



MEMORANDUM

Date: June 20, 2024

To: Luke Winchester, Chairman
and Planning Commission

From: Shane Shamanur, PE
Director of Engineering

Re: Update to the Development Code Article IX -
Parking, Loading, and Access

OVERVIEW: The subject item is the proposed update to the Mt. Juliet Land Use Development Code to bring the specifications up to state standards, remove inconsistencies, and correct language on out-of-date texts. The updates are recommended to update Zoning Regulations Article IX.

BACKGROUND & ANALYSIS: The Mt. Juliet Land Use Development Code provides guidance on the parking requirements for private development and accessing the public right-of-way from private lots. The intent of this proposed revision is to update the parking regulations and bring the access management requirements up to the standards set forth in TDOT's Highway Systems Access Manual (HSAM).

It is recommended a new subsection be inserted following 9-101. This subsections shall be 9-102 *On-Street Parking* and all subsequent subsections in Article IX shall be renumbered. The subsection shall include the following:

"Section 9-102 On-Street Parking

9-102.1 *Parking on Existing Public Streets.* No person shall park their vehicle or trailer on a public street between the hours of 1AM to 5AM without approval of the Traffic Commission.

9-102.2 *Parking on Proposed Street.* No parking shall be permitted on any new street without approval from the Planning Commission. All new on-street parking shall be provided by designated spaces outside the travel lane.

9-102.3 *On-street parking design.* All on-street parking shall be provided by parallel parking spaces. These spaces shall be at least 22 feet long and 9 feet deep, including the width of the gutter. No perpendicular or angled parking shall be provided within the public right-of-way.

Sidewalks constructed next to on-street parking shall include an additional 2 feet of width to provide pedestrians with a clear path around car doors.

9-102.4 *Location of on-street parking.* No parking shall be provided on arterials, community collectors, or minor collectors. Parking along residential collectors shall be limited to areas serving community amenities. “

It is recommended that Section 9-106 is replaced with the following:

“9-106.1 *Traffic Impact Studies.* All development deriving access from the public right-of-way shall submit a traffic study up to the standards published by Public Works and Engineering.

9-106.2 *Access Control.* Individual parcels shall access the public right of-way based on the criteria set forth in the Tennessee Department of Transportation’s (TDOT) Highway Systems Access Manual (HSAM) to the greatest extent possible. The HSAM includes requirements on the following:

1. Number of driveways
2. Driveway spacing
3. Median opening spacing
4. Corner clearance
5. Edge clearance
6. Driveway throat length
7. Driveway width
8. Radius of curvature

9-106.3 *Deviations:* It may not be possible to meet the requirements outlined in the HSAM for every parcel. Developments shall conform to the requirements to the greatest extent possible. Mitigation may be required, at the discretion of the Planning Commission, for requirements that are not met. Mitigation may include, but is not limited to, restricted access driveways, shared driveways, and frontage roads.

9-106.4 *Shared Driveways and Interparcel Connections.*

1. Shared driveways. Wherever feasible, the City may require the development to establish shared use driveways to serve two or more properties. If the incoming development abuts a property with an existing shared driveway, vehicular access shall be derived from the existing shared driveway. If the proposed development abuts an undeveloped property, the vehicular circulation shall be designed to allow the adjacent property to connect if development occurs.
2. Cross access corridors. The Planning Commission, in conjunction with the City Engineer, shall be authorized to designate cross access corridors on properties adjacent to arterials and collectors. All development within the affected area shall be designed to provide for mutual coordinated parking, access, and circulation systems.
3. Recording access easements. Whenever shared driveways or cross access corridors are provided in accordance with the provisions in this section, no development shall be approved unless such plan grants an easement for cross access to and from the abutting properties. Such designation shall be referenced on all plats of subdivision for any affected property or recorded by instrument.
4. Closing interim driveways. Whenever a permanent shared driveway and/or cross access corridor is constructed as required by the provisions of this section, all preceding temporary or interim driveways shall be closed and eliminated. The owner(s) of all properties which involve the use of a permanent shared driveway and/or cross access corridor shall enter into a written agreement

with the City to be recorded in the public records of the County and running with the land that existing temporary and/or interim driveways shall be closed and eliminated following the construction of both sides of a joint access driveway and/or cross access corridor.

9-106.5 *Turn Lanes*. The installation of turn lanes can increase the safety of roadways. However, turn lanes can have a negative impact vulnerable users such as bicycles and pedestrians. Turn lanes shall be installed only if the warrants included in the HSAM are met and with the approval of the Planning Commission.

9-106.6 *Sight Distance*. All new access points shall be designed to exceed AASHTO standard for intersection sight distance, as defined in the Subdivision Regulations Section 4-104. “

RECOMMENDATION: Staff recommends forwarding this item to the Board of Commissioners with a positive recommendation.