

Staff Report on
Proposed 2017B Series Amendment
to the Future Land Use Element and the Transportation
Element of the 2030 Comprehensive Plan

ORDINANCE 2017-725

As indicated in EXHIBIT 1 for Ordinance 2017-725, a text amendment is being proposed to amend the Transportation Element (TE) Policy 2.3.6 and the Future Land Use Element (FLUE) Policy 1.3.6 of the 2030 Comprehensive Plan.

The current text of these policies limits access for non-residential parcels with frontage along two or more right-of-ways to one per roadway, one of which is limited to right turn-in/right run-out only. These policies allow for an exemption from the right turn-in/right turn-out only requirement under specific circumstances. However, there is no flexibility regarding the number of access points per road frontage for instances such as parcel size, safety or adequate traffic circulation.

The proposed text changes clarify the intent of the policies to that of protecting performance of the City's transportation network. The policies also maintain the primary intent of limiting access on parcels with frontage along two or more right-of-ways to one per roadway along with the right turn-in/right turn-out limitation. However, under justified circumstances as identified in the proposed policies, the City has the ability to grant exemptions to both the number of access points and the right turn-in/right turn-out only limitation on a case-by-case basis.

TE Policy 2.3.3 and FLUE Policy 1.3.3 continue to apply to all development.

TE Policy 2.3.3 Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the Traffic Engineering Division and the JPDD. Existing sites having three or more approaches from a particular street shall be required to eliminate the excess drives or convert the excess drives to right-turn-only accesses or egresses at such time as application is made to the City for any change in land use, zoning or increase in gross leasable square footage. Final acceptance of revised driveway approaches shall be subject to the approval of the Traffic Engineering Division and the JPDD, or the appropriate authority.

FLUE Policy 1.3.3 Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the Traffic Engineering Division and the Jacksonville Planning and Development Department (JPDD). Existing sites having three or more approaches from a particular street shall be required to eliminate the excess drives or convert the excess drives to right-turn-only accesses or egresses at such time as application is made to the City for any change in land use, zoning or increase in gross leasable square footage. Final acceptance of revised driveway approaches shall be subject to the approval of the Traffic Engineering Division and JPDD.

The Planning and Development Department recommends **APPROVAL** of the text amendment as identified in the attached **EXHIBIT 1 to Ordinance 2017-725**

1 Introduced by Land Use and Zoning Committee:
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4 **ORDINANCE 2017-725**

5 AN ORDINANCE APPROVING FOR TRANSMITTAL TO THE
6 STATE OF FLORIDA'S VARIOUS AGENCIES FOR REVIEW OF
7 PROPOSED 2017B SERIES TEXT AMENDMENT TO THE
8 TRANSPORTATION AND FUTURE LAND USE ELEMENTS OF
9 THE 2030 COMPREHENSIVE PLAN OF THE CITY OF
10 JACKSONVILLE RELATING TO ACCESS FOR NON-
11 RESIDENTIAL PARCELS WITH FRONTAGE ALONG TWO OR
12 MORE ROADWAYS; PROVIDING AN EFFECTIVE DATE.
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14 **WHEREAS**, the Planning and Development Department has initiated
15 certain revisions and modifications to the text of the *2030*
16 *Comprehensive Plan* in accordance with the procedures and requirements
17 set forth in Chapter 650, Part 4, *Ordinance Code* to facilitate the
18 appropriate and timely implementation of the plan, and has provided the
19 necessary supporting data and analysis to support and justify the
20 amendments determined to be required and accordingly has proposed
21 certain revisions and modifications which are more particularly set
22 forth in **Exhibit 1, attached hereto**, dated September 21, 2017 and
23 incorporated herein by reference; and

24 **WHEREAS**, the Jacksonville Planning Commission, as the Local
25 Planning Agency, held a public hearing on this proposed amendment to
26 the *2030 Comprehensive Plan*, with due public notice having been
27 provided, and reviewed and considered all comments received during the
28 public hearing, and made a recommendation to the City Council; and

29 **WHEREAS**, the Land Use and Zoning (LUZ) Committee held a public
30 hearing on this proposed amendment pursuant to Chapter 650, Part 4,
31 *Ordinance Code*, having considered all written and oral comments

1 received during the public hearing, has made its recommendation to the
2 Council; and

3 **WHEREAS**, the City Council held a public hearing on this proposed
4 amendment with public notice having been provided, pursuant to Section
5 163.3184(3), *Florida Statutes*, and Chapter 650, Part 4, *Ordinance Code*,
6 and having considered all written and oral comments received during the
7 public hearing, the recommendations of the Planning and Development
8 Department, the Planning Commission and the LUZ Committee, desires to
9 transmit this proposed amendment through the State's expedited state
10 review process to the Florida Department of Economic Opportunity, as
11 the State Land Planning Agency, the Northeast Florida Regional Council,
12 the Florida Department of Transportation, the St. Johns River Water
13 Management District, the Florida Department of Environmental
14 Protection, the Florida Fish and Wildlife Conservation Commission, the
15 Department of State's Bureau of Historic Preservation, the Florida
16 Department of Education, and the Department of Agriculture and Consumer
17 Affairs; now, therefore

18 **BE IT ORDAINED** by the Council for the City of Jacksonville:

19 **Section 1. Approval of Amendment for Transmittal Purposes.** The
20 Council hereby approves the proposed 2017B Series' text amendment to
21 Transportation and Future Land Use Elements of the *2030 Comprehensive*
22 *Plan* as set forth in **Exhibit 1, attached hereto**, for transmittal to
23 Florida's various required State Agencies for review. The amendment is
24 relating to access for non-residential parcels with frontage along two
25 or more roadways.

26 **Section 2. Effective Date.** This ordinance shall become
27 effective upon the signature by the Mayor or upon becoming effective
28 without the Mayor's signature.

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1 Form Approved:

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3 /s/ Susan C. Grandin

4 Office of General Counsel

5 Legislation Prepared by: Kristen Reed

6 GC-#1161816-v1-TRANS_TX_AMD_TE_FLUE.doc

Ordinance 2017-725

2017B Series Text Amendment City of Jacksonville 2030 Comprehensive Plan Transportation Element and Future Land Use Element

TRANSPORTATION ELEMENT

Policy 2.3.6

~~The City shall require access to new and redeveloped non-residential parcels with frontage along two or more roadways be limited to one access point per roadway. Access from the higher functional class roadway, or roadway with the higher average daily traffic inclusive of development traffic for roadways of the same functional class, shall be limited to right turn-in/right turn-out only, unless 1) it can be demonstrated in a traffic study, submitted for review and approval to the JPDD, that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation, or 2) there already exists more than one full access point on the roadway, and at least one of the full access points is eliminated.~~

The City shall require that access to newly developed and redeveloped non-residential parcels with frontage along two or more roadways be limited in order to protect performance of the City's transportation network. Access shall be limited to one per roadway with access from the higher functional class roadway or roadway with the higher average daily traffic being limited to right turn-in/right turn-out only. However, exemptions from this Policy may be granted by the Traffic Engineering Division and the JPDD where factors justify the exemptions. Factors to be taken into consideration for exemptions may include, but are not limited to: parcel size and road frontage; projected trip generation of a development; safety and congestion hazards; potential for delay on adjacent road facilities; environmental degradation; adequate traffic circulation; and/or elimination of existing access points.

FUTURE LAND USE ELEMENT

Policy 1.3.6

~~Access to new and redeveloped non-residential parcels with frontage along two or more roadways shall be limited to one access point per roadway. Access from the higher functional class roadway, or roadway with the higher average daily traffic inclusive of development traffic for roadways of the same functional class, shall be limited to right-turn-in/right turn-out only, unless 1) it can be demonstrated in a traffic study submitted to the JPDD, that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation, or 2) there already exists more than one full access point on the roadway, and at least one full access points is eliminated.~~

Ordinance 2017-725

2017B Series Text Amendment
City of Jacksonville 2030 Comprehensive Plan
Transportation Element and Future Land Use Element

The City shall require that access to newly developed and redeveloped non-residential parcels with frontage along two or more roadways be limited in order to protect performance of the City's transportation network. Access shall be limited to one per roadway with access from the higher functional class roadway or roadway with the higher average daily traffic being limited to right turn-in/right turn-out only. However, exemptions from this Policy may be granted by the Traffic Engineering Division and the JPDD where factors justify the exemptions. Factors to be taken into consideration for exemptions may include, but are not limited to: parcel size and road frontage; projected trip generation of a development; safety and congestion hazards; potential for delay on adjacent road facilities; environmental degradation; adequate traffic circulation; and/or elimination of existing access points.