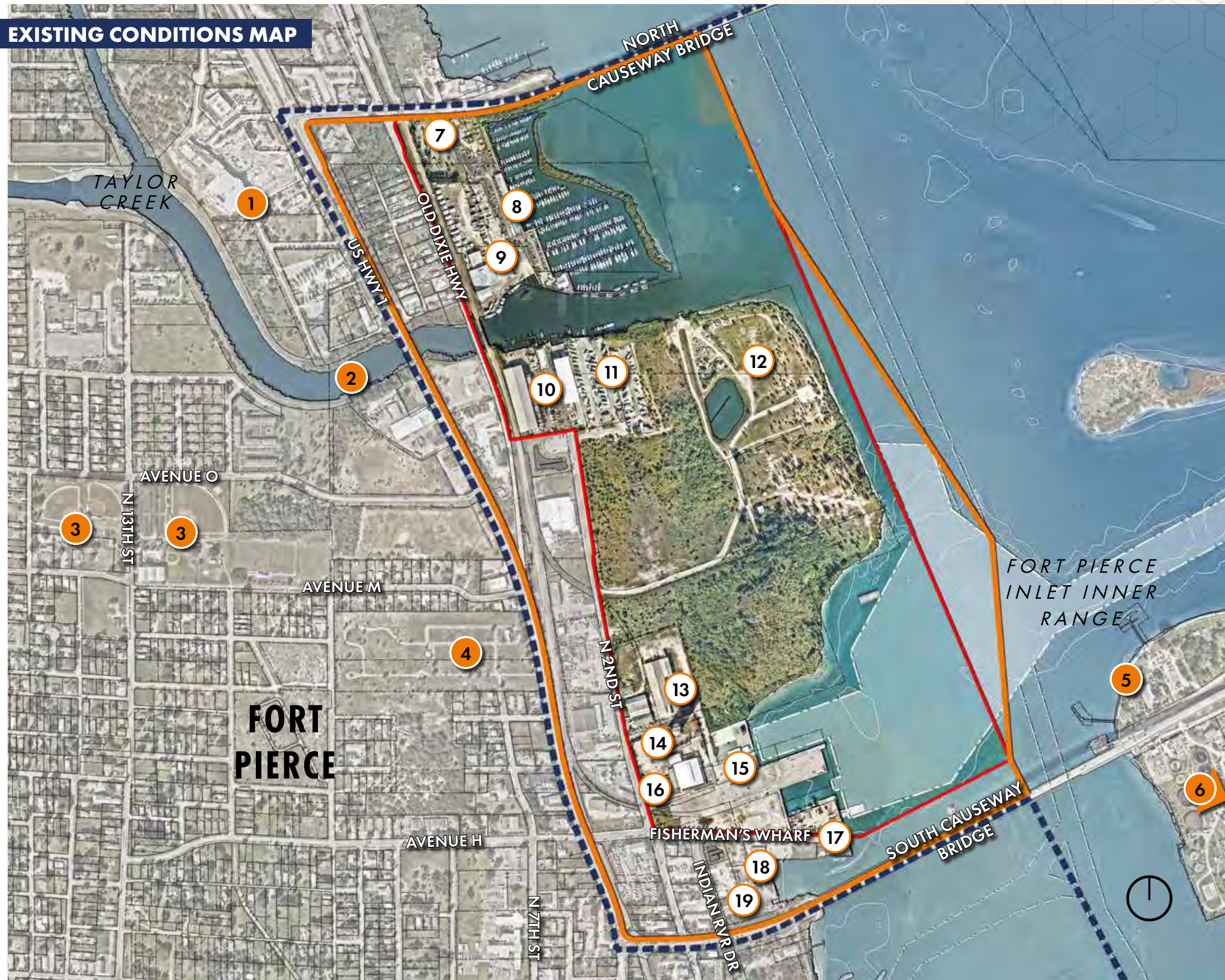
CURRENT ACTIVITIES. Current uses and activities within the Port Area include:

- **BEYEL BROTHERS.** One of several locations of Beyel Brothers, parcels at the end of Fisherman's Wharf supports loading and off-loading of barges and other work boats as well as other marine dependents activities. These activities are increasingly seen as suboptimal in this location due to conflict with the Derektor MRO and Fisherman's Wharf redevelopment.
- **DEREKTOR SHIPYARD (EX-INDIAN RIVER TERMINAL).** Anticipated to fully commence in 2021, Derektor Shipyard provides a full service maintenance, repair, refit and new construction facility designed specifically for 200ft, 900-ton + megayachts. Site features include, +/- 8-acre of storage and repair space, 1,000 feet protected dockage, maintenance building and office space.
- **FORT PIERCE YACHT AND SHIP TRACTS AND INLET GIRLS LLC (INLET FISHERIES).** Fort Pierce Yacht and Ship Tracts & Inlet Fisheries properties houses a series of varied warehouse, storage, office and administrative buildings, as well as indoor and outdoor parking and storage.

- **SILOS AND RELATED BUILDINGS (BELL FAMILY).** Currently vacant.
- **TAYLOR CREEK MARINA.** Taylor Creek Marina houses a dry stack storage marina (with 475 currently in use), as well as indoor and outdoor storage, full service, Rec 90 fuel, a small ships store and some dockage.
- **CRACKER BOY BOAT WORKS.** Cracker Boy Boat Works provides owner directed and executed boat maintenance and vessel repair yard, with 75-ton capacity travel lift, 15-ton mobile crane and fully stocked marine store.
- **SHM HARBORTOWN.** Safe Harbor Harbortown is a marina offering amenities such as transient slips, dry storage, a waterside restaurant, fuel dock and marine services (inc. Shearwater FL, etc.).

² The last navigation improvements at Fort Pierce were authorized by the U.S. Congress in the Water Resources Development Act of 1988 dated November 17, 1988 and construction was completed in August 1996.

EXISTING CONDITIONS MAP



KEY FEATURES

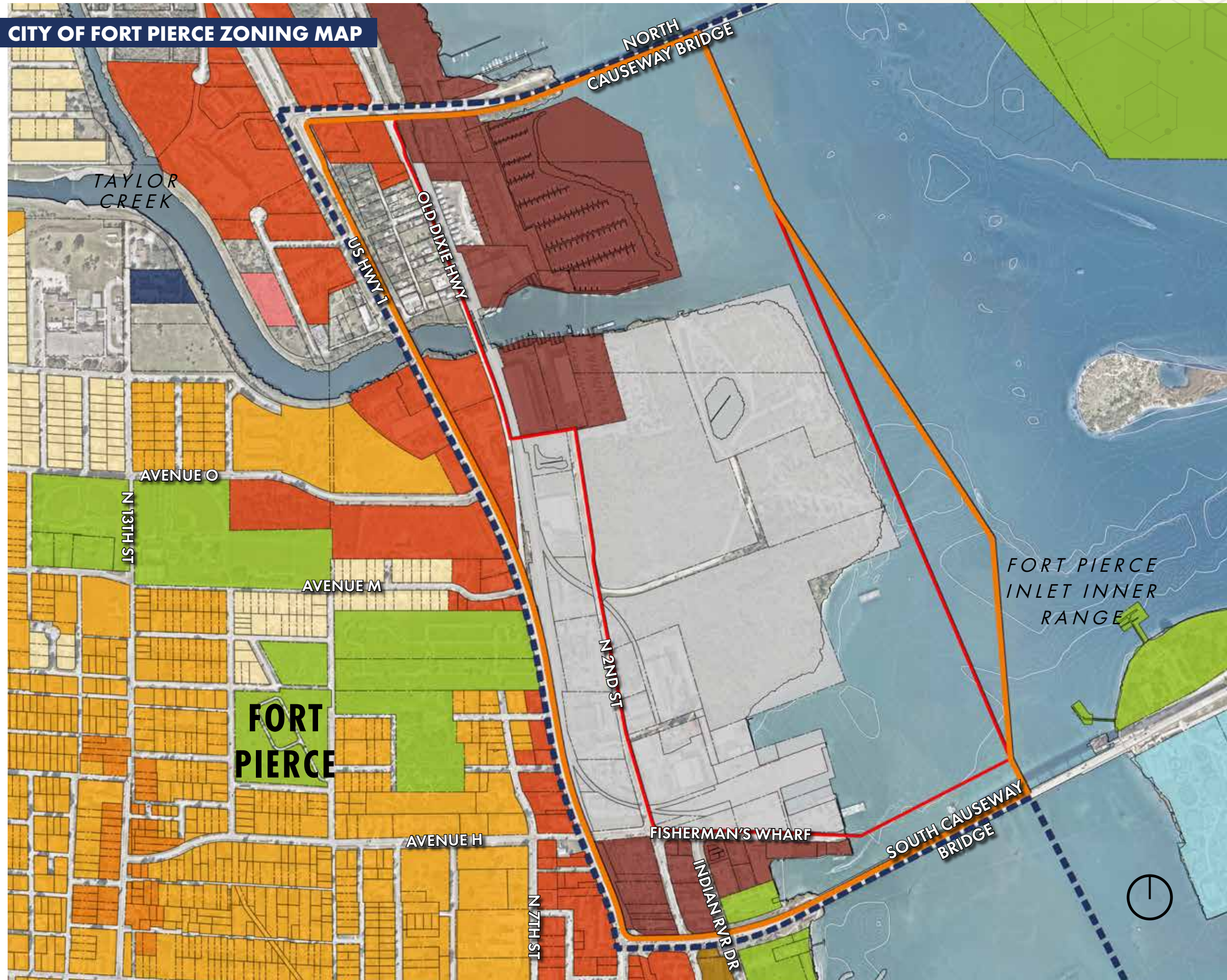
Port Planning Area (+/- 1,545 AC)	
Port Operations Area (+/- 360 AC)	
Project Study Area (+/- 255 AC)	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
Parcel Boundary	
Taylor Creek Commons	1
Taylor Creek	2
Lincoln Park Community Park	3
Riverview Memorial Park	4
Museum Pointe Park	5
Causeway Cove Marina	6
DNE World Fruit Sales	7
Whiticar Marine North	8
Safe Harbor Harbortown	9
Taylor Creek Marina	10
Cracker Boy Boat Works	11
Harbour Pointe Park	12
Egan Packing	13
Inlet Fisheries	14
Fort Pierce Yacht and Ship	15
Palmdale Oil Company	16
Fort Pierce Marine Terminal (Beyel Bros. Properties)	17
12A Buoy	18
Salty's Water Sports & Boat Rental	19

LAND USE AND ZONING. The Project Study Area falls within the current limits of the City of Fort Pierce, and thus, is subject to its current Future Land Use and Zoning classifications. The City's Adopted Future Land Use Plan lists the majority of the Project Study Area as Industrial (I), with Taylor Creek Marina, Cracker Boy Boat Works, and Harbortown as Marine Commercial (MC).

In terms of zoning, the Derecktor site along with Fort Pierce Yacht and Ship, Beyel Brothers, and other smaller tracts in the immediate vicinity are zoned Marine Industrial (I2). Marina facilities along Taylor Creek are zoned Marine Commercial (C6) and Marine Industrial (I2). The balance of the Project Study Area, inclusive of the Bell Family tracts and Harbour Pointe Park fall under the Planned Unit Redevelopment (PUR). The PUR zoning for this area was extended in 1999 by Ordinance No. J-504 following Port planning and charrette work at the time. A change of zoning will be required to advance major outcomes of this master planning effort that are not in alignment with the 1999 PUR Ordinance.

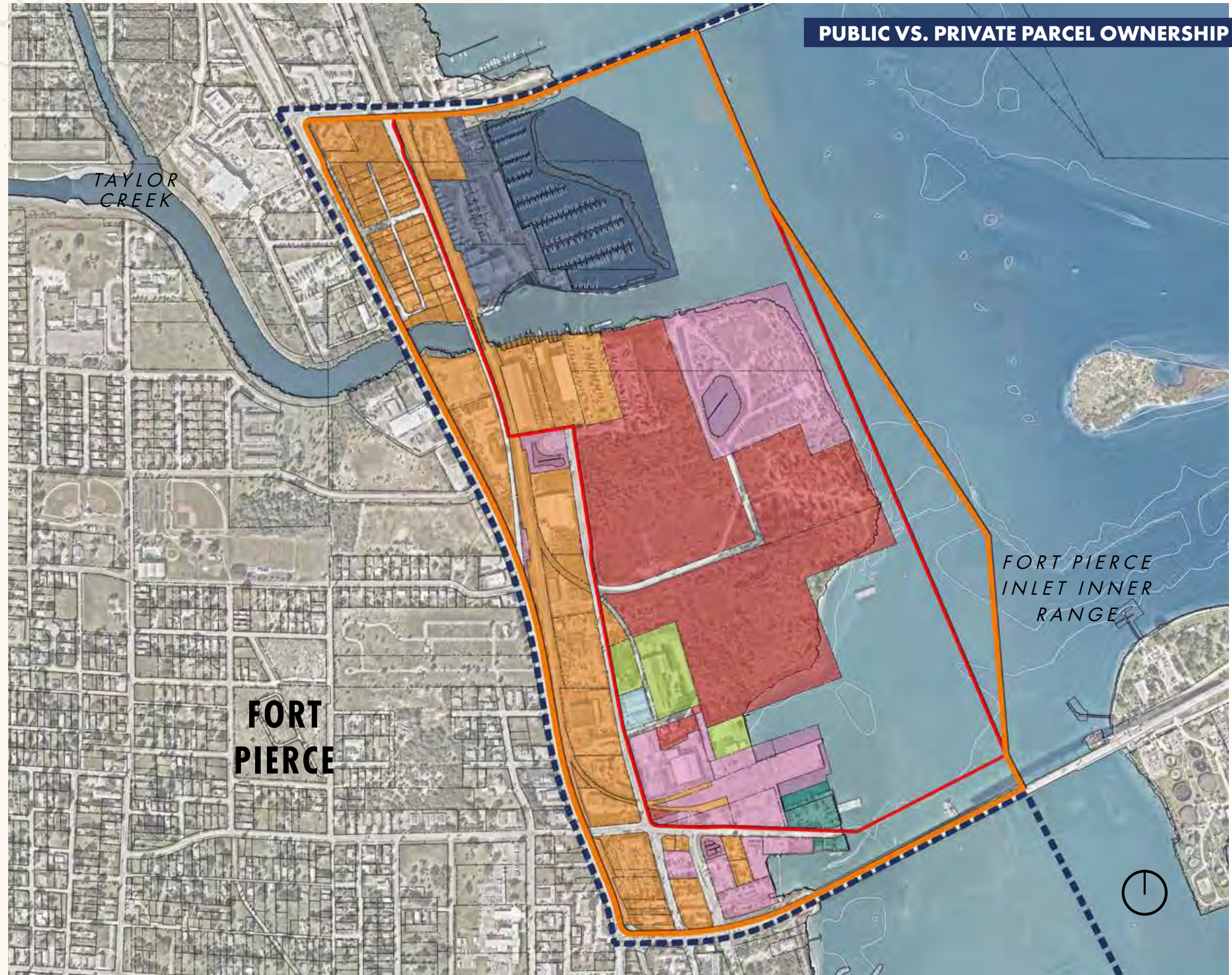
The Port is located within the Fort Pierce Community Redevelopment Area (FPRA). Vacant properties at the Port represent some of the largest available within the FPRA. The FPRA Plan was updated in 2020. In its Plan, the FPRA redoubles its efforts to target industry growth, employment, education, job training to the area. Expansion of economic activity is aligned with FPRA overarching industry targets.

CITY OF FORT PIERCE ZONING MAP







KEY FEATURES


- Port Planning Area (+/- 1,545 AC) ⋯⋯⋯
- Port Operations Area (+/- 360 AC) ▭
- Project Study Area (+/- 255 AC) ▭
- Parcel Boundary - - -
- RL, Low Density Residential ▭
- RM, Medium Density Residential ▭
- RH, High Density Residential ▭
- BC, Boundary Commercial ▭
- NC, Neighborhood Commercial ▭
- GC, General Commercial ▭
- MC, Marine Commercial ▭
- HIMU, Hutchinson Island Mixed Use ▭
- INST, Institutional ▭
- I, Industrial ▭
- COS, Conservation & Open Space ▭



KEY FEATURES

-  Port Planning Area (+/- 1,545 AC)
-  Port Operations Area (+/- 360 AC)
-  Project Study Area (+/- 255 AC)
-  Parcel Boundary

PUBLIC LAND

-  County and City of Fort Pierce

PRIVATE LAND

-  Beyel Brothers
-  Fort Pierce Yacht and Ship
-  Inlet Fisheries
-  Bell Family
-  SHM Harbortown
-  Others



SITE SITUATIONAL ANALYSIS

In review of the spatial arrangement of the Port moving forward, a number of observations were made by the community and planning team. Each considered the opportunities and challenges presented by the existing conditions and relationships between the Port and City.

The following graphics indicate the parcel boundaries and how they piece together on the site. Current uses and ownership within the Port Area include:

Publicly Owned

- A. Fisherman's Wharf
- B. Derecktor Shipyard
- C. Harbour Pointe Park

Privately Owned

- D. Taylor Creek Marina
- E. Safe Harbor Harbortown
- F. Underutilized & Vacant Land



A FISHERMAN'S WHARF

Located at the southern end of the Port, Fisherman's Wharf is planned as a vibrant boating, food & beverage, and recreational space linking the working port area and historic Fort Pierce Riverwalk.



B DERECKTOR SHIPYARD

An ongoing investment area that will host a state of the art repair and refit yard designed to welcome the industry's largest megayachts.



C HARBOUR POINTE PARK

A +/- 20 acre parcel of County owned parkland located at the southeastern end of Taylor Creek.



D TAYLOR CREEK MARINA

Taylor Creek Marina features high-dry (rack) boat storage. Cracker Boy Marina provides upland boat services and working areas.



E SAFE HARBOR HARBORTOWN

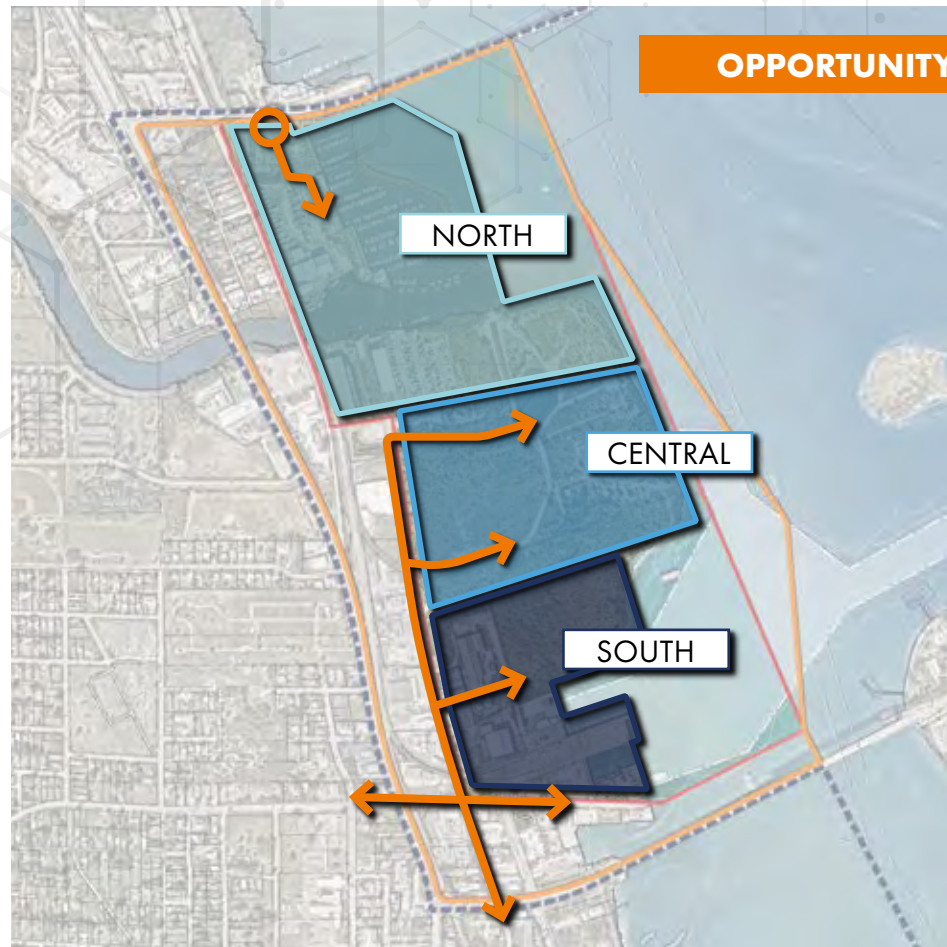
Extensive marina complex hosting in-water and upland boat storage along with servicing facilities.



F UNDERUTILIZED & VACANT LAND

The key to the Port's long-term success is finding the right use mix and approach to engage the center of the project study area.





OPPORTUNITY



OPPORTUNITY



OPPORTUNITY

ZONES OF OPPORTUNITY. The Port's orientation and existing use patterns establish three clear zones of opportunity within the Project Study Area. The southern zone is dominated by Derektor Shipyard and other marine shipping and related uses taking advantage of existing piers and wharfs. The central zone sets itself up for development by single or multiple commercial anchors benefiting from future marine infrastructure and/or proximity to uses north and south. The northern zone is dominated by marina interests (Safe Harbor, Taylor Creek, Cracker Boy) and parkland.

Each of these areas is reliant on access from N 2nd Street and a potential future series of improved corridors running into each zone.

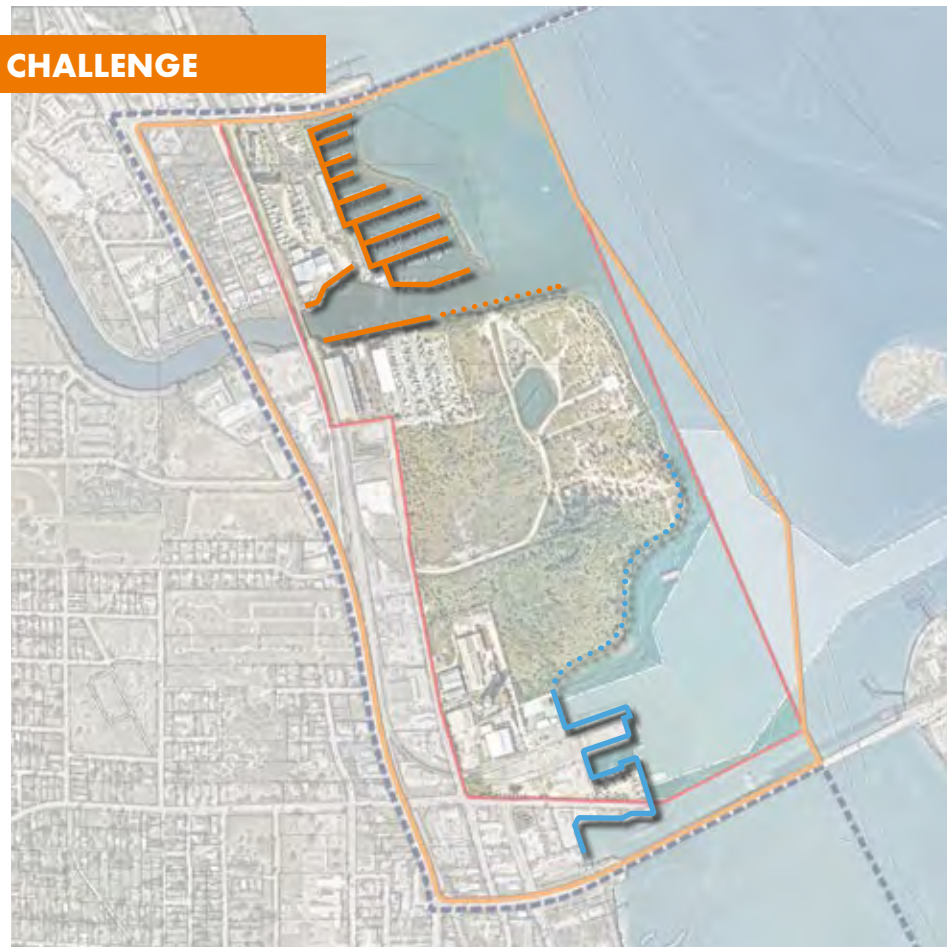
A COMPELLING FUTURE FOR THE CENTER. Over the next few years, Derektor Shipyard, Fisherman's Wharf, and other finer grain development in the southern portion of the Project Study Area will make important economic and social contributions to the Port and area overall.

The key to the Port's long term success is finding the right use mix and approach to engage the center of the area. This larger area—approximately 5 times the size of the current Derektor operation—could be a significant incubator of marine-related jobs, commerce, and other benefits.

PUBLIC SPACE. Fisherman's Wharf has great potential to be the northern anchor of the City of Fort Pierce's growing waterfront, linking the City Marina, cultural, and other Downtown uses. This zone also provides an important new waterfront access point for the Lincoln Park Community.

Harbour Pointe Park is more challenging. Surrounded by light industrial uses, and generally accessible only by car, this zone requires strengthened linkages and greater visibility to be a safe, inviting contributor to the overall network of public spaces. Activation and/or integration with surrounding uses needs to be explored if this area is to contribute to the site's overall success.

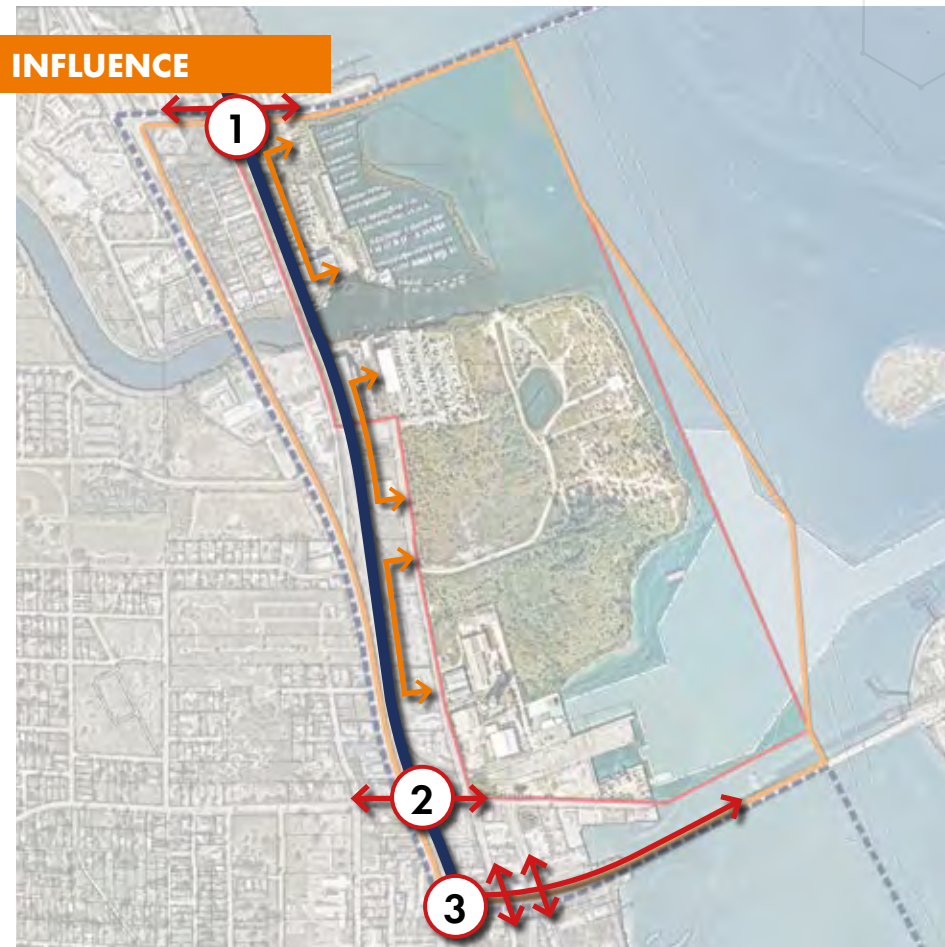
CHALLENGE



MINIMAL ACTIVE MARINE EDGES. Only limited stretches of the Project Study Area have active marine edges. In the south, primary edges totaling +/- 3,100 linear feet are already in use by Derektor, Beyel Brothers, the planned Fisherman’s Wharf, and the existing boat ramp. An additional +/- 2,300 feet may be possible alongside the existing channel and turning basin, but significant capital investment and permitting would be needed.

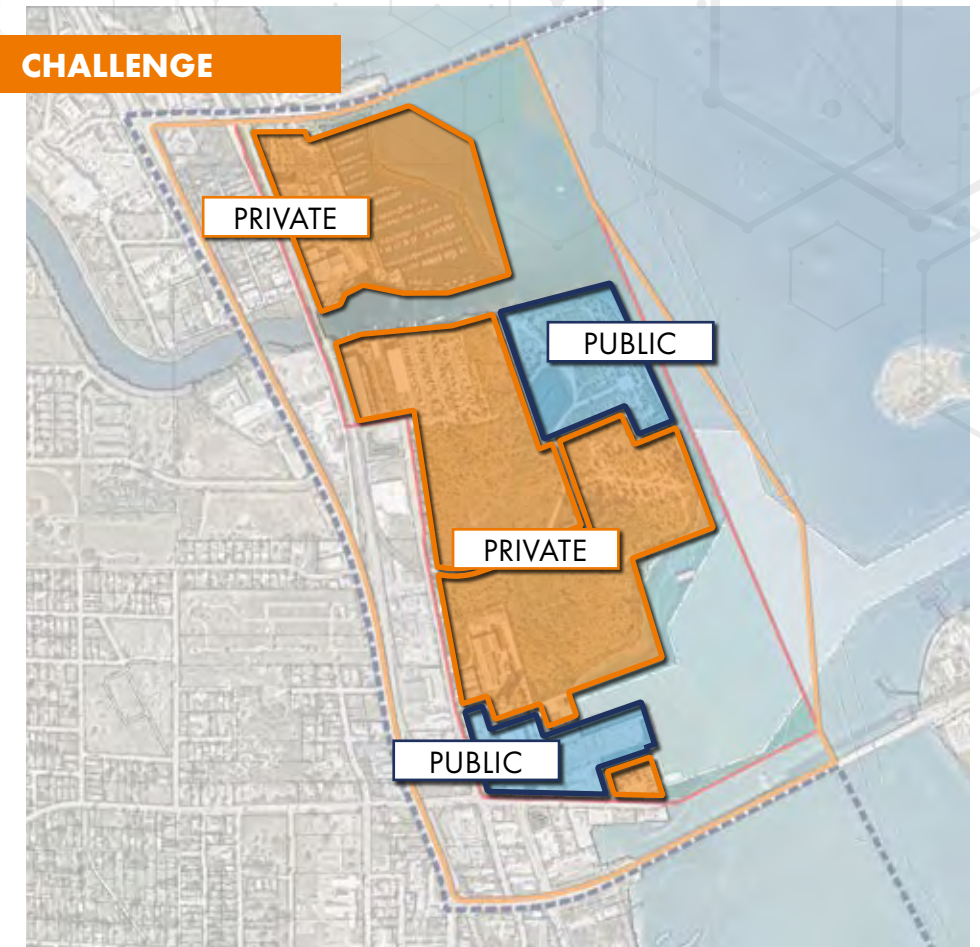
Marina facilities along Taylor Creek may also be considered available for expansion along the Harbour Pointe waterfront.

INFLUENCE



FEC RAILWAY IMPACT ON DEVELOPMENT. The Florida East Coast (FEC) right-of-way (ROW) limits the number of crossings to/from Port lands. It also focuses development to face internally to the Port vs. offering access and activity along US1 and Old Dixie Highway. Permeability is greatest in the southern portion of the Port Operations and Project Study Area, allowing for the greatest opportunity to create spaces for linkage and interaction with Fort Pierce proper, especially at Fisherman’s Wharf.

CHALLENGE



PUBLIC AND PRIVATE. With a majority of the Port Study Area land privately owned, the plan needs to showcase use opportunities for these parcels and find approaches that will help guide a positive development outcome. One way the Master Plan can help is through identification of site serving infrastructure that would increase the development readiness of privately held parcels.

FINAL DRAFT



2

FINAL DRAFT

OUTREACH & ENGAGEMENT

THE COMMUNITY ENGAGEMENT CAMPAIGN

Planmaking is about building public trust and working collaboratively to translate community desire into compelling, actionable proposals. Community collaboration typically involves combinations of in person, one-on-one and one-on-group work sessions supported by online engagement tools.

THE ENGAGEMENT PROCESS. The COVID-19 Pandemic and related community health and safety concerns required the Planning Team to migrate from this traditional outreach framework to one where a majority of community engagement activities occurred online using our dedicated project website (www.planportfp.com), virtual meetings, electronic surveys, video conferencing, and other methods.

While at times challenging, this near virtual-only engagement approach proved fruitful; meetings and online input yielded favorable results, both in terms of participation levels and clear community direction.

In the pages that follow, we highlight the primary components of our community outreach campaign and results derived from its implementation. All detailed survey results, recordings of virtual meetings, and other materials produced in the planning effort continue to reside on the project website and remain available for public review.

The community engagement campaign included activities in three main categories:

- Weekly meetings with the County assembled Master Plan Advisory Committee;
- County and City elected officials;
- Focused one-on-one outreach with landowners, surrounding businesses, community interest groups, and;
- Engagement of the general public via two outreach periods and an always available project website.

Each of these elements is described in the following pages.



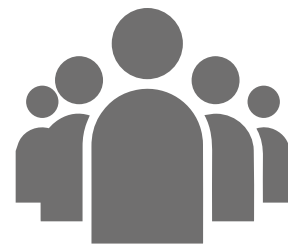
Farmers Market Information Table (Engagement Session 2)



Poster Gallery (Engagement Session 2)

BY THE NUMBERS

1. COMPLETED 6 VIRTUAL MEETINGS. PRESENTATIONS OVER 6 DAYS.
2. TWO FORMAL SURVEYS OVER 5 WEEKS WITH 624 SURVEY PARTICIPANTS.
3. OVER 50 MEETINGS WITH PROJECT STAKEHOLDERS
4. CONTINUAL ONLINE PROJECT PRESENCE THROUGH WWW.PLANPORTFP.COM



394
MEETING
ATTENDEES



6,438
WEBSITE
VIEWS



624
SURVEY
PARTICIPANTS



95,360
SOCIAL
IMPRESSIONS



7,514
RESPONSES



667
COMMENTS



349
SUBSCRIBERS



6
WORK
SESSIONS

2.1.1 MASTER PLAN ADVISORY COMMITTEE

Established at project onset, the Port of Fort Pierce Master Plan Advisory Committee (MPAC) was comprised of individuals from St. Lucie County's Planning, Airport/Seaport, and Communications Departments. The MPAC also included representatives from the City of Fort Pierce Planning Department and the Transportation Planning Organization, with limited participation from Fort Pierce Utilities Authority (FPUA) & the Economic Development Council. The MPAC met on a weekly basis and was a highly effective sounding board in the exploration of project issues and guidance of the Planning Team to needed data and stakeholders. The group was also instrumental in advancing public awareness campaigns and supporting at physical locations including the Fort Pierce Airport, County Administration Complex, and Downtown Farmer's Market.

2.1.2 STAKEHOLDER MEETINGS

While everyone in the community can be thought of as a project stakeholder, we use this term to specifically callout those individuals, agencies, property owners, and businesses that are critical conduits for project information and/or have a unique stake in the outcome of the planning effort. The Planning Team held more than 50 meetings with project stakeholders, with most of these occurring via conference call or online collaborative platform (e.g., Microsoft Teams). Stakeholders contacted throughout the planning process included:

- Port Advisory Committee (formerly Harbour Advisory Committee). Meetings were held on July 15 and October 14;
- County and City Elected Officials;
- Florida Representative Delores Hogan Johnson;
- St. Lucie County Staff (various departments);
- City of Fort Pierce Planning Department;
- The Fort Pierce Community Redevelopment Agency (FPRA);
- The St. Lucie County Fire District;
- The Treasure Coast Regional Planning Council;
- Property owners and interests found within and around the Project Study Area;

- Marina operators and other maritime dependent businesses;
- The St. Lucie County Chamber of Commerce;
- St. Lucie County Economic Development Council;
- Florida Department of Transportation;
- The Fort Pierce Waterfront Council;
- South Beach Association;
- Fort Pierce Utilities Authority;
- The Treasure Coast Builders Association; and,
- Others.

Information and perspective provided in each meeting was invaluable to the planning process, and data and concepts provided by stakeholders is integrated throughout the plan.

2.1.3 GENERAL PUBLIC

A project website—www.planportFP.com—was launched in early July to serve as an information portal, host surveys and virtual public meetings that accompanied the two outreach sessions, and function as a storing house for all community feedback. Content was tailored to reflect project materials from each community work session, and importantly, ask a series of questions about community priorities and preference. The community was also asked to weigh in on three preliminary master plan concepts (from offered options). The website offered open ended questions to gather community ideas and points-of-view. Digital copies of all community presentations, poster-sized graphics, and survey results were also made available via the project website, as well as the recorded virtual public meetings. Overall, the website was well received by all involved, garnering over 6,152 views and 343 subscribers. Over 622 individuals answered one or more survey questions, generating 7,288 survey responses.

PROJECT WEBSITE. Throughout the project’s duration, the planning team hosted a project website to make available project information, surveys, virtual meetings, and allow visitors to subscribe to a project information email service. The website was refreshed with new information prior to each public engagement period. At

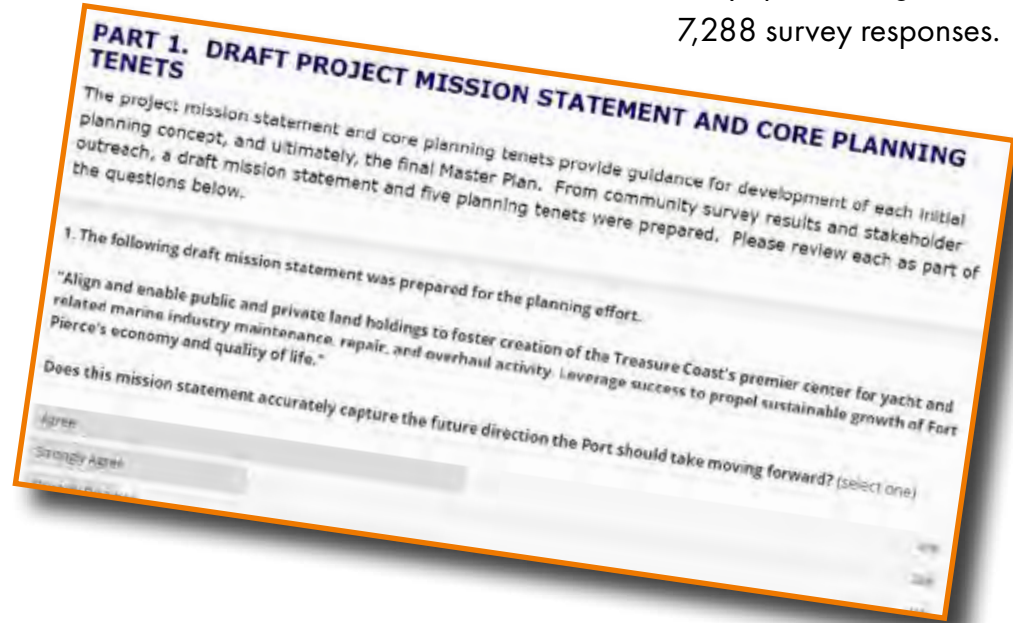
the completion of the planning process, the website will be updated with the Final Port of Fort Pierce Master Plan. Hosted by PublicInput.com, the project website is compatible across mobile devices (phones, tablets, kiosks, laptops, etc) and ADA 508 (U.S.) and WCAG 2.1 AA compliant. More than 6,400 website visits and 343 email subscribers have been logged since launch.

VIRTUAL MEETINGS. As noted previously, due to the COVID-19 Pandemic, public engagement meetings were conducted virtually using the project website and Facebook Live. During the first engagement period, three virtual public meetings were held between July 1 and July 2. The first series of virtual meetings addressed the question, “How should the Port of Fort Pierce evolve to embrace community economic and social opportunities?” Issues and opportunities identified by the Planning Team were shared with the public meeting participants. The virtual meeting format enabled participants to call, text, and message their questions and comments for the team to address. Approximately 250 citizens participated virtually in first set of virtual meetings.

The second set of three virtual public meetings occurred between July 29 and 30, 2020. This second session presented a draft mission statement and three initial planning concepts for the Port, based on the Community Priorities Survey results and feedback from Public Engagement Session One, to elicit community feedback on a preferred direction forward. Planning concepts were developed using the draft core tenets and framework established for the project area. The concepts also considered the Team’s general sense of financial feasibility, ease of implementation, permissibility by regulatory agencies, and community acceptance of project elements. Approximately 144 citizens participated virtually during the second set of meetings.

All meetings were archived on the project website for viewing at any time.

COMMUNITY SURVEYS. A community survey was developed and disseminated during each public engagement session. Surveys were available digitally on the project website and at poster gallery displays. Survey questions were tailored to reflect the major themes of each virtual engagement session (see above) and ask a series of questions about community priorities and preferences and weigh in on three preliminary master plan concepts (from offered options). The survey offered both close- and open-ended questions to gather community ideas and points-of-view. Over 622 individuals answered one or more survey questions, generating 7,288 survey responses.



POSTER GALLERIES. Key materials generated as part of the public engagement effort and posted on the project website were also summarized into posters and placed at two fixed locations in the County: The Fort Pierce Airport and County Commission building. Posters and project information were also made available during the Saturday Downtown Farmer's Market between July 24 to August 16. Physical surveys were on hand at each location for completion by the public. Surveys completed in this fashion were input into the overall survey database with responses aggregated with online responses. Additionally, over 750 post cards were distributed via St. Lucie County Library locations, seeking to garner further project participation and community feedback.



SURVEY 1. Q1. YOUR VIEWS ON COMMUNITY DEVELOPMENT AND PREFERENCES

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Unsure
Community investment and revitalization is a priority.	10%	4%	5%	23%	56%	2%
Fort Pierce and its waterfront are good the way they are.	26%	38%	21%	10%	4%	1%
Downtown development will bring lasting social benefit.	4%	5%	10%	25%	52%	4%
Investment in our economy can happen without negative consequences to the natural environment.	5%	10%	11%	36%	36%	2%
Development generates needed capital to fund preservation initiatives.	4%	8%	19%	41%	25%	3%
A strong economy is the best way to strengthen our community	1%	3%	8%	35%	52%	1%
We should steer public investment into community upgrades, parks, and preservation initiatives.	3%	9%	13%	38%	36%	1%
Attracting investment to our community and economy will lead to a better quality of life.	2%	4%	8%	38%	47%	1%
We need more public and private sector investment in commerce enabling jobs and infrastructure.	4%	2%	4%	37%	52%	1%
Community revitalization and investment is the best path to bring forward economic gains.	3%	2%	10%	42%	41%	2%
We can balance economic and preservation needs.	4%	3%	12%	43%	37%	1%
Preservation initiatives should take priority over new development.	7%	18%	22%	28%	22%	3%

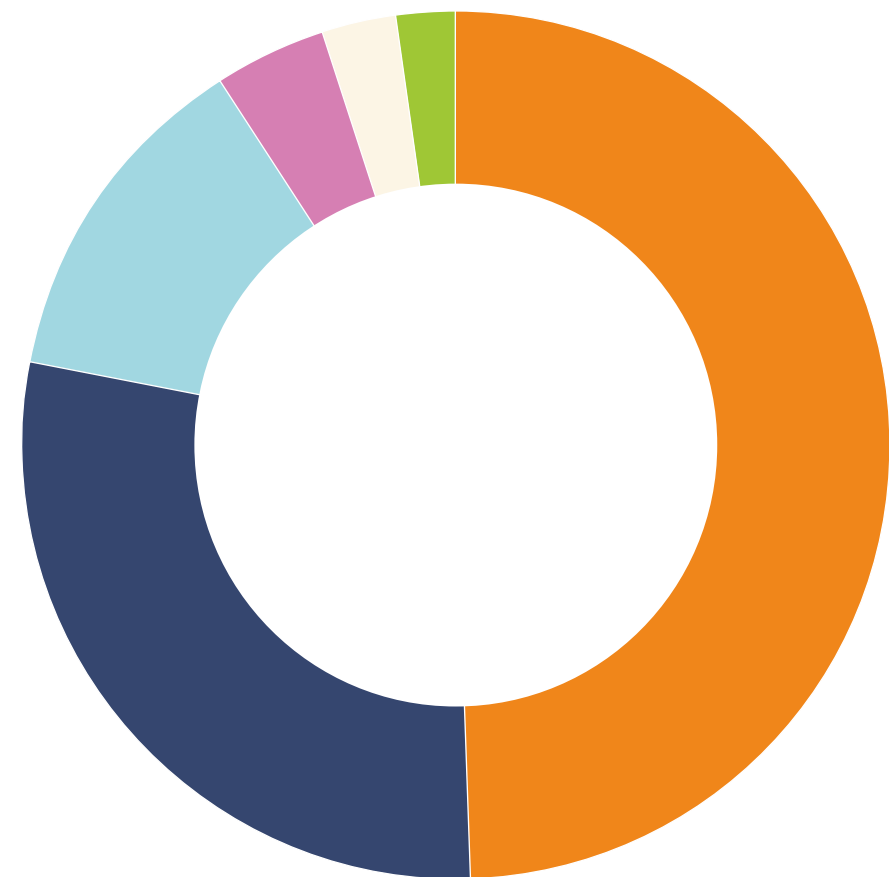
THEMES FROM PUBLIC ENGAGEMENT SESSION 1

Public Engagement Session 1 focused on several areas, including assessment of the suitability of various land uses at the Port and measurement of the community's outlook on its future. Gauging preference in both areas was considered essential for formulating planning concepts for the Project Study Area.

A total of 397 individuals participated in survey one, generating 5,165 question responses and over 300 unique comments. From these results and other captured community and stakeholder input, several broad themes emerged.

- The Port is a unique asset for the region. While underdeveloped, survey respondents overwhelmingly validated the idea that the Port can become an improved strategic economic community asset (Question 4). Furthermore, activation of the Port can lead to betterment of Downtown Fort Pierce, the waterfront, and surrounding neighborhoods and communities (Question 5). There was little measurable community sentiment that the Port's best days are behind it.
- The community embraced the notion that the Port could welcome a diverse number of land use types (Question 2). Several groupings of land uses garnered favorable attention by survey respondents, including: Marine technology, manufacturing, maintenance, repair, and related uses; megayacht, marina, and boating facilities comprising land and or in water areas; education, research, and training/apprenticeship facilities; food and beverage, dining, and entertainment; active and passive recreational facilities linked to the waterfront. These categories were supported consistently by respondents living within and outside the City of Fort Pierce (cross tabulated with Question 9).
- Not all land uses were beloved equally. About a third of survey respondents strongly disagreed that four land use groupings should be considered in the Port Master Plan. These included: Light industrial uses, such as warehousing, fabrication, assembly and similar activities; marine shipping, freight facilities, and related infrastructure; logistics and distribution, such as trucking and rail facilities linked to or separate from any port marine shipping features; and, residential uses. Some of the strong sentiment results from community concern that many of these maritime dependent uses would trigger negative environmental in quality of life impacts. By example, the community group the Waterfront Council has long voiced concerns that extensive development of cargo shipping and related industries at the Port would result in damage to the ecology of the Indian River Lagoon, Fort Pierce Inlet and its namesake State Park. Examining open ended survey comments also suggested some community sentiment that light industrial uses might best be situated outside of the urban core where traffic impacts would be lessened and land cheaper.
- While not specifically captured as part of survey questions, there was strong recorded community interest in a continuation of the artificial reef program at the Port. The County and City also expressed this interest. The County's Erosion District also expressed a need to maintain deep water access on or near Taylor Creek for Erosion District operations.
- Active and passive recreational facilities linked to the waterfront remained one of the most popular used types. Survey respondents suggested these facilities could be provided/upgraded, including recreational boating and similar uses at Harbour Pointe Park.

SURVEY 1. Q6. WHICH STATEMENT BEST DESCRIBES YOUR EXPERIENCE WITH THE PORT?



KEY FEATURES

- 50% I use business, restaurants, marinas, and other spaces at or near the Port
- 29% I live near the Port
- 13% I work at or have a business reliant on the Port
- 4% I do not experience the Port in any aspects of my day-to-day activities
- 3% I sometimes see the Port from the bridge or bayfronts
- 2% I sometimes read about the Port's activities in the media

SURVEY 1. Q4. CAN THE PORT BECOME AN IMPROVED STRATEGIC ECONOMIC COMMUNITY ASSET SUPPORTING COMMERCE AND JOBS?



SURVEY 1. Q5. CAN THE PORT FUNCTION IN AN IMPROVED ROLE, HELPING BETTER DOWNTOWN, THE WATERFRONT, AND SURROUNDING COMMUNITIES?



SURVEY 1. Q2. WHAT TYPES OF BUSINESSES AND USES SHOULD THE PORT SEEK TO ATTRACT? RESPONSES OVERALL

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Unsure
Marine technology, manufacturing, maintenance, repair, and related uses.	5%	4%	12%	47%	33%	0%
Light industrial uses, such as warehousing, fabrication, assembly and similar activities.	8%	20%	18%	43%	11%	0%
Marine shipping, freight facilities, and related infrastructure.	9%	22%	12%	39%	19%	0%
Mega yacht, marina, and boating facilities comprising upland and/or in-water areas.	6%	8%	8%	40%	39%	0%
Education, research, and training/apprenticeship facilities.	3%	5%	11%	44%	37%	0%
Logistics and distribution, such as trucking and rail facilities linked to or separate from any Port marine shipping features.	11%	25%	21%	30%	13%	0%
Aquaculture, hydroponic gardens, and similar agribusiness uses.	7%	11%	22%	39%	20%	1%
Sustainable energy, green power, and similar renewable uses.	6%	11%	22%	35%	25%	1%
Food and beverage, dining, and entertainment.	5%	7%	12%	38%	39%	0%
Commercial office and retail uses (of a scale and density contextually suitable).	7%	16%	31%	35%	11%	0%
Residential uses (of a scale and density contextually suitable).	15%	17%	23%	33%	10%	2%
Active and passive recreational facilities linked to the waterfront.	3%	4%	9%	42%	39%	3%

RESPONSES BY ZIP CODE

CITY OF PORT FIERCE ZIP CODES

Cross Tabulated with Q#12

ALL OTHER ZIP CODES

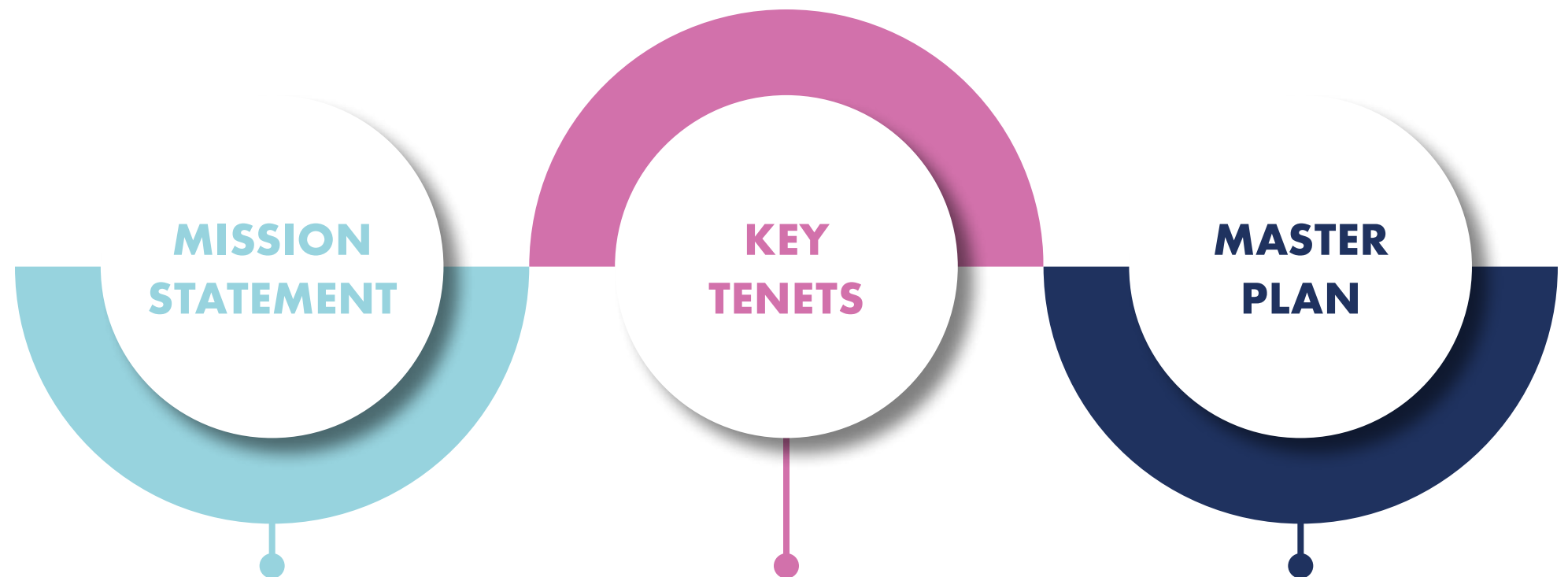
Cross Tabulated with Q#12

	Strongly Disagree + Disagree	Neutral	Strongly Agree + Agree	Strongly Disagree + Disagree	Neutral	Strongly Agree + Agree
Marine technology, manufacturing, maintenance, repair, and related uses.	8%	16%	76%	10%	2%	88%
Light industrial uses, such as warehousing, fabrication, assembly and similar activities.	37%	20%	44%	21%	11%	68%
Marine shipping, freight facilities, and related infrastructure.	35%	13%	52%	27%	11%	63%
Mega yacht, marina, and boating facilities comprising upland and/or in-water areas.	9%	6%	85%	20%	4%	76%
Education, research, and training/apprenticeship facilities.	4%	11%	86%	17%	13%	70%
Logistics and distribution, such as trucking and rail facilities linked to or separate from any Port marine shipping features.	45%	23%	32%	29%	18%	53%
Aquaculture, hydroponic gardens, and similar agribusiness uses.	14%	22%	64%	28%	19%	53%
Sustainable energy, green power, and similar renewable uses.	19%	23%	58%	17%	19%	65%
Food and beverage, dining, and entertainment.	12%	7%	81%	10%	22%	69%
Commercial office and retail uses (of a scale and density contextually suitable).	22%	24%	54%	26%	36%	38%
Residential uses (of a scale and density contextually suitable).	34%	24%	42%	31%	29%	41%
Active and passive recreational facilities linked to the waterfront.	4%	6%	90%	13%	10%	77%

ESTABLISHING THE MISSION & FRAMEWORK FOR VISION PLAN APPROACHES

With community validation that the Port can evolve to be an improved economic and social asset and a shortened list of suitable land uses achieved, a Master Plan Mission Statement accompanied by five organizing elements was prepared. Why are these valuable? Both the mission statement and supportive tenets guide plan formulation; they are the foundational elements of the Master Plan, enshrining key areas of investment as well as community sentiment.³

MISSION STATEMENT. The mission statement and organizing elements were presented to the public as part of Public Engagement Session Two’s survey effort and virtual meetings. When asked if the Master Plan Mission Statement “accurately captures the future direction the Port should take moving forward,” 71% of survey respondents agreed with this statement.



The mission statement is where you want to go and what you do to get there. It is intended to be aspirational.

These are the guiding rules that drive the development of site concepts, and ultimately, the statements that hold the Vision Plan together. They directly align with the Mission Statement.

The Master Plan and Reinvestment Strategy is the ultimate outcome of the project effort. It summarizes all work prepared, and importantly, assembles these items into a playbook outlining approaches for site uses, reinvestment and long range possibilities for the Port.

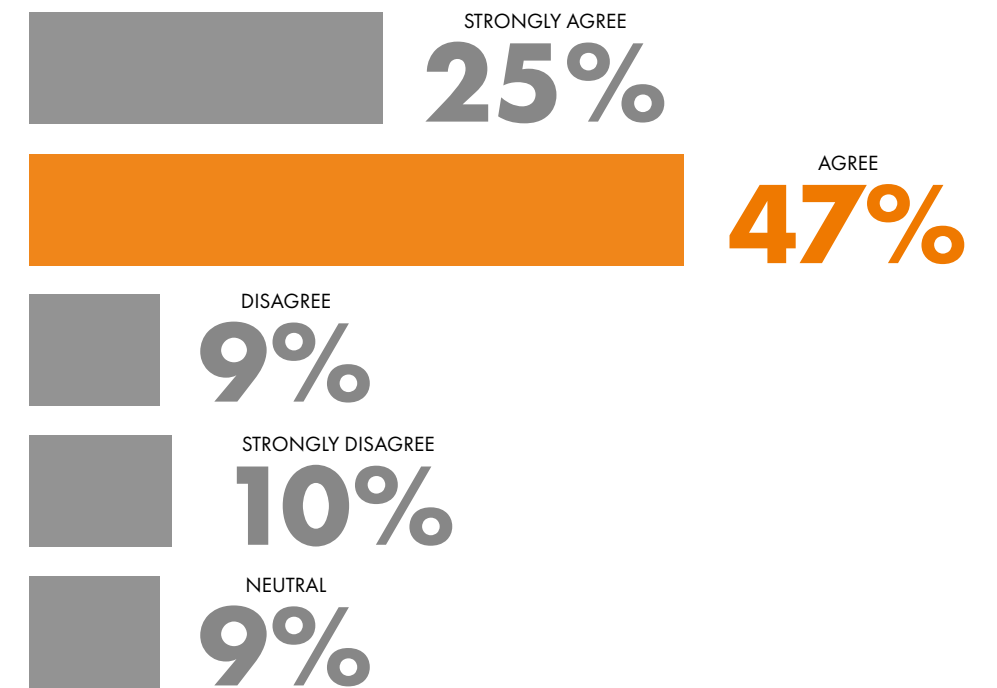
³ This Master Plan Mission Statement is different than the Port’s mission statement, which is to “Broaden and strengthen the economic base of the regional community by providing adequate infrastructure and development processes for mixed-use port development.” The Master Plan Mission Statement speaks specifically to what ideas underpin the structure & vision of the Plan.

The Master Plan Mission Statement places the primary focus of the Plan as aligning public and private interests to “foster the creation of the Treasure Coast’s premier center for yacht and related marine industry maintenance, repair, and overhaul activity.” It considers that the seeds of this endeavor have been planted with the ongoing investment by Derecktor Shipyards—that they are part of this initiative. From our community and stakeholder conversations, there is extensive room to grow in this marine industry category and that the natural features Fort Pierce’s deep water harbor, available land, and labor force are aligned to meet this end. The Mission Statement keeps open the door for related marine industries to play a part in this effort—from small import/export businesses to light-industrial uses often found proximate to this type of specialized marine cluster.

MISSION STATEMENT

ALIGN AND ENABLE PUBLIC AND PRIVATE LAND HOLDINGS TO FOSTER CREATION OF THE TREASURE COAST’S PREMIER CENTER FOR YACHT AND RELATED MARINE INDUSTRY MAINTENANCE, REPAIR, AND OVERHAUL ACTIVITY. LEVERAGE SUCCESS TO PROPEL SUSTAINABLE GROWTH OF FORT PIERCE’S ECONOMY AND QUALITY OF LIFE.

SURVEY 2. Q1. DOES THIS MISSION STATEMENT ACCURATELY CAPTURE THE FUTURE DIRECTION THE PORT SHOULD TAKE MOVING FORWARD?



PLAN TENENTS. Five guiding tenents provide greater insight as to what the Port should consider under its Mission Statement over the long term. Preliminary and refined planning concepts presented in this plan all follow the framework established by these tenents.

01

AN ENGINE FOR OUR BLUE ECONOMY

Foster investment in the Port of Fort Pierce as Treasure Coast's center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.

02

GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES

Expand coastal edges for working and recreational waterfront activities.

03

PROVIDE A FLEXIBLE TEMPLATE FOR PORT LAND DEVELOPMENT

Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.

04

INVEST AND GROW ENVIRONMENTAL EDUCATION AND RESTORATION

Become a center of excellence for reef and coastal research, restoration, and resilience.

05

THE PORT AS A GOOD NEIGHBOR

Ensure Port edges stabilize and bolster the viability of varied community development endeavors.

INITIAL PORT PLANNING CONCEPTS

The Planning Team prepared a series of initial site options building off the ideas generated from the first public engagement session and survey effort as well as site situational analysis, case study, and other project research effort. Each of these options were presented to the community as part of Public Engagement Session Two.

Each initial Port planning concept offered a series of intervention approaches for the study area, from creation of an extensive mega yacht MRO facility in the center of the Port (Concept 1) to more nuanced yachting and flexible berths and tenant yards (Concept 3). Each initial concept shared similar features, such as the renewal of Harbour Pointe Park as an active park and public marina facility.

Initial concepts and their respective programs are not mutually exclusive to one another. The expectation by the Planning Team—confirmed as part of Community Work Session Two—was a desire to mix and match concept elements to ultimately build a preferred concept and approach for Master Plan development.



KEY FEATURES

Project Study Area (+/- 255 AC)		
Fort Pierce Inlet Navigation Channel		
Intracoastal Waterway		
Mixed-Use Commercial		
Marine Industrial Park / Light Industrial Uses		
Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses		
Environmental / Cultural Resource Uses Park, Greenway, and Storm Water Recharge		
Existing Buildings and Development		
Safe Harbor Harbortown	1	
Taylor Creek Marina	2	
Cracker Boy Boat Works	3	
Improved Harbour Pointe Community Park	4	
Reef Restoration and Environmental Education Center	5	
High and Dry Boat Storage	6	
Commercial and Public Fishing Docks	7	
Restaurant, Sundries and Commercial Marina Village	8	
Urban Greenway (inc. Low Impact Development, Storm Water Recharge)	9	
Marine Industrial Park with Commercial Storefronts	10	
Fort Pierce Yacht Repair and Refit, Shipyard, and Boat Works	11	
Mast Works Facility	12	
Ship Lift and Boat Works Yard	13	
Marine Industries Training Center and Crew Facilities	14	
Derecktor Shipyard	15	
Beyel Brothers Inc - Fort Pierce Marine Terminal	16	
Fisherman's Wharf	17	



2.4.1 CONCEPT ONE

Concept One contemplates Port transformation into one of the largest centers for motor and sailing yacht Maintenance, Repair, and Overhaul (MRO) and marine industrial services along the Eastern Seaboard. Ship lift facilities with related open air and high bay (covered) service areas are centrally positioned with specialized buildings for sailing yacht mast maintenance and other functions arrayed around the perimeter. New in-water berths supporting wet slip MRO activities and vessel berthing are provided.

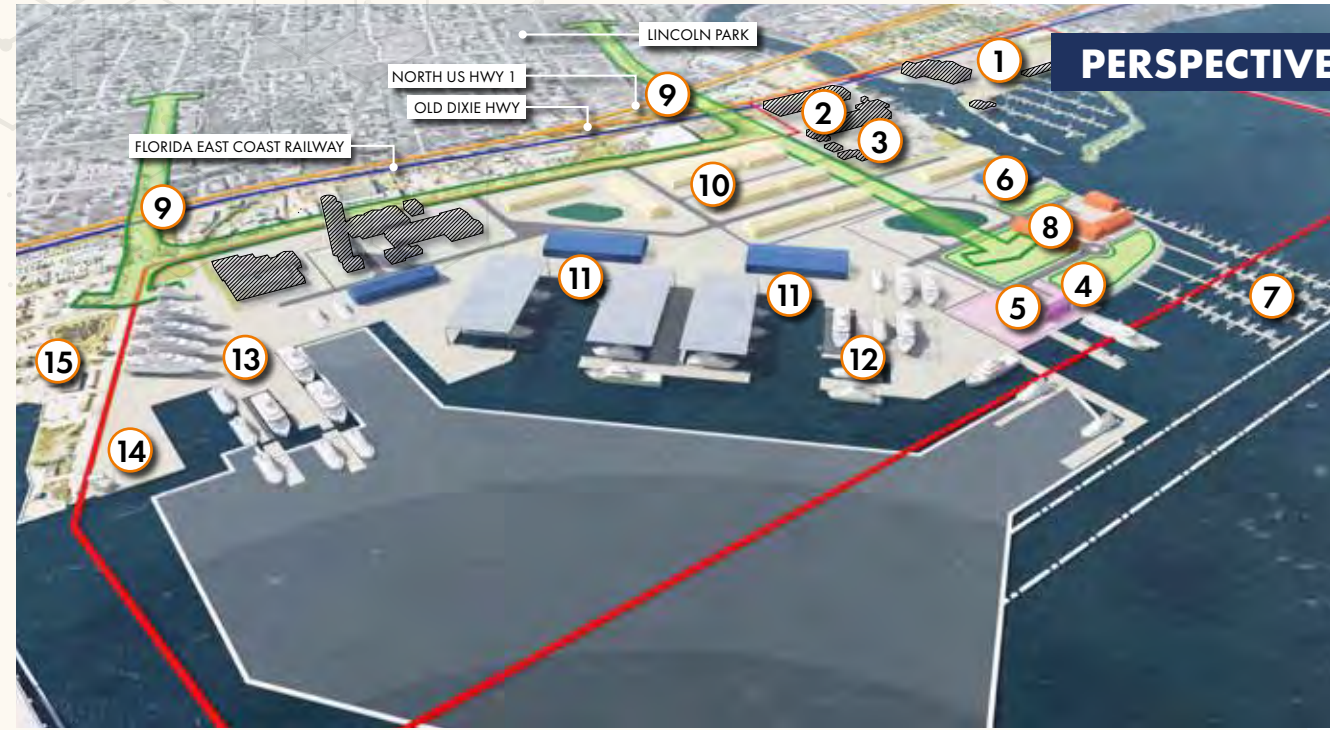
Marine industrial warehouses with commercial storefronts line N 2nd Street and parcels surrounding the central yacht MRO. These large and small unit clusters host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses. A new marine industries education center is introduced adjacent to the existing silos.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College, Florida Atlantic University, and other institutions of higher learning.

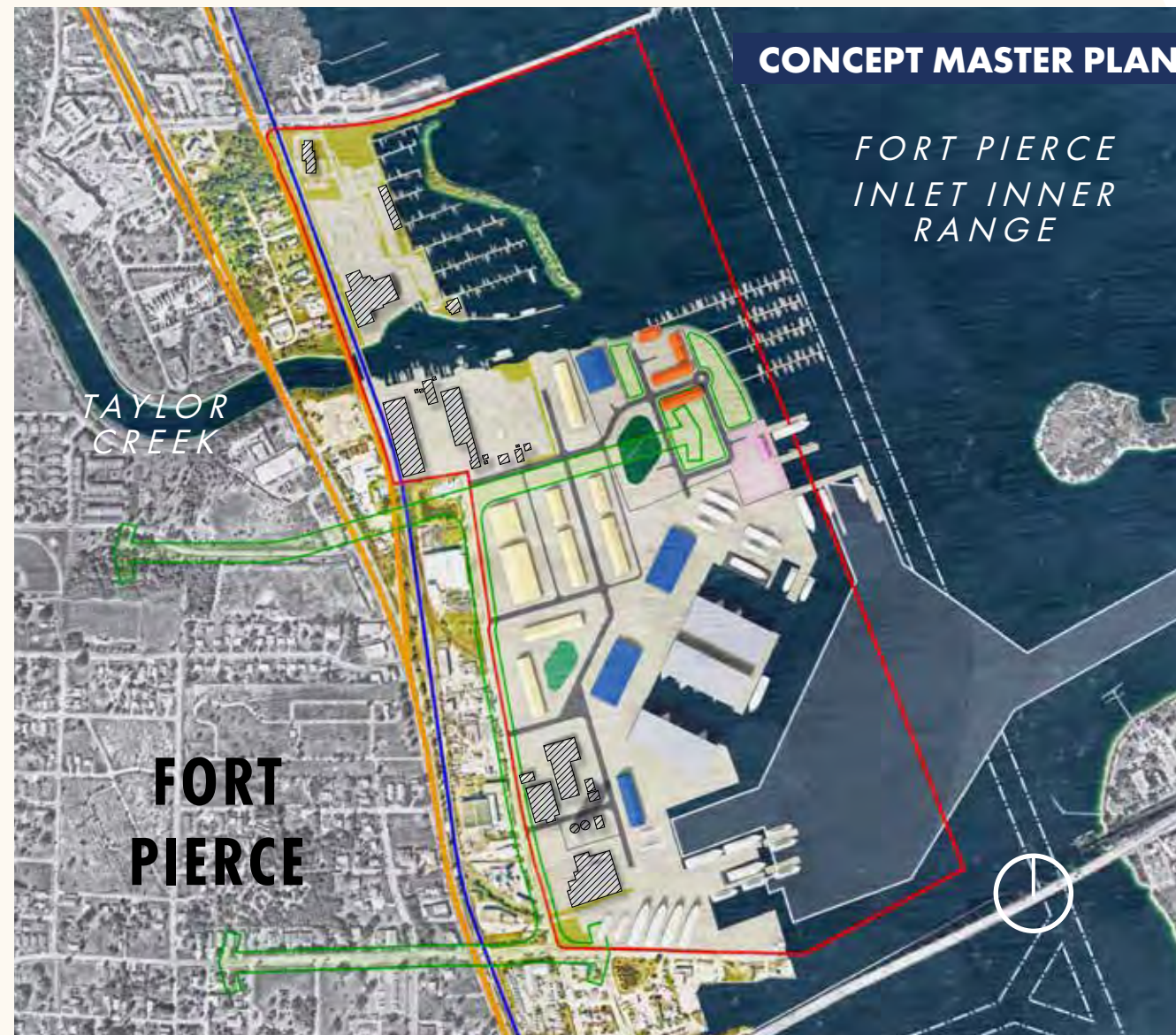
OUTREACH & ENGAGEMENT
INITIAL PORT PLANNING CONCEPTS

KEY FEATURES

- Project Study Area (+/- 255 AC)
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway
- Mixed-Use Commercial
- Marine Industrial Park / Light Industrial Uses
- Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses
- Environmental / Cultural Resource Uses
- Park, Greenway, and Storm Water Recharge
- Existing Buildings and Development
- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Improved Harbour Pointe Community Park
- 5 Reef Restoration and Environmental Education Center
- 6 High and Dry Boat Storage
- 7 Commercial and Public Fishing Docks
- 8 Restaurant, Sundries and Commercial Marina Village
- 9 Urban Greenway (inc. Low Impact Development, Storm Water Recharge)
- 10 Marine Industrial Park with Commercial Storefronts
- 11 Fort Pierce Yacht Repair and Refit, Shipyard, and Boat Works
- 12 Ship Lift and Boat Works Yard
- 13 Derektor Shipyard
- 14 Beyel Brothers Inc - Fort Pierce Marine Terminal
- 15 Fisherman's Wharf



PERSPECTIVE



CONCEPT MASTER PLAN

2.4.2 CONCEPT TWO

Concept Two envisions new operational slips and working waterfront edges in the center of the study area, promoting one or more motor and sailing yacht MRO businesses. Travel lift and covered in-water wet slips line the water's edge and are supported by open and high bay (covered) areas.

Marine industrial warehouses with commercial storefronts line N 2nd Street and parcels surrounding the central yacht MRO. These large and small unit clusters host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College and other institutions of higher learning.



KEY FEATURES

- Project Study Area (+/- 255 AC) [Red Outline]
- Fort Pierce Inlet Navigation Channel [Blue Line]
- Intracoastal Waterway [Dashed Blue Line]
- Mixed-Use Commercial [Orange Box]
- Marine Industrial Park / Light Industrial Uses [Yellow Box]
- Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses [Dark Blue Box]
- Environmental / Cultural Resource Uses [Pink Box]
- Park, Greenway, and Storm Water Recharge [Green Box]
- Existing Buildings and Development [Hatched Box]
- Safe Harbor Harbortown 1
- Taylor Creek Marina 2
- Cracker Boy Boat Works 3
- Improved Harbour Pointe Community Park 4
- Reef Restoration and Environmental 5
- Education Center 6
- High and Dry Boat Storage 7
- Commercial and Public Fishing Docks 8
- Restaurant, Sundries and Commercial Marina Village 9
- Urban Greenway (inc. Low Impact Development, Storm Water Recharge) 10
- Marine Industrial Park with Commercial Storefronts 11
- Operations Yard (+/- 15 AC) 12
- Large Vessel Maintenance, Repair, and Overhaul (MRO) and Handymax Cargo Vessel Berths 13
- Yacht Repair and Refit, Shipyard, and Boat Works 14
- Derecktor Shipyard 15
- Beyel Brothers Inc - Fort Pierce Marine Terminal 16
- Fisherman's Wharf 16

2.4.3 CONCEPT THREE

Concept Three blends two ideas together along an expanded working waterfront. First, provide an expansion area for greater motor and sailing yacht MRO operations. Second, provide a zone for large vessel (Handymax-class) MRO operations and a flexible berth and yard for small ship cargo industries.

Marine industrial warehouses with commercial storefronts line N 2nd Street and surrounding parcels. These large and small unit clusters, positioned by the removal of the silos, host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses. Needed storm water detention and recharge areas line the rear portion of the main arrangement of warehouse buildings.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College and other institutions of higher learning.

2.4.4 PUBLIC ENGAGEMENT SESSION 2

As part of the second survey and virtual meetings, the community was asked to review each concept against the five tenants underpinning the Master Plan Mission Statement. The purpose was to see if the community felt there was strong alignment between the desired outcome expressed in the planning framework and each initial planning concept. The five guiding tenants were listed for each initial concept and the community was asked to score alignment of these statements from “not very well” to “very well.” The results are presented in the accompanying table.

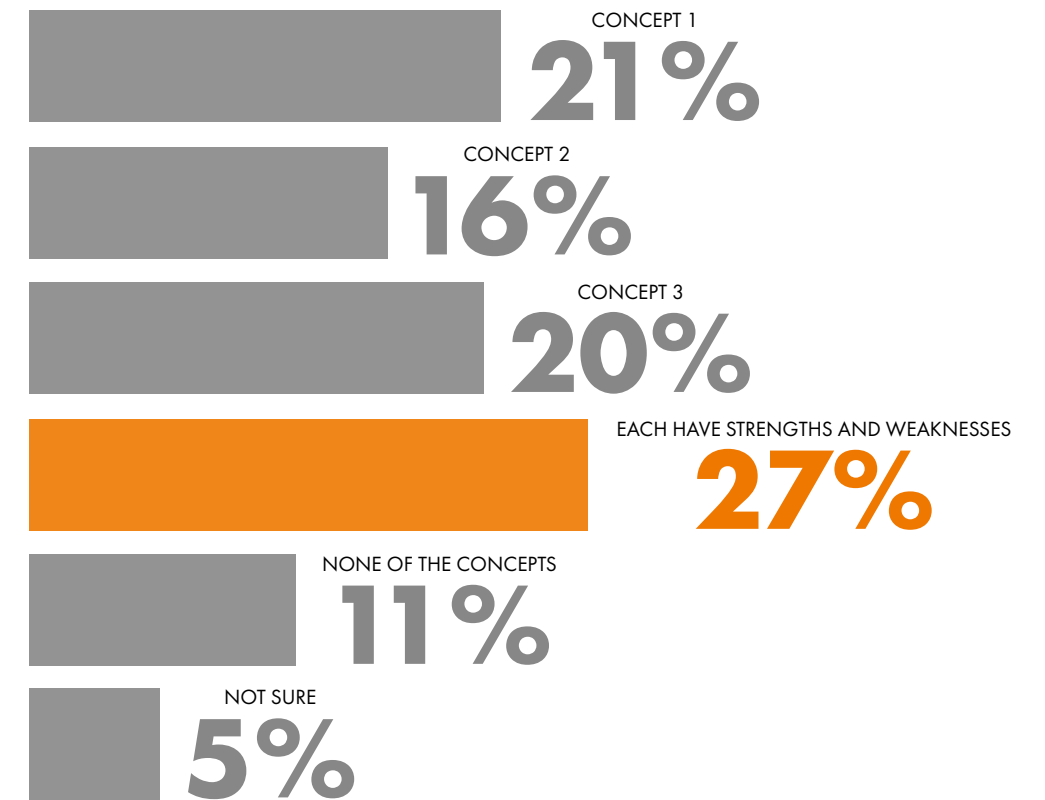
As shown, a majority of survey respondents generally rated each concept as “well,” with Concept 2 garnering the highest concentration of responses in this category.

When asked “which initial concept do you feel will provide the most economic and social benefit to your community,” responses were fairly spread across each concept, with the response “each have strengths and weaknesses” receiving the highest number of responses (27%).

In review of these results along with community open ended survey comments and other stakeholder feedback, the following was concluded:

- Survey respondents and stakeholders found something to like about one or all of the initial Port planning concepts, with 84% percent of respondents indicating preference for one concept or indicating each had strengths and weaknesses.
- The idea of creating a hybrid of each of concept’s best attributes was viewed as the preferred direction forward, especially within the context of follow-on discussions with property owners.

SURVEY 2. Q7. WHILE THE PLANNING TEAM WILL MAKE IMPROVEMENTS TO ALL CONCEPTS, WHICH INITIAL CONCEPT DO YOU FEEL WILL PROVIDE THE MOST ECONOMIC AND SOCIAL BENEFIT?



SURVEY 2. Q4-6. ON A SCALE OF 1 TO 5, HOW WELL DOES EACH CONCEPT ADDRESS THE FOLLOWING?

	CONCEPT 1					CONCEPT 2					CONCEPT 3				
	NOT VERY WELL	NOT WELL	UNSURE	WELL	VERY WELL	NOT VERY WELL	NOT WELL	UNSURE	WELL	VERY WELL	NOT VERY WELL	NOT WELL	UNSURE	WELL	VERY WELL
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
Foster investment in the Port of Fort Pierce as Treasure Coast’s center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.	7%	5%	11%	40%	37%	7%	7%	12%	61%	13%	9%	11%	15%	49%	16%
Expand coastal edges for working and recreational waterfront activities.	9%	5%	27%	41%	18%	7%	7%	17%	61%	9%	12%	12%	15%	49%	12%
Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.	8%	4%	21%	54%	13%	10%	4%	17%	65%	4%	14%	1%	20%	48%	16%
Become a center of excellence for reef and coastal research, restoration, and resilience.	14%	7%	17%	42%	19%	8%	3%	21%	55%	14%	8%	8%	23%	48%	12%
Ensure Port edges stabilize and bolster the viability of varied community development endeavors.	10%	7%	26%	43%	15%	8%	4%	27%	52%	8%	9%	12%	26%	41%	13%

FINAL DRAFT



3

FINAL DRAFT

EVOLVING WATERFRONTS

FACETS OF WORKING WATERFRONTS

One planning effort objective was the review of other port and waterfront precedent projects that have like-minded facets and community alignment of uses and elements. While no project aligns itself perfectly with the conditions found in Fort Pierce, other precedents' implementation strategies provide insightful knowledge into key successes.

In the section that follows, we present a summary review of several selected projects and plans that help shape our understanding of how traditional port areas can afford a diverse array of land uses and features.

We have specifically sought out examples of active working waterfronts. As defined by the National Working Waterfront Network, these areas are “waterfront lands, infrastructure and waterways that are used for water-dependent activities. These include ports, small recreational boat harbors, fishing docks, and hundreds of other places where people use and access the water.”

Successful working waterfronts share a number of traits in common. These include:

- **KEEP MARINE ACTIVITIES ACCESSIBLE.** Preserve landside and waterside access points that facilitate blue economy functioning.
- **ENSURE FLEXIBILITY AND ADAPTABILITY.** Capital and operational investments consider a number of different uses and users over time.
- **SUSTAIN THE WATERFRONT AS AN ASSET FOR ALL.** Plan environmental protection and economic development together.
- **VIEW THE WORK OF THE WATERFRONT.** Allow the community connect and learn about the daily workings of the water's edge.
- **FOSTER CONTINUAL COMMUNITY DIALOGUE.** Successful working waterfronts are always looking for ways to balance competing issues and opportunities. Never stop community and user conversation and long range planning.





RYBOVICH SUPERYACHT MARINA
WEST PALM BEACH, FLORIDA

3.1.1 SAVANNAH YACHTING CENTER

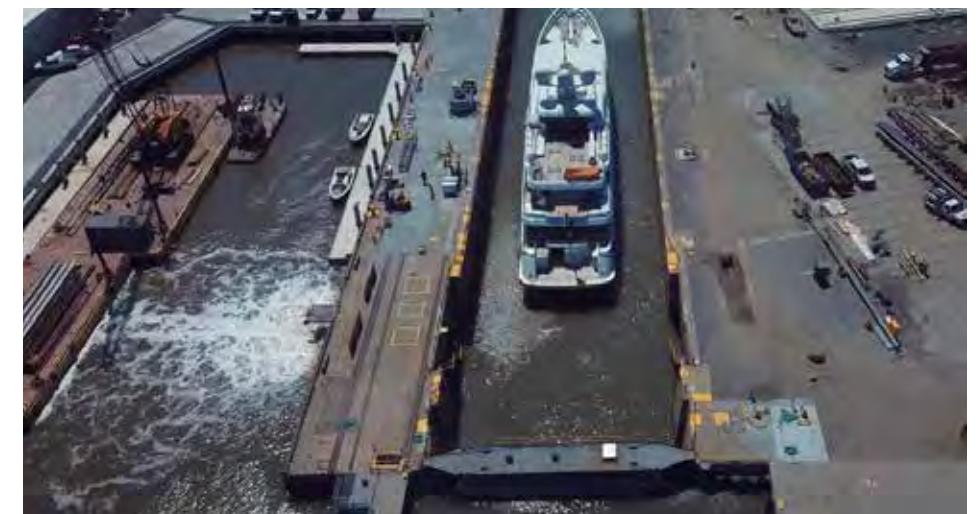
WHERE. Savannah Yacht Center (SYC) is a deep water MRO on the Savannah River in coastal Georgia dedicated to servicing the mega-yacht fleet. Less than two miles upriver from downtown Savannah and 20 minutes from Savannah/Hilton Head International airport SYC offers a wide range of services in close cooperation with qualified sub-contractors. Rail facilities are immediately adjacent to the SYC.

WHAT. SYC facilities are capable of providing its large yacht customers with the infrastructure to handle their maintenance, repair and refit projects. This includes a 140 meter graving dock that can handle yachts over 100m, a syncrolift with 3240 long ton gross capacity, a rail transfer system with capacity for 6(+) 80 meter yachts simultaneously and 1200' floating docks for in water service for yachts up to 122m.

Additionally, Savannah Yacht Center offers its customers several amenities while their vessel is being serviced including a Bistro style restaurant, fitness center, crew lounge and concierge services to assist crew members.

TAKEWAYS. Core takeaways include:

- The 3,240 shiplift platform and rail transfer system/ configuration considered essential for the long term economic success of the SYC.
- SYC offers a mix of floating docks and upland MRO areas. Upland MRO areas are adjacent to active rail facilities.
- Upland development includes amenities for customers and crew, including a Bistro style restaurant, fitness center, crew lounge and concierge services to assist crew members.
- An economic impact study conducted for Colonial by Armstrong State University economist Michael Toma found that, when fully operational, the Savannah Yacht Center will support nearly 800 direct and indirect jobs across the state, as well as annual wages of \$50 million, tax revenue of \$5.5 million and \$171 million in economic activity.



3.1.2 LAUDERDALE MARINE CENTER

WHERE. Lauderdale Marine Center (LMC) is located in Fort Lauderdale, Florida. Just 30 miles north of Miami and six miles from Fort Lauderdale-Hollywood International Airport.

WHAT. LMC is a 65-acre complex and the largest dedicated yacht repair and refit facility in the U.S. with year-round availability. Year-round availability, 24-hour security, hurricane-safe dockage, Facilities include 19 out-of-water covered sheds, 8 in-water covered slips, and dry docking for over 100 vessels up to 485 tons. LMC can handle vessels up to 170 feet and 330 tons.

Onsite guest amenities include a fitness center and restaurant with 360-degree waterway views. Premium office space is also available on site. Additionally, LMC offers a Marine Foreign Trade Zone (FTZ), which provides the ability for brokers to show and sell foreign-flagged vessels to U.S. buyers right from their docks, and the elimination of standard import duty on new builds.

TAKEAWAYS. Core takeaways include:

- LMC shares a similar development footprint to the vacant land available at the Port of Fort Pierce.
- Similar to SYC, LMC offers amenities to boat owners and crew.
- Marine Foreign Trade Zone provides the ability for brokers to show foreign-flagged vessels without standard import duty on new builds. A similar zone could be developed in Fort Pierce.



3.1.3 MB92 BARCELONA SUPERYACHT

WHERE. The MB92 Barcelona Superyacht Refit is situated in the Western Mediterranean and caters to the yacht fleets and owners throughout the region. This location serves as a strategic stop-off point for travel between the Mediterranean and Caribbean.

WHAT. The shipyard is one of the largest refit facilities in the world and covers a total area of 30 acres. It provides service-refit, repair and maintenance work for superyachts with lengths from 35m to 180m.

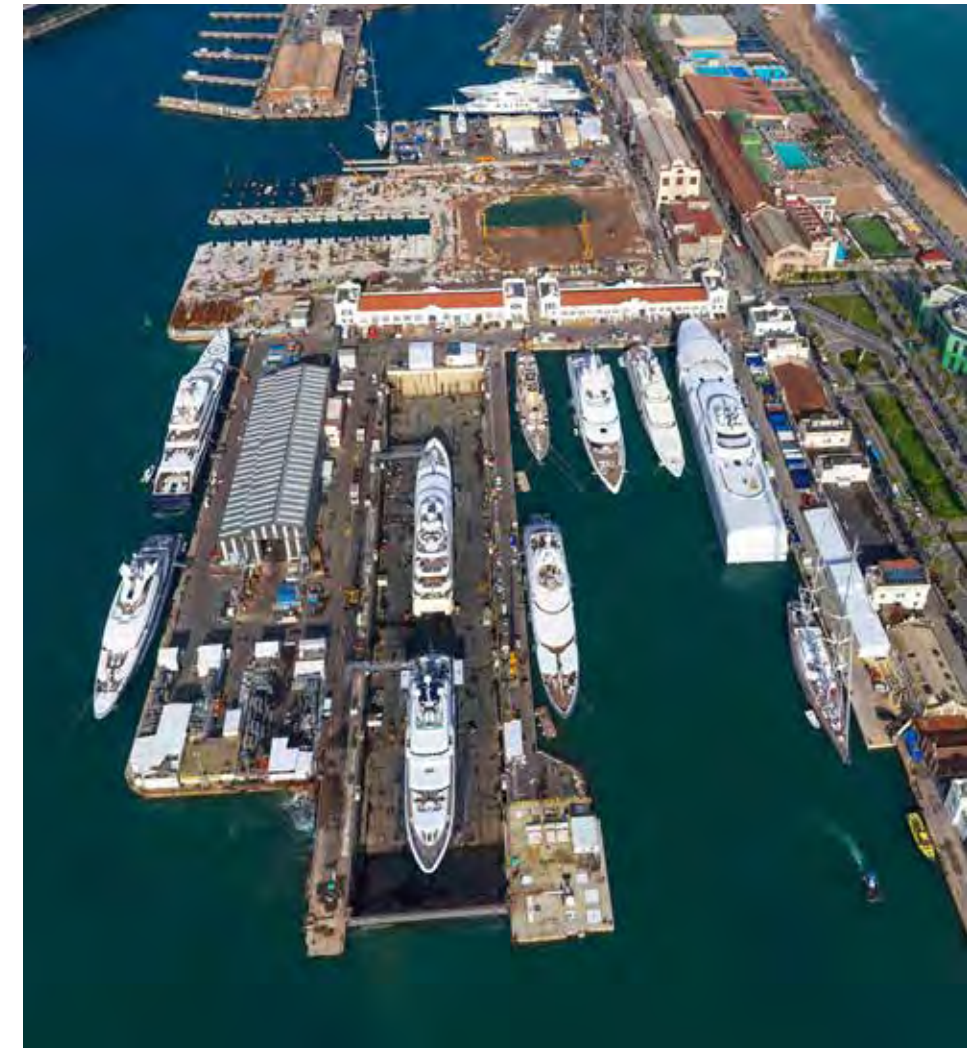
MB92 Barcelona is part of the MB92 Group which manages two major refit shipyards in the Mediterranean, the other being MB92 La Ciotat in the South of France. The shipyard currently has 120 employees and 900 subcontractors that provide world-class superyacht services.

The facilities include a 2,000 ton Syncrolift, a 220m dry dock and a new 4,800 ton Shiplift that increases the capacity to serve the largest yachts. On-site workshops are available for suppliers and contractors to support project management, purchasing, and crew. The shipyard

is fully compliant with the International Ship & Port Facility Security Code (ISPS) and is only accessible via staffed and monitored security entrances.

TAKEWAYS. Core takeaways include:

- MB92 is located and coexists with surrounding land uses found along the main recreation and urban waterfront of Barcelona.
- MB92 offers a mix of upland and in-water facilities. Upland facilities include a Syncrolift able to lift vessels up to 2,000 tons and transfer these to a rail transfer system/ configuration. The facility also uses a mobile 150 ton travelift. A similar configuration of shiplift and travelift capable facilities could be contemplated for Fort Pierce.
- On-site workshops are available for suppliers and contractors. Fort Pierce could consider on-site, or possibly, a shared tenant accommodate similar workplace solution for marine industry needs.





3.1.4 PORT HUENEME

WHERE. The Port is located in Port Hueneme, California just 60 miles north of the major metropolitan center of Los Angeles. This prime location offers a highly efficient and uncongested alternative to other west coast ports and is the only commercial deep-water port between Los Angeles and San Francisco. The Port of Hueneme is located adjacent to major urban areas, automotive headquarters and California’s agricultural center.

WHAT. The Port of Hueneme is owned and operated by The Oxnard Harbor District, created in 1937, as an independent special district (business enterprise) and political subdivision of the State of California. The Oxnard Harbor District’s policies are set by a five-member Board of Harbor Commissioners elected at large from the District.

The Port of Hueneme is vital in the intermodal logistics supply chain and significantly contributes to the economic health of Ventura County and Southern California.

- Over \$9.5 billion in cargo annually,
- Generating \$1.7 billion in economic activity.

- \$119 million paid in annual taxes.
- Providing more than 15,834 direct, indirect, induced and influenced jobs regionally.
- Top trading partners include: Austria, Brazil, Canada, Costa Rica, China, Ecuador, Germany, Great Britain, Guatemala, Japan, Korea and Mexico.

The Port’s modernization efforts are anticipated to increase cargo capacity on vessels as they are able to load heavier coming into Port, increase safety and turn times on the South Terminal, and add over 500 new jobs. Plans to modernize the South Terminal as well as the removal of obsolete warehouses will facilitate more containerized cargo operations. Currently, the port is working on the electrical infrastructure to power a zero-emission, hybrid electric mobile harbor crane. Other planned improvements include Improved freight mobility, increased intermodal velocity, accommodating larger, more efficient ships.

Facilities include 120 acre port terminal, 30 acre Navy terminal, 3 commercial cargo wharves, 3 Navy wharves, rail yard, cold storage, and can accommodate a ship up to 800ft (244m) LOA; 35ft (10m) depth.

TAKEWAYS. Core takeaways include:

- Port of Hueneme is the only deep-water port between Los Angeles and San Francisco
- Modernization of the port is facilitating increased containerized cargo operations, moves towards more sustainable, zero-emission models, and creating more jobs
- Significantly contributes to the Southern California Economy
- Facilities include 120 acre port terminal, 30 acre Navy terminal, 3 commercial cargo wharves, 3 Navy wharves, rail yard and cold storage
- Can accommodate a ships up to 800ft (244m) LOA; 35ft (10m) depth



3.1.5 THEA FOSS WATERWAY

WHERE. The Thea Foss Waterway, formerly the City Waterway, is a north–south inlet of Commencement Bay separating downtown Tacoma, Washington, from the Port of Tacoma.

WHAT. The Thea Foss Waterway was formerly a thriving industrial center named after Thea Foss who founded the Foss Maritime Company on the inlet in 1889. Industry began to dwindle in the area, and by 1981, the Thea Foss Waterway was almost entirely abandoned. In 1983, the United States Environmental Protection Agency listed the Thea Foss waterway as part of the Commencement Bay Superfund site.

A new planned development is underway along the waterway which will feature parks, residential areas, and office space. A public esplanade will run along the length of the waterway and will eventually span 1.5 miles and connect the waterway with downtown Tacoma. Guests can watch boats enter and leave the marinas with the stunning backdrop of Mount Ranier while strolling the waterfront. Lined with restaurants, the wide, promenade supports multi-modal pedestrians activities and provide a vibrant atmosphere. Closely situated to downtown, a brief walk from the esplanade across the

Museum of Glass plaza and the Bridge of Glass gets one to bustling Pacific Avenue.

Bruce Dees & Associates was charged with creating a Master Plan for this linear park and urban revitalization project. In addition, a schematic design was developed for the first one-half mile portion of the esplanade between 15th and 21st streets, and construction documents were completed for the first phase between 15th and 18th streets. The design team went beyond the initial scope of work for the project by studying how private development that will ultimately front the esplanade will look.

The project is overseen by the Foss Waterway Development Authority Board (FWDA) whose jurisdiction will sunset at the end of 2020 and be transitioning over to a variety of City of Tacoma departments.

TAKEWAYS. Core takeaways include:

- Previously thriving industrial waterfront that was abandoned in 1981. In 1983 it was categorized as part of the Commencement Bay Superfund Site by the EPA
- This urban renewal project includes a 1.5 mile long waterfront esplanade, parks, residential areas, restaurants and office space. This revitalization has transformed The Thea Foss Waterway into an economic center and a popular place to live, work and visit.





3.1.6 SPARKMAN WHARF

WHERE. The under-performing former Channelside Bay Plaza is home to the new Sparkman Wharf. A Water Street Tampa project, the Wharf is located along the Garrison Channel in downtown Tampa.

WHAT. Sparkman Wharf is named after Stephen Sparkman, the region's first congressman and one of Tampa's original movers and shakers. Sparkman introduced innovation and transformation to Tampa, pushing the City's boundaries and helping shape its future. Changing the economic and physical landscape of downtown Tampa, he secured federal funding to dig deep-water channels into downtown, allowing larger ships to come closer and creating Port Tampa Bay.

Strategic, a partnership developed between Tampa Bay Lighting owner Jeff Vinik and Bill Gates' Cascade Investment, demolished the failed Channelside Bay Plaza and developed Sparkman Wharf as a \$30 billion redevelopment, linking Tampa and its waterfront with activating site uses.

Key site amenities activate the public realm and revitalize Tampa's waterfront: a re-imagined waterfront loft-style office space, ground-

level retail, a one-acre event lawn, biergarten and dining garden. Sparkman Wharf will offer approximately 180,000 square feet of office space spread out over two floors, a two-story office lobby, private outdoor terraces and up to 40-foot ceiling heights. The open space and event lawn are programmed year-round with live music and shows, and has various seating options to accommodate up to 500 people. The Biergarten is adjacent to the lawn and dining garden, features over 30 beers on tap with an emphasis on local beer, and offers 3,000 square feet of covered space offering shade year-round. The Dining Garden, comprised of a collection of ten brightly painted shipping containers, showcases ten of Tampa's best restaurants, with a wide variety of cuisine types to satisfy all consumers. Additionally, Splitsville Southern and Social provides indoor and outdoor recreation amenities, a new bar and restaurant and is in a warehouse-type setting that pays homage to the Old Tampa district surrounding the port.

The Wharf is in the Channel District and will benefit from nearby revitalization efforts. Within three blocks of the wharf, the following projects are in development: The University of South Florida Morsani College of Medicine is building a new 13-story facility; JW Marriott

Hotel is building a 26-story hotel; a 20-story office building; two apartment towers; and, a Marriot Edition boutique hotel with 46 high-end condominiums above.

TAKEWAYS. Core takeaways include:

- The Wharf pays homage to Tampa's industrial and maritime history and is a bold revitalization effort of waterfront redevelopment.
- Revitalization of a failed, closed-off and inward-looking shopping center, focused on what the site could offer by tearing down a barrier and opening the views, connecting people to the waterfront and providing a range of site uses to activate the public realm.
- Various indoor/outdoor programming amplifies uses on site while connecting to nearby amenities, like the sporting arenas.
- Cruise ships only dock at the Port of Tampa for 35 days in a calendar year. Opening the site to the public will allow people to get closer to the waterfront, optimizing the other 330 days.

FINAL DRAFT



PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements.

4

FINAL DRAFT

MASTER PLAN

MASTER PLAN OVERVIEW

The 2020 Master Plan for the Port of Fort Pierce establishes a long range vision for achievement of a truly diverse working waterfront, one embracing new industries and opportunities to help expand economic and social benefit to the citizens and businesses found in St. Lucie County and along the Treasure Coast. The Plan builds from the Port’s unique qualities—presence of a deepwater channel without bridge height limitations, available land and water’s edge, improved vehicular access, the potential for reestablishment of rail service, and other strengths. It seeks to support existing businesses and expand the marine commercial and recreational workings of the entire area, from newly minted megayacht MRO industries to expansion of boating activities along Taylor Creek. It embraces market opportunities deemed attainable by property owners, stakeholders, and the Planning Team.

Importantly, the Master Plan is aligned with community sentiment. The Plan builds from a position of community optimism that—with careful stewardship and public and private sector investment—the Port can make marked gains in economic and social development for the City,

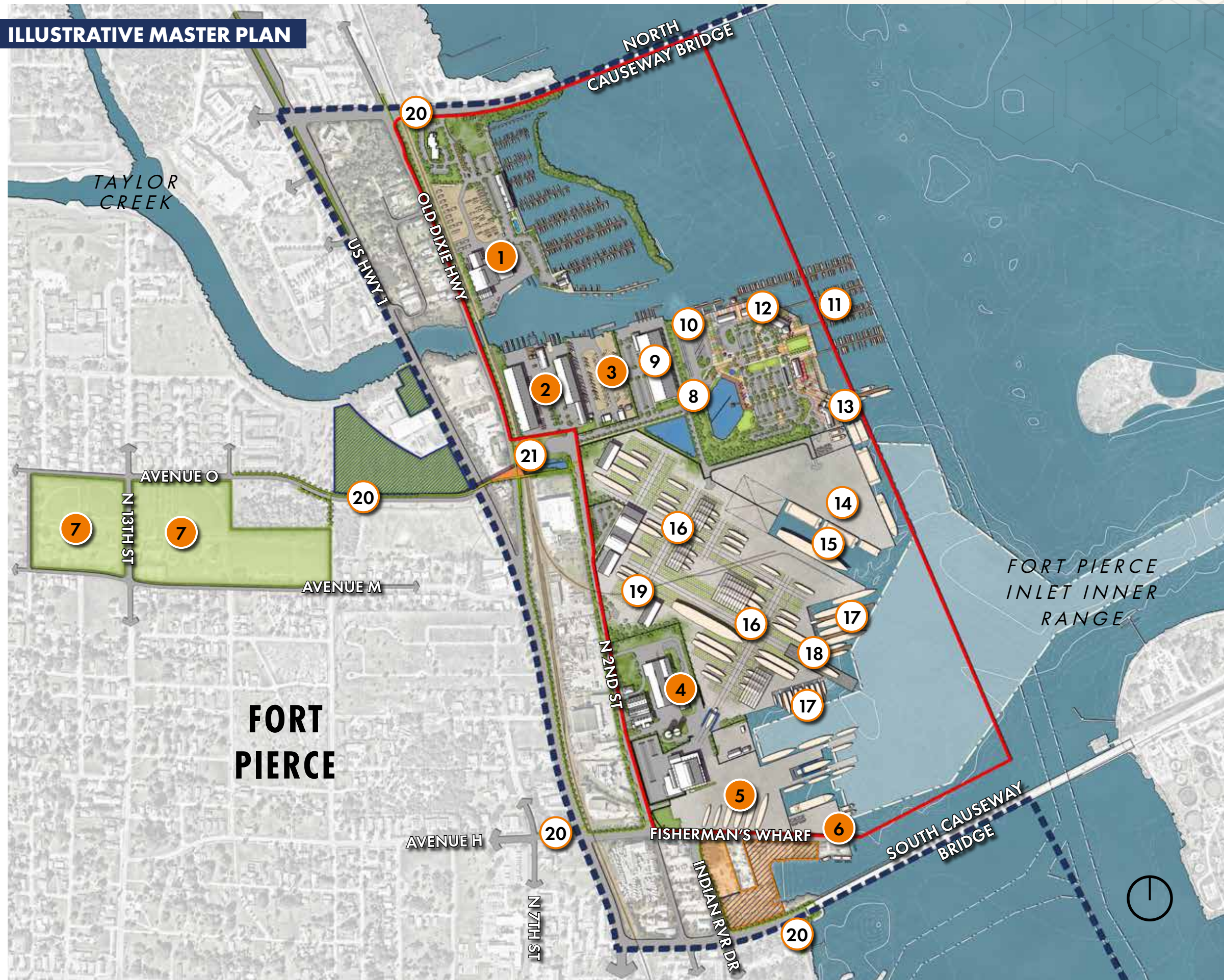
County, and Treasure Coast. Uses depicted in the Plan are those supported by a majority of community engagement participants and project stakeholders (refer to Section 2). Proposed uses and investments strive to find balance in many ways. For example, the revenues generated from the proposed public marina at Harbour Pointe help to offset the cost of recreational pathways and park investments.

The fully phased planning concept is presented in the accompanying Illustrative Master Plan. For ease of understanding recommendations, we have grouped improvements into five districts. Districts are summarized below and presented in greater detail in the pages that follow. Toward the end of the Section, we describe ways in which the Plan is aligned with the Mission Statement and Five Guiding Tenets established during the planning process.

- **HARBOUR POINTE.** A publicly facing, mixed-use recreational district. The renewed Harbour Pointe Park includes a public boat ramp, marina, sundries shop, restaurant, Reef Restoration Center (artificial reef program), walking paths, and other features. County ownership of this area places it in a position to realize upgrades over the short term.

- **FORT PIERCE MEGAYACHT MRO AND SHIPYARD.** This area embodies the investment and activities underscored by the Port Master Plan Mission Statement—foster creation of the Treasure Coast’s Premier Center for yacht and related marine industry MRO activity. This is the largest district in the Plan and requires investment by the private and public sectors over the next decade to help bring it to life.
- **EAST WHARF.** This new district creates a space for local and regional marine dependent businesses to grow and thrive. Positioning of this facility takes advantage of existing deepwater access extending north from the Port’s turning basin.
- **INDIAN RIVER TERMINAL AND FISHERMAN’S WHARF.** This district is the historic heart of the Port and is the focus of ongoing Derecktor Shipyard, megayacht MRO investment. Existing small businesses at Fisherman’s Wharf (Beyel Brothers) and surrounding inland tracts (Fort Pierce Yacht and Ship, Inlet Fisheries) are also found in this area.
- **TAYLOR CREEK RECREATIONAL BOATING AREA.** This district is comprised of existing private businesses and operators found in the north of the Port. The Plan supports a continuation of these uses and provides small initiatives to ensure their long term viability.

ILLUSTRATIVE MASTER PLAN



EXECUTIVE SUMMARY

KEY FEATURES

Port Planning Area (+/- 1,545 AC)	
Project Study Area (+/- 255 AC)	
Anticipated Storm Water Requirement Zones	
Fisherman's Wharf Redevelopment Zone	
Fisherman's Wharf Publicly Held Land	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	

EXISTING	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Bros. Properties)	6
Lincoln Park Community Park	7

PROPOSED	
Harbour Pointe and Tenet Access Road	8
Dry Stack Boat Storage Development	9
Taylor Creek Public Boat Ramp and Parking	10
Harbour Pointe Public Marina	11
Harbour Pointe Waterfront	12
Reef Restoration Center and Floating Dock	13
East Wharf Development	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
Rail Spur and Related Operational Area	19
Urban Greenway System Linked to Proposed SUNTrail Greenway	20
Urban Greenway Pedestrian Overpass	21

FINAL DRAFT





PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements.

4.1.1 HARBOUR POINTE DISTRICT

The Master Plan calls for the comprehensive upgrade of County owned Harbour Pointe Park. Renewal starts with the creation of a new, east-west roadway extending from the terminus of N 2nd Street to the Park. This roadway will support existing and new ventures along Taylor Creek as well as link to a planned tenant service road extending southeast to East Wharf.

Three primary recreational boating facilities are depicted in the Plan. For the private parcel located between Cracker Boy Boat Works and Harbour Pointe Park, the Plan envisions the parcel's highest and best use as a dry stack boat storage facility similar to those already positioned along Taylor Creek. Immediately to the east of this facility is planned a +/- 2-acre public boat ramp and parking area. This facility addresses community desire for additional recreational boat ramps (Black Pearl Ramp) and works to help reduce congestion at Fisherman's Wharf. A floating dock for loading/unloading functions and other temporary activities is depicted east of the boat ramp.

Occupying the eastern edge of the Park is a new public marina. As depicted, Harbour Pointe marina would host 120 to 155 slips arranged along four dock sections extending to the Intercoastal

Waterway. Docks are positioned to avoid nearby mapped beds of eelgrass. Docks would be designed to support recreational boats of 35 feet to 60 feet LOA. Along Taylor Creek at the end of the marina, provision is made for a hand-powered recreational craft (e.g. kayak, stand-up paddle board) launch.

A central waterfront esplanade would connect each recreational boating area as well as upland development building pads, a waterfront facing lawn, and bike/ped facilities. Depicted in the Plan is approximately 20,000 square feet of development on four sites. Envisioned buildings include a sundries shop, boat charter offices, dock master, restaurant, and other similar elements. The water's edge culminates in the 7,500 square foot Reef Restoration Center located in the southeast corner of the site (a detailed description of this facility is offered in Section 4.2.4). A central formal waterfront lawn marks the civic hub of Harbour Pointe. Lawn uses could include sunrise yoga, live music, evening movies, food truck rallies, and other programmed activities. The lawn links to recreational paths and greenways planned for Harbour Pointe as well as those contemplated as part of the overall Port Master Plan and the Florida SUN Trail.

Park waterfront edges would be engineered to minimize environmental impact to nearby marine resources while also making the shoreline more resilient to damage from boat wakes, storm driven waves and flooding, and the effects of sea level rise. The Plan also encourages an edge treatment allowing the public to approach and enjoy the waterfront. The Plan currently depicts a combination of rock rubble stabilized shoreline along Taylor Creek, transitioning to sheet pile wall at the central portion of the waterfront esplanade. Along the stretch of water's edge between the lawn and Reef Restoration Center, a preserved beach area giving way to engineered seating walls is proposed. While swimming would be forbidden, the beach would offer views of the bay, picnicking, and similar recreational activities.

The current stormwater retention basin located at the Park is retained and modified to meet additional runoff needs resulting from increased impervious area at the site (refer to Section 5 for more information). Areas around the basin would be landscaped and activated, with the goal of creating a walking path around the pond and linked to other Park bike/ped facilities. Establishment of landscaped berms along the southern edge of the Park is recommended for transitioning to the East Wharf.

ILLUSTRATIVE MASTER PLAN - HARBOUR POINTE DISTRICT



KEY FEATURES

Harbour Pointe Access Road	1
East Wharf Access Road	2
Harbour Pointe Dry Stack Boat Storage	3
Taylor Creek Boat Ramp and Trailer Parking	4
Taylor Creek Boat Ramp Transient Docks	5
Hand-Powered Recreational Launch	6
Harbour Pointe Waterfront Esplanade	7
Harbour Pointe Public Marina	8
Harbour Pointe Parking and Site Works – North	9
Harbour Pointe Parking and Site Works – South	10
Reef Restoration Center Wharf	11
Reef Restoration Center	12
Reef Restoration Center Floating Dock	13
Harbour Pointe Pond and Greens	14



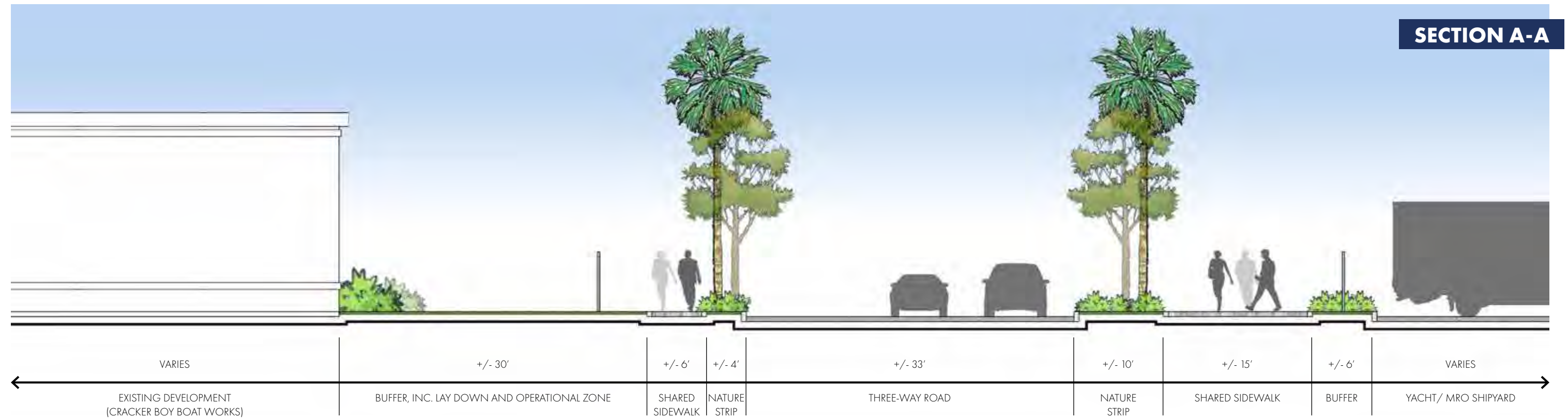


4.1.2 HARBOUR POINTE ACCESS ROAD

Presented previously, linking visitors and residents to Harbour Pointe Park and other regional attractions is a major objective of the Master Plan. The primary approach to accomplish this is through the expansion of the SUNTrail Greenway, a bicycle and pedestrian greenway that will expand district connectivity between key public

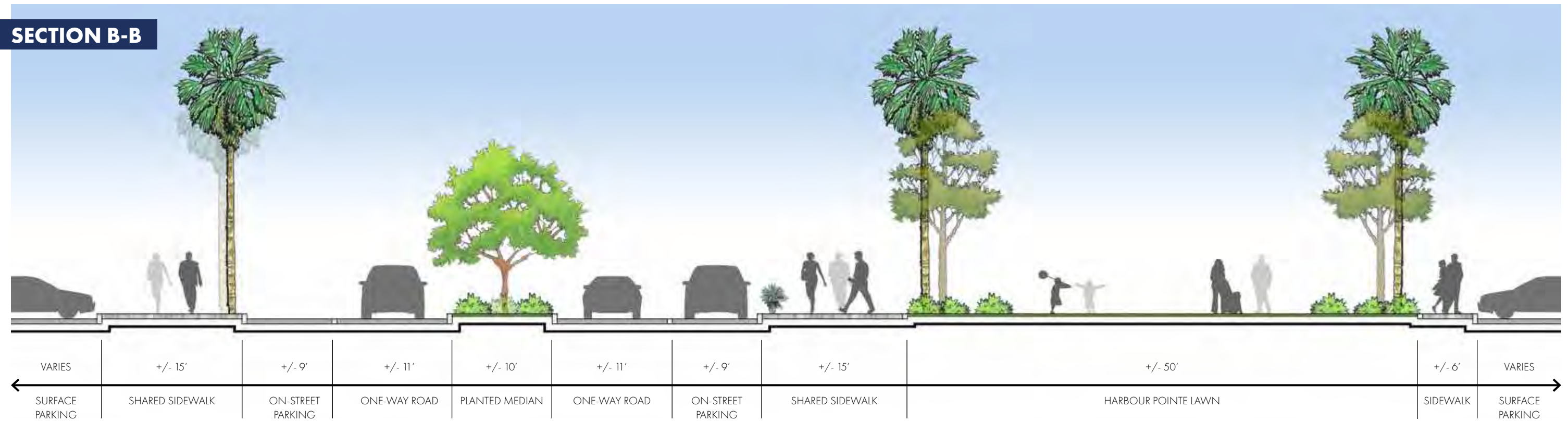
attractions and open spaces destinations within the Fort Pierce Community. As advocated by this Master Plan, Harbour Pointe Access Road will act as an east-west connector linking key destinations, such as Harbour Pointe Park and a planned pedestrian bridge connecting to Lincoln Park Community Park and the surrounding neighbored.

This corridor should include streetscape improvements with designated lanes for vehicle and pedestrians, separated by vegetated buffers (see Sections A-A, B-B).



New wayfinding and signage will guide visitors to key points of interest throughout Harbour Pointe Park, linking visitors from the Proposed SUNTrail Greenway and N. 2nd Street, towards the Harbor Pointe Waterfront, Public Marina, Reef Restoration Center, and other surrounding attractions.

SECTION B-B



4.1.3 FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

The Master Plan calls for incremental development of the region's largest, purpose-built marine cluster of megayacht MRO activities and supporting industries. Anchored by centrally positioned shiplift and vessel transfer system, between 40 and 50 acres are employed as open air and covered service areas, Jones Act compliant ship new building zones, workshops, and storage yards. A portion of this area could also be designated a Marine Foreign Trade Zone, providing an ability for brokers to show foreign-flagged vessels without standard import duty on new builds. The arrangement of the vessel transfer system and other and related infrastructure allows either a single large or several medium to small tenants to invest in yard spaces tenant or several smaller businesses for a single or several smaller tenants to invest in the site.

In-water berths supporting wet slip MRO activities and vessel berthing are provided to the west and east of the planned shiplift. Depicted in the accompanying image is +/- 4,000 linear feet of berthing space, supporting vessels up to 300 feet LOA. The shoreline would be engineered using rock rubble stabilized shoreline. As determined optimal, the engineered shoreline can be adapted to welcome development of the yacht and marine industries vessel slip as depicted

in the Plan (refer to project phasing in Section 5). Ultimate design would ensure a resilient edge and elevation height to reduce potential impacts from storm driven waves, extreme tides, and sea level rise.

Aside from upland service yards and boat storage areas, the Plan envisions: Supporting specialized climate-controlled spaces for mast, paint, and refit activities; workshops and warehouse bays; office and administration buildings; covered outdoor work areas; and, other features. The ultimate amount and configuration of these elements would be built to suit a specific operator(s).

While the Plan encourages use of pavers and other concrete systems to reduce overall impervious area of aprons and yard, follow-on design will need to balance this objective against implementation of effective stormwater control strategies that include the use of pollution prevention activities for service yards and hull maintenance areas.

ILLUSTRATIVE MASTER PLAN - FORT PIERCE YACHT MRO FACILITY AND SHIPYARD



KEY FEATURES

- Syncrolift Area 1
- Wet Slip Operations Area – South 2
- Wet Slip Operations Area – East 3
- Yacht MRO Yard – Area 1 4
- Marine Industries Vessel Slip (Optional) 5
- Rail Spur and Related Operational Area 6
- Yacht MRO Yard – Area 2 7
- Yacht MRO Yard/ Jones Act Compliant Ship 8
- New Building Zone– Area 3 9
- Yacht MRO Yard/ Jones Act Compliant Ship 9
- New Building Zone– Area 4





4.1.4 EAST WHARF DISTRICT

While Harbour Pointe Park and megayacht MRO zones take main billing in the Port Master Plan, there is port facility demand for use by small businesses in their respective construction, import/export, and other marine dependent operations. The transition of the 12-acre Indian River Terminal away from these types of operations leaves only 2.45 acres of deepwater accessible working waterfront available for industry (Fort Pierce Yacht and Ship and Beyel Brothers Tracts). Operation of these remaining working waterfront parcels is increasingly challenging given the age and cost of upkeep for existing marine structures—and in the case of Beyel Brothers—increasing pressure for more public facing uses desired/planned at Fisherman’s Wharf.

To help remedy this situation, creation of a new marine industry import/export dock and trade enabling yards along the North Access Channel is proposed. Development of this zone—referred to in the Plan as East Wharf—would create +/- 800 linear feet of wharf and an adjacent operable berth pocket supported by +/- 4 acres (depicted) of trade enabling yard area(s). This area could flex to be +/- 14 acres or greater dependent upon development of the optional marine industries vessel slip and market conditions.

Section 5 presents various options for this zone under Stage 2 Plan implementation. Vessels working from East Wharf would be similar to those already observed at the Port: Large and small barges, Ro-Ro (Roll On-Roll Off), regional feeder vessels, and work boats. This location would be accessed on the mainland by a service road extending along Harbour Pointe. Other access options are available and dependent on overall site development.

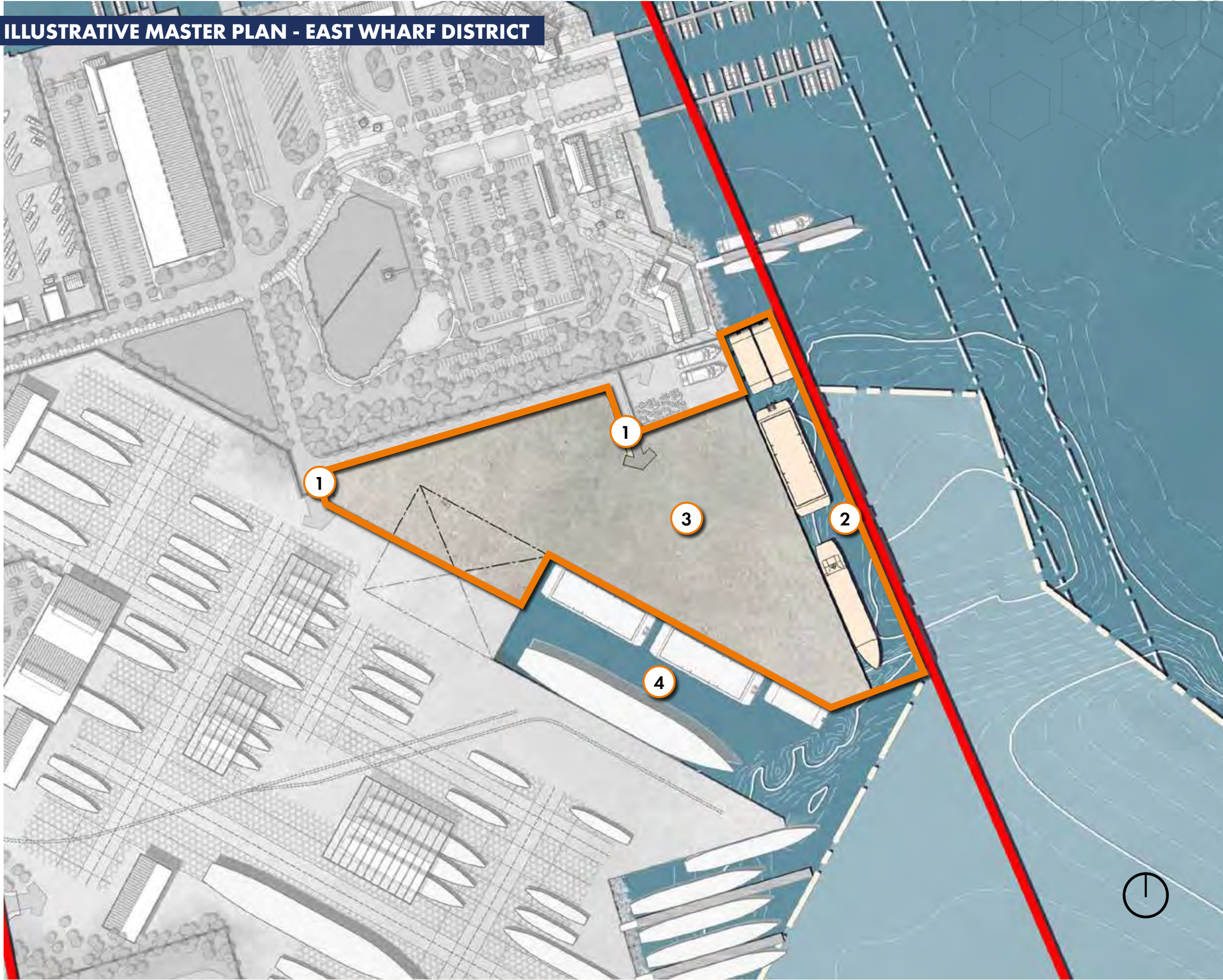
As an option, rail service could be reestablished from the FEC Railroad mainline into the site. Rail service would could support yacht MRO areas and/or East Wharf. Investment would be required to reestablish a rail crossing along N 2nd Street.

As operational space comes online, this zone could be made available to incentivize relocation of Beyel Brothers from Fisherman’s Wharf to a new, modern deepwater facility with improved access to their upland yard located along N 2nd Street. The site could also be marketed to other existing Treasure Coast operators.

Over the very long term and as market conditions warrant, vessel and landside operational areas could be expanded through creation of a yacht and marine industries vessel slip. The vessel slip as depicted would add 1,650 linear feet of berth area. The depth of the slip inland could be extended/ reduced based on market need.

Due to East Wharf’s proposed location on private property, this initiative is best advanced through a public-private partnership where the County could leverage its minority interest in the Bell Property (derived through sale of the Indian River Terminal) and ability to access grants and other public funds. This approach puts value on a policy of preserving working waterfront areas for marine dependent business as well as improving land assembly and uses opportunities along Fisherman’s Wharf.

ILLUSTRATIVE MASTER PLAN - EAST WHARF DISTRICT



KEY FEATURES

- East Wharf Tenant Road and Gate(s) | 1
- East Wharf and Related Berth Pocket | 2
- Trade Enabling Yard Area(s) | 3
- Marine Industries Vessel Slip (Optional) | 4

4.1.5 INDIAN RIVER TERMINAL & FISHERMAN'S WHARF DISTRICT

Improvements are ongoing to transform the Indian River Terminal into Derecktor Shipyard's Fort Pierce facility and eventual corporate headquarters. Once complete, the 12-acre facility will host a state-of-the-art repair and refit yard customized to support megayacht MRO activities for vessels up to 200 feet LOA and 900 tons. Through recent demolition of the 100+ year-old Indian River Terminal citrus packing house, eight acres of concrete apron are now available to provide outdoor yard and service areas. The world's largest mobile hoist (1,500 tons) will move vessels from existing berths to service yard spaces, and over time, link to other work areas planned for the Fort Pierce Yacht MRO Facility and Shipyard (refer to Section 4.1.3). The remaining shed is undergoing repurpose to support office, storage, and repair spaces along with machine, wood, electrical, and pipe shops.

Under the Plan, the privately held Beyel Brothers parcels at Fisherman's Wharf have the flexibility to remain in place or, as presented in Section 4.1.4, relocate to new facilities at East Wharf. In either case, wharfs and aprons associated with these parcels likely need to undergo repair and update to remain in operational use. If Beyel Brothers do select to vacate some or all of the Fisherman's Wharf parcels, public

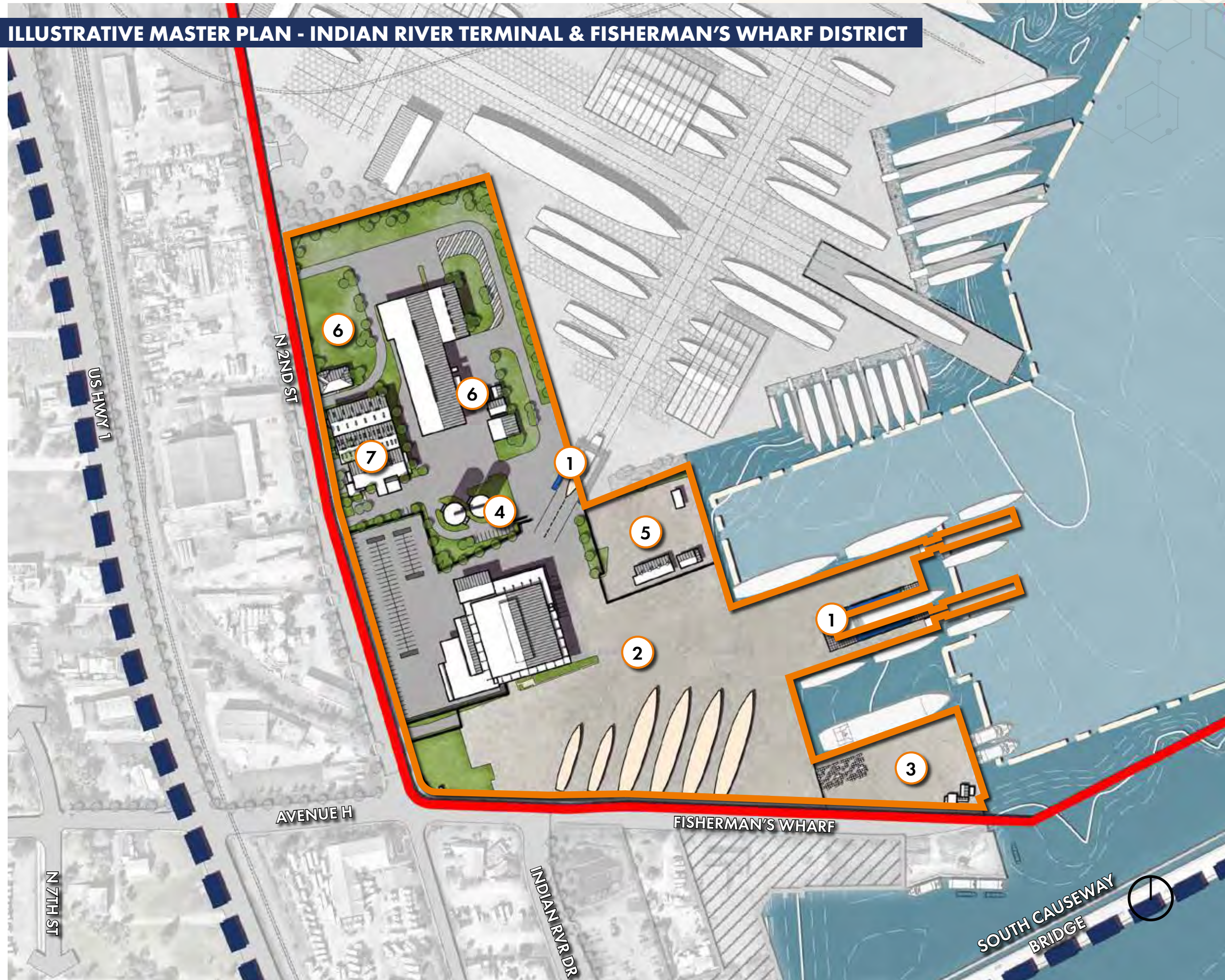
acquisition of these parcels is recommended to allow some or all of the area to be used in support of expanded megayacht MRO activities and/or increased public waterfront access through restaurant, park, commercial fishing, or other public facing venue.

Other private properties found to the north of the Derecktor Shipyard remain to allow current small businesses in these locations to operate and grow. Successful growth of Port megayacht MRO activities will likely increase the viability for reuse of several of these spaces and yard areas for offices and workshops for trades and businesses needing close proximity to ship repair and refit activities (e.g., electricians, fabricators, millwork experts). Similar to case study facilities reviewed, this area could welcome new amenities for customers and crew, including a Bistro style restaurant, fitness center, crew lounge and concierge services to assist yacht crew members. As the potential presents itself, the remaining FEC Railroad spur running north south between Fort Pierce Yacht and Ship and Inlet Fisheries parcels should be acquired and combined into adjoining parcels or held for future reuse in another capacity.

One longer term initiative for this zone is creation of a flexible workplace for small businesses and contractors that could also morph/support workforce development programs. Workforce development programs could partner with shipyards and businesses at the Port, Indian River State College, and other career and technical centers. This type of facility would consist of 2,500 to 5,000 square feet of space and could occupy existing buildings within this district.



ILLUSTRATIVE MASTER PLAN - INDIAN RIVER TERMINAL & FISHERMAN'S WHARF DISTRICT



KEY FEATURES

Travel Lift Access and Operational Corridor	1
Derecktor Shipyard Improvements (Various)	2
Beyel Brothers Marine Improvements (Various) and/ or Relocation	3
Silo Activation with Trade Enabling Activity	4
Fort Pierce Yacht and Ship Marine Yard Improvements (Various)	5
Fort Pierce Yacht and Ship Tract Improvements (Various)	6
Inlet Fisheries Improvements (Various)	7

4.1.6 TAYLOR CREEK RECREATIONAL BOATING AREA

Activities and privately held parcels in this zone remain in operation, continuing to support a focus of water recreation activities along with smaller technical yards and marine industries, including Harbortown Marina & Complimentary Marine Services (canvas, sail repair, marine electronic, and others businesses).

Development of a greenway linking the proposed Florida SUN Trail along N 2nd Street and Old Dixie Highway to Fisherman’s Wharf, Harbour Pointe Park, and park areas in the Lincoln Park community is recommended for this zone (refer to Section 4.2.5 for more detail).

Either in combination with the greenway or part of a separate initiative, an emergency access route from N 2nd Street to the north end of the Port is recommended. This would likely best be accomplished at the current north end of N 2nd Street (cul de sac) with an operable control gate/bollards linking to Old Dixie Highway. This effort would need to seek an easement across the FEC Railway for this limited purpose.



ILLUSTRATIVE MASTER PLAN - TAYLOR CREEK RECREATIONAL BOATING AREA



KEY FEATURES

- DNE World Fruit Sales Improvements (Various) 1
- Whiticar Marine North Improvements (Various) 2
- Safe Harbor Harbortown Improvements (Various) 3
- Taylor Creek Marina 4
- Cracker Boy Boat Works 5
- Urban Greenway System Linked to Proposed SUNTrail Greenway 6
- Emergency Access Route (Linking N 2nd Street to North end of the Port) 7

4.2

ALIGNMENT WITH PLAN TENENTS

The Port of Fort Pierce Master Plan follows the Mission Statement and Five Guiding Tenets (refer to Section 2.3). In the following section, we highlight ways in which the Plan address each.



4.2.1 AN ENGINE FOR OUR BLUE ECONOMY

Foster investment in the Port of Fort Pierce as Treasure Coast’s center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.

The blue economy broadly defined refers to any economic activity in the maritime sector. Taking it a step further, many organizations focus on blue economy activities as being sustainable, balancing the health of ocean, sea and coastal ecosystems with the opportunity to expand economic output and livelihoods.

The Port of Fort Pierce Master Plan promotes growth in the number and diversity of marine related industries. It also encourages greater recreational boating, environmental education, public access, and other facets of blue economy activities. On its own, the Fort Pierce Megayacht MRO Facility and Shipyard is expected to sustain several hundred direct and indirect full-time equivalent (FTE) jobs within the Project Study Area and businesses in the region. This facility would also make substantive contributions to State and local government taxes.

The megayacht industry and MRO activities have a major economic impact at multiple levels. As reported in the 2018 Report “Mega Yachts in South Florida: Trends, Impacts, and Issues,” South Florida grew from 800 megayachts in local waters (1997) to 1,800 (2017). A median sized megayacht (140 feet LOA) spends over \$2.0 million annually, generating economic impacts across hundreds of business types and directly supporting 11 FTE jobs and 41 FTE via the regional multiplier effect.

Florida’s recent policies to adjust sales tax imposition on sales and repair of yachts have provided a boost to the industry and the State. During 2017, yards reported major refit projects ranging in value from \$1.2 million to \$2.7 million. A \$1.5 million refit project generates \$60,000 in sales tax proceeds. However, in addition to the direct sales taxes there are \$97,500 of additional taxes generated to the State and local government.

Derecktor Shipyard’s anticipates directly supporting +/- 80 FTE positions at the Fort Pierce facility once at full operation. This equates to 6.6 jobs per acre. Other yards in South Florida yield similar numbers. By example, Dun & Bradstreet reports 160 employees at

Rybovich Boat Company LLC (West Palm) and 90 employees Merrill-Stevens Dry Dock Co. (Miami).

Megayacht MRO, import/export marine dependent businesses, and other working waterfront blue economy industries will all help to expand economic opportunities for the County and region.

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Megayacht MRO, import/export marine dependent businesses, and other working waterfront blue economy industries will all help to expand economic opportunities for the County and region.



4.2.2 GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES

Expand coastal edges for working and recreational waterfront activities.

The current configuration of Port infrastructure affords a limited number of active marine edges. Working marine edges total +/- 3,100 linear feet along the Derecktor, Fort Pierce Yacht and Ship parcel, Beyel Brothers, and Fisherman's Wharf. Many of these facilities are in need of repair and upkeep.

The proposed Master Plan seeks to more than double the working waterfront edge of the Port. Contemplated investments include creation of wet-slips (for yachts awaiting or undergoing repair), East Wharf, and the proposed yacht and marine industries vessel slip. These three projects combined will add between 6,000 and 7,000 linear feet of working marine edge. Marina and other in-water recreational facilities contemplated at Harbour Pointe will add to this total.



4.2.3 PROVIDE A FLEXIBLE TEMPLATE FOR PORT LAND DEVELOPMENT

Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.

It's difficult to pinpoint what the future will hold for the Port and in-water and upland assets. Detailed market studies—while a useful follow-on step—were not part of this planning effort. What resonated with property owners, stakeholders, and the community was seeking to ensure the Port could flex to embrace new business prospects and changing priorities. To this end, the Plan incorporates a number of flexible features that can be pursued as market opportunities or other needs emerge.

Several of these adaptable zones are depicted in the following exhibits.

- **IMPORT/EXPORT AND TRADE ENABLING AREAS AT EAST WHARF.** As presented in Section 4.1.4, this zone offers a range of scalable uplands and berth area dependent on market need. Upland area can range from +/- 4 acres (Variant A1) to +/- 14 acres (Variant A2). Additional expansion west is possible.

- **CORNER OF N 2ND STREET AND THE ACCESS ROAD TO HARBOUR POINTE PARK.** This +/- 6.35 acre parcel is slated to be one of the latter to be developed in the Plan. The area is flexible to be set aside to help meet stormwater detention requirements (Variant B1), light-industrial space (Variant B2), or additional megayacht MRO / Jones Act compliant ship development.
- **FORT PIERCE YACHT AND SHIP MARINE YARD AND INLET FISHERIES.** The Plan contemplates this zone could remain in its current configuration, offering existing light industrial and warehousing spaces (Variant C1). With acquisition of the FEC Railroad spur, new buildings could be introduced and designed to host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, and other marine related enterprises (Variant C2)
- **FISHERMAN'S WHARF.** Beyel Brothers can remain in its present parcel holdings (Variant D1) or relocate to allow expansion of more megayacht MRO and public accessible mixed-use development (Variant D2)

IMPORT/EXPORT AND TRADE ENABLING AREAS AT EAST WHARF



VARIANT A1



VARIANT A2



VARIANT A3

CORNER OF N 2ND STREET AND ACCESS ROAD TO HARBOUR POINTE PARK

VARIANT B1



VARIANT B2



VARIANT B3



FORT PIERCE YACHT AND SHIP MARINE YARD AND INLET FISHERIES

VARIANT C1



VARIANT C2



FISHERMAN'S WHARF

VARIANT D1



VARIANT D2



4.2.4 INVEST AND GROW ENVIRONMENTAL EDUCATION AND RESTORATION

Become a center of excellence for reef and coastal research, restoration, and resilience.

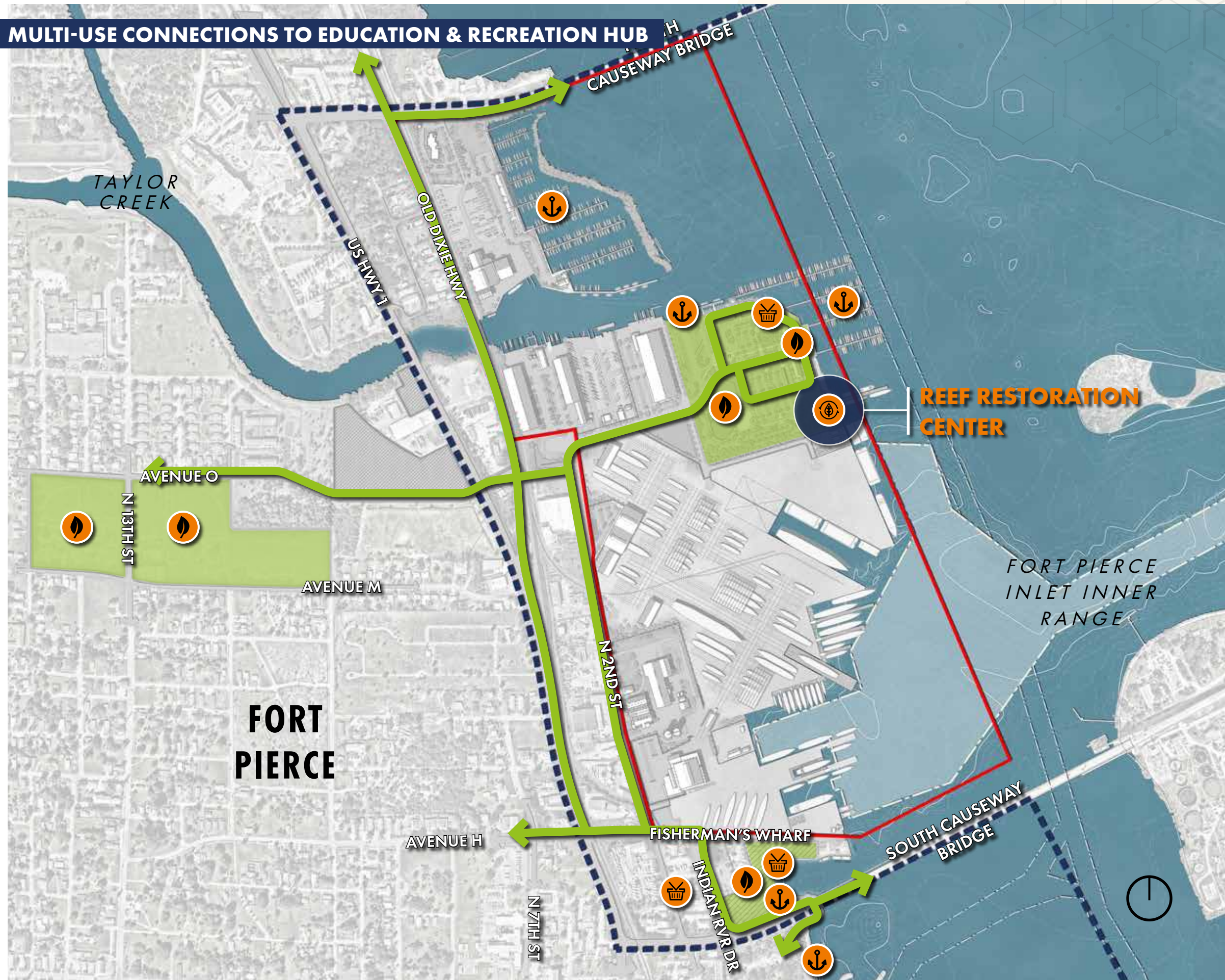
The community expressed desire to keep and possibly grow the artificial reef program currently operating from Harbour Point Park. Over the short term—during design, permitting and implementation of Harbour Point Park redevelopment—this program will remain in place. Once transformation of the Park is underway, this program is recommended to shift to the southeast corner of the Park and utilize newly created landside and in-water facilities. An operational yard on County property would provide area for storage of materials destined for use in artificial reef creation, modular “reef balls,” and other equipment and components. Additional interim zones could be negotiated with adjacent private property owners.

Over the long term, the Plan envisions creation of a 7,500 square foot center funded through grants, partnerships, and public sector contributions. While the ultimate development program for the center has yet to be determined, the Plan contemplates an environmental education atrium space, classroom, lab room, offices, and outdoor learning patio. Outdoor elevated grow tanks could be incorporated

to support coral micro fragmentation work. A single floating dock would extend from the waterfront and provide dedicated berth space for marine research vessels, educational tours, and provide a home for a contemplated Fire Boat or similar marine first responder vessel.



MULTI-USE CONNECTIONS TO EDUCATION & RECREATION HUB



KEY FEATURES

- Proposed SUNTrail Greenway and Bike/ Ped Circulation 
- Park and Open Space 
- Waterfront Marina, Docks and Public Boat Ramps 
- Mixed-Use/ Food & Beverage 
- Research and Development 
- Reef Restoration Center 

4.2.5 THE PORT AS A GOOD NEIGHBOR

Ensure Port edges stabilize and bolster the viability of varied community development endeavors.

The work of the waterfront can create stress on surrounding land uses and neighborhoods. Noise, truck traffic, lighting at night, and long stretches of fencing are all examples of this in practice. Yet, as evidenced in Section 3, working waterfronts and surrounding neighborhoods can thrive together, especially when planned holistically and when open dialogue between interests is maintained.

For the Port of Fort Pierce Master Plan, several opportunities were considered to foster a greater level of cohesion between the Project Study Area and surrounding neighborhoods and businesses. These include:

- Greenway creation linking the proposed SUNTrail Greenway from Fort Pierce along N 2nd Street and Old Dixie Highway to Fisherman’s Wharf, Harbour Pointe Park, and park areas in the Lincoln Park community, to the established northern section on N. Hutchinson Island. The east-west portion of the greenway connecting Lincoln Park to Harbour Pointe would include a bike/ped overpass spanning the FEC Railroad and US Highway 1;

- Renewal and enhancement of Avenue H and Fisherman’s Wharf roadway;
- Illumination and beautification of the Port silos as attractive features of the skyline during the day and night;
- Creation of landscaped berms and other elements to serve as buffers between working waterfront zones and Harbour Pointe Park; and,
- Support of Fisherman’s Wharf to be developed as a fishing village working waterfront, including, tourism uses, as envisioned in the Fisherman’s Wharf Redevelopment Plan (2017).





FINAL DRAFT



5

FINAL DRAFT

IMPLEMENTATION & NEXT STEPS

IMPLEMENTATION OVERVIEW

Implementation of the Port of Fort Pierce Master Plan is a 20-year endeavor. Initial investments and market success will create a foundation for subsequent steps and projects. The Master Plan is a roadmap to help bring forward a future desired. Recognizing market forces and community priorities change, the Plan is flexible in its implementation to accommodate change.

Projects and initiatives are grouped into two stages of implementation: Early (Stage 1) and Follow-On (Stage 2). While names used for both groups are indicative of the general timing or project, there is flexibility within each stage to advance, slow-down, reduce, and/or expand initiatives and implementors (e.g., the public and private sectors) see fit.

In the pages that follow, we present a recommended progression of project through Stage 1 and 2 along with other notable studies and related initiatives.





2E

2F

2A

1A

1C

2B

2D

1B

PROJECTS UNDER STAGE 1

Stage 1 improvements are those expected to substantively advance over the next five years. Within Stage 1, three primary initiatives commence:

- **AREA 1A.** Redevelopment of Harbour Pointe Park, inclusive of linking roadway and other recreational boating and uplands areas.
- **AREA 1B.** Advancement of initial phases of East Wharf, including development of 800 linear feet of wharf and a commensurate import/export yard area for tenants of 4- to 6-Acres.
- **AREA 1C.** Development of the southern portion of the Fort Pierce Megayacht MRO and Shipyard Area. This project includes approximately +/- 24 acres of uplands along with +/- 4,000 linear feet of wet berths and a shiplift supporting vessels up to 300 feet LOA.

may result in scaling up or down of primary project components of each group. For example, the Plan supported public marina at Harbour Pointe Park requires additional design analysis to determine the need for a breakwater between the Intercoastal Waterway and proposed facilities. Additional environmental study is also envisioned to ensure the project does not impact mapped seagrasses in the area. The combined results of these analyses will dictate a refined project program for the marina that then can translated into a financial model and a determination of the ultimate level of investment in this project.

For each of the projects above, some amount of market, economic, financial, and design analysis is needed to advance the sizing and detailed programmatic needs of each Stage 1 improvement group. This work, along with specific preferences by private property owners,

ILLUSTRATIVE MASTER PLAN - STAGE 1



IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 1

KEY FEATURES

Port Planning Area (+/- 1,545 AC)	
Project Study Area (+/- 255 AC)	
Anticipated Storm Water Requirement Zones	
Fisherman's Wharf Redevelopment Zone	
Fisherman's Wharf Publicly Held Land	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
EXISTING	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Bros. Properties)	6
Lincoln Park Community Park	7
PROPOSED	
Harbour Pointe and Tenet Access Road	8
Dry Stack Boat Storage Development	9
Taylor Creek Public Boat Ramp and Parking	10
Harbour Pointe Public Marina	11
Harbour Pointe Waterfront	12
Reef Restoration Center and Floating Dock	13
East Wharf Development	14
Future Yacht MRO and Shipbuilding Areas	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
Rail Spur and Related Operational Area	19
Urban Greenway System Linked to Proposed SUNTrail Greenway	20
Urban Greenway Pedestrian Overpass	21

FINAL DRAFT

PROJECTS UNDER STAGE 2

Stage 2 includes follow-on efforts within each of the primary initiative zones—Yacht MRO, East Wharf, Harbour Pointe Park—as well as embarks on other infrastructure and commerce investments. These efforts are envisioned to advance after 2025 but could happen sooner based on market conditions and resource availability.

- **AREA 2A.** As market conditions warrant, expand the Fort Pierce Megayacht MRO and Shipyard Area to add an additional 20 acres of upland area and include Jones Act Compliant Ship New building Zone. This area could also flex to support other import/export trade enabling activities, light industrial uses, and/ or other marine activity center functions.
- **AREA 2B.** Grow the import/export area to 9- to 14-acres depending upon investment in the depicted marine industries vessel slip (see Area 2D below).
- **AREA 2C.** Consider potential relocation of Beyel Brothers from Fisherman's Wharf to the East Wharf.

- **AREA 2D.** As desired, advance the creation of the marine industries vessel slip and an additional +/- 1,650 linear feet of berth and apron area.
- **AREAS 2E AND 2F.** As available and desired, activate additional areas in support of Fort Pierce Megayacht MRO and Shipyard Area, Jones Act Compliant Ship New building Zone, Marine Foreign Trade Zone, light industrial uses, and/ or other marine activity center functions.

Similar to Stage 1 improvements, some amount of market, economic, financial, and design analysis is needed to advance the sizing and detailed programmatic needs of each Stage 2 improvement group.

ILLUSTRATIVE MASTER PLAN - STAGE 2 VARIANT 1



2B **2D** Areas 2B and 2D do not apply under this Stage 2 Variant.

IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 2








KEY FEATURES

Port Planning Area (+/- 1,545 AC)	
Project Study Area (+/- 255 AC)	
Anticipated Storm Water Requirement Zones	
Fisherman's Wharf Redevelopment Zone	
Fisherman's Wharf Publicly Held Land	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
EXISTING	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Bros. Properties)	6
Lincoln Park Community Park	7
PROPOSED	
Harbour Pointe and Tenet Access Road	8
Dry Stack Boat Storage Development	9
Taylor Creek Public Boat Ramp and Parking	10
Harbour Pointe Public Marina	11
Harbour Pointe Waterfront	12
Reef Restoration Center and Floating Dock	13
East Wharf Development	14
Yacht Storage Lay-Down	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
Rail Spur and Related Operational Area	19
Urban Greenway System Linked to Proposed SUNTrail Greenway	20
Urban Greenway Pedestrian Overpass	21

FINAL DRAFT

IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 2

-  Port Planning Area (+/- 1,545 AC)
-  Project Study Area (+/- 255 AC)
-  Anticipated Storm Water Requirement Zones
-  Fisherman's Wharf Redevelopment Zone
-  Fisherman's Wharf Publicly Held Land
-  Fort Pierce Inlet Navigation Channel
-  Intracoastal Waterway

EXISTING

- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Light Industrial Uses
(Woods Properties and Inlet Fisheries)
- 5 Derektor Shipyard
- 6 Fort Pierce Marine Terminal (Beyel Bros. Properties)
- 7 Lincoln Park Community Park

PROPOSED

- 8 Harbour Pointe and Tenet Access Road
- 9 Dry Stack Boat Storage Development
- 10 Taylor Creek Public Boat Ramp and Parking
- 11 Harbour Pointe Public Marina
- 12 Harbour Pointe Waterfront
- 13 Reef Restoration Center and Floating Dock
- 14 East Wharf Development
- 15 East Wharf Development Expansion Limits
- 16 Yacht MRO and Shipbuilding Areas
- 17 Wet Slip Operational Areas
- 18 Shiplift (Syncrolift) and Transfer System
- 19 Rail Spur and Related Operational Area
- 20 Urban Greenway System Linked to
Proposed SUNTrail Greenway
- 21 Urban Greenway Pedestrian Overpass



ILLUSTRATIVE MASTER PLAN - STAGE 2 VARIANT 3



IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 2

KEY FEATURES

Port Planning Area (+/- 1,545 AC)	
Project Study Area (+/- 255 AC)	
Anticipated Storm Water Requirement Zones	
Fisherman's Wharf Redevelopment Zone	
Fisherman's Wharf Publicly Held Land	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	

EXISTING	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Bros. Properties)	6
Lincoln Park Community Park	7

PROPOSED	
Harbour Pointe and Tenet Access Road	8
Dry Stack Boat Storage Development	9
Taylor Creek Public Boat Ramp and Parking	10
Harbour Pointe Public Marina	11
Harbour Pointe Waterfront	12
Reef Restoration Center and Floating Dock	13
East Wharf Development	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
Rail Spur and Related Operational Area	19
Urban Greenway System Linked to Proposed SUNTrail Greenway	20
Urban Greenway Pedestrian Overpass	21

FINAL DRAFT

5.4

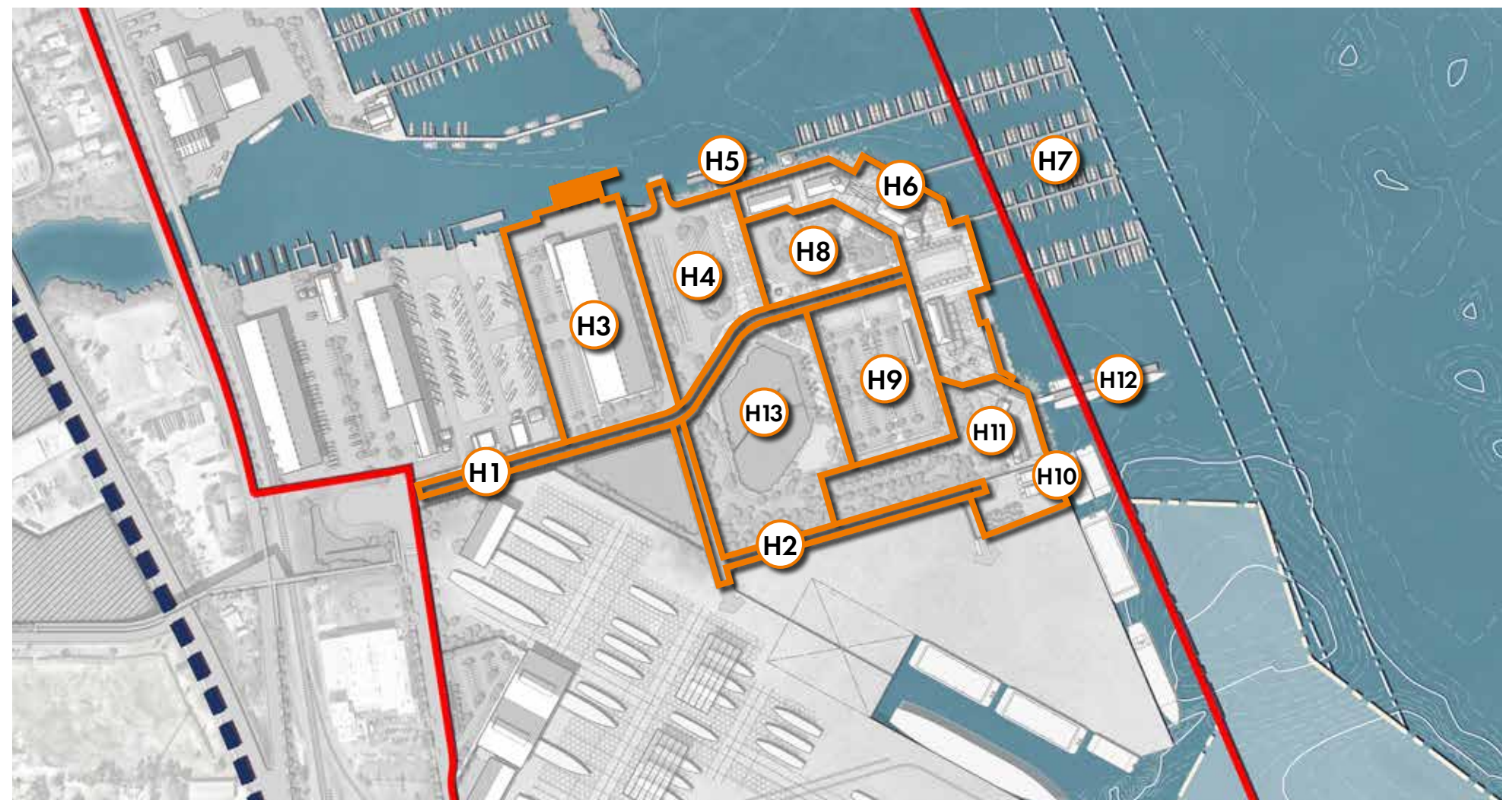
DISTRICT BY DISTRICT IMPROVEMENTS

The Plan hosts five different development districts (refer to Section 4.1). Each district contains several smaller project initiatives a development zones. In the following section, projects by district are presented in tabular format. Each entry includes a project identifier (location and number), a project name, and brief description.



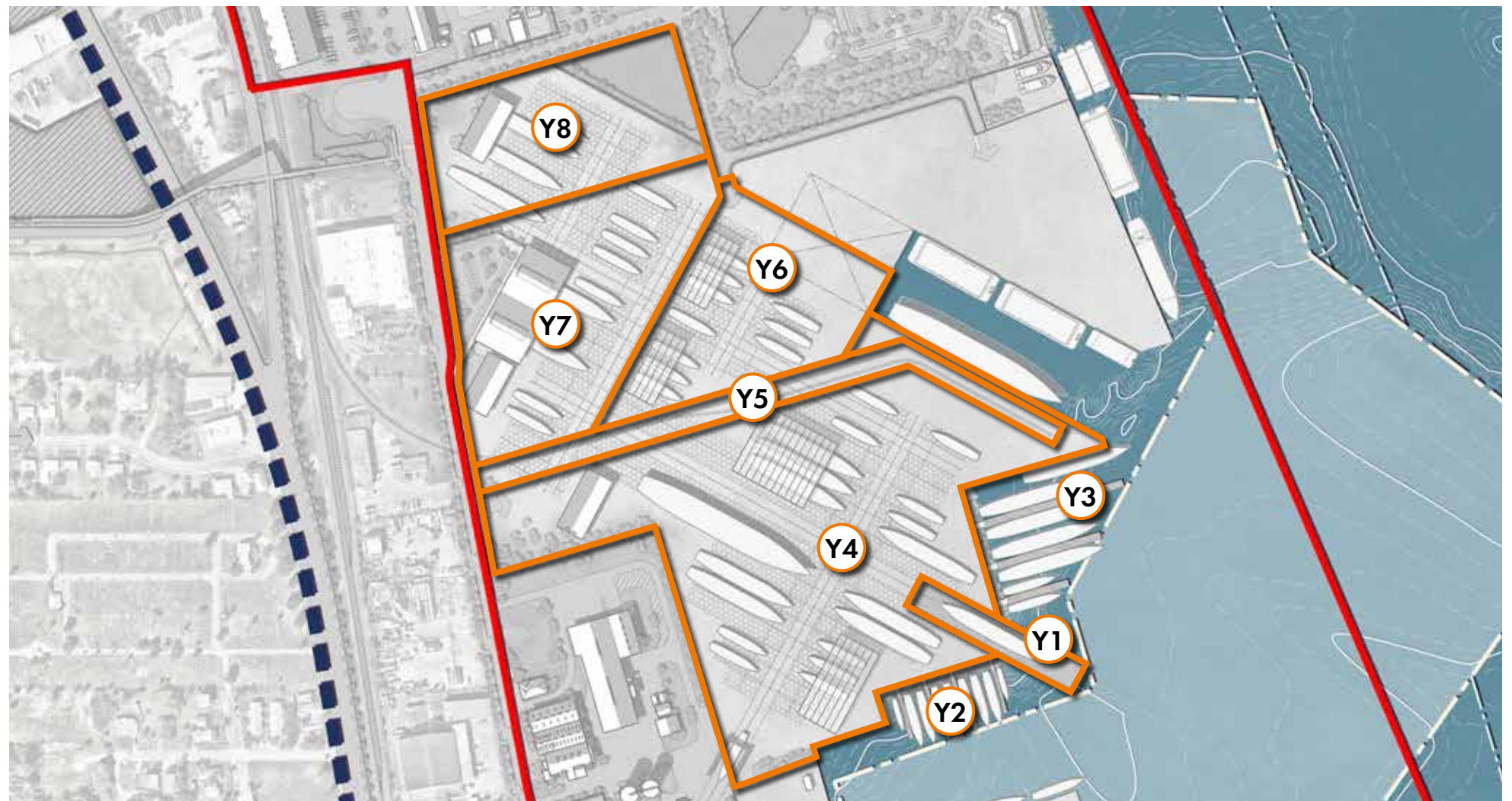
5.4.1 HARBOUR POINTE DISTRICT

CODE	PROJECT NAME
H1	Harbour Pointe Access Road
H2	East Wharf Access Road
H3	Harbour Pointe Dry Stack Boat Storage
H4	Taylor Creek Boat Ramp and Trailer Parking
H5	Taylor Creek Boat Ramp Transient Docks
H6	Harbour Pointe Waterfront
H7	Harbour Pointe Public Marina
H8	Harbour Pointe Parking and Site Works- North
H9	Harbour Pointe Parking and Site Works - South
H10	Reef Restoration Center Wharf
H11	Reef Restoration Center
H12	Reef Restoration Center Floating Docks
H13	Harbour Pointe Pond and Greens



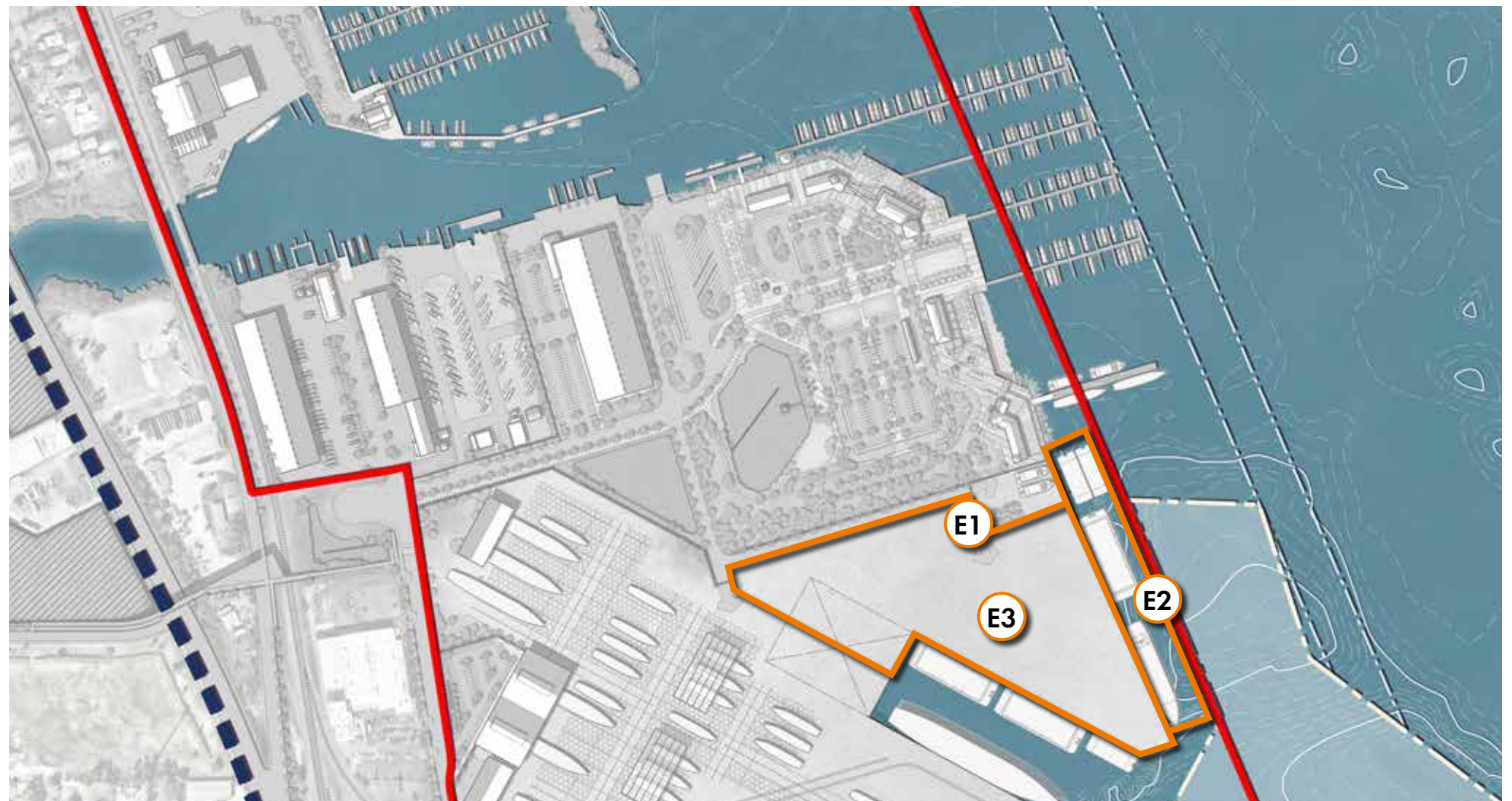
5.4.2 FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

CODE	PROJECT NAME
Y1	Syncrolift Area
Y2	Wet Slip Operations Area - South
Y3	Wet Slip Operations Area - East
Y4	Yacht MRO Yard - Area 1
Y5	Rail Spur and Related Operational Area
Y6	Yacht MRO Yard - Area 2
Y7	Yacht MRO Yard - Area 3
Y8	Reserve Area for Stormwater Detention/ Future Development Area



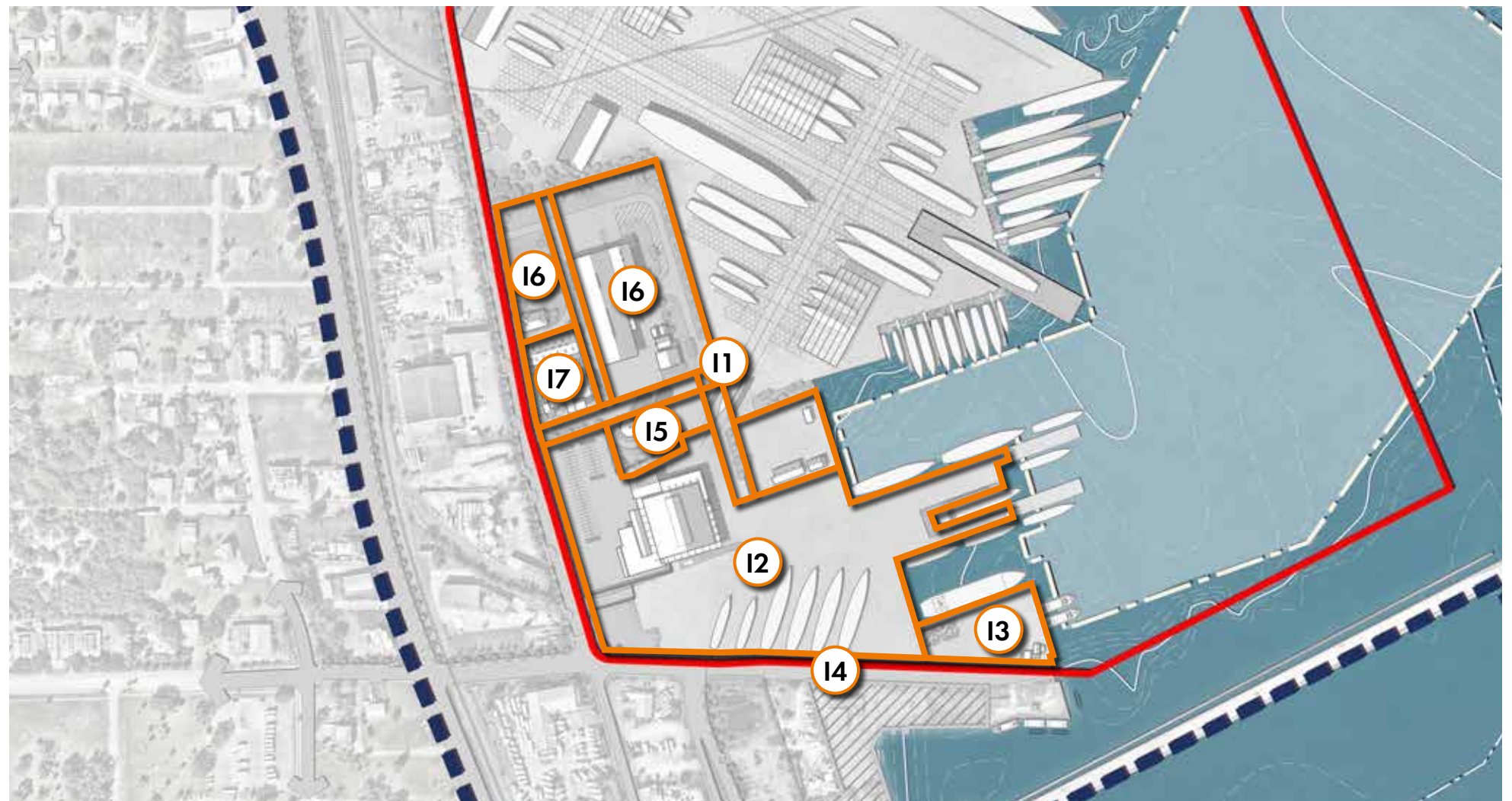
5.4.3 EAST WHARF DISTRICT

CODE	PROJECT NAME
E1	East Wharf Tenant Road
E2	East Wharf and Related Berth Pocket
E3	Tenant Operations Yard



5.4.4 INDIAN RIVER TERMINAL & FISHERMAN'S WHARF

CODE	PROJECT NAME
I1	Travel Lift Access and Operational Corridor
I2	Derecktor Shipyard Improvements (Various)
I3	Beyel Brothers Marine Improvements (Various)
I4	Avenue H / Fisherman's Wharf Corridor Enhancement
I5	Silo Beautification
I6	Wood Family Track Improvements (Various)
I7	Inlet Fisheries Improvements (Various)





5.5

CHARTING A NEW FUTURE

Master Plan advancement will occur over time, with critical studies and initial investments leading to subsequent steps and projects. Plan implementation will occur in stages, while market conditions, design, on-going analysis and availability of financial resources may prolong or accelerate implementation of specific projects.

In the following section, we identify critical components that will support the advancement of the Master Plan.

5.5.1 ALIGNMENT WITH THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

As stated in Goal 2.8 of the adopted St. Lucie County Comprehensive Plan, “St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.”

The contents and exhibits comprising the 2020 Port of Fort Pierce Master Plan update the existing 2015 Port Master Plan. Recommended adoption of the 2020 Port Master Plan by the St. Lucie County Board of Commissioners is encouraged to allow this work to replace/ inform:

- The responsibility for the Port (Goal 2A.1);
- The land use map for the Port of Fort Pierce (Goal 2A.2);
- Port activities (Goal 2A.3);
- Environmental protection (Goal 2A.4);
- Emergency management (Goal 2A.5);
- Landside infrastructure (Goal 2A.6); and,
- Navigation channels (Goal 2A.7).

A full synopsis of these goals and related objectives/ policies is offered in Section 6 (Appendix).

5.5.2 IMPACTS OF TRAFFIC FROM OPERATIONS

Implementation of the Plan will generate increased traffic from new businesses and users found throughout the Project Study Area. These impacts will likely be greatest along N 2nd Street, Avenue H, and U.S. Highway as well as related intersections. A traffic impact study is recommended to better quantify trip generation and needed improvements throughout the roadway network as a result of Plan implementation.

The Plan supports integration of safe bicycle and pedestrian pathways around and through selected components (Harbour Pointe Park Access Road) of the Project Study Area linked to recreational facilities and places of business.

5.5.3 UPDATE OF PROJECT STUDY AREA ZONING

As discussed in Section 1.4, the Project Study Area falls within the limits of the City of Fort Pierce and is subject to its land use and zoning regulations. The City's Adopted Future Land Use Plan lists the majority of the Project Study Area as Industrial (I), with Taylor Creek Marina, Cracker Boy Boat Works, and Harbortown as Marine Commercial (MC).

In terms of zoning, the Derecktor site along with Fort Pierce Yacht and Ship, Beyel Brothers, and other smaller tracts in the immediate vicinity are zoned Marine Industrial (I2). Marina facilities along Taylor Creek are zoned Marine Commercial (C6) and Marine Industrial (I2). The balance of the Project Study Area, inclusive of the Bell Family tracts and Harbour Pointe Park, fall under the Planned Unit Redevelopment (PUR) zoning classification. The Port's PUR zoning was established in 1999 by Ordinance No. J-504 following planning work at the time.

The concepts and uses underpinning the current PUR zoning are not in alignment with the recommendations of the 2020 Port of Fort Pierce Master Plan.

To address the issue, the Plan recommends a collaborative undertaking by the City and County to update zoning following one of two avenues:

- **APPROACH 1.** Repeal Ordinance No. J-504 and rezone the area as Mixed Use District (MXD) / Planned Development (PD) under the City's Zoning Code. Inform the new MXD District with an overlay exhibit depicting key areas and uses. The exhibit would provide clarity of permitted and conditional uses through use of an overall site plan exhibit. The site plan exhibit would be aligned with the recommendations of the 2020 Port of Fort Pierce Master Plan, with flexibility built into the site plan exhibit to allow the area to adapt to market conditions and opportunities.
- **APPROACH 2.** Adjust the current PUR under Ordinance No. J-504 to reflect the 2020 Port of Fort Pierce Master Plan. The norms for PUR modification would be followed, including Planning Review Board review, public hearing(s), and City Commission Adoption by Ordinance.

Under both approaches, new zoning should ensure cohesion between current zoning for parcels south of Taylor Creek and within the Project Study Area. Ideally, the entire zone should allow the same land use and intensity without down zoning the current rights extended to those owners under Marine Industrial (I2).

As a third approach, private property owners can seek a full rezoning to another category that meets their needs, such as Marine Industrial (I2).

5.5.4 ENVIRONMENTAL PROTECTION

The adopted St. Lucie County Comprehensive Plan states “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.

As presented previously, a common theme heard throughout the 2020 Plan-making process was the Port and its lands, harbor, and channel are an untapped resource. Accompanying this sentiment, however, was often a similar caution that harnessing this resource should be done carefully and ensure protection of community quality of life and the ecology and recreational attributes of Fort Pierce Inlet and the Indian River Lagoon.

The 2020 Port Master Plan and its implementors should continue to work with federal, State, and local governmental bodies, the private sector, and other interested parties, to ensure the protection and restoration of the Indian River Lagoon and avoid future degradation of the Lagoon’s ecological health. Approaches to this end include:

- 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 or reduce and treat existing runoff.
- 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.
- Working with other governmental bodies, private interests, and other interested parties, to protect endangered and threatened species from port activities in the Indian River Lagoon; including excessive freshwater, suspended materials, nutrient inflows, toxic substances and exotic invasive species.

The Port of Fort Pierce will need to continue to coordinate with the U.S. Army Corps of Engineers (USACE) and the Florida Inland Navigation District to provide for the maintenance of the navigation channels, including location of spoil disposal sites and adequate channel depths. The Plan does not envision pursuit of channel and turning basin deepening. Development of berth pockets (East Wharf), wet berths, and the marine industries vessel slip will need follow USACE permitting norms as well as other federal, State, and local governmental requirements.

The Plan also recommends consideration and advancement of sustainable site solutions, green building initiatives, and best development practices in the construction and operation of in-water and upland development initiatives. Major initiatives, such as renewal of Harbour Pointe Park, should consider integration of principals and possible certification within Leadership in Energy and Environmental Design (LEED), the Institute for Sustainable Infrastructure (Envision), the Blue Flag Program (for marinas and beaches), and/ or others.

Implementation of Plan projects should also take into account the growing body of guidance and best practices for seaport resiliency. Implementation of specific Master Plan projects should take into account ongoing work and results from St. Lucie County Community Resiliency initiatives. The 2019 “Florida Seaports Resiliency Report” prepared by the Florida Seaport Transportation and Economic Development Council (FSTED) provides a number of best practices for consideration by the Port of Fort Pierce associated with Plan implementation. These include:

- Assess of the future needs of seaport businesses, marine activities, and cargos as it relates to sea level rise;
- Review of the need to raise current infrastructure heights to meet 20 year plus sea level rise projections while also maintaining operations;
- Ensure the Port of Fort Pierce is deemed critical infrastructure with local and State entities to ensure prompt emergency response and support; and,

Ensure the flexibility of Port personnel and communications systems to allow for a coordinated response post-hurricane or other impacting event.



5.5.5 STORMWATER FACILITIES

Implementation of projects under the Port Master Plan will require development of new stormwater Management facilities to reduce rainwater runoff and improve overall water quality. The Port Study Area currently includes a large storm water retention pond at Harbour Pointe Park as well as several smaller facilities located at the northern end of N 2nd Street and at the entry to the Port.

Estimates prepared by Inwood Consulting suggest implementation of the fully phased Master Plan would trigger a need for between 14 and 17 acres of new stormwater management facilities. This range could vary depending upon the consideration of projects implemented during Stage 2 and the overall impervious area of megayacht MRO and other facilities.

Given the large area required and the intrinsic value of Port Study Area land, approaches to reduce impervious area and to locate new facilities off site are encouraged. For Harbour Pointe Park, the recommended approach is to retain and expand the existing pond, better incorporating it into the overall parklike setting of the area.

For East Wharf and the Fort Pierce Megayacht MRO and Shipbuilding Area, the Plan has reserved +/- 6.4 acres of area south of the Harbour Point Access Road for possible use. Work by Inwood Consulting suggests the potential exists to pump storm water out of the Port Project Study Area to a proposed offside pond for treatment. This would reduce the need to utilize highly valuable land within the Port to meet stormwater management estimates. The most logical location for off-site treatment are properties west of US Highway 1 along Avenue O. The Bell Family currently owns +/- 7.25 acres of property in this location and could utilize this area for their specific site stormwater management needs as well as that of others.

As offered in Section 4.2.5, the hope is onsite and off-site stormwater management features can be linked to create a greenway linked to the proposed SUNTrail system and the Lincoln Park community.

Megayacht MRO, shipbuilding, import/export trade enabling infrastructure, and other marine activity areas need to follow Best Management Practices (BMPs) to reduce potential stormwater pollution from operations. Source control and stormwater treatment BMP's should focus on keeping stormwater from coming into contact

with pollutants as well as involve installing of special devices to treat and manage runoff. Additional study will be required once more detailed planning and design advanced to properly identify and size source control and stormwater control BMPS for indoor and outdoor maintenance areas and other operational zones.



5.5.6 PROJECT CHAMPIONS

Project champions are individuals and groups that advocate for and ultimately implement the Master Plan. They help maintain momentum and focus on moving initiatives through design, finance, permitting, construction, and operational stages.

The overall responsibility for the management of the Port of Fort Pierce is vested by law with the St. Lucie County Commission, and as such, the Port should be managed in the public interest of all the citizens of St. Lucie County. In this role, the County's Airport/ Seaport Department remains the key champion for continued study and ultimate delivery of the Port Master Plan.

Following the County's Comprehensive Plan, the Airport/ Seaport Department should continue to work collaboratively with the City of Fort Pierce, interested agencies, and private property owners in a way "consistent with the Port enabling laws and the constitutional and statutory protections for the rights of existing private property owners" (Objective 2A.1.1). The Port should ensure that the public interest and quality of life is protected when exercising public control of Port property.

Continued collaboration throughout Plan implementation should occur with:

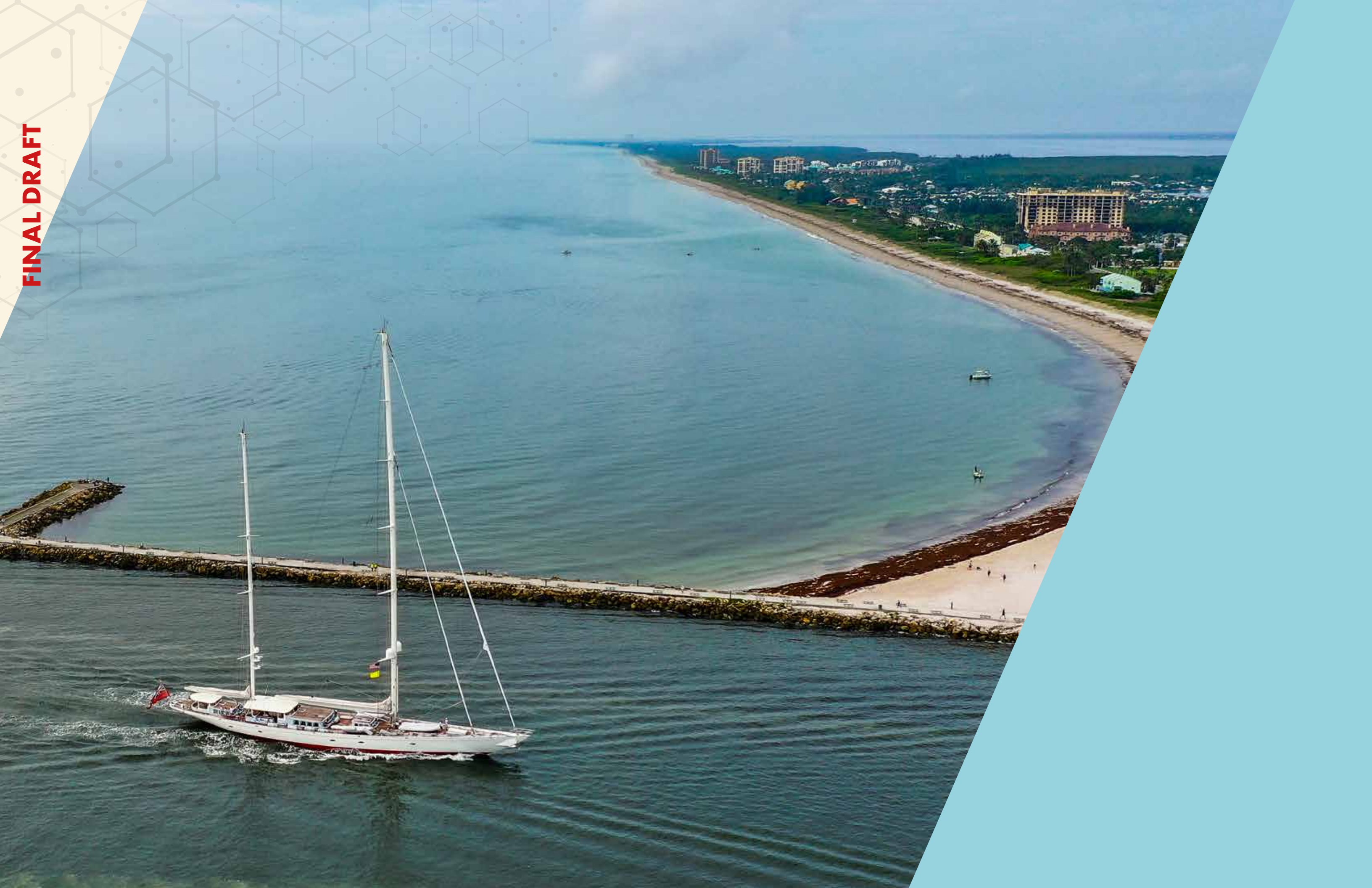
- City of Fort Pierce;
- Other affected local governments;
- St. Lucie Transportation Planning Organization;
- Treasure Coast Regional Planning Council;
- Florida Seaport Transportation and Economic Development Council (FSTED);
- The St. Lucie County Chamber of Commerce; and
- St. Lucie County Economic Development Council.

The Port an important engine for job creation and training. The Plan recommends continued FPRA and Indian River College coordination to find venues for training, skills development, and apprenticeship positions for industries currently and anticipated to be at the Port.

Aside from the above, we recommend the established Port Advisory Committee take an active role alongside the County in Plan implementation. Tapping into the individual and communal expertise of this group could be useful to steward projects forward.

The community is vested in the overall success of the Port and was involved in every step of Master Plan creation. We recommend continued collaboration with the public through Plan implementation. Approaches for consideration by the County for continued public collaboration include: Regularly scheduled "State of the Airport/ Seaport" updates; development of a website, social media, and other information platforms to continually keep the community up-to-date on planned events and overall advancement of the Master Plan; and presentation of Port Master Plan and implementation effort at State and local conferences and civic meetings.

FINAL DRAFT



6

FINAL DRAFT

APPENDICES

6.1.1 PORT MASTER PLAN DRAFT REVIEW - SLC COMP PLAN HIGHLIGHTS

GOAL 2.8. St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.

- **OBJECTIVE 2.8.1:** Continue to implement the Port Master Plan consistent with Section 163.3178(2)(a-k), Florida Statutes.
 - Policy 2.8.1.1 - The Port Master Plan shall address the environmental conditions of the Indian River Lagoon and its interaction with existing and proposed port activities.
 - Policy 2.8.1.2 - The Port Master Plan shall address all aspects of port management and operation including safety and security of commercial, industrial, recreational, and environmental activities.
 - Policy 2.8.1.3 - Coordinate with the City of Fort Pierce to ensure consistency with the City's Comprehensive Plan including the Port Sub Element and Coastal Management Element.
 - Policy 2.8.1.4 - Coordinate with the St. Lucie TPO and other appropriate local, state, and federal agencies to ensure adequate intermodal access and adequacy of public facilities and infrastructure.

- Policy 2.8.1.5 - Develop funding mechanisms to implement the Port Master Plan such as a Tax Increment Financing District, Community Development Area, as well as exploring other funding mechanisms such as grants.
- Policy 2.8.1.6 - Throughout the development of the Port Master Plan, ensure and encourage public participation of all affected parties through a formalized public participation process.
- Policy 2.8.1.7 - Upon the completion of the Port Master Plan, make any appropriate amendments to the St. Lucie County Comprehensive Plan.

GOAL 2A.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 2A.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 2A.1.1.1: 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 2A.1.1.3: St. Lucie County shall cooperate with the City of Fort Pierce, other affected local governments, the St. Lucie Transportation Planning Organization (TPO), the Treasure Coast Regional Planning Council and the Florida Seaport Transportation and Economic Development Council (FSTED).

GOAL 2A.2. 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 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 2A.2.1:** The General Master Development Map for the Port of Fort Pierce shall be as depicted in Figure 2A-1.
 - Policy 2A.2.1.2: The Port of Fort Pierce shall support/seek development activities such as yacht construction and maintenance, maritime industrial and commercial uses, marine research facilities, maritime academic and vocational uses, depending on market conditions.

GOAL 2A.3: 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.

- Policy 2A.3.1.2: Future public infrastructure improvements in the Port Planning Area will be made consistent with the Port Master Plan, to include the following projects: Harbor Pointe shoreline protection, refurbish and/or improve City marina bulkheads, Fisherman's Wharf, improve Terminal Drive, improve Harbor Street, improve Port Avenue, construct a connecting road between 2nd Street to the Harbor Pointe property, construct additional bulkheads at the City Marina, construct pedestrian linkage along 2nd Street to downtown, construct pedestrian linkage to Old Dixie Highway/US 1, develop park infrastructure, develop engineering master stormwater management system for port property including off-site alternatives, and coordinate and install improvements along with corresponding infrastructure element.

- **OBJECTIVE 2A.3.3:** 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 2A.3.3.1: The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, shall accommodate water-related marine activities and related service activities within the Port Planning Area.
 - Policy 2A.3.3.2: The Port of Fort Pierce, in cooperation with other 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.

Objective 2A.3.5: The Port of Fort Pierce, in compliance with federal, state, and local laws, shall work with appropriate public safety entities to improve and maintain the port security management plan for the Port Operations Area.



GOAL 2A.4. 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 2A.4.1:** 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 2A.4.1.1: 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 or reduce and treat existing runoff.

- Policy 2A.4.1.2: 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 2A.4.1.3: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, shall protect endangered and threatened species from port activities in the Indian River Lagoon; including excessive freshwater, suspended materials, nutrient inflows, toxic substances and exotic invasive species.

GOAL 2A.5. Emergency Management –

GOAL 2A.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 2A.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 2A.6.1.1: The Port of Fort Pierce should enhance and expand activities that tie the Port to the Treasure Coast International Airport and coordinate with the St. Lucie TPO, Florida Department of Economic Opportunity, Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail services, in order to encourage multi-modal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County.



GOAL 2A.78. Navigation Channels – Navigation channels serving the port’s maritime and recreational activities shall meet existing and limited future needs as outlined in this plan.

- **OBJECTIVE 2A.7.1:** 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 and adequate channel depths.
 - Policy 2A.7.1.1: 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.

GOAL 5.1. Balancing growth and coastal resources. All development proposed in the future land use element in the coastal area shall occur in a manner which protects, conserves, and enhances the natural resources of the coastal area and the environmental, social and economic benefits attributed to them and shall comply with the Florida Building Code, floodplain management standards set forth by FEMA, set forth in 44 C.F.R. part 60, and applicable regulations regarding construction seaward of the Coastal Construction Control Line.

- **OBJECTIVE 5.1.1:** Future Development in the Coastal Area. St. Lucie County shall continue to protect the natural resources of the coastal area from adverse impacts caused by future development through the implementation and strengthening of existing environmentally related laws and the assignment of appropriate Future Land Use designations.
 - Policy 5.1.1.7 - St. Lucie County land use and coastal planning area development decisions shall support the preservation of working waterfronts as defined in Section 342.07, F.S., to promote the enhancement of the waterfront/coastal area with boat hauling and repairing businesses, commercial fishing facilities, coastal research organizations,

marine industries, ports harbors, and other similar water-dependent uses, while taking into consideration potential strategies for adaptation and mitigation.



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