

Boyer, Lori

From: Smith, Robin
Sent: Friday, December 2, 2022 2:59 PM
To: Boyer, Lori; Parola, Guy
Subject: Fwd: Orleck Relocation Update

See update below from Morales.

Robin G. Smith, P.E.
City Engineer / Chief of Engineering & Construction
City of Jacksonville I Department of Public Works
214 N. Hogan Street, Jacksonville, FL 32202
904.255.8710

From: Ed Morales <EMorales@morales-ce.com>
Sent: Thursday, December 1, 2022 3:00:29 PM
To: Page, Jonathan <JonathanP@coj.net>
Cc: Smith, Robin <RobinSmith@coj.net>
Subject: RE: Orleck Relocation Update

EXTERNAL EMAIL: This email originated from a non-COJ email address. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi Jonathan, As I understand the Status.

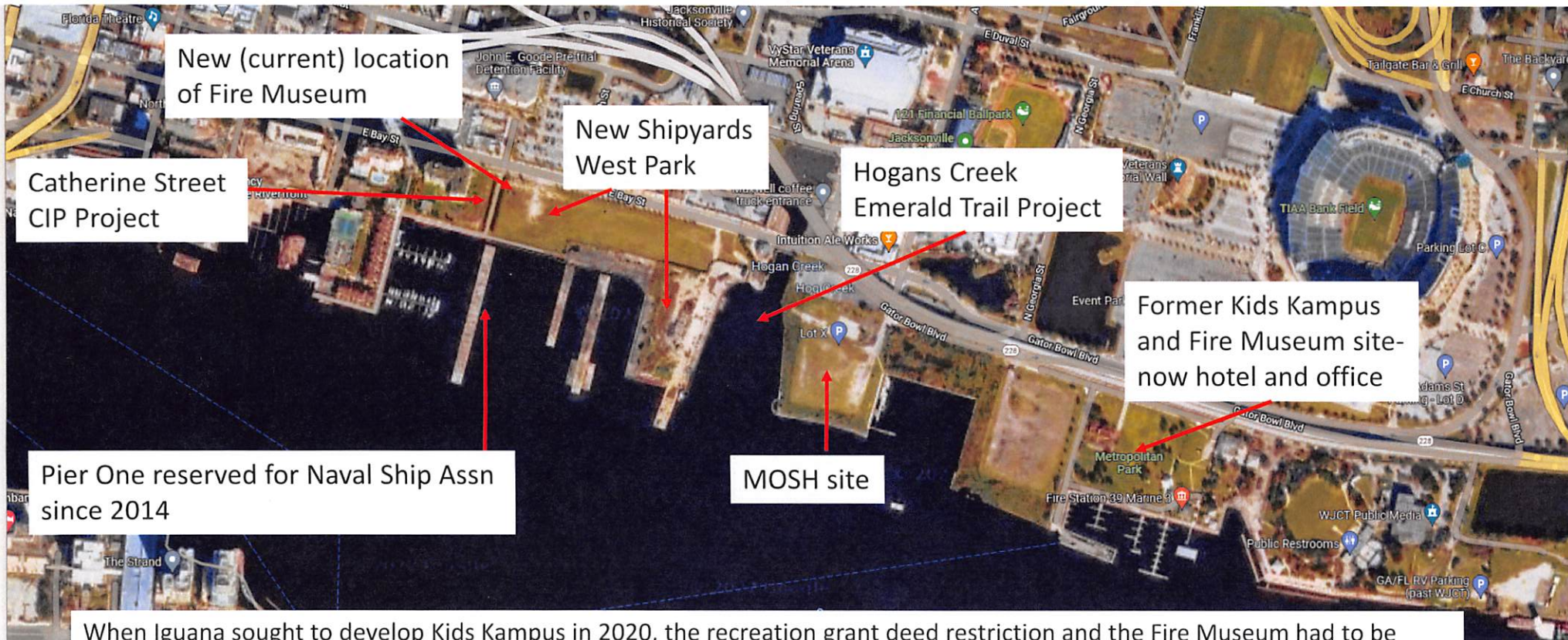
The association has signed the contract with Hal Jones.
Hal Jones will start of repainting the materials that they already have at the yard.
Time permitting and we have authorization from the City to be on Site. Hal Jones intends to be able to start before Christmas with the installation.
During the installation of the Dolphins it should become apparent that no Dredging for the Orleck will be necessary.
In any event, I believe that the association has already received a new spoil disposal agreement from JAXPORT.
All of the necessary environmental permitting for the installation of the mooring dolphins and dredging are in hand.

Please let me know if you need anything else.

Ed Morales Jr., PE, PMP



Jacksonville, Fla.
Office (904) 434-4366



When Iguana sought to develop Kids Kampus in 2020, the recreation grant deed restriction and the Fire Museum had to be relocated

- Based in part on Adams/Orleck commitment, Shipyards West was determined to be best replacement park site
- Fire Museum was moved to Catherine Street to create museum synergy
- DuPont Study engaged public and Riverfront Parks Now regarding what they wanted to see in the park and how to activate
- Contract for park design bid and awarded, and is underway assuming Pier One location
- Deed covenant requiring public recreation was relocated to Shipyards West and ship museum expressly allowed at Pier One
- CIP approved construction funds for Shipyards West Park



**Business Plan Overview of the
Jacksonville Historic Naval Ship Association's
(JHNSA) effort**

to bring the former USS Orleck (DD-886)

To Jacksonville as a Naval Warship Museum

**Note : USS Orleck's berth in Lake Charles, LA is no longer available
to the ship's owners after 15 November 2019–**

**JHNSA has one chance to obtain this ship or she will be scrapped.
Ship's owner is ready to donate the ship gratis to the JHNSA, but
must be done by 15 November 2019**

October 10, 2019





Bringing USS Orleck Home To Jacksonville

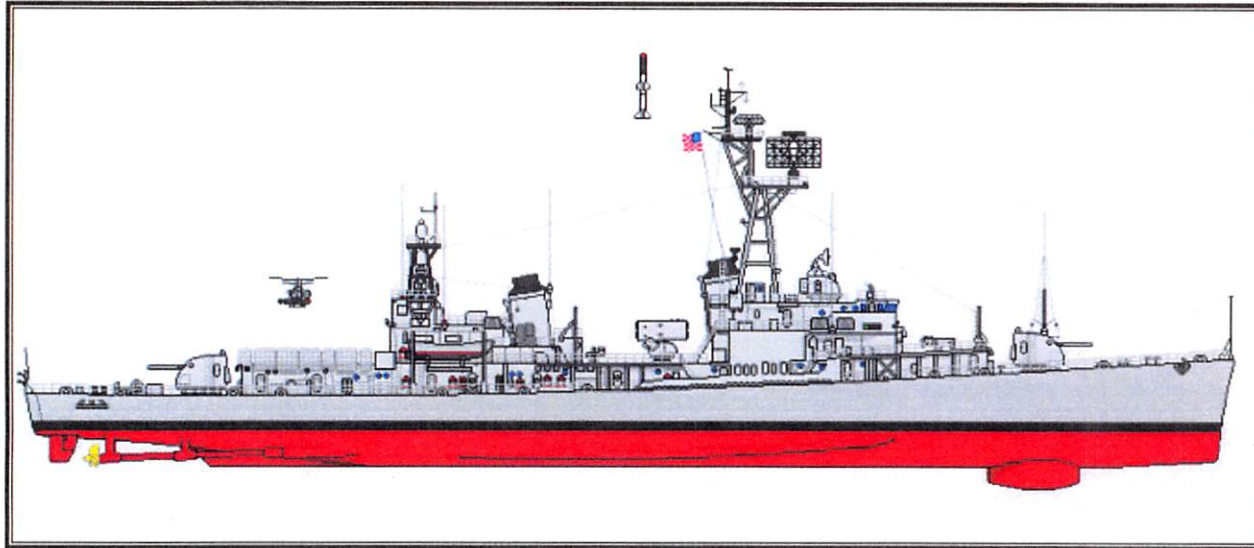
Jacksonville Historic Naval Ship Association (JHNSA) mission is to provide an interactive warship museum to exhibit naval history and military heritage for visitors to the former USS *Orleck* (DD-886) in Downtown Jacksonville, as well as education in the areas of Science, Technology, Engineering, Math plus History (STEM+H):

- JHNSA has been a 501 (c) (3) non-profit organization for over ten years.
- Many ships of the same class such as the USS Orleck were homeported in Mayport, FL for over 30 years.
- The USS Orleck is one of two of the Gearing class destroyers remaining from the United States Navy and is currently open as an active museum ship afloat in Lake Charles, LA.

The USS Orleck Will Be The Only Warship Museum In The State Of Florida!



Featuring



US NAVY COLD WAR EXPERIENCE

USS Orleck (DD- 886) Museum ship for past 10
years in Lake Charles, LA

Korean War

1950 – 1953

Cold War

1947 – 1991

Vietnam War

1955 - 1975



Jacksonville Naval Museum Positive Economic Impacts



Initial Projected Annual Attendance:

| | |
|--|---------------|
| Annual Visitors General Public: | 150,000* |
| Scout Troops / Youth Groups Sleep Overs: | 4,000* |
| Conventions / Reunions: | 10,000* |
| School Groups/ 90 Days X 100 | <u>9,000*</u> |
| Total Estimated Visitors: | 173,000* |

*4 P Group, LLC



The Museum Ship will be a Positive Attraction to Travelers



Enticements exist to Encourage Travelers to stop & visit the Jacksonville Naval Museum (USS Orleck) – the only naval museum ship in Florida & Georgia:

- Museum ship will be near the intersection of two major interstates & signage would be visible to over 100,000 vehicles per day.
- Partnership with AARP which will encourage well over 20 million members NATIONWIDE to visit the museum.
- Advertising on the interstates north, south & west of Jacksonville.
- Notifications of Museum Events in Military & travel Publications & on the Internet
- Close coordination with Military reunion groups, Scouts, JROTC units, Church Groups, Youth Groups, School Districts & other organizations to get the word out.



Annual Economic Impact of the USS Orleck



- Visitors Overnight: $4,000 \times \$134.00 = \$ 536,000 \times 1.8 = \$ 964,800 **$
- Visitors: $150,000 \times \$57.00 = \$ 8,550,000 \times 1.8 = \$ 15,390,000**$
- Conventions/reunions: $10,000 \times \$134.00 = \$ 1,340,000 \times 1.8 = \$ 2,412,000 **$
- Ships store/internet sales revenue: $\$ 1,448,000 \times 1.8 = \$ 2,606,400 **$
- Scouts/Youth/Schools: Not Included in Estimate
- Special Events/Weddings: Not Included in Estimate

• **Total Jacksonville Economic Impact: \$21,373,200**

(Calculated using 4 P Group, LLC Projections, USS North Carolina data and Longwoods' Spending Survey)

*4 P Group, LLC

**Longwoods' Report to Visit Jacksonville

*** USS North Carolina Operations Reports



Three Phases of the Museum Ship Project



- Phase 1: Turnover ownership of former USS Orleck Museum; tow to Port Arthur Shipyard for dry docking & external restoration; tow to Pier 1 Downtown Jacksonville
Pier 1 - adjacent to Berkman Marina -is modified to berth the ship; power is run to head of Pier 1 for ship & other utilities for two Modular buildings for use as museum entry point & ship's store
- Phase 2: Ship arrives and JHNSA makes her Ready To Open For business (~6 – 8 weeks)
- Phase 3: Continue Sustaining Maintenance Operations.

The USS Orleck is the First Attraction in Iguana Investments Plans for the Shipyards' Development



Three Phases of the Museum Ship Project



The Jacksonville Naval Museum will generate direct revenue of ~ \$3 - \$4 million annually commencing in 2020 based upon:

Number of Visitors

Special Events – laser tag, military reunions; reenlistments,
Rentals – birth days (Navy, Marine Corps & individuals)

- Store Sales - both instore and internet sales
- Memorial Brick Sales for the head of the pier area
- The economic analysis utilized in the following budget projections was conducted using data from:
- 4PGroup LLC; An Analysis of USS North Carolina Battleship Museum's current budget.



Estimated Revenue 2020-2023 (Ship Only)



| Income Sources (x 1,000) | 2020 | 2021 | 2022 | 2023 |
|---------------------------|---------|---------|---------|---------|
| Total Sales* | \$3,095 | \$3,521 | \$3,765 | \$3,978 |
| Rental Income** | \$157 | \$192 | \$93 | \$120 |
| Memorial Brick Campaign | \$200 | \$200 | \$200 | \$200 |
| Gross Unrestricted Profit | \$3,452 | \$3,913 | \$4,058 | \$4,298 |

* From 4PG Financial Model

** Additional income based upon 2016 Analysis of USS North Carolina Battleship Museum in Wilmington, NC



Full Year Estimated Overhead Expenses 2020-2023 (000's)



| Overheads | 2020 | 2021 | 2022 | 2023 |
|-----------------------|--------------|--------------|--------------|--------------|
| Advertising/promotion | \$250 | \$250 | \$250 | \$250 |
| Painting | \$30 | \$30 | \$30 | \$30 |
| Event Tent Assembly | \$125 | \$150 | \$160 | \$170 |
| Dues and licenses | \$3 | \$3 | \$3 | \$3 |
| Curator Supplies | \$45 | \$45 | \$50 | \$60 |
| Insurance | \$5 | \$5 | \$5 | \$5 |
| Internet | \$2 | \$2 | \$2 | \$2 |
| Utilities | \$45 | \$45 | \$50 | \$50 |
| Total Overhead | \$505 | \$530 | \$550 | \$570 |



Full Year Estimated Operating Expenses 2020-2023 (000's)



| Operating Expenses | 2020 | 2021 | 2022 | 2023 |
|---|----------------|----------------|----------------|----------------|
| Maintenance/repairs | \$35 | \$35 | \$35 | \$35 |
| Office expenses | \$6 | \$6 | \$6 | \$6 |
| Gift Shop Supplies | \$90 | \$90 | \$92 | \$95 |
| Cost of Goods Sold | \$119 | \$140 | \$152 | \$162 |
| Salaries and benefits | \$970 | \$1,008 | \$1,252 | \$1,323 |
| Payroll burden | \$136 | \$141 | \$175 | \$185 |
| Telephone/fax/mail | \$2 | \$2 | \$2 | \$2 |
| Travel | \$12 | \$12 | \$12 | \$12 |
| Vehicle costs | \$4 | \$4 | \$4 | \$4 |
| Total Operating Expenses | \$1,374 | \$1,438 | \$1,730 | \$1,824 |
| Total Overheads from Previous Page | \$505 | \$530 | \$550 | \$570 |
| Total Costs | \$1879 | \$1,968 | \$2,280 | \$2,394 |



Estimated NET Profit 2020-2023 (000's)



| Elements | 2020 | 2021 | 2022 | 2023 |
|---|---------|---------|---------|---------|
| Gross profit | \$3,452 | \$3,913 | \$4,058 | \$4,298 |
| Overhead and Operating Costs | \$1,879 | \$1,968 | \$2,280 | \$2,394 |
| Net Profit | \$1,573 | \$1,945 | \$1,778 | \$1,904 |
| Debt Service (Estimated) | \$703 | \$703 | \$703 | \$0 |
| Net Amount Added to Reserve Fund/Capital Fund | \$870 | \$1,242 | \$1,075 | \$1,904 |



Jacksonville Naval Museum Current Funding



Four Sources Of Funding In Hand: \$2,825,000

- \$1,000,000 Grant from the State of Florida.**
- \$900,000 Line of Credit with SYNOVUS Bank.**
- \$800,000 Personal Loan Guarantors.**
- \$125,000 cash**
- Note - Many local businesses & individuals have donated goods & services. Estimated costs to bring Orleck to Jacksonville & open for tours: \$2,650,000 (JHNSA has expended \$175,000 to date)**



Thank you for your time!



*For more information,
please visit our
website at:*
jacksonvillenaualmuseum.org

*Follow us on Social Media for
Museum news & updates!*
Facebook: www.facebook.com/jacksonvillenaualmuseum
Twitter: [@JaxNavalMuseum](https://twitter.com/JaxNavalMuseum)
Instagram: www.instagram.com/jaxnaualmuseum

#JaxNavalMuseum #coldwarexperience



NCSPHS AMENDMENT

The Neighborhoods, Community Services, Public Health and Safety Committee offers the following amendment to File 2022-842:

- (1) On page 1, line 5, page 2, lines 27 and 29, and page 3, line 4, strike "320.504" and insert "320.505";
- (2) On page 1, line 9, strike "443.899" and insert "553.899";
- (3) On page 1, line 11, and page 3, lines 13 and 16, strike "REGULATION" and insert "REGULATIONS";
- (4) On page 1, line 27 following "CONDEMNATION;", insert "AMENDING SECTION 609.109 (APPLICABLE CHAPTERS AND PARTS), CHAPTER 609 (CODE ENFORCEMENT CITATIONS) TO REFER TO NEW CHAPTER 328;"
- (5) On page 3, line 14, strike "Regulation" and insert "Inspection Regulations";
- (6) On page 4, Line 1 1/2, insert "'Association" means a condominium association as defined under Ch. 718, *Florida Statutes*, or a cooperative association under Ch. 719, *Florida Statutes*, or as further defined herein.";
- (7) On page 4, line 26 following "subsidence)," insert "garages, pool decks, roof parapets, common areas, unconditioned spaces, accessible exterior areas,"
- (8) On page 4, line 30 following "Inspector." insert "For structures with balconies or other similar features, inspections shall include, at a minimum, thirty-three

percent (33%) of the balconies, handrails or other similar components."

- (9) On page 7, line 8, page 8, line 17, and page 12, line 23, strike "association" and insert "Association";
- (10) On page 8, line 2-3, strike "condominium or cooperative association" and insert "Association";
- (11) On page 8, line 18½, insert "(c) Buildings subject to section 328, *Ordinance Code*, which have a certificate of occupancy dated prior to December 31, 1999, or which have a record indicating occupancy prior to December 31, 1999, shall be required to complete their first Milestone no later than December 31, 2024.";
- (12) On page 8, line 21, strike "328.105" and insert "328.106";
- (13) On page 8, line 22, page 9, line 19-20, strike "condominium association or cooperative association" and insert "Association";
- (14) On page 8, line 23, following "Milestone Inspection" insert ", however, no report shall be required prior to December 31, 2024"
- (15) On page 8, line 30, strike "328.106(b)" and insert "328.103";
- (16) On page 9, line 4 and 12, strike "380.107" and insert "328.107";
- (17) On page 9, line 13, strike "380.108" and insert "328.108";

- (18) On page 10, line 6, strike "association entity" and insert "Association";
- (19) On page 10, line 9, and page 12, line 3 strike "association's" and insert "Association's";
- (20) On Page 12, line 21, strike "380.109" and insert "328.109";
- (21) On Page 12, line 25, strike "380.110" and insert "328.110";
- (22) On page 13, line 3, strike "the association";
- (23) On Page 13, line 13, strike "380.111" and insert "328.111";
- (24) On Page 13, line 14, strike "380" and insert "328";
- (25) On page 13, line 25, strike "of" and insert "for";
- (26) On Page 13, line 26, strike "380.112" and insert "328.112";
- (27) On Page 14, line 11, strike "380.113" and insert "328.113";
- (28) On Page 14, line 22, strike "380.114" and insert "328.114";
- (29) On Page 15, line 9½, insert "Section 4. Amending Section 609.109. -(Applicable Chapters and Parts.), Chapter 609 (Code Enforcement Citations), Title XVI (Judicial Code), Ordinance Code. Title XVI (Judicial Code), Chapter 609 (Code Enforcement Citations), Section 609.109 (Applicable Chapters and Parts), Schedule "A" table, Ordinance Code,

is hereby amended as follows: column B, row 15, strike "Swimming Pools" and insert "Milestone Inspection Regulation"; column C, row 15 strike "D" and insert "Punishable as set forth in Section 328.113"; column A, strike row 16 ("Chapter 329", "Mobile Homes"; "D");

(30) Renumber remaining Sections accordingly.

Form Approved:

Office of General Counsel

Legislation Prepared By: Trisha Bowles

Comments by the Veterans Museum's Leadership
City Council Committees: December 5 and 6, 2022

- 1. USS ORLECK (DD-886) should be relocated as expeditiously as possible to honor the request of Hyatt Hotel's management and that of the City's political leadership.**
- 2. Ordinance 2022-875 should NOT be heard as an Emergency, sending ORLECK to Shipyard West Park's Pier 1, because it immediately kills (a) any further consideration by the current donors for support of the Veterans Museum and (b) the availability of the \$2 million seed money offered by the lead donors of the Veterans Museum. The "Pier 1 Emergency" also effectively eliminates any hope of receiving a presently proposed \$2 million matching State grant. In effect, this ORLECK relocation "Pier 1 emergency" is the end of the Veterans Museum vision. (See Page 2)**
- 3. Ordinance 2022-875 should NOT be heard as an emergency because it is NOT an emergency. The March and April 2022 actions by the DIA so changed the restrictive site conditions and public access/parking of the Pier 1 area from being functional (as of 2018) to what by April 2022 has become a hopelessly flawed hell-hole site for ORLECK and/or the Veterans Museum. (See Page 3).**
- 4. There is a contradictory mix of ORLECK's assigned destinations in multiple prior Ordinances to Pier 4 and conflicting DIA Agreement documents to Pier 1. These conflicts need to be understood and resolved by our City Council members. (See Page 4)**
- 5. There may be far superior alternate mooring destinations for ORLECK that meet the Veterans Museum donors' required proximity to ORLECK while avoiding the issue that make the Pier 1 site unacceptable due to its access conditions. Such issues need to be understood and resolved by City Council members' involvement. (See Page 5).**
- 6. Secrecy surrounding the DIA the Shipyard West Park "stakeholders" and the presentations by such stakeholders to Agency Landscape should be discussed and challenged. Past information should be promptly made public. (See Page 6)**
- 7. Jacksonville is a Navy town. These two military museums deserve a chance to succeed. Give us a chance to be heard at the City Council level.**

Ordinance 2022-875 is NOT an emergency: Veterans Museum Impact

- a. Sending ORLECK to Pier 1 on this "2022-875 Emergency" basis immediately kills the Veterans Museum vision and the project's funding (\$2-4 million) and likely sets ORLECK on a predictable path toward financial stress/failure.**
 - i. It kills the availability of the \$2 million seed money offered by the lead donors because their funding commitment requires:**
 - 1. proximity to ORLECK.**
 - 2. adequate adjacent public access/parking for both museums.**
 - ii. That effectively eliminates any hope of receiving a presently proposed \$2 million matching Florida State grant.**
 - iii. This ORLECK move to Pier 1 as an "Emergency" is the effective end of the Veterans Museum and will lead to the likely gradual financial failure of ORLECK, because there is hopelessly inadequate public access/parking there.**
 - iv. The Veterans/ORLECK Museums' required public access/parking issues need to be much better understood and resolved with City Council members involvement.**
- b. The DIA effectively eliminated the public access/parking to Pier 1 by:**
 - i. The expensive March 2022 relocation of the Fire Museum to the "grassy parking" area previously assigned to ORLECK (2018-358).**
 - 1. Will this Fire Museum ever be able to function as a "museum"?**
 - 2. Can it ever be more than just an inaccessible apparatus storage facility – with inadequate public access/parking?**
 - 3. Was moving the Fire Museum money wisely spent?**
 - ii. The transfer of the Florida DEP's Restrictive Land-Use parking Covenants from Kids Kampus to the Shipyard West Park applies to the Pier 1 site.**
 - iii. Those Covenants eliminate Pier 1 as an acceptable site for the Veterans Museum's partnership with ORLECK. There is no parking now, nor will there ever be.**
- c. A required move of ORLECK to Pier 1 ends the vision of the Veterans Museum project by its lead donors, primarily due to the restrictive public access/parking Covenants.**
- d. Does such a draconian "Emergency Pier 1" action that kills the Veterans Museum at the next City Council meeting (December 13th) really need to be an "emergency"?**

Ordinance 2022-875 is NOT an emergency: ORLECK Impact per Veterans Museum

- a. The contradictory ORLECK destinations in multiple City Council Ordinances (to Pier 4) vs subsequent DIA directed JHNSA Agreements (to Pier 1) needs to be better understood and resolved with City Council members involvement.**
- b. Ordinance 2018-385 directed ORLECK be moored at 750 East Bay Street” (aka: north/south bulkhead and/or Pier 4). However, the DIA Development Agreement directs that ORLECK be moored at Pier 1. Under what authority?**
- c. The DIA’s 2018 Development Agreement with JHNSA included a very wide portion of the Shipyard West property north of the Pier 1 area from the St. Johns River to East Bay Street. This 2018 Agreement’s large property size required specific site improvements by JHNSA, including a 114-vehicle grass parking area, 12 paved handicap pier-side parking sites and a waterfront prefab metal building and concrete slab connecting the museum warship’s gangway to the existing Riverwalk’s easterly terminus.**
- d. The current Pier 1 mooring site issues include radically eliminated public access/parking conditions in the Pier 1 Shipyard West Parks property. While public access/parking was adequate in the summer of 2018 (though the DIA’s Pier 1 site conflicted with the Pier 4 site specified in Ordinance 2018-385), the Pier 1 mooring site is no longer tolerable after the DIA’s 2022 actions.**
- e. In March 2022 the DIA moved the Fire Museum onto this Pier 1 property, occupying a significant portion of the property that the DIA had previously designated for ORLECK’s 114-vehicle parking area.**
- f. On April 25, 2022, the DIA’s Agreement with the Florida DEP’s transferred the restricted-use land Covenants from the Kids Kampus onto 10 of the 12.5 acres of the Shipyard West Park. This action eliminated any public parking on this newly restricted property (among other restrictions). As of April 2022, Pier 1 became a “hell-hole” destination for ORLECK, or any museum. Functional public access/parking became virtually non-existent.**
- g. Allowing the Ordinance 2022-875 to go forward as a “Pier 1 Emergency” virtually assures the gradual financial failure of ORLECK, accelerated by wasting over \$500,000 of their funds on the hell-hole Pier 1 site work required by this Ordinance to be spent during the next 2-3 months.**

Pier 4 vs. Pier 1 Mooring Sites and Recent Pier 1 Site Issues

- A. Why is Pier 1 even an ORLECK destination topic when all Ordinances specify Pier 4?**
- 1. Ordinance 2013-408-E** former Shipyard's north/south bulkhead (aka: Pier 4)
 - 2. Ordinance 2014-426-E** at 750 East Bay Street (aka: Pier 4)
 - 3. Ordinance 2018-358-E** on the north bank of the St Johns River
at 750 East Bay Street (aka: Pier 4)
 - 4. Ordinance 2021-358-E** north/south bulkhead on the north bank (aka: Pier 4)
- DIA Resolution 2020-01-02** Shipyard's north/south bulkhead (aka: Pier 4)
Replacing USS Adams (DDG-2) with USS Orleck (DD-886)
- B. Why force ORLECK to go to Pier 1, then destroy the adjacent, attractive Riverwalk segment connecting the river and Bay Street to get a few (12?) hopelessly inadequate "Catherine Street" parking places to serve 3 museums (ORLECK, Veterans and Fire)?**
- C. The DIA's Nov 18th "White Paper" about Emergency Ordinance 2022-875 states that JHNSA "requested" ORLECK's urgent move to Pier 1. That statement should be taken in the context of the DIA's unilateral, contractual right to order the ship out of Jacksonville with 90-days' notice. Why would JHNSA otherwise "volunteer" to relocate ORLECK to a hell-hole site with hopelessly inadequate public access/parking that kills their partnering Veterans Museum project?**
- D. The DIA's April 25, 2022 Declaration of Restrictive Covenants (DRC) with the Florida DEP transferred the Kids Kampus encumbrances to the Shipyards West Park. Those Covenants appears to eliminate any future parking in the Shipyard West Park/Pier 1 area. Has the DIA effectively destroyed any hope of the Pier 1 area ever being an appropriate site for a Fire Museum, much less Orleck or the Veterans Museums?**
- E. That DEP's Restrictive Covenant newly applicable to 10 of the 12.5 acres of Shipyard West Park still requires the City and Shipyard West Park designers to extend the Riverwalk, directs the park designers to consider including meeting spaces, museums, food establishments, visitors center, park office and storage... (and for ORLECK)... a public restroom, ticket booth and gift shop, but with NO parking allowed. Yet the DIA has stated that JHNSA wants (?) to move ORLECK their now, on an "emergency" basis, years before those necessities are designed and constructed?**

Alternate ORLECK Mooring Sites: ORLECK and Veterans Museum

NORTHBANK:

A. Pier 4: the west side of the north/south bulkhead at 750 East Bay Street

This is the site that four Ordinances since 2013 have designated as the warship museums mooring site. It may be possible with DIA's cooperation to solve the public access/parking issues at this site there are 2.5 acres of land that appears to NOT be under the Florida DEP's restricted land use Covenants. Of equal importance this "available" 2.5 acres is also NOT under the design authority of Agency Landscape, though their instructions from the DIA is that they may only design that shipyard Parks West site based on the requirement that ORLECK be moored at Pier 1 (which land is in Agency's Contract). The Agency Landscape contract should be modified to include that land as it is visually all the Shipyard West Park and the possible relocation of ORLECK to Pier 4 would require Agency's consideration of nearby parking options, including that 2.5 acres to make Pier 4 a valid option for the ORLECK and Veterans Museums.

B. The northbank riverfront bulkhead at the Center for the Performing Arts building.

This site is between CSX and the Landing. There are several site options there that would accommodate the 390' length of ORLECK while still enabling small boat access to the existing floating docks there. The water depth of approximately 25' eliminates any need for dredging (which would be required at both Pier 1 and Pier 4 sites). This may significantly expedite the move of ORLECK from its current Hyatt Annex site. The use of this site may enable the Veterans Museum to rent space in the Center for Performing Arts. Hyatt was offered this summer up to \$10,000 per month for an adequate Veterans Museum starting space. If space was available in the Performing Arts facility, this could quickly expand the Veterans Museum's ability to share the stories of our area veterans and that of their families, including accepting artifact displays from our many area veterans. This site ensures that ORLECK is moored at a waterfront site associated with an existing public building.

SOUTHBANK:

C. Adjacent to Friendship Park near the present MOSH building

This site could be parallel to the shoreline or parallel to the Main Street Bridge. Ordinance 2010-675 directed that USS Adams (DDG-2) be moored near the River City Brewing Company waterfront, parallel to the Acosta Bridge. This site or the northbank Performing Arts site may facilitate a mutually beneficial relationships with the Veterans Museum and MOSH both before and after they move to their new northbank site.

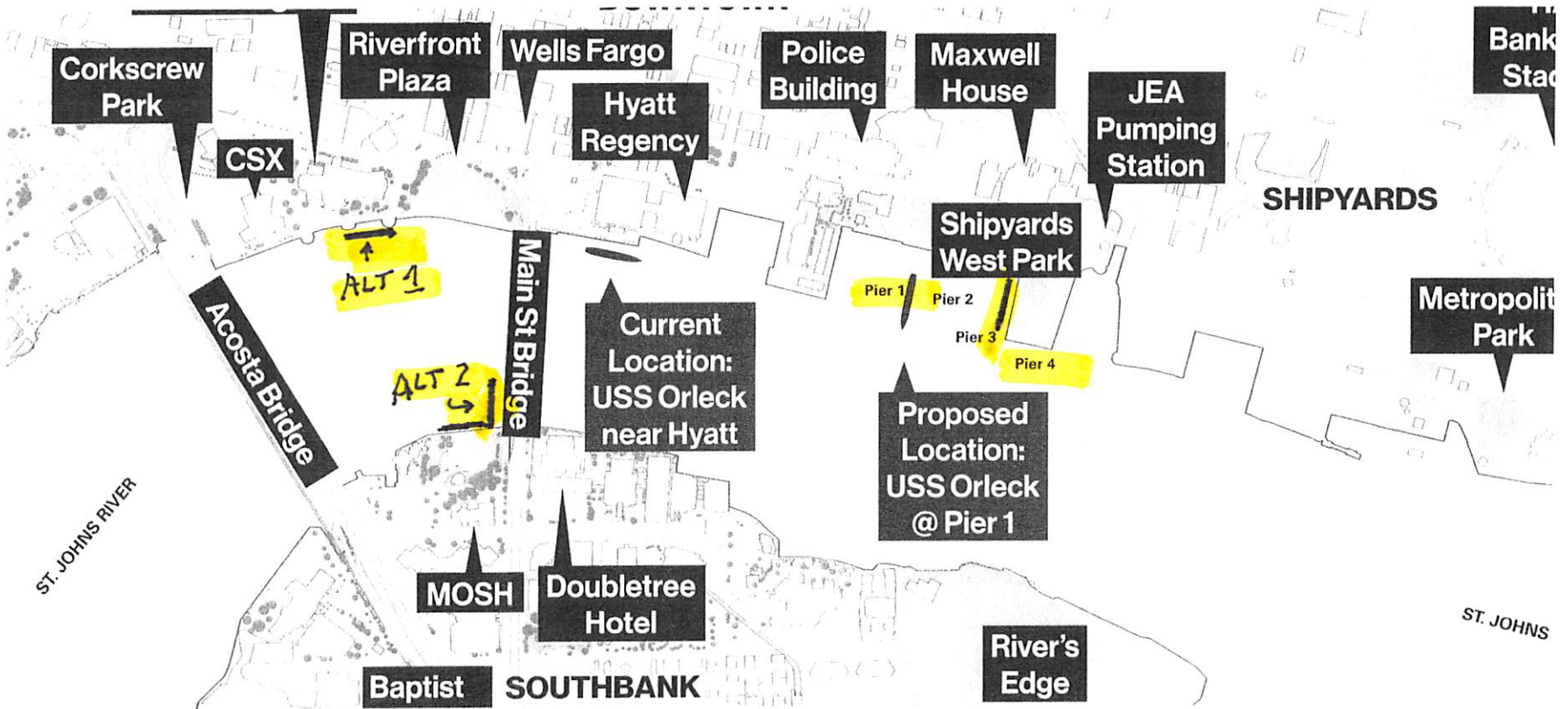
DIA Secrecy Issues that Warrant City Council Attention

- 1. Why is Agency Landscape prohibited from expressing their professional judgment about Shipyard West Park's best site for ORLECK and the Veterans Museum? Without adequate parking, Pier 1 is hopelessly useless for those purposes. That makes Pier 4 a better alternative than Pier 1. Maybe a site other than in the Shipyard West Park would be a better site? For example, maybe the northbank near the Performing Arts facility is a better site, or the Southbank near Friendship Park, or....? Why should the DIA leadership have instructed Agency Landscape that the ONLY site Agency may consider during their design of the Shipyard West Park was for ORLECK to be at Pier 1. That requirement about Pier 1 is what the Veterans Museum presenters were told during their portion of the JHNSA presentation time during their October 18th presentations to Agency Landscape, when the pros and cons of Pier 1 and Pier 4 were brought up.**

- 2. Why the secrecy at the Oct 17-18 Agency Landscape stakeholder meetings?**
 - a) Who are the DIA's "secret" Stakeholders? Why are they secret from each other?**
 - b) Why were all such presentations secret (not open to the public/media)?**
DIA's explanation to me at 9:55 a.m. on October 17th was that "they were technical, not policy, thus not public".
 - c) What were the parting comments by DIA's leadership to Agency concerning each stakeholder's presentation? Why are those comments secret?**

- 3. Secrecy just attracts public suspicion and the media, and on occasions, can result in very awkward subsequent publicity.**

MICRO SHIPYARDS PARCELS & OWNERSHIPS



Jesse Ball duPont Fund's "Waterfront Parks Activation Plan"

Exhibit A

Property Legal Description for Uplands Area and Submerged Lands Area

Approximately 2.5 acres of the property commonly known as the "Shipyards generally located along the north bank of the St. Johns River at 750 East Bay Street in downtown Jacksonville, Duval County, Florida. At such time that the Association obtains a Survey of the Property pursuant to this Agreement, this Exhibit A shall be amended to reflect the legal description of the Property shown on the Survey.

9:46

750 East Bay Street



Restaurants



Coffee



Gas



51°

E State St

E Union St

Arlington Expy

WNTOWN

E Bay St

750 E Bay

Daily's

3 **ORDINANCE 2014-426**

4 2014-426.HF



5 AN ORDINANCE APPROVING AND AUTHORIZING THE

6 CHIEF EXECUTIVE OFFICER OF THE DOWNTOWN

7 INVESTMENT AUTHORITY ("DIA") TO EXECUTE AND

8 DELIVER ON BEHALF OF THE CITY OF JACKSONVILLE

9 THAT CERTAIN DEVELOPMENT AGREEMENT BETWEEN THE

10 CITY OF JACKSONVILLE ("CITY") AND THE

11 JACKSONVILLE HISTORIC NAVAL SHIP ASSOCIATION,

12 INC., A FLORIDA NONPROFIT CORPORATION

13 ("JHNSA"), FOR THE RELOCATION OF THE RETIRED

14 NAVAL VESSEL USS CHARLES F. ADAMS (DDG-2)

15 ("USS ADAMS") TO DOWNTOWN JACKSONVILLE AS A

16 FLOATING MUSEUM ("SHIP MUSEUM"), AT THE FORMER

17 JACKSONVILLE SHIPYARD SITE ON JACKSONVILLE'S

18 NORTHBANK, SAID AGREEMENT BEING FOR A THREE

19 (3) YEAR PERIOD AND CONTINGENT UPON CERTAIN

20 CONDITIONS PRECEDENT BEING MET BY JHNSA PRIOR

21 TO THE CITY'S ENTERING INTO A TEN (10) YEAR

22 LICENSE AGREEMENT WITH JHNSA, TOGETHER WITH

23 TWO (2) FIVE (5) YEAR LICENSE RENEWAL OPTIONS,

24 SUBJECT TO THE MUTUAL AGREEMENT OF THE

25 PARTIES, FOR JHNSA TO CONSTRUCT, OPERATE AND

26 MAINTAIN THE SHIP MUSEUM; PROVIDING FOR

27 OVERSIGHT BY THE DIA; PROVIDING AN EFFECTIVE

DATE.

28 **WHEREAS**, the Council of the City of Jacksonville unanimously

29 approved Ordinance 2013-408-E supporting the efforts of the

30 Jacksonville Historic Naval Ship Association, Inc., a Florida non-

31

1 profit corporation ("JHNSA") to bring the retired naval vessel USS
2 Charles F. Adams (DDG-2) ("USS Adams") to Jacksonville as a
3 downtown floating museum ("Ship Museum"); and

4 **WHEREAS**, establishing the USS Adams in downtown Jacksonville
5 as a Ship Museum and tourist attraction would benefit the City, the
6 Navy, and the public; and

7 **WHEREAS**, the JHNSA has now approached the Downtown Investment
8 Authority ("DIA") with refined plans to moor the USS Adams at the
9 former Jacksonville Shipyard's north/south bulkhead on the north
10 bank of the St. John's River and to operate the Ship Museum (the
11 "Project"); and

12 **WHEREAS**, the United States Department of the Navy has approved
13 donating the USS Adams to JHNSA for the Project pending evidence of
14 the City's authorization to enter into a development agreement and
15 license grant with JHNSA; and

16 **WHEREAS**, the DIA has evaluated the Project and has proposed
17 development agreement and license agreement terms to ensure the
18 Project's overall operation is satisfactory and contributing to the
19 City, including the obligation of JHNSA to relocate or remove the
20 Ship Museum, at no cost to the City, if the DIA determines at
21 anytime that the Ship Museum is not contributing to the improvement
22 of Downtown Jacksonville; and

23 **WHEREAS**, the DIA (pursuant to the certified excerpt of the
24 minutes made at its meeting on June 16, 2014, as set forth in
25 composite materials placed **on file** with the Legislative Services
26 Division) has requested that the Council of the City of
27 Jacksonville, Florida approve this ordinance; now therefore

28 **BE IT ORDAINED** by the Council of the City of
29 Jacksonville:

30 **Section 1. Recitals Correct.** The above recitals are true
31 and correct, and by this reference are incorporated herein.

Source: FDR Declaration
 9 keshriche Governants
 4-25-22

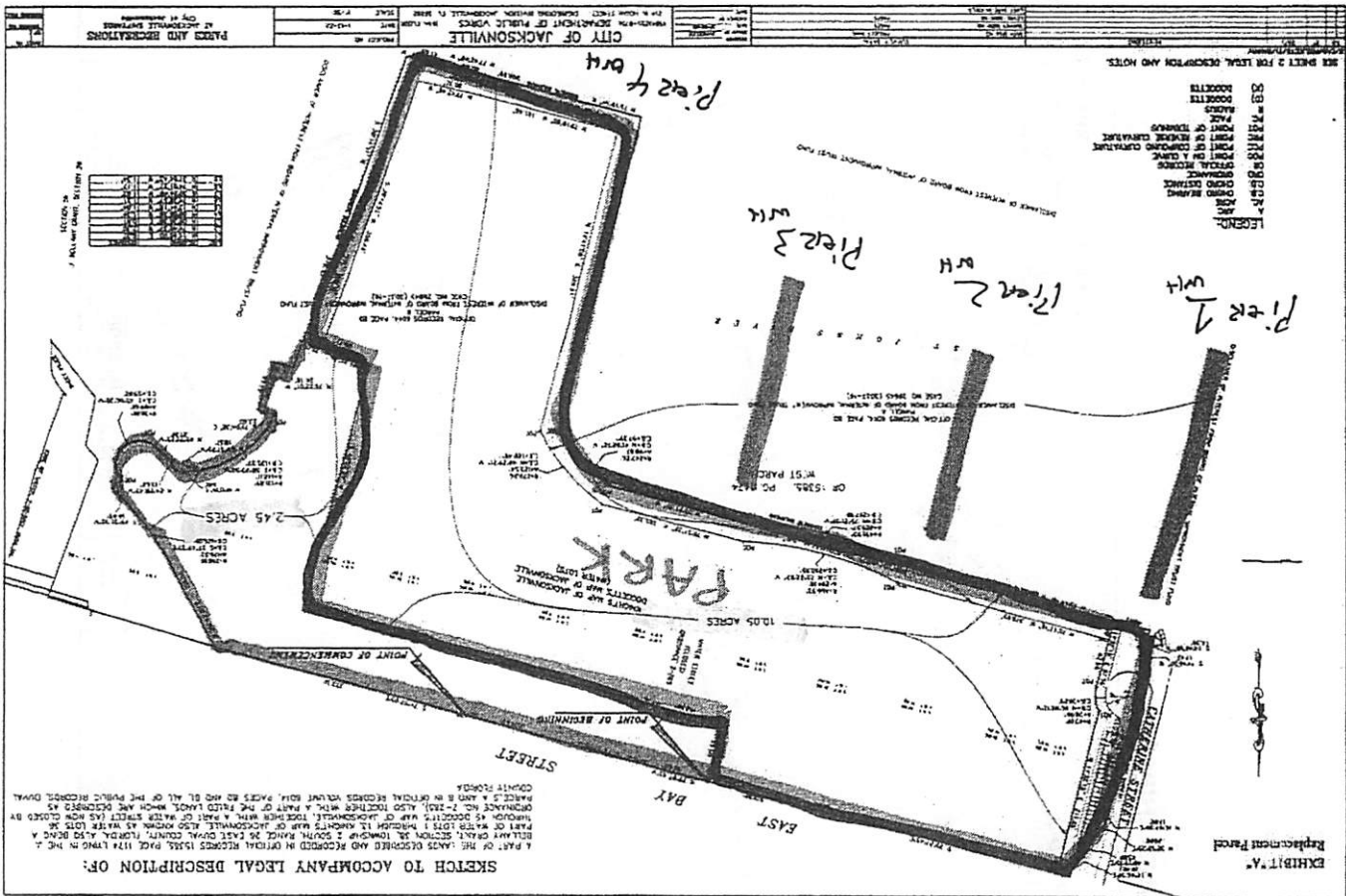


EXHIBIT A
 Replacement Parcel
 Shipyards West Park
 Replacement Parcel

Jacksonville is a Navy Town It Should Become a Major Military Tourists Destination

Jacksonville is a Navy town, with everything that implies. Those who serve here know that they do so in a city that values their service and that of their families. Enthusiasm here for the military and for veterans is open and unabashed, to a degree that makes Jacksonville exceptional. It's no accident that so many veterans choose to make their homes here. With the March 2022 arrival of USS Orleck (DD-886), Jacksonville took a "Navy town" quantum leap forward.

Jacksonville has a tremendous opportunity to build on that. There is now a substantial proposal to establish a Veterans Museum, linked with ORLECK. This combination will make Jacksonville a major, long-term destination for hundreds of thousands of annual tourists, especially veterans and their family members. Other military museums have demonstrated strong drawing power, and this vision creates an opportunity for a unique Jacksonville connection with veterans.

The vision is to create a museum that collects, preserves, and showcases the individual stories of those who have served, and those of their families. There is a virtually unlimited supply of such individual stories waiting to be told; for now, they are just "out of sight", nearly private, known only to families and close friends. The passion to share these stories is incredibly powerful - not just in veterans themselves, but in their family members, often spanning multiple generations. The interest in these stories is perennial: consider the ongoing success of related books and movies such as "*The Longest Day*" (in 1959/1962), "*Band of Brothers*" (in 1992/2001) and "*The Greatest Generation*" (in 1998/1999), all of which simply told the stories, large and small, of those who served. Technology now enables the preservation and sharing of these stories in immersive ways that previously were not possible. This is a huge opportunity; it is time to bring them to life and Jacksonville is the perfect home for a museum dedicated to this purpose.

Military-focused museums have demonstrated strong, sustained drawing power. For instance:

| <u>City:</u> | <u>Museum:</u> | <u>Visitors (per Year)</u> |
|--------------|---|----------------------------|
| Pensacola | Naval Aviation Museum | 700,000 |
| | Recent (due to base limited access rules) | 200,000 |
| Charleston | Patriots Point Naval and Maritime Museum | 300,000 |
| San Diego | Maritime Museum | 120,000 |
| Mobile | USS Alabama Battleship Memorial Park | 1,000,000 since 1965 |
| Pooler | National Mighty Eight Air Force Museum | 60,000 |
| Ft. Pierce | Navy SEAL Museum | 1,000,000 since 1985 |

Jacksonville (1) has the only Naval Historic Ship in Florida, (2) can have the ONLY museum in the United States exclusively dedicated to sharing the individual stories of veterans and their families, and (3) both can be DOWNTOWN.

The CURRENT BIG ISSUE: LOCATION, LOCATION, LOCATION

The combined Orleck/Veterans Museum project is at a major crossroads. The opportunity to bring ORLECK to Jacksonville arose suddenly in 2019 as the Jacksonville Historic Naval Ship Association (JHNSA) gave up its multi-year effort dating from 2010 to bring ADAMS to Jacksonville. In August 2019, the opportunity to bring USS Orleck (DD-886) to Jacksonville arose suddenly, with a very short window for action, before the ship was likely to become scrap metal.

With a rapid, coordinated public/private action between the Downtown Investment Authority/ City of Jacksonville (DIA/COJ) and a few dedicated, visionary, financially generous individuals, they seized the day. The original Agreement between the Jacksonville Historic Naval Ship Association (JHNSA) and the DIA/COJ required ORLECK to be moved to Shipyard Pier 1 by October 2022. While the current Agreement is still in force, it has been significantly impacted by several events that, in the opinion of many, make such a move both premature and perhaps even ill-advised. With a letter dated September 6, 2022, JHNSA requested a one-year deferral in relocating ORECK from its present site. The outcome of that request is pending. An October 14, 2022 meeting may result in revisions to change the relocation date to Mar/Apr 2023.

Among the significant event changes making the request for an extended relocation date appropriate are: (1) the new plan for ORLECK to partner with the Veterans Museum group, (2) creating significant benefits of coordinated operations and fund-raising, (3) the recent City/State legislation designating virtually all of the Shipyards areas adjacent to Pier 1 as a parks only area, (4) thus dramatically limiting current and future convenient public parking and safe, easy public access near Pier 1, (5) in-progress master planning and subsequent construction for the Shipyard parks area by Agency Plus, and (6) the potential for joint planning discussions with the leadership of the Museum of Science and History (MOSH) leadership as they seek funding to relocate to the north bank.

With all these moving pieces and with new opportunities to create something unique and so beneficially shared by multiple stakeholders, it is even more critical that the ORLECK/Veterans Museum locations be decided in conjunction with professional park and waterfront master planning work now in progress which should include safe, easy public access and facilities needed to support such expanded public use.

Despite very encouraging discussions during this past Spring and Summer with a broad group of community, civic, military, political and other non-profit organization leaders, the Veterans Museum leadership has their financial support contingent upon proximity to ORLECK and at a shared site with easy, safe access by the tourists/visitors public. Major concerns include:

- a. As of October 2022, Pier 1 is a poor location for attracting tourists/visitors. The location is too isolated; there is virtually no public parking; the site is visually unappealing, and visitor access will be across a dirt/grass lot that will not hold up to routine use, especially in rainy weather. The site is perhaps 18 months from being made much worse during the Shipyard park's construction site-work. As a designated parks land, there is a critical need for addressing public parking and adequate, safe restrooms and food/retail facilities to meet the public's needs. Public access restrooms are remote or must be built there, but facility construction on legally designated park lands appears to be restricted/prohibited. Area security is minimal.

- b. Moving ORLECK now is a poor financial decision. The move of ORLECK to Pier 1 will cost nearly \$1 million. That money is at risk of being wasted. In addition, there are now \$2,000,000 in RESTRICTED private donations to the Veterans Museum project that are contingent on an acceptable, tourist friendly location for ORLECK and the Museum, requiring proximity of the Veterans Museum to ORLECK. The Pier 1 site as of now does not meet that requirement.
- c. The best location for ORLECK and the Veterans Museum should be decided in concert with a review of the very different master planning of Jacksonville's riverfront and parks development vs. the status several years ago (2016?), when the Pier 1 site for a floating museum ship was established.
- d. The new MOSH facility is planned for a location almost a mile from Pier 1, a distance that is not conducive to a well-planned, inter-connected museum complex. Closer proximity of multiple museums would allow visitors to see more than one museum - even on hot, humid, or rainy days. Proximity of museums provides an obvious opportunity to share parking, public transport, public restrooms, security and traffic issues. A current and long-term sense of public safety is essential, and it cannot be furnished now at a nearly vacant "empty lot/ park" site.
- e. The present locations of MOSH and ORLECK allow practical, safe transit by visitors, both by water taxi and/or the Main Street Bridge, while the longer-term Shipyard's park planning is in progress. Moving ORLECK to the Pier 1 site effectively eliminates these options immediately.
- f. The location of the planned MOSH site seems to very adversely impact the already poor prospects of the Shipyard Pier 1 as a best tourists/visitors destination site for the ORLECK/ Veterans Museum.
- g. Maintaining the status quo location does not pose an obvious burden on the City. If anything, ORLECK in its present location, is a unique, highly visible attraction that has already created significant additional downtown waterfront visitor/tourism traffic. Combined with the Veterans Museum at a nearby site, the short-term futures of both museums could be demonstrably confirmed.
- h. The ORLECK/Veterans Museum is a project with substantial long-term tourism potential. ORLECK already enjoys significant early public support. A combination museum deserves a considered evaluation and should be a decision that requires awaiting the judgment and visions of the already engaged master planning professionals
- i. Discussions with the leadership of other area museums has led the Veterans Museum's leadership to enthusiastically support a "Museum of Museums" concept as a component of the Veterans Museum. The goal is to help ensure that visitors to the Veterans Museum routinely become aware of the offerings of other area museums. These discussions have included the concept of a single ticket shared admission plan with public/water taxi transportation included.

BEST SHORT-TERM OUTCOME:

1. ORLECK stays at its present site until the Shipyard parks master planning team completes its studies, makes its recommendations, and our public and political leadership support and adopt a final development plan.
2. The Veterans Museum finds and leases space near ORLECK's present site to be shared with the ORLECK office and staff, sharing costs and maximizing mutual support. Such a unified team can better gain even more current public support, more effectively raising private and government funds, while helping ensure tourists/visitors see BOTH museums AND other area museums.
3. The ORLECK/Veterans Museum and the Museum of Museums concept for Jacksonville is presented to the public, political, civic, business, area non-profit, local military leadership and potential funding sources for support. The joint effort to seek advice and support for implementing the shared vision will maximize the likelihood of attracting the largest possible number of tourists/visitors to Jacksonville.

Long Term Location of ORLECK/Veterans Museum and "Museum of Museums" Concept

A "museum district" will be established near the Jacksonville sports complex via the proposed new Museum of Science and History building (MOSH), east of the Shipyard's Pier 4 site. Nearby will be the new "Four Seasons" hotel. Does that make locating new museum and public facilities at the EAST end of the Shipyard's site, which is near the current sports complex parking area, the best site for the ORLECK/Veterans Museum? That is certainly a topic worthy of discussion.

Consolidating multiple museums into a smaller geographical area near the sports complex parking areas would be beneficial for Jacksonville. There are many obvious benefits such as (1) proximity of that existing readily available, day time, week day parking areas combined with (2) the prospects of frequent public water taxi and land transportation (3) stopping at a single multi-museum stop with (4) safer, more easily maintained, strategically placed public restrooms with perhaps (5) shared support facilities for Police and Fire/Rescue facilities, may suggest that ORLECK should be located at or near the Shipyard's Pier 4 easterly end. Alternative sites are in the Hogans Creek-St Johns River outlet area or even nearer the MOSH museum site. Proximity to MOSH will increase the drawing power of Orleck, Veterans Museum, the Museum of Museums and MOSH. The scale of such a multi-museum site could better support a large outdoor covered area that would serve the adjacent parks, providing shade and instant shelter for the public from Jacksonville's frequent, sudden afternoon rain/lightning storms. The protected waters of the Hogans Creek - St Johns River area can provide a major public use waterfront area. When lightning storms suddenly occur, quick access to a safe, covered site with well-maintained restrooms will be essential for families visiting the large riverfront parks area.

The Future: Visitor/Tourist Services:

If the proximity of ORLECK, the Veterans Museum, MOSH, and their shared amenities, create a tourist friendly destination, it becomes a draw for other area museums to have a meaningful and heightened presence. At a minimum, these museums should strategically cooperate to inform visitors about Jacksonville's many impressive art and cultural offerings. These include the Cummer

Museum of Art & Gardens, the Museum of Contemporary Art (MOCA), the Jacksonville Historical Society's Old St. Andrews and Merrill House, the Fire Museum, the Jacksonville Zoo and Gardens, area Garden Clubs facilities and their gardens, the Ximenez-Fatio House in St Augustine, etc. Visitors who come to enjoy museums in Jacksonville will stay in local hotels, enjoy local dining opportunities and, thus, impact the City's economy.

As this concept develops, the extensive use of water-taxis and existing under-utilized public parking garages, and the sports complexes parking areas will require superior tram services. To succeed, Jacksonville must provide frequent, safe, comfortable transportation to the museums and other tourist' destinations, such as the floating dock that has just been completed at the foot of Post Street, serving the Five Points/Cummer/Garden Club of America area. Such a tourist driven, much-expanded, frequent water-taxi service would make our St Johns River finally become a routine means of public transportation.

Conceptually, group tickets would be offered by participating museums, with one ticket (shared proceeds) providing entrance to various combinations, or all, such museums with transportation via public means and/or water taxis being convenient - even fun. Veterans and their families would be expected to receive meaningful discounts for both transportation and admissions tickets.

As an even bigger vision, perhaps at some future date, our waterfront usage could include an "Alaskan water taxi", such as the de Havilland "Otter" or "Beaver" type float planes. They could provide short-hop rides from the downtown St Johns River to the Zoo, Mayport (for dinner and back) and even St Augustine. In time such planes could even provide affordable air transportation from other river access points, such as Mandarin, Orange Park, etc. to downtown Jacksonville, or the Jacksonville International Airport for subsequent private or public air service from JIA. Tourists use of such planes from Seattle, Vancouver and Alaska waterways suggest this may become a very financially viable local transportation option, further adding to the public use of our St. Johns River.

YES, Jacksonville Can Become a MAJOR Military Tourist Destination!

Short Term:

Orleck and the Veterans Museum needs to be at ORLECK's current location, providing a real chance for short-term success. Do not waste money and an opportunity for the Veterans Museum and ORLECK teams' success by moving ORLECK now.

Long Term:

Give the urban and parks planner experts time to do their job. The long-term best site for ORLECK/Veterans Museum may be Pier 1, but that should be determined as part of their area plan, which is perhaps a year or more away. Do not waste money and an opportunity for the Veterans Museum and ORLECK teams' initial success by moving ORLECK to a less-than-best, minimally accessible location now.

Additional Attachments, More Details (available up request):

- 1. Understanding the Tourists/Visitors Potential of the Jacksonville Historic Naval Ship Association's Vision:
(a) USS ORLECK (DD-886), (b) Veterans Museum, (c) Museum of Museums**
- 2. The Vision: A Veterans Museum from a Hurricane, a Journal and a Video**
- 3. The Veterans Museum**
- 4. The Museum of Museums**
- 5. Veterans Museum: Prospective Near-Term Additions**
- 6. USS Orleck (DD-886): History**

Attachment 1

Understanding the Tourists/Visitors Potential of the Jacksonville Historic Naval Ship Association's Vision

USS ORLECK (DD-886) "Veterans Museum" Museum of Museums"

USS ORLECK (DD-886)

ORLECK came home to Jacksonville on March 26, 2022 after a few civic minded and financially generous visionaries (mostly retired and former active-duty U. S military service members and their families) had spent a decade and hundreds of thousands of dollars of their personal funds to convert their tourists dream for Jacksonville into a reality. They are not investors seeking a profit; they are generous, civic minded citizens who believe in their expanded tourism vision for Jacksonville. After years of struggling to find a permanent museum-home, ORLECK is now docked downtown, in the St. Johns River near the Main Street Bridge. ORLECK has been an instant tourists/visitors attraction success. The excited reaction of early visitors who have been aboard as special guests has resulted in their subsequent commitment to help by volunteering, contributing financial support, and/or offering significant in-kind assistance. This has been very inspirational to those early historic naval ship visionaries. The substantial number of volunteers, visitors and events have exceeded the most optimistic expectations. Because of the time and support from volunteers, needed renovations of the interior spaces have proceeded sooner than expected. Innovative ideas from such visitors have led to better ways to make the ship more visitor and tourist friendly and serve more people in creative ways. In July 2022, a local news story focused on the young volunteers from the Jacksonville Boys and Girls Club, who were superb volunteer workers and became excellent ORLECK ambassadors expressing their gratitude for the personal sense of accomplishment they received while volunteering. Before ORLECK opened on October 5, 2022, hundreds of enthusiastic would-be visitors stopped at the restricted-access gangway, asking when the ship would be open to the public. The ORLECK already has more than 13,000 followers on Facebook and more than 1,800 followers on Instagram; its social media presence is destined to grow and expand.

Veterans Museum

The Veterans Museum vision evolved from the news about ORLECK coming to Jacksonville. The pending arrival of ORLECK attracted the enthusiastic interests and financial support from the Hicklin family, their relatives and some business friends. They saw it as another way of honoring veterans and their families, further supporting Jacksonville's well-established reputation of being a military friendly town while expanding tourism. During the early part of 2022, discussions began with ORLECK's leadership about the possibility of creating a Veterans Museum, combining the concepts of "One Man's War" with various other means of recognizing veterans and their families, combining efforts to significantly expand tourism in Jacksonville.

Museum of Museums

The Museum of Museums vision began following discussions with area museums' leadership about the Veterans Museum. Those discussions quickly led to the concept of creating a "Museum of Museums" within the Veterans Museum vision. The goal was to ensure tourists and visitors to the

Veterans Museum would also learn of our many other nearby arts and cultural offerings. Our area museums are not competitors; they are partners in making NE Florida a great place to live.

Attachment 2

The Veterans Museum Vision: From a Hurricane, a Journal and a Video

The HURRICANE & JOURNAL: Sep 2017

When Hurricane Irma hit Jacksonville in September 2017, it flooded the parking garage of Bill and Mig Hicklin's condominium ruining many of their long-forgotten, 25-year-old, untouched moving boxes. While their son-in-law was cleaning out water soaked and moisture damaged cardboard storage boxes from this wet, muddy garage storage area, he very fortuitously found the long-forgotten WW-II Journal of Maj William J. Hicklin Jr, USAAF, along with his D- Day based Bronze Star. The existence of these WW-II family treasures was a complete surprise to his children and even his then 97-year-old widow. Bill Hicklin had passed away on Oct 31, 1993, almost 25 years prior to this extraordinary discovery.

This moisture damaged Journal covered Bill Hicklin's war time experiences from his September 1941 Commissioning into the U. S. Army Air Force to his September 1945 discharge from active duty, promptly after WW-II ended with the unconditional surrender of Japan. This near "100 page" journal had scores of war-time newspaper clippings attached. The most remarkable discovery found in the Journal were four aerial photos taken above England's USAAF Aldermaston Airfield on D-Day; rare photos presumably never publicly seen before. These pictures were taken over that airfield just before the second wave of the 434th Troop Transport Group's four squadrons of C-47's returned to Normandy with more 101st Airborne gliders.

The VIDEO: 2018

The Hicklin family asked their seven-time Emmy Award winning friend and TV producer, Jerry Smith, and his Pine Ridge Film and TV team to digitize this remarkable family Journal. After seeing the Journal, Jerry Smith insisted that this unique story of the life of one man and his family during WW-II was too historically special to just digitize it. Bill Hicklin was a 1941 engineering graduate of Georgia Tech; his Journal reflected his engineering instincts to keep very detailed records and notes. Because Mignonette "Mig" Hicklin, Bill Hicklin's then 97-year-old widow was very mentally and physically healthy, and because Bill Hicklin's children knew virtually nothing of their father's WW-II military service, Jerry Smith committed himself and his team to produce a video documentary of that journal. While the Greatest Generation was the Quietest Generation about their sometimes-horrific WW-II experiences, this family's wartime story was going to be preserved and told. The finished video, "One Man's War", included very personal remarks by Mig Hicklin at age 98. It became her Christmas gift to her children, grandchildren and great grandchildren. It was also her wish that it would become a gift to the community as a tangible way for people to have a better understanding of what WW-II era families endured to preserve our freedoms.

Attachment 3

The Veterans Museum

- 2018 - 2019** “One Man’s War has been presented multiple times as a requested program to many civic, military and church groups, with routine standing ovations at its conclusion. At each of these presentations, many of those in the audience indicated that THEY also had memorable personal and family military stories and memorabilia that they wish could be made available in some way to an interested public, just as *One Man’s War* had done for the Hicklin family.
- Mar 1, 2021** Mignonette “Mig” Williams Hicklin passed away at home, 12 days short of her 101st birthday. Her Estate plans included leaving well over \$1 million to further support the concept of what has become the Veterans Museum vision. It is the expectation that “*One Man’s War*” would be just one of tens of thousands of such stories made available to the descendants of those who served, as well as an interested public. The goal that Mig Hicklin’s family has developed is to further recognize and honor the service and stories of as many veterans AND their families, especially those who were born, lived and/or served in NE Florida and SE Georgia, or had family who did so. The goal is to focus on recognizing the service-life stories of individuals and families rather than on specific military units or wars. However, as the *One Man’s War* video demonstrates, sharing individual and family military stories requires associated details with military units and the portions of major wars in which they might have served.
- Winter 2021** As the USS ORLECK (DD-886) museum ship became a possible reality for Jacksonville, members of the Hicklin family contacted the leadership of the Jacksonville Historical Naval Ship Association. A mutually beneficial partnering plan quickly developed. The initial concepts were about the importance of ORLECK’s “ticket office” and operational staffing being an essential shared component of the newly conceived Veterans Museum. That obviously required physical proximity of the ship and Veterans Museum facility.
- Spring/Summer 2022** Discussions with families who had relatives who served America as CIVILIAN employees of the U. S. Government working at our area military bases, made it seem appropriate to include their stories, along with those who served on active military duty. The Veterans Museum vision was modified to make such civilians eligible to have their “military service” life stories available at the Museum. The Veterans Museum stories should be as inclusive as possible.
- Future:** In a few decades, the stories and experiences showcased at the Veterans Museum could expand to include the Southeast, perhaps even the entire United States and residents of allied countries who served in the American military. Who knows where the future will take us? It should be anywhere that brings Jacksonville recognition as a city committed to honoring veterans and their families, attracting tourists/visitors who want to celebrate doing so.

Attachment 4

The “Museum of Museums” Concept

Spring/Summer 2022

As discussions were held with the leadership of several local and area museums about their suggestions related to a possible Veteran Museum plan, a mutually beneficial plan evolved. If the Veterans Museum plan became a reality and if it became a significant tourist attraction for Jacksonville, our many other local and area museums would benefit from ensuring that such tourists/visitors knew of the location and purpose of these other museums. Such museums are NOT competitors, but mutually diligent providers of interesting and impressive history and cultural components of our communities’ rich stories. They are natural destinations for many such tourists/visitors. The consensus was that the Veterans Museum could/should include a “Museum of Museums” concept, ensuring that other local and area museums had an opportunity to provide a display, kiosk, video or perhaps even an annex of some sort at the Veterans Museum. Perhaps a common ticket system could be established that would enable tourists/visitors to use a multi-museum “day pass” or a “multi-day” pass for entry into multiple museums, including parking and transportation via water taxis and/or other public options.

To the extent possible, public parking and transportation between the various museums could (and should) utilize existing, under-utilized public parking facilities, such as those downtown and even the JTA’s Kings Avenue Parking Garage. This concept would require “trams” and waterfront taxis to move people safely, quickly and efficiently among and between the museums and nearby restaurants and hotels. This concept would require the strong support for a shared vision from elected officials to ensure superior public parking and related tourists/visitors transportation needs were available, safe, reliable, frequent and enjoyable. The use of first-class trams and water taxis should make such transportation means an especially favorite part of the tourists/visitor’s memory-making experience while being in Jacksonville.

The leadership of the following museums have given permission to use their name and organizations in discussions of the Museum of Museums:

- 1.
- 2.
- 3.
- 4.
- 5.
6. Future Discussions: Museum of Science and History (MOSH), Jacksonville Zoo, Jacksonville Historical Society, area military base leadership, etc.

Attachment 5

Veterans Museum: Prospective Near-Term Additions

Jacksonville Area Military Bases Histories

The history of our past and the current activities of our local and area military facilities would be a superb, essential component of this Veterans Museum exhibits.

Veterans Memorial Wall

The possibility of relocating Jacksonville's Veterans Memorial Wall, now at 1145 East Adams Street, near the TIAA Bank Field to the ORLECK/Veterans Museum site could be a special concept. This November, 1995 dedicated monument is a 65-foot long, black granite monument. It is the second largest Memorial Wall in the United States and honors over 1700 Jacksonville area war heroes from all seven service branches. It should be a priority to ensure the stories of those honored on that Wall be among the first to be added to the Veterans Museum oral and visual history exhibits.

National POW/MIA Museum

A logical "annex" partner to the Veterans Museum would be the National POW/MIA organization, with their primary facilities at the Cecil Field area.

USS Jacksonville (SSN 699)

Obtaining the coning tower/sail of USS Jacksonville (SSN-699) "The Bold One" is a possibility. USS Jacksonville was a Los Angeles Class nuclear attack submarine.

Nov 1978 launched, sponsored by Mrs. Charles E. Bennett (Dorothy)

Jun 2018 decommissioned after 38 years of service

Oct 2021 stricken from U. S Navy Vessel Register

Example of local history: The Jacksonville Navy League and Chamber commissioning support for USS Jacksonville was led by Captain Frank W. Allcorn III, USN (Ret).

The engraved name of then Lt. Allcorn USNR is on the USS Parche (SS-384) coning tower/sail's brass plaque at Submarine Base Pearl Harbor. His name is there, honored for his role as Torpedo Officer on the WW-II war patrol for which then CDR (later VADM) "Red" Rammage received the Medal of Honor and Lt. Allcorn the Silver Star. Parche fired 19 torpedoes (reloading torpedo tubes at night while surfaced and under attack) during a daring, successful attack on a well escorted Japanese convoy. His Jacksonville resident son has made several acclaimed presentations, telling the story of this PARCHE war patrol. His presentation takes exactly 34 minutes. That is how long that amazing night surface battle lasted. This PARCHE presentation is another readily available, well documented personal history story that should be an early part of the Veterans Museum oral/visual history, being just one more of tens of thousands of such stories.

The military service of Captain Allcorn was also thoughtfully recognized by the Allcorn Auditorium at Ramage Hall, U. S. Submarine Learning Facility, Norfolk VA. The auditorium was named in Allcorn's honor at the request of VADM "Red" Rammage during the 1990 building dedication. Captain Allcorn is buried at Arlington National Cemetery. Captain Allcorn has NOT yet been appropriately recognized in his hometown. The Veterans Museum could quickly change that status.

Attachment 6

USS Orleck (DD-886): History

- Owner:** Jacksonville Historic Naval Ship Association IRS 501(c)(3) Tax ID: 90-0507764
- The Ship:** A 19445 Gearing Class FRAM 1 (1962/63) destroyer
Displacement was 2,600 (standard) and 3,400 tons (fully loaded)
The 1960's FRAM 1 modernization of almost 100 WW-II era DDs, converted them from AA ships to ASW ships. For ORLECK, that included removing one 5" gun mount and dramatically upgrading the ship's ASW capabilities (radar, sonar, ASW weapons, etc.).
- Namesake:** Lt. Joseph Orleck, Commanding Officer, USS NAUSET (AT-89). Lt. Orleck went down with his ship on Sep 9, 1943 in the Gulf of Salerno after an attack by a German bomber. He went down with his ship after a heroic but unsuccessful fire and flood control effort to prevent the total loss of his ship. His nephew, Bob Orleck is Executive Director of "Destroyer USS ORLECK Association".
- Construction:** Built by Consolidated Steel Corp in Orange TX (1945) (a U. S. "bayou" geography)
Crew: typically 12 officers and 300 plus crew (total of about 350)
Dimensions 390 ft x 41 ft; draft= 14/18 ft; air draft = 93 ft
Speed/Range: 38 knots (42+ mph) and 4,500 nautical miles (@ 20 knots)
- Primary Weapons:**
- Pre-FRAM 1:** Three dual, 5"/38 caliber guns (9-mile range) (now two dual mounts)
Six K-gun torpedo tubes; two depth charge racks
Multiple 40mm, 20mm AA guns
- Post-FRAM 1:** Two dual, 5"/38 caliber guns (9-mile range)
(1962/1963) ASROC: 8 cell launchers (4-5 miles range)
10 kiloton W44 ASW nuclear warhead
DASH QH-50C: Mfg'd by Gyrodyne;
Speeds/Range: 50 mph cruising, 92 mph max, 22 miles
Ceiling: 16,000 feet
Payload: Development: one Mk 43 homing torpedo, w/Porsche piston engine
Production: two MK 44 torpedoes, w/Boeing T-50-4 turboshaft engine
Mk 44 torpedo: 75# warhead, 35 mph, 3.4 mile range (6 minutes fuel)
(Later: "Snoopy" version w/cameras for shore spotter purposes -1965)

Video Links:

See ASROC video: https://www.youtube.com/watch?v=EV5q_mlhaiM
This May 11, 1962 nuclear detonation starts at 6:20 minutes of the 11:06 minute video.
This first ASROC nuclear weapon's live-fire test was by USS Agerholm (DD-826).

See DASH torpedo drop: https://m.youtube.com/watch?v=d9m_RK85auM
The video is 2 min long, taken aboard USS Benner (DD-807)

Ship's History: Active-Duty U. S. Navy Warship

Sep 1945- Oct 1982:

Contracted Jun 1943; keel laid Nov 28, 1944; Consolidated Steel Corp, Orange TX
Commissioned 6/15/1945; Decommissioned 10/1/1982; Stricken 8/6/1987)
Original cost: \$6,313,000

Call Sign(s) Flag Hoist/Radio: "NBIG"
Tactical Voice Radio: "Stage Door"

Korean War: Founded "Train Buster Club", being first Naval Gun fire Support (NGFS) ship to destroy two enemy trains in Korean mountains (twice in ten days)

FRAM-1

Dec 1962 to Nov 1963 ORLECK underwent a Fleet Rehabilitation and Modernization (FRAM I) overhaul. Almost 100 of the WW-II era, Gearing Class destroyers were similarly modernized to extend their operational life for 8-10 more years. ORLECK served the U. S. Navy for another 19 years. The three 5" dual gun mounts became two. Added were a new superstructure, updated electronics, radar, sonar and weapons, including the new ASROC nuclear anti-submarine rocket and two QH-50C DASH (early "UAV/drones") weapon systems. FRAM 1-B ships: Mount 52 was replaced with a MK-32 triple torpedo launchers.

Viet Nam War: 1964 to 1973, sailed into enemy waters 29 times, earning the nick-name "Grey Coast of the Vietnam Coast". ORLECK fired over ten thousand 5"/38 rounds in Naval Gun Fire Support (NGFS) operations in one deployment and later repeated this level of NGFS combat operations, earning 14 Battle Stars.

Mar 1966: web photo of NGFS off Vung Tau, at mouth of Saigon River

Note: The Subsistence Allowance for feeding the crew aboard 1970's DD:
\$2.50/sailor/day

Ship's History: Active Duty: Turkey Navy Warship

Oct 1982 - Aug 2000:

Turkey renamed ORLECK to YUCETEPE (D-345); in 1991, it served in support of "Operation Desert Storm". On Aug 12, 2000, YUCETEPE was Decommissioned by Turkey and transferred to Southeast Texas War Memorial and Heritage Foundation, Orange TX (where she was built). Mr. Bob Orleck, nephew of Lt Joseph Orleck was instrumental in Turkey's return of ORLECK as U.S. Museum ship.

Ship's History: Museum Ship Orange TX and Lake Charles LA

- 2000 - Aug ORLECK acquired by Southeast Texas War Memorial & Heritage Foundation, Orange TX (8/12/2000)
- 2005 - Sep ORLECK stern damaged above water line by adrift barge-crane during Hurricane Rita (115mph); repaired
- 2010 - May ORLECK moved by ORLECK Foundation to Calcasieu River, Lake Charles LA
- 2019 - May Louisiana's ORLECK Foundation proposed transfer ORLECK to Jacksonville's JHNSA (Immediately after USS ADAMS (DDG-2) plan was dropped)
- Aug JHNSA Board approved plans to transfer of ORLECK to Jax
- 2020 - Feb Plans to transfer ORLECK to Jax in Mar 2020 were approved by City Council
- Mar COVID-19 pandemic issues put all transfer plans on hold
- Sep Hurricane Laura (150mph) struck LA coast, breaking multiple ships loose from their mooring, causing ORLECK to go adrift for one-mile up Calcasieu River. Hull damage above water line from adrift ships "banging" into ORLECK.
- Oct Hurricane Delta (100 mph) makes landfall in SW Louisiana; minimal damage to ORLECK

Ship's History: Museum Ship Jacksonville FL

- 2010 Oct 12 Jacksonville City Ordinance 2010-675-E approves Jacksonville Historic Naval Ship Association (near River City Brewing). (near River City Brewing).
- 2013 Aug 13 Jacksonville City Ordinance 2013-408-E changes berthing destination of USS Adams (DDG-2) going to the north bank at former Shipyard's "North/South Bulkhead" (aka Shipyard's Pier 4)
- 2016(?) First record found so far of consulting engineer's documents addressing north bank Shipyard Pier 1 as revised destination for USS Adams (DDG-2).
- 2019 Jun Jacksonville Historic Naval Ship Association abandons efforts to bring ADAMS to Jacksonville
- 2019 Aug 30 The Jacksonville Naval Museum group announced planned transfer of ORLECK from Louisiana.
- 2020 Feb Transfer plans were finalized with the City of Jacksonville
- Mar The COVID -19 pandemic put all inspection and transfer plans on hold
- 2021 Aug 10 Jacksonville City Council approved JHNSA's ORLECK transfer plans (17-0)
- 2022 Jan 11 After a marine survey and divers inspected and confirmed hull conditions were in satisfactory conditions, ORLECK ownership was transferred to the Jacksonville Historic Naval Ships Association (JHNSA)
- Jan -Feb ORLECK had \$2M preservation/restoration at Gulf Copper Shipyard, Port Arthur TX repairing, sealing and painting the hull and exterior, but with no interior work
- Mar 17 ORLECK passed all Coast Guard inspections, ready for tow to Jacksonville
- Mar ORLECK towed to Jax by Smith Marine (Green Cove Springs FL)
- Mar 26 ORLECK arrived in Jacksonville, docking near Main Street Bridge, just west of Hyatt Hotel
- Mar-Sep Volunteers renovate interior spaces (bridge, CIC, 01 level etc.)

Oct 5

ORLECK opens to the public

The new Orleans Levee Control Authority (ORLECK) has opened its doors to the public. The authority, which was created by the state legislature in 1987, is responsible for the maintenance and improvement of the levee system in the Orleans Parish area. The authority's headquarters are located at 1000 Poydras Street, New Orleans, Louisiana 70112. The authority's telephone number is (504) 581-1000. The authority's website is www.orleck.com.

The authority's mission is to provide a safe and secure levee system for the Orleans Parish area. The authority's primary responsibility is the maintenance and improvement of the levee system. The authority also provides other services, such as the construction of new levees and the operation of levee gates. The authority's budget for fiscal year 2000 was \$100 million. The authority's revenue is derived from a combination of state and federal funds, as well as fees for services provided.

The authority's board of directors is composed of representatives from the state, the federal government, and the private sector. The authority's board of directors is responsible for the overall management and operation of the authority. The authority's board of directors meets regularly to discuss the authority's activities and to make decisions on the authority's budget and other matters. The authority's board of directors is currently composed of the following members: Governor Mike Foster, Governor-elect Bob Roemer, and Governor-elect Kathleen Blanco.

The authority's staff consists of approximately 1,000 employees. The authority's staff is responsible for the day-to-day operations of the authority. The authority's staff is organized into several departments, including the operations department, the maintenance department, and the engineering department. The authority's staff is highly skilled and experienced in the field of levee maintenance and improvement. The authority's staff is committed to providing the highest quality of service to the public.

The authority's operations department is responsible for the day-to-day operations of the levee system. The operations department is responsible for the operation of levee gates, the maintenance of levee structures, and the monitoring of the levee system. The operations department is also responsible for the coordination of emergency response activities in the event of a levee breach. The operations department is currently operating the levee system in a safe and secure manner.

The authority's maintenance department is responsible for the maintenance and improvement of the levee system. The maintenance department is responsible for the repair and replacement of levee structures, the construction of new levees, and the operation of levee gates. The maintenance department is also responsible for the coordination of emergency response activities in the event of a levee breach. The maintenance department is currently working on a number of projects to improve the levee system, including the construction of new levees and the repair of existing levees.

USS ORLECK (DD-886): I'm Where I'm Meant To Be

The Memorial Day 2022 weekend opening revenue of the movie "Top Gun: Maverick" was \$151 MILLION (at \$10/ticket?); it has grossed well over \$1 BILLION internationally. Honoring veterans and their families is, and will remain, for a large segment of our population, their recurring choice of being a beneficial use of their time and treasure. That fact attracts financial support from large businesses for military related museums, especially those involved in the tourism and defense industry. Resulting tourism produces many local jobs and significant tax revenue for the cities and states who partner with well-conceived museums and do so as a team that does it right. ORLECK and the Veterans Museum is a unique opportunity for partnerships with visionary opportunists.

USS ORLECK by Jerry Smith ©

I'm a girl who's as American, as a Southern girl can be.
I was born on a bayou,
but my heart was out at sea.

Armed and steeled I sailed to danger,
Wherever freedom went under fire
In foreign waters far from home
Where outcomes were so dire.

Young sailors turned from boys to men
There were brothers, fathers...sons
Their valor earned them Battle Stars
Their fight for freedom won.

I was built to serve for ten long years,
At fifty-three they thought it best.
I retire from freedom's battles
and give myself a rest.

But I was tossed from place to place
Unremembered like my crew.
My faithfulness forgotten,
Our service all but through.

But then there came a shining call
A "Bold City" on the coast
Where people who remember the things that matter most.
Now I'm where I'm meant to be

Oh, I'm where I'm meant to be.
It's been a long time coming,
But I'm where I'm meant to be.

So many years of wandering
When no one wanted me.
Now I've come home to Jacksonville and
I'm where I'm meant to be

A Jacksonville Vision

USS ORLECK

Veterans Museum : Museum of Museums

PREPARED FOR:



JACKSONVILLE
N A V A L M U S E U M

PREPARED BY:

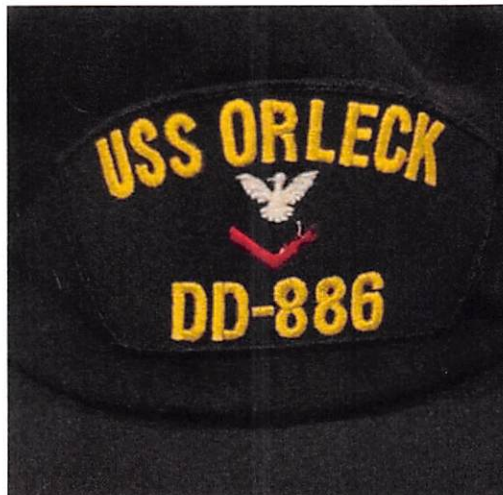


OCTOBER 18 2022

INTRODUCTION + WHERE TO START?

Yves Rathle of studioYVESinc+ is pleased to present an architectural cross-disciplinary approach for the JACKSONVILLE NAVAL MUSEUM.
USS ORLECK/VETERAN'S MUSEUM
Museum of Museums: a Jacksonville Vision

Crafting a unique and individual narrative concept is fundamental to showcase and preserve our Jacksonville military history and our rich generational stories which are yet to be told.



INDEX INTRODUCTION + WHERE TO START?

The following pages will focus on opportunities and constraints and the location of the Jacksonville Naval Museum.

“H” HISTORY : SHIPYARDS NOSTALGIA Pages 5-10

- *The way things were
- *Jacksonville Shipyards
- *USS Orleck in Action
- *USS Orleck Extreme Pride

JACKSONVILLE NORTH & SOUTH BANKS PLAN IMAGES + PARCEL INVENTORIES Pages 11-20

- *Jesse Ball duPont Fund’s “Waterfront Parks Activation Plan”
- *Macro North South Bank Land Inventory
- *Micro Shipyards Parcels & Ownerships

CHAPTER 1 : PIER 1 OPPORTUNITIES + CONSTRAINTS Pages 21-38

- *Pier 1 Existing Conditions
- *Site Diagram and Red Dot constraint issues Pages 35
- *Site photos and constraint issues
- *Pier1 Vision Sketch View Pages 37-38

- *Fire Museum adjacency concern
- *Construction and limited access
- *Parking & New Catherine Street Extension
- *Parking on Bay Street restrictions
- *General Concerns



INDEX INTRODUCTION + WHERE TO START?

CHAPTER 2 : PIER 2 OPPORTUNITIES + CONSTRAINTS Pages 40-44

- *USS ORLECK location
- *Site Diagram and Red Dot constraint issues
- *Site photos and constraint issues
- *Pier2 Vision Sketch View

CHAPTER 3 : PIER 3 OPPORTUNITIES + CONSTRAINTS Pages 45-49

- *USS ORLECK location
- *Site Diagram and Red Dot constraint issues
- *Site photos and constraint issues
- *Pier3 Vision Sketch View

NEW TOPIC: “WHAT IF” VETERANS MUSEUM Pages 50

CHAPTER 4 : PIER 4 OPPORTUNITIES + CONSTRAINTS Pages 52-71

- *USS ORLECK location
- *Site Diagram and Red Dot constraint issues
- *Ordinance 2013-408 pages 53-54
- *Site Bubble Diagrams pages 61-67
- *Pier4 Vision Sketch View pages 68-71

NEW TOPIC: “WHAT IF” VETERANS MUSEUM Pages 75

CHAPTER 5 UNIQUE REFERENCES. A WALK IN A PARK Pages 72-74

- *A Park in Paris
- *A Park in Tampa
- *Regional Connectivity: culture and museums Pages 77-78

NEXT STEPS

- *Let’s consider continuing A WALK IN A PARK... Pages 79





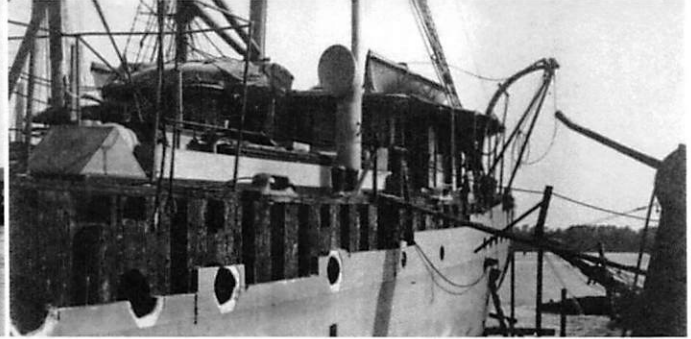
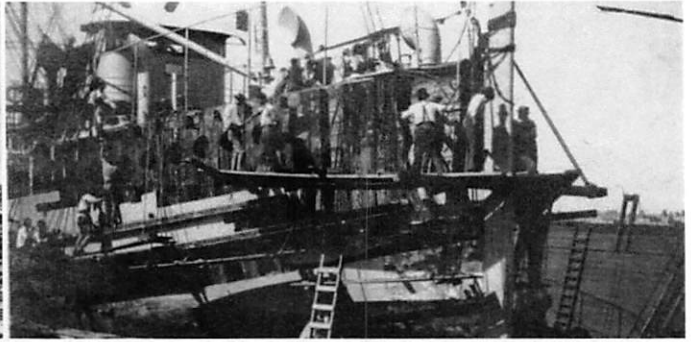
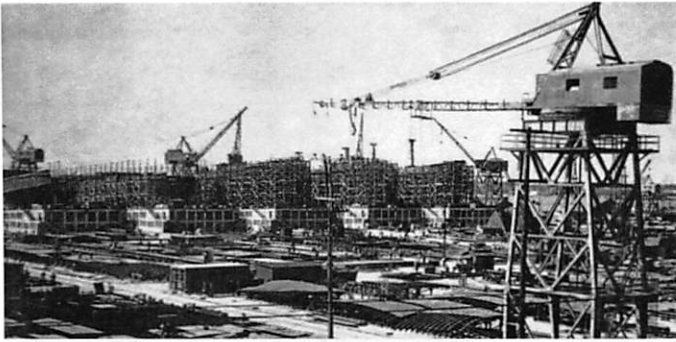
SHIPYARDS HISTORY+ NOSTALGIA

SHIPYARDS: THE WAY THINGS WERE



SHIPYARDS PIERS TODAY

MERRILL-STEVENS SHIPYARD IN JACKSONVILLE, FLORIDA



USS ORLECK IN ACTION

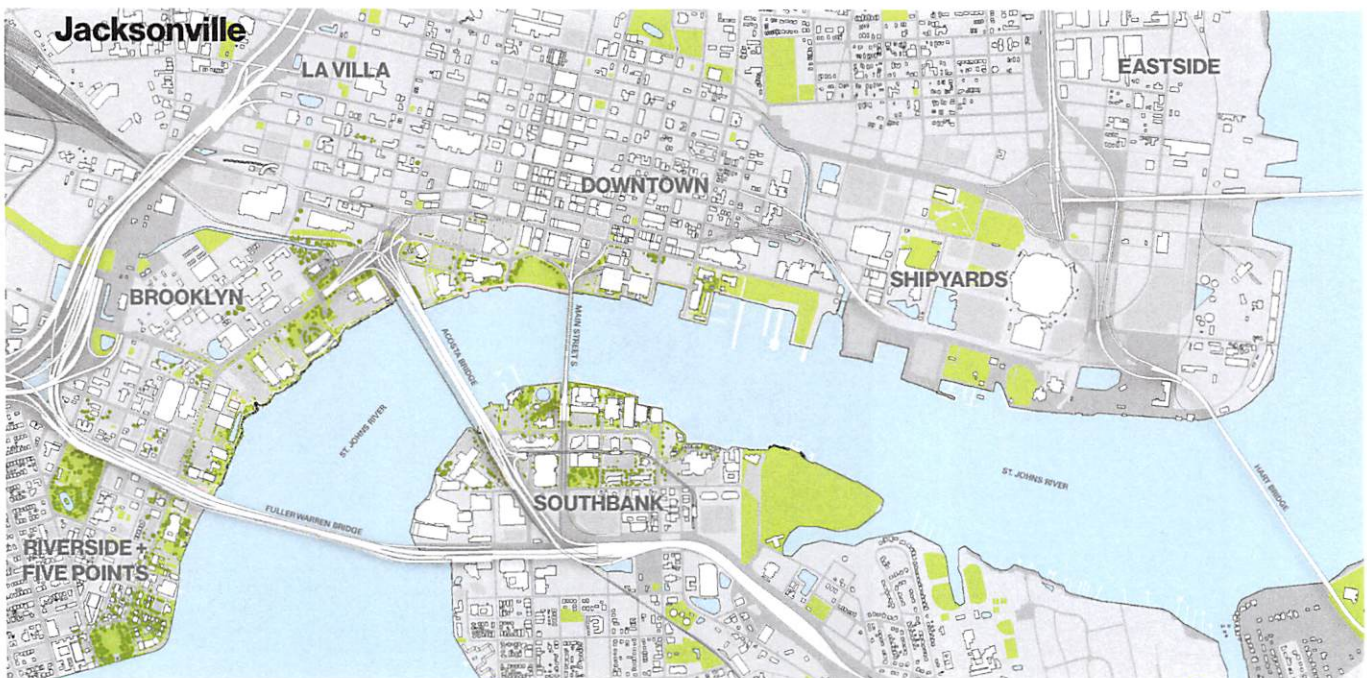


■
USS ORLECK EXTREME PRIDE



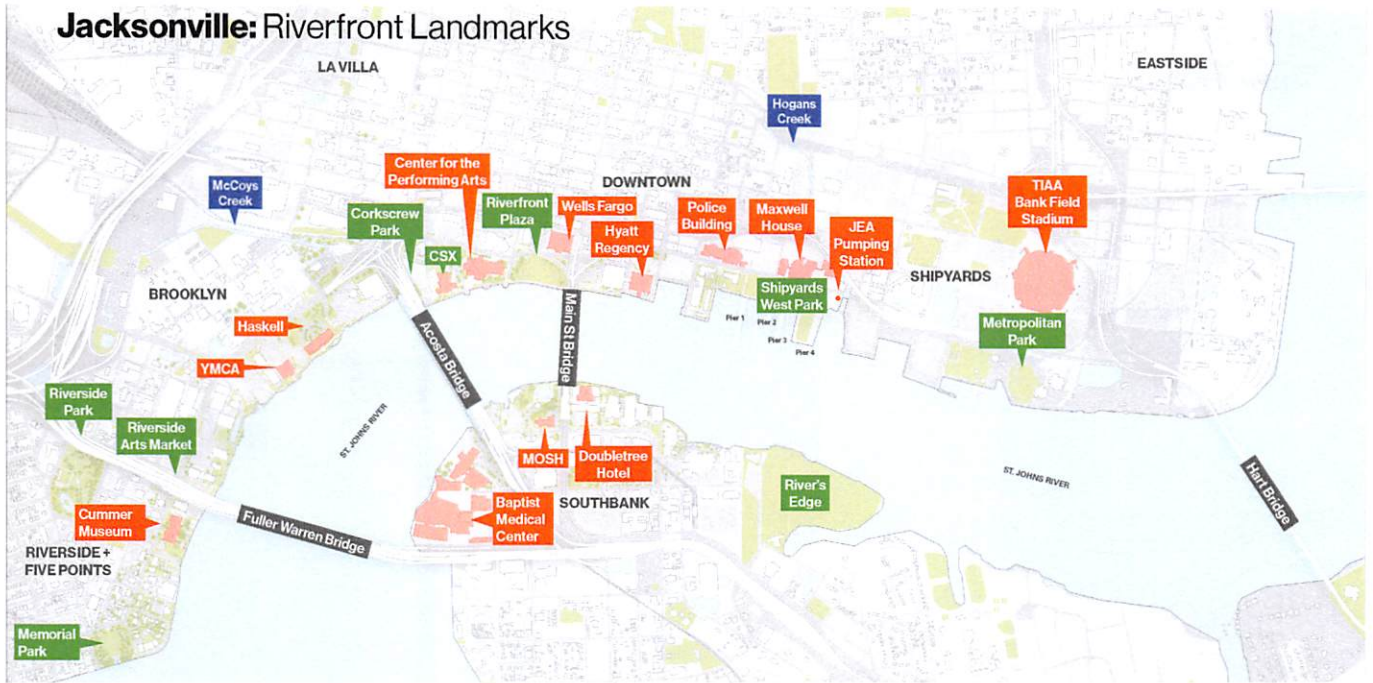
JESSE BALL DUPONT FUND'S "WATERFRONT PARKS ACTIVATION PLAN" MAPS STATUS QUO AS OF AUGUST 2022

MACRO NORTH SOUTH BANK LAND INVENTORY:



MACRO NORTH SOUTH BANK LAND INVENTORY

Jacksonville: Riverfront Landmarks



Jesse Ball duPont Fund's "Waterfront Parks Activation Plan"

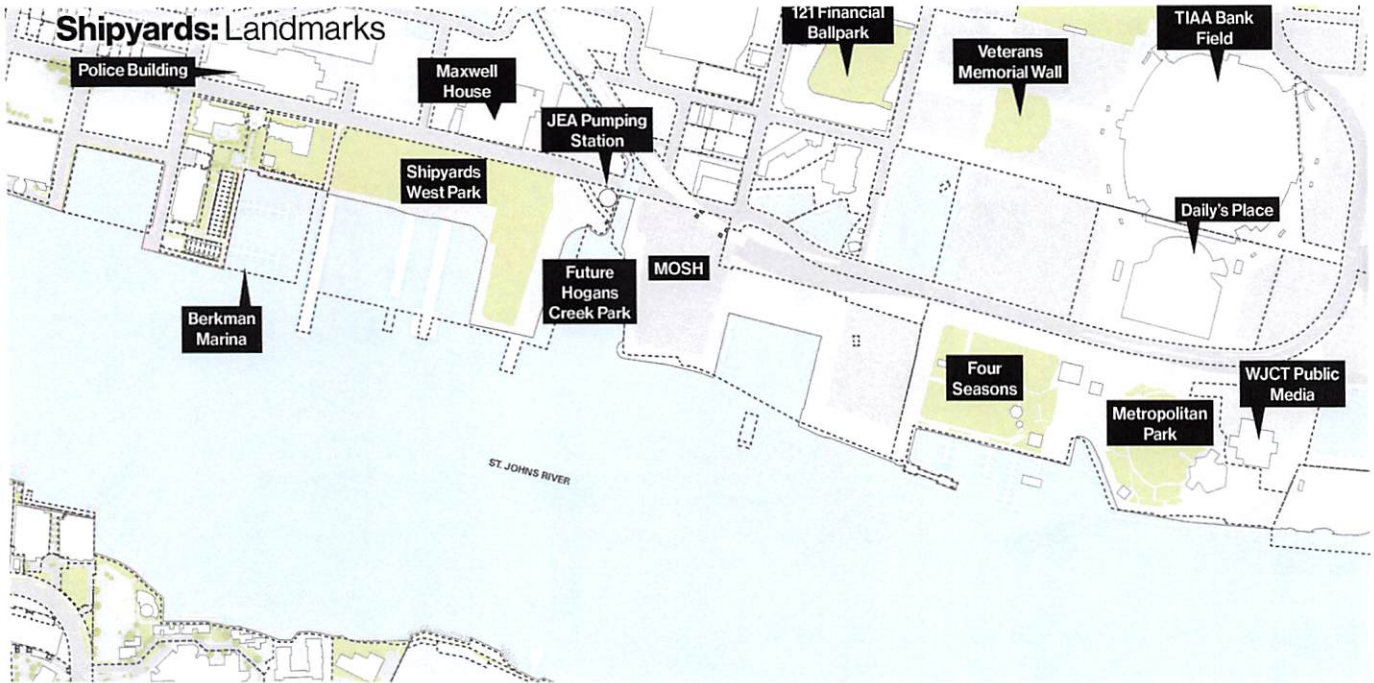
MACRO NORTH SOUTH BANK LAND INVENTORY

Jacksonville: Riverwalk Today and Future



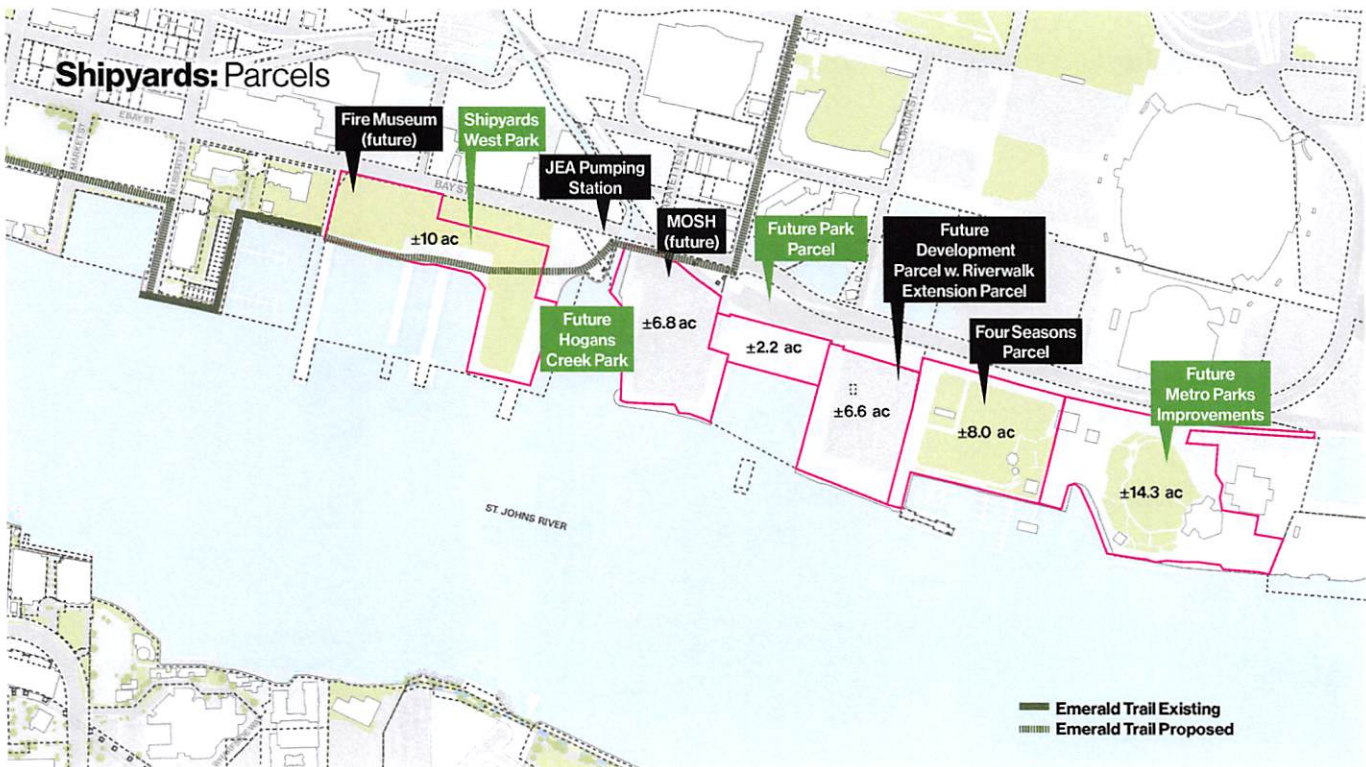
Jesse Ball duPont Fund's "Waterfront Parks Activation Plan"

MACRO NORTH SOUTH BANK LAND INVENTORY



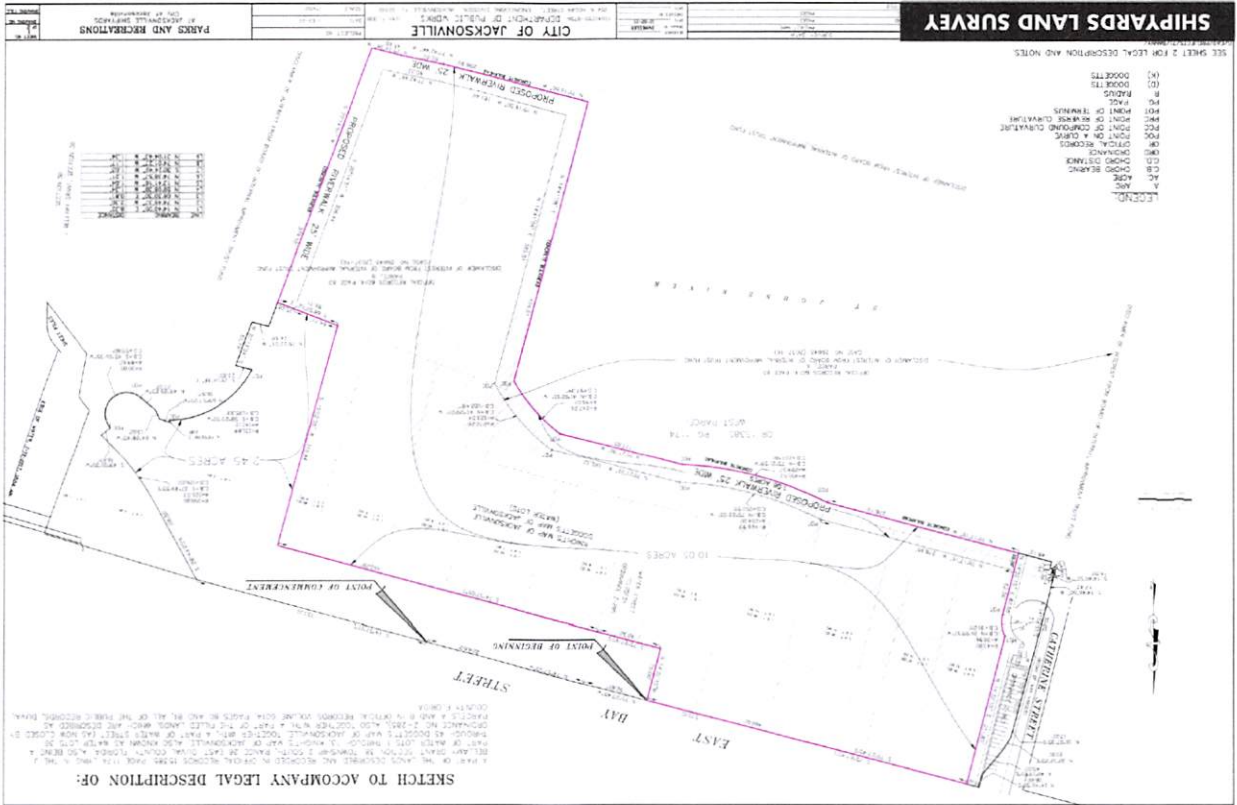
Jesse Ball duPont Fund's "Waterfront Parks Activation Plan"

MICRO SHIPYARDS PARCELS & OWNERSHIPS

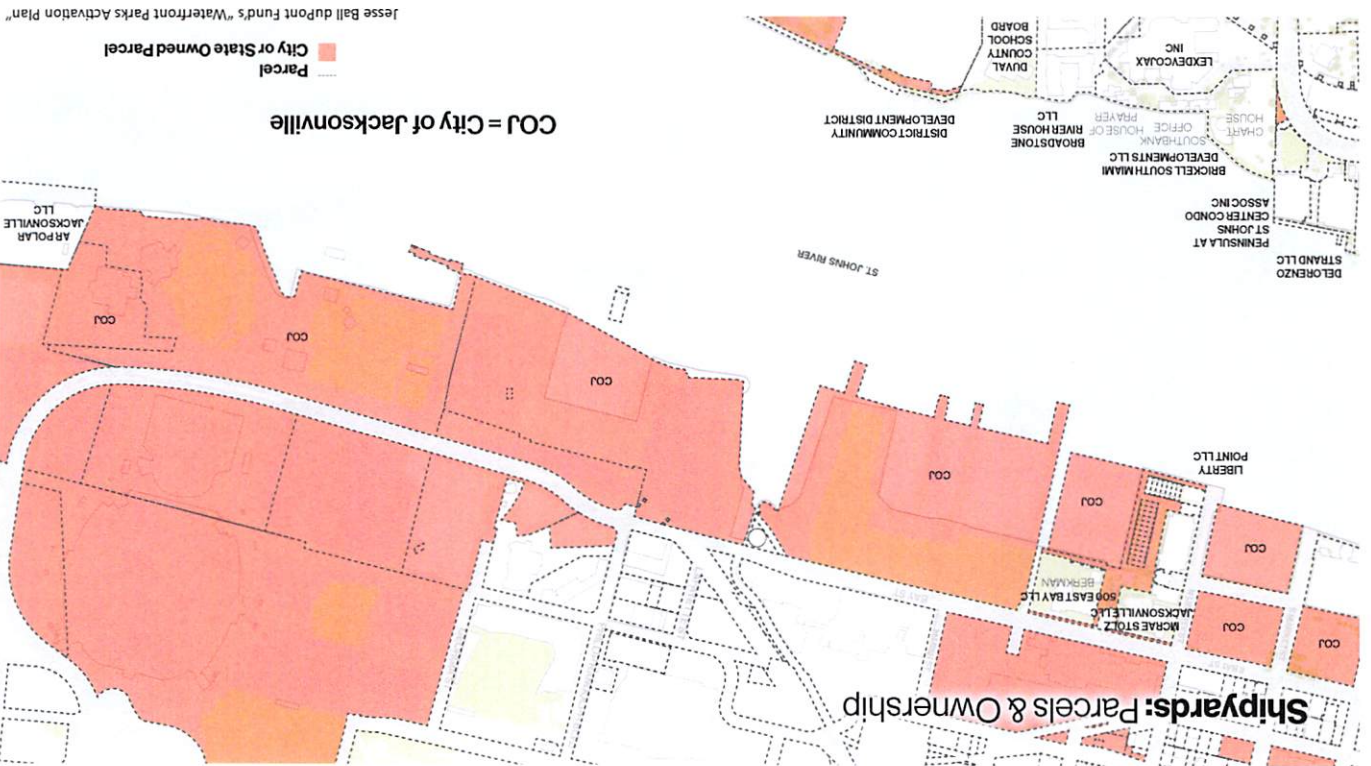


Jesse Ball duPont Fund's "Waterfront Parks Activation Plan"

SHIPYARDS LAND SURVEY



MICRO SHIPYARDS PARCELS & OWNERSHIPS



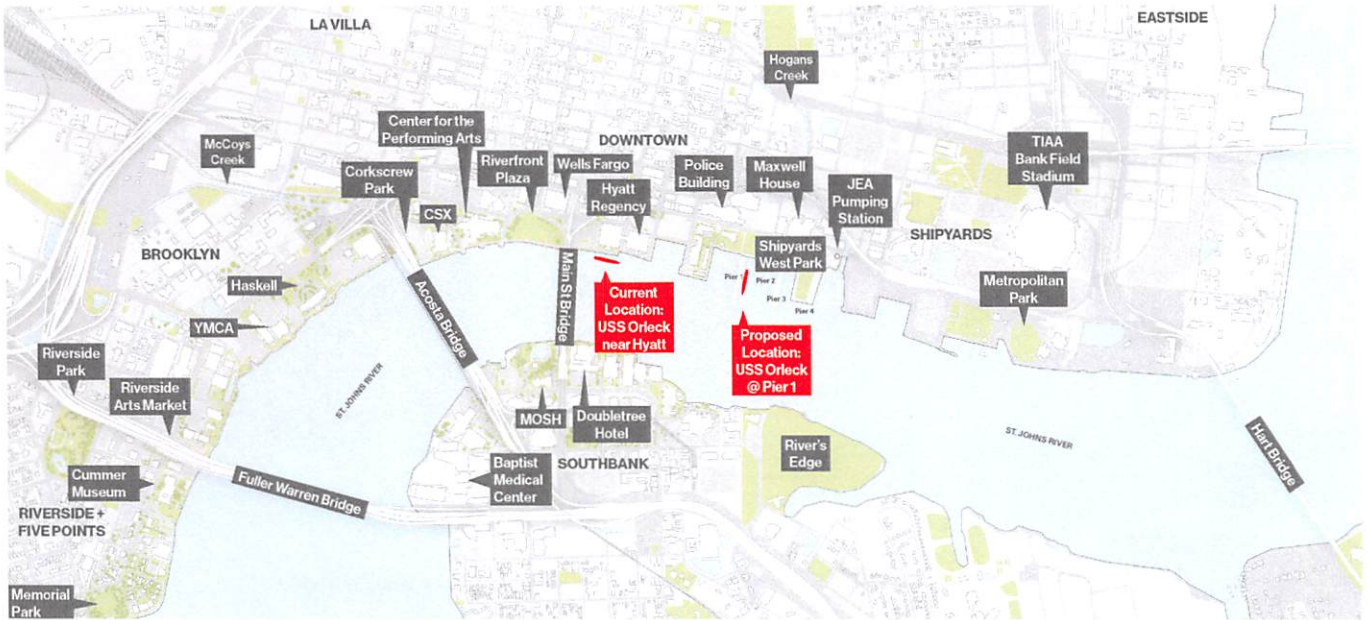
MICRO SHIPYARDS PARCELS & OWNERSHIPS

COJ = City of Jacksonville

Parcel
 City or State Owned Parcel

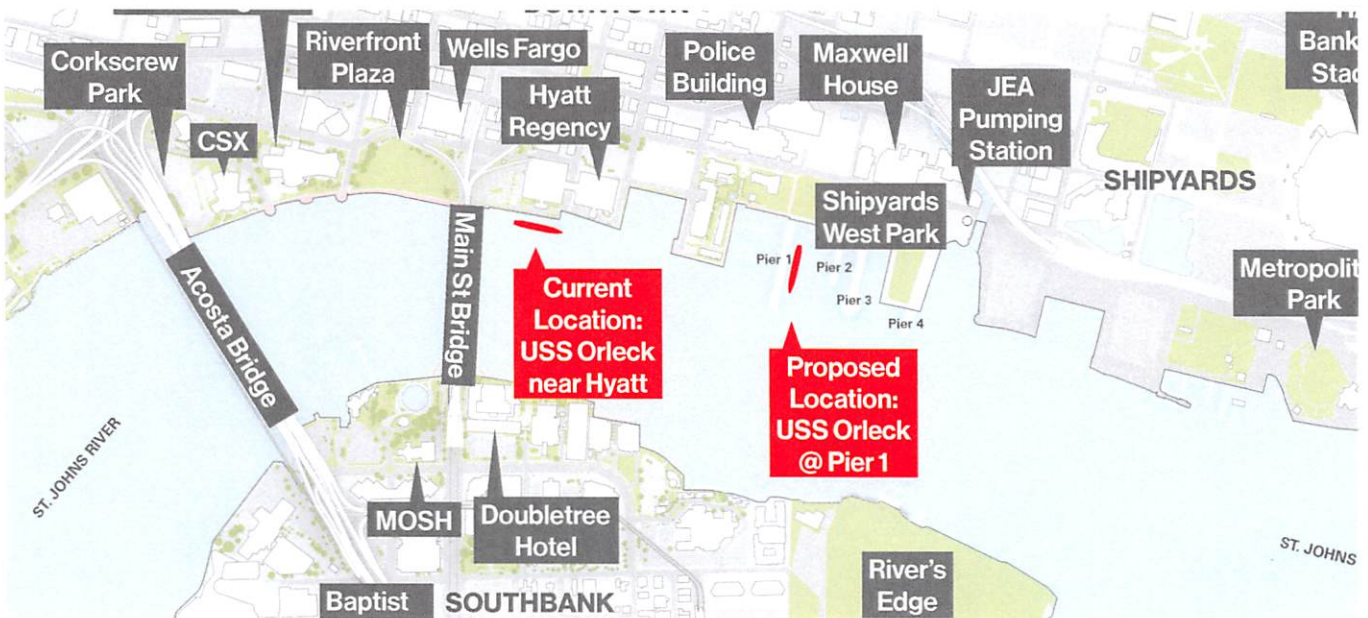
Jesse Ball duPont Funds "Waterfront Parks Activation Plan"

MICRO SHIPYARDS PARCELS & OWNERSHIPS



Jesse Ball duPont Fund's "Waterfront Parks Activation Plan"

MICRO SHIPYARDS PARCELS & OWNERSHIPS



Jesse Ball duPont Fund's "Waterfront Parks Activation Plan"



■
CURRENT DEVELOPMENT AGREEMENT

**The current Development Agreement
between JHNSA and DIA/COJ
move ORLECK to Pier1 from current location**

Pier 1 existing conditions. opportunities and constraints

ACCESS ISSUES TO PIER 1



ACCESS ISSUES TO PIER 1



NW END WEST SIDE NO PILINGS @ WATERLINE

ACCESS ISSUES TO PIER 1



10'-20' WATER BARRIERS RESTRICT PIER ACCESS

■
ACCESS ISSUES TO PIER 1



■
PARKING & NEW CATHERINE STREET EXTENSION

How will Catherine Street be extended while enabling pedestrians, bikers and joggers activities to access Bay Street from Riverwalk?





■ FIRE MUSEUM ADJACENCY CONCERN

Will the newly relocated Fire Museum be the site of public restrooms and storm shelter for park users?

Public parking access to these museums and the new park is an issue.

■ ACCESS ISSUES TO PIER 1



CATHERINE STREET DEAD END'S AT JAIL...

ACCESS ISSUES TO PIER 1



CONSTRUCTION AND LIMITED ACCESS

Land area associated with Pier 1 and Fire Museum is fenced in and restricted access as a Construction site.

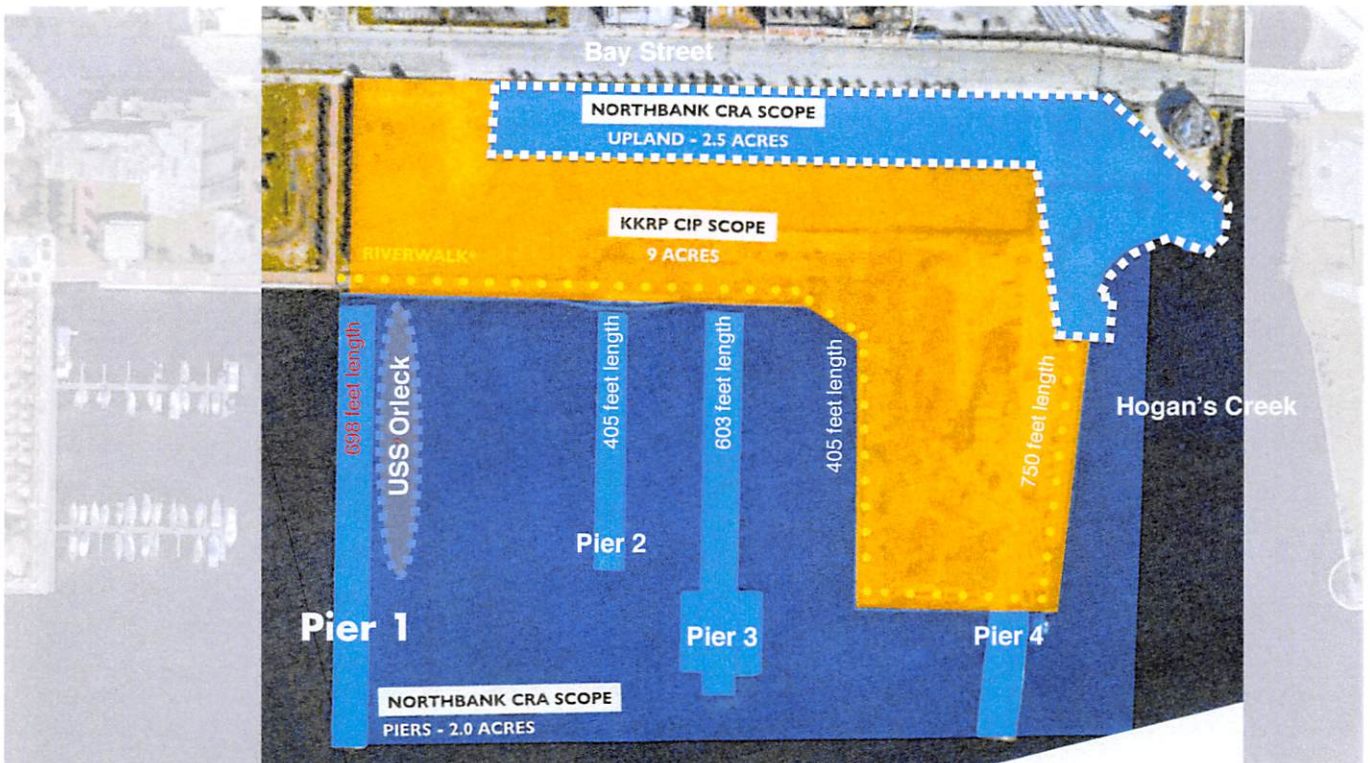
Is the fencing for the duration of the parks design and construction?



PARKING ON BAY STREET RESTRICTIONS

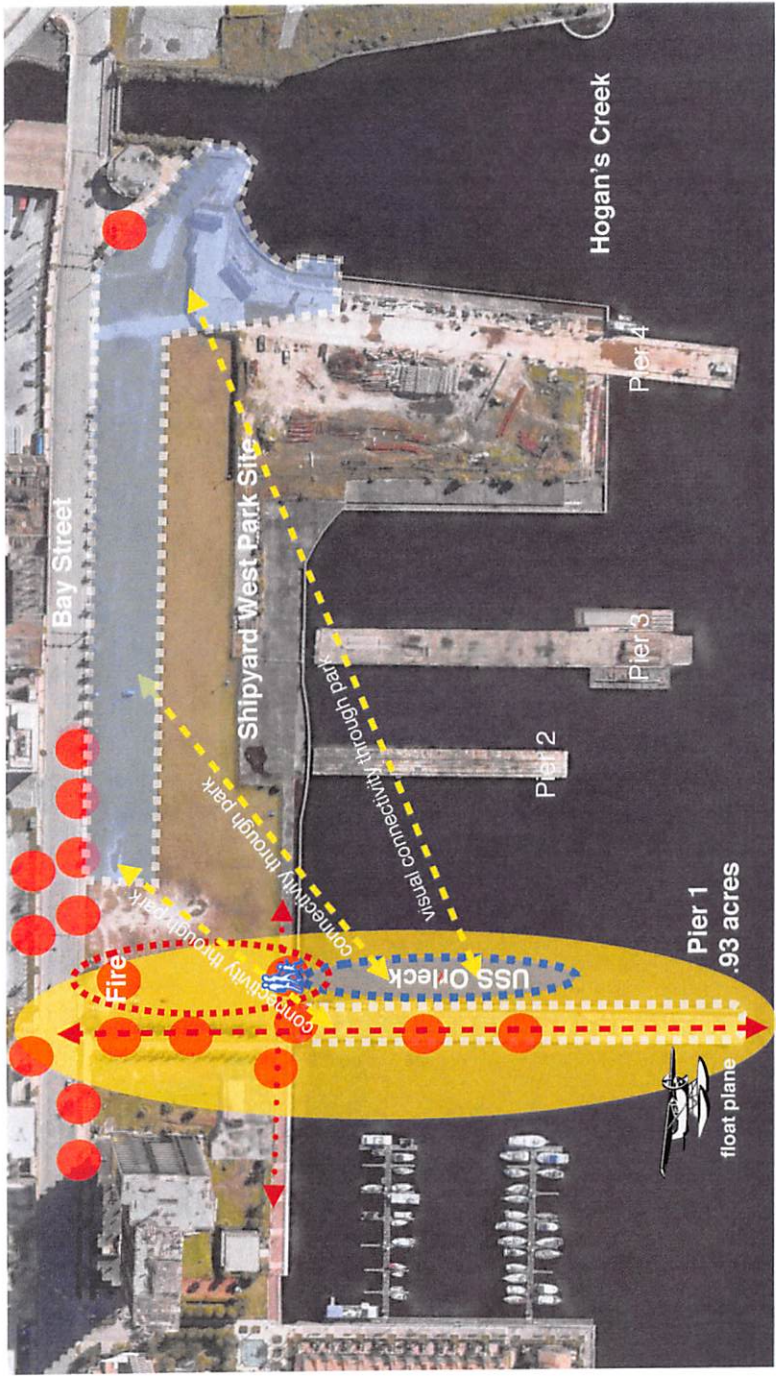
Parking on Bay Street is very limited during the week and prohibited during football games.

Parking for museum users is a concern for ORLECK Museum and the Fire Museum as well as the public's access to Shipyards West Park.



DIVISION OF SCOPE: PIER 1 LOCATION

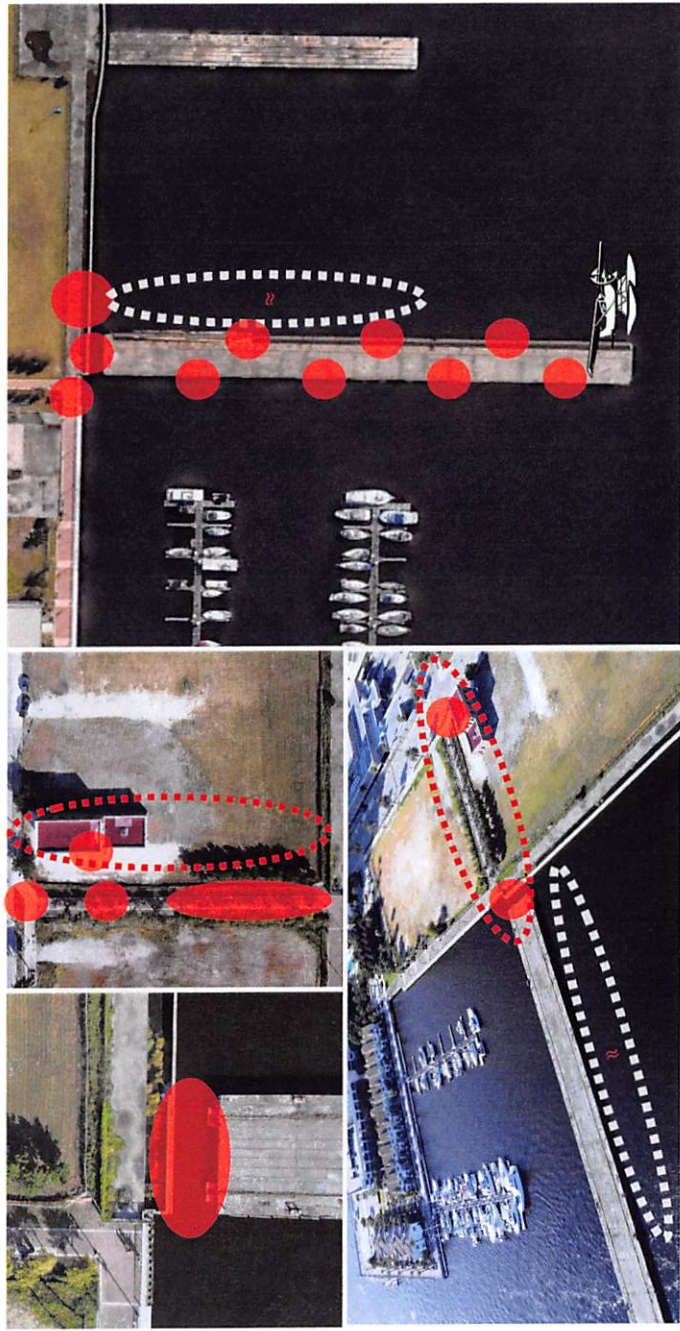
Current agreement is for ORLECK to move to Pier 1

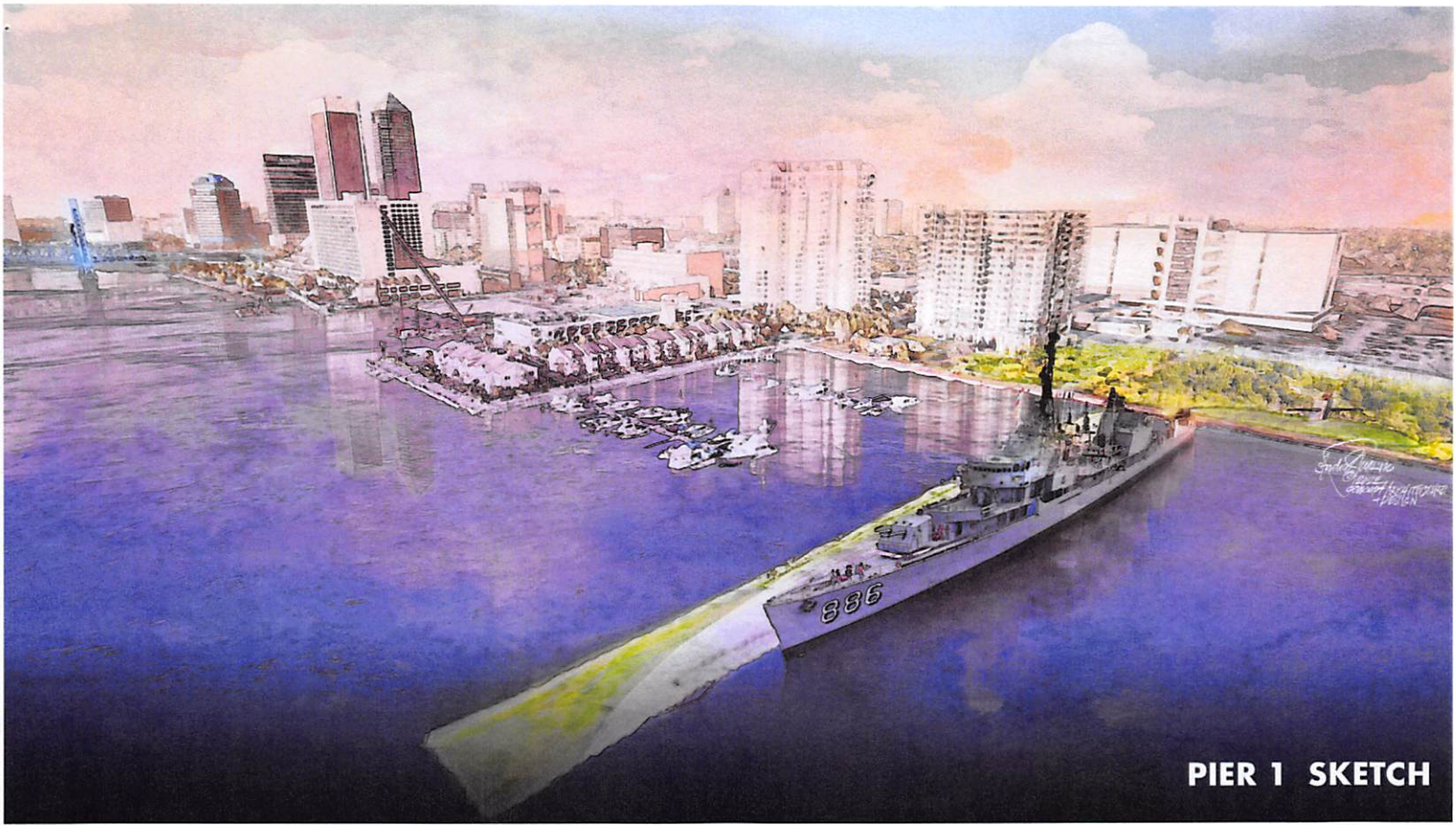


PIER 1 OPPORTUNITIES AND CONSTRAINTS: OUTSTANDING ISSUES

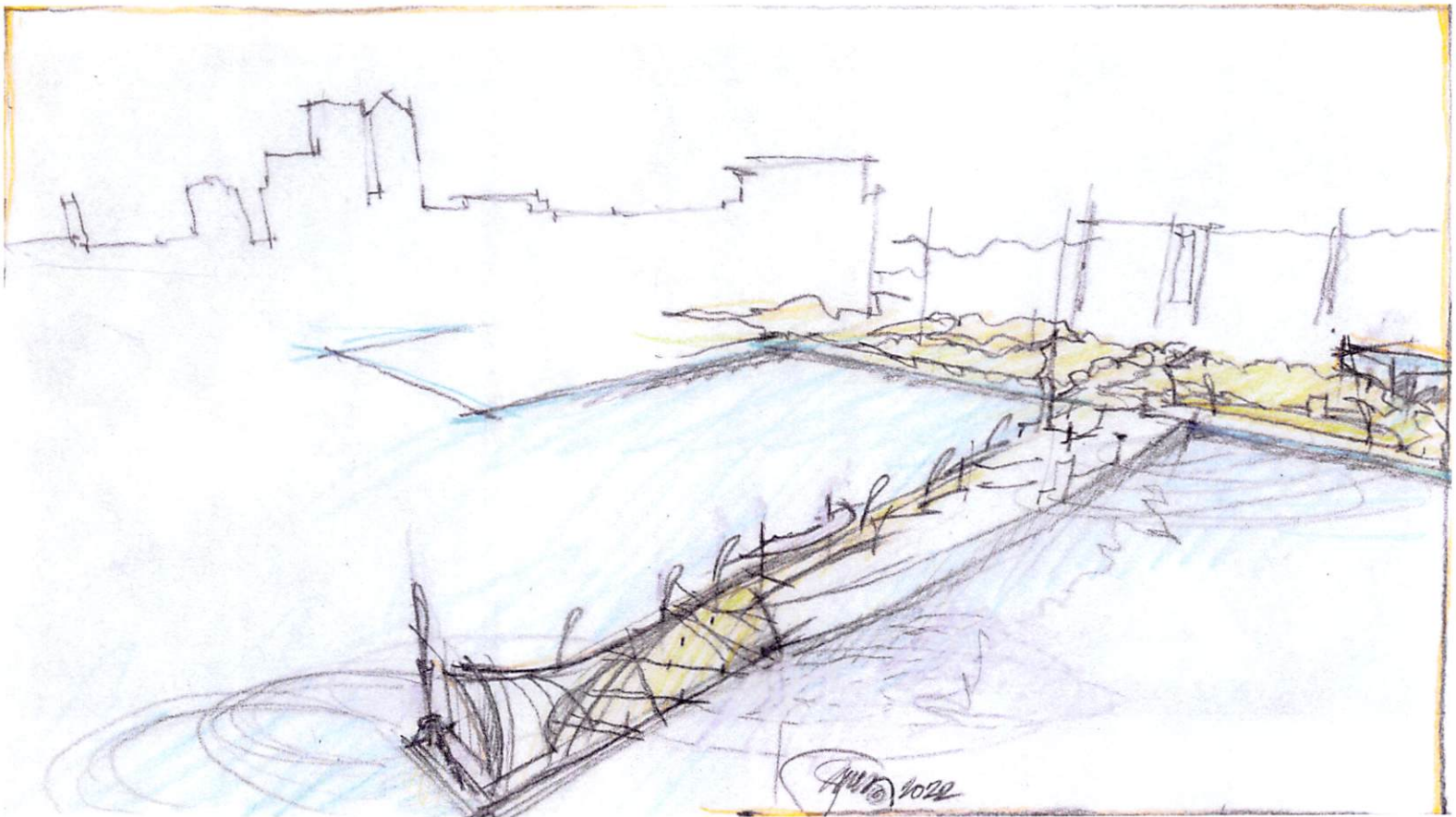
RED DOTS represent some restrictive issues needing to be addressed which are explained and highlighted on the following pages. The Pier is a long enough for ORLECK and other public amenities.

PIER 1: ISSUES TO BE ADDRESSED DURING PARK DESIGN FOR ORLECK

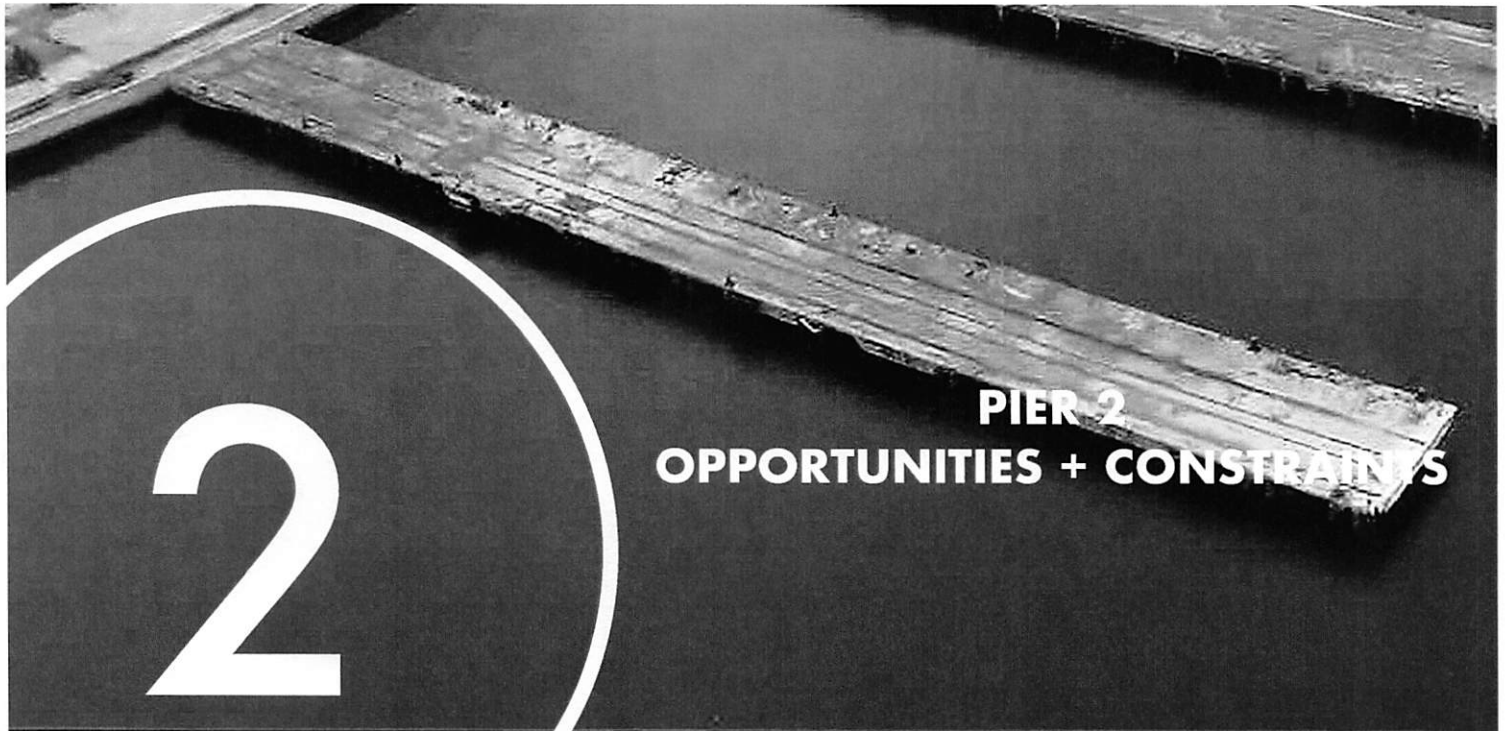


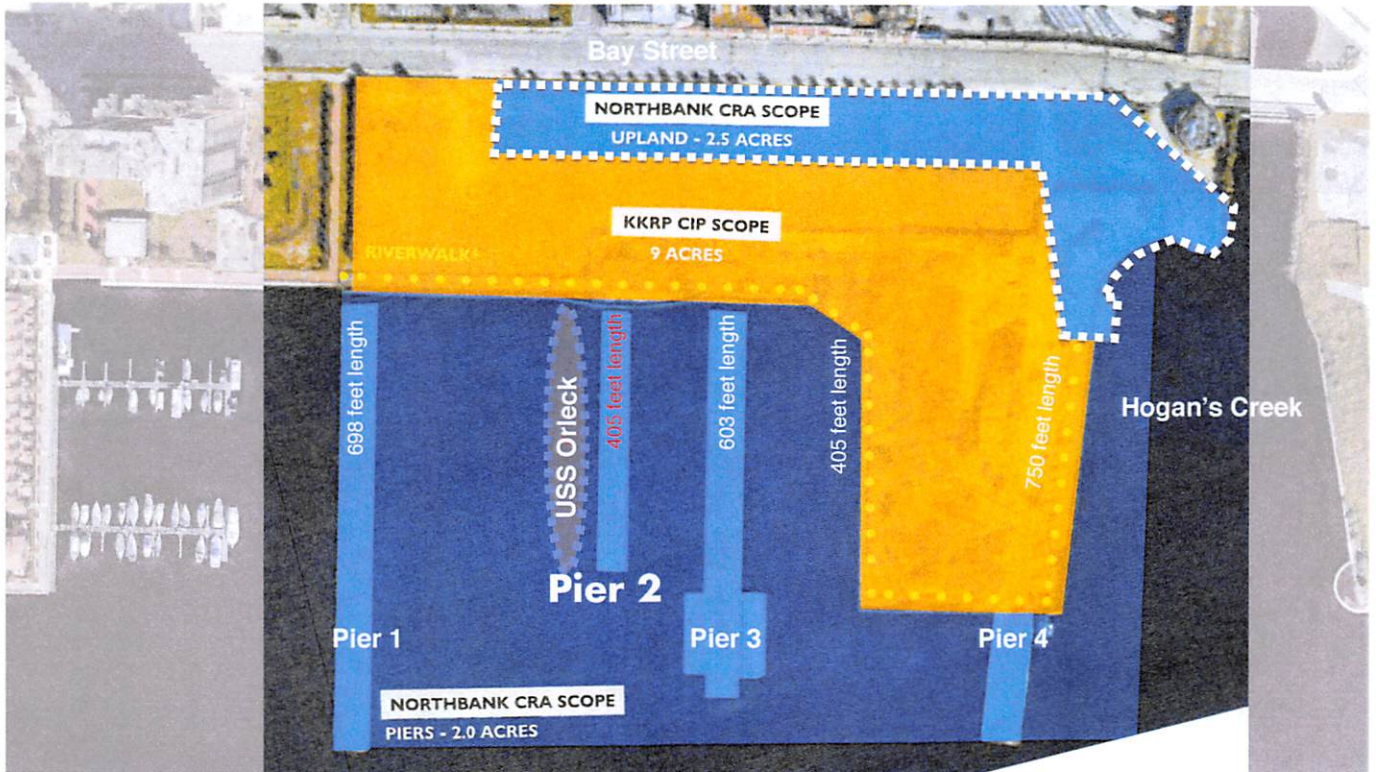


PIER 1 SKETCH



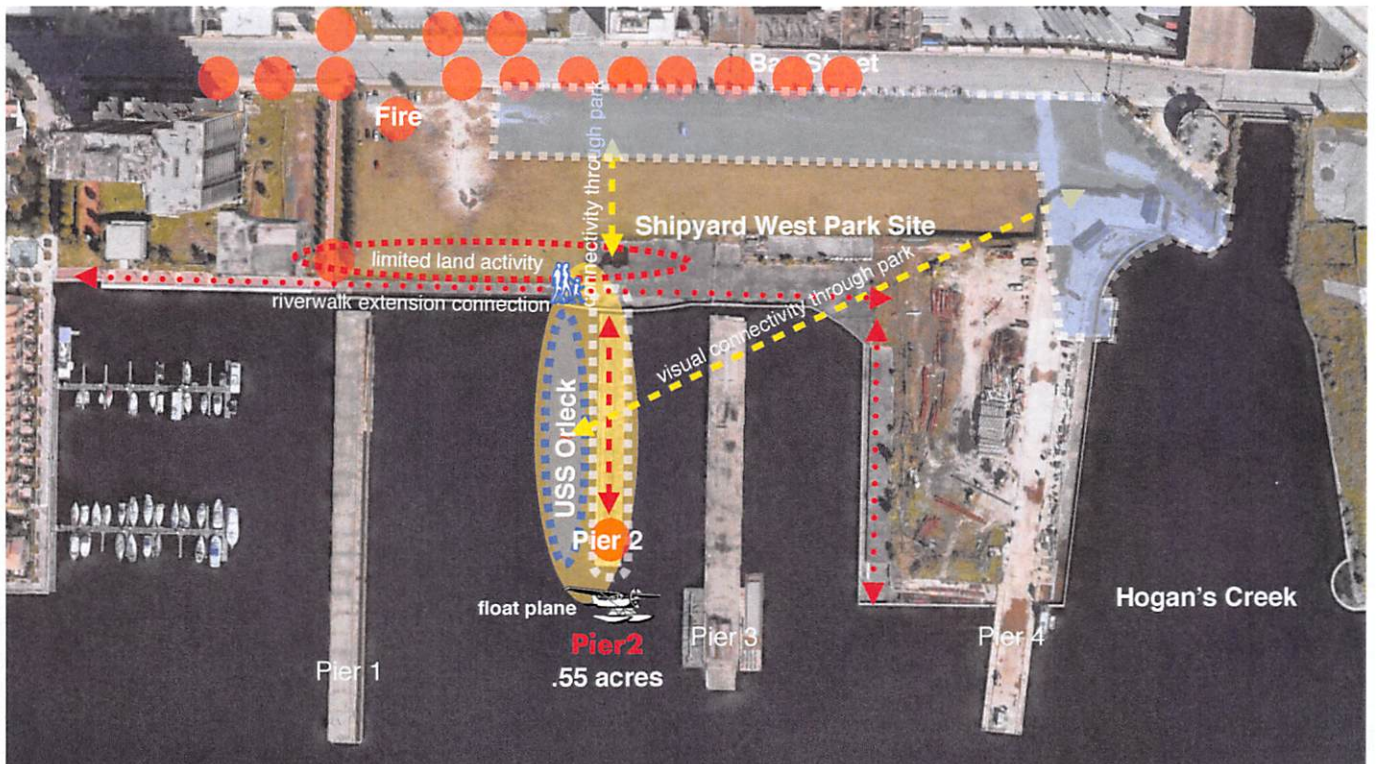
**As a professional, I analyzed Pier 2 and Pier 3.
Neither were found to be viable and beneficial
to the Park plan.**





DIVISION OF SCOPE: PIER 2 LOCATION

Possible USS Orleck location

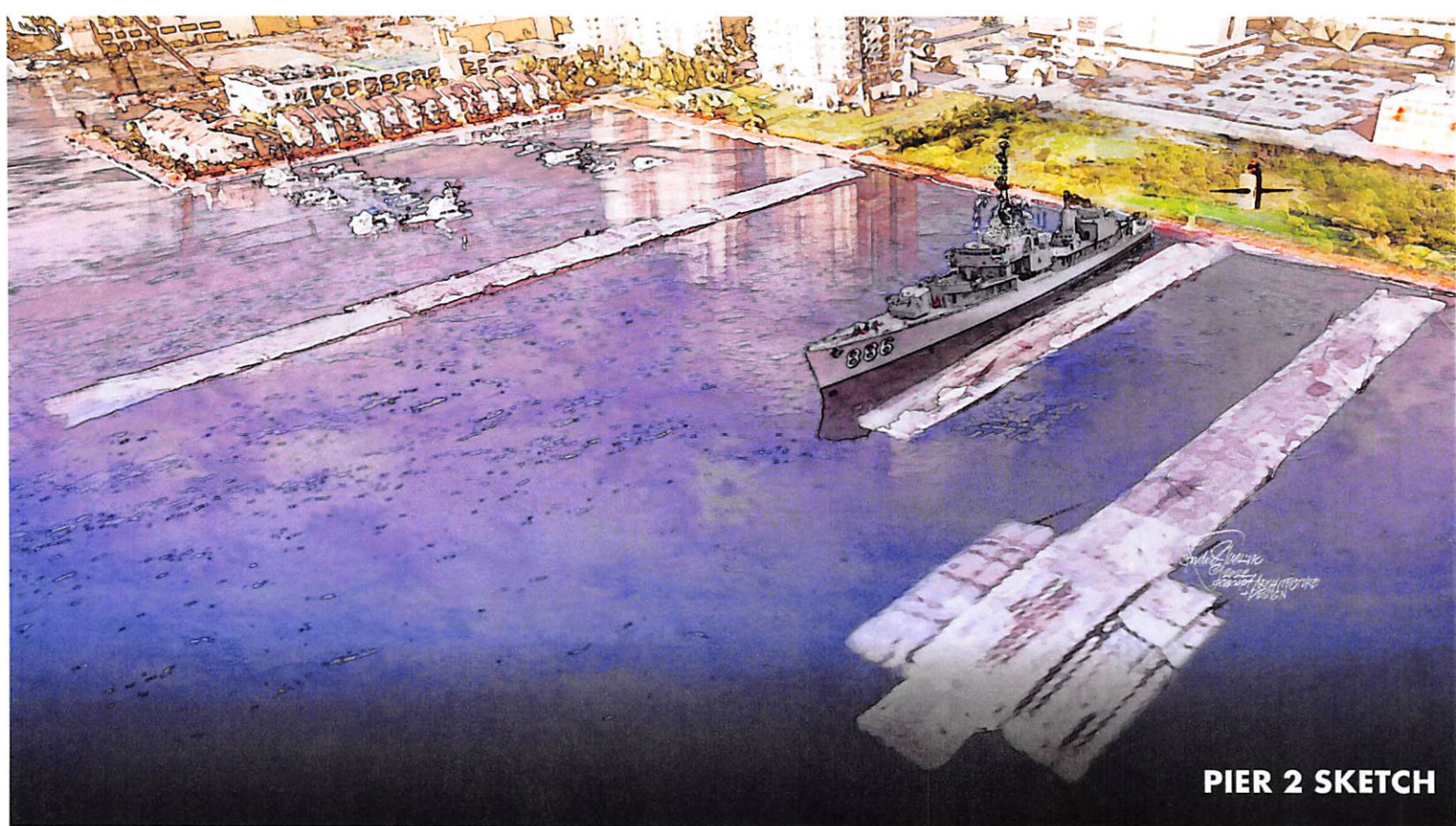
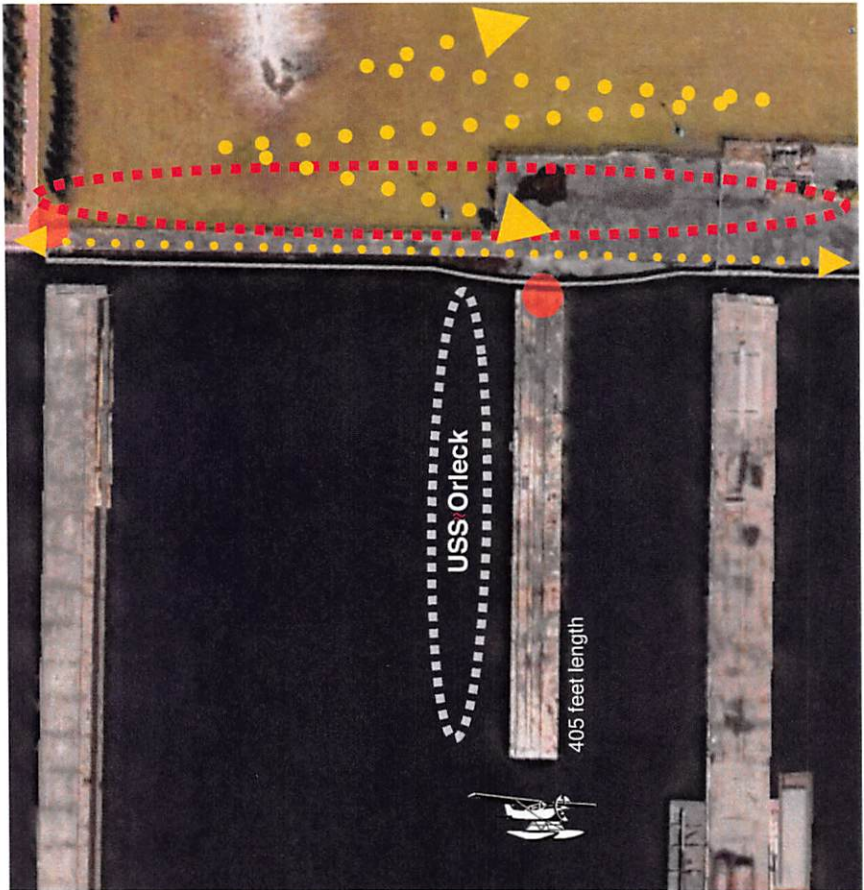


PIER 2 OPPORTUNITIES AND CONSTRAINTS: QUICK EVALUATION

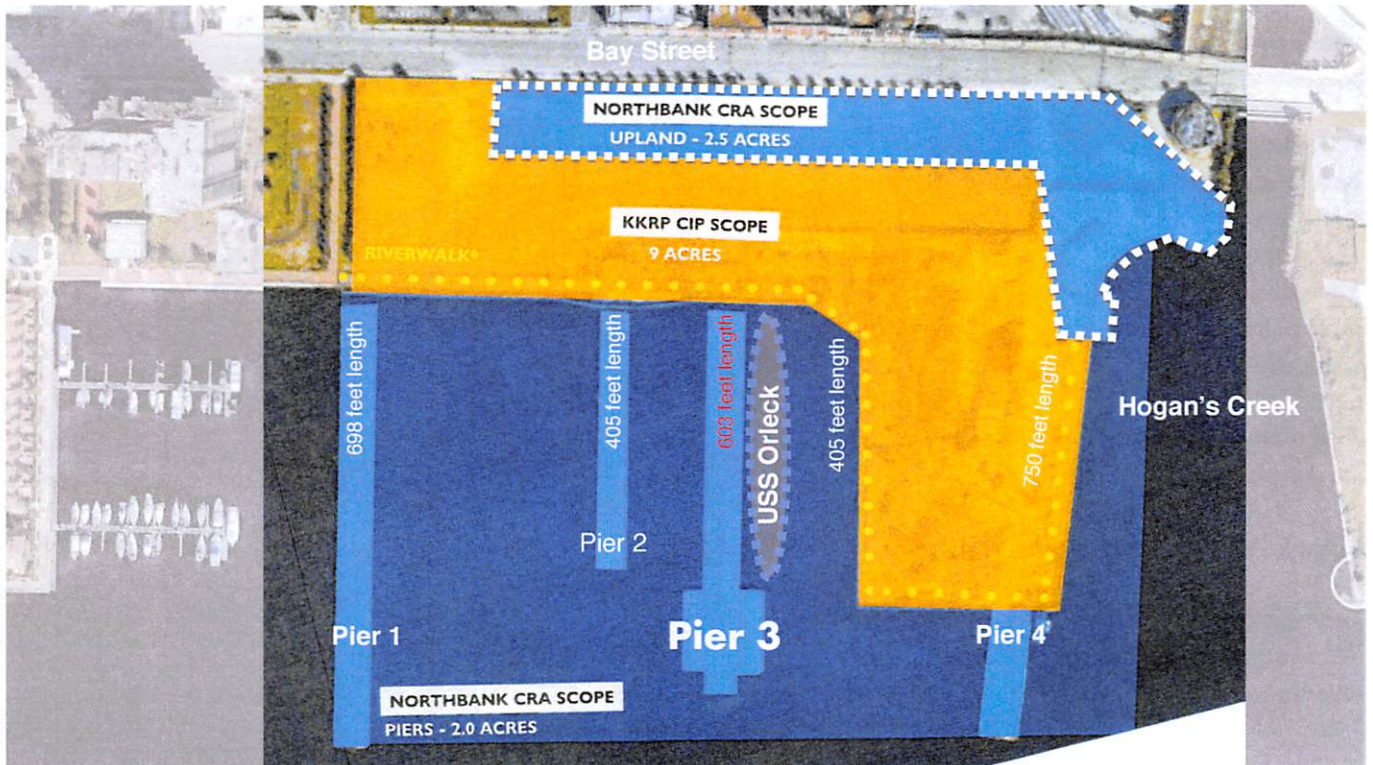
RED DOTS indicate parking+access challenge to pier 2. Land requirement for supportive activities not programmed by park site. Pier \$\$ cost upgrade high. The Pier is too short pier.

PIER 2 OPPORTUNITIES ISSUES AND CONSTRAINTS

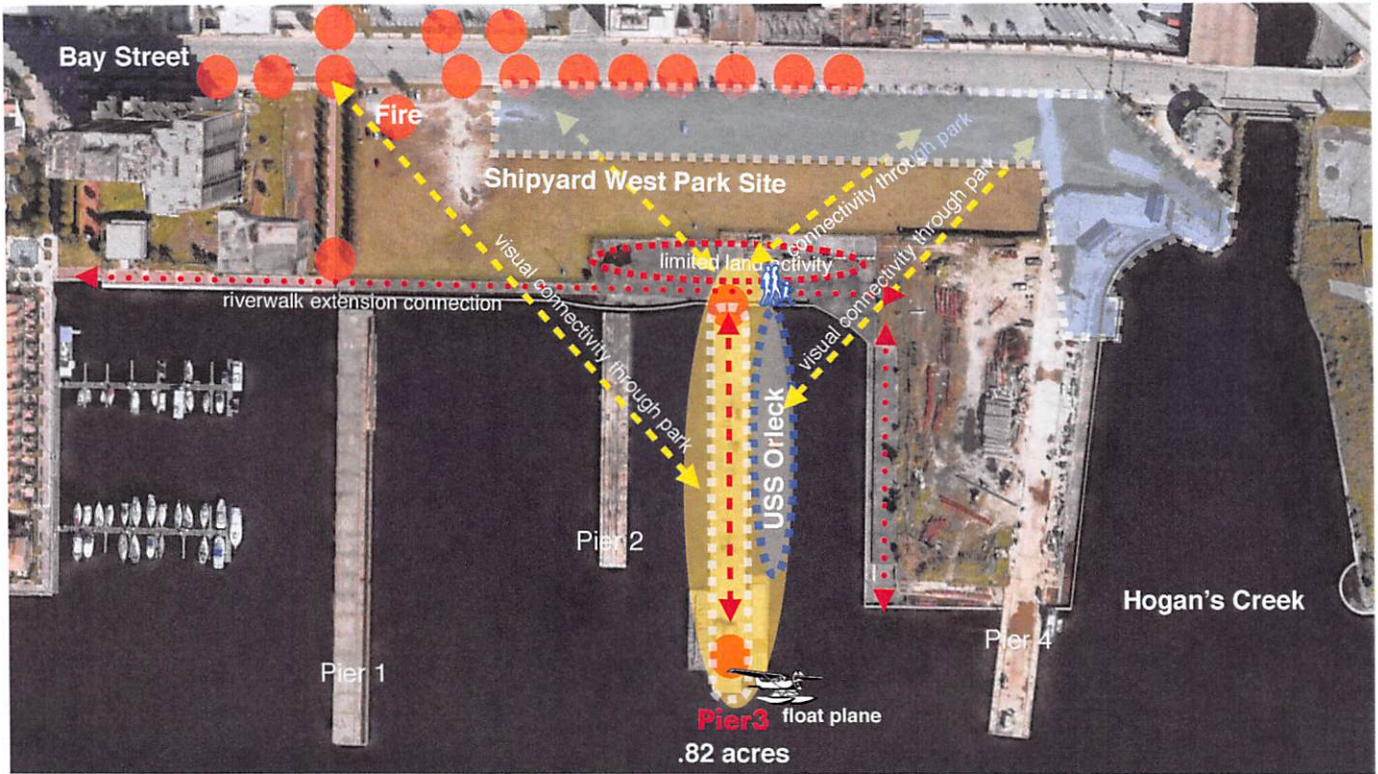
Pier too short for the full length Orleck of 390'6". Limited Pier activity



PIER 2 SKETCH



DIVISION OF SCOPE: PIER 3 LOCATION
Possible USS Orleck location



PIER 3 OPPORTUNITIES AND CONSTRAINTS: OUTSTANDING ISSUES

RED DOTS indicate parking+access challenge to pier 3 from Bay street. Land requirement for supportive activities not programmed by park site. The WHITE profile suggests good size pier for the ORLECK and support shade structures.

PIER 3 OPPORTUNITIES ISSUES AND CONSTRAINTS

Parking + direct pedestrian access challenge during other ongoing city activities.

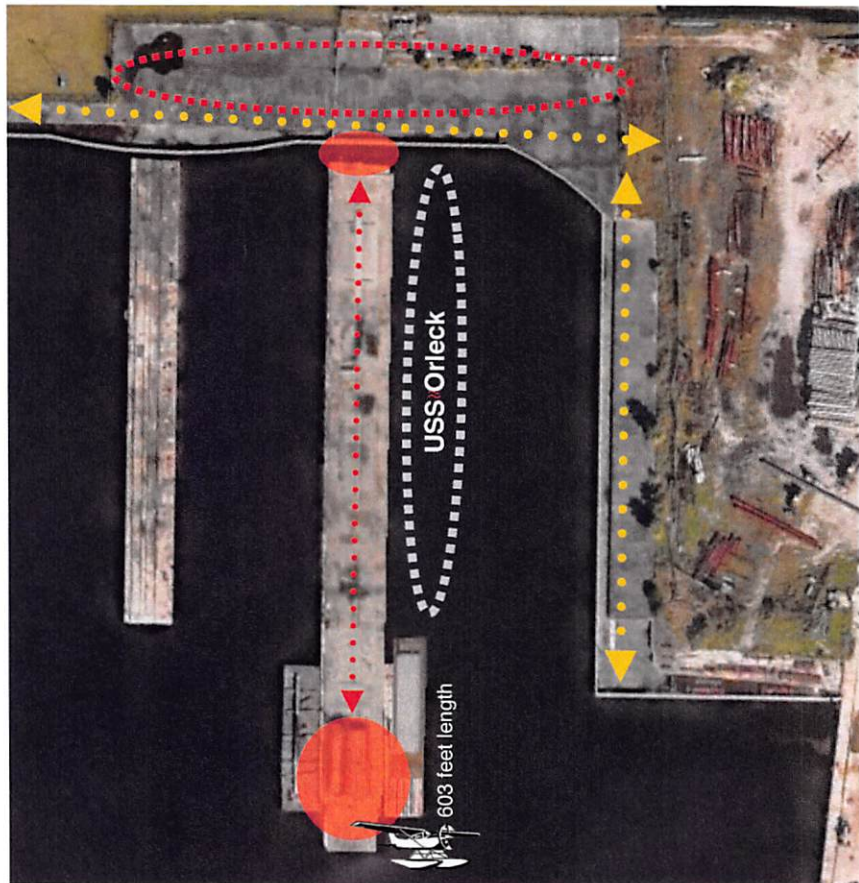
The adjacent land requirement for supportive activities not programmed by park site.

Pier size good full length Orleck of 390'6".
Some possible Pier activity.

Upgrade Pier access repair cost.

Indirect access through park to Naval Museum may pose difficult during park events.

Active End Pier focal point a possibility.





NEW TOPIC

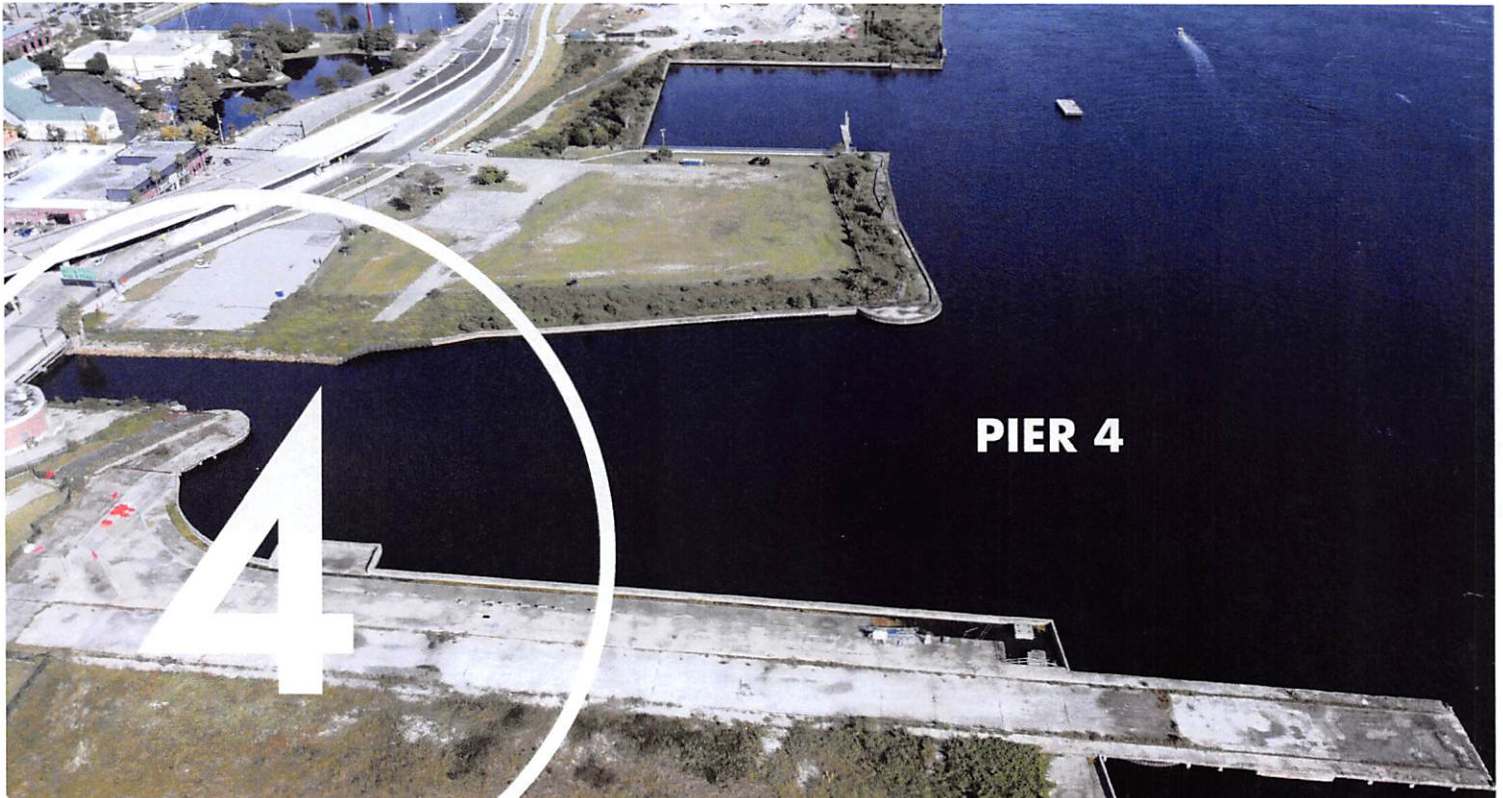
“What if” there was a Veterans Museum?

How would it best reinforce the park for maximum public use?

**To meet the vision of the initial donors,
there must be adequate proximity to ORLECK.**

This requires a dialogue about Pier 4.

This is a \$2 million plus topic.



**BY THE WAY
IN 2013 THE "NORTH SOUTH BULKHEAD" (AKA PIER 4)
WAS THE DESTINATION OF CHOICE
FOR THE MUSEUM SHIP**

ORDINANCE 2013-408: LOCATION HISTORY



1 Introduced by Council President Bishop & Co-sponsored by Council
2 Members Gulliford, Crescimbeni, Redman, Daniels, Joost, Carter,
3 Love & Holt: **ORDINANCE 2013-408-E**

4 AN ORDINANCE PROVIDING THE CITY OF
5 JACKSONVILLE'S FORMAL SUPPORT FOR AND HELP TO
6 THE EFFORTS OF THE JACKSONVILLE HISTORIC NAVAL
7 SHIP ASSOCIATION ("JHNSA") TO COORDINATE
8 LOCAL, STATE AND FEDERAL AUTHORITIES TO BRING
9 THE RETIRED NAVAL VESSEL USS CHARLES F. ADAMS
10 (DDG-2) TO DOWNTOWN JACKSONVILLE AS A FLOATING

WHEREAS, the JHNSA has now approached the City of Jacksonville with plans to moor the retired naval vessel USS Charles F. Adams (DDG-2) at the former Jacksonville Shipyard's north/south bulkhead on the north bank of the St. John's River; and



20 vessel USS Charles F. Adams (DDG-2) to Jacksonville as a downtown
21 floating museum; and

22 **WHEREAS**, the JHNSA has now approached the City of Jacksonville
23 with plans to moor the retired naval vessel USS Charles F. Adams
24 (DDG-2) at the former Jacksonville Shipyard's north/south bulkhead
25 on the north bank of the St. John's River; and

26 **WHEREAS**, JHNSA plans, with necessary approvals and agreements
27 with the City of Jacksonville and the State of Florida, and
28 consistent with requirements of the Department of the Navy, to
29 construct and maintain a mooring facility for, and maintain the
30 retired naval vessel USS Charles F. Adams (DDG-2) as a floating

**Following careful analysis and considerations,
it is my professional opinion
that Pier 4 should be considered as the long term solution
for the Veterans Museum.**

**We have taken and will continue take into account the best Architecture,
Urbanism, Landscaping and Branding practices to attract tourists.**

MILITARY MUSEUMS

All Military Museums in all major United States cities attract visitors and tourist.



Pensacola Naval Aviation

700,000 per year



Charleston Patriots Point

300,000 per year



San Diego Maritime

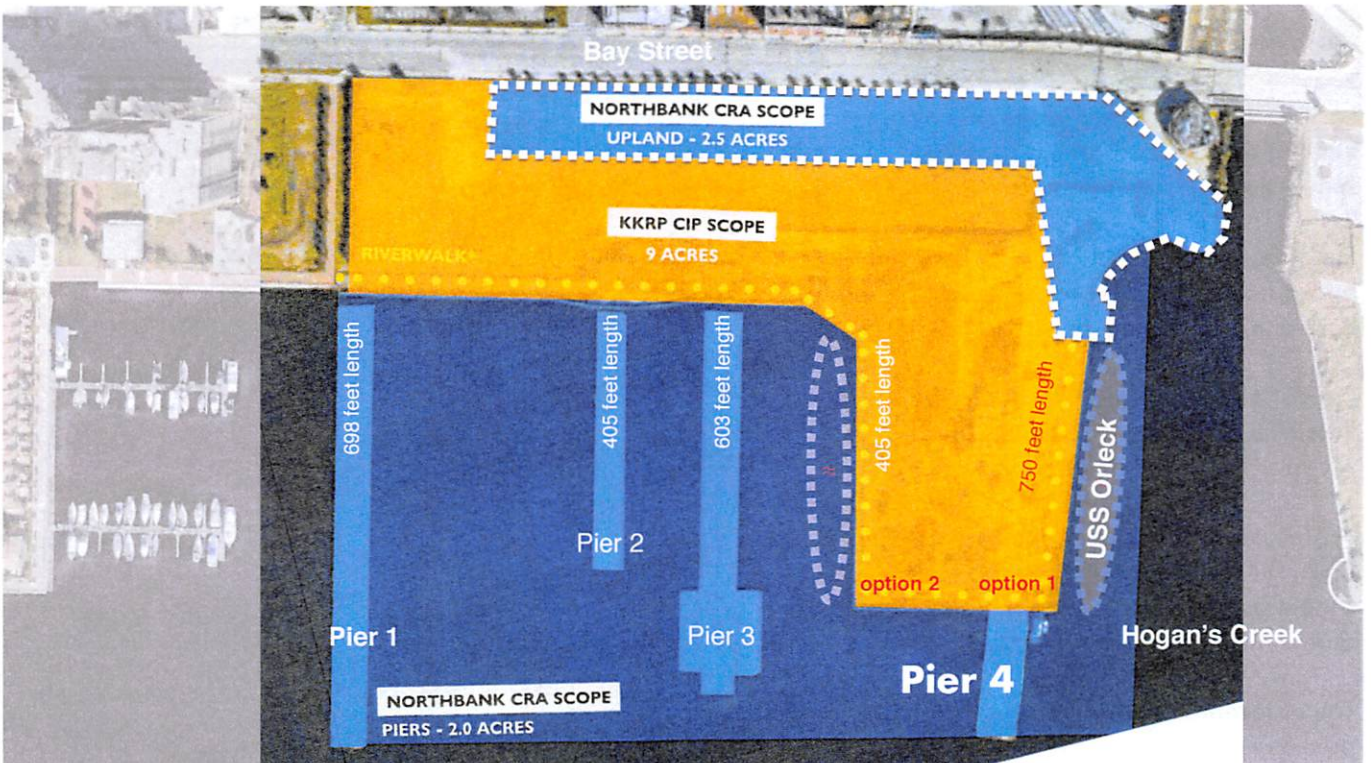
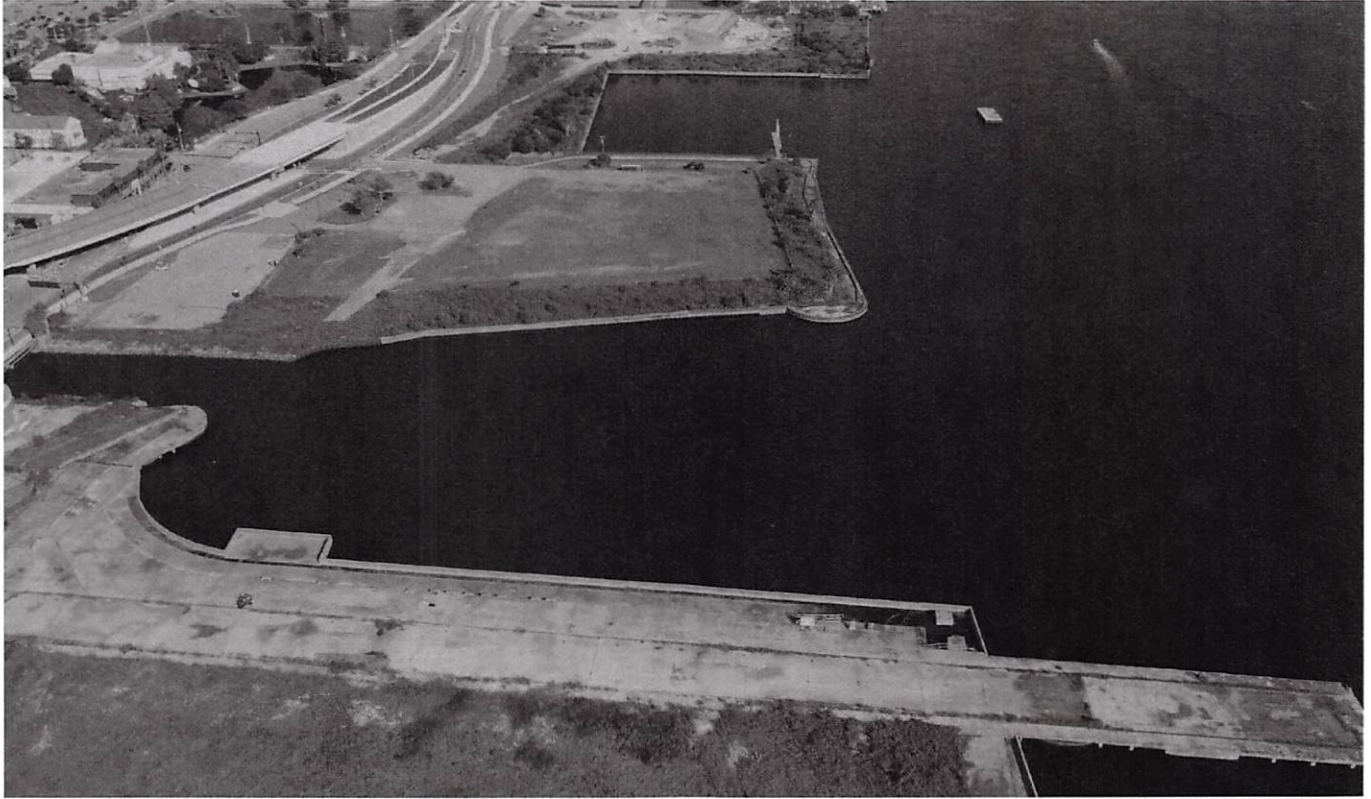
120,000 per year



Pooler 8th Airfare Museum

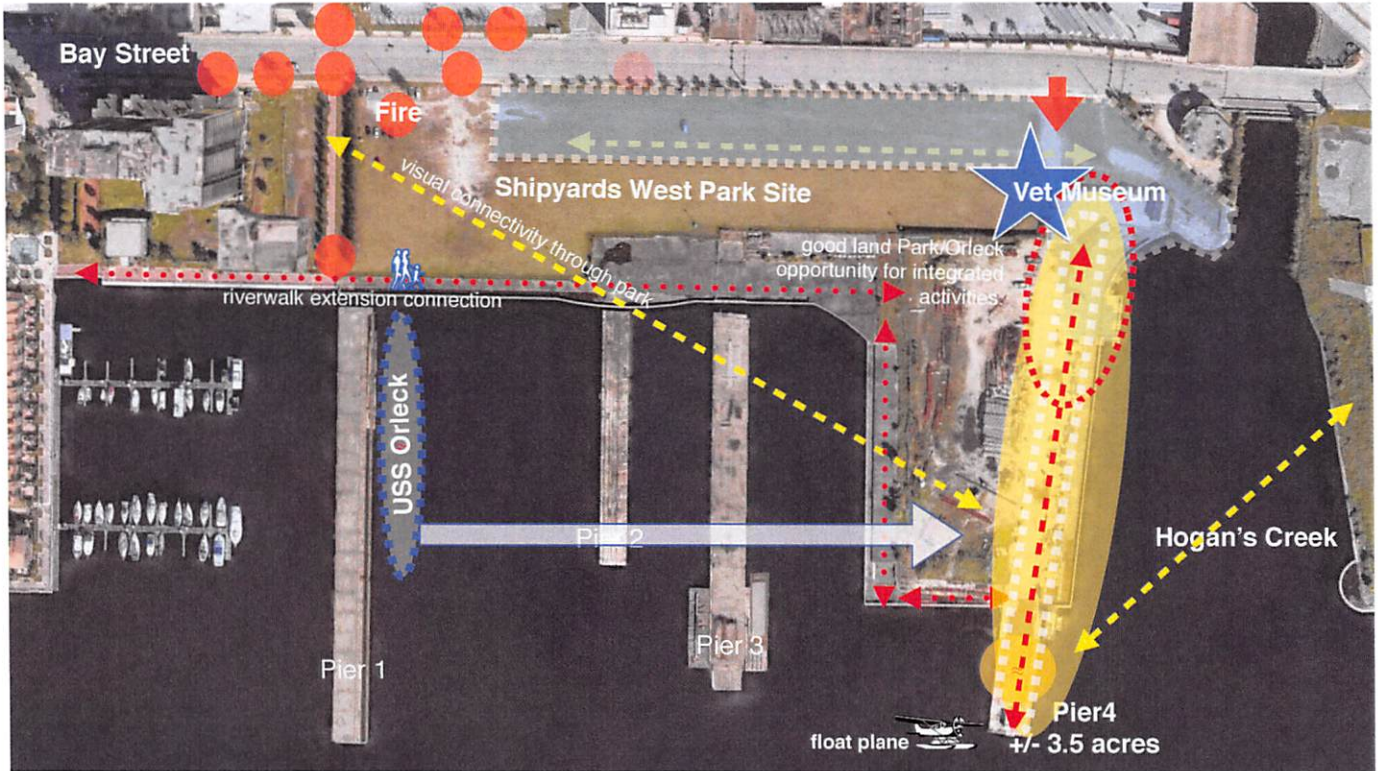
60,000 per year

THEREFORE ON TO PIER 4



DIVISION OF SCOPE: PIER 4 LOCATION

Proposed USS Orleck location on East or West side of the North South Bulkhead (aka Pier 4)



PIER 4 OPPORTUNITIES AND CONSTRAINTS

RED DOTS indicate parking+access challenge to pier 4 from Bay street. Land requirement for supportive activities not yet programmed by park site. The land mass bulkhead is a perfect size for ORLECK and public amenities. The NorthBank CRA is an ideal Veterans Museum!!!

PIER 4 OPPORTUNITIES AND CONSTRAINTS

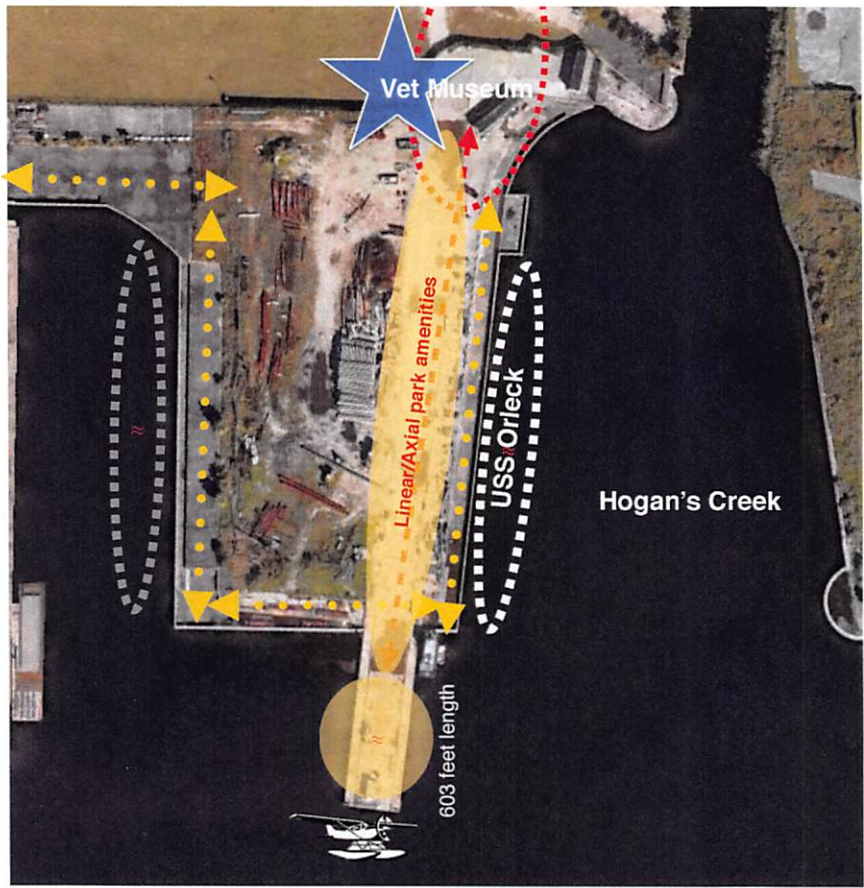
Parking + direct pedestrian access from existing city owned parking facilities supporting nearby sports activities: POSITIVE.

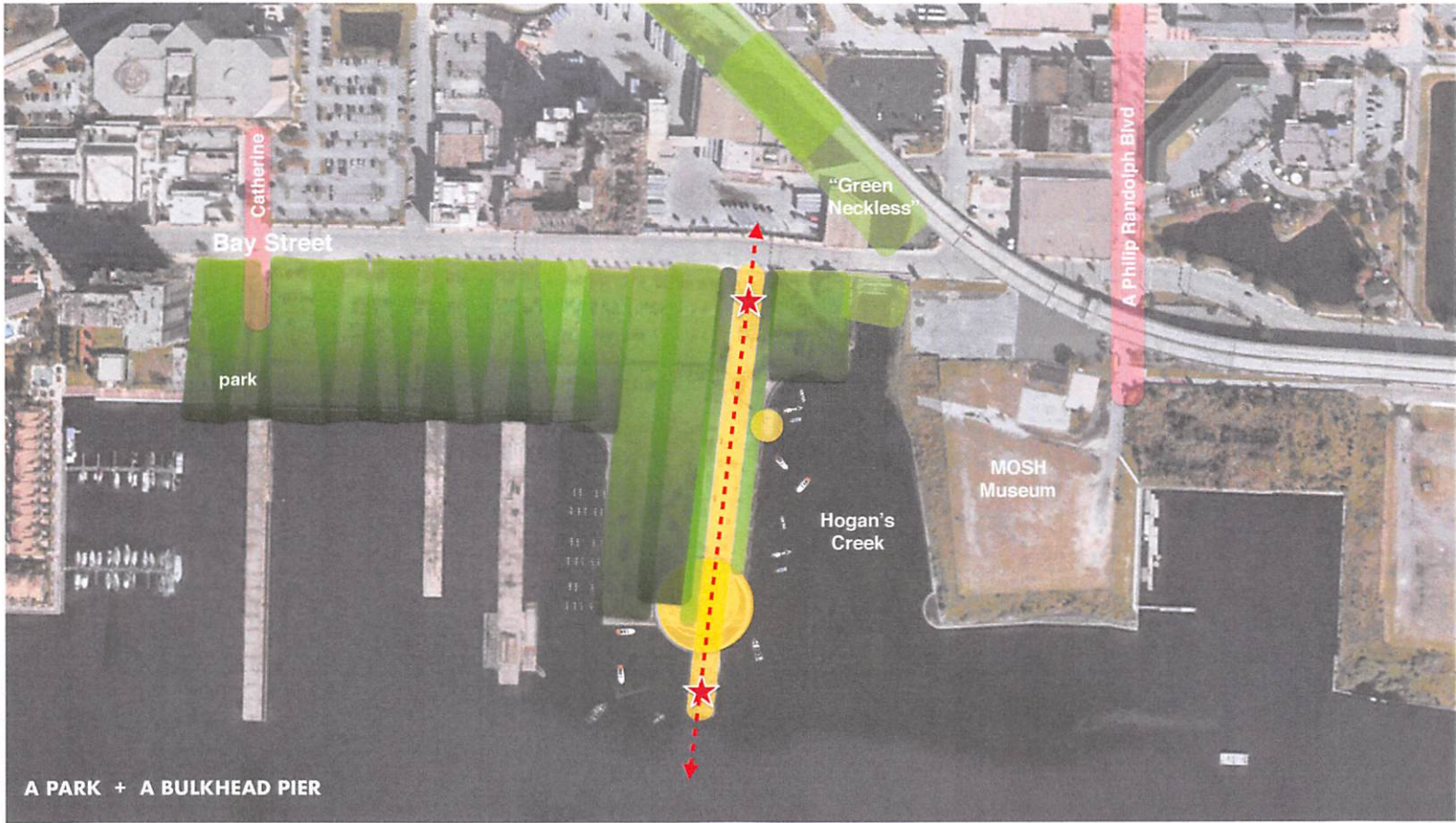
Pier 4 is significantly more favorable for public access during other ongoing City and Park and all sporting activities: POSITIVE.

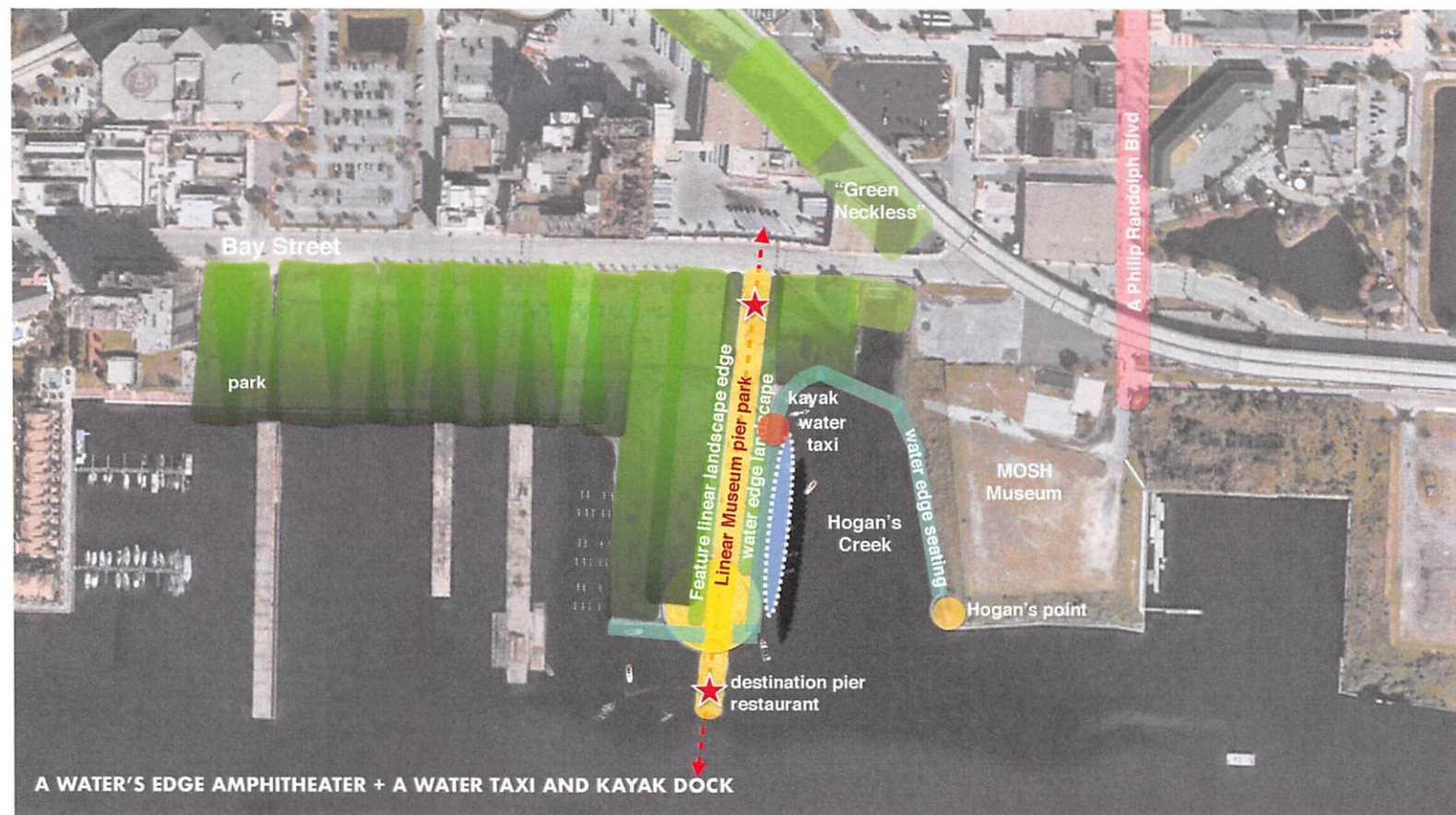
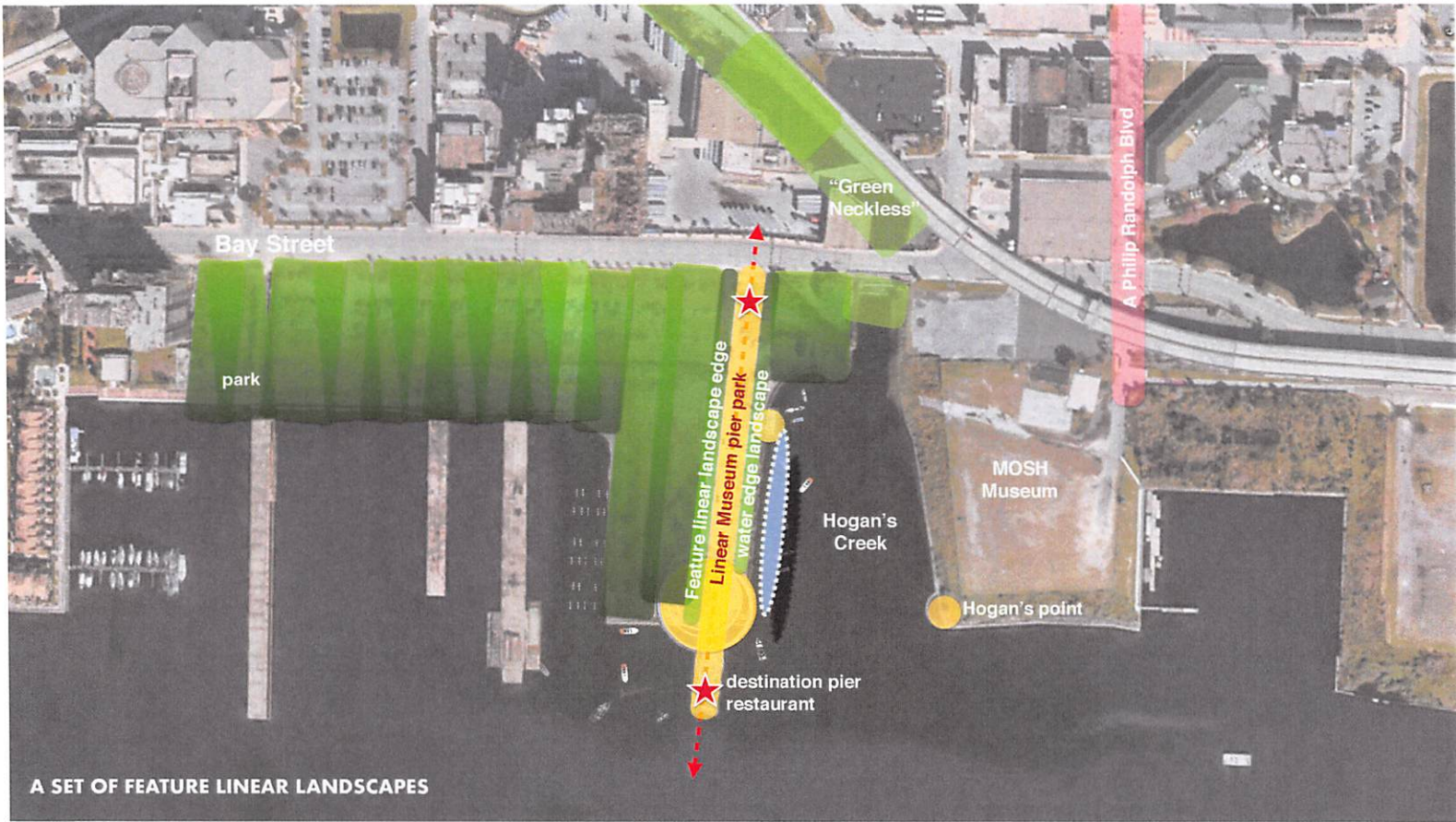
Active "End Pier" focal point: POSITIVE. Possibilities such as Float Plane (to Zoo, Mayport etc.) and destination restaurant.

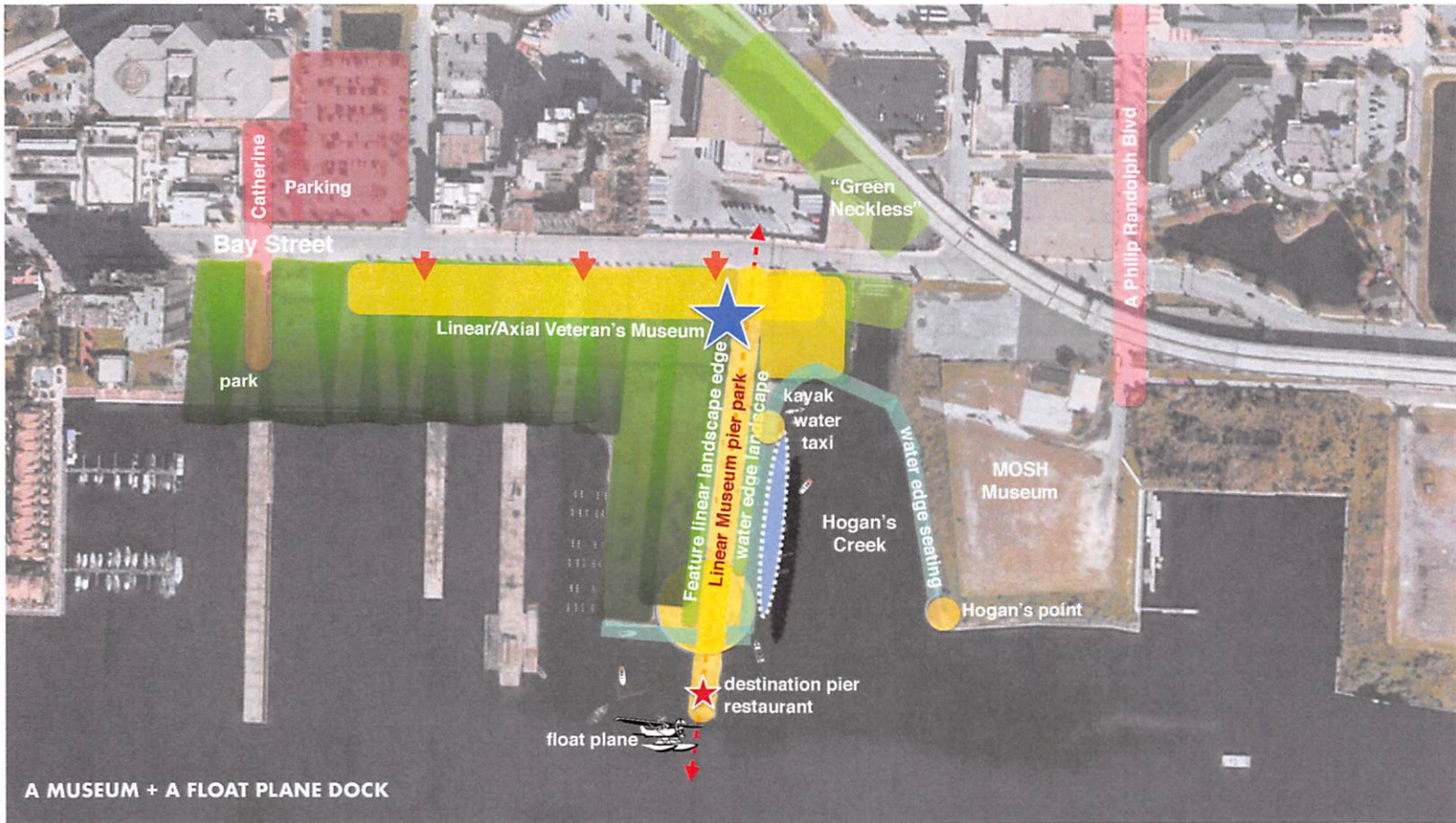
To maximize enhanced public use of the new park, the Veterans Museum and the Orleck should become an "anchor tenant" to any and all new park plans.

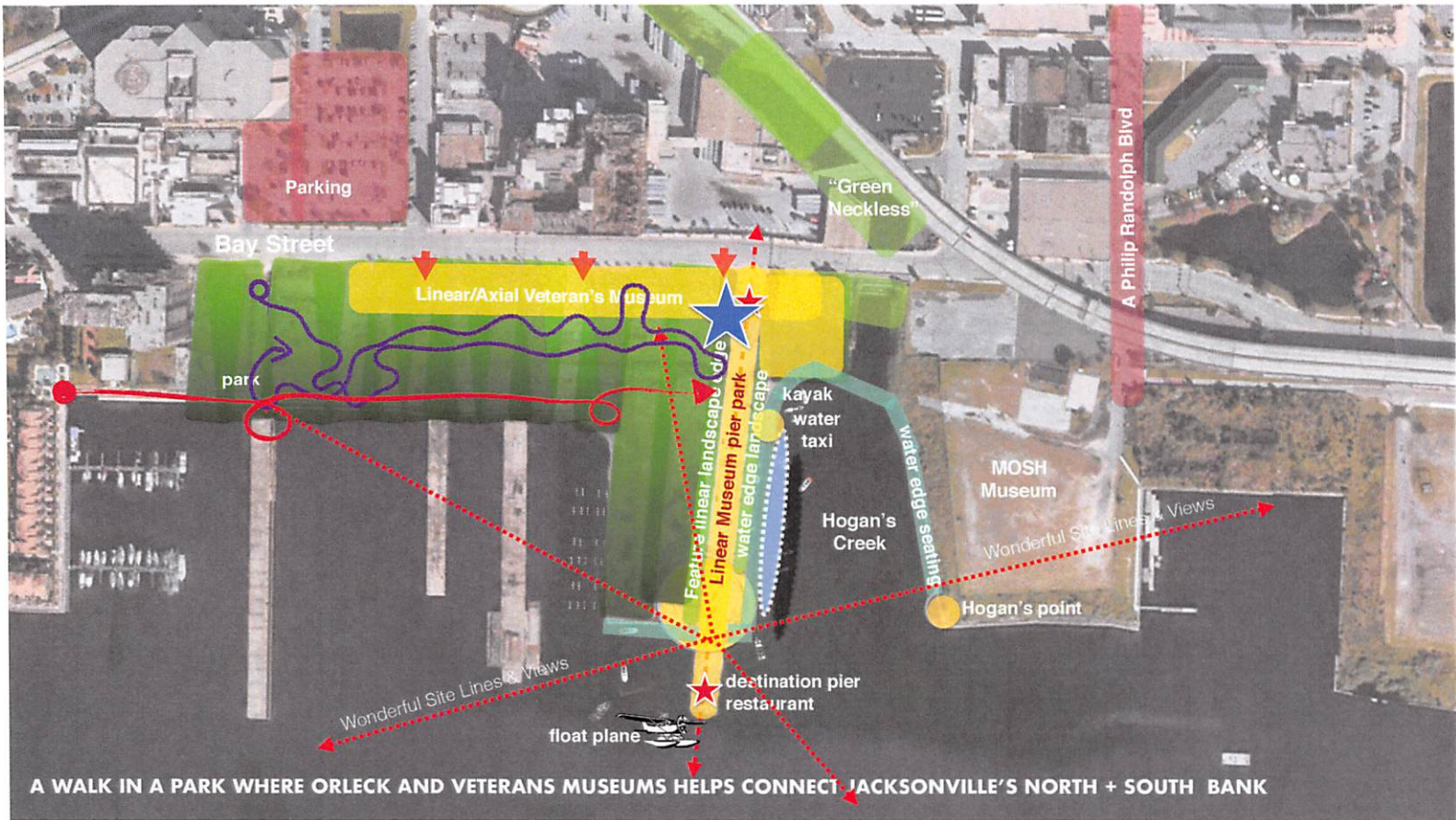
The adjacent land requirement for Orleck public amenities parallel to ship seems attainable. Pier size good for full 390' length of ORLECK: POSITIVE

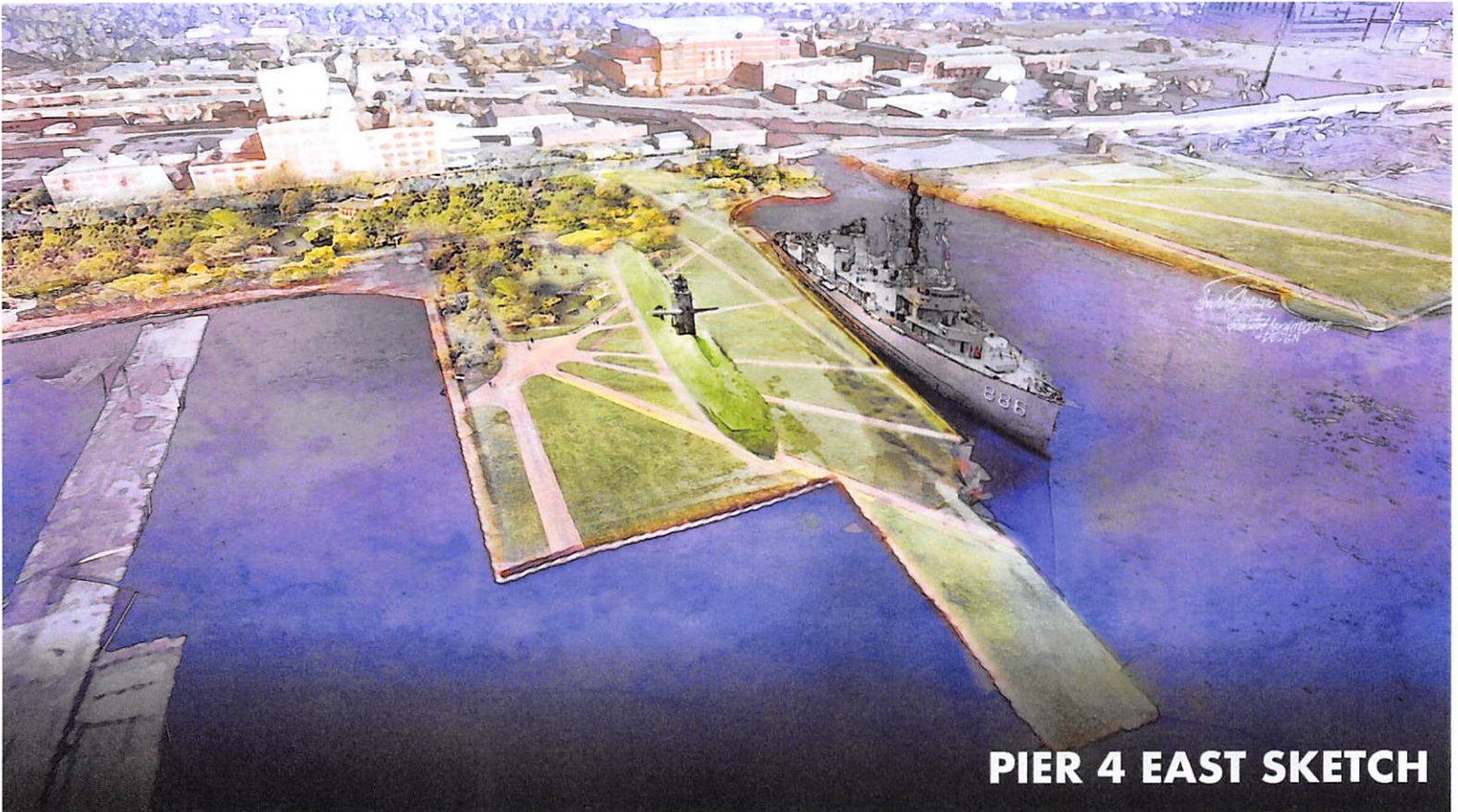
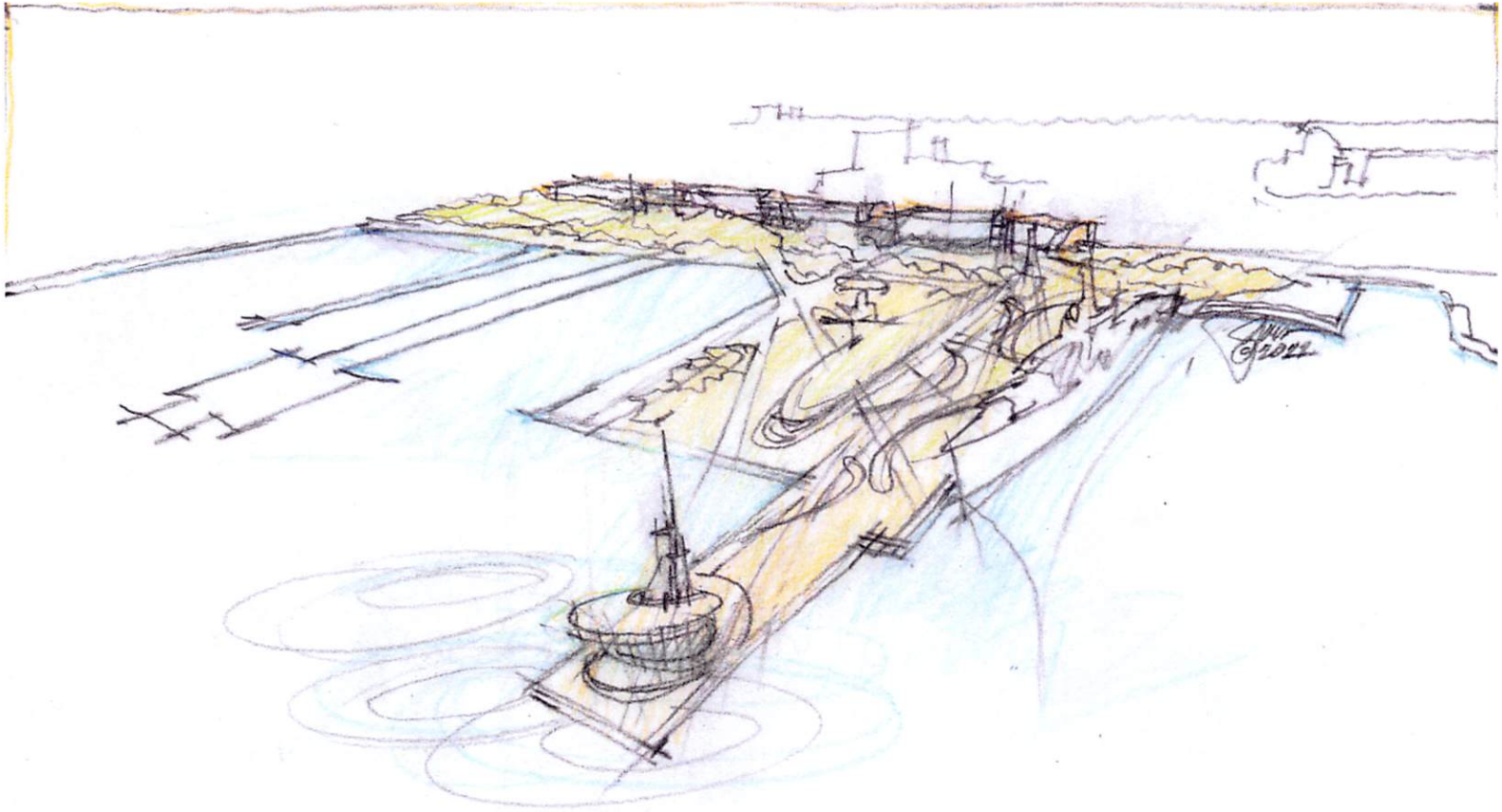




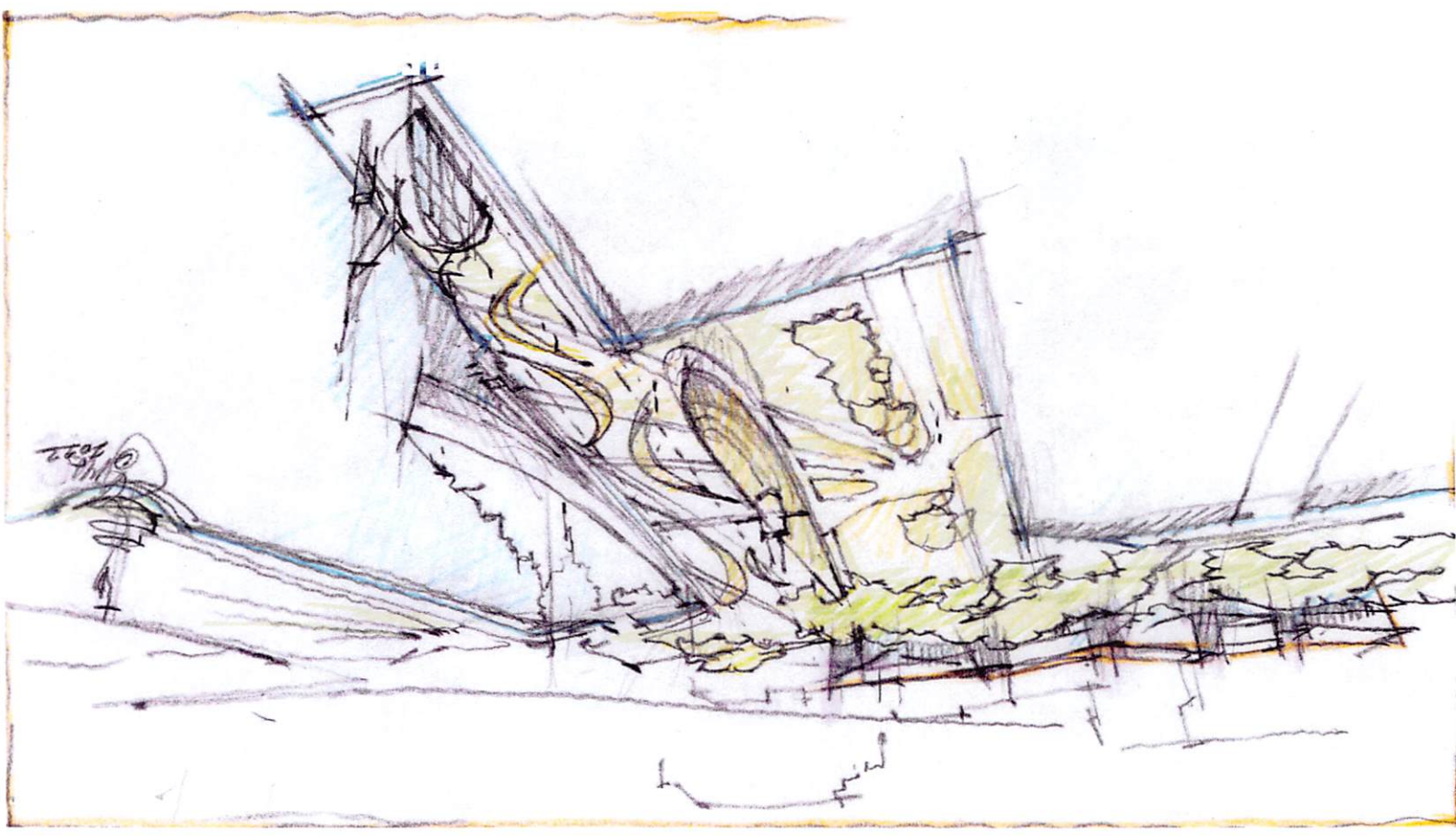
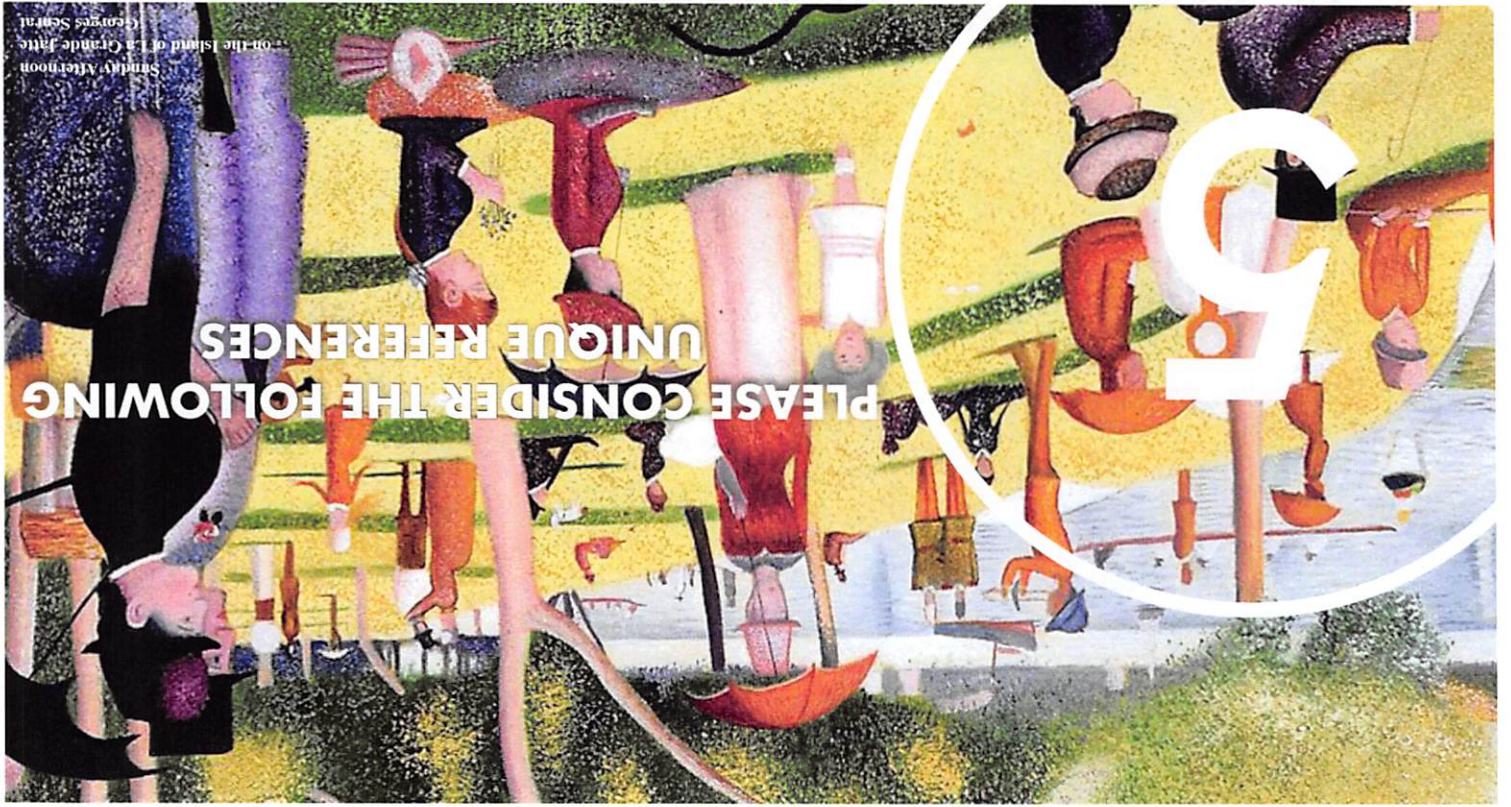




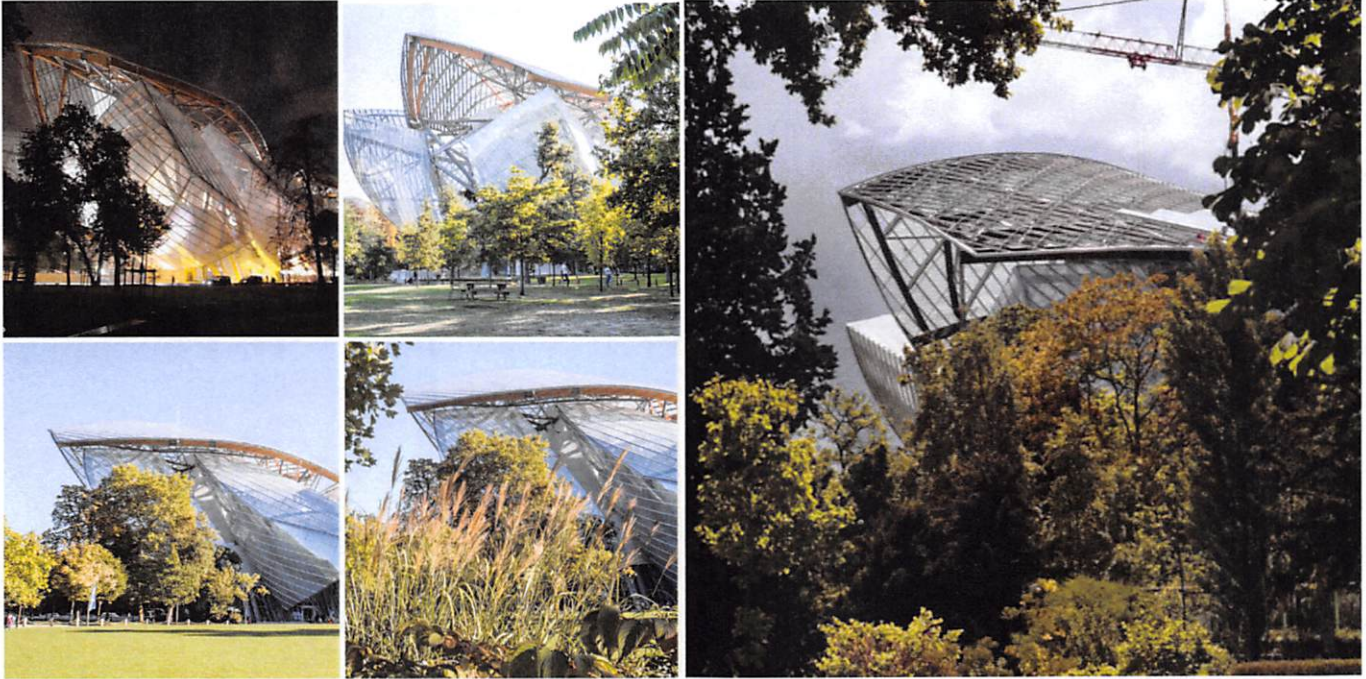




PIER 4 EAST SKETCH



A MUSEUM DESIGNED TO BE DISCOVERED THROUGH A WALK IN PARK IN PARIS



A RIVERFRONT TO BE DISCOVERED THROUGH A WALK IN A PARK: JACKSONVILLE'S OPPORTUNITY TO BE BETTER THEN TAMPA.



**THE MUSEUMS ARE PARTNERS, NOT COMPETITORS.
IF YOU VISIT THE VETERANS MUSEUM, YOU SHOULD LEARN
ABOUT OUR OTHER REGIONAL MUSEUMS,
EVEN SHARE TICKETING.**

**THE VETERANS MUSEUM DONORS ARE TALKING TO
OTHER JACKSONVILLE MUSEUMS ABOUT CREATING THE
"MUSEUM OF MUSEUMS."**

CONNECTIVITY TO OTHER COOL CULTURAL + REGIONAL MUSEUMS THROUGH STREAMING, DIGITAL SCREENS AND KIOSK LINKS

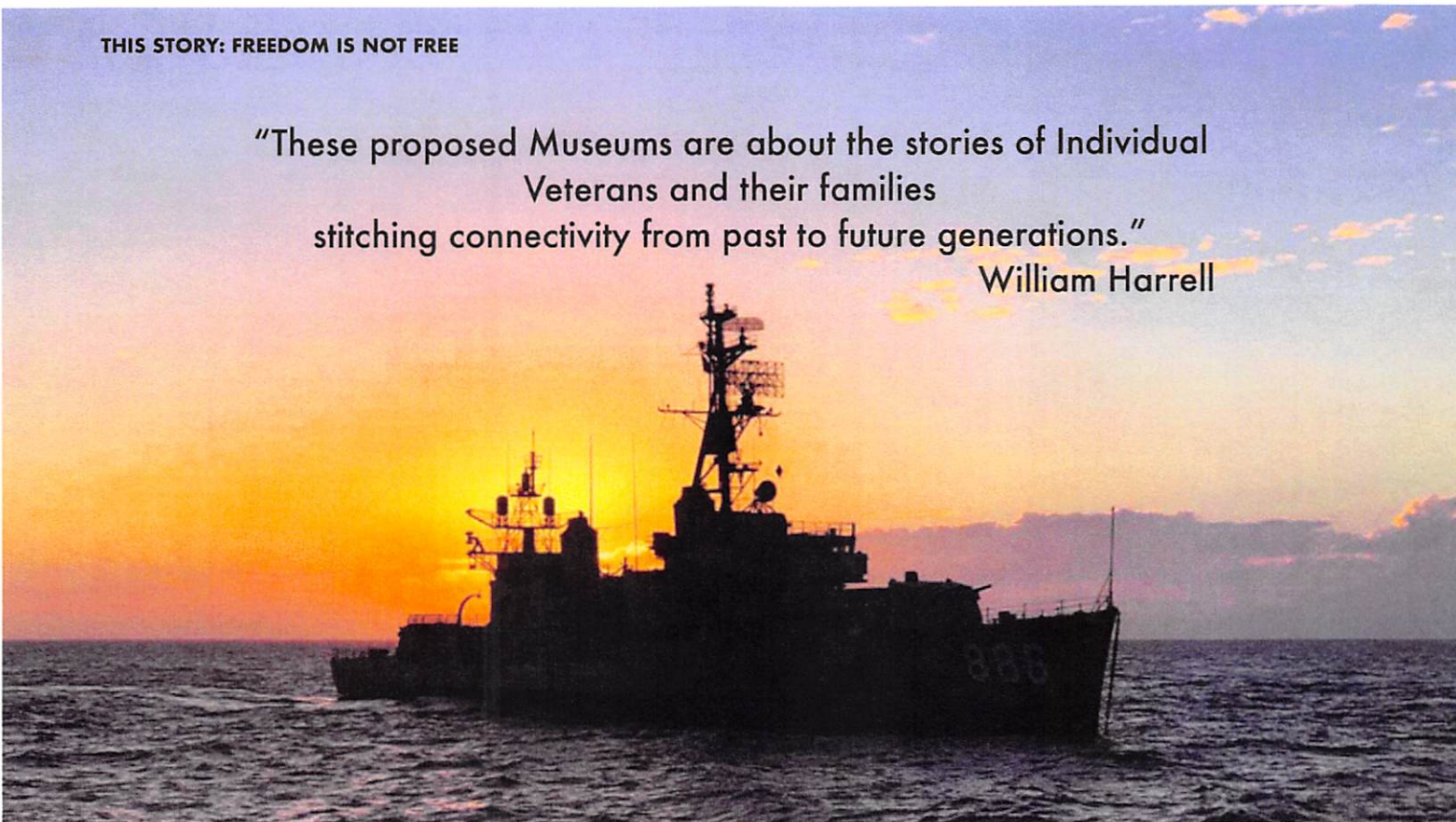


SHARED ADMISSIONS WITH WATER TAXI AND OTHER JACKSONVILLE RIVER FRONT TOURIST ATTRACTIONS also possible...

THIS STORY: FREEDOM IS NOT FREE

“These proposed Museums are about the stories of Individual Veterans and their families stitching connectivity from past to future generations.”

William Harrell



**...LET US CONSIDER A WALK IN A PARK
TO VISIT THE "ANCHOR" TENANT...
the USS ORLECK/VETERANS MUSEUM
and
Museum of Museums
a Jacksonville Vision**

