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CITY OF JACKSONVILLE
DOWNTOWN INVESTMENT AUTHORITY
BOARD MEETING

Proceedings held on Wednesday, December 18, 2019, commencing at 2:16 p.m., City Hall, Lynwood Roberts Room, 117 West Duval Street, Jacksonville, Florida, before Patijo Brown, a Notary Public in and for the State of Florida at Large, a Registered Professional Reporter and a Florida Professional Reporter.

BOARD MEMBERS PRESENT:

CRAIG GIBBS, Chairman.
RON MOODY, Vice Chair.
BRAXTON GILLAM, Board Member.
OLIVER BARAKAT, Board Member.
CAROL WORSHAM, Board Member.
TODD FROATS, Board Member.
DAVID WARD, Board Member.
MARC PADGETT, Board Member.

ALSO PRESENT:

LORI BOYER, Chief Executive Officer.
GUY PAROLA, DIA, Operations Manager.
JOHN CRESCIMBENI, DIA, Compliance Coordinator.
JOHN SAWYER, Office of General Counsel.
MICHAEL BOYLAN, City Council Liaison.

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1 Chair to the Board, Resolution 2019-12-05 sets
2 out the terms that we're asking you all to
3 bless so that we can develop the scope and
4 ultimately procure a team of consultants for
5 an update of what is in the big plan, Exhibit
6 C, I believe.

7 What it formally was the design element
8 of the former downtown master plan celebrating
9 the river that was ultimately absorbed into
10 the CRA Plan.

11 In Section 2 it itemizes 1 through 5,
12 what we're looking for in terms of what --
13 we'll call it terms for the development of the
14 scope. You can see that through text, images
15 and illustrations. We want to set kind of the
16 parameters for DDRB's purview, as well as
17 incorporating the new design regulations that
18 were adopted through ordinance, I want to say,
19 2019-196. That happened earlier in the year.

20 By way of example, if you look at the
21 Exhibit C, it makes reference to streetscape
22 standards that have been ultimately replaced
23 with a new street and pedestrian area format.
24 It's things like that that we're looking to
25 get changed, as well as more illustrative

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PROCEEDINGS

2:16 p.m. December 18, 2019

THE CHAIRMAN: Let's begin the Downtown Investment Authority Meeting.

Has the Board had an opportunity to review the minutes of November 13, 2019. If so, we'll entertain a motion.

MS. WORSHAM: I move to approve.

THE CHAIRMAN: Moved by Ms. Worsham.

MR. MOODY: Second.

THE CHAIRMAN: Seconded by Mr. Moody. Any discussion?

BOARD MEMBERS: (No response.)

THE CHAIRMAN: Hearing none, all those in favor signify by saying aye.

BOARD MEMBERS: Aye.

THE CHAIRMAN: Opposition by like sign.

BOARD MEMBERS: (No response.)

THE CHAIRMAN: It passes.

Resolution 2019-12-05.
MS. BOYER: I'm going to let Mr. Parola speak to both -05 and -06.

THE CHAIRMAN: Okay.

MR. PAROLA: Thank you. Through the

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things, such as making sure we have open to the river, and really again kind of setting some parameters for the Downtown Development Review Board, review such as height, such as taking their review out of the more -- I'll call it esoteric design standards -- and into what really we care about. Really what you all as a Board said we care about by your instruction to City Council to adopt the new design regulations.

I'm more than happy to discuss any of that or go forward. I don't know if Ms. Boyer has anything that she would like to add to it, but I am here for questions.

THE CHAIRMAN: Thank you, Mr. Parola. What's the pleasure of the Board?

MS. WORSHAM: I move to approve.

THE CHAIRMAN: Ms. Worsham moves.

MR. PADGETT: Second.

THE CHAIRMAN: Second by Mr. Padgett.

Let's begin discussions with Mr. Gillam.

MR. GILLAM: As I understand it, the funding that's proposed is really just a movement from one bucket to another, for professional services; correct?

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1 MS. BOYER: Correct. So we have 250,000
2 set aside this year for the master plan. We
3 don't think we're going to need all of that.
4 We think that's going to come in at around
5 100,000 based on the work that Mr. Parola has
6 done with the Public Works Department.

7 So we're taking some of that excess
8 funding and using it for the design
9 guidelines, and then we're taking a piece of
10 it for the next item which is the updated
11 process on two-way streets.

12 THE CHAIRMAN: Thank you.
13 Mr. Barakat?

14 MR. BARAKAT: As far as the timing, does
15 this precede the update market feasibility
16 and, therefore, the update on the PID plan?

17 MS. BOYER: Well, you're stealing part
18 of the president's report, but market
19 feasibility RFP are due today and you are
20 scored.

21 MR. BARAKAT: I forgot.

22 MS. BOYER: Merry Christmas.

23 However, the answer is that we just met
24 this week and talked about our kind of time
25 line on when we want to get the bid and CRA

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1 plan, RT out on the street. And we do hope
2 that the market feasibility information that
3 comes back from however we award the proposals
4 we receive would then be a foundational piece.

5 We also think that the design guidelines
6 and the overlay are a foundational piece.

7 So all of these are going to wrap
8 together and help form the new, updated CRA
9 plan.

10 MR. BARAKAT: All right. Thank you.

11 THE CHAIRMAN: Mr. Froats?

12 MR. FROATS: We're just moving budgeted
13 money from one item to another, for a
14 different service. No questions.

15 THE CHAIRMAN: Mr. Moody?

16 MR. MOODY: No questions.

17 THE CHAIRMAN: Ms. Worsham?

18 MS. WORSHAM: I know this is sorely
19 needed to get the design guides updated to be
20 corresponding to the new post. So I'm glad to
21 see that that's being pushed forward. It's
22 desperately needed.

23 THE CHAIRMAN: Mr. Ward?

24 MR. WARD: No questions.

25 THE CHAIRMAN: Mr. Padgett?

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1 MR. PADGETT: No questions.

2 THE CHAIRMAN: Anything from Council?

3 MR. BOYLAN: All good.

4 THE CHAIRMAN: Hearing none, all those
5 in favor of 2019-12-05 signify by saying aye.

6 BOARD MEMBERS: Aye.

7 THE CHAIRMAN: Any opposition by like
8 sign.

9 BOARD MEMBERS: (No response.)

10 THE CHAIRMAN: Passes unanimously.

11 Resolution 2019-12-06.

12 MR. PAROLA: Thank you. Through the

13 Chair to the Board, Resolution 2019-12-06
14 seeks to procure the services through a
15 continuing services contract that Public Works
16 has with the engineering firm of Waitz and
17 Moye.

18 For those of you who were on the Board
19 in 2015-16, you'll recall Mr. Wallace at that
20 time sought permission to use the exact same
21 firm to get cost estimates for two-waying a
22 series of streets that were identified in your
23 CRA bid plan as eligible for conversion.

24 At that time none of those projects made
25 it to the Capital Improvement Program, but,

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1 thankfully, over the years we have become
2 solvent. You're seeing the financial fruits
3 of what's been happening downtown. So we feel
4 like the time is ripe to take two of our
5 priority streets, being Forsyth and Adams
6 Street, and updating those numbers.

7 In addition to those streets being
8 identified in your CRA plan as eligible for
9 two way -- as a matter of fact, two-way
10 priorities, they've also been incorporated
11 into the City's mobility plan as two mobility
12 projects that will be eligible for funding as
13 well. So this really sets the stage for
14 getting a set of numbers, understanding what
15 this cost could be, so that as funding becomes
16 available you can move forward with budgetary
17 knowledge not just back of the napkin.

18 I'm here for any questions.

19 THE CHAIRMAN: What is the -- thank
20 you, Mr. Parola.

21 What is the Board's pleasure on 2019 --

22 MR. GILLAM: Approved.

23 THE CHAIRMAN: -- 12-06?

24 MR. MOODY: Second.

25 THE CHAIRMAN: Approved by Mr. Gillam;

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1 seconded by Mr. Moody.
 2 Mr. Padgett, comments?
 3 MR. PADGETT: I have no comments.
 4 THE CHAIRMAN: Mr. Ward?
 5 MR. WARD: (Shakes head.)
 6 THE CHAIRMAN: Ms. Worsham?
 7 MS. WORSHAM: I'm glad to see we're
 8 finally going to be able to put some meat
 9 behind those plans, the two-way streets I
 10 think are one of our top priorities. I'm glad
 11 to see cost estimates being updated. As you
 12 know, everything downtown is more expensive
 13 than we think it is, especially when you start
 14 digging up streets. I'm glad to have Waitz
 15 and Moyer on board to do that.
 16 THE CHAIRMAN: Thank you.
 17 Mr. Moody?
 18 MR. MOODY: No questions.
 19 THE CHAIRMAN: Mr. Froats?
 20 MR. FROATS: No questions.
 21 THE CHAIRMAN: Mr. Barakat?
 22 MR. BARAKAT: No questions.
 23 THE CHAIRMAN: Mr. Gillam?
 24 MR. GILLAM: I have a couple and
 25 probably I'm answering for them.

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1 What we're doing is allocating funds to
 2 develop the study how much this is going to
 3 cost; correct?
 4 MS. BOYER: That's a little more grand
 5 than what we're doing. This is only 8,000
 6 dollars. And this is not a study. This is
 7 simply updating a cost estimate. So they're
 8 taking the same information that they had when
 9 they did the study back five years ago and
 10 just saying if a traffic signal was warranted
 11 then, we're going to tell you what a traffic
 12 signal costs today. So it's just a numbers
 13 update.
 14 You should expect that within the next
 15 six months we'll be coming forward with a
 16 suggested procurement and funding for that
 17 that we would issue for design of the two-way
 18 street implementation on those two streets and
 19 that will be significantly more expensive than
 20 8,000 dollars.
 21 MR. GILLAM: That was my next question.
 22 Six months out enjoy before moving this
 23 project for at least a design-phase
 24 standpoint?
 25 MS. BOYER: I hope it's sooner than

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1 that. That's why I'm saying in the next six
 2 months. I'm giving us a little leeway because
 3 when you hear me tell you what we have coming
 4 down the pike in January and February, it's
 5 going to get really busy.
 6 MR. GILLAM: So that design for us, our
 7 role in that as a body would be to recommend
 8 it; it still goes to the City Council? So my
 9 question was, What's the role of this body in
 10 that process? Will we be resolving to ask the
 11 City Council to move forward or will that come
 12 out of funding for us in the next project?
 13 MS. BOYER: So the next step, which is
 14 funding for professional services, would
 15 likely be funding that is available within our
 16 budget somewhere.
 17 The third step in this scenario, which
 18 is the capital improvement, may or may not be
 19 available within our budget. I am hoping that
 20 it actually will be and I have a projection of
 21 where certain things are going and what I
 22 expect the cost will be, which is, if we can
 23 stay within that budget, we will even be able
 24 to start the capital improvement
 25 implementation within our own funding sources.

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1 However, I fully envision that at the
 2 time we do that, we will be going to City
 3 Council with another piece of legislation that
 4 is concurrent that will be appropriate in tree
 5 fund dollars for treescape improvements in the
 6 same right of way. I see no reason to do the
 7 roadway improvement without also approving the
 8 tree planning and there's funding available in
 9 the tree fund to do that for that very
 10 purpose. So I think those will probably -- it
 11 will go to City Council at that time.
 12 MR. GILLAM: Thank you.
 13 MR. BARAKAT: Just one follow-up
 14 question.
 15 THE CHAIRMAN: Sure, Mr. Barakat.
 16 MR. BARAKAT: Is there any other roadway
 17 project or any other project that could delay,
 18 such as the Hart Bridge, or accelerate the
 19 two-waying of Forsyth or Adams.
 20 MS. BOYER: So I'm aware that the Hart
 21 Bridge Project is intended to start as early
 22 as January, probably it won't start until
 23 February, but it will be starting this winter.
 24 But I don't see why that should -- the
 25 movement of transportation plans that talk

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1 about how you're going to route traffic during
2 construction, don't directly impact these
3 segments of Forsyth and Adams.

4 So when you look back at our bid and CRA
5 plan, we are only talking about two-waying.
6 In the bid plan, it is between Liberty and
7 Jefferson or Liberty and Broad.

8 As I talk about it -- I mean, those are
9 clearly the boundaries we like to see. But
10 just recall -- I need everybody to understand
11 Main and Ocean stay one way; Jefferson and
12 Broad stay one way; and State and Union stay
13 one way.

14 So what that creates is there are
15 corridors of one-way streets that can move
16 traffic rapidly across town, both directions.

17 So the goal there is that if you are
18 converting streets to two way within that
19 grid, and they become slower and more
20 congested, which they would, but that is
21 actually desirable from our standpoint, then
22 anyone in those grids is only traveling two,
23 three, maybe four blocks to get to one of the
24 one-way streets -- one of the one-way piers.
25 And those one-way piers run directly to the

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1 Interstate and directly to the bridges.
2 So in terms of moving people out of
3 downtown for events or other things, you'll
4 still have those one-way corridors available.

5 That's not to say that for special
6 events, just like we do now, you can take a
7 two-way street and make it one way for
8 post-game traffic having JSO direct traffic.
9 You can still accommodate the special event
10 traffic as need be.

11 THE CHAIRMAN: We had a presentation by
12 the JTA regarding autonomous vehicles. This
13 will have no effect, will it?

14 MS. BOYER: No. It will -- this will
15 not have an effect on the autonomous vehicle.
16 We had an autonomous vehicle meeting last
17 week. We had another one this Monday morning
18 at 8:00. There are impacts to the autonomous
19 vehicle program that JTA is proposing on some
20 of our downtown streets and they are contrary
21 to some other provisions in the bid plan and
22 contrary to some other provisions in the comp
23 plan, so we're working through all of those
24 things.

25 So, for example, their initial proposal

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1 would have eliminated all on-street parking on
2 Bay Street and provided two dedicated lanes
3 for the autonomous vehicle on Bay Street and
4 then located the stations, if you will, the
5 stop locations within our sidewalks. So it
6 both constrained the pedestrian area in the
7 sidewalks, it prevented sidewalk cafes. It
8 took away 500 parking spaces. I mean, it was
9 very substantial impact.

10 They've now changed it to only one
11 dedicated lane on the river side of Bay Street
12 and on the opposite side of Bay Street it
13 would be a shared-use lane so we could retain
14 the parking lane if we chose to do so.

15 We are working on the locations and size
16 of the stops so that they don't interfere with
17 the other activated uses we intend to make in
18 the sidewalk space. So we're working on it.

19 But it does not directly affect the
20 two-way conversion of Forsyth and Adams, which
21 is part of why we're starting on Forsyth and
22 Adams, not Bay.

23 THE CHAIRMAN: Thank you.

24 Any further discussion on Resolution
25 2019-12-06?

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1 BOARD MEMBERS: (No response.)

2 THE CHAIRMAN: Hearing none, all those
3 in favor signify by saying aye.

4 BOARD MEMBERS: Aye.

5 THE CHAIRMAN: Opposition by like sign.

6 BOARD MEMBERS: (No response.)

7 THE CHAIRMAN: It passes unanimously.

8 Thank you.

9 Next we have a presentation.

10 MS. BOYER: Mr. Bean.

11 THE CHAIRMAN: Gentlemen, please
12 identify yourselves with your name and
13 address.

14 MR. BEAN: Daniel Bean, 50 North Laura
15 Street 32202.

16 MR. WEBB: James Webb, 960 East Forsyth
17 Street.

18 MR. BEAN: So we have a handout for you
19 all just to follow up. Council Boylan, will
20 you start with that. Thank you.

21 Good afternoon, everybody. On behalf of
22 our nonprofit, I want to thank each of you for
23 your service to our City and we greatly
24 appreciate the time and commitment that each
25 of you give to the City.

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1 Also want to thank CEO Lori Boyer for
2 her time and commitment. Councilman
3 Crescimbeni as well for his staff support, and
4 Guy and John for their work as well.

5 Where we are is just a brief summary.
6 With the help of Congressman Rutherford, it
7 became apparent to us over a year ago that the
8 inactive ships, Department of the United
9 States Navy, was not going to transfer
10 possession of the *USS CHARLES F. ADAMS*. That
11 was Congressman Rutherford's position, and
12 their staff was greatly helpful to us, for
13 over a year that the Navy wasn't going to
14 transfer any ships to any city. They just
15 didn't bother to tell us that.

16 The reason being is because a lot of the
17 warships that are on display in our country
18 have gone back to the Navy and asked for funds
19 for dredging or repairs or maintenance. And
20 these are ships that have been on station for
21 literally decades.

22 Our nonprofit appreciates the Navy's
23 reticence in transferring another ship to
24 another city. It was unfortunate that it had
25 an impact on us. It was unfortunate, frankly,

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1 that they didn't communicate that to us. They
2 never communicated that to us. They just kept
3 adding requirements and other types of things.

4 Finally, with Congressman Rutherford's
5 help, we just gave up on dealing with the *USS*
6 *CHARLES F. ADAMS*.

7 We went to social media. Within one
8 day, or actually one hour, we received a phone
9 call from a warship in Lake Charles,
10 Louisiana, the *USS ORLECK*. And those are in
11 the materials that you have in front of you.

12 The *USS ORLECK* is owned by the
13 nonprofit. They received it from the country
14 of Turkey. And the country of Turkey had
15 received it from the United States. So there
16 is no obligation for us to work with the
17 United States Navy, thankfully.

18 In December of 2018, having been
19 notified by the *USS ORLECK* that they have a
20 developer that wants to develop the land in
21 which she's berthed at, they communicated to
22 us they have a ship without a pier and we have
23 a pier without a ship.

24 And so that started the long-time
25 partnership that is now a year old. We've

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1 spent over 40,000 dollars testing the *ORLECK*,
2 having it surveyed, making sure that we feel
3 confident that it can take the next step,
4 which is tow it to Port Arthur for the
5 dry-dock period, basically following the same
6 recipe that we had set out for the *USS CHARLES*
7 *F. ADAMS*.

8 The *USS ORLECK* is older than the *USS*
9 *CHARLES F. ADAMS*. The *USS ORLECK* is a Gearing
10 Class destroyer built in the latter stages of
11 World War II. Its primary service was during
12 the Vietnam era. There are a couple other
13 Gearing Class destroyers on display in our
14 country, one known as the *USS KENNEDY* up in
15 New England.

16 The question for us, while the *USS*
17 *ORLECK* today is open for business. That's one
18 of the benefits of the *USS ORLECK* over the
19 *CHARLES F. ADAMS*. The *ORLECK*, upon arrival
20 here, would be able to open immediately. The
21 *USS CHARLES F. ADAMS* would have required
22 additional work on the interior -- significant
23 six figure work on the interior.

24 So we set about to make sure that we
25 could tow the *USS ORLECK* here, that it would

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1 survive the tow, and it would be successful
2 here for a five-to-ten year period, which is
3 what we had intended with the *USS CHARLES F.*
4 *ADAMS*. Learning from our sister ships on
5 display in the country. Owning the ship for
6 decades at a time is not a smart business plan
7 because it rusts, it breaks and the dredging
8 that's also required. So our game plan was to
9 rotate the warships over a decade period.

10 The ship itself has a steel value that
11 is not insignificant. Depending on the
12 tariffs in China or not, the value can get up
13 to about a million dollars.

14 The ship is currently owned by one of
15 the creditors of the *USS ORLECK* and he
16 recently had it appraised at over two million
17 dollars. He intends to gift it to our
18 nonprofit so that he can take the tax credit
19 and we would take the ownership of the ship.

20 From our standpoint, having surveyed the
21 ship by the leading historic naval ship
22 surveyor in the country, the next hurdle for
23 us, after a 90-mile tow to Port Arthur for the
24 dry-dock period, would be the dry-dock period
25 itself. The dry-dock period -- the dry-dock

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1 cost is slightly less than what we had
2 budgeted for the *USS CHARLES ADAMS* because the
3 *ORLECK* is 40 feet shorter and doesn't draft as
4 much, and also because it's on display and is
5 being maintained.

6 The one concern for us, and actually
7 it's a big concern, once we get it into
8 dry-dock, it might be a problem that is more
9 significant than we're prepared to handle.

10 That is true for one of the ships in its class
11 that was in the last 20 years in dry-dock.

12 And so we have -- in the process of working on
13 an agreement with the Louisiana folks, that if
14 that does happen, that there's a way when the
15 ship is salvaged, it cannot be repaired due to
16 the cost, that we recover our costs and they
17 recover their costs as well.

18 But if all goes well, then it will be
19 towed here firstly the same type of price to
20 go from Philadelphia, which is where the
21 *CHARLES F. ADAMS* was, down to Jacksonville.

22 And basically what we've done is
23 attempted to just push -- substitute the *USS*
24 *ORLECK* in for everything about the *USS CHARLES*
25 *F. ADAMS*. Given that it's shorter and drafts

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1 licensing agreement protects the City in the
2 event that some form of development would come
3 in the shipyards that's incongruent with a
4 warship on display.

5 So there's, frankly, just a removal
6 clause that the nonprofit would have to honor.
7 And obviously we do not want to stand in the
8 way of any type of development of the
9 shipyards. What we do want to do is provide
10 another attraction for downtown.

11 And that's the entire purpose of why we
12 started this journey ten years ago, was to
13 just do our part to try to bring an attraction
14 downtown.

15 In our power point presentation, we have
16 a little bit about the *ORLECK*, we have the
17 positive economic impact. It is the
18 self-sustaining model. It has been reviewed.
19 It was produced by a group out of Atlanta with
20 no military affiliation. They evaluate
21 companies and estimate economic impact, things
22 of that nature. It's the 4P Group that's
23 highlighted for you.

24 That's based on self-sustaining model of
25 approximately 173,000 visitors. We anticipate

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1 less, there's some benefits to us, but the
2 cost of the pier is still the same,
3 approximately 400,000 dollars for us to
4 strengthen the pier so that we can survive
5 100-year storm.

6 But again the work that's required
7 inside the warship of the *USS ORLECK* is de
8 minimis because it's on display right now.

9 So what we did is we went to the
10 principal parties. We talked to CEO Lori
11 Boyer, we talked to the Mayor's office. We
12 talked to the investors to make sure that
13 everybody understood what was the plan and
14 what was the concept.

15 Moving forward, we would go to City
16 Council. Various City Council members have
17 offered their support and sponsorship of the
18 same type of ordinance that was passed in the
19 past on two different occasions. The most
20 recent one has a development agreement which
21 has 12 terms that the nonprofit has to
22 satisfy. And once those are satisfied, then
23 the licensing agreement comes into play.

24 The licensing agreement again is a
25 lengthy document, but the bottom line is the

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1 much more. There are ships on display
2 throughout the country that receive much more
3 in attendance.

4 And also obviously the average
5 temperature of the Jacksonville area is much
6 better than the one in Buffalo where that ship
7 is on display only nine months of the year.

8 There are various ships we've developed
9 as practices, gone to virtually every ship in
10 the country on our own dime, and try to learn
11 best practices. And obviously there are
12 always variables that come up that you haven't
13 thought of that I thought hard press in ten
14 years of preparing that we may have missed
15 something.

16 We've had various partnerships on the
17 slide presentation, in addition to AARP, there
18 are several others that have come forward and
19 we have put together the *USS ADAMS*. They've
20 all indicated they will support the *USS*
21 *ORLECK*.

22 He can link that slide with heads and
23 beds, what we believe to be the annual impact.

24 And then the preface of the museum, as
25 you go through the power point presentation, I

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1 have a copy for you. Turn over to us, going
 2 to Port Arthur for dry-dock period, four to
 3 six weeks. We plan to go into the pier
 4 closest to the Berkman II Plaza, which is
 5 where we've been kind of situated for the last
 6 three or four years.

7 There has been some discussions long ago
 8 that we might move into the Hogans Creek area
 9 if Metropolitan Park ever had to be moved for
 10 development there. We had introduced the idea
 11 many years ago that the movement of Metro Park
 12 to a park area that we would call a Veterans
 13 Park, we could have the Liberty Hound sailor
 14 and statue that is across the river moved. We
 15 could have that displayed and do all kind of
 16 things.

17 The Jaguars embraced the idea. If you
 18 remember, one of their iterations was to have
 19 Hogans Creek as a Veterans Park and have a
 20 play area and all those things.

21 We suspect the development of Hogans
 22 Creek will take several years. We frankly
 23 don't have several years to wait on the *USS*
 24 *ORLECK*. They tried to give us the ship in
 25 November, but we were not prepared to take it

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1 at that point. They want us to take
 2 possession of the ship as soon as humanly
 3 possible, but we're not going to do that until
 4 we're fully funded and we feel absolutely
 5 confident that this Board approves of it, that
 6 the City Council will approve, one more time
 7 the ordinance that incorporated the
 8 development agreement and the licensing
 9 agreement.

10 This concept would be to move into the
 11 pier closest to the Berkman II and be
 12 self-sustaining. Obviously, we want to create
 13 as minimal impact on the area to continue to
 14 promote development there. We believe that an
 15 attraction such as a ship would be conducive
 16 to any type of development that's ultimately
 17 selected for that area.

18 The Baltimore Harbor is a wonderful
 19 example. They had three ships on display.
 20 One of them is a submarine. They built their
 21 entire downtown harbor around the three ships
 22 that they have brought in. I know that
 23 because that's where I was born and raised, in
 24 the D.C. area, and watched that area
 25 transform. That's sort of the concept that we

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1 would hope for one day.

2 The most recent group that purchased the
 3 Berkman II, with the amusement park concept,
 4 we felt would be ideal for us. In fact, we
 5 had discussions with them just to become part
 6 of one in their attractions and we felt that
 7 may embrace us as well. Hopefully the next
 8 developer of that portion of the shipyards
 9 will embrace our concept as well. In either
 10 way, the City is protected.

11 The developing and licensing agreements,
 12 the stewards of city money. We have a
 13 component that was in all the ordinances, that
 14 will continue to move the ordinances, that
 15 will require payment of actually 300,000
 16 dollars into an escrow account that will be
 17 held by the City, which will be used in the
 18 circumstances where the ship had to be towed
 19 out and the nonprofit had no funds to do so.
 20 That's worst case scenario.

21 And that's just us being good, corporate
 22 citizens that will be there again to protect
 23 the City in the event that we have to move and
 24 we don't have any money.

25 Remember, that warship is a nice piece
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1 of steel which has a significant value.

2 The shipyard that we had multiple
 3 discussions with in the past, there's a lot of
 4 value there for them, all for the owner of the
 5 nonprofit, if in the event we have to leave
 6 for whatever development might come that way
 7 and hopefully there is.

8 The ship's concept is basically taking
 9 what we were going to do with the *ADAMS* and do
 10 it with the *ORLECK*. As I say, the *ORLECK*'s
 11 -- Jim and I can attest, the 25-hour run over
 12 to Lake Charles, our executive director
 13 Captain John O'Neil has been there four times,
 14 our treasurer has been there three times, and
 15 we've had other personnel there as well.

16 From the Lake Charles side, they're
 17 ready to go. Would love for us to take
 18 control of the warship. We didn't want to do
 19 that until we had an affirmative nods from all
 20 those folks.

21 As far as funding, on the back of it you
 22 see the slide, 2.8 million dollars. Our cost
 23 or projected cost to get it here is
 24 approximately 2.5, 2.6, obviously estimated,
 25 leaving us some cushion there.

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1 We still have the million dollars from
2 the state of Florida. Our Duval delegation
3 helped us with that. We continue to get
4 extension -- our fair extension. We are
5 grateful to our legislators to help us do
6 that.

7 Our line of credit is still Financial
8 Tree but, quite frankly, we are looking at
9 other financial institutions that might be a
10 little more friendly on terms, and then the
11 persona; loan guarantors. Those are all fully
12 funded.

13 We had our financial institution ready
14 to go. Frankly, we thought the Navy would
15 call us and tell us to pick up the *USS CHARLES*
16 *F. ADAMS* at any moment in the fall of 2018.
17 So we fully funded.

18 The 800,000 dollars in personal loans
19 have an interest rate attached to them. And
20 after a month or two of having to accrue
21 interest on those, we decided to refund those
22 moneys.

23 Everyone, except for two, of the
24 personal loan guarantors have agreed to do it
25 again. The other two want additional comments

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1 or, you know, have your reenlistment ceremony,
2 any type of party on the ship.

3 I've reached out to a lot of both local
4 and national vendors in both the beverage and
5 food and service industry. You know, people
6 from -- I don't want to put anyone on the
7 spot, you know, but there are coffee
8 manufacturers here in Jacksonville that want
9 to make sure that they're the official coffee
10 that's served across the street. Local brands
11 and soft drinks for the kids. I know that
12 local beer, craft breweries and distilleries
13 want to get involved in this project and have
14 their wares there. And make it a very truly
15 local, you know, endeavor.

16 THE CHAIRMAN: Thank so much for the
17 presentation.

18 MR. BEAN: Yes, sir.

19 THE CHAIRMAN: We appreciate your
20 tenacity with regard to this project.

21 Please indulge us with a few questions.

22 MR. BEAN: Yes, sir.

23 THE CHAIRMAN: Mr. Gillam?

24 MR. GILLAM: I don't have any questions.

25 I think we can continue to try to make this

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1 and briefing from us and we'll do that. But
2 we'll go ahead and put it all back together
3 just like we did with the *ADAMS* and move
4 forward.

5 We're obviously very bullish on the
6 warship for downtown Jacksonville. As you all
7 know, Jacksonville is the third largest Navy
8 city in America. One in every four, one in
9 every three -- depending on which politician
10 you speak to -- has a military affiliation,
11 but has every confidence in the world that
12 this will work.

13 I personally apologize that I couldn't
14 bring the *USS ADAMS* here, but I couldn't
15 defeat the U.S. Navy, of which I'm a 25-year
16 veteran.

17 Jim, any comments?

18 MR. WEBB: I'm not in the Navy. I'm
19 looking at this from more like an event
20 standpoint. What we could do to make
21 attractions here on this ship, whether it's
22 getting youth onboard to do, like, sea scouts,
23 to having -- you know my background, having a
24 bar on the ship, where if you're a supporter
25 of the ship, you can come and have a cocktail,

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1 project work for so long. You guys have
2 worked so hard on it. You have my support.

3 MR. BEAN: Thank you.

4 THE CHAIRMAN: Mr. Barakat?

5 MR. BARAKAT: I think of Mr. Gillam's
6 comments. I remember Mr. Wallace here. We
7 tried feverishly to put this deal together and
8 put together a license agreement that was
9 acceptable to all. I think one of the big
10 concerns was it was going to get in the way of
11 a shipyard development. Ironically, five or
12 six years later, nothing's happened on the
13 shipyards. So that concern -- that continues
14 to be a concern of the community. That would
15 not bother me.

16 Since then there's been development
17 along Bay Street in the Doro area, which this
18 project would help. This is another layer of
19 demand that creates demand for restaurants and
20 bars.

21 We've been relying strategically as the
22 Board primarily on residential to stimulate
23 this type of demand. That's a slow and
24 grueling process. Having a project like this
25 is an extra layer to stimulate demands, a

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1 really the kind of icing on the cake.
2 I wish you guys well. I want us to be
3 cooperative. We need to be conscious about a
4 new strategy if this does not work out -- for
5 your pro forma or for any other reason it
6 doesn't work out, but other than that you have
7 my full support.

8 MR. BEAN: Thank you.

9 THE CHAIRMAN: Thank you.

10 Mr. Froats.

11 MR. FROATS: You mentioned the ten-year
12 commitment; is that correct?

13 MR. BEAN: What I meant by ten years is
14 we felt that having reviewed and visited all
15 the other historical ships, the one major
16 common denominator for their failure has been
17 holding their ship too long.

18 Our business plan would call for it to
19 be rotated out every ten years.

20 Now, Jim and I may not be here in ten
21 years, right. Whether that happens or not,
22 hopefully our successors will follow and learn
23 from others' mistakes.

24 I have no problem putting that into any
25 agreement that we will rotate the ship or get

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1 rid of it. Frankly, the ships that have been
2 on station 40, 50 years are the ones causing
3 the huge problems for their cities.

4 When the Navy gives you a ship -- in
5 this example, we will be getting a ship from a
6 nonprofit. The Navy was clear, Don't come
7 back to us.

8 Just like we used our senators, Senators
9 LeMieux and Nelson were very helpful to us.
10 We usurped Congressional help. Folks that sit
11 on the appropriation committees and things of
12 that nature, I guess the Secretary of the Navy
13 felt too much pressure and decided to fund
14 some of these projects for some of these
15 warships around the country. But that had a
16 consequence and collateral effect on us
17 because they decided they're not going to push
18 any other ships out.

19 They have a federal program that
20 requires them to accept applications. They
21 don't have a federal program that mandates
22 they approve them. It became obvious to us
23 that no matter what we did, we were never
24 going to be approved.

25 We were approved in December of 2016.

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1 They offered the ship to us. We were not in
2 the position. We didn't have the pier
3 isolated and identified, approved through City
4 Council. We didn't have all our funding. We
5 were not in a position.

6 Once we were in position six to nine
7 months later, and we communicated that to the
8 Navy, the Navy had changed its position and
9 they were no longer offering us the ship.
10 Then it came a period of just dodging the ball
11 and moving the goal post on us. I was too
12 stupid to realize what was really going on
13 until Congressman Rutherford told me.

14 MR. WEBB: Basically what the thought
15 process is -- I would like to say when the
16 *ORLECK* gets here, not if, but once the *ORLECK*
17 is here, we would start making sure that it
18 was financially feasible. Then within a year
19 or two of proving that, we have a demand for
20 people to be on the ship, we would start
21 investigating, Okay, in eight or ten years
22 from now we need a new ship here. We would
23 start that process in tangent -- well, in
24 parallel with the ship operating here so that
25 in ten years we would either be able to

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1 replace it with a newer ship or figure out
2 what's going on, whether or not it's going to
3 last another ten years or so. But it would
4 be pro actively making sure that we have a
5 ten-year business plan with a follow-up
6 ten-year business plan, with a follow-up after
7 that.

8 MR. BEAN: Keep in mind that the safety
9 insurance policy that the City has, they can
10 remove us within 90-day notice. There's
11 always that. If the ship were ever to look in
12 a dilapidated state, or the Mayor or City
13 Council or this body had concerns, all they
14 would have to do is notify us. There's no
15 justification. They can just simply do it.

16 Additionally, frankly, if the Navy
17 doesn't want to cooperate with us in ten years
18 like they haven't in the past two years, then
19 simply what we would do is look to foreign
20 countries, just like this ship came from
21 Turkey.

22 The Navy has been giving away frigates
23 to transfer -- I shouldn't say give away.
24 They have been transferring frigates to
25 foreign countries. Mexico has never been a

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1 factor. Whether those countries want to
2 upkeep or willing to sell one back to us, that
3 would be an option as well. But either way,
4 the City's protected because of that insurance
5 policy. I call it a kickout policy that the
6 City has that we're out with a 90-day notice.

7 THE CHAIRMAN: Thank you. Mr. Froats?

8 MR. FROATS: If there was a development
9 that came into play and they did not want the
10 ship there, do you have a plan B in the area
11 to move it to.

12 MR. BEAN: No. Unless we moved into
13 Hogans Creek.

14 In my view, since I'm sitting here and
15 I've lived here since the '80s, my view is you
16 take Metropolitan Park, you move it to Hogans
17 Creek, you call it Veterans Park. You take
18 the Memorial Wall that currently sits in a
19 parking lot and you put it on the water, where
20 it's a much more appropriate place, and you
21 open up the parking lot of the Jaguar stadium
22 for development making a new stadium.

23 No, there would not be a plan B. My
24 hope would be that we would have at least two
25 or three years to pay back our investors. And

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1 in that period of time, our numbers crunching
2 shows we can pay back our investors two to
3 three years of revenue. At that point, if
4 we're kicked out, we're kicked out. Again,
5 there's no guarantee that we would be able to
6 do that. Our donors, investors understand
7 that risk and, frankly, have been incredibly
8 gracious.

9 THE CHAIRMAN: Thank you, Mr. Froats.
10 Mr. Moody?

11 MR. MOODY: I'm all for this. I'm real
12 excited about it. Maybe this ship will be the
13 first ship in our shipyard development.

14 MR. WEBB: Thank you.

15 MR. MOODY: Question. Any parking
16 issues, water or sewer concerns?

17 MR. BEAN: JEA has been incredibly
18 helpful to us. They would run the power out
19 to us and the water.

20 We would have -- the *ORLECK*, unlike the
21 *ADAMS*, does function a restroom onboard. But
22 our business plan requires -- well, it doesn't
23 require. It has us bringing in sort of a
24 TPC-type restroom facility that's movable.

25 We would want to have a ticket taking

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1 unit there, right in front of the ship, again
2 that's easily movable. No bricks. No
3 breaking ground.

4 Parking spot obviously is currently
5 being used by JSO. But we have had some
6 preliminary discussions with extending
7 Catherine Street down, providing parking
8 there. In the meantime -- you know, if the
9 ship would have been here in January or
10 February, we would want to use the area that's
11 being currently used now, whether that's right
12 or wrong, and then work out a business plan.
13 There have been discussions in the past ten
14 years about a parking garage or something to
15 that effect.

16 JTA and that board said that they would
17 have a bus stop right in front of us.
18 Obviously, the autonomous vehicles could stop
19 there as well.

20 We had our business plan. I think our
21 design had a couple of spots for Americans
22 With Disability Act individuals, although
23 we're not required to abide by the Americans
24 Disabilities Act. Given the ship, we would
25 want to do that. Obviously, it would

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1 facilitate visitors. In the meantime, there's
2 been discussion about putting gravel down in
3 an area where -- so there won't be any falls
4 or anything like that.

5 But there has been discussions that we
6 would not be -- that's not part of our plan.

7 MR. WEBB: This is where the people park
8 right across the street from the pretrial, the
9 jail. The grass lot. And it's also where
10 they use the temporary, sort of like game day
11 parking and all that.

12 THE CHAIRMAN: Thank you, Mr. Moody.

13 Ms. Worsham?

14 MS. WORSHAM: All the work you all have
15 done, you appear to be very patient. I know
16 there are a lot of details to work out on the
17 land side. When you finally do get there, I'd
18 be interested in that to ensure that the
19 visitor experience, from getting there to the
20 ship was as good as the ship would be itself,
21 to make sure it's done right. And that's some
22 detail that works out much later in the day.

23 Good luck. I'm very excited to have an
24 opportunity to have an attraction downtown on
25 the river.

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1 MR. BEAN: Thank you very much.
2 The DEA folks have been incredibly
3 helpful to us.

4 CEO Boyer's predecessor, Tom Daily, Guy,
5 all of them have been incredibly helpful and
6 innovative, as have the other departments in
7 the City.

8 Obviously this will be an evolving
9 process. Getting the ship here is the first
10 goal. Obviously we're -- we're -- we know
11 that there obviously has to be other plans
12 involved. But we don't want to let the
13 perfect be the enemy of good.

14 THE CHAIRMAN: Thank you.
15 Mr. Ward?

16 MR. WARD: Thanks very much for the
17 presentation. I think it's certainly very
18 interesting and given Jacksonville's
19 relationship with the Navy and its Veterans, I
20 think it's something that could be very
21 compelling downtown.

22 I guess just as a hypothetical, so I can
23 understand the nuts and bolts of how you all
24 are thinking about this, it sounds like from
25 your research, and just from my confidence and

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1 your enthusiasm for it, it could very well be
2 successful.

3 Planning through something I do in my
4 real job, which is a worse case scenario.
5 Where do you see, in the event that there are
6 financial struggles, call it, at the end of --
7 toward the end of year one, be that with the
8 solvency of your group, obligations on your
9 credit line, obligations for operating
10 expenses, and maybe this has occurred in other
11 locations you've studied too because you've
12 done a lot of diligent time here, so where
13 would that potentially leave the City with a
14 rather large ship sitting in the river as far
15 as -- presumably, just like a loan, right,
16 loan's only as good as your ability to collect
17 on it. So the insurance policy, so to speak,
18 that you're talking about, 90 days and things
19 like that, help me understand sort of where
20 that would land via the City, DIA, other
21 interested parties, about what to do with a
22 large piece of steel in the river.

23 MR. BEAN: So with the 2.6 million
24 dollars, estimated, 300,000 of that is the
25 tow-away funds. That money -- before the ship

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1 ever comes into the harbor, that money goes
2 into City coffers, wherever, account, and
3 that's there in the event that the ship needs
4 to be towed out. The 90-day pickup cost is
5 fine, but you have to have the money to move
6 it, so the 300,000 dollars represents the tow
7 away.

8 The tow from Port Arthur to here is less
9 than 300,000. The location in Brownsville,
10 Texas, I believe, is the shorter distance,
11 lesser tow, 300,000 dollar figure. That's to
12 prevent the City from having to pay for it.

13 MR. WARD: Great. I wish you all the
14 best.

15 MR. BEAN: Thank you.

16 THE CHAIRMAN: Mr. Padgett?

17 MR. PADGETT: Mr. Ward took some of the
18 words right out of my mouth by asking those
19 questions.

20 I'm curious. The ship's in Lake
21 Charles, Louisiana right now, and it's
22 functioning as a place where people visit and
23 I'm sure they pay and there's operating costs
24 and revenues there.

25 What it looks like we have here is maybe

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1 an estimate or projection done by somebody.
2 Why didn't they turn a financial statement for
3 the ship and see what the real revenues are
4 instead of trying to guess at it.

5 MR. BEAN: Well, number one, our
6 economist did this years ago before we knew
7 about the *USS ORLECK*. We have received the
8 *ORLECK*'s numbers and we believe that they are
9 incomplete. We have shared that with the DIA
10 folks.

11 Lake Charles has been -- how do you want
12 to describe that?

13 MR. WEBB: It's not in a downtown area.
14 It's very remote where it is currently. I
15 wish we could have gotten the numbers from
16 Texas. I don't want to backtrack and spend
17 another hour on what ifs.

18 But basically where it is right now is
19 in a --

20 MR. BEAN: Industrial area.

21 MR. WEBB: -- industrial area with a dirt
22 parking lot with about six cars on it. So
23 they have consistently a full parking lot with
24 people going in and out of it. They don't
25 have the ability to scale like we do in

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1 Jacksonville.

2 MR. BEAN: We feel the numbers in

3 Baltimore, the numbers in Wilmington, North

4 Carolina, the numbers in Baton Rouge for that

5 matter where they have another ship, are all

6 more competitive with us. None of them are a

7 Navy town like we are, the ships up in New

8 England and the ships on the West Coast as

9 well.

10 What we've done is we've made our

11 evaluator available. Mr. Wallace spoke to

12 him, president Craig Anderson spoke to him.

13 We made him available at any point to discuss

14 our numbers, to punch holes in the numbers.

15 At the end of the day, you're right, it's just

16 an estimate. That's why we built in the

17 safety insurance packages there.

18 But, frankly, I believe 170,000 visitors

19 is low. The City receives 20,000 visitors of

20 reunions, members of the Navy and Marine

21 Corps, every year with really nothing to see.

22 We believe the number would triple. They had

23 heads and meds estimate economic impact.

24 You know, you're talking one in every

25 three people in the military -- one in every

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1 MR. PADGETT: At least you have the

2 documents so you have some of the historical

3 data. Just the upkeep of the ship, I saw some

4 numbers on a spreadsheet. I've been a boat

5 owner for most of my life and some of them

6 looked a little low, especially for a ship,

7 like we do on some of our stuff. It seemed

8 like if you had some historical data to kind

9 of back that up, to substantiate, it would be

10 really good --

11 MR. BEAN: Sure.

12 MR. PADGETT: -- for us to have.

13 MR. BEAN: Yes, sir.

14 MR. PADGETT: That answers my question.

15 THE CHAIRMAN: Councilman Boylan?

16 COUNCILMAN BOYLAN: I'm good right now.

17 Thank you.

18 THE CHAIRMAN: From towing to opening,

19 what kind of -- what kind of time frame do you

20 have in mind?

21 MR. BEAN: Like in Lake Charles, they

22 wanted us to take it in November. So, you

23 know, once it gets into dry-dock and it's

24 open, we project, as we said, four to six

25 weeks of dry-dock. We'll know pretty soon

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1 three people in Duval County is some form of

2 military affiliation. We're pretty confident

3 that we're going to get a high level of folks.

4 And then having events, we hope to have

5 director meetings, parties, concerts onboard,

6 sleep-overs, which is a huge X-factor. The

7 *ORLECK* is available to sleep folks, Boy

8 Scouts, Girl Scouts. Currently they have to

9 go to Charleston and Mobile, Alabama. They

10 wouldn't have to do that. We lose tens of

11 thousands of Boy Scouts and Girl Scouts that

12 travel to Charleston and Mobile every year.

13 It would be nice for them to be able to stop

14 in Jacksonville instead.

15 But, no. So, the numbers that we

16 received from the *ORLECK*, we didn't believe to

17 be complete. But they were, like, 25,000

18 dollars in revenue and 15,000 dollars in

19 visitors and they weren't really comparable.

20 We provided what we were given. We were

21 specifically asked to get and we asked for

22 them and this is what we got. They've been

23 operating on a shoestring there. I'm sure

24 that's one of the reasons why they need to

25 transfer ownership of the ship.

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1 whether that's viable.

2 Once it gets up into the dry-dock

3 position, out of the water, that's when the

4 final decision is made, whether our budget

5 will support the work that needs to be done.

6 If it has significant -- we have a

7 budget, I think, 1.2 million dollars for it.

8 If it comes from the shipyard, this is going

9 to take 3 to 4 million dollars, it's over, we

10 shut it down, we salvage. If they can't do it

11 for the price -- we have to pay half of it

12 going in and we pay the other half when it

13 comes out. Four to six weeks. Once it's

14 done, it's ready to tow.

15 We have to run the ordinance with the

16 licensing agreement and the development

17 agreement through City Council, so that's at

18 least an eight-week period. We don't foresee

19 any issues with that having been through it

20 twice before. And three members of City

21 Council here or former.

22 And so, again, from point of ownership

23 to delivery, I mean we could have it here in

24 late February if we took ownership in January.

25 I feel confident. I wouldn't take City

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1 Council for granted, but there have been
2 multiple folks that ask us if they can sponsor
3 the legislation. I feel very confident they
4 won't have any problems going through given
5 the past history. We will take ownership and
6 get it to Port Arthur so we have an up and
7 down on whether it's financially viable or
8 not. But again we won't know that until we
9 lift it out of the water, and we can't do that
10 until we get to dry-dock.

11 Again, at any point in time the City
12 holds the release key so the City's protected.
13 If somebody wants to come in and build a Mall
14 of America, or whatever, there next to the
15 Berkman II, it's available to do that.

16 One of the things that we showed you a
17 depiction of what it would look like, through
18 past boats being studied, you know, the
19 environmental areas. They were very helpful
20 in isolating any environmental concerns in
21 that area.

22 In our past history, we have been
23 extremely flexible with the Mayor's office,
24 City Council, DIA regarding the room that it
25 would take us. Initially, I think, we

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1 a licensing agreement, not a leasing
2 agreement.

3 MR. MOODY: Is that part of the official
4 shipyard property?

5 MR. BEAN: We had a survey done. I
6 believe so. We paid for the survey.

7 MR. MOODY: I was just curious if there
8 was a way to carve out a little piece so you
9 could have a piece in perpetuity --

10 MR. BEAN: I don't think --

11 MR. MOODY: -- if it turned out to be a
12 viable project.

13 MR. BEAN: I don't think perpetuity is
14 what we want. The nonprofit would love it,
15 but I don't think the City wants perpetuity.

16 When we started this ten years ago, we
17 looked around and said, What can we do to help
18 downtown? What can we do? We're all
19 Veterans. Jim's an honorary veteran. Our
20 whole goal was to bring something downtown to
21 enjoy, to entice people to come downtown.
22 That's the only reason we're doing this. We
23 felt that a warship would do that.

24 MR. WEBB: When we talked about a
25 ticket-taking place, we're talking about

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1 perceived an acre or two acres in the
2 licensing agreement.

3 When the amusement park folks came in,
4 the Mayor's office asked us or told us we need
5 to retract that. Obviously we would -- that's
6 not a problem for us. What we need is --
7 we're on the water. That's good. But we also
8 need an area for ticket taking which would be
9 right in front of the ship. It could be
10 confined in a very small area. So we can --
11 we want other people there. We would love for
12 the amusement park to be there. We want other
13 folks, other attractions there along with us.
14 We don't believe we need it, but we certainly
15 want it.

16 THE CHAIRMAN: Thank you.
17 Resolution? Oh, Mr. Moody?

18 MR. MOODY: Can I ask just one more
19 question?

20 THE CHAIRMAN: Sure.

21 MR. MOODY: Who owns the title to the
22 land and the dock area that you're --

23 MR. BEAN: The City.

24 MR. MOODY: The City does.

25 MR. BEAN: That's why we're going to get

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1 either a Quonset hut or some sort of temporary
2 building where you can have a gift shop, have,
3 you know, a Coke, or whatever --

4 MR. BEAN: Restroom.

5 MR. WEBB: -- restroom, and move from
6 there along a gang -- gangway to get up on the
7 ship. And then there would be other retail
8 spaces on the ship where we could have other
9 revenue coming in.

10 But when the amusement park area is
11 going, we'll have that as part of our building
12 there. So we would certainly love to be
13 incorporated into a bigger structure. We
14 don't need our own little domain to do that.
15 We just need a way to get people on and off
16 the ship safely and securely and pay and all
17 that stuff.

18 MR. BEAN: A Veterans Park in my opinion
19 makes a tremendous amount of sense given the
20 citizenry makeup of it and also it frees up
21 the parking lot in front of Jaguar stadium.

22 THE CHAIRMAN: Again, I appreciate your
23 tenacity and thanks for the presentation.

24 Yes.

25 MS. BOYER: So, Mr. Chairman, the point

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1 of the presentation today for the Board, and
2 I'm listening to your comments, and based on
3 the comments I am hearing from the Board,
4 please correct me if I misinterpreted, but I'm
5 hearing a lot of supportive comments from the
6 Board and indications that you would like me
7 to move forward to discuss the terms of the
8 license agreement and bring back a resolution
9 in January for a new license agreement.

10 I'm seeing nodding heads to that effect.

11 THE CHAIRMAN: Yes.

12 MS. BOYER: Mr. Ward?

13 MR. WARD: I'm sure I'm out of
14 parliamentary procedure, Ms. Boyer, but would
15 that entail getting some of these other
16 financials from Mobile and other comparable
17 things in forming our next decision?

18 MS. BOYER: So I can tell you I have Mr.
19 Crescimbeni here because we did that work over
20 the last month or two months ago. We don't
21 necessarily agree with the financial analysis
22 that is in the report that has been provided.

23 So the real question becomes whether the
24 Board is going to make the decision based on
25 the -- or wants us to make the decision based

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1 on the viability of this as an operating
2 enterprise, which we have some concerns about,
3 or whether we are simply making the decision
4 based on the fact that that's on them and
5 they're giving us 300,000 dollars to move it
6 and 90-days right to move it at any point, and
7 from that perspective we hope they're
8 successful.

9 So we are happy to go over with you, I'd
10 probably rather do it not in the meeting, but
11 any time you're available, we can sit down
12 with you and spend an hour going over the
13 review of the information that we looked at
14 with other ships, operating issues and things
15 like that.

16 It's a tough lift for them, I believe,
17 operationally, but they're confident. They've
18 got a different market than some of these
19 other places have. It's not to say that I
20 want to in any way discourage it.

21 What I am most concerned about from our
22 Board standpoint would be three elements of
23 this. One element is, and Mr. Moody kind of
24 went there, is this is part of the land that
25 was subject to the shipyard's RFP.

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1 So to the extent -- and I think that's
2 why -- the proposal is to put all temporary
3 facilities on it because when that is
4 developed, or whatever is developed there, may
5 very much be in conflict and we're actually
6 being paid for that land, and contemplating
7 taxable facilities on that land as opposed to
8 providing two acres that would not be taxable
9 and would not generate any revenue to the City
10 itself. That's one question.

11 I'm also concerned about what it looks
12 like because you're talking about a temporary
13 bathroom and a potential Quonset for ticket
14 taking. I don't know if that is the level of
15 appearance that we want for an attraction
16 there. So I think there's some of that that
17 we would have to refine between now and the
18 time we come back with a resolution.

19 In addition, the other issue that is a
20 bit of concern is parking.

21 So, as I've heard it, I've heard three
22 different kind of discussions on parking.
23 Number one is they would just use the existing
24 grass as parking on a continuous basis.

25 Well, if you're familiar with the

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1 downtown overlay, that is not permissible.
2 That is not an acceptable parking lot. It is
3 available for special events under an
4 exception and it's available as a temporary
5 use under an exception, but it's not available
6 as a day-to-day permanent parking lot to
7 accommodate someone's needs as a grass
8 surface.

9 They could build a surface lot if it
10 were screened with buildings or they could
11 build a structured parking facility. And
12 there was talk of them sharing structured
13 parking with the previous proposal for the
14 hotel.

15 There are ongoing conversations about
16 Berkman II. Some of them include hotel use
17 and some of them are purely residential.

18 If that is the case, I don't know how
19 they would feel about sharing parking or if
20 they would need any portion of this property
21 for parking.

22 So the suggestion I had made to Mr.
23 Bean, and that I would like you at least to
24 think about, is Catherine Street is a public
25 right of way that runs from Bay Street down --

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1 the same width as the wharf was the original
2 right of way of Catherine Street. Half of the
3 Catherine Street right of way has been closed,
4 so it could be needed as part of the
5 shipyard's property.

6 However, one option might be to reopen
7 that half of Catherine Street -- it's still
8 paved -- and do diagonal parking on Catherine
9 Street and let that suffice for the parking in
10 the interim. But I think that's a thought
11 process we have to go through. Half of it's
12 closed. It's currently then available for
13 sale and it's developable land.

14 If we reopen it, it becomes a wider,
15 public-access way and public corridor to the
16 water, which are positives, and it could also
17 provide the parking that they need in an
18 official capacity on a short-term basis.

19 But if you want me to move forward on
20 this and look to a resolution in hopefully
21 January, those are the primary issues that we
22 are going to be addressing and really judgment
23 line on -- what I'm really wanting to verify
24 is whether the amount put in escrow is
25 adequate to moving.

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1 But beyond that, I wasn't going to spend
2 a lot more time on the financial information
3 that was provided to us, but we have a lot.

4 And if you want more -- if you want --
5 Mr. Crescimbeni is here specifically to answer
6 those questions if you have them right now, if
7 you wanted to pursue any of them.

8 THE CHAIRMAN: I think to get into the
9 weeds and in January and bring it back with a
10 resolution so we can see all of that
11 information, then we can make a decision with
12 regard to whether or not we, in fact, support
13 this project.

14 MS. BOYER: Okay. I'm happy to do that.

15 THE CHAIRMAN: Thank you very much for
16 the presentation.

17 MR. BEAN: Thank you all very much for
18 your time.

19 THE CHAIRMAN: Next item is the CEO's
20 report.

21 MS. BOYER: Thank you, Mr. Chairman.

22 The first two items that are mentioned
23 here on the agenda you've already heard the
24 report on. So we don't have to have any
25 further discussion on our currently pending

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1 notes of disposition.

2 The second thing I did want to bring to
3 your attention is the fact that our market
4 feasibility RFP has been on the streets now
5 for 45 days. Probably, if I checked with
6 procurement, we would know how many responses
7 we got because I think it closed at 2:00 p.m.,
8 but we will certainly know later today.

9 I anticipate that we will probably get
10 the same two that we had initially and
11 hopefully we will receive some additional
12 responses as well.

13 Our goal on that is to have it be
14 evaluated and scored and hopefully going back
15 to piece back in January on this to award it
16 and get this one moving forward.

17 This one does not -- because it's a
18 professional services contract does not go
19 through strategic implementation or RFP unless
20 you want it to. Notice of disposition do, but
21 regular professional service contracts do not.

22 The next thing I wanted to give you a
23 brief update on is the report on DIA.

24 Mr. Chairman, I mentioned this to you,
25 you don't have to do this today, but between

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1 now and the January meeting, I need you to
2 appoint which DIA Board member you would like
3 to be on the scoring committee for that RFP.
4 That RFP closes January 22nd.

5 And the time frame is that on January
6 30th is the oral presentation date. The
7 evaluation committee has to complete their
8 recommendations by February 10. And then
9 those recommendations go to the Retail
10 Enhancement and Property Disposition Committee
11 in early February.

12 So just from a time frame standpoint,
13 you're looking between the 22nd of January, we
14 would receive them to start scoring, and we
15 have until the 10th to complete, and public
16 presentations on January 30th.

17 THE CHAIRMAN: Mr. Barakat, would you
18 take that?

19 MR. BARAKAT: I will.

20 Ms. Boyer, if I may ask to chair. Is
21 there any issue with me chairing the Retail
22 Enhancement Committee and being the Board
23 member on the Scoring Committee?

24 THE CHAIRMAN: Mr. Sawyer?

25 MR. SAWYER: At first blush, no. Let me

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1 look at that.
 2 MR. BARAKAT: Pending Mr. Sawyer's
 3 response, I'm fine with that.
 4 THE CHAIRMAN: Thank you.
 5 MS. BOYER: Okay. So we have market
 6 feasibility.
 7 We have the Ford on Bay notices coming
 8 in in January.
 9 We have -- the Retail Enhancement and
 10 Property Disposition Committee now has a
 11 meeting scheduled for Tuesday, the 14th of
 12 January, and that committee meeting is to hear
 13 a presentation on and discuss the New Enhanced
 14 Retail Enhancement Program as it relates to
 15 restaurants, bars, coffee shops, et cetera, in
 16 two targeted areas.
 17 The thing that I have been speaking to
 18 you about, we have another meeting coming up
 19 this Friday morning with a large group of
 20 building owners and brokers and restaurant
 21 operators to kind of finalize the terms of
 22 what we are going to present to you.
 23 Hopefully we are going to get that
 24 program moving where the committee would
 25 consider it in January. It would be to this

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1 As to Snyder Memorial, I wanted to
 2 advise you that I had received an unsolicited
 3 offer for a licensing proposal, license
 4 agreement that would have also provided
 5 exclusivity to conduct some tests and
 6 investigations on Snyder. The proposal
 7 contemplated that the City would reimburse the
 8 applicant up to 75 -- up to 70,000 dollars for
 9 the cost of the studies they conducted.

10 I think I informed you at the last
 11 meeting that there is an existing Public Works
 12 project that is already funded that is
 13 available to conduct the same surveys and
 14 studies that is at no cost to DIA at that
 15 point.

16 I had been meeting with Public Works.
 17 They are looking to get the same exact studies
 18 performed. I advised the applicant that we
 19 were rejecting that offer because we were not
 20 going to incur additional costs or potentially
 21 incur the additional costs when we already
 22 have the ability to do this. So I expect that
 23 within the next 45 days, so hopefully by the
 24 end of January, we'll have those reports back
 25 from the Public Works consultant who is -- so

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1 Board in January or February, and be available
 2 on the street by March. We're looking at that
 3 for 01/14.
 4 And on 01/17 we have a Strategic
 5 Implementation Committee meeting which is the
 6 next meeting where you will be discussing
 7 parking strategy and we may also have some
 8 other matters to come before strategic
 9 implementation, but that is the follow-up
 10 meeting to our November meeting.

11 And then, as you just heard, the Retail
 12 Enhancement will have to have another meeting
 13 between February 10th and February 19th, which
 14 is the next Board meeting, and then they will
 15 be considering the Ford on Bay presentation.

16 So, beyond our Board meetings, you're
 17 going to have several committee meetings
 18 coming up in the next 45 days.

19 THE CHAIRMAN: Does the entire Board get
 20 notice of each of those meetings?

21 MS. BOYER: Yes. We will make sure
 22 you're all invited and you all get notice of
 23 them. We'll also be looking at those who are
 24 on the particular committee to make up the
 25 quorums for the committee.

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1 they're looking at asbestos, structural, you
 2 know, any of the types of things that would
 3 have to be done if someone wanted to purchase
 4 the property.

5 Then those will be generally available
 6 to prospective bidders on that and we can have
 7 a conversation come February as to how we want
 8 to proceed, if we want to do a formal notice
 9 of disposition, or whether we think the market
 10 is ready for that. We may want to wait and
 11 see what happens with this retail initiative
 12 because that property is in the corridor. So
 13 I think the timing is right to -- in the
 14 spring, certainly we'll have all the data we
 15 need.

16 So in that regard of collecting
 17 information necessary to put things in the
 18 market, we have started that process on the
 19 Landing site. Not only have I reached out to
 20 our real estate division and am asking that we
 21 get title information on all of the sites that
 22 we are trying to put into the marketplace to
 23 make sure that we can really sell what we
 24 intend to.

25 We've had some hiccups on the Florida
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1 Blue parking site, that we're getting
2 resolved, but we're having to jump through a
3 bunch of hoops with correcting deeds and
4 things to get things ready for a year-end
5 closing, and it would be nice to know those
6 earlier in the process.

7 So we're trying to get title information
8 together on the Landing site as well as the
9 Courthouse/City Hall/Landing site.

10 We're also gathering all of the
11 information that we have on underground
12 easements, utilities, environmental, et
13 cetera, so we can start to define issues that
14 may exist, developable paths, things like
15 that. I just wanted you to know that we're
16 kind of moving that next step forward.

17 With respect to MPS, I think I need to
18 advise the Board that you called a
19 quasi-public audit. The City Council auditors
20 audited the MPS garages and the payment of
21 those -- I looked into our bank CRA, as you
22 know, so you're the governing board that is
23 responsible ultimately for those payments.

24 One of the terms of the contract
25 requires delivery of certain documentation

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1 requires is that for a building to be
2 eligible, it has to be designated a local
3 landmark. That building was not.

4 It also requires that the grant can only
5 be made for Department of Interior eligible
6 expenditures and those expenditures are 50
7 percent of the exterior expenditures, 20
8 percent of the code enforcement, et cetera.
9 So they're bracketed.

10 The challenge we have is we don't have
11 anyone yet telling us detailed construction
12 budgets that we can analyze to determine which
13 are eligible and which are not.

14 And I know that with respect to the
15 Barnett and several other properties, LISC has
16 been issuing bridge loans on historic
17 preservation grants.

18 So we don't want them issuing a bridge
19 loan on a hypothetical grant that far exceeds
20 the reality of what is going to be eligible in
21 the end. So we are trying to get a pretty
22 good handle on what is truly eligible and
23 someone can expect to receive before we make
24 the grants work. So that's why it may be a
25 month or two.

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1 regarding revenue, because ultimately we pay
2 if there is an operating loss. So one has to
3 know the accurate revenue to be able to -- we
4 get a lot of information on the expenses. We
5 don't get much verification on the revenue.
6 But you can't really net the two unless you
7 can verify the revenue site as well.

8 So we have been continuing to ask for
9 that information. We did not get it in the
10 latest payment request that came in, so we are
11 continuing to meet with both MPS and Office of
12 General Counsel regarding our options and our
13 responsibility. And we will keep you apprised
14 of where that goes. But we are trying to get
15 the information that we need.

16 Other than that, that is just a small
17 briefing.

18 We have the Independent Life Building
19 that you are aware of that is coming in for
20 historic preservation funding. You are
21 probably not going to see it for at least a
22 month or two because we are trying to clarify
23 for all applicants how we evaluate and send a
24 request in the process. And one of the things
25 that the Historic Preservation Trust Fund

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1 Anything else I need to add on that?
2 We're good. Okay.

3 We have a meeting with Planning coming
4 up tomorrow, I think, on process. Just to
5 make sure that we're -- everybody is giving
6 the applicant the same information so we can
7 run it as smoothly as possible and quickly as
8 possible but not mislead anyone or send them
9 down the wrong path. That's my report.

10 THE CHAIRMAN: Thank you very much.
11 Next is chairman's report. Council President
12 Wilson with regard to Mr. Bailey. While I
13 cannot call him, perhaps the CEO will be kind
14 enough to call him and ask his intentions so
15 we can get either that seat filled or not.

16 MS. BOYER: I am aware. As you and I
17 spoke, I have several names of several people
18 that we can suggest and I will commit to you
19 that I will try Mr. Bailey again later today
20 and tomorrow to see if I can reach him.

21 THE CHAIRMAN: Wish him Happy Holidays
22 for us.

23 MS. BOYER: Yes.

24 THE CHAIRMAN: Thank you.

25 Next is the DDRB briefing.

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1 MR. PAROLA: Thank you, Mr. Chairman.
 2 Those are exciting times in DDRB. The first
 3 time --it was exciting times, Mr. Gillam.
 4 For those of you who go by the stadium,
 5 go by A. Phillip Randolph, there's a
 6 long-standing bar there. At one time it was
 7 called Amsterdam Sky Cafe. It has a new
 8 owner, who has a new design, which is very
 9 exciting, Mr. Gillam. Part of that design is
 10 to wrap the building in, in -- I'm missing a
 11 word now, Mr. Gillam -- in second story to
 12 really bring the outside of the building, the
 13 activity to the streets. We are excited about
 14 that.
 15 Another conceptual approval was granted
 16 to the LaVilla Townhome Project. That's
 17 moving forward. Pardon me.
 18 For those of you who know the Southbank
 19 and know the Reddi-Art site. So that site
 20 spans both frontage on Hendricks and Kings.
 21 One of our local developers is planning to
 22 redevelop at least two buildings on there with
 23 some restaurants and retail that will actually
 24 activate both sides and form a connection -- a
 25 pedestrian connection between those two right
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1 roll call. Councilman?
 2 MR. BOYLAN: Michael Boylan, Council
 3 District 6.
 4 MR. PADGETT: Marc Padgett, DIA Board
 5 Member.
 6 MR. WARD: David Ward, DIA Board Member.
 7 MS. WORSHAM: Carol Worsham, Board
 8 Member.
 9 MR. MOODY: Ron Moody, Board Member.
 10 THE CHAIRMAN: Craig Gibbs, Board Chair.
 11 MR. FROATS: Todd Froats, Board Member.
 12 MR. BARAKAT: Oliver Barakat, Board
 13 Member.
 14 MR. GILLAM: Braxton Gillam, Board
 15 Member.
 16 MS. BOYER: Lori Boyer, DIA CEO.
 17 MR. SAWYER: John Sawyer, Office of
 18 General Counsel.
 19 MR. PAROLA: Guy Parola, Downtown
 20 Investment Authority.
 21 MR. CRESCIMBENI: John Crescimbeni,
 22 Downtown Investment Authority.
 23 THE CHAIRMAN: Thank you. I want to
 24 wish everyone Happy Holidays and a Joyous New
 25 Year.
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1 of ways that doesn't currently exist.
 2 The Cultural Council provided a
 3 presentation on the Water Street garage which
 4 is going to have really cool artwork on it.
 5 If you haven't seen it or not familiar with
 6 it, please reach out to me. I'd love to get
 7 to you so you can see what it is. It's
 8 actually fairly unique.
 9 Finally, there was final approval
 10 granted to Ryan Companies for their proposed
 11 development on the new JEA headquarters.
 12 That's it. I'm here to answer any other
 13 questions.
 14 THE CHAIRMAN: Any questions for Mr.
 15 Parola?
 16 BOARD MEMBERS: (No response.)
 17 THE CHAIRMAN: Hearing none, move the
 18 agenda to old business.
 19 Any old business?
 20 BOARD MEMBERS: (No response.)
 21 THE CHAIRMAN: Move the agenda to new
 22 business.
 23 BOARD MEMBERS: (No response.)
 24 THE CHAIRMAN: Having none, let's please
 25 go around the table to identify ourselves for
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1 We are adjourned.
 2 (The foregoing proceedings were
 3 adjourned at 3:35 p.m.)
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1 CERTIFICATE OF REPORTER
2 STATE OF FLORIDA)
)
3 COUNTY OF DUVAL)

4 I, Patijo Brown, Registered Professional
5 Reporter and Florida Professional Reporter, certify
6 that I was authorized to and did stenographically
7 report the foregoing proceedings and that the
8 transcript is a true and complete record of my
9 stenographic notes to the best of my ability and
10 understanding.

11 DATED this 7th day of January 2020.

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PATIJO BROWN, RPR, FPR

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