

ORDINANCE 2025-

AN ORDINANCE TO AMEND THE CITY OF MT. JULIET LAND DEVELOPMENT CODE, PART A, SUBDIVISION REGULATIONS, ARTICLE IV. REQUIREMENTS FOR IMPROVEMENTS, RESERVATIONS, AND DESIGNS

WHEREAS, the Board of Commissioners of the City of Mt. Juliet desires to amend the City of Mt. Juliet Land Development Code, Part A, Subdivision Regulations, Article IV. Requirements for Improvements, Reservations, and Designs; and

WHEREAS, the amendments to Article IV will amend and update the City of Mt. Juliet Subdivision Regulations to ensure it remains consistent with current state standards, eliminates internal inconsistencies, and reflects accurate, up-to-date language for clarity and enforceability; and

WHEREAS, the proposed amendments to the City of Mt. Juliet Subdivision Regulations are intended to support consistent application of the code and improve its effectiveness; and

WHEREAS, the following Sections of Article IV of the Subdivision Regulations are desired to be amended as follows:

ARTICLE	SECTION	SECTION TITLE
Article IV	Section 4-102	Lot requirements
Article IV	Section 4-103	Streets and pedestrian ways
Article IV	Section 4-104	Functional design criteria

;and

WHEREAS, the specific amendments desired to be made to Article IV of the Subdivision Regulations are exhibited in redline form in the attached document; and

WHEREAS, the desired amendments to the Subdivision Regulations were considered and positively recommended by the City of Mt. Juliet Planning Commission on April 17, 2025.

NOW, THEREFORE, BE IT ORDAINED by the City of Mt. Juliet Board of Commissioners, the Subdivision Regulations of the City of Mt. Juliet Land Development Code is amended as follows:

Section 1. Subdivision Regulations, Article IV, Section 4-102 Lot requirements, Subsection 4-102.503, is amended to read in its entirety as follows:

Minimum clearance. The corner clearance is defined as the distance between the property frontage along the major road and the tangent face of a driveway accessing the minor roadway. The edge clearance is defined as the distance

between the frontage boundary and the tangent edge of the driveway. The minimum corner or edge clearance, regardless of roadway classification, shall adhere to the guidance within the Tennessee Department of Transportation's Highway System Access Manual, including all subsequent amendments and/or revisions.

Section 2. Subdivision Regulations, Article IV, Section 4-103 Streets and pedestrian ways, Subsection 4-103.101, is amended to read in its entirety as follows:

Sidewalks along new streets. Sidewalks shall be required along all streets constructed in all subdivisions except those proposed for industrial use

Section 3. Subdivision Regulations, Article IV, Section 4-103 Streets and pedestrian ways, Subsection 4-103.102, is amended to read in its entirety as follows:

Sidewalks along existing streets. Sidewalk shall be provided on any existing street along the frontage of the subdivision. Additional sidewalk may be required, at the discretion of the Director of Engineering, to eliminate gaps in the pedestrian network.

Section 4. Subdivision Regulations, Article IV, Section 4-103 Streets and pedestrian ways, Subsection 4-103.103, is amended to read in its entirety as follows:

Location of sidewalks. Sidewalks shall be required along both sides of all streets. 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 nontrafficway portion of the right-of-way of all public ways. Concrete curbs are required for all public ways where sidewalks is present. A median strip of grassed or landscaped area shall separate the sidewalks from the adjacent curb, unless otherwise noted by the Director of Engineering. 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.

Section 5. Subdivision Regulations, Article IV, Section 4-103 Streets and pedestrian ways, Subsection 4-103.104 Sidewalk width, is removed in its entirety.

Section 6. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-103.105 Alternative pedestrian ways, is renumbered to subsection 4-103.104.

Section 7. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-103.106 Pedestrian accesses, is renumbered to subsection 4-103.105.

Section 8. Subdivision Regulations, Article IV, Section 4-103 Streets and pedestrian ways, Subsection 4-103.206, is amended to read in its entirety as follows:

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 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.

Section 9. Subdivision Regulations, Article IV, Section 4-103 Streets and pedestrian ways, Subsection 4-103.3, is amended to read in its entirety as follows:

Private streets. No property shall be subdivided which does not obtain access from a public way, street or road. Private streets may be permitted within a subdivision with the approval of the Planning Commission and the Board of Commissioners. Private streets shall be 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.

Section 10. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.201, is amended to read in its entirety as follows:

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.

Section 11. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.203, is amended to read in its entirety as follows:

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 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

Section 12. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.301, is amended to read in its entirety as follows:

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

Section 13. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.302, is amended to read in its entirety as follows:

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 higher classification in the street hierarchy. For residential access streets with less than 500 ADT, one access intersection to a street of higher order is allowed.

Section 14. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.303, is amended to read in its entirety as follows:

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 chart. 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.

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%

Section 15. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.304, is amended to read in its entirety as follows:

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.

Section 16. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.305, is added and is to read in its entirety as follows:

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.

Section 17. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.306, is added and is to read in its entirety as follows:

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.

Section 18. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.401, is amended to read in its entirety as follows:

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 or a variable lot size residential 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 30 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.

Street trees or other planting strips.

Turning lanes.

Cut or fill slopes (the right-of-way shall extend five feet beyond the crest or toe of these slopes).

Table 1. General Design Standards for Streets

<u>Standard</u>	<u>Access Lane</u>	<u>Access Street</u>	<u>Residential Collector</u>	<u>Minor Collector</u>	<u>Community Collector</u>	<u>Arterial</u>
<u>Design Speed</u>	<u>25 mph</u>	<u>30 mph</u>	<u>35 mph</u>	<u>35 mph</u>	<u>40 mph</u>	<u>45 mph</u>
<u>ROW Width</u>	<u>50'</u>	<u>55'</u>	<u>65'</u>	<u>75'</u>	<u>110'</u>	<u>125'</u>
<u>Pavement Width</u>	<u>22'</u>	<u>24'</u>	<u>24'</u>	<u>36'</u>	<u>52'</u>	<u>52'</u>
<u>Landscaped Median</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>0'</u>	<u>16'</u>	<u>27'</u>
<u>Bicycle Lane Width</u>	<u>0'</u>	<u>0'</u>	<u>4'</u>	<u>4'</u>	<u>4'</u>	<u>4'</u>
<u>Grass Strip</u>	<u>6'</u>	<u>6'</u>	<u>6'</u>	<u>6'</u>	<u>6'</u>	<u>6'</u>
<u>Sidewalk Width</u>	<u>5'</u>	<u>5'</u>	<u>6'</u>	<u>6'</u>	<u>6'</u>	<u>6'</u>
<u>Outer Buffer</u>	<u>0.5'</u>	<u>2'</u>	<u>2'</u>	<u>1'</u>	<u>2'</u>	<u>2'</u>

<u>Maximum Grade</u>	<u>10%</u>	<u>10%</u>	<u>7%</u>	<u>7%</u>	<u>7%</u>	<u>5%</u>
<u>Minimum Grade</u>	<u>1%</u>	<u>1%</u>	<u>1%</u>	<u>1%</u>	<u>1%</u>	<u>1%</u>
<u>Max. Grade at Intersections</u>	<u>5% (within 50')</u>	<u>5% (within 50')</u>	<u>3% (within 75')</u>	<u>3% (within 75')</u>	<u>3% (within 100')</u>	<u>3% (within 100')</u>
<u>Maximum Superelevation</u>	<u>0.08</u>					
<u>Horizontal Curvature</u>	<u>Curvature shall be designed per AASHTO standards based on speed and slopes.</u>					

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).

Section 19. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsection 4-104.402, is retitled and amended to read in its entirety as follows:

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

Section 20. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-104.402 Intersections, is renumbered to subsection 4-104.403 and amended to read in its entirety as follows:

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. Centerline off-sets of less than 150 feet between T-type intersections within public ways shall not be permitted, except where the intersected public ways have separated dual drives without median breaks at either intersection. Where public ways intersect arterial or collector routes, the alignment of such streets shall be continuous. Intersections of arterial or community collector streets shall be at least 800 feet apart.
- 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 spacing shall be determined by the City Engineer 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. Intersections shall be designed with a flat grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided having not greater than a two-percent grade for a distance of 60 feet, measured from the nearest right-of-way line of the intersecting public way.
- f. The cross-slope on all public ways, including intersections, shall be three percent or less.
- g. 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 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
<i>Left-Turn sight distance is measured looking right. Right-turn sight distance is measured looking left.</i>						

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

- h. Intersections, at the discretion of the Director of Engineering, shall be configured to dissuade speeding. Horizontal deflection speed reduction measures, such as roundabouts or median islands, shall be proposed instead of vertical deflection devices.

Section 21. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-104.403 Acceleration and deceleration lanes, is renumbered to subsection 4-104.404 and amended to read in its entirety as follows:

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.

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*.

- (iii) 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.

Section 22. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-104.404 Marginal access and one-way streets, is renumbered to subsection 4-104.405.

Section 23. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-104.405 Arrangement of dead-end streets, is renumbered to subsection 4-104.406 and amended to read in its entirety as follows:

Arrangement of dead-end streets.

a. *Temporary stub streets.*

- (i) *Residential access lane and residential access street stub streets.* Residential access lanes 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 paved to an outside radius of 35 feet. No turnaround is required if the stub street provides access to four or less lots or housing units. In the latter case, a sign indicating a 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 design standards included in these regulations. Alternative turnarounds may be considered with approval of the Planning Commission and Fire Marshal.

Section 24. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-104.406 Railroads and limited access highways, is renumbered to subsection 4-104.407.

Section 25. Subdivision Regulations, Article IV, Section 4-104 Functional design criteria, Subsections 4-104.407 Bridges, is renumbered to subsection 4-104.408.

BE IT FURTHER ORDAINED

Section 26. In case of conflict between this ordinance or any part hereof, and the whole part of any existing ordinance of the City, the conflicting ordinance is repealed to the extent of the conflict but no further.

Section 27. If any section, clause, or provision or portion of this ordinance 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 ordinance.

Section 28. This ordinance shall take effect on the earliest date allowed by law.

PASSED:

FIRST READING:

SECOND READING:

James Maness, Mayor

Kenny Martin, City Manager

ATTEST:

Sheila S. Lockett, MMC City Recorder

APPROVED AS TO FORM:

Samantha A. Burnett, City Attorney