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**JACKSONVILLE  
WATERWAYS  
COMMISSION**

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JACKSONVILLE WATERWAYS COMMISSION

April 7, 2005

9:00 a.m

The monthly meeting of the Jacksonville Waterways Commission was called to order on Thursday, April 7, 2005, in the City Council Chamber, by the Chair, Council Member Lynette Self.

The minutes for the March 3, 2005 meeting were approved.

The Chair welcomed Susan Grandin, an attorney and local director of the Trust for Public Land, who was appointed by the City Council to fill the vacancy on the Waterways Commission created by the resignation of Commissioner Tullis.

Jeanne Miller, Interim Director of the Jacksonville Economic Development Commission, made a presentation on public access to the shipyards property that LandMar proposes to develop (Ordinance 2005-390). She was joined by Ron Furlong, LandMar's Vice President for Development. The Waterways Commission had previously passed a resolution expression the Commission's intent on reviewing all legislation for proposed public access projects along the river. The Commission's focus at this particular presentation/meeting was to be informational, to assess the public access angle of the proposed development project. The Commission was not expected to make any recommendations after the presentation; following the presentation, the intent was to have the Commissioners raise questions and offer comments.

Ms. Miller stated that pursuant to the settlement that the City reached with the previous developer, TriLegacy, the City had two options: to either take a deed to the property in lieu of foreclosure or attempt to work out an agreement with LandMar. It was Ms. Miller's intention to discuss the scope of the proposed public improvements and in highlights discuss phases and timing. LandMar proposed to construct approximately 7.5 acres of riverfront public improvements. The first phase is the area between Berkman Plaza and Hogan's Creek, consists of 5 acres of riverfront space, including a 600' pier, and has an estimated cost of \$30,140,000. The second phase is the area between Hogan's Creek and Kids Kampus, consisting of 2.5 acres at an estimated cost of \$7.8 million. There are at least three new access points to be constructed: at what was formerly Catherine Street, at Hogan's Creek and a piazza. On timing, Phase I would take five (5) years, maximum, to complete from the date of the Agreement's approval, resolving permitting and design issues to completion of construction. Construction of Phase II would commence five years after the effective date of the Agreement. Completion of construction would be three years thereafter for a total of eight (8) years of construction time for Phase I and Phase II.

Bob Furlong discussed public spaces in the project's design. The Shipyards Riverwalk would be a 12' wide path approximately 5,380 feet in length between Berkman Plaza and Kids Kampus. There would be a sea wall and bulkhead; a landscaped strip with ornate, shade trees spaced 30' to 40' apart, benches, overhead lighting and other features to comply with the City's criteria for the riverwalk. There would be gathering places along the riverwalk. The main focal point of the riverwalk would be the Shipyard Pier, 50' wide and jutting 680' out into the river. After further discussing the piazza, landscaping and other features for gathering places, Mr. Furlong and Ms. Miller fielded questions and comments from the Commissioners.

Numerous and varied issues were raised, including: sovereignty rights (Lowe); selecting trees along the riverwalk that provide adequate shade (Bryan); the development's increased waste that the Buckman sewer plant would have to handle (Lamb); that there was a distinct lack of a green space venue (Anderson); that there should be boating slips for the public and that purchasing slips as a condo owner is *not* public access (Anderson). JEDC's Miller said that a public marina had not been envisioned as a component of the development's public improvements, that in the original proposed development project and the proposed new agreement, emphasis is on providing the public with *access* to the river. A marina for boating access was not a component. LandMar does not currently have a marina in the private side of the development plans. Having always been a strong community partner, LandMar would welcome discussions with the City and the Waterways Commission about a marina, particularly if public funding is a factor (and Commissioner Grey had raised this matter with Mr. Furlong, i.e., public grant monies available for downtown marinas). Presently, however, LandMar has been limited to the public improvements scope that was in the original development agreement, and in the original agreement, private marina slips were contemplated as a part of the private development side.

Susan Gandin commented on public spaces in the project (citing her current work for an organization that provides parks for people). Felt that there was not enough activity to draw and to lure people. Referenced the Navy Pier in Chicago where there are numerous activities that draw people. The Chair, C/M Self, felt that there were too few *public* spaces, that there was the need to allot some space for passive activity. C/M Copeland underscored the need for sensitivity

to the accessibility issues for the disabled. Waterways Coordinator Nichols stressed the need for a water taxi station in the Hogan's Creek area.

In the monthly Manatee Update, Dr. Pinto announced that the manatees are back in town. Manatees have been seen near Blount Island. Water temperatures are rising. No manatee deaths were reported in March, which is a good sign.

On Pending Legislation, the Commission voted to **defer** ORD 2003-1132 (Changing Manatee Protection Motorboat Speed Zone from Year-Round to Seasonal. The Commissioners voted to **defer** ORD 2005-60 (Approp FDOT funds for Water Taxi Stations. (Kelly Boree addressed the silting concerns raised and advised the Commission that a study is currently underway) The Commission voted to **recommend approval** of ORD 2005-367 (Approp Fla Boater Improvement Prog funds to complete Michael B. Scanlon Mayport Boat Ramp Improvements. The Commissioners voted to **recommend approval** of RESO 2005-378 (Apv Use Agreemt w/ Hal Jones Contractor for 20 Mos Use of a Portion of Bert Maxwell Park During Constrn of I-95/Trout River Bridge Impvts).

In Old Business, the Commission heard a FIND Update, discussing the stature of projects.

The issue of fishing at Stockton Park in landscaped areas was discussed. People fishing in the area are destroying the landscaping; fishing was supposed to have been discouraged or banned from the east side of the bridge. The matter is being referred to Council Member Corrigan.

In New Business, Commissioner Grey reported on the meeting held by the BIG Grant Subcommittee. Reported that the Committee is looking into the availability and acquisition of funds for a transient public marina downtown. Trying to locate potential public marina facilities downtown. Two possibilities: partnering with the Shipyards Project (LandMar) and JEA on its former Southbank Generating Station tract.

A public hearing on a potential Fuller Warren Bridge Pier is scheduled for April 25, 2005, 6:00 p.m., City Council Chambers.

The next Waterways Commission is scheduled for Thursday, May 5, 2005.

John J. Jackson  
City Council Research Division