
PORT OF APALACHICOLA

Watercraft/Water Transportation
FACILITIES IMPROVEMENTS

May 2018

Submitted To: TRIUMPH GULF COAST Board of Directors

Triumph Gulf Coast, Inc. Trust Fund Application for Funds

Proposal Instructions: The Triumph Gulf Coast, Inc. Trust Fund Grant Application (this document) must be completed by the entity applying for the grant and signed, as applicable, by either the individual applying for funds, an individual authorized to bind the entity applying for funds, a chief elected official, the administrator for the governmental entity or their designee. Please read the Application carefully as some questions may require a separate narrative to be completed. In addition, please complete all Addendums that may be applicable to the proposed project or program.

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. Triumph Gulf Coast, Inc. may make awards for:

- Ad valorem tax rate reduction within disproportionately affected counties;
- Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- 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;
- 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;
- 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
- 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.

Pursuant to Florida Law, Triumph Gulf Coast, Inc. will provide priority consideration to Applications for projects or programs that:

- 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.
- Increase household income in the disproportionately affected counties above national average household income.
- Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.
- Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.
- Benefit the environment, in addition to the economy.
- Provide outcome measures.
- Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.
- Are recommended by the board of county commissioners of the county in which the project or program will be located.
- Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

Additionally, the Board of Triumph Gulf Coast, Inc. may provide discretionary priority to consideration of Applications for projects and programs that:

- Are considered transformational for the future of the Northwest Florida region.
- May be consummated quickly and efficiently.
- Promote net-new jobs in the private sector with an income above regional average household income.
- Align with Northwest Florida FORWARD, the regional strategic initiative for Northwest Florida economic transformation.
- Create net-new jobs in targeted industries to include: aerospace and defense, financial services/shared services, water transportation, artificial intelligence, cybersecurity, information technology, manufacturing, and robotics.
- Promote industry cluster impact for unique targeted industries.
- Create net-new jobs with wages above national average wage (*e.g.*, similar to EFI QTI program, measured on graduated scale).
- Are located in Rural Area of Opportunity as defined by the State of Florida (DEO).
- Provide a wider regional impact versus solely local impact.
- Align with other similar programs across the regions for greater regional impact, and not be duplicative of other existing projects or programs.
- Enhance research and innovative technologies in the region.
- Enhance a targeted industry cluster or create a Center of Excellence unique to Northwest Florida.
- Create a unique asset in the region that can be leveraged for regional growth of targeted industries.

- Demonstrate long-term financial sustainability following Triumph Gulf Coast, Inc. funding.
- Leverage funding from other government and private entity sources.
- Provide local investment and spending.
- Are supported by more than one governmental entity and/or private sector companies, in particular proposed projects or programs supported by more than one county in the region.
- Provide clear performance metrics over duration of project or program.
- Include deliverables-based payment system dependent upon achievement of interim performance metrics.
- Provide capacity building support for regional economic growth.
- Are environmentally conscious and business focused.
- Include Applicant and selected partners/vendors located in Northwest Florida.

Applications will be evaluated and scored based on compliance with the statutory requirements of the Triumph Gulf Coast legislation, including but not limited to the priorities identified therein and the geographic region served by the proposed project or program.

Applicant Information

Name of Individual (if applying in individual capacity): N/A

Name of Entity/Organization: City of Apalachicola

Background of Applicant Individual/Entity/Organization: Municipal government chartered in the State of Florida

(If additional space is needed, please attach a Word document with your entire answer.)

Federal Employer Identification Number: 59-6000264

Contact Information:

Primary Contact Information: Ms. Augusta West

Title: Executive Director, Apalachicola Community Redevelopment Agency

Mailing Address: 1 Avenue E

Apalachicola, FL 32320

Phone: (850) 274-1321

Email: awest@cityofapalachicola.com

Website: www.cityofapalachicola.com

Identify any co-applicants, partners, or other entities or organizations that will have a role in the proposed project or program and such partners proposed roles.

Apalachicola Community Redevelopment Agency

Seafood Task Force

Scipio Creek Basin Independent Commercial Shrimpers

(If additional space is needed, please attach a Word document with your entire answer.)

Total amount of funding requested from Triumph Gulf Coast: \$1,100,000

Has the applicant in the past requested or applied for funds for all or part of the proposed project/program?

Yes No

If yes, please provide detailed information concerning the prior request for funding, including:

- the date the request/application for funding was made;
- the source to which the request/application for funding was made,
- the results of the request/application for funding, and
- projected or realized results and/or outcomes from prior funding.

The City of Apalachicola has developed a major Port of Apalachicola Improvements Program to repair, upgrade, and expand its Port and watercraft related infrastructure to meet current and projected future demands.

The City has embarked on a comprehensive program to expand the viability and economic contribution of its Port facilities to the local and regional economy. The goal is to reposition the Port of Apalachicola as a significant low-draft (8 ft. or less) port for all types of watercraft including: shrimp fleet (local and transitory), crabbers, oyster harvesters, inshore fishing fleet, offshore charter fleet, transient yachts, recreational fishermen, recreational boaters and paddlers, vacation boaters, and a range of boat construction and repair services.

To address the marine and watercraft related public facilities in the Port of Apalachicola, the Apalachicola City Commission has developed a Port Facilities Capital Improvement Plan, 2010-2025. This plan is provided as Attachment 6. Since 2010 the Port has filed for and received the following related project grants:

Date	Project	Source	Amount	Status
2011	Scipio Creek Commercial Basin	EDA	\$1,855,000	Completed
2011	Scipio Creek Boat Yard	CDBG	\$484,596	Completed
2011	Scipio Creek Boat Yard	City of Apalachicola	\$215,000	Completed
2017	Boating Improvement Fund	FFWCC	\$44,000	Completed
2018	Boating Improvement Fund	FFWCC	\$440,000	Application Pending
2017	Port of Apalachicola Improvements	RESTORE	\$1,100,000	Application Pending
2010	Purchase Popham Marine Services Bldg.	FL Communities Trust	\$800,000	Completed

There are three fundamental advantages and justifications for the Port Project to receive Triumph Gulf Coast funds which are:

1. The project will have new and expanded net new and long term positive economic impact on the City of Apalachicola.
2. The project has all the economic justification and due diligence (issued permits, plans, approvals) to begin within 6 months of a grant award.

3. The City of Apalachicola does not have the funds or a source of funds to complete the proposed Port projects.

Describe the financial status of the applicant and any co-applicants or partners:

The City of Apalachicola is a municipal government that has various sources of income. However, the City is barely able to meet all the demands of the State of Florida to operate within its authorized revenue structure.

Today the City's Ad Valorem Tax Rate is 9.6 mills (of a 10 mill Constitutional cap) and has the highest rate in North or Northwest Florida. The City is also currently in technical default of a State Wastewater Revolving Loan Fund, although there is disagreement since the City was authorized wastewater funding as one of two of the State's Areas of Critical State Concern.

On an annual basis, the City of Apalachicola has less than \$200,000 to \$300,000 in discretionary reserves.

In a separate attachment, please provide financial statements or information that details the financial status of the applicant and any co-applicants or partners.

Please see City 2017-18 Budget, Attachment 1

Has the applicant or any co-applicants, partners or any associated or affiliated entities or individuals filed for bankruptcy in the last ten (10) years?

Yes No

If yes, please identify the entity or individual that filed for bankruptcy and the date of filing.

(If additional space is needed, please attach a Word document with your entire answer.)

Eligibility

Pursuant to Section 288.8017, Triumph Gulf Coast, Inc. was created to make awards from available funds to projects or programs that meet the priorities for economic recovery, diversification, and enhancement of the disproportionately affected counties. The disproportionately affected counties are: Bay County, Escambia County, Franklin County, Gulf

County, Okaloosa County, Santa Rosa County, Walton County, or Wakulla County. *See*, Section 288.08012.

1. From the choices below, please check the box that describes the purpose of the proposed project or program (check all that apply):

- Ad valorem tax rate reduction within disproportionately affected counties;
- Local match requirements of s. 288.0655 for projects in the disproportionately affected counties;
- Public infrastructure projects for construction, expansion, or maintenance which are shown to enhance economic recovery, diversification, and enhancement of the disproportionately affected counties;
- 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;
- 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;
- 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
- 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.

2. **Provide the title and a detailed description of the proposed project or program, including the location of the proposed project or program, a detailed description of, and quantitative evidence demonstrating how the proposed project or program will promote economic recovery, diversification, and enhancement of the disproportionately affected counties, a proposed timeline for the proposed project or program, and the disproportionately affected counties that will be impacted by the proposed project or program.**

The City of Apalachicola is proposing a complete restoration, upgrade, and expansion of two of its major Port of Apalachicola facilities which support water based employment and economic development.

Apalachicola has served as a Port since the late 1700s, and was the third largest port of the United States' Gulf Coast before the Civil War. The Port has three distinct physical advantages with its direct access to the Gulf of Mexico, its location along the Gulf Intracoastal Waterway, and its immediate up-river access by a federally authorized waterway to ports in Alabama and Georgia. No other port in Florida has such strategic access of development potential for use by coastal commercial, recreational, or sports watercrafts.

The Port of Apalachicola proposes to expand the carrying capacity of its port commercial facilities to contribute as a major stimulus to its economy. The City's proposed overall Port Improvement Plan includes these Triumph application specific three major components, as follows:

1. The designation of the Port as a public utility with its operations as a distinct department, its user-based revenue structure and budget, its specific operational codes and ordinances, and its mission specific management.
2. Its further enhancement of its commercial fishing facility at Scipio Creek (also known as Millpond). Improvements here are intended to complete the Rosser International Master Plan (Attachment 9) to fully serve the independent fishermen within the Northeastern Gulf of Mexico as a public on-load/off- load/provisioning, and repair facility.
3. To bring the 1930s Popham Marine Services Facility up to a usable condition as required by a Florida Communities Trust Grant to lease to the Apalachicola Maritime Museum and Wooden Boat Building Academy. This will enable the museum to expand its operations and to increase its contribution to the area economy (see Attachment 10).

Both the improvements proposed in No. 2 and 3 above have been major contributing facilities to the Apalachicola area economy for decades. However, changing economies and the absence of available local funds for maintenance and improvements of Port facilities have decreased both proposed facilities' contributions to the local economy. Both facilities are located along the Apalachicola River and within the City's Community Redevelopment District. (See Attachment 10).

Scipio Creek Public Commercial Basin and Boat Yard

The first of the two proposed facilities in this application is to continue the 2010-2013 improvements to the Scipio Creek facility. Although several components of the Rosser

International, Inc. Plan were completed, several major components were unable to be completed owing to declining availability of funds. Today there are four major deficiencies in the completion of Scipio Creek Facility Plan.

These are:

Item	Estimated Cost
Loading/Offloading Dock	\$200,000
Ice Plant	\$122,000
Boat Yard Repair Facility	\$100,000
Boat Yard Utilities	\$ 93,000
Construction Management	\$ 52,000
Total	\$567,000

All items above were included in the original EDA/CDBG project but were not constructed due to lack of funds. However, all plans and permits for the three items above were completed, and the Port is requesting construction related funds only.

In terms of economic recovery, diversification, and enhancement the proposed improvements to the Scipio Creek Commercial basin will maintain and improve its contribution to the local and regional economy as documented in the Rosser International Feasibility Study.

Additionally, it is important to note that the Scipio Creek Commercial Dock is the only public loading/off-loading facility in the Northeastern Gulf between Tarpon Springs, Florida and Bayou Labatre, Alabama. This provides independent (non-corporate) shrimpers, crabbers, and fishermen the only facility available for both local and regional independent users. Regional independent users would include as many as 40 to 50 boats a year shrimping or fishing from South Florida or Alabama and Mississippi. Moreover, the facility improvements are equally important to the 40 to 45 operational shrimpers ported at Scipio Creek. The net result of the improvements to the economy would be a marked increase in contribution to the local economy.

Lastly, growing in economic importance to the local economy is the marine repair facility and boat yard at Scipio Creek. The boat yards, after becoming operational in 2015 now has some 20 watercraft of all kinds in the yard under repair and some 10 to 15 boats on a waiting list. This new marine capability is providing as many as 6-8 local jobs and providing sales and services to the many personal boat owners who choose to stay locally while they paint or repair their own watercraft. The boat yard, however, does not have a completed repair facility or adjacent utilities and lighting although they were planned and permitted in the original improvement plan. The development of these facilities would greatly enhance the efficiency and the total number of watercraft repairs that could be made on an annual basis.

The Popham Historic Marine Services Facility

The historic Popham Building was purchased by the City of Apalachicola with a Florida Communities Trust, Stan Mayfield Working Waterfronts Grant (part of Florida Forever) in 2010 for \$800,000. The building, a historic icon below the Apalachicola River bridge, was for many

decades (1930-1980s) the major boat repair/marine equipment facility in Apalachicola. However, the building owners all retired or moved, and the 6,000 sq. ft. facility over the river was closed and basically abandoned in the mid-1980s. When the Stan Mayfield amendment was added to the Florida Communities Trust program in FY 2008-2009, the staff of the Department of Community Affairs worked closely with the City of Apalachicola to add the facility due to the State's expressed desire to preserve "working waterfronts."

Within the scope of the application for purchase of the Popham Building was the requirement that the Apalachicola Maritime Museum would lease the facility for the expansion of the museum's programs, as well as, establish a Wooden Boat Building and Repair Academy (see attachment 10). As of the time of this application, the building stands empty and deteriorating because the proposed lease agreement is not currently acceptable to the museum. The museum lease requirements are that the building be granted a Certificate of Occupancy, and the City does not have the revenues or a source of revenue to make the necessary improvements to obtain a Certificate of Occupancy.

The Apalachicola Maritime Museum with its many documented successful programs stands ready to execute a lease with the City, but the necessary structural improvements documented in the lease proposal (Attachment 7B) from the museum to the City must be made.

Port of Apalachicola

The last consideration of this proposal is that the City of Apalachicola has agreed to establish its publicly owned marine facilities as a public utility like water, sewer, etc. All seven of the City's dockside facilities would be included in the Port Utility (see Attachment 6, Capital Improvement Plan), and rents and other revenues would be placed into the Port's operating fund. Necessary operations and maintenance would be supported by the fund. Therefore, there will be a continuing source of revenues from user fees to maintain all improvements made by the Port with Triumph Gulf Coast funds.

3. Explain how the proposed project or program is considered transformational and how it will effect the disproportionately affected counties in the next ten (10) years.

The proposed project is transformational in these very important ways:

1. Scipio Creek Basin improvements will maintain and expand the contribution of the independent shrimpers, crabbers, and commercial fishermen to the local and regional economy by providing the facilities and provisions required to support these activities. On and off loading for local and transient fishermen and the availability of ice (independent of commercial fish houses) are extremely important to avoiding the decline of local shrimping/fishing and to transient fishermen from South Florida or out of state.
2. The newly constructed Scipio Creek Boat yard offers economic contributions which have not been available in Apalachicola for many years. The ability to haul, repair, or reconfigure a commercial or recreational watercraft will substantially contribute to the marine related moorings, goods, and

services available in the City. The boat yard is currently transformative and will be more so with its proposed improvements.

3. The use/lease of the Popham Building by the Apalachicola Maritime Museum and Wooden Boat Building Academy will further the transformation of Apalachicola's historic marine related community. Thousands of yearly visitors to Apalachicola are attracted by the City's marine history and its contribution to the early development of the State of Florida. Moreover, the Wooden Boat Building Academy will bring professional and amateur boat builders and enthusiasts to Apalachicola which will have the only wooden boat building public exhibition facility remaining on the Gulf Coast.

The museum proposes to expand its visitor exhibition facilities, provide ecotourism trips, conduct wooden boat building classes, and support community public assembly and marine topic schools and lectures within its large two-story facility. The transformation of the Popham Building into a community museum and boat building resource facility will have a significant impact on the current and future recreational tourists who visit Apalachicola annually.

4. Describe data or information available to demonstrate the viability of the proposed project or program.

There are several documents which demonstrate the viability of the proposed projects which contribute to the economies of Apalachicola and Franklin County in general. These include:

1. The 2006 Rosser International, Inc. and Enterprise Florida Report which document and recommend the economic impact of the Scipio Creek Basin and Boat yard to the local community. See attachment 9.
2. City of Apalachicola Community Redevelopment Agency (CRA) FY 2017-2018 Plan. The Plan, supported by Apalachicola Main Street and the CRA Board, draws on years of special studies, the changing nature of area businesses, and the personal interactions and experiences of many in the community to improve the City's public marine and watercraft facilities. For example, on May 11, 2017 the Apalachicola City Commission held a public workshop on improving its port facilities. This proposal and several related projects were proposed and discussed at the workshop. The City and CRA endorsed these projects specifically by unanimous vote.
3. The Apalachicola Maritime Museum and Wooden Boat Academy has expressed through its attached proposal (Attachment 7) its program in which it intends to contribute to the viability of this project.
4. In preparing this application, CRA Board members and staff met with and consulted the work of several accomplished economists on the proposed project. All their local work and data supported the proposed project. These economists include:

- A. Mr. Richard Fetchik
Economic Development Planner
Apalachee Regional Planning Council
Tallahassee, Florida

- B. Dr. Douglas Wakeman, Ph.D.
Economic Consultant to Apalachicola Riverkeeper
University of North Carolina (retired)

- C. Dr. Jerry Parrish, Ph. D.
Chief Economist and Research Director
Florida Chamber Foundation
Tallahassee, Florida

5. The staff of the Florida Department of Community Affairs with the Florida Communities Trust (FCT) Governing Board evaluated the Popham Building capabilities to serve as a Florida Working Waterfront. The building met the State's criteria and its designation is documented in the project's FCT Management Plan (Attachment 7).

5. Describe how the impacts to the disproportionately affected counties will be measured long term.

The long term impacts to Franklin County in which the Port of Apalachicola is located will be apparent in a host of ways. Other than countywide statistics on population growth, employment/unemployment, household income, etc. there are a number of Apalachicola specific impacts resulting from this project. These are:

1. Number of active fishing boats in Scipio Creek Basin
2. Number of independent boats loading/unloading
3. Tons of ice used by independent fishermen
4. Number of boats hauled out at the Boat Yard
5. Number of boats repaired or retrofitted at the Boat Repair Facility
6. Number of employees working in the Port's public and private activities
7. Number of visitors to the Apalachicola Maritime Museum
8. Number of Wooden Boat classes/students at the Boat Academy
9. Number of public events/seminars/lectures at the museum facility
10. Annual questionnaire to managers at both facilities to determine usership.

6. Describe how the proposed project or program is sustainable. (Note: Sustainable means how the proposed project or program will remain financially viable and continue to perform in the long-term after Triumph Gulf Coast, Inc. funding.)

The proposed projects will become an active enterprise in the Apalachicola port utility, known as the Department of Marine Facilities. Each activity will be considered a revenue producing activity for the City and will be expected to provide revenues for its operation, maintenance and facility expansion/improvements annually in the City's budget process. The Port's facilities are expected to contribute an estimated \$500,000 per year to the City's budget. The Port will be managed by the City officials and staff to achieve these goals.

7. Describe how the deliverables for the proposed project or program will be measured.

With the City's proposed construction project the deliverables are very straight forward. These include:

1. The construction of an on-load/off-load fishing/shrimping provisions and catch landing
2. The foundation and construction of a 20 ton ice making plant
3. The construction of an enclosed boat repair facility and sailboat mast lift
4. The extension of water and electrical service throughout the Boat Yard and installation of six elevated overhead lighting poles.
5. Completion of the renovations cited in the proposed lease of the Popham Building as proposed by the Apalachicola Maritime Museum and Wooden Boat Academy.

Construction and operation of the above facilities also is the deliverable.

In the research conducted to prepare this application, the staff met with several regional economists to determine the estimated economic benefits and to conduct a review of the literature to document the findings of others. Basically, the research addressed efforts to contribute to a new and/or expanding economy or to provide new facilities and services to prevent a further decline of the area's shrimping/fishing industry.

The proposed project has relied heavily on the works done by:

1. Rosser International, Inc.
2. Enterprise Florida, Inc.
3. Inovia Consulting Group
4. Jerry Parrish, Ph.D., Florida Chamber of Commerce Foundation
5. Douglas Wakeman, University of North Carolina
6. Richard Fetchik, Economic Planner, Apalachee Regional Planning Council
7. Personal Interviews with and letter of support from Fishermen and Shrimpers at Scipio Creek Commercial Fishing Basin (See Attachment 4)
8. Interview with Mr. Mike Thrasher, Manager of Scipio Creek Boat Yard and private boat repairers

The Port of Apalachicola will partner or has already partnered with the Community Redevelopment Agency, the Federal Economic Development Administration, Enterprise Florida,

Florida Department of Community Affairs, and the Florida Communities Trust. The Port will also partner with the Apalachicola Maritime Museum and Wooden Boat Building Academy.

The proposed project will have two direct impacts on the local environment by substantially cleaning up each facility/waterway where the two projects are proposed.

Outcome measures will be documented by completion and operation of the facilities proposed.

The Apalachicola Maritime Museum and Wooden Boat Building Academy has ongoing programs with K-20 institutions. Their proposal (Attachment 7) documents the museum's relationships with several educational institutions.

Priorities

1. Please check the box if the proposed project or program will meet any of the following priorities (check all that apply):

- 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.
- Increase household income in the disproportionately affected counties above national average household income.
- Leverage or further enhance key regional assets, including educational institutions, research facilities, and military bases.
- Partner with local governments to provide funds, infrastructure, land, or other assistance for the project.
- Benefit the environment, in addition to the economy.
- Provide outcome measures.
- Partner with K-20 educational institutions or school districts located within the disproportionately affected counties as of January 1, 2017.
- Are recommended by the board of county commissioners of the county in which the project or program will be located.
- Partner with convention and visitor bureaus, tourist development councils, or chambers of commerce located within the disproportionately affected counties.

2. Please explain how the proposed project meets the priorities identified above.

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In the research conducted to prepare this application, the staff met with several regional economists to determine the estimated economic benefits and to conduct a review of the literature to document the findings of others. Basically, the research addressed efforts to contribute to a new and/or expanding economy or to provide new facilities and services to prevent a further decline of the area's shrimping/fishing industry.

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7. Personal Interviews with Fishermen and Shrimpers at Scipio Creek Commercial Fishing Basin
8. Interview with Mr. Mike Thrasher, Manager of Scipio Creek Boat Yard and private boat repairers
9. The Apalachicola CRA Plan

The Port of Apalachicola will partner or has already partnered with the Community Redevelopment Agency, the Federal Economic Development Administration, Enterprise Florida, Florida Department of Community Affairs, and the Florida Communities Trust. The Port will also partner with the Apalachicola Maritime Museum and Wooden Boat Building Academy.

The proposed project will have two direct impacts on the local environment by substantially cleaning up each facility/waterway where the two projects are proposed.

Outcome measures will be documented by completion and operation of the facilities proposed.

The Apalachicola Maritime Museum and Wooden Boat Building Academy has ongoing programs with K-20 institutions. Their proposal (Attachment 7) documents the museum's relationships with several educational institutions.

3. Please explain how the proposed project or program meets the discretionary priorities identified by the Board.

The proposed Port of Apalachicola Improvement and Expansion Project meets many of the Triumph Gulf Coast "discretionary priorities." In fact, this project was conceptualized to meet these priorities. The project meets the priorities in the following manner:

Transformational: The proposed projects are considered transformational in that:

1. The project will provide a public landing facility for independent commercial shrimpers and fishermen throughout the Northern Gulf Coast that currently does not exist.

2. Secondly, it will provide for expansion of the popular Maritime Museum and Wooden Boat Academy. Both are extraordinarily popular in the expanding Apalachicola visitors' economy.

Quick and Efficient Implementation: All permits and authorizations for the Boat Basin and Yard have been issued and the Maritime Museum will not need anything other than building permits and facility maintenance permits in this initial expansion. Both projects can select contractors and complete construction within 18 months of actual grant award.

Promote New Jobs: All aspects of this proposal are intended to advance local employment and to create new project specific jobs. Estimates are that the expanded public landing and ice facility will accommodate at least 8 to 10 additional shrimpers/off-shore fishermen and impact local businesses with a demand for goods and services. The Boat Yard will employ 2 additional employees and create a market for new or replaced boating equipment. The Maritime Museum is expected to employ 3 to 4 additional employees plus visiting Wooden Boat Instructors with monthly classes of 10 to 15 professional and amateur wooden boat builders.

Net New Jobs in Water Transportation: The proposed projects coupled with the proposed improvement for the Port in its RESTORE Application will have a major contribution to the marine services related industries in the Apalachicola area. While the City expects some \$500,000 in annual revenues (2 to 4 net new jobs) the overall impact on the market for related services (fuel, food, motels, restaurants, retail stores, equipment) will have a significant net positive economic impact on local providers.

Rural Area of Opportunity: Rural Areas of Opportunity (RAO) are defined as rural communities, or a region composed of rural communities, that have been adversely affected by extraordinary economic events or natural disasters. The Governor by executive order designated Franklin County as a Rural Area of Opportunity in 1999 as part of the Northwest Rural Area of Opportunity. The designation has been renewed multiple times by executive order, keeping it in place for almost two decades. In his executive order dated July 8, 2015 Governor Scott recognized Franklin County as an area that is struggling to maintain, support, or enhance job-creating activities; that RAO communities are struggling to provide critical government services, such as infrastructure; and that rural communities are essential to the overall success of the State's economy.

Research and Innovative Technologies: These will be specifically advanced through the Wooden Boat Building Academy. The Program expects to establish six to eight classes per year and have nationally known visiting wooden boat building professionals conduct classes using the latest technologies. Advances by Great Lakes and Northeastern Atlantic wooden boat building professionals are creating innovative new techniques to construct and/or strengthen wooden boats in this growing pastime nationwide.

Unique Asset: There are three very unique asset applications in the proposed project. First is that it will provide the first and only public commercial docking and product offload facility for

shrimp and commercial fishing which are independent and not working for a vertically integrated seafood producer.

Secondly, the expansion of the Maritime Museum itself will provide a tourist venue for historic marine watercraft and equipment that does not exist in Northwest Florida.

Lastly, the uniqueness of a wooden boat building academy cannot be understated as no other programs exist in the Southeastern United States. Wooden boat building both professionally and recreationally is a major growing hobby and enterprise along the Great Lakes, the Northeastern United States, and in California.

Long-Term Financial Sustainability: Since the proposed projects will be included in the Apalachicola Port Utility and overseen by the City of Apalachicola's Port Director, there will be a long term stable management oversight. Moreover, since the expanded facilities are intended to provide some \$500,000 to the City's budget, oversight and control will be paramount in a stable cash flow.

Funding from other Governments: As pointed out, most of the progress shown on the Port Capital Improvement Program has come from a host of agencies. Funds have been received from: The Economic Development Administration, U.S. Department of Commerce; Enterprise Florida; The Community Development Block Grant, Florida Department of Community Affairs; Florida Communities Trust, Florida Department of Environmental Protection; and Florida Boating Improvement Fund, Florida Fish and Wildlife Conservation Commission.

Performance Metrics: Performance metrics can be easily determined by on time and on budget construction and by operations commencing within 90 days of construction completion.

Interim Performance Metrics: A specific project implementation plan will be developed and submitted to Triumph Gulf Coast after approval and before grant award.

Environmentally Conscious: All the components of this request are on the Apalachicola River and have all environmental construction permits needed. Some activities may need permit updates or maintenance approvals. Moreover, the City is a designated Area of Critical State Concern and all its infrastructure is subject to extensive State of Florida oversight for environmental conditions. Moreover, the City's accompanying RESTORE application has two major water quality improvement components. All Port facilities are planned to have a net-positive environmental impact.

4. **In which of the eight disproportionately affected county/counties is the proposed project or program located? (Circle all that apply)**

Escambia Santa Rosa Okaloosa Walton Bay Gulf Franklin Wakulla

5. **Was this proposed project or program on a list of proposed projects and programs submitted to Triumph Gulf Coast, Inc., by one (or more) of the eight**

disproportionately affected Counties as a project and program located within its county?

Yes No

If yes, list all Counties that apply: See attachment 2

6. Does the Board of County Commissioners for each County listed in response to question 5, above, recommend this project or program to Triumph?

Yes No See attachment 2

****Please attach proof of recommendation(s) from each County identified.**

Approvals and Authority

1. **If the Applicant is awarded grant funds based on this proposal, what approvals must be obtained before Applicant can execute an agreement with Triumph Gulf Coast, Inc.?**

None – All permits have been issued. Only permit updates or maintenance approvals would be needed.

2. **If approval of a board, commission, council or other group is needed prior to execution of an agreement between the entity and Triumph Gulf Coast:**

A. Provide the schedule of upcoming meetings for the group for a period of at least six months.

B. State whether that group can hold special meetings, and if so, upon how many days' notice.

N/A

3. **Describe the timeline for the proposed project or program if an award of funding is approved, including milestones that will be achieved following an award through completion of the proposed project or program.**

The proposed project timeline from notification of grant award for the completion of the project is:

Item

Timetable

1. Update final approved design and obtain City building permits

Within 90 days

- | | |
|---|--|
| 2. Advertise for contractors and/or equipment for Commercial Basin and Boat Yard | Within 45 days |
| 3. Advertise for local contractors to upgrade Popham Building to levels needed for Certificate of Occupancy | Within 45 days of final design |
| 4. Commence construction of authorized improvements to Boat Basin and Boat Yard | 30 days after contractor selection |
| 5. Commence construction of authorized improvements to Popham Building | 30 days after contractor selection |
| 6. Complete construction of Boat Basin and Boat Yard improvements | 180 days after issuance of Notice to Proceed |
| 7. Complete construction of improvements to Popham Building | 180 days after issuance of Notice to Proceed |

4. **Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the entity applying for funding. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc. In addition, please attach any support letters from partners.**

See Attachment 3 (May 11, 2017 Special Meeting Minutes).

Funding and Budget:

Pursuant to Section 288.8017, awards may not be used to finance 100 percent of any project or program. An awardee may not receive all of the funds available in any given year.

1. **Identify the amount of funding sought from Triumph Gulf Coast, Inc. and the time period over which funding is requested.**

The total amount of funds requested from Triumph Gulf Coast is \$1,100,000 (See Attachment 5 – Budget Narrative). These funds are requested to complete the included projects within 18 months of actual funding (FY2018 – FY 2020).

2. **What percentage of total program or project costs does the requested award from Triumph Gulf Coast, Inc. represent? (Please note that an award of funding will be for a defined monetary amount and will not be based on percentage of projected project costs.)**

Ten Percent

3. Please describe the types and number of jobs expected from the proposed project or program and the expected average wage.

The current estimate for new jobs is:

Construction	
Boat Basin	8
Boat Repair Facility	10
Popham Restoration	12
Total	30
Operations Direct	
Boat Basin	2
Boat Yard	4
Maritime Museum (Full-time)	4
Maritime Museum (Part-time)	12
Total	22
Indirect Area-Wide Employment	
Basin and Boat Yard	8
Museum	6
Total	14
Job Retention	
Fishing Fleet	40
Total Jobs Created or Retained	106

4. Does the potential award supplement but not supplant existing funding sources? If yes, describe how the potential award supplements existing funding sources.

Yes No

(If additional space is needed, please attach a Word document with your entire answer.)

5. Please provide a Project/Program Budget. Include all applicable costs and other funding sources available to support the proposal.

A. Project/Program Costs:

Example Costs (Note: Not exhaustive list of possible Cost categories.)

Construction	\$ 343,000
Reconstruction	\$ 485,000
Design & Engineering	\$ 100,000
Land Acquisition	\$ 0
Land Improvement	\$ 0
Equipment	\$ 212,000
Supplies	\$ 0
Salaries	\$ 0
Other (specify)	\$ 0

Total Project Costs: \$ 1,100,000

B. Other Project Funding Sources:

Example Funding Sources (Note: Not an exhaustive list of possible Funding Sources.)

City/County	\$ 215,000
Private Sources	\$ 0
Other (e.g., grants, etc.)	\$3,139,000

Total Other Funding \$3,354,000

Total Amount Requested: \$1,100,000

Note: The total amount requested must equal the difference between the costs in 3A. and the other project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

See Attachment 5

Applicant understands that the Triumph Gulf Coast, Inc. statute requires that the award contract must include provisions requiring a performance report on the contracted activities, must account for the proper use of funds provided under the contract, and must include provisions for recovery of awards in the event the award was based upon fraudulent information or the awardee is not meeting the performance requirements of the award.

Yes No

Applicant understands that awardees must regularly report to Triumph Gulf Coast, Inc. the expenditure of funds and the status of the project or program on a schedule determined by Triumph Gulf Coast, Inc.

Yes No

Applicant acknowledges that Applicant and any co-Applicants will make books and records and other financial data available to Triumph Gulf Coast, Inc. as necessary to measure and confirm performance metrics and deliverables.

Yes No

Applicant acknowledges that Triumph Gulf Coast, Inc. reserves the right to request additional information from Applicant concerning the proposed project or program.

Yes No

ADDENDUM FOR INFRASTRUCTURE PROPOSALS:

1. Program Requirements

- A. Is the infrastructure owned by the public?
 Yes No
- B. Is the infrastructure for public use or does it predominately benefit the public?
 Yes No
- C. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?
 Yes No
- D. **Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current and future businesses.**

The proposed project is the continuation of a complete Port of Apalachicola Improvement Plan, 2010-2025. The detailed plan is summarized in Attachment 6. This plan was developed by the Apalachicola City Commission in 2010 when it applied and received some \$2.4 million in EDA and CDBG funds to initiate some improvements. The Plan was further documented in the 2017 Community Redevelopment Agency Plan as the major recommendation to advance the City's economic position. Further, the Port improvements were the single recommendation of the City Commission at the May 11, 2017 workshop on the selection of all related Port projects.

As cited above, the City has determined that improvements to the Port will achieve a broader economic development result for the overall community and especially the City government, its marine related industries, and the local hospitality industry. As such, the City is proposing that commercial related marine projects be submitted to Triumph and recreational/sports fishing marine facility improvements be included in the City's RESTORE application.

- E. **Provide a detailed description of, and quantitative evidence demonstrating how the proposed public infrastructure project will promote:**
 - o Economic recovery,
 - o Economic Diversification,
 - o Enhancement of the disproportionately affected counties,
 - o Enhancement of a Targeted Industry.

See Attachment 14

2. Additional Information

- A. **Is this project an expansion of existing infrastructure project?**

Yes No

B. Provide the proposed beginning commencement date and number of days required to complete construction of the infrastructure project.

As documented in Approvals and Authority, item No. 3: The proposed completion time for all proposed activities is 345 days after actual grant award. Therefore, the proposed project should be completed by July 1, 2019 if funding is allocated by June of 2018.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)

Water Street, Apalachicola

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)

City of Apalachicola Public Works Staff and later, the Port of Apalachicola staff

E. What permits are necessary for the infrastructure project?

1. FDEP Dredge and Fill: Maintenance only
2. U.S. Army Corp of Engineers Construction: Maintenance only
3. City of Apalachicola: Building Permit

Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

All permits for the Scipio Boat Basin have been issued. Permits for the Boat Yard will only be a City building permit. Maintenance permits may be needed for the Popham Building. All authorizations should be completed within the first 90 days.

F. What is the future land use and zoning designation on the proposed site of the Infrastructure improvement, and will the improvements conform to those uses?

Current zoning and land use is "RF" Riverfront and is compatible with proposed uses.

G. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline

Yes No

H. Does this project have a local match amount? If yes, please describe the entity providing the match and the amount.

Yes No

The proposed project is a component of the City of Apalachicola's Port Improvement Project and considerable funding has been expended on former phases. This includes:

Funds	Source	Project
\$ 1,855,000	EDA	Scipio Creek Boat Basin and Boat Yard
\$ 484,596	CDBG	Boat Basin and Boat Yard
\$ 215,000	City of Apalachicola	Boat Basin and Boat Yard
\$ 800,000	FCT/FDEP	Purchase Popham Building
\$ 1,100,000	RESTORE (Pending)	City Watercraft Facilities
\$ 4,454,596	Total Proposed Matching Funds	

I. Provide any additional information or attachments to be considered for this proposal.

Please see the following:

Attachment 6 (Capital Improvements Plan)

Attachment 7A (FCT Grant) and 7B (AMM Proposal)

Attachment 8 (EDA Grant)

Attachment 9 (Rosser International, Inc. Feasibility Study)

Attachment 10 (CRA Plan)

ADDENDUM FOR WORKFORCE TRAINING PROPOSALS

1. Program Requirements

A. **Will this proposal supports programs that prepare students for future occupations and careers at K-20 institutions that have campuses in the disproportionately affected counties?** If yes, please identify where the campuses are located and provide details on how the proposed programs will prepare students for future occupations and at which K-20 institutions that programs will be provided.

Yes No

Franklin County High School

(If additional space is needed, please attach a Word document with your entire answer.)

B. **Will the proposed program (check all that apply):**

- Increase students' technology skills and knowledge
- Encourage industry certifications
- Provide rigorous, alterative 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
- 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 (similar to or the same as talent retention programs created by the Chancellor of the State University System and the Commission on Education)

For each item checked above, describe how the proposed program will achieve these goals

Regular classes for Wooden Boat construction skills

C. **Will this proposal provide participants in the disproportionately affected counties with transferable, sustainable workforce skills but not confined to a single employer?** If yes, please provide details.

Yes No

Wooden Boat Building Skills

- D. Identify the disproportionately affected counties where the proposed programs will operate or provide participants with workforce skills.**

Franklin

- E. Provide a detailed description of, and quantitative evidence demonstrating how the proposed project or program will promote:**

- Economic recovery,
- Economic Diversification,
- Enhancement of the disproportionately affected counties,
- Enhancement of a Targeted Industry.

Marine wooden boat repair training of some 100 students per year

2. Additional Information

- A. Is this an expansion of an existing training program? Is yes, describe how the proposed program will enhance or improve the existing program and how the proposal program will supplement but not supplant existing funding sources.**

Yes No

Limited Wooden Boat classes for some 6 years but will be expanded with additional space and facilities

- B. Indicate how the training will be delivered (e.g., classroom-based, computer based, other).**

If in-person, identify the location(s) (e.g., city, campus, etc.) where the training will be available.

If computer-based, identify the targeted location(s) (e.g., city, county) where the training will be available.

In person/In Apalachicola Maritime Museum by Academy Staff

- C. Identify the number of anticipated enrolled students and completers.**

Estimated 100 students per year

- D. Indicate the length of the program (e.g, quarters, semesters, weeks, months, etc.) including anticipated beginning and ending dates.**

Generally a class is 3 to 4 weeks.

E. Describe the plan to support the sustainability of the proposed program.

A functioning facility is needed which will occur with the funding of this application.

F. Identify any certifications, degrees, etc. that will result from the completion of the program.

Completion Certificate for Wooden Boat Construction

G. Does this project have a local match amount? If yes, please describe the entity providing the match and the amount.

Yes No

\$800,000 was provided by a State of Florida Stan Mayfield Grant

H. Provide any additional information or attachments to be considered for this proposal.

See Attachment 7B

ADDENDUM FOR AD VALOREM TAX RATE REDUCTION:

1. Program Requirements

- A. Describe the property or transaction that will be supported by the ad valorem tax rate reduction.

N/A

(If additional space is needed, please attach a Word document with your entire answer.)

- B. Provide a detailed explanation of how the ad valorem tax rate reduction will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

N/A

(If additional space is needed, please attach a Word document with your entire answer.)

- C. Provide a detailed description of the quantitative evidence demonstrating how the proposed ad valorem tax reduction will promote:

- o Economic recovery,
- o Economic Diversification,
- o Enhancement of the disproportionately affected counties,
- o Enhancement of a Targeted Industry.

N/A

(If additional space is needed, please attach a Word document with your entire answer.)

2. Additional Information

- A. What is the location of the property or transaction that will be supported by the ad valorem tax rate reduction?

N/A

(If additional space is needed, please attach a Word document with your entire answer.)

- B. Detail the current status of the property or transaction that will be supported by the ad valorem tax rate reduction and provide a detailed description of when and how the ad valorem tax rate reduction will be implemented.

N/A

(If additional space is needed, please attach a Word document with your entire answer.)

- C. Does this proposed project have a local match amount? If yes, please describe the entity providing the match and the amount.
 Yes No

N/A

(If additional space is needed, please attach a Word document with your entire answer.)

- D. Provide any additional information or attachments to be considered for this proposal.

N/A

(If additional space is needed, please attach a Word document with your entire answer.)

ADDENDUM FOR LOCAL MATCH REQUIREMENTS OF SECTION 288.0655, FLORIDA STATUTES

1. Program Requirements

- A. Describe the local match requirements of Section 288.0655 and the underlying project, program or transaction that will be funded by the proposed award.**

The proposed award will be matched by local, state, and federal funds that contribute to this project. At this submission some \$3,354,596 have been directed to this project with an additional \$1,100,000 pending. Please see "Addendum For Infrastructure Proposals, Item 2.H. for matching funds, Port Capital Improvement Plan, and Budget Narrative.

- B. Provide a detailed explanation of how the local match requirements and the underlying project or program will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.**

The matching funds devoted to this project are specific to the components of the requested Triumph funds. All matching funds are directly related to the identified economic impacts of the requested grant funds. Matching funds will not be utilized for any item or activity not specifically identified in this application.

- C. Provide a detailed description of, and quantitative evidence demonstrating how the proposed local match requirements will promote:**

- Economic recovery,
- Economic Diversification,
- Enhancement of the disproportionately affected counties,
- Enhancement of a Targeted Industry.

See Addendum for Infrastructure Proposals item 1.E.

- A. What is the location of the property or transaction that will be supported by the local match requirements?**

The Scipio Creek Boat Basin is located at 2100 N. Commerce St.
The Popham Building is located at Wharf Lot 7, Water St.

- B. Detail the current status of the property or transaction that will be supported by the local match requirement and provide a detailed description of when and how the local match requirement will be implemented.**

Both properties proposed to be utilized for this project are owned in fee simple ownership by the City of Apalachicola. Furthermore, there are no liens, easements, leases, or other encumbrances of record.

C. Provide any additional information or attachments to be considered for this proposal.

N/A

ADDENDUM FOR LOCAL ACTION PLAN

1. Program Requirements

- A. Describe how the proposed award will establish and maintain equipment and trained personnel for local action plans of response to respond to disasters. N/A

- B. Describe the type and amount of equipment and trained personnel that will be established or maintained by the proposed award. N/A

- C. Identify the specific local action plans (e.g., Coastal Impacts Assistance Program) that will benefit from the proposed award. N/A

- D. Provide a detailed explanation of how the proposed award will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

N/A

- E. Provide a detailed description of the quantitative evidence demonstrating how the proposed will promote:
 - o Economic recovery,
 - o Economic Diversification,
 - o Enhancement of the disproportionately affected counties,
 - o Enhancement of a Targeted Industry.

N/A

2. Additional Information

- A. What is the location of the local action program that will be supported by the proposed award? N/A

- B. Detail the current status of the local action plans (e.g., new plans, existing plans, etc.) that will be supported by the proposed award and provide a detailed description of when and how the proposed award will be implemented.

N/A

C. Provide any additional information or attachments to be considered for this proposal.

N/A

ADDENDUM FOR ADVERTISING/PROMOTION (N/A)

1. Program Requirements

A. Is the applicant a tourism entity created under s. 288.1226, Florida Statutes?

Yes No

B. Does the applicant advertise and promote tourism and Fresh From Florida? If yes, provide details on how it advertises and promotes tourism and Fresh From Florida.

Yes No

C. Does the proposed award promote workforce and infrastructure on behalf of the disproportionately affected counties? If yes, describe how workforce and infrastructure is promoted on behalf of the disproportionately affected counties.

Yes No

D. Provide a detailed explanation of how the proposed award will connect to a broader economic recovery, diversification, enhancement of the disproportionately affected counties and/or enhancement of a targeted industry.

E. Provide a detailed description of the quantitative evidence demonstrating how the proposed will promote:

- o Economic recovery,
- o Economic Diversification,
- o Enhancement of the disproportionately affected counties,
- o Enhancement of a Targeted Industry.

2. Additional Information

- A. Describe the advertising and promotion mediums and locations where the advertising and promotion will occur.

- B. Detail the current status of the advertising and promotion (*e.g.*, new plans, existing plans, etc.) that will be supported by the proposed award and provide a detailed description of when and how the proposed award will be implemented.

- C. Provide any additional information or attachments to be considered for this proposal.

I, the undersigned, do hereby certify that I have express authority to sign this proposal on my behalf or on behalf of the above-described entity, organization, or governmental entity:

Name of Applicant: City of Apalachicola, Florida

Name and Title of Authorized Representative: Augusta West, Executive Director, CRA

Representative Signature: Augusta R. West

Signature Date: April 30, 2018

Triumph Application Attachments

1. City Budget Summary
2. Letter from Mayor Van W. Johnson, Sr.
3. Minutes of a Workshop and Special Meeting of the City Commission of the City of Apalachicola held on May 11, 20178.
4. Letters of Recommendation
5. Project Budget Narrative
6. Port Capital Improvements Plan 2010-2025
- 7A. FCT Grant Scope
- 7B. Apalachicola Maritime Museum Proposal and Budget
8. EDA Grant Scope and Budget
9. Rosser International, Inc. Report
10. CRA Plan
11. Site Photo, Popham Building
12. Site photo, Scipio Creek Basin
13. Apalachicola Maritime Museum and Boat Building Academy Handout and Overviews
14. Quantitative Evidence of Project Promotion

Attachment 1

**CITY OF APALACHICOLA
2017-2018
ADOPTED BUDGET**

**17/18 BUDGET
1/4 MILL INCREASE
9.6043**

GENERAL FUND REVENUES

AD VALOREM TAX - 95%	1,303,932.00
1/2 CENT SALES TAX	170,000.00
MOBILE HOME LICENSE TAX	60.00
ALCOHOLIC BEVERAGE TAX	3,100.00
UTILITY FRANCHISE	130,000.00
LOCAL COMMUNICATIONS TAX	60,000.00
UTILITY TAX	98,000.00
OCCUPATIONAL LICENSE TAX	30,000.00
GOLF CART PERMITS	10,000.00
SPECIAL EXCEPTION/VARIANCE FEE	3,200.00
STATE REVENUE SHARING	93,000.00
FINES & FORFEITURES	1,000.00
CEMETERY LOTS & OPENINGS	15,000.00
FACILITY/PROPERTY RENT	25,000.00
HIGH SCHOOL RENTALS	20,000.00
BUILDING PERMIT FEES	40,000.00
TREE APPLICATION FEES	3,000.00
LAUNCH FEES	8,500.00
TRAFFIC LIGHT REIMB	4,500.00
MISCELLANEOUS	3,000.00
ADMIN - ENTERPRISE FUND	22,500.00
ADMIN - PROJECT IMPACT	6,400.00
TRANSFER FROM LIBRARY	4,800.00
TOTAL GENERAL FUND REVENUES	2,054,992.00

**CITY OF APALACHICOLA
2017-2018
ADOPTED BUDGET**

GENERAL FUND REVENUES

**17/18 BUDGET
1/4 MILL INCREASE**

RESTRICTED REVENUES	9.6043
LOCAL OPTION GAS TAX	61,000.00
COUNTY FIRE PROTECTION - MSBU	44,000.00
TOTAL RESTRICTED REVENUES	105,000.00
TOTAL GEN FUND & REST. REVENUES	2,159,992.00
CASH FORWARD	
LOGT - RESTRICTED	50,000.00
MSBU - RESTRICTED	-
GENERAL FUND	322,750.00
TOTAL CASH FORWARD	372,750.00

**CITY OF APALACHICOLA
2017-2018
ADOPTED BUDGET**

Expenditures

General Operations	\$	585,965
Police Department	\$	535,781
Fire Department and MSBU	\$	104,000
Public Works and LOGT	\$	573,455
Library	\$	93,791
Parks	\$	55,700
Facilities	\$	106,300
Total Expenditures	\$	2,054,992
Restricted Funds	\$	105,000
Total General and Restricted Funds	\$	2,159,992
Cash Forward	\$	372,750
Total General Fund Budget	\$	2,532,742

Attachment 2

CITY OF APALACHICOLA

1 Avenue E • Apalachicola, Florida 32320 • 850-653-9319 • Fax 850-653-2205
www.cityofapalachicola.com

March 12, 2018

Mayor
Van W. Johnson, Sr.

Commissioners
Brenda Ash
John M. Bartley, Sr.
Frank Cook
James L. Elliott

City Administrator
Lee H. Mathes, MMC

City Clerk
Deborah Guillotte, CMC

City Attorney
J. Patrick Floyd

Mr. Don Gaetz, Chair
Triumph Gulf Coast Board
P.O. Box 12007
Tallahassee, Florida 32317

Re.: City of Apalachicola's Determination Not to Request a Recommendation from the Franklin County Board of County Commissioners for its Triumph Applications

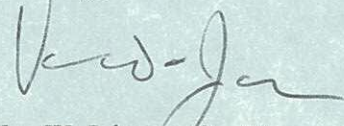
Dear Chairman Gaetz:

The City of Apalachicola has determined that it will not seek a recommendation for its Triumph Gulf Coast projects because the County Commission has imposed unreasonable restrictions on its recommendation for City projects.

As you know, the City of Apalachicola submitted five local projects for consideration by the Triumph Gulf Coast Board. All were authorized via the Triumph selection process to submit full applications. However, Franklin County has unilaterally taken the position that it will limit its recommendation for all City projects to no more than two million dollars. Our concern is that any county endorsement is not related to project merit but only to the allocation of funds. Thus, the County Commission is attempting to extend its control over all Triumph funding within the county.

It appears the County government has refused to accept that Apalachicola's projects are also Franklin County projects and that the City's improvements contribute significantly to all of Franklin County. I personally regret that the Commission has taken this position and respectfully request that your evaluation process rank our five projects for funding without any unauthorized action by the Franklin County Commission. Thus, we chose not to accept the County's financial control of all projects from eligible entities within the County, no matter the Triumph identified priorities.

Sincerely,



Van W. Johnson, Sr., Mayor
City of Apalachicola

Cc: Triumph Gulf Coast Board and Staff
Franklin County Commission
Apalachicola City Commission
Sen. Bill Montford
Rep. Halsey Beshears

Attachment 3

A Workshop and Special Meeting of the City Commissioner of the City of Apalachicola was held on Thursday, May 11, 2017 at 1:00 PM at the Holy Family Center, 203 Dr. Frederick Humphries St., Apalachicola, Florida.

Present: Mayor Van Johnson, Commissioner Brenda Ash, Commissioner Mitchell Bartley, City Clerk Deborah Guillotte, Chief of Police Bobby Varnes, City Attorney Pat Floyd

Visitors: Pam Lewis, Gorrie & Jody Wilson, Edwina Paul, Lynn Griner, Ronnie & Rosilyn Page, Donnie Walker, Michael Shuler, William & Katherine Scott, Daryl & Connie McKinley, Charles Wilson, Wayne & Lynn Cook, Curtis Cook, Wallace Cumbie, Rhonda Smeby, Jimmy Thompson, Faye Thompson, Doris Endleton, Dale Neighbors, Earl Duggar, Lance & Paula Martina, Smokey Parrish, David Meyer, Katie Dearinger, Paula Wilson, Bill McCartney, Cindy Clark, Tom Morgan, Tom Daly, William Wilson, John & Roxie Allen, Daniel McKenzie, Augusta West, Jim Bachrach, Gary & Lynn Patton, Royce & Sheila Watson, Paula Dykes, Despina George, Lee Spears, Carol Barfield, Tony Phillips, Bobby Miller, Richard & Janie Ham, Gordon Shuler, Michael Shuler, Virginia Seymour, Jimmie Rickards, Barbara McInturff, Linda Maloy, Margene Off, Susan Macken, Jerry & Allene Kent, Megan Polous, Kristin Anderson, Steve Nash, Bonnie Stewart

Workshop opened by Mayor Johnson.

WORKSHOP

1. Restore Application Process – Bill McCartney

Bill McCartney outlined and reviewed the criteria for the RESTORE project application and outlined recommended projects that would be favorable to funding.

2. Revenue Enhancement – Bill McCartney

Bill McCartney outlined and reviewed Revenue Enhancement report.

Discussion held concerning annexation.

3. Chapman Building Opportunities – Bill McCartney

Bill McCartney reviewed the possibilities and opportunities that are available if City were to acquire the Chapman Building.

4. Downtown Parking Discussion

Discussion held regarding downtown parking issues and possibilities for improvements and expansion.

Workshop closed and special meeting opened by Mayor Johnson.

SPECIAL MEETING

1. Recommendation for Water and Sewer Position

William Cox reported he had interviewed four applicants and recommends Sean Guillotte to fill the vacant Water & Sewer position.

Motion to approve Sean Guillotte for the Water & Sewer position made by Commissioner Bartley, second by Commissioner Ash.

Motion carried: 3 to 0

Voting Aye: Bartley, Ash, Mayor Johnson

Voting Nay: None

There being no further business meeting adjourned.

Van W. Johnson, Sr., Mayor

Deborah Guillotte, City Clerk

Attachment 4

Mayor Van Johnson
Apalachicola City Hall
1 Avenue E
Apalachicola, FL 32320

April 13, 2018

Dear Mayor Johnson:

Re: Planned Improvements at the Scipio Creek Basin

The purpose of this letter is to express our strong support for the City of Apalachicola to continue its planned improvements to our commercial boat basin and the facilities which support it. Specifically we support the full completion of the Scipio Creek Feasibility Plan done by Rosser International, Inc. and supported by Enterprise Florida. Our group of independent shrimpers, fishermen, and crabbers especially need the planned on-load-offload facility, the ice plant, and the additions to the Boat Yard Repair Facility.

We the undersigned strongly recommend that these planned improvements, which were not completed, be included in the City's Triumph Gulf Coast application.

Sincerely,

Name

Affiliation

Karin Martena

Irish Towel III

Traavis Miller

Mo Money

Milton Marcus Strickland

East to West Striper

Michael D. Smith

Owen J. Devin

Jale Davis

Cyclone

Mark Moore

Miss Elise Sue

DALLAS Gilbert

FREEDOM

Shayne Gilbert

Mary Becket

Leon Gilbert

Capt K W

Fred Anthony Mulder

LADONIA JR.

Steve Smyby

Long Gone

James Stevens

Lady Kaye

Martine Kellogg

May

Dennis Barber

Miss Shirley

Charles Maniscalco

EASY money

Wayne Wymann

Lady K

Arthur Hollenback

Capt Rolland

Jeff Padgett

Miss Angela

Kenneth Martine Irish Town II

Ram Pock Mull man

TERRY Wilson R Brothers

Jimmy Moses Island Girl
Quention Creamer Sweetheart

Randy Richards Cat Noah

Metrael Paull Bardley



March 19, 2018

Triumph Gulf Coast Board
PO Box 12007
Tallahassee, FL 3317

To Whom It May Concern:

I am writing to express my highest regard for the City of Apalachicola's application for Triumph Gulf Coast funding. This project, should it be approved, would be a huge revenue generator for the city, county and its residents.

The very fact that the City of Apalachicola is working with various other organizations shows the buy-in from the rest of the county and community. Opportunity Florida is in full support of this project and will also offer any technical support the City may require.

Apalachicola Bay oysters are world famous and it is gratifying to see the City expanding its reach with the port restoration as well as paying mind to environmental concerns. Their willingness to provide a match larger than the grant request speaks also to the eventual success of this project should the application be approved.

Please feel free to contact me should you have further questions. Opportunity Florida is anxious to help out in any way possible regarding this important project.

Best regards,

A handwritten signature in cursive script that reads "Richard Williams".

Richard Williams
Executive Director



Triumph Gulf Coast Board
P.O. Box 12007
Tallahassee, Florida 32317

March 13, 2018

Triumph Gulf Coast Board Members:

I am writing to express my strong support for the City of Apalachicola's application entitled "Port of Apalachicola." Apalachicola Main Street is a non-profit organization dedicated to enhancing downtown Apalachicola through economic development that promotes our future while preserving our past. This project is extremely compatible with our mission.

The opportunities for collaboration are many, as our Executive Director, Board, and dedicated team of volunteers host events, write grants to fund promotional materials, maintain a website, and other activities with the purpose of promoting downtown Apalachicola as a year-round destination. Expanded and enhanced facilities for visitors to enjoy fishing, boating, and paddling would be a strong attraction for tourists from throughout the region and the nation. The improved facilities and establishment of the Port of Apalachicola would be an important step toward reclaiming our heritage as a significant port city on the Gulf Coast.

The Port of Apalachicola initiative would be highly transformative for the local economy, providing new jobs with higher earning potential than many of the seafood and hospitality oriented jobs that are the foundation of our current employment market. It would also help support existing downtown jobs. With our downtown district nestled between the two marinas, boat owners would find dozens of businesses conveniently located to provide for their dining, nightlife, and shopping needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Bachrach", is written over the word "Sincerely,".

Jim Bachrach, Board Chair

(844) 272-2523
1 Avenue E Apalachicola, FL 32320
www.DowntownApalachicola.com

Attachment 5

Port of Apalachicola: Project Budget Narrative

The City of Apalachicola has developed a 2010-2025 Capital Improvements Plan to upgrade, expand, and establish new watercraft support facilities to serve the growing needs of: 1. Commercial shrimpers and fishermen; 2. Sports fishermen; and 3. Recreational boaters, both motorized and non-motorized. The City, through a number of sources, is systematically addressing the Plan through both internal and external sources. To date, the City has directed some \$3,350,000 towards its Triumph requested Port improvements.

Although the entire Port improvement effort was outlined in the City's Triumph Pre-Application, the City has fine-tuned its Triumph request to support only those Port improvement components which most closely meet the Triumph selection goals. These are the completion of the commercial fishing and boat repair facility at Scipio Creek (also known as the Millpond) and the restoration of the "Popham" building to house the expansion of the Apalachicola Maritime Museum and its Wooden Boat Building Academy.

Scipio Creek Commercial Basin and Boat Yard

The funds requested for this facility are to support the completion of an EDA/CDBG project which was not completed in the original construction cycle. The items remaining to be completed are:

<u>Item</u>	<u>Requested Amount</u>
Ice Plant	\$ 32,000
Ice Storage Building	\$ 90,000
Expansion of Load/Off-Load Facility	\$ 110,000
10 Boat Yard Utility Pedestals	\$ 30,000
6 Poles of Overhead Lighting and Mast Hoist	\$ 63,000
Mobile Boat Repair Enclosed Facility	\$ 100,000
Seafood Products Handling Equipment	\$ 90,000
Construction Management/Administration	\$ 52,000
	\$ 567,000

Attachment 4 includes a letter signed by 26 commercial fishing captains supporting the above improvements.

"Popham" Apalachicola Maritime Museum and Wooden Boat Academy

The State of Florida (Florida Communities Trust) provided the City a "Working Waterfront: grant of \$800,000 to purchase the historic and iconic Popham Building at the base of the Apalachicola River Bridge. The grant was conditioned in its management plan (Attachment 7A) for use by the Apalachicola Maritime Museum and Wooden Boat Building Academy, provided that the City of Apalachicola renovate the building to the extent that a Certificate of Occupancy be issued to accommodate the museum. To

date the City of Apalachicola has not been able to restore the building to a usable facility owing to a lack of funds to do so. In order for the City to provide the facility to the museum the following Triumph requested improvements must be made. These are:

Activity	Actual/Estimated Cost	
1. Foundation reinforcement*	\$	120,000
2. Replace roof*	\$	60,000
3. Interior improvements (general)*	\$	105,000
4. Office and classroom renovation*	\$	25,000
5. Utility upgrade and equipment*	\$	50,000
6. Exterior improvements (general)*	\$	50,000
7. Plumbing facilities and sprinkler system*	\$	75,000
8. Construction management and administration*	\$	48,000
*Triumph Application Project, Total:	\$	533,000

No other source of revenue is available to make these needed improvements.

In summary, the two proposed components of the Port of Apalachicola improvements included in this 2018 Triumph Application total \$1,100,000, or 7% of those funds allocated to Franklin County under the terms and conditions of the first allocation of funding under the Triumph Gulf Coast legislation. Moreover, both projects have all federal and state permits already issued and can begin construction after an accelerated bidding procedure. Very few Triumph projects will be able to show construction progress within its first year.

Attachment 6

PORT OF APALACHICOLA

Facilities Improvement Plan

Capital Improvements Schedule
April 1, 2018

1. Scipio Creek Commerical Marina and Boatyard

Activity	Actual/Estimated Cost	\$ Spent as of 10/1/2017	Status
1. Construct boatyard and lift (EDA/CDBG)	\$ 699,000	\$ 699,000	Work Completed
2. Provide utility pedestals and mast hoist	\$ 93,000	0	Triumph Application
3. Overall basin improvements (EDA/CDBG)	\$ 1,855,000	\$ 1,855,000	Work Completed
4. Expansion of offload facility	\$ 110,000	0	Triumph Application
5. Establish 20 ton ice plant and ice storage	\$ 122,000	0	Triumph Application
6. Replace and add finger piers	\$ 18,000	0	RESTORE Application
7. Relocate oyster shelling area	\$ 12,000	0	TBD
8. Add ten additional mooring slips	\$ 68,000	0	RESTORE Application
9. Upgrade fire equipment	\$ 18,000	0	RESTORE Application
10. Install water quality circulation system	\$ 12,000	0	RESTORE Application
11. Install slip utility pedestals	\$ 18,000	0	RESTORE Application
12. Relocate wastewater pump-out	\$ 8,000	0	RESTORE Application
13. Provide secure trash receptacles	\$ 2,000	0	City of Apalachicola
14. Construct mobile repair facility	\$ 100,000	0	Triumph Application
15. Expand boat repair yard	\$ 1,500,000	0	FCT Gant Application
16. Seafood product handling equipment	\$ 90,000	0	Triumph Application
Total	\$ 4,725,000	\$ 2,554,000	All Sources

2. Apalachicola Boat Works and Maritime Museum Boat Building Academy

Activity	Actual/Estimated Cost	\$ Spent as of 10/1/2017	Status
1. Purchase land and facility (FDCA/FCT Grant)	\$ 800,000	\$ 800,000	Complete
2. Foundation reinforcement	\$ 120,000	0	Triumph Application
3. Replace roof	\$ 60,000	0	Triumph Application
4. Remove obsolete facilities	\$ 20,000	0	RESTORE Application
5. Add twenty boat repair slips	\$ 18,000	0	RESTORE Application
6. Replace and stabilize pilings	\$ 18,000	0	RESTORE Application
7. Interior improvements (general)	\$ 105,000	0	Triumph Application
8. Office and classroom renovation	\$ 25,000	0	Triumph Application
9. Utility upgrade and equipment	\$ 50,000	0	Triumph Application
10. Exterior improvements (general)	\$ 50,000	0	Triumph Application
11. Pier stabilization/replacement	\$ 25,000	0	RESTORE Application
12. Plumbing facilities and sprinkler system	\$ 75,000	0	Triumph Application
Total	\$ 1,366,000	\$ 800,000	

3. Battery Park Boat Basin

Activity	Actual/Estimated Cost	\$ Spent as of 10/1/2017	Status
1. Reconfigure and upgrade 80 mooring slips	\$ 160,000	0	RESTORE Application
2. Relocate sewage pump-out	\$ 8,000	0	RESTORE Application
3. Construct in-shore charter boat staging piers	\$ 30,000	0	RESTORE Application
4. Provide water quality circulation system	\$ 50,000	0	RESTORE Application
5. Repair bulkheads design	\$ 144,800	\$ 44,800	Complete
6. Add bathrooms and fix bulkheads	\$ 394,000	0	BIF Grant Pending
Total	\$ 786,800	\$ 44,800	

4. Andiers Dock

Activity	Actual/Estimated Cost	\$ Spent as of 10/1/2017	Status
1. Add ten additional slips	\$ 50,000	0	RESTORE Application
2. Provide mooring utilities	\$ 12,000	0	RESTORE Application
3. Kayak launch/recovery facility	\$ 45,000	0	RESTORE Application
4.			
Total	\$ 107,000	0	

5. Riverfront Park

Activity	Actual/Estimated Cost	\$ Spent as of 10/1/2017	Status
1. Locate sewage pump-out	\$ 8,000	0	RESTORE Application
2. Provide potable water	\$ 5,000	0	RESTORE Application
3. Install navigation lighting	\$ 5,000	0	RESTORE Application
4. Provide additional floating access platform	\$ 8,000	0	RESTORE Application
Total	\$ 26,000	0	

6. Offshore Charter Boat Docks

Activity	Actual/Estimated Cost	\$ Spent as of 10/1/2017	Status
1. Provide 6 mooring facilities	\$40,000	0	RESTORE Application
2. Provide utilities and lighting	\$9,000	0	RESTORE Application
3. Provide cleaning station	\$2,000	0	RESTORE Application
4. Provide parking	\$5,000	0	RESTORE Application
Total	\$ 56,000	0	

7. Paddle Park

Activity	Actual/Estimated Cost	\$ Spent as of 10/1/2017	Status
1. Purchase land*	\$ 3,157,000	\$ 3,157,000	Completed (FCT Grant)
2. Install floating launch/recovery	\$ 76,000	0	
3. Establish staging area	\$ 8,000	0	
4. Provide restroom/shower facility	\$ 120,000	0	
5. Provide picnic facilities	\$ 5,000	0	
6. Complete parking improvements	\$ 6,000	0	
Total	\$ 3,372,000	\$ 3,157,000	
Total of 7 Facilities	\$ 10,438,800	\$ 6,555,800	

*Completed in 2009

Attachment 7A

Project Summary or Business Summary

Project Summary

A Project Summary is required when a Local Government proposes to acquire fee simple interest in the Project Site solely for a public use such as a maritime museum, educational venue or civic event area to educate the public about the economic, cultural and historic heritage of Florida's traditional working waterfronts. A Business Summary is not required for this type of project.

The Project Summary shall include a discussion of the purpose of the project, existing and future uses, existing and proposed physical improvements and historic resources. Include the size of any existing or proposed buildings. Indicate if any easements, concessions, or leases exist or are proposed. The recommended size for a Project Summary is one page.

This parcel currently has a metal building with covered docking in the rear. The building was constructed in the early 1900's and contains approximately 6,600 square feet of space. Upon purchase of this parcel, the City of Apalachicola will partner with the Apalachicola Maritime Museum for the restoration of this historic structure. The Apalachicola Maritime Museum will fully renovate the historic structure and incorporate into the existing museum. The building will be restored for use as an educational boat building and restoration facility with a store located at the front of the structure and will be incorporated as an extension of the Apalachicola Maritime Museum. The Apalachicola Maritime Museum is currently running an education program to provide instruction in the building and maintenance of vessels utilized in the commercial seafood business. The program will be expanded to utilize the newly acquired parcel to produce vessels for participant/owners that will be used directly in the commercial seafood business. The commercial seafood industry will benefit from a low cost, well outfitted and well organized professional education and building environment that will help train future generations in the key skills necessary to maintain the industry. The boat repair shop will be constructed so as to allow visitors and locals access to view the construction/renovation as it is being completed.

Currently there are no boat repair facilities located within Apalachicola. The opening of this business will allow the local commercial seafood harvesters access to repair facilities that are currently not available. Being established as a participant owner/builder, this project will aid in keeping repair costs lower than traditional repair shops. In addition to boat repair, this shop will train student workers in the craft of historic boat building and restoration. One such project would be the restoration of the Venezellos. The Venezellos is an old fishing boat that now sits on display in downtown Apalachicola. On June 29, 1942 a British merchant ship was torpedoed by a German submarine off the coast and the Venezellos was one of the many fishing vessels used in the rescue of the British sailors. Please see exhibit W for documentation pertaining to the Venezellos.

The boat building academy will also incorporate a small retail space to be located in the front of the structure that will specialize in marine supplies and sails of boats constructed by the students. Students and teachers would be able to share any net profits made from the sale of the boats and any profit made from the store. These funds may also be utilized to begin a paid apprenticeship program.

Apalachicola became a Waterfronts Florida Community in 2005 and remains dedicated to the standards of this program. This project will not only increase access to the waterfront, it will enhance economic opportunities within the City by creating jobs and educating the future generations in the key skills needed to maintain the commercial seafood industry.

Based on a report completed in October 1995 by the Florida Department of Community Affairs and the Florida Coastal Management Program titled A Profile of Florida's Working Waterfronts, the City of Apalachicola is considered a Traditional Working Waterfront. There are several activities that are commonly found within traditional working waterfronts. These activities include:

- 1) Commercial fishing
- 2) Tug boat bases
- 3) Fish wholesale and retail operations
- 4) Marinas
- 5) Boat building and repair
- 6) Tour boat operations
- 7) Sail Makers
- 8) Boat Rentals

The City of Apalachicola is also considered to be a Working Waterfront in Distress. This is defined as waterfronts that are undergoing some type of transition but not in an irreversible economic decline. Transition can be interpreted to include threats to economic stability, potential losses of cultural and/or historical resources and replacement of water dependent uses by non-water dependent uses.

Based on the results of case studies, the project team identified seven priorities and needs of working waterfront communities. Below is a listing of these priorities and needs.

- 1) Complying with land development and environmental regulations.
- 2) Retaining the traditional character or historical components of working waterfronts.
- 3) Maintaining waterfront for water-dependent uses and resolving associated land use conflicts.
- 4) Bringing jobs into the community.
- 5) Increase public access to the waterfront.
- 6) Developing and organizing local waterfront constituency.
- 7) Leveraging funds to finance capital improvements and operations/maintenance costs.

When completing this project, the City will utilize the above list of priorities and needs to ensure that all elements will fit within the waterfront area.

Business Summary

When the site is to be operated as a Working Waterfront, a Business Summary is required.

Recommended size of a Business Summary is two to five pages but use as many pages as needed.

Address the following items. If an item is not applicable to the project, please state so.

Introduction

1. Provide a brief description of the existing and/or proposed activities on the site.

There are currently no activities being conducted on the project site. The proposed activities for this project will incorporate a Boat Building Academy with the existing Apalachicola Maritime Museum, which is currently in operation approximately 300 feet up river from this location. The Boat Building Academy will work with the Franklin County School District and the Gulf Coast Community College Gulf/Franklin Center to help train future generations in the key skills necessary to maintain the commercial seafood industry. The front portion of the restored building will be utilized as a store with a portion of the profits to be used to fund a paid apprenticeship program.

2. Discuss how the Project Site would further the protection and continuation of a Working Waterfront.

Note: The proposed activities on the site must conform to purposes of the Working Waterfronts Program as defined in 380.5105(a) and (b).

The acquisition of this project site will further the protection and continuation of a working waterfront in a number of ways. First, the restoration of a structure that was a previous outboard motor repair shop will prevent further degradation of the structure thus preventing further pollution from leeching into the Apalachicola River and Bay ecosystem. The operation of a Boat Building and Restoration Academy will promote not only the current commercial seafood industry but insure the continued growth of the industry for the future. Educating the younger generation in the skills necessary to maintain the commercial seafood industry will insure the continued economic growth of this declining industry. Operating this Boat Building Academy in a manner that allows for the public to witness the skills necessary for boat restoration/building will enhance the education of the public and increase the awareness of the public concerning the battle the commercial seafood industry is undergoing. With increased awareness will come increased support for the plight of the commercial seafood workers and hopefully aid in the recovery of this declining industry. Using a portion of the proceeds from the store will allow for increased employment within this industry with the incorporation of a paid apprenticeship program.

3. Discuss how the development and management of the Project Site will provide an economic benefit to the community.

This project will be a great economic benefit to the entire community of Apalachicola as well as Franklin County. The opening of a Boat Building Academy on the project site will aid the commercial seafood workers by allowing the vessel owners to assist with the repair/restoration of their private vessels thus decreasing expenses for upkeep of these vessels. The Academy will employ a minimum of 2 full time staff as well as numerous volunteers and paid apprentices. With the unemployment rate climbing throughout Franklin County, the combination of employment and training will be a great asset to the entire area. The ability of the public to watch the process of the boat construction/repair will aid in the attraction of tourists to the area. The increase in tourism within the community will aid in increasing the patronage of all local business. The increase in tourism will benefit the local shops, restaurants, hotels and other tourists attractions within the area.

4. Ownership type:

Public (Local Government)

Private – describe the type of ownership including:

Name of organization

Owner(s) or officer(s)

History and background of the business

The ownership of the property will remain with the City of Apalachicola. The Apalachicola City Commission will enter into a long term lease with the Apalachicola Maritime Museum for the operation of the Boat Building Academy.

Business

1. Describe existing or proposed business activities on the site.

Note: The primary activities and revenues collected on site shall conform to the purposes of the Working Waterfront program.
There are currently no activities being conducted on the project site. The proposed activities for this project will incorporate a Boat Building Academy with the existing Apalachicola Maritime Museum, which is currently in operation approximately 300 feet up river from this location. The Boat Building Academy will work with the Franklin County School District to help train future generations in the key skills necessary to maintain the commercial seafood industry. The front portion of the restored building will be utilized as a store with a portion of the profits to be used to fund a paid apprenticeship program.

2. Explain the services, benefits and support to the commercial seafood industry.

The commercial seafood industry will benefit in several ways from the success of this project. The boat building academy will greatly reduce the maintenance expenses incurred by the local commercial seafood harvesters by allowing the vessel owners to participate in the repair/restoration of their vessels. The decrease in maintenance expenses will allow for a larger profit to the local seafood workers. The training of the younger generation in the skills necessary for maintaining this industry will insure the survival of the seafood harvesting industry for many generations to come. Also, allowing visitors and the general public the opportunity to witness the unique skills required to maintain this industry will increase awareness to the plight of the commercial seafood workers thus increasing support.

3. Describe educational activities to be conducted that highlight the historical or current commercial fishing or aquaculture industry. Upon restoration of the existing historic structure, the Apalachicola Maritime Museum will increase its current education program which currently provides instruction in the building and maintenance of vessels utilized in the commercial seafood industry. The Apalachicola Maritime Museum will work with the Franklin County School District and the Gulf Coast Community College Gulf/Franklin Center to provide a Boatbuilding Technical Certificate Program that can be completed within 1 year. This will enhance the opportunity for students to remain in the local community after completing their education.
4. Explain any activities indirectly supporting the commercial seafood industry. Most activities proposed with this project will directly support the commercial seafood industry. The commercial seafood industry will be indirectly affected by the education of necessary boat building skills. The teaching of these skills will insure the continued survival of this struggling industry.
5. Describe the current and future demand for the facilities and activities to be provided, including but not limited to:
 - Description and size of current market; In 2008 approximately 1,400 licenses were issued for commercial seafood harvesting in Franklin County. At this time, there are no boat repair services available for the repair and maintenance of these vessels.
 - Geographic region of customer base; The geographic region of this project will extend beyond the City of Apalachicola. Residents from the entire Franklin County area will utilize the services offered by this business and it is feasible for the surrounding counties to utilize these services also.
 - Describe competition in the area. Currently there are no services of this kind offered anywhere within Franklin or Gulf County. There is no competition in the area which will offer the classroom and participant builder/owner approach.

Management

1. Description of facility(ies). Identify existing and all proposed improvements:
 - a. Describe conditions and size of existing structures. The existing structure is a 6,600 square foot metal building with a covered docking area to the rear. This structure was once used as a outboard motor repair and sales business. The proposed improvements include the complete restoration of the existing structure to appropriate standards to support all stated goals of the project.
 - b. Description and approximate size of the proposed improvements. Note: Any new structure to be located on sovereignty-submerged lands shall comply with the criteria set forth in F.A.C. 18-21 including but not limited to the requirement that the structure be water dependent. The proposed improvements will not increase the size of the existing structure. Upon restoration, the structure will remain a 6,600 square foot metal structure with covered docking in the rear of the structure.
2. Identify existing and/or proposed easements, concessions, or leases. There are no existing easements or concessions on the property. Upon purchase of the property, the City of Apalachicola will enter into a long term lease with the Apalachicola Maritime Museum for the restoration, operation and maintenance of the structure and business.
3. Identify any existing or proposed third party leases including the lessee and purpose of the lease.
4. Identify all short term and long term maintenance requirements. Maintenance requirements of the project are estimated to be approximately \$15,000 annually. These expenses will be the responsibility of the Apalachicola Maritime Museum.
5. Discuss current and proposed staffing needs. Staffing needs will be accomplished with a combination of paid staff, volunteers and educational organizations with an estimated direct cost of approximately \$20,000 per year.
6. Identify the approximate cost for development and operation of the site including proposed improvements, maintenance, staffing, etc. The approximate costs of initial restoration is estimated to be \$100,000 with an annual maintenance costs of \$15,000. Staffing is expected to run an estimated \$20,000 annually.
7. Identify funding sources for the development and maintenance of the site. Funding will be accomplished through a variety of sources. Staffing will be handled through a combination of paid staff, volunteers and educational organizations with direct costs to be absorbed by the Apalachicola Maritime Museum. All renovation, maintenance and overhead costs will be the sole responsibility of the Apalachicola Maritime Museum.

Attachment 7B



4/12/2018

Mayor Van Johnson, Sr.
City of Apalachicola
1 Avenue E
Apalachicola, Florida 32320

Re: Proposal to Utilize Popham Building as a Facility of the Apalachicola Maritime Museum

Dear Mayor Johnson:

As you will remember, the premise of the Florida Communities Trust to purchase the Popham Building (formerly Apalach Marine) was to provide for a working waterfront program which consisted of the Apalachicola Maritime Museum and the Apalachicola Wooden Boat Building Academy. The grant which was filed in 2009 and acquisition was completed in 2010.

Under the approved Management Plan, a lease agreement was to be executed between the City of Apalachicola and the museum. No lease agreement has been executed as of this date. The attached proposal identifies the terms and conditions under which the museum will execute a lease agreement with the City and specifies necessary improvements needed to obtain the certificate of occupancy required to take possession, as defined in the approved Management Plan which reads:

"Once the lease agreement between the City of Apalachicola and the Maritime Museum has been approved by the FCT and executed, all maintenance expenses will be the responsibility of the Apalachicola Maritime Museum. Prior to the execution of the lease agreement, the City of Apalachicola will be responsible for the maintenance of the project site."

I am aware that to date, the City has not been able to provide the necessary maintenance and improvements necessary to enable both parties to execute a lease agreement. However, with the prospect of Triumph Gulf Coast grant funds available, the museum is providing the attached proposal to enable the City to document and justify the need for funding to render the building able to be occupied, and thus usable for the museum.

Apalachicola Maritime Museum
103 Water Street, Apalachicola, FL 32320
Phone : 850-653-5000
Web Site : www.AMMFL.org

In closing, please view this letter and proposal as a justification for a Triumph grant and to identify the needed improvements to expand the museum into the facility. It is totally the City's discretion as to how and when any maintenance is performed.

Sincerely,

George Floyd, CEO
Apalachicola Maritime Museum

Long term lease of the City-owned Popham Building

Apalachicola Maritime Museum and Boat Building Academy



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Introduction

Overview of the AMM

The Apalachicola Maritime Museum (AMM) is a Federally designated 501c3 Public Charitable Organization which was founded in 2007.

Notes on AMM Overview

1. Historical accomplishments
2. Educational programs
 - a. River based tours
 - b. Lecture series
 - c. Museum operation with exhibits and videos
 - d. Wooden boat building
3. History of Boat Building Academy (fka Wooden Boat School)
 - a. Annual lightcraft builds
 - b. Restoration of the Robert Baker, a Gaff Sloop
 - c. Florida State Department of Education 2012 award and conference presentation
 - d. Current program with Franklin County consolidated schools (underway as this is being written)
 - e. Restoration of the Jean Mary, a 107' paddlewheel boat

Overview of available Grant Funding

Pursuant to the terms of the Florida Forever, Florida Communities Trust, and Stan Mayfield Working Waterfronts Grant Program, the Apalachicola Maritime Museum and Academy proposes to lease the City-owned Popham Building for a twenty year period with options to renew on a ten year incremental basis.

As has been discussed, the City purchased the building in 2011 with grant funds requiring that the long term marine facility be renovated to accommodate the use by the museum and academy. The facility, as you know, is in need of significant repairs and usable configurations to support the expansion of the museum into the facility. This would require the issuance of a valid certificate of occupancy.

Notes on Grant Funding

1. Include the adjoining properties purchased by the former Stan Mayfield grants to include the land on which the renovation of the Golden Ball is taking place under the large Quonset tent
2. Other requirements of the original Stan Mayfield Grant

Conceptual Plan

Proposed Utilization

The Apalachicola Maritime Museum and Boat Building Academy propose to utilize the facility in the following manner:

1. Expand its current facilities and operations to include the Popham Building as one of its five operational facilities/campuses. Others are located at 103 Water Street in Apalachicola, the former Breakaway Marina on the Apalachicola River, the historic St. George Island Ferry Boat Basin, the historic Paddlewheel Boad Landing facility in Chattahoochee, and the current Paddlewheel Boat Repair Facility in Green Cove Springs, Florida.
2. The museum will utilize the Popham location to expand its maritime artifacts and historic maritime equipment from its facility on Water Street. More room is currently needed for displays for our annual 10,000 visitors. ... also to transfer equipment from the GCS operations
3. The museum will also utilize the facility for river and bay cruises, paddle craft facilities, and small boat repairs.
4. The Apalachicola Maritime Museum Boat Building Academy will relocate all its boat construction facilities , equipment, and classes to the Popham Building which will allow the museum to expand its classes and to accommodate visitors, well known boat building professionals/instructors from national wooden boat building centers on the Great Lakes and North East Atlantic Coast.
5. Lastly, the location of the museum in the Popham Building will assist the City to comply with the terms and conditions of the \$800,000 Stan Mayfield FCT Grant. Moreover, it will assist in restoring and utilizing of the most historic and iconic watercraft facilities in Florida.

Notes on Utilization

1. Annual visitors that pay to come into the AMM is approximately 5,000 based on transaction logs from the web store. All of those are become AMM members.
2. I would like to expand on this further, especially as it relates to moving the boat building operation to the Popham building. This will include metal fabrication, electrical shop, electronics shop and test equipment, paint shop and many other services which consume approximately the available same space as available at the Popham building.

Renovation Plan

Needed Improvements

The Popham Building is currently unstable owing to its needed repairs, upgrades, and utilities. The following is a listing of items needed to make the building acceptable for museum and academy use and to provide for a certificate of occupancy:

Activity	Actual/Estimated Cost
1. Foundation reinforcement	\$ 125,000
2. Replace roof	\$ 60,000
3. Remove obsolete facilities	\$ 20,000
4. Add twelve boat repair slips	\$ 18,000
5. Interior improvements (general)	\$ 125,000
6. Office and classroom renovation	\$ 25,000
7. Utility upgrade and equipment	\$ 80,000
8. Exterior improvements (general)	\$ 50,000
9. Pier stabilization/replacement	\$ 25,000
10. Plumbing facilities and sprinkler system	\$ 80,000
11. Construction management	\$ 50,000
Total	\$ 658,000

Notes on improvements

1. The museum will support any additional improvements or cost overruns up to \$100,000.
2. A committee made up of City and AMM will manage the renovation efforts

Current Considerations

The museum is currently aware that several sources of BP penalty and financial remuneration funds are currently available from a number of sources. We would suggest that the City consider applying for RESTORE, Triumph Gulf Coast, or National Fish and Wildlife Foundation funds to assist in upgrading the Popham Building to accommodate the museum and academy. Both would have a significant impact on the City's economy and environment in the following ways:

1. Clean up and refurbish the declining historic structure above and within the Apalachicola River.
2. Provide additional museum space for the some 20,000 visitors to the museum annually.
3. Provide for professional and amateur boat building classes for an additional some 10 to 12 students per month.
4. Provide storage for paddle craft and equipment for an estimated 900 paddle craft enthusiasts based in or visiting Apalachicola.
5. Provide docking/storage for museum owned watercraft.
6. Serve as a public assembly facility for meetings, seminars, or classes for watercraft related topics.
7. Publish a semi-annual newsletter to advise maritime interest groups on the facilities and programs at the Apalachicola Maritime Museum and Wooden Boat Building Academy.

Notes on Current Considerations

1. Need to review "Stan Mayfield Mgmt Plan Final.doc" and "Apalachicola boat works timeline.xls" to ensure all items referenced in this document are incorporated into the plan.
2. Allow for demonstration vessels to be stored indoors
3. Implementation of CNC router table to fabricate boat strakes and planks as currently implemented on all stich and glue assembly
4. Steam powered vessels owned by AMM can be deployed un protected berths
5. Meeting room upstairs for training, evens, yacht club
6. Much more given more time ...

Relationship Terms

Terms and Conditions

In response to the City of Apalachicola providing the above cited lease for building that can be occupied, the Apalachicola Maritime Museum (AMM) and Boat Building Academy will provide the following:

1. The AMM will occupy the building and make it open to the public for a minimum of 40 hours per week 48 weeks of the year.
2. The AMM will clean and maintain the facility except for any needed structural or utility repair needs.
3. The AMM, as a tax exempt organization, will collect various membership and user fees and will provide the City 25 percent of all proceeds originating from the expanded facility.
4. The AMM will not expand its facilities or scope of operations without an amendment to its lease agreement.
5. The AMM will not provide space or facilities for any third party for profit activities.
6. The AMM will make the facility available for City uses with at least seven days' notice provided the use does not conflict with existing AMM activities.
7. The AMM will make its facilities and financial records available to the City on an annual basis.

8. The AMM will be responsible for the deposit and payment of all utilities.
9. The AMM will provide fire and casualty insurance for all items other than the structure itself.
10. The AMM will hold harmless the City of Apalachicola for any litigation resulting from the activities and operations of the AMM.

Agreements

This document is a proposal to enter into a lease agreement between the Apalachicola Maritime Museum and the City of Apalachicola. The lease agreement will define and document the final terms and conditions of the facility utilization relationship. The museum is eager to execute a lease with the City to expand its operations, subject to the necessary improvements documented in this proposal being made. The museum would hope to have all improvements made and the lease executed by January 1, 2020.

By

George Kirvin Floyd, President and CEO
Apalachicola Maritime Museum and Boar Building Academy



8/18/2010

Mr. George Floyd
Apalachicola Maritime Museum
103 Water Street
Apalachicola, FL 32320

Re: Popham Building – Apalachicola, Florida

Mr. Floyd, at your request I have compiled this report for the above referenced structure with intent to determine viable reconstruction vs. tear down and rebuild. This report is cursory in nature and is solely based on the physical appearance of the structure (interior/ exterior) in concert with the numerous photos taken on 8/5/2010 (I have included some pictures of interest). This report is to serve as a professional preliminary review and highlights certain assumptions that will need validation prior to finalizing any scope and reasonably attainable budget.

The Popham building (approximately 78' x 80' excluding covered boat mooring) while abandoned and run down maintains remarkable horizontal and vertical acuity, reasonably intact and solid flooring, exterior metal sheathing while rusted is securely stable and the covered boat mooring area in rear appears to have relatively new piles and piers along side. These observations lend one to believe that the structural integrity of the building is still good, which relates to excellent construction techniques used during its initial construction and furthermore provides excellent potential for reconstruction rather than tear down and start over. The biggest unknown is the structural integrity of the timber pilings, cross beams and floor joists for the structure and of the three I am most concerned with the pilings. This building is built completely over water and it appears that a lot of the initial pilings have rotted and subsequently new ones were installed directly adjacent to the rotted ones, however their installation and stability are in question and must be further analyzed and examined.

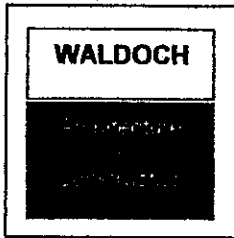
I am a licensed professional engineer in the state of Florida, but my experience in such a review and recommendations is limited, therefore I have attained the professional service of a licensed architect and licensed general contractor (Steve Waldoch) whom I have know and worked with for the past 20 years. Steve has also has a Masters in Architecture with specialization in "Historical Preservation" and would love the opportunity to study further the potential of saving this wonderful Apalachicola Landmark. Steve's review and recommendations are attached (see exhibit 'A') and we both welcome the opportunity to discuss our findings in more detail.

J. Keith Dantin, P.E.

Project Management • Risk Assessment • Strategic Planning • Value Engineering • Construction Inspection

506 Frank Shaw Rd • Tallahassee, Florida 32312 • 850-251-1238

kdantin@comcast.net



Stephan L. Waldoch, Architect

8509 Little Scenic Lane
Tallahassee, FL 32309

WALDOCH BUILDERS, INC.

Architect
AR - 0012696

General Contractor
CG - C014276

Cell: (850) 212-5028
Fax: (850) 668-0064
Email: waldoch@mac.com

PREMININARY EVALUATION POPHAM BUILDING Apalachicola, Florida

This evaluation is based upon photos taken of the existing structure and is a general reflection of options that the owner may take in either replacing or retaining the building.

Overview

The easiest and far simpler approach toward the property would be to tear down and replace the structure with a new building that would be built to current codes based on sound engineering design principles. The loss would be the authentic continuity of the historic fabric along the waterfront and the risk of having an architect attempt to replicate the old character which could easily become a disneyesque charade.

Option 1- Destroy the Old and Replace with New

The cost to replace the building could range from \$150.00 to \$200.00 per square foot exclusive of docking facilities. That would place the cost from \$950,000 to \$1,300,000 depending on the design, occupant designation and maintaining approximately the same 6240 square foot size. The permitting process would present a set of issues that retaining the existing building would not require, primarily dealing with the dock facility, engineering and parking requirements that the city might require. The completed building would be a habitable structure that has normal MEP systems, would meet current codes and would be generally open space without interior finishes, thus waiting on an interior build-out for the prospective tenant.

Option 2 – Retain the Existing Historic Character

The cost to retain the existing building presents another set of issues that a new building would not address. The approach to design an adaptive reuse of the existing structure would require a sensitivity that most architects and engineers do not possess, despite the fact that they believe they do. I am writing this as if I own the building and what approach I would take to preserve not destroy the existing building. Investigation by a structural engineer is necessary to evaluate and design enhancements that would work within the architect's design intent. The structure (roof, walls, floor) is devoid of any structural hardware such as Simpson connectors to deal with wind load stresses which could be identified by the engineer and installed.

Structure – flooring

The floor system consists of 2x floor joists at 2 feet o.c. bearing on solid timber beams resting on wood pilings whose spacing appears to be random. Replacement of some joists will be required and installation of a band joist is mandatory to prevent racking. Replacement of many beams suffering from decay will be required. The finish floor decking is of unknown condition based on lack of detail in the photos.

Structure- walls

The existing wall framing appears to be a stud spaced at approximately 3 feet system with horizontal boards at 2 feet vertically as nailers for the vertical tin siding. Assume that most of the

framing members are structurally stable with some replacement required. The design solution to the exterior could be removing the tin siding, replace the necessary wood framing, sheath the exterior for structural strengthening, wrap in waterproofing membrane, reattach existing tin siding. Replacement of windows and doors with required framing improvements such as structural headers are required.

Structure – interior framing

The interior post and beam framing appears to have been modified to increase the open spans for movement of equipment or working movement. The columns that have been removed should probably be replaced to retain the original integrity of the building and maintain the bay spacing order. Structural enhancements could be designed to appear as original elements.

Structure – roof

The roof framing appears to be conventional wood members that internally would be in salvageable unless exposed to weather due to roof leaks while the perimeter of the roof framing where exposed at the eaves would require substantial replacement. The roof tin sheets should be removed, the roof sheathed with structural panels, membrane applied, and the tin either replaced completely or selectively replaced where required. Reuse of the existing tin would retain the historic character. The roof insulation could either be installed in panels over the sheathing or a closed cell foam spray applied to the underside of the roof sheathing.

Piling Replacement

It appears that attempts were made to replace decayed pilings. The integrity of the pilings is structurally the most critical yet is the most difficult to predict the actual condition. The approach to replace the pilings in a thorough manner could be to hire a house mover to elevate the building by bearing it on steel beams and then moving the building off site to an adjacent vacant lot while the existing pilings are removed and replaced using a conventional pile method. This would assure longevity of the building's foundation and justify the investment into the existing building. Either concrete pilings or wood could be driven, depending on the aesthetic choice assuming the projected life of the wood could be comparable to the concrete pilings.

Cost estimate

This is a best guess based on 30 years of callused experience and is not meant to be a proposal.

Mover for piling replacement	\$50,000
Piling Installation	\$75,000
Construction 6240 sf @ \$100.00/sf	\$624,000
Design Fees	\$62,000
Total	\$686,000 to \$750,000

Conclusion

The estimated cost for adaptive reuse of the Popham Building would afford a habitable structure that has normal MEP systems, would meet current codes and would be generally open space without interior finishes, thus waiting on the interior build-out requirements for a prospective tenant. As much of the building's existing fabric would be retained as possible. The exterior facade would essentially remain the same with minor enhancements such as accessibility elements constructed.

Stephan L. Waldoch, R.A.

Attachment 8



**UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Atlanta Regional Office**

Suite 1820
401 West Peachtree St., N.W.
Atlanta, Georgia 30308-3510

EDA
Musa at
Gutter

July 7, 2010

In reply refer to:
Investment No. 04-79-06355

The Honorable Van Johnson
Mayor, City of Apalachicola
1 Bay Avenue
Apalachicola, Florida 32320-1936

Dear Mayor Johnson:

This is to acknowledge receipt of your acceptance of our Financial Assistance Award in the amount of \$1,855,000 to construct additions to the Scipio Creek Boat Basin. Your particular attention is invited to the time schedule in Special Condition No. 1. If it becomes apparent that you cannot meet any element of the time schedule, you should immediately advise this office in writing as to the reasons for the delay and request a project amendment to revise the time schedule. You should be aware that violation of any element of the time schedule, without justifiable cause, will be considered grounds for termination of your Financial Assistance Award.

In order that the Economic Development Administration (EDA) may be of maximum assistance in the post-approval phase, please contact Mr. Asa Williams, who is in charge of this activity for the State of Florida. His address is 401 West Peachtree Street, N.W., Suite 1820, Atlanta, Georgia 30308-3510, telephone (404) 730-3821.

Sincerely,

H. Philip Paradice, Jr.
Director, Atlanta Region

cc: Bruce Ballister, Apalachee Regional Planning Council



FINANCIAL ASSISTANCE AWARD

AWARD PERIOD
From date of approval to 58 months after approval

RECIPIENT NAME
City of Apalachicola

AWARD NUMBER
04-79-06355

STREET ADDRESS
1 Bay Avenue

FEDERAL SHARE OF COST
\$1,855,000

CITY, STATE, ZIP CODE
Apalachicola, Florida 32320-1936

RECIPIENT SHARE OF COST
\$ 635,596

AUTHORITY
Public Works and Economic Development Act of 1965, as amended, (42 U.S.C. §3121, *et seq.*)


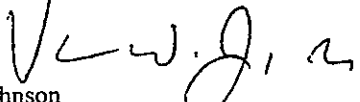
TOTAL ESTIMATED COST
\$2,490,596

CDFA NO. AND PROJECT TITLE
11.307 Economic Adjustment Program / Boat Basin Restoration

BUREAU	FUND	FCFY	PROJECT TASK	ORGANIZATION	OBJECT CLASS
20	40	10	0406355-000	04	4110

This Award approved by the Grants Officer is issued in triplicate and constitutes an obligation of Federal funding. By signing the three documents, the Recipient agrees to comply with the Award provisions checked below. Upon acceptance by the Recipient, two signed Award documents shall be returned to the Grants Officer and the third document shall be retained by the Recipient. If not signed and returned without modification by the Recipient within 30 days of receipt, the Grants Officer may declare this Award null and void.

- Department of Commerce Financial Assistance Standard Terms and Conditions
- Special Award Conditions (see attached Exhibit A)
- Line Item Budget (see attached Attachment No. 1)
- 15 CFR Part 14, Uniform Administrative Requirements for Grants and Cooperative Agreements with Institutions of Higher Education, Hospitals, Other Non-Profit, and Commercial Organizations
- 15 CFR Part 24, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations
- OMB Circular A-122, Cost Principles for Nonprofit Organizations
- OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments
- OMB Circular A-21, Cost Principles for Educational Institutions
- 48 CFR Part 31, Contract Cost Principles and Procedures
- Other(s): EDA Standard Terms and Conditions for Construction Projects, dated October 2007 (as amended on December 13, 2007)

SIGNATURE OF DEPARTMENT OF COMMERCE GRANT OFFICER  H. Philip Paradise, Jr.	TITLE Director, Atlanta Region	DATE 6/18/10
TYPED NAME AND SIGNATURE OF AUTHORIZED RECIPIENT OFFICIAL van Johnson 	TITLE Mayor, City of Apalachicola	DATE 6/29/10

U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

PUBLIC WORKS PROJECT COST CLASSIFICATIONS

EDA Investment No. 04-79-06355

State: Florida

County: Franklin

<u>Cost Classification</u>	<u>Proposed</u>	<u>Approved</u>
Administrative and legal expenses	\$ 20,000	\$ 20,000
Land, structures, and rights-of-way appraisals, etc.		
Relocation expenses and payments (Cost incidental to transfer of titles)		
Architectural and engineering fees	177,312	177,312
Other architectural and engineering fees	46,662	46,662
Project inspection fees and audit	87,102	87,102
Site Work	410,700	410,700
Demolition and removal		
Construction	1,552,500	1,552,500
Equipment		
Miscellaneous		
Contingencies	196,320	196,320
TOTAL PROJECT COSTS	\$2,490,596	\$2,490,596

Remarks:

Attachment 9

SCIPIO CREEK FEASIBILITY STUDY

CITY OF APALACHICOLA, FLORIDA

DRAFT

JUNE 2006

PREPARED FOR:

CITY COMMISSIONS OF APALACHICOLA

FUNDED BY:

ENTERPRISE FLORIDA, INC
325 JOHN KNOX ROAD, SUITE 210
TALLAHASSEE, FLORIDA 32303



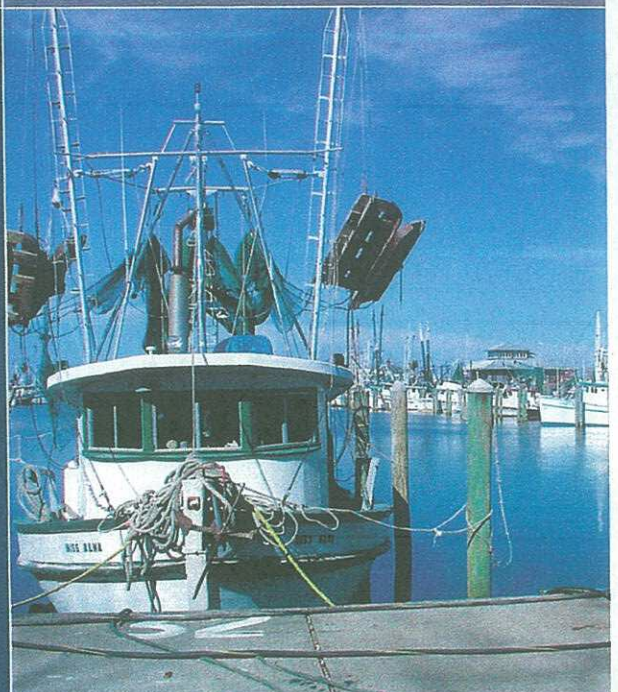
PREPARED BY:

ROSSER INTERNATIONAL, INC.
524 WEST PEACHTREE STREET, NW
ATLANTA, GEORGIA 03038



ASSOCIATE FIRM:

INOVIA CONSULTING GROUP
2840 REMINGTON GREEN CIRCLE, SUITE E
TALLAHASSEE, FLORIDA 32308



SCIPIO CREEK FEASIBILITY STUDY

SUMMARY OF PRELIMINARY FINDINGS

A variety of information has been collected and many people have been interviewed related to the future of the mooring basin and the adjacent property. The following comments are a summary of the findings and recommendations related to issues of high implementation priority.

It is extremely important that the Waterfront Committee respond to these initial findings in terms of their preference for development and priorities.

Major Conclusions and Recommendations:

Boat Repair Yard: The State's oyster shell seeding program is planned to continue operations for a minimum of five years at or above the current level of funding. The program will continue if deemed successful. The area currently used by the State is adequate, but may require additional space in the future. Unfortunately the area is confined by water and wet lands and may not be able to be expanded through the normal permitting process.

The original Concept plan for development of the Scipio basin recommended that a new boat repair yard be located on a portion of this same site. There is not enough area at this site for the two functions to be co-located.

It is therefore recommended that the proposed boat repair yard be located on City property adjacent to the Harbor Master building.

Loading Docks for Boats and Trucks: It is recommended that the area between the Harbor Master building and the edge of Scipio Creek be made available for the construction of a public work boat dock. In combination with the dock an elevated truck loading dock should be constructed. The design should provide for the future construction of a fueling and bulk ice making facility adjacent to the boat dock.

Infrastructure Improvements: It is recommended that improvements be made to the existing electrical system serving the docks within the mooring basin.

It is recommended that the storm water system in the general area of the mooring basin be reviewed and any needed repairs be made according to the required engineering guidelines.

PRIORITY ONE-Boat Repair Yard:

The yard is critical to the long term success and continued operation of the shrimp and fishing fleet. The number of repair and maintenance yards capable of hauling shrimp boats is steadily being reduced. It is recommended that the City lease land to a private operator for the operation of a boat repair yard. From a business standpoint the yard will need to be available to both working and pleasure boats. Longer term dry storage of larger boats will also be desirable in terms of a business operation.

Two locations owned by the City are potential sites for the yard.

The **Original Concept Plan Site** is on the northwest (far side) of the basin in the general area of the State shell storage area. This site has the advantage of being out of the way in terms of the general movement of the public and vehicles. Boat access would be from the basin.

The site has several disadvantages. The operation of the boat yard will be in conflict with the State's shell reseeding program in terms of the available area and vehicular circulation. There is not enough area for both operations. If the boat repair yard operates from this location the basin will have to be dredged to allow access by deeper draft boats during all tides and seasons.

The **Recommended Location** is just south of the Harbor Master building. The City currently has leased this property to an individual through 2008. The current lease fee paid to the City is at a nominal rate. The most significant advantage of this location is that it would be accessed by boats directly from Scipio Creek which typically has a depth of eight to ten feet. The use of this location would eliminate any conflict with the State's shell program. Use of the site will, however, displace the planned commercial open air seafood market. In addition there would be some conflict with the long term use of portions of the property for fueling and ice making facilities. Careful planning of the site will eliminate most of these conflicts. Development of public docks for work boats can be developed jointly with the boat repair yard.

The proposed seafood market and supporting retail facilities can be located in the part of the land adjacent to the basin docks or developed by private companies on property on the south side of Market Street.

PRIORITY TWO-Loading Docks for Boats and Trucks

With increasing economic pressure for waterfront real estate the number of available waterfront docks available for working boats is decreasing. This trend will only become more difficult over time. The City has provided transit dockage for working boats along the waterfront in the downtown area, but this dock space is not set up for the unloading of boats with fresh catch or the reloading of the catch to trucks belonging to wholesales or processors. It also does not provide space for future fueling and ice facilities.

It is recommended that land owned by the City just east of the Harbor Master's house fronting on Scipio Creek be reserved for the development of loading docks for boats and trucks. This area can provide approximately 250 feet of dock length. A truck dock platform can be provided on the southeast side that can accommodate approximately five tractor-trailer trucks at one time.

Future Fueling and Ice Making Facilities. While the need for these two activities are not anticipated for some time in the future they must be planned for today. The waterfront docks must be accessible by both of these two facilities and appropriate space must be reserved during the planning of the docks. It is recommended that two areas of approximately 3,500 square feet each adjacent to the proposed boat dock be reserved. This amount of area will allow for two to three vertical tanks of over 10,000 gallons each plus a small office control building. Similarly the ice manufacturing and refrigerated storage building can be accommodated within a 3,500 square feet structure.

PRIORITY THREE-State Oyster Shell Yard and Barge Docking

The State program for the reseeding of the Apalachicola Bay oyster beds currently occupies a little less than two acres of land on the north side of the basin. This land is provided to the State by the City at no charge. An interview with the Bureau Chief, Department of Aquaculture indicates that the program is expected to be well funded for the next five years. The program will be evaluated during this period for overall benefit. If it is found to be significantly beneficial the program will be expanded.

The State wishes to continue to occupy this location. Two modifications would improve the operations. The State believes a better defined border between the shell piles and the traffic associated with the docks would be beneficial to both activities. Second, the State is agreeable to creating a barge loading facility located directly on Scipio Creek. This location would eliminate the conflict between the barge movement and the shrimp boats. Expansion of the storage yard is very desirable also. These last two issues will be possible only if wet lands permitting can be completed.

one word
Suggest substitute with environmental resource permit.

PRIORITY FOUR-Infrastructure improvements

Electrical Service. Harsh weather combined with the saltwater environment has aged the boat basin's electrical system. The flooding during the last hurricane allowed much of the conduit piping to be infiltrated with water. It is recommended that with the completion of initial estimate of probable cost for up-grading the system that appropriate grant sources be pursued for implementation in 2007/ 2008. Grants are available for both engineering and construction.

9p
Storm Water Management. The storm water drainage system serving the basin and adjacent area shall meet all State regulatory requirements in terms of water quality detention and discharge. In addition the operation of the basin and adjacent activities must adhere to the Best Practice methods prescribed in the Department of Environmental Protection, Clean Vessel and Clean Marina Programs.

SCIPPIO CREEK FEASIBILITY STUDY

SECTION I-OVERVIEW

Times are Changing: The Scipio Creek basin area is quickly coming to a crossroads in its existence where decisions must be made that will forever influence its future use. These decisions will have impacts on the future viability of the downtown and in a larger sense the character of the entire community of Apalachicola.

Historically the larger community of Apalachicola has functioned as a reflection of nature. Seasonal extremes, storms, good and bad shrimp and oyster seasons and market shifts have been the great influences. Local families have prospered or suffered depending on their relationship to the elements of nature and the availability of the natural seafood resources. The impacts have been direct and indirect.

Contemporary society and new technologies are bringing different pressures to the community. The Bay region's title as the "Forgotten Coast" is no longer true. The most casual observation of the development patterns north and south of the Bay reveal the potential future and a relentless pressure for development of vacation homes and supporting commercial activities. Development along the coast has in many instances ruined the very essences of the original attractions of the water front communities.

New efficient technologies for harvesting shrimp, oysters and finfish require more regulations and control of the working seasons. Negative environmental impacts create additional constraints on the quantities and quality of the products being taken from the Bay. Foreign imports of seafood products dominate the US market and have created severe price and market share competition for local watermen. The local oyster market today is maintained through the demand for high quality fresh catches.

The current trend would indicate that over time, fewer and fewer individuals will be able to make their living directly from the water.

Character of Apalachicola: Because Apalachicola was “Forgotten” for several decades it has stayed close to its roots and traditions of a waterfront community. It is this character and uniqueness that is now drawing tourist. This tradition is unique and as such it has great value. Tourism will over time create a demand for additional services in the form of restaurants, retail shops, seasonal housing and the dozen others businesses that follow money. This demand can be beneficial or it can destroy the very essences of the traditional Apalachicola waterfront community.

The long term challenge to the community is to be able to embrace the potential economic benefits, but within the character of the traditional functioning waterfront community. A way must be found to support the traditional working waterfront activities and accommodate new growth within the community.

Today’s residents and their children should participate fully in the future growth and prosperity of Apalachicola. Maintaining a positive quality of life for all members of the community while improving its overall economic viability must be positive for all concerned.

The Scipio Creek planning effort has the potential to set a standard for development within the context of change while recognizing the community’s rich maritime history.

SCIPPIO CREEK FEASIBILITY STUDY

SECTION II-STUDY PURPOSE

Excerpt Quotes from City of Apalachicola Application to Enterprise Florida, Inc. / Rural Infrastructure Fund Application.

Purpose: "The enhancement of Scipio Creek Commercial Boat Basin will allow the seafood industry in Franklin County to maintain access to deep water, without which the processing of shrimp and finfish cannot continue. Towns around the state and the Gulf Coast are losing vital access to the waterfront due to privatization and residential development at an alarming rate. The cost of doing business on the waterfront has increased markedly due to rising insurance rates and property taxes for waterfront property. Franklin County's seafood industry can no longer afford to expand its operations on the waterfront."

The Appendix of this document reviews the larger economic impacts of the growth and development pressures in the Panhandle.

"The enhancements to Scipio Creek Commercial Boat Basin are a part of a large county-wide plan to stabilize the seafood industry in Franklin County and increase production. An inland seafood processing commercial park is being planned at the county level that would provide space off the waterfront for the oyster, shrimp and finfish industry to expand their current operations"

Objectives: This project....."envision a renovated working commercial marina that can unload seafood from local and other Gulf Coast vessels to be processed locally. The facility will be able to ice and provide repair services. The plan is to tie the working seafood industry and the tourist industry together at this site by building a retail seafood market where smaller boats can sell their catch directly to the public. This area will also include a restaurant and several cultural sites like the Apalachicola Maritime Heritage Center, which will attract visitors and preserve Gulf Coast history."

Constraints: "Franklin County has a development constraint in that eighty-seven percent of the land is owned by the State and the Federal Government in the form of natural forests. Of the 348, 800 acres in the County only 1/5th of one percent is zoned for commercial use. Franklin County must retain and enhance the seafood industry in order to retain jobs and keep diversity in its economy." The City of Apalachicola will receive much of the growth pressure for Franklin County.

LONG-TERM PLAN TO PROVIDE SERVICES FOR THE FISHING FLEET

A new visitor to Apalachicola or a long term resident of the community has only to look around in the downtown area to see that change is occurring. These changes are the impact of a real estate development economy that is moving along the waterfront communities of the Panhandle coast. It is these same increases in land values that will gradually put economic pressure on the waterfront business. Land may simply become too valuable on the waterfront to use for certain business.

In May of this year the only waterfront boat repair yard with a heavy lift capability was closed to make way for a new hotel and commercial development. Many of the remaining waterfront businesses will be faced with this same decision. Fortunately some businesses can operate a seafood related business and not be located directly on the water.

As an example a wholesale seafood buyer needs access to a dock, but technically does not need to have the processing building on the water. Traditionally these structures were on the water because it was convenient and the costs were the same as most other locations. Today the economics of land value have completely changed this situation.

Boat Yard Replacement: "The City of Apalachicola is committed to using local contractors wherever possible. The only commercial boat marina and lift in the region closed in August. The property, located in Apalachicola, will become a hotel and no longer be able to service the commercial boats. Vessels will have to travel to Panama City or Tarpon Springs, a considerable distance, to be hauled out. This will not be possible for many of the bay shrimpers and small boats. Repair services are needed on a regular basis and the lack of available facilities will force boats to homeport elsewhere or go out of business. This will cost Apalachicola and Franklin County jobs. The travel lift and repair facility can be relocated to Scipio Creek Commercial Boat Basin. Former employees of the boat yard and other locals can be hired to run the facility at a new location. The current owner of the travel lift is willing to sell the lift to the city at a reasonable cost and good terms."

Commercial Dockage: "In addition, Hurricane Katrina has severely damaged most of the Gulf Coast ports that handle shrimp, oysters and finfish. Many boats no longer have a port or processors to sell their catch to. This expansion would make Apalachicola very attractive to other Gulf fishing boats and increase production and jobs substantially."

Loading Docks for Boats and Trucks: If the seafood industry and the fleet that supports it are to stay in business for decades into the future

access to the water must be protected. The only way that land can be protected is to have it held by the City.

The needs are two fold. First the working boats must have a place to dock and off-load their catch. This facility would not necessarily provide overnight docking, but would be available for boats to land their catch to be picked up by a wholesaler or processor. The boat would pay a fee based on a per pound weight of the particular catch. The City does not have to operate the facility, but it would have to own the land in order to guarantee its continued availability and appropriate use.

Once the catch is on the dock it must be transferred to a dealer. A truck loading dock capable of handling three to four trucks at one time will be sufficient. The dock needs to be the same height as a truck bed or provide a mechanical lift or mobile fork life. In addition some truck parking and maneuvering area may be required either on site or remote.

In addition to docks for loading of supplies and unloading of the catch at least two other services must be accommodated. These two services are fuel and ice.

Ice Making: Today there are two commercial companies that supply ice to shrimp boats. Both of these businesses are located on the waterfront and have a primary business of wholesale seafood processing. The two companies produce 300 pound "bar" blocks of ice with a combined demand of approximately 100,000 pounds per month. The production capacity can be significantly increased to approximately 120 bars per 24 hours. The demand varies greatly and is directly related to the success of the shrimp season.

Both of the companies which produce ice have stated that it is their intent to remain in the ice making businesses for the foreseeable future. Therefore for the short term the ice needs for the fleet will be met. In the future one or both of these businesses may choose to sell the property or not produce ice. The long-term requirement, however, must be planned for by the City. At a minimum the City must seriously consider the setting aside of existing land or acquiring lands suitable for this purpose. In the future a new ice making business could lease land from the City and have the potential of operating a waterside business without the prohibitive land acquisition cost.

Fuel Services: Three businesses on the waterfront sell fuel to boats. The *Scipio Creek* marina sells almost exclusively to local pleasure boats that are docked or dry stored at the facility. The Chevron dock also sells to pleasure boats, but is more focused on transient and larger boats. Less than 20 per cent of

the fuel sales are to the shrimp fleet. Higher fuel costs have also caused a reduction in the amount of time larger pleasure boats are cruising.

The BP dock and fuel facility is primarily a fuel distribution and transportation business. Historically the sales to the shrimp fleet were a significant part of the BP business. Today the fuel sales to the shrimp fleet are less than 40 percent of what they were five years ago. Projections for the balance of this year are that the sales will continue to diminish.

This trend of the reducing shrimp fleet is generally explained as the result of; very high fuel costs; over regulations in terms of net configuration and reduced seasons; competition from low cost imports from Asia; and high insurance rates for vessels.

Just as in the case of the Ice business the existing fuel dealers may at some time in the future choose to locate their business off the waterfront. Once again the service is provided for now and into the foreseeable future, but with little certainty of the availability in the long-term.

The City has the opportunity to set aside lands that are appropriate for the development of a fueling facility adjacent to a dock.

Summary: In the future the co-location of the boat docks for off-loading; truck docks; ice making; and fuel dispensing facilities can form an efficient centrally located one-stop resource for the shrimp fleet. Ideally the City could provide a long-term conditional ground lease based on performance to a qualified investor-operator.

SCIPIO CREEK FEASIBILITY STUDY

SECTION III-FLORIDA AND FRANKLIN COUNTY SEAFOOD INDUSTRY

Seafood Industry Benefits: The State of Florida has significant Commercial and Aquaculture Industries. The impact of these industries contribute directly from the sale of the product and any value-added plus the employment and wages. Second they contribute by creating demand for goods and services in the community. And third, benefit is created through induced effects of employee spending and boosting the local economy.

State Seafood Trend: State wide commercial fishery catches declined from a high value of \$215 million in the mid 1980's by about one-third to \$150 million or 120.9 million pounds. This decline in landings is generally attributed to more stringent regulatory action targeting commercial fishing activities in Florida. This decline is also manifested by the steadily reducing number of active commercial boats. Given the delicate health of the Bay, restricted length of the seasons, restrictions on harvesting equipment, environmental constraints and the increased cost of boat operations for fuel and maintenance the decrease is understandable.

Aquaculture: While commercial fishery catches are declining aquaculture is a rapidly developing industry in Florida. As demand exceeds what commercial fisheries can produce, it is expected that cultured seafood products will become more important. The value of Florida aquaculture (farm grown) products reached \$86 million in 1999. Clams represented 18.6% of the amount and other shellfish at 7.5%. Oysters and clams have impressive gains, growing at an average bi-annual rate of 70 percent.

State Impacts: The Florida seafood processing industry employed 2,329 persons and shipped \$523 million worth of processed seafood products in 1999. The total economic impact of the industry included \$1.2 billion in output and \$664 million in value-added, 17,857 jobs, and \$393 million in labor income. Source; Economic Impact of Florida's Commercial Fisheries and Aquaculture Industries; EDI document FE 280, June 2001.

Franklin County Landings Data: State wide Franklin County accounted for 1.9 million pounds of finfish in 2005 being second to Gulf County which had 4.48 million pounds. Franklin County ranks first in crabs, lobsters and oysters with 1.45 million pounds. The next closest county was Hillsborough with 300 thousand pounds. Franklin County ranks second in pounds of shrimp landed with a total of 1.6 million pounds. Hillsborough County landed 1.8 million pounds in the same period. Dock side value of

these catches in Franklin County is estimated in the range of \$12 to \$16 million. The value varies by the success and length of each season. The added value of these catches as they move toward the ultimate user is multiplied three to five times and may eventually equal a value approaching \$70 million. This larger value occurs after export and only a limited value returns to the County.

Franklin County Employment Data: From the US Census the County has a work force of 4086 individuals over the age of 16. The Census of employment groups agriculture, forestry, fishing, hunting and mining. This group accounts for just over nine percent of the work force. The total work force earns an amount equal to \$16,140 per capita or approximately \$178.5 million. The Census group of employment at nine percent equals an income value of \$16,065,000.

The second group that is impacted by the seafood industry is wholesale trades. This group accounts for seven percent of the County employment at an estimated income value of \$12,492,000. Wholesale trade values are directly affected by the success or failure of the Seafood industry

Attachment 10

**COMMUNITY REDEVELOPMENT PLAN
APALACHICOLA, FLORIDA**

Revised June 2017

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1. INTRODUCTION AND CRA HISTORY

The City of Apalachicola, located in northwest Florida on the Gulf of Mexico, is the county seat of Franklin County. The City was founded in 1831 and historically went through periods of prosperity with a thriving cotton trade in the 1800's and prosperous lumber industry in the early 1900's. Since the demise of the lumber industry in the late 1930's, the community has survived primarily as a monolithic economy based on the seafood industry.

A decline of the seafood industry nationally, which began in the early 1970's, is very apparent in Apalachicola. If the City is to provide a viable economic ambience that allows the workforce to obtain and sustain a reasonable quality of life, the local economy must be diversified.

Owing to the environmental character of the surrounding region, traditional job growth is limited and challenging. However, new economies are emerging such as recreational boating, sports fishing, new middle age and middle class residents in search of "community," and a public philosophy to maintain the City's settlement patterns and historical character. Within the CRA area, the creation of jobs provided by heavy industry is widely viewed as not in the best interest of the community. Job creation should be focused on initiatives that have minimal or no impact on the natural environment and enhance the historic charter and heritage of the city. Today, the growth of historic, cultural, and environmental tourism; recreational boating; and sports fishing provide a positive impact on the local economy.

The purpose of the Community Reinvestment Act is to assist local governments in eliminating and/or preventing blighted conditions that are detrimental to the sustainability of economically and socially vibrant communities. The 1989 Community Redevelopment Plan was prepared by the Office of Community Development, City of Apalachicola. Following review by the Agency, it was forwarded to the City Commission, and the Plan was adopted by resolution after a public hearing. The Community Redevelopment Agency completed a review and update of the Plan in 2009 and the same adoption procedures were followed.

2. COMMUNITY REDEVELOPMENT PLAN PLANNING PROCESS, PLANNING CONSIDERATIONS, STRATEGIES, AND RECOMMENDATIONS

2.1 Planning Process

The City's economic base rests on the declining seafood industry and the growing tourist market.

The 2009 update of the CRA Plan identifies the following assessments currently in place that should be included as part of the City's future community development planning efforts. These documents were funded in part by the City of Apalachicola, Florida Department of Community Affairs, Florida Communities Trust, Apalachee Regional Planning Council, Riverway South, UGA's Fanning Institutend the City's Area of Critical Concern Designation.

- ❖ City of Apalachicola Comprehensive Plan (inclusive of periodic updates)
- ❖ City of Apalachicola Land Development Code (inclusive of periodic updates)
- ❖ "Historic Apalachicola Design Guidelines, A Guide to Rehabilitation and New Construction in the City of Apalachicola", August 2006
- ❖ "Scipio Creek Feasibility Study", November 2006
- ❖ "City of Apalachicola Management Plan for Florida Communities Trust Properties" (inclusive of periodic updates)
- ❖ "Apalachicola: Economic Development Through Historic Preservation", 35th Anniversary Edition 1974-2009, Architect Willoughby Marshall
- ❖ "Project Riverway", 2008 Final Report of Project Riverway/Apalachicola
- ❖ Area of Critical Concern Designation

The prior efforts are generally consistent in that they advocate economic development based on the natural and cultural resources of the community and area. These resources lend themselves to a spectrum of possibilities comprising four specific opportunities. These are: 1) The development of tourism through historic preservation and cultural programming; 2) The vertical development of the commercial fishing industry; 3) The continued development of facilities to support sports fishing, recreational boating and Eco-tourism; and 4) The encouragement of development of light compatible industry at the Apalachicola Airport that will sustain businesses within the CRA area.

2.2 External Considerations for Development

The City is located at the juncture of the Apalachicola River and Apalachicola Bay, creating an estuarine system that provides a nursery area for many varieties of shrimp and finfish as well as the blue crab. The conditions of water quality and water flow significantly affect the productivity of the Gulf of Mexico for 500 miles seaward, this circumstance, as well as other considerations has resulted in numerous environmental designations.

The lower river and bay are recognized as the last un-impacted, pristine wilderness east of the Mississippi River. The Apalachicola River and Bay are designated as Outstanding Florida Waters (OFW), which are subject to the rules of the Department of Environmental Regulation. A portion is also included in the State's Aquatic Reserve Program as described in Chapter 258, Florida Statutes. The Aquatic Preserve includes those waters from St. George Island Bridge west to Indian Pass.

In 1979, the Estuarine Reserve Designation was conferred by the National Oceanic and Atmospheric Administration, Office of Coastal and Resource Management. The Apalachicola National Estuarine Research Reserve (ANERR) is the 2nd largest existing national estuarine reserve. The reserve encompasses approximately 246,000 acres, most of which are State owned submerged lands. There is a possibility of further expansion to include additional adjacent public lands as they are acquired by the State.

In 1983, Apalachicola was designated as an Area of Critical State Concern by the State of Florida under the Apalachicola Bay Protection Act, House Bill 1202 and Chapter 380.0555, Florida Statutes and by the Florida Governor and Cabinet.

In 1984, the lower Apalachicola River Valley was accepted for inclusion in the International Man and Biosphere (IMB) Program. This is a system of international reserves operating under the general guidance of the United Nations Education Scientific and Cultural Organization (UNESCO). These preserves are selected to conserve a representative diversity of the world's major ecosystems as sites for long term monitoring research and related educational activities.

One of the unique features of the Reserve is the extensive multiple agency involvement in the area. Various upland regions within the Reserve boundaries were previously acquired by federal and state agencies for a variety of different purposes. St. Vincent's Island (12,358 acres), is a national wildlife refuge; Cape St. George (2,300 acres), is a State reserve; the eastern tip of St. George Island (1,883 acres), is a State park and 28,685 acres of the Apalachicola River Flood Plain were purchased under the State's Environmental Endangered Lands Acquisition Program for preservation purposes.

The historic designations and recognitions awarded to the natural conditions of the community

are attractive assets to those seeking an authentic “Old Florida” experience. While development within the Historic District must take into account such designations as historic preservation, distinctive destination, historic district, waterfronts, as well as other similar awards, these designations continue to enhance resource-oriented research and education activities.

2.3 Considerations and Recommendations for CRA Implementation

The City’s basic planning documents mandate that economic development and diversification be achieved through a quadrilateral approach. In implementing this objective, the initial phase proposes the continued development of new boating facilities as well as the two existing marinas, i.e. Battery Park Marina located at the southern terminus of Market and 6th Street; and the Scipio Creek Mooring Basin at the northern terminus of Market Street.

The improvement of these facilities will in effect create a developmental corridor extending north and south from Scipio Creek to Battery Park Marina and west to east from Market Street to the river. The area includes within its perimeter all the commercial/industrial buildings as well as non-airport industrial infrastructure. Redevelopment of this developmental corridor will place the City in a position to implement the strategies described hereinafter:

- a) It is recommended that the City of Apalachicola create within its organizational structure the “Department of Port Services and Facilities,” thus providing an official recognition of the Port of Apalachicola. A Port Development and Management Plan is needed.
- b) Improvements to the Scipio Creek Marina, Battery Park Marina, and the development of new and expanded Port of Apalachicola mooring and support facilities.
- c) The continued development of tourism through historic preservation and restoration of the City’s large inventory of historic, architecturally significant and supportive structures in the historic district.
- d) The vertical development of the commercial seafood industry. This would be accomplished by developing facilities for the final processing of seafood for the market, rather than shipping the raw product to other processing centers.
- e) The development of marine related facilities and services, i.e. dockage, marinas, marine ways and repair facilities to serve marine traffic on the Intracoastal Waterway and the northern coast of the Gulf of Mexico, and out-of-area boaters choosing to spend leisure time in Apalachicola. Moreover, to encourage the further development of eco-tourism to include increased sports fishing, increased outdoor recreation, and increased recreational boating. The inclusion of a non-motorized water craft launch will facilitate increased paddle sports such as kayaking. This applies to service providers and the potential construction of additional marinas, lodging providers, shopping, restaurants, and special events.
- f) The encouragement of an effective bay management plan emphasizing long term protection of a renewable resource. This plan should encourage a substantial increase in the lease of sovereignty bottom for the purpose of establishing artificial oyster reefs and clam beds, with a special emphasis on assisting small lease holders to develop their leases. The potentially positive effect on the seafood industry would support businesses within the CRA area.

The operative strategy includes the concept of developing an emerging sector of the tourism market by capitalizing on the natural resources of the area. Those enterprises slanting their business plans toward nature/heritage oriented groups will be capitalizing on the growing interest in environmentalism and heritage related tourism. In that these are non-consumptive, intellectual and recreational activities, we would not anticipate any actions stemming from State or Federal oversight to impact this sector of the tourism industry.

Other planning considerations include the Apalachicola Regional Airport and the North Historic Commercial District. The airport needs to be leveraged as a stronger economic development tool with increased airport traffic and a connection to new economic opportunities. Annexation into the City of Apalachicola should be strongly considered. A strong concentration on the North Historic Commercial District, historically known as "the Hill", is needed to support and expand businesses currently operating and to reduce the factors that stifle economic activity. Development of a plan to improve the district's economic atmosphere, should address infrastructure, business development and the preservation of historic resources. Traffic corridors have been identified for improvement, connecting the district with other commercial zones.

Options for new City revenues should be evaluated and those most suitable implemented to increase the City's ability to pursue infrastructure and economic development priorities.

3. COMMUNITY REDEVELOPMENT PLAN CITY OF APALACHICOLA, FLORIDA

3.1 LEGAL DESCRIPTION

Boundaries of the Community Development Area are:

From a point of beginning at the southern terminus of 6th Street; north to Avenue "B"; then east to the alleyway lying between 5th Street and 4th Street in Block 11; then run north to the southern boundary of Lot 7, Block 9; then run west to 10th Street; then run south to the southern boundary of Lot 2, Block 42; then run west to the alleyway lying between 10th Street and 11th Street in block 42; then run north to the southern boundary of Lot 8, Block 42; then run west to the alleyway lying between 11th Street and 12th Street in Block 49; then run north to the southern boundary of Lot 7, Block 49; then run west to platted right of way easement between Block 114 and Block 4, Neel's Addition; then run north to the northern boundary of Lot 9, Block 115; then run east to 14th Street; then run north to Avenue F; then run east to the alleyway lying between 9th Street and 10th Street in Block 70; then run north to the northern boundary of Lot 9, Block 163; then run east to 6th Street; then run north to the southern edge of Scipio Creek Mooring Basin; then run easterly to the water's edge of the Apalachicola River; then run along the water's edge of the Apalachicola River south and southeasterly, and easterly and northeasterly around Battery Park Point and Marina to the point of beginning.

This area contains all of Battery Park, Battery Park Marina, Battery Park Point, an unplatted section of the uplands adjacent to Scipio Creek Mooring Basin; Wharf Lots 1 through 49; Wharf Lots A through K; Blocks A-1 through K-1; Blocks A-2 through K-2;

Blocks L through S; All of Blocks 1,2,3,4,5,6,7,8,17,18,19,20,21,22,31,32,41,60,61,62, 63,64,65,66,67,68,69,76,77,165,166,167,168,169,170,171,172,175,176,177,178, 179,180, 181,182,183,184,185,186,187,188,189,190,191; and Block 11 Lots 2,3,4,5; Block 10 Lots 1,2,3,4,5; Block 9 Lots 1,2,3,4,5,6,7; Block 15 Lots 6,7; Block 16 Lots 4,5,6,7,8,9,10; Block 23 Lots 1,2,3,4,5,6,7; Block 24 Lots 3,4,5; Block 30 Lots 4,5,6,7; Block 33 Lots 4,5,6,7; Block 40 Lots 4,5,6,7; Block 42 Lots 2,3,4,5,6,7,8; Block 49 Lots 3,4,5,6,7; Block 70 Lots 1,2,3,4,5; Block 71 Lots 1,2,3,4,5; Block 72 Lots 1,2,3,4,5; Block 84 Lots 1,2,3,4,5,6,7,8,9,10; Block 85 Lots 4,5,6,7; Block 86 Lots 4,5,6,7; Block 87 Lots 1,2,3,4,5,6,7,8,9,10; Block 95 Lots 4,5,6,7; Block 98 Lots 4,5,6,7; Block 98 Lots 4,5,6,7; Block 107 Lots 4,5,6,7; Block 114 Lots 4,5,6,7; Block 159 Lots 1,2,3,4,5; Block 160 Lots 1,2,3,4,5; Block 161 Lots 1,2,3,4,5; Block 162 Lots 1,2,3,4,5; Block 163 Lots 1,2; Block 164 Lots 1,2,9,10; Block 173 Lots 1,2,9,10; Block 174 Lots 1,2,9,10.

3.2 DEVELOPMENT AREA INFORMATION

- 3.2.a There are four (4) considerable existing open space sites in the redevelopment area.
- 3.2.b The Battery Park area contains Battery Park proper, marina point, the City Marina and little league baseball field. The area is seven (7) acres (+/-) in extent.
- 3.2.c The Chapman Botanical Gardens have been leased to the Florida State Park system to be combined with the Orman House Museum and the Three Serviceman's Memorial Park. The complex occupies six (6) acres (+/-).
- 3.2.d The Research Conservation District is two hundred twenty-three (223 acres (+/-) in extent. The facilities in the district include the National Estuarine Reserve Headquarters, the DEP Shellfish Laboratory, Scipio Creek Mooring Basin, The Harbor Master house and the mini-park with parking facilities.
- 3.2.e Recently acquired Florida Communities Trust properties totaling approximately three (4) acres and includes the recreational facilities outlined in the related FCT properties management plan and other City owned waterfront parcels.
- 3.2.f Three platted city squares significant to the original historic plat of the City, these include Franklin Square, Gorrie Square, and City Square, totaling approximately (6) acres.
- 3.2.g See Map Section.

3.3 LIMITATIONS ON TYPE, SIZE, HEIGHT, NUMBER AND PROPOSED USE OF BUILDINGS

- 3.3.a Type: All new construction or modification of existing structures are subject to the Architectural Review Board and issuance of Certificate of Appropriateness by the Planning and Zoning Commission.

- 3.3.b Height: Maximum height allowed in the City is thirty-five (35 feet).
- 3.3.c Density: Standards allow eighty (80) percent site coverage in areas zoned industrial or commercial.
- 3.3d Proposed Use of Buildings: Usage is determined by zoning. The redevelopment area encompasses seven (7) zoning districts, these are: General Commercial (C1), Neighborhood Commercial (C2), Riverfront Commercial (C4), Riverfront (RF), Office/Residential (OR), Single Family Residential (R1) and Multi-family Residential (R2).

**3.4 APPROXIMATE NUMBER OF DWELLING UNITS
IN THE REDEVELOPMENT AREA**

- 3.4.a There are 1137 total parcels within the Community Redevelopment Area, consisting of 317 parcels in C1; 74 parcels in C2; 239 parcels in C4; 59 parcels in RF; 72 parcels in OR; 331 parcels in R1; and 45 parcels in R2.

Most of the structures in these areas were constructed prior to 1940. It appears that several properties are not in compliance with the current land development regulations and it is anticipated that these properties may be aggregated to allow redevelopment to meet current codes.

- 3.4.b See Map Section

3.5 PUBLIC LAND USE

- 3.5.a Property intended for public use such as parks, recreation areas, streets and public improvements are address on Map 4. See Map Section, Map 4, Page 34.
- 3.5.b Not mapped are public utilities or infrastructures. The City can provide sanitary sewer and potable water services to any area of the community redevelopment area.

3.6 NEIGHBORHOOD IMPACT

The redevelopment area contains a total of 649 single family residences, low and moderate income households. The City plans no activities in the project area and the surrounding areas which would impact residential housing in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect the school population, and other matters that would negatively affect the physical and social quality of the neighborhood.

3.7 PROPOSED METHOD OF FINANCING DEVELOPMENT

- 3.7.a It is the intent of the City to use a broad spectrum of funding sources to finance

the redevelopment of the redevelopment area, all of which shall be in compliance with federal, state and local statutes and regulations, as applicable.

These are:

1. Private Sector Financing
2. Infrastructure System Revenue Bonds
3. Grant-in-Aid Programs
4. Redevelopment Trust Fund for implementation of Tax Increment Financing

3.7.b Federal Grant-in-Aid Programs

These are, but not limited to:

1. Economic Development/Business Development Assistance, US Department of Commerce
2. Economic Development/Public Works Impact Projects US Department of Commerce
3. Community Facilities Loans, US Department of Commerce
4. Economic Development Investment Programs, US Department of Commerce
5. USDA Rural Development, Housing and Public Infrastructure Grant/Loan Program

3.7.c State Grant-in-Aid Programs

These are, but not limited to:

1. Small Cities Community Development Block Grant Program (CDBG), Florida Department of Community Affairs
2. Historic Preservation Grants, Florida Division of Historic Preservation
3. Florida Recreational Development Assistance Program (FRDAP), Department of Environmental Protection
4. Conservation and Recreational Land Acquisition Program, Florida Communities Trust
5. Governor's Office of Tourism, Trade and Economic Development, Enterprise Florida
6. Public Improvement Projects, Florida Department of Environmental Protection
7. Infrastructure Improvement Projects, Northwest Florida Water Management District
8. Natural Conservation Programs, Florida Office of Greenways and Trails
9. Small Disadvantaged Communities Program, Florida Department of Environmental Protection

3.7.d Local Grant-in-Aid Programs

These are, but not limited to:

1. Franklin County Tourist Development Council
2. Public/Private Partnerships
3. Foundation Grants
4. Private Contributions

3.8 SAFEGUARDS FOR PLAN COMPLIANCE

Compliance with the Plan is assured in that three (3) separate entities of general government will review all activities initiated.

These are:

1. City Commission, City of Apalachicola
2. Planning and Zoning Commission, City of Apalachicola
3. Community Redevelopment Agency

3.9 RESIDENTIAL USE IN THE REDEVELOPMENT AREA

Elements relating to residential redevelopment will be focused on the elimination of blight to include updating dwellings to meet current codes, reduction of criminal activity, and infrastructure improvements. Programs that encourage historic preservation and increase owner occupancy rates will have positive effects throughout the entire city.

Documents Attached

Resolution – Adoption of Plan

Commission Meeting Minutes – Approval of Resolution to Adopt Plan and Agency

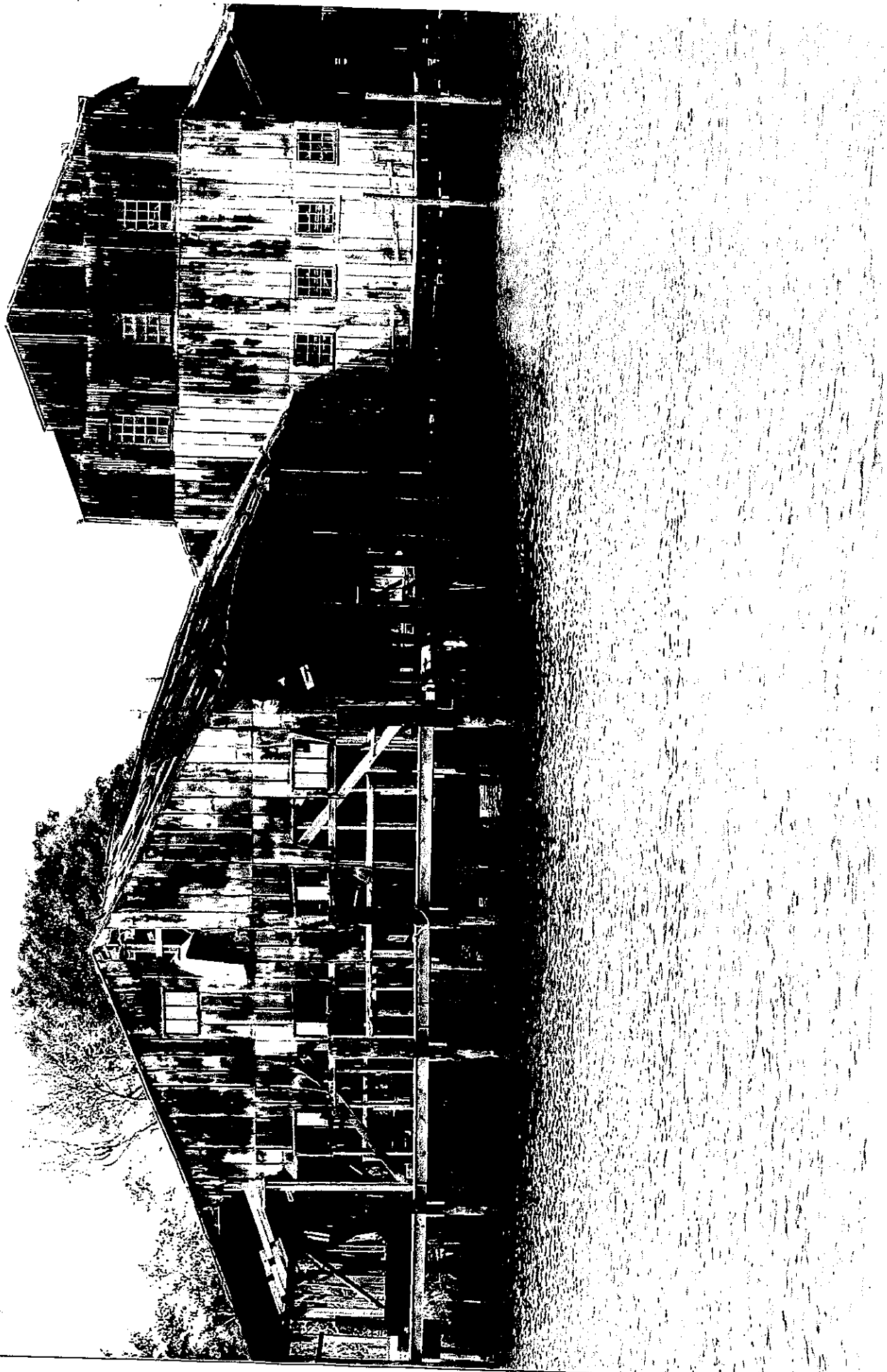
4. EXHIBIT SECTION

4.0 CRA Adoption Process, Procedures, Objectives, and Adoption

Adoption Procedure

- (1) The 1989 Community Redevelopment Plan was prepared by the Office of Community Development, City of Apalachicola, in accordance with Chapter 163.362, Florida Statutes.
- (2) After review by the City's Planning and Zoning Commission, in respect to compliance with the City's Comprehensive Plan, the Plan was taken under consideration by the Community Redevelopment Agency.
- (3) Following review by the Agency, it was forwarded to the City Commission with the recommendation for approval
- (4) Pursuant to a Public Hearing held by the City Commission, the Plan was adopted by Resolution of that body.
- (5) The Community Redevelopment Agency completed a review and update of the Plan in 2009 and the same adoption procedures were followed as outlined in Section (4).
- (6) In that the Community Redevelopment Plan is a modification of a previously adopted plan, the modifications were made in strict accordance to Chapter

Attachment 11





January 1, 2010

Apalachicola waterfront lands renovation grant

Historic Boat Works to gain new life as repair facility

By Dave Hodges
DEMOCRAT BUSINESS EDITOR

Apalachicola's waterfront, so critical for decades to commercial fishing and seafood operations, will be revived through a grant award that will expand the Apalachicola Maritime Museum and establish a boat-building and restoration facility.

Working with the Florida Communities Trust, the city will purchase the waterfront site of the old Apalachicola Boat Works. The project represents the first property to be acquired through the Stan Mayfield Working Waterfronts Florida Forever Grant Program.

"I think the impact will be huge. The building is an old boat-building location, a way to bring in boats and work on them," said Anita Grove, executive director of the Apalachicola Bay Area Chamber of Commerce.

The Apalachicola Boat Works project consists of a building constructed during the early 20th century that will be restored by the Maritime Museum and converted into a facility that provides instruction in the building and maintenance of vessels used in the seafood industry, according to Ken Reecy, program administrator for Florida Communities Trust.

Officials said the opening of the shop will provide commercial fishermen and seafood harvesters with access to repair facilities that are now unavailable in the community. An added benefit will be the training of student workers in the craft of historic boat building and restoration.

"We are excited that the building is being preserved and are hopeful that it will be used in the manner in which it was years ago," Grove said.

Florida Communities Trust awarded \$814,703 in Florida Forever funds to the city for the acquisition. The funds were from the program's 2008 allocation from the Legislature, Reecy said.

Apalachicola has a riverfront zoning status that helps preserve the working waterfront industries, Reecy said. "A part of our criteria is the physical attributes and part of it is incentivizing things, such as zoning."

The Stan Mayfield Working Waterfronts Florida Forever Grant Program, named for the late legislator from Vero Beach, makes \$7.5 million in Florida Forever funds available to communities through a competitive grant application process. Reecy said the grants are used to purchase land that facilitates commercial fishing or aquaculture, or that promotes and educates the public about the economic, cultural and historical heritage of Florida's traditional working waterfronts.

"Apalachicola is well known for its rich commercial fishing heritage, and if we do not protect and preserve our maritime industry, we will lose it forever," said Rep. Jimmy Patronis, R-Panama City.



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Apalachicola waterfront lands renovation grant Historic Boat Works to gain new life as repair facility

BY DAVE HODGES
DEMOCRAT BUSINESS EDITOR
• JANUARY 1, 2010

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Apalachicola's waterfront, so critical for decades to commercial fishing and seafood operations, will be revived through a grant award that will expand the Apalachicola Maritime Museum and establish a boat-building and restoration facility.

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Officials said the opening of the shop will provide commercial fishermen and seafood harvesters with access to repair facilities that are now unavailable in the community. An added benefit will be the training of student workers in the craft of historic boat building and restoration.

"We are excited that the building is being preserved and are hopeful that it will be used in the manner in which it was years ago," Grove said.

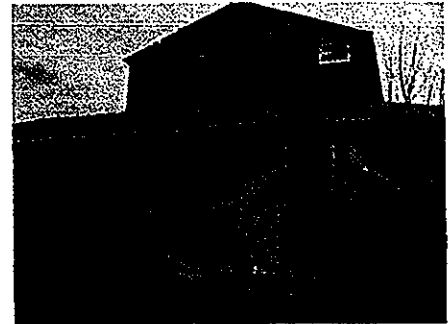
Florida Communities Trust awarded \$814,703 in Florida Forever funds to the city for the acquisition. The funds were from the program's 2008 allocation from the Legislature, Reecy said.

Apalachicola has a riverfront zoning status that helps preserve the working waterfront industries, Reecy said. "A part of our criteria is the physical attributes and part of it is incentivizing things, such as zoning."

The Stan Mayfield Working Waterfronts Florida Forever Grant Program, named for the late legislator from Vero Beach, makes \$7.5 million in Florida Forever funds available to communities through a competitive grant application process. Reecy said the grants are used to purchase land that facilitates commercial fishing or aquaculture, or that promotes and educates the public about the economic, cultural and historical heritage of Florida's

traditional working waterfronts.

"Apalachicola is well known for its rich commercial fishing heritage, and if we do not protect and preserve our maritime industry, we will lose it forever," said Rep. Jimmy Patronis, R-Panama City.



Special to the Democrat The Apalachicola Boat Works property as it looks now. The facility will be purchased by the city of Apalachicola with a state grant and will be restored as a repair and maintenance building for vessels used in commercial seafood operations. (Department of Community Affairs/Special to the Dem)



Special to the Democrat The Apalachicola Boat Works as it looked in 1965. The facility occupies a prominent spot on the community's waterfront and will be renovated by the Apalachicola Maritime Museum. (Photo courtesy of Department of Community Affairs)

Contextual linking provided by Topix

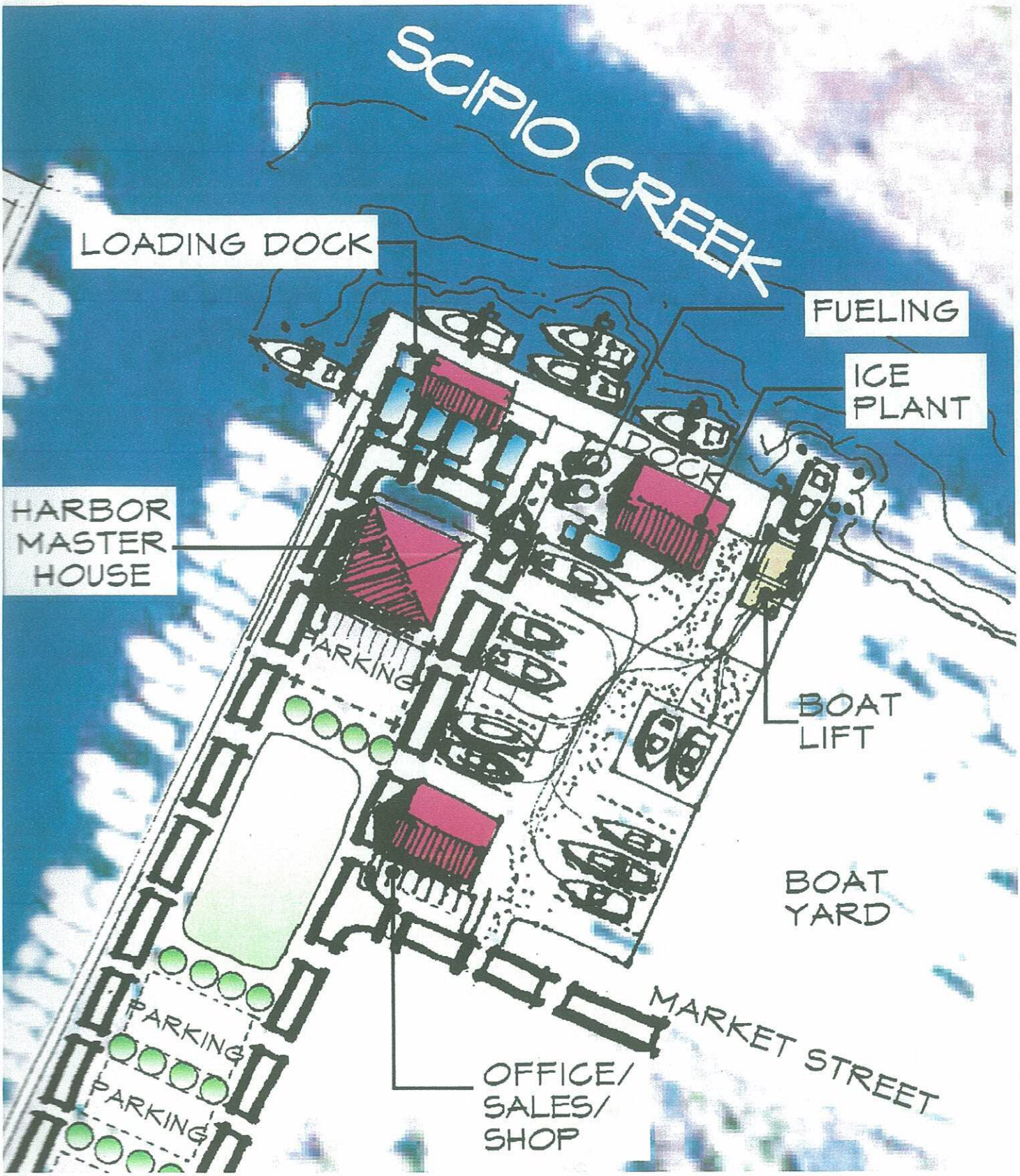
ADVERTISEMENT

Attachment 12



SCIPPIO CREEK BOAT BASIN
CONCEPTUAL SITE PLAN

CLIENT CITY OF APALACHICOLA	PROJECT NAME SCIPPIO CREEK BOAT BASIN ENHANCEMENTS	FILE NAME K:\APALACH\APALACH.DWG	PROJECT NO. MARKT.
	SHEET TITLE APPENDIX A	DRAWN BY WAC	CHECKED BY JFW
		DATE AS SHOWN	SCALE AS SHOWN
			SHEET 1 OF 1



CONCEPT PLAN

BOAT REPAIR YARD & LOADING DOCKS

Attachment 13

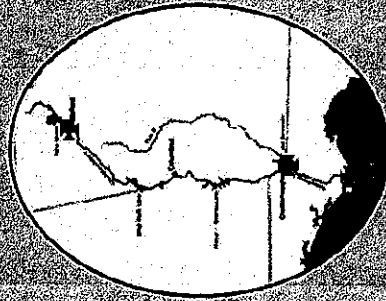
Educational Offerings

Course	Description
S/V HERITAGE	Introduction to sailing, wooden boat heritage including a half day sail trip aboard or 58' Wooden Ketch Custom trips for events or coastal cruising
M/V STARFISH ENTERPRISE	Our USCG certified 40 passenger catamaran. All trips include Educational Guide via print & tablet to include interactive media, species charts, GPS locational, side scan sonar view, binoculars and more Estuary Exploration with five alternate routes (3 hours) Sunset Cruise (2 hours) City Waterfront Heritage (1 hour) St. Vincent Island (4 hours) Little St. George Island (4 hours) Dinner & Full Moon cruises (2 hours) Custom trips for events or coastal cruising
Canoe Kayak Paddle Board	City Waterfront and Towhead Island from Museum docks Breakaway to Museum docks (4 miles) Bayshore Paddle Sports Center Eight day paddle trip from Chattahoochee
Wooden Boat Building	Educational Classes Stitch and glue boats of all types Custom Construction
S/S JEAN MARY	Our 107' Paddlewheel Boat which has been through a five year renovation will soon be arriving to begin traditional routes on the ACF River System and Apalachicola Bay
Events	Receptions, meetings, lectures and classes at museum facility & docks

Museum History & Mission

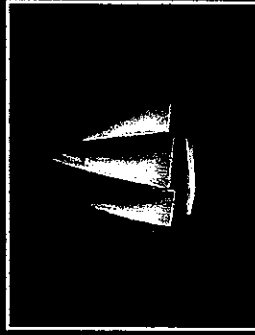
The museum was founded to preserve, celebrate and promote the maritime heritage of Apalachicola in a hands-on learning environment with active sailing, boat building, restoration and educational displays. Collectively, the activities of the AMM will provide a glimpse into the rich and diverse history of the three rivers that come together to form the largest river in Florida and fifth largest in North America, the Apalachicola River.

The AMM mission is to broaden knowledge and appreciation of this important, unspoiled resource and encourage stewardship of ecosystems while providing new economic opportunities for residents of the basin. Through a combination of recreating the past and developing new maritime travel opportunities and watercraft for the future, the museum leads the way for a new vision of the Working Waterfront. A wooden boat building school, working from old and new boat designs for seafood harvest and to meet the ever evolving demand and unique characteristics of the river system and bay. Educational tours and training in maritime trades and ecologic education. The museum offers a view into the past and a vision for the future. Come feel the energy and to be a part of the experience.



*Apalachicola Chattahoochee Flows
River System*

Apalachicola Maritime Museum

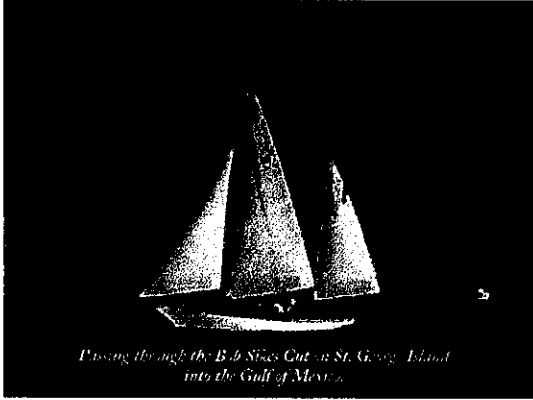


River, Bay & Island Educational Tours
Artifacts Displays **Wooden Boat School**
Maritime Library **Paddle & Sail Training**
Coffee / Gift Shop **Events & Speakers**
Civil War Exhibit **Paddlewheel boat**
Special Events **Wedding Events**
Venues in Apalachicola, SGI & Chattahoochee



Apalachicola Paddle Trips


Sign up for one of four 8-day canoe and kayak trips from Lake Seminole to Apalachicola. Scheduled for the autumn months, these trips are an excellent way to see the Apalachicola River and learn of the flora and fauna unique to the basin. See our web site for more information and to sign up.



Passing through the Bob Sikes Cut on St. George Island into the Gulf of Mexico.

Apalachicola Maritime Museum

103 Water Street
Apalachicola, FL 32320



Heritage Sail Trips

Heritage is now making daily sail trips on Apalachicola Bay. The trips are available at no charge to members of the museum or any organized group affiliated with a charitable entity. You may reserve your trip at our web store at shop.RiverEcologic.com or by calling or stopping by the museum. Departure times and schedules will vary with the season and the weather.

Apalachicola Maritime Museum

Apalachicola Maritime Museum

The Apalachicola Maritime Museum is a non-profit organization dedicated to the preservation and interpretation of the maritime history of Apalachicola, Florida. The museum is located on the waterfront and features a variety of exhibits, including a replica of a 19th-century sailing vessel, a collection of maritime artifacts, and a large-scale model of the Apalachicola Bay estuary. The museum also offers guided tours and educational programs for children and adults alike.



The museum's exhibits provide a comprehensive look at the maritime history of Apalachicola, from the early days of settlement to the present. Visitors can learn about the shipbuilding industry, the role of the port in the regional economy, and the impact of the Civil War on the area. The museum is a must-visit destination for anyone interested in the history of the Gulf of Mexico.

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Heritage Journals

The 2007 journey of the sailing vessel Heritage followed the route taken by the ocean-going sailing ships of the mid 1800s from New England ports into the port of Apalachicola. Heritage started her voyage in Falmouth, Mass., and sailed south through Nantucket and Martha's Vineyard, on through Newport, R.I. and down Long Island into New York Harbor. From there, Heritage proceeded through Chesapeake Bay and on the outside past the capes of the Carolinas and into



NY harbor passage

Charleston, S.C. and Savannah, Ga. Sailing into St. Augustine, Fla., Heritage made way south along the Florida coast and then on into the Bahamas. Making south by west the trip continued through the Florida Keys, finally arriving in Apalachicola after a tempest-tossed 48-hour passage from Key West during which Heritage's dinghy was lost to a rogue wave on a full moon night.

Heritage's new mission, guided by volunteer captains and crew, is to carry passengers back to the days when sail ruled the seas and Apalachicola was the bread basket of the south. The sound of wind in the rigging and the slap of water on the wooden hull complete the effect of a journey through time. Through exhibits at the museum, see the history of the steamships that connected Apalachicola to the upriver ports of Bainbridge and Columbus, Ga. long before rail roads and highways came on the scene. If the winds are favorable the Heritage will travel upriver to Blount's Fort at Prospect Bluff, where in 1816 a single, red-hot cannon ball landed in the powder magazine, causing an explosion heard 100 miles away in Pensacola and destroying the fort, killing nearly all inhabitants.



Steamship Callahan Jr.

The Apalachicola Chattahoochee Flint River system begins at the Appalachian Trail in North Georgia and flows into Apalachicola Bay, creating a world famous estuary that provides vital nutrients that feed much of the Gulf of Mexico.

Take a Tour

Visit the museum to tour the exhibits and see the Heritage. The museum is located near the bridge at 103 Water Street. The museum is open from 10AM through 4PM Monday through Saturday and from noon through 4PM on Sunday. There is no charge for a visit or tour of the boat.



Become a Member

As a member you are entitled to unlimited sail trips aboard Heritage at no cost. You also receive the Apalachicola Doin' Time documentary CD and museum newsletters and event alerts. Annual membership levels include:

- Mate (Individual) \$20
- Crew (Family with minor children) \$35
- Captain (Corporate) \$100
- Commodore (Fly your pennant) \$1,000

Become a Volunteer

Learn to crew the Heritage sail trips, participate in special events and be a part of the operations of the museum. The experience is priceless and the rewards are many.

For information visit www.ApalachicolaMaritimeMuseum.org (www.AMMFL.org), call us at 850-653-2500, send an e-mail to information@AMMFL.org or just stop by.

Chart a course of adventure to the past, present and future

Educational Excursions

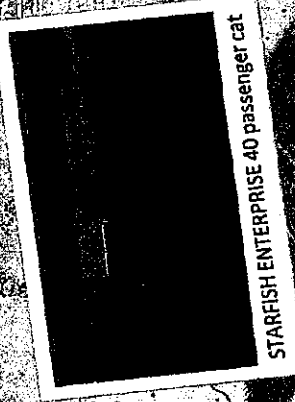
- Educational Estuary Tour
- St. Vincent Island
- Little St. George Island
- Working Waterfront Tour
- Sunset Cruise
- St. Marks River Tour
- Kayak Shuttle



Wooden Boat School



Docks on the River



STARFISH ENTERPRISE 40 passenger cat



Main Museum Entrance



Civil War Artifact Display



St. George Island Paddle Center



Paddlewheel Boat JEAN MARY



58' Wooden Ketch, Heritage Sail Training

LOCATIONS:

- 103 Water Street (On the river behind the Courthouse in Apalachicola) 850-653-2500
- 41 West Bayshore (Basin West of the Causway coming onto S.G.I.) 850-653-7448
- Breakaway Paddle Center (4 miles up the Apalachicola River) 850-653-2500
- 500 River Landing Road, Chattahoochee FL (On the river below City Park)



Launch of Franklin County Consolidated School boat building program

Science Technology Engineering and Math (STEM) focused education makes today's students the innovators and pioneers of the future. Partnering with the Franklin school system, the Apalachicola Maritime Museum (AMM) has brought STEM based learning skills together with wooden boat building. In the 1800s and early 1900s, the shipwrights of Apalachicola were well known internationally for their abilities in building and maintaining the passage makers of those days driven by sail and steam. As the third most active port in the Gulf, the essential skills of these artisans relied on STEM knowledge of the day to keep the (paddle) wheels of commerce turning. On a tangent, the presence of these skills quite likely engendered Dr. John Gorrie's invention of the ice machine. For instance, the year 1846 where the Customs House records of ocean going vessels visiting port this year totaled 95 ships and barks, 61 brigs and 88 schooners. Add to that the paddlewheel boats running the river included the LOTUS, CHAMPION, PEYTONA, VIOLA, MARY ANN MOORE, NOTION, BOSTON, EMILY, COLUMBUS, EUFAULA and the ALBANY.

Let your mind's eye take you to the shipyards of 1846, where the artisans of the Albany, Eufaula, Columbus or Apalachicola applied the STEM skills of that day. They would create Longleaf Pine planking and Live Oak framing timbers and employed hundreds in building new vessels to meet the burgeoning demand for cargo and passenger transportation. Discussions among owner, designer, foreman and the many skilled shipwrights span topics from material supplies from the sawmills, steel fasteners and boiler equipment from northern mills, to use of the adze, saw, chisel, mortise, hammer, caulking iron and cotton caulking used to

form the final product. Four boats were launched in 1946. The ALBANY was launched in January at the city of that name, followed by the FLINT in April and then the SOUTHERNER. The schooner OREGON was also built in Apalachicola. She was 70' long with a 24' beam and 5'6" draft.

In the building of a wooden boat, the principles of STEM are liberally applied. From lofting to assembly, the bigger the boat, the greater the need for STEM principles. Then add to that the diminishing connection with our past. Which is being renewed and celebrated among the youth of our community in building a wooden boat all their own. When completed, they will come to triumphantly launch and plow the waters. It is a magical experience that invigorates the desire to learn and apply the rather dry textbook experience to art in motion.

The Franklin County Consolidated School students will be constructing a 15' pirogue made from Okoume, an African hardwood recognized for its resistance to rot. A pirogue is a small, flat-bottomed boat of a design that allows easy movement through the very shallow water of marshes. A pirogue has "hard chines" which means that instead of a smooth curve from the gunwales to the keel, there is often a flat bottom which meets the plane of the side. The pirogue is usually propelled by paddles but can also be managed with a push pole in shallow water. The first week on construction the students will begin building a 1/6th scale model. Each student will assemble the frame, chine logs, a bow and stern stem and gun wales onto the hull of the model scale pirogue prior to painting. Following the model build is the construction of the full-size pirogue is undertaken in the week which follows. The same construction patterns that were applied to the 1/6th model will be repeated in the building of the full-sized pirogue. Along the way, the students learn the use of measuring tools such as tape measures, builder's squares and bevel gauges, and the use of hand tools including block planes, hammers and small power tools. Mathematics including measuring, angles, and geometry are included in the instructions. This is part of our hands-on teaching approach that incorporates STEM into the process of learning traditional boat building skills. After the full-size boats are completed

there is a launch ceremony which will be hosted before the end of the school year at the historical St. George Island Ferry Boat Basin.

The class is scheduled to continue into the next school year when two more pirogues are to be constructed. The program was championed by Stacie DeVaughan at the Franklin County School and coordinated by Chelsey Venrick, AMM Wooden Boat School Director. The project was funded by a grant obtained by Stacie from Project 10 School-Based Enterprise Mini-Grant.

The program began in April 2013 when the AMM worked in conjunction with the Project Impact After School Program, Franklin County Public Schools and Franklin County Charter School saw local youth complete two wooden pirogues. This program received acclaim by the State Department of Education in that year as the program was presentation in the Education Conference in October that year.

Educational videos of previous year programs may be found at the Apalachicola Maritime Museum channel on Youtube.com or via Google search on "AMM Wooden Boat School and the afterschool program student boat launching"

The AMM runs a continuing series of wooden boat building classes during which student builders construct a boat that they take home as their own at the conclusion of the class. Over the past few months we have built six wooden sea kayaks under the direction of Chelsey Venrick and one Passagmaker dinghy under the direction of Ted Tripp. Class duration ranges from three days to two weeks, depending on the vessel, and can be paired up to have several boats under construction at the same time. Boats run from a simple wooden pirogue up through a sleek ocean kayak, SUP, Wherry rigged with sliding seat and oars. Or a Passagemaker dinghy with sail and rowing and motor options. There are over 100 designs available and with over 100 light craft constructed by the AMM since the programs began. The AMM Wooden Boat School (WBS) staff are well experienced in helping select the type of boat, time frame required and price range to suit individual desires. Under the guidance of AMM WBS director Chelsey Venrick, and our partnership and experience with Pygmy Boats and Chesapeake Light Craft (CLC) there is a vast array of boats designs available. Designs from Pygmy boats,

headquartered in Port Townsend, WA include those voted Best Wooden Kayak by Sea Kayaker magazine. All designs are made of British Standard 1088 Okoume marine plywood and are light, rugged, and beautiful, head-turning craft. Their performance rivals any production kayak on the market. Similarly, designs from CLC offers a wide range of boats including kayaks, canoes, sailboats, rowing craft, powerboats, SUP and surfing. Demonstration models on display at the museum and the Paddle Centers at Historic Ferry Boat Basin on St and Breakaway (four miles upriver) include kayaks, rowing wherry, Passagemaker sail dinghy, SUP and Pirogue. Here you have the opportunity to try the boat out before committing to a build process.

Most of the designs are constructed from pre-cut wooden parts using the “stitch-and-glue” method. This process, which is used on almost all plywood boats, is a simple, straightforward method of building a strong, lightweight and beautiful wooden boat. Upon completion of the session the builder will have boat ready for varnishing - a process normally completed by the builder at home.

Please contact the museum at WoodenBoatSchool@AMMFL.org for more information or by visiting the AMM Museum at 103 Water Street. Be sure to check out our boat building videos can be seen on our local TV channel with Forgotten Coast TV at 6:30 AM and 6:30 PM every day.



**BOAT BUILDING CLASSES!
NOV. 19 AND DEC. 28**

BOAT BUILDING TEXT BLOCK HERE

AMMEL.ORG









CITY OF APALACHICOLA

1 Avenue E • Apalachicola, Florida 32320 • 850-653-9319 • Fax 850-653-2205
www.cityofapalachicola.com

May 2, 2018

Mayor
Van W. Johnson, Sr.

Commissioners
Brenda Ash
John M. Bartley, Sr.
Frank Cook
James L. Elliott

City Administrator
Lee H. Mathes, MMC

City Clerk
Deborah Guillotte, CMC

City Attorney
J. Patrick Floyd

Mr. Don Gaetz, Chair
Triumph Gulf Coast Board
P.O. Box 12007
Tallahassee, Florida 32317

Re: City of Apalachicola Triumph Gulf Coast Application for improvements to
the Port of Apalachicola

Dear Chairman Gaetz:

The City of Apalachicola is pleased to submit the accompanying Application for \$1,100,000 in Triumph Gulf Coast Funding, for the completion of two projects needed to maintain our Port facilities as viable contributors to our local and regional economy. Our City Commission has selected the Scipio Creek Commercial Fishing Basin and the historic marine services center (Popham Building) as two vital projects for which there are no currently identified funding sources. Both of these Port Improvement components are vital to maintaining and/or expanding our Port's ability to support our shallow draft fleet of independent fishing boats and to enhance our maritime heritage museum and its wooden boat building academy.

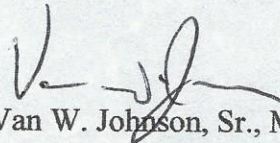
In the many pages which follow, please note that:

1. Our Application is directed specifically to the Triumph statutory and discretionary objectives.
2. Both projects maintain and/or expand our area's economy.
3. Plans for both components fully document their need for completion.
4. Funding requests are for items that have no other funding sources available.
5. Franklin County was not asked for an endorsement because they have attempted to limit the City's funds based on cost and not on merit.

6. The proposed projects are fully documented based on identified need and the conditions of previous funding requirements.

The City and Port of Apalachicola will be especially grateful if the Triumph Gulf Coast Board will act favorably on our well-considered and fully documented application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Van W. Johnson, Sr.', written over a horizontal line.

Van W. Johnson, Sr., Mayor
City of Apalachicola