

Clements, Jeff

From: Betty Griner <bettyjgriner@gmail.com>
Sent: Tuesday, March 09, 2021 3:29 PM
To: CCMEETING03092021
Subject: Ord 2021-0043

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I sincerely urge your defeat of ORD 2021-0043 which is a rezoning located in the heart of our community.

Our community, The Cisco Gardens Area Community Association has always worked with all developers and have supported both commercial and residential development within our area. However, ORD 2021-0043 is not compatible within our community. This ordinance is requesting 60' lots on an 18 acre of land. All of the existing immediate area is a minimum of 1 acre lots with most being 2 1/2 acre or more.

We currently have approximately 2000 homes in various development stages in our community. We have worked with each of the developers and the developments are all in excess of 200 acres or more.

Thank you for your consideration of protecting our community.

Betty J. Griner
Former President of Cisco Gardens Area Civic Association

Clements, Jeff

From: David Kianian <davidkianian@gmail.com>
Sent: Tuesday, March 09, 2021 10:26 AM
To: CCMEETING03092021
Subject: City Council Progress on Emergency Rent Assistance Program (ERAP) Distribution with UW-NEFL

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.

Good morning, I hope this email finds the City Council doing well.

The mayor of Jacksonville, Mayor Lenny Curry, held a press conference back on Monday afternoon, February 22nd regarding distribution of the \$23.8 million of federal funding received from Federal ERAP legislation passed in December of 2020. In that press conference he announced that the city is partnering with United Way, of NE Florida to support the distribution.

He also indicated that in 1-2 weeks there would be an update on the application process, following the city council vote. I'm reaching out to hear what update you have for your end of this process that will give insight into when and how this emergency program can be accessed.

Very much appreciate hearing from you at the City Council Meeting today. Thank you, and have a most wonderful day!

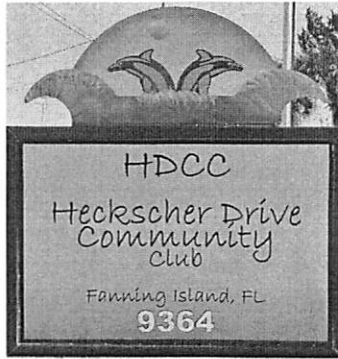
David Kianian | e: davidkianian@gmail.com | m: (678) 488-6590

Clements, Jeff

From: Scott O'Connor <captscottjax@gmail.com>
Sent: Monday, March 01, 2021 8:06 PM
To: CCMEETING03092021
Cc: Fran & Cliff; Glenda Margerum; Alisha Wood
Subject: LUZ Item 2021-0011
Attachments: Second Letter.docx; Objections to Rezoning Application 2021-011,.pdf

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.

Sirs,
Please enter into the record. Sent on behalf of HDCC at Club President, Fran Beach's, direction.
We are including the first letter regarding this application that was sent to the Planning Commission, CPAC-6 and others and are requesting that it be entered into the LUZ record.
Thank you.



"Creating and Nurturing Our Community Spirit Since 1952"
A 501c(4) Civic League

March 1, 2021

Land Use and Zoning Committee
CCMeeting03092021@coj.net

Dear Sirs,

We, along with many residents of the North Florida Keys SR 105 corridor, are opposed to the intended development of this small parcel of land, almost an island in the midst of rather pristine marshland. Relentless HD, LLC is proposing a PUD to PUD Zoning change. It would like to change this small parcel of a larger residential PUD to one that would allow for an overly-packed truck and car refueling facility; convenience store; a truck wash; and, apartments. all on less than 1.5 acres of land. Although in principle we do not object to PUD to PUD rezoning, we believe that the most facilitative way to address this application and meet our many concerns is to 'Deny'.

There are several points of objection that have been advanced to the Planning Commission and this body by the residents. Aside from those objections, we as residents, with our daily comings and goings over this portion of SR 105, are familiar with traffic to an extent that we should be considered local experts. For the residents on the Heckscher Drive SR 105 corridor this roadway is the only direct access to the rest of Jacksonville and Duval County. The same is true for all the truck traffic to and from the Blount Island commercial marine facility and the USMC Ocean Terminal.

We understand that truck traffic continues to increase with the current and future development of Jaxport's Blount Island Marine Facility. The Port's near-term expansion of its marine and cargo handling facilities, as spelled out in a February 24, 2021 T-U Metro headline article, will require a commensurate increase in the roadway infrastructure immediately outside of Blount Island. This road system to and from Blount Island will have to take a much larger number of "inbound" containers by truck over this stretch of road, away to other parts of the U.S. It will also have to serve as the conduit for a commensurate flow of "outbound" containers and cargoes coming into the port facility. We surmise that this increase in truck and trailer capacity demand would fit

into the Relentless business model. That increase may, apparently, be of little concern whether this roadway becomes overloaded. We also believe that FDOT should be tasked with developing a modern road system that would fit this modern, globally-oriented port facility. One possibility would be an eventual bridge over Heckscher Drive as part of a new truck route roadway off Blount Island that would parallel the rail line servicing the port from the north, tying into I-295 elsewhere. (That needs to be addressed in a much larger arena and would likely be a long time coming).

We suggest that at present, and at the very least, the Planning Department should make a stipulation that the applicant works in conjunction with the FDOT to build and pay for a right-hand turning lane and an acceleration lane into and away from its proposed facility. Planning Department has made such a stipulation in the recent past in Zoning AD-18-23. This deviation was to allow for the development of a storage facility in the 9000 block of Heckscher Drive, SR 105. At that time the Zoning Administrator set forth the stipulation that "Prior to 10-set plan approval or issuance of Certificate of Use. An eastbound left turn lane shall be provided at the driveway entrance meeting FDOT requirements, or as otherwise approved by FDOT." Installation of that turning lane would have required a widening of the road for a middle turn lane in the immediate vicinity of the proposed development. Although the stretch of roadway where Relentless is proposing its development is not the same and is four-lane, the intent of such a stipulation should be the same, to avoid unsafe circumstances of tractor trailers slowing down or stopping and slowly accelerating in travel lanes. Get the trucks off the main roadway and get them moving fast enough to enter. Relatedly, it seems confusing, irrational and unsafe to have tractor trailers follow a 'race track' route in front of each other coming and going, especially without a turn-in lane and an acceleration lane off the right-hand travel lane.

Aside from this critical objection and many others that have been expressed by HDCC, its members and our neighbors, we wish to make a point concerning communications with local citizenry and the representatives of the applicant. Although the representatives took many months in the latter half of 2020 and into 2021 to develop this application, at no time did they reach out for local input. HDCC general membership meets the first Tuesdays of each month. It was not until the day before the February meeting did this item come up for discussion and motion, only two days before the Planning Commission meeting at which the item was on the agenda. The representatives for the application disingenuously stated at the very start of their presentation to the Planning Commission that we had failed to reach out to them. After the Commission voted for deferral, the Commission Chair instructed representatives to reach out and discuss neighbors' objections. Contact information was traded but to date representatives have not reached out. Going back, representatives had been given a copy of our original letter of objection prior to that PC meeting. Representatives further stated to commissioners that, based on receipt of the letter, our concerns "had been addressed." There has been no communication with regard to any of the objections we are making. Simply reading and pondering these objections does not "address" them.

Although CPAC-6 approved a recommendation that the PUD to PUD be passed as long as our objections are properly addressed, we hold that the best way forward on many levels and in light of the many objections, that the Rezoning be denied.

We respectfully request that this letter be entered into the 03092021-meeting cycle, given to members of the LUZ and read into the record. We wish to point out that the HDCC general meeting is in conflict with this 03/02/21 LUZ meeting: there likely will be far fewer physically-present commenters than other meeting nights. Our original letter to the Planning Commission is also attached.

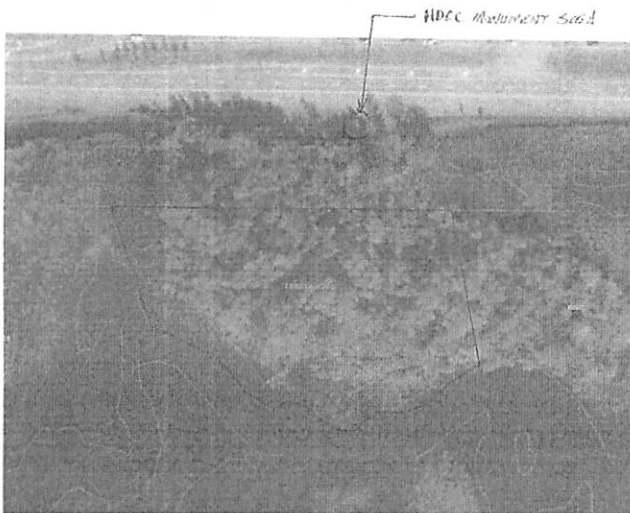
Sincerely,

Heckscher Drive Community Club Membership

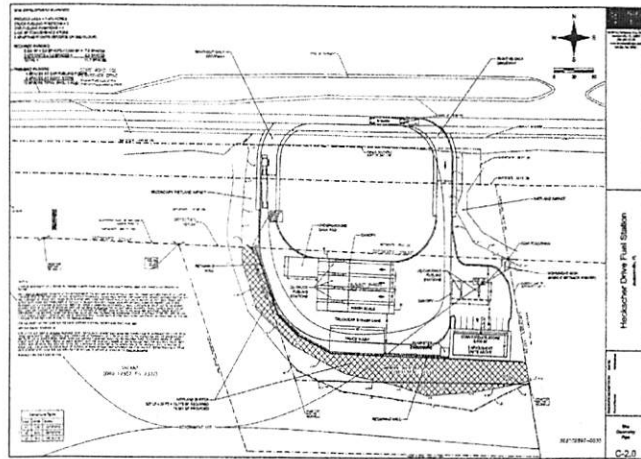
Objections to Rezoning Application 2021-011, As Stated in HDCC Letter Dated Feb 4, 2021, With Additional Objections

Note: The objections raised in the letter were not intended to encompass all such suggestions, only the ones raised during the regular general membership meeting held February 2, during which the application was discussed with a position of the HDCC taken pursuant to a vote of the membership. Additional objections and concerns have been brought forth since that meeting.

Aerial Photograph



Truck Stop Island-peninsula??

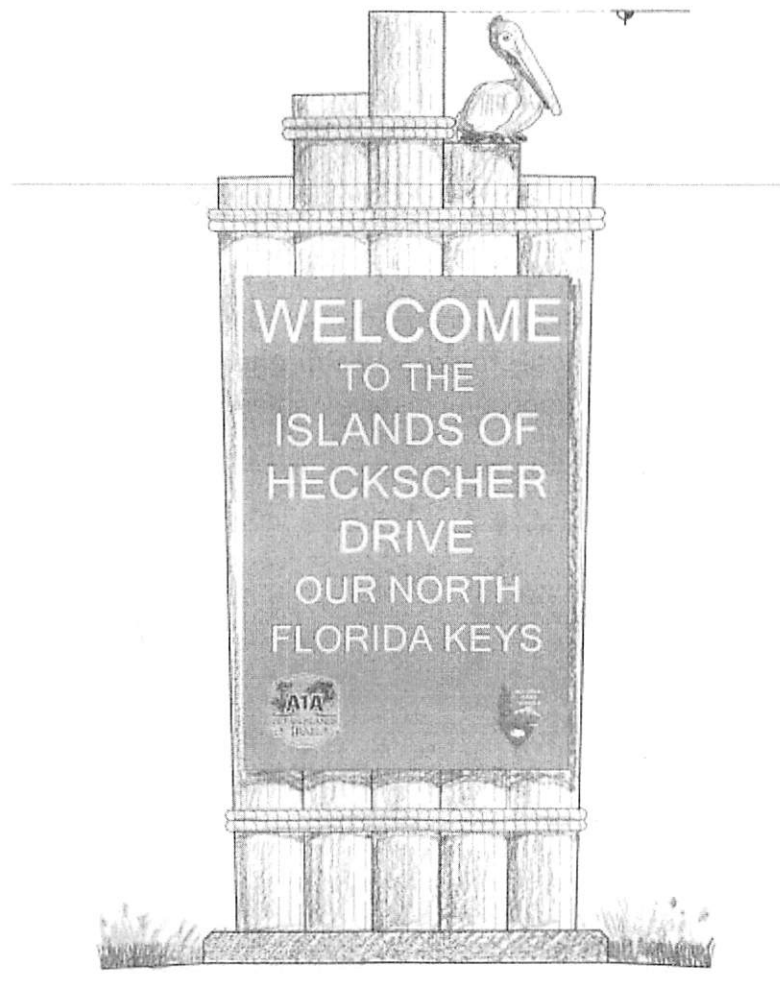


Plan for Packing Truck Stop on Island

1. Complete loss of visual effect of the entrance monument for the HDCC - NE FL Keys. **Move the sign to a more visually conducive location.**
2. **This facility will be jarringly mismatched with the immediate ecological marshland surrounds.**
3. Too many operations in a small footprint. **Planning Staff recommends 3 additional parking garages.**
4. Commingling of truck and POV operations has a higher potential for accident or injury. **Modern complexes separate truck and car operations.**
5. Only one or two trucks can queue up for refueling. **Right-turn lane needed from Highway.**
6. Turns in and out commence in left travel lanes forcing trucks to cross over right travel lane. **Unsafe and illegal turn shown needs to be avoided.**
7. If #5 is an incorrect representation then the entire plan should shift a travel lane width into the marsh. **Illegal fill to accomplish footprint, exceeding 5% marshland fill rule?**
8. **Is the not-to-exceed 50% rule for footprint of improvements also then met?**
9. Car refueling bays are counted as "parking spaces". Is this in line with intent of zoning requirement? **Where do 3 required parking garages go?**
10. **Where do kids play if they live in apartments? Unsafe!!** The car wash Bay? No restrictions on who may live in apartments.
11. **Sting operations at the other 4 nearby refueling and convenience operations target illegal prostitution and drug trafficking activities.** This is potentially another site.

12. This road is main ingress for over 750 households on Heckscher and neighborhood east of this location with thousands of visitors on weekends. Residents know the traffic patterns and reject the notion that **slow-moving trucks making conceivably illegal turns into the refueling station is safe on this roadway!!**
13. The 80 feet of storefront is not wide enough for 7 standard 9-foot parking spots and one 17-foot ADA spot.

14. HDCC rejects set-back deviation for large the sign so close to marshland.
15. What is the assurance of proper tank installation and inspection.
16. A \$330 million deal with terminal operator SSA will transform Blount Island into a major funnel for international container traffic. Every container is a truck load. **The bigger issue is traffic in general along this stretch of Heckscher Drive.**
17. There is no provision for pedestrian system in accordance with 2030 Comprehensive Plan.



To Land Use and Zoning Committee,

My name is Nancy O'Donnell, I live at 8720 McKenna Drive, in the Ft. George area. I've lived in the Ft. George Area for over 45 years and am very familiar with the area.

I am opposed to the above rezoning.

Over the years, Heckscher Drive has become a very busy and congested thoroughfare for residents along this linear neighborhood of over 750 neighbors, many cyclists, and business trucks traveling this road. We have already had several deaths on Heckscher Drive in the last few years, spanning from I-295 to Fernandina Beach. Adding more transfer trucks will make this stretch even more dangerous for the neighbors. There should be a thorough study by FDOT to measure the impact of adding more transfer trucks to the mix. And more so since JAXPORT is emphasizing growth of container business at nearby Blount Island. JAXPORT may have a master plan for future growth at the port for the next five years, as articulated by their CEO in the Florida Times-Union February a 24 th if this year, but does FDOT have one to match that and an ensuing huge growth of truck traffic on this short stretch of road?

It is unfortunate that those type of operations attract illegal prostitution, and drug trafficking operations as well. The Heckscher Drive community does not want an operation in its midst that would jeopardize the safety of the neighborhood. Parents, the elderly, teens, and children could be exposed to or endangered by those types of illegal operations. It would mean more Law Enforcement should be brought in to police the area, at a cost to Jacksonville Police Force and the area taxpayers.

Ingress and egress at the station as it stands will be a potential safety hazard to traffic traveling Heckscher Drive.

Jacksonville leaders should be more in tune with protecting our marshes, rather than giving it up to other operations that have the very real potential to pollute instead of protect the marshes, our lifeline for clean water.

These are only a few reasons why this operation would not be a good fit for the Heckscher Drive area.

Please say no to this rezoning.

Sincerely,

Nancy O'Donnell
8720 McKenna Drive
Jacksonville, Fl 32226
904-251-2349
odongo@comcast.net