

**September 3, 2019
Regular Meeting
6:00 P.M.
2775 Garrison Avenue
Port St. Joe, Florida**



City of Port St. Joe

Rex Buzzett, Mayor-Commissioner
Eric Langston, Commissioner, Group I
David Ashbrook, Commissioner, Group II
Brett Lowry, Commissioner, Group III
Scott Hoffman, Commissioner, Group IV

[All persons are invited to attend these meetings. Any person who decides to appeal any decision made by the Commission with respect to any matter considered at said meeting will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The Board of City Commission of the City of Port St. Joe, Florida will not provide a verbatim record of this meeting.]

BOARD OF CITY COMMISSION

Regular Public Meeting
6:00 P.M.
2775 Garrison Avenue
Tuesday September 3, 2019

Call to Order

Consent Agenda

Minutes

- Regular Meeting 8/20/19 Pages 1-4
- Workshop Meeting 8/27/19 Page 5

Bldg. Department

- Update Page 6

PSJRA- Update

City Attorney

- Ord. 563 Ad Valorem Property Taxes 2019-2020 Page 7
 - 1st Reading
- Ord. 564 Budget 2019-2020 Pages 8-9
 - 1st Reading
- Ord. 553 Large Scale Plan Amendment MLK Corridor Pages 10-11
 - 2nd Reading & Consideration of Adoption
- Ord. 560 Marina Small Scale Amendment Pages 12-37
 - 2nd Reading & Consideration of Adoption
- Ord. 561 Marina PUD Pages 38-45
 - 2nd Reading & Consideration of Adoption
- Ord. 562 Marina Cove PUD Pages 46-51
 - 2nd Reading & Consideration of Adoption

Old Business

- CDBG Grant Progress Update- Bruce Ballister
- R/UDAT Grant Application- Cassie Studstill Pages 52-84
- Capital City Bank Lease Agreement Page 85
- Boat Dockage- Update

New Business

- Legislative Request
- Port Authority Loan Agreement- Mayor Buzzett Pages 86-90
- Code Enforcement Special Master Pages 91-94

Public Works

- RFP 2019-11 Buck Griffin Lake Pedestrian Bridge (Handout)

Surface Water Plant

- Update

Waste Water Plant

- Update

Finance Director

- FEMA Update- Clifford Sims Park Seawall

City Engineer

- Trail Lighting/Upgrades Grant- Update
- Road Bond Money

Code Enforcement

- Update

Page 95

Police Department

- Update

City Clerk

- Update

Citizens to be Heard

Discussion Items by Commissioners

Motion to Adjourn

**MINUTES OF THE REGULAR MEETING OF THE BOARD OF CITY
COMMISSIONERS FOR THE CITY OF PORT ST. JOE, FLORIDA, HELD AT
2775 GARRISON AVENUE, August 20, 2019, at Noon.**

The following were present: Mayor Buzzett, Commissioners Ashbrook, Hoffman, Langston, and Lowry. City Manager Jim Anderson, City Clerk Charlotte Pierce, and Attorney Adam Albritton were also present.

CONSENT AGENDA

Minutes

A Motion was made by Commissioner Ashbrook, second by Commissioner Langston, to approve the Minutes of the Regular Meeting of August 6, 2019, and the Workshop Meeting of August 8, 2019. All in favor; Motion carried 5-0.

Building Department Update – Kelly Simpson updated the Commission on the number of permits that have been issued by the Building Department since the last meeting: Demolition Permits 0; Residential Reroof 6; Commercial Reroof 1, Residential Remodel 2; Commercial Remodel 0; Temporary Power Poles 0; Electric Service Repair 1; Accessory Structures 1; New Single Family Structures 1; Temporary Structure Permits 0, and Increased Cost of Compliance Letters 1.

PSJRA Update – Commissioner Ashbrook did not have any updates for the Commission. There will be a PDRB Meeting on September 3, 2019, at Noon.

City Attorney –

Ordinance 560 Marina Small Scale Amendment, First Reading -

Ray Greer, City Planner, shared this will change the land use from Industrial to Mixed Use.

A Motion was made by Commissioner Ashbrook, second by Commissioner Lowry, to have the First Reading of Ordinance 560. All in favor; Motion carried 5-0. Attorney Albritton read Ordinance 560 by Title only.

Ordinance 561 Marina PUD, First Reading -

Commissioner Hoffman asked for clarification about the word gateway and the roundabout at the Marina.

Patrick Murphy of the St. Joe Company clarified that this would be an entrance and not a gate and there would be an open road.

Commissioner Lowry asked about the parking spaces for the dry storage area to which Mr. Murphy shared they were asking for a 15 to 1 ratio, but would be happy to change to a 5 to 1 ratio for the boat barn.

A Motion was made by Commissioner Lowry, second by Commissioner Ashbrook, to have the first reading of Ordinance 561 with the parking density changed to 5 to 1 for the dry barn. All in favor; Motion carried 5-0. Attorney Albritton read Ordinance 561 by title only.

CITY MANAGER'S REPORT – Jim Anderson

Old Business

NERDA Grant Application

Commissioner Langston questioned if this grant required a match and Mr. Anderson responded that it did not, it is 100% grant.

Christy McElroy thanked the Northwest Florida Water Management District (NFWFMD) and FL DEP for allowing the neighbors to share their concerns about the grant. She suggested having Workshops when fishermen, environmentalist, and citizens can have input. She noted her concerns about conflicts of interest issues.

Brett Cyphers, Executive Director of NFWMD and Paul Thorpe attended the meeting. Mr. Cyphers stated he felt this was a great project and thanked Staff for their help and input.

City Manager, Jim Anderson, shared that a 2020 Senate District 3 Budget Request Form has been received from Senator Montford's office and a determination needs to be made on what to apply for. Suggestions of Long Avenue improvements and the First Street Lift Station were offered. A decision will need to be made as the request is due by November 1, 2019.

Mr. Anderson reminded the Commission that the first Public Hearing for the FY '19 –'20 Budget will be held on September 3, 2019, at 6 P.M. He also noted the final adoption of the Budget needs to be held in a Special Meeting on September 17, 2019, at 5:01 P.M. Consensus was to have the September 17, 2019, meeting at 5:01 P.M., rather than noon as scheduled.

The Commissioners were made aware there is a Budget Workshop scheduled for Tuesday, August 27, 2019, Noon, at the Ward Ridge Building.

New Business

PACES Foundation Phase II Traffic Study – Commissioner Ashbrook:

Rick Hayman, representing the PACES Foundation, asked that they be allowed to have only once entrance, reduce the number of allowed parking spaces from 2 1/2 per apartment to 1 1/2 per apartment, and requested help from the City on fees.

Commissioner Langston was adamant that a second entrance was a must, and neighborhood residents need to be heard about this, as they need relief from current traffic issues.

Commissioner Lowry also feels that a second entrance is needed and a Workshop should be held to gather community input.

City Manager Jim Anderson shared that City Technical Advisory Committee has been reviewing the options and there needs to be a turning radiance for emergency vehicles and a second entrance.

Mayor Buzzett noted that he is not on board with 1 ½ spaces per apartments, it is not a good time to be asking the City for help with fees, the neighbors need to know what is coming down the line, and encouraged everyone to work together.

Commissioner Ashbrook feels the City should give a little to get a lot, stated a 25% reduction on impact fees had been previously granted to a group, and housing is needed.

Commissioner Hoffman feels another entrance way is needed, he will support Staff's recommendation, this is a great idea for housing, he is okay with going to 2 parking spaces per apartment, and will not support the City being indebted for the project.

Mr. Hayman shared that their profit margin is slim and the money will have to come from the apartments rather than site work.

Tire Center Development Order Request –

Marcus Ferguson and Hunter Baumgardner answered questions from the Commission concerning the Development Order. A Motion was made by Commissioner Hoffman, second by Commissioner Ashbrook, to approve the Development Order request. All in favor, Motion carried 5-0.

Housing Resources Fair – North Port St. Joe P.A.C.-

Cheryl Steindorf gave an overview of the planned providers for the resources fair to be held on September 14, 2019, from 9 A.M. until 4 P.M. She stressed everything is free and encouraged the community to participate.

Public Works – John Grantland was out and Mr. Anderson noted the following in his absence.

Staff will begin completion of the work for Jones Homestead over the next 3 – 4 weeks. When this project is finished, work will begin on the drainage issue between 6th and 7th Streets.

Surface Water Plant – Larry McClamma RFP 2019-08, 2019-09, 2019-10 Chemicals (Handouts)

A Motion was made by Commissioner Ashbrook, second by Commissioner Langston, to award RFP 2019-09 for Caustic Soda to Univar USA Inc. in the amount of \$1.8430 per gallon and RFP 2019-10 to Allied Corporation in the amount of \$.868 per gallon. Both prices are good for one year. All in favor; Motion carried 5-0. Staff recommendation for RFP 2019-08 Liquid Ferric Sulfate is to concentrate efforts on finding an alternative or replacement chemical that can lower cost while still reducing the amount of organics in our water in the treatment process. They also recommend keeping the same vendor and not award the bid.

Wastewater Plant – Kevin Pettis

Disc Filtration Filters – Mr. Pettis requested that he be allowed to forgo several projects at the plant to purchase Disc Filtration Filters. There is \$79,000 in the budget for projects at the WWTP and these funds will be used to purchase the filters. A Motion was made by Commissioner Lowry, second by Commissioner Ashbrook, to purchase Disc Filtration Filters. All in favor; Motion carried 5-0.

Finance Director – Mike Lacour

Budget Update – There will be a Budget Workshop on Tuesday, August 27, 2019, at noon to review the draft budget. Mr. Lacour is still waiting on health insurance numbers for the budget and will reach out to Mr. Van Lierop for these. FEMA and property insurance issues continue to move along.

City Engineer – Clay Smallwood, III

Trail Lighting / Upgrades Grant Update – No new updates for this project.

Road Bond Money – A Motion was made by Commissioner Hoffman, second by Commissioner Ashbrook, to use up to \$88,000 of the Road Bond Money to redo the road and shoulders of Clifford Sims Park at the Marina. All in favor; Motion carried 5-0.

Code Enforcement no action was required.

Police Department – Chief Matt Herring

Chief Herring did not have anything on the Agenda to discuss.

Mayor Buzzett thanked Chief Herring for the help from his department at the boat ramp Saturday with boaters and people going Scaloping.

City Clerk - Charlotte Pierce

Mrs. Pierce did not have anything to update the Commission on.

Citizens to be Heard –

Christy McElroy stated the Commission is doing a good job and she is looking forward to workshops on different issues. She expressed her concerns about local preference for businesses, using proper people for tasks, conflicts of interest, and corruption being seen in the news that could affect local issues. Ms. McElroy provided handouts that she requested be included for the records. These are attached as Exhibit A.

Rosemary Lewis requested guidance and parameters that would be used by Code Enforcement for vacant lots in the City.

Robert Branch had several questions about the NERDA Grant and piping.

Marvin Davis asked about water quality and cost of testing. Mayor Buzzett responded that Mr. McClamma's department has testing equipment and that lines from the meter to the house are the responsibility of the homeowner. He also referred him to the SHIP Program and NPSJ PAC Housing Resources Fair as a means for funding sources.

Discussion Items by Commissioners

Commissioner Langston reminded everyone that we are rebuilding, to be patient, don't rush into something just because it sounds or looks good, and understand what is going on before you jump into it. He noted the Commissions' job is to protect our citizens. Commissioner Langston also reiterated the need to get culverts and ditches cleaned up.

Commissioner Ashbrook shared that he has been looking at speed bump prices and suggested a relocatable flashing speed sign, feels that traffic is not the problem, but enforcement is needed. He noted his concerns about the alley ways behind Reid, how truckers are parking there, and there is a need to resolve the boat ramp parking.

Commissioner Lowry did not have anything to discuss with the Commission.

Commissioner Hoffman voiced his concerns about parking at the boat ramp, suggested offering overtime to employees to monitor the site, and noted that parking may need to be handled like state parks. He stressed that city residents should have first choice, county residents second, and whatever is left offered to others.

Mayor Buzzett thanked everyone for coming and their interest in our City.

A Motion was made by Commissioner Ashbrook, second by Commissioner Lowry, to adjourn the meeting at 1:25 P.M.

Approved this _____ day of _____ 2019.

Rex Buzzett, Mayor

Date

Charlotte M. Pierce, City Clerk

Date

MINUTES OF THE FY 2019 – 2020 BUDGET WORKSHOP FOR THE BOARD OF CITY COMMISSIONERS FOR THE CITY OF PORT ST. JOE FLORIDA, HELD IN THE COMMISSION CHAMBERS, 2775 GARRISON AVENUE, August 27, 2019 AT 12 Noon.

The following were present: Mayor Buzzett, Commissioners Ashbrook, Hoffman, Langston, and Lowry. City Manager Jim Anderson, City Clerk Charlotte Pierce, Financial Director Mike Lacour, Police Chief Matt Herring, Surface Water Treatment Plant Manager Larry McClamma, Wastewater Treatment Plant Manager Kevin Pettis, and City Insurance Agent Dwight Van Lierop were also present. Attorney Adam Albritton was not present.

The purpose of the Workshop was to review the Health Insurance, Property / Casualty and Workers Comp Rates, Non-Departmental segments and the FY 2019 – 2020 Budget.

Mike Lacour provided a copy of the budget, noted we are down approximately \$77,000 in AD Taxes, and have approximately \$88,000 in TRIUMP Funds. The current cap for Health Insurance is \$720. There will be an increase of 5% for Health Insurance for each employee.

The current Millage rate is 3.5914, with a total Budget across all funds of \$20,381,179.

Dwight Van Lierop confirmed the 5% rate increase cost, and shared the claims history of the City for the present year. The original quote for health insurance was 7% and through negotiations, Mr. Van Lierop was able to get the increase reduced to 5%.

Consensus of the Commission was for Mr. Lacour to include a 3% COLA increase for each full time employee, for the city to absorb the health insurance increase for this year, and look at other options for next year.

Capital City Bank anticipates building, their last extension on the city property in coming up soon, and the Commission feels a monthly rental fee for the property should be addressed. This is to be on the Agenda for September 3, 2019.

Mr. Anderson reminded the Commission of the need to establish a project for the Legislative Budget Request. The First Street Lift Station was suggested as a possible project.

Mayor Buzzett requested that RFQs be sought for Legal Services for the City Attorney and Special Master. Commissioners Ashbrook, Langston, and Lowry stated they were happy with the current attorney and did not wish to seek RFQs for an attorney but would like to proceed with RFQs for the Special Master. This is to be on the Agenda for September 3, 2019.

Commissioner Hoffman requested that \$5,000 be added to the Police Department Budget for overtime. He feels this is needed and would allow more coverage for the City by the department.

Commissioner Langston asked about the additional \$1.00 per hour that is paid for the employee overseeing the inmate crew. Staff stated this has already been resolved.

Mayor Buzzett adjourned the Workshop at 1:40 P.M.

Approved this _____ day of _____ 2019.

James "Bo" Patterson, Mayor

Date

Charlotte M. Pierce, City Clerk

Date

September 3, 2019

Demolition Permits: 3

Residential Reroof: 6

Commercial Reroof: 0

Residential Remodel: 5

Commercial Remodel: 1

Temporary Power Poles: 1

Electric Service Repair: 3

Accessory Structures: 0

New Single Family Structures: 0

Temporary Structure Permits: 0

Increased Cost of Compliance Letters: 0

ORDINANCE NO. 563

**AN ORDINANCE OF THE CITY OF PORT ST. JOE, FLORIDA
LEVYING THE AD VALOREM PROPERTY TAX MILLAGE RATE
FOR MUNICIPAL PURPOSES ON ALL TAXABLE PROPERTY
WITHIN THE CITY FOR THE FISCAL YEAR BEGINNING OCTOBER
1, 2019 AND ENDING SEPTEMBER 30, 2020, STATING THE
PERCENTAGE BY WHICH THE MILLAGE LEVIED IS -6.20% LESS
THAN THE ROLLED-BACK RATE; AND, PROVIDING AN
EFFECTIVE DATE.**

Whereas, Florida law requires the City Commission of the City of Port St. Joe, Florida, to pass an ordinance or resolution levying the millage rate for ad Valorem property taxes for municipal purposes on all taxable property within the City limits of the City of Port St. Joe, Florida, for the fiscal year beginning October 1, 2019 and ending September 30, 2020.

Whereas, Florida law requires said ordinance or resolution to state the millage rate to be levied, and also to state the percentage by which the millage rate is greater, equal to or less than the rolled-back rate as computed pursuant to Florida law; and

Whereas, the City Commission of the City of Port St. Joe, Florida has duly considered the budgetary requirements of the City, has adopted a tentative budget for the fiscal year beginning October 1, 2019, and ending September 30, 2020, based on a millage rate of 3.5914 mills on the taxable property within the City; and has acted in accordance with the terms, provisions, and procedures contained in Section 200.065, Florida Statutes;

Now, therefore, be it enacted by the People of the City of Port St. Joe, Florida in special session assembled; that:

1. The Ad Valorem property tax millage rate for municipal purposes to be levied on the taxable property within the City limits of the City of Port St. Joe, Florida, during the fiscal year beginning October 1, 2019, and ending September 30, 2020, is hereby set at the rate of 3.5914 mills.
2. The percentage by which this millage rate to be levied is less than the rolled-back rate of 3.8288 mills (computed pursuant to Florida law) is -6.20%.
3. This ordinance shall be effective October 1, 2019.

DULY PASSED AND ADOPTED by the Board of City Commissioners of Port St. Joe, Florida this 17th day of September 2019.

THE CITY OF PORT ST. JOE

Rex Buzzett, Mayor

Attest:

Charlotte M. Pierce, City Clerk

ORDINANCE NO. 564

**AN ORDINANCE OF THE CITY OF PORT ST. JOE,
FLORIDA, ADOPTING THE TENTATIVE BUDGET
FOR FISCAL YEAR 2019/2020 AS THE FINAL
BUDGET OF THE CITY OF PORT ST. JOE, FLORIDA
FOR FISCAL YEAR 2019/2020 AND PROVIDING FOR
AN EFFECTIVE DATE.**

WHEREAS, The Board of City Commissioners of Port St. Joe, Florida (the “Board”) has held two public hearings in accordance with 200.065, Florida Statutes, being on September 3, 2019 and September 17, 2019, and

WHEREAS, the Board, after due consideration, has determined to adopt the amended tentative budget for Fiscal Year 2019/2020, a summary of said final budget being attached hereto as Exhibit A and incorporated herein by reference.

NOW, THEREFORE BE IT ENACTED by the People of the of the City of Port St. Joe, Florida, that the tentative budget for Fiscal Year 2019/2020, a summary statement thereof said final budget being attached hereto as Exhibit A and incorporated herein by reference, is adopted as the final budget for the Fiscal Year 2019/2020.

EFFECTIVE DATE: The effective date of this ordinance is October 1, 2019.

DULY PASSED AND ADOPTED by the Board of City Commissioners of Port St. Joe, Florida this 17th day of September 2019.

THE CITY OF PORT ST. JOE

Rex Buzzett, Mayor

ATTEST:

Charlotte Pierce, City Clerk

BUDGET SUMMARY
CITY OF PORT ST. JOE - FISCAL YEAR 2019-2020

Millage Per \$1,000
General Fund 3.5914

| | GENERAL FUND | WATER FUND | SOLID WASTE FUND | WASTEWATER FUND | TOTAL ALL FUNDS |
|---|---------------------------|--------------------|---------------------|---------------------|---------------------|
| CASH BALANCES BROUGHT FORWARD | \$0 | \$0 | \$0 | \$0 | \$0 |
| ESTIMATED REVENUES: | | | | | |
| TAXES: | Millage Per \$1000 | | | | |
| Ad Valorem Taxes | 3.5914 | \$1,018,290 | | | \$1,018,290 |
| Earned Interest | | \$4,000 | \$30 | \$0 | \$5,372 |
| Fines and Forfeitures | | \$6,211 | | \$1,342 | \$6,211 |
| Franchise & Utility Taxes | | \$949,625 | | | \$949,625 |
| Licenses and Permits | | \$32,544 | | | \$32,544 |
| Grants/Loans/Bonds | | \$1,683,545 | \$1,750,000 | \$0 | \$9,783,545 |
| Intragovernmental Revenue | | \$739,418 | | \$6,350,000 | \$739,418 |
| Depreciation Funds | | \$0 | \$0 | \$0 | \$0 |
| Misellaneous Revenues | | \$316,567 | \$7,994 | \$1,041 | \$962,825 |
| Rents and Royalties | | \$99,020 | | \$468 | \$99,488 |
| Garbage Fees | | | \$802,609 | | \$802,609 |
| Water Department | | \$2,937,407 | | | \$2,937,407 |
| Wastewater Treatment Services | | | | \$3,072,877 | \$3,072,877 |
| TOTAL REVENUES & OTHER SOURCES | \$4,849,219 | \$4,695,431 | \$803,650 | \$10,061,910 | \$20,410,211 |
| Fund Balances/Reserves/Net Assets | \$0 | \$0 | 0 | \$0 | \$0 |
| TOTAL REVENUES, TRANSFERS & BALANCES | \$4,849,219 | \$4,695,431 | \$803,650 | \$10,061,910 | \$20,410,211 |

| EXPENDITURES/EXPENSES | GENERAL FUND | WATER FUND | SOLID WASTE FUND | WASTEWATER FUND | TOTAL ALL FUNDS |
|---|--------------------|--------------------|---------------------|---------------------|---------------------|
| City Commission | \$77,395 | \$24,278 | \$6,070 | \$30,348 | \$138,091 |
| Administration | \$395,001 | | | | \$395,001 |
| City Attorney | \$19,000 | \$17,500 | | \$17,500 | \$54,000 |
| Public Works Administration | \$24,971 | | | | \$24,971 |
| Municipal Building | \$25,914 | | | | \$25,914 |
| Police Department | \$1,060,710 | | | | \$1,060,710 |
| Fire Department | \$173,871 | | | | \$173,871 |
| Operations | \$1,525,710 | | | | \$1,525,710 |
| Parks and Recreation | \$1,130,275 | | | | \$1,130,275 |
| Maintenance Shop | \$97,051 | | | | \$97,051 |
| Non-Departmental | \$299,471 | | | | \$299,471 |
| Water Distribution | | \$2,614,380 | | | \$2,614,380 |
| Water Plant | | \$1,323,999 | | | \$1,323,999 |
| Water Administration | | \$301,681 | | | \$301,681 |
| Trash Collection/Disposal | | | \$106,076 | | \$106,076 |
| Garbage Collection/Disposal | | | \$691,504 | | \$691,504 |
| Wastewater Treatment | | | | \$873,560 | \$873,560 |
| Sewer Collection | | | | \$8,024,244 | \$8,024,244 |
| WW Administration | | | | \$325,366 | \$325,366 |
| Long-Term Debt | \$19,850 | \$413,594 | | \$790,892 | \$1,224,335 |
| TOTAL EXPENDITURES | \$4,849,219 | \$4,695,431 | \$803,650 | \$10,061,910 | \$20,410,211 |
| Fund Balances/Reserves/Net Assets | \$0 | | | | \$0 |
| TOTAL APPROPRIATED EXPENDITURES, TRANSFERS, RESERVES & BALAN | \$4,849,219 | \$4,695,431 | \$803,650 | \$10,061,910 | \$20,410,211 |

**THE TENTATIVE ADOPTED, AND/OR FINAL BUDGETS ARE ON FILE IN THE OFFICE
OF THE ABOVE MENTIONED TAXING AUTHORITY AS A PUBLIC RECORD.**

ORDINANCE NO. 553

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST. JOE, SPECIFICALLY TO ADOPT TOWN-INITIATED TEXT AMENDMENT TO (1) ESTABLISH A NORTH PORT ST. JOE MIXED USE FUTURE LAND USE CATEGORY TO THE FUTURE LAND USE ELEMENT AND (2) TO ADOPT TOWN-INITIATED FUTURE LAND USE MAP CHANGE TO REDESIGNATE 18 ACRES OF MIXED USE, INDUSTRIAL AND RESIDENTIAL (R-2B) FUTURE LAND USE TO NORTH PORT ST. JOE MIXED USE FUTURE LAND USE; PROVIDING FOR SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Section 163.3184, Florida Statutes, provides for the authority and procedure for the City Commission of Port St. Joe, Florida to amend its Comprehensive Plan utilizing procedures applicable to large scale developments; and

WHEREAS, on March 12, 2019, the Planning and Development Review Board sitting as the local planning agency for the City, recommended transmittal of the amendments to the comprehensive plan of the City; and

WHEREAS, the City Commission desires to adopt the amendments to the current comprehensive plan to guide and control the future development of the City, and to preserve, promote, and protect the public health, safety, and welfare.

WHEREAS, on March 19, 2019 the Port St. Joe City Commission authorized transmittal of the proposed plan amendment to the appropriate state agencies;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA:

SECTION 1. APPROVAL

The City of Port St. Joe Comprehensive Plan Future Land Use Element and Future Land Use Map are hereby amended as set forth on Exhibit "A".

SECTION 2. CONSISTENCY WITH CITY OF PORT ST. JOE COMPREHENSIVE PLAN

The Board of City Commissioners hereby finds and determines that the approval of the amendments is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan as amended.

SECTION 3. ENFORCEMENT

The City may enforce this Ordinance as authorized by law.

SECTION 4. REPEAL

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. SEVERABILITY

The provisions of this Ordinance are hereby declared to be severable. If any provision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 6. EFFECTIVE DATE

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

This Ordinance was adopted in open regular meeting after its second reading this _____ day of _____, 2019.

THE CITY COMMISSION OF THE CITY
OF PORT ST. JOE, FLORIDA

By: _____
Rex Buzzett, Mayor-Commissioner

Attest: _____
Charlotte M. Pierce
City Clerk

ORDINANCE NO. 560

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP OF THE CITY OF PORT ST. JOE, FLORIDA BY AND THROUGH PROCEDURES REQUIRED FOR SMALL-SCALE MAP AMENDMENTS PURSUIT TO AUTHORITY UNDER STATE STATUTES SECTION 163.3187, SPECIFICALLY CHANGING PARCEL ID NO. 04594-015R, 04596-100R, 04596-000R and 04596-060R, FROM INDUSTRIAL TO MIXED USE, AND PROVIDING FOR REPEAL OF ANY CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163.3187, Florida Statutes, provides for the authority and procedure for the City Commission of Port St. Joe, Florida to amend its Comprehensive Plan utilizing procedures applicable to small scale developments; and

WHEREAS, on August 6, 2019, the Planning and Development Review Board sitting as the local planning agency for the City, recommended approval of the small scale amendment to the comprehensive plan of the City; and

WHEREAS, the City Commission desires to adopt the amendment to the current comprehensive plan to guide and control the future development of the City, and to preserve, promote, and protect the public health, safety, and welfare.

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA:

SECTION 1. APPROVAL

The City of Port St. Joe Comprehensive Plan Future Land Use Map and Zoning Map are hereby amended as set forth on Exhibit "A" and are hereby changed from Industrial to Mixed Use. The application and all documentation submitted by the Applicant in support of it are hereby incorporated by reference.

SECTION 2. CONSISTENCY WITH CITY OF PORT ST. JOE COMPREHENSIVE PLAN

The Board of City Commissioners hereby finds and determines that the approval of the amendment is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan as amended.

SECTION 3. ENFORCEMENT

The City may enforce this Ordinance as authorized by law.

SECTION 4. FUTURE LAND USE MAP

Upon this Ordinance becoming effective, the City of Port St. Joe Future Land Use Map shall be

amended to show the Property as having a land use of Mixed Use.

SECTION 5. REPEAL

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 6. SEVERABILITY

The provisions of this Ordinance are hereby declared to be severable. If any provision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 7. EFFECTIVE DATE

This ordinance shall become effective upon adoption as provided by law.

This Ordinance was adopted in open regular meeting after its second reading this ____ day of _____, 2019.

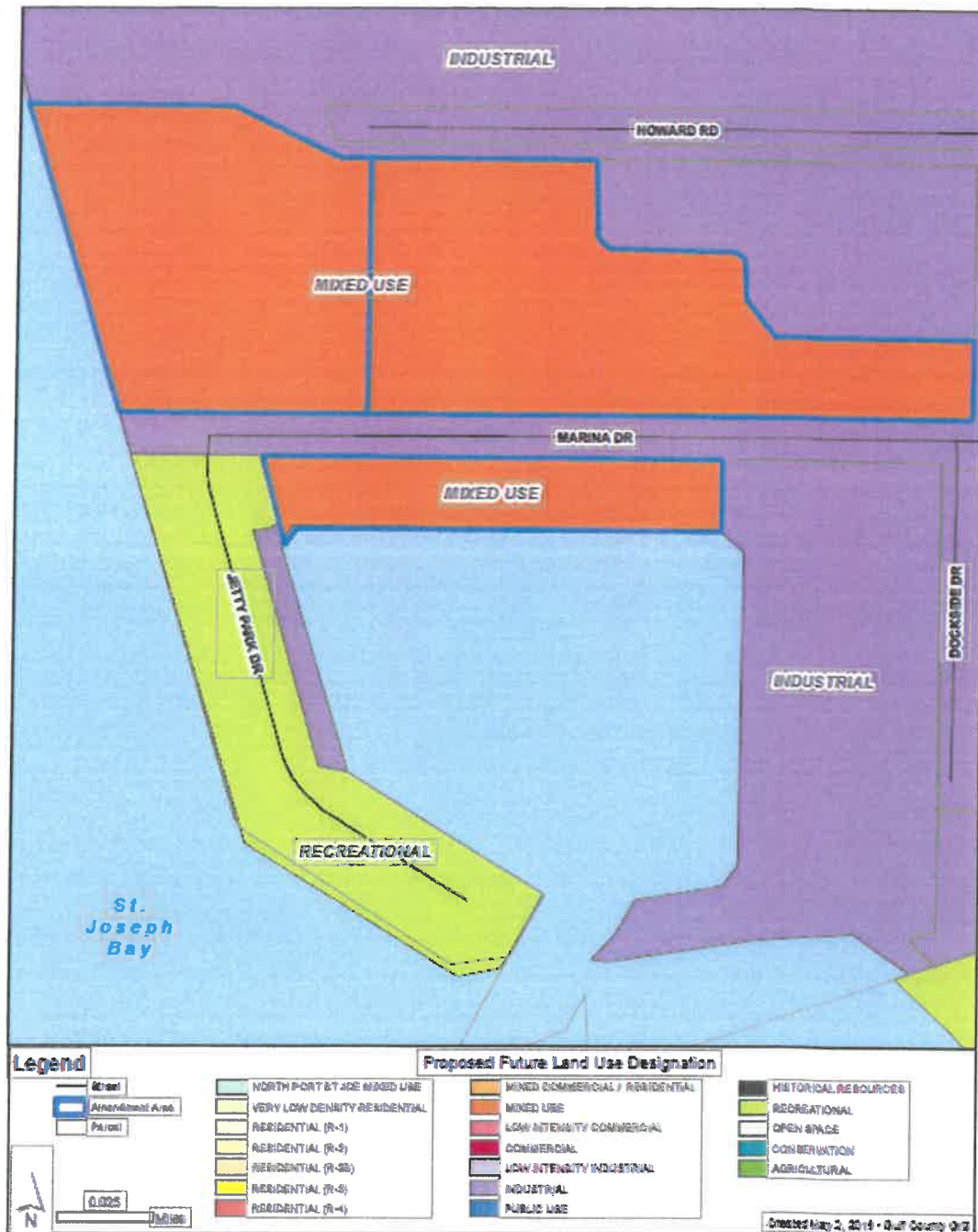
THE CITY COMMISSION OF THE CITY
OF PORT ST. JOE, FLORIDA

By: _____
Rex Buzzett, Mayor-Commissioner

Attest: _____
Charlotte M. Pierce
City Clerk

EXHIBIT "A"

Future Land Use Map:



City of Port St. Joe
Comprehensive Plan Future Land Use Map
Small Scale Amendment for the
Port St. Joe Marina

Port St. Joe Marina, LLC
133 South WaterSound Parkway
WaterSound, Florida 32461

May 2019

| | | |
|------|---|----|
| I. | Proposed Changes..... | 3 |
| A. | Development Analysis..... | 3 |
| II. | Public Facilities and Services..... | 3 |
| A. | Potable Water | 4 |
| B. | Sanitary Sewer | 4 |
| C. | Transportation | 5 |
| D. | Stormwater | 5 |
| E. | Solid Waste | 6 |
| D. | Public Schools..... | 6 |
| III. | Environmental Analysis..... | 8 |
| A. | Wetlands | 8 |
| IV. | Urban Sprawl and Consistency Analyses | 10 |
| A. | Urban Sprawl Analysis..... | 10 |
| B. | Consistency Analysis | 14 |
| V. | Figures | 17 |
| | 1. Location Map | |
| | 2. Existing Future Land Use Map | |
| | 3. Proposed Future Land Use Map | |
| | 4. Proposed Zoning Map | |
| | 5. Floodplains/ Wetlands | |

Appendix A: Future Land Use Map Amendment Application

I. Proposed Changes

The proposed small-scale amendment changes the land use designation on 10 acres from Industrial to Mixed Use. The site is located adjacent to an existing marina and City-owned Park and is currently developed with one office building. The site was previously part of a collection of Industrial parcels that was utilized for a former paper mill.

A. Development Analysis

The proposed land use amendment would provide for a mixed-use development and allow for both residential and non-residential land uses to occur within the same development. The increased density and intensity that the Mixed Use category provides will help to promote the desired development type and foster development flexibility within the area.

The following table depicts the change in development potential for the subject area. A reasonable development scenario is used, rather than the maximum development potential. A typical development scenario for the site is composed of 75 residential units and 48,100 square feet of commercial use. The site is currently developed with a 2,583 square-foot office. The existing building was damaged by Hurricane Michael and is currently vacant. This development occupies a small fraction of the site and represents only a portion of the development potential. A reasonable development scenario is proposed for the existing land use designation – 25% of the site area, or 110,000 square feet of industrial development.

Table 1. Port St. Joe Marina Land Use Amendment Change in Development Potential

| Land Use Category | Residential | | | Non-Residential | | |
|-------------------|-------------|----------|--------|-------------------------|------------------------|--------------------------|
| | Existing | Proposed | Change | Existing | Proposed | Change |
| Industrial | 0 | 0 | 0 | 110,000 ft ² | 0 | -110,000 ft ² |
| Mixed Use | 0 | 75 | +75 | 0 | 48,100 ft ² | +48,100 ft ² |
| Change | | | +75 | | | -61,900 ft ² |

The proposed land use change would result in a potential increase of 75 dwelling units and a decrease of 61,900 square feet of non-residential use.

II. Public Facilities and Services

The public facilities analysis is based on the increase in density and intensity on the site. Both existing and proposed land uses were evaluated.

Based on the development scenario shown in the above section, the proposed land use change will result in a net increase of 75 additional residential dwelling units, and a decrease of 61,900 square feet of non-residential development.

The following analysis is based upon the availability of, and actual and anticipated demand on, facilities and services serving or proposed to serve the subject property. The analysis evaluates the effect of the demands on the level of service standards adopted within the City of Port St. Joe Comprehensive Plan and identifies any anticipated facility improvements. Facilities and services include potable water, sanitary sewer, solid waste, transportation, and school facilities.

A. Potable Water

The City of Port St. Joe provides potable water service to the amendment site. The permitted capacity of the City's facility is 6,000,000 gallons per day (gpd). The City withdraws water from the Chipola River through a seventeen-mile freshwater canal and processes the water for drinking and distribution.

The City of Port St. Joe Comprehensive Plan adopted a Potable Water Level of Service (LOS) standard for residential potable water uses of 130 gallons per capita per day. The average household size for Gulf County based on the 2010 U.S. Census data is 2.34 persons per household. The proposed land use change will result in a residential potable water demand increase of 22,880 gpd. The adopted Potable Water LOS for commercial/light industrial is 2,000 gallons per acre per day, which equates to 2,000 gallons per day per 156,816 square feet of development (assuming 0.6 lot coverage and six stories of development). This results in a decrease in potable water demand for commercial of 789 gallons per day, resulting in an overall increase in demand of 22,091 gallons per day. As Table 2 shows, the facility will have adequate capacity to absorb the increase in potable water demand.

Table 2: Potable Water Capacity Analysis

| Year | Permitted Capacity (gpd) | Average Demand (gpd) | Project Demand (gpd) | Total Demand (gpd) | Percent Utilized |
|------|--------------------------|----------------------|----------------------|--------------------|------------------|
| 2018 | 6,000,000 | 900,000 | 22,091 | 923,091 | 15.4% |

Source: City of Port St. Joe Utilities Department

B. Sanitary Sewer

Development proposed at the amendment site would send their wastewater to the City of Port St. Joe Wastewater Treatment Facility. The City's Wastewater Treatment Facility has a permitted treatment capacity of 3,100,000 gallons per day (gpd) utilizing a 98-acre restricted public access spray field. Flow rates obtained from the City of Port St. Joe Utility Department indicate that the facility is currently running at approximately 830,000 gpd.

The City of Port St. Joe has adopted a Level of Service (LOS) standard for wastewater of 150 gallons per capita per day for residential uses and 1,450 gallons per acre per day for commercial and light industrial uses, which equates to 1,450 gallons per day per 156,816 square feet of development (assuming 0.6 lot coverage and six stories of development). The average household size for Gulf County based on the 2010 U.S. Census data is 2.34 persons per household. The proposed land use change will result in a residential wastewater demand increase of 26,400 gpd and a non-residential decrease in demand of 572 gallons per day, resulting in a net increase in demand of 25,828 gpd. As Table 3 shows, the facility will have adequate capacity to absorb the increase in wastewater demand.

Table 3: Sanitary Sewer Capacity Analysis

| Year | Permitted Capacity (gpd) | Average Demand (gpd) | Project Demand (gpd) | Total Demand (gpd) | Percent Utilized |
|------|--------------------------|----------------------|----------------------|--------------------|------------------|
| 2018 | 3,100,000 | 830,000 | 25,828 | 855,828 | 27.6% |

Source: City of Port St. Joe Utilities Department

C. Transportation

Using the development scenario presented in the previous section, the proposed land use change would result in 75 multi-family dwelling units and 48,100 square feet of non-residential development. The 10th Edition ITE Trip Generation software was utilized to create a trip generation report for the development. This analysis shows trips generated for the development and does not consider the internal capture rate of a mixed-use development or the reduction in trip created by a walkable community.

Table 4: Daily Trip Generation Analysis

| | ITE Land Use Category | Variable | Size | Daily Trip Rate/ Equation | Daily Enter Split | Daily Exit Split | Daily Total Trips | | |
|---|--------------------------------------|----------|---------|---------------------------|-------------------|------------------|-------------------|-------|------|
| | | | | | | | Total | Enter | Exit |
| Existing | General Light Industrial - 100 | Per KSF | 110,000 | $T=3.79(x)+57.96$ | 50% | 50% | 475 | 238 | 237 |
| Existing Total | | | | | | | 475 | 238 | 237 |
| Proposed | Multifamily Housing (Low Rise) - 220 | Per KSF | 75 | $T = 7.56(x)-40.86$ | 50% | 50% | 567 | 284 | 283 |
| | General Office - 710 | Per KSF | 24,100 | $IN(T)=0.97IN(x)+2.50$ | 50% | 50% | 266 | 133 | 133 |
| | Shopping Center - 820 | Per KSF | 24,000 | $T=37.75(x)$ | 50% | 50% | 906 | 453 | 453 |
| Proposed Total | | | | | | | 1,739 | 870 | 869 |
| Net Change in Trip Generation Potential | | | | | | | 1,264 | 632 | 632 |

Source: ITE Trip Generation Software

D. Stormwater

City of Port St. Joe has adopted Level of Service (LOS) standards within the Comprehensive Plan that apply to water quantity and water quality for evaluating impacts associated with developments. The LOS standards for water quantity indicate that post-development runoff shall be no greater than predevelopment runoff.

The City's LOS standards for stormwater management are as follows:

Infrastructure Element Policy 1.1.5: The following level of service Stormwater Management standards shall be used as the basis for determining the availability of facility capacity and the demand generated by a development:

- 25-yr. frequency, 24-hr. duration storm event for those areas designated as residential, commercial, mixed commercial/residential, public, and industrial land use on the Future Land Use Map; and
- 3-yr. frequency, 24-hr. duration storm event for those areas designated as agricultural, conservation, and recreation land use on the Future Land Use Map.
- All new and re-development projects shall comply with the stormwater design and performance standards and stormwater retention and detention standards contained within section 62-346 F.A.C.

Development of the amendment site will comply with the groundwater quality and quantity protection requirements set forth in the City's Comprehensive Plan.

E. Solid Waste

The City of Port St. Joe requires all residential households to have garbage pickup. This service is provided by Waste Pro, Inc in partnership with the City of Port St Joe. Waste Pro, Inc., collects all household solid waste within the City and disposes the solid waste at the Bay County Waste to Energy Facility (Incinerator). The facility is a 500 Tons per Day Waste to Energy facility located in Bay County (just north of Panama City, Florida). The facility produces about 13 Megawatt per hour of electricity that is utilized throughout the state of Florida and has sufficient long-range capacity.

The City adopted a residential level of service standard for solid waste of 8 pounds per person per day. The proposed land use change will result in a solid waste demand increase of 1,392 pounds per day or 1.4 tons per day. There is more than adequate capacity at the Bay County facility.

D. Public Schools

The proposed amendment site is being planned for 75 multi-family units. Utilizing a multi-family school generation rate of 0.2706, the proposed 75 units would generate a total of 20 school age children. The amendment site is located within the South Concurrency Service and Attendance Area of the County.

The available capacity along with planned capacity improvements serves as the base for predicting future available capacity. Table 5, below, shows that there is adequate capacity to serve the proposed development through the Public-School Facility 5- year planning time frame.

Table 5: School District Available Capacity, 2017

| School Type | Fish Capacity ¹ | Actual Enrollment | New Student Capacity | Proposed Amendment | Surplus (+)/ Deficiency (-) |
|---------------------------|----------------------------|-------------------|----------------------|--------------------|--------------------------------|
| Port Saint Joe Elementary | 760 | 540 | 220 | 10 | +210 |
| Port Saint Joe | 997 | 509 | 488 | 10 | +476 |

| School Type | Fish Capacity ¹ | Actual Enrollment | New Student Capacity | Proposed Amendment | Surplus (+)/ Deficiency (-) |
|--------------------|----------------------------|-------------------|----------------------|--------------------|--------------------------------|
| Junior Senior High | | | | | |
| Total | 1,757 | 1,049 | 708 | 20 | 688 |

1= FISH = Florida Inventory of School Houses

Source: Florida Inventory of School Houses, June 2017 data

III. Environmental Analysis

The entirety of the site is within a previously developed Industrial site. There are minimal previously undeveloped areas to house natural resources.

A. Wetlands

There appear to be no wetlands on the subject site. Please see the Wetlands and Flood Zones Map in Appendix A. Wetlands are protected by the following policies within the Conservation Element of the Comprehensive Plan:

Objective 1.7 Wetlands within the City of Port St. Joe shall be conserved through the combined use of the City's Comprehensive Plan standards, and state and federal wetlands permitting programs involving the Florida Department of Environmental Protection (FDEP), Northwest Florida Water Management District, and the United States Army Corps of Engineers (ACOE). Major wetlands and wetland systems are identified on Map 7 of the adopted plan.

Policy 1.7.1 The protection of wetlands shall be accomplished through the use of the Comprehensive Plan, including the Future Land Use Map, and shall take into account the type, intensity or density, extent, distribution and location of allowable land uses and the types, values, functions, sizes, conditions and locations of affected wetlands. Land uses that are incompatible with the protection of wetlands and wetland functions shall be directed away from wetlands.

Policy 1.7.2: The City shall continue to conserve wetlands through the implementation of its Land Development Regulations in accordance with Sec. 4.11 through Sec. 4.16.

Policy 1.7.3: The plan amendment process and the development review process shall require that the location and extent of wetlands (as defined by the Northwest Florida Water Management District [NFWMD], FDEP, and ACOE) within the development site be identified.

Policy 1.7.4: Low quality wetlands shall mean those wetlands that do not have habitat for federally threatened or endangered species or state classified rare, critically imperiled or species of special concern, and that meet at least one of the following criteria:

- a) Any wetland planted in pine or otherwise disturbed by silviculture activities
- b) Any wetland consisting of a ditch, man made canal or and borrow pit
- c) Any wetland containing timber roads or utility rights-of-way
- d) Any wetlands that are degraded due to the prevalence of exotic vegetation evidenced by the majority of the wetland containing exotic or non-native invasive species.

As of the adoption of Ordinance No. 344, in May 2007, the planting of pines, creation of new timber roads or utility right of ways within wetlands shall not result in a previously classified high-quality wetland from being re-classified as low-quality.

Policy 1.7.5: Impacts to low quality wetlands may be authorized on a case by case basis in conjunction with and as approved by applicable regulatory agencies unless such impacts are contrary to the interest of the public. When encroachments, alterations or removal of low-quality wetlands are permitted, it shall be mitigated based on the appropriate regulatory agency including FDEP, NFWFMD, and ACOE. 4

Policy 1.7.6: High quality wetlands shall mean all wetlands that do not qualify as a low quality wetland. High quality wetlands shall be protected with a 25-foot wide naturally vegetated buffer landward from the identified edge of the wetland except for those wetlands as provided in Policy 1.7.11. High quality wetlands reviewed as part of amendments to the Future Land Use Map shall be designated as Conservation on the Future Land Use Map series.

Policy 1.7.7: Development within high quality wetlands and their associated buffers shall be prohibited except for uses approved by the appropriate permitting agency involving passive recreational trails, water access, wetland maintenance and restoration. All encroachments into the 25-foot buffer shall be those that do not adversely affect the predevelopment hydrology of the wetland including water quality or quantity. Further, impacts to high quality wetlands shall be limited to cases where no other feasible and practicable alternative exists that will permit a reasonable use of the land as described in Policy 1.7.8.

Policy 1.7.8: The Technical Advisory Committee (TAC) or the Local Planning Agency (LPA) may use the site plan and biological assessments performed by a qualified professional to determine that no reasonable alternative (such as clustering development on upland portions of the site, shifting development within the site, using variance of lot and setback requirements etc) is available to avoid proposed impacts to high quality wetlands, and that the nature and degree of disturbance is the minimum possible to achieve development that is otherwise compliant with the goals, objectives, and policies of the Plan. A finding that no reasonable alternative is available shall only be provided when the impact is identified as beneficial to an overriding public interest. Local government approval shall not substitute for state and federal regulatory review or recommendations for preservation and mitigation.

Policy 1.7.9: New development shall be clustered on upland portions of a development site, which are not otherwise environmentally sensitive. To facilitate the clustering of development out of and away from wetlands, deviations from minimum lot sizes and density transfers on a one-to-one basis (based on density and intensity of the current land use designation) to the buildable portion of the site, may be authorized. In no case shall the density exceed the designated gross density on the future land use map.

Policy 1.7.10: Wetlands within the current city limits of the City of Port St. Joe, which are located on property which is subject to already approved existing plats, development orders or Planned Unit Developments (P.U.Ds) approved as of January 1, 2007 shall not be subject to Conservation Element policies 1.7.1 -1.7.9.

Policy 1.7.11: With the exception of water dependent uses consistent with the master plan of the port of Port St. Joe and water dependent uses that serve as public access, the

required setback or minimum buffer for all areas along St. Joseph Bay and coastal and riverine wetlands shall be a minimum of 50 feet as measured from the mean high water line (MHWL). Predevelopment water flow and quality shall be maintained (see Section 3.15 of the Existing LDRs as of October 1, 2006).

IV. Urban Sprawl and Consistency Analyses

A. Urban Sprawl Analysis

Chapter 163.3177(6)(9)(a), Florida Statutes, provides a thirteen-point list of indicators to help in the evaluation of whether a proposed FLU change would constitute urban sprawl. An analysis of the thirteen points as applied to the City of Port St. Joe Comprehensive Plan amendment is provided below:

163.3177(6)(9)(a)(I): Promotes, allows or designates for development of substantial areas of the jurisdiction to develop as low-intensity, low density, or single-use development or uses in excess of demonstrated need.

The proposed amendment is located within the urbanized area of the City of Port St. Joe and will provide for higher density within an area with urban services.

The proposed amendment would encourage a more efficient compact development pattern by allowing higher density uses within this portion of the City. Therefore, the proposed amendment will not promote, allow or designate for development of substantial areas of the jurisdiction to develop as low-intensity, low density, or single-use development or uses in excess of demonstrated need.

163.3177(6)(9)(a)(II): Promotes, allows or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development.

The proposed amendment does not promote, allow or designate significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while leaping over undeveloped lands which are available and suitable for development. The proposed amendment is located within an urbanized area of the City of Port St. Joe on a previously developed site.

163.3177(6)(9)(a)(III): Promotes, allows or designates urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban development.

The proposed amendment does not promote, allow, or designate urban development in radial, strip, isolated or ribbon patterns generally emanating from existing urban development. The proposed development fills in a gap in existing uses.

163.3177(6)(9)(a)(IV): As a result of premature or poorly planned conversion of rural land or other uses, fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.

The proposed amendment is not located within a rural area and does not fail to adequately protect and conserve natural resources. The amendment site does not contain any wetlands or known endangered or protected species. The proposed amendment will require enhanced treatment of stormwater to remove pollutants before it becomes runoff into the surface water system.

163.3177(6)(9)(a)(V): Fails adequately to protect adjacent agricultural areas and activities, including silviculture, and including active agricultural and silvicultural activities as well as passive agricultural activities and dormant, unique and prime farmlands and soils.

The amendment site is located within the incorporated and urbanized area of the City of Port St. Joe and does not consist of any significant agriculture or silvicultural areas. Therefore, the proposed amendment does not fail to adequately protect adjacent agricultural areas and activities, including silviculture. Increasing the density on the site will provide for more residential housing opportunity within an urbanized area that can reduce the need within the unincorporated areas of the County.

163.3177(6)(9)(a)(VI): Fails to maximize use of existing public facilities and services.

The proposed amendment does not fail to maximize the use of existing public facilities and services. The amendment area is within the urbanized area of the City and has adequate capacities to serve the site over the next planning horizon. Furthermore, increasing the residential density on the site will allow the property to be develop in a more efficient and sustainable pattern.

163.3177(6)(9)(a)(VII): Fails to maximize use of future public facilities and services.

The proposed amendment provides higher density residential development that will connect to central water and sewer facilities, thus limiting nitrate loading. Increased density and clustering provide for the cost-efficient delivery of public facilities and services. Therefore, the proposed amendments will not fail to maximize future public facilities and services.

163.3177(6)(9)(a)(VIII): Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.

The proposed map amendment does not allow for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services. Municipal services are available to the proposed amendment area including, roads, central potable water and sewer services, law enforcement, education, health care, fire and emergency response, and general government of the City.

163.3177(6)(9)(a)(IX): Fails to provide clear separation between rural and urban uses.

As previously mentioned, the proposed amendment area is located within the urbanized area of the City of Port St. Joe. The City's Comprehensive Plan was established to allow for higher density within the city that will promote efficient use of utilities and development, while preserving rural and low-density land uses of the County.

163.3177(6)(9)(a)(X): Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.

The City of Port St. Joe provides for increased development standards within the urbanized areas to try and discourage urban sprawl while providing areas for residents to work, shop and live in a relatively compact area. Therefore, the proposed amendments will provide needed opportunity for infill residential development and will not impede redevelopment of existing neighborhoods and communities.

163.3177(6)(9)(a)(XI): Fails to encourage an attractive and functional mix of uses.

As mentioned above, the proposed amendment is located within a developed area of the City and is proposed to be developed with a mix of uses. Therefore, the proposed amendments do not fail to encourage an attractive and functional mix of uses.

163.3177(6)(9)(a)(XII): Results in poor accessibility among linked or related land uses.

The proposed land use change does not result in poor accessibility among linked or related land uses. The proposed amendment is located at an existing marina site and is proposed to be developed with use that support the functioning of the marina.

163.3177(6)(9)(a)(XIII): Results in loss of significant amounts of functional open space.

The proposed amendment is located within the City of Port St. Joe and will not result in the loss of significant amounts of functional open space. Promoting and encouraging higher densities and intensities within the urbanized and/or incorporated areas of the County will result in the preservation of large tracts of open space that will enable the unincorporated areas to maintain its rural character. The amendment site is located adjacent to a City-owned park, and will promote the use of the City's open space by more people.

In addition to 163.3177(6)(9)(a), F.S., Chapter 163.3177(6)(9)(b) of the Florida Statutes provides an eight-point list of development patterns and urban forms. If the proposed amendment incorporates four or more of the development patterns or urban forms, it is determined to discourage the proliferation of urban sprawl. The four patterns and/or forms that best describes the proposed amendment are listed below.

163.3177(6)(9)(b)(I): Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.

The proposed amendment does not have an adverse impact on natural resources and ecosystems. Development of the site will not impact any environmentally sensitive areas such as wetlands or protected and endangered species.

163.3177(6)(9)(b)(II): Promotes the efficient and cost-effective provision or extension of public infrastructure and services.

The proposed map amendment promotes the efficient and cost-effective provision or extension of public infrastructure and services. Increased density and clustering provides for the cost-efficient delivery of public facilities and services. Municipal services are available to the proposed amendment area as well as the existing community including roads, central potable water and sewer services, stormwater management facilities, law enforcement, education, health care, fire and emergency response, and general government of the City.

163.3177(6)(9)(b)(V): Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.

As mentioned above, the amendment site is located within the incorporated and urbanized area of the City of Port St. Joe and does not consist of any significant agriculture or silvicultural areas. Therefore, the proposed amendment does not fail to adequately protect adjacent agricultural areas and activities, including silviculture. Increasing the density on the site will provide for more residential housing opportunity within an urbanized area that can reduce the need within the unincorporated areas of the County. Therefore, the proposed amendment does not fail to adequately protect adjacent agricultural areas and activities, including silviculture.

163.3177(6)(9)(b)(VII): Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

"The intent of the City of Port St. Joe Comprehensive Plan is to create land use opportunities to provide for residential, commercial, retail, civic, and office uses which provide goods and services in close proximity to each other. Urban development patterns are intended to be compact and not to promote strip commercial development; therefore, the City's zoning districts implementing this

development pattern include limitations on arterial and collector street frontage and maximum development pattern size. It is also intended that community facilities (recreation, civic, community services, and infrastructure) related to the principal use of this development pattern be allowed in a manner which would ensure the protection of adjacent uses.” This amendment request is compatible with the City Port St. Joe Comprehensive Plan and will provide for residential and non-residential needs within the City.

B. Consistency Analysis

The proposed FLUM amendment is consistent with the Future Land Use Element and other affected elements of the City of Port St. Joe Comprehensive Plan. The following is a specific description of how the proposed FLUM amendment is consistent with the significant subject areas of Future Land Uses, Natural Resources, and Public Facilities and Services of the Comprehensive Plan:

FUTURE LAND USE ELEMENT

Policy 1.2.1: New development within the City will be in areas within or immediately adjacent to existing areas of public services (sanitary sewer, solid waste, drainage and potable water).

The amendment area is located within the City of Port St. Joe and has public services available to serve the site.

Policy 1.2.4: As with public services, projected growth will occur along the existing traffic circulation network, owing to the availability and accessibility of vacant/undeveloped land within this network. The City will enforce land development regulations which address abutting incompatible land uses by requiring vegetative screening to create buffer zones between incompatible land uses if they occur.

The amendment area is located along Marina Drive which is part of the City’s overall street grid network and is within walking distance to public parks, schools and churches.

Policy 1.7.2: Approval of annexation will require that there are provisions to insure that infrastructure be in place at or above adopted levels of service at the time of development.

The City of Port St. Joe has available public services available with adequate capacity to serve the amendment site.

CONSERVATION ELEMENT

Policy 1.3.2: The City shall minimize land use disturbance, clearing of native vegetation and removal of top soil. The City shall encourage utilization of Low Impact Design (LID) strategies and techniques and construction best management practices (BMPs), such as use of silt fences and sediment basins to retain sediment onsite during development.

Policy 1.3.3: The following general requirements shall apply to stormwater management systems throughout the City: a) No direct discharge of stormwater to waterways or waterbodies; b) When soil and water table conditions allow, require the use of offsite retention systems for stormwater treatment. c) Promote the use of BMPs and the "Treatment Train" concept by promoting the use of swales and landscape infiltration systems; d) Swale conveyances shall be used to the greatest extent possible; e) Projects in areas zoned for Industrial land uses shall assure that industrial pollutants do not enter the stormwater system or come in contact with the surface or ground water.

Development of the proposed amendment area will adhere to the above requirements.

SANITARY SEWER, SOLID WASTE, STORMWATER MANAGEMENT POTABLE WATER AND GROUNDWATER AQUIFER RECHARGE ELEMENT

Policy 1.1.6: All future development and re-development shall protect the functions of natural Stormwater Management features by complying with the level of service as listed within this Plan and by obtaining proper approved Stormwater Management permits from the Florida Department of Environmental Protection, Northwest Florida Water Management District, and requirements of Policy 1.1.5.

Development of the proposed amendment area will adhere to the above requirement.

Policy 1.1.16: Consistent with the urban growth policies of the Future Land Use element of this plan, provision of centralized sanitary sewer and potable water service shall be limited to the service areas shown for these facilities in the support documents of this plan and to areas where the City has legal commitments to provide facilities and services as of the date of adoption of this plan.

The amendment site is located within an area of the City that has existing public services available to serve the site with adequate capacity. The proposed amendment will assist the City in implementing a more efficient development pattern by implementing a land use category that will help provide infill development connect to central water and sewer service.

TRANSPORTATION ELEMENT

Policy 1.2.4: The City shall adopt design standards in the Land Development Regulations relating to control of connections and access points of driveways to roads and roadways. The standards need to address issues such as access control, number of access points and location of access points.

Policy 1.7.2: The City shall require through development regulations the dedication of needed right-of-way and necessary improvements from all new developments.

Policy 1.7.3: All building setbacks shall be measured from the new right-of-way lines for all new construction including the setbacks for additions to existing structures.

Development of the proposed amendment area will adhere to the above requirements.

CAPITAL IMPROVEMENTS ELEMENT

Policy 2.1.1: Development orders or permits will not be issued, or they will be specifically conditioned, upon the availability of public facilities which meet the LOS standards and must be available concurrent with the impact of the development.

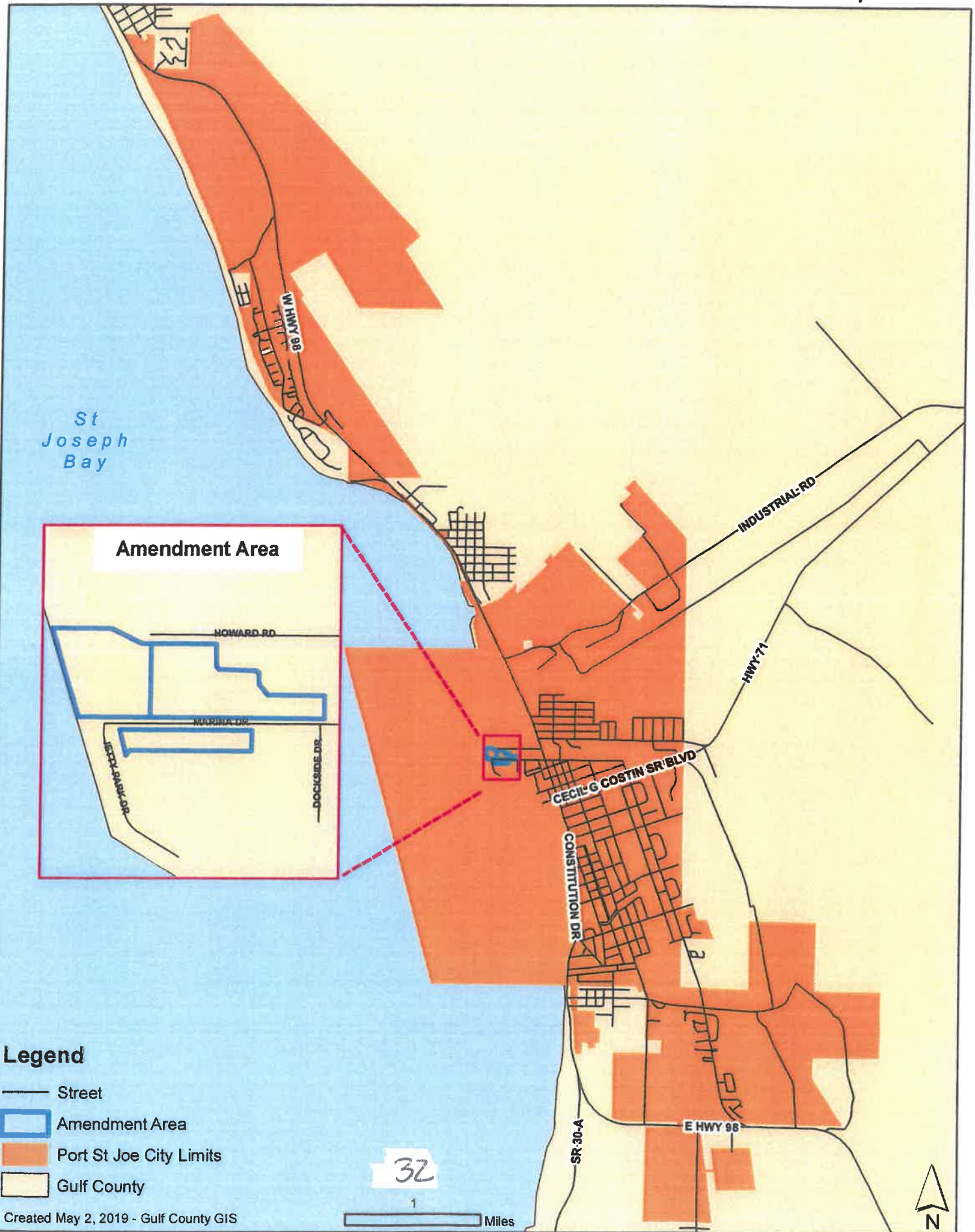
Policy 2.1.2: The availability of public facilities shall be determined and measured for the required public facility types using the adopted Level of Service (LOS) standards contained in the following elements of the Comprehensive Plan: Traffic Circulation Infrastructure, including Solid Waste, Drainage, Potable Water and Sanitary Sewer Recreation and Open Space Public School Facilities Element

A complete public facilities analysis is included in Section II of this report. Any impacts above the adopted level of service standards will be mitigated for when the property is proposed for redevelopment.

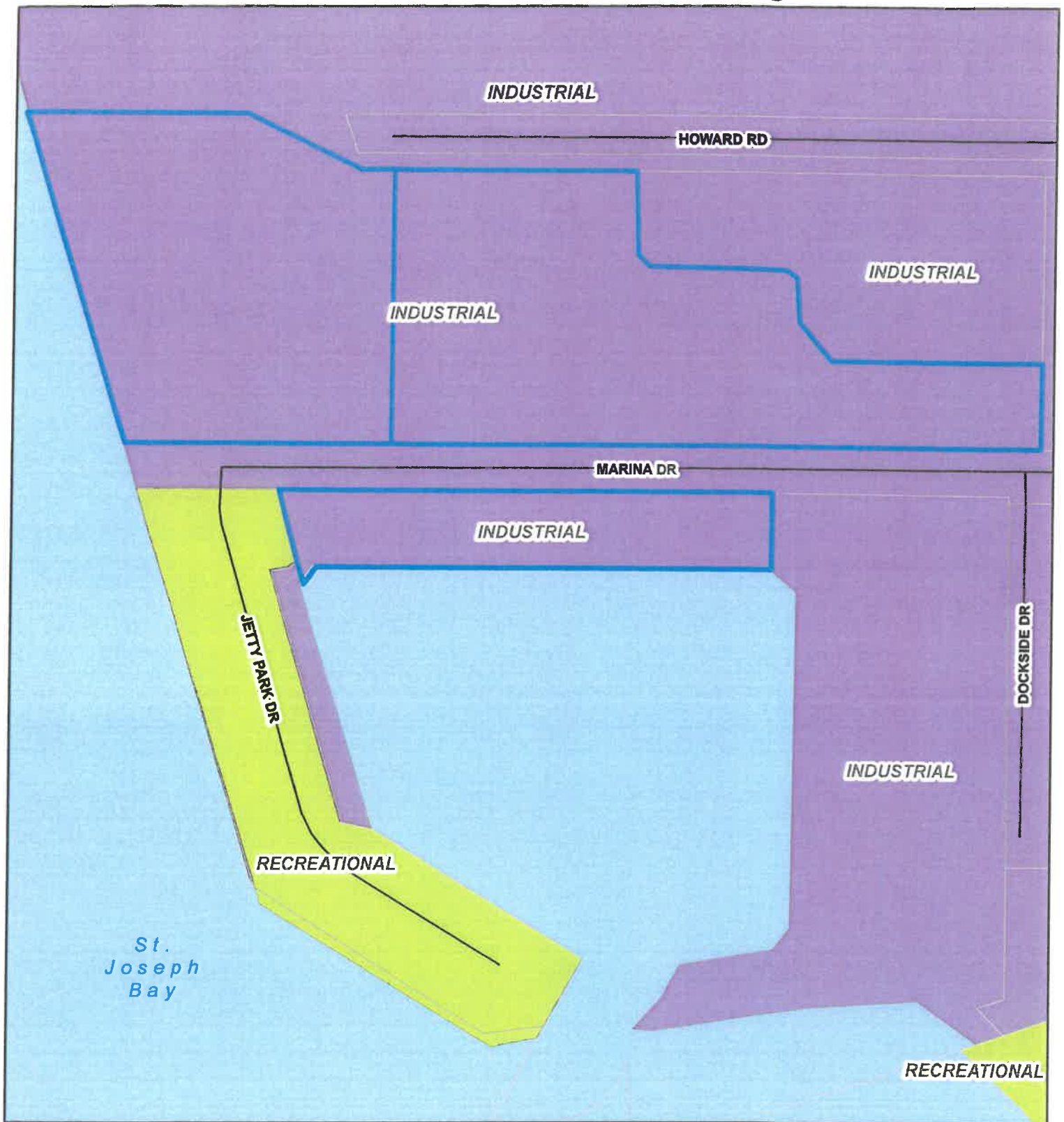
V. Figures

1. Location Map
2. Existing Future Land Use Map
3. Proposed Future Land Use Map
3. Proposed Zoning Map
4. Floodplains/ Wetlands

Port St. Joe Marina Land Use Amendment - Location Map



Port St. Joe Marina Land Use Amendment - Existing Future Land Use



Legend

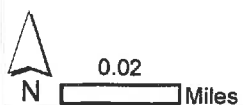
- Street
- Amendment Area
- Parcel

- VERY LOW DENSITY RESIDENTIAL
- RESIDENTIAL (R-1)
- RESIDENTIAL (R-2)
- RESIDENTIAL (R-2B)
- RESIDENTIAL (R-3)
- RESIDENTIAL (R-4)

Existing Future Land Use Designation

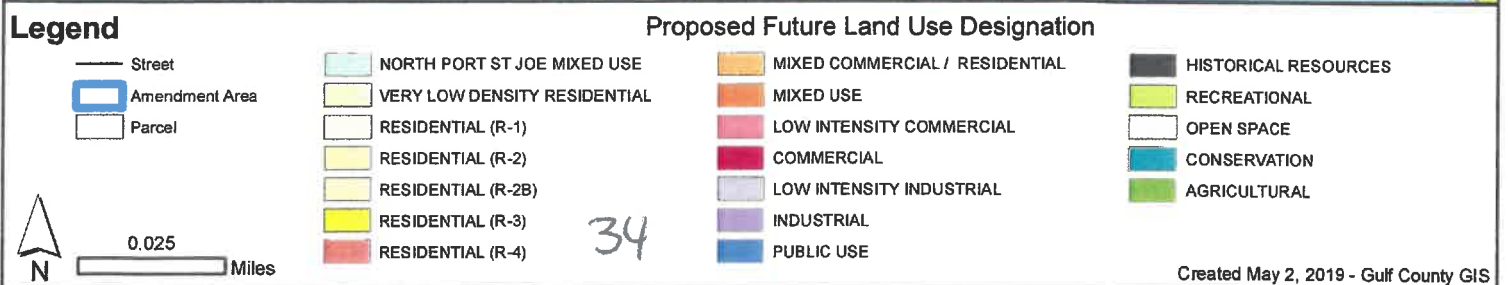
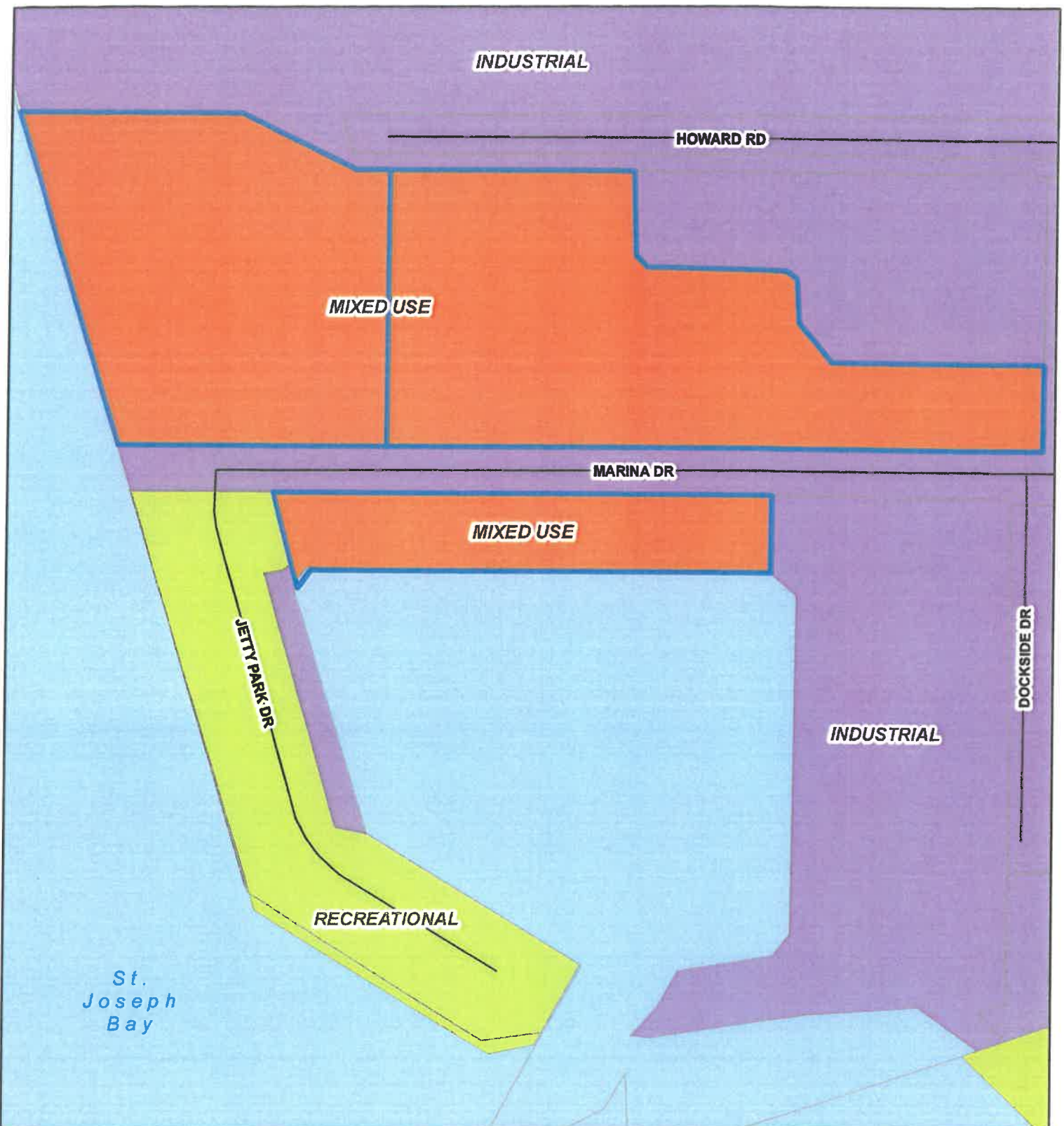
- MIXED COMMERCIAL / RESIDENTIAL
- MIXED USE
- LOW INTENSITY COMMERCIAL
- COMMERCIAL
- LOW INTENSITY INDUSTRIAL
- INDUSTRIAL

- PUBLIC USE
- HISTORICAL RESOURCES
- RECREATIONAL
- OPEN SPACE
- CONSERVATION
- AGRICULTURAL

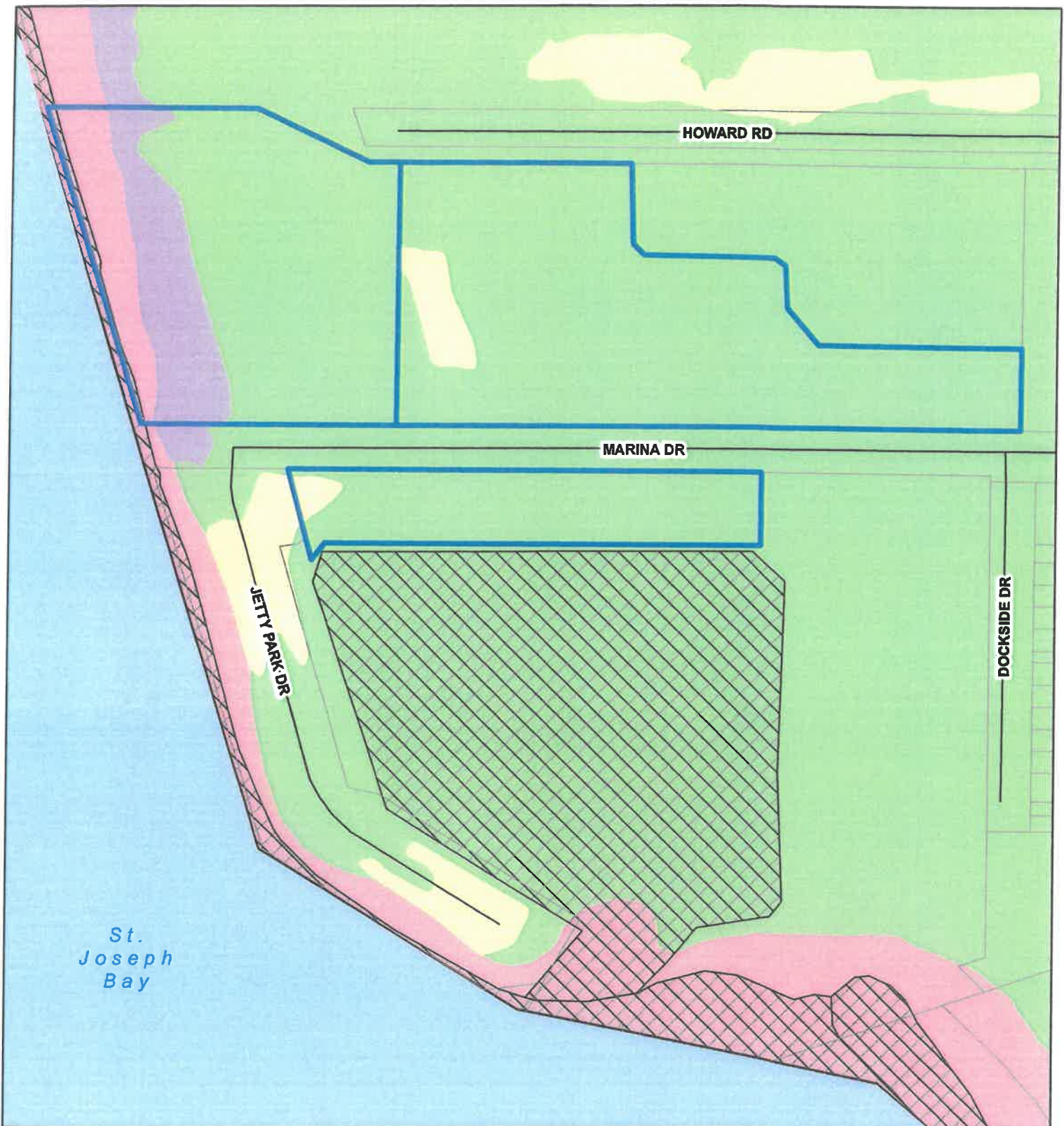


33

Port St. Joe Marina Land Use Amendment - Proposed Future Land Use



Port St. Joe Marina Land Use Amendment - Wetlands & Flood Zones



Legend

- Street
- Amendment Area
- Parcel
- Wetlands
- Gulf County

Flood Zones

- A
- AE
- AO
- VE
- X



0.025
Miles

Created May 2, 2019
Gulf County GIS

Appendix A:

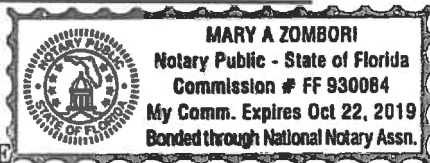
Future Land Use Map Amendment Application Form

**CITY OF PORT ST. JOE FUTURE LAND USE MAP
AMENDMENT APPLICATION**

Property Address: 340 Marina Drive Current : Industrial
Land Use
Property Owner: Port St. Joe Marina, LLC Proposed : Mixed Use
Land Use
Mailing Address: 133 South Watersound Pkwy, Watersound, FL 32461
Phone: (850) 231-6555
Applicant if different: N/A
Parcel Number: 04596-100R, 04594-015R, 04596-00R and 04594-012R

Ruth Myers
Owners Signature

Sworn to and subscribed before me this 3rd day of May, 2019. Personally Known
OR Produced Identification.
Type Provided _____



Mary A Zombori
Signature of Notary Public

PUBLIC NOTICE

1. A sign will be posted for two weeks on the property seeking the change and a notice will be published in the local newspaper.

APPLICATION REQUIREMENTS

Application Fee: Small Scale Amendment \$500.00 - Large Scale Amendment \$2,000.00

Legal Description of Property

Copy of Deed

Copy of the Survey

Ruth Myers
Owner Signature

Date: 5/3/19

Applicant Signature

Date: _____



Dewberry Engineers Inc.
324 Marina Drive
Port Saint Joe, FL 32456

850.227.7200
850.227.7215 fax
www.dewberry.com

August 27, 2019

Mr. Jim Anderson, City Manager
City of Port St. Joe
305 Cecil G. Costin Sr. Blvd.
Port St. Joe, FL 32456

RE: Port St. Joe Marina PUD Revision

Dear Mr. Anderson,

As you are aware, the Port St. Joe Marina received substantial damage from Hurricane Michael. The St. Joe Company is in the process of removing the damaged facilities and planning for a complete rebuild. As part of the rebuild process, the St. Joe Company would like to request revisions to the current Port St. Joe Marina Planned Unit Development (PUD). Below highlights the requested changes to the PUD.

1. Residential density change to 15 du/acre
2. Increase to 300 total boat slips (including wet and dry slips)
3. Addition of a 150 room hotel to provide transient accommodations to the general public and may provide accessory services such as restaurants, lounges, retail sale of sundries, meeting rooms and recreations facilities.
4. Addition of a marina store and marina club
5. Required parking for the dry boat storage to be 1 space for every 5 boats

In accordance with Section 8 of the Port St. Joe Marina PUD, please accept this request on behalf of the St. Joe Company for an amendment to Ordinance 320. Should you have questions or need additional information, please give me a call at 850.354.5187 or email at jbaxley@dewberry.com.

Sincerely,



Josh Baxley, P.E.
Sr. Project Manager

Enclosure:

Land Use Sketch Study 6 (06-25-19) by Wood+Partners, Inc
Ordinance 320 with proposed revisions in red

K:\50113420 Port St. Joe Marina PUD Revisions\Correspondence\082719 Anderson.docx

ORDINANCE NO. 561

AN ORDINANCE OF THE CITY OF PORT ST. JOE, FLORIDA, RELATING TO AND AMENDING THE ZONING CODE; AMENDING THE CITY OF PORT ST. JOE ZONING MAP; DESIGNATING AND ESTABLISHING THE PORT ST. JOE MARINA PLANNED UNIT DEVELOPMENT ZONING DISTRICT; ADOPTING CERTAIN REGULATORY REQUIREMENTS FOR THE PORT ST. JOE MARINA PLANNED UNIT DEVELOPMENT ZONING DISTRICT TO SUPERSEDE REQUIREMENTS IN THE CITY OF PORT ST. JOE ZONING CODE; PROVIDING FOR REPEAL OF ANY CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, The City of Port St. Joe ("City") has deemed it appropriate to establish a planned unit development for a mixed-use community ("Port St. Joe Marina Planned Unit Development Zoning District") to be located on a parcel of land which is legally described in Exhibit "A", attached and incorporated herein ("Property"); and

WHEREAS, The Port St. Joe Marina Planned Unit Development Zoning District was adopted by the City of Port St. Joe by Ordinance No. 320 on July 6th, 2005; and

WHEREAS, The Port St. Joe Marina Planned Unit Development Zoning District is intended to consist of a mix of uses, including residential, marina, **hotel**, and commercial, all of which are located in the downtown area; and

WHEREAS, Port St. Joe Marina Planned Unit Development Zoning District is designed to provide connectivity with surrounding uses and the Port St. Joe downtown area; and

WHEREAS, Port St. Joe Marina Planned Unit Development Zoning District will be served by City water and sewer facilities; and

WHEREAS, Port St. Joe Marina Planned Unit Development Zoning District will comply with the all applicable stormwater management requirements for the Property; and

WHEREAS, The City of Port St. Joe Comprehensive Plan (Future Land Use Policy 1.3.3), allows the development of mixed-use projects.

NOW THEREFORE BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF PORT ST. JOE, FLORIDA:

SECTION 1. NAME

This Ordinance shall be known as the implementing ordinance for the Port St. Joe Marina Planned Unit Development Zoning District.

SECTION 2. CONSISTENCY WITH CITY OF PORT ST. JOE COMPREHENSIVE PLAN

The Board of City Commissioners hereby finds and determines that the Port St. Joe Marina Planned Unit Development Zoning District is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan, including but not limited to Future Land Use Element Policy 1.3.3 (**The City's Comprehensive Plan will...provide for mixed land use designations and development policies**), (~~"Mixed use developments will be allowed in the form of P.U.D.'s"~~), Objective 1.4 (The City will discourage urban sprawl and encourage redevelopment and renewal of blighted areas....") and its supporting Policy 1.4.1 ("Emphasis will be placed by the City in activities which will assist in revitalizing the downtown area") and others, which encourage and promote mixed use projects, including planned unit developments, redevelopment of blighted areas and development in downtown Port St. Joe.

SECTION 3. APPROVAL

The establishment of the Port St. Joe Marina Planned Development Zoning District on the lands legally described in Exhibit "A", which is attached hereto and incorporated herein by this reference, is hereby approved subject to the conditions in this Ordinance.

SECTION 4. PERMITTED USES

The following uses shall be principal permitted uses within all areas of the Port St. Joe Marina Planned Unit Development Zoning District:

A. Residential. Provides for single family and multi-family residential units. Density shall not exceed ~~seven (7)~~ **fifteen (15)** units per gross acre of the Port St. Joe Marina Planned Unit Development Zoning District.

B. Marina. Provides for marina uses including wet slips, dry slips, boat storage, fuel storage, pumping facilities and accessory and ancillary marina facilities. Density is limited to a total of ~~199~~ **300** boat slips (wet and dry).

C. Commercial. Provides for commercial use, including but not limited to, restaurant ~~and ship store~~ **marina store, and marina club** use and accessory and ancillary commercial facilities.

D. Hotel. Provide transient accommodations to the general public and may provide accessory services, such as restaurants, lounges, retail sale of sundries, meeting rooms and recreation activities. The number of room shall not exceed 150.

E. ~~Active Recreation~~ **Recreation**. Active recreation means recreational lands and improvements that are facility oriented which may require equipment and take place at prescribed places, sites or fields. **Passive recreation means recreational lands and improvements that are natural resource oriented. Passive recreational facilities include, but are not limited to hiking, nature and bike trails, stormwater management facilities, docks, piers, viewing platforms, boardwalks, picnic areas and bird watching.**

F. Open Space. Open space means lands, not individually owned or dedicated for public use, which are designed and intended for the common use or enjoyment of the residents and their guests of the Port St. Joe Marina Planned Unit Development Zoning District and may include such complementary structures and improvements as are necessary and appropriate.

~~G. Passive Recreation. Passive recreation means recreational lands and improvements that are natural resource oriented. Passive recreational facilities include, but are not limited to hiking, nature and bike trails, stormwater management facilities, docks, piers, viewing platforms, boardwalks, picnic areas and bird watching.~~

~~H. Open Space. Open space means lands, not individually owned or dedicated for public use, which are designed and intended for the common use or enjoyment of the residents and their guests of the Port St. Joe Marina Planned Unit Development Zoning District and may include such complementary structures and improvements as are necessary and appropriate.~~

G. Permitted Accessory and Ancillary Uses. The following shall be accessory permitted uses within all areas of the Port St. Joe Marina Planned Unit Development Zoning District: Uses of land customarily incidental and subordinate to one of the permitted principal uses, including but not limited to a sales center, parking facilities and other uses or facilities associated with the support of the permitted principal uses.

SECTION 5. DEVELOPMENT STANDARDS

A. All permanent residential, commercial and non-residential uses shall be served by central potable water facilities and central wastewater facilities, as provided by the City.

B. All development within the Port St. Joe Marina Planned Unit Development Zoning District shall be in compliance with all applicable land development regulations of the City of Port St. Joe and Articles 1, 2 and 3 of the Gulf County Subdivision Ordinance, except as otherwise contained in this Ordinance. The City will conduct reviews of all preliminary and final plats.

C. The minimum setbacks for single family residential units shall be 10 feet from road rights of way and 5 feet from other property lines. There shall be no minimum setbacks for multi-family residential units. Minimum setbacks for single family and multi-family residential unit garage structures shall be 5 feet from road rights of way, alley or property lines. Rear setbacks for any structure may be reduced to 0 feet to protect natural features on the property if the lot adjoins a natural area included as common open space or natural area. Balconies, overhangs, steps, stairs, eaves and bays will be allowed in the setbacks. All setbacks, common open space, balconies, overhangs, steps, stairs, eaves, bays, garage collection areas, loading zones, and all other designed areas will be shown on the plat and site plan.

D. There shall be a minimum lot size of 2,500 square feet for single family residential units and no minimum lot size for multi-family residential units. There shall be no minimum block size, width, depth, frontage or other dimensional requirements. Flag lots are permitted.

E. Maximum impervious coverage for single family residential units shall be 65% and for multi-family residential units shall be 90%. Within the Commercial and Marina use category, there shall be no maximum impervious coverage.

F. Internal traffic circulation shall be designed to promote pedestrian and bicycle opportunities for residents and guests by providing a functional and integrated system of pedestrian and bicycle paths. The paths can be of an impervious or pervious surface material.

G. The stormwater management system will be designed to comply with the standards of Chapter 62-25~~330~~, F.A.C. and all other applicable regulations.

~~H.~~ Streets may be privately owned and maintained and shall be built in accordance with standards and specifications as reasonably approved by the City. Roadway base and asphalt thickness shall be designed by a registered professional engineer taking into consideration recommendations by a geotechnical engineer for site-specific design parameters. All streets shall be inspected and certified by a registered professional engineer. Before the City will accept and maintain any streets within the Port St. Joe **Marina** Planned Unit Development Zoning District, they must be constructed in accordance with the City standards applicable throughout the City at the time of acceptance. The City will maintain all currently platted and built city streets in the PUD area. Additionally, the City will maintain the **existing road and parking within Clifford Sims Park.** ~~road to be constructed in the park area adjacent to the lowdocks.~~

I. Signs visible from a public road, which are not otherwise subject to stricter standards imposed on the property, shall be consistent with applicable City **law regulations.**

J. The Port St. Joe Marina Planned Unit Development Zoning District shall comply with applicable City regulations regarding on-site and off-site parking; ~~except that d~~ Deviations to the City parking regulations may be granted by the City if it is established by a parking study certified by a traffic consultant that use of different standards would be acceptable, especially in the case of the use of shared spaces for adjacent uses. **The number of required parking spaces for boat dry storage shall be 1 space for each 5 dry boat slips.**

K. All construction shall meet the standards in the Florida Building Code, latest edition.

L. Section 5.04 of the City of Port St. Joe Land Development Regulation Code ("Code"), as well as any other provisions with respect to buffer zones shall not apply to any portion of the Port St. Joe Marina Planned Unit Development Zoning District.

SECTION 6. DEVELOPMENT PLAN/PLAT PHASING

The Port St. Joe Marina Planned Unit Development Zoning District may be developed through a series of individual projects, with the submission of development plans and preliminary plats per project. All development plans will be reviewed as a Level 2 Major Development as such term is defined in the Code. The City will review preliminary plats

as part of the development review process. The development plan, preliminary plat and appropriate application fees for each phase of development shall be initially submitted to the City for review. Applicants may obtain simultaneous approval of the preliminary plat, development order and development permit approval with respect to each phase of development.

SECTION 7. CREATION OF ZONING DISTRICT

The purpose of this Ordinance is to create the text of the Port St. Joe Marina Planned Unit Development Zoning District. The precise location of the permitted uses will be set forth in the application for development plan and preliminary plat approval. This Ordinance is not intended as a unified plan of development. The Port St. Joe Marina Planned Unit Development Zoning District may be developed by separate parties. The specific nature of the Port St. Joe Marina Planned Unit Development Zoning District's development will be a function of the development plans and preliminary plats submitted for approval.

SECTION 8. AMENDMENTS TO THE TEXT OF THE PORT ST. JOE MARINA PLANNED UNIT DEVELOPMENT ZONING DISTRICT PUD

A. Requests for an amendment to the Ordinance shall be made to the City Manager, and must be accompanied by, or supplemented by, such documents as may be reasonably required by the City Manager to clearly depict the impacts of the proposed amendment, if any. Upon review of the amendment request, the City Manager shall determine if the request is a Major Amendment or a Minor Amendment. An amendment shall be deemed a Major Amendment if the amendment purports to (i) change the number of housing units by more than 10%, (ii) change the amount of retail or office square footage by more than 20%, (iii) add land uses not contemplated by the Port St. Joe Marina Planned Unit Development Zoning District, or (iv) substantially decrease Open Space.

B. If the request is determined to be a Major Amendment, the City Manager shall refer the request to the Board of City Commissioners for review and consideration. The Board of City Commissioners shall approve, approve with conditions, or deny the request within 60 days from submittal of a complete application. If the Board of City Commissioners requests additional information in writing, the time for final action on the application shall be tolled until the information is supplied or the Applicant in writing declines to provide the additional information. Once the Applicant supplies the additional information requested by the Board of City Commissioners, or declines in writing to supply the additional information, the Board of City Commissioners shall approve, approve with conditions or deny the request within the balance of the time remaining before time was tolled. The decision of the Board of City Commissioners shall be based on consistency with the City of Pott St. Joe Comprehensive Plan and the Code.

C. If the request is determined to be Minor Amendment, the City Manager shall approve, approve with conditions, deny the request or request additional information within 45 days from submittal of a complete application. The City Manager shall notify the Applicant in writing within the specified 45 days. If the City Manager requests additional information in writing, the time for final action on the application shall be tolled until the information is supplied or the Applicant in writing declines to provide the additional information. Once the Applicant supplies the additional information requested by the City Manager, or declines in writing to supply the additional information, the City Manager shall approve, approve with conditions or deny the

request within the balance of the time remaining before time was tolled. The decision of the City Manager shall be based on consistency with the City of Port St. Joe Comprehensive Plan and the Code.

SECTION 9. ENFORCEMENT

The City may enforce this Ordinance as authorized by law.

SECTION 10. OTHER ORDINANCES

Except as specifically modified or changed in this Ordinance, all provisions of the Code shall apply in the same manner as throughout the City.

SECTION 11. ZONING MAP

Upon this Ordinance becoming effective, the City of Port St. Joe Zoning Map shall be amended to show the property described on attached Exhibit "A" as the Port St. Joe Marina Planned Unit Development Zoning District. The City is hereby directed to revise the City of Port St. Joe Zoning Map to reflect this designation.

SECTION 12. SEVERABILITY

The provisions of the Ordinance are hereby declared to be severable. If any revision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 13. EFFECTIVE DATE

This Ordinance shall become effective as provided by law.

This Ordinance was adopted in open regular meeting after its second reading this ~~6th day of July, 2005~~, after due notice in accordance with Florida Law.

ATTEST:

BOARD OF CITY COMMISSIONERS OF
PORT ST. JOE, FLORIDA

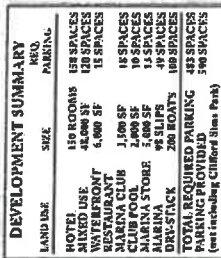
Charlotte M. Pierce, City Clerk

Rex Buzzett, Mayor

APPROVED AS TO FORM:

Adam Albritton, City Attorney

45



ORDINANCE NO.: 562

AN ORDINANCE OF THE CITY OF PORT ST. JOE, FLORIDA,
AMENDING ORDINANCE 404 TO ENCOURAGE DEVELOPMENT
WITHIN THE MARINA COVE PLANNED UNIT DEVELOPMENT
DISTRICT; ADOPTING CERTAIN REGULATORY REQUIREMENTS FOR
THE MARINA COVE PLANNED UNIT DEVELOPMENT ZONING DISTRICT
TO SUPERSEDE REQUIREMENTS IN THE CITY OF PORT ST. JOE LAND
DEVELOPMENT REGULATION CODE; PROVIDING FOR REPEAL OF ANY
CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; AND
PROVIDING AN EFFECTIVE DATE.

WHEREAS, On May 6th, 2008, the City Commission of Port St. Joe, Florida adopted Ordinance number 404, provided for the adoption of the Marina Cove Planned Unit Development Zoning District; and

WHEREAS, the Village at Marina Cove Owners' Association, Inc has requested the City Commission of Port St. Joe, Florida to amend ordinance number 404 to encourage development within the Marina Cove Planned Unit Development Zoning District.

WHEREAS, the Marina Cove Planned Unit Development Zoning District is designed to provide connectivity with surrounding uses and the Port St. Joe downtown area; and

WHEREAS, the Marina Cove Planned Unit Development Zoning District is served by the City of Port St. Joe water and sewer facilities; and

WHEREAS, the Marina Cove Planned Unit Development Zoning District complies with the all applicable storm water management requirements for the Property; and

WHEREAS, the City of Port St. Joe Comprehensive Plan (Future Land Use Policy 1.3.3) authorizes the use of a PUD to authorize the development of mixed-use projects.

NOW THEREFORE BE IT ORDAINED BY THE PEOPLE OF THE CITY OF PORT ST. JOE, FLORIDA:

NAME.

SECTION 1. RECITALS.

The foregoing whereas clauses are incorporated by reference and made part hereof.

SECTION 2.

From and after the effective date of this ordinance, Marina Cove Planned Development Zoning District is amended to read as follows (text stricken and amended shall be delineated as

follows, ~~stricken~~; new text added, underlined):

SECTION 43. NAME.

This Ordinance shall be known as the Amendment implementing ordinance for the Marina Cove Planned Unit Development Zoning District.

SECTION 24. CONSISTENCY WITH THE CITY OF PORT ST. JOE COMPREHENSIVE PLAN.

The Board of City Commissioners hereby finds and determines that the Marina Cove Planned Unit Development Zoning District is consistent with the goals, objectives and policies of the City of Port St. Joe Comprehensive Plan. In addition, the Marina Cove Planned Unit Development Zoning District is consistent with and supported by the following goals, objectives and policies of the City of Port St. Joe Comprehensive Plan:

Future Land Use Element Policy 1.2.1 ("... new development within the City will be in areas within or immediately adjacent to existing areas of public services... ");

Future Land Use Element Policy 1.2.4 ("... projected growth will occur along the existing traffic circulation network... ");

Future Land Use Element Policy 1.3.3 ("The City's Comprehensive Plan will control land uses and densities of development within the City as well as provide for mixed land use designation development policies." "Mixed use developments will be allowed in the form of P.U.D.'s ... ").

SECTION 35. APPROVAL.

The application for establishment of the Marina Cove Planned Unit Development Zoning District on the Property is hereby approved subject to the conditions in this Ordinance.

SECTION 45. PERMITTED USES.

The following uses shall be principal and accessory permitted uses within the Marina Cove Planned Unit Development Zoning District

A. Residential. Residential units shall be allowed at densities not to exceed 12 unit per lot within the subdivision.

B. Retail and Office Commercial. Retail stores, personal service establishments or business, banking facilities, restaurants and lounges and other retail commercial uses allowed in the City, as well as professional and business offices are allowed. Retail and office Commercial uses shall be limited as described in the Declaration

of Restrictions, Covenants described above and the City of Port St. Joe Land Development Regulation Code.

C. Passive Recreation. Passive recreation means recreational lands and improvements that are natural resource oriented. Passive recreational facilities include, but are not limited to pedestrian and bike paths, storm water management facilities, fishing, docks, piers, viewing platforms, boardwalks, picnic areas, bird watching and associated ancillary structures.

D. Open Space. Open Space means lands which are designed and intended for the common use and enjoyment of the residents of the Marina Cove Planned Unit Development Zoning District and their guests and may include such complementary and ancillary structures and improvements as are necessary and appropriate, including storm water management facilities active and passive parks and areas dedicated to the public.

E. Permitted Accessory and Ancillary Uses. Uses of land customarily incidental and subordinate to one of the permitted principal uses and other uses or facilities associated with the support of the permitted principal uses.

F. Additional Uses. Any similar uses which are deemed consistent and compatible with the permitted uses listed in subsections A - E above, or in accordance with permissible uses for C-1A, C-1, and C-2 Subdistricts, as shown in the Port St. Joe Land and Development Regulation Code, as approved by the City Manager.

SECTION 56. DEVELOPMENT STANDARDS.

A. All permanent residential, commercial and non-residential uses shall be served by central potable water facilities and central wastewater facilities, as provided by the City of Port St. Joe.

B. All development shall be in compliance with all applicable land development regulations of the City of Port St. Joe.

C. The minimum setbacks shall be as shown on the Plat and in the Declaration of Restrictions and Covenants described above.

D. ~~Residential uses shall be allowed only on the second floor of any building and no residential use shall be allowed on the 1st floor.~~

E. Maximum impervious surface shall be as described in the Land Development Regulation Code.

F. The storm water management system will be designed to comply with the standards of Chapter 62.25, F.A.C. and all other applicable regulations.

G. Streets may be privately owned and maintained and have been built in

accordance with the Land Development Regulation Code, and may include one-way streets and alleyways. Roadway base and asphalt thickness has been designed by a registered professional engineer taking into consideration recommendations by a geotechnical engineer for site-specific design parameters. All streets have been inspected and certified by a registered professional engineer.

H. Signs visible from U.S. Highway 98, which are not otherwise subject to stricter standards imposed on the Property, shall be consistent with applicable City law. Offsite signage will be permissible to the extent allowed by City law and the Declaration described above.

I. ~~The Marina Cove Planned Unit Development Zoning District shall comply with applicable City regulations regarding on-site and off-site parking. Any deviations to the City parking regulations may be granted by the City Manager if it is established by a parking study certified by a traffic consultant that use of different standards would be acceptable, especially in the case of the use of shared spaces for adjacent uses.~~

J. All construction shall meet the standards in the Florida Building Code, latest edition.

K. Section 5.04 of the City of Port St. Joe Land Development Regulation Code (the "Code"), as well as any other provisions with respect to buffer zones shall not apply to any portion of the Marina Cove Planned Unit Development Zoning District.

L. Sidewalks within the PUD zoning district may be required on only one side of residential streets.

M. No minimum height standards shall apply to street lighting.

N. No building within the subdivision shall contain more than three ~~two~~ habitable floors. The maximum density shall be 105 units with all lots guaranteed 2 units and the remaining density will be on a first come first serve basis with no lot allowed more than 4 units.

SECTION 67. DEVELOPMENT PLAN/PRELIMINARY PLAT/PLAT PHASING.

As the City of Port St. Joe approved the Plat described above in 2003, future development within the limits of the Plat, which complies with the Declaration of Covenants, Conditions and Restrictions of the Villages at Marina Cove and this Ordinance, shall require only City Building Department Review.

Any other development will be reviewed at a Level 2 Major Development as such term is defined in the Land Development Regulations.

SECTION 78. CREATION OF ZONING DISTRICT.

The purpose of this Ordinance is to create the text of the Marina Cove Planned Unit Development Zoning District. The precise location of the permitted uses will be set forth in the

application for building permits.

SECTION 89. AMENDMENTS TO THE MARINA COVE PLANNED UNIT DEVELOPMENT ZONING DISTRICT.

A. Requests for an amendment to this Ordinance shall be made to the City Manager, and must be accompanied by, or supplemented by, such documents as may be reasonably required by the City Manager to clearly depict the impacts of the proposed amendment, if any. Upon review of the amendment request, the City Manager shall determine if the request is a Major Amendment or a Minor Amendment. An amendment shall be deemed a Major Amendment if the amendment purports to (i) change the number of housing units by more than 5%, (ii) change the amount of retail or office square footage by more than 10%, (iii) add land uses not contemplated by the Marina Cove Planned Unit Development Zoning District, or (iv) substantially decrease open space.

B. If the request is determined to be a Major Amendment, the request shall proceed as a Level 2 Major Development.

C. If the request is determined to be a Minor Amendment, the City Manager shall approve, approve with conditions, deny the request, or request additional information within 15 calendar days from submittal of a complete application. The City Manager shall notify the Applicant in writing within the specified 15 days, or the request shall be deemed approved. If the City Manager requests additional information in writing, the time for final action on the application shall be tolled until the information is supplied or the Applicant in writing declines to provide the additional information. Once the Applicant supplies the additional information requested by the City Manager, or declines in writing to supply the additional information, the City Manager shall approve, approve with conditions or deny the request within the balance of the time remaining before time was tolled, or the request shall be deemed approved. The decision of the City Manager shall be based on consistency with the Code.

SECTION 910. ENFORCEMENT.

The City may enforce this Ordinance as authorized by law.

SECTION 1011. OTHER ORDINANCES.

Except as specifically modified or changed in this Ordinance, all provisions of the Code shall apply in the same manner as throughout the City.

SECTION 1112. ZONING MAP.

Upon this Ordinance becoming effective, the City of Port St. Joe Zoning Map shall be amended to show the property described on attached Exhibit "A" as the Marina Cove Planned Unit Development Zoning District. The City Manager is hereby directed to revise the City of Port St. Joe Zoning Map to reflect this designation.

SECTION 1213, SEVERABILITY.

The provisions of this Ordinance are hereby declared to be severable. If any provision of this Ordinance, or the application thereof, to any person or circumstance is held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision or application.

SECTION 4314. EFFECTIVE DATE.

This Ordinance shall become effective as provided by law.

This Ordinance was adopted in open regular meeting after its second reading the ____ day of _____ 2019, after due notice in accordance with Florida Statute Section 166.041.

THE CITY OF PORT ST. JOE BOARD
OF CITY COMMISSIONERS

BY: _____
Mayor/Commissioner

Attest: _____
City Clerk

First Reading: _____
Second Reading: _____
Adopted: _____



August 20, 2019

Cassie Studstill, GRI
The Studstill Realty Group
326 Reid Ave., Port Saint Joe, FL 32456

Subject: Citizens of Gulf County Recovery Team Inquiry

Dear Ms. Studstill,

Thank you for your recent inquiry regarding questions that arose as to the costs of a potential AIA R/UDAT process in Port St. Joe. As I mentioned to you in previous conversations, we have a tradition in the design assistance program of performing post-disaster projects as a public service to the host community with no associated fee or cost-recovery charges, subject only to our available resources and budget. In recent years, this has occurred several times, including in 2011 in Birmingham, Alabama (post-tornado) and in 2013 in the Rockaways, New York City (post-Hurricane Sandy). In 2018, we also conducted a service project for the Lower 9th Ward in New Orleans without cost given that it had received no new investment since Hurricane Katrina 13 years prior. While we cover the costs in these post-disaster communities, we do evaluate the appropriateness of a project application for content and substance as well as require sufficient local organization by the Steering Committee and community, broad community support for a process, and robust public participation in the process. However, we cover all of our costs because we understand that post-disaster communities face significant hurdles regarding resources and our mission is to help support them with realistic strategies to recovery from the trauma of the disaster events and develop their capacity to become more resilient in the long-term. Should the community of Port St. Joe decide to pursue a R/UDAT through an application to the AIA, we would evaluate your application for content as well as organizational capacity, support for the process, and readiness to host a process as criteria in which we'd determine whether a project was ultimately feasible. We would not seek to have Port St. Joe put forward financial resources to cover the team's visits, per our tradition in post-disaster communities. I hope this clarifies our position sufficiently for your purposes. Thanks again for your interest in the R/UDAT program.

Sincerely,


Joel Mills
Senior Director, Center for Communities by Design
joelmills@aia.org

01 52

What can R/UDAT do for your community?

Communities across the country are constantly changing. Some of the challenges they encounter include the loss of major employers, new bypass roads, gridlock, unfocused suburban growth, crime, loss of open space, regional conflict, unaffordable housing, abandoned mills and industrial plants, environmental problems, vacant storefronts, and loss of identity. A R/UDAT can help you to respond to these kinds of issues, develop a vision for a better future for your community, and implement a strategy that will produce results. Because the R/UDAT process is highly flexible, it is effective in communities as small as villages and urban neighborhoods and as large as metropolitan regions.

Why does the R/UDAT process work?

The process works because it relies on three simple principles.

Quality: Team members are highly respected, interdisciplinary professionals selected on the basis of their experience with the specific issues facing your community. The energy and creativity that are generated by a top-notch, multidisciplinary team of professionals working collaboratively can produce extraordinary results.



Objectivity: Many communities are immobilized by conflicting agendas, politics, personalities, or even the overabundance of opportunity. The R/UDAT process ensures that all voices are given a fair hearing and that options are weighed impartially. The lack of bias, professional stature of the team members, and pro bono nature of the work generate community respect and enthusiasm for the process.

Public Participation: The process encourages the active participation of all sectors of the community. A common sentiment expressed after a R/UDAT is: "This experience really brought the community together. People who never talked before are now working together."

What is the structure of the R/UDAT process?

The R/UDAT process is flexible and unique, but there are typically four parts or phases, some of which occasionally overlap.

Phase 1: Getting Started

A local leader or citizen calls the AIA and asks for help, and the AIA sends information, initiating a conversation between the AIA and local leaders. A steering committee representing a variety of residents, local government, businesses, institutions, and community groups is formed, gathers community support, and prepares an application. A representative from the R/UDAT Task Group visits the community, suggests revisions to the application, and prepares an evaluation report for the AIA and the community. Upon review and approval of the application, the AIA makes a formal commitment to your community.

Phase 2: Getting Organized

A team chairperson selected by the Task Group meets with the steering committee. This visit introduces the chairperson to the community and its concerns and sparks broader community interest and participation in the process. Preparations begin for the team visit, including initial steps that will facilitate the eventual implementation of an action plan.

Phase 3: Team Visit

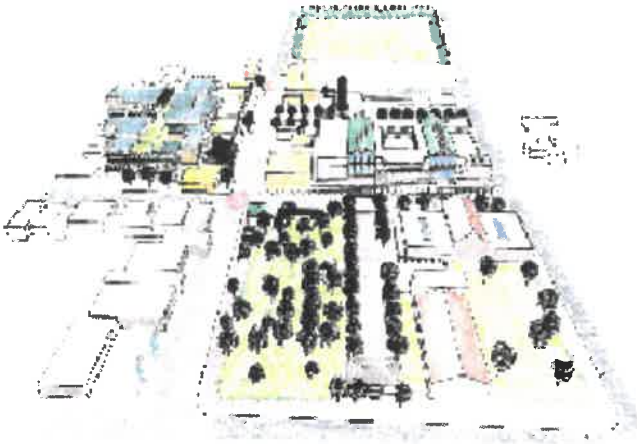
The Task Group selects a multidisciplinary team of 6 to 10 professionals who visit the community for four intense, productive days. After listening to the concerns and ideas of residents, community leaders, and interested groups and viewing both the study area and the surrounding community, the team prepares and publishes a report that is presented in a public meeting on the last day.

Phase 4: Implementation

The community analyzes the team recommendations, identifies priorities, undertakes immediate objectives, and prepares an action plan. Some team members return a year later to evaluate progress so far and advise on implementation.

What are the products of the R/UDAT process?

Intangible products frequently include:



- Objective look at the community
- Sense of purpose and direction
- New energy and commitment
- New levels of cooperation and collaboration throughout the community
- Consensus on community concerns
- Improved communication networks throughout the community.

Tangible products include:

- A coherent description of the community's condition and the challenges that must be addressed; this statement, generated by the steering committee during the application process, is frequently a community's first citizen-based self-analysis.

- A well-illustrated, professional report, published and distributed by the end of the team visit, that examines the community's concerns and aspirations and recommends a vision for the future, specific action items, and timetables for consideration by your community.

- An action plan, developed by the steering committee working with the broader community, that describes priorities for action, including a timetable.

- A report resulting from the follow-up visit that analyzes the action plan, assesses progress to date, and makes recommendations that will aid implementation.

What are some results?

R/UDATs have led to communities coming up with new processes to improve their quality of life. Some examples are new construction and development, new public agencies and organizations, new parks and open space, political change, affordable housing, commercial and economic revitalization, historic districts, landmark preservation, new zoning ordinances, pedestrian systems, comprehensive plans, changes in growth patterns, and stopping inappropriate development.

How long does the process take?

The first two phases, which are critical to the overall success of the R/UDAT effort, typically take 3 to 6 months to complete, depending on how quickly the community can organize. Phase Three, Team Visit, normally takes place 6 months after your initial phone call. Phase Four, Implementation, can take as long as needed to meet local needs and priorities, although the follow-up visit usually occurs a year after the team visit.

How much does it cost? Who pays for it?

Costs typically range from \$50,000 to \$60,000, some of which may be in the form of contributions and in-kind services solicited by the local steering committee to cover travel and living expenses, as well as report production costs. Funding must come from a variety of public and private sources that might include businesses, local government, nonprofits, foundations, organizations such as the chamber of commerce, arts councils, the local AIA chapter, and other community groups and individuals. Experience has shown that the best way to create broad community support is to ask everyone to contribute rather than to rely on one major funding source.

How to get more information

You can download the newly updated *R/UDAT Guide: Planning Your Community's Future*, a detailed publication that will help you decide if a R/UDAT is right for your community and how to apply. You can also see the [list of communities](#) that have hosted R/UDATs.

The AIA can provide article reprints, sample reports, and names of resource people. For more information and to help you decide if a R/UDAT is right for your community, call Erin Simmons, Director, AIA Center for Communities by Design at (202) 626-7492 or e-mail rudat@aia.org.

03
54



Port St. Joe, Florida: A Unified Plan for Recovery & Growth



AERIAL OF PORT ST. JOE COURTESY FLORIDA BAY SAVERS: [HTTPS://BAYSAVERSFL.ORG/HISTORY/](https://baysaversfl.org/history/)



 **BAYSAVERS** 

Primary Contact Information:

| | | | |
|-------------------------|---------------------------|---------------------------------|---------------------|
| Cassie Studstill | 326 Reid Ave., PSJ | info@cassiestudstill.com | 407-353-1811 |
| | | | |

04
SS

Section 1: Project Summary & Community Description

History

The Birthplace of Florida & Rise and Fall of Old St. Joseph

According to legend, Old St. Joe (St. Joseph) became a community around 1812 while the territory was still under Spanish rule. Situated directly south of the dividing line between Alabama and Georgia, on a beautiful, docile, deep, and landlocked body of water on the upper-west Gulf Coast, St. Joseph Bay is near the Gulf of Mexico shores about 20 miles west of the mouth of the Apalachicola River. Between 1832 and 1842, fueled by ambitious men, shimmering Gulf-to-Bay vistas and cooling Gulf breezes, the bustling "Pearl of the South" port town of Old St. Joe rooted in sandy soil and drew several thousand inhabitants to her promised-land shores.

These "Aristocrats of the South" built fine hotels and stores, elegant homes, magnificent churches, public buildings, and commodious offices, banking houses, brickyards, schools, mills, wholesale houses, a large racing track, wharves into the sea, shipyards, and the third railroad ever to be built in America. With the Port as her growth engine, in a few short years, the town of St. Joseph soared to a population of 12,000 people and became the largest city in this new territory. In trade and attractiveness, Old St. Joe soon rivaled Charleston and New Orleans and her balmy climate throughout the year drew thousands of visitors from all parts of the world. Her beautifully laid out streets extended from the business districts out to the town residences with main streets the Bay, the Columbus, the Commerce, the Magnolia, the Palmetto and the Washington Streets. She reached her zenith about 1839, not long after a body of men assembled for the drafting of a state constitution.

Undoubtedly, Old St. Joe would have been the capital of Florida had it not been destroyed. In the summer of 1841, yellow fever plagued the city, breaking up families by death and discard, leaving streets, stately homes, elegant public buildings and full warehouses virtually deserted. On September 14, 1841, a severe storm destroyed part of the wharf at St. Joseph Bay and later that fall, fire ravished a portion of the old city. As the price of cotton declined throughout the country and in St. Joseph, real estate values collapsed, banks failed, and businesses shuttered, resulting in the 1842 bankruptcy of the 1836 feeder railroad, the transportation vein to world commerce through the port of St. Joseph.

The once prosperous city was doomed. By the end of 1843, reduced to little more than a fishing village, there were perhaps not more than 50 inhabitants left in Old St. Joe. While St. Joseph Bay had generally been known as a deep, safe, and secure anchorage in stormy weather, that was not the case on September 8, 1844. A great hurricane followed by a tidal wave, battered what was left of the Gulf port boom town for three days and nights, pummeling her to nothing, and sweeping her wood, brick, and marble remains out to sea.

Complete abandonment came on March 28, 1854, with the closure of the post office less than twenty years after having been established in territorial St. Joseph.

On March 3, 1845, upon admission to the Union as a slave state, the St. Joseph constitution became organic law until Florida's succession on January 10, 1861. Several weeks later, Florida joined other southern states to form the Confederate States of America. The Union did not readmit the state until "reconstruction" began in 1868, three years after the Civil War ended.

The Resurrection of the City of Port St. Joe

The Apalachicola River quite literally kept the surrounding areas of Apalachicola and Wewahitchka afloat, allowing for an industry in citrus and the famed Tupelo Honey. Around the turn of the century, as timber and naval stores became the leading industries, the rebirth of Port St. Joe became possible.

In 1904, Terrell H. Stone moved from the Wewahitchka area to the Bay, what is now considered the heart of the present-day city of Port St. Joe and began a turpentine operation. His first few years in operation were without rail.

By 1907, he had sold his vast landholdings in the area to a St. Louis businessman who built the Apalachicola Northern Railroad from River Junction, Florida to Apalachicola. By 1909, the 100-mile line extended to Port St. Joe and ultimately St. Joseph Bay, where a 2500-foot railroad pier complete with wharf facilities was being extended, making both foreign and domestic shipping possible. By 1911, thirteen sawmills were operating along the rail line, the railroad shops and general offices were moved from Apalachicola to Port St. Joe, and an ice-factory, electric plant, and water system that included a 700-foot deep artesian well were completed.

The town was surveyed, lots sold, and homes, schools, and churches built, and in 1913, the new City of Port St. Joe incorporated. Once again, Port St. Joe was open for business, including tourism. Summer Sunday excursions brought passengers from Alabama and Georgia to baseball games, sail boating, deep-sea fishing, and boat trips across the bay to Eagle Harbor, Black's Island, and seashell hunting at the Gulf Beach at St. Joseph Point.

TRAINS LOAD VESSELS ON THE DOCKS THAT EXTENDED INTO ST. JOSEPH BAY IN THE EARLY 20TH CENTURY.



The center of social life developed around the Port Inn, where residents and guests enjoyed the bay shore bathing pier and packed the park in front of the Inn. Connected by a long boardwalk that reached out into the Bay, the pier thrilled swimmers with a unique over-the-water merry-go-round, springboards, high chutes, slides, trapeze rings, shower stalls, concession stands, and the adjoining four-acre park with a bandstand and benches.

In 1925, Gulf County was created from a part of Calhoun County and containing a large portion of the famous Dead Lakes, with Wewahitchka as the county seat until a referendum in 1954 moved it to Port St. Joe. "The Port St. Joe News" began printing in June of 1926; however, this first weekly newspaper only lasted a few months. In 1937, two weekly publications established. "The Port Saint Joe Sentinel" emerged in April and the "Star" in October. The "Star" is still in existence today. The 1929 Wall Street crash, caused a sudden and sharp decline in domestic and foreign shipping, leading to operational difficulties with the railroad, yet again.

One wealthy investor (Mr. Alfred I. DuPont) seeking desirable investments in the state purchased the Apalachicola Northern Railroad line, which now extended from Chattahoochee to Port St. Joe, Florida, and acquired some 200,000 acres of property with it. These timberlands located across the state, provided for

the organization in 1936 of the St. Joe Paper Company and by 1938, the world's most modern paper commenced operation in Port St. Joe.

Industrial expansion continued bringing chemical companies, and in 1941, just before World War II, a pipeline was laid from Port St. Joe (on a site just south of the paper mill, currently "Jetty Park") to Chattanooga, Tennessee. The pipeline allowed for the quick distribution of petroleum products from Texas and Louisiana oil fields to the eastern part of the United States until its closure in 1963.

In the early 1970s, the distribution center was purchased by Hess Oil and operated through the late 1980s until its permanent closure. From there, shipping activity rapidly declined, and the last cargo ship visit occurred in 1996.

Demographics in Port St. Joe, Florida

Demographics – Port St. Joe

U.S Census Bureau, American FactFinder

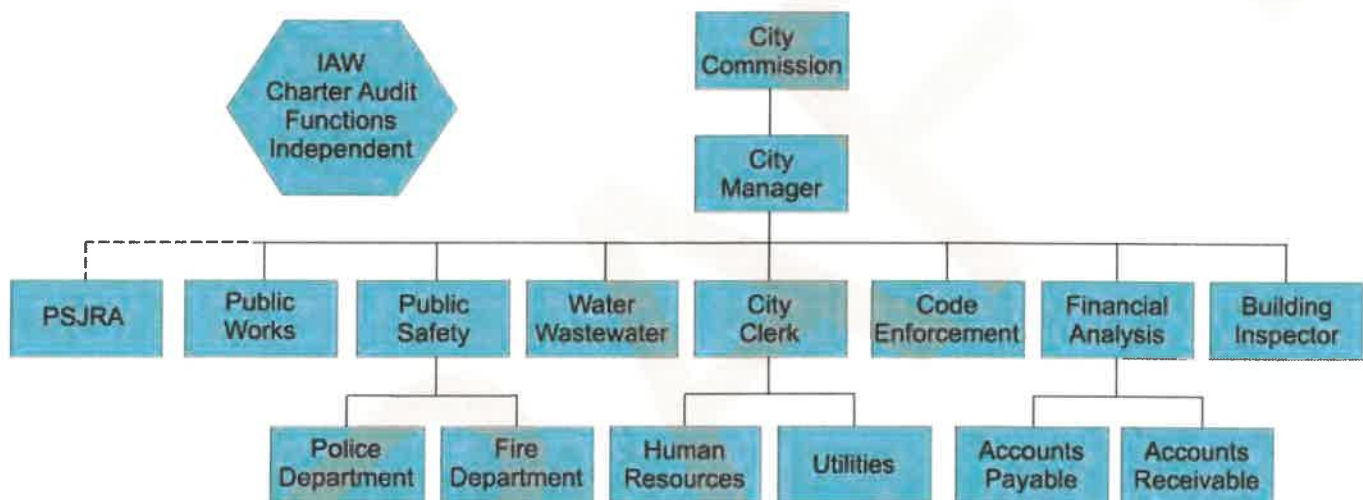
| | | |
|---|------------------|--|
| ACS 5 Yr. Population Estimate 2018 | 3,424 | |
| % Population Growth Estimate 2018-2023 | 0.5% | |
| Median Age | 45.2 | |
| % White Alone | 55.9% | LINK: Port St. Joe – Opportunity Florida – Demographics Report PDF |
| % Black or African American Alone | 35.5% | |
| % Other | 0.6% | LINK: Port St. Joe - Opportunity Florida - Community Report PDF |
| % Two or More Races | 3.4% | |
| % Hispanic or Latino Origin all races | 4.6% | LINK: Port St. Joe – Consumer Expenditures PDF |
| % High School Grad or Higher > 25 Age | 93.5% | |
| % Persons >65yrs | 17.4% | |
| % Persons with Disability >65yrs | 44.3% | LINK: Port St. Joe – Opportunity Florida – Business Report PDF |
| # Households | 1,245 | |
| Total Housing Units | 1803 | LINK: Port St. Joe – Opportunity Florida – Wages Report PDF |
| Median Home Values | \$148,700 | |
| % Renter Occupied Housing Units | 26.6% | LINK: Port St. Joe – Opportunity Florida – Labor Force Report PDF |
| Median Rent | \$841 | |
| Housing Vacancy for Seasonal, Recreational or Occasional Use | 9.3% | LINK: Port St. Joe – Opportunity Florida – Housing Data Report PDF |
| % Owner Occupied Housing Units | 73.4% | |
| Median Household Income | \$40,564 | |
| % annual pop growth/decline projected 2018-2023 | 2.6% | |
| (annual % x 5 years) | | |

07 58

Form of Local Government

"The City Council in Port St. Joe is a legislative body that passes policy, approves annual municipal budgets, establishes tax rates and passes Ordinances and Resolutions to govern the City. This form of government is referred to as a Commission-Manager Plan.

The Commission is made up of four Commissioners and a Commissioner-Mayor. The Commissioners and Mayor are elected at large in the City and serve terms of two years. The Commissioners appoint the Mayor Protempore to preside in the absence of the Mayor. The City Commission appoints a City Manager who serves as the administrative head of the Municipal Government and under the supervision and discretion of the City Commission."



LINK: [Excerpt and flow chart from The City of Port St. Joe website](#)

LINK: [Website - City of Port Saint Joe](#)

LINK: [Resolutions – City of Port Saint Joe](#)

LINK: [Ordinances – City of Port Saint Joe](#)

08
54

Important Project or Contextual Information



Reid Ave. (purple) is the “Main Street” of Port St. Joe and serves as the community focal point, cultural, and social center of the city. Home to four blocks of boutiques, antiques, restaurants, and medical / professional services, it draws tourists and residents for shopping, dining, and business purposes. However, it was not the only thriving center for commerce in the city. Martin Luther King Boulevard (yellow) once housed roughly thirty-five

businesses and now has only one (opened July 3, 2019). The North Port St. Joe P.A.C (Project Action Coalition) has detailed an extensive plan for the revitalization of this roughly two-mile section of Port St. Joe including Martin Luther King Blvd.



LINK: [The North Port St. Joe P.A.C \(Project Action Coalition\)](#)

09

60

Potential Economic Incentives:

1. Economic Opportunity Zone
2. Gulf Coast Economic Corridor
3. New Market Tax Credit Area

The city of Port St. Joe, Florida (Census Tract 9602 - Tract #: 12045960200) is in a qualified Economic Opportunity Zone and the Gulf Coast Economic Corridor. It is also considered to be within a New Markets Tax Credit area, though it is unclear whether that incentive program expires at the end of 2019 or in 2022. Additionally, a portion of Gulf County, beginning in White City through Wewahitchka is in an SBA HUBZone, though the City of Port St. Joe does not seem to qualify per the map. It is unclear if Port St. Joe may be eligible as a Qualified Disaster Zone in the future.

Gulf County is one of the eight disproportionately impacted counties, negatively economically and environmentally affected, by the 2010 Deepwater Horizon oil spill. In 2013, the Florida Legislature "enacted the "Gulf Coast Economic Corridor Act" to provide a long-term source of funding for economic recovery and enhancement efforts in the Gulf Coast region," and Triumph Gulf Coast, Inc., a nonprofit corporation housed under the Department of Economic Opportunity to administer and assist with economic recovery and enhancement efforts in the Gulf Coast region. Proposals are considered by the board on a rolling basis, and an "awardee" may include any person, organization, or local government.



Triumph Gulf Coast, seeks to select projects and programs that have the potential to generate increased economic activity in the disproportionately affected counties, giving priority to projects and programs that:

- (a) Generate maximum estimated economic benefits, based on tools and models not generally employed by economic input-output analyses, including cost-benefit, return-on-investment, or dynamic scoring techniques to determine how the long-term economic growth potential of the disproportionately affected counties may be enhanced by the investment.
- (b) Increase household income in the disproportionately affected counties above national average household income.
- (c) Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases
- (d) Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.
- (e) Benefit the environment, in addition to the economy.
- (f) Provide outcome measures.
- (g) Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.
- (h) Are recommended by the board of county commissioners of the county in which the project or program will be located.
- (i) Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

LINK: <https://www.myfloridatriumph.com/about/frequently-asked-questions/>

10 61

Regional Setting and Influences

Port St. Joe is located in southern Gulf County at 29°48'29"N 85°17'52"W (29.807968, -85.297684),^[2] within the Florida Panhandle and along the Emerald Coast. According to the United States Census Bureau, the city has a total area of 12.1 square miles (31.3 km²), of which 9.5 square miles (24.5 km²) is land and 2.6 square miles (6.8 km²), or 21.86%, is water. The city limits extend into St. Joseph Bay, an arm of the Gulf of Mexico. U.S. Route 98 passes through Port St. Joe as Monument Drive in the north and Constitution Drive in the south. US 98 leads northwest along the Gulf shore 36 miles (58 km) to Panama City and southeast 23 miles (37 km) to Apalachicola. Florida State Road 71 (Cecil G. Costin Sr. Boulevard) leads northeast 24 miles (39 km) to Wewahitchka. Port St. Joe averages only 3 feet (0.91 m) above sea level. At its highest point it is only 8 feet (2.4 m) above sea level. This portion of the town has been dubbed "Highland View".
Wikipedia: LINK: https://en.wikipedia.org/wiki/Port_St._Joe,_Florida

Highway: The closest interstate highway to Port St. Joe is I-10, approximately 1.5 hours away. Transportation needs are currently served by US Route 98, which runs through Port St. Joe along the coast providing a route west to Panama City and east to Apalachicola. State Road 71 runs northward from Port St. Joe to Alabama and Georgia and with only two traffic signals between the 72-mile distance from Port St. Joe and I-10, a low-traffic connection.

Water: Port St. Joe is traversed by the Gulf Intracoastal Waterway (GIWW). This federally maintained, 1,050 ft canal has a channel roughly 12 feet deep by 125 feet wide and provides water access from Carrabelle, FL to Brownsville, Texas. The GIWW was designed primarily for barge transportation and connects with various inland river systems including the Mississippi River, Tombigbee River Waterway System, and Gulf County's eastern boundary, the Apalachicola River.

The Port of Port St. Joe is congressionally authorized to a depth of 35-feet, offers a deep-water seaport featuring a bulkhead of nearly 1,900 linear feet at the ship channel turning basin, and connects to the shipping lanes of the Gulf of Mexico and the world. Assets include "213 acres of combined ready-to-be-leased lands adjacent to the bulkheads and thousands of acres of land in the Port environs available for immediate development."

LINK: <http://www.portofportstjoe.com/>

Rail: While there is currently no rail service in Port St. Joe, the existing railroad tracks previously served the Port and the various industrial transportation needs of the city. Its rebirth is heavily desired.

Founded in 1903, the Apalachicola Northern Railroad was a short-line railroad which owned and operated a 96-mile line between Port St. Joe and Chattahoochee with a short spur to Apalachicola. It ceased operating in 2002 when its corporate parent, the St. Joe Company, leased its line to the AN Railway.

11 62

Past and/or ongoing planning efforts and reports

Underline = Linked document * In need of copy / link to PDF

North Port St. Joe

- 2009 June – North Port St. Joe Master Plan (*Friends of North Port St. Joe Strategic Plan* (2006))
- 2016 December – North Port St. Joe P.A.C. – Implementation Plan
- 2016 December – North Port St. Joe P.A.C. – Momentum Maintenance Plan
- January 2018 – North Port St. Joe P.A.C. – Redeveloping Martin Luther King Blvd.
- January 2018 – North Port St. Joe P.A.C. – Comprehensive Plan Consistency
- January 2018 – North Port St. Joe P.A.C. – Sample Codified Development Standards
- January 2018 – North Port St. Joe P.A.C. – Code Appendices

Planning / Land Use

- 2007 – City of Port St. Joe Comprehensive Plan
- 2014 - Port St. Joe – Future Land Use Map 2020
- *St. Joe Company Master Plan? St. Joe Commercial Website
- *2018 – Comp Plan Update?

Regional

- 2008-2018 – St. Joseph Bay Aquatic Preserve Management Plan
- 2011 - Gulf County Comprehensive Plan Revision Date: 8/2011
- 2013 – 2017 – Apalachee Region Comprehensive Economic Development Strategy
- 2015 – Gulf County Mitigation Strategy
- 2016 Apalachee Regional Planning Council – Gulf to Gasden Freight Logistics Zone Strategic Plan

Recovery

- April 2019 – Citizens of Gulf County Recovery Team – World Renew – Unmet Needs Report

Economic

- 2003 May – Florida DOH Superfund Assessment Mill View Health Consultation
- 2005 - Excerpt from Community Case Studies Publication
- 2005 - A Weekend Excursion, PEERS Brochure, 2005
- 2006 - Waterfronts Florida Vision Plan, 2006
- 2006 - Assessing the Competitiveness of Gulf County, Florida
- 2007 - Waterfronts Florida Final Report, 2007
- 2008 - Port St. Joe Cultural Center Feasibility Study, 2008
- 2008 - Port St. Joe Cultural Center Feasibility Study Appendices, 2008
- 2008 – Port of Port St. Joe Master Plan
- 2009 - Waterfronts Florida Designated Area Map
- 2009 July – Port St. Joe Redevelopment Agency – PSJRA Redevelopment Plan
- 2013 May – Port of Port St. Joe Master Plan
- 2014 May - City of Port St. Joe Competitive Florida Asset Mapping Report
- 2014 – Port St. Joe CRA Boundaries Map
- 2014 – MDC State of the South PSJ Report
- 2017-2018 – Gulf DOH - Community Health Improvement Plan Progress Report
- 2019 March - 2018 Duke Energy Florida, Inc. Distribution Reliability Report

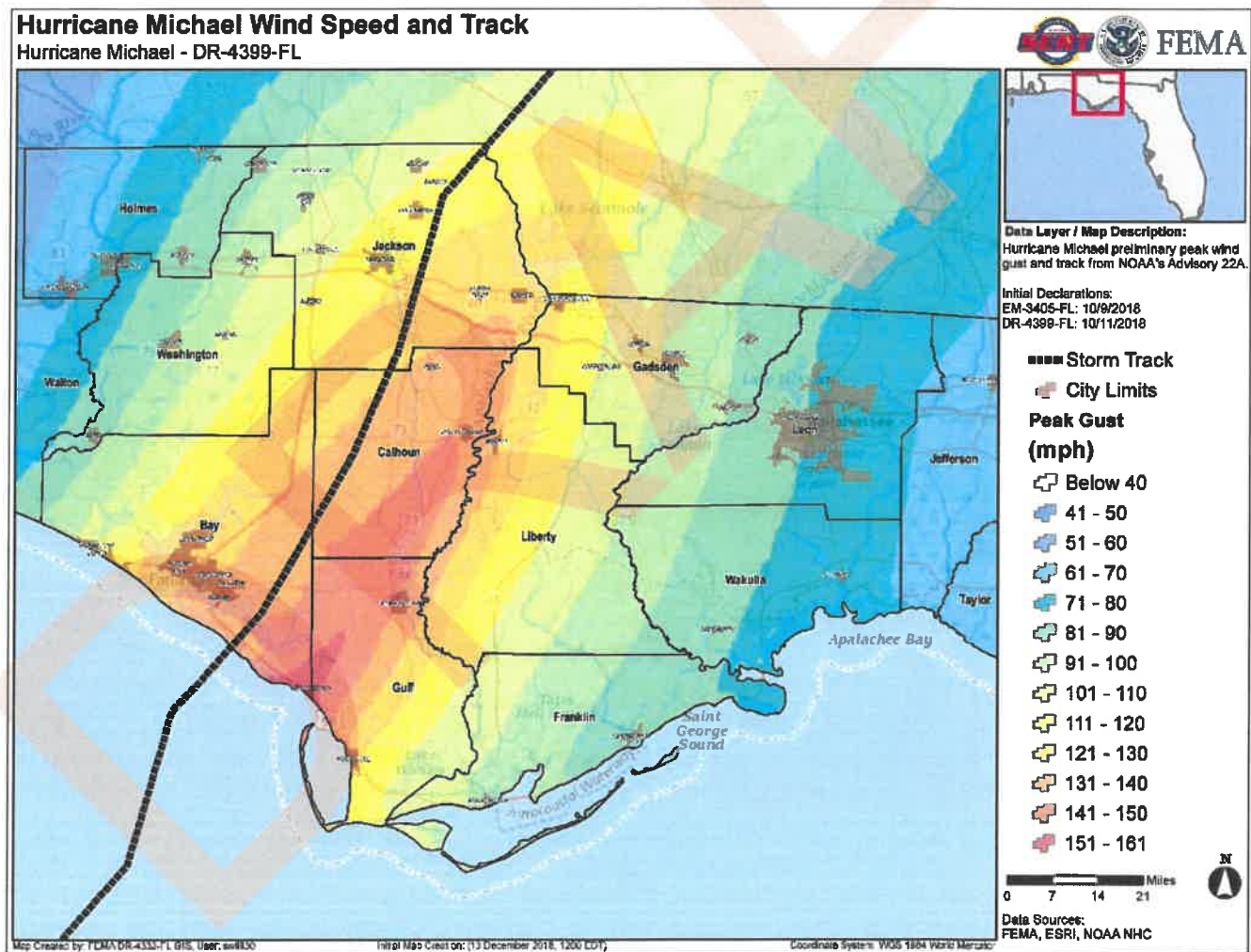
12 63

Section 2: Problem Statement & Issues Analysis

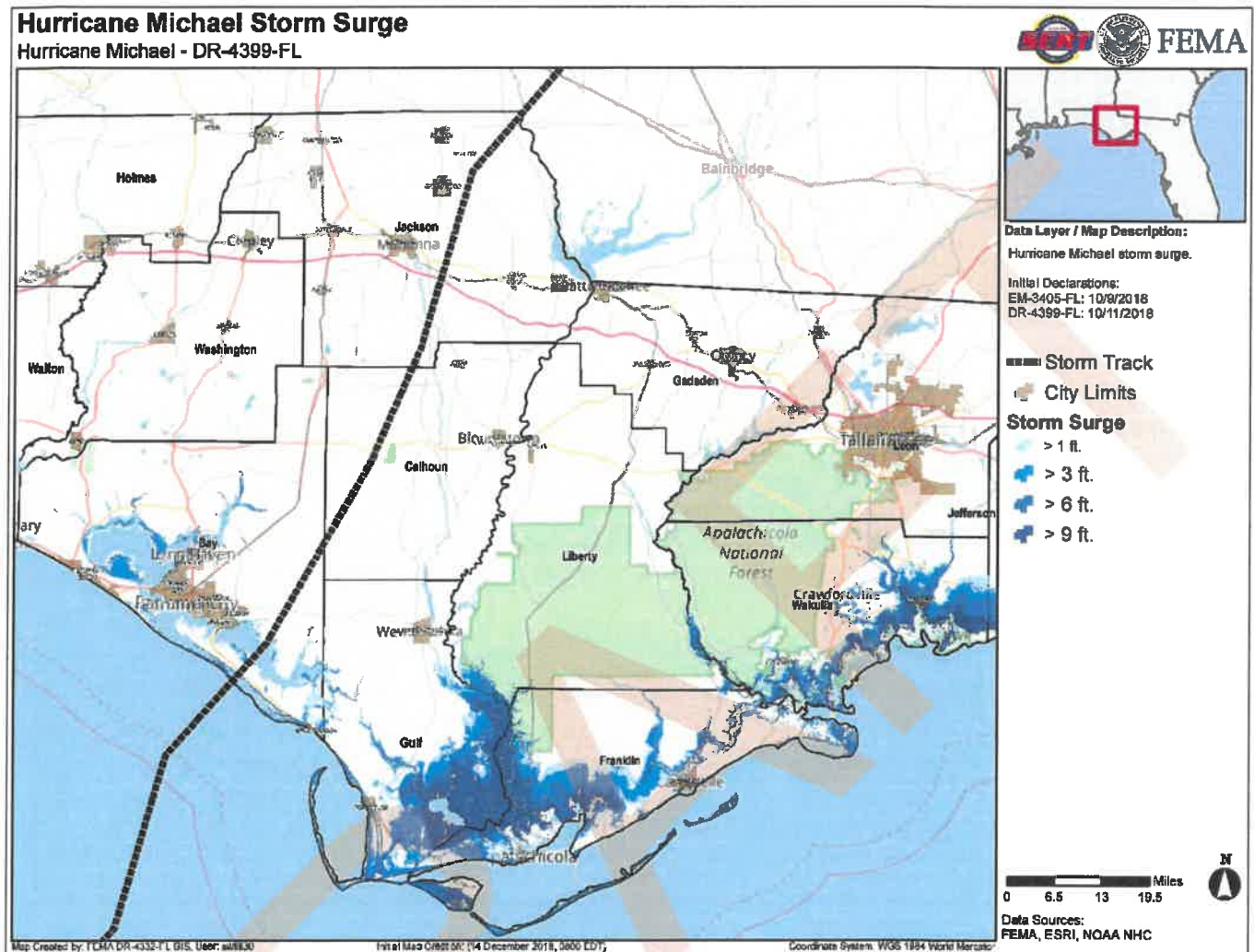
On October 10, 2018, Hurricane Michael's 35-nautical-mile eyewall made landfall between Mexico Beach and Tyndall Air Force Base with maximum sustained winds of 160 mph and a minimum central pressure of 919 millibars. Located eleven miles east, Port St. Joe escaped Michael's eye but not his wrath. While hurricane-force winds pummeled the "Friday Night Lights" community, a devastating storm surge delivered the knock-out punch. After the 24-hour news cycle quickly moved on, residents began the long and expensive process of healing and recovery from the Category 5 destruction. This tremendous storm caused new problems and exacerbated old. Port St. Joe and her people remain far from recovered.

LINK: [NATIONAL HURRICANE CENTER TROPICAL CYCLONE REPORT HURRICANE MICHAEL 7-11 October 2018](#)

LINK: [SERT Hurricane Michael After Action Report and Improvement Plan January 2019](#)



13 64



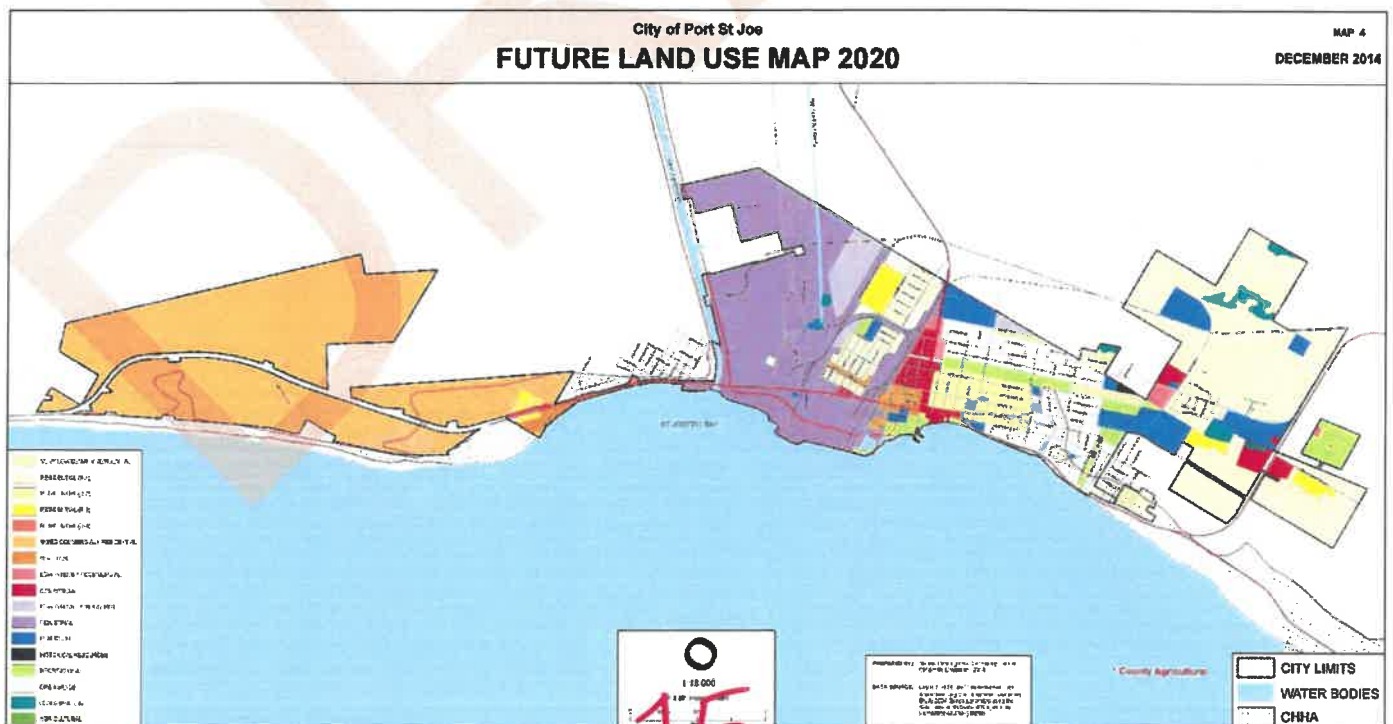
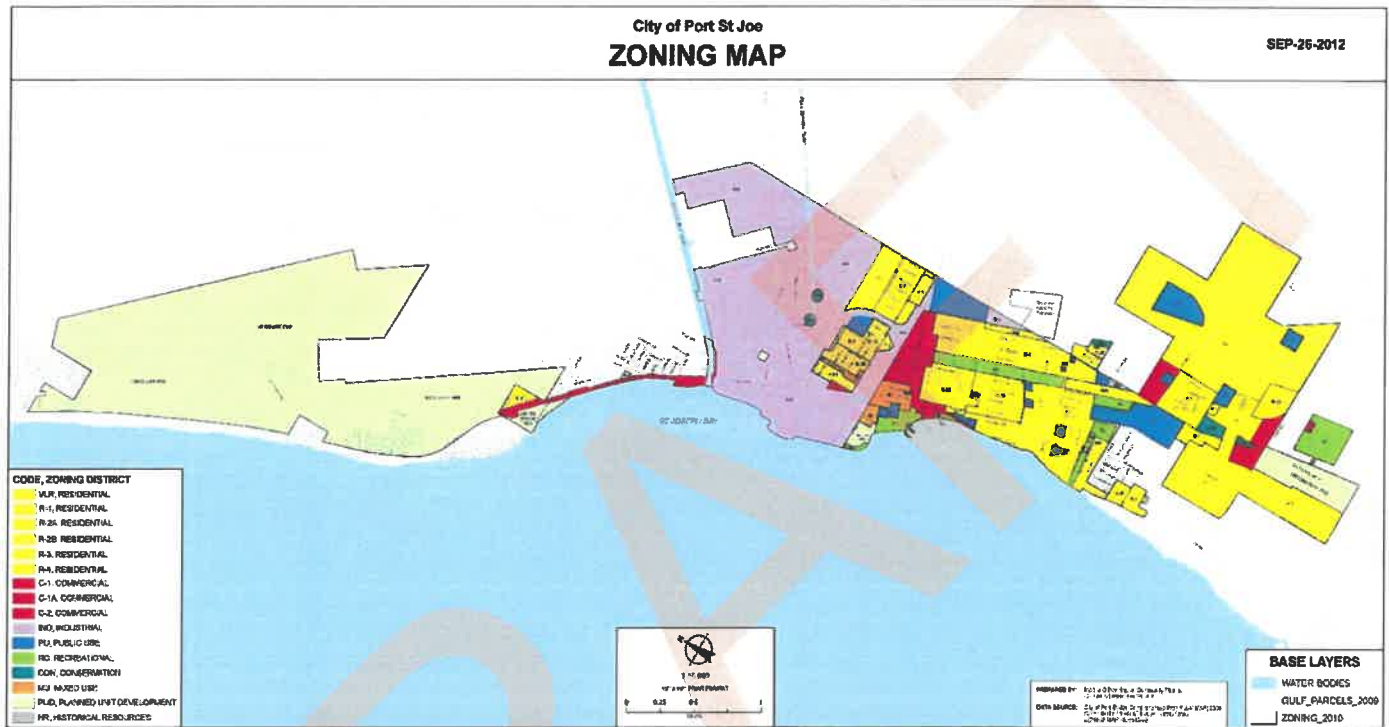
14 65

Study Area

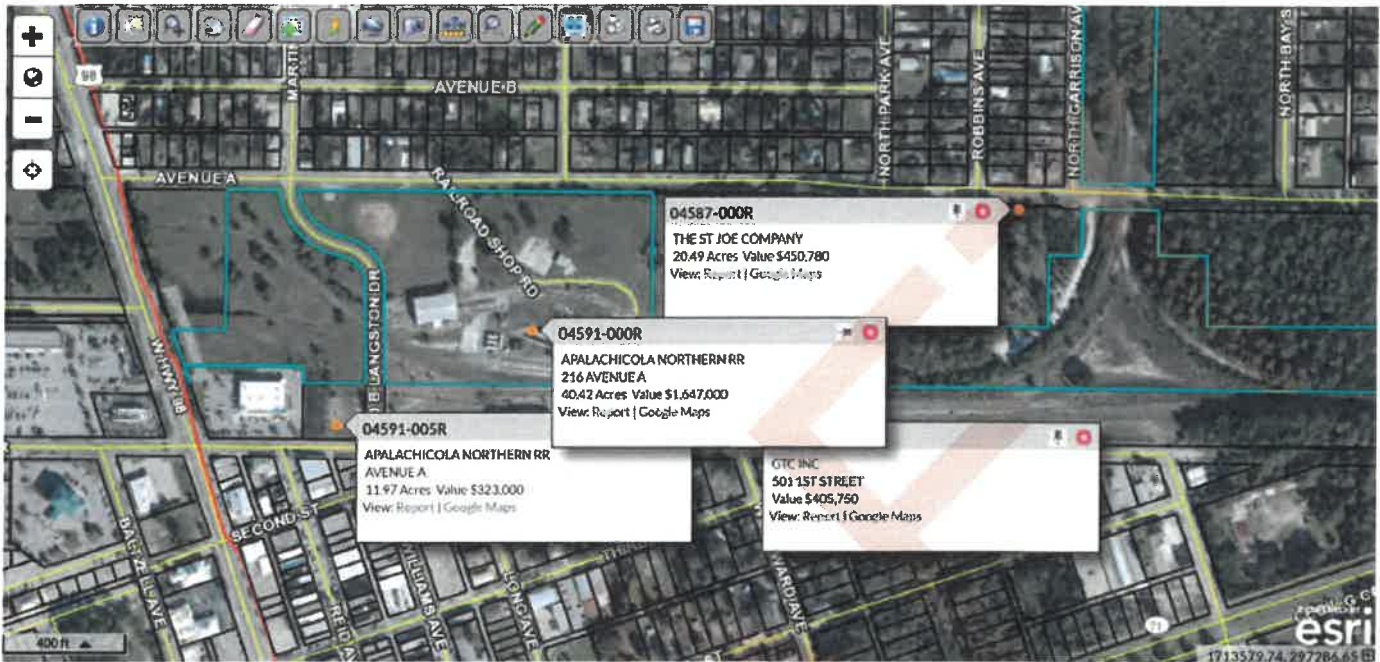
Below are the zoning and future land use maps of Port St. Joe, Florida.

LINK: [GIS Mapping City of Port St. Joe](#)

LINK: [The Gulf County, Florida GIS Mapping Site](#)



Barriers to Success



Physical: The 2009 Waterfronts Florida Partnership Program Community Case Studies on FloridaJobs.com identifies Port St. Joe as unique, "in that it may be one of the only coastal cities in Florida that has not feared overdevelopment even though the town is in the shadows of Florida's largest private land-owner and master-planned community giant, the St. Joe Company (JOE)." The St. Joe Company, Apalachicola Northern Railway, and GTC Inc. (Fairpoint Communications) own these parcels (around 70 acres) between the Reid Ave. business district and the blighted Martin Luther King district. These parcels of land hold the key to the unification of Port St. Joe.

Social: Fear of the unknown and of growth are present in Port St. Joe. This fear can generate a NIMBY resistance resulting in developer abandonment. Consequently, and detrimentally, this leads to no growth rather than on focused Smart Growth. Anticipating, understanding, and addressing the fears will be necessary to a successful R/UDAT.

Economic: Lack of private funding and development interest, despite Port St Joe being in a recognized opportunity zone and being in a county that was disproportionately affected by the Deepwater Horizon Oil Spill.

Political: The County and City sometimes do not see eye-to-eye on issues and questions of jurisdiction, leading to a current lack of a unifying vision. For example, according to an article in the Star regarding an interlocal agreement to sunset the CRA, "any observer of the most recent meetings of the Port St. City Commission and Board of County Commissioners could easily deduce one thing. Stances in reference to the Port St. Joe Redevelopment Agency, the city's community development agency, could hardly be more polar opposite." A high-level of engagement and vision buy-in from both will be critical to the success of an R/UDAT in Port St. Joe.

16 67

Scope of Issues to be Addressed:

1. Housing (Volunteer & Workforce)

While affordable, workforce, and long-term rental housing was scarce before the storm, levels are currently at a critical low. The tax base has taken a substantial hit, falling roughly 7%, and there is not enough housing for community members and civil service employees, let alone the influx of tradespeople that will need to enter the community to rebuild.

Approximately 80% of the structures in the area were damaged by Hurricane Michael. The housing issue has many components, some of which are listed below.

- Lack of Housing
 - Units damaged by the storm
 - Affordable & Workforce
 - Balance of rental vs. owner occupied
- Limited Funding
 - For repairs
 - To buy new
- Limited local and regional construction capacity
- Decreased tax base

Title issues present a considerable challenge. Properties have been passed down from generation to generation with little to no documentation. Life trusts and life estates are high. The Millview area has roughly 147 vacant lots. Abandoned and dilapidated structures pose health and safety issues for residents.

LINK: [The Star - Property values take 'sharp drop'](#)

LINK: [Florida Housing Data Clearinghouse: Port St. Joe – Income & Rent Limits](#)

LINK: [Florida Housing Data Clearinghouse: Port St. Joe – Housing Sales & Supply Summary](#)

2. Economy/Jobs

Filling jobs is an issue due to lack of housing. We cannot create jobs without accommodation for workers of all income levels. Most current jobs are in the service and tourism-oriented industry. With proper housing options, we can attract higher-paid industries and possibly create technical training programs, including entrepreneurial/mentoring executive and incubators.

LINK: [Florida Housing Data Clearinghouse: Port St. Joe – Affordability \(Wage & Rent Comparison\)](#)

3. Funding

A consolidated Marketing & Planning Package is needed to help identify outside funding sources to accomplish and implement the identified goals in the short and long term. It is difficult to attract investors, donors, and developers and apply for private funding or grants without fully articulated projects.

4. Placemaking & Improving Quality of Life for Full-Time Residents:

Downtown/Main Street & Martin Luther King Revitalization:

The PSJRA (CRA) will sunset at the end of 2019. Port St. Joe is not involved in the Main Street America Program. Identifying funding for such a program is needed. Repairing and replacing commercial sites is ongoing. Reid Ave. sustained significant damage, however most businesses have returned and are flourishing. There are other sections, such as the Port Theatre, that were significantly damaged. These sections are interspersed among the functioning businesses, degrading the visual impression of Port St. Joe.

There are several vacant lots between shops and businesses on Reid Ave. One has created a courtyard environment that is well kept and inviting, however, there are others on Reid that need temporary and inexpensive solutions if property owners can be encouraged to participate in an arts and culture initiative such as "Blooming PSJ." Within four blocks on the south side of the street, three parcels have been identified. There are more on the north side of the road.

Vacant Lots:

Vacant land represents not only lost economic opportunity and erosion of the city's tax base but has been linked to an elevated risk of fire injury, physical disorder, and poor health

Within North Port St. Joe P.A.C. (aka Millview) the two-mile focus area, vacant lots are at epidemic levels and as of the last count were approaching one-hundred-fifty. After a cursory review of the tax records, it appears that the average lot size is roughly .126 acres with a vacant land value of \$4000. However, it is difficult to verify as the tax site fails to list the lot size with most of the records. The hurricane further exacerbated the vacant lot issue beyond the business corridor and historic areas throughout the city.

Destination & Gathering Places:

A "Power of 10+" Analysis " could be utilized. A good place to begin this analysis is the 2014 Asset Mapping Report. Determining if the current assets are appropriately layered and employing this highly positive theory is the first step to create a "Power of 10+" Plan, which in turn stimulates citizen and community involvement on a scale that completes but does not compete with existing and future development goals of the County and the City.

5. Connectivity

City Parks and Recreation: The City of Port St. Joe has a system of recreational park facilities connected as a functioning unit by two trail systems that are connected by a quarter-mile sidewalk that follows the south side of historic Cecil G. Costin Sr. Blvd. (U.S. Hwy. 71) in downtown Port St. Joe.

Many of the parks were under renovation but were damaged by the storm. The trail system needs significant improvement, including adding or improving connections to the existing parks.

- Peter's Park, the new community garden (vegetable, butterfly, citrus, raised bed), and the Washington Street Gym on the north side are not connected past the community garden.



6. Infrastructure & Overall Resiliency Improvements (Sidewalks, Stormwater, and Drainage)

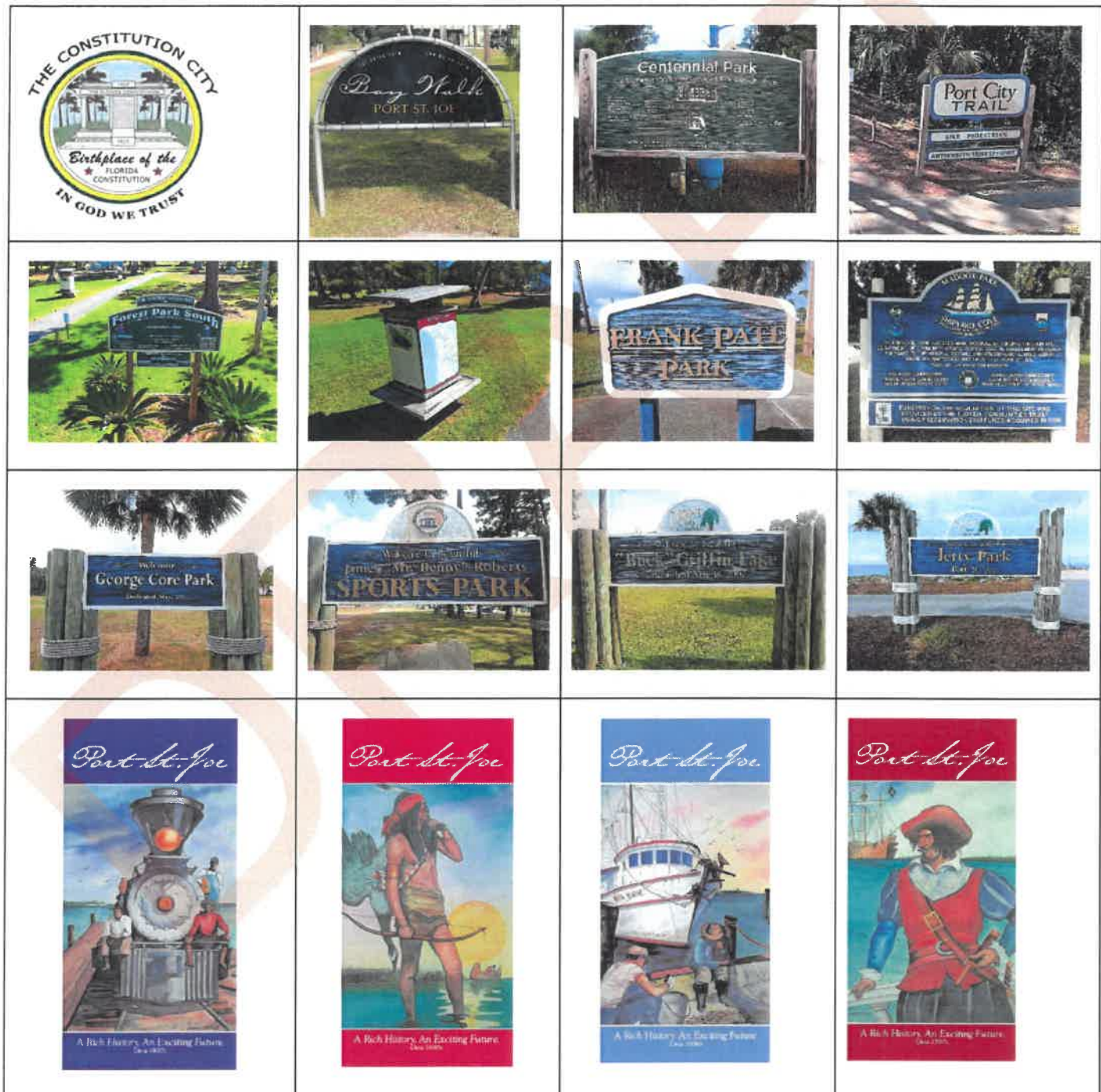
Port St. Joe is vulnerable to hurricanes and tropical storms, tornadoes, hail and thunderstorms, wildfire, droughts and heatwaves, winter storms and freezes, and hazardous materials. While we are not able to control the weather, we know the incidence of extreme conditions will continue to escalate over time. Identification of preventative measures and dual-purpose initiatives related to overall resiliency will be critical to the long-term plan of the citizens and city and result in faster recovery times in the future.

The majority of Gulf County in a 100-year flood plain, the risk of flooding is a significant concern. Port St. Joe is subject to heavy rainfall and inundation from coastal storm surge due to hurricane and tropical storm activity. The city's storm drainage system is expected to be overwhelmed by a 100-year-storm.

There is a lack of curb and gutter through many areas of the city. **Drainage issues???** Except for Reid Ave., sidewalks are sporadic and scarce, and many of the existing sidewalks are damaged or end abruptly.

7. Information (Branding, Wayfinding, Website)

While the Gulf County branding strategy is evident and prevalent, the city has yet to create, adopt, and implement a cohesive brand strategy or a branded wayfinding system. Many of the park signage does match in style, but it is not consistent. Additionally, the park signage does not match the city logo, which is dated. The city needs a brand manual/style guide that details the brand assets – logo color palette, graphic character fonts, emotional benefits, and personality – before addressing wayfinding. With the proper design, this will prove to be a smart investment in the community's trajectory and bring a measurable economic return.





8. Planning & Implementation Element

The City does not have a planning department, only a consultant. The St. Joe Company, the largest land developer in the region has NOT included its land plan in the City's Comprehensive Plan. This is a vital component of the North Port St. Joe Implementation Plan.

Section 3: Objective of the R/UDAT Process

The City of Port St. Joe seeks the assistance of the American Institute of Architects via an R/UDAT (Regional/Urban Design Assistance Team) to create a unified community vision that incorporates all the city's neighborhoods and assets. We believe it is vital for our citizens to not only be able to live, work, and play in our city for the foreseeable future but prosper. Our "Friday Night Lights" community is rich in history and our citizens abundant in faith and spirit. By fostering connectivity, we aim to encapsulate that into a cohesive vision, rebuild our town, and formulate an attainable plan of wholesome growth for the future that will stand the test of time and weather any future storm.

We realize that if we continue to operate in a manner consistent with past planning efforts, our goal set will be wide and our results unimplemented and untracked. We must break from the patterns of the past to move forward into our future. We believe that can be accomplished with a Unified Plan for Recovery & Growth that is deliberate and phased, low-risk and high-rewarding, and creates realistic expectations. Achievement of this will come from focusing on the development of social capital between citizens and the building of organizational capacity between public-private institutions, non-profits, and their constituents.

To be successful in this endeavor, we believe we must ascertain the primary needs and premier challenges of the various community and stakeholder groups and find solutions. By focusing on their needs, we believe entity participation in the endeavor will be high, which will, in turn, drive public engagement. Community planning has intelligent roots.

We believe the arts and creative expression, history, heritage, and ecotourism efforts not only play a substantial part but can be deployed as powerful tools, in our path forward to recovery and in further establishing our sense of place with our economic growth and production. To foster healing, we must address the social, economic, and environmental fragmentation in both the immediate and long-term. Embracing and capitalizing on our history, through the arts and culture realm, will allow for mending and blending in both the physical and social realm while creating a marketable uniqueness for inclusive economic growth.

Centering on balance, we desire livability in the form of an attractive and walkable environment that retains our small-town feel and quaint charm while addressing and solving our need for more affordable, workforce, and multi-family housing. Ideally, this marketable uniqueness will embrace our current assets, build on ecotourism, foster connectivity, increase tourism, and improve the quality of life for residents while creating a new path for future investment opportunities.

The City of Port St. Joe seeks to create a citizen-led planning initiative that will track, assess, and monitor the goals and visions of the community and the plan. Just as accountability is required, so is understanding that the process does not end with a sheaf of papers called the "plan." This consolidated plan must continue to evolve as a living and breathing document that continuously adapts over time to the needs of the citizens, and its goals must be measurable, measured, and tracked within its ongoing creative process.

2273

Section 4: Steering Committee Information

| ENTITY | PERSON | ADDRESS | PHONE |
|---|---------------------------|---------------------------------------|--------------|
| City of Port St. Joe - Commission | Mayor Rex Buzzetti? | | |
| Gulf County - Commission | Commissioner Sandy Quinn? | Commissioner4@gulfcountry-fl.gov | |
| Gulf County - Economic Development | Jim McKnight? | jmcknight@gulfcountry-fl.gov | 850-832-0227 |
| The Port Authority | Guerry Magidson | gmagidson@portofportstjoe.com | |
| Gulf Chamber | Lorinda Gindell | admin@gulfchamber.org | 850-227-1223 |
| North Port St. Joe Project Action Committee | John Hendry | Johnahendry@gmail.com | 604-880-2347 |
| Florida House Representative - District 7 | Rep. Jason Shoaf | jason@jasonshoaf.com | 850-899-1495 |
| Realtor Association of Franklin & Gulf Counties St. Joe Company | Bill Peevy | bill@callthepeevys.com | 850-527-2579 |
| Port Theatre | Natalie Shoaf | natalieshoaf@gmail.com | |
| Bright Community Trust | Frank Wells | frank@thebrightway.org | 727-203-5800 |
| Marina | Daniel Fussell | | 850-596-5746 |
| Windmark | | | |
| Career Source Gulf Coast | Lee Ellzey | lellzey@r4careersourcegc.com | |
| Sacred Heart Hospital | Robin Godwin? | | |
| Gulf Coast College | Loretta Costin | lcostin@gulfcoast.edu | 850-258-6327 |
| PSJRA | Bill Kennedy | bill@psjra.com | 850-227-4405 |
| Tapper Foundation | David Warriner | david@tappercompany.com | 850-227-1111 |
| Dewberry Engineering | Clay Smallwood | csmallwood@dewberry.com | 850-227-7200 |
| Lions Club | Aaron Little | aaronlittle@gmail.com | 850-340-0677 |
| Florida Coastal Conservancy | Jessica Swindall | sjpturtlepatrol@gmail.com | |
| Junior League | Lianna Sagins? | Liana.sagins@gmail.com | |
| North FL Headstart | Sharon Gaskins? | | |
| Bay Savers Florida | Dr. Frank May | FDMay@msn.com | |
| CCA | Capt. Mark Howze | captmark@forgottencoastadventures.com | 850-258-4067 |
| Gulf to Bay Construction | Pat Hardman | gulftobay@fairpoint.net | 850-527-2347 |
| The Studstill Law Firm | Jeff Harvey | Jeff@thestudstilllawfirm.com | 912-433-2038 |
| Magnolias Boutique | Madeline Kidney | Madeline@blackfinconstruction.com | 850-653-5426 |
| Crazyfish | Mark Haddock | Crazyfish34@yahoo.com | |
| Appraisal Group of North Florida | Matt Terry | appraisalgroupfl@yahoo.com | 850-227-6478 |
| Port St. Joe Garden Club | Nancy Edwards | Nancy_garden@hotmail.com | 770-713-3267 |
| | Jill Bebee | bjillbb@yahoo.com | 716-225-4410 |
| First United Methodist Church | Rev. Dr. Geoffrey Lentz | Geoffrey@psjumc.com | 850-227-1724 |
| St. Joe Center for the Arts | Leslie Wentzell | leslie@artervstudio.com | 850-227-5741 |
| | Marcy Trahan | marcytrahan@comcast.net | 970-397-9663 |
| Constitution Convention Museum State Park | Park Manager: Mark Knapke | | 850-229-8029 |
| Food Bank? | | | |
| School Board? | | | |
| President of Washington Improvement Group | Eddie Fields | calanthian@yahoo.com | |
| CRC? | | | |

23
74

| | | | |
|--|----------------|------------------------|--------------|
| | Marvin Davis | lamblessed@hotmail.com | |
| Eastern Shipbuilding? | | | |
| | Rick Lamberson | info@Bluewateri.net | |
| | Steve Kerrigan | steve@c2cprinting.com | |
| Brookfield Infrastructure Partners (BIP) | | | 416-956-5129 |
| GIC | | | 212-856-2500 |

| SUPPORTERS | PERSON | EMAIL ADDRESS | PHONE |
|--|--|--|------------------------------|
| FEMA IRC | Kaitlyn Jedrzejczyk Tan Hoang | kaitlyn.jedrzejczyk@fema.dhs.gov tan.t.hoang@fema.dhs.gov | 202-826-5706 202-568-2037 |
| ARPC – Apalachee Regional Planning Council | Ben Chandler | bchandler@thearpc.com | 850-545-4444 |
| University of Florida Institute for Built Environment Resilience (FIBER) | Jeff Carney, AIA, AICP Associate Professor, School of Architecture Associate Director | j.carney@ufl.edu | 510-520-4465 |
| Legal Services of North Florida? | Kathy Grunewald | kgrunewald@lsnf.org | |
| The Star Newspaper | Tim Croft | Tim.croft@starfl.com | 850-227-7827 |
| AWFUMC | Chris Ackerman | chris@hurricanemichaelrecovery.org | 334-531-1640 |
| | Tommy Curtis | Freedom1foundation@gmail.com | 850-545-8646 |
| 1000 Friends of Florida | | | |
| Florida House Representative – 9 th District | Loranne Ausley? | | |
| Jessie Ball Dupont Fund | Katie Ensign | kensign@dupontfund.org | 904-353-0890 |
| Gulf DEC | Crystal Depuy | | |
| CGCRT | | | |
| Local Churches? | | | |

Section 5: Student Resources

Educational Partners

University of Florida

Jeff Carney, AIA, AICP

Associate Professor, School of Architecture

Associate Director, Florida Institute for Built Environment Resilience (FIBER)

Office 352-294-3373

Mobile 510-520-4465

j.carney@ufl.edu

<https://dcp.ufl.edu/fiber/>

Jeff Carney and a few other professors at the University of Florida plan have connected with the city of Port St. Joe to discuss potential FIBER projects with local leaders and stakeholders. FIBER is the Florida Institute for Built Environment Resilience that focuses on resiliency efforts. Mr. Carney has expressed great interest in combining FIBER and R/UDAT efforts. Since the goal of FIBER is to develop several student-led mini-projects (not just planning-related), Jeff thought R/UDAT could be the focus from which the FIBER projects branch.

Florida State University

Jeff Brown

Chair Department of Urban & Regional Planning

850-644-8519

jbrown3@fsu.edu

Section 6: Project Timeline

Important Dates:

City Commission Dates:

County Commission Dates:

Port. St Joe Events

Media plan

- Tim Croft – working on plan – Editor of Star – local paper
- The assistance of Steering Committee Groups for the dissemination of information including TDC for promotion and City and County Websites
- Social Media – Create a Facebook page specific to R/UDAT participation & community-based planning
- Community Groups on Facebook – engage for the dissemination of information
- R/UDAT NationBuilder Web Page – (see <https://www.healdsburg-sdat.org/> for example)
- NextDoor - Posts & Group

25
76

Section 7: Attachments

Letters of Support:

The City of Port St. Joe – Commissioners
Gulf County – Board of County Commissioners
Apalachee Regional Planning Council – Ben Chandler
The Port Authority – Guerry Magidson
North Port St. Joe PAC – John Hendry
Gulf Chamber – Aaron Little
Gulf to Bay – Pat Hardman

Pending:

Bright Community Trust – Frank Wells
First United Methodist Church – Dr. Jeffrey Lentz

Additional Attachments:

Attachments One Drive Link: https://1drv.ms/f/s!AnVoMl2Ked_bjuE4qpXp6aJnNQvYpg

26 77



The City of Port St. Joe

April 16, 2019

The American Institute of Architects
Center for Communities by Design
1735 New York Avenue NW
Washington, DC 20006-5292

Dear AIA:

We, the commissioners for the City of Port St. Joe, wholeheartedly support the efforts of the Citizens of Gulf County Recovery Team and their application for a R/UDAT with the AIA. We believe that it is important for our citizens to not only be able to live, work, and play in our city for the foreseeable future, but prosper. All voices in our community have a right to, and should, be heard and it is our duty as commissioner to understand, respect, and carry that forward. We must also be cognizant of the needs of our business owners and recognize that while some may not live within city limits, their needs and concerns carry weight. Our city is rich in history and our citizens abundant in spirit and we look forward to working with the AIA team to encapsulate both into a cohesive vision and plan of growth for our future. We look forward to an approved application so we can embark upon this exciting process rebuilding Port St. Joe stronger than ever, together.

Sincerely,

James "Bo" Patterson
Mayor

**BOARD OF COUNTY COMMISSIONERS
GULF COUNTY, FLORIDA
COUNTY ADMINISTRATOR'S OFFICE**

1000 CECIL G. COSTIN SR. BLVD., ROOM 302, PORT ST. JOE, FLORIDA 32456
PHONE (850)229-6106 • FAX (850) 564-7503 • EMAIL: bocc@gulfcountry-fl.gov
DATE AND TIME OF MEETINGS • FOURTH TUESDAY AT 9:00 A.M., E.T.

May 7, 2019

The American Institute of Architects
Center for Communities by Design
1735 New York Avenue NW
Washington, DC 20006-5292

To Whom It May Concern:

The Gulf County Board of County Commissioners is writing this letter of support of The Citizens of Gulf County Recovery Team (CGCRT) application for a Regional/Urban Design Assistance Team (R/UDAT) project for Gulf County. We welcome the knowledge base that AIA will provide to the CGCRT. We must also stress that the Gulf County Board of County Commissioners is opposed to low income housing and does not believe any resources should be expended towards these ends. We appreciate any help AIA can give Gulf County as we recover from Hurricane Michael.

Sincerely,
GULF COUNTY BOARD OF COUNTY COMMISSIONERS



Sandy Quinn, Chairman

DAVID C. RICH
District 1

WARD MCDANIEL
District 2

JIMMY ROGERS
District 3

SANDY QUINN
District 4

PHIL MCCROAN
District 5

28
79

Apalachee Regional Planning Council

Serving Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson,
Liberty, Leon and Wakulla counties and their municipalities



July 17, 2019

The American Institute of Architects
Center for Communities by Design
1735 New York Avenue NW
Washington, DC 20006-5292

Dear Sir/Madam:

As the Disaster Resilience Coordinator for the Apalachee Regional Planning Council (ARPC), I am tasked to support identified unmet needs and match resources to viable projects leading to economic recovery in our region in the wake of Hurricane Michael's devastation.

To this end, the ARPC wishes to express full support for the Citizens of Gulf County Recovery Team in their application for technical assistance through the AIA's Rural/Urban Design Assistance Team (R/UDAT) Program to bring in a multi-disciplinary team to help evaluate and envision strategic recommendations for actionable plans to address post-Hurricane Michael issues such as, but not limited to, economic development, workforce housing, downtown revitalization, connectivity and placemaking, infrastructure improvements for resiliency and future storm mitigation.

The ARPC is a multi-purpose agency of the State of Florida providing technical assistance and planning services to meet the needs of our member local governments within a nine-county region comprised of Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Leon, Liberty and Wakulla counties and their municipalities. Gulf County and the City of Port St. Joe are both longstanding partners with the ARPC and we are honored to provide ongoing support.

The Citizens of Gulf County Recovery Team has worked tirelessly since its inception in the wake of Hurricane Michael to identify and address unmet individual and family needs throughout Gulf County, while having understanding that this dire situation creates opportunity to envision long term recovery plans for a better and stronger Gulf County.

Please accept this letter as evidence confirming the ARPC's full support for their application for technical assistance through the R/UDAT program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Benjiman W. Chandler".

Benjiman W. Chandler, AICP
Disaster Resilience Coordinator



PORT ST. JOE PORT AUTHORITY

161 Good Morning St, Ste 101
Port St. Joe, FL 32456-4770
Phone: (850) 229-5240

April 29, 2019

To Whom it May Concern,

The Port Authority of the Port of Port St. Joe fully supports the efforts of the Citizens of Gulf County Recovery Team to join with the American Institute of Architects to bring a much needed, long term plan to the City of Port St. Joe and Gulf County. Hurricane Michael has devastated our community and the R/UDAT grant would give our area a huge boost and mean so much for our recovery.

We appreciate the American Institute of Architect's consideration and hopefully awarding of the R/UDAT grant to our community.

Sincerely,

Guerry P. Magidson, Sr.
Chairman



The American Institute of Architects
Center for Communities by Design
1735 New York Ave NW
Washington, DC 20006-5292

Chester Davis - President
Dannie Bolden - Vice President
Johnny Bryant - Treasurer
Lynn Peters - Secretary
www.redevelopingnpsj.org

April 18, 2019

To whom it may concern:

The North Port St. Joe Project Area Coalition was formed by a group of citizens in 2016 to address the impacts of urban blight in their neighborhood. Since then, it has completed successfully a community master plan and, as a result, is implementing a detailed redevelopment plan for Martin Luther King Boulevard, as well as other neighborhood projects.

The City of Port St Joe was devastated by Hurricane Michael in October 2018 requiring the wider community, of which we are part, to create a vision and plan for its future.

We wholeheartedly support the Citizens of Gulf County Recovery Team in their effort to enlist the assistance of the American Institute of Architecture.

We understand the importance of citizen involvement in an expert-led path of discovery and we believe strongly that there can be no better time than now for all parties to come together to create a better future for Port St. Joe. We hope that you can help us.

Yours faithfully

Pastor Chester Davis

Business Address:
261 Avenue D.
Port St. Joe, FL 32456
Mail:
PO Box 112
Port St. Joe, FL 32456

Redeveloping an historic African-American neighborhood

31
82



321 B Reid Ave.

Port St Joe, FL 32456

850-227-1223

www.GULFCHAMBER.org

July 5, 2019

The American Institute of Architects
Center for Communities by Design
1735 New York Ave. NW
Washington DC 20006-5292

Dear AIA,

We, the Gulf County Chamber of Commerce, are grateful to be able to support Citizens of Gulf County Recovery Team and their application for an R/UDAT with the AIA.

While we have members throughout the county, the City of Port St Joe is the hub of the activity within the county.

The Chamber works to help our members' businesses to grow, which means they can hire new employees, who need an affordable place to live so that they can become customers of our members. To have a vision and plan in place for this growth and expansion is vital for a positive outcome. The Chamber is excited to work with the CGCRT, the City of Port St Joe, its citizens, and stakeholders to develop an achievable vision for the future.

We encourage the AIA to approve this application.

Sincerely,

Aaron Little
Chairman
The Gulf County Chamber of Commerce



April 18, 2019

To Whom It May Concern,

Gulf 2 Bay Development and Construction fully supports the efforts of Citizens of Gulf County Recovery Team to join with the American Institute of Architects to bring a much needed, long term plan to the City of Port St Joe and Gulf County. The R/UDAT grant will give our Community a huge boost after the devastation we have experience in the aftermath of Hurricane Michael and will mean so much for our recovery.

We appreciate the American Institute of Architect's consideration and hopefully the awarding of the R/UDAT grant to our community.

Sincerely,

Patricia K. Hardman, PhD.
Managing Partner

33
84

Jim Anderson

From: Deschner, Ben <Deschner.Ben@ccbg.com>
Sent: Wednesday, August 21, 2019 2:06 PM
To: Jim Anderson
Subject: Capital City Bank

Hi Mr. Anderson,

Our plan moving forward, is to build a new location, with the hopes of getting started in the next couple of months. Once we sign the contract, the contractor will have 12 months to deliver the building to us. With that being said, we would certainly appreciate the continued use of your property during that time.

At this time, I can speculate that we would need an additional 15 months when our current lease expires in 11/19. As I mentioned earlier, we are certainly willing to pay for use of the property, as we realize this has continued on much longer than we initially anticipated, and we are grateful for the use of your property.

Please let me know if you have any questions or concerns. We'll be glad to execute another lease agreement with you, as well as an agreed upon rate for use of the property.

Thank you,
Ben



Ben Deschner | Building Facilities Manager
General Services
1860 Capital Circle NE | Tallahassee, FL 32308
850.402.7241 | 850.402.7149 fax | 850.688.3364 cell

E-mail Confidentiality Disclosure:

The information contained in this e-mail and any attachments is intended only for the use of the individual or entity to which it is addressed. It may contain information that is private, confidential, and exempt from disclosure under applicable law. If you are not the intended recipient, or the employee or agent responsible for delivering the e-mail to the intended recipient, you are instructed: (i) not to read, copy, or distribute the e-mail or any attachment, (ii) immediately notify sender by replying to this e-mail or by telephone (1.888.671.0400), and (iii) immediately and permanently delete this e-mail and all attachments from computers, disc drives, and other storage medium and destroy any printouts of this message and its attachments.

58

THIS INSTRUMENT PREPARED BY:
THOMAS S. GIBSON
RISH, GIBSON & SCHOLZ, P.A.
116 SAILOR'S COVE DRIVE
P. O. BOX 39
PORT ST. JOE, FL 32457

Inst:201623002214 Date:5/10/2016 Time:10:28 AM
DC, Rebecca L. Norris, Gulf County B:594 P:816

M O R T G A G E

THIS INDENTURE Made this 4 day of May, 2016, between **PORT ST. JOE PORT AUTHORITY** hereinafter called Mortgagor, and **CITY OF PORT ST. JOE, a Florida municipal corporation**, hereinafter called Mortgagee.

W I T N E S S E T H:

That the said Mortgagor, for and in consideration of the sum of TWO HUNDRED ONE THOUSAND, FOUR HUNDRED AND TWO AND NO/100 DOLLARS (\$201,402.00) to them in hand paid by the said Mortgagee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said Mortgagee, its heirs and assigns forever, the following described land, situate, lying and being in the County of GULF, State of FLORIDA, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

and the said Mortgagor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

PROVIDED ALWAYS, that if said Mortgagor, its heirs, legal representatives or assigns, shall pay to the said Mortgagees, its legal representatives or assigns, a certain promissory note, a copy of which is attached hereto, and shall perform and comply with each and every stipulation, agreement and covenant of said note and of this Mortgage, then this Mortgage and the estate hereby created shall be void, otherwise, the same shall remain in full force and virtue. And the said Mortgagor covenants to pay the interest and principal promptly when due; to pay the taxes

and assessments on said property. Mortgagor shall provide proof of payment of property taxes to Mortgagee by April 1st of each year.

At the specific request of the undersigned, Rish, Gibson & Scholz, P.A. has represented the mortgagor and the mortgagee with regard to the preparation of the documents relating to this mortgage and promissory note between the parties upon the terms agreed between the parties. Both mortgagor and mortgagee were advised of the potential conflicts related to said mortgage and promissory note. At the request of the parties, Rish, Gibson & Scholz, P.A. has been asked to prepare documents reflecting the terms of the agreement between the parties. The terms were negotiated between the parties.

Should any of the above covenants be broken, then said note and all moneys secured hereby shall, without demand, if the Mortgagees, its legal representatives or assigns, so elect, at once to become due and payable and the mortgage be foreclosed, and all costs and expenses of collection of said moneys with or without suit, including a reasonable fee for the Mortgagees' attorney, shall be paid by the Mortgagor, and the same are hereby secured.

IN WITNESS WHEREOF, The said Mortgagor hereunto set his hand and seal the day and year first above written.

Signed, sealed and delivered
in the presence of:

Signature of Witness

Printed Name: Thomas S Gibson

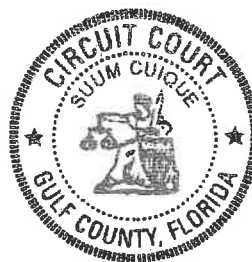
Signature of Witness

Printed Name: Rosemary Melvin

PORT ST. JOE PORT AUTHORITY

By: Eugene Raffield

EUGENE RAFFIELD, CHAIRMAN



STATE OF FLORIDA
COUNTY OF GULF

I hereby Certify that on this day, before me, an officer duly authorized to administer oaths and take acknowledgments, personally appeared EUGENE RAFFIELD, as Chairman of Port St. Joe Port Authority, on behalf of the Port Authority, known to me to be the person(s) described in and who executed the foregoing instrument, who acknowledged before me that he executed the same, that I relied upon the following form(s) of identification of the above-named person(s):

☒ Personally known

☐ Other _____

Witness my hand and official seal in the County and State last aforesaid this 7 day of March, 2013.





Notary Public State of Florida
My Commission Expires:

FL# 20004853 B 250 P 242
REC NO. [REDACTED]

STARTING AT A RAILROAD IRON AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, RUN DUE EAST 1,287.4 FEET ALONG THE NORTH CITY LIMIT LINE OF THE CITY OF PORT ST. JOE TO A CONCRETE MONUMENT; THENCE TURN AN INTERIOR ANGLE OF 118 DEGREES 30' AND RUN SOUTH 28 DEGREES 30' EAST, 381.8 FEET TO A CONCRETE MONUMENT FOR A POINT OF BEGINNING; THENCE TURN AN INTERIOR ANGLE OF 103 DEGREES 58' AND RUN SOUTH 48 DEGREES 31' WEST, 1689.02 FEET ALONG THE OLD NORTH RIGHT OF WAY LINE OF KENNEY'S MILL ROAD TO A CONCRETE MONUMENT; THENCE TURN AN INTERIOR ANGLE OF 104 DEGREES 10' AND RUN SOUTH 26 DEGREES 15' EAST, 80 FEET ALONG THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY 98 TO A POINT; THENCE TURN AN INTERIOR ANGLE OF 75 DEGREES 50' AND RUN NORTH 49 DEGREES 51' EAST, 1689.02 FEET ALONG THE OLD SOUTH RIGHT OF WAY LINE OF KENNEY'S MILL ROAD TO A POINT; THENCE TURN AN INTERIOR ANGLE OF 103 DEGREES 58' AND RUN NORTH 28 DEGREES 30' WEST, 80 FEET TO THE POINT OF BEGINNING.

together with;

STARTING AT A RAILROAD IRON AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, RUN DUE EAST 780.9 FEET ALONG THE NORTH CITY LIMIT LINE OF THE CITY OF PORT ST. JOE TO A CONCRETE MONUMENT FOR A POINT OF BEGINNING; THENCE SOUTH 48 DEGREES 31' 00" WEST, 1200.51 FEET TO A POINT ON THE NORTHEASTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 98; THENCE ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE, NORTH 28 DEGREES 18' 00" WEST, 413.91 FEET TO THE POINT OF INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 98 AND THE SOUTH RIGHT OF WAY LINE OF STATE ROAD 382; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE, NORTH 77 DEGREES 54' 39" EAST, 128.48 FEET TO A POINT ON A NONTANGENT CURVE, CONCAVE TO THE NORTH; THENCE ALONG SAID RIGHT OF WAY LINE, NORTHEASTERLY ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 2899.83 FEET, A CENTRAL ANGLE OF 12 DEGREES 34' 58", FOR AN ARC LENGTH OF 636.83 FEET, (CHORD TO SAID CURVE BEARS NORTH 68 DEGREES 53' 08" EAST 535.55 FEET); THENCE CONTINUE ALONG SAID SOUTH RIGHT OF WAY LINE NORTH 63 DEGREES 28' 20" EAST, 199.75 FEET TO A POINT ON THE ARC OF A NONTANGENT CURVE CONCAVE TO THE SOUTH; THENCE ALONG SAID RIGHT OF WAY LINE, NORTHEASTERLY ALONG THE ARC OF SAID CURVE HAVING A RADIUS OF 1111.28 FEET, A CENTRAL ANGLE OF 10 DEGREES 43' 27", FOR AN ARC LENGTH OF 203.00 FEET, (CHORD TO SAID CURVE BEARS NORTH 69 DEGREES 01' 37" EAST, 207.70 FEET) TO THE POINT OF BEGINNING.

together with;

FL# 20004853 B 250 P 243
REC NO. 01033506334

STARTING AT A RAILROAD IRON AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, RUN DUE EAST 780.9 FEET ALONG THE NORTH CITY LIMIT LINE OF THE CITY OF PORT ST. JOE TO A CONCRETE MONUMENT FOR A POINT OF BEGINNING; SAID POINT BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF STATE ROAD NO. 382, ON A NON TANGENT CURVE CONCAVE TO THE SOUTHEAST; THENCE NORTHEASTERLY ALONG SAID RIGHT OF WAY LINE, ALONG THE ARC OF SAID CURVE HAVING A RADIUS OF 1111.28 FEET, A CENTRAL ANGLE OF 22 DEGREES 12' 57", AN ARC LENGTH OF 430.88 FEET, (CHORD TO SAID CURVE BEARS NORTH 85 DEGREES 40' 21" EAST, 428.19 FEET) TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST; THENCE CONTINUE NORTHEASTERLY ALONG SAID RIGHT OF WAY LINE, ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 602.28 FEET, A CENTRAL ANGLE OF 08 DEGREES 43' 43", AN ARC LENGTH OF 70.73 FEET, (CHORD TO SAID CURVE BEARS SOUTH 79 DEGREES 54' 58" EAST, 70.89 FEET) THENCE SOUTH 28 DEGREES 31' 30" EAST, 22.16 FEET; THENCE SOUTH 00 DEGREES 00' 00" WEST, 506.5 FEET TO THE POINT OF BEGINNING.

REC NO. 01033506334

STARTING AT A RAILROAD IRON AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 7 SOUTH, RANGE 11 WEST, RUN DUE EAST 780.9 FEET ALONG THE NORTH CITY LIMIT LINE OF THE CITY OF PORT ST. JOE TO A CONCRETE MONUMENT FOR A POINT OF BEGINNING; THENCE CONTINUE DUE EAST ALONG THIS LINE 506.5 FEET TO A CONCRETE MONUMENT; THENCE TURN AN INTERIOR ANGLE OF 118 DEGREES 30' AND RUN SOUTH 28 DEGREES 30' EAST, 381.8 FEET TO A CONCRETE MONUMENT; THENCE TURN AN INTERIOR ANGLE OF 103 DEGREES 58' AND RUN SOUTH 48 DEGREES 31' WEST, 1689.02 FEET ALONG THE OLD NORTH RIGHT OF WAY LINE OF KENNEY'S MILL ROAD TO A CONCRETE MONUMENT; THENCE TURN AN INTERIOR ANGLE OF 75 DEGREES 50' AND RUN NORTH 28 DEGREES 15' WEST, 80 FEET ALONG THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY 98 TO A CONCRETE MONUMENT; THENCE TURN AN INTERIOR ANGLE OF 104 DEGREES 10' AND RUN NORTH 49 DEGREES 31' EAST, 1200.51 FEET TO THE POINT OF BEGINNING.

\$201,402.00

May 9, 2016

MORTGAGE NOTE

FOR VALUE RECEIVED, the undersigned **PORT ST. JOE PORT AUTHORITY** hereinafter called Maker, promise to pay to the order of **CITY OF PORT ST. JOE, a Florida municipal corporation**, hereinafter called Payee, in lawful money of the United States of America, at: **305 Cecil G. Costin, Sr. Blvd., Port St. Joe, FL 32456**, or such other place as the holder may designate to maker in writing the sum of **TWO HUNDRED ONE THOUSAND FOUR HUNDRED TWO AND NO/100 DOLLARS (\$201,402.00)** with interest from date hereof at the rate of **Three (3 %) per annum**.

SECURITY FOR NOTE: This Note is secured by a Mortgage bearing the same date as this Note given by Maker to Payee upon certain real property in Gulf County, Florida, the legal description of which appears in said mortgage.

PAYMENT OF PRINCIPAL AND INTEREST: Payment of principal and interest is to be made as follows:

NO PAYMENT IS DUE UNTIL MAY 9, 2019. THEREAFTER, MONTHLY PAYMENTS OF INTEREST ONLY WILL BE DUE IN THE AMOUNT OF \$503.50 EACH, WITH THE FINAL PAYMENT BEING DUE AND PAYABLE ON MAY 9, 2021 IN THE AMOUNT OF \$220,031.68.

There shall be no penalty for prepayment.

LATE CHARGES: In the event that any installment shall become overdue for a period in excess of five days, a late charge of ten per cent (10%) of such an amount overdue or **TEN (\$10) Dollars**, whichever is less, may be charged by the holder hereof for the purpose of defraying the expense incident to handling such delinquency.

EVENTS OF DEFAULT: The following shall constitute events of default hereunder upon the happening of any one or more of which the entire unpaid balance of the principal, the accrued interest, and all other sums secured by the mortgage, shall at the option of payee become immediately due and payable without notice:

- (a) The failure of Maker to pay any installment of principal or interest when the same is payable.
- (b) The occurrence of any event of default as defined in the mortgage and security agreement.

WAIVERS: Maker and any endorser hereof, severally waive demand, notice and protest and any defense by reason of extension of time for payment or other indulgence granted by Payee or any subsequent holder hereof. If placed in the hands of an attorney for collection, maker agrees to pay a reasonable attorney's fee and costs of court incurred thereby.

PORT ST. JOE PORT AUTHORITY

By: 

EUGENE RAFFIELD, CHAIRMAN

Maker's Address: P. O. Box 745, Port St. Joe, FL 32457

SPECIAL MASTER AGREEMENT

THIS Agreement is entered into this 3rd day of March, 2017, by and between the CITY OF PORT ST. JOE, FLORIDA, hereinafter referred to as CITY, and CLAYTON B. STUDSTILL, hereinafter referred to as SPECIAL MASTER.

WHEREAS, CLAYTON B. STUDSTILL is a member of the Florida Bar in good standing and, as such is licensed to practice law in the State of Florida and meets all qualifications required by the CITY for Code Enforcement Special Master Services; and

WHEREAS, CITY in accordance with its Code desires to contract with SPECIAL MASTER to serve as its Code Enforcement Hearing Officer and particularize the services and compensation for that service.

IN CONSIDERATION THEREOF, the parties do hereby covenant and agree, in return for the mutual promises set forth herein, as follows:

1. CITY hereby retains and contracts with SPECIAL MASTER to serve as its Code Enforcement Hearing Officer. This contract shall be for a two year period to be effective March 3rd, 2017 and terminate on March 3rd, 2019 subject to the provisions of paragraph six (6) below.

2. CITY shall pay compensation for SPECIAL MASTER's services as Code Enforcement Hearing Officer on an hourly basis in accordance with the following fee schedule. A rate of \$125.00 an hour for all of SPECIAL MASTER's time and inclusive of all costs incurred to provide said services. There will be no additional charges for office overhead to include administrative assistants/secretaries and other support personnel.

a. Monthly invoices for time charges shall include the following information: a description of the service, the name of the individual performing the service, the date on which the service was performed and the amount of time spent performing the service.

b. CITY agrees to provide such clerical, administrative personnel and legal services deemed reasonably necessary to support the SPECIAL MASTER activities and assist in the proper performance of duties as contemplated in the City Code. The SPECIAL MASTER shall not be authorized to engage, hire, or use any person and/or entity except those provided by the CITY to assist in the performance of duties hereunder.

3. In consideration for the fee payment, SPECIAL MASTER shall perform Code Enforcement Services including but not limited to the following specific duties:

a. Hearing and deciding alleged violations of Port St. Joe Code of Ordinances, as it now exists and/or as it is amended in the future.

b. Assessing fines against violators of city codes and ordinances; and determining the amount of reasonable expenses incurred by the CITY as a result of orders issued pursuant to the authority granted.

c. Conducting code violation hearings. All hearing shall be properly noticed and held in a designated facility owned by the CITY and accessible to the general public.

d. Consistent with Florida Statute Chapter 162, adopting rules for the conduct of hearings; subpoenaing to hearings alleged violators, witnesses and evidence; taking testimony under oath; and issuing orders having the force of law to command whatever steps are necessary to bring a violation into compliance.

e. As soon as practicable after the conclusion of the hearing, issue findings of fact based on evidence of record, and conclusions of law, and issue an order affording the

proper relief consistent with powers granted herein and in accord with Florida Statutes Chapter 162.

f. Such other duties as may be necessary to perform all code enforcement services as contemplated under Chapter 162 of the Florida Statutes and the City Code.

4. In the event that SPECIAL MASTER shall determine that a conflict of interest may arise or has arisen in reference to any matter that SPECIAL MASTER is handling for CITY, SPECIAL MASTER shall promptly notify the City Commission and City Manager thereof. In the event that the conflict cannot be resolved, the City Attorney shall recommend that the City Commission retain a specially appointed attorney to act as SPECIAL MASTER to perform code enforcement services for the CITY in such action.

5. CITY and SPECIAL MASTER understand and agree that SPECIAL MASTER may maintain his private practice of law and may represent clients other than CITY provided that representation of such other clients does not create a conflict of interest concerning code enforcement services that are being provided by SPECIAL MASTER on behalf of CITY. SPECIAL MASTER, as a non-employee lawyer, is not confined or restricted to acting as the CITY's SPECIAL MASTER, exclusively, in the exercise of SPECIAL MASTER's legal practice. If in the representation of existing clients of SPECIAL MASTER and SPECIAL MASTER's firm a conflict arises then SPECIAL MASTER shall promptly notify City Commission thereof. In the event that the conflict cannot be resolved, the City Attorney shall recommend that the City Commission and City Manager retain a specially appointed attorney to act as the CITY's SPECIAL MASTER in such action.

6. This Agreement may be terminated during the term hereof by CITY immediately without notice, or by SPECIAL MASTER upon thirty (30) days written notice to CITY. If

terminated then CITY shall pay SPECIAL MASTER for all services rendered through termination.

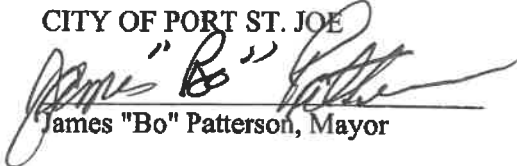
7. The interpretation of this Agreement shall be governed by the laws of the State of Florida.

8. This Agreement revokes and supersedes any prior agreements, written and oral. No representations or promises other than those set forth herein may be relied upon by either party. This Agreement represents the entire agreement between the parties and shall not be subject to modification or amendment by any oral representation, or any written statement by either party, except for a dated written amendment of this Agreement signed by both the parties.


ATTEST:

Charlotte Pierce, City Clerk

CITY OF PORT ST. JOE


James "Bo" Patterson, Mayor

SPECIAL MASTER


Clayton B. Studstill

Code Enforcement 2019Activity
As of 8/27/2019

| Open | | | Closed | | | Total | | Increase | |
|---------------------------|-------|-----|--------|-----|-------|-------|-------|----------|----|
| Unlawful Accumulation | | | 48 | 130 | | | 178 | 22 | |
| Substandard Structure | | | 84 | 17 | | | 101 | | |
| Abandoned Vechicle | | | 18 | 9 | | | 27 | | |
| Unlawful Sewer | | | | | | | | | |
| Land regulation Violation | | | 40 | 51 | | | 91 | 2 | |
| Business Lic. Violation | | | | | | | | | |
| Special Master Hearings | | | | | | | | | |
| Building Demolition | | | 5 | 64 | | | 69 | 1 | |
| Waste Violation | | | 36 | 44 | | | 80 | 7 | |
| Sign Violation | | | 1 | 504 | | | 505 | | |
| | | | | | | | | | |
| | Total | 232 | Total | 819 | Total | 1051 | Total | | 32 |