

2045 COMPREHENSIVE PLAN

CONSERVATION/COASTAL MANAGEMENT ELEMENT



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The Honorable Donna Deegan, Mayor

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2045 COMPREHENSIVE PLAN

**CONSERVATION/COASTAL
MANAGEMENT ELEMENT**

**GOALS, OBJECTIVES
AND POLICIES**

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GOALS, OBJECTIVES AND POLICIES

GOAL 1

Protect, conserve and appropriately manage the natural resources of the City in order to maintain or enhance environmental quality for present and future generations.

Objective 1.1 Continue efforts to maintain compliance with current and future National Ambient Air Quality Standards (NAAQS).

Policies

1.1.1

The Environmental Quality Division (EQD) shall gather data regarding ambient air concentrations of all criteria pollutants in the City, and shall continue to maintain and operate, in accordance with EPA/the Florida Department of Environmental Protection (DEP) criteria, an ambient air quality monitoring network.

1.1.2

In conjunction with DEP the EQD shall continue to enforce rules/standards to control emissions sources in order to comply with NAAQS.

1.1.3

The EQD shall process state permits for the operation of air pollution sources, and ensure via inspections/testing, that said sources comply with their respective permit conditions.

Objective 1.2 Continue to reduce the emissions from the storage, handling, and transportation of gasoline to the levels achievable through the implementation of Stage I Reasonable Available Control Technology (RACT) requirements.

Policies

1.2.1

The EQD shall, as resources allow, provide continue routine inspections of service stations, tanker trucks, and petroleum tank farms to ensure compliance with Stage I requirements.

1.2.2

The EQD will continue to implement the expanded Stage I Reasonable Available Control Technology (RACT) requirements throughout Jacksonville.

Objective 1.3 Reduce emissions of odorous compounds which may be injurious to human, animal, or plant life or to property or which may unreasonably interfere with the comfortable enjoyment of life or property by ensuring source compliance with

Chapter 376, Ordinance Code and the Rules of the Environmental Protection Board (EPB).

Policies 1.3.1

Using an annual ranking of odor sources by citizen complaints, The EQD shall determine whether odorous emissions and citizens annoyance levels are being reduced. If reductions are not being obtained EQD shall review existing regulations and activities for effectiveness and determine whether additional regulations or actions are required.

Objective 1.4 As sufficient data and risk assessments become available regarding emissions and health effects of toxic and miscellaneous air pollutants, develop strategies to reduce emissions from identifiable sources of harmful pollutants.

Policies 1.4.1

The EQD shall adopt by reference all rules limiting emissions of toxic and miscellaneous pollutants adopted by DEP within 1 year of the effective date of such rules.

1.4.2

The EQD shall continue enforcement of State/federal regulations relative to asbestos, and conduct at a minimum, the number of asbestos inspections required by the annual US EPA 105 Work Plan.

1.4.3

The EQD will continue to permit, monitor, and enforce open burning throughout Jacksonville.

Objective 1.5 Provide information to the general public and improve public awareness concerning local and global air pollution problems and the effects of citizens' actions in creating or resolving them.

Policies

1.5.1

The EQD shall continue to provide public information regarding local air pollution concentrations daily through the Air Quality Index.

1.5.2

The EQD shall provide summaries of air pollution data to the EPB on a three to four year basis.

GOAL 2

Preserve, conserve, appropriately use, protect and improve the quality and quantity of current and projected water resources, including waters that flow into estuarine waters, oceanic waters, groundwater and other waters in the City. The

City shall require that all water conservation options be fully explored and employed for new development.

Objective 2.1 Surface water, including estuarine water, and groundwater of the City shall meet water quality standards contained in Rule 62-302, F.A.C., and benthic habitat shall be of a quality to satisfy the objectives of Rule 62-302, F.A.C.

Policies

2.1.1

The City shall continue to implement programs, ordinances and rules in accordance with Chapter 360, Ordinance Code (Environmental Regulation).

2.1.2

The City shall monitor water quality and adopt new water quality standards and/or treatment criteria set by the State to protect local surface waters.

2.1.3

The City should develop a system to inventory and monitor private lift stations to ensure that lift station failures are identified and corrected in a timely manner in order to protect water quality.

2.1.4

The Ambient Water Quality Section of EQD shall continue to monitor and assess the water quality of the tributaries of the St. Johns River on a quarterly basis within Duval County.

2.1.5

The City shall maintain a Groundwater Recharge Area Protection Program to achieve protection of the City's groundwater aquifer recharge areas as identified in the program.

2.1.6

In order to protect the groundwater resources, the installation of all wells shall comply with permits and/or rules and regulations of all local, State, SJRWMD, and federal regulatory agencies.

2.1.7

JEA shall continue the cooperative groundwater quality testing and level monitoring program with the USGS and SJRWMD and expand the monitoring locations to include both prime recharge and prime recharge buffer areas, within one (2) years after identification of such areas.

2.1.8

The Environmental Protection Board (EPB) shall consider fully any recommendation to change water quality classifications in Jacksonville to include the designated uses of such

classification. The EQD shall conduct a review of water quality standards and water quality classifications as recommended by the State each year to ensure that the water quality goals of the City are met.

2.1.9

The City will prohibit, in areas determined to be prime Floridan Aquifer recharge lands, industrial activities and commercial activities utilizing or producing hazardous materials as identified by the state permitting agency.

2.1.10

The City shall ensure that its Ordinance Code implements the landscape irrigation provisions in SJRWMD Rule 40C-2.042(2), F.A.C. and will not, in any other manner, regulate the consumptive use of water.

2.1.11

The City shall cooperate with SJRWMD, in accordance with the SJRWMD Water Shortage Plan, during declared water shortage emergencies by conserving water resources and by assisting with enforcement of water shortage emergency declaration, orders, and plans.

Objective 2.2 The City shall require the proper disposal and reuse of wastewater for all non-sanitary purposes where connections are available.

Policies

2.2.1

The City shall continue to identify, prioritize and phase out septic tank problem areas in conformance with Chapter 751, Ordinance Code.

2.2.2

The City shall require the proper disposal of wastewater in accordance with Infrastructure Element – Sanitary Sewer Sub-Element Objective 1.2 and its supporting policies and EPB Rule 3.

2.2.3

The City shall investigate septic tank violation complaints and, where appropriate, refer cases to the Florida Department of Health.

2.2.4

All uses of reclaimed water shall be in accordance with applicable rules of the Florida Department of Environmental Protection and other regulatory agencies having jurisdiction. The City shall comply with all reuse requirements as outlined in Chapter 752 of the Ordinance Code (Jacksonville Reuse of Reclaimed Water Program), the supporting policies in the Infrastructure Element Natural Groundwater Aquifer Recharge and Potable

Water Sub-Elements, and in compliance with the City's consumptive use permit issued by SJRWMD.

Objective 2.3 Reduce the potential for water quality degradation from stormwater runoff.

Policies

2.3.1

Increase cooperation with the SJRWMD in the permitting of new, urban non-point sources of pollution by taking the following actions:

- A. The City will implement SJRWMD rule changes as set out in Chapter 40C-42, F.A.C., regarding more stringent treatment standards for stormwater facilities discharging to water quality limited streams.
- B. The City shall update the State database with water quality monitoring results and submit a copy of the “Lower St. Johns River BMAP Report.”

2.3.2

The City shall require new development to adhere to the erosion and sediment controls for construction sites set forth by the Water Quality Branch (WQB) of the EQD. Construction sites will be inspected by the City’s Nonpoint Source Section to ensure minimal impacts of erosion on water quality of the City.

2.3.3

The City in coordination with JEA will continue to update the Master Stormwater Management Plan (MSMP) and coordinate with the Water/Wastewater System Improvement Program to ensure that the necessary stormwater system infrastructure is in place within the 35 targeted septic tank phase-out areas and in a manner that promotes efficiency and maximizes the impact of public expenditures.

2.3.4

The Public Works Department shall continue to implement non-structural stormwater best management practices (pavement sweeping, etc.) in existing areas where stormwater retrofitting is proposed in the Master Stormwater Management Plan.

2.3.5

The City will continue to maintain the inventory of herbicides and pesticides used on City owned or maintained areas, including those used to control mosquitoes.

2.3.6

The City will require implementation of Best Available Treatment designs achieving no less than 30% total nitrogen reduction for urban retrofit projects and promote new projects to achieve no net increase in nutrient runoff from pre-existing conditions.

2.3.7

The City will require the use of “River Friendly” BMPs, as published in the Florida Green Industries: Best Management Practices for Protection of Water Resources in Florida and outlined in Chapter 366, Ordinance Code. This will include the establishment of new, “Florida Friendly” turf and landscapes and the care of existing turf and landscapes, including construction activities, irrigation, nutrient management, and pest management.

Objective 2.4 The City shall reduce the potential for contamination of water and other natural resources as a result of chemical spills.

Policies 2.4.1

The City shall inspect facilities with underground petroleum storage tanks on an annual basis to ensure compliance with Rule 17-61, F.A.C.

2.4.2

The City shall continue to inspect facilities with above-ground storage tanks of petroleum or hazardous chemicals every two years to ensure compliance with DEP and the Fire Marshal's requirements.

2.4.3

The staff of the Hazardous Materials Activity of EQD shall participate in the inventory and assessment program as an element of the Division's Waste Reduction Assistance (Pollution Prevention) Program in order to evaluate hazard assessment, safety requirements, emergency response and coordination of response, and financial responsibility for potential chemical and petroleum spills related to port and vessel activities, and shall recommend adoption of new local regulations or other measures where appropriate, leading to protection of water quality and natural resources.

2.4.4

The City will take action to recover City funds used to contain and/or remediate spills, and for restoration of the contaminated environment in accordance with the rules established in Chapter 360.

Objective 2.5 The City and JEA shall continue to implement its hazardous waste management program for the proper storage, recycling, collection, transfer and disposal of hazardous wastes in order to protect natural resources.

Policies

2.5.1

The City's Solid Waste Division and EQD shall continue a public education program on the proper disposal of potentially hazardous materials to reduce the amount of these materials entering the solid waste stream.

2.5.2

The City shall continue the permanent local "amnesty days" program to facilitate proper collection and disposal of household hazardous wastes, as well as hazardous wastes from conditionally exempt small quantity generators (0 -100 kg/mo).

2.5.3

The City shall continue to operate a local household hazardous waste collection center. The City will assist the State in attempting to locate a treatment, storage, and disposal facility (TSDF) in Northeast Florida, by evaluating any potential sites in Duval County.

2.5.4

The EQD shall inventory and inspect all commercial and industrial hazardous waste generators on an annual basis.

2.5.5

Equipment known to contain PCBs, such as transformers and capacitors, shall continue to be identified, located, and inspected by JEA. JEA shall monitor each item including any leakage or spills, until the item is disposed of properly.

2.5.6

The City shall review the DEP criteria for evaluating the environmental hazards of old dump sites within the City and recommend modifications where necessary. The City shall update the existing list and analyze and rank the known sites of City-involved contamination for priority cleanup. Following this ranking, the City will develop a remediation action plan for these sites.

2.5.7

The City of Jacksonville's EQD shall serve as contract manager for the Florida Petroleum Cleanup Program within Duval County for as long as the State funds the program, estimated as 30 years more.

Objective 2.6 The City shall protect the hydrological and ecological benefits of flood plain areas, such as water quality, fish and wildlife habitat, and prevention of downstream flooding.

Policies

2.6.1

The City shall continue to define the surface hydrology of the area to determine flood plain vulnerability and sensitivity, and will determine appropriate protection measures.

2.6.2

Efforts to activate and provide public access to recreation land that was purchased under the Preservation Project Jacksonville (PPJ) shall not conflict with the intent to protect the hydrological and ecological benefits of the flood plains. Land purchased under the PPJ is

intended to protect flood plain areas in support the City's Special Management Areas Program.

2.6.3

The City shall protect appropriate floodplain areas for the public benefit and restore degraded floodplain areas by:

- A. Land acquisition or conservation easement acquisition;
- B. Regulation, including setbacks, buffer zones, designated wildlife corridors, low density zoning, performance standards and open space requirements; and
- C. Incentives, including tax benefits and transfer of development rights.

Objective 2.7 The City shall reduce the rate of soil erosion caused by land development and other human activities in areas known to have experienced soil erosion problems.

Policy

2.7.1

EQD shall continue to inspect land development sites and construction sites permitted by other agencies during all phases of construction and post construction for compliance with required erosion and sediment control plans.

Objective 2.8 The City shall promote the practice of efficient utilization and extraction of mineral resources.

Policies

2.8.1

The City shall require that new applications for mineral resource extraction be reviewed by the Planning and Development Department and EQD for adverse environmental and land use impacts.

2.8.2

The City shall implement regulations necessary to ensure adequate conservation, appropriate use and protection of areas suitable for extraction of minerals.

2.8.3

The City, through the Land Development Regulations, shall require that all applications for mineral resource extraction contain a reclamation program which requires the re-establishment of the form and function of an appropriate land cover, as well as the implementation of all reclamation programs.

Objective 2.9 The City shall encourage the further development and implementation of a River Restoration Plan to help protect and restore the water quality health of the Lower St. Johns River, and the City's creeks and tributaries.

Policies

2.9.1

The City shall participate in the multi-agency coordination efforts to promote restoration of the Lower St. Johns River Basin.

2.9.2

The City shall promote the Water/Wastewater System Improvement Program (WWSIP) in order to eliminate on-site treatment and disposal system and to promote environmental health, safety and general welfare and the water quality of the St. Johns River.

2.9.3

The City shall encourage the preservation of the St. Johns River as an American Heritage River in recognition of its ecological, historic, economic, recreational and cultural significance.

Objective 2.10 The City shall implement the goals of the Tributary Assessment Team (TAT) and the Florida Department of Environmental Protection's (FDEP) adopted Basin Management Action Plan (BMAP) to restore the health of the tributaries.

Policies

2.10.1

The City will continue to coordinate with the FDEP and SJRWMD on implementing the Total Maximum Daily Loads (TMDL) program and other relevant programs for the lower St. Johns River by actively participating in interagency meetings and work groups, by coordinating monitoring, assessment and enforcement programs, by submitting contracts for work on the City portion of the lower basin, and by revising and commenting on revised SWIM plans.

2.10.2

The City shall ensure that all point sources receiving wasteload allocations and nonpoint sources receiving load allocations achieve their reductions in compliance with the Lower St. Johns River Basin Management Action Plans, as adopted and approved by the State of Florida Department of Environmental Protection.

2.10.3

The City shall follow up and coordinate with the TAT on a regular basis to ensure that basin management strategies are being carried out and that their incremental effects are assessed. In addition, assessments shall be conducted every five (5) years as required by the Florida Watershed Restoration Act of 1999 (FWRA) to determine whether there is

reasonable progress in implementing the BMAP and achieving pollutant load reductions. Assessments will include identification of total nitrogen (TN) and total phosphorus (TP) loadings, an inventory of problem areas, and updates to the policies of the Comprehensive Plan to comply with any new standards and regulations.

Objective 2.11 The City shall consider the impact of development on the river and its tributaries during the land development review process.

Policies

2.11.1

The City of Jacksonville shall require a Low Maintenance Zone (LMZ) to be established between developed areas contiguous to any pond, stream, water course, lake, wetland or seawall in accordance with Chapter 366, Part 6, Ordinance Code.

2.11.2

The Planning and Development Department shall encourage coordination between infrastructure and land planning in order to ensure that future development will contribute to the sustainability of the river and the City's water supply.

Objective 2.12 The City shall continue to promote financial support for research and planning to ensure water quality health for the St. Johns River and its tributaries, as well as to meet the City's water supply needs.

Policies

2.12.1

The City, acting as Duval County, shall continue to seek endorsement from the SJRWMD in order to fund county-level water protection and water supply planning efforts.

2.12.2

Duval County's water resources and projected needs through 2025 come from both groundwater and surface water sources. Detailed data regarding water use, projections and sources are included in the background data for this element. JEA shall continue to identify and promote water conservation, alternative water supply sources and other water management strategies, consistent with the St. Johns River Water Management District's (SJRWMD) Regional Water Supply Plan and the provisions of the Potable Water and Natural Groundwater Aquifer Recharge Sub-Elements, in order to meet the City's growing water supply needs.

2.12.3

The City of Jacksonville shall continue to participate in the development of updates to the St. Johns River Water Management District's (SJRWMD) Regional Water Supply Plan, as well as other applicable water supply development-related initiatives facilitated by SJRWMD.

GOAL 3

Manage, preserve and enhance viable native ecological communities in order to protect and improve the functions of natural systems and the distribution, productivity and diversity of native plants, animals and fisheries, particularly those species which are endangered, threatened, of special concern, or have high ecological, recreational, scientific, educational, aesthetic, or economic value.

Objective 3.1 To develop a current high-quality database on vegetation and wildlife within the City.

Policies

3.1.1

The City shall utilize Geographic Information System (GIS) data provided by the SJRWMD to map wetlands. The data shall be depicted on the Wetlands Map adopted in the Comprehensive Plan.

3.1.2

The City shall continue to assess and manage environmentally sensitive lands purchased through the Preservation Project Jacksonville. Attention shall be given to identifying areas that have suffered environmental damage and show promise for restoration to all or part of their past productivity.

3.1.3

The City shall utilize its computerized GIS to map and analyze natural resource conditions.

3.1.4

The City shall provide appropriate assistance to the University of Florida Biological Diversity Project for Duval County in exchange for an inventory database. The City shall also work in cooperation with the U.S. Department of Forestry to determine the natural inventory of Duval County lands by photo interpretive methods.

Objective 3.2 Ensure the protection of natural resources and historic resources on Cecil Field.

Policies

3.2.1

The City has entered into a Memorandum of Understanding with the St. Johns River Water Management District, Clay County, Jacksonville Port Authority and the Florida Department of Environmental Protection which establishes a natural and recreation corridor. The natural and recreation corridor identified on the Cecil Field Natural and Recreational Corridor Map is hereby established in the Comprehensive Plan. The corridor may serve as mitigation to offset adverse impacts to natural resources, fish and wildlife, and wetland functions on the eastern side of Cecil Field. Permissible land uses within this

corridor include: conservation, passive resource based recreation and forestry management. The corridor shall be managed uniformly as an integrated wetland and upland system under a cooperative agreement between appropriate local and state agencies. Any such management agreement may include harvesting of upland forest products under a long-term rotation plan, with wetland buffers, similar to forest management plans for Cary and Jennings State Forests. The management plan for the corridor may authorize public access to the property for passive resource based recreation which includes hiking and horseback riding trails, camping, hunting, fishing, and other mutually agreeable uses.

3.2.2

Provide a natural and recreation corridor between the Cary State Forest and the Jennings State Forest which creates the opportunity for a migratory corridor for wildlife in the area.

3.2.3

Provide for the productivity of forest resources and maintain the diversity of habitat types and overall biological productivity.

3.2.4

The City shall continue to coordinate development and reuse of Cecil Field and to participate in ongoing clean-up activities. As of 2019 more than 92 percent of the area is clean of contamination.

3.2.5

The City shall coordinate the future development of Cecil Field with the U.S. Navy, Environmental Protection Agency and Florida Department of Environmental Protection to ensure that land use conflicts do not occur in the future.

Objective 3.3 Increase the public knowledge of environmental problems, solutions and goals of the City, especially in relation to environmentally sensitive areas, native Florida wildlife, listed species, and their habitat.

Policies

3.3.1

The City shall assist the State Land Planning, the Florida Fish and Wildlife Conservation Commission, and the U.S. Fish and Wildlife Service in developing an education program to increase public knowledge of the existence, habitat, and survival requirements of this area's native wildlife, including listed species and other rare Florida animals. The Environmental Protection Board shall continue efforts to educate the public, landowners, developers, and agency representatives on the wildlife and wildlife habitat of Northeast Florida, including good management practices for native species and vegetative communities.

3.3.2

The Environmental Protection Board shall continue to increase public knowledge and awareness of local environmental issues such as the St. Johns River cleanup, non-point pollution, air quality and air toxins, hazardous materials disposal, wetlands values, native species, rule changes, and new regulatory requirements. The Environmental Protection Board will work with other public agencies, environmental organizations, the Duval County School Board, and the Jacksonville Chamber of Commerce to facilitate the public education process.

Objective 3.4 The City shall conserve, appropriately use, protect and manage environmentally sensitive lands (native plant communities and wildlife habitat) to maintain the natural ecological community types and sustainable populations of wildlife native to the City.

Policies

3.4.1

The City shall continue to promote wildlife preservation and conservation of natural systems and the long-term maintenance of natural systems through such means as establishing wildlife sanctuaries, refuges, riverine preserves, wildlife management areas, parks and open space by buying or acquiring other interests in the land.

3.4.2

The City shall encourage landowners and developers to protect or preserve Environmentally Sensitive Lands within developments, where feasible. Developers will be informed, through development review processes, and provided options for preservation of these areas.

3.4.3

The City will continue to inform landowners and developers of the availability of technical assistance from State and federal fish and wildlife agencies concerning the on-site status of the following native communities: beach dunes and coastal strands, dry prairies, maritime hammocks, scrubs, shell mounds, sand hills, mesic flatwoods.

3.4.4

The City shall continue to ensure the preservation of native habitat vegetation during land development activities, either through maintenance of natural vegetation on any project site, or through the planting of native vegetation. 50% of all plantings incorporated in an approved landscape plan for any project site after development consists of native vegetation suitable to that site, and by requiring that at least 60% of all post development vegetation is indigenous to the City.

3.4.5

The City has amended the Jacksonville Landscape and Tree Protection Regulations to increase the penalties for violation thereof, which penalties include mitigation, jail sentences, severe fines and withholding of building and development permits.

3.4.6

The Planning and Development Department shall encourage innovative site planning techniques such as clustering of development to preserve unique natural site features.

Objective 3.5 The City will protect conserve and appropriately use native ecological communities shared with or adjacent to State and federal lands and other local governments.

Policies

3.5.1

The City shall develop a process by which to protect unique communities located along the City's border by enforcing land use and development regulations with regard thereto.

3.5.2

The City shall, with the appropriate counties, meet as necessary to discuss upcoming land development projects that would have an impact on native ecological communities in more than one jurisdiction.

3.5.3

The City shall cooperate with and assist adjacent local governments to assure compliance with all State and federal regulations pertaining to endangered and rare species living in such "shared" ecological systems, by meeting as necessary to discuss any new State or federal regulations.

Objective 3.6 Protect and manage endangered and threatened species and species of special concern so there is no reduction in numbers of species that are found in the City and no significant loss of population size. Conserve and protect the functional values of areas of native wildlife habitats which require special protection efforts.

Policies

3.6.1

The City shall continue programs for the protection of listed and non-listed species of interest through management of land purchased under and in partnership with the Preservation Project Jacksonville, through the Special Management Areas Program and through implementation of and updates to the Manatee Protection Plan.

3.6.2

The City shall implement the provisions and requirements identified in the MPP. Implementation shall include but not be limited to consistency reviews with the boat facility siting plan of the Manatee Protection Plan, data collection, coordination of law enforcement activities, and manatee awareness and education.

3.6.3

The City shall continue to establish additional Conservation land use designations and/or ordinances or rules as needed to conserve and protect sustainable populations of listed animal species and other significant wildlife, federally listed plant species and state-listed plants. Where compatible uses are allowed, mitigation may be required on or off-site to help compensate for adverse impacts.

The City will continue to review agency regulations and best management practices of silviculture and agriculture operations to determine whether these operations are adversely impacting listed animal and plant species. The City will request assistance in this review from the Division of Forestry and wildlife agencies. If detrimental impacts are occurring, EQD shall implement EPB rules for agriculture and silviculture BMPs which specifically include practices for the protection of these species and upland communities.

In addition, the City shall monitor the Division of Forestry's review of the best management practices as they relate to wildlife and propose amendments to the Comprehensive Plan based on the review by the Division of Forestry.

3.6.4

The City shall continue to implement a program which: (1) defines those areas of native wildlife habitat in need of special protection efforts but not otherwise subject to regulation and protection by State and U.S. agencies and (2) requires either preservation of a portion of the wildlife habitat in need of special protection or equivalent preservation by means of on-site or off-site mitigation. The program shall include provision for transfer of land use density credits from those areas being preserved to areas of the site proposed for development, and other compensation measures as appropriate. The Land Development Regulations will be subsequently amended. This policy does not preclude additional regulatory and incentive measures for the conservation and management of wildlife habitat and native plant communities from being developed.

3.6.5

The City shall maintain a land development review process for the assessment and protection of listed species and their habitat, which shall apply to issuance of development permits and land clearing, excluding bona fide silvicultural and agricultural activities. Projects which contain areas identified for protection shall be required to incorporate creative project designs through utilization of such measures as clustering, mixed land use designations and transfer of development rights programs. For purposes of this

policy, the term listed species shall be limited to listed animal species as defined in the Definitions Section of the Comprehensive Plan.

- A. All proposed developments or land clearing, with the exception of bona fide silvicultural or agricultural activities, which are located on all or part of a parcel or contiguous parcels of land containing 50 acres or more under common ownership on the effective date of the 2010 Comprehensive Plan shall be reviewed by the City to determine if the site contains listed species.
- B. A listed species survey shall not be required for:
 - 1. Lands depicted on the most recent Land Cover Map published by the St. Johns River Water Management District (SJRWMD) to be:
 - a. barren land
 - b. agriculture
 - c. urban land
 - d. transportation and utilities, and/or
 - e. tree plantations
 - 2. Areas identified as wetlands where a listed species survey was required through other local, State, regional or federal regulations or programs or those wetlands which will be protected in their natural state through such regulations or programs.

The City reserves the right to modify the land cover designation of any site where reliable information available to the City indicates that the land cover is different than the land cover depicted on the most recent Land Cover Map published by the St. Johns River Water Management District (SJRWMD). Before the City modifies the land cover designation on any site, the property owner and the SJRWMD shall be given an opportunity to comment on the reliability of the information provided. Failure of the SJRWMD to provide their comments within a 30-day period from the date of mailing shall be considered an acquiescence that the information provided is reliable. To the extent the Land Cover Map is inconsistent with an on-site inspection or survey, the survey controls.

- C. The City shall make a determination as to whether or not the proposed development or land clearing, not otherwise exempt from the provisions of this

policy, is located in an area which contains listed species requiring the procedures set forth in Paragraph E of this Policy.

1. The City shall review its database, which shall consist of Land Cover Maps, known occurrences of listed species, and results of properly conducted surveys.
 - a. If the database does not reflect any known occurrences of listed species on the site and the site contains only exempt land cover, then the protection measures of Paragraph E of this Policy shall not apply.
 - b. If the database indicates that the development or land clearing site contains listed species, then the protection measures of Paragraph E of this Policy shall apply.
 - c. If the database indicates nonexempt land cover is present on the development or land clearing site, the protection measures of Paragraph E of this Policy shall be applied as follows:
 1. If the survey shows a listed species, then the provisions of Paragraph E of this Policy applies (see chart titled Proposed Development or Land Clearing located in the Wildlife Inventory and Analysis section).
 2. If the survey does not show a listed species, then the provisions of Paragraph E of this Policy do not apply.
 3. An applicant may provide a listed species survey conducted by the FFWCC, USFWS, or a professionally qualified private consultant in accordance with Paragraph 1 of this Policy, to amend the database.
 4. The City may grant exemptions from the survey requirements and the protection measures of Paragraph E of this Policy in individual cases where reliable information available to the City indicates that the proposed development or land clearing contains no listed species or habitat for listed species. Before the City grants an exemption from survey or protection measures, the FFWCC and the USFWS shall be given an opportunity to comment on the reliability of the information provided. Failure of the FFWCC and the USFWS to provide their comments within 30 days from the date of mailing shall be considered an acquiescence that the information provided is reliable.

5. An applicant may accept the database without conducting a survey and comply with the protection measures of Paragraph E of this Policy.
6. For purposes of this Policy, the results of a properly conducted survey are considered more conclusive than the database if conducted by the provisions of Paragraph 1 of this Policy.

The City reserves the right to verify any information submitted by an applicant.

D. The land encompassed in the listed species survey shall be as follows:

1. For proposed developments or land clearing, not otherwise exempt, containing 50 acres or more, the entire area to be developed or cleared shall be surveyed.
2. For proposed developments or land clearing, not otherwise exempt, containing less than 50 acres, which are part of a parcel or contiguous parcels of land containing 50 acres or more which was under common ownership on the effective date of the 2010 Comprehensive Plan, a minimum of 50 acres shall be surveyed inclusive of the proposed development area to be cleared. However, no landowner will be required to survey land they do not own.

E. When a site proposed for development or land clearing is determined to contain listed species, those listed species and their habitat shall be protected in a manner which ensures the achievement of Objectives 3.3 and 3.5 and related policies, unless the proposed development or land clearing is otherwise exempt from the provisions hereof. The method of protection required by the City shall be determined on a case by case basis and shall be directly related to: the number and types of listed species present or presumed to be present on the site as determined by Paragraph C of this Policy; the size, type, quality and location of habitat; the life cycle needs supplied by the habitat, i.e., nesting, roosting, breeding, foraging, etc.; the size of the habitat in relation to the size of the site proposed for development or land clearing; the location of the site and the habitat in relation to existing or proposed wildlife corridors, Special Management Areas, Conservation land use designated properties; lands upon which a conservation easement already exists.

1. The City shall require a habitat management plan which demonstrates how the listed species will be protected from the impacts of the proposed development or land clearing. The plan must be prepared by a qualified professional, reviewed by the FFWCC or USFWS and approved by the City

prior to the City issuing a development order. The FFWCC or the USFWS must complete this review within 30 days from the date of mailing. Failure of the FFWCC or the USFWS to provide their review within the 30-day period shall be considered an acquiescence that the management plan is acceptable. Under the requirements of a habitat management plan, the landowner may be required to protect up to 10% of the total gross acreage of the site proposed for development or land clearing.

2. When the City determines that alternative off site measures will provide equivalent or better protection to achieve Objectives 3.3 and 3.5 and their related policies, then in lieu of the requirements of Subsection 1 above, the City may require one of the following; i) a monetary contribution to a trust fund for the acquisition of environmentally sensitive areas, or ii) off site mitigation measures such as species relocation which must be approved by the FFWCC or the USFWS, or other State or federal agency with jurisdiction over the species to be protected or iii) land acquisition within or adjacent to existing or proposed wildlife corridors or areas within the region with existing habitat for the listed species to be protected or iv) contribution to the Northeast Florida Regional Mitigation Park. The monetary contribution shall provide funds sufficient to replace or the land to be dedicated shall replace the habitat functions of the acreage that would otherwise be protected under Subsection 1 above, off site mitigation shall emphasize the need to satisfy habitat requirements for listed species. Monetary contributions to a trust fund for land acquisition pursuant to this policy shall be applied first to the acquisition of sites known to contain viable populations of listed species.
 3. Listed species preservation or mitigation imposed upon a site by a federal, State, or regional agency are presumed to satisfy Objectives 3.3 and 3.5 and related policies, and the City shall incorporate the restrictions imposed by those other agencies into any development order issued for the site.
 4. The protection measures of this policy shall not apply to the Florida Panther (*Felis Concolor Coryi*) and the Florida Black Bear (*Ursus Americanus Floridanus*) because of (i) the extremely large home range; (ii) the difficulty of defining precise habitat needs; (iii) the inclusion of other policies in this Conservation/Coastal Management Element which address acquisition or incentive programs to establish wildlife corridors for far ranging species; and (iv) the identified habitat area which is located in areas encompassed by low density land uses of one dwelling unit per 40 acres to one dwelling unit per 100 acres.
- F. For the purpose of this policy, "protect" or "protection" shall mean preservation by the creation, acquisition and enforcement of conservation easements in the manner provided by Section 704.06, F.S. This shall be accomplished through: a

conservation easement, dedicated to the City, or to a public or non-profit conservation agency or organization or by virtue of designation of the protected area as Conservation on the Future Land Use Map series (FLUMs). For purposes of a Conservation designation on the FLUMs, final development orders, when issued, will identify protected areas to be designated as Conservation. The next ensuing amendment of the Future Land Use Element by the City will incorporate on the FLUMs such protected areas designated as Conservation. The area on site required for protection may, in part, be satisfied by other requirements if the protected area is the same community type required for protection. A conservation easement, dedication or Conservation designation in the Future Land Use Element shall, by the terms as reflected in the easement, dedication or amendment to the Future Land Use Element, take into consideration the listed species which are subject to protection measures. The City has the final authorization for the decision to accept or reject a particular conservation easement. Acceptance of dedications of such land or easements shall emphasize the need to satisfy habitat requirements for listed species. The City shall refine its procedure for accepting conservation easements. Conservation easements may be released only when it is shown by competent substantial evidence that the purpose for such easement was dedicated, has been completed or is no longer capable of being accomplished because no other listed species utilize the site. The Land Development Regulations shall not require a landowner to be responsible for ongoing management plan requirements other than the protection as defined above.

- G. The listed species information and copies of all listed species surveys, as well as City determinations, shall be maintained in a central location by the City and shall be available to the public for inspection.
- H. The listed species surveys required by this Policy shall be conducted using methods approved by the FFWCC or USFWS for those species in the list below for which the site contains habitat which may be utilized by those species. In addition to the following species, all other listed species found on the site shall be reported.
- Sherman's Fox Squirrel
 - Red Cockaded Woodpecker
 - Burrowing Owl
 - Bald Eagle
 - Gopher Tortoise

- Southeastern American Kestrel
- Florida Pine Snake
- Eastern Indigo Snake
- Florida Gopher Frog
- Woodstork
- Florida Mouse
- Rookeries containing listed species.

For purposes of this Policy, the results of a properly conducted survey are considered more conclusive than the data base. A properly conducted survey must address: i) species listed in the data base for which verified sightings by a qualified person have been recorded for that site, and ii) species for which the on-site habitat is particularly valuable. The City shall reserve the right to perform its own properly conducted survey to verify the landowners survey.

- I. Properties which have previously been subject to the provisions of Paragraph E of this Policy shall not again be subject to those provisions, even if those properties are being cleared or developed in parcels that are smaller than the original parcel which was subject to those provisions.

3.6.6

The provisions of Policy 3.6.5 shall not apply to bona fide silvicultural or agricultural activities on those lands where such activities were existing on or prior to the effective date of the 2010 Comprehensive Plan or new bona fide silvicultural and agricultural activities in areas otherwise exempt in Paragraph B of Policy 3.6.5. Bona fide silvicultural or agricultural activities shall be defined as good faith commercial or domestic silvicultural or agricultural use of the land, any determination of which shall consider the following:

- I. The specific agricultural or silvicultural use of the land;
- II. The length of time the land has been so utilized;
- III. Whether the use has been continuous;
- IV. Consideration of whether the purchase price paid is three or more times the agricultural assessment placed on the land;
- V. Size of the tract as it relates to the specific agricultural or silvicultural use;

- VI. Whether such land is subject to a lease, and if so, the effective length, terms and conditions of the lease;
- VII. Absence of pending applications for development permits;
- VIII. The classification placed upon such lands by the Property Appraiser pursuant to Section 193.461, Florida Statutes;
- IX. Merchantability of the silvicultural or agricultural product;
- X. Whether an indicated effort has been made to care sufficiently and adequately for the land in accordance with acceptable commercial agricultural or silvicultural practices applicable to the product involved;
- XI. Such other factors as may from time to time become applicable.

To the extent a final determination is made that land clearing activities do not constitute bona fide silvicultural or agricultural activities and are not otherwise exempt from Policy 3.6.5, the provisions of that policy shall be applicable to such activities.

- A. For purposes of this policy, "silvicultural or agricultural use of the land" shall mean all necessary farming and forestry operations which are normal and customary for the area, such as natural seeding, direct seeding, control burning, preparation of land management plans, site preparation, clearing, fencing, contouring to prevent soil erosion, soil preparation, plowing, planting, harvesting, construction of access roads, creation of fire lanes and placement of bridges and culverts conducted in accordance with applicable rules of the St. Johns River Water Management District.
- B. Bona fide silvicultural and agricultural activities shall be required to comply with all provisions of the Silvicultural "Best Management Practices" Manual published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

Objective 3.7 The City shall promote through acquisition or incentives the establishment of carefully selected and designed wildlife corridors connecting viable habitat in order to allow the survival of far ranging species and prevent the isolation of natural communities and their gene pools. This process will be developed in cooperation with the Florida Fish and Wildlife Conservation Commission, the U.S. Fish and Wildlife Service, the Department of Environmental

Protection, the St. Johns River Water Management District, Department of Agriculture and Consumer Services, and affected landowners.

Policies

3.7.1

The City shall develop incentives such as tax credits or other measures for the incorporation of wildlife corridors in the management of agriculture and silviculture lands.

3.7.2

The establishment of wildlife corridors shall be a primary consideration in the prioritization of land for acquisition.

3.7.3

The City shall implement procedures for the City Council at the request of the landowner, to designate or qualify lands as being environmentally endangered so as to encourage the preservation of such lands through: (i) the conveyance of such environmentally endangered lands to the City or to the Board of Trustees of the Internal Improvement Trust Fund, or (ii) the imposition of a conservation easement or other restrictive covenant upon such environmentally endangered lands whereupon the City shall consider the value of the lands so conveyed or restricted in setting the ad valorem assessment for such environmentally endangered lands in accordance with the provisions set forth in Section 193.501, F.S. (1989).

Objective 3.8 The City shall institute programs to support the protection, management, and improvement of local fisheries and fish habitat in order to increase ecological, recreational, scientific, educational, aesthetic, and economic values and therefore make Jacksonville a more desirable place to live and work.

Policies

3.8.1

The EQD shall implement programs, ordinances, and rules as described in the water quality section of this element in order to protect and improve water quality to provide appropriate habitat for healthy populations of fish and wildlife.

3.8.2

The City shall participate through the SWIM Act and other programs to recommend and receive funding for fisheries habitat improvement efforts in the lower St. Johns River basin.

3.8.3

The Parks, Recreation, and Community Services Department shall continue to study and implement management techniques to improve recreational fishing opportunities in the area's rivers, streams, and estuaries. State and federal fisheries management agencies will be asked to participate in the implementation of the management techniques. The

City shall continue to cooperate with the FFWCC and the U.S. Fish and Wildlife Service in the Jacksonville Urban Pond Project to provide freshwater recreational fishing opportunities through intensive management.

3.8.4

The City shall monitor and recommend action to protect its shellfish beds and potential shellfish harvesting areas from pollution.

3.8.5

As part of the Special Management Areas Program, the EQD shall encourage and support the lower St. Johns River Basin SWIM Plan efforts to ensure that valuable grassbeds and nursery areas utilized by fish species important to commercial and recreational fishing in the City are identified and mapped. The City will assist the SJRWMD in development of protection strategies for submerged aquatic vegetation in Duval County.

3.8.6

The City shall continue to support the concept of establishing a regional fisheries resource center for Northeast Florida. This Center will be established with the primary goal of developing applied management strategies to improve the overall fisheries industry in Jacksonville. The City may assist in such efforts as coordinating site selection, recruiting talented personnel, and acquiring funding through grants and other means.

3.8.7

The EQD will continue to aggressively pursue inclusion of significant aquatic biological studies in updates to the Lower St. Johns River Basin SWIM Plan.

GOAL 4

To achieve no further net loss of the natural functions of the City's remaining wetlands, improve the quality of the City's wetlands resources over the long-term and improve the water quality and fish and wildlife values of wetlands.

Objective 4.1 The City shall protect and conserve the natural functions of its existing wetlands, including estuarine marshes. In order to achieve this objective and its associated policies, the City shall continue to work with the applicable regional, state and federal agencies charged with these regulatory responsibilities.

Policies 4.1.1

The City of Jacksonville has identified three categories of wetlands, as listed below and described in the definitions section of the Comprehensive Plan:

- Category I wetlands shall mean those wetlands classified as Saltwater Marshes;

- Category II wetlands shall mean those wetlands classified as Riverine/Estuarine; and
- Category III wetlands shall mean those wetlands not classified as Category I or II wetlands (All Other Wetlands).

4.1.2

Where the Wetlands Map indicates the potential existence of wetlands within the boundaries of an application site for a land use map amendment, rezoning or development site plan review, one of the following options may serve as conclusive evidence of wetlands for wetlands policy consistency review:

- A SJRWMD wetlands boundary determination and the Comprehensive Plan wetland category classification based on review of aerial photography, soils, elevations, flood zones, drainage basins and connectivity to waterways
- A high intensity wetlands survey, as described in the definitions section
- A wetlands map depicting the Comprehensive Plan wetland category delineated based on a review of aerial photography, soils, elevations, flood zones, drainage basins and connectivity to waterways, subject to acceptance by the City, and not acceptable for establishing wetlands buffer locations.

4.1.3

The following performance standards shall apply to all development, except public utilities and roadways, permitted within Category I, II, and III wetlands:

a) Encroachment

Encroachment in Category I, II, or III wetlands is the least damaging and no practicable on-site alternative exists; and

b) No net loss

Development is designed and located in such a manner that there is no net loss to the wetland functions including but not limited to:

- i. the habitat of fish, wildlife and threatened or endangered species,
- ii. the abundance and diversity of fish, wildlife and threatened or endangered species,
- iii. the food sources of fish and wildlife including those which are threatened or endangered,

iv. the water quality of the wetland, and

v. the flood storage and flood conveyance capabilities of the wetland; and

c) Floodplain protection

Buildings are built at an elevation of sufficient height to meet the designated flood zone standards as set forth by the Federal Emergency Management Agency. The design must be in conformance with Chapter 652 (Floodplain Regulations) of the Ordinance Code; and

d) Stormwater quality

In the design and review of developments which will discharge stormwater into the Category I, II, or III wetlands the following performance standards shall be used to protect water quality:

- i. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 40C-4 or 40C-40, F.A.C. or a stormwater permit issued pursuant to Chapter 40C-42, F.A.C., provides assurances necessary for compliance with subsections (i) - (iv) above provided the stormwater management system is constructed in accordance with the permit; and
- ii. Regular monitoring and maintenance program on an annual basis for the performance of stormwater treatment systems

e) Septic tanks

Septic tanks, drainfields and/or greywater systems are located outside the Category I, II, or III wetland area and not within 75 feet of the mean high water line of tidal bodies or within 75 feet of any wetland unless the Duval County Health Department grants a variance for a hardship case pursuant to the provisions of Section 381.0065, F.S. Where public utilities are available, development is required to connect to these facilities; and

f) Hydrology

The design of the fill shall include measures to maintain the wetlands hydrology of the site.

4.1.4

Public utilities and roadways located in Category I, II, or III wetlands shall be subject to the requirements of (a), (b), and (d) as noted in the performance standards outlined in Policy 4.1.3 above.

4.1.5

The permitted uses within Category I and II wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs):

1) Conservation uses, provided the following standards are met:

a. Dredge and fill

Dredging or filling of the Category I and II wetlands shall not exceed more than 5% of the wetlands on-site; and

b. Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

2) Residential uses, provided the following standards are met:

a. Density/Dredge and fill

Where lots, except for lots of record as defined in the Future Land Use Element, are located totally within the wetlands:

- i. density shall not exceed one (1) dwelling unit per five (5) acres; and
- ii. buildings shall be clustered together to the maximum extent practicable; and
- iii. dredging or filling shall not exceed 5% of the wetlands on-site; and

b. Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

- 3) Water-dependent and water-related uses, provided the following standards are met:

a. Vegetation

For Category I wetlands:

All native vegetation outside the development area is maintained in its natural state

For Category II wetlands:

No more than 10% of the arial extent of the vegetation outside the development area may be altered or removed; and

b. Boat facilities siting and operation

Boat facilities are further subject to Objectives 10.1, 10.2, 10.3, 10.5 and 10.6 and their related policies of this element.

- 4) Access to a permitted use, subject to the requirements of (a), (b), and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- 5) Any use which can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.
- 6) For Category II wetlands only, silvicultural uses are allowed, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

4.1.6

The permitted uses within Category III wetlands shall be limited to the following land uses and associated standards, provided such use is consistent with the Future Land Use Map series (FLUMs)

1) Any use not otherwise listed below, provided all of the basic requirements outlined in Policy 4.1.3 above are met.

2) Silvicultural uses, provided the following standards are met:

Best Management Practices: Silviculture

Such activities are conducted in compliance with the provisions of the "Silvicultural Best Management Practices Manual", as may be amended, published by the Florida Division of Forestry, Department of Agriculture and Consumer Services.

3) Agricultural uses, provided the following standards are met:

Best Management Practices: Agriculture

Such activities are to be in compliance with Chapter 40C-44, F.A.C.

4) Any use that can be shown to be clearly in the public interest, subject to the requirements of (a), (b), (d) and (f) as noted in the performance standards outlined in Policy 4.1.3 above.

4.1.7

The City's Land Development Regulations shall include standards and criteria for establishing and maintaining a minimum 15-foot, average 25-foot natural and undisturbed vegetative buffer around all wetlands. At a minimum, the standards and criteria shall also address the following:

- Requirements for buffers to be depicted on all site plans, development plans and other documents submitted for development review and permitting;
- Requirements for wetland boundaries to be measured from the state jurisdictional wetland line;
- The relationship of wetland buffers to other regulatory buffers and setbacks; and
- The criteria and process for consideration of exemptions from the buffer requirements where no other reasonable alternative exists.

4.1.8

In determining whether an encroachment in the wetland is the least damaging to the wetland and that no practicable on-site alternative exists, the City shall evaluate the following prior to the issuance of a final development order:

- a) the land use category according to the Future Land Use Map series (FLUMs) and existing zoning of the site and surrounding parcels; and
- b) alternative designs which could accomplish the purposes of the development including the encroachment on the wetland of such alternative designs; and
- c) the wetland functions being served by the area proposed to be encroached upon.

4.1.9

Mitigation shall be considered only as a last resort, and only if it is determined that encroachment in the wetland is the least damaging alternative and no practicable on-site alternative exists. Such mitigation activities should replace similar habitat and function, and shall result in no net loss of wetland functions and shall be subject to all applicable local, State and Federal permitting and regulations.

4.1.10

The City shall consider cumulative impacts when reviewing proposals for construction within wetlands.

In deciding whether to grant or deny a development order for construction in wetlands which will affect wetlands, the City shall consider:

- A. The impact of the development for which the development order is sought.
- B. The impact on developments which are existing, under construction, or for which land development orders have been previously issued.
- C. The impact of developments which are under review, approved, or vested pursuant to Section 380.06, F.S., or other developments which may reasonably be expected to be located within wetlands based upon applications for final development orders pending at the time of the review.

4.1.11

The City's Environmental Protection Board (EPB) established pursuant to Chapter 73, Ordinance Code, shall have the authority to promulgate appropriate rules by which it may exempt or waive specific provisions of Policies 4.1.1 - 4.1.10 above for i) developments with alternative designs which can be shown to be the least damaging and that no practicable on-site alternative exists and which results in no net loss of the wetland functions, ii) public facilities/utilities/roadways or iii) in the case of hardships. The EPB shall uphold the policies of the Comprehensive Plan. Any waiver granted by the Environmental Protection Board shall be a development order or permit subject to challenge under Section 163.3215, F.S. In determining exemptions or waivers, the EPB rules shall consider the following:

- A. wetland functions being served by the wetland proposed to be impacted, including, but not limited to:
- i. the habitat of fish, wildlife and threatened or endangered species,
 - ii. the abundance and diversity of fish, wildlife and threatened or endangered species,
 - iii. the food sources of fish and wildlife including those which are threatened or endangered,
 - iv. the water quality of the wetland, and
 - v. the flood storage and flood conveyance capabilities of the wetland; and
- B. compliance with the following stormwater quality standards which are used to protect water quality in wetlands in the design and review of developments which will discharge stormwater into the wetland:
- i. Stormwater runoff shall be subjected to best management practices prior to discharging into natural or created mitigation wetlands. Best management practices shall mean a practice, or combination of practices determined by the local government to be the most effective, practical means of preventing or reducing the amount of pollution generated by the development to a level compatible with Florida Surface Water Quality Standards found in Chapters 17-301 and 17-302, F.A.C.
 - ii. No site alteration shall result in violation of State and local water quality standards caused by siltation of wetlands or pollution of downstream wetlands or reduce the natural retention or filtering capability of wetlands.
 - iii. No site alteration shall allow water to become a health hazard or contribute to the breeding of mosquitoes.
 - iv. All site alteration activity shall provide for such water retention, filtration, and settling structures, and flow attenuation devices as may be necessary to ensure that the foregoing standards and requirements are met.

4.1.12

The City shall assess and evaluate the success or failure of the Comprehensive Plan to protect the natural functions of wetlands as part of each planning timeframe update to the

Plan. The City shall amend the Comprehensive Plan as needed, including reformulated objectives, policies and standards to protect the natural functions of the wetlands.

Objective 4.2 The City shall maintain management and protection strategies for those contiguous and isolated wetlands which have particular ecological values for the City. Particular ecological values may include, but not be limited to, habitat utilized by listed species or other significant populations of wildlife, ecologically productive areas, water purification functions, or flood control.

Policies

4.2.1

During review and updates to the Lower St. Johns River Basin Surface Water Improvement and Management Plan (SWIM), the City shall identify those contiguous and isolated wetlands which have particular ecological values for the City and aggressively pursue inclusion in the program by the SJRWMD.

4.2.2

The City will continue to carry out its responsibilities under the current DEP Nassau River-St. Johns River Marshes Aquatic Preserve Management Plan, and will be an active participant in any subsequent revisions to the Plan.

4.2.3

The City shall forward all development proposals adjacent to aquatic preserves to the DEP and the National Park Service for its review and comment.

4.2.4

The City shall continue coordination with the SJRWMD and the Florida Department of Environmental Protection (FDEP) for:

- a. the review and comment on all wetland resource aspects of all proposed permits to be issued by the SJRWMD and FDEP within the City of Jacksonville which involve locally adopted standards involving such matters.
- b. review of all wetland resource aspects of all permits issued by the SJRWMD and the FDEP within the City of Jacksonville for the purpose of creating a database of information based upon the City's wetland categories including, but not limited to:
 - i. number of existing acres of wetlands according to the Wetlands Map within each drainage basin within the City.

- ii. number of acres of wetlands within each drainage basin within the City by category being impacted by permits issued by the SJRWMD and the FDEP.
 - iii. number of acres, location and type(s) of mitigation.
 - iv. mapping of existing wetlands, mitigation areas including mitigation parks, conservation easements, lands within the conservation land use category, special management areas, etc.
 - v. coordinating, exchanging and annual sharing of information collected in sections i - iv above with the SJRWMD, Department of Community Affairs and other interested parties.
- c. developing a method of coordination for of acquisition and/or mitigation to preserve environmentally and ecologically valuable wetlands.

Objective 4.3 The City shall regulate land development activities in wetlands so as to complement and not duplicate existing wetland protection programs of the Florida Department of Environmental Protection DEP, St. Johns River Water Management District (SJRWMD) and the U.S. Army Corps of Engineers (USACOE).

Policies

4.3.1

The City shall require all applications for final development orders to include a listing of those Florida Dredge and Fill, U.S. Dredge and Fill and Florida Management and Storage of Surface Waters permits that will be required for the site. All applications for final development orders shall include a delineation of all existing jurisdictional wetlands on-site.

4.3.2

The City's wetland protection program shall not duplicate existing federal, State, or water management district programs. Issuance of a Management and Storage of Surface Waters permit pursuant to Chapter 373, F.S., a dredge and fill permit pursuant to Chapter 403, F.S., or a dredge and fill permit pursuant to the Federal Clean Water Act provides the assurances necessary that the encroachment, no net loss, stormwater treatment, hydrology, cumulative impacts and mitigation standards have been complied with but shall not include assurances as to the permitted land uses within each wetland classification or the following related standards (i) septic tanks, (ii) dredge and fill percentage, (iii) density, (iv) vegetation and (v) boat facilities siting and operation, which the City shall review independently.

4.3.3

The City will meet as necessary with adjoining counties, municipalities, and the Northeast Florida Regional Council (NEFRC) to review applications for any development, including stormwater discharge, which may adversely impact the quality of estuaries within the jurisdiction of more than one local government.

Objective 4.4 The City shall consider incentives and other market-based programs to protect high functional valued wetlands and environmentally sensitive lands that are critical to the health of the City’s waterways and water quality.

Policies

4.4.1

The City shall encourage the placement of all watercourses, water bodies, buffer areas, and wetlands having high functional values to be placed in a Conservation land use category, Conservation zoning district and/or conservation easement as part of an application for a land use amendment, rezoning and/or site plan approval process.

4.4.2

The City shall act as applicant for property owners who voluntarily place their high functional valued wetland into the Conservation land use category and/or Conservation zoning district.

4.4.3

The City shall consider density bonuses and/or cluster development in appropriate areas of the City to encourage placement of high functional wetlands and other environmentally sensitive lands to Conservation.

GOAL 5

The City shall manage and protect unique or environmentally sensitive environments by establishing special management areas.

Objective 5.1 The City of Jacksonville shall continue its Special Management Areas program.

Policies

5.1.1

The City recognizes environmentally sensitive lands within the City previously recognized by other governmental action. These areas are portions of the: the Nassau River-St. Johns River Marshes Aquatic Preserve, the Julington Creek/Durbin Creek Peninsula, the Northeast Florida Regional Mitigation Park (gopher tortoise preserve), Cedar Swamp, and the Timucuan Ecological and Historic Preserve. Upon adoption of the 2010 Comprehensive Plan, these five areas were designated as the first "Special Management Areas" for the City. Individual management plans, including Land Development

Regulations and acquisition, were developed for portions of the areas to protect the unique features of each area. These plans are identified in Policy 5.1.6.

5.1.2

The City recognizes environmentally sensitive lands acquired under the Preservation Project Jacksonville project as part of the Special Management Areas program.

5.1.3

The City shall continue to support the Department of Environmental Protection's (DEP) management plan to protect the health and productivity of the St. Johns River-Nassau River Marshes Aquatic Preserve.

5.1.4

The City established The Preservation Project Jacksonville to acquire, through purchase, donation or other methods, environmentally sensitive areas or interests in land other than fee simple for protection and recreation purposes. Money from the Preservation Project Jacksonville was used in part as match money for State and federal acquisitions within the Special Management Areas and resulted in partnership acquisitions totaling 81 square miles of preservation land.

5.1.5

The City shall continue public acquisition of sensitive wetland areas adjacent to the rivers and tributaries in the City as opportunities and funding is available.

5.1.6

The City shall defer management of the "Special Management Areas" to the appropriate conservation agencies as listed:

- A. Northeast Florida Mitigation Park (Branan Field Wildlife and Environmental Area; Managing Agency – Florida Freshwater & Wildlife Conservation Commission (FFWCC))
- B. Cedar Swamp; Managing Agency – St. Johns River Water Management District and the City of Jacksonville
- C. Julington Creek/Durbin Creek Peninsula; Managing Agency – St. Johns River Water Management District
- D. Timucuan Ecological and Historic Preserve; Managing Agency – National Park Service, Florida Division of Recreation and Parks and City of Jacksonville Parks and Recreation Department

- E. Nassau River-St. Johns River Aquatic Preserve; Managing Agency – Florida Division of Recreation and Parks and Freshwater & Wildlife Conservation Commission

GOAL 6

The City shall protect, conserve, and manage its sandy beach coastline and dune system and the St. John’s River and its tributaries. The City shall continue to ensure access to beaches, coastal shoreline, and the St. John’s River and tributaries are available to the public.

Objective 6.1 The Ocean fronting beaches and dunes within the City’s jurisdiction shall be maintained predominantly in their natural state for conservation and recreational uses.

Policies

6.1.1

All activities which may result in man-induced erosion or would threaten the stability of the beach/dune system are prohibited.

6.1.2

Construction seaward of the State's Coastal Construction Control Line is prohibited. An exception shall be for passive recreation and access structures.

6.1.3

No new shore hardening structures shall be permitted, pursuant to Chapter 161, F.S. Reconstruction of existing erosion control structures is prohibited except for public navigation and emergency transportation corridors.

6.1.4

The beach and dune systems within the City of Jacksonville, including native vegetation, shall be protected and preserved.

6.1.5

Native vegetation shall be required as the stabilizing medium in any re-vegetation or restoration program.

6.1.6

Vehicular driving on the beach and primary dunes shall be prohibited except for emergency and maintenance purposes, or pursuant to an approved beach management plan.

6.1.7

The City shall implement a beach management plan for Huguenot Memorial Park to prevent vehicular damage to the dunes and dune stabilizing vegetation.

6.1.8

The City shall participate through City support services, personnel, and equipment with private and non-profit organizations in a dune enhancement and revegetation program (such as the current program with the Boy Scouts of America to stabilize the beaches and dunes with discarded Christmas trees) to restore damaged and breached dunes to their historical conditions. This program shall include preservation and enforcement provisions.

Objective 6.2 The City shall encourage the continuance of the federally authorized Jacksonville Beach Restoration Project.

Policies

6.2.1

The City, acting as Duval County, shall consider its continuation as the local sponsor for the Jacksonville Beach Restoration Project.

6.2.2

Restoration activities shall not interfere with sea turtle nesting. Re-vegetation activities associated with the beach restoration project shall utilize native vegetation.

6.2.3

In order to maximize federal and State funding participation, the City shall request participating local governments to ensure the availability of adequate public access within the beach restoration project's boundaries.

6.2.4

The City shall discourage any ocean dumping of beach-compatible sand from channel dredging by the federal government by providing alternative disposal sites through inter-local agreements with the local governments of the beach communities of Duval County to accept such sand for beach re-nourishment. The City shall continue to catalogue for evaluation approaches to beach stabilization as alternatives, or complements to beach re-nourishment.

Objective 6.3 The City shall maintain construction standards which minimize the impacts of man-made structures on beach or dune systems.

Policy

6.3.1

The Public Works Department shall maintain construction standards for both public and private developments which minimize the impacts of man-made structures on beach or dune systems. These standards shall include, but not be limited to, roadways, ramps, walkways, pavilions, recreation structures, retaining walls, and fences.

Objective 6.4 The City shall continue to ensure that access to beaches, coastal shoreline, and the St. John’s River and its tributaries is available to the public.

Policies 6.4.1

The Parks, Recreation and Community Services Department has developed and will continue to update a Master Recreation Improvement Plan which includes a program to expand the availability of public access, to include saltwater fishing facilities, boat ramps parking, public parks and buffer zones with recommendations for a method to fund acquisition and construction.

6.4.2

The City shall encourage the preservation and enhancement of public access to the river and its recreational opportunities in the Downtown Zoning Overlay district.

6.4.3

The City shall accept donations of shoreline lands suitable for use as public access, public parks, buffer zones or parking sites.

6.4.4

Where appropriate, the City shall participate in intergovernmental agreements with federal and State agencies regarding the use of land and access to government-owned properties in the coastal area and the River and its tributaries for public use.

6.4.5

The City shall continue to maintain public access to all beaches re-nourished at public expense and continue to enforce the public access requirements of the 1985 Coastal Zone Protection Act.

GOAL 7

The City shall make every reasonable effort to ensure the public safety, health, and welfare of people and property from the effects of coastal storm and hurricane damage.

Objective 7.1 The City, acting as Duval County, shall reduce excessive hurricane evacuation times where they exist within specific areas of designated Hurricane Evacuation Zones and maintain all other evacuation times within the acceptable standard.

Policies

7.1.1

The City, acting as Duval County, shall establish a local working group to consider a set of policies that would allow for a citywide local mitigation program that would take the place of the site-specific and case-by-case approach that is currently used to determine appropriate mitigation when a future land use map amendment is proposed that would

impact hurricane evacuation time. Until and unless the City determines a citywide local mitigation program, all assessments of future land use map amendments that impact hurricane evacuation times shall be considered case-by-case.

7.1.2

The City, acting as Duval County, will develop and implement provisions for increasing the rate of evacuee mobilization, including the expansion of its comprehensive awareness program, to ensure that Duval County residents and visitors are informed regarding evacuation zones, clearance times, shelter locations and capacities, and evacuation routes. The Emergency Preparedness Division shall develop for general public distribution, a Duval County "All Hazards Guide," that will include the following: Family Disaster Planning; Disaster Supply Kits; Home Protection; Hurricane Evacuation Zones, Routes & Shelters; Flooding, Thunderstorms & Lightning; Tornadoes & Waterspouts; Hazardous Materials; What to Expect After the Disaster; Advice for Senior Citizens, Home-bound Patients and Special Need Populations; Pets; Business Protection; and Emergency Phone Numbers.

7.1.3

The City, acting as Duval County, shall review, and update as necessary, items related to hurricane evacuation in the Comprehensive Emergency Management Plan (CEMP) prior to June 1 of each year. The latest versions of, or changes to, all State and regional emergency plans shall be incorporated into the CEMP to ensure intergovernmental plan consistency.

7.1.4

The Emergency Preparedness Division, acting as the City of Jacksonville and Duval County, shall maintain a formalized intergovernmental strategy for hurricane evacuation planning and regional emergency planning efforts with adjacent counties and municipalities within the County.

7.1.5

The Comprehensive Planning Division of the Planning and Development Department and the Emergency Preparedness Division shall maintain procedures and guidelines for assessing the impact of a new development and redevelopment on hurricane evacuation times. Such procedures and guidelines shall be adopted and implemented in a manner consistent with the requirements of Section 163.3202(1), F.S., and therefore shall be formalized and integrated into the City's Land Development Regulations.

7.1.6

The City shall not amend the Future Land Use Element or the Future Land Use Map series unless; the requested change can be determined to not exceed the established hurricane evacuation times; the requested change is for a lower density; or the requested change for increased density provides adequate remedies to reduce impacts on hurricane evacuation times which exceed the acceptable standard.

7.1.7

All new development and redevelopment within Hurricane Evacuation Zones shall be consistent with hurricane evacuation times and the Future Land Use Element of the Comprehensive Plan. In conjunction with the Emergency Preparedness Division, the City shall develop procedures for evaluating the impact of new development and redevelopment on hurricane evacuation times.

7.1.8

The Emergency Preparedness Division shall review all development orders for projects located within Hurricane Evacuation Zones and recommend development conditions where necessary. The City shall develop a process to allow the adequate review of impacts of development orders by the Emergency Preparedness Division.

7.1.9

The cumulative impact of development orders or permits shall not exceed the established hurricane evacuation time.

7.1.10

The City Traffic Engineer and Chief of Emergency Preparedness shall review at least annually evacuation route road needs to ensure that the necessary improvements are incorporated within the Capital Improvements Element and Transportation Element.

7.1.11

The City shall utilize hurricane evacuation times, as well as Level of Service standards, in determining the timing and priority of roadway improvements as contained within the Transportation Element. Existing evacuation route deficiencies shall be included in the five-year schedule of capital improvements.

7.1.12

The Emergency Preparedness Division shall continue to participate in discussions and evaluations conducted by FDOT, JTA, and the City of Jacksonville to identify additional roads to be included in the City's evacuation system and in the CIP.

Objective 7.2 Adequate shelter space shall continue to be available for the population in the Hurricane Evacuation Zones at risk under a Category 3 storm event. The City, acting as Duval County, shall have a mechanism in place to assist in providing shelter and transportation for people with special needs during an emergency.

Policies 7.2.1

The City, acting as Duval County, shall increase its shelter capacity. All new or retrofit school projects and community centers located outside of Evacuation Zones shall be evaluated for sheltering of special needs as well as general populations. When appropriately located, designed and constructed, the following types of facilities are

considered suitable for use as public hurricane evacuation shelters: community and civic centers, meeting halls, gymnasiums, auditoriums, cafeterias and open floor multipurpose facilities, exhibition halls, sports arenas, field houses, conference and training centers, certain classroom buildings, and other public assembly facilities as outlined in Chapters 252.385 and 1013.372, Florida Statutes.

7.2.2

The Chief of Emergency Preparedness, with assistance from State and regional agencies, shall establish the target shelter demand, and make recommendations on additional policies and strategies to ensure, if needed, the availability of additional shelter space.

7.2.3

In the event that the Chief of Emergency Preparedness determines that the shortage of shelter space requires mitigation, then policies 7.2.5, 7.2.6 and 7.2.7 shall apply.

7.2.4

The Emergency Preparedness Division shall, for evacuation purposes, continue to identify the special needs population of Duval County, and plan for appropriate facilities and services through the Duval County Health Department, with the assistance of such government and quasi-government agencies as the Northeast Florida American Red Cross, the First Coast Disaster Council, and other similar agencies.

7.2.5

The City shall require that all new development located in the Coastal High Hazard Area in land use categories that permit residential density greater than Low Density Residential shall contribute to the cost of emergency shelter space in existing school sites.

7.2.6

For purposes of determining an owner's assessment for the cost of emergency shelter space in new and existing school sites and community centers, the City shall use a quantitative formula where:

- A equals the total number of residential units proposed;
 - B equals number of persons per household; and
 - C equals average cost to retrofit one shelter space;
 - D owners assessment
- $$A \times B \times C = D \text{ Owner's Assessment}$$

7.2.7

The City shall use the most recent U.S. Census data related to average household size, population in households and households. In calculating the assessment owed, the City shall use the full unit count of the proposed development, the county-wide average household size from the U. S. Census, and the average shelter retrofit cost as provided

by the City's Emergency Preparedness Division in consultation with the Duval County School District Facilities Services Division. The City shall not allow a reduction of the shelter space required based on assumptions of smaller household sizes than the county-wide census data or reduced uses of public shelters for certain developments. These factors shall be updated as warranted by the City to ensure accuracy of costs and population factors.

The City will continue to enforce building standards and requirements to minimize structural damage to property in hazardous coastal areas. Future City expenditures for infrastructure improvements will be limited to meeting the needs of existing residents and resource protection. Land use decisions will direct new development to areas outside of hazardous coastal areas.

Objective 7.3 Limit public expenditures that subsidize growth by ensuring that building and development activities are carried out in a manner which minimizes danger to life and property from natural disasters and restricting the intensity of development within designated Coastal High Hazard Areas consistent with public safety needs.

Policies 7.3.1

The Coastal High Hazard Area (CHHA) is the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model as established by the most current Northeast Florida Hurricane Evacuation Study. It is shown on The Coastal High Hazard Areas (CHHA) and Hurricane Evacuation Zones Map. A property shall be deemed to be within the CHHA as depicted on the Coastal High Hazard Areas (CHHA) Map unless site specific, reliable data and analysis demonstrates otherwise.

7.3.2

The City shall continue to participate in the National Flood Insurance Program.

7.3.3

The City shall maintain requirements for wind resistance, as stated in the latest edition of the Statewide Florida Building Code.

7.3.4

Shoreline development in Coastal High Hazard Areas shall be protected by vegetation, setbacks, and/or restoration, rather than by seawalls or other coastal protection structures which contribute to erosion. Exception may be made for navigation and emergency transportation purposes.

7.3.5

The City shall limit the expenditure of public funds in Coastal High Hazard Areas to the restoration or enhancement of natural resources and to the replacement and renewal of existing public facilities which may be expanded and improved.

7.3.6

Established hurricane evacuation times and route capacities within Coastal High Hazard Areas shall not be exceeded.

7.3.7

All public lands within Coastal High Hazard Areas shall be designated for conservation purposes consistent with the Future Land Use Element's Conservation land use classification.

7.3.8

All Land Development Regulations shall be reviewed and revised to reduce the vulnerability of any existing development within Coastal High Hazard Areas.

7.3.9

The City shall identify areas within the CHHA that are considered blighted and propose programs that will eliminate unsafe conditions and encourage economic redevelopment.

7.3.10

The City used Preservation Project monies as one of the sources of funds available to purchase lands in the Coastal High Hazard Areas – (CHHA). These land purchases shall reduce the development potential in the CHHA which, in turn, assists in reduction of evacuation times, number of persons living in these areas, and property loss damages. At least 25% of the total lands (67,573 acres) within the Coastal High Hazard Area shall be acquired through the Preservation Project to maintain or reduce hurricane evacuation times by removing the potential for residential development on these lands.

7.3.11

The City shall continue its current joint actions with surrounding cities, the State Department of Community Affairs (DCA) Division of Emergency Management Office, St. Johns River Water Management District and the Federal Emergency Management Administration (FEMA) to secure monies for purchase by a public agency of privately held lands.

These purchases shall be for the purpose of reducing development potential in the CHHA and thus serve as one of the remedies pursuant to Policy 7.1.6.

7.3.12

The City shall direct future residential density away from the Coastal High Hazard Area and shall mitigate the impacts of existing residential development rights through

traditional and innovative planning tools including but not limited to Preservation Project land purchases and emergency shelter deficit reduction through mitigation assessments.

Objective 7.4 Limit development density and intensity within the Coastal High Hazard Area (CHHA) and direct it outside of the CHHA, and mitigate the impact of natural hazards in the area.

Policies

7.4.1

The City shall require that all land development applications within the Coastal High Hazard Area be planned and obtain approval pursuant to a site plan review process, to ensure that development is compatible with site characteristics.

7.4.2

Land development applications within the Coastal High Hazard Area (CHHA) shall be reviewed by the Planning and Development Department, Emergency Preparedness Division and Public Works Department for verification of consistency with the goals, objectives and policies of the Comprehensive Plan and all Land Development Regulations, including but not limited to, pertinent sections of the National Flood Insurance Program and all applicable flood control regulations.

7.4.3

Following a hurricane, the City shall identify those areas within the CHHA which have or can be reasonably expected to sustain recurring hurricane related damage and prohibit development within those areas.

7.4.4

The City shall limit the density of new residential development within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction Control Line to a maximum of three dwelling units per net acre or the maximum density shown on the Future Land Use Map series for the area within those areas, whichever is less. Maximum density/intensity of new non-residential development within those areas shall be limited to the density/intensity for those areas as indicated on the Future Land Use Map series. Furthermore, during the review of a single project on a site that is located partially within those areas, any reduction in residential development potential within those areas resulting from the limit of 3 dwelling units per net acre within that area may be recaptured on the subject site within areas not in those areas, where such recapture is consistent with other provisions of the Comprehensive Plan.

7.4.5

The City shall require that non-industrial redevelopment activities within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction

Control Line be limited to the density/intensity in existence for the development site prior to the effective date of the 2010 Comprehensive Plan or be limited to three dwelling units per net acre, whichever is lower.

7.4.6

The City shall limit the intensity of new industrial development within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction Control Line to the maximum intensity threshold associated with the Light Industrial or Water-Dependent/Water-Related land use category, or to the maximum intensity allowed by any other categories permitting industrial development, whichever is lower.

7.4.7

The City shall require that the intensity of industrial redevelopment activities within those areas within the Federal Emergency Management Agency V (Velocity) Zones and areas seaward of the Florida Department of Environmental Protection Coastal Construction Control Line be limited to the intensity in effect for the development site prior to the effective date of the 2010 Comprehensive Plan, or the maximum intensity associated with the future land use designation on the project site, whichever is lower.

7.4.8

The City shall promote, in instances where a proposed project is located within the CHHA, the clustering of uses. Such clustering will be used to limit the acreage within the CHHA that will be affected by the proposed development and will serve to limit the amount of infrastructure provided within the CHHA. To demonstrate compliance with the clustering concept identified in this policy, proposed site plans may be required to include conditions that restrict future development on any other portion of the site within the CHHA and /or place a conservation easement on any remaining wetlands within the CHHA not already proposed for impacts.

7.4.9

The City shall prohibit the siting of new adult congregate living facilities, community residential homes, group homes, homes for the aged, hospitals, mobile home parks and nursing homes, as defined in the Land Development Regulations, within the Coastal High Hazard Area. Such facilities already existing within the CHHA shall be discouraged from expanding.

7.4.10

The City shall utilize the definition of CHHA, as contained in this element, in the application of all policies related to the CHHA.

7.4.11

Those regulations relating to development activity in the CHHA will be incorporated into the Land Development Regulations, consistent with Section 163.3202, F.S.

7.4.12

Consistency with Objective 7.4 requires consistency with all Goals, Objectives, and Policies within the Conservation/Coastal Management Element, including, but not limited to Objectives 7.1, 7.2, 7.3, and 7.5 and all Policies within those Objectives.

Objective 7.5 Within 60 days of the occurrence of a major destructive storm or similar disaster, the City shall prepare a post-disaster redevelopment plan designed to reduce or eliminate the exposure of human life and property to natural hazards.

Policies

7.5.1

The Comprehensive Emergency Management Plan CEMP shall include guidance for post-disaster recovery operations. Post disaster recovery efforts and development shall include implementation of hazard mitigation programs that result in the reduction or elimination of future losses from similar events.

7.5.2

After a hurricane has severely impacted Jacksonville, the Mayor of the Consolidated City, and other local officials as designated by the Mayor, shall meet to review preliminary damage assessments as collected by the Emergency Preparedness division. The Mayor may take such actions as deemed necessary to restore the City to post storm conditions. Life safety issues, such as search and rescue activities shall receive first priority. Following life safety, recovery efforts shall be focused on damage assessment and human needs assessment, re-establishment of the public infrastructure. The Emergency Management Organization, as established by the CEMP, shall remain in operation until recovery efforts can be continued under normal governmental operations.

7.5.3

The Executive Group of the City's Emergency Management Organization shall oversee recovery actions and provide policy guidance for recovery operations.

7.5.4

The Emergency Management Organization shall implement the existing recovery policies and procedures of the CEMP and any policies or procedures issued or endorsed by the Executive Group. These policies shall include, but not be limited to, the issuance of emergency building permits, coordination with State and federal officials, authorization of mitigation options in the replacement of damaged or destroyed public property and infrastructure; approval of a post-disaster redevelopment plan, and amendments to the Comprehensive Plan and the CEMP.

7.5.5

Immediate repair and cleanup actions needed to protect the public health and safety include repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions.

7.5.6

The Local Mitigation Strategy shall include a formal decision-making process to evaluate redevelopment options, considering such factors as cost to construct, cost to maintain, repetitive damage, impacts on land use, impacts on the environment, and public safety.

7.5.7

The Emergency Management Organization shall propose amendments to the Comprehensive Plan which reflect the recommendations in any new or revised interagency hazard mitigation reports or other reports prepared pursuant to Section 406 of the Disaster Relief Act of 1974 (PL 93-288).

7.5.8

Structures which suffer damage from a major destructive storm or similar disaster shall be rebuilt to meet all current building code and floodplain code requirements.

7.5.9

Following a disaster, the City shall identify any existing non-public structures in the Coastal High Hazard Area (CHHA), inventory their assessed value, judge the utility of the land for public access or resource protection, and make recommendations for acquisition during post-disaster recovery.

7.5.10

The City shall consider and implement where appropriate the recommendations of the hazard mitigation annex of the local Comprehensive Emergency Management Plan.

7.5.11

The City shall prohibit the location of development in areas within the CHHA which have sustained recurring hurricane-related damage.

GOAL 8

The City shall provide for the protection, preservation, and sensitive reuse of historic resources in the coastal area.

Objective 8.1 To protect historic and archaeological resources in the coastal area in accordance with the objectives of the Historic Preservation Element of this plan.

Policy

8.1.1

The City shall implement the applicable policies of the Historic Preservation Element in order to achieve the objective of this element.

GOAL 9

The appropriate services and infrastructure as required to maintain the Level of Service standards established within the Comprehensive Plan shall be provided in the coastal area as proposed development occurs.

Objective 9.1 Establish Levels of Service, service areas and phasing of improvements for the coastal area.

Policies 9.1.1

The Levels of Service, service areas and phasing of improvements in the coastal area for:

- Roadways shall be those contained in the Transportation Element;
- Potable water shall be those contained in the Potable Water Sub-Element of the Infrastructure Element;
- Sanitary sewer shall be those contained within the Sanitary Sewer Sub-Element of the Infrastructure Element;
- Recreation facilities shall be those contained within the Recreation and Open Space Element; and
- Solid waste facilities shall be those contained in the Solid Waste Sub-Element of the Infrastructure Element.

9.1.2

Infrastructure projects shall be consistent with coastal resource protection and public safety/hurricane evacuation standards contained in this element.

GOAL 10

To provide for the siting and operation of boat facilities in such a manner as to protect water quality, maintain propagation of fish and wildlife, and maintain fishing, recreation, and swimming in a manner consistent with the Future Land Use Element, the Recreation and Open Space Element and Conservation/Coastal Management Element of the Comprehensive Plan, and the Manatee Protection Plan 4th Edition, dated November 2017 (MPP) as adopted by the City Council and approved by Florida Fish and Wildlife Conservation Commission (FWC) and the

U.S. Fish and Wildlife Service (USFWS) and incorporated into the City of Jacksonville Comprehensive Plan by reference.

Objective 10.1 Boat facilities shall be sited in a manner which is compatible with existing and future land uses and consistent with the Boat Facilities Siting Plan of the MPP.

Policies

10.1.1

The location of future boat facilities shall be consistent with the recommendations within the Future Land Use Element and the Recreation and Open Space Element of the Comprehensive Plan, as well as any Vision Plan, and any other special study or plan adopted by the City such as the Boat Facilities Siting Plan located in the MPP.

10.1.2

New boat facilities shall be prohibited in the following areas:

- A. Areas approved or conditionally approved by the Florida Fish and Wildlife Conservation Commission (FFWCC) for shellfish harvesting or potential shellfish harvesting.
- B. Areas described by the Inter-State Shellfish Sanitation Conference (ISSSC) buffer zone calculation for individually proposed boat facilities.
- C. The Nassau River/St. Johns River Marshes Aquatic Preserve north of Heckscher Drive at the St. Johns River and west of the Atlantic Ocean excluding Jim King Park, as described in Official Records Volume 3183, pages 547-552, current public records of Duval County, Florida and in Official Records Book 108, pages 232-237, current public records of Nassau County, Chapter 18-20.002 (7) (a) (2) F.A.C., and other Aquatic Preserves, as designated by the State.
- D. Outstanding Florida Waters north of the St. Johns River and west of the Atlantic Ocean.
- E. Class II Waters.
- F. Other new boat facility prohibition areas specified in Special Management Area management plans.

10.1.3

New or expanding boat facilities shall preserve any historical and archaeological sites found on the property, and sensitively incorporate them into their development plans in accordance with the Historic Preservation Element or mitigate impacts in accordance with the guidelines of the State's Division of Historic Resources.

10.1.4

The City shall review the application for any proposed boat facility to ensure consistency with Conservation/Coastal Management Element policies and objectives and with respect to the MPP. Development orders will not be issued for boat facilities that are not consistent with the MPP and the Comprehensive Plan.

Objective 10.2 New or expanding boat facilities shall be sited and built with adequate upland support services.

Policies 10.2.1

Parking facilities at new and expanding boat facilities shall meet applicable city parking standards as described in the Recreation and Open Space Element of the Comprehensive Plan and the Zoning Code.

10.2.2

Access consistent with the Levels of Service established within the Transportation Element shall be provided by all new or expanding boat facilities.

10.2.3

New or expanding boat facilities must locate non-water dependent facilities such as, but not limited to, parking areas, bait shops, and restaurants on upland areas. Exceptions may be allowed in cases where it is clearly in the public interest or where sensitive upland areas may be affected.

Objective 10.3 New or expanding boat facilities shall provide adequate protection against storm surges, winds, hurricanes, petroleum, chemicals, or other hazardous material spills.

Policies 10.3.1

New or expanding boat facilities shall provide effective measures for protection of life and property against hurricanes. New structures shall comply with all applicable hurricane construction codes as specified by State and federal regulations.

10.3.2

All boat facilities shall demonstrate the capability to promptly contain and dispose of any spills of petroleum or other hazardous materials within their boundaries.

Objective 10.4 All boat facilities must ensure protection of water quality consistent with water quality requirements of the Comprehensive Plan.

Policies

10.4.1

New or expanding boat facilities shall demonstrate the capability to control and treat storm water run-off by demonstrating compliance with the requirements of the SJRWMD and the DEP prior to final approval.

10.4.2

All boat facilities must handle sewage in accordance with applicable standards by means of on-site pump-out with adequate on-site treatment facilities, connection to a wastewater treatment plant, as required by federal, State and local regulations.

10.4.3

Prior to approval, all new or expanding boat facilities must demonstrate that construction and operation of the facility will comply with State water quality standards and any other local regulations.

Objective 10.5 New or expanding boat facilities must provide adequate depth for the type of vessels anticipated, and shall provide for safe access to channels.

Policies

10.5.1

New or expanding boat facilities shall demonstrate adequate water depths by demonstrating compliance with the requirements of the DEP.

10.5.2

New or expanding boat facilities shall delineate ingress and egress points by channel markers indicating speed limits and other applicable regulations. All markers shall be in accordance with Section 327.40(1), F.S. and 33 CFR Part 66.

Objective 10.6 New or expanding boat facilities must be designed to minimize environmental disruptions and mitigate for such disruptions when unavoidable.

Policies

10.6.1

Construction and operation of boat facilities shall be designed to minimize or eliminate adverse impacts on fish and wildlife habitat. Special attention and consideration shall be given to endangered and threatened species habitat.

10.6.2

To the maximum extent possible, shoreline stabilization must be accomplished through preservation or establishment of appropriate native wetland vegetation. Rip rap materials, sloping revetment rubble mound, pervious interlocking systems and other similar stabilization methods must be utilized as a primary method of stabilization wherever possible.

10.6.3

Piling construction and other non-dredge fill techniques shall be utilized where possible to minimize habitat destruction.

10.6.4

Mitigation for impacts to fish and wildlife and water quality shall be as required by DEP and the USACOE or local regulations, pursuant to the policies in this element.

10.6.5

The City shall provide regulatory protection zones for the protection of the manatee and its habitat in areas frequented by manatees.

10.6.6

In reviewing applications for new boat facilities or the expansion of existing facilities, ways to improve, mitigate, or restore adverse environmental impacts caused by previous activities shall be explored. Criteria for the review will include the following: shallowing dredged areas, restoring wetland or submerged vegetation, or marking navigational channels. Such mitigation or restoration may be required as condition of approval for new or expanded facilities.

Objective 10.7 The City can ensure adequate enforcement of the above objectives through consistency with the 2030 Comprehensive Plan, the Boat Facilities Siting Plan of the Manatee Protection Plan and the reduction of permitting overlaps among agencies.

Policies

10.7.1

Subject to available funds and staffing, new boat facilities shall be inspected at least once during construction, and all boat facilities may be inspected on an annual basis to ensure compliance with all requirements.

10.7.2

The City shall continue to coordinate and enter into interagency agreements with regulatory and planning agencies to enforce regulatory functions effectively and efficiently.

GOAL 11

To ensure that development and redevelopment within the Coastal Area is compatible with the Coastal Area's natural character.

Objective 11.1 To establish land use criteria which give priority to the siting and development of water-dependent uses within the Coastal Area, as compared with other shoreline uses.

Policies

11.1.1

The City shall prioritize the siting of water-dependent and water-related uses according to the chronology listed hereinafter. Uses listed first shall generally be given the highest priority when being sited along the shoreline and uses listed last would be given the least priority when being sited along the shoreline.

- 1) Conservation or Public Use
- 2) Water-dependent
 - a. Military (where necessary to assure the security of the United States)
 - b. Ports and other water-dependent industry
 - c. Water-dependent transportation facilities
 - d. Water-dependent utilities
 - e. Water-dependent commercial
- 3) Water-related industrial
- 4) Water-related commercial
- 5) Residential
- 6) Proposed amendments to the Future Land Use Map (FLUM), where water-dependent and/or water-related uses are proposed to be prohibited or removed from the permitted use of waterfront properties. This is the least desirable option, as other alternatives to protect working waterfront components should be considered prior to amendments to the FLUM.

11.1.2

The following performance standards shall be utilized for shoreline development:

- A. The shoreline configuration shall not be altered except for activities which can be demonstrated (i) to be in the public interest, and (ii) not to adversely impact water quality, natural habit and adjacent shoreline.
- B. No new direct discharge of untreated stormwater runoff shall be allowed into natural water bodies or watercourses. Adequate treatment of such stormwater must be demonstrated prior to development approval.

Objective 11.2 The City shall support the Jacksonville Port Authority in the orderly development, promotion and use of the Port of Jacksonville insofar as those efforts are in compliance with the Comprehensive Plan.

Policies 11.2.1

The City shall continue to participate in the review of development plans for the Port of Jacksonville, supporting those plans which are consistent with the Comprehensive Plan.

11.2.2

The City shall identify and reserve areas for port development through the designation of Water-Dependent/Water-Related land use.

11.2.3

The City shall discourage through the Land Development Regulations new land uses within the designated port area(s) which are non-water dependent and/or non-water related, such as residential, and advocate replacement of inconsistent land uses with land uses which are water-dependent and/or water related, such as cargo shipping terminals and boat repair yards. Conversely, the City shall retain and support the viability of existing port and water-related activities and industries and deter their movement away from existing port area(s).

11.2.4

The City shall support those plans for redevelopment of existing, or development of new, port and port-related facilities which are consistent with the Future Land Use; Conservation and Coastal Management; and Transportation Element of the Comprehensive Plan.

11.2.5

The City, acting as members of and as staff to the Technical Coordinating Committee of the Transportation Planning Organization (TPO) for the Jacksonville Urbanized Area planning process, shall coordinate with railroad, trucking, and marine shipping interests concerning the intermodal shipment of goods to improve the vitality of the City's economy, specifically as it relates to maritime cargo shipping interests, while minimizing traffic conflicts on adjacent roadways.

11.2.6

The City, through the Land Development Regulations, shall encourage new development involved in the import and export of heavy or bulk goods or recyclable goods to be located, when economically feasible, on sites near or adjacent to port or rail facilities in order to help minimize the number of heavy trucks on the region's highway system.

11.2.7

The City, through membership in and as staff to the TPO, shall coordinate with the Jacksonville Port Authority to implement its policies which relate to development and expansion of facilities designed to expedite the movement of persons and goods between various transportation modes.

GOAL 12

The City shall promote and encourage energy conservation in an effort to reduce greenhouse gas emissions and protect the environment.

Objective 12.1 The City shall promote responsible management of energy with the goal of protecting natural resources.

Policies 12.1.1

In accordance with the Sustainable Building Program (Ordinance Code, Chapter 327) all new facilities, and new improvements to existing facilities, that will be constructed with City funds shall be designed, constructed, operated, and maintained according to the standards outlined by a recognized sustainable development rating system (such, as but not limited to, the U.S. Green Building Council's Leadership in Energy and Environmental Design, "LEED"), and/or are proven to be economically feasible using a cost benefit analysis of proposed projects.

12.1.2

The City will improve energy conservation and efficiency in City buildings/facilities, and will pursue renewable energy projects and programs.

12.1.3

The City shall replace light-duty vehicles in need of replacement with hybrids, alternative fuel vehicles, or the most fuel-efficient and least-polluting vehicles available for specific functions whenever cost and reliability are similar to traditional vehicles.

Objective 12.2 JEA shall continue to promote energy conservation programs and education.

Policies

12.2.1

JEA shall educate the public on energy saving opportunities in their homes and businesses by offering an online energy audit that provides customized cost efficient ideas designed to help lower energy costs.

12.2.2

JEA shall continue to offer cost effective energy saving incentive and rebate programs.

Objective 12.3 The City shall implement tools and continue to evaluate opportunities to further energy conservation and reduce greenhouse gas emissions.

Policies 12.3.1

Upon completion of the revised Future Land Use Map, pursuant to FLUE Objective 4, the City shall review the Land Development Regulations for opportunities to promote energy conservation. Subjects for consideration shall include:

- site design and building orientation,
- maximizing reuse of existing buildings,
- promoting installation of clothes lines in new residential developments, and
- integration of multimodal transportation infrastructure requirements into the Land Development Regulations

12.3.2

Energy conservation efforts shall be maximized through coordination and implementation of other energy conservation programs, tools and strategies outlined in the Goals, Objectives and Policies of this and all other element of the Comprehensive Plan.

GOAL 13

To ensure that development and redevelopment is resilient to flooding and the associated impacts of sea level rise.

Objective 13.1 The City has established an Adaptation Action Area (AAA) and shall implement appropriate responses to address current and future risks related to flooding and the associated impacts of sea-level-rise.

Policies

13.1.1

The AAA boundary is defined as those areas within the projected limits of the Category 3 storm surge zone, those connected areas of the 100-year and 500-year Flood Zone and additional areas determined through detailed flood risk analysis. These areas are identified on the Adaptation Action Area Map. The City shall implement adaptation strategies commensurate with the storm and flood risks to land within the AAA.

13.1.2

The City shall recognize existing regulations, programs and policies that overlap with the AAA and that are currently in place to limit public investment and address appropriate development and redevelopment practices related to flooding. These regulations, programs and policies include but are not limited to the floodplain management

ordinance, CHHA policies, the Local Mitigation Strategy and the Post Disaster Redevelopment Plan and shall only be applied in cases where such regulation would otherwise apply to a development or redevelopment project.

13.1.3

The City shall update the Adaptation Action Area for sea level rise and infrastructure vulnerability assessments every five (5) years so that decisions regarding adaptation planning and investments can be based on best available science and data.

13.1.4

The City shall fund and conduct a coastal flooding and sea level rise vulnerability assessment that includes storm surge, tidal fluctuations, and extreme rainfall events and identifies populations, habitats, infrastructure, and functions that may be most sensitive to coastal flooding and sea level rise. The vulnerability assessment should also evaluate the degree of vulnerability of critical industry sectors and business enterprises that are most central to the City's economy and functionality. A Technical Advisory Committee (TAC) of subject matter experts shall be established prior to the assessment; they will be engaged throughout the assessment to ensure the data and analysis is accurate, thorough, and consistent with the scope of the project.

Objective 13.2 Provide residents, property owners and prospective property owners with resources and information about flood risks affecting their property and educate community members about options for mitigating flood risk, the associated impacts of sea level rise, and the potential impact of permanent inundation from sea level rise and of the storm surges in the future.

Policies

13.2.1

The City shall educate, inform, and disclose flood hazards to the public through various mechanisms such as real estate and lease disclosures, public mapping resources, community or city-wide public information campaigns, or other innovative and effective approaches.

13.2.2

The City, through educational campaigns, promotional materials, and partnerships with non-profit and for-profit entities, should promote and implement flooding mitigation strategies within the AAA. Such strategies may include but are not limited to green infrastructure solutions; the repair and maintenance of private or public sea walls/bulkheads that are critical protection mechanisms; and/or soft shoreline stabilization solutions in non-urban areas or environments with low wave energy.

13.2.3

Following a major storm event, the City should immediately collect data including the spatial limits of upland flooding and property damage due to wind, flooding or related

storm activity. A post-storm report and map should be created and made publicly available.

13.2.4

The City should seek partnership opportunities with agencies such as the United States Geological Survey (USGS), the National Oceanic and Atmospheric Administration (NOAA), the United States Coast Guard (USCG), and the United States Army Corps of Engineers (USACE) to deploy additional active tide gauges citywide to ensure that accurate data is recorded and validated.

13.2.5

The City of Jacksonville should establish a technical advisory committee (TAC) to provide expertise regarding the different aspects of sea level rise adaptation and to review existing programs and policies in relation to the AAA. The TAC shall determine the need and appropriate timing for additional and financially feasible responses to the effects of coastal flooding within the Adaptation Action Area.

The City shall consider appointing a member of the technical advisory committee as an ex-officio member to from the Downtown Investment Authority (DIA), Downtown Development Review Board (DDRB), Planning Commission (PC) or similar organization in order to advise regarding the effects of sea level rise and storm surge effects on proposed projects and abutting properties in the AAA.

Objective 13.3 The City shall guide and regulate development and redevelopment to avoid or accommodate rising water due to flooding, the associated impacts of sea level rise, and the potential impact of permanent inundation from sea level rise and of the storm surges in the future.

Policies 13.3.1

The City shall consider the implications of the AAA when reviewing changes to the use, intensity and density of land lying within the AAA.

13.3.2

The City shall, for properties located within the AAA that are subject to more stringent and costly regulatory standards, consider revising the calculation for property improvements (renovation, repair and maintenance) permitted that require the property to be brought into full code compliance.

13.3.3

The City should explore the use of resilience scorecards, matrices, rating systems, or similar approaches to evaluate disaster risk. These approaches can inform, at a minimum:

- Hazard mitigation projects;

- Public infrastructure projects;
- Land Use and Zoning decisions; and
- Green infrastructure solutions or incentives.

13.3.4

The Land Development Regulations should be evaluated and revised to encourage and increase protection strategies for new development and redevelopment within the AAA. Such protection strategies should consider nuisance flooding, tidal fluctuations, sea level rise, cloud burst events, sunny day flooding and storm surge and may include, but are not limited to, increasing buffers and setbacks; requiring or limiting (as appropriate) storm hardening or green infrastructure solutions; increasing freeboard requirements; requiring more stringent design standards for stormwater facilities; and exploring the use of a resilience scorecard, matrix, rating system, or similar approach and user guidelines.

13.3.5

The City should safeguard natural environments and ecosystems that are identified in vulnerability assessments. Measures should include, but not be limited to promoting preservation, reforestation, and afforestation to increase soil moisture retention; prevent erosion; providing shade and increased habitat for species under stress; and removing invasive non-native vegetation within the AAA to benefit shoreline stabilization.

13.3.6

In order to guide development away from the Adaptation Action Area (AAA) towards areas that are already high, dry, and connected, the Planning and Development Department shall explore the feasibility of offering density bonuses, transfers of development rights, clustering development entitlements, or other strategies to limit new development within the AAA or environmentally sensitive or special flood hazard areas, or as an incentive for a development's use of low impact development stormwater solutions.

Objective 13.4 The City shall improve, or establish as necessary, coordination and cooperation between and among City, regional, and state departments, agencies, and institutions in order to advance the City's resiliency to flooding and the associated impacts of sea level rise.

Policies

13.4.1

The City should coordinate with permitting agencies regarding resiliency initiatives and strategies, inclusive of but not limited to, the repair and maintenance of private sea walls/bulkheads that are critical in the protection of private property, significant resources, or public infrastructure.

13.4.2

The City shall coordinate and participate in state and regional resiliency efforts.

13.4.3

The City should encourage federal, state and regional agencies to evaluate the potential for publicly funded projects to create flood impacts on adjacent properties and to mitigate these hazards as necessary.

Objective 13.5 The City shall repair and maintain public infrastructure in flood-prone neighborhoods, and implement new solutions for managing stormwater and rising groundwater.

Policies

13.5.1

The City should assess and consider protection mechanisms, such as hard structural options like sea walls or other physical barriers and soft structural options like living shorelines and dune or wetland restoration, when designing and engineering such systems for capital improvement projects located within the AAA. Factors to compare and consider include, but may not be limited to, a cost/benefit analysis and an analysis of the short and long-term impacts of these systems to the surrounding areas.

13.5.2

The City should promote and encourage the repair and maintenance of private sea walls/bulkheads that are critical in the protection of private property, significant resources, or public infrastructure. Additionally, in non-urban areas or low wave energy environments, the City should encourage soft solutions to stabilize shorelines and consider the replacement of bulkheads with soft solutions where appropriate.

13.5.3

The City should consider the repair, maintenance, and improvement of drainage infrastructure projects based on their location within the AAA and the frequency of nuisance flooding within the area. Planning for the probable occurrence of nuisance flooding in the future should also be considered.

13.5.4

Updates to the Master Stormwater Management Plan should add mapping floodplains in areas of the City not yet mapped to the list of priorities.

13.5.5

The City should evaluate, and encourage innovation in, alternative stormwater storage solutions and natural groundwater storage solutions such as, but not limited to, low impact development features, trees, and wetland systems and evaluate and improve stormwater infrastructure to consider extreme storm events.

13.5.6

The City should evaluate the potential for city funded projects to create flood impacts on adjacent properties and shall mitigate these flood hazards as necessary.

Objective 13.6 The City shall foster a resilient economy as adaptation solutions are implemented and focus on preserving and protecting the health, safety, and welfare of the population.

Policies 13.6.1

The City shall consider demographic, socioeconomic, and development data such as, but not limited to, age (elderly and children); income; lack of personal transportation or transit-dependent; number of historic properties; government-owned properties; and locations connected to centralized water/sewer when evaluating the city's sensitivity to coastal flooding and sea level rise within the AAA.

13.6.2

The City's Emergency Preparedness Division shall consider collaborating with relevant entities and non-profit organizations in order to prepare for trauma associated with displacement and post-traumatic stress disorder following an extreme weather event.

13.6.3

The City shall consider the impact of AAA strategies and regulations on economically distressed communities and seek opportunities to mitigate negative impacts in an equitable manner. The City shall continue to strengthen its efforts towards equity and environmental justice with regards to communities living within the AAA. The City should monitor demographic, socioeconomic, and housing data to promote resilient and equitable outcomes.

13.6.4

The City shall pursue adequate provision of housing options and affordable housing opportunities that are located on land that is high, dry, and connected and outside of the AAA.

Objective 13.7 The City shall implement development and redevelopment principles, strategies and engineering solutions to reduce or eliminate flood risk in coastal areas when opportunities arise.

Policies 13.7.1

The City shall protect coastal areas for the public benefit and restore degraded floodplain areas by methods such as land acquisition or conservation easement acquisition; regulation, including setbacks, buffer zones, designated wildlife corridors; low density zoning, performance standards and open space requirements and through engineering solutions adopted in the floodplain management ordinance and the Florida Building Code (CCME 2.7.3).

13.7.2

Utilizing such programs as the Flood Mitigation Assistance Program (FMAP), Repetitive Flood Claims (RFC) and Severe Repetitive Loss (SRL), the City will continue to work with the State of Florida Division of Emergency Management (DEM), the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP) to mitigate flooding hazards through the acquisition, elevation or relocation mitigation alternatives (Local Mitigation Strategy).

13.7.3

The City will create and maintain data and information to support redevelopment efforts which will include the following inventories: non-conforming land uses, vacant lands, high hazard areas, potential property acquisition/reuse, critical priority redevelopment areas and industrial preservation areas (Post Disaster Redevelopment Plan).

13.7.4

The City will develop and support public and private projects and programs to retrofit, relocate or acquire properties susceptible to repetitive flooding.

13.7.5

The City should evaluate and prioritize opportunities to acquire lands located within major stormwater basins that can serve as both recreation and open space and flood water storage capacity during major storm and high tide events.

13.7.6

The City shall meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22 in order to reduce flood losses and achieve flood insurance premium discounts for residents. (Ordinance Code, § 652.103(h))

13.7.7

The City will continue to participate in the National Flood Insurance Program (NFIP) and will make all reasonable efforts to maintain a Community Rating System score of 6 or better.

13.7.8

The City's Emergency Preparedness Division shall maintain a Local Mitigation Strategy which will be reviewed and updated in accordance with state and federal requirements to remain eligible for pre- and post-disaster funding assistance.

13.7.9

The City shall minimize public and private losses due to flooding by implementing the following regulations:

- A. Requiring the use of appropriate construction practices in order to prevent or minimize future flood damage and managing development practices which may increase flood damage or erosion potential through implementation of the floodplain management ordinance. (Ordinance Code, § 652.103(b and c).
- B. Designating a Floodplain Administrator to enforce the provisions of Chapter 652, Ordinance Code, the City's floodplain management ordinance.

13.7.10

The City has adopted and shall maintain a floodplain management ordinance that establishes engineering requirements to safeguard the public health, safety, and general welfare and minimizes public and private losses due to flooding through regulation and development of flood hazard areas. The ordinance shall include development and redevelopment regulations that:

- A. Minimize unnecessary disruption of commerce, access and public service during times of flooding;
- B. Require the use of construction practices that will prevent or minimize future flood damage;
- C. Manage filling, grading, dredging, mining, paving, excavation, drilling operations, storage of equipment or materials, and other development which may increase flood damage or erosion potential;
- D. Manage the alteration of flood hazard areas, watercourses, and shorelines to minimize the impact of development on the natural and beneficial functions of the floodplain;
- E. Minimize damage to public and private facilities and utilities;
- F. Help maintain a stable tax base by providing for the sound use and development of flood hazard areas;
- G. Minimize the need for future expenditure of public funds for flood control projects and response to and recovery from flood events; and
- H. Meet the requirements of the National Flood Insurance Program for community participation as set forth in the Title 44 Code of Federal Regulations, Section 59.22.

13.7.11

Engineering solutions shall be included in the floodplain management ordinance and shall apply to all development that is wholly within or partially within any flood hazard area, including but not limited to the subdivision of land; filling, grading, and other site

improvements and utility installations; construction, alteration, remodeling, enlargement, improvement, replacement, repair, relocation or demolition of buildings and structures; placement, installation, or replacement of manufactured homes and manufactured buildings; installation or replacement of tanks; placement of recreational vehicles; installation of swimming pools; and any other development.

13.7.12

The Floodplain Administrator shall review permit applications and engineering plans to determine whether proposed development sites will be reasonably safe from flooding. If a proposed development is in a flood hazard area, all site development activities, (including grading, filing, utility installation and drainage modification), all new construction and substantial improvements shall be designed and constructed with engineering methods, practices and materials to minimize flood damage in accordance with the city Floodplain Management Ordinance.

13.7.13

The Federal Emergency Management Agency (FEMA) Flood Insurance Study for the City of Jacksonville, Duval County, Florida and Incorporated Areas and the accompanying Flood Insurance Rate Maps (FIRM), and all subsequent amendments and revisions to such maps, shall be adopted by reference as a part of the floodplain management ordinance and shall serve as the minimum basis for establishing flood hazard areas, along with the supporting data and flood hazard areas included in the Master Stormwater Management Plan. Flood zones shall also be depicted on Future Land Use Element Map L-4.

The flood hazard areas and base flood elevations contained in the Flood Insurance Study and shown on Flood Insurance Rate Maps (FIRM) and the requirements of Title 44 Code of Federal Regulations, Sections 59 and 60 may be revised by the Federal Emergency Management Agency, requiring revision to the floodplain management regulations to remain eligible for participation in the National Flood Insurance Program.

13.7.14

All public utilities and facilities such as sewer, gas, electric, communications, and water systems are to be located and constructed to minimize or eliminate flood damage. All new and replacement sanitary sewage facilities, private sewage treatment plants (including all pumping stations and collector systems), and on-site waste disposal systems shall be designed in accordance with the standards for onsite sewage treatment and disposal systems in Chapter 64E-6, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the facilities and discharge from the facilities into flood waters, and impairment of the facilities and systems. All new and replacement water supply facilities shall be designed in accordance with the water well construction standards in Rule 62-532.500, F.A.C. and ASCE 24 Chapter 7 to minimize or eliminate infiltration of floodwaters into the systems.

13.7.15

No development, including but not limited to site improvements, and land disturbing activity involving fill or regrading, shall be authorized in the regulatory floodway unless the floodway encroachment analysis required in the Floodplain Management Ordinance demonstrates that the proposed development or land disturbing activity will not result in any increase in the base flood elevation.

13.7.16

Development within flood hazard areas shall be required to include vulnerability reductions measures such as additional hardening, higher floor elevations or incorporation of natural infrastructure for increased resilience.

13.7.17

The City shall continue to implement the Florida Building Code and land development regulations to enhance flood mitigation measures in vulnerable areas to reduce future risks associated with high tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise.

13.7.18

The City's Land Development Regulations shall include standards and criteria for drainage and stormwater management in all types of development based on Level of Service Standards established in the 2030 Comprehensive Plan. (FLUE Policy 1.2.15)

13.7.19

The City shall require all development within the 100-year flood-plain to be in strict conformance with all applicable federal, State, regional and local development regulations. (FLUE Policy 1.4.4)

13.7.20

The City shall consider providing incentives to the owners of existing structures located within the AAA for the removal of such structures or the renovation of such structures to bring them into compliance with City Ordinance Codes revised for adaptation and resiliency.

13.7.21

The City should identify strategies and processes to assess the effectiveness of drainage and flooding infrastructure in areas of the City that were developed prior to the imposition of state stormwater management regulations.

Objective 13.8 The City of Jacksonville shall be consistent with, or more stringent than, the flood resistant construction requirements of the Florida Building Code (FBC) and applicable flood-plain management regulations (44 C.F.R. part 60). Construction activities seaward of the coastal construction control lines shall be consistent with Chapter 161, Florida Statutes.

13.8.1

The Floodplain Management Ordinance (Ordinance Code, Chapter 652) shall be administered and enforced in conjunction with the Florida Building Code and shall be consistent with the requirements of the Federal Emergency Management Agency (FEMA) and Title 44 Code of Federal Regulations. Additionally, floodplain development permits or approvals shall be issued pursuant to Chapter 652 for any development activities not subject to the requirements of the Florida Building Code. (Ordinance Code, § 652.402)

13.8.2

Limit new construction to areas landward of the primary dune line, except as provided for by Florida's Coastal Construction Control Line regulation pursuant to Chapter 161, F.S. Prohibit the use of non-emergency or maintenance vehicles on the City's primary dune system except as provided pursuant to an approved beach management plan. (FLUE Policy 1.5.8)

13.8.3

If extending, in whole or in part, seaward of the coastal construction control line and also located, in whole or in part, in a flood hazard area:

- A. Buildings and structures shall be designed and constructed to comply with the more restrictive applicable requirements of the Florida Building Code, Building Section 3109 and Section 1612 or Florida Building Code, Residential Section R322.
- B. Minor structures and non-habitable major structures as defined in F.S. § 161.54, shall be designed and constructed to comply with the intent and applicable provisions of this Chapter and ASCE 24.
(Ordinance Code, § 652.1004)

JaxPort Master Plan



March 2009

The Honorable Donna Deegan, Mayor

William B. Killingsworth, Director of Planning and Development

*City of Jacksonville 2045 Comprehensive Plan
Conservation/Coastal Management Element
JAXPORT Master Plan - March 2009*

Introduction

The JAXPORT Master Plan consists of four sections:

1. Section A: Goals, Objective and Policies;
2. Section B: Master Plan Background, containing descriptions of the inventories, analyses, port maintenance and expansion;
3. Section C: Definitions; and
4. Section D: Maps 1-17.

APPENDICES

- Appendix A, the JAXPORT Quick Reference Emergency Response Plan,
- Appendix B, the PIERS Outlook for U.S./Global Economies Power Point, and
- Appendix C, the JAXPORT Hurricane Manual.

Appendices A, B and C are background information and contain additional data and analysis in support of the Master Plan as required by Florida Statutes Chapter 163 and Chapter 9J-5, Florida Administrative Code.

2045 COMPREHENSIVE PLAN



JAXPORT Master Plan Goals, Objectives and Policies Section A

*City of Jacksonville 2045 Comprehensive Plan
Conservation/Coastal Management Element
JAXPORT Master Plan - March 2009*

GOAL 1

To increase public awareness of the benefits derived from the Jacksonville Port Authority, known by the trade name JAXPORT, for the City of Jacksonville, surrounding communities, and the State of Florida. To enhance the economic viability of JAXPORT through the operation, maintenance and expansion of public port facilities.

Issue: The Role of JAXPORT

JAXPORT has been vested by the Florida Legislature with the responsibility of operating, promoting, sustaining, and financing the public marine terminal facilities located within Duval County. In doing so, JAXPORT makes important contributions to the local and regional economy. These contributions are both direct in nature in terms of actual jobs created, as well as indirect through the attraction of business and industry to Jacksonville.

In order to continue this important role in the local and regional economy, JAXPORT must improve efficiency and expand existing public facilities to remain competitive relative to other southeastern ports. As JAXPORT continues to improve its competitive position, it will attract more maritime industries to the public terminals and advance Jacksonville as a site for a variety of maritime businesses. JAXPORT is a major contributor to the Port of Jacksonville (Port). All port facilities, whether public or private, operating in Duval County are considered a part of the Port.

Objective 1.1 JAXPORT shall maintain a public information program to inform local governmental agencies and citizens about current JAXPORT activities and future growth plans.

Policies

1.1.1

JAXPORT shall maintain existing public relations programs to provide timely, comprehensive information about port-related operations, activities, and growth opportunities.

1.1.2

JAXPORT, through its partnership in the Chamber of Commerce and the Jacksonville Economic Development Commission, shall emphasize the importance of JAXPORT to the city's overall economic development strategy.

Objective 1.2 JAXPORT shall strengthen the cooperative relationship between public and private Port facility owners and users.

Policies

1.2.1

JAXPORT shall participate in Port development task force or special Port task forces with both public and private sector members to resolve specific issues affecting opportunities for Port growth and development.

Objective 1.3 JAXPORT will work to improve the competitive position of the Port in relation to other ports in the Southeastern United States.

Policies

1.3.1

JAXPORT shall stimulate economic growth of Port-related businesses in the Jacksonville Area through a managed expansion program.

1.3.2

Port growth will be stimulated by providing personnel and facility services needed by maritime community.

1.3.3

JAXPORT shall continue to market the Port internationally and stimulate the regional economy by coordinating JAXPORT's marketing program with other local economic development organizations, including the Jacksonville Chamber of Commerce and the Jacksonville Economic Development Commission.

Objective 1.4 Mediation or conflict resolution may be required in instances where there is an inconsistency or conflict between JAXPORT and the City, or the Port Master Plan and Comprehensive Plan.

Policies

1.4.1 JAXPORT and the City of Jacksonville agree to work together to find a mutually acceptable solution to resolve conflict or inconsistency. If a formal process to resolve a dispute is required, JAXPORT and the City shall resolve such dispute in accordance with the government conflict resolution procedures outlined in Chapters 164 or 186, Florida Statutes.

GOAL 2

To ensure that sites best suited for Port related development, water-dependent uses are reserved for that purpose.

Issue: Land Use

As JAXPORT grows to meet the changing needs of the maritime industry and carry out its charter responsibilities, and as the City of Jacksonville (City) continues to become a more urbanized metropolitan area, competition for suitable waterfront

property will become intense. It is the desire of JAXPORT to grow in an orderly manner, carefully addressing the impacts of its growth. In order to meet the growth challenges of the maritime industry, it is necessary that those lands most suitable for marine terminal development be identified and reserved in the City's Future Land Use Element.

Objective 2.1 Utilize appropriate planning studies and processes that identify and reserve areas for Port development.

Policies

2.1.1

In areas recommended for Port use, development will be directed through the provisions of the Water-Dependent/Water-Related land use category of the City's Future Land Use Element.

2.1.2

JAXPORT shall recognize waterfront-fishing communities as a Water-Dependent/Water-Related use consistent with the Future Land Use Element of the Comprehensive Plan.

2.1.3

All new development and Port expansions must be consistent with this Master Plan. As may be necessary, JAXPORT shall amend this Master Plan to authorize Port expansions in order to qualify for the DRI exemptions set forth in Section 163.3178(3), Florida Statutes, as applicable.

Objective 2.2 Redevelopment of declining areas adjacent to Talleyrand Avenue shall be consistent with the provisions of the City's Future Land Use Element.

Policies

2.2.1

Planned Port-related industrial development shall be directed to areas bordering the Port, consistent with the provisions of the City's Future Land Use Element.

2.2.2

Areas adjacent to the Talleyrand Corridor shall be redeveloped through the joint efforts of, JAXPORT, the City of Jacksonville Economic Development Commission and State programs such as Brownfields and Enterprise Zone designations.

2.2.3

Redevelopment of the Talleyrand Corridor shall be sensitive to existing residential uses, addressing concerns regarding port/industrial expansion.

2.2.4

JAXPORT shall identify potential Port expansion sites and facilities to address inappropriate use of these sites for non-water dependent, non-water related activities.

Objective 2.3 JAXPORT shall contribute to, where appropriate, protect and maintain the public investment in the infrastructure and facilities serving its activities.

Policies

2.3.1

JAXPORT shall maintain access to its facilities by enhancing transportation systems to meet the needs of existing Port areas.

2.3.2

JAXPORT shall upgrade, redevelop, and/or construct new facilities and utilities on their properties as warranted to meet the needs created by technological changes and economic forces in the shipping industry.

2.3.3

JAXPORT, as the local harbor sponsor, shall adhere to the Dredging Plan as established by US Army Corps of Engineers (USACOE) for compliance with local maintenance of the navigation channel and public port facilities to ensure economic competitiveness.

2.3.4

JAXPORT shall work with the City in the event that proposed JAXPORT development raises issues regarding land use, transportation, environment, or hazards to ensure that required infrastructure is in place when required for Port development.

2.3.5

As new JAXPORT development requiring State review is undertaken JAXPORT shall submit project specific studies to the State to evaluate project impacts on natural resources, cultural resources and public facilities.

2.3.6

Where proposed JAXPORT development requires additional public infrastructure in order to maintain levels of service as adopted in the Capital Improvements Element, projects will be added to the annual update of the financially feasible Capital Improvements Schedule as appropriate.

2.3.7

The City shall coordinate with JAXPORT, the North Florida Transportation Planning Organization (TPO), the State Department of Transportation, railroads, the local

community and other entities as necessary on a long-term plan to maximize the use of rail, and other non-road mobility approaches, in support of Port activities.

GOAL 3

To develop and maintain an efficient and effective surface transportation network adequate to support existing and future Port facilities. Ensure that navigation channels are provided which adequately serve the needs of the Port.

Issue: Access and Transportation

Access and transportation are basic to the effective and efficient operation of a port. From a navigational standpoint, the existence of safe and adequate shipping channels and terminal berths are critical. The maintenance of channels in the St. Johns River involves periodic dredging, which in turn creates the need for dredge spoil disposal sites. This requires the coordination and cooperation of JAXPORT, Florida Department of Environmental Protection (FDEP), and the U.S. Army Corps of Engineers. Thus, it is necessary for JAXPORT to cooperate with these agencies in preparing dredging plans, identifying, and acquiring disposal areas, and identifying new projects that will allow the Port community to continue growing.

In order to sustain a competitive and successful maritime industry, it is imperative that an effective landside transportation system be maintained. Port areas need to have roadway systems that can support heavy truck traffic with access to interstate highways, as well as rail systems that feed into regional and national systems. As JAXPORT grows to meet the challenges of the maritime industry over the next 20 years, the development and maintenance of surface transportation systems will become increasingly important.

Objective 3.1 JAXPORT shall work with all appropriate agencies to encourage the planned development of a surface transportation system that will serve Port users.

Policies

3.1.1

JAXPORT shall continue to maintain and upgrade the existing surface transportation systems on JAXPORT properties in order to improve efficiency and accessibility with Port areas. The cooperative effort among JAXPORT, the TPO, the Florida Department of Transportation, the Federal Highway Administration, and private railroad companies shall be continued to facilitate the necessary improvements to surface transportation systems in support of Port development activities.

3.1.2

The City shall coordinate with JAXPORT, the TPO, the State Department of Transportation, the local community and other entities as appropriate on a long-term plan

to address the impacts of Port growth on the surface transportation system, including financially feasible capacity improvements and long term maintenance planning.

Objective 3.2 JAXPORT shall develop new and maintain existing navigation channels as necessary for current and expanded Port operations.

Policies

3.2.1

JAXPORT shall continue to sponsor maintenance dredging projects by the USACOE in the main channel of the lower St. Johns River.

3.2.2

JAXPORT shall identify channel improvements necessary for the development of new marine terminals, or for the enhancement of existing facilities.

Objective 3.3 JAXPORT shall provide dredge spoil areas for public dredging projects in the lower St. Johns River located in Duval County, Florida and administer a dredged materials management program.

Policies

3.3.1

JAXPORT shall coordinate proposed maintenance dredging, acquisition/development of spoil disposal areas, and related environmental mitigation with the Florida Department of Environmental Protection, (FDEP) as well as the USACOE.

3.3.2

JAXPORT shall ensure its applications for permits for dredging, spoil disposal areas, etc., authorized pursuant to s.403.061 (38), F.S. shall include the requirements of s.311.105 (2) and (3), F.S.

3.3.3

JAXPORT shall coordinate with the USACOE to ensure that all prior conditions of the original permit(s) to construct the navigation channel/dredged material maintenance sites, turning basins, and harbor berths issued by FDEP for JAXPORT properties are met, in order to reduce environmental mitigation requirements in accordance with s.311.105(4), F.S.

3.3.4

JAXPORT shall coordinate with the USACOE and FDEP to ensure that, where feasible, suitable dredged materials will be deposited on Duval County beaches, subject to review and approval of affected municipalities and agencies.

GOAL 4

To develop financing mechanisms to facilitate the development and expansion of JAXPORT terminals in support of forecasted growth.

Issue: Financing

JAXPORT has a positive impact on the local economy and is currently in a growth mode, which must be sustained to remain competitive. As long as the Port facilities remain competitive in world markets, the facilities will continue to contribute significantly to the local economy. The improvements necessary to maintain growth and competitiveness are costly. JAXPORT, however, has limited capabilities to fund the needed improvements. Some of the necessary improvements are outside the purview of JAXPORT.

JAXPORT currently receives an annual appropriation of \$800,000 of contributed capital from the City. It also receives non-operating income from telecommunication taxes. JAXPORT will need additional sources of revenue to make capital improvements in support of new growth.

Objective 4.1 Identify and obtain funding from other sources not currently utilized and update the Capital Improvements Program annually.

Policies

4.1.1

Pursue State and federal grants, loans and other forms of financial assistance.

4.1.2

Evaluate each land lease before renewal and update as feasible to stay current with land lease rates, throughput fees and dockage.

4.1.3

The JAXPORT Capital Improvements Program is a part of the City's Capital Improvements Element and shall be updated annually as part of the City's Annual Capital Improvements Element amendment.

GOAL 5

To provide for the protection and conservation of natural resources consistent with the operation, maintenance, and expansion of JAXPORT facilities.

Issue: Environmental Protection

As growth occurs, there will be some environmental impacts as a reasonable consequence of the industrial processes to Port operations. In addition, it is important that water-related and water-dependent uses minimize their impacts

upon the surrounding environment by adhering to the latest regulatory requirements.

Objective 5.1 Operation and expansion of JAXPORT facilities shall be planned and conducted to protect and conserve coastal resources, to the extent feasible.

Policies

5.1.1

Port activities shall be planned and conducted in accordance with both the general and specific policies pertaining to ports contained in the Conservation/Coastal Management Element of this plan for the purpose of protecting, conserving and improving wetlands, water sources, marine resources, coastal barriers, manatees, fish, shellfish, wildlife habitat, and groundwater.

5.1.2

Port development and operation shall be conducted to protect water quality in the St. Johns River, and where practical, to enhance the quality of the estuary in accordance with both the general and specific policies pertaining to ports contained in the Conservation/Coastal Management Element of this plan.

5.1.3

Port development in the coastal high hazard area shall be located when feasible, in areas where impacts from the high hazard area are minimized in order to reduce capital investment in infrastructure and related port facilities in such areas.

5.1.4

Port development and operations shall be consistent with the Historic Preservation Element and Housing Element of this plan.

5.1.5

All Port development shall be undertaken in a manner, which is consistent with the safety component of the Conservation/Coastal Management Element. Dedication of public land to conservation after permitting shall be encouraged, but must be balanced against the need to maximize land resources available for Port use.

5.1.6

JAXPORT development and operations shall be subject to an evacuation plan, hurricane manual, emergency response plan or other documents as appropriate to address hurricane preparedness planning, general hazard mitigation and post disaster planning. JAXPORT shall participate as needed in City efforts to produce a post-disaster redevelopment plan consistent with Objective 7.5 of the Conservation/Coastal Management Element.

The appendices to this Port Master Plan contain the JAXPORT Hurricane Manual, the JAXPORT Emergency Response Plan and a power point report entitled Outlook for Global Economies / Containerized Trade Flows and US, With Special Emphasis on Florida's Ports by Piers Global Intelligence Solutions.

GOAL 6

Recognize that JAXPORT is unique in its ability to serve as an economic engine for the State of Florida and the Northeast Florida region.

Issue: Port Expansion

JAXPORT has the possibility of expansion to sites not currently owned by JAXPORT. It operates out of diverse locations that are supported by private businesses that are part of a symbiotic relationship that benefits JAXPORT and the local economy. JAXPORT does not regulate private Port development.

Objective 6.1 JAXPORT must remain able to move efficiently when presented with new Port-related opportunities.

Policies

6.1.1

The JAXPORT Master Plan recognizes that various sites are under consideration for Port expansion as part of its JAXPORT Development Program. As work by JAXPORT on these sites progresses and funding is identified, projects required to support their Port development shall be added to the financially feasible capital improvement elements to address any potential impact they may have on Levels of Service in the City.

6.1.2

JAXPORT will be required to do environmental, transportation and infrastructure analysis as part of the permitting and submerged lands leasing process to meet City, State and federal requirements. The State shall review specific related impacts at the time of permitting and submerged land leasing. The analysis produced as part of the permitting and submerged land leasing process shall be provided to the City and the State and shall become part of the background data and analysis associated with the Port Master Plan.

2045 COMPREHENSIVE PLAN



JAXPORT Master Plan Background Section B

*City of Jacksonville 2045 Comprehensive Plan
Conservation/Coastal Management Element
JAXPORT Master Plan - March 2009*

HISTORY OF THE JACKSONVILLE PORT AUTHORITY

The Jacksonville Port Authority, known by the trade name JAXPORT, is an independent government agency created by the Florida legislature. JAXPORT owns, operates, manages and controls the public seaports and ancillary facilities in Duval County. Physical facilities owned by JAXPORT include docks and wharfs, cranes, a passenger cruise terminal, warehouses, railroad line, paved open storage areas and road connections to the public highway system. Generally, JAXPORT provides and maintains the terminals with their equipment and manages the overall public and private use of the facilities.

The original Jacksonville Port Authority was created by a special act of the Florida Legislature in 1963 to own, develop, maintain and market Jacksonville's seaport facilities. In 1963, these facilities included the areas now known as Talleyrand Marine Terminal and Blount Island. Talleyrand consisted of deteriorating wooden docks. Blount Island was an undeveloped spoil site. Aviation responsibilities were added in 1967.

In 2001, the Jacksonville Port Authority was divided into two entities, a new seaport authority, which retained the name Jacksonville Port Authority, hereafter known as JAXPORT, and an aviation authority, the Jacksonville Airport Authority. At this time, JAXPORT created a strategic plan to address increasing seaport business. Specific items of the strategic plan included increased cargo volumes, greater intermodal efficiency, higher throughput, increased revenues, quality employment opportunities and investment in new and existing facilities.

Port development pursuant to Chapter 163.3178(3), Florida Statutes, was exempted from Development of Regional Impacts (DRIs) provided the development is in compliance with the City Comprehensive Plan and consistent with projects identified in Section 311.07(3)(b) and Section 311.09(3), Florida Statutes. JAXPORT and the City submitted the JAXPORT Master Plan along with goals, objectives and policies meeting the requirements of the Florida Statutes governing the DRI process as well as JAXPORT responsibilities and operations. Florida Law 2000-465 outlined the powers and responsibilities of JAXPORT, which include, among other items, the authority to construct, repair, or improve projects, to acquire property for projects, to issue bonds and enter into contracts with companies that promote the mission of JAXPORT.

ECONOMIC IMPACT

JAXPORT is an independent authority within the City, operating as a separate business. Funding for the daily operations of JAXPORT is provided by private companies paying for the use of JAXPORT facilities through user fees, leases and other charges.

JAXPORT's operating revenues yield positive net income each year. JAXPORT capital improvements are eligible for State and Federal funding through a variety of programs.

An economic impact study completed in 2005 (DBA Martin Associates) stated cargo services associated with JAXPORT account for more than 12,000 direct and indirect jobs provided by the private companies doing business at the JAXPORT facilities. An additional 22,000 related jobs are provided by consignees utilizing Port facilities. Employment includes longshoremen, truck drivers, warehouse workers, steamship and railroad employees and employees in support services such as repairs, environmental and legal consultation, insurance and retail sales. This same 2005 economic impact study indicates business revenue impacts generated over \$550 million. This revenue includes direct personal earnings, local purchases by maritime services companies and state and local taxes.

Orlando-based Fishkind and Associates Inc., in 2004, completed an economic impact study for the cruise ship industry in Jacksonville. The study indicated the cruise industry could grow to create more than 2,700 area jobs and generate \$1.5 billion in cumulative economic impact over 20 years. The Northeast Florida Regional Council completed a 2003 study, which indicated the industry had already created approximately 715 new jobs and more than \$36 million in new annual economic impact for the region.

SECURITY OVERVIEW

JAXPORT considers security to be of paramount importance. JAXPORT developed a comprehensive security program to protect JAXPORT employees, tenants, property and assets, consistent with JAXPORT's threat exposure. JAXPORT has implemented tighter security standards at its marine terminals over the last several years under this program.

Some of the improvements include increased security fencing around tenants' facilities, augmented patrols by security forces on the terminals, full time presence by the Jacksonville Sheriff's Office, and the installation of high-mast lighting and security cameras. Additionally, the installed S.T.A.R. and V.A.C.I.S. systems are methods by which U.S. Customs can randomly check a container's cargo for smuggled goods.

JAXPORT is currently implementing 33 CFR 105 Federal Regulation and Florida Statutes 311.12 (Seaport Security Act) to establish a safe and secure port. At this time, JAXPORT is the only major cargo port in Florida that is in substantial compliance with the Florida Seaport Security Act.

CARGO OVERVIEW

JAXPORT consists of three operating terminals, Talleyrand Marine Terminal, Dames Point Marine Terminal and Blount Island Marine Terminal. About seven million short tons of cargo are shipped through these ports annually with an additional 10 million tons of

cargo moved through private facilities located along the St. Johns River. Approximately half of the seven million tons is imported and half is exported. Cargo is moved quickly, sometimes within 24 hours. JAXPORT cargo is characterized into four main categories; vehicles, containerized cargo, bulk cargo and breakbulk cargo.

Vehicles are primarily imported and exported passenger cars and trucks, but on occasion include other vehicles, which can be rolled on or off a ship (Ro/Ro, including ambulances, school buses and construction equipment). JAXPORT handles almost 600,000 vehicles per year.

Containerized cargo accounts for approximately 60% of all cargo at JAXPORT. This cargo is carried in metal containers. The containers are loaded and unloaded using cranes on the dock adjacent to the ship. The containers are then placed on trains or trucks and transported from the terminals. This type of cargo can be any consumer good such as computers, furniture, clothing and food.

JAXPORT facilities handle over one million tons of bulk cargo each year. This cargo is considered “loose” cargo, meaning it is not carried in a container. The cargo is carried in a ship’s hold and poured into piles. Examples include coal, woodchips, granite, limerock and gravel. Liquid cargo such as oil and corn syrup is considered “liquid bulk”.

Breakbulk cargo examples include pallets of lumber, bales of cotton, rolls of steel, pallets of chicken and wood pulp. This cargo is generally moved on pallets, while other breakbulk cargo comes in bales or rolls. These cargos may need to be stored in a warehouse for protection from the elements.

JAXPORT Five Year Cargo Statistics

Port Statistics	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004
Vessel Calls	1,592	1,587	1,611	1,539	1,582
Tonnage					
Containerized	3,796,925	3,544,607	3,717,503	3,751,251	3,927,437
Breakbulk	609,901	672,165	698,568	703,803	830,716
Bulk	1,805,845	1,668,770	1,666,158	1,699,584	1,862,704
Automobiles	901,413	971,357	1,036,892	1,146,378	1,067,411
Total	7,114,084	6,856,899	7,119,121	7,301,016	7,688,268
Units					
Containers (TEUs)	708,028	698,903	683,836	692,422	727,660
Automobiles	538,408	579,924	615,030	544,062	533,227
Source: JAXPORT					

Monthly JAXPORT Tonnage Statistics
May 2005 – 8 Month to Date
Fiscal Year 2004-2005

Imports

Tonnage Statistics	Current May-05	YTD FY-04/05	Previous May-04	YTD FY-03/04	Month Inc/Dec	YTD Inc/Dec
Containerized	87,106	671,060	86,653	632,061	1%	6%
Breakbulk	36,087	446,568	17,438	351,051	107%	27%
Bulk Cargo	14,1247	1,558,017	121,323	1,089,259	16%	43%
Auto/Tractors	73,944	486,686	54,957	570,561	35%	-15%
Total	338,384	3,162,331	280,371	2,642,932	21%	20%

Source: JAXPORT

Exports

Tonnage Statistics	Current May-05	YTD FY-04/05	Previous May-04	YTD FY-03/04	Month Inc/Dec	YTD Inc/Dec
Containerized	238,437	2,146,516	246,916	1,983,222	-3%	8%
Breakbulk	20,030	123,107	21,704	104,117	-8%	18%
Bulk Cargo	10,786	78,976	11,823	80,328	-9%	-2%
Auto/Tractors	26,130	224,351	15,787	176,033	66%	27%
Total	295,383	2,572,950	296,230	2,343,700	0%	10%

Source: JAXPORT

Import/Export Totals/Ratio

Tonnage Statistics	Current May-05	YTD FY-04/05	Previous May-04	YTD FY-03/04	Month Inc/Dec	YTD Inc/Dec
Containerized	325,543	281,7576	333,569	2,615,283	-2%	8%
Breakbulk	56,117	569,675	39,142	455,168	43%	25%
Bulk Cargo	152,033	1,636,993	133,146	1,169,587	14%	40%
Auto/Tractors	100,074	711,037	70,744	746,594	41%	-5%
Grand Total	633,767	5,735,281	576,601	4,986,632	10%	15%
Inbound Cargo Ratio	53%	55%	49%	53%		

Outbound Cargo Ratio	47%	45%	51%	47%		
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Source: JAXPORT

JAXPORT Tonnage (Short Tons) Fiscal Year 2004

Containers	3,927,437
Vehicles	1,067,411
Bulk	1,862,704
Breakbulk	803,716
TOTAL	7,688,268

Source: JAXPORT

Major JAXPORT Imports

Venezuela	gas, oil, cement
Virgin Islands	molasses, fish, paper
Canada	gravel, limestone, oil
Colombia	coal, coffee, bananas
Bahamas	limestone, seafood, beer

Source: JAXPORT

Major JAXPORT Exports

Venezuela	auto parts, aluminum, cars
Puerto Rico	food, cars, furniture
Brazil	cars, machinery, aluminum
Mexico	paper, machinery, fabrics
Bahamas	electronics, food, tractors

Source: JAXPORT

JAXPORT TENANTS

TENANT	LOCATION	TYPE OF BUSINESS
Agents' House	Talleyrand	Freight forwarder and customs broker
APM Universal/Horizon Lines	Blount Island	Terminal operator
APS East Coast Inc. (AMPORTS)	Blount Island	Portside vehicle processing
Andrew Vazques, Inc. (AVI Services)	Blount Island	Vehicle & cargo surveys for damage prevention & claims settlement
Bayer Polymers	Talleyrand	Industrial specialty maintenance

TENANT	LOCATION	TYPE OF BUSINESS
Berman Bros	Talleyrand	Steel distributors & warehousing
C. Martin Taylor	Talleyrand	Export, customs broker
Ceres Marine Terminal	Blount Island	Vehicle and container handling
Coastal Maritime Stevedoring, LLC	Blount Island	Stevedore services
Crowley Liner Services	Talleyrand	Container & Ro/Ro handling
Crowley – Bond Street	Talleyrand	Container & Ro/Ro handling
Distribution & Auto Service	Blount Island	Vehicle processing
E. I. Dupont Neumours	Talleyrand	Chemical processing
Foreign Trade Zone Operators	Talleyrand	Various companies providing FTZ assistance, services
GSA	Talleyrand	Provides workplace needs to government agencies
Hamburg Sud North America	Talleyrand	Cargo handling
Hual North America, Inc.	Blount Island	Vehicle export
ICS, Logistics, Inc.	Talleyrand	Dry warehousing services, stevedoring and transportation services
ICS-Goodnight	Talleyrand	Cold storage
International Transport Logistics	Blount Island	Intermodal services, warehouse availability
International Waste Control (Fleetwash)		
J. M. Family Enterprises, Inc. (SE Toyota)	Talleyrand	Vehicle processing
Kerr Norton Strachan	Dames Point	Shipping agency
Maersk Sealand	Blount Island	Ocean cargo carriers for containers
Marine Terminals Corp	Talleyrand	Stevedore operations
Martin Marietta	Dames Point	Dry bulk cargo handlers
MBT Enterprises LLC	Blount Island	Vehicle processing
MOL	Dames Point	Shipping company
Moran Towing	Talleyrand	Harbor towing services
MTMC Office Lease		
North Florida Shipyard	Talleyrand	Ship repair facilities
PPG Industries	Blount Island	
Rail Link, Inc.	Talleyrand	Talleyrand terminal railroad
Rinker	Dames Point	Aggregate imports

TENANT	LOCATION	TYPE OF BUSINESS
Safe Harbor Haven, Inc.	Dames Point	Residential facility for troubled youth, teaching seamanship skills
Sea Star Line	Blount Island	Stacked container & Ro/Ro operations
SSA/Cooper LLC	Blount Island	Breakbulk services
TICO Corp	Blount Island	Equipment supplier, solutions to distribution sectors of transportation industry
Trailer Bridge and HUAL North America	Blount Island	Container & vehicle export
USA Superroutes/D/B/A American Transbridge	Talleyrand	Container equipment & services
Wallenius Lines N.A., Inc.	Blount Island	Vehicle processors
Westway Trading	Talleyrand	Bulk liquid storage

Source: JAXPORT

JAXPORT TERMINALS

Jacksonville's main shipping channel is a 23-mile stretch of the St. Johns River extending from its mouth at the Atlantic Ocean to Talleyrand Marine Terminal just north of downtown Jacksonville.

General Information – Three Terminals

	Blount Island	Talleyrand	Dames Point
Location	North of Fulton Dames Point cutoff channel. Nine miles from sea buoy.	Approximately 21 miles from the mouth of the St. Johns River.	Ten miles from sea buoy. Entrance located on August Drive off Hecksher Drive.
Terminal Area	754 acres, paved, lighted and secured.	173 acres, paved, lighted and secured.	585 acres
Cargo Types	Vehicles, pleasure boats, containers, breakbulk (wood pulp, rolled steel,	Passenger vehicles, containers, breakbulk (frozen	Bulk cargos, containers and cruise operation

	Blount Island	Talleyrand	Dames Point
	paper, aluminum, others)	poultry, beef, steel, lumber, others)	
Use	Containers, Ro/Ro, breakbulk & general cargo	Containers, Ro/Ro, liquid bulk & general cargo (steel, lumber, poultry)	Bulk cargos & cruise operations, breakbulk, Ro/Ro & containers.
Facilities	Transit shed 240,000 sf Forest product storage – 50,000 sf Container freight station – 90,000 sf	On-dock warehousing – 160,000 sf including 120,000 sf of refrigerated / freezer space	
	Container freight station – 90,000 sf	Dry storage – 40,000 sf	Cruise terminal – 63,000 sf
	Inside storage – 50,000 sf	550,000 sf cold storage	
General Berths	#20 – 750 linear feet	#3 – 700 linear feet	#10 – 1200 linear feet #18 – 1200 linear feet
	#22 – 600 linear feet	#4 – 800 linear feet	Cruise berth – 1200 linear feet
	#30 – 700 linear feet	#5 – 800 linear feet	
	#31 – 900 linear feet	#6 – 800 linear feet	
	#32 – 900 linear feet	#7 – 800 linear feet	
	#33 – 1000 linear feet	#8 – 900 linear feet	
	#34 – 1000 linear feet		
	#35 – 750 linear feet		
Load capacity / sf	800 lbs for all except #22 which is 900 lbs		
Apron Width	Berth #20 – 111 feet	80 feet	
	Berth #22 – 80 feet		

	Blount Island	Talleyrand	Dames Point
	80 feet in front of transit shed; 150 feet elsewhere		
Depth alongside MLW	Berths #20 & #22 – 38 feet	38 feet	40 feet + 1
	Berths #30-#35 – 40 feet + 1		
Deck Height above MSL	Berths #20 & #22 - +10 feet	7 feet	8 feet
Mechanical Handling Facilities	8 container cranes ; 3 - 50 ton, 3 - 45 ton, 2 – 40 ton	6 container cranes ; 1 – 50 ton, 2 – 45 ton, 3 – 40 ton	
	1 – 100 ton gantry whirly crane	2 rubber tired gantry cranes	
	1 – 40 ton straddle crane	1 – 100 ton multi-purpose whirly crane	
		3 – 40 ton container stackers	
On-Dock Rail Connection	CSX Corporation	Rail Link to CSX, Norfolk Southern, Florida East Coast Railway	CSX Corporation
Highway Connections	I-95 & I-295 – State Road 9A leading to Heckscher Drive (State Road 105)	I-95 & I-10 to US 1 leading to 8 th , 11 th , or 21 st Streets	I-95 & I-295 – State Road 9A leading to Heckscher Drive (state Road 105)

Source: JAXPORT

All three terminals are identified as Foreign Trade Zones (FTZ), a site within the United States, which streamlines customs clearance. These zones assist companies involved in importing, exporting and manufacturing to operate more efficiently. In 2002, state legislation provided flexibility to the zone area initially assigned to JAXPORT (FTZ #64). This flexibility expanded the zone outside of Duval County allowing hundreds of businesses along the First Coast to take advantage of FTZs. In addition to the

JAXPORT terminals, Jacksonville International Airport and several industrial parks are included in the FTZ.

BLOUNT ISLAND MARINE TERMINAL (MAP 8)

Blount Island Marine Terminal is located nine nautical miles from the Atlantic Ocean and has 6,600 linear feet of berthing space on 40 feet of deepwater. This terminal has an additional 1,350 feet of berthing space on 38 feet of water. The location of the terminal allows easy access to major highways; less than one mile to SR 9A and only minutes to I-95, I-295 and I-10. I-75 is one hour's drive to the west.

Blount Island also is one of the largest vehicle import-export centers on the East Coast, in addition to handling recreational boats, tractors, paper, wood pulp, forest products and a variety of general cargos. The entire terminal is identified as a foreign trade zone and can be activated for qualified users.

A 300-foot JEA transmission line easement and elevated coal conveyor divides Blount Island nearly in half. JAXPORT operates the marine terminal on the westerly half. This 754-acre terminal is JAXPORT's largest container facility, dedicating 150 acres to container storage and 240,000 square feet of dockside transit shed to store a variety of commodities such as stainless steel, linerboard, wood pulp and other cargos requiring warehousing. The terminal uses one 100-ton whirly crane and eight container cranes to efficiently move cargo. For cross-dock efficiency, the terminal has a 90,000 sf Container Freight Station. The movement of cargo is facilitated by the terminal's on-dock rail served directly by CSX Corporation. Blount Island is also used to process passenger vehicles. Processing includes cleaning, inspecting and adding equipment.

The easterly half of Blount Island is owned by the federal government and occupied by the United States Marine Corps, Blount Island Command. This unit is responsible for attainment, maintenance, refurbishment, and sustainment of the 16 Maritime Prepositioning Force (MPF) ships. The MPF provides forward deployed equipment and logistic support to the Marine Expeditionary Force.

Access to the Blount Island Terminal is provided by State Road 105 (Heckscher Drive), a major 4-lane arterial that connects with SR9A/I-295 approximately 1 mile west of the terminal. Unlike Talleyrand, the Blount Island terminal is served by only one Class 1 railroad, CSX. As a result, most containers moving through the Terminal are handled by truck. Containers that ultimately are handled by rail are drayed (trucked) to and from the Terminal to the established CSX and Norfolk Southern intermodal yards located off I-295 on the western side of the City. There are limited rail deliveries of vehicles and liquid bulk cargoes directly to Blount Island.

TALLEYRAND MARINE TERMINAL (MAP 9)

Talleyrand Marine Terminal is located 21 miles from the Atlantic Ocean on the St. Johns River. This 173-acre terminal has a 38 foot depth along the docks. This depth will be increased to 40 feet with a dredging project expected to start in 2009. Talleyrand handles South American and Caribbean containerized cargos, automobiles and breakbulk commodities such as steel, paper, frozen and chilled goods and liquid bulk commodities such as turpentine and vegetable oil.

Mechanical handling facilities include six container cranes, two rubber-tired gantry cranes, one 100-ton whirly crane, tanker discharge facilities and three 40-ton container stackers. The rubber-tired gantry cranes have 50-long-ton capacity and are able to straddle four on-dock rail spurs.

Transit shed and warehousing facilities include 160,000 square feet of on-dock warehousing complete with cold storage, freezer and dry space and an additional 550,000 square feet of on-dock warehousing. This warehouse is used as dry space for imported finished Finnish paper.

The Talleyrand terminal is serviced by three Class 1 railroads; Norfolk Southern, CSX Corporation and Florida East Coast Railway. Talleyrand Terminal Railroad, Inc. provides direct switching for these railroads. The terminal is reached by I-95 and I-10 leading to U.S. 1 and Jacksonville's 20th Street Expressway (Martin Luther King Parkway). This terminal is located in a Foreign Trade Zone and can be activated for qualified users.

The Talleyrand Terminal is located near downtown Jacksonville and approximately 21 miles from the mouth of the St. Johns River. The terminal is well served by public infrastructure. Highway access to the Terminal is provided via the Martin Luther King (MLK) Parkway, which intersects with Interstate 95. The MLK Parkway is accessed from 8th Street and 21st Street. The FDOT recently completed interchange improvements at 8th Street and the MLK Parkway and has programmed a complete rebuild of the MLK Parkway/Phoenix Street Interchange.

DAMES POINT MARINE TERMINAL (MAP 10)

JAXPORT's newest terminal is the Dames Point Marine Terminal. This terminal has approximately 300 acres of waterfront property and another 75 acres of non-waterfront industrial/commercial sites. This terminal is presently home to JAXPORT's "Temporary" Cruise Terminal and a 30-acre dry bulk terminal operated by Martin-Marietta. The Terminal is also home to the soon-to-be constructed 25 acre Rinker Materials dry bulk terminal, the 158-acre container terminal to be operated by the Asian carrier Mitsui OSK Line and its terminal operator TraPac, and the conversion of the temporary cruise terminal site to container terminal operations. Other planned projects for JAXPORT's Dames Point properties include the construction of a JAXPORT Security Operations Center and

the development of Port related industrial uses. Once these facilities are constructed, the Dames Point Marine Terminal will be essentially built-out.

The Dames Point Marine Terminal is accessed via SR 105 (Heckscher Drive) which links directly with SR9A/I-295 to the east, and I-95 to the west. Because of the planned development of the Dames Point container terminal, the FDOT and JAXPORT will be implementing a short-term plan to increase the traffic capacity at the SR 9A/I-295 interchange with Heckscher Drive and the Heckscher Drive intersection with New Berlin Road, which will serve as the Terminal's main entrance. The FDOT has committed to conduct a PD&E Study for this area in the next year to identify future improvements to the transportation system, which may be required. In 2003, JAXPORT entered into a Fair Share Contract (no. 26411) with the City of Jacksonville for the "Ed Austin Marine Terminal" (now know as Dames Point) consisting of 4,300,000 enclosed square feet of industrial space on approximately 430+- acres of property located on Hecksher Drive, between August Drive and State Road 9A. This Agreement required JAXPORT to cause Heckscher Drive to be expanded to four lanes from August Drive to New Berlin Road. This project was completed in 2004. This terminal, like Blount Island is served exclusively by CSX Railroad. Adequate water, sewer, and electric services are provided by the JEA.

It is one of the few major greenfield sites that can offer extensive expansion capability. JAXPORT is currently expanding the bulk terminal by 25 acres and plan to add support facilities for breakbulk cargos. This terminal is an identified Foreign Trade Zone and benefits are available to qualified users. Dames Point is a 585-acre peninsula located just ten miles from the Atlantic Ocean and provides a 40-foot deep channel. Dames Point is within 10 minutes of Interstates 95, 295, 20 minutes to Interstate10, and less than two hours from I-75.

Bulk cargo operations are located on the southern end of the terminal where a 1,200-foot long berth and nine breasting and mooring dolphins are available. Another 250 acres is available for breakbulk, container and Ro/Ro cargos. On-dock rail infrastructure may be included in the development plans for this additional 250 acres. A recent contract with Mitsui OSK Lines LTD, a Japanese shipping company, identifies first phase development on Dames Point for a cargo terminal with two 1,200-foot berths and six cranes. This phase will consist of 158 acres adjacent to Martin Marietta with options to expand to 200 acres. Rinker, also a new contract, will occupy 25 acres east of the Dames Point Bridge and adjacent to the British Plaster Board plant. This site will be used to process aggregate imports.

Mentioned earlier was the location of JAXPORT's "Temporary" Cruise Terminal at Dames Point. The JAXPORT Cruise Terminal is located on the western portion of the Dames Point Terminal. This site consists of a 63,000 square foot terminal, which includes a 9,000 square foot embarkation area and 8,000 square feet used by the Bureau of Customs and

Border Protection. The facility can accommodate 500 passenger cars on a paved parking area providing security, lighting, and fencing.

The reference to “Temporary” relates to the original decision to locate the cruise terminal on Dames Point. In 2003, when the decision was made by JAXPORT to enter the cruise market, the Lines (Celebrity and Carnival) gave JAXPORT only eight months notice before their first scheduled ship deployment. Given that JAXPORT did not have an adequate facility to handle the vessel or the passengers’ needs, the current location represented the least cost and most easily developed option. Over the past several years, this facility has served the needs of the cruise lines very well. The issue at hand is the fact that the Terminal is located west of both the JEA power lines that cross Blount Island and the St. Johns River, and the Dames Point Bridge. Both of these represent major impediments to JAXPORT’s ability to grow the cruise business as the newer generation of cruise ships are too tall to pass beneath. The solution for the cruise business is to find an alternative location east of the JEA power line in order to develop a more permanent facility. By doing so, the area on Dames Point, which is currently impacted by the cruise operation, could be utilized for containerized cargo expansion.

In 2004, the inaugural year for cruise ship service in Jacksonville, 170,000 passengers were processed through this terminal. This figure represents passengers embarking and debarking where a cruise begins and ends in Jacksonville. Carnival Cruise Lines offers year round service to Freeport and Nassau, the Bahamas and Key West. The number of passengers is expected to grow to 300,000 in fiscal year 2005.

Orlando based Fishkind and Associates, Inc. completed a study in 2004 indicating the cruise industry may grow in Jacksonville to create 2,700 jobs and generate \$1.5 billion for the local economy over the next 20 years.

ST. JOHNS RIVER FERRY

The City transferred ownership of the St. Johns River Ferry (Ferry) to JAXPORT in 2007. The Ferry, which historically has an annual operating revenue deficit, is an integral part of U.S. highway A1A. In addition, this strategic link reduces the travel distance between Mayport and Fort George Island by over twenty (20) miles when compared to alternative highway routes. The single ferryboat operates on a fixed schedule that results in a maximum wait time of thirty (30) minutes.

Annual ridership historically has been 279,000 2-axle vehicles.

RAIL, ROAD AND INTERMODAL ACCESS

Due to the location of Jacksonville at the southeastern corner of the United States, Port facilities have access to the best intermodal connections in the South Atlantic. More than 33 million consumers are within an eight-hour truck drive of all three JAXPORT marine terminals, each of which is minutes from an interstate highway. More than 100 trucking

and drayage firms operate in and around Jacksonville's Port to take advantage of Jacksonville's highway system. Jacksonville is directly served by Interstates 95, 10 and 295. Interstate 75 is less than a two-hour drive west of Jacksonville.

JAXPORT terminals are serviced by three Class I railroads, including Jacksonville-based CSX Transportation (CSX), Florida East Coast Railway (FECR) and Norfolk Southern (NS). Rail links for Talleyrand on-dock services is provided by Talleyrand Terminal Railroad, Inc. (Rail Link, Inc.)

CSX provides Port customers with access to its 23,000-mile route network that reaches 23 states, the District of Columbia and two Canadian provinces - Ontario and Quebec. On-dock rail service at Blount Island and Dames Point terminals is provided by CSX.

Norfolk Southern (NS) has a 21,500-mile route network. The railroad now has eight through freight trains in and nine out of Jacksonville daily. Additionally, NS operates six-yard trains per day in the Jacksonville area.

Florida East Coast Railway offers intermodal service between Jacksonville and the Florida cities of Fort Lauderdale and Miami on six southbound and four northbound scheduled trains daily. It is the only railway serving locations from Jacksonville to West Palm Beach.

On-dock rail facilities at Talleyrand are operated by Talleyrand Terminal Railroad, Inc., also known as Rail Link, Inc. This company provides direct switching for Norfolk Southern and CSX. The terminal is only minutes from Florida East Coast Railway's intermodal ramp. JAXPORT recently added two 95-foot wide rubber-tired gantry (RTG) cranes and four new on-dock rail spurs totaling 4,800 linear feet.

HARBOR DEEPENING

As the owner and manager of Jacksonville's public ship terminals, JAXPORT considers maintaining a deep harbor essential to keeping the Port viable. A competitive harbor depth allows the Port to accommodate the water depth (draft) requirements of fully loaded cargo vessels and to meet the needs of newer larger cargo ships of the future. For every additional foot of channel depth, generally an additional 600 – 20-foot cargo containers or 8,000 barrels of oil can be carried by a ship.

The St. Johns River harbor deepening project was coordinated with the U.S. Army Corps of Engineers to increase depth from 38 feet to 40 feet (plus two feet overdredge) in phase 1, completed in 2003. This phase deepened the St. Johns River at the Blount Island Marine Terminal and Dames Point Terminal to mile marker 14.7 to a depth of 40 feet.

Phase II of the dredging plan is scheduled to start in 2008 and will continue to deepen the channel to the Talleyrand Marine Terminal to an estimated 40 feet.

Currently under study is the impact of deepening the main channel for the St. Johns River to a depth of 45 feet. Preliminary study results should be available in 2008.

Each phase and any future phases of dredging projects are coordinated through the USACOE as the lead agency. Environmental assessments and identification of potential impacts are provided by several environmental agencies, including the St. Johns River Water Management District, the Florida Department of Environmental Protection, the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency.

IN-WATER FACILITY MAINTENANCE

JAXPORT conducts regular inspections of all of its in-water facilities. Table A (below), JAXPORT Facilities Inspection Schedule, shows the scheduled inspections for the Blount Island, Talleyrand and Dames Point Terminals, the St. Johns River Ferry (a/k/a Mayport Ferry) and the spoil sites, including Bartram and Bucks Islands. The table shows the inspections scheduled through 2013. The 10 year in-water facility maintenance consists of these same scheduled inspections for the period through 2018. In addition, as new and expanded facilities are developed, they are added to the Inspection Schedule.

JAXPORT established a repair schedule for its in-water facilities for five-year periods, which is updated annually, based on results of the inspections. The Capital Improvements Program (see Appendix D) includes the dock repairs that are identified in the annual inspection reports. These repairs are prioritized according to the risk associated with delaying the repair work. Emergency and safety issues related to ongoing operations are repaired immediately and the highest priority tasks are then programmed into the upcoming year's budget.

Table B (below), the Facilities Repair Table, shows the scheduled repairs for the period through Fiscal Year 2012. As stated above, repairs are scheduled annually based on the results of inspections and thus the repair schedule is modified for each fiscal year. Repairs and maintenance for the Dames Point Terminal are the responsibility of JAXPORT's private shipping tenants. The St. Johns River Ferry docking facilities are governed by the Florida Department of Transportation inspection schedule and no repairs are schedule in the next five years at this time.

In addition, JAXPORT maintains a regular maintenance-dredging schedule. Table C (below), Maintenance Dredging Quantities, describes the amount of dredging (in cubic yards) that has occurred historically (for fiscal years 2004, 2005, 2006, 2007, and 2008) and projected for fiscal years 2009 through 2013. This schedule will be modified each year to reflect data and information resulting from the on-going inspection program for the years 2014 through 2018 and thereafter.

Table A JAXPORT Facilities Inspection Schedule

JAXPORT FACILITIES INSPECTION SCHEDULE																					
1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013		
												ITEM	PERIOD	2006	2007	2008	2009	2010	2011	2012	2013
93-012			96-007			99-495B	99-060		AE-1054		AE-1134A	AE-1210	Elkourt Island General Facilities	3 years	X	\$395,000					
1364									X				RF Bridge	2 years	AE-1227	X	77,000			X	
94-002							99-050		AE-1051		AE-1134A	AE-1210	2 Lane Bridge (720148)	2 years	AE-1227	X	38,000			X	
94-007							99-050		AE-1051		AE-1134A	AE-1210	4 Lane Bridge (720560)	2 years	AE-1227	X	32,000			X	
													4 Ln Brg. S ramp (720560)	Annually						X	
									AE-1054		AE-1134D	AE-1210	Bridge Scour Analysis	Annually						X	
							99-495B		AE-1054			AE-1210	Dave Rains Flwyw	3 years	X	31,000				X	
							99-495B		AE-1054			Under Repair	Blount Island Blvd Overpass	3 years	X	18,000				X	
							99-015			X		AE-1210	Mem Wharf	3 years	AE-1227	X	52,000			X	
94-007						99-495B			AE-1054			AE-1210	West Wharf # 1	3 years						X	
						99-495B		X	AE-1054		AE-1134A	AE-1210	West Wharf # 2	3 years						X	
											AE-1134A	AE-1210	T-Level Wharf	3 years						X	
93-012			95-007					X			AE-1134A	AE-1210	Transit Slab #3 Roof	3 years						X	
93-012			95-007			99-495B			AE-1054		AE-1134A	AE-1210	AnnForts Slab Roof	3 years	X	\$3,500				X	
						99-495B			AE-1054		AE-1134A	AE-1210	DAS Blg Roof	3 years	X	\$4,500				X	
									AE-1059		AE-1134A	AE-1210	Inspect 4 pongs	Annually	AE-1227	X	\$5,000			X	
										AE-1065	AE-1173	AE-1202	S/WFPF Samples	Annually	AE-1227	X	\$10,000			X	
													Talleyrand								
									AE-1054			AE-1210	General Facilities	3 years	X	\$48,500				X	
93-012			95-007			99-495B			AE-1054		3YR INTERVAL AE-1134B	AE-1210	Mem Wharf	3 years	AE-1227	X	\$38,500			X	
			95-018			99-495B		X					Transit #1 Shed Roof	3 years						X	
93-012			95-007							AE-1065	AE-1172	AE-1202	S/WFPF Samples	Annually	AE-1227	X	\$10,000			X	
													Dames Point								
											AE-1134C	AE-1210	Street pile Wharf	3 years						\$19,300	
								X					Terminal Blg. Roof	3 years						X	
									AE-1039A		AE-1134C	AE-1210	Inspect 5 pongs	Annually	AE-1227	X	\$5,000			X	
													August Drive Bridge (720222)	2 years	AE-1259A	\$14,300					
													Bartram Island								
							99-060		X		AE-1134A	AE-1210	Dike Structures	2 years	AE-1227	X	\$6,000			X	
							99-060		X		AE-1134A	AE-1210	West Structures	2 years	AE-1227	X	\$3,500			X	
													Blacks Island								
							99-060		X		AE-1134A	AE-1210	Dike Structures	2 years	AE-1227	X	\$21,000			X	
							99-060		X		AE-1134A	AE-1210	West Structures	2 years	AE-1227	X	\$2,500			X	
							99-060		X		AE-1134A	AE-1210	Access Bridge	2 years	AE-1227	X	\$3,500			X	
											AE-1134A	AE-1210	Access Bridge	2 years	AE-1227	X	\$15,000			X	
													Mayport Ferry								
													North Bridge (72804)	2 years		\$0				X	
													South Bridge (721083)	2 years						X	
													N & S Fence Systems	2 years						X	

Table B Facilities Repair

Blount Island Marine Terminal	Five Year Total	\$24,605,175
Talleyrand Marine Terminal	Five Year Total	\$19,764,500

Budget Year	Marine Terminal	Facility	Repair Description	Sub cost	Total Cost
07/08	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	Repair of 52 spots of spalling and exposed rebar on the underside of the prestressed precast deck panels. Repair of 8 broken and deteriorated piles. Repair of 5 large holes in the sheet pile wall. Repair of 5 location from berth 31 to 33 of upper dock deck settling and spalling along with severely corroded utility pits.	\$826,000	\$1,200,000
		2 Lane Bridge	Replace one girder beam anchor bolt. Re-stripe the deck surface. Replace badly corroded Inspection/Work access ladder and landing.	\$70,000	
		4 Lane Bridge	Replace joint seal in the abutment to prevent rain water from eroding the fill and slope materials. Repair undermined fill and slope protection. Repair drainage system hangars that are corroded. Replace 36 liner feet of damaged railing with epoxy injection.	\$22,000	
		Railroad Bridge	Repair 1 pile with a bad spall that has exposed the internal steel reinforcement. Repair the non-operating navigational lights.	\$19,000	
		Bartram Island Dike Repair	Reshaping is required of 600' section of dike inner slope to prevent eminent failure of the dike wall.	\$124,000	
		Berth 20 & 22	In berth 22, repair 5 piles that are deteriorated to a point that they are no longer structurally functional. On berth 20 the deck grouting on the catwalk that serves those tying up the ships has deteriorated to a point platform is unstable. At berth 20, 17 piles and 5 pile caps, berth 22, 27 piles and 4 pile caps require repair of large spalls and delaminated concrete. There are miscellaneous safety items to be corrected on both docks.	\$139,000	
	Talleyrand Marine Terminal	Main Wharf (Berth 4 Through 8)	Repair of 47 piles with encasement jackets. Repair of 4 large holes in the sheet pile wall. Repair 9 large spalls on pile caps through out berth 4 through 8. Repair 7 large spalls on the dock face. Repair two large spalls on the underside of the dock deck.	\$150,000	\$900,000
		Dock Stations 25+25 and 26+00	Partially replace bulkhead, landside cap, batter piles, and landside crane rail piles to repair severely deteriorated bulkhead.	\$750,000	

Budget Year	Marine Terminal	Facility	Repair Description	Sub cost	Total Cost
08/09	Blount Island Marine Terminal	Main Warf (Berth 30 Through 35)	Repair of 54 piles and 9 areas on pile caps that have moderately larger spalls and/or delaminating of concrete. There are 7 locations on the deck slabs and 62 large spalls on the dock face that need spalls repaired.	\$1,081,120	\$1,473,780
		2 Lane Bridge	There are 4 columns that have delaminated and spalled areas with exposed and corroding steel reinforcements. The bridge railing has cracks in 13 lin ft. that require repair as well as 210 lin ft of joint seal that is no longer effective and requires replacement.	\$132,660	
		4 Lane Bridge	10 columns have delaminated and/or spalled areas exposing the steel reinforcements. There are also 6 lin ft of abutment and 3 lin ft of girder that have damage that requires repair. The bridge deck has a 50 sq. ft area that has moderate damage requiring repair to prevent further damage. 686 lin ft of joint seal requires replacement.	\$150,000	
		Railroad Bridge	There are medium to large spalls and delaminated areas on 50 piles and 13 pile caps. A medium crack and some delaminating is occurring on the concrete deck panels.	\$110,000	
		Talleyrand Marine Terminal	Main Wharf (Berth 4 Through 8)	There are 37 piles and 9 pile caps that are in moderate condition currently that require repair to protect exposed prestressed steel elements. The wharf face has 7 large spalls that need repair to protect from further damage. The wharf deck underside has two locations that require spall repair. The completion of the immediate repairs to the partial replacement of the bad sheet pile area stated in 2008 Capital Budget.	\$725,000

9/10	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	This year will begin the effort to make complete repairs of the wharf structure	\$7,250,000	\$7,431,395
		Buck Island	Repairs will be needed to the access bridge slope protection timbers and the center levees between the eastern and western cells.	\$181,395	
	Talleyrand Marine Terminal	Main Wharf (Berth 5 through 8)	This year will begin the effort to make complete repairs of the wharf structure	\$6,046,500	\$6,046,500

10/11	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	Complete Reconditioning of the wharf structure continues.	\$7,250,000	\$7,250,000
	Talleyrand Marine Terminal	Main Wharf (Berth 5 Through 8)	Complete Reconditioning of the wharf structure continues.	\$6,046,500	\$6,046,500

11/12	Blount Island Marine Terminal	Main Wharf (Berth 30 Through 35)	Complete Reconditioning of the wharf structure continues.	\$7,250,000	\$7,250,000
	Talleyrand Marine Terminal	Main Wharf (Berth 5 through 8)	Complete Reconditioning of the wharf structure continues.	\$6,046,500	\$6,046,500

Table C Maintenance Dredging Quantities

	TMT	DPMT	BIMT	CUBIC YARDS	
	93,250	99,750	13,000	FY04	206,000
	90,365	124,865	44,038	FY05	259,268
	233,990	142,790	82,502	FY06	459,282
	19,655	43,560	23,004	FY07	86,219
	48,445	52,682	0	FY08	
				101,127	

	TMT	DPMT	BIMT	MAYPORT	CUBIC YARDS
Average	97,141	92,729	32,509		
Projected Yearly Quantity	100,000	100,000	40,000		
Add B16, 17, & Turning Basin		150,000			
			Estimated Annual Dredge Volume for FY09-13		390,000
Source: JAXPORT					

NATURAL RESOURCES

St. Johns River

Access to the St Johns River from the Atlantic Ocean is between two jetties, each over two miles long extending in an east-west direction across the ocean bar from the river mouth. The entrance channel leads southwestward along the inshore end of the south entrance jetty from St. Johns Point to Mayport Basin (Ribault Bay).

Dredged deepwater channels generally follow the river’s natural course to the upstream limit of the USACOE maintenance project at the Florida East Coast Railway Bridge. The only exception is the Dames Point-Fulton Cutoff, created to shorten a natural meander of the St. Johns River around present Blount Island. The dredging was a USACOE project that placed the spoil material on Blount Island.

The USACOE currently maintains the 26.8 miles of harbor channels within the St. Johns River. Between the ocean and mile marker 14.7, the channel is 40 feet deep and varies in width from 400 to 1200 feet. The channel is 38 feet deep to the south to JAXPORT’s

docks and 34 feet deep from there to Commodores Point. The harbor channel is 30 feet deep to the Florida East Coast Railway Bridge. The USACOE also maintains a 38-foot channel in the Blount Island west channel.

Anchorage for deep-draft vessels waiting outside the river's entrance are located in the Atlantic Ocean off Ft. George Inlet, northeast of the jetties, in water depths of 36-50 feet. Federally designated anchorages within the St. Johns River are provided at several locations for vessels of different draft and for special purposes, such as awaiting quarantine inspection, explosives, and naval fuel depot.

The mean tidal range is 4.9 feet at the mouth of the St. Johns River and about 1.2 feet at the Florida East Coast Railway Bridge. At the Talleyrand Terminal, the range is about 2 feet and nears 3.5 feet at the Blount Island Marine Terminal.

Tidal currents in the river can reach 1.9 knots on the flood tide (upriver or inland) between the jetties and 2.3 knots at the ebb tide (downriver, toward the ocean). Mayport velocities are 2.2 knots on the flood and 3.1 knots on the ebb. Velocities at Mile Point 27 above the mouth of the river are about 2.8 knots and at Commodore Point, about 1 knot. The flood current is increased by northeasterly and easterly winds while the ebb current is influenced by southwesterly and westerly winds.

Aquatic life in the St. Johns River and its tributaries is addressed in the Conservation Coastal Management Element, along with endangered, threatened and species of special concern. JAXPORT recognizes the need for natural resource protection and all development plans are to be consistent with the goals, objectives and policies associated with resource protection. Due to the nature of operations and location of port facilities, two species that are addressed by JAXPORT in more detail are the West Indian Manatee and North Atlantic Right Whale.

West Indian Manatee

The Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973 are federal laws protecting the West Indian Manatee. The Florida Manatee Sanctuary Act of 1978, a State law, also provides protection for manatees. These laws make it illegal to harass, hunt, capture, or kill any marine mammal. The Florida Manatee Recovery Plan, coordinated by the U.S. Fish & Wildlife Service, was developed as a result of the Endangered Species Act with the intended goal of upgrading their endangered species status. In 1989, Florida's Governor and Cabinet directed the Florida Department of Environmental Protection to work with 13 "key" counties to reduce injuries and deaths to manatees. Duval County was one of these "key" counties.

Chapter 95 City of Jacksonville Ordinance Code created the Jacksonville Waterways Commission specifically for the following purposes related to the St. Johns River and its tributaries: To study and make recommendations to the Council with respect to the

improvement, development and protection, to formulate an overall plan for problems that may exist, and to devise methods of future development.

The Jacksonville Waterways Commission, for the Jacksonville City Council, engaged Jacksonville University to conduct research on manatees and their habitat. This research resulted in the Duval County Manatee Protection Plan with provisions to review and update the plan on an annual basis. JAXPORT played an integral part through financial assistance and participation in the Jacksonville Waterways Commission meetings and workshops. Aerial sightings identified manatees in areas around port facilities, and as a result, JAXPORT activities are planned and conducted in accordance with the Conservation/Coastal Management Element policies regarding manatee protection.

JAXPORT implemented manatee protection measures at their facilities such as wharf fenders and cantilever docks. Wharf fenders are inflatable bumpers generally 10 feet by 5 feet in size. The fender provides approximately 4 to 5 feet of space between the vessel and the bulkhead. This prevents an animal from being caught between a slowly docking ship and the wharf. Cantilever docks work in the same manner as a building balcony. A portion of the dock is located on land and the remaining portion hangs over the water. This leaves space under the dock as a protection area preventing trapping animals. Cantilever docks can also be embedded into a concrete bulkhead.

Each year, JAXPORT provides financial assistance to fund the City's Manatee Protection Program, a continuing Jacksonville University program gathering information and increasing awareness and protection among area boaters and residents. Education plays a vital role in manatee protection. Public education materials include pamphlets with basic manatee information, kiosks at major boating facilities and traveling kiosks and specialty maps for special events, and public service announcements. Jacksonville University offers a slide presentation that can be incorporated into school curriculums and civic organization events.

North Atlantic Right Whale

JAXPORT also helps to fund protection programs for North Atlantic Right Whales. Right whales are classified as endangered species with a population of less than 400. Initially the low population count was due to commercial whaling. Today, recovery is threatened due to competition for food resources, entanglements in fishing gear, ship strikes and a naturally low rate of reproduction.

JAXPORT along with federal, state and local agencies financially assists the Right Whale Early Warning System. This program sponsors aerial surveys of the southeastern U.S. coast to locate, photograph and report positions of right whales in their habitats. The whale positions are broadcast to ships in order to avoid whale-occupied areas. JAXPORT also supports the Mandatory Ship Reporting System, a Coast Guard regulation requiring large vessels to report their location and intended track to Georgia and northeastern

Florida ports. The Coast Guard can then provide recent whale sightings so ships can avoid interaction.

Additional JAXPORT support for right whale protection is the participation in the Southeast Right Whale Recovery Plan Implementation Team. This association is comprised of scientists, government agencies and private businesses focused on right whale protection.

Historic Resources

No known historic resources are located on existing JAXPORT terminal properties of Talleyrand, Dames Point, or Blount Island. Any expansion outside the current boundaries will be consistent with the 2030 Comprehensive Plan Historic Resources Element. This element, a requirement of Chapter 163 Florida Statutes, was implemented in accordance with Chapter 307 of the City of Jacksonville Ordinance Code and the Certified Local Government Program through an agreement with the Florida Department of State, Division of Historical Resources.

Coastal High Hazard Areas

JAXPORT, with the majority of its facilities located within the coastal high hazard areas, along the coast, acknowledges the potential impact of hurricanes to these facilities.

Due to the water dependent nature of Port facilities, it is difficult to locate Port facilities and operations completely outside coastal high hazard areas. When feasible, capital improvements will be located outside the hazard areas. In addition, JAXPORT completed a Hurricane Preparedness Plan to address issues relating to hazard areas and has committed to further address and minimize these impacts through the goals, objectives and policies identified in the Conservation Coastal Management Element.

WATER RELATED / WATER DEPENDENT LAND USE

Port and related Port activities, both public and private, are located on both sides of the St. Johns River from the Atlantic Ocean to the Hart Bridge. Facilities include a range of uses from ship mooring and repair to general cargo shipping. The majority of these properties are classified in the Water Dependent/Water Related (WD/WR) land use category of the 2030 Comprehensive Plan. This future land use category protects and supports the sound expansion of Port facilities.

In addition to Port related activities in the WD/WR category, there are additional Port activities operating under the Central Business District (CBD), Community General Commercial (CGC) and Public Buildings and Facilities (PBF) land use categories. The CBD properties are located between the Hart and Matthews Bridges. CGC properties are located just north of the Matthews Bridge and south of Talleyrand Marine Terminal. PBF designated properties can be found in various parts of the City.

Although the land use categories for Port related operations and activities are not always WD/WR, the importance of the areas currently used for such purposes should not be minimized. The properties are located along the waterfront, are at the perimeter of existing nodes of Port activity and have access to necessary infrastructure.

The purpose of identifying existing Port related activities and property with the appropriate land use category is to maintain these properties for future growth and expansion. Future Port development is dependent on the availability of property located along the waterways and those areas currently identified for Port and Port related activities need to be protected from future land uses that restrict expansion or decrease necessary waterfront acreage. Private companies may relocate and government uses, specifically military bases, may close. Should this be the case, the City needs to maintain the use of the property for JAXPORT development, or at the least, development dependent on water access.

Blount Island (eastern half) is a prime example of a site appropriate for future JAXPORT development. This area has the necessary infrastructure in place to support future Port activities and is located adjacent to the Blount Island Marine Terminal. Other areas currently used by the military should also be identified as potential JAXPORT usage in the event of base closures or realignments.

The accompanying Map 17 identifies current JAXPORT properties and properties with existing Port related uses. The main privately operated companies and government branches are listed here. This is not meant to be an exhaustive list, merely a sampling of the diverse uses located along the riverfront.

Amerada Hess, Phillips 66 Company, Atlantic Drydock and Marine, Southeast Toyota, Chevron USA Inc., Standard Oil Company, Container Land Associates, Support Terminals Operating Partnership, Crowley American Transport, United States Army Corps of Engineers, Gate Concrete Company, United States Gypsum Company, Jacksonville Electric Authority, United States Marine Corps

EXISTING INFRASTRUCTURE

The Port is a multi-modal operation bringing together 36 shipping lines, more than 100 truck lines and tie-ins to three rail systems. The success of the Port is contingent, in part, on the accessibility to the various transportation modes to the Port facilities. All of Jacksonville's major Port facilities are located near a part of the City's expressway system, which, in turn, connects the Port facilities to the remainder of Northeast Florida.

Talleyrand Corridor Port facilities are adjacent to the Hart and Mathews Bridges and close to the 20th Street Expressway (Martin Luther King Parkway), a limited access highway connecting with I-95. Blount Island and Dames Point have access to I-95 and I-295 via

Heckscher Drive and State Road 9A, respectively. I-95 and I-295 provide access to I-10, an east-west interstate starting in Jacksonville and terminating in San Diego, California.

Norfolk Southern Railway Systems, CSX Transportation and Florida East Coast Railway serve Talleyrand. Just under 40% of the terminal, pier, wharf and dock facilities have direct rail system access. CSX maintains rail service to Dames Point and Blount Island.

JAXPORT facilities are served by the Jacksonville Electric Authority (JEA) for electricity, wastewater treatment and potable water supplies. JEA owns and operates three generating plants and all transmission and distribution facilities. A fourth power plant, the St. Johns River Power Park (SJRPP), is owned jointly by JEA and the Florida Power & Light Company (FPL) and operated by JEA. In addition, JEA produces 3.2 megawatts from a methane-fueled generating facility at the Girvin Road Landfill. JEA's net generating capability is 2,361 megawatts.

In 1994, the Cedar Bay Generating Plant began commercial operation and is operated by PG&E Generating. This plant provides electricity to FPL and process steam to the recycling facility of Smurfit-Stone Container Corporation. Cedar Bay is a 269 megawatt, coal-fired cogeneration plant.

EXISTING DEMAND

Containers

Since 1994, container tonnage has increased at an average of 2.8% per year with the majority of import/export container cargo from Puerto Rico and South America. Caribbean and European markets account for other container cargo. Historically, container cargo has accounted for half of all tonnage at JAXPORT.

Blount Island handles approximately two thirds of JAXPORT container traffic. In 2004, this accounted for approximately 520,000 TEUs. There are four key operators at Blount Island Coastal Maritime Services, Sea Star Line, APM Universal/Horizon Lines and Trailer Bridge.

Three key operators at Talleyrand handled approximately 100,000 TEUs during the same period. These operators include Hamburg Sud North America, Crowley Liner Service and Industrial Cold Storage.

Vehicles and Ro/Ro Cargo

Blount Island handles approximately 68%, or 362,000 units with the remaining 170,000 units handled at Talleyrand. Although there was a slight decrease in units handled during 2004, the period from 1997 through 2003 increased steadily at 3.6%.

Over the 215 acres dedicated to vehicle and Ro/Ro cargos on Blount Island, operators indicated a storage density of approximately 150 autos per acre per turn. Per turn

identifies the amount of time a vehicle is stored at the facility to the time it is moved to the consumer. The average of 21 storage days was used for these calculations. This provides a current capacity of 560,000 units, 200,000 above current operations. Talleyrand however is operating just under capacity.

Breakbulk Cargo

An increase in paper and steel products has provided JAXPORT with a growth rate for breakbulk cargos of approximately 9.7% over the past five years. Tonnage of poultry products has been fluctuating due to closures of production facilities. In 2004, over 140,000 tons of poultry and 280,000 tons of steel were handled at Talleyrand. The capacity at Talleyrand is 480,000 tons for all breakbulk cargo however, steel is at capacity. Any amount of steel over the 280,000 tons is unloaded at Blount Island.

Operations at Blount Island are near capacity, handling approximately 500,000 tons per year. This includes paper, steel coils and rods and plywood.

Bulk Cargo

JAXPORT handles approximately 1.9 million tons of bulk cargo, both liquid and dry. Dry bulk cargos account for about 20-25% of the total tonnage handled by JAXPORT.

At Talleyrand, there is a capacity of 16,000,000 gallons for liquid bulk cargo. This cargo consists of chemicals used in agricultural markets and paper manufacturing. The anticipated growth rate is 3% per year, with the current demand, measured in tons, of 300,000 – 400,000 tons per year. Dames Point handles dry bulk cargos and is the only public terminal to do so. This facility handles 1,000,000 – 1,500,000 tons per year with the capability of an additional 500,000 tons. Over the past five years, dry bulk growth has averaged 3.1% increase per year.

Summary of Cargo Capacity

FACILITY	CARGO	CAPACITY
BLOUNT ISLAND	Containers	459,800 moves
	Vehicles	560,000 vehicles
	Breakbulk	500,000 tons
TALLEYRAND	Containers	129,250 moves
	Vehicles	170,000 vehicles
	Breakbulk	480,000 tons
	Liquid Bulk	16,000,000 gallons
DAMES POINT	Bulk	2,000,000 tons
Source: JAXPORT		

FUTURE FORECASTS

Containers

Terminal operators and carriers anticipate growth of existing services and potential growth from new services. The following table shows the growth of existing markets and potential cargo opportunities based on information provided by the four main operators at Blount Island and three main operators at Talleyrand. In addition to the existing carriers, JAXPORT recently signed agreements at Dames Point to move up to 800,000 units per year.

CONTAINER MOVES				
BLOUNT ISLAND	BASE MOVES	EXISTING SERVICES	POTENTIAL SERVICES	TOTALS
2004	259,103			
2005		267,106	138,368	405,474
2010		311,570	167,305	478,875
2015		364,658	203,682	568,340
2020		428,351	249,708	678,058
TALLEYRAND	BASE MOVES	EXISTING SERVICES	POTENTIAL SERVICES	TOTALS
2004	99,967			
2005		99,080	11,119	110,199
2010		119,130	12,841	131,971
2015		143,300	14,839	158,139
2020		172,452	17,157	189,609
Source: John C. Martin Associates, 2005				

Vehicles and Ro/Ro Cargo

Jacksonville is geographically in a position to take advantage of land constraints on the west coast and the inability of consistent, high volume rail movement of units. There is a growing market for distribution to the Southeast and the Jacksonville location can decrease delivery times to consumers in this area. Volumes handled by the main Talleyrand carrier, SE Toyota, may decrease as future expansion for this carrier moves to their inland facility. Overall sales and demands however are expected to continue increasing. Based on 3.6% increase from 1997 through 2003, the following estimates are calculated relating to future growth potential.

VEHICLE – RO/RO CARGO			
BLOUNT ISLAND		TALLEYRAND	
2004	360,000	2004	170,000
2005	372,960	2005	176,120
2010	445,104	2010	210,188
2015	531,202	2015	250,845
2020	633,955	2020	299,368
Source: JAXPORT			

Breakbulk Cargo

Overall breakbulk cargo handled by JAXPORT increased 9.7% over the past five years. The table below projects potential cargo tonnage through 2010 provided the increase remains steady.

BREAKBULK CARGO			
BLOUNT ISLAND		TALLEYRAND	
2004	500,000	2004	420,000
2005	548,500	2005	460,740
2010	871,384	2010	731,963
2015	1,384,340	2015	1,162,845
2020	2,199,257	2020	1,847,376
Source: JAXPORT			

Bulk Cargo

Dry bulk cargo is tied to local companies, specifically cement, concrete and asphalt production. The JEA consumes limestone for certain processes. Provided these local consumers are maintained, the growth rate for dry bulk cargo is approximately 3.1% per year. The liquid bulk operators expect a 3% increase. The future projections with a steady growth increase are shown below.

BULK CARGO			
BULK		LIQUID	
2004	1,250,000 (average)	2004	350,000 (average)
2005	1,288,750	2005	360,500
2010	1,501,281	2010	417,918
2015	1,748,861	2015	484,482
2020	2,037,270	2020	561,647
Source: JAXPORT			

PASSENGER CRUISE INDUSTRY

According to Cruise Lines International Associations, the number of cruise ship passengers has increased 8% per year over the last 15 years. Ships are added to accommodate this growth taking advantage of first time passengers as well as repeat passengers by adding amenities to the newer ships. Older ships are repositioned to new ports for cruise market expansion. Potential new ports are identified in several ways. One is the emerging market of passengers that prefer to drive to the port rather than fly. This identifies the population for the potential market at four, six and eight hour drives to the port. Although the focus is on driving to the port, an assessment is made as to hotel and flight availability. Infrastructure is also a major factor; roadway infrastructure in particular. Facilities must be suitable for ship turnarounds as well as the ability to accommodate the larger ships.

JAXPORT is in a position to attract a portion of the cruise ship industry due to Jacksonville's location. South Florida ports are close to reaching maximum capacity and therefore cruise companies will need to look at other ports for space relief. Destinations to the Caribbean, Bahamas and northern states can be reached from Jacksonville in a reasonable amount of time. Cruise ship service from Jacksonville began in 2004 with 170,000 passengers embarking and debarking. This number is expected to grow to 300,000 passengers in 2005. To determine the potential number of passengers, the 8% growth rate is applied to the predicted 2005 number of passengers, 300,000 and projected through 2020. The projections do not start in 2004 as this was the inaugural year. The projections assume a steady increase in the cruise industry and a continued presence in Jacksonville.

Jacksonville Homeport Projections

YEAR	PASSENGERS
2005	300,000
2008	377,914
2010	440,798
2012	514,147
2015	647,677
2018	815,887
2020	951,651
Source: JAXPORT	

SYSTEM NEEDS AND SOLUTIONS

Several improvements or changes need to be considered in order to address current and potential cargo demands at the three terminals. All the projections assumed a steady annual increase through 2020. However, it is reasonable to state that markets fluctuate and types of cargo may change leaving growth potential to fluctuate. The following comments are based on current conditions, operator needs and potential growth.

Dames Point Marine Terminal

- JAXPORT recently expanded the Dames Point bulk terminal by 25 acres with plans to add facilities to support new services.
- Mitsui O.S.K. Line will develop a cargo terminal on 158 acres that will include two 1,200-foot berths and six cranes. The company has options to expand to 200 acres in a later phase.
- New marine terminal development with possible on-dock rail infrastructure is included in the expansion plans.

Blount Island Marine Terminal

- Future growth potential indicates additional acreage is required to meet projected demand.
- Due to insufficient warehouse space, some business has been turned away. It is estimated that an additional 100,000 sf of warehouse could be used immediately for breakbulk cargo.
- Additional storage capacity for vehicles may be increased by reducing storage times and re-striping yard layouts.

Talleyrand Marine Terminal

- Operators are concerned about rail capacity to accommodate projected future volumes. One key operator projects a 10% increase in rail capacity needs while a second anticipates an additional 30 railcars per day for paper business. JAXPORT is working with Talleyrand Terminal Railroad to increase railcar storage capacity

at Duffer and F&J yards adding 5,000 feet of track between the two yards as a short-term solution.

- Acreage is limited for terminal expansion. JAXPORT is investigating two properties; the Smurfit-Stone property for potential warehouse expansion and a 30-acre parcel adjacent to the CSX export yard to be used for railcar storage or breakbulk storage.
- Steel discharge has reached capacity. To alleviate the capacity issue, steel is unloaded at Blount Island as a temporary solution.
- A 553,000 sf on-dock warehouse for paper and forest products has been constructed. This warehouse is equipped to handle an additional 800,000 – 1,000,000 tons annually. The operator indicated another 200,000 to 250,000 sf of warehouse space would attract a key forest product account.
- Efficiency was improved by use of a Rubber Tire Gantry (RTG) Cranes to stack containers. A more efficient method than reach stack containers.
- A change in vessel sizes increase cargo amount but decrease port calls, freeing some time on berth use.

Passenger Cruise Terminal

In order to take advantage of the growing cruise industry, JAXPORT has several factors to consider. Site selection for a permanent terminal needs to address air draft restrictions. Over the next ten years, 50% of the new cruise ships will require in excess of 175 feet air draft. Berths should be 1,100 feet with 34-foot drafts. Cruise activity should not impact or restrict cargo activities. The site needs ample space for parking, security and passenger processing. Infrastructure to support the cruise ship, such as road access, must be in place.

JAXPORT DEVELOPMENT AND EXPANSION PROGRAM

Background

JAXPORT an independent public authority is charged with the acquisition, planning, development, management and marketing of the public marine terminals within the City. JAXPORT's facilities generally serve as a transfer point for waterborne cargo and inland distribution points. With the exception of the automobile import business, JAXPORT's facilities generally do not include processing, assembly or other industrial functions. In addition, JAXPORT serves as the local sponsor with the USACOE, which has ultimate responsibility for the development and maintenance of the federal channel in the St. Johns River that serves all users of the River. As local sponsor, JAXPORT is required to fund the entire non-federal portion of all channel capital improvements, to provide dredge material storage facilities for the federal channel dredging and to represent the interests of users of the River with the USACOE. JAXPORT has no legal or planning authority over the private users of the River.

JAXPORT created by an act of the Florida Legislature in 1963, is governed by a seven member appointed Board of Directors. The Mayor of the City appoints four members and the Governor appoints three to the Board. JAXPORT acts as an enterprise function in that revenues generated by the use of its assets pay for all of its operating expenses and a large portion of its capital requirements. Public funding in the form of grants and loans from the State, the City and the Federal government assists with capital infrastructure.

Private tenants lease space on JAXPORT's facilities and compensate JAXPORT through land leases, dockage, wharfage and equipment use fees. Because of its operating structure, expansion of JAXPORT capacity is driven by market demand and economic analyses, which allow JAXPORT to maintain its independent status. Projects may not be justified on the basis of economic impact (i.e., job creation) alone, as may be the case for State owned and controlled port authorities, but rather they must represent financially sound investments.

The City Comprehensive Plan recognizes the importance of the public seaport facilities to the economic well-being of the community. Specific policies are contained within the Future Land Use Element and the Conservation/Coastal Management Element, in addition to this Port Master Plan, which address the need to protect the existing Port facilities from encroachment of non-waterfront dependent uses and to direct the development of new Port facilities to locations within the community, which are most appropriate. The areas deemed most appropriate for JAXPORT development are described below and shown on Map 17 JAXPORT Map. These areas are located predominantly along the western and northern shores of the St. Johns River, generally north of the Mathews Bridge. In making these determinations, the City and JAXPORT reviewed surrounding land uses, neighborhood conditions, transportation access, utilities and environmental concerns. Specific policies are also contained within the Conservation/Coastal Management Element, which recognizes the need to balance the impacts of Port development with protection of significant environmental resources.

Marine Terminals by their nature are generally not large consumers of public utilities. JAXPORT's container cranes are presently fueled by diesel fuel and potable water is occasionally provided to the vessels. The terminals do have electrical power requirements for overhead high mast lighting and for the various office and warehouse structures. These utilities are all provided for adequately by the public utility system.

PORT EXPANSION

CARGO TERMINALS

International trade is forecasted to continue to grow at a very rapid rate as evidenced in the attached market analysis performed by the Port Import Export Reporting System (PIERS). The impact on the Port and all eastern seaboard ports will be determined by a given port's ability to respond with additional port facility capacity. In Jacksonville, that

capacity will be gained primarily through the acquisition of additional property and the development of Port terminals, while some capacity gains may occur through the more efficient use of existing facilities.

JAXPORT conducted a survey of potential Port expansion properties in 2005 and 2006, which is reflected in Map 17.

Future expansion sites for cargo terminals should consider the following: (1) the proximity of the site to the main channel of the St. Johns River; (2) the site should be of sufficient size to amortize the fixed costs associated with terminal construction; (3) the existing land use and zoning of the site; (4) the site's proximity to road and rail systems, and (5) the site's proximity to other industrial areas. In identifying potential cargo sites, the JAXPORT Board has made the policy decision to avoid established residential communities and environmentally sensitive locations. Should existing port-related industrial sites become available for JAXPORT use, either in whole or in part, they would be reviewed and evaluated accordingly. Redevelopment of existing industrial sites would be given some level of priority consideration over development of "Greenfield" sites. The following sites have been identified as potential JAXPORT development properties.

LaFarge (Map 11)

The LaFarge Property is approximately 47.5 acres of upland property, located along the Blount Island west channel. The property is currently designated as Water Dependent/ Water Related land – use and is zoned Industrial Waterfront. The site has limited water frontage, approximately 400 feet, for major deep-water Port use. The property is accessed from New Berlin Road via Heckscher Drive (State Road 105).

Surrounding land uses include the British Plasterboard facility adjacent to the southern border, Eagle Transport (a commercial trucking company) and the New Berlin Residential Enclave to the north and vacant JAXPORT property and a small CSX rail yard to the west. JAXPORT is currently working on plans to relocate a portion of Dames Point Road to the western boundary of the LaFarge property to improve safety and access to the British Plasterboard and LaFarge properties as it builds out its Dames Point Marine Terminal. JAXPORT and LaFarge are currently exploring development opportunities for this parcel, which may include additional Port facilities (most likely conveyable bulk material) and Port-related industrial uses, including distribution centers.

Zion Jacksonville (Map 12)

This property, which lies northwest of the Dames Point Marine Terminal, between Dunns Creek and the Broward River, is approximately 880 acres in size. The property is generally bound by the St. Johns River on the south, Dunns Creek on the east, Faye Road on the north and Eastport Road on the west. The property is bisected by Heckscher Drive (State Road 105). With frontage on Eastport Road, Faye Road and

Heckscher Drive, traffic may be dispersed to and from the existing Interstate system at several locations. The current land use designation for the property north of Heckscher Drive is Light Industrial with an Industrial Business Park zoning. The southern portion of the property, south of Heckscher Drive is designated Industrial Waterfront. Adjacent uses include the Hess Oil Terminal, Jefferson Smurfit paperboard plant and the Cedar Bay electric generating station.

Heckscher Drive, which has been designated as a Strategic Intermodal System Connector is presently under design for widening to a four lane divided roadway, with construction scheduled in 2008. The planning on this project has been closely coordinated between JAXPORT and the Jacksonville Transportation Authority, which has taken responsibility for the improvements to the roadway. This widening will pose some challenges to the development of the Zion property, in that development of the site into a marine terminal will require lands on both sides of the roadway. The configuration of the site and the current market conditions dictate that the most viable short-term port uses for the property include conveyable bulk materials (liquid and dry) and perhaps containers. Container use of the property will require that a portion of Heckscher Drive, which bisects the property, will have to be elevated to allow unimpeded access across the property, while bulk cargoes could conceivably be conveyed over the top of an at-grade Heckscher Drive. The ultimate use of the property will dictate the type and extent of berthing facilities that will be required.

JAXPORT is in the process of negotiating the acquisition of 185 upland acres of the southernmost portion of the property, including the submerged lands, which Zion Jacksonville holds title to. Also being acquired will be a 100-foot access easement from the property boundary to Eastport Road and a 50-foot easement from the property to the CSX railroad. The mix of truck and rail activity at this site will ultimately depend on the cargo use of the property. The remaining portion of the property not being acquired by JAXPORT will remain available for other industrial uses, Port-related or other.

Bostwick (Map 13)

The Bostwick Trust property, located west of the Broward River, is bisected by Heckscher Drive (State Road 105). The total parcel is approximately 350 acres with 100 useable upland acres located south of Heckscher Drive. This property has very little useable waterfront which limits its port potential. The land use designation for the property is Water Dependent/Water Related and the zoning classification is Industrial Waterfront.

The property has direct access to Heckscher Drive (State Road 105) and the CSX Railroad. The property is also situated adjacent to the Imeson Industrial Park and other port and industrial users including the Navy Fuel Dock and the BP Oil Tank Farm.

As noted earlier, with the limited waterfront accessibility, the site is best suited for a conveyable bulk material (liquid or dry) and perhaps roll-on roll-off cargo, or related non-waterfront industrial development. The mix of traffic, between road and rail, would be dependent on the type of cargo handled at the site.

Navy Fuel Dock (Map 14)

The U.S. Navy currently operates a fuel depot for military vessels on a 245-acre site. This depot is comprised of 12 storage tanks, a docking facility and associated pipelines and ancillary facilities. JAXPORT is in discussions with the Navy to determine if the fuel tanks could be repositioned on the site in order to make available 100-120 acres of property for port expansion.

The site has access to Heckscher Drive (State Road 105) via Somers Road and direct access to a CSX rail line. The site is located along the Federal channel of the St. Johns River and would be easily developed into a marine terminal for nearly any cargo type. The site is presently designated as WDWR in the Future Land Use Element and is zoned Industrial Waterfront.

Talleyrand North Terminal Map (Map 15)

Part of this former paper mill property was recently purchased by JAXPORT for Port development. The property is located in the Talleyrand area, on Wigmore Street. It contains approximately 27 acres located on the St. Johns River and 11 acres west of Wigmore Street. The property is directly served by the Norfolk Southern railroad. Surrounding waterfront uses are industrial in nature, either direct port use or other water-dependent uses. There is a transitional residential community also in close proximity. The property has a land use designation of Water Dependent/Water Related and a zoning classification of Industrial Waterfront.

The property's configuration allows for consideration of a full range of port uses. JAXPORT has been approached by automobile users, container operators, break bulk and bulk cargo interest. The combination of location on deep water, direct rail service and adequate road access via Wigmore Street (Talleyrand Avenue) and 21st Street to Martin Luther King Parkway and I-95 makes this an excellent Port property. The property is served by public utilities and is located within the City of Jacksonville Enterprise Zone and Brownfields Area.

It is anticipated that the property will be under active redevelopment to port use in 2009. The determination of the cargo type or types, which will be handled at the property, has not been made. The traffic and other impacts for development of the property will vary dramatically depending on ultimate use. For example, should the property be utilized for containers or automobile there would be a significantly higher

volume of truck traffic generated by the terminal than it the property were to be used for imported coal, in which case there would be a significantly higher rail volume.

The principal ingress and egress to the property is via Wigmore Street, which is essentially the northerly extension of Talleyrand Avenue north of 21st Street. Wigmore Street is presently a two-lane road, which carries a combination of industrial and residential traffic, and operates at a Level of Service C, with 891 peak hour trips available.

Kerr-McGee (TRONOX) (Map 16)

Kerr-McGee (TRONOX) Chemical Company owns a parcel of property between JAXPORT's Talleyrand Marine Terminal and the Crowley Maritime privately owned marine terminal, on Talleyrand Avenue. The waterfront site, which is approximately 30 acres in size, formerly housed a pesticide and fertilizer blending and distribution facility. The site is significantly contaminated by the pesticides and is under a Consent Order with the Environmental Protection Agency. It is believed that the clean-up plan will significantly outweigh the value of the land for port use. The Authority has evaluated the use of this site for both container terminal expansion associated with the Crowley terminal and for automobile expansion associated with the adjoining Toyota processing facility. This property is not currently being pursued by the Authority, pending final clean up by Kerr-McGee.

Other Property Development

In addition to the potential marine terminal properties discussed previously, JAXPORT is also actively pursuing the acquisition and development of other parcels of property to support its mission. These properties, generally non-waterfront and smaller in size, fill a critical need for terminal support and community protection. In order to increase the efficiency and cargo throughput of its existing terminals, JAXPORT must seek opportunities to locate or relocate those terminal functions that do not require waterfront locations. These uses include, but are not limited to, the storage of empty containers and chassis and office and administrative support uses. In addition, the JAXPORT is interested in acquiring properties surrounding the operating terminals to serve as a buffer from adjoining uses. These properties are generally acquired as they become available and fit within JAXPORT annual capital budget.

JAXPORT owns approximately 7.5 acres of land in Mayport. This land is not a part of this Port Master Plan and any plans for development of this property by JAXPORT will require an amendment to this Plan.

JAXPORT also owns a 2.5 acre (approximately) parcel located in the southeast quadrant of State Road 9-A and U.S. Highway 17 (Main Street). This parcel is not a part of this Port Master Plan and any plans for development of this parcel will require an amendment to this Plan.

JAXPORT DEVELOPMENT AND EXPANSION PROGRAM: POTENTIAL IMPACTS

JAXPORT identified existing and potential development sites on Map 17 entitled “JAXPORT MAP” as adopted into the JAXPORT Master Plan. Market forces and technological advances are factors, which may account for site-specific uses in Port development. Rather than identify specific development to a specific site, the approach is to identify all types of potential development or development categories which are acceptable Port uses or Port related uses. These potential development sites are categorized by one of the following scenarios:

- Scenario 1: Existing Port development converted to a similar use
Converting to a similar use is defined as a new use at a previously developed Port site, consistent with the Comprehensive Plan and does not require additional or new permits. No review is necessary by City, State or federal agencies. Therefore, the project is deemed consistent and moves forward without additional analysis.
- Scenario 2: Existing Port development converted to development requiring permits.

Although the new use is on a site already impacted by existing Port development, the proposed development is such that new or additional permits must be obtained for the conversion. All associated analysis will be completed to satisfy permit requirements and the appropriate City, State and federal agencies have the opportunity to review and comment on the proposed development.

- Scenario 3: Sites where no previous Port development exists

Undeveloped sites require the most analysis. These analyses are determined by the proposed use and subsequent permit requirements. In some cases, land use amendments and rezoning may be necessary. Land use amendment applications require information relating to soils, natural vegetation and wildlife, wetlands (type, location and amount of acreage to the nearest one-hundredth acre), topography and flood prone areas, historic and archaeological resources, and aquifer recharge areas. The land use amendment process provides City, State and federal agencies the opportunity to review proposed land use impacts and issues prior to zoning change requests and permitting.

The following tables identify the development or development categories defining Port development. The first table relates to existing Port development converted to a use requiring permits, the types of impacts related to the use and the potential sources of funding. The second table relates to Port development at a previously undeveloped Port site, the types of impacts related to the use and the potential sources of funding. The

types of impacts guide the analysis and reports required and reviewed by the various City, State and federal agencies.

Existing Port Site – Permit Required (Scenario 2)

CATEGORIES	IMPACT OR ISSUE	FUNDING SOURCES
Cruise Terminal	Transportation: traffic, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Water retention	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Containers (RO/RO and Bulk)	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Automobiles/Heavy Equipment (RO/RO)	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Bulk/Conveyable Bulk	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Warehouse/ Break Bulk	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Ports Council – State Organizations

CATEGORIES	IMPACT OR ISSUE	FUNDING SOURCES
		Federal Agencies
Tank Storage – Hazardous	Transportation: traffic, roadways, rail, waterways Utilities Water retention EPA: hazardous material storage Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Tank Storage – Non-Hazardous	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Accessory Uses: Office, Restaurant, Marinas, Operations, Buildings, Port Support Structures	Transportation: traffic, roadways, rail, waterways Utilities Water retention Submerged land leases and permits ACOE (dredging)	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT

New Undeveloped Port Site (Scenario 3)

CATEGORIES	IMPACT OR ISSUE	FUNDING SOURCES
Cruise Terminal	Transportation: traffic, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies

CATEGORIES	IMPACT OR ISSUE	FUNDING SOURCES
	Environmental: wetlands, listed species, coastal high hazard	
Containers (RO/RO and Bulk)	Transportation: traffic, rail, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Automobiles/Heavy Equipment (RO/RO)	Transportation: traffic, rail, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Bulk/Conveyable Bulk	Transportation: traffic, rail, roadways, waterways Submerged land leases and permits ACOE (dredging) Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies

CATEGORIES	IMPACT OR ISSUE	FUNDING SOURCES
Warehouse/ Break Bulk	Transportation: traffic, rail, roadways, waterways Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Tank Storage – Hazardous	Transportation: traffic, rail, roadways Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard EPA: hazardous material storage	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Tank Storage – Non-Hazardous	Transportation: traffic, rail, roadways Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT Federal Agencies
Accessory Uses: Office	Transportation: traffic, roadways Utilities Clearing/Tree permits Historical/Archaeological Resources Water retention Environmental: wetlands, listed species, coastal high hazard	Private Developer/User JAXPORT City of Jacksonville – Economic Development FDOT

ARCHAEOLOGICAL SENSITIVITY REVIEWS FOR EXPANSION SITES LISTED IN THE JAXPORT DEVELOPMENT AND EXPANSION PROGRAM

Blount Island North (Marine Corps): High Sensitivity – An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

LaFarge Property: High Sensitivity – and an archaeological site is located in this area. Archaeological site # DU00123 “Yellow Bluff Fort” Due to the known presence of an archaeological site – a Phase 1 Archaeological Survey is recommended

Zion Property: High Sensitivity – An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

Bostwick Property: On RE# 11065 000 an archaeological site is located in the area under #DU00100 “Meld.” Due to the known presence of an archaeological site – a Phase 1 Archaeological Survey is recommended. The rest of the area is a mix of High, Medium and Low Sensitivity – An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

Navy Fuel Dock: Mix of High, Medium and Low Sensitivity. FMSF 4508 located on area “Phase 1 Historic Resource Survey, Fleet Industrial Supply Center” 12/95 #4508. An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area.

Talleyrand North Terminal: Mostly High, some Medium and Low Sensitivity. An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area

Kerr McGee (TRONOX): Mix of High and Low Sensitivity. An Archaeological Reconnaissance Survey would be recommended. The Reconnaissance Survey could lead to a need for a Phase 1 Archaeological Survey of the area

FLOOD ZONE REVIEWS FOR PROPOSED EXPANSION SITES LISTED IN THE JAXPORT DEVELOPMENT

- LaFarge Property: AE Flood Zone
- Zion Property: No Flood Zone
- Bostwick Property: AE Flood Zone
- Navy Fuel Dock: AE, X5 and VE Flood Zones
- Talleyrand North: AE and AO Flood Zones
- Kerr McGee: AE, X5, and VE Flood Zones

Source: City of Jacksonville Planning and Development Department

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2045 COMPREHENSIVE PLAN



JAXPORT Master Plan Definitions Section C

Berth - The place where the vessel is secured. This usually includes the water area, which a ship occupies, the dock to which it is moored, and the area immediately behind it. The type of berth is sometimes characterized by the type of commodity it serves.

Breakbulk Cargo - The general cargo method where the cargo is usually handled on pallets which are loaded by crane and slings in much the same way that sailing ships were loaded.

Bulk Cargo - A method of handling cargo in "loose" form that is not packaged in any way.

Coastal High Hazard Area – As defined in the Conservation/Coastal Management Element.

Containerized Cargo - A cargo handling system utilizing specially designed containers or boxes from 20 to 53 feet long. These containers are usually transported in specially designed ships, lifted with specially designed cranes, and are handled with specially designed carriers.

Dolphin – Pile, cluster of piles or buoy, which a vessel can moor in open water or used as a fender at a dock entrance.

Drayage – Transportation used to haul goods.

Dry Bulk Cargo - Refers to solid materials such as coal or iron ore, and is usually handled by specially designed ships, special high-capacity ship loaders and un-loaders, and conveyer systems, and stored by special stacking and reclaiming equipment.

FDEP – Florida Department of Environmental Protection

FDOT – Florida Department of Transportation

Hazardous Waste- Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

Jacksonville Port Authority (JAXPORT) - An independent authority responsible for owning, operating and managing public marine terminals in Jacksonville.

JAXPORT- Refers to the Jacksonville Port Authority trade name and those public facilities owned by the Jacksonville Port Authority.

Liquid Bulk - Refers to materials in a liquid state such as petroleum and petroleum products. Special ships, special loading arms at the docks, pipelines and storage tanks are required.

Long Ton – 2,240 pounds

LOS - Level of Service - An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

MLW – Mean Low Water

MSL – Mean Sea Level

Natural Drainage Features – The naturally occurring features of an area which accommodate the flow of significant amounts of stormwater, such as streams, rivers, lakes, sloughs, floodplains and wetlands.

Natural Drainage Flow - The pattern of surface and storm water drainage through or from a particular site before the construction or installation of improvements or prior to regrading.

Port of Jacksonville (Port) - All Port facilities whether public or private in Jacksonville.

Roll-on/Roll-off (RoRo) - A cargo handling system utilizing specially designed ships with openings in the stern area or in the side area which permits the loading and unloading of wheeled-vehicles such as automobiles or tractors to docks by way of internal and external ramps.

Short Ton (net ton) – 2,000 pounds

Stevedore – To load or unload cargo from a ship.

Stormwater Management System – A system that has the meaning described in Rule 17-40.210(21) F.A.C.

Talleyrand Corridor Area - That part of the Port of Jacksonville, which lies on the western bank of the St. Johns River, south of 21st Street, east of Martin Luther King Parkway and north of the Hart Bridge.

Terminal Areas - An area adjacent to the water which serves as a dock for the ship, the transfer of its cargo, and the storage of its cargo for a short duration until it is moved to longer-term storage.

TEUs – Unit measurement for container units, measured in twenty (20) foot equivalent units.

Throughput Fees – Fee for handling a container and includes movement necessary to complete delivery from the stevedore, and to or from an inland carrier.

USACOE - U.S. Army Corps of Engineers. Federal agency responsible for maintenance and construction of the main shipping channels in the St. Johns River.

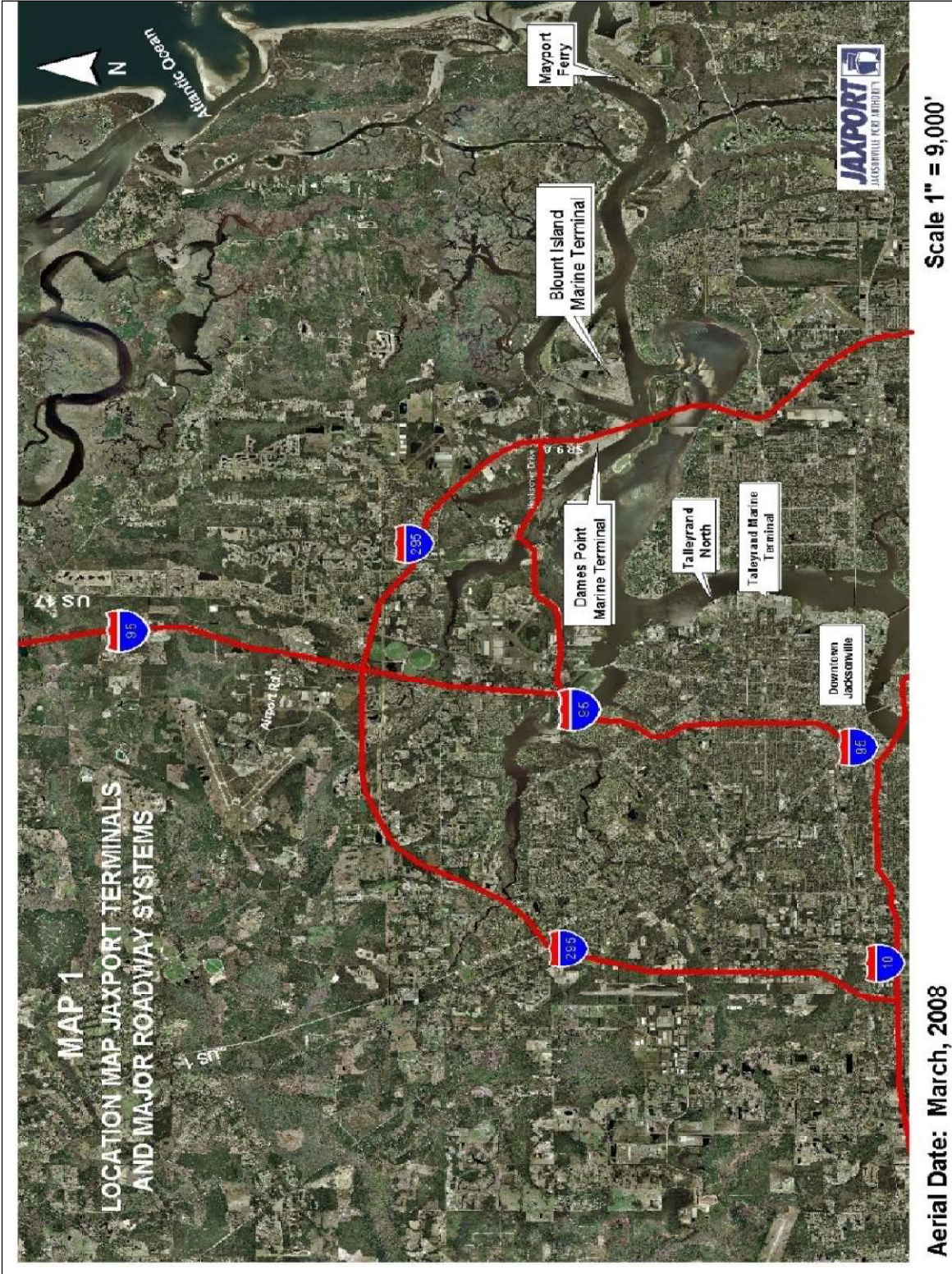
Water-Dependent - Land uses and activities that must be located on waterfront property in order to function.

Water-Related - Industries or facilities that are located adjacent to water for the convenience of conducting business, but are not necessarily dependent on Port facilities directly.

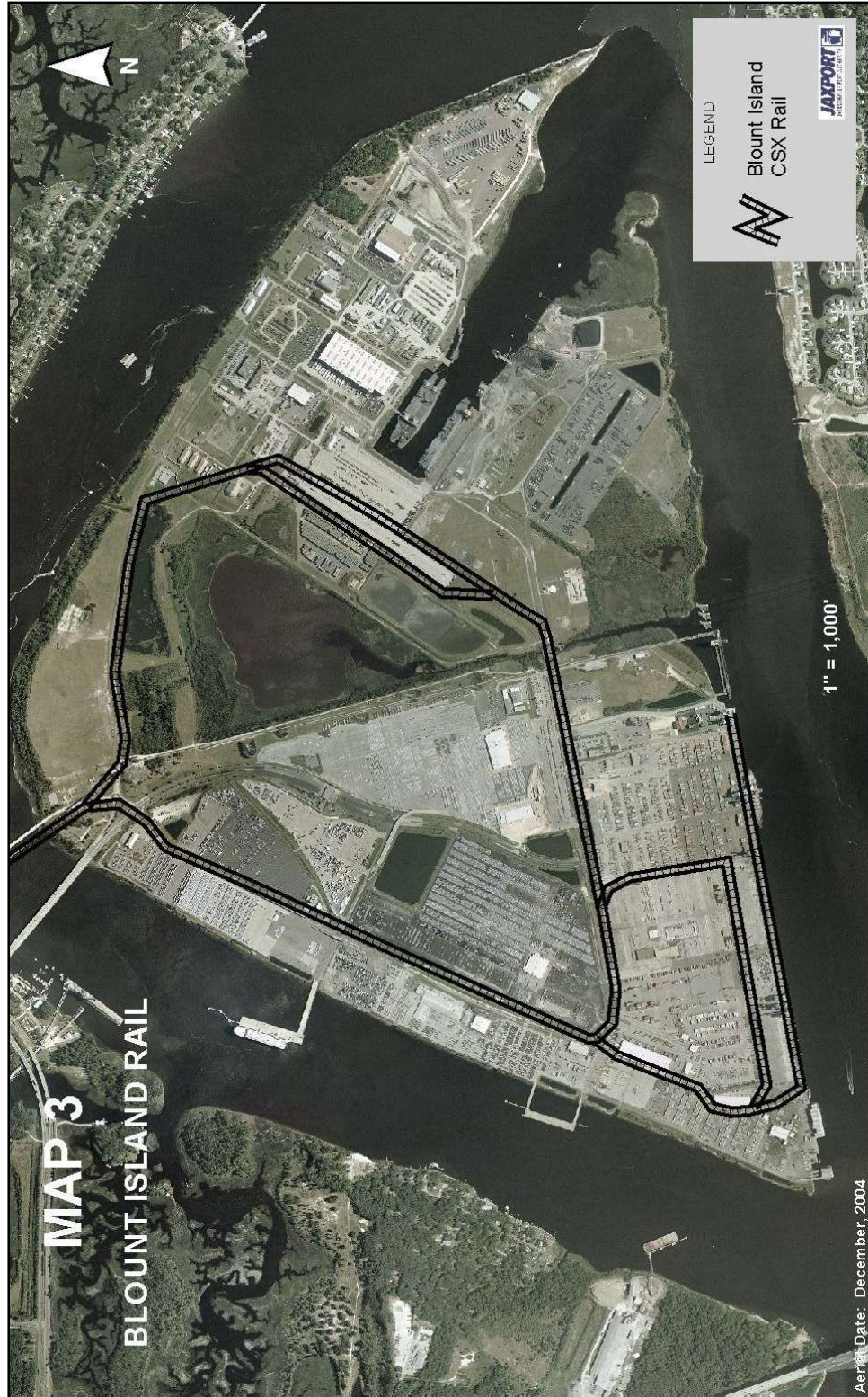
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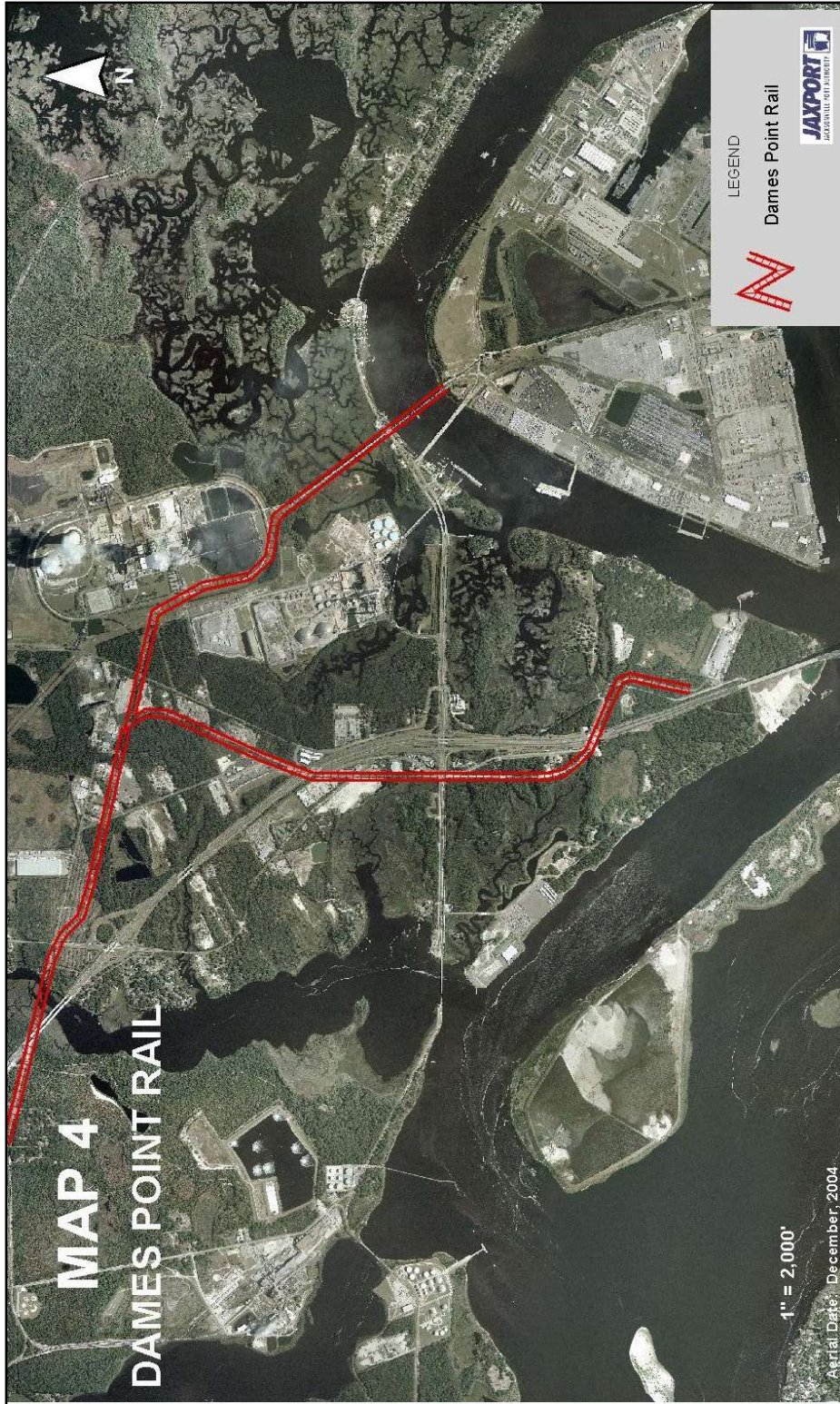


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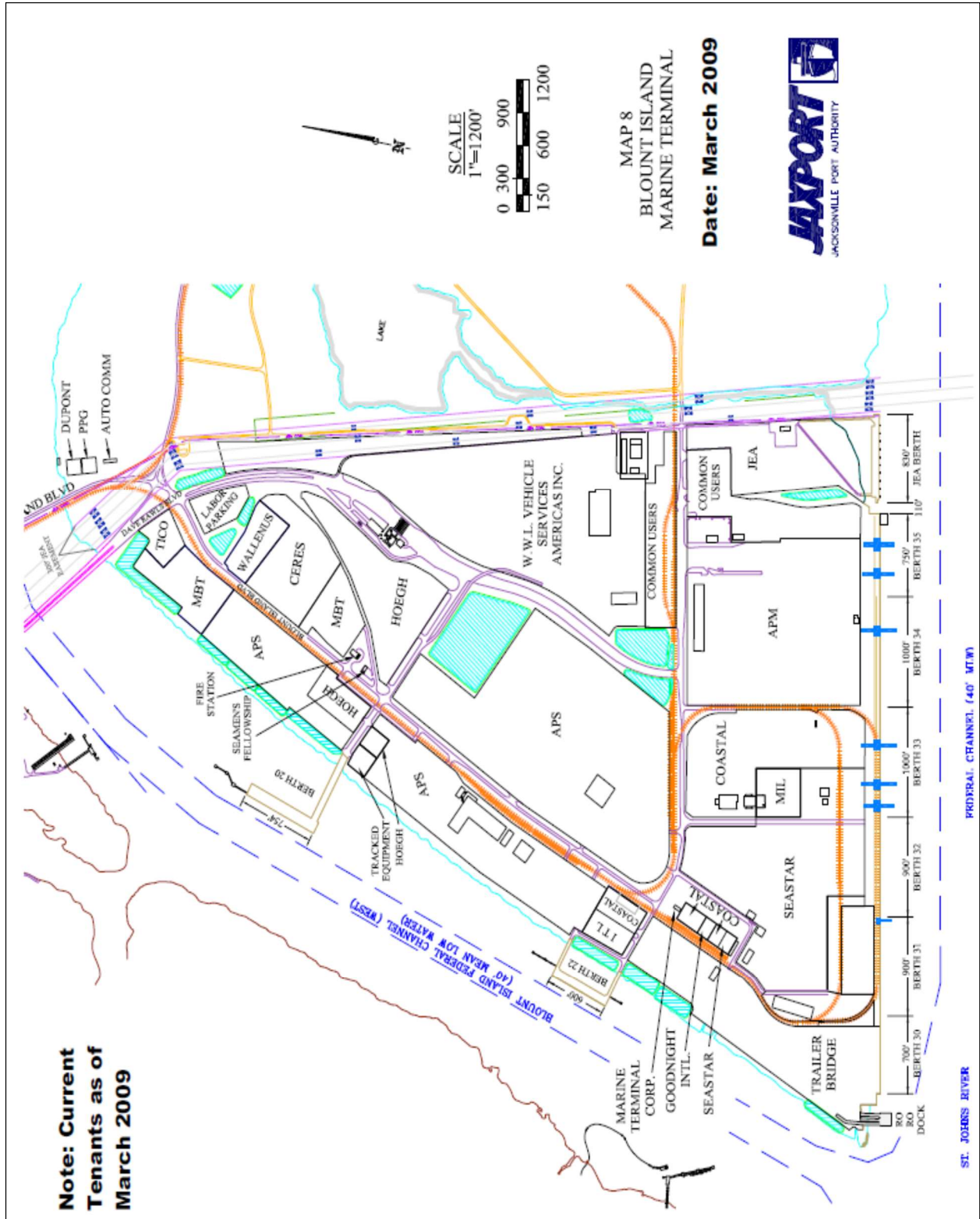




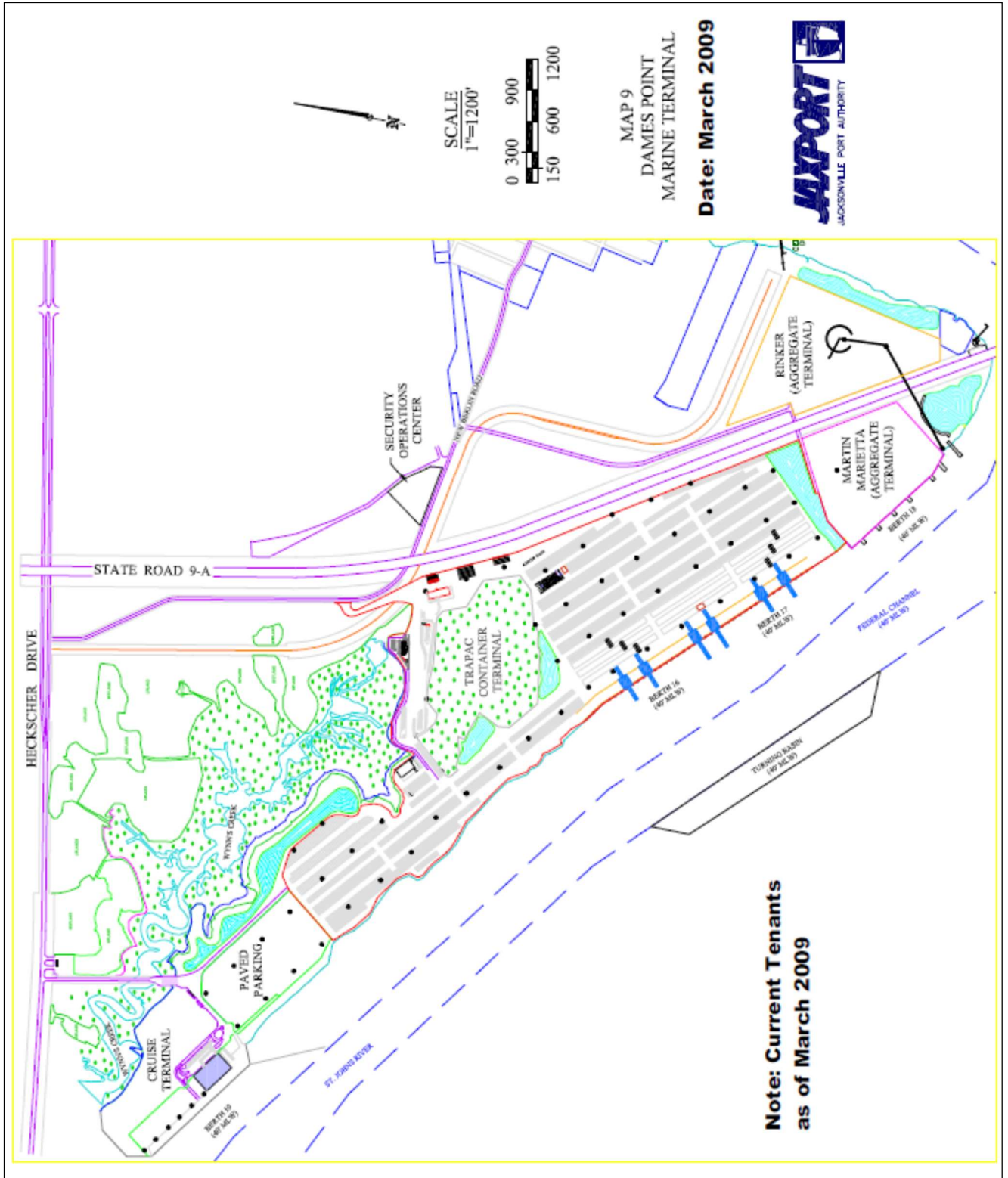




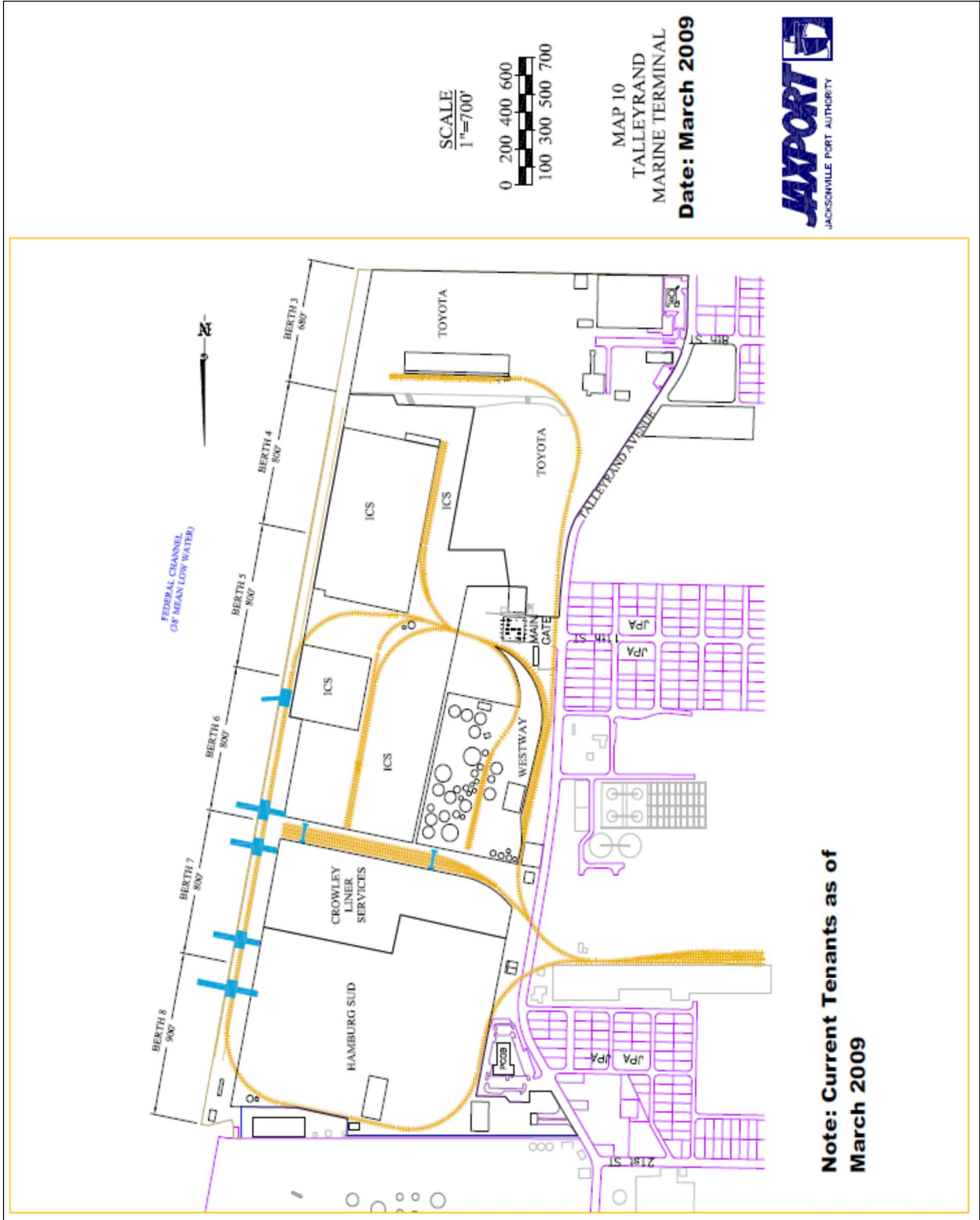
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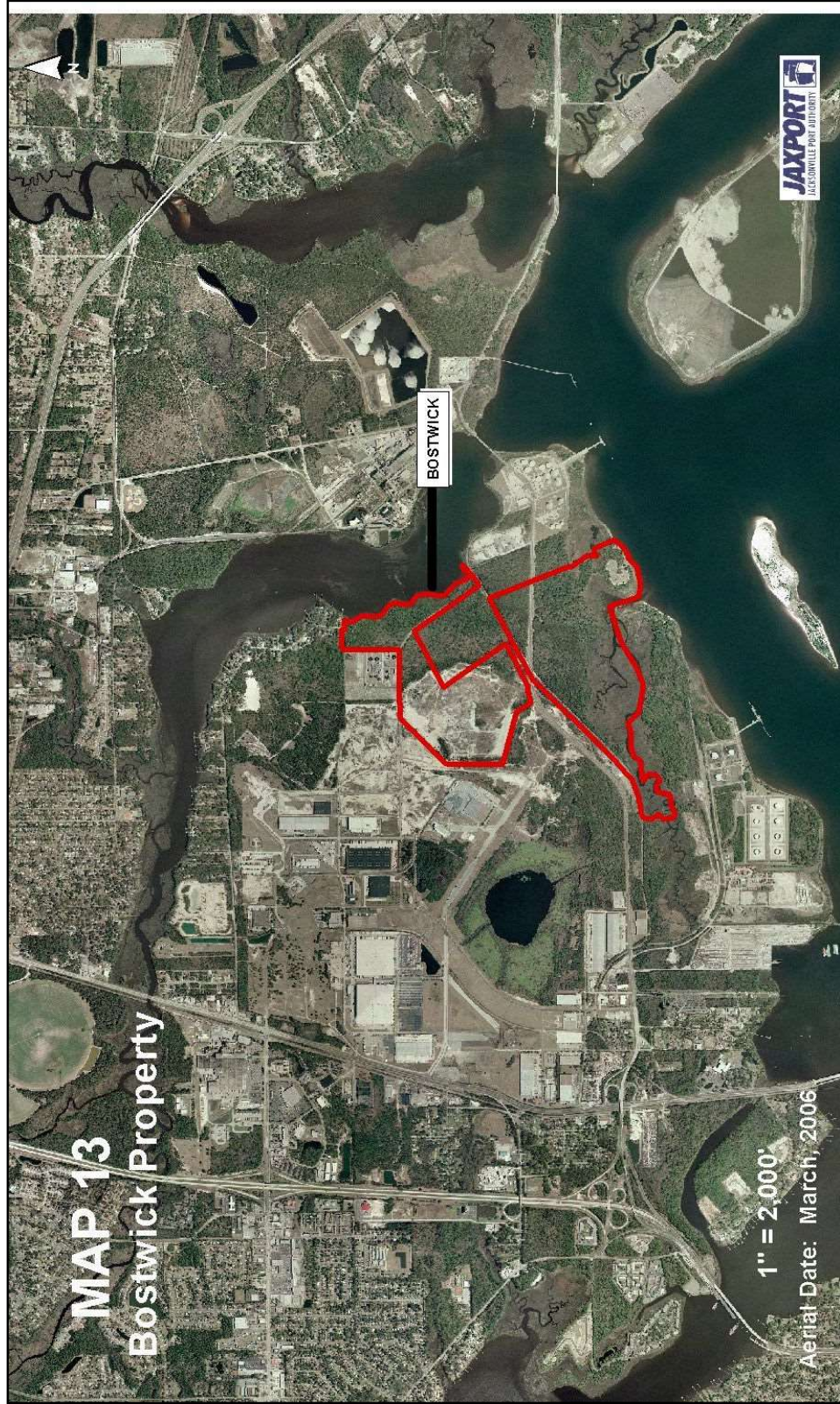


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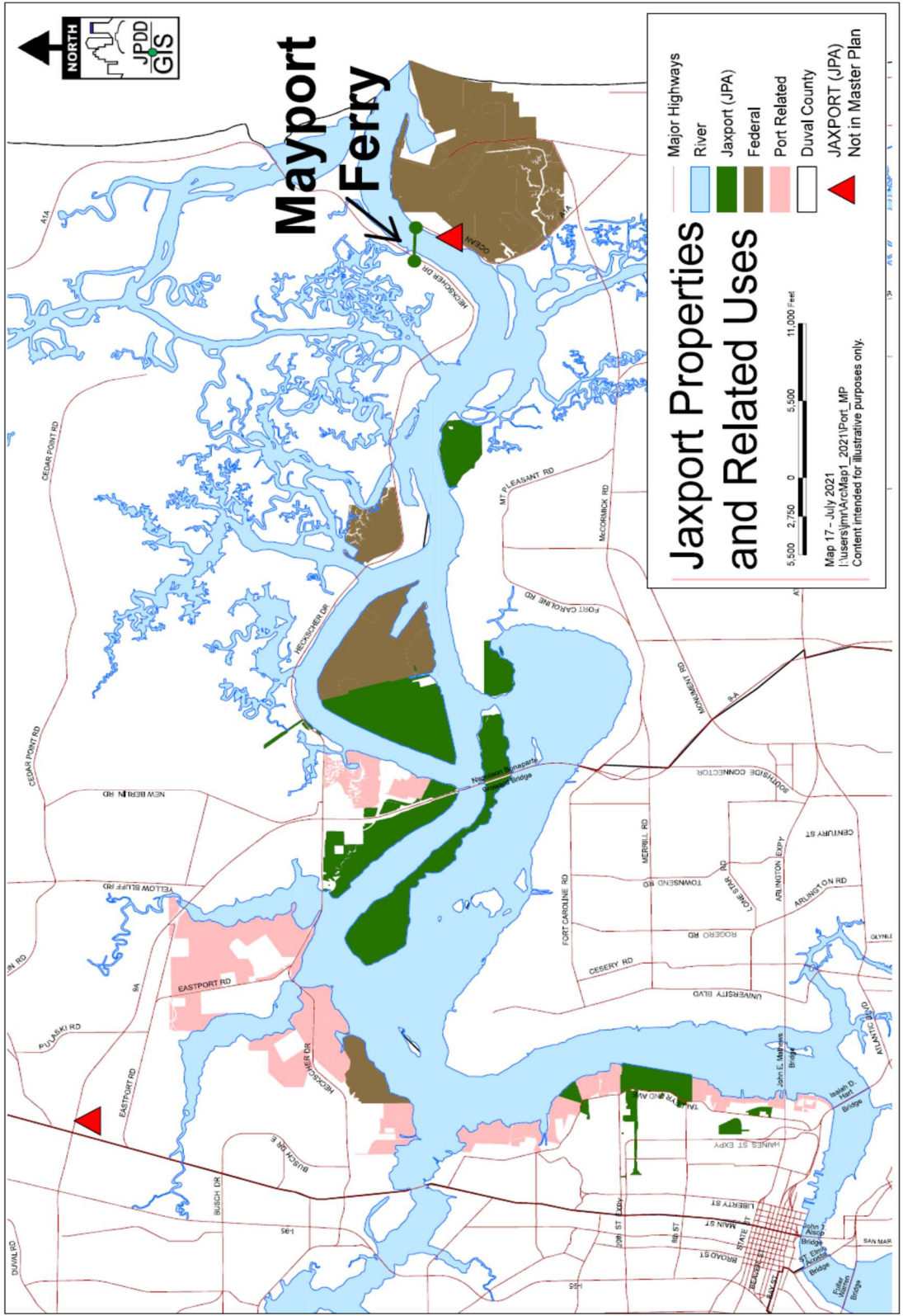
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JAXPORT Master Plan Appendices Section E

APPENDIX A

JAXPORT QUICK REFERENCE EMERGENCY RESPONSE PLAN

APPENDIX B

PIERS – OUTLOOK FOR U. S. / GLOBAL ECONOMIES POWERPOINT

APPENDIX C

JAXPORT HURRICANE MANUAL