

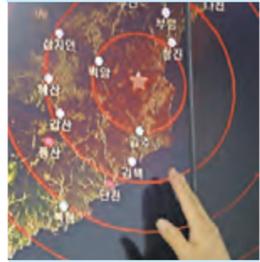
# The Florida Times-Union

Saturday  
SEPTEMBER 10, 2016  
\$2



**MANDARIN STOPS RIBAULT**  
Ponte Vedra stuns Oakleaf  
Prep Football, C-1

**BILL LETS 9/11 FAMILIES SUE SAUDI ARABIA**  
Nation, A-3



**NORTH KOREA NUKE TEST: WHAT'S THE END GAME?**  
World, A-8

## CDC 'out of money' to fight Zika virus

Impasse previously stalled \$1.1 billion funding measure

By Andrew Taylor  
Associated Press

WASHINGTON | The head of the government's fight against the Zika virus said that "we are now essentially out of money" and warned that the country is "about to see a bunch of kids born with microcephaly" in the coming months.

Friday's warning from Centers for Disease Control and Prevention Director Thomas Frieden came as lawmakers start to sort out a stopgap government funding bill that is being targeted to also carry long-delayed money to battle Zika.

Zika is spreading more widely in the U.S. and can not only cause microcephaly — in which babies are born with grave brain defects — but other problems that the country will face for decades. And 671 pregnant women in the states and Washington, D.C., have the virus, leading to the birth of 17 babies with microcephaly so far.

Frieden said funding delays have slowed long-term studies of the disease and production of new tests for it. "We haven't been able to get a running start" on a long-term battle against Zika, he said.

Frieden added that "we don't like to see" the use of pesticides such as Friday morning's spraying of naled, in Miami Beach. But, he said, new technologies for the application of such toxic chemicals are safe for

ZIKA continues on A-6

## Navy adjusting on Mayport-bound ships

Changes being made on littoral fleet in the wake of recent reviews

By Joe Daraskevich  
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Mayport Naval Station is set to be the eventual home port for 12 deployable littoral combat ships despite a recent review of the fleet and various operational changes announced Thursday by the Navy.

The Navy is set to implement immediate short-term changes after the review that covered several

factors including training, maintenance, crewing and the ships' abilities to perform in combat.

Six ships are in service, and a review team was established in February to determine what changes are needed after two overseas deployments and a series of tests to simulate various warfare scenarios for the ships, according to the



The Navy will base 12 littoral combat ships at Mayport Naval Station.

The Times-Union

SHIPS continues on A-4

# What drove changes in amphitheater plans

Designs were approved by city officials under special arrangement with Jaguars

By David Bauerlein  
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Jacksonville's waterways, its bridges and the steel structures anchoring the scoreboards at EverBank Field inspired the design of the amphitheater and indoor field the Jaguars and the city are financing, according to the architect working on the project.

The design is based on forging a "strong connection between the stadium and the waterfront," said Jonathan Mallie, principal with Populous, the architectural firm hired by the Jacksonville Jaguars.

From inside the amphitheater and indoor field, spectators looking up at the roof will see "subtle undulations" that are a nod to the city's waterways, Mallie said. From the outside, the steel structures on top of the roof will look like the structural supports for the stadium's scoreboards and lights, while also making a visual link to the city's steel bridges, he said.

But the design, unveiled Aug. 19 at a groundbreaking ceremony, has met some backlash from the public. Jacksonville architect Ted Pappas has said the reaction he heard from fellow architects is that it's mediocre and utilitarian. Some letters from Times-Union readers have compared it to an aircraft hangar or an erector set.

The varying views make the amphitheater and "flex field" the latest in a line of big projects that have spurred debate about what it takes architecturally to create a "world-class downtown."

Jaguars President Mark Lamping said Friday the project will be an "iconic structure" that will attract people downtown. "It will be a bold facility, and one that Jacksonville will be very proud to call its own," he said.

The city and the Jaguars are splitting the \$90 million cost on a 50-50 basis for EverBank Field upgrades and construction of the amphitheater and indoor flex field. The Jaguars are responsible for anything in excess of \$90 million.

The agreement approved

PLANS continues on A-4

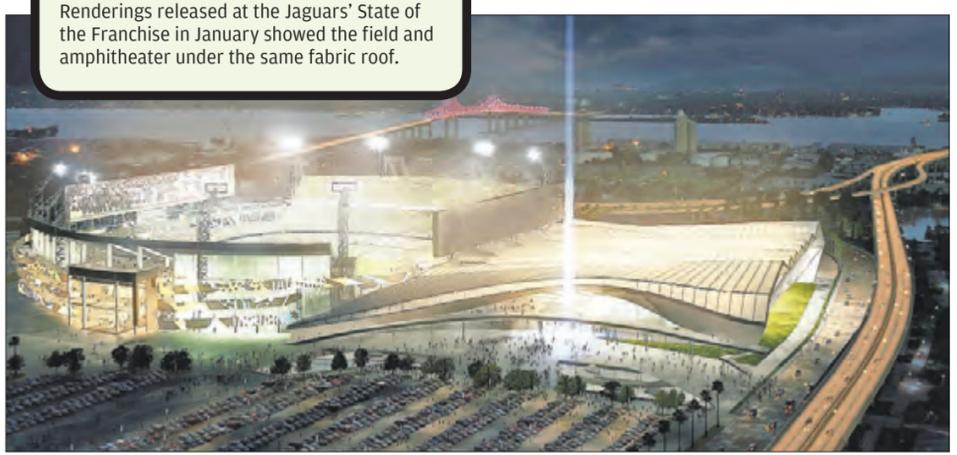
## An evolving entertainment complex

Renderings of the amphitheater and indoor practice field illustrate changes in design since the project was announced last November.

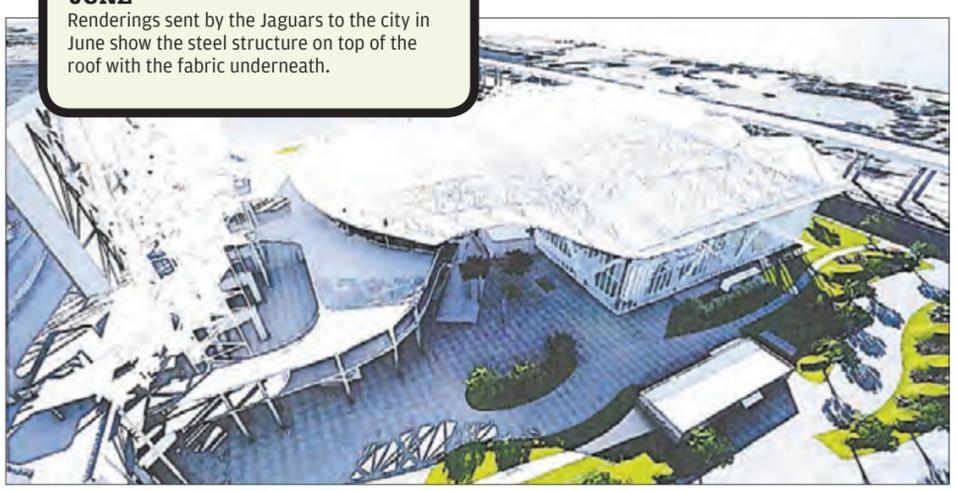
**NOVEMBER 2015**  
The first renderings showed an oval-shaped building for the indoor "flex field" and the amphitheater next to it.



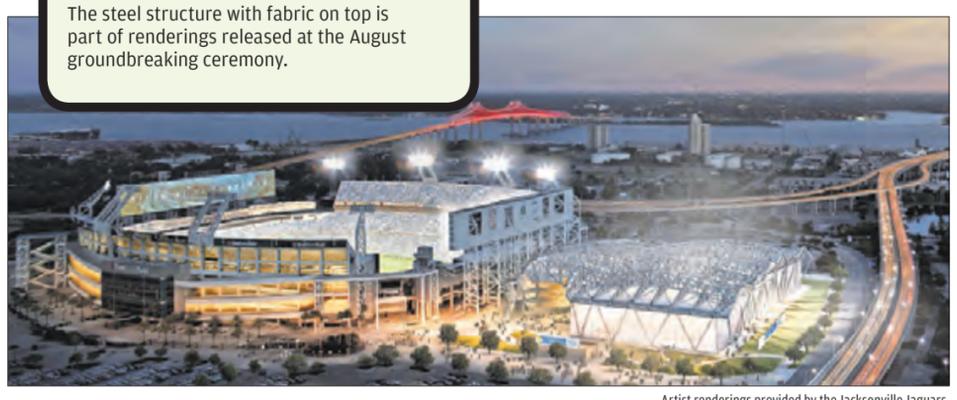
**JANUARY**  
Renderings released at the Jaguars' State of the Franchise in January showed the field and amphitheater under the same fabric roof.



**JUNE**  
Renderings sent by the Jaguars to the city in June show the steel structure on top of the roof with the fabric underneath.



**AUGUST**  
The steel structure with fabric on top is part of renderings released at the August groundbreaking ceremony.



Artist renderings provided by the Jacksonville Jaguars

Weather  
Still Summer  
Forecast on A-2

91 Today's high

71 Sunday morning's low

DAILY DEAL!

Tutoring Club: Four hours of tutoring and registration for \$99 Details, A-2

Classified	D-8	Editorials	B-8
Comics	D-4	Legals	B-5
Crosswords	D-4, E-11	Money	B-6
Dining	D	Obituaries	B-4

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**NOVEMBER 2015**

First rendering shows a space-age glass look



**JANUARY 2016**

A plan for a glass walkway was later eliminated

## From vision to reality

Here is a chronology of milestone events for design of the new amphitheater and indoor “flex field.”

### NOV. 4, 2015

Mayor Lenny Curry submits proposal to City Council for partnership with Jaguars. City releases renderings by architectural firm Populous that show stand-alone building for flex field with amphitheater next to it.

### DEC. 8

City Council approves the deal, which does not specify any particular architectural design. The agreement shows a layout of the project with the amphitheater’s stage flush with the practice field, and the stage is facing the football stadium.

### JAN. 29, 2016

Jaguars unveil new renderings by Populous at State of the Franchise. Design shows a wavy, fabric roof stretching over both amphitheater and practice field. Design includes an elevated walkway along the building, a feature that is subsequently dropped but could come back later as part of a skywalk over Gator Bowl Boulevard.

### FEBRUARY THROUGH APRIL

Jaguars advise the city the design continues to undergo review. Jaguars pick Hunt + Danis, a joint venture, as construction manager.

### MAY

Jaguars tell city the roof design will have steel structure on top and fabric cover underneath the steel.

### JUNE

Jaguars give city renderings showing the updated roof design. City approves the design.

### AUG. 19

Jaguars show off renderings of the updated design during a groundbreaking ceremony.

Sources: City of Jacksonville, Jacksonville Jaguars.



**JUNE 2016**

Updated roof design is approved by the city



**AUGUST 2016**

Ground is broken on this final design

## PLANS

Continued from A-1

in December by the City Council exempted the project from undergoing review by the Downtown Development Review Board. The exemption appears to be the first since the city created a downtown zone for such reviews in 2003.

“We would have liked to see this project, but it never was presented to us,” said Rafael Caldera, chairman of the Downtown Development Review Board.

The board consists of architects, urban planners, downtown property owners or employees of downtown businesses, and a contractor, developer or Realtor who does work in downtown. Caldera said the review of proposed development reflects the importance of downtown and the input from the board helps applicants.

### ‘A GREAT PARTNERSHIP’

In the case of the amphitheater and indoor field, the agreement assigns oversight to the city’s public works director and its chief administrative officer, Sam Mousa.

The Jaguars organization, which is in charge of the design and construction, provides monthly updates and submits updated renderings. The city has five days to raise any objections or ask for design modifications, a fast-track process that the agreement says is needed because “time is of the essence.”

While the Jaguars are in charge of the project, the agreement gives the city the right to review and approve the overall design concepts, said city Assistant General Counsel John Sawyer. He said that includes design of the roof, which has changed as the project progressed.

A Times-Union public records request showed the city has not made any writ-



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Jaguars President Mark Lamping says the amphitheater and indoor field next to EverBank Field will be an “iconic structure” that will attract people downtown.

ten objections or requests for design modifications. Lamping said the city approved the roof design in June.

City officials and the Jaguars met Friday to go over the status of the project. City spokeswoman Marsha Oliver did not respond directly to a question about what Mayor Lenny Curry or Mousa thinks of the latest design, but she said the city looks forward to continued collaboration with the Jaguars.

“We have a great partnership and working relationship with the Jaguars and will continue to work together and stand together on the successful completion of this project,” Oliver said.

### ‘THE DESIGN CONTINUES TO EVOLVE’

The latest architectural design is considerably different from renderings released in November, when Curry announced the proposed financial partnership. Those renderings depicted an oval-shaped building with shiny blue walls for the indoor field,

and next to it, an open-air amphitheater with a swooping cover rising at an angle.

The City Council approved the agreement on Dec. 8. It does not specify any particular architectural design. Lamping said the agreement shows that the project would have an “integrated layout” for bringing together the flex field and amphitheater, and the Jaguars have carried out that approach.

The Jaguars unveiled new renderings Jan. 29 at the team’s State of the Franchise event showing a continuous fabric roof covering both the amphitheater and flex field. Lamping said the design does not conform to the usual approach for an amphitheater. Combining the facilities under the same roof in a way that ties them in with EverBank Field will allow staging of events like music festivals, cultural series, or attracting the NFL Draft event, Lamping said.

The roof was shaped to have a wave design in it, which Mallie described as a “free-flowing surface”

with “subtle movements and undulations” inspired by Jacksonville’s waterways and estuaries.

In a Jan. 29 report to the city, the Jaguars said work remained before finalizing the design. “The design continues to evolve to fit within the budget that we have developed, while still maintaining — in our opinion — a distinctive and uniquely Jacksonville look,” Jaguars Senior Vice President Megha Parekh wrote.

On May 31, the Jaguars told the city that the roof would have steel trusses on top with the fabric covering underneath — a change from the January design. Mallie said the change meant that spectators inside would not see the steel structure of the roof, and as an “added benefit” the acoustics would be better.

“I think the main driver for us is to create an architectural feature that when experienced from the interior, you have a one-of-a-kind presence of this roofscape over your head,” he said.

The steel on the outside

echoes the city’s bridges, and the side of the building facing Gator Bowl Boulevard will have an “iconic presence” with a row of beams that hold up the roof fabric in a wave-like pattern, he said.

But the previous designs have their fans.

Jacksonville architect Tim Miller, who served from 2007 to 2014 on the Downtown Development Review Board, said the design unveiled at the State of the Franchise event had “some very cool, contemporary” features.

“I thought they were doing something that would be a catalyst for some really new and different type of architecture downtown,” Miller said. He said the later design shown at the groundbreaking is “good, it’s fine, it just isn’t as exciting as some of the earlier schemes, in my opinion.”

### BOARD REVIEWS MOST PROJECTS

The visual appearance of downtown development has been an issue since at least 1998, when the city provided \$21 million in incentives for the Adam’s Mark hotel that is now the Hyatt Regency Riverfront.

After critics called the hotel’s design uninspired and boxy, the Downtown Development Authority in 1999 set up a design review committee of citizens with expertise in such matters. The city created a downtown “overlay zone” in 2003 and gave the Downtown Design Review Committee approval authority over projects in the zone.

That panel, which later became the Downtown Development Review Board, reviews all development in the zone, both private and government, including in the sports complex area. The scope of projects ranges in size from the Duval County Courthouse, which the board approved in 2008, to bus shelters.

Downtown Investment

Authority CEO Aundra Wallace said his staff cannot recall any projects being exempted from review in the same way the amphitheater and flex field were. Miller said he cannot think of any exemptions during his time on the board. Oliver did not respond to a question about whether city administrators knew of any other exceptions.

Miller said projects going through DDRB review benefit from the array of viewpoints at the table. But the process can be time-consuming. In 2012, for instance, the board rejected the initial design for a 600-space parking garage next to the SunTrust Tower, and eventually approved it four months later after the developer agreed to changes.

When the owners of The Jacksonville Landing proposed replacing that landmark building with a new development in 2014, critics said the renderings showed a ho-hum design. The Downtown Investment Authority then invited the public to design sessions to rethink the proposal. The redevelopment didn’t move forward so it never got to the Downtown Development Review Board.

For the amphitheater and flex field, the agreement said the accelerated design review process was needed in order to achieve a “compressed schedule” striving to get everything built by July 31, 2016.

The agreement also said that it might not be possible to hit that fast-track target, in which case the timeline for completion would be July 31, 2017. The latest target date for completion is May 1, 2017.

Preparations for construction are underway at the site, where fencing surrounds bare ground and a few pieces of heavy equipment.

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## SHIPS

Continued from A-1

Navy.

The plan is scheduled to eventually have 24 of the 28 ships form six divisions with three divisions on each coast. The first four ships in the water will now only be used as test ships, although they could be deployed if needed, according to the Navy.

The four testing ships will allow the ships designed for deployment to avoid the hazardous testing requirements, according to the Navy. The test ships will be manned by single crews.

Twelve frigates are projected in the next increment of the littoral program, according to the Navy.

Mayport Naval Station

broke ground in November on the headquarters for Littoral Combat Ship Squadron Two.

It will be the home port for half the fleet with all 12 of the deployable Freedom-variant ships based in Northeast Florida, and the Independence-variant ships based in San Diego.

The Freedom class is more like a traditional Navy ship, and the Independence class features a trimaran hull.

The Navy has not announced when the ships will start arriving at Mayport, but the USS Milwaukee has been there most of the year. The Milwaukee was originally supposed to be home-based in San Diego, but as one of the Freedom-variant ships it will most likely call Mayport home.

Among the immediate

actions to go into place after this week’s announcement is a change in the way the crews are rotated.

The Navy will phase out the 3:2:1 crewing this fall — three crews for each ship — and replace it with a Blue/Gold rotation. The new rotation means two crews will turn the same ship over to each other every four or five months.

Seventy sailors will be assigned to the deploying crews.

The sailors will train and rotate along with combat crews ready to organize as four-ship divisions, according to the Navy. The crews will either concentrate on surface warfare, mine warfare or anti-submarine warfare.

“Our core focus was to maximize forward operational availability, while looking for ways to in-

crease simplicity, stability and ownership,” said Vice Adm. Tom Rowden, commander of Naval Surface Forces.

Rowden said the way the ship crews were organized was the biggest variable that impacted factors like training, maintenance and tactical warfare.

The littoral combat ships are capable of topping 50 mph and use steerable water jets instead of propellers and rudders to operate in shallow water.

The newest ships cost \$482 million to \$563 million apiece, and the Navy has experienced several recent problems with the ships that are already built.

The USS Milwaukee had to be towed 40 miles to a naval base in Virginia in December, and the USS Fort Worth was sidelined in Singapore in January.

The Navy announced the most recent issue with the fleet Aug. 30 after the USS Coronado was forced to return to Pearl Harbor with engineering issues.

The problem turned out to be a break in the flexible couplings assemblies, according to the Navy.

On Aug. 28 the Navy announced an issue with the first littoral combat ship, the USS Freedom. One of the ship’s main propulsion diesel engines died July 11 due to a leak in the sea water pump mechanical seal causing a contamination to the engine lube oil system, according to the Navy.

An initial inspection showed significant damage to the engine caused by rust and seawater, according to the Navy. The cost and timeline for the repairs are unknown, but after the initial assessment it was

determined the engine will need to be removed, and either replaced or repaired.

According to the Navy, the new crew changes will allow for more ships to be deployed and will simplify maintenance responsibilities while enhancing continuity with two crews working the same ship.

“As we implement these changes, we will continue to make iterative adjustments and improvements based on evolving fleet requirements and technological developments,” Rowden said. “Implementing the approved recommendations from this review and continuing to examine other areas for improvement will better position the LCS program for success — both now and in the future.”

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