

RESOLUTION 2026PC –

A RESOLUTION AMENDING PART A OF THE LAND DEVELOPMENT CODE OF THE CITY OF MT. JULIET, TENNESSEE, KNOWN AS THE SUBDIVISION REGULATIONS, AS AMENDED, BY AMENDING ARTICLE IV, SECTION 4-103, STREETS AND PEDESTRIAN WAYS, AND ARTICLE IV, SECTION 4-104, FUNCTIONAL DESIGN CRITERIA

WHEREAS, pursuant to Article I, Section 1-107 of the City of Mt. Juliet Subdivision Regulations, the City of Mt. Juliet Regional Planning Commission desires to amend Article IV, Sections 4-103, Streets and Pedestrian Ways, and 4-104, Functional Design Criteria; and

WHEREAS, the Regional Planning Commission finds that the desired amendments to the Subdivision Regulations, as provided below, are necessary and desirable for the purpose of promoting and protecting the public health, safety, and general welfare of the citizens of the City; and

WHEREAS, the specific amendments desired to be are shown in redline form in the attached Exhibit A

NOW THEREFORE BE IT RESOLVED by the City of Mt. Juliet Regional Planning Commission as follows:

Section 1. Subdivision Regulation Article IV, Section 4-103, *Streets and Pedestrian Ways*, is amended to read in its entirety as follows:

4-103.1. *Pedestrian ways.*

4-103.101. *Sidewalks along new streets.* Sidewalks shall be required along all streets constructed in all subdivisions.

4-103.102. *Sidewalks along existing streets.* Sidewalk shall be provided on any existing street along the frontage of the subdivision. Sections of existing sidewalk shall be improved to meet ADA standards as needed.

4-103.103. *Location of sidewalks.* Sidewalks shall be required along both sides of all streets within the subdivision. Transition of sidewalks from both sides of a street to one side may be permitted when topography makes continuation of the sidewalk impractical. Transitions shall only be made at street intersections. Sidewalks shall be included within the dedicated non-trafficway portion of the right-of-way of all public ways. Concrete curbs are required for all public ways where sidewalks is present. The width of all sidewalks and grass strips shall meet the requirements included in Table 2 of Section 4-104. Sidewalk construction details are shown in Appendix B of these regulations.

4-103.104. *Alternative pedestrian ways.* Within PUD districts, the Planning Commission may approve pedestrian walkways at locations other than

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along the rights-of-way of streets. Within these developments a system of pedestrian walkways may be located within commonly held open space.

4-103.105. *Pedestrian accesses.* Where necessary, pedestrian accessways may be required from a public way to schools, parks, playgrounds, or other nearby public ways. To accomplish this purpose, the Planning Commission may require perpetual unobstructed easements at least 20 feet in width.

4-103.2. *Street standards.* The following standards shall apply to all streets, both public and private:

4-103.201. *Frontage on improved public ways.* No subdivision shall be approved, unless the area to be subdivided shall meet the access requirements set forth in subsection 1-113.107, (Access to lots by public way or private easement) of these regulations. If any new street construction is proposed, all construction shall be in accordance with the provisions of these regulations and accompanying appendices.

4-103.202. *Grading and improvement plan.* No clearing, grading or construction of streets shall begin until construction plans have been prepared in accordance with the specifications required herein and approved. Following approval of such plans, public ways shall be graded and improved to conform to the approved construction plans.

4-103.203. *Improvements in floodable areas.* The finished elevation of proposed public ways subject to flooding shall be no less than two feet above the regulatory flood protection elevation. To determine compliance with this requirement the Planning Commission shall require profiles and elevations of public ways subject to flood. All drainage structures shall be sufficient to discharge flood flows without increasing flood height. Where fill is approved by the Planning Commission to bring the finished elevation of any public way to the required elevation, such fill shall not encroach upon a floodway, and the fill shall be protected against erosion by riprap, vegetative cover, or other methods deemed acceptable by the Planning Commission.

4-103.204. *Topography and arrangement.*

- a. All public ways shall be arranged so as to obtain as many of the building sites as possible at or above the grades of the public ways. Grades of public ways shall conform as closely as possible to the original topography. A combination of steep grades and curves shall not be permitted.
- b. All public ways shall be properly integrated with the existing and proposed system of public ways and dedicated rights-of-

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way as established on the major road plan or the land development plan.

- c. All public ways shall be properly related to special traffic generators, such as industries, business districts, schools, churches, and shopping areas or centers; of population density; and to the pattern of existing and proposed land use.
- d. In commercial and industrial developments, public ways and other access routes shall be planned in connection with the grouping of buildings, location of rail facilities, and the provision of alleys, truck loading and maneuvering areas, pedestrian walks and parking areas, so as to minimize conflict of movement among the various types of traffic, including pedestrian traffic.

4-103.205. *Access to arterial and collector routes.* Where a subdivision borders on or contains an existing or proposed arterial or collector route, the Planning Commission may require that access to such public way be limited by:

- a. The configuration of subdivision lots so that such lots derive vehicular access from streets other than the arterial or collector route;
- b. A series of cul-de-sac, "U" shaped public ways, or short loops entered from and designed generally at right angles to such a parallel public way; or
- c. A marginal access or service public way, separated from the arterial or collector route by a planting or grass strip and having access thereto at suitable points;
- d. Dual points of access in subdivisions. Two points of access to an arterial or collector street shall be required for all residential developments consisting of 100 or more lots and units. The second point of access may connect to adjacent developments as long as the adjacent development has direct access to an arterial or collector street. The Planning Commission may waive this requirement if site conditions tied to the land prohibit a second point of access, provided that a traffic impact study is supplied by the applicant that demonstrates that an adequate and safe level of service can be met. All traffic studies are subject to review by staff and/or an independent professional to determine if recommendations are consistent with the City of Mt. Juliet's transportation programs and needs.

4-103.206. *Traffic impact study.* All subdivisions shall be required to prepare, at the expense of the developer or individual proposing the subdivision, a traffic impact study. At the discretion of the Director of

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Engineering, a traffic impact study may be waived for subdivisions generating fewer than 50 peak hour trips and not deriving access from an arterial or collector. A Tennessee licensed engineer specializing in transportation shall prepare such a study in accordance with the traffic impact study guidelines published by the Department of Engineering.

4-103.207. *Reserve strips.* Creation of reserve strips adjacent to a proposed public way in such a manner as to deny access from adjacent property to such public way shall generally not be permitted. However, where in the opinion of the Planning Commission the use of a reserve strip would protect the public safety by providing a safer roadway configuration or other element of design that is clearly in the public interest, this prohibition may be waived. In any instance where a waiver to this provision is granted the grounds, for and extent of such waiver shall be noted in the minutes of the Planning Commission meeting where such waiver is approved.

4-103.208. Street name, regulatory and warning signs.

- a. Public streets. Within all subdivisions the developer shall purchase and install street name and traffic control signs. All signage shall conform to the current edition of the Manual of Uniform Traffic Control Devices published by the United States Department of Transportation. Temporary signs may be installed and maintained in lieu of permanent signs until curbs are installed and backfilled. Such signs shall meet the same standards for height, size and legibility as permanent signs but may be mounted on temporary structures. The Director of Engineering shall verify the installation of temporary street name signs prior to issuance of any building permit.
- b. Note to appear on plat. All subdivision plats which require street name signs shall have a note located thereon stating: "No building permit shall be issued for any lot until street name, regulatory and warning signs are installed and verified by the Department of Engineering on all streets on which such lot depends for access."

4-103.3. *Private streets.* Private streets shall be classified and built to the standards contained in this article.

All proposed alleys shall be private. The cross section of all alleys shall be provided prior to approval of the Planning Commission.

4-103.4. *Requirements for dedications, reservations, or improvements.* Where a proposed subdivision adjoins or encompasses either a substandard street, or a

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route depicted upon the major thoroughfare plan, that is to be opened, widened or realigned, the following shall apply:

4-103.401. *Undeveloped property.*

- a. Substandard streets. Substandard streets encompassed by or adjacent to the proposed subdivision shall be improved by the developer in accordance with the minimum standards set forth in subsection 4-104.4 for the portion of such street that is located within the boundaries of the subdivision or the abutting street half.
- b. Planned routing. When applicable, the layout of a street(s) within a subdivision shall conform to the routing depicted upon the major thoroughfare plan and/or Comprehensive Transportation Plan. The amount of right-of-way for the type of street required shall be dedicated up to a maximum of that required for construction of "community collector" routes. Where any street so depicted requires a right-of-way greater than that required for construction of a community collector, the developer shall show on the face of the plat an additional area "reserved for future right-of-way" and any required yard area shall be measured from such reservation line.

Regardless of the proposed width or functional character of the planned street adjacent to or encompassed by a proposed subdivision, the developer will not be required, (except as may be necessitated as a result of an approved traffic impact study), to improve or construct any street greater than that of a "community collector street" as [that term is] defined and depicted in these regulations.

4-103.402. *Developed property.* When property containing existing structures is being divided simply to place each structure on a separate lot and the future right-of-way will fall within the footprint of an existing structure, then the subdivider shall be required to note on the face of the plat as, "reserved for future right-of-way" any additional area necessary for compliance with the major thoroughfare plan and/or Comprehensive Transportation Plan . The plat shall also contain a note stating, when any existing structure is demolished, the setback requirements for any new structure shall be measured from the reservation line.

4-103.403. *Required improvements or dedications.* All on-site traffic improvements identified as being required in a traffic study prepared in accordance with the requirements of subsection 4-103.206, shall be made by the developer upon land which the developer controls. Any off-site improvements identified in such study shall be made on a pro rata basis to the extent the subdivision contributes to the requirement for such

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improvement(s). The Director of Engineering shall be responsible for calculating the extent of participation required in off-site improvements.

Section 2. Subdivision Regulation Article IV, Section 4-104, *Functional Design Criteria*, is amended to read in its entirety as follows:

4-104.1. *Purpose.* The public way design standards set forth in this section are hereby required in order to provide public ways of suitable location, width, and improvement to accommodate prospective traffic and afford satisfactory access to police, firefighting, sanitation, and road-maintenance equipment, and to coordinate public ways so as to compose a convenient and safe system and avoid undue hardships to adjoining properties. These provisions are intended to establish appropriate standards for the design of streets in residential subdivisions that will:

- Promote safety of all road users,
- Protect the safety of neighborhood residents,
- Minimize crime in residential areas,
- Protect the residential qualities of neighborhoods by limiting traffic volume, traffic speed, noise and fumes,
- Encourage the efficient use of land,
- Minimize the cost of street maintenance, and
- Minimize the construction of impervious surface thereby protecting the quantity and quality of the community's water resources.

4-104.2. *Design hierarchy.* There is, hereby, established a design hierarchy according to street function. The purpose of the hierarchy is to establish clear functional guidelines and limitations to be utilized in the design of streets.

4-104.201. *New streets.* Each proposed street shall be classified and designed for its entire length to meet or exceed the minimum standards for one of the following street types:

- a. Residential access lane.
- b. Residential access street.
- c. Residential collector street.
- d. Minor Collector Street
- e. Community collector street.
- f. Arterial street.

4-104.202. *Existing streets.* During the plan review process each street abutting or affecting the design of a subdivision or land development that is not already classified on the major thoroughfare plan shall be classified according to its function, design, and use by the Planning Commission at the request of the applicant. The classification of existing streets shall include the hierarchy of subsection 4-104.201, above, and may also include

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classifications of higher order as determined by the adopted major thoroughfare and/or Comprehensive Transportation Plan.

4-104.203. *Traffic volume calculations.* New streets shall be classified based on the number of vehicular trips expected to utilize the roadway using the following methodology:

- a. *Trip generation rates.* Table 1 shall be used to determine the anticipated average daily traffic (ADT) on the proposed street.
Table 1. Approximate Trip Generation Rates

Average Weekday Trip Generation Rates Housing Type	ADT Per Dwelling Unit
Single-family detached dwellings	9.5 trips
Cluster or townhouses	7 trips
Apartments	5 trips
Senior Housing	3.5 trips
Commercial	Consult ITE Trip Generation Manual

- b. *Volume calculations.* Calculation of traffic volumes shall be accomplished by using the following formula:
(Factor for dwelling type) x (Number of units receiving access from street) = Design ADT

4-104.3. *Street design criteria and service restrictions.* The material contained within this segment is intended to provide information as to the intended function, design capacity and service limitations of the various street types presented in subsection 4-104.2, above. The order of presentation proceeds from smallest capacity street to the greatest.

4-104.301. *Residential access lane.*

- a. *Street function.* A residential access lane is a frontage street that provides access to abutting properties; it shall be designed to carry no more traffic than that generated by those properties that gain direct access from the street.
- b. *Design capacity and service restriction.* Each residential access lane shall be designed so that no section of the street conveys an ADT greater than 250 or serves more than 25 single-family dwellings. Each half of a loop street may be regarded as a single residential access lane and the total traffic volume generated on a loop street shall not exceed 500 ADT.
- c. *Street access.* Residential access lanes may intersect or take access from any street type. Residential access lanes shall be laid out to discourage through traffic. As such, residential

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access lanes shall not intersect with multiple collectors nor shall residential access lanes be stubbed with the intention of extending to adjacent parcels.

- d. *Lot arrangement.* Lots may utilize front facing garages on residential access lanes only.

4-104.302. *Residential access street.*

- a. *Street function.* Residential access streets are designed to provide access to individual properties as well as access to the higher classification street network. The residential access street provides for neighborhood circulation and may carry neighborhood traffic and through movements.
- b. *Design capacity and service restriction.* The residential access street is designed to convey an average daily traffic (ADT) volume in the range of 500 to 1,000.
- c. *Street access.* If the total design traffic exceeds 500 ADT, a residential access street shall be provided with no fewer than two access intersections to streets of equal or higher classification in the street hierarchy. For residential access streets with less than 500 ADT, one access intersection to a street of equal or higher order is allowed.
- d. *Lot arrangement.* Lots shall be configured to discourage vehicles from backing directly into the street. Front loaded garages shall not be permitted.

4-104.303. *Residential collector street.*

- a. *Street function.* The residential collector street provides access to individual properties and collects and distributes neighborhood traffic from residential streets to community collector and arterial streets.
- b. *Design capacity and service restriction.* The residential collector street is intended to serve anticipated traffic volumes ranging from 1,000 to 2,500 trips per day. Whenever possible, residential collector streets shall be designed to have no residential lots fronting directly on them. When this is not possible, the amount of residential frontage shall not exceed the limits set forth in the accompanying table. In addition, only lots having frontages of 100 feet or more may front on collector streets and space shall be provided on these lots for turnaround so that vehicles will not have to back onto collector streets.

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Percent of the Total Length of Residential Collector Streets, Which May Have Residential Lots Fronting on and Taking Access from the Collector Street				
ADT Level	1,000—1,199	1,200—1,599	1,600—1,999	2,000+
Percent of allowable access frontage	20%	10%	5%	0%

4-104.304. *Minor Collector*

- a. *Street function.* Minor collector streets collect and distribute traffic from residential neighborhoods and commercial uses. The street may connect to community collector or arterial streets.
- b. *Design capacity and service restrictions.* The minor collector street is intended to serve mixed residential and commercial traffic volumes ranging from 2,500 to 6,000 trips per day. Whenever possible, commercial properties shall limit the number of access points. Access to adjacent parcels shall be planned to limit the number of driveways along the corridor. Access to individual residential lots shall be prohibited.

4-104.305 *Community collector street.*

- a. *Street function.* Community collector streets collect and distribute traffic from other collectors to the arterial transportation systems.
- b. *Design capacity and service restriction.* The community collector street is designed for anticipated traffic volumes between 6,000 and 15,000 trips per day. Access to individual residential lots shall be prohibited.

4-104.306 *Arterial.*

- a. *Street function.* Arterials are intended to serve local and regional traffic. Arterials extend through the city limits or connect to other arterials or interstates.
- b. *Design capacity and service restrictions.* Arterials are intended to serve traffic volumes exceeding 15,000 trips per day. Access to individual residential lots is prohibited. Access to residential communities or commercial areas shall be provided by lower classification streets whenever possible.

4-104.4. *General design.* The general design of all public ways shall conform to the standards in tables 1 and 2, that follow, hereafter.

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4-104.401. *Rights-of-way and pavement width.* Minimum rights-of-way and pavement width shall be provided as required to meet the design standards for the various classifications of streets set out in Table 1.

- a. *Reduction in right-of-way width.* The City may reduce the required right-of-way width for residential streets under the following conditions:
- (i) The site is located within a planned unit development under applicable provisions of the zoning ordinance.
 - (ii) The potential for future development will alter neither the street classification nor the design standards proposed. As a condition for varying the right-of-way requirements, the City may require binding agreements to insure no additional access to or use of the street.
 - (iii) In no instance shall a right-of-way be less than 50 feet. In granting the reduced right-of-way width, it shall be determined that sufficient width will be available to provide for all the following (unless separate right-of-way for them is being provided elsewhere to the satisfaction of the City, or they are clearly not required by the proposed development):

- Pavement.
- Curbs.
- Shoulders.
- Utility easements.
- Drainage swales.
- Pedestrian and/or bicycle paths.
- Turning lanes.

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Table 1. General Design Standards for Streets

Standard	Access Lane	Access Street	Residential Collector	Minor Collector	Community Collector	Arterial
Design Speed	25 mph	25 mph	35 mph	30 mph	35 mph	45 mph
ROW Width	50'	50'	65'	65'	96'	100'
Pavement Width	22'	22'	24'	34'	44'	44'
Hardscaped Median	0'	0'	0'	0'	17'	17'
Bicycle Lane Buffer	0'	0'	0'	0'	2'	3'
Bicycle Lane Width	0'	0'	0'	4'	4'	4'
Grass Strip	6'	6'	6'	0'	0'	0'
Sidewalk Width	5'	5'	10'	8'	8'	8'
Outer Buffer	0.5'	0.5'	2'	1'	1'	2'
Maximum Grade	10%	10%	7%	7%	7%	5%
Minimum Grade	1%	1%	1%	1%	1%	1%
Max. Grade at Intersections	5% (within 50')	5% (within 50')	3% (within 75')	3% (within 75')	3% (within 100')	3% (within 100')
Maximum Superelevation	0.08					
Horizontal Curvature	Curvature shall be designed per AASHTO standards based on design speed and slopes.					

b. *Increase in right-of-way width.* The City may increase the required right-of-way width for residential streets under the following conditions:

- (i) If proposed lots are large enough for further subdivision that may change the street classification in the future to a higher order street, the City may require that the right-of-way width for the higher order street be provided.
- (ii) In unusual circumstances, the provision of the elements listed in subpart [subsection] a(iii) of this section may require right-of-way width in excess of that established in table 1 (above).

4-104.402. *Stopping sight distance.* All streets shall maintain adequate stopping sight distance at all points along the road. No combination of

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vertical or horizontal curves may reduce stopping sight distance below the values provided in AASHTO's *A Policy of Streets and Highways*. Should the grade on the major road exceed 3%, adjustments to the required sight distance may be required at the discretion of the Director of Engineering.

4-104.403 *Intersections.*

- a. Pavement shall intersect as nearly as possible to a 90-degree angle for a minimum of 50 feet from the intersection. A proposed intersection of two new public ways at an angle of less than 75 degrees shall not be permitted. Not more than two public ways shall intersect at any one point, unless specifically approved by the Planning Commission.
- b. Intersection spacing shall be set according to the guidance provided in the current edition of the Tennessee Department of Transportation's Highway Systems Access Manual (HSAM). Residential access lanes and residential access streets shall not be spaced closer than 150 feet between centerlines along any street.
- c. Minimum curb or edge of pavement radius shall be determined according to the specifications for the street of higher classification in the street system hierarchy, as specified below. This minimum should not be confused as the right-of-way return radius but is the curb edge of pavement.

Minimum Radius of Returns At Street Intersections	
Street Classification	Minimum Return Radius*
Residential access lane	10 feet
Residential access street	10 feet
Residential collector	15 feet
Community collector	30 feet
Higher order street	As determined by the City Engineer
*This is the minimum. The actual radius shall be determined by the Director of Engineering based upon the traffic characteristics of the higher order street.	

- d. Whenever a proposed street intersects an existing or proposed street of higher order in the street hierarchy, the street of lower order shall be made a stop street. The street of lower order shall also be designed to provide a minimum corner sight distance as specified in table 1.
- e. The cross-slope on all public ways, including intersections, shall be three percent or less.
- f. All new streets and driveways shall provide adequate intersection sight distance, as defined by AASHTO's *A Policy on Streets and Highways*. Should the grade on the major road exceed 3%, adjustments to the required sight distance may

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be required at the discretion of the Director of Engineering.
The required sight distance values are provided in Table 2.

Table 2. Minimum Intersection Sight Distance

Design Speed (mph)	Required Sight Distance (feet)					
	2-Lane		3-Lane		5-Lane/Divided	
	Left-Turn	Right-Turn	Left-Turn	Right-Turn	Left-Turn	Right-Turn
25	280	240	315	240	335	280
30	335	290	375	290	400	335
35	390	335	440	335	465	390
40	445	385	500	385	530	445
45	500	430	565	430	600	500
50	555	480	625	480	665	555

Left-Turn sight distance is measured looking right. Right-turn sight distance is measured looking left.

Sight triangles are to be kept clear of landscaping, signs, parking, or other obstructions that may otherwise restrict the available sight distance.

- g. Intersections shall be configured to dissuade speeding. Horizontal deflection traffic calming measures, such as roundabouts, bulb outs, or center islands, shall be provided whenever a residential collector intersects a street classified as residential access street or higher. The Planning Commission may waive traffic calming requirements if determined the street network has been laid out in a manner that encourages slow travel. Any traffic calming devices with landscaping shall be designated as open space and shall be maintained by the homeowner’s association.

4-104.404. Acceleration and deceleration lanes.

- a. Deceleration or turning lanes may be required by the city along existing and proposed streets as determined by the traffic study using the warrants provided in TDOT’s Highway Systems Access Manual, or where the City can justify the need.
- b. Deceleration lanes shall be designed to the following standards:
 - (i) The lane width shall be the same as the required width of the through lanes, based on roadway classification.
 - (ii) The minimum total deceleration lengths shall match the table below.

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Minimum Deceleration Lengths

Design Speed (mph)	Minimum Deceleration Length (ft)
30	160
40	275
50	425
60	605

Note: If grades exceed 3%, use the adjustment factors included in Table 3-2 in a *Policy on Geometric Design of Highways and Streets*.

- (i) Acceleration lanes are only required when indicated as needed by a traffic impact study. The design shall be as per the recommendation of the Director of Engineering.

4-104.405. *Marginal access and one-way streets.*

- a. *Classification and design of marginal access streets.* Marginal access streets may be utilized as an alternative to stripping off lots along existing or proposed collector or higher order streets. Marginal access streets shall be classified and designed to conform to the design standards and service restrictions of either residential access lanes or residential access streets as anticipated daily traffic may dictate.
 - (i) *Intersection spacing.* The minimum distance between intersections of the marginal access street with residential collectors shall be 300 feet. Minimum distances with higher order streets shall be determined by the Director of Engineering based upon the traffic characteristics of the higher order street.
 - (ii) *Distance between travelways.* A minimum distance of 30 feet shall be provided between the paved portion of the marginal access street and the paved portion of the higher order street. This area shall be used to provide a visual screen between the roadways by landscaping and/or use of a berm.
- b. *Utilization and design of one-way streets.* One-way streets may be permitted as loop streets or marginal access streets where there is need to separate the directions lanes to preserve natural features to avoid excessive grading for street construction on steep slopes. Pavement and curb transitions shall be designed and constructed in accordance with standards provided by the Director of Engineering.

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4-104.406. *Arrangement of dead-end streets.*

a. *Temporary stub streets.*

- (i) *Residential access lane and residential access street stub streets.* Residential access lane and access street stub streets may be permitted only within subsections of phased development for which the proposed street extension in its entirety has been approved as part of a preliminary plat.
- (ii) *Collector stub streets.* Stub streets may be permitted or required by the City on collector streets provided that the future extension of the street is deemed desirable by the City and conforms to the adopted major throughfare plan.
- (iii) *Temporary turnarounds.* All stub streets shall be provided with a turnaround compliant with the International Fire Code, as adopted by the City. No turnaround is required if the stub street provides access to four or less lots. Alternative turnarounds may be considered with approval of the Fire Marshal and the Planning Commission. A sign indicating a temporary dead-end street shall be posted.

b. *Permanent dead-end public ways.*

- (i) *General design standards.* Where a public way does not extend beyond the boundary of the subdivision and its continuation is not required by the planning commission for access to adjoining properties, its terminus shall be no closer than 150 feet from the boundary. However, the Planning Commission may require the reservation of an appropriate easement to accommodate drainage facilities, pedestrian traffic, or utilities.
- (ii) *Cul-de-sac requirements.* For more effective police and fire protection, permanent dead-end public ways shall be limited to 700 feet measured from the nearest intersection to the center of the cul-de-sac. No dead-end street shall provide access to more than 25 units.
- (iii) *Design of turnarounds.* Permanent dead-end streets shall terminate in a cul-de-sac matching the standard drawings included in Appendix B of these regulations. Alternative turnarounds may be considered with approval of the Planning Commission and Fire Marshal.

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4-104.407. *Railroads and limited access highways.* Railroad right-of-way and limited access highways, where so located as to affect the subdivision of adjoining lands, shall be treated as follows:

- a. In residential areas, a buffer strip at least 25 feet in depth in addition to the normally required depth of the lot may be required adjacent to the railroad right-of-way or limited access highway. This strip shall be part of the platted lots and shall be designated on the plat: "This strip is reserved for screening; the placement of structures hereon is prohibited."
- b. In commercial or industrial areas, the nearest public way extending parallel or approximately parallel to the railroad shall, wherever practicable, be at a sufficient distance therefrom to ensure suitable depth for commercial or industrial usage.
- c. Public ways parallel to a railroad, when intersecting a public way which crosses the railroad at grade, shall to the extent practicable, be at a distance of at least 150 feet from the railroad right-of-way. Such distance shall be determined with due consideration of the minimum distance required for future separation of grades by means of appropriate approach gradients.

4-104.408. *Bridges.* Bridges of primary benefit to the subdivider, as determined by the Planning Commission, shall be constructed at the full expense of the subdivider without reimbursement from the governing body. The sharing of expenses for the construction of bridges not of primary benefit to the subdivider, as determined by the Planning Commission, shall be fixed by special agreement between the governing body and the subdivider.

BE IT FURTHER RESOLVED

In case of conflict between this resolution or any part hereof, and the whole part of any existing resolution of the City, the conflicting resolution is repealed to the extent of the conflict but no further.

If any section, clause, or provision or portion of this resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, or provision or portion of this resolution.

This resolution shall take effect on the earliest date allowed by law.

PASSED:

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Luke Winchester, Chairman

ATTEST:

Planning Commission Secretary

APPROVED AS TO FORM:

Samantha A. Burnett, City Attorney