

**August 8, 2019
Workshop Meeting
12:00 Noon
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

Workshop Meeting

12:00 Noon

2775 Garrison Avenue

Thursday August 8, 2019

Call to Order

- **R/UDAT Grant Application**

Pages 1-59

Citizens to be Heard

Discussion Items by Commissioners

Motion to Adjourn

Cassie Studstill
326 Reid Ave.
Port St. Joe, FL 32456

7/31/19

The City of Port St. Joe
305 Cecil G. Costin Blvd.
Port St. Joe, FL 32456

Dear Commissioners of the City of Port St. Joe:

The body of work known as the application for an R/UDAT (Regional/Urban Design Assistance Team) from the American Institute of Architects (AIA), bearing the Project Title: "Port St. Joe, Florida: A Unified Plan for Recovery & Growth" is ready for submission. As the resulting body of work identifies elements specific to the City and aligns with the objectives, the City would like to accomplish. The question was posed by the Citizens of Gulf County Recovery Team (CGCRT), if the City would allow me to submit this application on behalf of the City of Port Saint Joe, with CGCRT support?

The writing and submission of the application is only the first step on the path to the success of the R/UDAT process. As author and researcher, I am fully committed to seeing the project through to fruition and think the adoption by the City would be of great benefit to the process and making that happen. Thus, I ask that if it is determined that the body of work is to be submitted by me on behalf of the City of Port St. Joe, that I remain the primary point of contact and that the City appoint a Secondary Point of Contact that I may work with directly. In the long run, this arrangement will prove most effective by allowing the City to guide and direct me so that we may achieve success.

It is important to note that the submission of this application to the AIA does not sign the City of Port St. Joe into anything definite or binding, but rather opens the door to opportunity, education, and collaboration. It also helps to strengthen and align the City with the objectives of the University of Florida FIBER efforts already in motion with Dr. Jeff Carney.

To aid the board in making a hopefully unanimous decision, I have excerpted the following from pages 25-40 of the application. Research has identified and grouped issues into the following eight areas.

1. Housing (Volunteer & Workforce)
2. Economy/Jobs/Education
3. Funding
4. Placemaking & Improving Quality of Life for full-time residents
5. Connectivity
6. Infrastructure Resiliency Improvements (Sidewalks, Stormwater, and Drainage)
7. Information (Wayfinding, Website)
8. Planning & Implementation Element

I have highlighted the changes needed to the section titled "Objective of the R/UDAT Process" below, based on how the Commission would like to proceed:

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 areas and assets of Port St. Joe. 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, rebuilding our town, and formulating an attainable plan of wholesome growth for the future.

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 by embracing the techniques of “tactical urbanism” to create a Unified Plan for Recovery & Growth that is deliberate and phased, low-risk and high-reward, and creates realistic expectations, by focusing on the development of social capital between citizens and the building of organizational capacity between public-private institutions, non-profits, and their constituents. Ultimately, the City of Port St. Joe seeks to serve as a unifying body, uniting our community, helping to solve challenges. According to the Project for Public Spaces, “Experience has shown us that when developers and planners welcome this kind of grassroots involvement, they spare themselves a lot of headaches. Common problems like traffic-dominated streets, little-used parks, and isolated or underperforming development projects can be addressed—or altogether avoided—by embracing a model of placemaking that views a place in its entirety, rather than zeroing in on isolated components.” Thus, through the R/UDAT process, we not only seek to create a unified plan for recovery and growth for the city of Port St. Joe and all those who love it but to create an ongoing effort of collaboration that will stand the test of time and weather any future storm.

To be successful in this endeavor, we believe we must ascertain the primary need and premier challenge of the various community and stakeholder groups and address solutions to those needs and challenges. 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. According to the American Planning Association (APA), involving the citizen in the planning process helps them to develop a feeling of community responsibility for the plan. APA postulates that “the public gains understanding of planning and its objectives, and the planner gains public acceptance and determines citizen wants, needs, and desires.” Increased public participation not only gives citizens a stake in their community but helps to streamline processes and ultimately leads to increased acceptance of growth and change.

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 equally 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 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 path for funding opportunities in both the public and private arena. By focusing our solutions around community resilience, we can develop infrastructures of opportunity that will adequately prepare our youth for their chosen path and ensure that the families that live and work here now, can afford to do so for generations to come.

The eighth element of placemaking is, "They Always Say "It Can't Be Done." Of course, anything along the same vein of "It will never work," is rarely fact. Beginning with a core of connectivity, the guidance of the AIA through the R/UDAT process, the navigation of the steering committee, and the voices of our citizens, the City of Port St. Joe seeks to create a citizen-led initiative and think tank that does not disband but meets at regular intervals to 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.

While not comprehensive, some areas of interest identified are:

- a) "Unified Vision" for PSJ
- b) Consolidated Plan - "Plans" Unification
- c) Finding financing methods and resources
- d) Strategies for developing public/private development partnerships
- e) Marketing Plan to encourage investment in the area
- f) Arts & Culture – (Theatre, Sculpture Trail, Tourist Train)
- g) Community Gathering Space & Opportunity
- h) Accessibility
- i) Storm Hardening/Safety
- j) Infrastructure – Sidewalks, walkability, pedestrian-friendly, open space
- k) Transportation
- l) Information access
- m) Tracking of Progress
- n) Inclusive Economic Growth

Thank you for your time and consideration.

Sincerely,



Cassie Studstill

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.

Over

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.



Project title: 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** 

OBJECTIVE: We seek to create a unified plan for recovery and growth for the city of Port St. Joe, by creating an ongoing effort of collaboration that will stand the test of time and weather any future storm.

Primary Contact Information:

| | | | |
|------------------|--------------------|---------------------------------|--------------|
| Cassie Studstill | 326 Reid Ave., PSJ | cassie@studstillrealtygroup.com | 407-353-1811 |
|------------------|--------------------|---------------------------------|--------------|

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 FLORIDA CONSTITUTION MUSEUM IN PORT ST. JOE INCLUDES A MECHANICAL EXHIBIT DEPICTING THE CONVENTION OF 1838 WHERE THE CONSTITUTION FOR THE NEW STATE WAS DRAFTED.



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. 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.

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



Demographics in Port St. Joe, Florida

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% |
| % Black or African American Alone | 35.5% |
| % American Indian and Alaska Native Alone | 0.0% |
| % Asian Alone | 0.6% |
| % Hawaiian and other Pacific Islanders Alone | 0.0% |
| % Other Race Alone | 0.0% |
| % Two or More Races | 3.4% |
| % Hispanic or Latino Origin all races | 4.6% |
| % Limited English-speaking Household | 0.2% |
| % High School Grad or Higher > 25 Age | 93.5% |
| % Persons >65yrs | 17.4% |
| % Persons with Disability >65yrs | 44.3% |
| % of All persons with Disability Age 18 -64 | 10.4% |
| # Households | 1,245 |
| Total Housing Units | 1803 |
| Median Home Values | \$148,700 |
| % Renter Occupied Housing Units | 26.6% |
| Median Rent | \$841 |
| Housing Vacancy for Seasonal, Recreational or Occasional Use | 9.3% |
| % Owner Occupied Housing Units | 73.4% |
| # with home owners Insurance | 1,312 |
| 2015 Total Businesses SICO-99 | 403 |
| Median Household Income | \$40,564 |
| % Persons in poverty last 12 months | 9.2% |
| % Households Receiving Food Stamps | 12.6% |
| % annual pop growth/decline projected 2018-2023 (annual % x 5 years) | 2.6% |
| NFIP Community Rating System | 10 |

LINK: [Port St. Joe – Opportunity Florida – Demographics Report PDF](#)

LINK: [Port St. Joe - Opportunity Florida - Community Report PDF](#)

LINK: [Port St. Joe – Consumer Expenditures PDF](#)

LINK: [Port St. Joe – Opportunity Florida – Business Report PDF](#)

LINK: [Port St. Joe – Opportunity Florida – Wages Report PDF](#)

LINK: [Port St. Joe – Opportunity Florida – Labor Force Report PDF](#)

LINK: [Port St. Joe – Opportunity Florida – Housing Data Report PDF](#)

Health in Port St. Joe, Florida

2019 Gulf County Health Ranking & Roadmaps

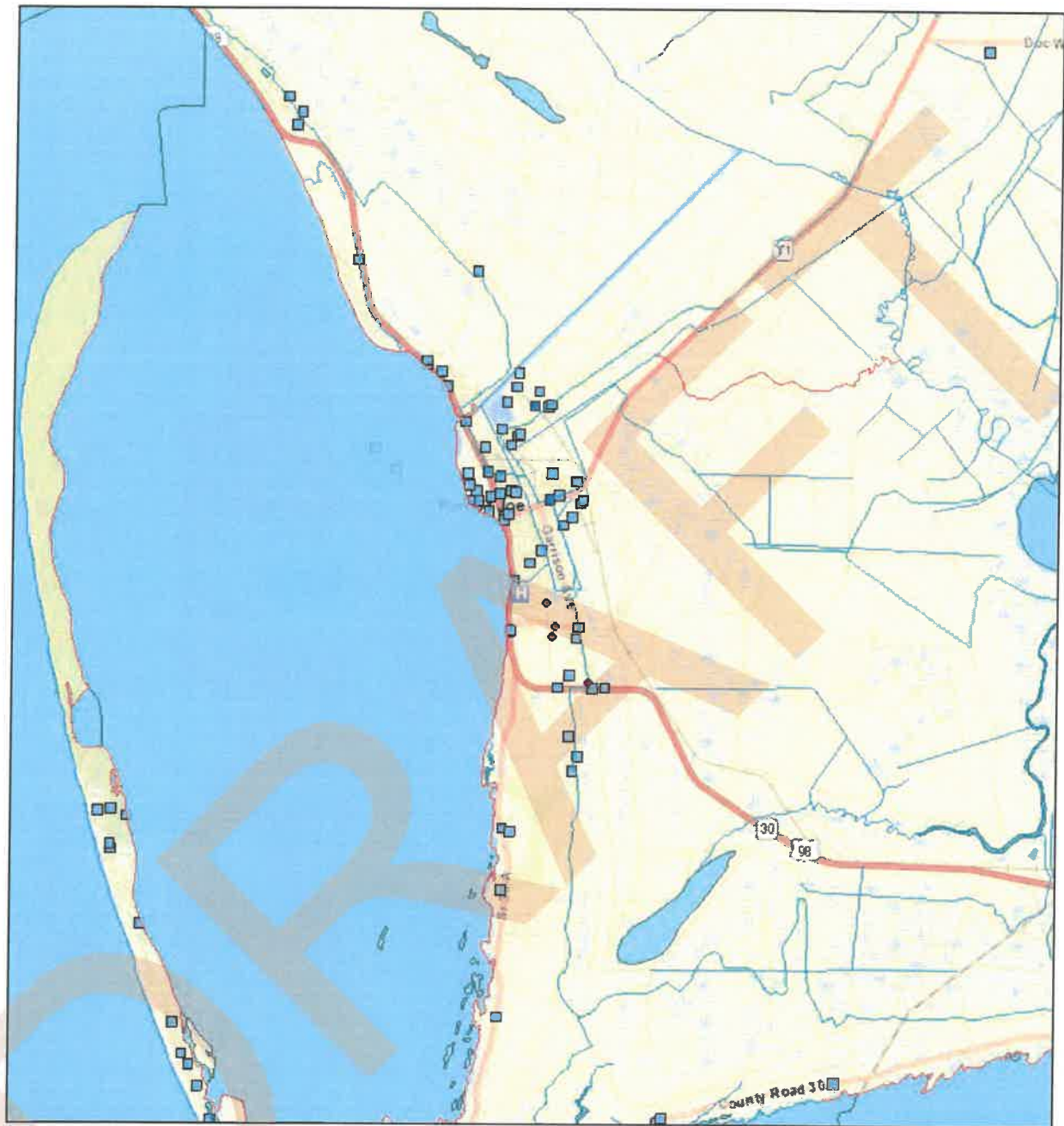
| | Gulf County | Error Margin | Top U.S. Performers ^ | Florida | Rank (of 67) |
|---|-------------|-----------------|-----------------------|----------|--------------|
| Health Outcomes | | | | | |
| Length of Life | | | | | 34 |
| Premature death | 9,000 | 7,000-11,000 | 5,400 | 7,200 | 42 |
| Quality of Life | | | | | 18 |
| Poor or fair health ** | 21% | 21-22% | 12% | 19% | |
| Poor physical health days ** | 4.7 | 4.6-4.8 | 3.0 | 3.8 | |
| Poor mental health days ** | 3.9 | 3.8-4.1 | 3.1 | 3.8 | |
| Low birthweight | 7% | 5-8% | 6% | 9% | |
| Additional Health Outcomes (not included in overall ranking) | | | | | |
| Life expectancy | 76.4 | 74.8-78.0 | 81.0 | 80.0 | |
| Premature age-adjusted mortality | 430 | 380-480 | 280 | 340 | |
| Child mortality | 110 | 60-200 | 40 | 50 | |
| Infant mortality | | | 4 | 6 | |
| Frequent physical distress | 14% | 14-14% | 9% | 12% | |
| Frequent mental distress | 12% | 12-12% | 10% | 12% | |
| Diabetes prevalence | 12% | 10-15% | 9% | 11% | |
| HIV prevalence | 219 | | 49 | 615 | |
| Health Factors | | | | | |
| Health Behaviors | | | | | 42 |
| Adult smoking ** | 18% | 18-19% | 14% | 15% | |
| Adult obesity | 36% | 31-40% | 26% | 27% | |
| Food environment index | 7.2 | | 8.7 | 6.9 | |
| Physical inactivity | 34% | 30-38% | 19% | 25% | |
| Access to exercise opportunities | 54% | | 91% | 88% | |
| Excessive drinking ** | 22% | 21-23% | 13% | 18% | |
| Alcohol-impaired driving deaths | 25% | 12-39% | 13% | 25% | |
| Sexually transmitted infections | 270.9 | | 152.8 | 467.4 | |
| Teen births | 37 | 29-45 | 14 | 23 | |
| Additional Health Behaviors (not included in overall ranking) | | | | | |
| Food insecurity | 16% | | 9% | 14% | |
| Limited access to healthy foods | 7% | | 2% | 7% | |
| Drug overdose deaths | | | 10 | 21 | |
| Motor vehicle crash deaths | 20 | 12-30 | 9 | 14 | |
| Insufficient sleep | 35% | 35-36% | 27% | 34% | |
| Clinical Care | | | | | 36 |
| Uninsured | 13% | 11-15% | 6% | 15% | |
| Primary care physicians | 2,280:1 | | 1,050:1 | 1,380:1 | |
| Dentists | 8,080:1 | | 1,260:1 | 1,700:1 | |
| Mental health providers | 1,800:1 | | 310:1 | 670:1 | |
| Preventable hospital stays | 5,043 | | 2,765 | 5,066 | |
| Mammography screening | 33% | | 49% | 42% | |
| Flu vaccinations | 36% | | 52% | 41% | |
| Additional Clinical Care (not included in overall ranking) | | | | | |
| Uninsured adults | 18% | 13-18% | 6% | 18% | |
| Uninsured children | 7% | 5-9% | 3% | 7% | |
| Other primary care providers | 1,077:1 | | 726:1 | 1,035:1 | |
| Social & Economic Factors | | | | | |
| High school graduation | 85% | | 96% | 82% | 17 |
| Some college | 49% | 39-58% | 73% | 62% | |
| Unemployment | 3.9% | | 2.9% | 4.2% | |
| Children in poverty | 27% | 19-35% | 11% | 21% | |
| Income inequality | 4.4 | 3.4-5.5 | 3.7 | 4.7 | |
| Children in single-parent households | 31% | 21-41% | 20% | 38% | |
| Social associations | 15.6 | | 21.9 | 7.1 | |
| Violent crime | 392 | | 63 | 484 | |
| Injury deaths | 70 | 53-91 | 57 | 76 | |
| Additional Social & Economic Factors (not included in overall ranking) | | | | | |
| Disconnected youth | | | 4% | 8% | |
| Median household income | \$44,100 | \$38,800-49,500 | \$67,100 | \$52,600 | |
| Children eligible for free or reduced price lunch | 60% | | 32% | 58% | |
| Residential segregation - Black/White | 47 | | 23 | 54 | |
| Residential segregation - non-white/white | 30 | | 15 | 44 | |
| Homicides | | | 2 | 6 | |
| Firearm fatalities | 18 | 10-29 | 7 | 13 | |
| Physical Environment | | | | | 32 |
| Air pollution - particulate matter** | 9.1 | | 6.1 | 8.2 | |
| Drinking water violations | Yes | | | | |
| Severe housing problems | 18% | 14-22% | 9% | 21% | |
| Driving alone to work | 71% | 64-78% | 72% | 79% | |
| Long commute - driving alone | 32% | 24-40% | 15% | 40% | |
| Additional Physical Environment (not included in overall ranking) | | | | | |
| Homeownership | 75% | 71-78% | 61% | 65% | |
| Severe housing cost burden | 15% | 10-20% | 7% | 18% | |

^ 10th/90th percentile, i.e., only 10% are better.

** Data should not be compared with prior years

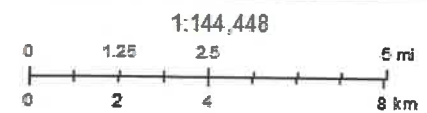
Note: Blank values reflect unreliable or missing data

LINK: [2019 County Health Ranking & Roadmaps](#)



July 10, 2019

- | | | |
|----------------------|------------------------|---------------------|
| ◆ school | ■ | ■ Toxic releases |
| ■ | — Streams | ■ Water dischargers |
| ● EJ Grants | ■ Water Bodies | ■ Air pollution |
| ● CARE Grants | ■ Sole Source Aquifers | ■ Brownfields |
| ● Brownfields Grants | ■ Watersheds (HUC12) | |
| — | ■ Superfund | |



OEI, ODFG, OEJ and OSWER
 Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
 EPA OEI

EJSCREEN 2018

Education in Port St. Joe, Florida

Gulf School District teachers, support staff, and administrators work hard at being strong, caring, and proactive educators that strive to see each student as unique individuals who have an open field and a fair chance in the great race of life. Despite the shared passion of the educators and community, the schools remain challenged with funding woes topping the list. According to the 2010 US Census, Florida ranks 50th in per capita spending on K-12 education and 41st in per-pupil spending. For the 2019-2020 school year, the average expenditure per pupil throughout the state is \$7,672. However, according Gulf County Schools Superintendent Jim Norton, the expenditure per student at the base level is closer to \$4000.

The average teacher salary in Florida is \$48,446. Out of 75 districts, Gulf County ranks as the 23rd lowest in teacher pay with an average salary of \$44,246, a median salary of \$42,300. In other words, teachers in 51 different Florida school districts receive a higher average salary than those paid to Gulf County teachers. Port St. Joe schools average 18.05 pupils per teacher. Elementary students are not exposed to art or music education classes despite the growing body of research that shows that arts education and arts integration can have powerful and profound effects on student achievement, especially among struggling students.

Averaged across English, Maths, Science, and Social Studies skills assessments, non-minorities are grossly advantaged over their minority peers. African Americans and Hispanic Americans scored an average of 29.5% and 21.75% lower than their white classmates, and the economically advantaged scored 20.5% higher than their disadvantaged contemporaries.

District-wide assessments have positioned Gulf County schools at a C for the 2018/2019 school year, down from the B grade held the previous two years. Port St. Joe high school maintained a B average for the prior three years; it reduced to a C for the year as well. Port St. Joe Elementary school has maintained a C grade for the last four years. Hurricane Michael likely played a part in the district and high school reductions.

While mixed results have resulted from research attempting to gauge the effects of spending on student performance, recent studies suggest otherwise. According to the Center for Educational Equity at Columbia University, "increases in per-pupil spending yield improved scores on standardized tests and higher wages after leaving school. In 40 cases where state courts have assessed a relationship between spending and student outcomes, 35 concluded a "substantial" correlation exists between funding and performance."

| SCHOOL NAME | GRADES | RATING | TITLE 1 | 2018-19 ECONOMICALLY DISADVANTAGED RATE | 2018-19 MINORITY RATE | NUMBER OF STUDENTS | NUMBER OF TEACHERS | PUPIL/TEACHER RATIO | LIBRARIAN # COUNSELOR # | FREE/REDUCED LUNCH | GRADUATION RATE |
|--------------------------|---------|--------|---------|---|-----------------------|--------------------|--------------------|---------------------|-------------------------|--------------------|-----------------|
| Port St. Joe Elementary | PK - 06 | C | Yes | 68% | 27% | 605 | 32 | 18.90 | 1 | 64% | |
| Port St. Joe High School | 09 - 12 | C | No | 64% | 28% | 499 | 29 | 17.20 | 1 | 49% | 80-84% |

LINK: [Port Saint Joe – Opportunity Florida – Degrees Conferred by Program Report PDF](#)

LINK: [ProPublica Miseducation Report - Port St. Joe Elementary](#)

LINK: [ProPublica Miseducation Report – Port St. Joe High School](#)

LINK: [Why School Spending Is So Unequal - governing.com](#)

LINK: [Educational Leadership Article – The Arts Make a Difference](#)



2018-19 TEACHER SALARIES & EXPERIENCE

| DISTRICT # | DISTRICT NAME | NUMBER EMPLOYED | AVERAGE SALARY | AVERAGE YEARS' EXPERIENCE | MEDIAN SALARY |
|------------|---------------|-----------------|----------------|---------------------------|---------------|
| 00 | FLORIDA | 175,732 | \$ 48,486 | 11.66 | \$45,947 |
| 23 | GULF | 122 | \$ 44,246 | 10.72 | \$42,300 |



2018-19 School Grades

Additional information is available in the School Grades calculations guide at <http://www.fldoe.org/accountability/accountability-reporting/school-grades/>.

| School Name | English Language Arts Achievement | English Language Arts Learning Gains | Mathematics Achievement | Mathematics Learning Gains | Science Achievement | Social Studies Achievement | Middle School Acceleration | Graduation Rate 2017-18 | College and Career Acceleration 2017-18 | Total Points Earned | Percent of Total Possible Points | Grade 2019 | Grade 2018 | Grade 2017 | Grade 2016 | Informational Baseline Grade 2015 | Grade 2014 | Grade 2013 | Grade 2012 | Grade 2011 | Grade 2010 | Grade 2009 | Grade 2008 | Grade 2007 | Grade 2006 | Grade 2005 | Grade 2004 | Grade 2003 | Grade 2002 | Grade 2001 | Grade 2000 | Grade 1999 | | |
|--------------------------------|-----------------------------------|--------------------------------------|-------------------------|----------------------------|---------------------|----------------------------|----------------------------|-------------------------|---|---------------------|----------------------------------|------------|------------|------------|------------|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---|---|
| PORT ST. JOE ELEMENTARY SCHOOL | 53 | 47 | 33 | 47 | 40 | 27 | 59 | | | 306 | 7 | 44 | 100 | C | C | C | B | C | B | A | A | B | A | A | C | C | C | C | A | B | A | C | C | |
| PORT ST. JOE HIGH SCHOOL | 59 | 48 | 25 | 60 | 63 | 42 | 46 | 63 | 47 | 82 | 58 | 587 | 11 | 53 | 96 | C | B | B | B | A | B | A | A | B | C | A | B | C | D | B | C | B | C | C |



2018-19 Full-Time Staff by Activity Assignment

| School Name | Principals | Assistant Principals | Elementary Teachers (PK-6) | Secondary Teachers (7-12) | Exceptional Student Education Teachers | Other Teachers | Guidance Counselors | Social Workers | School Psychologists | Librarians / Audio-Visual Workers | Instructional | Non-Instructional | SROs | Paraprofessionals | Technicians | Clerical / Secretarial | Service Workers | Skilled Crafts Workers | Laborers, Unskilled |
|--------------------------------|------------|----------------------|----------------------------|---------------------------|--|----------------|---------------------|----------------|----------------------|-----------------------------------|---------------|-------------------|------|-------------------|-------------|------------------------|-----------------|------------------------|---------------------|
| PORT ST. JOE ELEMENTARY SCHOOL | 1 | 32 | 5 | | 1 | | | 1 | | | | | | 8 | 2 | | | | |
| PORT ST. JOE HIGH SCHOOL | 1 | 1 | 29 | 3 | 1 | | | 1 | 1 | | | | | 13 | 2 | | | | |
| GULF COUNTY ADULT SCHOOL | 1 | | | | 1 | | | 1 | 2 | | | | | 7 | 3 | | | | |

Crime in Port St. Joe, Florida

According to NeighborhoodScout, based on FBI crime data, Port St. Joe is not one of the safest communities in America and is considerably higher than the national average across all cities with a rate of roughly 21 crimes per one thousand residents. The chance of becoming a victim of either violent or property crime in Port St. Joe is 1 in 48. The prospect of becoming a victim of a violent crime (armed robbery, aggravated assault, rape or murder) in Port St. Joe is 1 in 210, equating to a rate of 5 per one thousand inhabitants. The chance of becoming a victim of a property crime (motor vehicle theft, arson, larceny, and burglary) in Port St. Joe is one in 62, equaling a property crime rate of 16 per one thousand.

| COUNTY AND MUNICIPAL OFFENSE DATA | | | | | | | | | | | |
|---|------|-------------------------|----------------------------------|--------|------|---------|--------------------------|----------|---------|---------------------------|---------------------------------|
| January - June 2018 Semi-Annual Report | Year | Total Crime Index | % Index Change 2017 / 2018 | Murder | Rape | Robbery | Aggravated Assault(1) | Burglary | Larceny | Motor Vehicle Theft | Clearance Rate/ 100 Offenses |
| Gulf County | 2017 | 105 | | 0 | 0 | 1 | 17 | 42 | 42 | 3 | 33.3 |
| FL023 | 2018 | 94 | -10.5 | 0 | 2 | 0 | 37 | 28 | 23 | 4 | 68.1 |
| Gulf County Sheriff's Office | 2018 | 70 | -9.1 | 0 | 1 | 0 | 29 | 23 | 14 | 3 | 67.1 |
| Port St. Joe Police Department | 2018 | 24 | -14.3 | 0 | 1 | 0 | 8 | 5 | 9 | 1 | 70.8 |
| DOC Inspector General - Gulf | 2018 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| DABT - Gulf | 2018 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| FWC - Gulf | 2018 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| FHP - Gulf Co | 2018 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

(1) Aggravated Assault includes Aggravated Assault and Aggravated Stalking Offenses.

SOURCE: Florida Department of Law Enforcement, 2018. Crime in Florida, Semi-Annual January - June 2018 Florida uniform crime report [Computer program]. Tallahassee, FL: FDLE

Climate in Port St. Joe, Florida

WeatherSpark.com

Average Weather in Port Saint Joe Florida, United States

In Port Saint Joe, the summers are long, hot, oppressive, and mostly cloudy; the winters are short, cool, windy, and partly cloudy; and it is wet year-round. Over the course of the year, the temperature typically varies from **47°F** to **88°F** and is rarely below **33°F** or above **91°F**.

Based on the [tourism score](#), the best times of year to visit Port Saint Joe for warm-weather activities are from **early April to mid-May** and from **early October to early November**.

Temperature

The **hot season** lasts for **4.3 months**, from **May 22 to October 1**, with an average daily high temperature above **83°F**. The hottest day of the year is **July 22**, with an average high of **88°F** and low of **76°F**.

The **cool season** lasts for **3.0 months**, from **December 5 to March 3**, with an average daily high temperature below **67°F**. The coldest day of the year is **January 17**, with an average low of **47°F** and high of **62°F**.

Clouds

In Port Saint Joe, the average percentage of the sky covered by clouds experiences **significant** seasonal variation over the course of the year.

The **clearer** part of the year in Port Saint Joe begins around **September 15** and lasts for **8.9 months**, ending around **June 12**. On **October 27**, the **clearest day** of the year, the sky is **clear**, **mostly clear**, or **partly cloudy** **66%** of the time, and **overcast** or **mostly cloudy** **34%** of the time.

The **cloudier** part of the year begins around **June 12** and lasts for **3.1 months**, ending around **September 15**. On **July 29**, the **cloudiest day** of the year, the sky is **overcast** or **mostly cloudy** **64%** of the time, and **clear**, **mostly clear**, or **partly cloudy** **36%** of the time.

Precipitation

A **wet day** is one with at least **0.04 inches** of liquid or liquid-equivalent precipitation. The chance of wet days in Port Saint Joe varies significantly throughout the year.

The **wetter season** lasts **3.0 months**, from **June 12 to September 12**, with a greater than **41%** chance of a given day being a wet day. The chance of a wet day peaks at **62%** on **July 30**.

The **drier season** lasts **9.0 months**, from **September 12 to June 12**. The smallest chance of a wet day is **19%** on **October 30**.

Among wet days, we distinguish between those that experience **rain alone**, **snow alone**, or a **mixture** of the two. Based on this categorization, the most common form of precipitation throughout the year is **rain alone**, with a peak probability of **62%** on **July 30**.

Rainfall

To show variation within the months and not just the monthly totals, we show the rainfall accumulated over a sliding 31-day period centered around each day of the year. Port Saint Joe experiences **significant** seasonal variation in monthly rainfall.

Rain falls throughout the year in Port Saint Joe. The **most rain** falls during the 31 days centered around **July 31**, with an average total accumulation of **5.8 inches**.

The **least rain** falls around **May 11**, with an average total accumulation of **2.3 inches**.

Sun

The length of the day in Port Saint Joe varies significantly over the course of the year. In 2019, the shortest day is **December 21**, with **10 hours, 14 minutes** of daylight; the longest day is **June 21**, with **14 hours, 4 minutes** of daylight.

The **earliest sunrise** is at **6:39 AM** on **June 11**, and the **latest sunrise** is **1 hour, 17 minutes** later at **7:57 AM** on **March 10**. The **earliest sunset** is at **5:41 PM** on **December 2**, and the **latest sunset** is **3 hours, 5 minutes** later at **8:45 PM** on **July 1**.

Daylight saving time (DST) is observed in Port Saint Joe during 2019, starting in the spring on **March 10**, lasting **7.8 months**, and ending in the fall on **November 3**.

Humidity

We base the humidity comfort level on the dew point, as it determines whether perspiration will evaporate from the skin, thereby cooling the body. Lower dew points feel drier and higher dew points feel more humid. Unlike temperature, which typically varies significantly between night and day, dew point tends to change more slowly, so while the temperature may drop at night, a muggy day is typically followed by a muggy night.

Port Saint Joe experiences **extreme** seasonal variation in the perceived humidity.

The **muggier period** of the year lasts for **6.7 months**, from **April 12 to November 3**, during which time the comfort level is **muggy**, **oppressive**, or **miserable** at least **27%** of the time. The **muggiest day** of the year is **July 23**, with muggy conditions **100%** of the time.

The **least muggy** day of the year is **January 31**, with muggy conditions **3%** of the time.

Wind

This section discusses the wide-area hourly average wind vector (speed and direction) at **10 meters** above the ground. The wind experienced at any given location is highly dependent on local topography and other factors, and instantaneous wind speed and direction vary more widely than hourly averages.

The average hourly wind speed in Port Saint Joe experiences *significant* seasonal variation over the course of the year.

The *windier* part of the year lasts for **7.0 months**, from **September 26** to **April 28**, with average wind speeds of more than **9.0 miles per hour**. The *windiest* day of the year is **January 22**, with an average hourly wind speed of **10.9 miles per hour**.

The *calmer* time of year lasts for **5.0 months**, from **April 28** to **September 26**. The *calmest* day of the year is **August 9**, with an average hourly wind speed of **7.0 miles per hour**.

The predominant average hourly wind direction in Port Saint Joe varies throughout the year.

The wind is most often from the *south* for **3.0 months**, from **February 28** to **May 27**, with a peak percentage of **35%** on **April 27**. The wind is most often from the *west* for **2.9 months**, from **May 27** to **August 24**, with a peak percentage of **46%** on **July 14**. The wind is most often from the *north* for **3.4 months**, from **November 17** to **February 28**, with a peak percentage of **38%** on **January 1**.

Water Temperature

Port Saint Joe is located near a large body of water (e.g., ocean, sea, or large lake). This section reports on the wide-area average surface temperature of that water.

The average water temperature experiences *significant* seasonal variation over the course of the year.

The time of year with *warmer water* lasts for **3.9 months**, from **June 8** to **October 5**, with an average temperature above **80°F**. The day of the year with the warmest water is **August 10**, with an average temperature of **85°F**.

The time of year with *cooler water* lasts for **3.5 months**, from **December 18** to **April 3**, with an average temperature below **67°F**. The day of the year with the coolest water is **February 5**, with an average temperature of **63°F**.

Best Time of Year to Visit

To characterize how pleasant the weather is in Port Saint Joe throughout the year, we compute two travel scores.

The *tourism score* favors clear, rainless days with perceived temperatures between **65°F** and **80°F**. Based on this score, the best times of year to visit Port Saint Joe for general outdoor tourist activities are from *early April* to *mid-May* and from *early October* to *early November*, with a peak score in the *last week of April*.

Growing Season

Definitions of the growing season vary throughout the world, but for the purposes of this report, we define it as the longest continuous period of non-freezing temperatures ($\geq 32^\circ\text{F}$) in the year (the calendar year in the Northern Hemisphere, or from July 1 until June 30 in the Southern Hemisphere).

The growing season in Port Saint Joe typically lasts for **11 months (331 days)**, from around **January 31** to around **December 29**, rarely starting after **March 2**, or ending before **December 6**.

Growing degree days are a measure of yearly heat accumulation used to predict plant and animal development and defined as the integral of warmth above a base temperature, discarding any excess above a maximum temperature. In this report, we use a base of **50°F** and a cap of **86°F**.

Based on growing degree days alone, the first spring blooms in Port Saint Joe should appear around **January 15**, only rarely appearing before **January 10** or after **January 26**.

Solar Energy

This section discusses the total daily incident shortwave solar energy reaching the surface of the ground over a wide area, taking full account of seasonal variations in the length of the day, the elevation of the Sun above the horizon, and absorption by clouds and other atmospheric constituents. Shortwave radiation includes visible light and ultraviolet radiation.

The average daily incident shortwave solar energy experiences *significant* seasonal variation over the course of the year.

The *brighter* period of the year lasts for **2.3 months**, from **April 2** to **June 12**, with an average daily incident shortwave energy per square meter above **6.0 kWh**. The *brightest* day of the year is **May 1**, with an average of **6.7 kWh**.

The *darker* period of the year lasts for **2.6 months**, from **November 14** to **February 1**, with an average daily incident shortwave energy per square meter below **3.9 kWh**. The *darkest* day of the year is **December 21**, with an average of **3.1 kWh**.

Topography

For the purposes of this report, the geographical coordinates of Port Saint Joe are 29.812 deg latitude, -85.303 deg longitude, and 7 ft elevation.

The topography within **2 miles** of Port Saint Joe is *essentially flat*, with a maximum elevation change of **30 feet** and an average elevation above sea level of **7 feet**. Within **10 miles** is also *essentially flat* (**36 feet**). Within **50 miles** is *essentially flat* (**236 feet**).

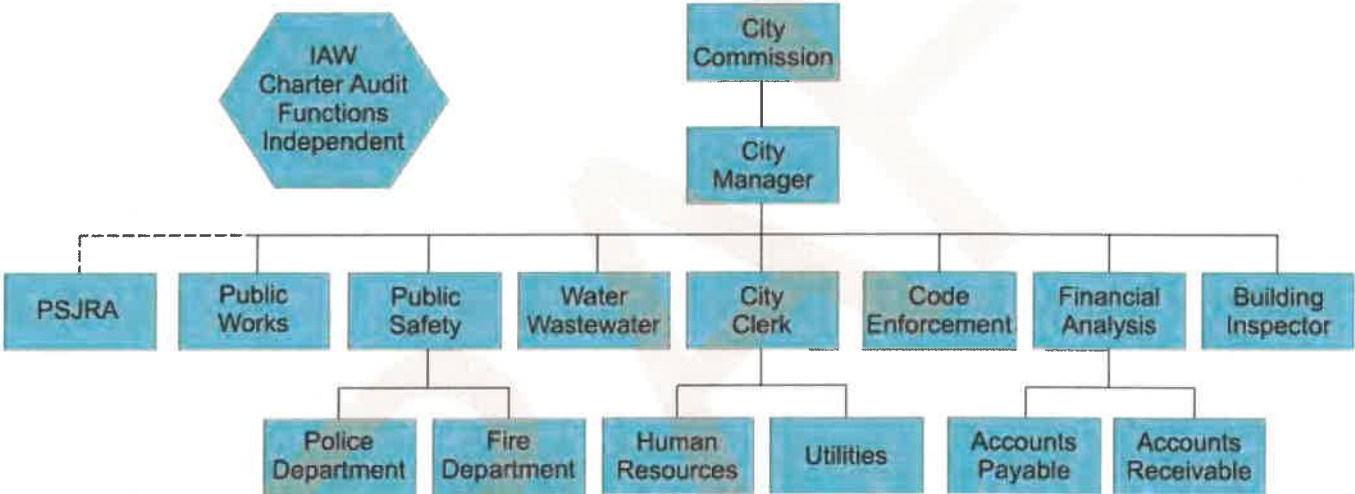
The area within **2 miles** of Port Saint Joe is covered by *artificial surfaces* (**32%**), *water* (**31%**), and *trees* (**29%**), within **10 miles** by *water* (**40%**) and *herbaceous vegetation* (**35%**), and within **50 miles** by *water* (**61%**) and *herbaceous vegetation* (**19%**).

LINK: [Above Report on Weather Spark Report with Graphics](#)

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](#)
- LINK: [Municode - Port Saint Joe](#)

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 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 now has one (opening 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 \(Project Action Coalition\)](#)

Google Maps



Imagery ©2019 Google, Map data ©2019 520 ft

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.

Triumph Gulf Coast, Inc., will make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. Awards may be provided for:

- (a) Ad valorem tax rate reduction within disproportionately affected counties;
- (b) Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- (c) Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- (d) Grants to local governments in the disproportionately affected counties to establish and maintain equipment and trained personnel for local action plans of response to respond to disasters, such as plans created for the Coastal Impacts Assistance Program;
- (e) Grants to support programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties. Eligible programs include those that increase students' technology skills and knowledge; encourage industry certifications; provide rigorous, alternative pathways for students to meet high school graduation requirements; strengthen career readiness initiatives; fund high-demand programs of emphasis at the bachelor's and master's level designated by the Board of Governors; and, similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission of Education, encourage students with interest or aptitude for science, technology, engineering, mathematics, and medical disciplines to pursue postsecondary education at a state university or a Florida College System institution within the disproportionately affected counties;
- (f) Grants to support programs that provide participants in the disproportionately affected counties with transferable, sustainable workforce skills that are not confined to a single employer; and
- (g) Grants to the tourism entity created under s. 288.1226 for the purpose of advertising and promoting tourism and Fresh From Florida, and grants to promote workforce and infrastructure, on behalf of all of the disproportionately affected counties.

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

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 1050 mile, federally maintained 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 railway previously served the Port and the various industrial transportation needs of the city. Its rebirth is heavily desired, though industrial pollution is not.

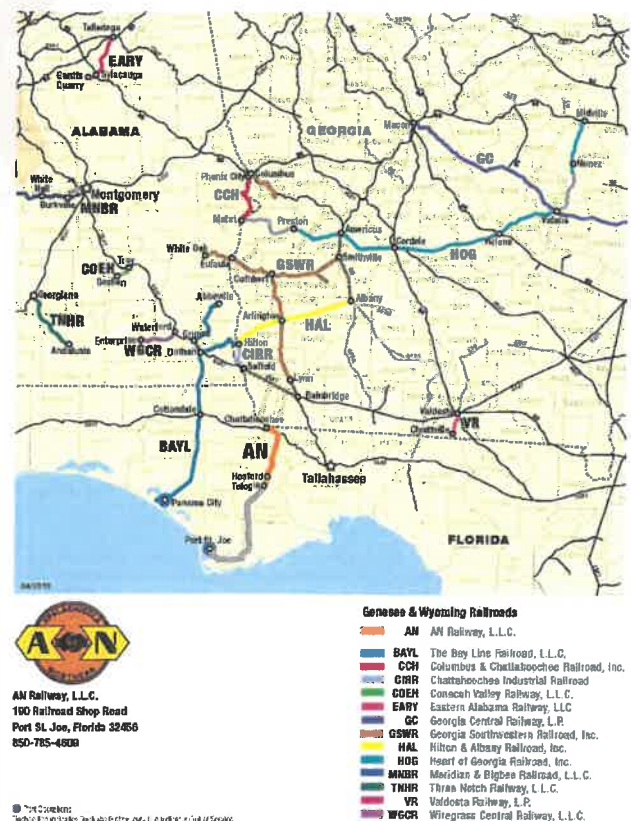
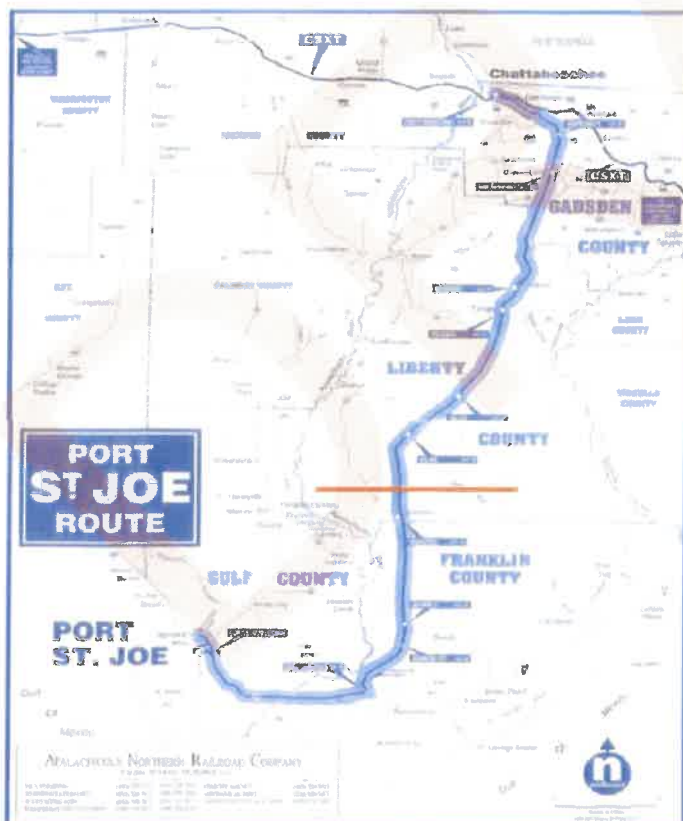
Founded in 1903, the Apalachicola Northern Railroad was a short-line railroad which owned and operated a 96-mile line between Port St. Joe and Chattahoochee with a short spur to Apalachicola. It ceased operating in 2002 when its corporate parent, the St. Joe Company, leased its line to the AN Railway.

A Genesee & Wyoming marketing PowerPoint from 2016 describes G&W's Apalachicola Northern Railway as operating 96 miles between Chattahoochee and Port St Joe interchanging with the CSX in Chattahoochee. Approximately 40 miles of the southernmost rail is currently out of service. While funds for most of the repairs have been budgeted by the State, AN, and St. Joe, repair requires a firm commitment from an end-user to release those funds and complete the 18-24-month rehab of the track. However, as of a press release on Barron's dated July 1, 2019, Genesee & Wyoming recently agreed to an \$8.4 billion buyout by Canada's Brookfield Infrastructure Partners (BIP) and the Singapore sovereign-wealth fund GIC. While the acquisition still needs approval by two-thirds of Genesee & Wyoming stockholders and several U.S. government agencies, Genesee & Wyoming chief executive Jack Hellmann has indicated, "The long-term investment horizon of Brookfield Infrastructure and GIC as seasoned infrastructure investors is perfectly aligned with the long lives of G&W railroad assets." The project

LINK: https://en.wikipedia.org/wiki/Apalachicola_Northern_Railroad

LINK: https://en.wikipedia.org/wiki/AN_Railway

LINK: <https://www.barrons.com/articles/genesee-wyoming-railroad-operator-to-go-private-in-8-4-billion-buyout-deal-51561992341>



Past and/or ongoing planning efforts and reports

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

LINK: Website - City of Port Saint Joe
 LINK: Resolutions – City of Port Saint Joe
 LINK: Ordinances – City of Port Saint Joe
 LINK: Municode - Port Saint Joe
 LINK: The Gulf County, Florida GIS Mapping Site

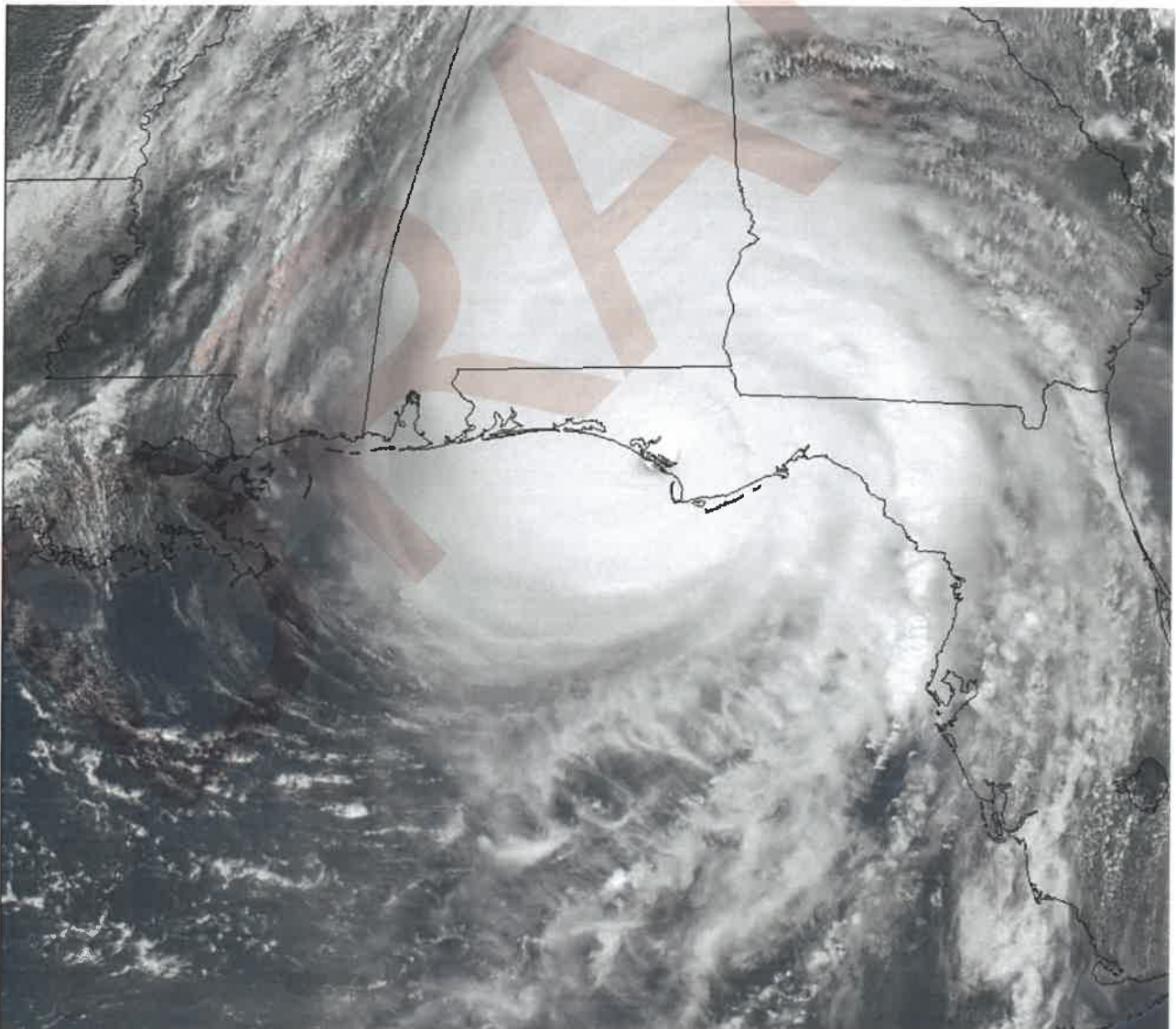
- ***1998 - Evaluation and Appraisal Report?**
- 2003 May – Florida DOH Superfund Assessment Mill View Health Consultation
- 2005 - Excerpt from Community Case Studies Publication
- 2005 - A Weekend Excursion, PEERS Brochure, 2005
- 2006 - Waterfronts Florida Vision Plan, 2006
- 2006 - Assessing the Competitiveness of Gulf County, Florida
- 2007 - Waterfronts Florida Final Report, 2007
- 2007 – City of Port St. Joe Comprehensive Plan
- 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
- 2008 November – Port St. Joe Redevelopment – PSJRA Findings of Necessity Report
- 2008-2018 – St. Joseph Bay Aquatic Preserve Management Plan
- 2009 - Waterfronts Florida Designated Area Map
- 2009 June – North Port St. Joe Master Plan (*Friends of North Port St. Joe Strategic Plan* (2006))
- 2009 July – Port St. Joe Redevelopment Agency – PSJRA Redevelopment Plan
- 2011 - Gulf County Comprehensive Plan Revision Date: 8/2011
- 2013 May – Port of Port St. Joe Master Plan
- 2013 – 2017 – Apalachee Region Comprehensive Economic Development Strategy
- 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
- 2014 - Port St. Joe – Future Land Use Map 2020
- 2015 – Gulf County Mitigation Strategy
- 2016 December – North Port St. Joe P.A.C. – Implementation Plan
- 2016 December – North Port St. Joe P.A.C. – Momentum Maintenance Plan
- 2016 Apalachee Regional Planning Council – Gulf to Gasden Freight Logistics Zone Strategic Plan
- ***2018 – Comp Plan Update?**
- 2017-2018 – Gulf DOH - Community Health Improvement Plan Progress Report
- 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
- ***St. Joe Company Master Plan?** St. Joe Commercial Website
- 2019 March - 2018 Duke Energy Florida, Inc. Distribution Reliability Report
- April 2019 – Citizens of Gulf County Recovery Team – World Renew – Unmet Needs Report
- ***2019 – Stormwater Runoff Plan – NARDA grant app in process?**

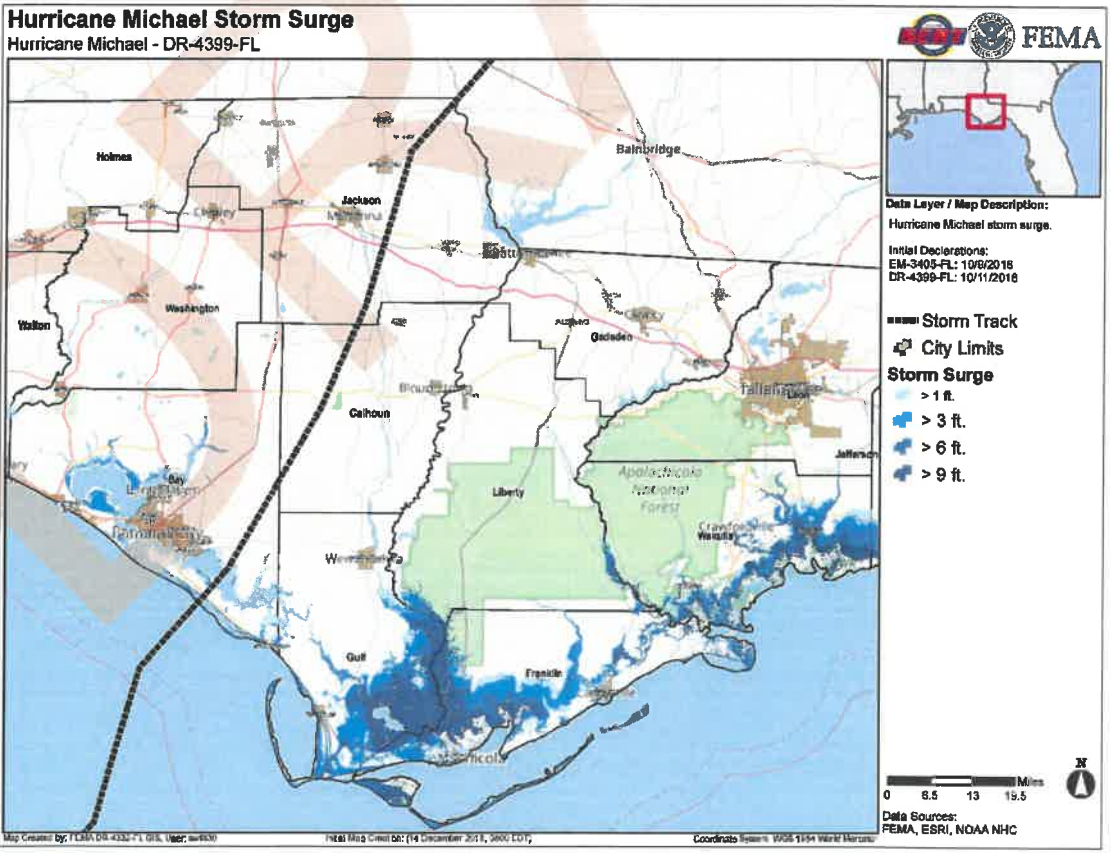
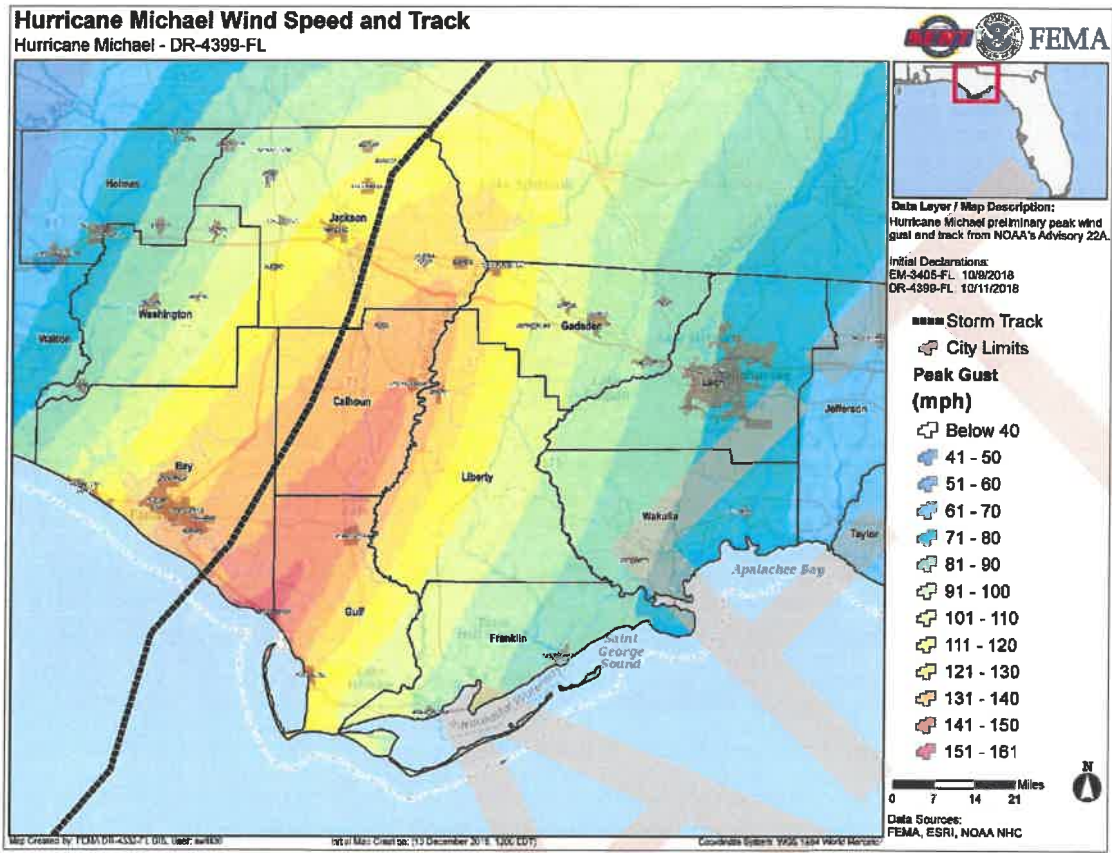
Section 2: Problem Statement & Issues Analysis

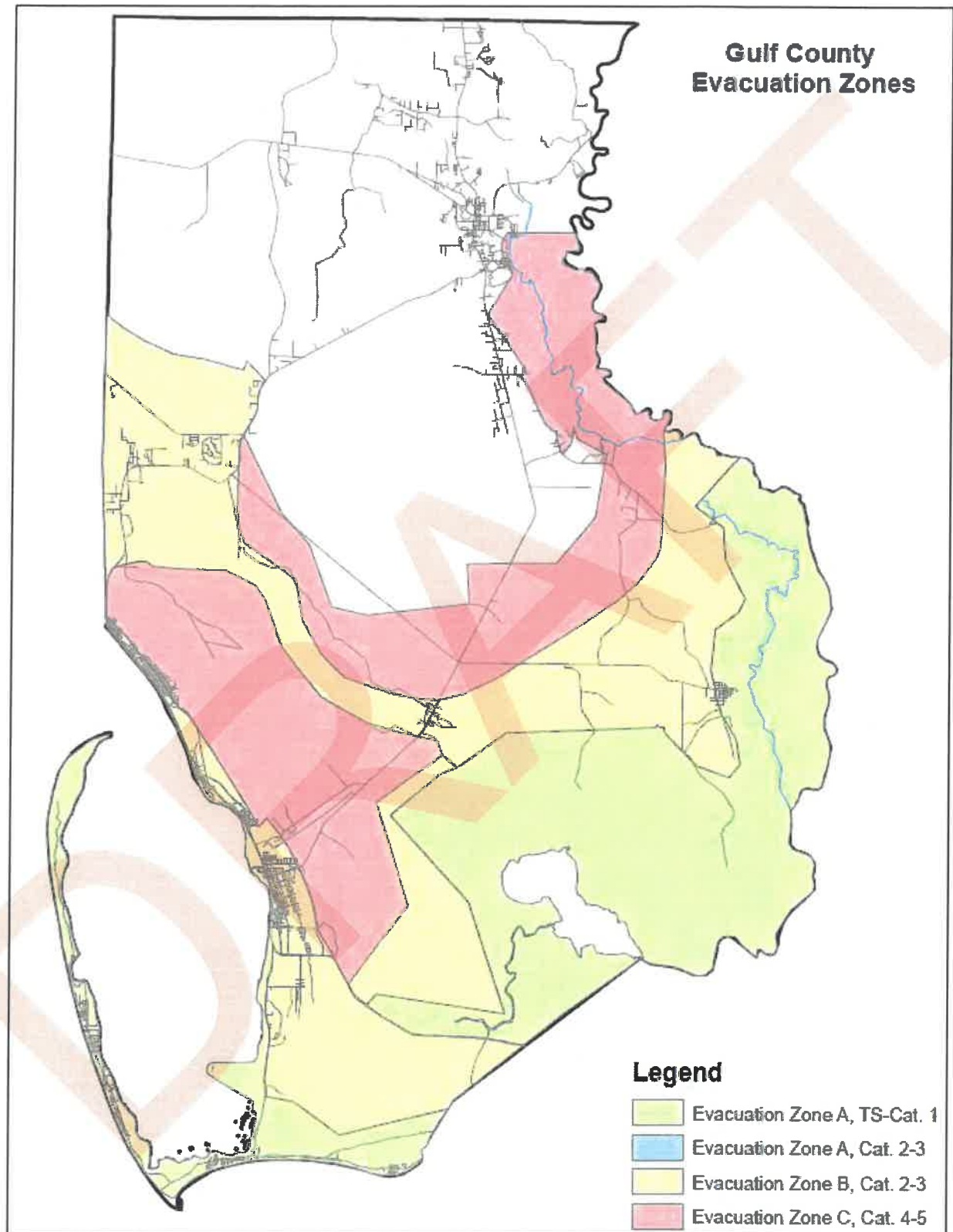
On October 10, 2018, what was once the Forgotten Coast, for a minute, became known worldwide as every news channel and media outlet broadcast heart-wrenching images of a once-sleepy coastal utopia turned ravaged war zone. Hurricane Michael's 35-nautical-mile eyewall made landfall between Mexico Beach 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, without discrimination. Storm tide levels ranged from a low of 10.85 – 12.05 feet with inundations levels, evidenced by high-water mark readings, logged between 3.1 – 7.9 feet. 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](#)





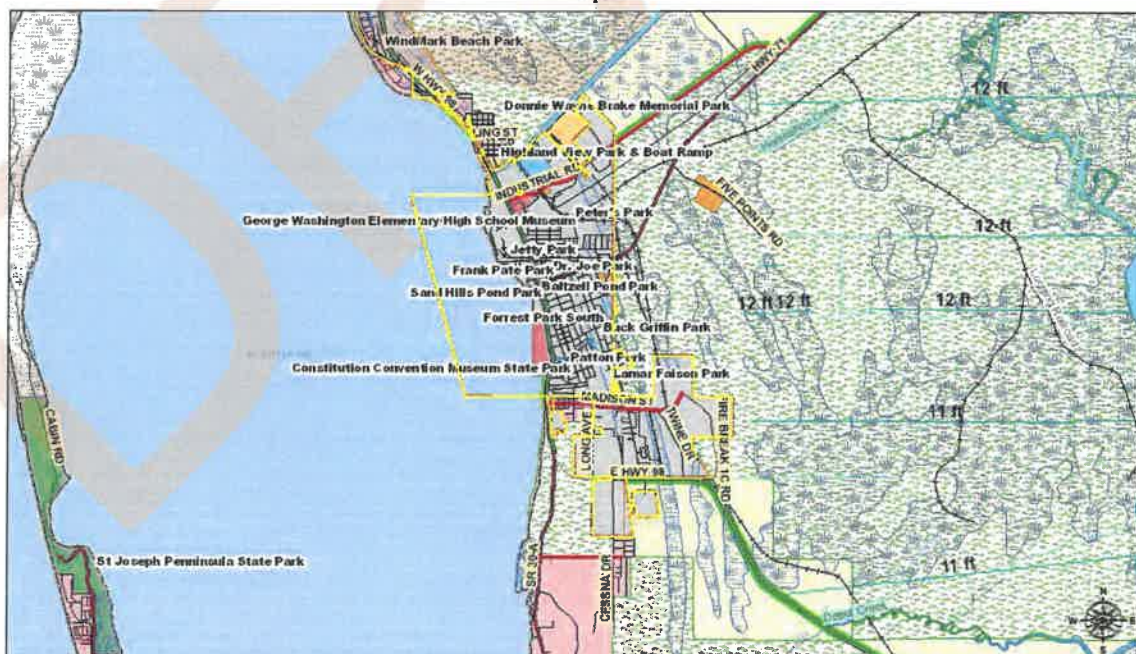


Study Area


The city of Port St. Joe, Florida (Census Tract 9602 -Tract #: 12045960200)



GoMaps



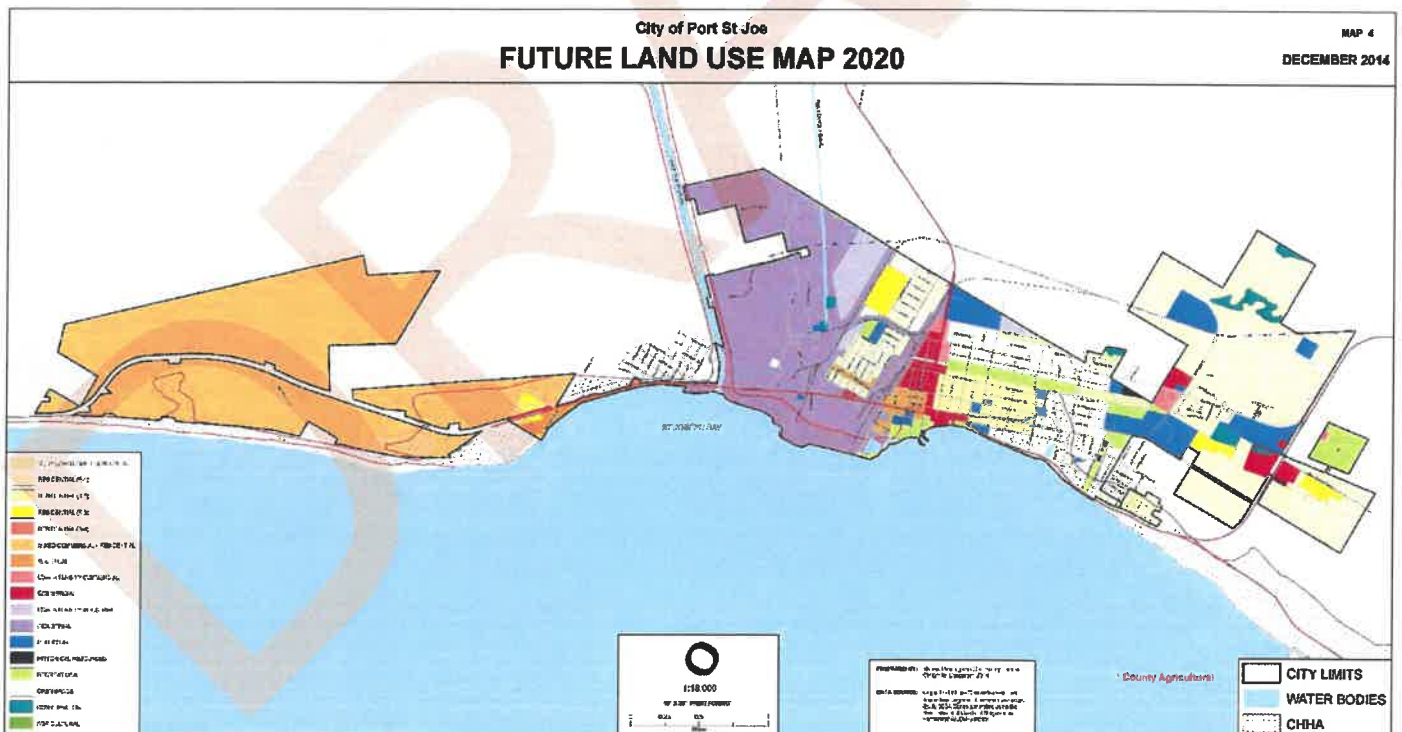
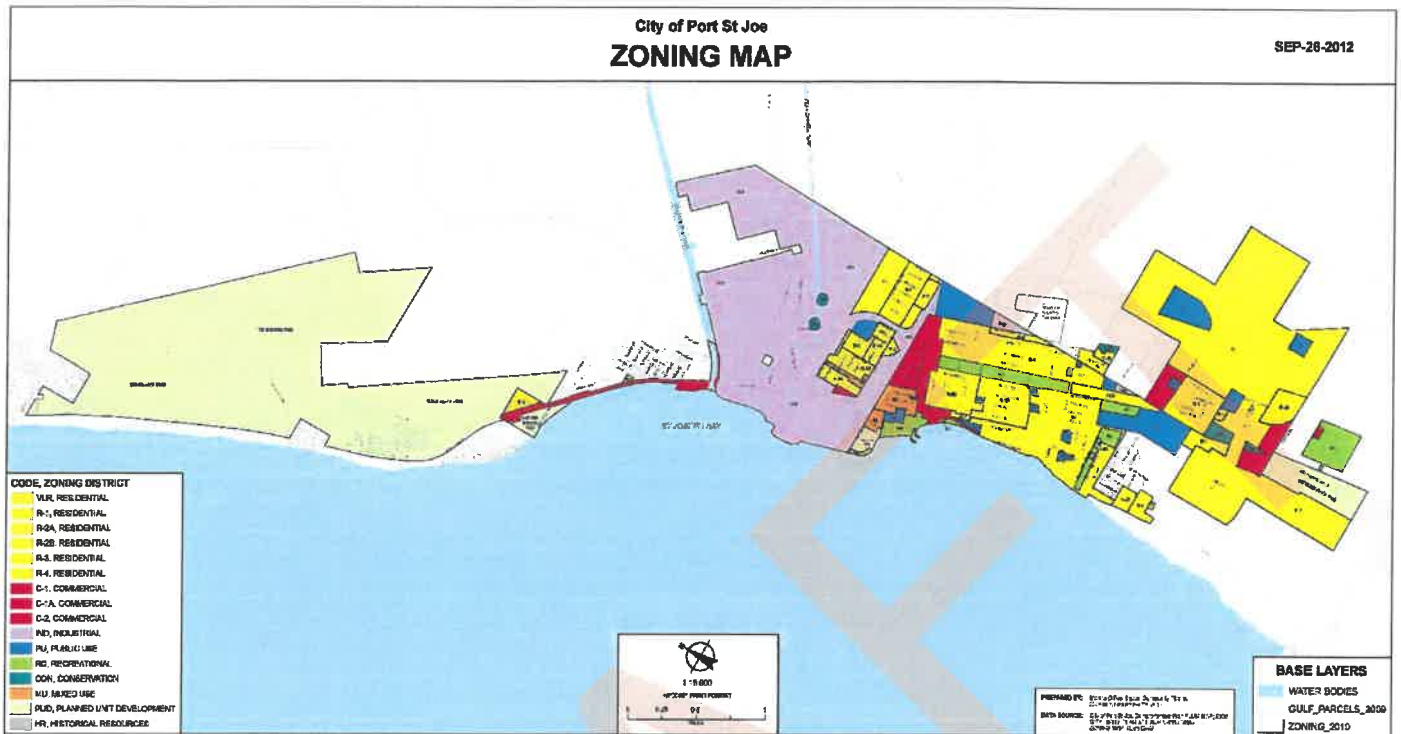
July 2, 2019

- City Limits of Port St Joe
 Gulf County

0 0.75 1.5 3 mi
0 1.25 2.5 5 km

1:94.182

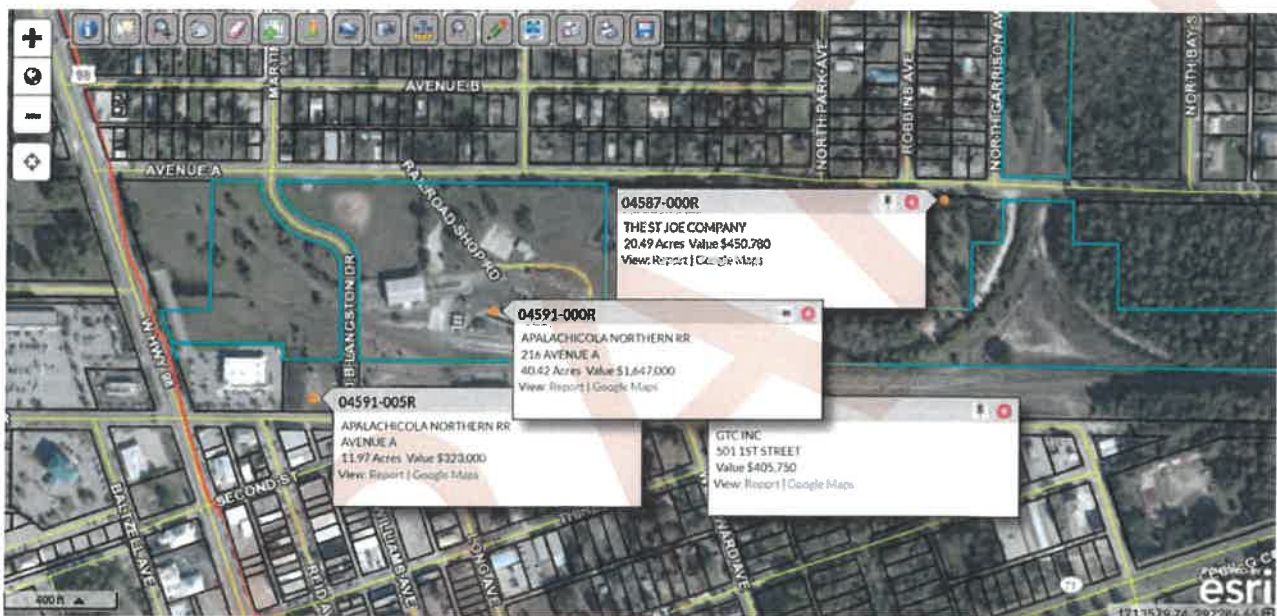
Sources: East Africa, Gamito, USSR, Vietnam, INCLEMENT P. African, San
Japan, MET, East China (Hong Kong), East Korea, East (Taiwan), NG CO, P;
Oceania, Asia contributors, and the G-S User Community



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

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 the parcel of land 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: Funding or lack thereof. While Port St. Joe is in an Opportunity Zone and one of the counties disproportionately affected by the oil spill thus allotted to receive economic damage funding for recovery, diversification, and enhancement from Triumph Gulf Coast, Inc., there are guidelines that must be followed. Additionally, addressing rampant title issues from life estates and life trusts will be a challenge and critical to success.

Political: The County and City often do not see eye-to-eye on issues and questions of jurisdiction, leading to a current lack of a unifying vision. 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.

LINK: [The Star - City delays vote on CRA agreement – 2/21/19](#)

LINK: [The Star - City workshop on CRA Monday – 2/28/19](#)

Scope of Issues:

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.

With approximately 80% of the structures in the area damaged and unmet needs estimates reaching over \$23 million, the City of Port St. Joe has been grossly affected by the lack of housing. Existing buildings not slated for demolition have owners unable to repair substantial damage, whether due to either a lack of insurance, inadequate insurance coverage, or slow and insufficient claim payments that do not make the claimant whole. Savings are dwindling in the wait with many homeowners paying out-of-pocket for expenses while waiting on insufficient reimbursement checks and attorney's fees.

Low-income individuals are unable to re-establish themselves. Those without recovery funds -- retirees on low/fixed incomes, those widowed, and young parents -- remain without significant resources to front repairs, forcing them to live in unsafe and unsanitary conditions. Some landlords are not making necessary repairs and tenants are afraid to address repairs with landlords for fear of retribution in the form of eviction. These citizens, even though their living condition is that of a third world slum, have no choice but to remain in these unhealthy conditions because they have no place to go and/or limited resources.

With replacement homes significantly limited, rental properties are a challenge to find, and rental prices are up due to demand. Working individuals, including professional service staff and First Responders, continue to leave due to the lack of housing. With the workforce exiting, individuals coming into the area are advised to bring their own home (i.e., RV). However, since the hurricane, RV parks are pushing capacity. There is not a place to park and service mobile housing.

Construction is crippled because of lack of housing for volunteers and for builders to hire outside crew, which in turn is escalating costs. Because repair is slow, mold issues are on the rise. Homes that could have been repaired are now mold-ridden and irreparable. Local assistance is grossly underfunded due to a lack of non-profits within the community to serve the rebuilding and unmet needs of the residents. For the non-profits operating within the city, including the long-term recovery team, storage is non-existent and desperately needed so that donations and supplies can be collected and stored for as-needed repairs.

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.

Overall housing is the focal point that first needs attention. People need to feel safe. A plan is required that not only increases housing choice and prepares the community for the future, but includes a pre-disaster component that readies us for the next inevitable disaster, whether it be in our city or an adjacent one.

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

LINK: [April 2019 – Citizens of Gulf County Recovery Team – World Renew – Unmet Needs Report](#)

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

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

All Households, Cost Burden by Income, 2016 Estimate (Summary)

| | | Housing Cost Burden | | |
|--------------|--------------------|---------------------|----------|---------------|
| Geography | Household Income | 30% or less | 30.1-50% | More than 50% |
| Port St. Joe | 30% AMI or less | | | 72 |
| Port St. Joe | 30.1-50% AMI | 3 | 37 | 59 |
| Port St. Joe | 50.1-80% AMI | 139 | 115 | 52 |
| Port St. Joe | 80.1-120% AMI | 291 | 71 | 5 |
| Port St. Joe | more than 120% AMI | 561 | 79 | |

Sources: Estimates and projections by Shimberg Center for Housing Studies, based on 2000 and 2010 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida

Households by Tenure and Age of Householder, 2013-2017 5-Year Estimates

| Geography | Age of Householder | Owners | Margin of Error (+/-) | Renters | Margin of Error (+/-) | Homeownership Rate |
|--------------|--------------------|--------|-----------------------|---------|-----------------------|--------------------|
| Port St. Joe | 15-34 | 103 | 91 | 210 | 112 | 33% |
| Port St. Joe | 35-54 | 289 | 133 | 48 | 46 | 86% |
| Port St. Joe | 55-64 | 233 | 77 | 65 | 47 | 78% |
| Port St. Joe | 65 and older | 319 | 105 | 26 | 27 | 92% |
| Port St. Joe | Total | 944 | 163 | 349 | 134 | 73% |

Notes: The ACS is based on an annual sample of US households. The margin of error (+/-) is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. If margin of error is greater than the estimate, result is not statistically significantly different than zero.

Sources: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Households by Tenure, Race and Ethnicity, 2013-2017 5-Year Estimates

| Geography | Race/Ethnicity | Owners | Margin of Error (+/-) | Renters | Margin of Error (+/-) | Homeownership Rate |
|--------------|------------------------|--------|-----------------------|---------|-----------------------|--------------------|
| Port St. Joe | Asian | 0 | 13 | 3 | 4 | 0% |
| Port St. Joe | Black/African American | 354 | 117 | 210 | 132 | 63% |
| Port St. Joe | Other | 6 | 15 | 11 | 16 | 35% |
| Port St. Joe | White | 584 | 139 | 125 | 76 | 82% |

Notes: Hispanic/Latino households can be of any race and are also included in other table rows. The ACS is based on an annual sample of US households. The margin of error (+/-) is based on a 90% confidence level; that is, there is a 90% probability that the actual value falls within the range provided by subtracting and then adding the margin of error to the estimate. If margin of error is greater than the estimate, result is not statistically significantly different than zero.

Sources: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Assisted Properties and Units by Funder, Summary

| Geography | Funder | Properties | Total Units | Assisted Units | HUD/RD Rental Assistance Units |
|--------------|-------------------------------------|------------|-------------|----------------|--------------------------------|
| Port St. Joe | Florida Housing Finance Corporation | 2 | 101 | 101 | 43 |
| Port St. Joe | USDA Rural Development | 2 | 89 | 89 | 81 |

Assisted Properties and Units by Funder, Summary

| Geography | Funder | Properties | Total Units | Assisted Units | HUD/RD Rental Assistance Units |
|--------------|---------------------------------|------------|-------------|----------------|--------------------------------|
| Port St. Joe | Local Housing Finance Authority | 1 | 51 | 51 | 43 |
| Port St. Joe | Total, All Funders | 3 | 139 | 139 | 81 |

Notes: Many properties receive funding from more than one agency, so properties and units may appear in more than one row. "Assisted Units" refers to units with income and rent restrictions. "HUD/RD Rental Assistance Units" refers to units subsidized through project-based rental assistance contracts with HUD or USDA Rural Development. Additional data definitions and special notes available in [AHL User Guide](#). See also [AHL Map](#).
Sources: Data sources and last updates available in [AHL User Guide](#).

HUD Fair Market Rent, 2019

| Geography | 0 Bedroom FMR (\$) | 1 Bedroom FMR (\$) | 2 Bedroom FMR (\$) | 3 Bedroom FMR (\$) | 4 Bedroom FMR (\$) |
|-------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Gulf County | 695 | 700 | 926 | 1160 | 1425 |

Sources: U.S. Department of Housing and Urban Development, 2019 Fair Market Rents

HUD Median Income for Counties and MSAs, Family of Four, 2019

| Geography | Median Income (\$) |
|------------------------------------|--------------------|
| Gulf County, FL HUD Metro FMR Area | 54400 |

Sources: U.S. Department of Housing and Urban Development, 2019 Median Income

Florida Housing Income Limits, 2019

| Geography | AMI Category | 1 Person Limit (\$) | 2 Person Limit (\$) | 3 Person Limit (\$) | 4 Person Limit (\$) |
|-------------|--------------|---------------------|---------------------|---------------------|---------------------|
| Gulf County | 30% | 11430 | 13080 | 14700 | 16320 |
| Gulf County | 50% | 19050 | 21800 | 24500 | 27200 |
| Gulf County | 60% | 22860 | 26160 | 29400 | 32640 |
| Gulf County | 80% | 30480 | 34880 | 39200 | 43520 |
| Gulf County | 120% | 45720 | 52320 | 58800 | 65280 |

Sources: Florida Housing Finance Corporation, 2019 Combined Income and Rent Limits by County

Florida Housing Rent Limits, 2019

| Geography | AMI Category | 0 Bedroom Limit (\$) | 1 Bedroom Limit (\$) | 2 Bedroom Limit (\$) | 3 Bedroom Limit (\$) | 4 Bedroom Limit (\$) |
|-------------|--------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Gulf County | 30% | 285 | 306 | 367 | 424 | 474 |
| Gulf County | 50% | 476 | 510 | 612 | 707 | 790 |
| Gulf County | 60% | 571 | 612 | 735 | 849 | 948 |
| Gulf County | 70% | 666 | 714 | 857 | 990 | 1106 |
| Gulf County | 80% | 762 | 817 | 980 | 1132 | 1264 |

Sources: Florida Housing Finance Corporation, 2019 Combined Income and Rent Limits by County

2. Economy/Jobs/Education

Filling jobs is an issue due to lack of housing. We cannot create jobs without accommodation for workers of all income levels. With proper housing options, we can attract higher-paid industries and possibly create training programs within the schools, entrepreneurial/mentoring executive programs, and even salary partnered incubator programs.

| Wage and Rent Comparison by Industry, 2017 | | | | | | |
|--|--|--------------------------|----------------------|---------------------|---|------------------------------|
| Geography | Industry | HUD 2BR Fair Market Rent | # of Workers in 2017 | Average Hourly Wage | Maximum Affordable Rent (30% of Income) | % Income Needed for 2 BR FMR |
| Gulf County | Accommodation and Food Services | \$869 | 491 | \$9.13 | \$456 | 57% |
| Gulf County | Administrative and Waste Services | \$869 | 110 | \$10.90 | \$545 | 48% |
| Gulf County | Agriculture, Forestry, Fishing and Hunting | \$869 | 94 | \$25.59 | \$1279 | 20% |
| Gulf County | Arts, Entertainment, and Recreation | \$869 | 28 | \$13.20 | \$660 | 40% |
| Gulf County | Construction | \$869 | 276 | \$15.69 | \$785 | 33% |
| Gulf County | Education and Health Services | \$869 | 726 | \$21.57 | \$1079 | 24% |
| Gulf County | Finance and Insurance | \$869 | 74 | \$22.93 | \$1146 | 23% |
| Gulf County | Financial Activities | \$869 | 241 | \$17.46 | \$873 | 30% |
| Gulf County | Goods-Producing | \$869 | 406 | \$20.43 | \$1021 | 26% |
| Gulf County | Health Care and Social Assistance | \$869 | 446 | \$21.83 | \$1091 | 24% |
| Gulf County | Information | \$869 | 46 | \$31.57 | \$1578 | 17% |
| Gulf County | Leisure and Hospitality | \$869 | 519 | \$9.35 | \$468 | 56% |
| Gulf County | Manufacturing | \$869 | 36 | \$42.08 | \$2104 | 12% |
| Gulf County | Natural Resources and Mining | \$869 | 94 | \$25.59 | \$1279 | 20% |
| Gulf County | Other Services | \$869 | 56 | \$11.07 | \$554 | 47% |
| Gulf County | Professional and Business Services | \$869 | 260 | \$17.23 | \$861 | 30% |
| Gulf County | Professional and Technical Services | \$869 | 150 | \$22.05 | \$1102 | 24% |
| Gulf County | Public Administration | \$869 | 841 | \$18.99 | \$950 | 27% |
| Gulf County | Real Estate and Rental and Leasing | \$869 | 167 | \$15.06 | \$753 | 35% |
| Gulf County | Retail Trade | \$869 | 567 | \$11.30 | \$565 | 46% |
| Gulf County | Service-Providing | \$869 | 3401 | \$16.96 | \$848 | 31% |
| Gulf County | Trade, Transportation, and Utilities | \$869 | 711 | \$14.78 | \$739 | 35% |
| Gulf County | Transportation and Warehousing | \$869 | 30 | \$22.66 | \$1133 | 23% |
| Gulf County | Utilities | \$869 | 70 | \$34.36 | \$1718 | 15% |
| Gulf County | Wholesale Trade | \$869 | 44 | \$22.98 | \$1149 | 23% |

Notes: Based on average annual wages for industry sector, converted to hourly wages by dividing by 2000 (assumes 40-hour work week, 50 weeks per year).
Sources: Florida Department of Economic Opportunity, 2017 Quarterly Census of Employment and Wages; 2018 HUD Fair Market Rent.

3. Funding

A consolidated Marketing & Planning Package is needed to help us identify outside funding sources and put together a guide and package for funding 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. Identifying sources of funding and matching them to the goals of the groups within the community is important. The hurricane, for example, ripped the roof off the historic Port Theatre, effectively laying waste to the renovation efforts that were in the process pre-storm, causing additional damage from months of exposure to the elements, moisture, and mold growth. Since the structure abuts three other businesses on Reid Ave., there is also a growing fear of the spread of biological contaminants. Identifying a funding source to solve this problem goes beyond the historical and cultural components to the community. It solves a problem for several small business owners that are recovering from damage to their buildings and are "storm-strapped." Identifying the parts of need and how they fit into the whole is important for the community and determining which entity is best suited for applying to those possible funding sources from a bird-eye-level is needed.

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. While Reid Ave. sustained significant damage, most businesses have returned and are flourishing. Historic sections, like the Port Theatre, are in a rubble state. These are interspersed among functioning business, degrading the visual impression of the Port St. Joe. With limited parking along Reid Ave., shoppers are spending time locating a place to park.

Professional Services:

While Port St. Joe has some local medical service professionals, including a local hospital, primary care physicians, a pediatrician, it lacks in specialty care. Mental Health options are virtually non-existent, however, the need is heavily noted and beginning to being addressed. Obstetrics and gynecological care are needed, along with imaging and diagnostic testing options. There is no local orthodontist. Allergy care options for adults are needed. Often parents must have their children excused from school for the better part of the day to visit a pediatric dentist or a pediatric eye doctor. Creating an environment to attract additional professional, medical, and specialty care businesses would be a benefit to the community.

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. The physical disorder lens indicates a lack of control and has been associated with crime, fear, social isolation, chronic stress, and encouraging risky behavior. This becomes a perpetuating cycle of physical and social decline. Linked to health, physical disorder has been shown to correlate negatively and result in a range of poor health outcomes, including cardiovascular disease and mental illness, including depression, PTSD, and substance abuse.

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.

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.

Vacant Lots on Reid Ave.



Vacant Lots Martin Luther King



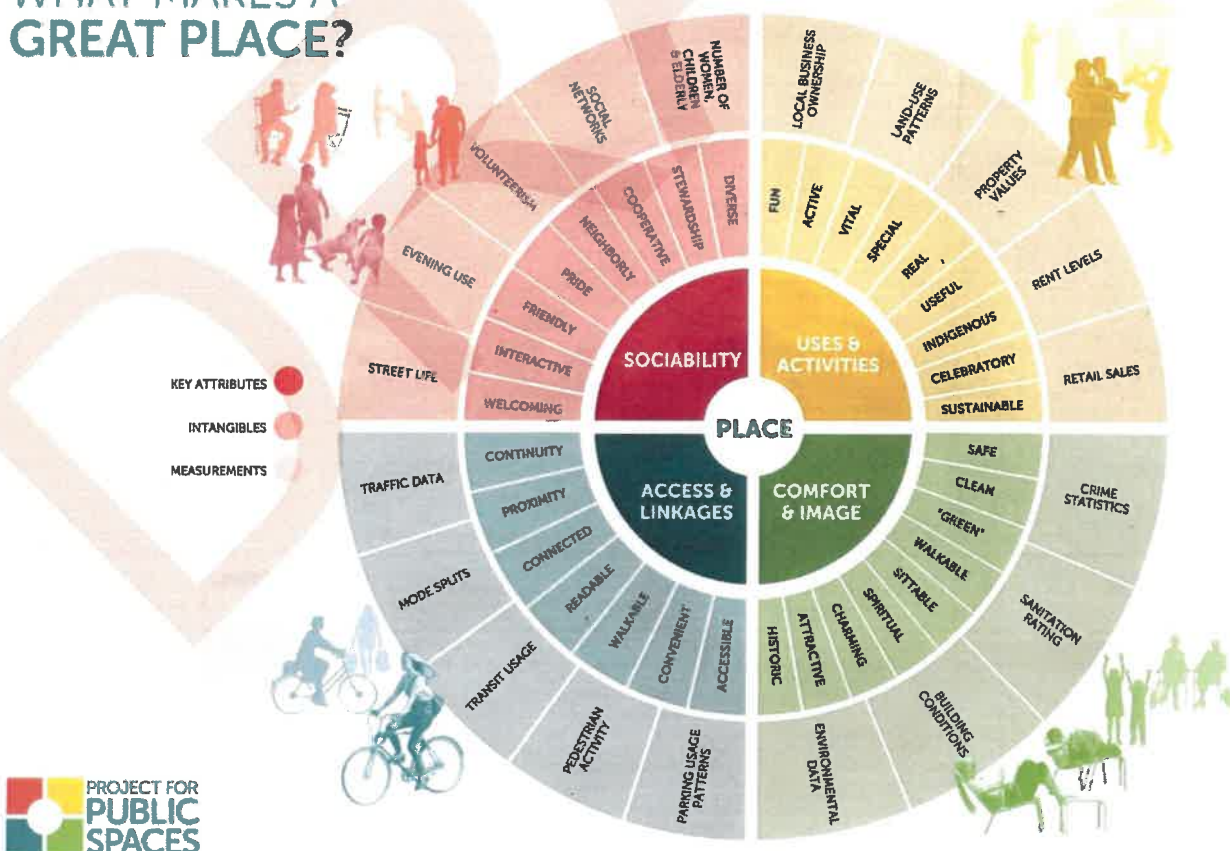
Destination & Gathering Places:

A "Power of 10+" Analysis is needed within the city and its destinations. A good place to begin this analysis is the 2014 Asset Mapping Report. Determining if the current assets are appropriately layered and employ 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, as it shows that positive change can occur starting on a small scale and it will give residents visible and tangible goals, work collectively, and celebrate improvements incrementally.

According to the Project for Public Spaces (PPS), "Places thrive when there are at least 10 things to do, arranged in such a way as to create social linkages. Scaling this up, a specific destination or neighborhood needs at least 10 places, that offer people a reason to visit and spend time there. One more level up, a city needs at least 10 major destinations, creating a powerful network of a thousand things to do." Based on the idea of triangulation, it shows how paying attention to the human experience can have a direct and extensive impact when it comes to building or rebuilding a city and its destinations. Not only is it an excellent way to engage the community, but it also provides leaders with a platform to engage citizens with citizens that most regularly use the place(s) of study and can provide best ideas and fresh perspective. This type of engagement inevitably and in turn, increases the positive public perception of the leadership initiating the engagement. This positive perception is magnified by 10+ Plan implementation, thereby generating community resilience and innovation.

LINK: [Project for Public Spaces – Placemaking Process](#)

WHAT MAKES A GREAT PLACE?





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.

<http://www.cityofportstjoe.com/city-parks-recreation.cfm>

The current condition of the trail system is described by some as “being in shambles,” mainly due to the hurricane. The Bay Walk Trail has been described as washed away and the waterfront trail, having never been completed, does not complete the trail loop. The Port City Trail, which had a grant for lighting in place before the hurricane, is not currently lit and many of the bridges are now gone with repair/replacement bids coming in at high prices. The Forest Park Par 3 Golf Course is no longer in operation, and the city has ceased its summer instructional program. Some residents, particularly near James “Mr. Benny” Roberts Sports Park (i.e., the 10th Street park), have complained of drainage issues that they believe to be a result of the trail expansion. Tensions have further been exacerbated since the passing of a highly contested expansion plan to increase the number of ball fields and parking. A faction of residents believes their right to quiet enjoyment will be hindered and have filed suit against the city citing drainage problems, parking woes, and traffic increase.

Nathan Peters Jr. Park is not listed on the city website, nor is it connected to any of the other parks by the trail system. Tucked away and not marketed, this beautiful park is cut off from the rest of the city and isolated. The lack of listing and connection continues to divide the city both physically and socially.

LINK: <https://www.visitgulf.com/local-listing/nathan-peters-jr-park/>

| Click the links in each of the boxes below for photos of each park and trail in the system: | |
|---|-------------------------------------|
| Port City Trail | Bay Walk Trail |
| James "Mr. Benny" Roberts Sports Park | Frank Pate Park |
| Forest Park Par 3 Golf Course | Maddox Park at Shipyard Cove |
| Tom "Dooder" Parker Park at Forest Park South | George Core Park |
| Buck Griffin Lake | Jetty Park |
| Lamar Faison Park | |
| Centennial Park | |

Centennial Park is adjacent to the Constitution Convention Museum State Park:

<https://www.floridastateparks.org/parks-and-trails/constitution-convention-museum-state-park>

Click here to learn more about Gulf County's parks and see how the City parks fit into the whole of Gulf County.

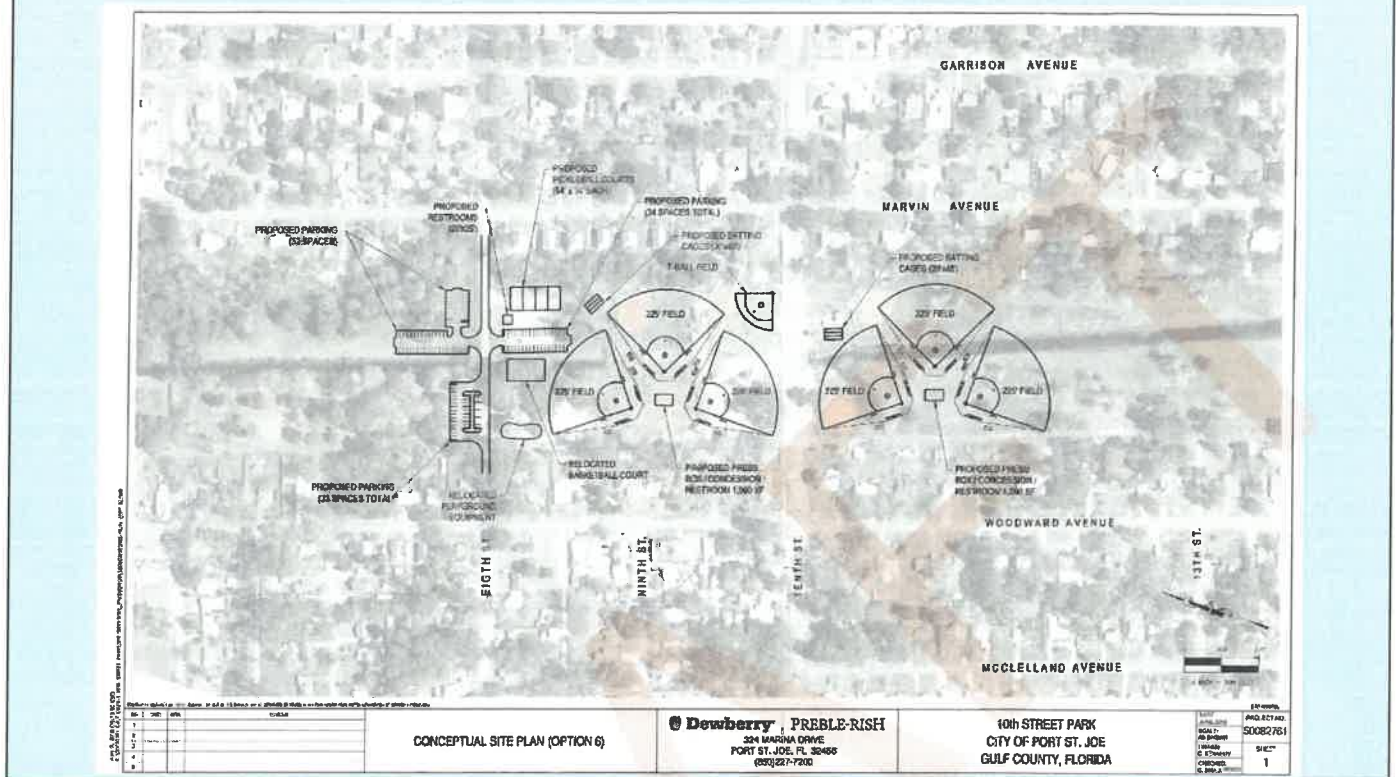
The city website states:

The Port City Trail winds through the city's Forest Park area, with nearly four miles of paved and lighted pedestrian surface, approximately ten-feet wide in most places. The port City Trail links James "Mr. Benny" Roberts Sports Park, Forest Park Par 3 Golf Course, Forest Park South, Buck Griffin Lake, Lamar Faison Park and Constitution Park.

The Bay Walk Trail borders pristine St. Joseph Bay connecting the four bayfront parks; Frank Pate Park, Maddox Park at Shipyard Cove, George Core Park, and Jetty Park. The trail offers a natural, ground oyster shell path with beautiful views and soft gulf breezes.



The contested 10th street ballpark expansion plan.



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

The community roadways are set up in a grid-like pattern and provide for the natural flow of traffic. However, there is a lack of curb and gutter through many areas of the city. Except for Reid Ave., sidewalks are sporadic and scarce, and many of the existing sidewalks are damaged or end abruptly.

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 will be critical to the long-term plan of the citizens and city and result in faster recovery times in the future.

Additionally, with the majority of Gulf County in a 100-year flood plain, the risk of flooding is a significant concern due to its extremely destructive nature combined with the fact that 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.

The City is working on an infrastructure grant for the sewer system.

**Excerpt Local Mitigation Strategy - Table
3.1: Hazards - Priority Ranking,
Probability, and Magnitude, Gulf County**

| Hazard | Priority Ranking | | | Probability | | | Magnitude | | |
|--|------------------|-------------|--------------|-------------|-------------|--------------|-----------|-------------|--------------|
| | Uninc. | Port St Joe | Wewa hitchka | Uninc. | Port St Joe | Wewa hitchka | Uninc. | Port St Joe | Wewa hitchka |
| Tropical Cyclones | H | H | H | H | H | H | H | H | H |
| Severe Weather Events (tornadoes, thunderstorms/lightning) | M | M | M | M | M | M | M | M | M |
| Environmental Events (hail, freeze, drought/ heat wave) | L | L | L | M | M | M | L | L | L |
| Wildfires | H | M | M | H | L | M | M | L | L |
| Flood | H | H | H | H | H | H | H | H | M |
| Coastal Erosion | M | M | X | M | M | X | M | L | X |
| Technological Events (HazMat, Oil Spill) | M | M | M | M | M | M | L | L | L |
| Biological Events (exotic pests and diseases) | L | L | L | L | L | L | H | H | H |
| Terrorism Events | L | L | L | L | L | L | L | L | L |

Source: Gulf County Local Mitigation Strategy Committee

**Excerpt Local Mitigation Strategy - Table
3.3: Impacts of Hurricanes and Tropical
Storms in Gulf County**

| Date | Event | Impacts |
|---------|-------------------|--|
| 9/2/98 | Hurricane Earl | Hurricane Earl made landfall over Panama City in Bay County, which neighbors Gulf County. Earl produced over 12 inches of rainfall over a two-day period, flooding much of the inland parts of Gulf County. Cape San Blas experienced moderate amounts of beach erosion. Throughout Gulf County, high winds and coastal flooding damaged 216 homes and businesses. Significant wind and flood damage was reported at Live Oak Island, Spring Creek, Ochlocknee, Oyster Bay, Panacea, Medart, Sopchoppy, and St. Marks. Power was disrupted for 1,000 customers and the St. Marks Wastewater facility was offline. The event caused \$775K in damages to Gulf County. |
| 9/28/98 | Hurricane George | Hurricane George was a Cat 2 event Landfalling in Biloxi, Mississippi. The effects of George were felt in Gulf County. Cape San Blas experienced a storm surge of 10 feet, and the bay shore communities of Port St. Joe experienced the same effects, causing flooding of US 98, and many downtown businesses and homes. Across Gulf County, strong winds and flooding damaged 300 homes and disrupted power for 8,700 customers. At Port St. Joe, storm surge flooding damaged 14 businesses and caused a water main break at the Lighthouse Utilities facility. |
| 2004 | Hurricane Ivan | Hurricane Ivan made landfall near Gulf Shores Alabama, yet the impacts were felt in Gulf County. Over 7 inches of rainfall caused localized flooding of several homes. Large swells caused severe beach erosion along the entire Cape San Blas and surrounding areas. Area wide, over 165,000 customers were without power. It is estimated Ivan impacted over 50% of the housing in Gulf County. Downed trees blocked some roads until they could be removed. |
| 7/9/05 | Hurricane Dennis | Dennis made landfall in Gulf Breeze, FL. Its impacts were felt in Gulf County. Gulf County experienced a storm surge of over 8 feet, impacting Cape San Blas, and Port St. Joe, Mexico Beach. Over 8 inches of rainfall fell flooding many local roadways and washing out dirt roads. Gulf County had numerous homes damaged. The County was included in the Presidential Disaster Declaration. |
| 2005 | Hurricane Katrina | Hurricane Katrina impacted South Florida, then again in Louisiana. As it passed by Gulf County, it dropped over 3 inches of rainfall, flooding many low-lying areas in the south part of the County. Gulf County experienced a 7-foot storm surge, which inundated many coastal roadways. |
| 8/22/08 | TS Debbie | Resulted in heavy rainfall and gusty winds in Gulf County. A 6-foot storm surge occurred, washing out Indian Pass Road on the eastern edge of the County. Rainfall caused localized flooding, power outages, and some damages to businesses and homes. |

Source: Gulf County Local Mitigation Strategy Committee

Bay Savers and Dr. May provided excellent info on the problem with the Bay and the locks that are needed. Given the NOAA predictions for the state of Lake Wimico with just a 1-foot sea level rise by 2050, it is expected to be detrimental to the Oyster ecosystem in Apalachicola and the scallop ecosystem in the Bay.

"The primary focus of BAYSAVERS is the restoration of Apalachicola Bay, St. Joseph Bay, and the Lake Wimico Watershed that connects them to their pre-industrial state, before man connected the once pristine freshwater ecosystems of Lake Wimico and its 75,000-acre drainage basin to the saline environments of St. Joe Bay. We are especially concerned about the damages that increased salinization and sedimentation are causing to these diverse but connected environments. These salinity and sediment problems are caused by low flow periods and high flow events in the Apalachicola River and its floodplain."

LINK: <https://baysaversfl.org/>



7. Information (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.



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

LINK: <https://www.visitgulf.com/>

LINK: <http://www.psira.com/index.cfm>

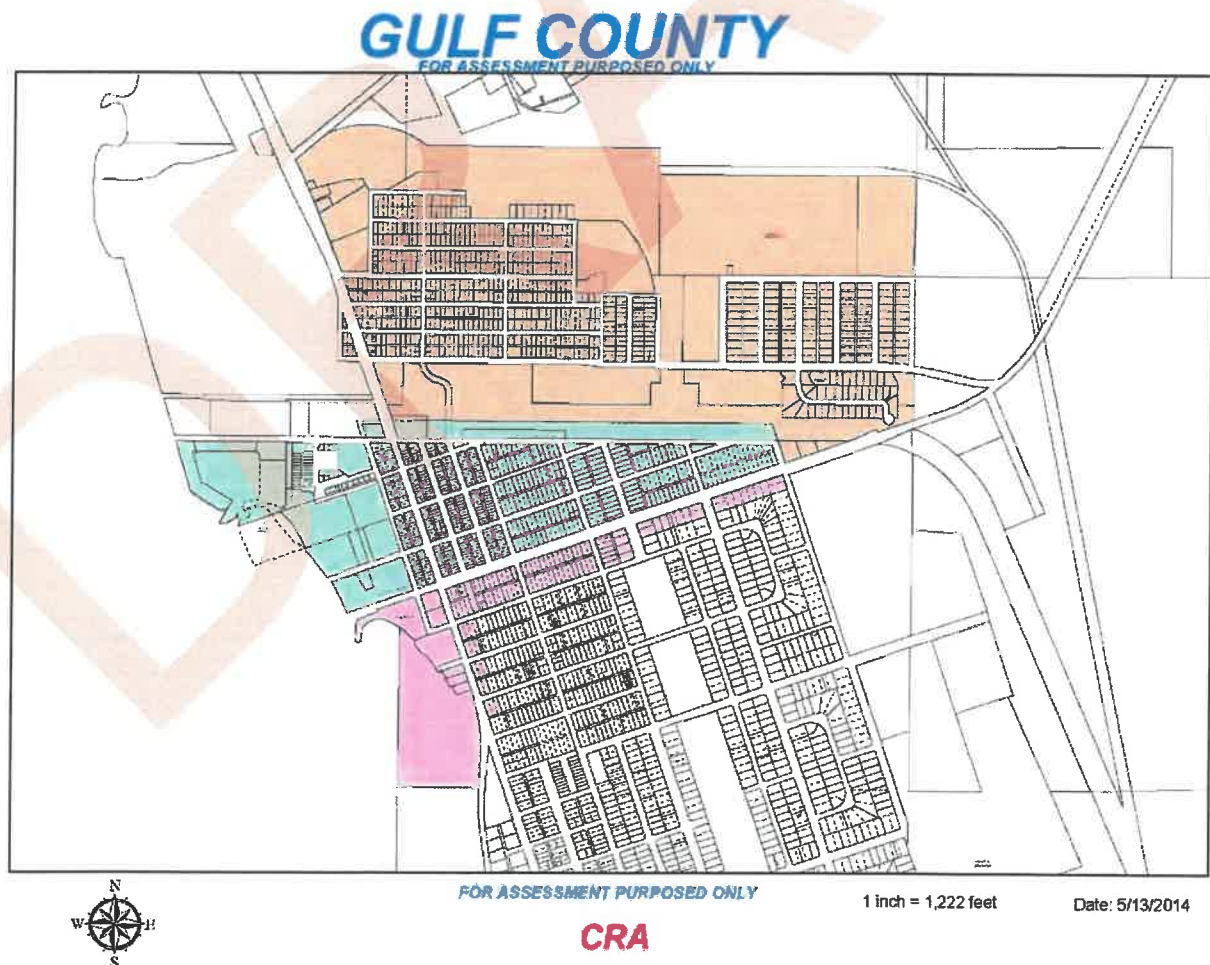
The City and citizens would benefit from a more robust City website that is updated easily and timely with up-to-the-minute information, and an easily printed monthly meeting and event calendar. Outreach options are needed, and information opt-in should be available.

Commission meetings can be difficult to follow as the building air conditioning when running, is very loud. Workshops operate with the same standards as commission meetings, rather than interactive workshops. When agenda items are raised without providing context, public understanding can be hindered, effectively limiting discourse.

8. Planning & Implementation Element

The City does not have a planning department. While there is a consultant, there is no in-house planner. As with most large developers that guard plans like trade secrets, the St. Joe Company has not included their land plan in the City's Comprehensive Plan. This is a vital component of the North Port St. Joe implementation Plan.

The statutory 30-year term of the original 1989 CRA (i.e., PSJRA) ends come 2020, as the County commissioners voted not to extend its mandate. This has left some business owners feeling unrepresented and without a 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 areas and assets of Port St. Joe. 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, rebuilding our town, and formulating an attainable plan of wholesome growth for the future.

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 by embracing the techniques of "tactical urbanism" to create a Unified Plan for Recovery & Growth that is deliberate and phased, low-risk and high-reward, and creates realistic expectations, by focusing on the development of social capital between citizens and the building of organizational capacity between public-private institutions, non-profits, and their constituents. Ultimately, the City of Port St. Joe seeks to serve as a unifying body, uniting our community, helping to solve challenges. According to the Project for Public Spaces, "Experience has shown us that when developers and planners welcome this kind of grassroots involvement, they spare themselves a lot of headaches. Common problems like traffic-dominated streets, little-used parks, and isolated or underperforming development projects can be addressed—or altogether avoided—by embracing a model of placemaking that views a place in its entirety, rather than zeroing in on isolated components." Thus, through the R/UDAT process, we not only seek to create a unified plan for recovery and growth for the city of Port St. Joe and all those who love it but to create an ongoing effort of collaboration that will stand the test of time and weather any future storm.

To be successful in this endeavor, we believe we must ascertain the primary need and premier challenge of the various community and stakeholder groups and address solutions to those needs and challenges. 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. According to the American Planning Association (APA), involving the citizen in the planning process helps them to develop a feeling of community responsibility for the plan. APA postulates that "the public gains understanding of planning and its objectives, and the planner gains public acceptance and determines citizen wants, needs, and desires." Increased public participation not only gives citizens a stake in their community but helps to streamline processes and ultimately leads to increased acceptance of growth and change.

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 equally 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 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 path for funding opportunities in both the public and private arena. By focusing our solutions around

community resilience, we can develop infrastructures of opportunity that will adequately prepare our youth for their chosen path and ensure that the families that live and work here now, can afford to do so for generations to come.

The eighth element of placemaking is, "They Always Say "It Can't Be Done." Of course, anything along the same vein of "It will never work," is rarely fact. Beginning with a core of connectivity, the guidance of the AIA through the R/UDAT process, the navigation of the steering committee, and the voices of our citizens, the **City of Port St. Joe** seeks to create a citizen-led initiative and think tank that does not disband but meets at regular intervals to 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.

While not comprehensive, some areas of interest identified are:

- a) "Unified Vision" for PSJ
- b) Consolidated Plan - "Plans" Unification
- c) Finding financing methods and resources
- d) Strategies for developing public/private development partnerships
- e) Marketing Plan to encourage investment in the area
- f) Arts & Culture – (Theatre, Sculpture Trail, Tourist Train)
- g) Community Gathering Space & Opportunity
- h) Accessibility
- i) Storm Hardening/Safety
- j) Infrastructure – Sidewalks, walkability, pedestrian-friendly, open space
- k) Transportation
- l) Information access – (Main Street Program) an R/UDAT objective might be to try to find ways to better inform the public, such as uploading more public documents onto the city website,
- m) Tracking of Progress
- n) Inclusive Economic Growth

Riffing on Connectivity Through Rails & Trails - Regional Connectivity from Port St. Joe & Beyond

As Peter's Park, the new community garden (vegetable, butterfly, citrus, raised bed), and the Washington Street Gym on the north side are not connected and cut off from the flow and prosperity of the economic and social development of Reid Ave. We want to ascertain the ability to connect it to the other trails and create a trail loop that will drive pedestrian and bicycle traffic potentially from First St. down N. Garrison, past the community garden, loop behind Peters Park, down Ave. F, turn left at Martin Luther King Blvd, down David Langston Dr. to connect with Reid Ave. This would create a loop for biking the entire city parks system and drive traffic to a natural halfway resting point near the community garden and the Washington Gym.

Additionally, what has bubbled to the surface, is the historical significance of the railroad for not only Port St. Joe, but the Dupont Fund and the St. Joe Company. The more one mulls over the principles of placemaking and the "Power of 10+" as related to Destinations and Gathering Places, the more the railroad becomes the key, the piece that connects versus the piece that divides. In Port St. Joe, the vacant parcel of land once known as 190 Railroad Shop Rd. has separated the town physically, socially, and

economically. What if it could become the connecting piece via a historic heritage train with a "Rails & Trails" initiative? By reaching into our historical past, we could forge a new future based on connectivity within the community and beyond, while simultaneously creating a unique destination marketing opportunity, and an avenue for funding which increases with each connecting county.

Imagine residents and tourists being able to board and educational experience to or from Apalachicola (and beyond) with bikes (or rent from a micro-mobility stand at the upscale shopping Depot) then spend the day or the weekend shopping, dining, biking the fully interconnected trails within the city. As they exit the train with convenient bike racks, they are drawn into a modest-sized depot and potentially small business incubator with its market-style organic draw. Maybe they belly up to the new craft brewery and order a cold-pint or grab a sundae from the old-style soda fountain. Perhaps they head straight to the first park on the new connecting trail to walk the butterfly garden at the community garden, then stop briefly at Peter's Park for a swing and a slide before continuing on the Martin Luther King Blvd and down Reid and beyond to all the other parks and trails the city and county have to offer. At the end of their day, they head back to the multi-purpose "St. Joe Square" adjacent the "Dupont Depot" rack their bikes for a splash in splash pond, or view the sculptures along the sculpture trail, before spreading their blanket on the lawn for a movie under the stars.

LINK: [Cass, West Virginia – How One Big Idea Paid Off to the Tune of \\$4.6 Million a Year](#)

LINK: <https://www.traveltown.org/>

LINK: <https://www.orlandomainstreets.com/>

LINK: <https://www.eastendmkt.com/>

LINK: <http://mountainrailwv.com/#/>

LINK: [The Section 45G Tax Credit and the Economic Contribution of the Short Line Railroad Industry](#)

LINK: [Trains Magazine May 2007 – Mountain Railroad Empire - The Durbin Greenbrier Valley Railroad](#)

LINK: [The Mountain State Railroad & Logging Historical Association](#)

LINK: [The Blue Ridge Scenic Railway](#)

LINK: [The Great Smoky Mountains Railway](#)

*Cass, WV (Pop. 150) in Pocahontas County (Pop. 8456) Cass, WV population is 150 and Pocahontas County is less than 9000. The scenic tourist train is one of the biggest tourist attractions. In its first year alone, more than 23,000 alone embarked on a rail excursion. Durbin-Greenbrier Valley Railroad, a privately-owned company, acquired the Cass Scenic Railroad. It is an interesting example of public/private partnerships, operated as a business for sustainability, meeting freight and rail together in a blend that allows profitability and gives DVGR the ability to offer rail excursions at several sites across West Virginia.

**The Section 45G Tax Credit and the Economic Contribution of the Short Line Railroad Industry states, "The average short line railroad employs fewer than 30 people and operates less than 79 route miles. This indicates that each job in the short line industry supports an average of 2.6 additional indirect and induced jobs across the rest of the US economy (combined jobs to direct jobs multiplier of 3.6). Since its enactment in 2004, the railroad track maintenance tax credit (Internal Revenue Code section 45G) has provided an important financial incentive to maintain and improve short line infrastructure."

Section 4: Steering Committee Information

| ENTITY | PERSON | ADDRESS | PHONE |
|---|---------------------------------|--|------------------------------|
| CGCRT | Cassie Studstill | cassie@studstillrealtygroup.com | 407-353-1811 |
| City of Port St. Joe - Commission | Mayor Rex Buzzett? | | |
| 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 Elizey | lelizey@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 | aarondlittle@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 Jill Bebee | Nancy_garden@hotmail.com bjillbb@yahoo.com | 770-713-3267 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 Marcy Trahan | leslie@arterystudio.com marcytrahan@comcast.net | 850-227-5741 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? | | | |
| | 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 |
| | | | |
| | | | |

[illegible]

Section 5: 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 to come to Port St. Joe June 27 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 main focus (8 issues above) from which the FIBER projects branch. But the decision is up to you and other members of the steering committee because the coordination efforts may be substantial.

Florida State University

Jeff Brown

Chair Department of Urban & Regional Planning

850-644-8519

jrbrown3@fsu.edu

Section 6: Project Timeline

TBD – Some Dates of Note

- July 19: Application Submission to AIA
 - The group decided to submit a draft application by July 19, which would give the AIA time to process the application ahead of the Fall 2019 semester and potentially UF's FIBER work.

July 30th: CGCRT Meeting

August 13th: CGCRT Meeting

August 20th: University of Florida Fall 2019 Semester starts

August 26th: Florida State University Fall 2019 Semester starts

August 27th: CGCRT Meeting

Media plan

- Tim Croft – working on plan – Editor of Star – local paper
- Oyster Radio?
 - 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

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!AnVoMI2Ked_bjuE4qpXp6aJnNQvYpg



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@gulfcounty-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

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

OFFICE
2507 Callaway Rd, Ste 200
Tallahassee, Florida 32303

CONTACT
850.488.6211
www.thearpc.com

SS



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



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,

A handwritten signature in black ink, appearing to read "A. Little".

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