

Survey Research on Activating Duval County Waterways

Methodology

After the completion of the Boat Plan Survey, an additional survey entitled Activating Duval County Waterways was made available to Duval County residents. The survey has been available since November 1, 2016 and has been completed by 48 respondents. It is available online at the same website as the Boat Plan Survey: www.JaxBoatPlan.com.

The 48 respondents do not represent a scientific probability sample of all Duval County residents, and the study was not designed to do so. Rather, it is a convenience sample of persons willing to complete the questionnaire.

RESULTS

The questionnaire focuses on two items, asking the respondents what facilities they would like to see more of and what new facilities they would like to see made available on Duval County waterways.

Table 1 presents the responses to the question pertaining to additional facilities, and table 2 presents the responses to the question regarding new facilities. In both questions, respondents were provided with a map of local regions along the waterways, and they were asked to indicate where they would like to see the additional and new facilities located.

Table 1: Additional Facilities Requested

Region	Restaurants	Water taxi	Kayak Launches	Information sign	Fishing piers	Public paths	Boardwalks	Paddle boat sites
Intracoastal waterway	18	1	7	1	6	1	2	
Mayport/ beaches	14	1	4	1	5	2	1	
Heckscher dr/ timucuan	9	4	10	1	3	2	2	
FT Caroline/ mill cove	7	1	8	1	3	1	1	
Trout/ ribault river	4	1	5	1	4		2	
Arlington	4	1	5	1	4	2		
Downtown/ hogan's creek	16	4	12	2	5	4	1	1
Riverside/ mccoys creek	12	4	9	2	4	3	1	1
Ortega/ cedar river	7	2	7	1	5	1	2	1
San Jose	7	2	4	2	3	2	2	1
Mandarin/ goodbye's creek	5	1	4	2	5	3	1	1
Julington creek	6	1	4	2	4	1	1	1

Table 1 Continued

Region	Docks	Boat ramps	Rowing center	Parks	Wildlife habitat	Municipal marina
Intracoastal waterway	5	2	2	1	3	2
Mayport/ beaches	4	1	2		3	1
Heckscher dr/ timucuan	4	1		1	3	1
FT Caroline/ mill cove	4	1	1	1	3	1
Trout/ ribault river	1	1			3	1
Arlington	2	1	1	1	2	1
Downtown/ hogan's creek	5	2	1	4	3	3
Riverside/ mccoys creek	5	2	1	2	3	2
Ortega/ cedar river	4	2	2		3	2
San Jose	2	1		2	3	2
Mandarin/ goodbye's creek	1	1		2	3	2
Julington creek	1	1			3	1

Table 2: New Facilities Requested

Region	Crewing center	Kayak launch	Kayak race course	Waterski station	Water taxi	Docks	Boat ramps	Aquarium
Intracoastal waterway		4	2		1	1	1	
Mayport/ beaches		2			2			1
Heckscher dr/ timucuan	1	3	1	1	2	1	1	
FT Caroline/ mill cove	1	2	2	1	1			
Trout/ ribault river	1	3	1	1	2	1	1	1
Arlington	1	2		1	2			1
Downtown/ hogan's creek	1	4	1		3			6
Riverside/ mccoys creek	1	4	2		4	1	1	3
Ortega/ cedar river	1	3	2		1	1	1	
San Jose	1	3			3			
Mandarin/ goodbye's creek	1	3	2		2			
Julington creek	1	3		1	1			

Table 2 Continued

Region	Commuter waterways	Paddle boat paths	Rental facilities	Rowing center	Fishing pier	Restaurants	Public path
Intracoastal waterway		1	3	2	1		1
Mayport/ beaches		1	4	1	1		1
Heckscher dr/ timucuan		2	3		1		
FT Caroline/ mill cove			2	2	1	1	
Trout/ ribault river			2		1		
Arlington			2	1	1	1	
Downtown/ hogan's creek		3	4	4	2	1	1
Riverside/ mccoys creek		1	4	3	1	1	1
Ortega/ cedar river		1	4	2	1		1
San Jose	1		5	2	2		
Mandarin/ goodbye's creek	1		3	1	2		1
Julington creek	1		3	1	2		1

Survey Research on Behaviors and Opinions Regarding Duval County Waterways

Methodology

As part of the research to develop an up to date Duval County Maritime Management Plan, a survey was conducted with Duval County residents to ascertain their behaviors and opinions regarding Duval County Waterways.

Most respondents have completed their surveys in a self-administered fashion, although interviewers were present to assist respondents (if necessary) when the survey was distributed at public gatherings. The questionnaires are available both online and printed on paper. The online version of the questionnaire was posted at the website www.JaxBoatPlan.com. This link to the online questionnaire was emailed to persons who requested it and to groups involved in maritime and waterway issues and activities. In addition, email addresses were collected (to subsequently email the link) and cards with the website were distributed at public gatherings such as the Jacksonville Boat Show, the City of Jacksonville Environmental Protection Board Water Education Festival, the US Coast Guard Auxiliary, and other meetings deemed relevant to the St. John's River and related Duval County waterways. The collection of survey data began in December 2015 and ended on October 31, 2016.

A total of 762 Duval County residents completed questionnaires regarding Duval County waterways. Of those respondents 89% (681) indicated that they had used a water access facility in Duval County at least once. Among the respondents who had used a water access facility, 65% (498) had done so within one month of the date that they completed their questionnaire.

The 762 respondents do not represent a scientific probability sample of all Duval County residents, and the study was not designed to do so. Rather, it is a convenience sample of persons willing to complete the questionnaire after being made aware of the County's task to create an up to date Maritime Management Plan. Outreach attempts have been purposefully diversified to reach as wide a variety of population subgroups as possible, hence producing the most representative sample possible given these methods.

with an additional 25% of the respondents using these facilities at least once a week. Public boat ramps, docks, and kayak launches were also used by approximately one-third of the respondents on a weekly basis.

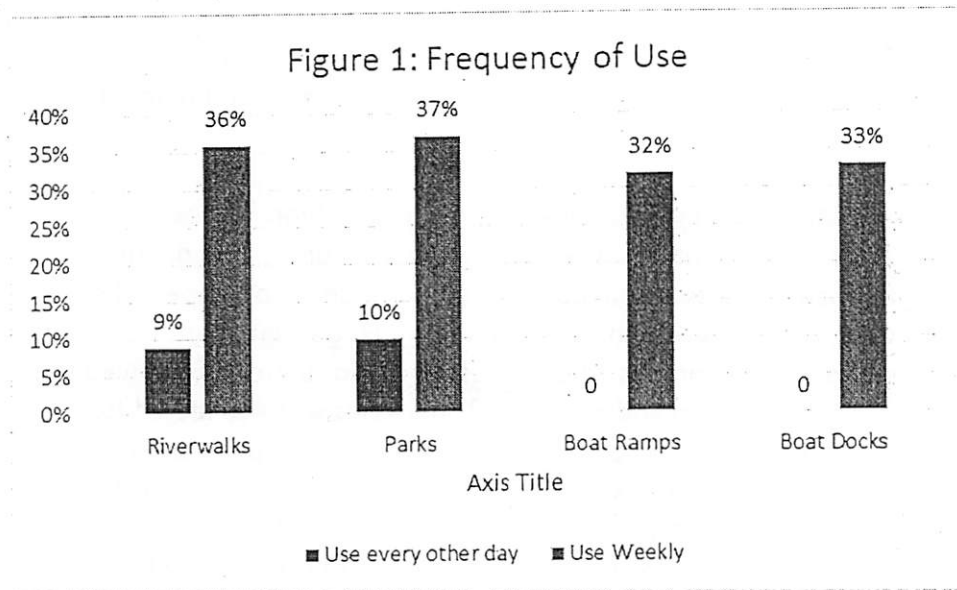
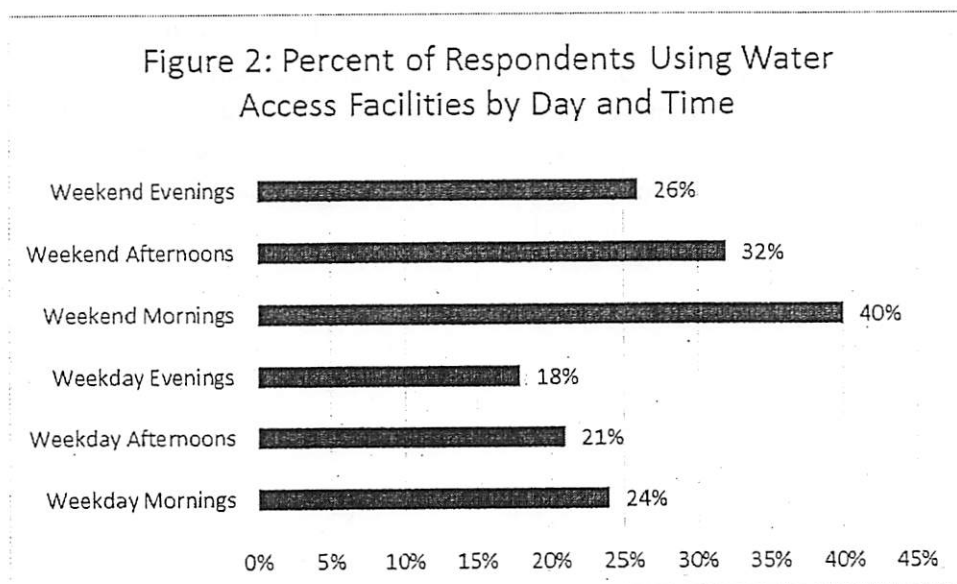
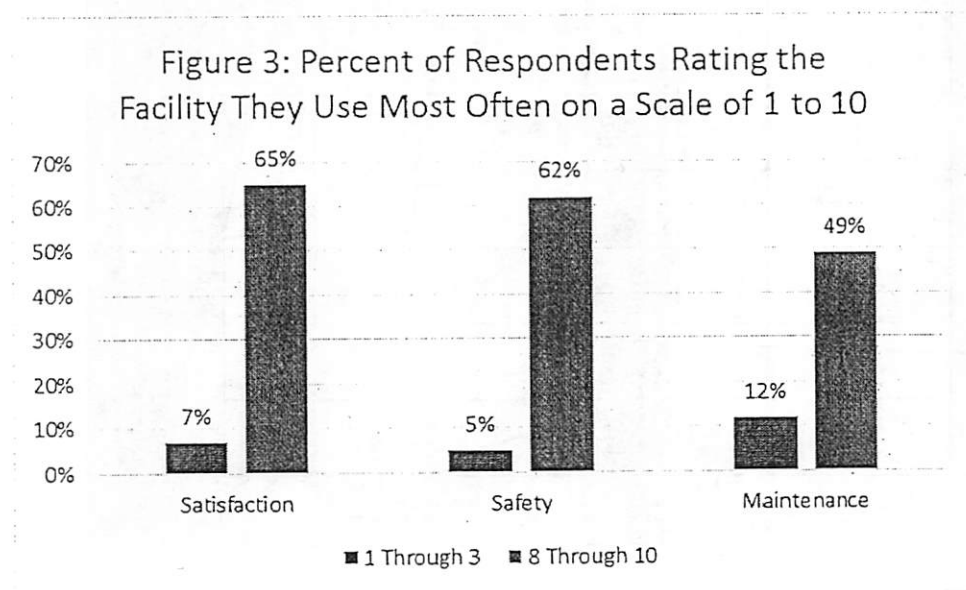


Figure 2 illustrates when waterway facilities are used most often. The results shown were consistent across all types of facilities including riverwalks and waterfront parks, as well as boat ramps and docks, and kayak launches. The weekends were more popular than the weekdays, and the mornings were more popular than the afternoons.



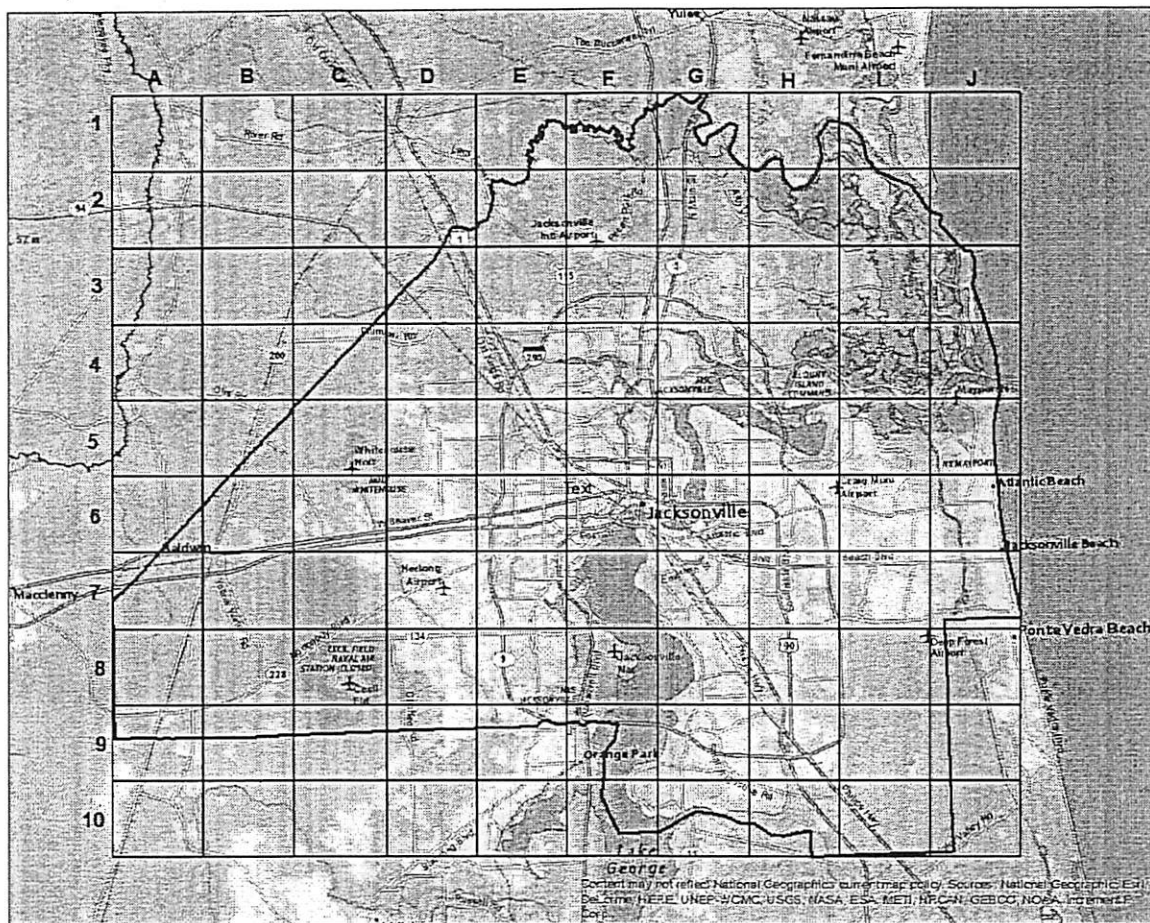
Opinions and Ratings

Respondents were then asked to rate the water access facility they used most often in terms of satisfaction, safety, and maintenance on a scale from 1 to 10, where 1 was the lowest rating and 10 was the highest rating. Figure 3 illustrates that most respondents rated their facilities favorably on all 3 criteria. The number of respondents rating facilities as an 8-9-10 was much greater than the number of respondents rating facilities as a 1-2-3. The mean rating for satisfaction was 7.24, for safety 7.62, and for maintenance 6.82. These results indicate that the respondents were satisfied with their facilities and felt that they were safe, but that there was room for improvement in terms of maintenance. It should also be noted that cross tabulations confirmed that these results are similar for persons who enter the water and those who do not.



After informing us about the facilities they use and their rating of those facilities, respondents were asked about the need for additional water access facilities along the St. Johns River and related Duval County waterways. Two-thirds of the respondents felt there was a need for additional water access facilities in addition to those they use. Once again, this result was fairly consistent for persons who entered the water and those that did not. Of course, the additional facilities they desired were different (Table 3). Those who entered the water were primarily interested in more boat ramps and docks, whereas individuals who did not enter the water cited the need for more Riverwalks and waterfront parks. Two additional answers were also mentioned frequently, kayak launches and fishing piers. Both of these facilities were mentioned more frequently in this question than in the usage question. This result suggests that persons who fish were not the only respondents to request more fishing piers, and that persons who kayak were not the only respondents to request more kayak launches. The most frequently cited "other specify" answer was the need for more waterfront restaurants.

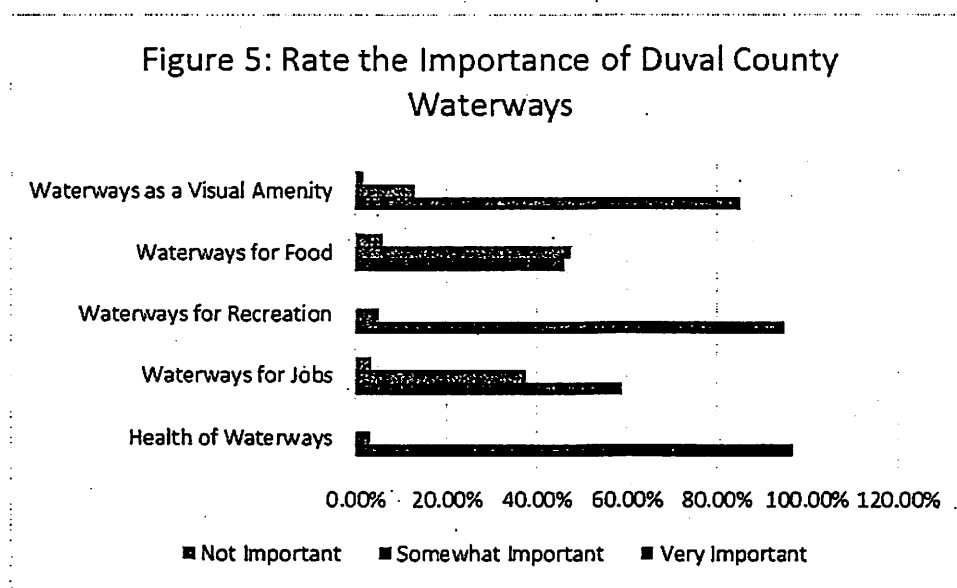
Figure 4: Grid map to identify the location of additional facilities



The survey concludes with several questions designed to obtain the respondents opinions about the importance of the St. Johns River and related Duval county waterways. The first question asked the respondents to rate the value of the St. Johns as an asset to the community on a scale from 1 to 10, with 1 representing the least value and 10 representing the most value. More than 97% of those surveyed rated the St. Johns as an 8-9-10. For comparative purposes, a similar question was asked about two other high awareness assets in the Jacksonville community, the area's naval bases and the Jacksonville Jaguars. Nearly 79% rated the naval bases as an 8-9-10, and nearly 50% rated the Jaguars as an 8-9-10.

These results illustrate two important points. First, as noted in the introduction, the sample for this study is not a scientific probability sample, it is a convenience sample of persons made aware of the need for an up to date county Maritime Management Plan. Hence, the sample will be selective of and biased towards persons who take an interest in the St. Johns River and related Duval County waterways. A similar question asked in a 2012 study about the St. Johns River utilizing a scientific probability sample found the naval bases to be more valued than the river. Second, the results do illustrate that individuals who interact with the river, whether that interaction is through boating, fishing or simply observing, will value the river.

Respondents were also asked to rate the importance of Duval County waterways on five criteria: the health of the waterways, their importance as a source of jobs, recreation, and food, and as a visual amenity. Figure 5 illustrates that over 80% of the respondents consider the waterways as a very important source of recreation, and that they also consider them to be a very important visual amenity. More than 80% also expressed that keeping our waterways healthy is very important. Somewhat lesser percentages considered our waterways as a very important source of jobs and food, but those persons did express that they were somewhat important.



Public Meeting Blue Cypress

12/10/2015

11 members of the public present

Comments from the public

- Keep the survey up at least until the end of summer 2016
- What are the goals and objectives of the plan?
 - Set priorities for public facilities
 - Maritime analysis (loss of working waterfront)
- Take a look at offshore "facilities" ~ 30 miles
 - Duval county permits 25 miles offshore
 - Economics
 - Maintenance of "facilities" = reefs
- Exchange Island
- County Dock Road
- Manatee Speed Zones kill downtown boat traffic
- There are no facilities to accommodate big ships
 - Cleats are too small
- LNG dock and loading
 - What is the blast zone?
 - Property by the zoo
- Take a look at St. Johns County marine facilities siting plan
- Parts of Mayport owned by Jaxport are sitting empty
 - Represents access to the water that is useless
- What authority is the plan operating under?
 - The plan will be used to guide parks and rec staff as funding becomes available
 - Prioritize what needs to be done
- Jacksonville has a 2002 marine facilities plan that should be looked at
- Temporary bridges as fishing piers – 5 gallon bucket fishermen
 - Leave the old bridge up for fishing
- New or refurbished boat ramps should include a dirt ramp for paddlers
- Use old concrete for artificial reefs
- Private funding for the encouragement of development along the waterfront
 - Small businesses – maritime
 - Land use recommendations
 - Marinas, restaurants and commercial development

MARITIME MANAGEMENT MEETING 10/4/16

- What is "Mission Statement" for MMP Planning Team?
- Think BIG – for poorest-of-poor, richest-of-rich
- Focus on people/community wants
- Build Boardwalk downtown along as far as you have land. See UNF people
- Build Boardwalk on river side for walkers, bikers, sandboxes and access to river at appropriate places. The river should be used by everybody
- Boardwalks all along the river
- Park features to draw people to the boardwalk like ball fields, sand boxes
- Get corporate sponsorship
- Look at what Jupiter did (Susie Orchard) (Mayor Karen Golonka – 21 years as mayor)
 - Salutations for the Sun-Croatia
 - Sea Organ
 - HIGH LINE (NYC)
 - Cannery Row (Monterey, CA)
- WOW "Something"
- Connect the dots – make it all a Green Trail
- Develop more public parks around the river
- Kayak/paddleboard/rowboat accessible launches
- Public access (fishing and parking) between River Road and Goodby Creek on east side of river. (No public access between these areas)
- Floating dock for access to Riverside, water taxi access, public/private partnership
- Attract world class marinas
- Boardwalk on important part of cities, access points along the boardwalk. (Child accessible)
- Phone app to see what to do in the area
- Expansion of existing parks, community donations (name on boards)
- Redevelop Mayport with fishing village and ecotourism theme
- USS Adams downtown is bad idea – ref. Mobile, AL attempt
- Signs and displays to attract tourists
- Do annually or quarterly events that bring people to the river
- Museum on the water (Charleston, SC; NYC) Naval vessel to use as museum
- Maintain facilities that we already have and advertising them
- Fish cleaning stations on piers, etc.
- Johnson Island Park to increase waterway access via boat ramps
- Waterway welcome center Jax/Duval County (Vero Beach solution)
- Develop Mayport waterfront
- Think big for poorest of poor and richest of rich to gain their support
- Focus on people's needs and wants
- Freedom to express self positively by having something to do
- Quarterly focus

- Support from community by involving them through their personal groups
- Quilt Guild, etc
- Rent paddle boats
- Displays of shells, fish, etc. – all water life
- Child < Adult 18 years - Invest in “people draws” to River. Needs things people do
 - Lay down, walk, run, sit, fish, loiter, learn, curious, observe, track, touch, smell, hear, practice, throw/catch, eat, boat, build (sandboxes), support
 - Invite – Florida history
 - Singles, married, families, schools, all local non-profits
- Facilities
 - Ball fields
 - Walks
 - Toilets
 - Playground
 - Tourist kiosk for JAX
- Limited access to Intracoastal from Beaches
- No Welcome Center for waterway
- Kayak Launches
- Island – Public (could be eventually)
- Kayak storage near kayak launches – sort of like bicycle sharing in Manhattan. In Maine already (Rockport, ME)
- Read “Make Way For Ducklings”
- Riverside (next to river) Mandarin River Access; Boardwalk – Downtown
- Jacksonville Ramp Launch
- Put crowdsource on JAXBOATPLAN.COM
- Consider neighborhood demographics when developing facilities and their assets
 - Example: Rowing team
 - Benches
 - Restrooms
- So many places that are pretty but are not lit or able to sit down
- Navy aircraft carrier
- USS Intrepid Museum (NYC)
- Need at least one public access for fishing between River Road and Goodby’s Creek, including parking on west side of river
- Johnston Island (Atlantic Blvd) not identified yet
 - South of Crying Child Island
- Why is it unlawful for residential local dock builders to use the boat ramps during non peak hours during the week to load materials for private docks?
 - The marinas test boats to make sure they have fixed their customers’ problems with the motors running at full speed only to wash out the end of the ramps and create sandbars in the approach area to the ramps

- The crabbers bring their crabs to the ramps, unload their catch and take on more bait to refill their traps with fresh bait, typically leaving a stinky, unhealthy, unsanitary mess!
- The local dock builders and marine contractors do more to keep the waterways clean and free of life threatening floating debris than any other organizations
- Who do you think cleans up all the pilings, dock sections, trees, that the storms break loose and huge equipment tires that have broken loose from the port authority, tug boats, and other heavy commercial entities?
- Who do you call on to remove abandoned or sunken vessels?
- Who do you call to build, fix, or maintain the boat ramps?
- Without these ramps, we will be forced to travel long distances to load new material and unload debris
- We should have as much right to use these ramps as everybody else does, as long as we don't interfere with recreational boaters
- We are here to serve and protect Jacksonville's greatest resource. If it weren't for us, there wouldn't be any city, county, commercial or state docks, nature walks in the wetlands, boat ramps, fishing piers for the handicap. The River Walk, restaurants on the river and intercoastal waterway, and the thousands of home owners who live on the water who depend on us to stabilize their shorelines from eroding, and to build and maintain their docks for family recreation use for many years
- Without us, this city and all others like it, would just be another town with dirty water running through it. Think of what it would be like here if we weren't here. No restaurants on the water to drive your boat to, have to go to the Zoo by road, dock builders and marine contractors going out of business due to extensive distances to load and unload, docks and bulkheads falling in the river constantly because there is not enough of us left to serve the over 4,000 miles of waterfront property in Duval County alone!
- Why don't you try working with us instead of against us?
- Think about this at your upcoming meetings:
 - Send a registered letter to all Marinas, boat repair centers, crabbers, shrimpers, dock builders and marine contractors, that if they intend to use any of the ramps for monetary gain, they will pay (amount to be determined) X amount each month for the use of the ramps at a determined time of the day. NO WEEKENDS, HOLIDAYS OR SPECIAL EVENTS. All ramps will be closed every Friday from 2:00 p.m. till the following Monday at 7:00 a.m. Fees for use of ramp will be based on length of barge.
 - We are tax payers too!
 - Robert Woodard: B&W Marine Const. Inc.
- Dock builders – cut off from public boat ramps

Maritime Management – Activating Our Waterways

November 1, 2016 Meeting – Flip Chart (#s relate to map)

- **More waterfront restaurants with boat access**
- **8 – Acosta bridge to RAM, no wake zone**
 - **Makes leisurely boating difficult**
- **4 – More docks in Riverside**
- **Greenspace on the river**
- **Waterfront destinations downtown/riverside**
 - **(Water taxi) Connect Riverside with the rest of downtown**
- **Unpredictability of the railroad bridge (FEC) in correlation to a need for water taxi**
- **More boat fueling; safe and clean fueling, sewage dumping**
- **Destinations for people who are not necessarily boaters (Urban Core)**
- **Linking what we already have, downtown**
- **1 – RAM connection**
- **Downtown green space / dog park**
- **Community garden**
- **9 – Southbank along Riverwalk as an access point (The District)**
- **Access for school children engage them with the river while learning about the river**
- **3 – Kayak CO-OP, Brown's Creek, Clapboard Creek, possibly Sister's Creek**
- **Sand Dollar closed marina parking issue, other parking restrictions discouraging waterfront restaurants?**
- **Waterfront for on the water sports area**
- **Poker runs, boat races**
- **Fishing tournaments (Palm Fish Camp)**
- **12 – Paddleboarding**
- **Big, downtown boat show**
- **Kayak run, bike share**
- **Brochures of what to do on the river, plan your day on the river**
- **Better docks at the Zoo**
- **Help promote commercial boat tours**
 - **"Guide Tour Day", fishing guide boats – annual event**

Maritime Management – Activating Our Waterways

November 1, 2016 Meeting – Individual Input

- 1) The greatest opportunity is to promote the St. Johns River via boat tours. This would allow for destination stops along the river.**
- 2) I highly recommend the competitive sport of rowing along the river. This can become a corporate sponsored event.**
- 3) I also recommend attracting the Bass Masters Fishing Tournament to Jacksonville and using the St. Johns River and its tributaries.**
- 4) I advise the planning team to place an emphasis on river activation between the Matthews Bridge and Fuller Warren Bridge. This provides an opportunity to engage downtown, inner ring neighborhoods and visitors with the St. Johns River.**
- 5) Expand the service of the Water Taxi along the river.**
- 6) I recommend we bring in people who know much about rivers and activating them to listen to the possibilities of activating our river in ways you will not find anywhere else in the world.**
- 7) I also recommend ideas that include:**
 - a. International/National sporting events (i.e. fishing, crew, etc.)**
 - b. Activities for school children (elementary and middle school) to engage the river while learning all about the river**
 - c. World's best seafood restaurants where you can dock your boat and be served w/o ever leaving your boat**
 - d. Jet skis, canoes, etc.**
- 8) Eastside boaters & ICW boaters seem to recreationally attract to St. Augustine, Fernandina Beach, Jacksonville Beach, etc. Appears there are opportunities on the river to create more destinations for recreation for boaters. So where are those St. Johns river areas or pockets that are ripe for water access investment?**
- 9) Look to expand boat ramp access in already developed areas like Julington Creek.**
- 10) Create more pier destinations on water or a mega pier unlike any other**
- 11) Consider a pedestrian bridge or walkway that ties two areas together**
- 12) Boat races, fishing tour events**
- 13) Promote kayaking more**
- 14) I think the most important thing or start is to have total cooperation with all stakeholders. Access to our waterways for all user groups is paramount.**
- 15) Facilities should be kept in great working condition and adequate parking available**
- 16) Safety is a very important issue also.**

Maritime Management – Telling the Story

November 1, 2015 Meeting – Individual Input

- **Need all facilities to be accessible for disabled**
 - Sidewalks, docks, bathroom, parking
 - Fishing piers, kayak & canoe launches
- **Exchange Island – money appropriated, need completion**
 - Need to be sure ongoing management is done
 - Safety for boating and fishing
- **Fishing piers**
- **It would be helpful to integrate city or other publicly owned property as an additional layer**
- **It would be interesting to show recreation & community resources/destinations that are not necessarily boat launches, but could be amenities used by boaters & those wishing to be near the water, e.g. restaurants, cultural destinations**
- **Incorporate interpretive learning as well as up land opportunities in areas of population density such as urban core (Downtown, San Marco, Riverside)**
- **Consider non-boating users of waterfront in developing recreation areas & activation sites**
- **MOSH Southside Riverfront activation plan**
 - Contact Marie Hane, Executive Director
 - Museum of Science & History
 - 904-210-7122 cell
 - 904-396-6674x218 office
 - mhane@themosh.org
- **Programming on river**
- **Semi-permanent installation**
- **Interactives**

Maritime Management - Facilities

Individual Input - November 1, 2016 Meeting

- **Mandarin dock/pier – County Dock Road**
 - After recent Hurricane Matthew, the Mandarin Dock/Pier was completely destroyed. The facility needs to be rebuilt and debris needs to be removed from the boat ramp area. Manatees utilize the area very heavily due to the sea grasses growing in the area. The boat ramp itself could use improvements, but care would need to be taken to avoid damage to the sea grass beds and avoid the manatees that constantly hang around the area. The manatee impacts are likely unavoidable, so it's likely best to just repair/rebuild the dock/pier and not worry about the boat ramp.
- Plan all parks, boat landing and fishing areas for vendors, food, ice, tackle, parts
- Jobs should be placed as one of the priorities.
- Educate the public and hold community workshops. It's important to let citizens know what the excitement is all about.
- Consider size and accessibility
- Use for multiple activities: recreation for kids, fishing, boating of all crafts
- Sustainability and protection
- Training and teaching users and workers
- Specializing activities
- Risk minimal
- Include H2O datums on ramps (i.e. elevation above MLLW)
 - Elevation above MHHW
 - Elevation above MHW
 - Elevation above MSL
 - Elevation above MLW
 - Elevation above MLLW
- Also, include same relative to bridge height
- Signage – signs directing to facility, adding to city maps
- All facilities accessible for disabled
- River boats should be wheelchair convenient (river taxis)
- Maintenance is extremely important
- Palm Island – Kayak launch exists but all grown over

Maritime Management – Activating Our Waterways

December 6, 2016 Meeting – Flip Chart

- **9 ADA non-motorized hand launch at the Duval County public school property.**
- **Ordinance 2016-305 shipyards public fishing pier**
- **Catherine Street at East Church Street on Hogans Creek, kayak launch in existence, no trespassing sign posted**
- **Regulations on boater licenses; more awareness/signage**
- **13 passive parks with trails, additional parking for boat ramp and restaurant; waterfront park with pier**
- **Johnston Island #7**
 - **Ramp, kayak launch, park, House Boat Condo**
- **Fish cleaning facility at Mayport**
- **Taylor in Jax (Park)**
- **Walk/Bike trail in Atlantic Beach**
- **Kayak launches in Neptune Beach at Hopkins Creek bridges**

Maritime Management- Facilities

December 6, 2016 Meeting – Public Input

Tell us what you think about a Facility

- 1. Fish cleaning station needed at Mayport**
- 2. Houseboat Condo on St. Johns or Intracoastal**
- 3. Fish cleaning station at Kingsley Plantation**

Tell us what you think about Facilities Assessment

Most important 2016 – 2018 and the ADA non-motorized hand launch at the Duval County Public Schools property next to ordinances 2014-190 and 2015-777 JEA / Healthy Town / District Property.

The most important thing about this facility is that it is the epicenter of education in Duval County. We should set the example to the world that this listed project will move forward.

All you need to know, that permission from the School Board property managers is all that is needed.

The planning team needs to know that if this spot doesn't happen I can't think of a bigger embarrassment for the people of Jacksonville. Don't forget to make these suggestions public. From everyone who participated.

John Nooney vend05@yahoo.com

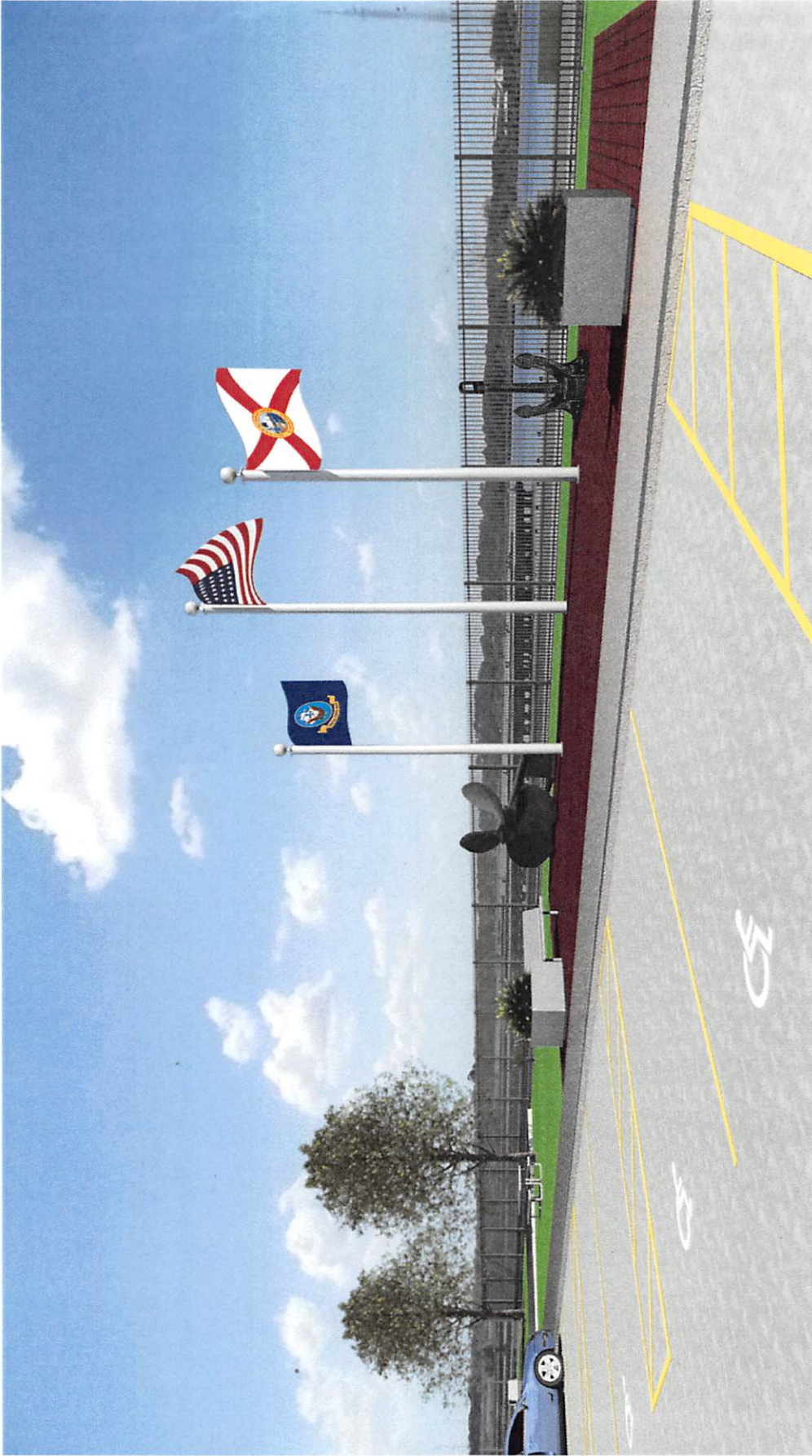
1/19/2017

OPTIMOOR FINAL DESIGN RESULTS – DDG-2, PIER 1 EAST, ST. JOHN'S RIVER, JACKSONVILLE, FLORIDA

TABLES BELOW SUMMARIZE KEY DESIGN PARAMETERS FOR THE PERMANENT MOORING OF THE DDG-2 USS CHARLES F. ADAMS STARBOARD-TO PIER 1 EAST. THE VESSEL POSITION AND MOORING ARRANGEMENT ARE DETAILED IN THE ATTACHED DRAWING. QUASI-STATIC MOORING ANALYSIS HAS BEEN PERFORMED USING OPTIMOOR FROM TENSION TECHNOLOGY INTERNATIONAL. THE MOORING HAS BEEN DESIGNED FOR 100-YEAR WIND AND WATER LEVELS BASED ON THE FOLLOWING INPUTS AND OPTIMOOR RESULTS.

PROPOSED SITE





ADAMS
THE USS ADAMS MUSEUM
USS Charles F. Adams (DDG-2)
Jacksonville, Florida

stellar
TAKING SOLUTIONS FURTHER®

MEMORANDUM

January 24, 2017

From: President, Jacksonville Historic Naval Ship Association (JHNSA)

To: City Of Jacksonville Downtown Investment Authority (DIA)

Subj: **Update to Conditions Precedent To City License Grant**

Ref: Development Agreement (USS Charles F. Adams (DDG-2) Warship Museum)

1. In accordance with the agreed upon terms of reference (a), paragraph 7 to wit Conditions Precedent To City License Grant, the following Report is tendered to update DIA on the current status of these Conditions as follows:

- (i) Written evidence of the Association's ownership of the Vessel by certificate or such other documentation as satisfactory to DIA.

Status: Navy completing PCB survey and reviewing final items to release the ADAMS to JHNSA prior to dry-dock period March 7, 2017.

- (ii) Written evidence via certificate or certified statement from the contractor of record that the Vessel has been properly reconditioned and retrofitted.

Status: Rhoads Industries Shipyard will finalize review of the JHNSA RFP in January 2017. Dry-dock currently scheduled for Rhoads on or about March 7, 2017.

- (iii) Evidence that the Association's Funding Obligation has been met pursuant to Section 5 of reference (a).

Status: Additional funding obligation being finalized. State Grant of \$1M (henceforth Grant MP705) executed and initial tranche of funds sent to JHNSA.

- (iv) Satisfaction or cure of any Title Defects in accordance with Section 4 of reference (a).

Status: Completed. The Old Republic Title Company survey concluded the COJ is the owner of the designated property with no title defects.

- (v) Florida Department of Environmental Protection's (FDEP) written approval of the License Agreement or written confirmation from FDEP that no such approval is needed.

Status: Completed. Written confirmation from FDEP that no such approval is needed was received on September 8, 2016.

- (vi) FDEP's written approval of the Project's activities in the form of a regulatory permit or written confirmation from FDEP that no such approval is needed.

Status: Completed. Dredge & Spoils Agreement between JAXPORT and JHNSA was executed on November 6, 2016 and FDEP approved the permit for dredging (if needed) through November 22, 2022 via Environmental Resource Permit 16-0346938-001-E1 awarded November 22, 2016.

- (vii) United States Coast Guard's (USCG) written approval of the Project's activities or written confirmation from USCG that no such approval is needed.

Status: Completed. USCG COTP correspondence of June 26, 2014 provided his endorsement to bring the ADAMS to Downtown Jacksonville. JHNSA met with the current USCG COTP representatives on January 18, 2017 and USCG reiterated the 2014 endorsement remains effective and asked for a final review of the tow plan. USCG will provide escort services for the ADAMS upon arrival to Shipyards and acknowledged that the ADAMS will operate as a permanently moored craft ("PMC") in the Port of Jacksonville.

- (viii) United States Army Corp of Engineer's (ACOE) written approval of the Project's activities in the form of a regulatory permit or written confirmation from ACOE that no such approval is needed.

Status: Completed. FDEP Environmental Resource Permit 16-0346938-001-E1 awarded November 22, 2016 awaiting City signature.

- (ix) Insurance certificates evidencing the insurance requirements contained in the License Agreement.

Status: Completed. CW Powell Insurance Company has provided a quote to JHNSA that satisfies DIA License Agreement insurance limits. The insurance policy will be signed upon approval of COJ/DIA Leasing Agreement when the actual work commences.

- (x) Receipt by the City of the Estimated Removal Costs pursuant to Section 6 of reference (a).

Status: Awaiting completion of Requirement (iii).

- (xi) Preliminary Project Sources and Use of Funds.

Status: Completed. The JHNSA BOD unanimously approved the Preliminary Project Sources and Use of Funds on September 21, 2016.

- (xii) Two original copies of the License Agreement executed by the Association.

Status: To be delivered with final Conditions Precedent report to DIA.

- (xiii) Association Board Resolution adopting the terms of this Development Agreement.

Status: Completed. The JHNSA BOD unanimously approved the terms of the Development Agreement on September 21, 2016.

- (xiv) Evidence of the Association's 501(c)(3) tax exempt status.

Status: Completed.

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