

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

ORDINANCE 2018-144

As indicated in EXHIBIT 1 for Ordinance 2018-144, a text amendment is being proposed to amend the Transportation Element (TE) Policy 2.3.5 and the Future Land Use Element (FLUE) Policy 1.3.5 of the 2030 Comprehensive Plan. The proposed amendment revises these policies providing parameters to follow regarding the location of access points to residential parcels with frontage on two or more right-of-ways.

This text amendment was approved by Ordinance 2017-556-E for transmittal to the state review agencies. The transmittal version policies applied to new residential development while the current version adds clarification that the policies apply to new single-family residential development. These changes are being made to ensure consistency with the text approved in Ordinance 2017-725-E which applies to all non-single-family development.

The Planning and Development Department recommends **APPROVAL** of the text amendment as identified in the attached **EXHIBIT 1** to **Ordinance 2018-144**.

1 Introduced by the Land Use and Zoning Committee:
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4 **ORDINANCE 2018-144**

5 AN ORDINANCE ADOPTING 2017B SERIES TEXT AMENDMENT
6 TO THE TRANSPORTATION ELEMENT (TE) AND FUTURE
7 LAND USE ELEMENT (FLUE) OF THE 2030 COMPREHENSIVE
8 PLAN OF THE CITY OF JACKSONVILLE TO AMEND THE
9 TRANSPORTATION ELEMENT AND FUTURE LAND USE
10 ELEMENT TO REVISE POLICIES RELATED TO ACCESS TO
11 NEW SINGLE FAMILY RESIDENTIAL PARCELS WITH
12 FRONTAGE ALONG TWO OR MORE ROADWAYS; PROVIDING AN
13 EFFECTIVE DATE.

14
15 **WHEREAS**, the Planning and Development Department has initiated
16 certain revisions and modifications to the text of the *2030*
17 *Comprehensive Plan* in accordance with the procedures and requirements
18 set forth in Chapter 650, Part 4, *Ordinance Code* to facilitate the
19 appropriate and timely implementation of the plan, and has provided the
20 necessary supporting data and analysis to support and justify the
21 amendments determined to be required and accordingly has proposed
22 certain revisions and modifications which are more particularly set
23 forth in **Exhibit 1, attached hereto**, and incorporated herein by
24 reference; and

25 **WHEREAS**, the City by the adoption of Ordinance 2017-556-E
26 approved this text amendment to the 2030 Comprehensive Plan September
27 26, 2017 for transmittal to the Florida Department of Economic
28 Opportunity ("DEO"), as the State Land Planning Agency and other
29 required state agencies, for review and comment; and

30 **WHEREAS**, by various letters and e-mails, the DEO and other state
31 reviewing agencies transmitted their comments, if any, regarding this

1 proposed amendment; and

2 **WHEREAS**, the Planning and Development Department reviewed the
3 proposed revisions, considered all comments received, prepared a
4 written report and rendered an advisory recommendation to the Council
5 with respect to these proposed text amendments; and

6 **WHEREAS**, the Planning Commission, as the Local Planning Agency,
7 held a public hearing on this proposed amendment to the *2030*
8 *Comprehensive Plan*, with due public notice having been provided, and
9 reviewed and considered all comments received during the public
10 hearing, and made a recommendation to the City Council; and

11 **WHEREAS**, pursuant to Section 650.408 *Ordinance Code*, the Land Use
12 and Zoning (LUZ) Committee held a public hearing in accordance with the
13 requirements of Chapter 650, Part 4, *Ordinance Code*, on this proposed
14 amendment and has made its recommendation to the City Council; and

15 **WHEREAS**, pursuant to Section 163.3184(3), *Florida Statutes* and
16 Chapter 650, Part 4, *Ordinance Code*, the City Council held a public
17 hearing with public notice having been provided on this proposed
18 amendment to the *2030 Comprehensive Plan*; and

19 **WHEREAS**, the City Council further considered all oral and written
20 comments received during public hearings, including the data collection
21 and analysis portions of this proposed amendment to the *2030*
22 *Comprehensive Plan*, the recommendations of the Planning and Development
23 Department and the Planning Commission, the final recommendations of
24 the LUZ Committee, and the comments, if any, of the DEO and the other
25 state agencies; and

26 **WHEREAS**, in the exercise of its authority, the City Council has
27 determined it necessary and desirable to adopt this proposed amendment
28 to the *2030 Comprehensive Plan* to preserve and enhance present
29 advantages, encourage the most appropriate use of land, water and
30 resources, consistent with public interest, overcome present

1 deficiencies, and deal effectively with future problems that may result
2 from the use and development of land within the City of Jacksonville;
3 now therefore,

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

5 **Section 1. Purpose and Intent.** This ordinance is adopted to
6 carry out the purpose and intent of, and exercise the authority set out
7 in the Local Government Comprehensive Planning and Land Development
8 Regulation Act, Sections 163.3161 through 163.3248, *Florida Statutes*
9 and Chapter 166, *Florida Statutes*, as amended. The amendment allows
10 the amendment to the Transportation Element and Future Land Use Element
11 to revise policies related to access to new single family residential
12 parcels with frontage along two or more roadways.

13 **Section 2. Amendment to Comprehensive Plan.** The *2030*
14 *Comprehensive Plan* is hereby amended to include this revision to the
15 text of the *2030 Comprehensive Plan* in the Transportation Element (TE)
16 and Future Land Use Element (FLUE) from the 2017B Series which has been
17 initiated by the Planning and Development Department, as more
18 particularly set forth in **Exhibit 1, attached hereto**, and incorporated
19 herein by reference.

20 **Section 3. Effective Date.** This ordinance shall become
21 effective upon the signature by the Mayor or upon becoming effective
22 without the Mayor's signature.

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24 Form Approved:

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27 /s/ Susan C. Grandin

28 Office of General Counsel

29 Legislation Prepared By: Kristen Reed

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Ordinance 2018-144

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

TRANSPORTATION ELEMENT

Policy 2.3.5

~~The City shall require that access to new residential parcels with frontage along two or more roadways be located on the roadway with the lower functional class, or the lower average daily traffic inclusive of development traffic for roadways of the same functional class, unless it can be demonstrated in a traffic study submitted for review and approval to the Traffic Engineering Division and the JPDD, that such access restrictions would present a safety hazard, or would cause undue congestion or delay on adjacent road facilities, or would cause environmental degradation, or would hinder adequate traffic circulation.~~

The City shall require that access to new single-family residential parcels with frontage along two or more roadways be located in accordance with the following parameters:

1. If the roadways are of differing functional classes, then access to the parcel shall be provided from the roadway with the lower functional class only.
2. If the roadways are of the same functional class, then access shall be provided as follows:
 - a. In the case of redevelopment of existing parcels, from the roadway where the prevailing pattern of existing driveways are located; or
 - b. In the case of new subdivisions where no pattern currently exists, on the roadway with the lower average daily traffic (ADT) inclusive of development traffic.
3. Driveways should be on the same road on which the parcel is addressed and the front door of the home is located, except in the case of an entirely new planned unit development or traditional neighborhood development where rear entry drives are expressly contemplated.

The above parameters shall be followed unless it can be demonstrated in a professional traffic study submitted for review and approval to the Traffic Engineering Division and the JPDD, and with which the City staff agrees, that such access restrictions would either:

1. present a safety hazard;
2. would cause undue congestion or delay on adjacent road facilities;
3. would cause environmental degradation; or
4. would hinder adequate traffic circulation.

Ordinance 2018-144

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

FUTURE LAND USE ELEMENT

Policy 1.3.5

~~Access to new residential parcels with frontage along two or more roadways shall be located on the roadway with the lower functional class, or the lower average daily traffic (ADT) inclusive of development traffic for roadways of the same functional class, unless~~

~~it can be demonstrated in a traffic study submitted to the Traffic Engineering Division and 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.~~

The City shall require that access to new single-family residential parcels with frontage along two or more roadways be located in accordance with the following parameters:

1. If the roadways are of differing functional classes, then access to the parcel shall be provided from the roadway with the lower functional class only.
2. If the roadways are of the same functional class, then access shall be provided as follows:
 - a. In the case of redevelopment of existing parcels, from the roadway where the prevailing pattern of existing driveways are located; or
 - b. In the case of new subdivisions where no pattern currently exists, on the roadway with the lower average daily traffic (ADT) inclusive of development traffic.
3. Driveways should be on the same road on which the parcel is addressed and the front door of the home is located, except in the case of an entirely new planned unit development or traditional neighborhood development where rear entry drives are expressly contemplated.

The above parameters shall be followed unless it can be demonstrated in a professional traffic study submitted for review and approval to the Traffic Engineering Division and the JPDD, and with which the City staff agrees, that such access restrictions would either:

1. present a safety hazard;
2. would cause undue congestion or delay on adjacent road facilities;
3. would cause environmental degradation; or
4. would hinder adequate traffic circulation.