

# SOUTHEAST CITIZENS PLANNING ADVISORY COMMITTEE MEETING SUMMARY

**April 25, 2011**

6:30 p.m. at St. Luke's Hospital, 4201 Belfort Rd., Main Hospital, Auditorium C, Jacksonville, FL.  
32216

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## Call to Order

**Pat Corrado, SE CPAC Chair**, called the meeting to order at 6:30 p.m.

## Speaker

**Nancy Rubin, Jacksonville Port Authority, Director of Communications** provided an update on the activities of the Port Authority. The Jacksonville Port Authority (JAXPORT) is an international trade seaport, which has cargo and cruise business and supports 65,000 jobs across the region and generates a total of \$19 billion in annual economic impact. Most of the jobs that are created as an offshoot of JAXPORT are not located at the port, but are distributed through out Jacksonville.

Most recently the new Mitsu (Japanese shipping line) Terminal there has been more business and development for Jacksonville. Mitsui OSK Lines has created many paying port jobs and just as many spin-off jobs. Mitsui will attract companies that want to do business with them, thus causing a ripple effect, new companies then look for more distribution centers at the port and at business parks. In 2009 and 2010 JAXPORT set volume records. Through the tough economic times growth at JAXPORT has continued in part to Mitsui partnering with other shipping lines to share ships for services that stop in Jacksonville at the new terminal built by TraPac, a subsidiary of Mitsui.

The Expansion of the Panama Canal will double the capacity of the cargo through the Panama Canal by 2014 by allowing more and larger ships to transit. Jacksonville is well positioned to take advantage of the larger ships coming through the Panama Canal. Currently, new CEO, Paul Anderson is working to expand shipping lanes and increase our port capabilities to handle the larger ship.

Before Jacksonville can handle the larger ships the problem at Mile Point must be fixed. Mile Point is where the St. Johns River intersects with the Intracoastal Waterway, creating a hydraulic effect that limits the time that maritime interests say it's safe to navigate to reach port terminals. Ships have a four-hour window twice a day, depending on tides, to navigate through Mile Point. Correcting Mile Point is a start to what the port and its growing list of outspoken advocates say is necessary to position Jacksonville to attract the larger vessels, particularly from Asian shippers, that will travel through the expanded Panama Canal in a few years. The larger ships no longer would need to stop on the West Coast to unload and load cargo for distribution (by truck and rail) and instead ships could travel directly to the East Coast.

An even larger issue is deepening the St. Johns River channel to 50 feet, now maintained at 40 feet, to accommodate those ships. Without the deeper water to support Panamax ships, Jacksonville will lose out to the West Coast, Savannah, Ga. and to some extent Charleston, S.C. It is estimated that dredging cost is around \$750 million,

with the federal government to pay for two-thirds and the local share to be a third. JAXPORT is working closely with state and local government for the local share. Governor Scott has provided funding for the Port of Miami this year, thus showing he supports economic development through Florida's ports. The dredging at the Mayport Naval Station for a nuclear-powered aircraft carrier is already taken care of by the federal government, which leaves it up to the port and local government to determine how to deepen the remaining 11-12 miles to Dames Point.

JAXPORT must wait until the U.S. Army Corp of Engineers has completed their studies and received permission from Congress before the project can move forward. JAXPORT will compete with other entities nationwide so there is no guarantee as to when a deeper channel for Jacksonville would get funding. The estimated cost would be \$500 million to \$600 million, with the federal government and the port authority sharing the expense. Most recently, the U.S. Army Corp of Engineers decided that a proposed \$3 million partial fix to the navigational problem would not bring enough benefit to make it worth completing. The new target of 2016 would dovetail with a scenario in which the federal government finishes deepening the ship channel the same year, allowing the jumbo-sized ships deployed by Hanjin to sail up and down the river.

JAXPORT officials agreed with Hanjin to push back the schedule for design and construction of the \$300 million terminal by 18 months to two years, officials said Monday. JAXPORT officials had planned to award a design contract this year with an expected opening date of the terminal in late 2014. Along with the TraPac terminal that opened in 2009, the planned Hanjin terminal is the cornerstone of Jacksonville's bid to become a top-tier East Coast port by handling cargo containers shipped on trade lanes with Asia. Hanjin is committed to this project. JAXPORT and Hanjin signed a lease agreement in December 2008, they expected the cargo terminal would open in late 2011, years before the river could have been deepened. JAXPORT said in the agreement it would make a sustained effort to get the 40-foot channel deepened to 50 feet. If Congress hasn't passed legislation by 2020, both sides would meet about changing terms of the lease, according to the agreement. JAXPORT officials said Hanjin cannot stick with that plan of operating the terminal for several years before the channel is deepened because Hanjin is aggressively increasing the size of its ocean-crossing cargo ships. If the ship channel is not deepened, Hanjin wouldn't be able to deliver enough cargo through Jacksonville to make it financially feasible for Hanjin to cover the annual lease payments required by the agreement.

Those lease payments are what the port authority would use to pay off the debt for building the cargo terminal. The immediate impact of the new timeline is the port authority will pull the plug on plans to award a contract this year for design of the terminal. The port had postponed selecting a firm for a year so Hanjin and the International Longshoremen's Association could negotiate a labor pact. In December, the port board authorized the start of negotiations with Halcrow Inc. to do the design. But the port authority will start over again in 18 to 24 months with the selection process because of the delay.

The postponement also means the port authority will be able to wait longer before demolishing the current cruise terminal, which is located west of the Dames Point Bridge on land that will become the site for the Hanjin terminal.

An Arkansas eighth grader starting a spring break this weekend with her family became the 1 millionth passenger to arrive for a cruise through JAXPORT's Northside Cruise Terminal. Emily Wilt, from Siloam Springs in Northwest Arkansas, drove 16 hours with her parents and older brother to board the *Carnival Fascination*. She was identified as the 1 millionth passenger by the terminal customer service crew about one hour after embarkation began. Emily received a commemorative plaque and gifts from JAXPORT and Carnival Cruise Lines and she and her family will receive VIP treatment throughout their 5-day trip.

The JAXPORT Cruise Terminal opened in 2003 and is currently home to the *Carnival Fascination*, a 2,052 passenger ship offering 4-day cruises to Freeport and Nassau in The Bahamas, and five-day cruises to Half Moon Cay/Key West and Nassau. The cruise industry in Jacksonville has created an estimated 460 new jobs and more than \$67 million in new annual economic impact for Northeast Florida, according to a 2009 study completed by Martin Associates. About 85 percent of this impact is being realized in Duval County, while Nassau, St. Johns and Clay counties also benefit.

There is also a need to improve the JAXPORT wharfs. It is estimated that it will take \$25 million at Blount Island and \$24 million at Talleyrand to complete all the re-construction need and to keep the wharfs open an operational through the entire process.

Intermodal Container Transfer Facility (ICTF) is a location where cargo from one mode of transportation (such as a ship) is transferred to a different mode (such as rail) for distribution. The Talleyrand terminal has rail into the terminal, but Blount Island does not at this time. Currently, JAXPORT is conducting a feasibility study and are in negotiations to get rail out to Blount Island. JAXPORT estimates that they would triple the amount of containers brought through the port if they did not have to transport the containers on the roadways. It is estimated that it will cost \$60 – 80 million to add rail lines to Blount Island.

### **Staff Reports**

- **Bill Killingsworth, Mayor Liaison, Planning & Development Department:** not present
- **Jim Green, FDOT:** I-95 – concrete pavement rehabilitation is underway from Greenland Road, near I-295; to Atlantic Blvd.; for the Department, it is two contracts, which meet at Butler Blvd.; the north contract includes extending the Sound Walls farther north: on the east side of I-95 to Stevens Street, adjacent to a new retention pond that will replace several businesses west of Stevens Street; on the west side, the walls will extend approximately to Redmond Avenue and Westmont Road.

SR 9A – the project to change all the signs to “I-295” has been awarded, and the contractor is in the process of acquiring and manufacturing the signs and supports; construction should begin in September

Projects to begin over the next few months:

Summer	JTB @ SR 9A Interchange	Landscaping
	Philips Highway (US 1) from SR 9B to Business Park Blvd. (just south of SR 9A)	
	Resurfacing	
	JTB, from Philips Highway to Belfort Road	Resurfacing
Fall	Mathews Bridge Repainting	
	Southside Boulevard from Cargal Street to north of Atlantic Blvd.	
	Resurfacing	

As a follow up to Nancy Rubin’s JaxPort presentation, FDOT, in cooperation with JaxPort recently completed an interim improvement to the SR 9A / Heckscher Drive interchange. We are currently designing the next phase, with construction scheduled in about 2 or 3 years. This project will provide more direct access to the TraPac Terminal from SR 9A southbound; and to SR 9A northbound from TraPac. Also, we have Design and Right-of-Way funded to widen SR 9A to six lanes (currently 4) from Heckscher to the I-95 North interchange. Construction should be in about 5 years, pending funding (that is, it could be sooner, if funding becomes available).

When will the current SR 9B construction be finished? Fall 2012  
How far will the new sound walls extend on I-95? (see above)

- **Beverly Strickland Duval County Public Schools:** introduced herself and informed the group that the Advanced Placement Exam Preps have begun. Over 700 students attended the preps last weekend and again over 700 have signed up for the preps this weekend. Career Academies are available at each high school in the district. The career academies offer diverse opportunities for the students; they can focus on a trade or take college courses. At Randolph and Peterson there are a few traditional trade opportunities offered to the students.
- **Aaron Glick, Planning & Development Department:** not present
- **Rosemary Wesolowski, Housing & Neighborhoods Department:** informed the group that on May 26, 2011 there will be a free Roberts Rules of Order Training Class at 6:00 p.m. in the Ed Ball Building, 214 N. Hogan St, 32202. Also, encouraged everyone to get out and vote. At the March 2011 there was only a 29% voter turn out. With this election there will be many changes; the City is facing so tough economic times and many cuts will need to be made to balance the budget. I encourage everyone to share with their elected officials the needs and wants of their neighborhoods. Also, the Mayor has provided an opportunity to share budget interests and concerns on the COJ website as an extension of the Budget Community Meetings.

- **Lt. Jimmy Judge, JSO, Zone 3:** provided some statics (year to date) for Zone 3: Violent crime – down 13%, robbery – down 25%, aggravated assault - down 25.4%, property burglary – down 26%, vehicle burglary – up a bit, property crime – down 15% Overall, Zone 3 is good and crime is low, but we still need to remember to lock our cars, keep valuables out of sight and keep an eye out for juveniles violating curfew. Remember to become active in ShAdCo and/or the Citizens Police Academy.
- **Bob Crawford, Code Compliance Supervisor:** informed the group that in the past month 1486 inspections were completed and a Brierwood/Craven systematic inspection is underway. If you have a concern or questions please call Bob at 255-7042.
- **Quinn Bledsoe, Recreation & Community Services Department:** announced that on Friday Night there will be another outdoor movie at Treaty Park; this week it will be the original Willy Wonka and the Chocolate Factory. The movies have been averaging 800-100 people attending. In the back there Are Park Activity guides; the guides contact information on all the activities that the parks offer.

#### **Chair's Report**

- Verified quorum.
- Voted and approved March 2011 meeting summary.
- Recognized Councilman Redman and newly elected Council members Lori Boyer and Bill Gulliford.
- Introduced some changes in the subcommittee chairs; these changes will be in effect next month.

#### **Subcommittee Chair Updates:**

**Beautification and Environment – Chairperson: Dick Cardell:** stated that he was proud of the CPAC for uniting to oppose 2010-900 Sign ordinance, but was disappointed in City Council for their vote. The growing season is here, get the lawn mowers and let's keep the city beautiful. Also, do not blow lawn clippings down the sewers.

**Economic Development– Chairperson: No Chair**

**Education – Co-Chairmen: George Banks and John Waddell:** no report

**Growth Management – Chairman: Frank Morgan:** not present

**Land Use & Zoning – Co-Chairmen: Michael Lashbrook and Pat Corrado:** the subcommittee reviewed the rezoning application at JTB & Philips Hwy from Lt. Industrial to Hvy Industrial; discuss councilmember Webb's proposal to defer fair share payments.

**Membership Recruitment – Chairman: Kathleen Perera:** had to leave

**Safety – Chairman: No Chair**

**Transportation Development – Gloria Stephens:** informed the group that Jacksonville is working with Allied Fiber, LLC. Allied Fiber created the Dark Fiber Community in response to the rising demands for its dark fiber products and services from network operators and companies seeking to build new, as well as extend existing dark fiber networks. The Dark Fiber Community is an online resource providing information, visibility and contact details for industry-leading vendors as well as the opportunity to plan meetings with global suppliers.

**I.R.U.E. Commission – Gamal Lyons:** had to leave, but left a report that stated: The commission is currently reviewing with budget savings meetings to review internal process costs of all units of operation within the City of Jacksonville.

***The floor was opened to all in attendance:***

The meeting was adjourned at 8:15 p.m.

**Monday, May 23, 2011 at 6:30 p.m.**  
at  
***St. Luke's Hospital, 4201 Belfort Road,***  
***Main Hospital – Auditorium C***