Frequently Asked Questions
Epping Forest Yacht Club Marina Expansion
July, 2008

Brief History:

The historic DuPont mansion yacht basin was converted to a marina when the yacht club opened in 1987. The original 1920's era seawall around the yacht basin dictated and limited the layout of the marina when it was converted. The slips were adequate in length and beam for the vessel of the mid-1980's. The alley ways between the slips were also adequate, although narrow. Currently there are 70 slips of various sizes available within the marina basin. Additionally there is one large 100' slip outside on the south side of the marina that is of marginal use during high wind events.

For the first 12-15 years of the clubs existence, the number and size of the slips in the marina were adequate to accommodate the vessels for the members who wished to keep their boats moored at the marina. In the past 5 to 8 years this has changed. Vessels on average have grown in length and beam making the existing marina slips and alley ways inadequate for many member vessels. As a result, the marina has had a waiting list of members wishing to keep a vessel in the marina.

Proposed Marina Upgrades and Improvements:

The club has engaged the services of Olsen and Associates, an experienced and reputable coastal engineering and design firm, to complete preliminary design of the marina upgrades and make application to the state of Florida. A hydrographic survey and a historical wind and wave analysis were completed to determine anticipated conditions and identify areas that would be acceptable for the plan. A number of layouts were made and refined resulting in a marina footprint that would accommodate improvements to meet the needs of member vessels of today and the foreseeable future. The proposed area for upgrade is approximately 360' along the riverfront x 400' into the river north northwest of the current marina. While the layout is still preliminary and specifics could change as more complete construction plans are developed, the plan is expected to add about 61 slips and areas for short term day docking. In addition to the added slips in the expansion, some modifications to the existing slips would be made by replacing 4 ea. 50' wet slips with 8 ea. 30' lift slips. The large 100' slip outside the south side of the existing marina would be eliminated.

Should the project be completed as currently proposed the total available slips at Epping Forest Yacht Club would be; 21 ea. 30' lift slips, 21 ea. 30' wet slips, 53 ea. 40' wet slips, 31 ea. 50' wet slips, 1 ea. 60' wet slip, 8 ea. 70' wet slips. Total slips in both areas would be 135.

As part of the preliminary design review, reconnaissance level inspections were made to both the existing sea walls of the marina and bulkheads along the club owned riverfront. Those inspections have indicated that both structures are in need of repairs and are near

the end of their useful life. Without the upgrades and improvements there is significant risk that a severe storm could cause failure of the structures. Once a section fails, the damage will progress in a domino or zipper fashion. A significant part of the marina expansion project is to include repair or replacement needed to stabilize the sea walls and bulkheads and extend their useful life significantly.

Frequently Asked Questions and Answers:

Q. Why does the plan need to be so large; couldn't a smaller proposal of half that many slips be completed with less impact on the area?
A. It is an economy of scale issue. The initial cost to design, permit and mobilize to construct a marina project is very significant, especially with the added cost to repair the bulkhead and sea wall. A smaller project would make the front loaded expense too high on a cost per slip basis. A larger project consisting of 100 slips doesn't result in significantly greater savings. A project of around 60 slips is the point where cost per slip based on the total project cost makes economic sense.

Q. Why must the project be on the north side and not the south side of the existing marina?
A. Two reasons. The club only owns approximately 125' of riverfront to the south, too narrow an area for an economically viable project. Also, the water depth on the south side is too shallow a long distance from the shore, further reducing the number of usable slips that could be built. The water depth on the north side is more in keeping with the needs of the upgrade plan thus preventing additional and costly dredging. As well, the Club owns a lengthy section of riverfront on the north side.

Q. Won't the addition of a marina in front of the condominiums block the river view and adversely affect the resale value of condominiums?
A. We have discussed the issue with persons that are real estate valuation experts. The prevailing opinion is that beauty is in the eye of the beholder and individuals wishing to live in a yacht club community would consider improved access to nearby boat slips to enhance a condominium's value. The proposed design provides a water buffer of between 50 and 150' between the bulkhead and the docks (see drawing and photo) to set the marina away from the condominium buildings. All considered, a marina view vs. a water view is not expected to impact the resale value of a condominium.

Q. Won't the added traffic coming into the marina add more foot traffic along the promenade parcel in front of the condos? And who are they; what about security?
A. While there will be more people coming into the marina, they will all be members of Epping Forest Yacht Club and their guests, just as they are now. The marina will continue to restrict overnight stays onboard vessels and living aboard will not be allowed. We expect no more security exposure than currently exists. The foot traffic ingress and egress will be restricted to the same entry points currently used (refer to drawings and photo). No marina tenants or guests should have reason to travel any farther north along the bulkhead than they do currently.

Q. More boats mean more people which results in more cars. We already have a parking problem. How will that be addressed?
A. During large club related events such as weddings or other large meetings and gatherings at the mansion parking is a premium. Marina tenants add only a small number of automobiles to the parking area on any given day. It is estimated that at peak use 20% to 30% of the marina tenants are on site at any one time. Currently peak load is 14 to 21 automobiles, less if some are area residents with boats in the marina. With the upgrades, the estimated peak numbers of autos coming to the marina will be a total of about 27 to 40 automobiles. Application is being made to the City of Jacksonville to realign and modify the existing parking area to increase automobile parking by 25 spaces. With this additional parking it is not expected that an increase of approximately 20 automobiles on any given day will result in a significant parking problem.

Q. I'm worried about the manatees. Sometimes we see them in the marina, won't more boats expose them to more danger?
A. EFYC marina tenants love the manatees and take great precautions to not injure them. To our knowledge no manatee has been hurt within or near the marina. We would expect that additional marina tenants would be just as careful. The State of Florida marina permitting process looks at manatee safety very carefully. If there are unacceptable dangers to the manatee, they would raise the issue immediately.

Q. I'm ready to buy a boat in now. When can I expect the project to be completed?
A. The short answer, approximately 2-years. We expect one year to complete the permitting process with the State of Florida submerged land lease issues and another to design and build the project. We might take a few months off that schedule, but there can be some unexpected delays as well. That is why getting the process started now is important. We expect demand for slips to only increase over the next two years.

Q. Won't the marina with floating docks be exposed to waves and storms? What about Hurricanes?
A. There has been much learned over the past several years by the marina industry from storm experiences bad and good in the Southeast. We shall use these best practices for marina design based on the lessons learned.
The placement of the marina expansion provides for natural protection from north, east and south winds. Nor'easters, the most frequent and damaging storms in the winter, shall have minimum impact on the expansion. The existing marina / yacht basin provides protection for southwestern winds. Winds from the west and the northwest pose the largest challenge. The perimeter docks in the expansion will be of the latest "wave attenuating" design, which means they are wide, thick and heavy with many strong supporting concrete piles (refer to drawings). The piles shall extend well above the docks to protect the docks from becoming loose in a storm surge. The slips will be wider than existing slips in the marina / yacht basin and vessels should ride out storms with less chance of contacting docks, piles or each other.
The project shall be designed to protect boats even in tropical named storms and in a category 1 hurricane. Should a category 2 or greater hurricane directly strike the area, the docks may sustain damage.