

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

ORDINANCE 2018-145

As indicated in EXHIBIT 1 for Ordinance 2018-145, 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 2018-145**.

1 Introduced by the Land Use and Zoning Committee:
2
3

4 **ORDINANCE 2018-145**

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 NEWLY DEVELOPED AND REDEVELOPED PARCELS, OTHER
12 THAN THOSE PARCELS ZONED OR USED FOR SINGLE-
13 FAMILY DWELLINGS, WITH FRONTAGE ALONG TWO OR MORE
14 ROADWAYS; PROVIDING AN EFFECTIVE DATE.

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

26 **WHEREAS**, the City by the adoption of Ordinance 2017-725-E
27 approved this text amendment to the 2030 Comprehensive Plan December
28 12, 2017 for transmittal to the Florida Department of Economic
29 Opportunity ("DEO"), as the State Land Planning Agency and other
30 required state agencies, for review and comment; and

31 **WHEREAS**, by various letters and e-mails, the DEO and other state

1 reviewing agencies transmitted their comments, if any, regarding this
2 proposed amendment; and

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

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

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

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

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

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

1 resources, consistent with public interest, overcome present
2 deficiencies, and deal effectively with future problems that may result
3 from the use and development of land within the City of Jacksonville;
4 now therefore,

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

6 **Section 1. Purpose and Intent.** This ordinance is adopted to
7 carry out the purpose and intent of, and exercise the authority set out
8 in the Local Government Comprehensive Planning and Land Development
9 Regulation Act, Sections 163.3161 through 163.3248, *Florida Statutes*
10 and Chapter 166, *Florida Statutes*, as amended. The amendment allows
11 the amendment to the Transportation Element and Future Land Use Element
12 to revise policies regarding access to newly developed and redeveloped
13 parcels, other than those parcels zoned or used for single-family
14 dwellings, with frontage along two or more roadways.

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

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

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26 Form Approved:

27
28 /s/ Susan C. Grandin
29 Office of General Counsel
30 Legislation Prepared By: Kristen Reed
31 GC-#1192653-v1-LS_TX_AMD_ADP_#5_TE_and_FLUE.doc

Ordinance 2018-145

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 parcels, other than parcels zoned for or used for single-family dwellings, 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 2018-XXX

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 parcels, other than parcels zoned for or used for single-family dwellings, 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.