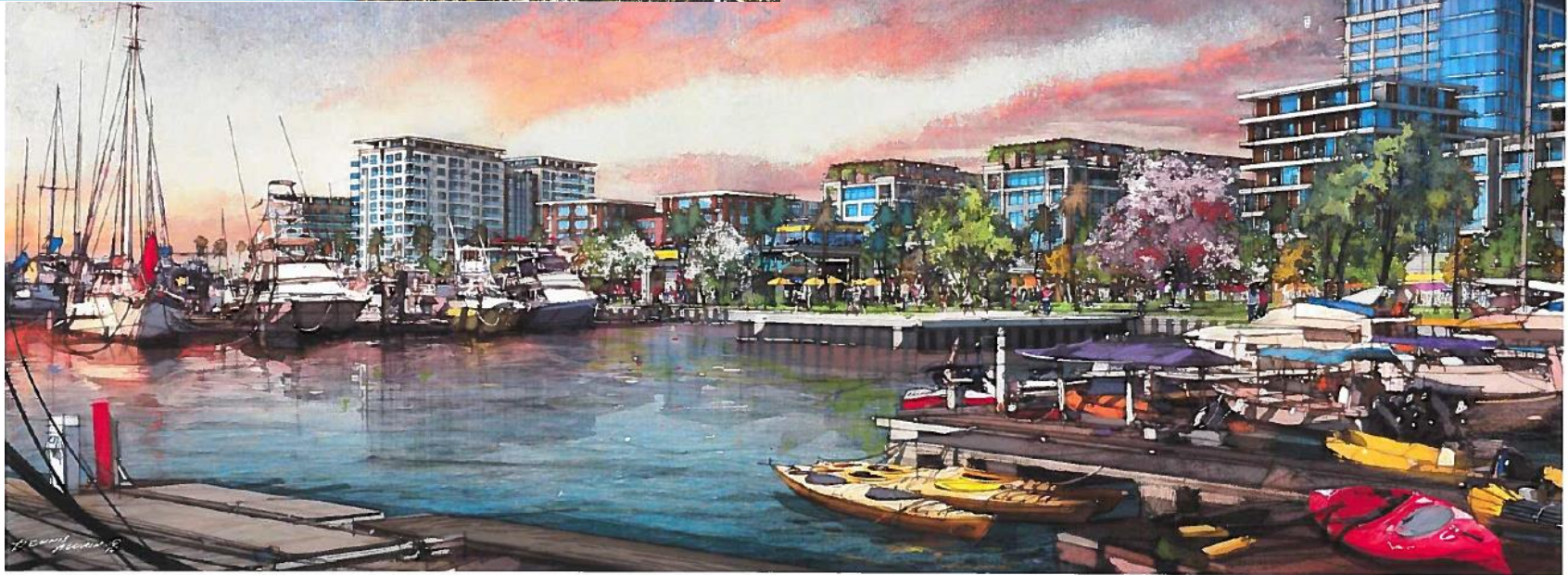
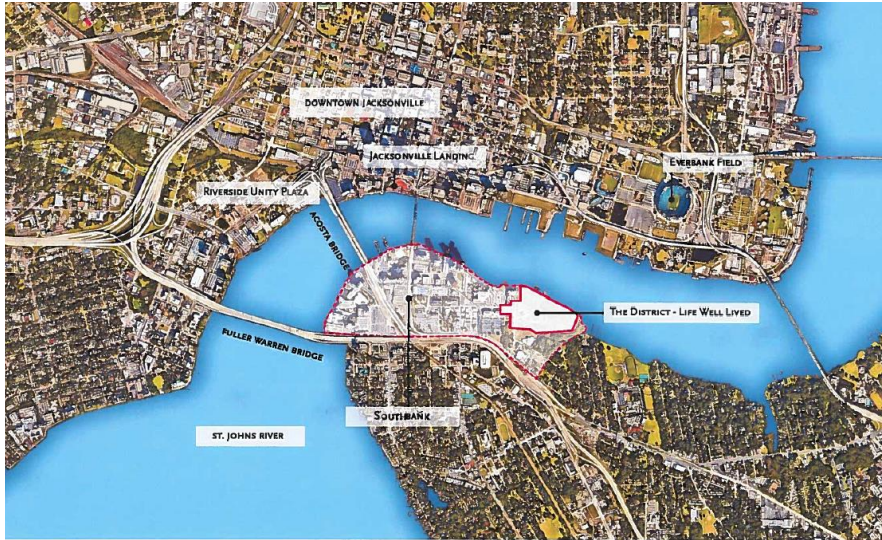


The District



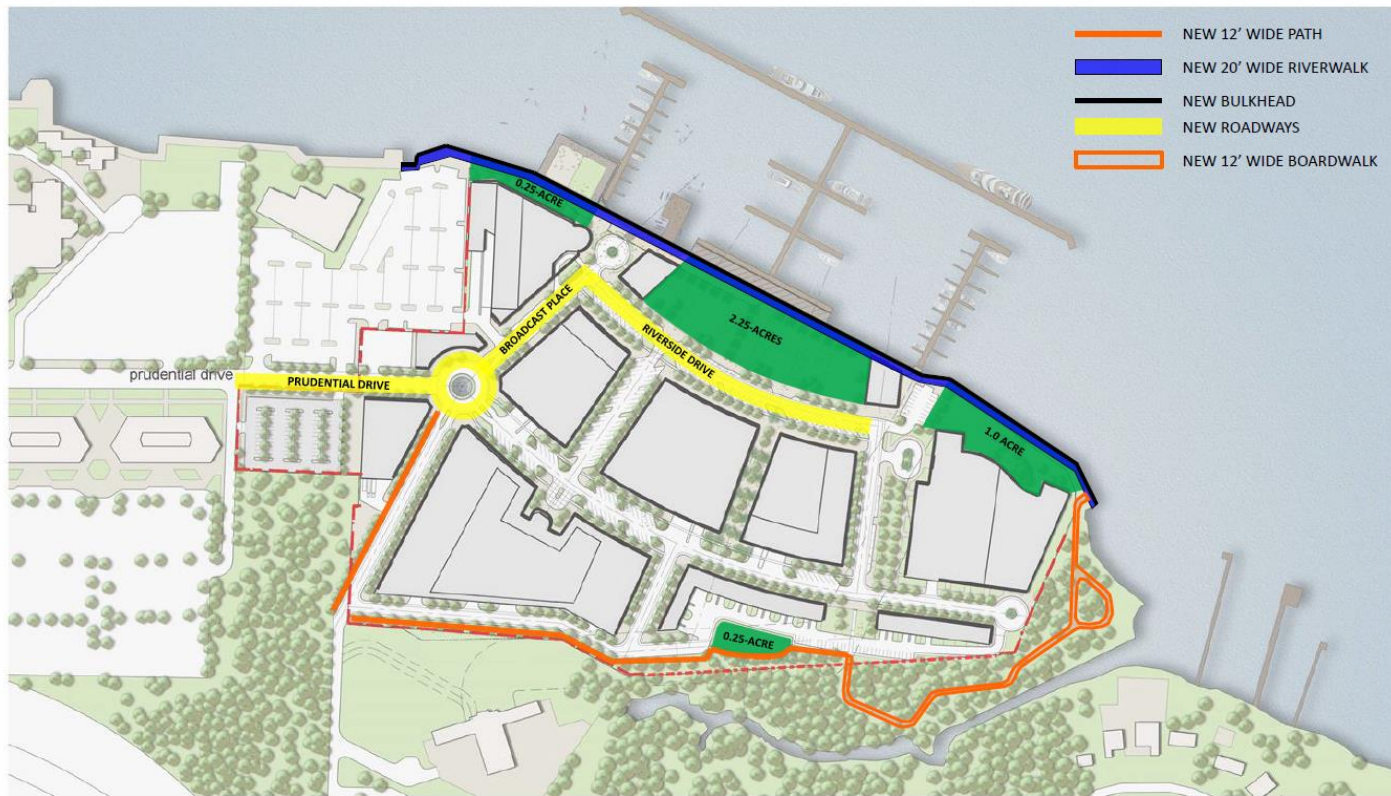
Status

- Development approvals, 10 set, road designs, etc. all completed fall 2019
- CDD Bond Closing scheduled for January 2020
- Extension until April 13, 2020 granted (potential additional 90 days available)
- On 3/30 performance dates suspended due to Force Majeure
- In discussions re: resuming clock

CRA Obligation

\$23+ M to construct Parks, Riverwalk, bulkhead and access road

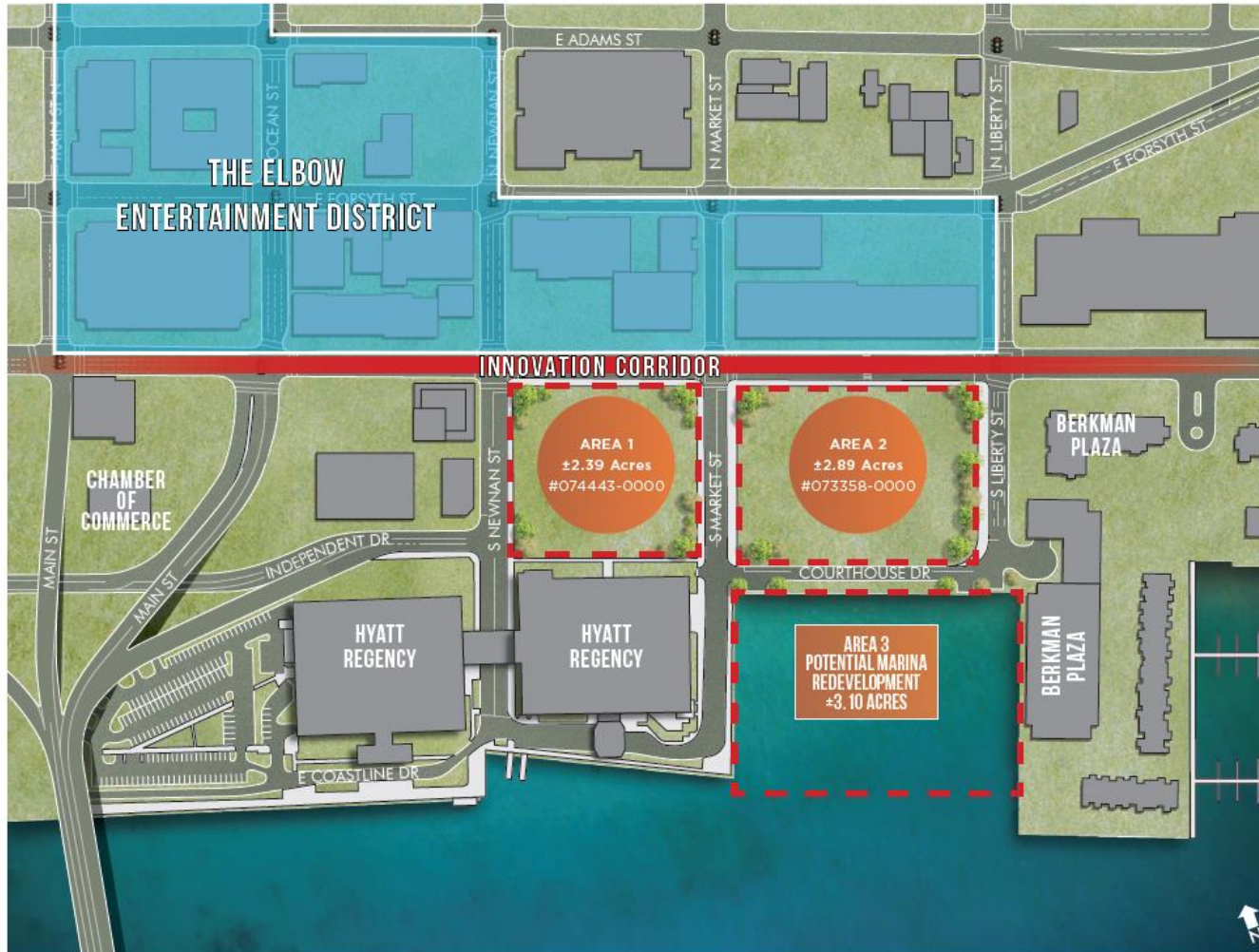
- \$8 million previously appropriated
- \$2M additional this year (ahead of projected funding timeline)



SOUTH BANK CRA CAPITAL IMPROVEMENT PROJECTS



Former Courthouse and City Hall sites



Status

➤ **Bid awarded in February to Spandrel Development**

2 Phases: one on Area 2 and one on Area 1 (ROFR)

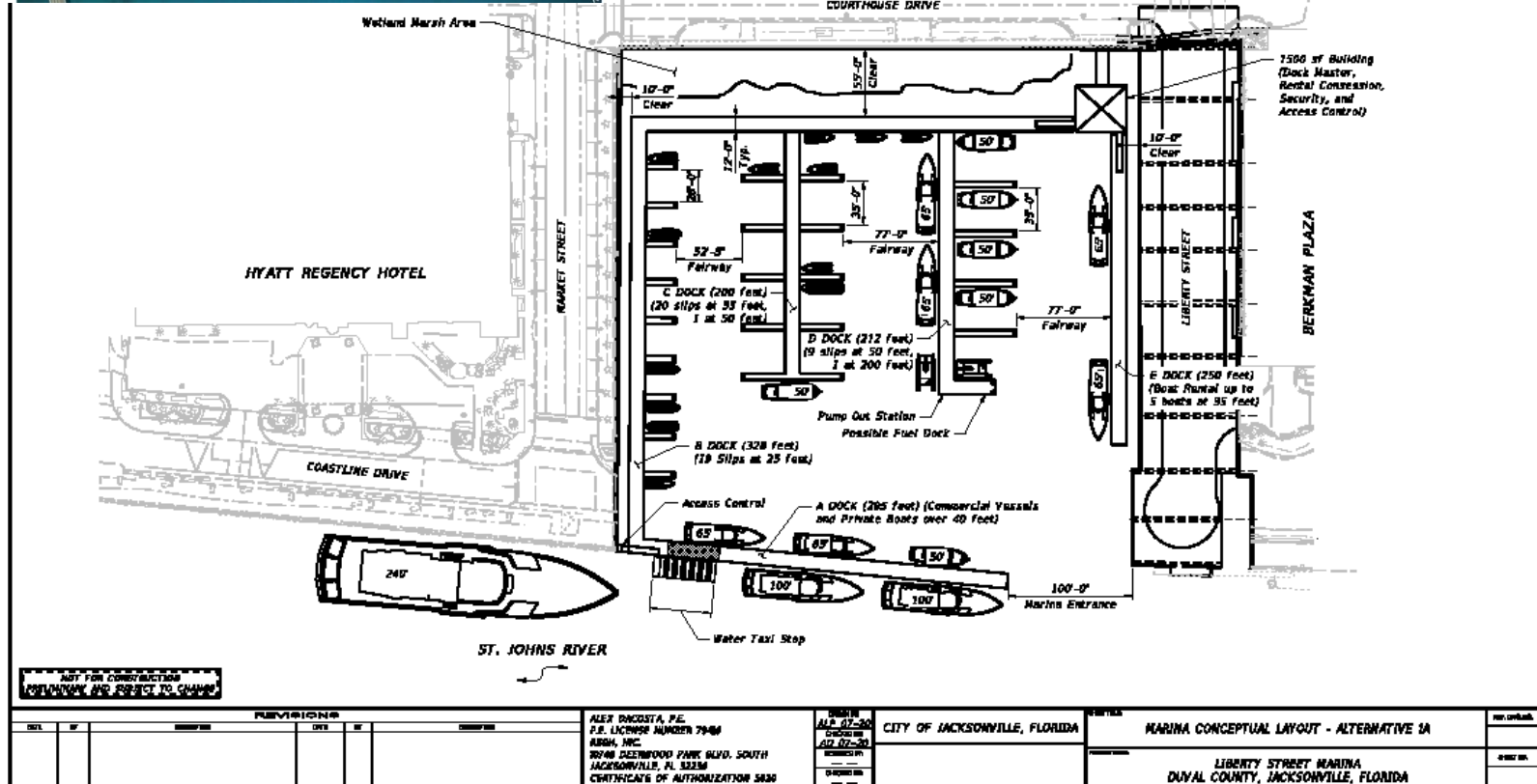
Phase 1: 272 residential units;
37,240 square feet of retail;
\$5M for Riverwalk,
New street corridor to river
Resilient

Phase 2: 230 residential units
12,000 square feet of retail
Resilient

➤ **Negotiation of term sheet on hold**

Developer has requested changes in timing, retail & CapX

Design of marina in basin using FIND grant progressing

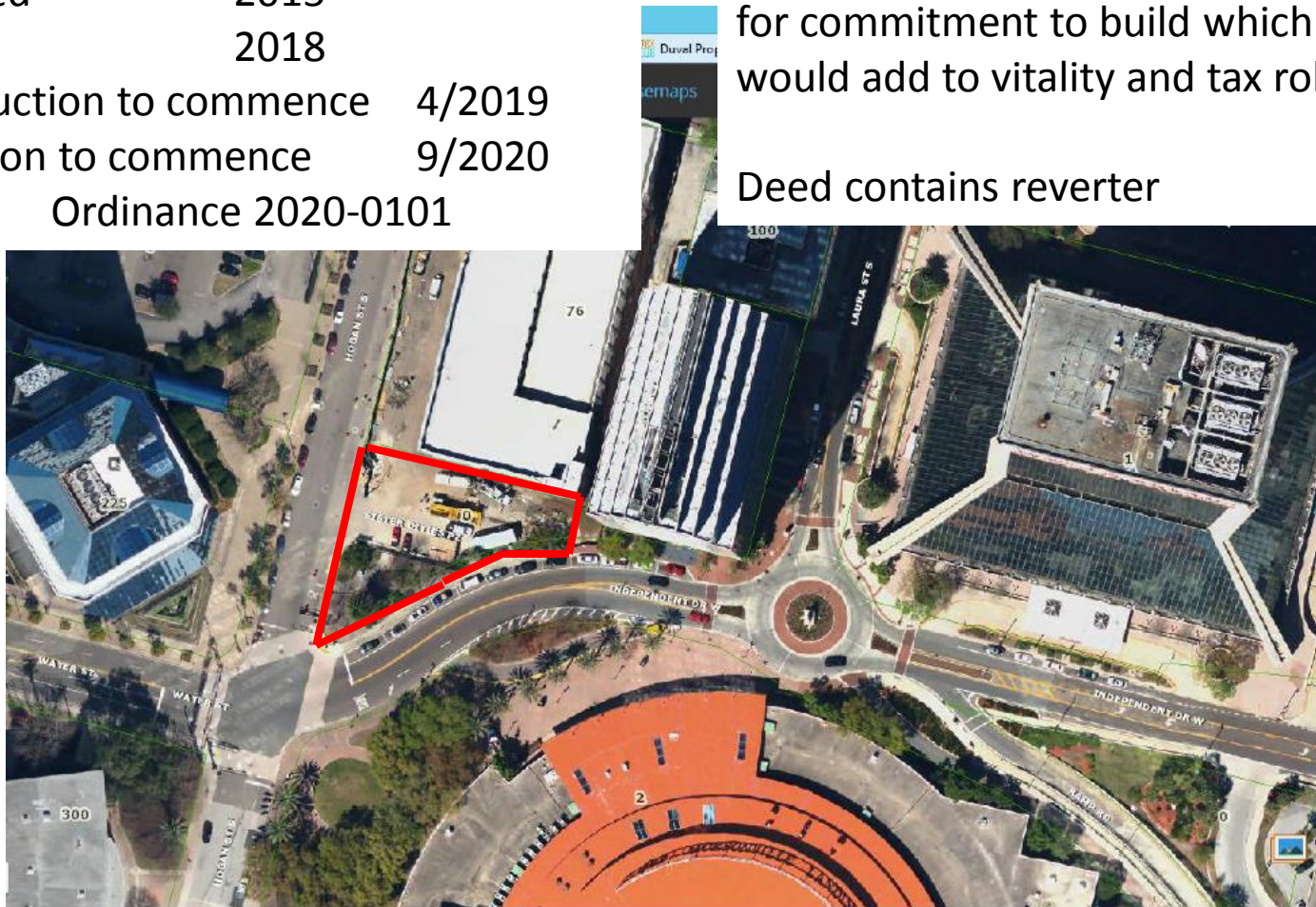


Sister Cities Parcel

Original Option	2011
Assigned	2015
Closed	2018
Construction to commence	4/2019
Extension to commence	9/2020
Ordinance 2020-0101	

Land sold for \$500.00 in exchange for commitment to build which would add to vitality and tax roll

Deed contains reverter



Riverfront Plaza/Northbank Lawn

EXISTING CONDITION

DRAFT 5/6/20

3

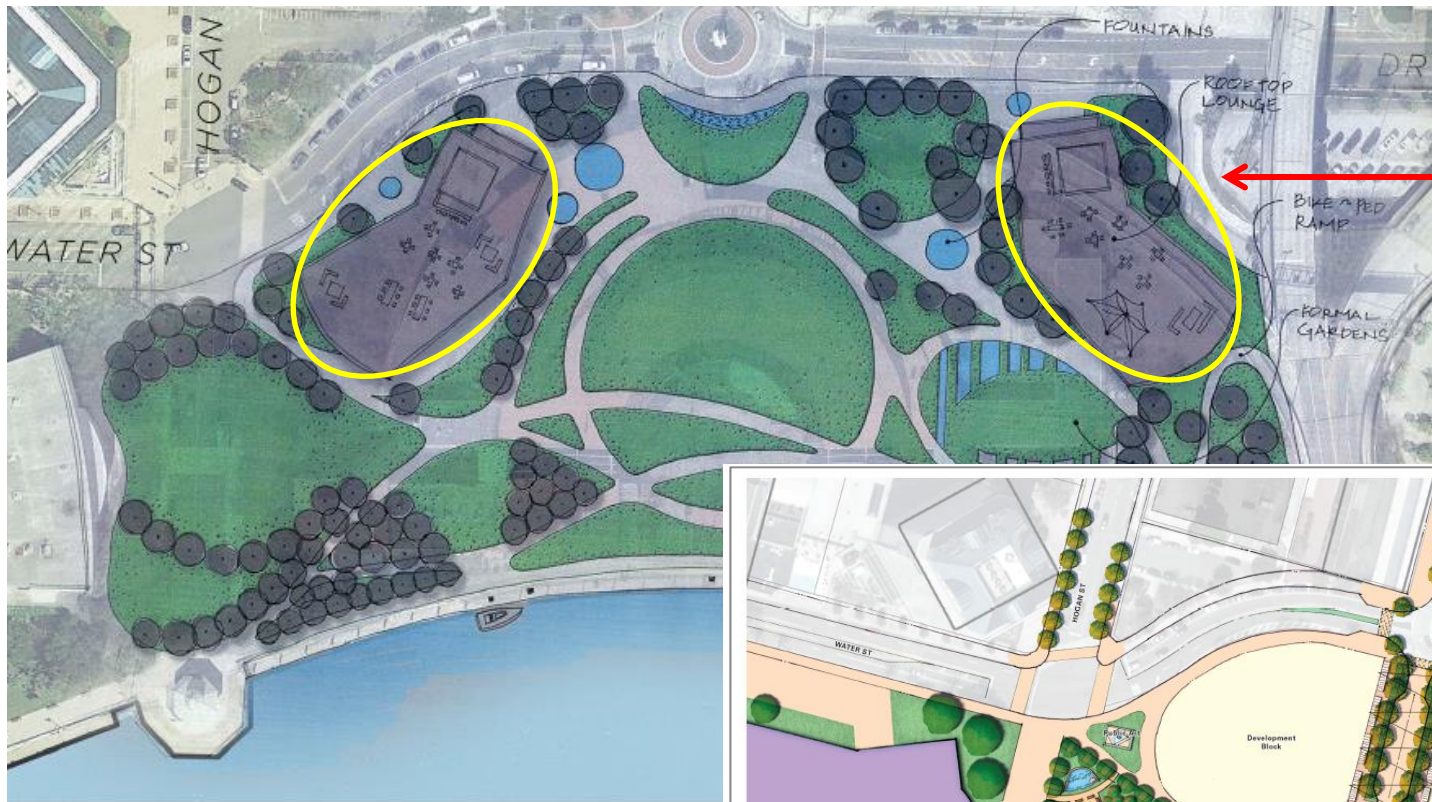


- Existing site area - 6.8 acres.
- Potential development sites at northeast and northwest corners of site.
 - Former footprint of Jacksonville Landing - 143,000 SF (3.3 acres)
 - Continue Laura Street corridor to bisect the site.
 - Existing Easement (new development not to occur within or beyond)
 - Ramp connecting Independent Drive to Main Street Bridge (to be demolished)
 - Driveway to Jacksonville Landing lot (to be demolished)

**Bridge ramp to be removed by FDOT
Construction to begin Spring 2021
Estimated completion end of 2021**

Project Approach

1. Focus on Public Space first- let the design and use of that space shape adjacent private development
2. Define maximum public space
 - Laura view corridor open to the River
 - Setback behind riverfront sewer easement
 - Mid-rise or lower
 - Minimum functional pads for various uses
3. RFQ to select design teams; plan to follow competitive design process



These hypothetical buildings would only accommodate hotels or small office buildings

Development parcels too large



Jacksonville Landing Master Plan

Jacksonville Landing
Jacksonville, Florida

27 July 2015
2015



URBAN DESIGN ASSOCIATES

3000 PLAZA
SUITE 1000
JACKSONVILLE, FL 32202
904.755.1111
WWW.URBANDSIGNASSOCIATES.COM

DIA has investigated how to maximize public space while providing two development pads

POTENTIAL CONFIGURATIONS

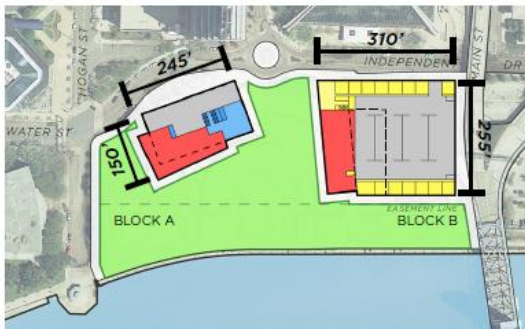
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HOTEL (BLOCK A) + RESIDENTIAL (BLOCK B) =
3.7 ACRES OPEN SPACE



OFFICE (BLOCK A) + HOTEL (BLOCK B) =
4.6 ACRES OPEN SPACE



OFFICE (BLOCK A) + RESIDENTIAL (BLOCK B) =
3.6 ACRES OPEN SPACE



HOTEL (BLOCK A) + OFFICE (BLOCK B) =
4.5 ACRES OPEN SPACE

- Presented are several possible configurations for a development incorporating combinations of office, residential, hotel, and retail land uses that maximize the open space available along the center and riverside portions of the site.
- In all options, the site has been bisected into Block A and Block B to continue the Laura Street corridor.
- Each land use option has been optimized to provide a maximum program in a minimum footprint.
- Locating Residential on Block A in a 5+2 configuration results in an inefficient layout that does not yield an acceptable number of units.
- For additional configurations refer to the land use options later in this document, and add the open space totals for different Block A and Block B configurations.

Blue	Office	Red	Retail
Yellow	Residential	Grey	Parking
Orange	Hotel	Green	Open Space