



MEMORANDUM

Date: May 21, 2026

To: Luke Winchester, Chairman
and Planning Commission

From: Shane Shamanur, PE
Director of Engineering

Re: Amendment to the Land Development Code,
Subdivision Regulations, Article IV

OVERVIEW: Article IV of the subdivision regulations sets the standards for the infrastructure required for new subdivisions within the City of Mt. Juliet and its urban growth boundary. The proposed amendments to the subdivision regulations are intended to reduce the ongoing maintenance costs for infrastructure, reduce vehicle speeds, and improve safety.

BACKGROUND & ANALYSIS: The Mt. Juliet Land Development Code provides guidance on the design of streets and driveways within the City of Mt. Juliet. The City Manager's office has requested the standards for streets and pedestrian ways be amended to reduce the financial burden on the City and make incoming developments safer. Some text edits are also proposed to improve clarity.

SUMMARY: Below is a summary of the proposed amendments to Article IV of the Subdivision Regulations:

Sec 4-103. – Streets and Pedestrian Ways

Section 4-103.101 *Sidewalks along new streets:* The exemption for industrial streets has been removed.

Section 4-103.102 *Sidewalks along existing streets:* Additional language has been added that requires incoming subdivisions to bring existing sidewalk along the frontage into compliance with the ADA, as needed.

Section 4-103.103 *Location of sidewalks:* Text has been removed to eliminate references to grass strips.

Section 4-103.104 *Alternative pedestrian ways:* Text has been removed to eliminate references to variable lot residential districts, which are no longer permitted.

Section 4-103.401 *Undeveloped property:* Text has been removed to eliminate references to Tables 4-104.4 tables 1 and 2, which were modified in 2025. These references are no

longer accurate. Additionally, references to the Comprehensive Transportation Plan were added next to the major thoroughfare plan, as both are applicable.

Section 4-103.401 *Required improvements or dedications*: The reference to the Director of Public Works has been changed to Director of Engineering.

Section 4-103.208 *Street name, regulatory and warning signs*: The references to the Department of Public Works and Director of Public Works were replaced with Department of Engineering and Director of Engineering, respectively.

Sec 4-104. – Functional design criteria

Section 4-104.1 *Purpose*: The text has been edited including changes to bullet 1, to affirm that roads shall be safe for all road users, and bullet 6, to affirm the commitment to reducing the financial burden of roadways on the City.

Section 4-104.202 *Existing streets*: A reference to the Comprehensive Transportation Plan was added next to the major thoroughfare plan, as both are applicable.

Section 4-104.3 *Residential street design criteria and service restrictions*: The section has been renamed to eliminate references to residential, as this section covers all streets. Unneeded text has been removed.

Section 4-104.301 *Residential access lane*: Bullet d has been added and states that lots may utilize front loading garages on access lanes only.

Section 4-104.302 *Residential access street*: Bullet c was modified to allow connection to streets of equal classification to count toward the minimum number of intersections. Bullet d was added stating lots shall be configured to discourage backing directly into the street and that front loaded garages are not permitted.

Section 4-104.303 *Residential Collector*: Bullet b was edited to reference a table instead of a chart.

Section 4-104.401 *Rights-of-way and pavement width*: Subsection a-(i) was revised to remove a reference to variable lot size residential developments, which are no longer permitted.

The minimum right-of-way in Subsection a-(iii) was increased from 30 feet to 50 feet. A reference to street trees or planting strips was also removed. Cut and fill slopes were also removed.

Table 1, which outlines the standard cross section, is updated to lower speeds and decrease maintenance costs. The changes to cross sections are as follows:

- Access street:
 - The cross section now matches the access lane.
 - The only remaining difference is the prohibition on front loading garages.
- Residential collector:
 - The bicycle lane was removed from the street. The equivalent width (4 feet) was added to the sidewalk to create a 10 foot wide shared-use path.
 - The design speed was lowered from 35 mph to 30 mph.
- Minor collector:
 - The travel lanes were reduced from 12 feet to 11 feet. The center turn lane shall remain 12 feet.
 - The grass strip between the back of curb and front of sidewalk was removed.
 - The width of the sidewalk was increased from 6 feet to 8 feet to provide a furniture zone.
 - The total right-of-way was reduced from 75 feet to 65 feet.
 - The design speed was reduced from 35 mph to 30 mph.
- Community Collector:
 - The travel lanes were reduced from 12 feet to 11 feet.
 - A 2 foot buffer was added between the outer travel lane and the bicycle lane.
 - The median was changed from landscaping to hardscaping such as concrete.
 - The grass strip between the back of curb and the front of the sidewalk was removed.
 - The sidewalk was widened from 6 feet to 8 feet to provide a furniture zone.
 - The total right-of-way was reduced from 110 feet to 96 feet.
 - The design speed was lowered from 40 mph to 35 mph.
- Arterial:
 - The travel lanes were reduced from 12 feet to 11 feet.
 - The median was changed from landscaping to hardscaping such as concrete.
 - The width of the median was reduced from 27 feet to 17 feet.
 - A 3 foot buffer was added between the outer travel lane and the bicycle lane.
 - The grass strip between the back of curb and front of sidewalk was removed.
 - The sidewalk was widened from 6 feet to 8 feet to provide a furniture zone.
 - The total right-of-way was reduced from 125 feet to 100 feet.

Section 4-104.403 *Intersections*: Bullet b was updated to adopt the HSAM as the City standard for unsignalized intersection spacing. The spacing of local streets remains 150 feet.

Bullet c was revised to correct the footer of the table. The word spacing was corrected to radius and the City Engineer was corrected to the Director of Engineering.

Bullet e was removed, as grades through intersections are addressed in previous sections.

Bullet h has been updated to mandate horizontal traffic calming on residential collectors at all intersections with streets classified as access street or higher. The Planning Commission may waive the requirement if the development is laid out in a manner that will prevent speeding.

Section 4-104.405 *Marginal access and one-way streets*: Multiple references to the Director of Public Works were corrected to Director of Engineering.

Section 4-104.406 *Arrangement of dead-end streets*: Subsection a-(iii) has been edited to bring all cul-de-sacs into compliance with the International Fire Code.

RECOMMENDATION: Staff recommends approving the amendments to the subdivision regulations.