

## Many CEOs took pay cuts in 2015

Top 5 highest paid CEOs of Jacksonville companies for 2015



See full chart on Page A-2

	Gary Norcross Fidelity National Information	Michael Ward CSX	Raymond Quirk Fidelity National Financial	Paul Boynton Rayonier AM	Martin Stein Regency Centers
Salary	\$1,000,000	\$1,200,000	\$780,000	\$913,500	\$790,000
Bonus/incentives	\$1,062,919	\$864,000	\$2,298,016	\$1,450,000	\$1,544,250
Total compensation	\$12,950,336	\$9,209,561	\$7,099,777	\$5,773,298	\$5,296,067
Change from 2014	-3%	-9%	-22%	-34%	+9%

By Mark Basch  
Contributing Writer

At a time when the disparity between the haves and the have-nots is a hot political topic, you may be interested to see that Jacksonville's top executives made less money last year.

A look at the total compensation packages for chief executive officers at Jacksonville-based public companies shows that, of the 20 who have been in place for more than one year, 12 actually earned less in 2015 than they did in 2014.

The three highest-paid CEOs were, not surprisingly, the chief

executives of Jacksonville's three Fortune 500 companies. However, they all earned less in 2015.

Gary Norcross of Fidelity National Information Services Inc. received a total package worth \$12.95 million, but that was 3 percent lower than 2014.

Michael Ward of CSX Corp. earned \$9.2 million last year, 9 percent lower than 2014, and Raymond Quirk of Fidelity National Financial Inc. earned \$7.1 million, down 22 percent.

That trend is somewhat different than the national results found by consulting firm Willis Towers

Wentworth. **CEO PAY CONTINUED ON PAGE A-2**

## Zoning panel approves The Roost

Riverside restaurant headed to full council

By David Chapman  
Staff Writer

The Roost is still cooking. After 14 hours of debate, examinations, cross-examinations and other practices found in a courtroom, the City Council Land Use and Zoning Committee by a 5-2 vote Monday approved a zoning change for the planned Riverside restaurant.

Developers Tim Stein and J.C. Demetree plan to convert the former Deluxe Laundry and Dry Cleaners and De Luxe Launderette sites on Oak Street into a 150-seat diner and coffee bar that sells alcohol.

Doing so requires the zoning change in the historic residential area, which has been opposed by some residents.

Some have been willing to back a scaled-down restaurant that seats 60, but the developers are set on 150 — the amount needed to have a liquor license for the restaurant.

While those negotiations went nowhere, there was some compromise Monday.

The Roost sought outdoor service for its dinner crowds but agreed to limit outdoor hours to 5 p.m. The change would help potential noise concerns for neighbors.

While the majority of committee members ended up supporting the zoning change, its district representative did not.

Jim Love said given the residential character of the street and the overlay, he couldn't support the plan. He said he wants the developers to succeed as entrepreneurs, just in a different spot.

"This location is not the right place," he said. "The overlay rule is a rule to be followed ... not run roughshod over."

He compared it to past zoning disputes, although those situations had a compromise in the end that didn't require a special hearing like the one that has taken place in the past week.

The other opposing vote came from Lori Boyer, who continuously questioned staff on the Planned Unit Development process in relation to how it can be applied to existing overlays.

**THE ROOST CONTINUED ON PAGE A-4**



The Duval Street side of City Hall was blocked off over the weekend and will remain closed, possibly until January, while the sidewalk and entrance to the building are being renovated.

## Visiting City Hall? Walk around corner

\$549,000 renovation shifts entrance to Laura Street

By Max Marbut  
Staff Writer

If you visit City Hall in the next several months, don't plan on using the main entrance along Duval Street.

That side of the building from Hogan Street to Laura Street was blocked over the weekend with a construction fence, part of a \$549,000 renovation of the sidewalk and steps on the side of the building facing Hemming Park.

The project is scheduled to be complete in January.

Upgrades will include a new sidewalk, entrance landing, steps, ramps, railings and planters.

Another access ramp will be added to the entrance to ensure

compliance with the Americans with Disabilities Act.

The major facade change will be precast pedestal installed at the corners of the overhang above the Duval Street entrance to the structure, originally a department store before the city acquired the building in 1993 and transformed it into City Hall.

It was listed in 1976 on the National Register of Historic Places.

The first step in the project, completed last week, was to add doors to the Laura Street entrance to allow for building safety while the Duval Street entrance is closed, said Keith Timmons, vice president of KBT Contracting

**CITY HALL CONTINUED ON PAGE A-3**



The main entrance to City Hall is along Laura Street while construction is underway along the Duval Street side of the building.

# Progress slow in Uber, Lyft debate

## Could ballot initiative to change city charter be an option?

By David Chapman  
Staff Writer

As Jacksonville has remained parked about how to regulate ridesharing companies like Uber and Lyft, other cities recently have moved ahead with varying results.

Over the weekend, Austin, Texas, voters upheld stricter regulations its City Council passed in December.

According to The Austin Statesman, the ridesharing companies spent close to \$9 million on a campaign to pull back rules that included fingerprinting drivers.

Austin voters kept those rules with 56 percent of the vote. As of Monday, the companies suspended service within city limits.

Miami-Dade's City Council went a different direction this month.

It passed a measure that "dismantles" regulation of the ride-sharing and taxi industries, according to The Miami Herald.

The paper reports some of those requirements included drivers undergoing county-run customer service training for etiquette and learning about popular tourist attractions.

Locally, hopes the Legislature would take care of the issue died



Crescimbeni

when state lawmakers couldn't come to an agreement the past two sessions.

All the while, the companies have continued to operate business as usual despite not following the laws on the books.

A council Vehicles for Hire Special Committee for months has regularly met, but members disagree on how to properly regulate — or deregulate — companies that make profits transporting people.

"I was hoping this would get done a lot quicker," said council member Matt Schellenberg, the

committee's chair.

Given the results in Austin, though, committee member John Crescimbeni said he was "intrigued" about the idea of having voters decide the issue.

It's been 16 years since Crescimbeni has worked on a ballot initiative to change the city's charter.

"I'm starting to get the itch," he said.

Such a charter change would lock in the regulatory mechanism for the companies, with Crescimbeni saying after the meeting he favored ideas like driver background checks and vehicle inspections being handled by the city.

He also favors those background checks requiring fingerprinting, a contentious issue cropping up in other cities across the U.S.

Schellenberg doesn't share the same opinion.

He thinks the industry has been consumer-driven and riders take responsibility on themselves to do what's best.

As for background checks and vehicle inspections, Schellenberg believes they're best handled through the companies when city requirements are established and audits can be performed.

On Monday, the committee



Schellenberg

bypassed the topic of background checks altogether.

Schellenberg said with the recent news in Austin, he wanted to save that debate for another meeting. But when it happens in a couple of weeks, he will recommend fingerprinting not be a part of any background check and calls it "overboard."

The group did make some progress on vehicle inspections. It asked city's fleet management to review 20 criteria for inspections to fine-tune what needs to be required. However, whether the city or companies should be

responsible for those inspections will be discussed another day.

The one issue the committee seems to have agreed upon is insurance parameters for ride-sharing companies.

Required levels depend on timing — when a driver is logged into the app but not connected to a rider, it is \$50,000 for bodily injury, \$100,000 per accident and \$25,000 for property damage.

Once that connection is made with riders, a \$1 million policy kicks in.

The other option is companies can maintain \$100,000/\$300,000/\$50,000 at all times, commercial insurance like taxi companies are required by the state.

Brad Braddock, Checker Cab & Shuttle general manager, pointed out the disparity between the taxi and ridesharing insurance requirements on such a tiered system, but commercial vehicles are regulated the state. Any changes will have to go through the state, said Schellenberg.

The committee plans to meet again in two weeks with the goal of moving forward on some of the issues.

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# Poll shows Clinton, Trump 'too close to call' in Florida

By Jim Saunders

The News Service of Florida

With voters sharply divided by gender, race and age, Democrat Hillary Clinton and Republican Donald Trump are virtually tied in Florida as the focus of this year's presidential race shifts from the primaries to the November general election, a new poll shows.

The Quinnipiac University poll, released Tuesday, showed Clinton at 43 percent in Florida and Trump at 42 percent.

While Clinton is widely expected to win the Democratic nomination, poll numbers are nearly identical when her primary opponent, Vermont Sen. Bernie Sanders, is matched up against Trump — 44 percent for Sanders, 42 percent for Trump.

The poll shows Clinton and Trump are unpopular with huge swaths of Florida voters. Each is viewed favorably by only 37 percent of voters and is seen unfavorably by 57 percent.

Also striking is the difference in how women and men view the candidates. Clinton, seeking to become the first woman president, leads by a margin of 48 percent to 35 percent among women, while Trump leads by a margin of 49 percent to 36 percent among

men.

Trump leads Clinton by a margin of 52 percent to 33 percent among white voters, while Clinton leads 63-20 among non-white voters.

White women are virtually split on the candidates, but Trump leads by a huge margin — 61 percent to 25 percent — among white men, the poll shows.

"Republicans' weakness among minority voters is well known," Peter Brown, assistant director of the Quinnipiac Poll, said in an analysis accompanying the results. "But the reason this race is so close overall is Clinton's historic weakness among white men. In Florida, she is getting just 25 percent from white men."

The Connecticut-based Quinnipiac frequently conducts polls in Florida and other swing states. It also released results Tuesday of polls in Ohio and Pennsylvania that showed Trump and Clinton in similarly tight races in those key states.

"Six months from Election Day, the presidential races between Hillary Clinton and Donald Trump in the three most crucial states, Florida, Ohio and Pennsylvania, are too close to call," Brown said.

The poll was released as Republican leaders in Florida

and across the nation debate whether to support Trump, a New York real-estate developer who has run against the party establishment and made controversial remarks about women and minorities.

But Trump blazed through the GOP primaries, including winning 66 of 67 counties in Florida — losing only in Miami-Dade County to Florida Sen. Marco Rubio, who lives in the county.

Along with gender and race, the poll shows huge divides in Florida based on age.

Clinton leads by a margin of 49 percent to 27 percent among voters ages 18 to 34 and leads 46 percent to 37 percent among voters ages 35 to 49.

But the numbers flip with older voters: Trump is up by a margin of 49 percent to 38 percent among voters ages 50 to 64 and leads by a margin of 50 percent to 37 percent among voters 65 and older.

In the end, however, the poll indicates the race in Florida could come down to independent voters. Clinton and Trump each receive support of 39 percent of those voters.

The poll, conducted from April 27 to Sunday, surveyed 1,051 registered voters in Florida and has a margin of error of 3 percentage points.

## The Roost

CONTINUED FROM FRONT PAGE

While she liked the concept of the restaurant, she said the people in that area voted for its historic nature and such an establishment would increase the intensity of the entire street.

Most of those in support sympathized with Love, but backed the restaurant for various reasons.

Danny Becton said the buildings had been vacant for more than a decade and would require a business that can "make some serious money" to be sustainable. Turning it down might mean another decade sitting empty.

"If it's not this, then what's it going to be?" he asked.

Aaron Bowman said despite the road having residences, it can't be classified as residential. And with the city's fight against blight in neighborhoods, this was an opportunity.

Like most court cases, the two sides walked away with opposite reactions after the vote.

"I think that Jim Love listened to the people ... I think Lori Boyer knows the law," said Jennifer Wolfe, a nearby resident and member of the Positive Riverside Optimized Urban Development group, known as PROUD.

Wolfe said the decision doesn't support the area's overlay or the city's comprehensive plan and that "the people were not heard"

in the matter.

Stein, the developer, said he was happy with the decision after the long debate and the group compromised on many issues.

Once the restaurant is done, he said the first objective would be to "work tirelessly to prove to the neighborhood we will be great neighbors."

While the committee vote is a step in that direction, it still has a few more before work can begin.

The final vote will be at the May 24 full council meeting. It was initially pegged for tonight, but the turnaround for members to review evidence would not have allowed enough time.

That decision likely won't be the final one, either.

For zoning issues like The Roost, the losing side is able to appeal to Circuit Court.

Wolfe said the arguments made during the special hearing make an "excellent case in court" and there would be an appeal should council follow the committee's direction.

Stein and Demetree declined comment as to whether they would appeal if council votes against them.

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FINANCIAL NEWS &

## Daily Record

Financial News & Daily Record (USPS 190-620), a division of Bailey Publishing & Communications Inc., is published daily except Saturday and Sunday at 10 North Newnan Street, Jacksonville, Florida 32202. Telephone (904) 356-2466.

Subscription rate: 2 years - \$154; 1 year - \$89; 6 months - \$55; Single copies - \$.35. Periodicals postage paid at Jacksonville, Florida.

POSTMASTER: Send address changes to Financial News & Daily Record, P.O. Box 1769, Jacksonville, Florida 32201. Under no circumstances will any news or records of Duval County be suppressed for anyone. Information in this newspaper is for our subscribers only and must not be used by anyone for publication purposes.



Financial News & Daily Record, established in 1912, is a division of Bailey Publishing & Communications Inc. In addition to this newspaper, the company publishes the REALTY/BUILDER Connection, a monthly publication for the real estate and building industries in North Florida. The company also operates a commercial printing division, Bailey Printing & Design.

www.jaxdailyrecord.com

(904) 356-2466

Fax (904) 353-2628

### OFFICIAL DESIGNATIONS

The Official Court Newspaper of Duval County by Order of the Circuit Court Since July 7, 1961.

The Official Newspaper of the Jacksonville Bar Association, November 21, 1926.

The Official Newspaper for the U.S. Bankruptcy Court for the Middle District of Florida, January 4, 1947.

### AFFILIATIONS

Florida Press Association

National Newspaper Association

American Court and Commercial Newspapers



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