

1 The Transportation, Energy and Utilities Committee offers the  
2 following substitute to File No. 2017-805:

3 SECRETARY OF THE COUNCIL  
4 CITY OF JACKSONVILLE, FLA.

5 Introduced by the Council President at the request of the Context  
6 Sensitive Streets Standards Committee:

*Gayle R. Brown*  
7 Incorporated into and made a part  
8 of the Journal of the Council.

9 **ORDINANCE 2017-805**

10 AN ORDINANCE AMENDING CHAPTER 654 (CODE OF  
11 SUBDIVISION REGULATIONS), *ORDINANCE CODE*;  
12 AMENDING SECTION 654.106 (DEFINITIONS) TO  
13 MODIFY, ADD, AND DELETE CERTAIN DEFINITIONS;  
14 AMENDING SECTION 654.111 (DESIGN STANDARDS:  
15 STREETS) TO PROVIDE FOR CONNECTIVITY AND  
16 SHARED USE; AMENDING SECTION 654.133 (REQUIRED  
17 IMPROVEMENTS: STREETS, CURBS AND GUTTERS;  
18 SIDEWALKS; AND BIKEWAY REQUIREMENTS) TO  
19 PROVIDE FOR SHARED USE AND SIDEWALKS;  
20 PROVIDING FOR SEVERABILITY; PROVIDING AN  
21 EFFECTIVE DATE.

22 **BE IT ORDAINED** by the Council of the City of Jacksonville:

23 **Section 1.** Chapter 654 (CODE OF SUBDIVISION REGULATIONS),  
24 *Ordinance Code*, Amended. Chapter 654 (CODE OF SUBDIVISION  
25 REGULATIONS), *Ordinance Code*, is hereby amended to read as follows:

26 **CHAPTER 654 - CODE OF SUBDIVISION REGULATIONS**

27 \* \* \*

28 **Sec. 654.106. - Definitions.**

29 As used in this Chapter:

30 \* \* \*

31 (mm) *Street* means a travel way thoroughfare which affords the

1 principal means of vehicular access to abutting property  
2 regardless of the term, such as lane or way, used to describe  
3 it. ~~and.~~

4 \* \* \*

5 (2) *Cul-de-sac* means a street ending in a dead-end with a  
6 vehicular turnaround. These streets are limited to 1,000  
7 feet in length; however, the Department may approve a  
8 cul-de-sac of greater lengths, where, due to  
9 topographical conditions, design considerations or the  
10 number of lots to be located on the street, a greater  
11 length may be deemed necessary.

12 \* \* \*

13 ~~(4) Interstate highway means a freeway which is part of the~~  
14 ~~designated National System of Interstate and Defense~~  
15 ~~Highways mandated by Congress. An interstate highway,~~  
16 ~~or Interstate, provides a very high level of transport~~  
17 ~~service and continuity among the states. To classify as~~  
18 ~~interstate, a freeway must meet full interstate standards~~  
19 ~~for construction. For the purposes of discussion, unless~~  
20 ~~specifically cited by use of the term interstate, a~~  
21 ~~reference to freeways shall be construed to encompass~~  
22 ~~interstate highways as well.~~

23 (45) *Local street* means a street designed and maintained to  
24 provide access to abutting property. A local street is of  
25 limited continuity and not for through traffic.

26 (56) *Major arterial* means a highway that serves major through  
27 movements of traffic between important centers of  
28 activity and a substantial portion of trips entering and  
29 leaving the area. It also connects freeways with major  
30 traffic generators. Service to abutting land is very  
31 subordinate to the function of moving through traffic.

1 (67) *Minor arterial* means a facility that connects and  
2 augments the major arterial system. Although its main  
3 function is still traffic mobility, it performs this  
4 function at a lower level and places more emphasis on  
5 land access than does the major arterial.

6 (78) *Private street* means a privately owned or controlled and  
7 maintained drive, street, road, lane, not ~~dedicated~~  
8 accepted by the City of Jacksonville as a public road,  
9 which provides the primary means of vehicular ingress and  
10 egress from a public road to two or more dwelling units,  
11 lots, parcels, tracts, or principal buildings, whether  
12 created by a private right-of-way, easement, plat, or  
13 other device and which has been approved by the Director  
14 and appears on the Approved Private Streets List kept by  
15 the Director of Public Works as an approved private  
16 street.

17 (89) *Public street* means a vehicular right-of-way, that is  
18 open to the public and under the control and jurisdiction  
19 of the City of Jacksonville pursuant to a deed of  
20 conveyance, deed of dedication, plat dedication, or other  
21 device accepted by the City, which provides the primary  
22 means of vehicular ingress and egress to two or more  
23 dwelling units, lots, parcels, tracts, or principal  
24 buildings.

25 (9) Reconstructed street means a rebuilt existing street such  
26 that its estimated life was lengthened, by means other  
27 than resurfacing, its vehicular carrying capacity by  
28 weight or volume of traffic was increased, or the curb to  
29 curb pavement width was increased to include bicycle  
30 facilities, raised medians or additional roadway  
31 elements.

1 \* \* \*

2 **Sec. 654.111. - Design standards: streets.**

3 \* \* \*

4 (b) Local streets shall be designed to provide connectivity while  
5 discouraging cut-through traffic. ~~so laid out that their use~~  
6 ~~by through traffic will be discouraged.~~

7 \* \* \*

8 (d) Where a subdivision borders on or contains a railroad right-  
9 of-way or limited access highway right-of-way, the Department  
10 may require an access street approximately parallel to and on  
11 each side of the right-of-way, at a distance suitable for the  
12 appropriate use of the intervening land, as for park or shared  
13 use/multi-use path purposes in appropriate districts.  
14 Distances involving rights-of-way shall also be determined  
15 with due regard for the requirements of approach grades and  
16 future grade separations.

17 \* \* \*

18 (n) The City shall require all new or reconstructed local streets  
19 to include bicycle facilities. Bicycle facilities shall meet  
20 the design standards in the City Standard Details, Land  
21 Development Procedures Manual, and Policy 4.1.1 of the  
22 Transportation Element of the City's 2030 Comprehensive Plan.  
23 ~~projected to serve in excess of 1,600 vehicles per day and all~~  
24 ~~new collector and minor arterial roadways to accommodate.~~  
25 ~~bicyclists within the roadway unless determined by the~~  
26 ~~Department that such need does not exist.~~

27 \* \* \*

28 **Sec. 654.133. - Required improvements: streets; curbs and gutters;**  
29 **sidewalks; and bikeway requirements.**

30 \* \* \*

31 (c) Sidewalks shall be provided in developments and along streets

1 to provide safe pedestrian travel. The following table  
2 outlines general sidewalk requirements. Deviations from the  
3 general requirements may be granted by the Department. The  
4 Department may require a transportation study to substantiate  
5 deviations from the general requirements. Sidewalks shall be a  
6 ~~minimum of four feet wide and shall be~~ constructed in  
7 accordance with the Land Development Procedures Manual. Should  
8 the City Engineer Development Services Division and the  
9 Planning and Development Department grant an applicant the  
10 option of depositing monies into the sidewalk fund referenced  
11 under the provisions of Section 2.2 of the Land Development  
12 Procedures Manual, the City shall deposit said funds into the  
13 Sidewalk Construction Special Revenue Fund created in Section  
14 111.550, Ordinance Code.

15 (d) The City shall require all new dedicated or reconstructed  
16 streets serving nonresidential areas to include five-foot  
17 sidewalks within the dedicated approved right-of-way or a  
18 shared use/multi-use path subject to approval by the  
19 Department. an approved alternative pedestrian circulation  
20 system, unless determined by the Department that such need  
21 does not exist. A shared use/multi-use path may be approved by  
22 the Department based upon the presence of nearby paths, if the  
23 location is part of an established plan for shared use/multi-  
24 use paths or if the location is an important link between  
25 existing bicycle and pedestrian facilities. Table 1 below  
26 outlines sidewalk requirements for each Development Area.  
27 Sidewalk design shall conform to the specifications outlined  
28 in the City Standard Details. All sidewalks shall maintain a  
29 minimum of four feet of continuous, unobstructed path of  
30 travel.

31 Table 1. Sidewalk Requirements by Development Area

<u>Development Area</u>	<u>Sidewalk Location</u>	<u>Minimum Sidewalk Width (feet)</u>
Downtown	Both sides of street	8
Urban Priority Area	Both sides of street	8
Urban Area	Both sides of street	6
Suburban Area	Both sides of street	6
Rural Area	Both sides of street	5

Sidewalk Requirements

<u>Type of Development</u>	<u>Requirements</u>
<del>1. Residential:</del>	
<del>a. Collector</del>	<del>Both sides</del>
<del>b. Local</del>	<del>One side (note i)</del>
<del>c. Cul de sac (note ii):</del>	
<del>more than 15 lots</del>	<del>One side</del>
<del>15 lots or less</del>	<del>None</del>
<del>2. Commercial/Light Industrial:</del>	
<del>a. Collector</del>	<del>Both sides</del>
<del>b. Local</del>	<del>One side</del>
<del>c. Cul de sac</del>	<del>One side</del>
<del>3. Heavy/Industrial</del>	<del>One side (note iii)</del>

NOTES:

- ~~i. Where sidewalks are required on one side of the street, they should be placed on the side intersecting the most number of side streets unless otherwise justified.~~
- ~~ii. The number of lots on a cul de sac should include only those lots fronting on the cul de sac. Corner lots fronting the~~

1 ~~local street should not be included in the count. Corner lots~~  
2 ~~fronting the cul de sac should not be included in the count.~~

3 i. When standard sidewalk width cannot be attained due to  
4 demonstrated right-of-way constraints, provide the greatest  
5 sidewalk width possible, but not less than five feet.

6 ~~iii.~~ ii. Safe and exclusive pedestrian access shall be provided  
7 between existing bus stops and identified future bus stops and  
8 individual building lots and to all existing bus stops and  
9 identified future bus stops.

10 ~~iv.~~ iii. ADA standard curb ~~Curb cut~~ ramps are required at all  
11 intersections where one or more of the rights-of-way of the  
12 intersecting streets contains sidewalks and where roadway lane  
13 width do not exceed 12 feet unless authorized by the Director,  
14 or his or her designee.

15 Sidewalks shall be required on new, reconstructed and existing  
16 streets adjacent to proposed developments when the development is  
17 within reasonable pedestrian access of public facilities (i.e.,  
18 schools, parks, shopping centers, etc.), as determined by the  
19 Planning and Development Department or where an existing sidewalk  
20 could be joined. This requirement may only be waived by the  
21 Department when developers are approved to pay into the Sidewalk  
22 Construction Special Revenue Fund pursuant to Section 111.550,  
23 Ordinance Code ~~there is not adequate public space for the~~  
24 ~~construction of the sidewalk.~~

25 (e) Sidewalks along residential local subdivision streets have two  
26 sidewalk options. Residential local subdivision streets are  
27 local streets within platted subdivisions that provide access  
28 to residential lots and that do not provide connectivity to  
29 major arterials, minor arterials, collector streets or serve  
30 major traffic generators.

31 i. Option A: Provide five foot (5') wide unobstructed

1 sidewalks on both sides of all streets.

2 ii. Option B: Provide a six foot (6') wide unobstructed  
3 sidewalk on one side of the street, as long as the  
4 sidewalk establishes good interconnections, and is  
5 located on the side of the street that will serve  
6 the most residential lots.

7 iii. Sidewalks are not required on a cul-de-sac with less  
8 than 15 lots (Note: corner lots shall be included  
9 in the lot count).

10 iv. A five foot wide sidewalk is required on one side  
11 for cul de sacs and minor roads that serve fifteen  
12 and up to thirty lots.

13 (f) The subdivision entrance street or streets in a platted  
14 subdivision which provide a connection to a collector street,  
15 major arterial or otherwise serve as the entrance or exist  
16 point(s) to the subdivision, shall provide a six-foot (6')  
17 sidewalk on both sides of the subdivision entrance street  
18 (s), and shall connect to external sidewalks, if the same  
19 exist. If external sidewalks adjacent to the subdivision do  
20 not exist, connecting six feet sidewalks shall be installed  
21 subject to staff review.

22 ~~(e) Rural area sidewalk deferrals. The Director may grant~~  
23 ~~deferrals from the requirements of this Section for~~  
24 ~~development in rural areas until such time as sidewalks are~~  
25 ~~needed. The Director shall determine when sidewalks are~~  
26 ~~needed based on the growth of the area surrounding the~~  
27 ~~development. For the purposes of this subsection, rural areas~~  
28 ~~shall be defined by the Director. A deferral granted pursuant~~  
29 ~~to this subsection shall be executed by an affidavit signed~~  
30 ~~by the property owner(s) and in a form acceptable to the~~  
31 ~~Office of General Counsel. The Office of General Counsel~~

1 shall record the affidavit in the official records of Duval  
2 County and shall forward a recorded copy of the affidavit to  
3 the Department and the Department of Public Works.

4 ~~(f) Bikeways shall be required on all new collector and arterial~~  
5 ~~roadways projected to serve in excess of 1,600 vehicles per~~  
6 ~~day by providing:~~

7 ~~(1) Outside roadway lanes not less than 14 feet wide;~~

8 ~~or,~~

9 ~~(2) Paved shoulders not less than four feet wide beyond~~  
10 ~~outside lanes; or,~~

11 ~~(3) Bike paths separated and/or protected by physical~~  
12 ~~barriers from vehicular traffic and devoted to the~~  
13 ~~primary use of bicycle traffic.~~

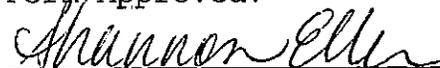
14 (g) ~~(4)~~ Developments of large scale shall give consideration to  
15 on-site provisions of bike lockers and showers.

16 \* \* \*

17 **Section 2. Severability.** The provisions of this Ordinance  
18 are intended to be severable and if any provision is declared  
19 invalid or unenforceable by a court of competent jurisdiction, such  
20 provision shall be severed and the remainder shall continue in full  
21 force and effect with the Ordinance being deemed amended to the  
22 least degree legally permissible.

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

26  
27 Form Approved:

28 

29 Office of General Counsel

30 Legislation prepared by: Cherry Shaw Pollock

31 GC-#1170618-v3-Revisions\_to\_Chapter\_654\_112117

1 Introduced by the Council President at the request of the ~~SECRETARY OF THE COUNCIL~~  
2 Sensitive Streets Standards Committee: ~~CITY OF JACKSONVILLE, FLA.~~

*Cheryl L. Bevan*

Incorporated into and made a part  
of the Journal of the Council.

3  
4  
5 **ORDINANCE 2017-805**

*not used*

6 AN ORDINANCE AMENDING CHAPTER 654 (CODE OF  
7 SUBDIVISION REGULATIONS), ORDINANCE CODE,  
8 AMENDING SECTION 654.106 (DEFINITIONS) TO ADD  
9 A NEWLY CREATED DEFINITION FOR "RECONSTRUCTED  
10 STREET"; AMENDING SECTION 654.111 (DESIGN  
11 STANDARDS: STREETS), ORDINANCE CODE; AMENDING  
12 SECTION 654.133 (REQUIRED IMPROVEMENTS:  
13 STREETS, CURBS AND GUTTERS; SIDEWALKS; AND  
14 BIKEWAY REQUIREMENTS), ORDINANCE CODE;  
15 PROVIDING AN EFFECTIVE DATE.

16  
17 **BE IT ORDAINED** by the Council of the City of Jacksonville:

18 **Section 1.** Chapter 654 (Code of Subdivision Regulations),  
19 Ordinance Code, amended. Chapter 654 (Code of Subdivision  
20 Regulations), hereby amended to read as follows:

21 **CHAPTER 654 - CODE OF SUBDIVISION REGULATIONS**

22 \* \* \*

23 **Section 654.106 - Definitions**

24 \* \* \*

25 (mm) ~~Street~~ means a thoroughfare which affords the principal means  
26 of vehicular access to abutting property regardless of the  
27 term, such as lane or way, used to describe it. ~~and:~~

28 (1) *Collector street* means a surface street providing land  
29 access and traffic circulation service within  
30 residential, commercial and industrial areas. Collector  
31 streets serve to connect local roadway networks to the

1 larger City-wide arterial roadway network.

2 (2) *Cul-de-sac* means a street ending in a dead-end with a  
3 vehicular turnaround. These streets are limited to 1,000  
4 feet in length; however, the Department may approve a  
5 cul-de-sac of greater lengths, where, due to  
6 topographical conditions, design considerations or the  
7 number of lots to be located on the street, a greater  
8 length may be deemed necessary.

9 ~~(3) Freeway means a multi-lane divided highway having a~~  
10 ~~minimum of two lanes for exclusive use of traffic in each~~  
11 ~~direction and full control of access and egress.~~

12 ~~(4) Interstate highway means a freeway which is part of the~~  
13 ~~designated National System of Interstate and Defense~~  
14 ~~Highways mandated by Congress. An interstate highway,~~  
15 ~~or Interstate, provides a very high level of transport~~  
16 ~~service and continuity among the states. To classify as~~  
17 ~~interstate, a freeway must meet full interstate standards~~  
18 ~~for construction. For the purposes of discussion, unless~~  
19 ~~specifically cited by use of the term interstate, a~~  
20 ~~reference to freeways shall be construed to encompass~~  
21 ~~interstate highways as well.~~

22 (35) *Local street* means a street designed and maintained to  
23 provide access to abutting property. A local street is of  
24 limited continuity and not for through traffic.

25 ~~(6) Major arterial means a highway that serves major through~~  
26 ~~movements of traffic between important centers of~~  
27 ~~activity and a substantial portion of trips entering and~~  
28 ~~leaving the area. It also connects freeways with major~~  
29 ~~traffic generators. Service to abutting land is very~~  
30 ~~subordinate to the function of moving through traffic.~~

31 ~~(7) Minor arterial means a facility that connects and~~

1 ~~augments the major arterial system. Although its main~~  
2 ~~function is still traffic mobility, it performs this~~  
3 ~~function at a lower level and places more emphasis on~~  
4 ~~land access than does the major arterial.~~

5 (48) *Private street* means a privately owned or controlled and  
6 maintained drive, street, road, lane, not ~~dedicated~~  
7 accepted by the City of Jacksonville as a public road,  
8 which provides the primary means of vehicular ingress and  
9 egress from a public road to two or more dwelling units,  
10 lots, parcels, tracts, or principal buildings, whether  
11 created by a private right-of way, easement, plat, or  
12 other device and which has been approved by the Director  
13 and appears on the Approved Private Streets List kept by  
14 the Director of Public Works as an approved private  
15 street.

16 (59) *Public street* means a vehicular right of way, that is  
17 open to the public and under the control and jurisdiction  
18 of the City of Jacksonville pursuant to a deed of  
19 conveyance, deed of dedication, plat dedication, or other  
20 device accepted by the City, which provides the primary  
21 means of vehicular ingress and egress to two or more  
22 dwelling units, lots, parcels, tracts, or principal  
23 buildings.

24 (610) *Reconstructed street* means a rebuilt existing street  
25 such that its estimated life was lengthened, by means  
26 other than resurfacing, its vehicular carrying capacity  
27 by weight or volume of traffic was increased, or the curb  
28 to curb pavement width was increased to include bicycle  
29 facilities, raised medians or additional roadway  
30 elements.

31 **Section 654.111. - Design standards: streets.**

1 (a) The character, width, grade and location of streets shall  
2 conform to the standards in this Chapter, the Land Development  
3 Procedures Manual, and the Review Procedures and Standards for  
4 Subdivisions Manual, and shall be considered in their relation  
5 to existing and planned streets, to topographical conditions  
6 and to public convenience and safety and in their appropriate  
7 relation to the proposed uses of the land to be served by the  
8 streets. It has been set forth in the Comprehensive Plan that  
9 the City shall utilize the following guidelines, where  
10 feasible, as minimum requirements for rights-of-way defined by  
11 roadway classification. There shall be no development  
12 including buildings, parking lots, and other development  
13 related structures within the required right-of-way identified  
14 below. Measurement shall be from the centerline of the  
15 existing roadway.

16 (b) Local streets shall be designed so-laid-out that their use by  
17 ~~through~~ cut-through traffic will be discouraged. while  
18 maintaining connectivity. Traffic calming measures may be used  
19 in local street design to discourage cut-through traffic.

20 (c) Where a subdivision abuts on or contains an existing or  
21 proposed arterial street or expressway, the Department may  
22 require marginal access streets, reverse frontage with screen  
23 planting or fencing contained in a non-access easement along  
24 the rear property line, deep lots with rear service alleys or  
25 such other treatment as may be necessary for adequate  
26 protection of residential properties and to afford separation  
27 of through and local traffic.

28 (d) Where a subdivision borders on or contains a railroad right-  
29 of-way or limited access highway right-of-way, the Department  
30 may require an access street approximately parallel to and on  
31 each side of the right-of-way, at a distance suitable for the

1 appropriate use of the intervening land, as for park or shared  
2 use path purposes in appropriate districts. Distances  
3 involving rights-of-way shall also be determined with due  
4 regard for the requirements of approach grades and future  
5 grade separations.

- 6 (e) Non-access easements controlling access to streets shall be  
7 prohibited except where their control is placed with the City.

8 \* \* \*

- 9 (n) The City shall require all new or reconstructed local streets  
10 ~~projected to serve in excess of 1,600 vehicles per day and all~~  
11 ~~new collector and minor arterial roadways to accommodate to~~  
12 include bicycle facilities. Bicycle facilities shall meet the  
13 design standards in the City Standard Details, Land  
14 Development Procedures Manual, and Policy 2.1.14 of the  
15 Transportation Element of the City's 2030 Comprehensive Plan.  
16 ~~bicyclists within the roadway unless determined by the~~  
17 ~~Department that such need does not exist.~~

18 \* \* \*

19 **Section 654.133. - Required improvements: streets; curbs and**  
20 **gutters; sidewalks; and bikeway requirements.**

- 21 (a) Streets and public ways shall be cleared and graded, including  
22 side slopes to the specified grade. If required to prevent  
23 erosion or excessive washing of the shoulders, protective  
24 measures shall be taken by the developer as required by the  
25 Director.
- 26 (b) Streets shall be paved and standard curb and gutter installed  
27 to meet the specifications of the Land Development Procedures  
28 Manual.
- 29 (c) Sidewalks shall be provided in developments and along streets  
30 to provide safe pedestrian travel. The following table  
31 outlines general sidewalk requirements. Deviations from the

1 general requirements may be granted by the Department. The  
 2 Department may require a transportation study to substantiate  
 3 deviations from the general requirements. Sidewalks shall be a  
 4 ~~minimum of four feet wide and shall be~~ constructed in  
 5 accordance with the Land Development Procedures Manual. Should  
 6 the City Engineer Development Services Division and the  
 7 Planning and Development Department grant an applicant the  
 8 option of depositing monies into the sidewalk fund referenced  
 9 under the provisions of Section 2.2 of the Land Development  
 10 Procedures Manual, the City shall deposit said funds into the  
 11 Sidewalk Construction Special Revenue Fund created in Section  
 12 111.550, Ordinance Code.

13 (d) The City shall require all new dedicated or reconstructed  
 14 streets serving nonresidential areas to include five foot  
 15 sidewalks within the dedicated approved right-of-way or an  
 16 approved alternative pedestrian circulation system, unless  
 17 determined by the Department that such need does not exist.  
 18 Table 1 below outlines sidewalk requirements for each  
 19 Development Area. Sidewalk design shall conform to the  
 20 specifications outlined in the City Standard Details. All  
 21 sidewalks shall maintain a minimum of four feet of continuous,  
 22 unobstructed path of travel.

23 Table 1. Sidewalk Requirements by Development Area

<u>Development Area</u>	<u>Sidewalk Location</u>	<u>Minimum Sidewalk Width (feet)</u>
Downtown	Both sides of street	8
<u>Urban Priority Area</u>	<u>Both sides of street</u>	<u>8</u>
Urban Area	Both sides of street	6
Suburban Area	Both sides of street	6
Rural Area	Both sides of street	5

(e) Sidewalks along residential local subdivision streets have two (2) sidewalk options. Residential local subdivision streets include local streets as defined within a platted subdivision, and do not provide connectivity to thoroughfares, collector roads or serve major traffic generators.

i. Option A: Provide five-foot (5') wide unobstructed sidewalks on both sides of all streets.

ii. Option B: Provide a six-foot (6') wide unobstructed sidewalk on one side of the street, as long as the sidewalk establishes good interconnections, and is located on the side of the street that will serve the most residential lots.

(f) The subdivision entrance road, referenced in Options A and B, shall provide a six-foot (6') sidewalk on both sides of the collector or trunk road and the sidewalks shall connect to external sidewalks subject to staff review.

Sidewalk Requirements

<u>Type of Development</u>	<u>Requirements</u>
<u>1. Residential:</u>	
<u>a. Collector</u>	<u>Both sides</u>
<u>b. Local</u>	<u>One side (note i)</u>
<u>c. Cul de sac (note ii)</u>	
<u>More than 15 lots</u>	<u>One side</u>
<u>15 lots or less</u>	<u>None</u>
<u>2. Commercial/Light Industrial:</u>	
<u>a. Collector</u>	<u>Both sides</u>
<u>b. Local</u>	<u>One side</u>
<u>c. Cul de sac</u>	<u>One side</u>

3. ~~Heavy/Industrial~~

~~One side  
(note iii)~~

1 NOTES:

2 ~~i. Where sidewalks are required on one side of the street, they~~  
3 ~~should be placed on the side intersecting the most number of~~  
4 ~~side streets unless otherwise justified.~~

5 ~~ii. The number of lots on a cul de sac should include only those~~  
6 ~~lots fronting on the cul de sac corner lots fronting the local~~  
7 ~~street should not be included in the count. Corner lots~~  
8 ~~fronting the cul de sac should not be included in the count.~~

9 i. When standard sidewalk width cannot be attained due to  
10 demonstrated right-of-way constraints, provide the greatest  
11 attainable width possible, but not less than 5 feet.

12 ~~iii. ii.~~ Safe and exclusive pedestrian access shall be provided  
13 between individual building lots and to all existing bus stops  
14 and identified future bus stops.

15 iii. ADA standard curb ~~Curb-cut~~ ramps are required at all  
16 intersections where one or more of the rights-of-way of the  
17 intersecting streets contains sidewalks and ~~where roadway lane~~  
18 ~~width do not exceed 12 feet unless authorized by the Director,~~  
19 ~~or his or her designee.~~

20 Sidewalks shall be required on new and existing streets  
21 adjacent to proposed developments when the development is within  
22 reasonable pedestrian access of public facilities (i.e., schools,  
23 parks, shopping centers, etc.), as determined by the Planning and  
24 Development Department or where an existing sidewalk could be  
25 joined. This requirement may only be waived by the Department when  
26 developers are approved to pay into the Sidewalk Construction  
27 Special Revenue Fund pursuant to Section 111.550, Ordinance Code  
28 ~~there is not adequate public space for the construction of the~~  
29 ~~sidewalk.~~

1 ~~(e) Rural area sidewalk deferrals. The Director may grant~~  
2 ~~deferrals from the requirements of this Section for development in~~  
3 ~~rural areas until such time as sidewalks are needed. The Director~~  
4 ~~shall determine when sidewalks are needed based on the growth of~~  
5 ~~the area surrounding the development. For the purposes of this~~  
6 ~~subsection, rural areas shall be defined by the Director. A~~  
7 ~~deferral granted pursuant to this subsection shall be executed by~~  
8 ~~an affidavit signed by the property owner(s) and in a form~~  
9 ~~acceptable to the Office of General Counsel. The Office of General~~  
10 ~~Counsel shall record the affidavit in the official records of~~  
11 ~~Duval County and shall forward a recorded copy of the affidavit to~~  
12 ~~the Department and the Department of Public Works.~~

13 ~~(f) Bikeways shall be required on all new collector and arterial~~  
14 ~~roadways projected to serve in excess of 1,600 vehicles per day by~~  
15 ~~providing:~~

16 (g) (4) ~~Developments of large scale shall give consideration to on-~~  
17 ~~site provisions of bike lockers and showers.~~

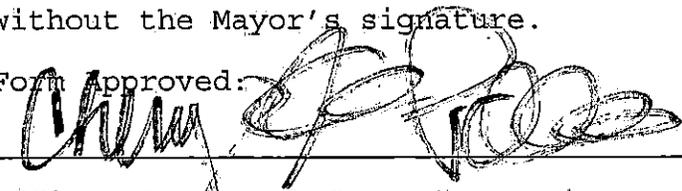
18 ~~(1) Outside roadway lanes not less than 14 feet wide, or,~~

19 ~~(2) Paved shoulders not less than four foot wide beyond~~  
20 ~~outside lanes, or,~~

21 ~~(3) Bike paths separated and/or protected by physical~~  
22 ~~barriers from vehicular traffic and devoted to the primary~~  
23 ~~use of bicycle traffic.~~

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

27 Form Approved:

28   
29 Office of General Counsel

30 Legislation prepared by: Cherry Shaw Pollock

31 GC-#1170618-v1-Revisions\_to\_Chapter\_654\_112117

PLANNING AND DEVELOPMENT DEPARTMENT



MINUTES CONTEXT SENSITIVE STREETS COMMITTEE  
 TUESDAY, November 29, 2016  
 10:30AM – 12:00PM

A meeting was held at the Ed Ball Building, 10<sup>th</sup> Floor, Conference Room 5  
 Tuesday, November 29, 2016, from 10:30am – 12:00pm.  
 The following representatives were in attendance:

	Name	Representative Title	In Attendance
Appointed by Mayor	Allan Iosue	Chair (Landscape Architect)	Yes
	Cutis Hart	Home Building Industry	Yes
	Montasser Selim	Urban Planner	Yes
	Emily Suter	Public Health	Yes
Appointed by City Council	Chris Ruen	Retail	Yes
	Christopher Burns	Bicycling Community Rep	Yes
	Steve Tocknell	Urban Area	Yes
	Bernard Jorn	Disabled Advocate	No
	Larry Roberts	Running Advocate	Yes
	Teresa Moore	Rural Area	Yes
Appointed by JTA	Valerie Feinberg	JTA	No
	Chris LeDew	JTA	Yes

COJ Staff	Name	Representative Title	In Attendance
	John Pappas	Director of Public Works	No
	Cherry Pollock	Office of General Counsel	Yes
	Steve Long	Chief ROW & Stormwater	Yes
	Tom Fallin	Chief Eng. & Const. Mgmt.	No
	Mike Sands	Chief Development Services	Yes
	Nelson Caparas	Chief Traffic Engineer	No
	William Killingsworth	Director of Planning and Dev.	No
	Laurie Santana	Chief of Transportation Planning	No
	Mack Blanton	Disabled Services	No
	Lurise Bannister	Transportation Manager	No
	Amy Ingles	Bicycle Pedestrian Coordinator	Yes
	Stephanie Zarkis	Planning & Development	Yes

## PLANNING AND DEVELOPMENT DEPARTMENT

- **CALL TO ORDER:** 10:40 a.m. – Chairman Allan Iosue called the meeting to order.
- Chairman Allan welcomed attendees and introduced newest member, Teresa Moore.
- C. Hart moved approval of Minutes from regular October 25 meeting, and November 15, workshop meeting, L. Roberts second. Members voted unanimously in favor of approval.
- Stephanie Zarkis: presented table in packets reflect comments from previous meeting.
- Steve Tocknell - vote was deferred on bicycle parking corral standards from previous meeting and he requested to reconsider revisions to Task 3B to adding Figure 9 – Curtis moved the motion to reconsider Task 3 B to add Figure 9 relating to bicycles parking corral standards, L. Roberts seconded. Committee members voted, unanimously, in favor to reconsider. None opposed.
- Stephanie Zarkis provided a presentation on recommended changes in Task 3D – COJ functional classified roadway to include context sensitive standards: Main changes were focused on design vehicle and curb radii. After meeting with traffic engineering - recommending a maximum 30 foot radii. The ideal would be 15 feet, by using the effective curb radius. All could be increased by combining parking and bicycle lanes to get down to a smaller radius.
- Design vehicle was also changed to an SU30-avenue downward –
- Steve Tocknell – inquired whether an SU30 design vehicle is required or necessary? Neighborhood residential streets – not necessarily a residential street. Is a local street necessarily considered a neighborhood residential street.
- Stephanie indicated that the neighborhood streets are usually local. The goal is to provide the flexibility, which is the largest vehicle for the curb radii. Accommodate means it could go outside the lane, so the better wording would be to meet the design vehicle.
- Allan Iosue stated – We should ensure that the design vehicle is the appropriate language. Is it designed for a larger vehicle? And will it accommodate a larger vehicle.
- Steve and Stephanie - Assuming that a WB 40 is the same as a transit bus. Another consideration of an SU30 is quite similar to a school bus.
- Cherry Pollock – inquired about Figure 3
- Steve would prefer to see a median in highly trafficked areas to encourage a more safety crossing for pedestrians. The median is not merely ornamental but functional to safety.
- Chris Burns – how do we draft the median so that the outcome design is not only pedestrian designed but also bicyclist design.
- The Committee discussed – design depends on context and ultimately the Committee needs to decide on the proper language other than required. There are situations that require additional pedestrian crossings. Because of the initial design of homes in areas that are 40 years old, the Committee needs to be able to bring things up to standard futuristically designing these areas 10-20 years down the road to accommodate the growth.

## PLANNING AND DEVELOPMENT DEPARTMENT

- 
- Allan stated – language for each should be changed to reflect that there are a lot of areas that should be context sensitive. Landscaped median should be changed to minimum bicycle facilities.
- 
- Allan agrees with Monty Salim's point, if there is a process of all being reviewed and there is a decision of the staff to indicate that they've met the requirements.
- 
- All agree that signs should indicate specifically to bicycles in existing bicycle facilities (Figure 1.)
  
- Stephanie – indicated that updating the functional classification maps and this is an ongoing process that will be brought forth within Task 4. Criteria will be brought to the committee to help determine.
  
- Laurie Santana – stated we should be looking at our entire network and re-evaluating because we just can't go and make changes to ensure all of the functional classifications are accurate and appropriate. There are a few processes before it can be finalized.
- 
- C. Hart moved to approve the recommended changes in Task 3D – COJ functional classified roadways to include context sensitive standards, seconded by C. Burns, motion passed unanimously.
  
- Stephanie recommended to delete the entire section 9 of the red book. Curtis suggests getting opinion of Director Killingsworth before moving forward.
- 
- No Public comments. December 13, 2016 meeting cancelled and next meeting is scheduled for January 10, 2017.
- 
- Meeting adjourned at 11:33

# PLANNING AND DEVELOPMENT DEPARTMENT



## DRAFT

### CONTEXT SENSITIVE STREETS STANDARDS COMMITTEE MINUTES

Tuesday, July 25, 2017

10:30AM – 12:00PM

A meeting was held at the Ed Ball Building, 10<sup>th</sup> Floor, Conference Room 5

Tuesday, July 25, 2017 from 3:30pm – 5:00pm.

The following representatives were in attendance:

	Name	Representative Title	In Attendance
Appointed by Mayor	Allan Iosue	Chair (Landscape Architect)	Yes
	Cutis Hart	Home Building Industry	Yes
	Montasser Selim	Urban Planner	No
	Emily Suter	Public Health	Yes
Appointed by City Council	Chris Ruen	Retail	Yes
	Christopher Burns	Bicycling Community Rep	Yes
	VACANT	Urban Area	
	Bernard Jorn	Disabled Advocate	Yes
	Larry Roberts	Running Advocate	No
	Teresa Moore	Rural Area	Yes
Appointed by JTA	Valerie Feinberg	JTA	Yes

COJ Staff	John Pappas	Director of Public Works	No
	Cherry Pollock	Office of General Counsel	Yes
	Steve Long	Chief ROW & Stormwater	Yes?
	Tom Fallin	Chief Eng. & Const. Mgmt.	Yes
	Mike Sands	Chief Development Services	Yes
	Chris LeDew	Chief of Traffic Engineering	Yes
	William Killingsworth	Director of Planning and Dev.	Yes
	Laurie Santana	Chief of Transportation Planning	Yes
	Mack Blanton	Disabled Services	Yes
	Lurise Bannister	Transportation Manager	Yes
	Amy Ingles	Bicycle Pedestrian Coordinator	Yes
	Stephanie Zarkis	Planning & Development	Yes

# PLANNING AND DEVELOPMENT DEPARTMENT

- **CALL TO ORDER:** 10:35 am. – **Chairman Allan Iosue** called the meeting to order.
- **Approval of Meeting Minutes from June 15, 2017**
  - **Motion: Emily Suter Second: Teresa Moore Passed**
- **Curtis Hart** stated that there were some errors and inconsistencies in the underground utilities and paving materials portions of the new cross-sections. He stated that he would like the Subdivision Standards Policy Advisory Committee (SSPAC) to review and comment on the underground details of the cross-sections.
- **Stephanie Zarkis** stated that the SSPAC would review the new cross-sections before they are finalized and adopted. Staff will also clarify and clean up sections related to pavement design and soil analysis.
- **Stephanie Zarkis, Cherry Pollock and Lurise Bannister** informed committee members of their meeting with JSO regarding the new proposed Truck Route ordinance. They stated that JSO's main concerns were related to exceptions for "dually" trucks and providing education to truck drivers before the new routes become effective. Staff is updating the ordinance language to address those concerns.
- **Bernie Jorn** brought to the attention of the committee an issue related to sidewalk accessibility during construction projects. He often finds it challenging to travel on the sidewalk as they are blocked off during construction, forcing him to operate his wheelchair in the roadway. He would like to see better enforcement and planning for Maintenance-of-Traffic (MOT) in order to avoid these situations.
- **Chris Burns** also expressed his concerns about bicycle lane accessibility during construction projects.
- **Amy Ingles and Mike Sands** stated that developers are required to provide maintenance of traffic plan prior to construction, and the MOT plan must also include provisions for bicyclists and pedestrians. Both acknowledged that the plans are not always followed properly at the time of construction, and in some cases, more enforcement is needed to ensure that bicycle and pedestrian accessibility is maintained.
- **Director Killingsworth** addressed the committee regarding sidewalk options for residential subdivision roads. He expressed that the administration and the regulated industry was comfortable with the previously approved standards that allowed for two sidewalk options (Option A: 5' sidewalks on both sides of the street and Option B: 6' sidewalk on one side of the road), but at the committee's June meeting, committee members voted to remove "option B". With that change, the administration is no longer comfortable with the cross-section sidewalk options. He asked the committee to go back to the previously approved options.
- **Director Killingsworth** stated that there are roughly 11 bicycle and pedestrian accidents per square mile in the City's commercial areas and roughly half an accident in our residential areas. He wants to see the committees work move forward and make a positive change, but he doesn't want the residential sidewalks issue to devolve into a political tussle that could affect the implementation of all the other work the committee has done.
- **Chris Burns** asked for clarification on what defines a residential subdivision road or interior subdivision streets. Chris Burns wanted to understand why this was such an important issue. He has seen places where cul-de-sacs are exceptions and that made some sense to him. But he is concerned about the broader exceptions for sidewalks on only one side throughout subdivisions.
- **Curtis Hart** stated that removing the option for sidewalks on one side makes it

## PLANNING AND DEVELOPMENT DEPARTMENT

- challenging for developers to meet the standards.
- **Amy Ingles** clarified that the definition for "residential local subdivision streets" is "either cul-de-sacs, loop roads, or roads that do not connect thoroughfares or serve major traffic generators."
- **Curtis Hart** and **Chris Burns** further discussed their concerns about sidewalks within subdivisions.
- **Chris Burns** announced that **Steve Tocknell** has resigned and that no pedestrian advocate is in attendance, and that the running advocate **Larry Roberts** is not in attendance.
- **Cherry Pollock** stated that there still is a quorum so the committee could take official action today.
- **Allan Iosue** stated that the Director's ask is to go back having both Option A and Option B for residential local subdivision streets.
- **Teresa Moore** said she's ok with it because they aren't building huge subdivisions any more.
- **Emily Suter** said that her primary concern was safety and **Director Killingsworth** addressed those concerns, and people are usually going slowly within subdivisions.
- **Amy Ingles** said she is looking at this as a need for incremental change; she sees Chris's point and would like sidewalks everywhere but doesn't want the committee's work to get hung up on this issue.
- **Bernie Jorn** agrees with Amy's comment about the desire for sidewalks everywhere but she sees the need for incremental change.
- **Amy Ingles** suggested that the committee could come back and revisit this language at some point in the future.
- **Chris Burns** stated he is in favor of reconsidering the ordinance but he is opposed to the recommended update of allowing the option for sidewalks on only one side of subdivision streets.
- **Teresa Moore** stated that most subdivisions are small infill with lots of cul-de-sacs.
- **Bernie Jorn** stated that he feels safe in small dead end streets with one sidewalk unless there aren't any major safety issues. He feels ok making the compromise with sidewalk options on one side.
- **Allan Iosue** stated for clarification that if there are 15 lots or less on a cul-de-sac bulb there's no sidewalk required, and for rural roads sidewalks will be required on both sides.
- **Amy Ingles** clarified that the definition for "residential local subdivision streets" is "cul-de-sacs, loop roads, or roads that do not connect thoroughfares or serve major traffic generators."
- **Chris Burns** discussed how the North Carolina DOT's complete streets handbook defines local subdivision streets as the second most important for sidewalks. He distributed cross-sections from the North Carolina DOT handbook that have sidewalks on both sides of the streets with no exceptions.
- **Teresa Moore** and **Chris Burns** discussed the meaning of what is defined as a main road/trunk road.
- **Teresa Moore** said that about 90% of the new subdivisions being built in Jacksonville are very small in size.
- **Chris Burns** said roads all accommodate cars with two lanes, so why can't they also accommodate pedestrians on both sides?

# PLANNING AND DEVELOPMENT DEPARTMENT

## Request for reconsideration of City of Jacksonville Ordinance Code – Chapter 654 (Sidewalks)

- Motion: Teresa Moore                      Second: Emily Suter    Passed 7-0
- Staff confirmed that this update is to add Option B for sidewalks back into the ordinance under 654.133 Section D and add the definition for residential local subdivision streets.

## Request to approve update City of Jacksonville Ordinance Code – Chapter 654 (Sidewalks)

- Motion: Teresa Moore                      Second: Bernie Jorn/Curtis Hart    Passed
- 2 Opposed (Chris Burns and Allan Iosue) 5-2

## Request for reconsideration of Land Development Procedures Manual Section 2.0

- Motion: Teresa Moore                      Second: Emily Suter Passed    7-0
- Staff stated that the update would be to include Option A and Option B, with no sidewalk required on cul-de-sac bulbs when there are 15 lots or less. This change is to section 2.2.2 of the LDPM
- Chris Burns asked why it is so important for the no sidewalk exception for developers.
- Curtis Hart said it's very difficult with small lots and utilities to fit a sidewalk within the cul-de-sac bulb. Teresa Moore agreed with Curtis's statement.

## Request to approve update of Land Development Procedures Manual Section 2.0

- Motion: Teresa Moore Second: Valerie Feinburg    Passed 6-1
- 1 Opposed (Chris Burns)
- Curtis Hart inquired about why the existing subdivision streets cross sections were included in the meeting packet.
- Stephanie Zarkis clarified that the proposed neighborhood residential cross section (P-134) would apply to through or collector streets, but would not apply to residential local streets, so staff reached out to the SSPAC about what the recommended dimensions should be for residential local subdivision streets.
- Stephanie Zarkis shared some of the feedback from SSPAC member Leed Silverfield. He was interested in seeing 9' travel lanes and no bike lanes.
- Curtis Hart thinks there should be an option for 9' lanes but that may be too narrow.
- Mike Sands stated that the Fire Department would have an issue with 9' lanes. All subdivisions have Miami curbs. A sloped curb/mountable that becomes part of a travel lane.
- Curtis Hart said one issue coming up with City Council is no parking in the street due to Fire Department concerns.
- Stephanie Zarkis stated that staff is adding a representative cross section for subdivision streets that will have the options shown for sidewalks.
- Teresa Moore made a motion to approve the new cross sections with the condition that the new residential local subdivision street cross section would include specific roadway elements: sidewalks would be shown on both sides with options in the notes, the section would use same template as the other new cross sections and show a minimum 10' lane width.

## Request to approve update of City Standard Details with new Cross-Sections

- Motion: ?                      Second: Curtis Hart Passed 6-1
- 1 Opposed (Chris Burns)
- No public comments.
- Meeting adjourned at 12:15pm

**CITY COUNCIL RESEARCH DIVISION**  
**LEGISLATIVE SUMMARY**



**JEFFREY R. CLEMENTS**  
Chief of Research  
(904) 630-1377

117 West Duval Street  
City Hall, Suite 425  
Jacksonville, FL 32202  
FAX (904) 630-3403

**Bill Type and Number:** Ordinance 2017-805

**Introducer/Sponsor(s):** Council President at the request of the Context Sensitive Streets Standards Committee

**Date of Introduction:** November 28, 2017

**Committee(s) of Reference:** TEU

**Date of Analysis:** November 30, 2017

**Type of Action:** Amend Chapter 654, *Ordinance Code*

**Bill Summary:** This bill amends Chapter 654 (Code of Subdivision Regulations), Section 654.106 (Definitions) to add a newly created definition for "Reconstructed Street"; amends Section 654.111 (Design Standards: Streets); and amends Section 654.133 (Required Improvements: Streets, Curbs and Gutters, Sidewalks, and Bikeway Requirements), *Ordinance Code*.

**Background Information:** The Context Sensitive Streets Standards Committee met on Tuesday, July 25, 2017 at its regular meeting. The committee discussed concerns related to the underground utilities and paving material portions of new cross-sections and sidewalk options for residential subdivision roads. After deliberation, the committee voted unanimously to add an Option B (6' sidewalks on one side of the road) that would provide a greater opportunity for developers to meet standards. With an additional option, it was necessary to update definitions for residential local subdivision streets.

**Policy Impact Area:** *Ordinance Code*, Street Standards

**Fiscal Impact:** Undetermined

**Analyst:** Mitchell

1 The Transportation, Energy and Utilities Committee offers the  
2 following substitute to File No. 2017-805:

3  
4 Introduced by the Council President at the request of the Context  
5 Sensitive Streets Standards Committee:

6/25-19

8 **ORDINANCE 2017-805**

9 AN ORDINANCE AMENDING CHAPTER 654 (CODE OF  
10 SUBDIVISION REGULATIONS), ORDINANCE CODE;  
11 AMENDING SECTION 654.106 (DEFINITIONS) TO  
12 MODIFY, ADD, AND DELETE CERTAIN DEFINITIONS;  
13 AMENDING SECTION 654.111 (DESIGN STANDARDS:  
14 STREETS) TO PROVIDE FOR CONNECTIVITY AND  
15 SHARED USE; AMENDING SECTION 654.133 (REQUIRED  
16 IMPROVEMENTS: STREETS, CURBS AND GUTTERS;  
17 SIDEWALKS; AND BIKEWAY REQUIREMENTS) TO  
18 PROVIDE FOR SHARED USE AND SIDEWALKS;  
19 PROVIDING FOR SEVERABILITY; PROVIDING AN  
20 EFFECTIVE DATE.

21  
22 **BE IT ORDAINED** by the Council of the City of Jacksonville:

23 **Section 1.** Chapter 654 (CODE OF SUBDIVISION REGULATIONS),  
24 **Ordinance Code, Amended.** Chapter 654 (CODE OF SUBDIVISION  
25 REGULATIONS), *Ordinance Code*, is hereby amended to read as follows:

26 **CHAPTER 654 - CODE OF SUBDIVISION REGULATIONS**

27 \* \* \*

28 **Sec. 654.106. - Definitions.**

29 As used in this Chapter:

30 \* \* \*

31 (mm) *Street* means a travel way ~~thoroughfare~~ which affords the

1 principal means of vehicular access to abutting property  
2 regardless of the term, such as lane or way, used to describe  
3 it. and:

4 \* \* \*

5 (2) *Cul-de-sac* means a street ending in a dead-end with a  
6 vehicular turnaround. These streets are limited to 1,000  
7 feet in length; however, the Department may approve a  
8 cul-de-sac of greater lengths, where, due to  
9 topographical conditions, design considerations or the  
10 number of lots to be located on the street, a greater  
11 length may be deemed necessary.

12 \* \* \*

13 ~~(4) Interstate highway means a freeway which is part of the~~  
14 ~~designated National System of Interstate and Defense~~  
15 ~~Highways mandated by Congress. An interstate highway,~~  
16 ~~or Interstate, provides a very high level of transport~~  
17 ~~service and continuity among the states. To classify as~~  
18 ~~interstate, a freeway must meet full interstate standards~~  
19 ~~for construction. For the purposes of discussion, unless~~  
20 ~~specifically cited by use of the term interstate, a~~  
21 ~~reference to freeways shall be construed to encompass~~  
22 ~~interstate highways as well.~~

23 (45) *Local street* means a street designed and maintained to  
24 provide access to abutting property. A local street is of  
25 limited continuity and not for through traffic.

26 (56) *Major arterial* means a highway that serves major through  
27 movements of traffic between important centers of  
28 activity and a substantial portion of trips entering and  
29 leaving the area. It also connects freeways with major  
30 traffic generators. Service to abutting land is very  
31 subordinate to the function of moving through traffic.

1 (67) *Minor arterial* means a facility that connects and  
2 augments the major arterial system. Although its main  
3 function is still traffic mobility, it performs this  
4 function at a lower level and places more emphasis on  
5 land access than does the major arterial.

6 (78) *Private street* means a privately owned or controlled and  
7 maintained drive, street, road, lane, not ~~dedicated~~  
8 accepted by the City of Jacksonville as a public road,  
9 which provides the primary means of vehicular ingress and  
10 egress from a public road to two or more dwelling units,  
11 lots, parcels, tracts, or principal buildings, whether  
12 created by a private right-of-way, easement, plat, or  
13 other device and which has been approved by the Director  
14 and appears on the Approved Private Streets List kept by  
15 the Director of Public Works as an approved private  
16 street.

17 (89) *Public street* means a vehicular right-of-way, that is  
18 open to the public and under the control and jurisdiction  
19 of the City of Jacksonville pursuant to a deed of  
20 conveyance, deed of dedication, plat dedication, or other  
21 device accepted by the City, which provides the primary  
22 means of vehicular ingress and egress to two or more  
23 dwelling units, lots, parcels, tracts, or principal  
24 buildings.

25 (9) Reconstructed street means a rebuilt existing street such  
26 that its estimated life was lengthened, by means other  
27 than resurfacing, its vehicular carrying capacity by  
28 weight or volume of traffic was increased, or the curb to  
29 curb pavement width was increased to include bicycle  
30 facilities, raised medians or additional roadway  
31 elements.

1 \* \* \*

2 **Sec. 654.111. - Design standards: streets.**

3 \* \* \*

4 (b) Local streets shall be designed to provide connectivity while  
5 discouraging cut-through traffic. ~~so laid out that their use~~  
6 ~~by through traffic will be discouraged.~~

7 \* \* \*

8 (d) Where a subdivision borders on or contains a railroad right-  
9 of-way or limited access highway right-of-way, the Department  
10 may require an access street approximately parallel to and on  
11 each side of the right-of-way, at a distance suitable for the  
12 appropriate use of the intervening land, as for park or shared  
13 use/multi-use path purposes in appropriate districts.  
14 Distances involving rights-of-way shall also be determined  
15 with due regard for the requirements of approach grades and  
16 future grade separations.

17 \* \* \*

18 (n) The City shall require all new or reconstructed local streets  
19 to include bicycle facilities. Bicycle facilities shall meet  
20 the design standards in the City Standard Details, Land  
21 Development Procedures Manual, and Policy 4.1.1 of the  
22 Transportation Element of the City's 2030 Comprehensive Plan.  
23 ~~projected to serve in excess of 1,600 vehicles per day and all~~  
24 ~~new collector and minor arterial roadways to accommodate.~~  
25 ~~bicyclists within the roadway unless determined by the~~  
26 ~~Department that such need does not exist.~~

27 \* \* \*

28 **Sec. 654.133. - Required improvements: streets; curbs and gutters;**  
29 **sidewalks; and bikeway requirements.**

30 \* \* \*

31 (c) Sidewalks shall be provided in developments and along streets

1 to provide safe pedestrian travel. The following table  
2 outlines general sidewalk requirements. Deviations from the  
3 general requirements may be granted by the Department. The  
4 Department may require a transportation study to substantiate  
5 deviations from the general requirements. Sidewalks shall be a  
6 ~~minimum of four feet wide and shall be~~ constructed in  
7 accordance with the Land Development Procedures Manual. Should  
8 the City Engineer Development Services Division and the  
9 Planning and Development Department grant an applicant the  
10 option of depositing monies into the sidewalk fund referenced  
11 under the provisions of Section 2.2 of the Land Development  
12 Procedures Manual, the City shall deposit said funds into the  
13 Sidewalk Construction Special Revenue Fund created in Section  
14 111.550, Ordinance Code.

- 15 (d) The City shall require all new dedicated or reconstructed  
16 streets serving nonresidential areas to include five foot  
17 sidewalks within the dedicated approved right-of-way or a  
18 shared use/multi-use path subject to approval by the  
19 Department. ~~an approved alternative pedestrian circulation~~  
20 ~~system, unless determined by the Department that such need~~  
21 ~~does not exist.~~ A shared use/multi-use path may be approved by  
22 the Department based upon the presence of nearby paths, if the  
23 location is part of an established plan for shared use/multi-  
24 use paths or if the location is an important link between  
25 existing bicycle and pedestrian facilities. Table 1 below  
26 outlines sidewalk requirements for each Development Area.  
27 Sidewalk design shall conform to the specifications outlined  
28 in the City Standard Details. All sidewalks shall maintain a  
29 minimum of four feet of continuous, unobstructed path of  
30 travel.

31 Table 1. Sidewalk Requirements by Development Area

<u>Development Area</u>	<u>Sidewalk Location</u>	<u>Minimum Sidewalk Width (feet)</u>
Downtown	Both sides of street	8
<u>Urban Priority Area</u>	<u>Both sides of street</u>	<u>8</u>
Urban Area	Both sides of street	6
Suburban Area	Both sides of street	6
Rural Area	Both sides of street	5

1

Sidewalk Requirements

<u>Type of Development</u>	<u>Requirements</u>
<del>1. Residential:</del>	
<del>a. Collector</del>	<del>Both sides</del>
<del>b. Local</del>	<del>One side (note i)</del>
<del>c. Cul de sac (note ii):</del>	
<del>more than 15 lots</del>	<del>One side</del>
<del>15 lots or less</del>	<del>None</del>
<del>2. Commercial/Light Industrial:</del>	
<del>a. Collector</del>	<del>Both sides</del>
<del>b. Local</del>	<del>One side</del>
<del>c. Cul de sac</del>	<del>One side</del>
<del>3. Heavy/Industrial</del>	<del>One side (note iii)</del>

2

NOTES:

3

~~i. Where sidewalks are required on one side of the street, they should be placed on the side intersecting the most number of side streets unless otherwise justified.~~

4

5

6

~~ii. The number of lots on a cul de sac should include only those lots fronting on the cul de sac. Corner lots fronting the~~

7

1 ~~local street should not be included in the count. Corner lots~~  
2 ~~fronting the cul de sac should not be included in the count.~~

3 i. When standard sidewalk width cannot be attained due to  
4 demonstrated right-of-way constraints, provide the greatest  
5 sidewalk width possible, but not less than five feet.

6 ~~iii.~~ ii. Safe and exclusive pedestrian access shall be provided  
7 between existing bus stops and identified future bus stops and  
8 individual building lots and to all existing bus stops and  
9 identified future bus stops.

10 ~~iv.~~ iii. ADA standard curb curb-cut ramps are required at all  
11 intersections where one or more of the rights-of-way of the  
12 intersecting streets contains sidewalks and where roadway lane  
13 width do not exceed 12 feet unless authorized by the Director,  
14 or his or her designee.

15 Sidewalks shall be required on new, reconstructed and existing  
16 streets adjacent to proposed developments when the development is  
17 within reasonable pedestrian access of public facilities (i.e.,  
18 schools, parks, shopping centers, etc.), as determined by the  
19 Planning and Development Department or where an existing sidewalk  
20 could be joined. This requirement may only be waived by the  
21 Department when developers are approved to pay into the Sidewalk  
22 Construction Special Revenue Fund pursuant to Section 111.550,  
23 Ordinance Code there is not adequate public space for the  
24 construction of the sidewalk.

25 (e) Sidewalks along residential local subdivision streets have two  
26 sidewalk options. Residential local subdivision streets are  
27 local streets within platted subdivisions that provide access  
28 to residential lots and that do not provide connectivity to  
29 major arterials, minor arterials, collector streets or serve  
30 major traffic generators.

31 i. Option A: Provide five foot (5') wide unobstructed

1 sidewalks on both sides of all streets.

2 ii. Option B: Provide a six foot (6') wide unobstructed  
3 sidewalk on one side of the street, as long as the  
4 sidewalk establishes good interconnections, and is  
5 located on the side of the street that will serve  
6 the most residential lots.

7 iii. Sidewalks are not required on a cul-de-sac with less  
8 than 15 lots (Note: corner lots shall be included  
9 in the lot count).

10 iv. A five foot wide sidewalk is required on one side  
11 for cul de sacs and minor roads that serve fifteen  
12 and up to thirty lots.

13 (f) The subdivision entrance street or streets in a platted  
14 subdivision which provide a connection to a collector street,  
15 major arterial or otherwise serve as the entrance or exist  
16 point(s) to the subdivision, shall provide a six-foot (6')  
17 sidewalk on both sides of the subdivision entrance street  
18 (s), and shall connect to external sidewalks, if the same  
19 exist. If external sidewalks adjacent to the subdivision do  
20 not exist, connecting six feet sidewalks shall be installed  
21 subject to staff review.

22 ~~(e) Rural area sidewalk deferrals. The Director may grant~~  
23 ~~deferrals from the requirements of this Section for~~  
24 ~~development in rural areas until such time as sidewalks are~~  
25 ~~needed. The Director shall determine when sidewalks are~~  
26 ~~needed based on the growth of the area surrounding the~~  
27 ~~development. For the purposes of this subsection, rural areas~~  
28 ~~shall be defined by the Director. A deferral granted pursuant~~  
29 ~~to this subsection shall be executed by an affidavit signed~~  
30 ~~by the property owner(s) and in a form acceptable to the~~  
31 ~~Office of General Counsel. The Office of General Counsel~~

1 shall record the affidavit in the official records of Duval  
2 County and shall forward a recorded copy of the affidavit to  
3 the Department and the Department of Public Works.

4 ~~(f) Bikeways shall be required on all new collector and arterial~~  
5 ~~roadways projected to serve in excess of 1,600 vehicles per~~  
6 ~~day by providing:~~

7 ~~(1) Outside roadway lanes not less than 14 feet wide,~~

8 ~~or,~~

9 ~~(2) Paved shoulders not less than four feet wide beyond~~  
10 ~~outside lanes; or,~~

11 ~~(3) Bike paths separated and/or protected by physical~~  
12 ~~barriers from vehicular traffic and devoted to the~~  
13 ~~primary use of bicycle traffic.~~

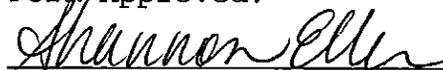
14 (g) ~~(4)~~ Developments of large scale shall give consideration to  
15 on-site provisions of bike lockers and showers.

16 \* \* \*

17 **Section 2. Severability.** The provisions of this Ordinance  
18 are intended to be severable and if any provision is declared  
19 invalid or unenforceable by a court of competent jurisdiction, such  
20 provision shall be severed and the remainder shall continue in full  
21 force and effect with the Ordinance being deemed amended to the  
22 least degree legally permissible.

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

26  
27 Form Approved:

28 

29 Office of General Counsel

30 Legislation prepared by: Cherry Shaw Pollock

31 GC-#1170618-v3-Revisions\_to\_Chapter\_654\_112117

1 Introduced by the Council President at the request of the Context  
2 Sensitive Streets Standards Committee:

*Junk 6/11-19*

3  
4  
5 ORDINANCE 2017-805

6 AN ORDINANCE AMENDING CHAPTER 654 (CODE OF  
7 SUBDIVISION REGULATIONS), ORDINANCE CODE,  
8 AMENDING SECTION 654.106 (DEFINITIONS) TO ADD  
9 A NEWLY CREATED DEFINITION FOR "RECONSTRUCTED  
10 STREET"; AMENDING SECTION 654.111 (DESIGN  
11 STANDARDS: STREETS), ORDINANCE CODE; AMENDING  
12 SECTION 654.133 (REQUIRED IMPROVEMENTS:  
13 STREETS, CURBS AND GUTTERS; SIDEWALKS; AND  
14 BIKEWAY REQUIREMENTS), ORDINANCE CODE;  
15 PROVIDING AN EFFECTIVE DATE.

16  
17 **BE IT ORDAINED** by the Council of the City of Jacksonville:

18 **Section 1.** Chapter 654 (Code of Subdivision Regulations),  
19 Ordinance Code, amended. Chapter 654 (Code of Subdivision  
20 Regulations), hereby amended to read as follows:

21 **CHAPTER 654 - CODE OF SUBDIVISION REGULATIONS**

22 \* \* \*

23 **Section 654.106 - Definitions**

24 \* \* \*

25 (mm) *Street* means a thoroughfare which affords the principal means  
26 of vehicular access to abutting property regardless of the  
27 term, such as lane or way, used to describe it, ~~and~~

28 (1) *Collector street* means a surface street providing land  
29 access and traffic circulation service within  
30 residential, commercial and industrial areas. Collector  
31 streets serve to connect local roadway networks to the

1 larger City-wide arterial roadway network.

2 (2) Cul-de-sac means a street ending in a dead-end with a  
3 vehicular turnaround. These streets are limited to 1,000  
4 feet in length; however, the Department may approve a  
5 cul-de-sac of greater lengths, where, due to  
6 topographical conditions, design considerations or the  
7 number of lots to be located on the street, a greater  
8 length may be deemed necessary.

9 ~~(3) Freeway means a multi lane divided highway having a~~  
10 ~~minimum of two lanes for exclusive use of traffic in each~~  
11 ~~direction and full control of access and egress.~~

12 ~~(4) Interstate highway means a freeway which is part of the~~  
13 ~~designated National System of Interstate and Defense~~  
14 ~~Highways mandated by Congress. An interstate highway,~~  
15 ~~or Interstate, provides a very high level of transport~~  
16 ~~service and continuity among the states. To classify as~~  
17 ~~interstate, a freeway must meet full interstate standards~~  
18 ~~for construction. For the purposes of discussion, unless~~  
19 ~~specifically cited by use of the term interstate, a~~  
20 ~~reference to freeways shall be construed to encompass~~  
21 ~~interstate highways as well.~~

22 (35) Local street means a street designed and maintained to  
23 provide access to abutting property. A local street is of  
24 limited continuity and not for through traffic.

25 ~~(6) Major arterial means a highway that serves major through~~  
26 ~~movements of traffic between important centers of~~  
27 ~~activity and a substantial portion of trips entering and~~  
28 ~~leaving the area. It also connects freeways with major~~  
29 ~~traffic generators. Service to abutting land is very~~  
30 ~~subordinate to the function of moving through traffic.~~

31 ~~(7) Minor arterial means a facility that connects and~~

1 ~~augments the major arterial system. Although its main~~  
2 ~~function is still traffic mobility, it performs this~~  
3 ~~function at a lower level and places more emphasis on~~  
4 ~~land access than does the major arterial.~~

5 (48) *Private street* means a privately owned or controlled and  
6 maintained drive, street, road, lane, not dedicated  
7 accepted by the City of Jacksonville as a public road,  
8 which provides the primary means of vehicular ingress and  
9 egress from a public road to two or more dwelling units,  
10 lots, parcels, tracts, or principal buildings, whether  
11 created by a private right-of way, easement, plat, or  
12 other device and which has been approved by the Director  
13 and appears on the Approved Private Streets List kept by  
14 the Director of Public Works as an approved private  
15 street.

16 (59) *Public street* means a vehicular right of way, that is  
17 open to the public and under the control and jurisdiction  
18 of the City of Jacksonville pursuant to a deed of  
19 conveyance, deed of dedication, plat dedication, or other  
20 device accepted by the City, which provides the primary  
21 means of vehicular ingress and egress to two or more  
22 dwelling units, lots, parcels, tracts, or principal  
23 buildings.

24 (610) Reconstructed street means a rebuilt existing street  
25 such that its estimated life was lengthened, by means  
26 other than resurfacing, its vehicular carrying capacity  
27 by weight or volume of traffic was increased, or the curb  
28 to curb pavement width was increased to include bicycle  
29 facilities, raised medians or additional roadway  
30 elements.

31 Section 654.111. - Design standards: streets.

1 (a) The character, width, grade and location of streets shall  
2 conform to the standards in this Chapter, the Land Development  
3 Procedures Manual, and the Review Procedures and Standards for  
4 Subdivisions Manual, and shall be considered in their relation  
5 to existing and planned streets, to topographical conditions  
6 and to public convenience and safety and in their appropriate  
7 relation to the proposed uses of the land to be served by the  
8 streets. It has been set forth in the Comprehensive Plan that  
9 the City shall utilize the following guidelines, where  
10 feasible, as minimum requirements for rights-of-way defined by  
11 roadway classification. There shall be no development  
12 including buildings, parking lots, and other development  
13 related structures within the required right-of-way identified  
14 below. Measurement shall be from the centerline of the  
15 existing roadway.

16 (b) Local streets shall be designed so-laid-out that their use by  
17 ~~through~~ cut-through traffic will be discouraged- while  
18 maintaining connectivity. Traffic calming measures may be used  
19 in local street design to discourage cut-through traffic.

20 (c) Where a subdivision abuts on or contains an existing or  
21 proposed arterial street or expressway, the Department may  
22 require marginal access streets, reverse frontage with screen  
23 planting or fencing contained in a non-access easement along  
24 the rear property line, deep lots with rear service alleys or  
25 such other treatment as may be necessary for adequate  
26 protection of residential properties and to afford separation  
27 of through and local traffic.

28 (d) Where a subdivision borders on or contains a railroad right-  
29 of-way or limited access highway right-of-way, the Department  
30 may require an access street approximately parallel to and on  
31 each side of the right-of-way, at a distance suitable for the

1 appropriate use of the intervening land, as for park or shared  
2 use path purposes in appropriate districts. Distances  
3 involving rights-of-way shall also be determined with due  
4 regard for the requirements of approach grades and future  
5 grade separations.

- 6 (e) Non-access easements controlling access to streets shall be  
7 prohibited except where their control is placed with the City.

8 \* \* \*

- 9 (n) The City shall require all new or reconstructed local streets  
10 ~~projected to serve in excess of 1,600 vehicles per day and all~~  
11 ~~new collector and minor arterial roadways to accommodate to~~  
12 include bicycle facilities. Bicycle facilities shall meet the  
13 design standards in the City Standard Details, Land  
14 Development Procedures Manual, and Policy 2.1.14 of the  
15 Transportation Element of the City's 2030 Comprehensive Plan.  
16 ~~bicyclists within the roadway unless determined by the~~  
17 ~~Department that such need does not exist.~~

18 \* \* \*

19 **Section 654.133. - Required improvements: streets; curbs and**  
20 **gutters; sidewalks; and bikeway requirements.**

- 21 (a) Streets and public ways shall be cleared and graded, including  
22 side slopes to the specified grade. If required to prevent  
23 erosion or excessive washing of the shoulders, protective  
24 measures shall be taken by the developer as required by the  
25 Director.
- 26 (b) Streets shall be paved and standard curb and gutter installed  
27 to meet the specifications of the Land Development Procedures  
28 Manual.
- 29 (c) Sidewalks shall be provided in developments and along streets  
30 to provide safe pedestrian travel. The following table  
31 outlines general sidewalk requirements. Deviations from the

1 general requirements may be granted by the Department. The  
 2 Department may require a transportation study to substantiate  
 3 deviations from the general requirements. Sidewalks shall be a  
 4 ~~minimum of four feet wide and shall be constructed in~~  
 5 accordance with the Land Development Procedures Manual. Should  
 6 the City Engineer ~~Development Services Division and the~~  
 7 ~~Planning and Development Department~~ grant an applicant the  
 8 option of depositing monies into the sidewalk fund referenced  
 9 under the provisions of Section 2.2 of the Land Development  
 10 Procedures Manual, the City shall deposit said funds into the  
 11 Sidewalk Construction Special Revenue Fund created in Section  
 12 111.550, Ordinance Code.

13 (d) The City shall require all new dedicated or reconstructed  
 14 ~~streets serving nonresidential areas to include five-foot~~  
 15 ~~sidewalks within the dedicated approved right-of-way or an~~  
 16 ~~approved alternative pedestrian circulation system, unless~~  
 17 ~~determined by the Department that such need does not exist.~~  
 18 Table 1 below outlines sidewalk requirements for each  
 19 Development Area. Sidewalk design shall conform to the  
 20 specifications outlined in the City Standard Details. All  
 21 sidewalks shall maintain a minimum of four feet of continuous,  
 22 unobstructed path of travel.

23 Table 1. Sidewalk Requirements by Development Area

<u>Development Area</u>	<u>Sidewalk Location</u>	<u>Minimum Sidewalk Width (feet)</u>
Downtown	Both sides of street	8
<u>Urban Priority Area</u>	<u>Both sides of street</u>	<u>8</u>
Urban Area	Both sides of street	6
Suburban Area	Both sides of street	6
Rural Area	Both sides of street	5

(e) Sidewalks along residential local subdivision streets have two (2) sidewalk options. Residential local subdivision streets include local streets as defined within a platted subdivision, and do not provide connectivity to thoroughfares, collector roads or serve major traffic generators.

i. Option A: Provide five-foot (5') wide unobstructed sidewalks on both sides of all streets.

ii. Option B: Provide a six-foot (6') wide unobstructed sidewalk on one side of the street, as long as the sidewalk establishes good interconnections, and is located on the side of the street that will serve the most residential lots.

(f) The subdivision entrance road, referenced in Options A and B, shall provide a six-foot (6') sidewalk on both sides of the collector or trunk road and the sidewalks shall connect to external sidewalks subject to staff review.

Sidewalk Requirements

<u>Type of Development</u>	<u>Requirements</u>
<u>1. Residential:</u>	
<u>a. Collector</u>	<u>Both sides</u>
<u>b. Local</u>	<u>One side (note i)</u>
<u>c. Cul de sac (note ii)</u>	
<u>More than 15 lots</u>	<u>One side</u>
<u>15 lots or less</u>	<u>None</u>
<u>2. Commercial/Light Industrial:</u>	
<u>a. Collector</u>	<u>Both sides</u>
<u>b. Local</u>	<u>One side</u>
<u>c. Cul de sac</u>	<u>One side</u>

~~3. Heavy/Industrial~~

~~One side  
(note iii)~~

1 NOTES:

2 ~~i. Where sidewalks are required on one side of the street, they~~  
3 ~~should be placed on the side intersecting the most number of~~  
4 ~~side streets unless otherwise justified.~~

5 ~~ii. The number of lots on a cul de sac should include only those~~  
6 ~~lots fronting on the cul de sac corner lots fronting the local~~  
7 ~~street should not be included in the count. Corner lots~~  
8 ~~fronting the cul de sac should not be included in the count.~~

9 i. When standard sidewalk width cannot be attained due to  
10 demonstrated right-of-way constraints, provide the greatest  
11 attainable width possible, but not less than 5 feet.

12 ~~iii.~~ ii. Safe and exclusive pedestrian access shall be provided  
13 between individual building lots and to all existing bus stops  
14 and identified future bus stops.

15 iii. ADA standard curb ~~Curb-cut~~ ramps are required at all  
16 intersections where one or more of the rights-of-way of the  
17 intersecting streets contains sidewalks and ~~where roadway lane~~  
18 ~~width do not exceed 12 feet unless authorized by the Director,~~  
19 ~~or his or her designee.~~

20 Sidewalks shall be required on new and existing streets  
21 adjacent to proposed developments when the development is within  
22 reasonable pedestrian access of public facilities (i.e., schools,  
23 parks, shopping centers, etc.), as determined by the Planning and  
24 Development Department or where an existing sidewalk could be  
25 joined. This requirement may only be waived by the Department when  
26 developers are approved to pay into the Sidewalk Construction  
27 Special Revenue Fund pursuant to Section 111.550, Ordinance Code  
28 ~~there is not adequate public space for the construction of the~~  
29 ~~sidewalk.~~

1 ~~(e) Rural area sidewalk deferrals. The Director may grant~~  
2 ~~deferrals from the requirements of this Section for development in~~  
3 ~~rural areas until such time as sidewalks are needed. The Director~~  
4 ~~shall determine when sidewalks are needed based on the growth of~~  
5 ~~the area surrounding the development. For the purposes of this~~  
6 ~~subsection, rural areas shall be defined by the Director. A~~  
7 ~~deferral granted pursuant to this subsection shall be executed by~~  
8 ~~an affidavit signed by the property owner(s) and in a form~~  
9 ~~acceptable to the Office of General Counsel. The Office of General~~  
10 ~~Counsel shall record the affidavit in the official records of~~  
11 ~~Duval County and shall forward a recorded copy of the affidavit to~~  
12 ~~the Department and the Department of Public Works.~~

13 ~~(f) Bikeways shall be required on all new collector and arterial~~  
14 ~~roadways projected to serve in excess of 1,600 vehicles per day by~~  
15 ~~providing:~~

16 (g)-(4) Developments of large scale shall give consideration to on-  
17 site provisions of bike lockers and showers.

18 ~~(1) Outside roadway lanes not less than 14 feet wide; or,~~

19 ~~(2) Paved shoulders not less than four foot wide beyond~~  
20 ~~outside lanes; or,~~

21 ~~(3) Bike paths separated and/or protected by physical~~  
22 ~~barriers from vehicular traffic and devoted to the primary~~  
23 ~~use of bicycle traffic.~~

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

27 Form Approved: 

28 \_\_\_\_\_  
29 Office of General Counsel

30 Legislation prepared by: Cherry Shaw Pollock

31 GC-#1170618-v1-Revisions\_to\_Chapter\_654\_112117

PLANNING AND DEVELOPMENT DEPARTMENT



MINUTES CONTEXT SENSITIVE STREETS COMMITTEE  
 TUESDAY, November 29, 2016  
 10:30AM – 12:00PM

A meeting was held at the Ed Ball Building, 10<sup>th</sup> Floor, Conference Room 5  
 Tuesday, November 29, 2016, from 10:30am – 12:00pm.  
 The following representatives were in attendance:

	Name	Representative Title	In Attendance
Appointed by Mayor	Allan Iosue	Chair (Landscape Architect)	Yes
	Cutis Hart	Home Building Industry	Yes
	Montasser Selim	Urban Planner	Yes
	Emily Suter	Public Health	Yes
Appointed by City Council	Chris Ruen	Retail	Yes
	Christopher Burns	Bicycling Community Rep.	Yes
	Steve Tocknell	Urban Area	Yes
	Bernard Jorn	Disabled Advocate	No
	Larry Roberts	Running Advocate	Yes
	Teresa Moore	Rural Area	Yes
Appointed by JTA	Valerie Feinberg	JTA	No
	Chris LeDew	JTA	Yes

COJ Staff	Name	Representative Title	In Attendance
	John Pappas	Director of Public Works	No
	Cherry Pollock	Office of General Counsel	Yes
	Steve Long	Chief ROW & Stormwater	Yes
	Tom Fallin	Chief Eng. & Const. Mgmt.	No
	Mike Sands	Chief Development Services	Yes
	Nelson Caparas	Chief Traffic Engineer	No
	William Killingsworth	Director of Planning and Dev.	No
	Laurie Santana	Chief of Transportation Planning	No
	Mack Blanton	Disabled Services	No
	Lurise Bannister	Transportation Manager	No
	Amy Ingles	Bicycle Pedestrian Coordinator	Yes
	Stephanie Zarkis	Planning & Development	Yes

## PLANNING AND DEVELOPMENT DEPARTMENT

- **CALL TO ORDER:** 10:40 a.m. – Chairman Allan Iosue called the meeting to order.
- Chairman Allan welcomed attendees and introduced newest member, Teresa Moore.
- C. Hart moved approval of Minutes from regular October 25 meeting, and November 15, workshop meeting, L. Roberts second. Members voted unanimously in favor of approval..
- 
- Stephanie Zarkis: presented table in packets reflect comments from previous meeting.
- 
- Steve Tocknell - vote was deferred on bicycle parking corral standards from previous meeting and he requested to reconsider revisions to Task 3B to adding Figure 9 – Curtis moved the motion to reconsider Task 3 B to add Figure 9 relating to bicycles parking corral standards, L. Roberts seconded. Committee members voted, unanimously, in favor to reconsider. None opposed.
- 
- Stephanie Zarkis provided a presentation on recommended changes in Task 3D – COJ functional classified roadway to include context sensitive standards: Main changes were focused on design vehicle and curb radii. After meeting with traffic engineering - recommending a maximum 30 foot radii. The ideal would be 15 feet, by using the effective curb radius. All could be increased by combining parking and bicycle lanes to get down to a smaller radius.
- Design vehicle was also changed to an SU30-avenue downward –
- 
- Steve Tocknell – inquired whether an SU30 design vehicle is required or necessary? Neighborhood residential streets – not necessarily a residential street. Is a local street necessarily considered a neighborhood residential street.
- 
- Stephanie indicated that the neighborhood streets are usually local. The goal is to provide the flexibility, which is the largest vehicle for the curb radii. Accommodate means it could go outside the lane, so the better wording would be to meet the design vehicle.
- 
- Allan Iosue stated – We should ensure that the design vehicle is the appropriate language. Is it designed for a larger vehicle? And will it accommodate a larger vehicle.
- 
- Steve and Stephanie - Assuming that a WB 40 is the same as a transit bus. Another consideration of an SU30 is quite similar to a school bus.
- 
- Cherry Pollock – inquired about Figure 3
- 
- Steve would prefer to see a median in highly trafficked areas to encourage a more safety crossing for pedestrians. The median is not merely ornamental but functional to safety.
- 
- Chris Burns – how do we draft the median so that the outcome design is not only pedestrian designed but also bicyclist design.
- 
- The Committee discussed – design depends on context and ultimately the Committee needs to decide on the proper language other than required. There are situations that require additional pedestrian crossings. Because of the initial design of homes in areas that are 40 years old, the Committee needs to be able to bring things up to standard futuristically designing these areas 10-20 years down the road to accommodate the growth.

## PLANNING AND DEVELOPMENT DEPARTMENT

- 
- Allan stated – language for each should be changed to reflect that there are a lot of areas that should be context sensitive. Landscaped median should be changed to minimum bicycle facilities.
- 
- Allan agrees with Monty Salim's point, if there is a process of all being reviewed and there is a decision of the staff to indicate that they've met the requirements.
- 
- All agree that signs should indicate specifically to bicycles in existing bicycle facilities (Figure 1.)
  
- Stephanie – indicated that updating the functional classification maps and this is an ongoing process that will be brought forth within Task 4. Criteria will be brought to the committee to help determine.
  
- Laurie Santana – stated we should be looking at our entire network and re-evaluating because we just can't go and make changes to ensure all of the functional classifications are accurate and appropriate. There are a few processes before it can be finalized.
- 
- C. Hart moved to approve the recommended changes in Task 3D – COJ functional classified roadways to include context sensitive standards, seconded by C. Burns, motion passed unanimously.
  
- Stephanie recommended to delete the entire section 9 of the red book. Curtis suggests getting opinion of Director Killingsworth before moving forward.
- 
- No Public comments. December 13, 2016 meeting cancelled and next meeting is scheduled for January 10, 2017.
- 
- Meeting adjourned at 11:33

# PLANNING AND DEVELOPMENT DEPARTMENT



## DRAFT

### CONTEXT SENSITIVE STREETS STANDARDS COMMITTEE MINUTES

Tuesday, July 25, 2017

10:30AM – 12:00PM

A meeting was held at the Ed Ball Building, 10<sup>th</sup> Floor, Conference Room 5

Tuesday, July 25, 2017 from 3:30pm – 5:00pm.

The following representatives were in attendance:

	Name	Representative Title	In Attendance
Appointed by Mayor	Allan Iosue	Chair (Landscape Architect)	Yes
	Cutis Hart	Home Building Industry	Yes
	Montasser Selim	Urban Planner	No
	Emily Suter	Public Health	Yes
Appointed by City Council	Chris Ruen	Retail	Yes
	Christopher Burns	Bicycling Community Rep	Yes
	VACANT	Urban Area	
	Bernard Jom	Disabled Advocate	Yes
	Larry Roberts	Running Advocate	No
	Teresa Moore	Rural Area	Yes
Appointed by JTA	Valerie Feinberg	JTA	Yes

COJ Staff	John Pappas	Director of Public Works	No
	Cherry Pollock	Office of General Counsel	Yes
	Steve Long	Chief ROW & Stormwater	Yes?
	Tom Fallin	Chief Eng. & Const. Mgmt.	Yes
	Mike Sands	Chief Development Services	Yes
	Chris LeDew	Chief of Traffic Engineering	Yes
	William Killingsworth	Director of Planning and Dev.	Yes
	Laurie Santana	Chief of Transportation Planning	Yes
	Mack Blanton	Disabled Services	Yes
	Lurise Bannister	Transportation Manager	Yes
	Amy Ingles	Bicycle Pedestrian Coordinator	Yes
	Stephanie Zarkis	Planning & Development	Yes

# PLANNING AND DEVELOPMENT DEPARTMENT

- **CALL TO ORDER:** 10:35 am. – **Chairman Allan Iosue** called the meeting to order.
- **Approval of Meeting Minutes from June 15, 2017**
  - **Motion: Emily Suter Second: Teresa Moore Passed**
- **Curtis Hart** stated that there were some errors and inconsistencies in the underground utilities and paving materials portions of the new cross-sections. He stated that he would like the Subdivision Standards Policy Advisory Committee (SSPAC) to review and comment on the underground details of the cross-sections.
- **Stephanie Zarkis** stated that the SSPAC would review the new cross-sections before they are finalized and adopted. Staff will also clarify and clean up sections related to pavement design and soil analysis.
- **Stephanie Zarkis, Cherry Pollock and Lurise Bannister** informed committee members of their meeting with JSO regarding the new proposed Truck Route ordinance. They stated that JSO's main concerns were related to exceptions for "dually" trucks and providing education to truck drivers before the new routes become effective. Staff is updating the ordinance language to address those concerns.
- **Bernie Jorn** brought to the attention of the committee an issue related to sidewalk accessibility during construction projects. He often finds it challenging to travel on the sidewalk as they are blocked off during construction, forcing him to operate his wheelchair in the roadway. He would like to see better enforcement and planning for Maintenance-of-Traffic (MOT) in order to avoid these situations.
- **Chris Burns** also expressed his concerns about bicycle lane accessibility during construction projects.
- **Amy Ingles and Mike Sands** stated that developers are required to provide maintenance of traffic plan prior to construction, and the MOT plan must also include provisions for bicyclists and pedestrians. Both acknowledged that the plans are not always followed properly at the time of construction, and in some cases, more enforcement is needed to ensure that bicycle and pedestrian accessibility is maintained.
- **Director Killingsworth** addressed the committee regarding sidewalk options for residential subdivision roads. He expressed that the administration and the regulated industry was comfortable with the previously approved standards that allowed for two sidewalk options (Option A: 5' sidewalks on both sides of the street and Option B: 6' sidewalk on one side of the road), but at the committee's June meeting, committee members voted to remove "option B". With that change, the administration is no longer comfortable with the cross-section sidewalk options. He asked the committee to go back to the previously approved options.
- **Director Killingsworth** stated that there are roughly 11 bicycle and pedestrian accidents per square mile in the City's commercial areas and roughly half an accident in our residential areas. He wants to see the committees work move forward and make a positive change, but he doesn't want the residential sidewalks issue to devolve into a political tussle that could affect the implementation of all the other work the committee has done.
- **Chris Burns** asked for clarification on what defines a residential subdivision road or interior subdivision streets. Chris Burns wanted to understand why this was such an important issue. He has seen places where cul-de-sacs are exceptions and that made some sense to him. But he is concerned about the broader exceptions for sidewalks on only one side throughout subdivisions.
- **Curtis Hart** stated that removing the option for sidewalks on one side makes it

## PLANNING AND DEVELOPMENT DEPARTMENT

- challenging for developers to meet the standards.
- **Amy Ingles** clarified that the definition for "residential local subdivision streets" is "either cul-de-sacs, loop roads, or roads that do not connect thoroughfares or serve major traffic generators."
- **Curtis Hart** and **Chris Burns** further discussed their concerns about sidewalks within subdivisions.
- **Chris Burns** announced that **Steve Tocknell** has resigned and that no pedestrian advocate is in attendance, and that the running advocate **Larry Roberts** is not in attendance.
- **Cherry Pollock** stated that there still is a quorum so the committee could take official action today.
- **Allan Iosue** stated that the Director's ask is to go back having both Option A and Option B for residential local subdivision streets.
- **Teresa Moore** said she's ok with it because they aren't building huge subdivisions any more.
- **Emily Suter** said that her primary concern was safety and **Director Killingsworth** addressed those concerns, and people are usually going slowly within subdivisions.
- **Amy Ingles** said she is looking at this as a need for incremental change; she sees **Chris's** point and would like sidewalks everywhere but doesn't want the committee's work to get hung up on this issue.
- **Bernie Jorn** agrees with **Amy's** comment about the desire for sidewalks everywhere but she sees the need for incremental change.
- **Amy Ingles** suggested that the committee could come back and revisit this language at some point in the future.
- **Chris Burns** stated he is in favor of reconsidering the ordinance but he is opposed to the recommended update of allowing the option for sidewalks on only one side of subdivision streets.
- **Teresa Moore** stated that most subdivisions are small infill with lots of cul-de-sacs.
- **Bernie Jorn** stated that he feels safe in small dead end streets with one sidewalk unless there aren't any major safety issues. He feels ok making the compromise with sidewalk options on one side.
- **Allan Iosue** stated for clarification that if there are 15 lots or less on a cul-de-sac bulb there's no sidewalk required, and for rural roads sidewalks will be required on both sides.
- **Amy Ingles** clarified that the definition for "residential local subdivision streets" is "cul-de-sacs, loop roads, or roads that do not connect thoroughfares or serve major traffic generators."
- **Chris Burns** discussed how the North Carolina DOT's complete streets handbook defines local subdivision streets as the second most important for sidewalks. He distributed cross-sections from the North Carolina DOT handbook that have sidewalks on both sides of the streets with no exceptions.
- **Teresa Moore** and **Chris Burns** discussed the meaning of what is defined as a main road/trunk road.
- **Teresa Moore** said that about 90% of the new subdivisions being built in Jacksonville are very small in size.
- **Chris Burns** said roads all accommodate cars with two lanes, so why can't they also accommodate pedestrians on both sides?

# PLANNING AND DEVELOPMENT DEPARTMENT

## Request for reconsideration of City of Jacksonville Ordinance Code – Chapter 654 (Sidewalks)

- Motion: Teresa Moore                      Second: Emily Suter    Passed 7-0
- Staff confirmed that this update is to add Option B for sidewalks back into the ordinance under 654.133 Section D and add the definition for residential local subdivision streets.

## Request to approve update City of Jacksonville Ordinance Code – Chapter 654 (Sidewalks)

- Motion: Teresa Moore                      Second: Bernie Jorn/Curtis Hart    Passed
- 2 Opposed (Chris Burns and Allan Iosue) 5-2

## Request for reconsideration of Land Development Procedures Manual Section 2.0

- Motion: Teresa Moore                      Second: Emily Suter    Passed 7-0
- Staff stated that the update would be to include Option A and Option B, with no sidewalk required on cul-de-sac bulbs when there are 15 lots or less. This change is to section 2.2.2 of the LDPM
- Chris Burns asked why it is so important for the no sidewalk exception for developers.
- Curtis Hart said it's very difficult with small lots and utilities to fit a sidewalk within the cul-de-sac bulb. Teresa Moore agreed with Curtis's statement.

## Request to approve update of Land Development Procedures Manual Section 2.0

- Motion: Teresa Moore                      Second: Valerie Feinburg    Passed 6-1
- 1 Opposed (Chris Burns)
- Curtis Hart inquired about why the existing subdivision streets cross sections were included in the meeting packet.
- Stephanie Zarkis clarified that the proposed neighborhood residential cross section (P-134) would apply to through or collector streets, but would not apply to residential local streets, so staff reached out to the SSPAC about what the recommended dimensions should be for residential local subdivision streets.
- Stephanie Zarkis shared some of the feedback from SSPAC member Leed Silverfield. He was interested in seeing 9' travel lanes and no bike lanes.
- Curtis Hart thinks there should be an option for 9' lanes but that may be too narrow.
- Mike Sands stated that the Fire Department would have an issue with 9' lanes. All subdivisions have Miami curbs. A sloped curb/mountable that becomes part of a travel lane.
- Curtis Hart said one issue coming up with City Council is no parking in the street due to Fire Department concerns.
- Stephanie Zarkis stated that staff is adding a representative cross section for subdivision streets that will have the options shown for sidewalks.
- Teresa Moore made a motion to approve the new cross sections with the condition that the new residential local subdivision street cross section would include specific roadway elements: sidewalks would be shown on both sides with options in the notes, the section would use same template as the other new cross sections and show a minimum 10' lane width.

## Request to approve update of City Standard Details with new Cross-Sections

- Motion: ?                      Second: Curtis Hart    Passed 6-1
- 1 Opposed (Chris Burns)
- No public comments.
- Meeting adjourned at 12:15pm