



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**FREDDIE O'CONNELL
MAYOR**

**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE**

MEMORANDUM

TO: Metropolitan Traffic and Parking Commission

FROM: J. Andrew Smith, Engineer 2
Nashville Department of Transportation

DATE: October 13, 2025

SUBJECT: October 20, 2025, Traffic and Parking Commission Agenda Analysis

PURPOSE:

Provide an overview of all items on the upcoming Metropolitan Traffic and Parking Commission agenda to ensure that commission members have the information necessary for discussion and action prior to the commission meeting.

Commissioners are encouraged to contact Nashville Department of Transportation (NDOT) staff prior to the meeting with any questions.

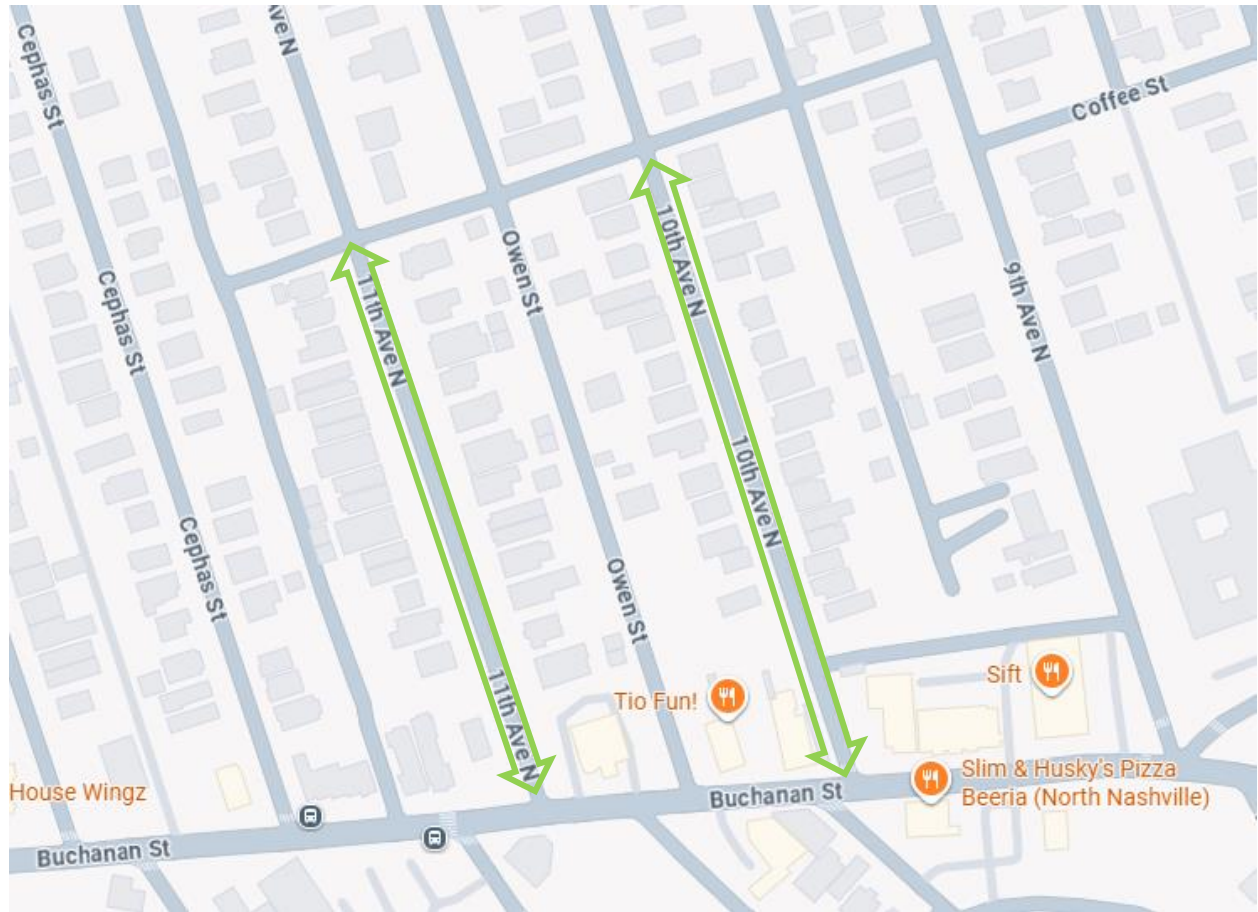
STAFF ANALYSIS:

Consent Agenda

5.1 CD 21 Authorization for new Residential Permit Parking on 10 th Ave N and 11 th Ave N between Coffee St and Buchanan St, effective 7PM—7AM / 7 days, requested by CM Taylor.
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Recommendation: Approval of new Residential Permit Parking for 10th Ave N and 11th Ave N between Coffee St and Buchanan St, effective 7PM—7AM/7 days.

Analysis: Residential Permit Parking on 10th Ave N and 11th Ave N is requested sans petition for approval by the Commission due to quality-of-life issues for the residents due to active nightlife from nearby nighttime businesses.



Regular Agenda

6.1 Consideration of draft Metro Council Bill regarding the proposed NDOT Access Management Manual, requested by NDOT.
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Recommendation: Approval of NDOT Access Management Manual and favorable recommendation of draft Metro Council ordinance to implement the Access Management Manual.

Analysis: Please refer to the PowerPoint presentation at the end of this staff report. The Access Management Manual is provided as a pdf separately from this report.

Recommendation: NDOT recommends against approving the text of BL2025-956 but does recommend in favor of the language in the proposed substitute ordinance.

Analysis: Metro Charter Section 11.905 gives the Traffic & Parking Commission the authority to review proposed ordinances.

Where a proposed ordinance affects traffic control or the use of streets by traffic and is not accompanied at introduction by a favorable recommendation of the traffic and parking commission, a copy thereof shall be promptly delivered by the metropolitan clerk to the commission and the same shall not be passed on second reading until the recommendation of said commission with respect to the proposal has been received, or thirty (30) days have elapsed without such recommendation. No ordinance which affects traffic control or the use of streets by traffic and which has been disapproved by the commission shall be finally passed or become effective unless it shall have been adopted by a two-thirds ($\frac{2}{3}$) majority of the whole membership of the metropolitan council and also then be approved by the metropolitan mayor with a three-fourths majority of the whole membership of the metropolitan council required to override a veto.

BL2025-956, an ordinance to amend Chapter 12.40 of the Metropolitan Code of Laws regarding restrictions for street and alley parking, was referred to the T&P Commission by the Metropolitan Clerk's office on September 2, 2025, and is set for consideration by Metro Council at the October 21 meeting.

The purpose of the ordinance is to establish parking restrictions for various truck vehicles with specific gross vehicle weight ratings. NDOT recognizes that enforcement of these changes would be very difficult because enforcement officers would be unable to distinguish with certainty the GVWR of various vehicles parked on public streets for the purposes of traffic and parking enforcement.

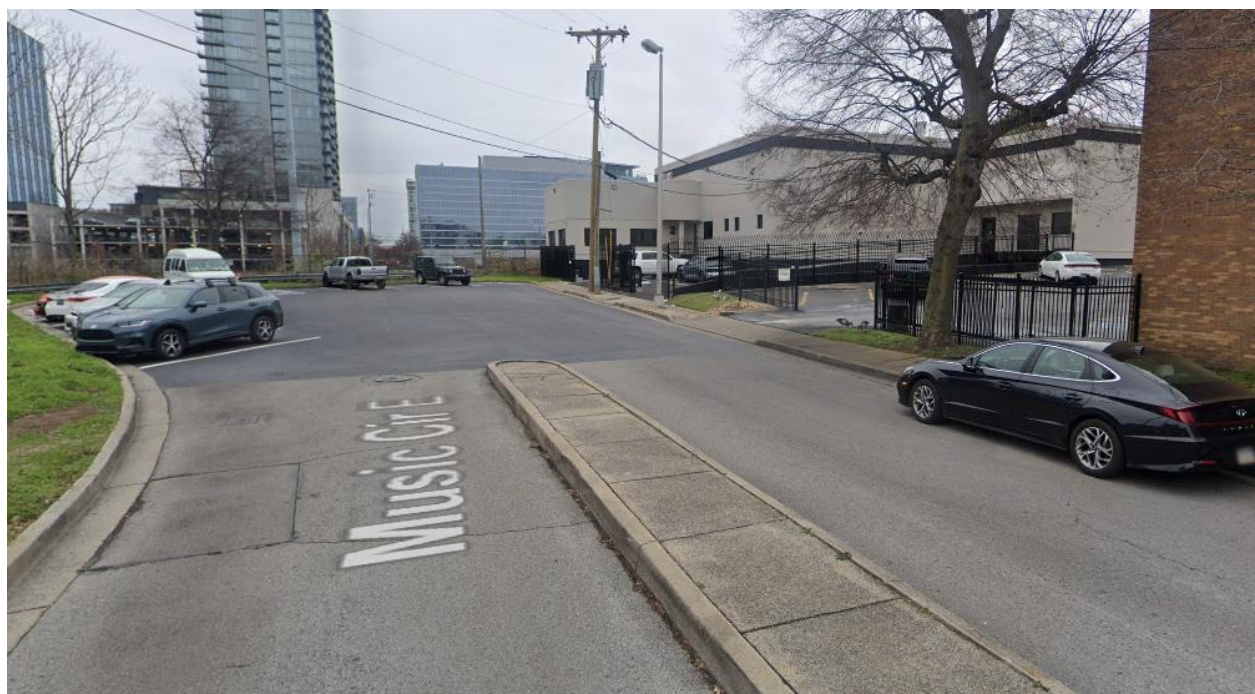
NDOT is working on language for a substitute ordinance which can be timely filed by October 17 for consideration at the October 21 Council meeting. The text of the substitute ordinance will be provided separately prior to the October meeting.

Recommendation: This is a presentation only. There is no vote on this item.

Analysis: N/A.

Recommendation: Approval of new pay parking spaces on Music Circle E between Division St and the terminus of Music Circle E.

Analysis: NDOT proposes to expand the inventory of public pay parking spaces in the Music Row area to include this end of Music Circle E. The terminus of this road was recently resurfaced and restriped to better meet the parking needs of the community in the past year or year and a half.

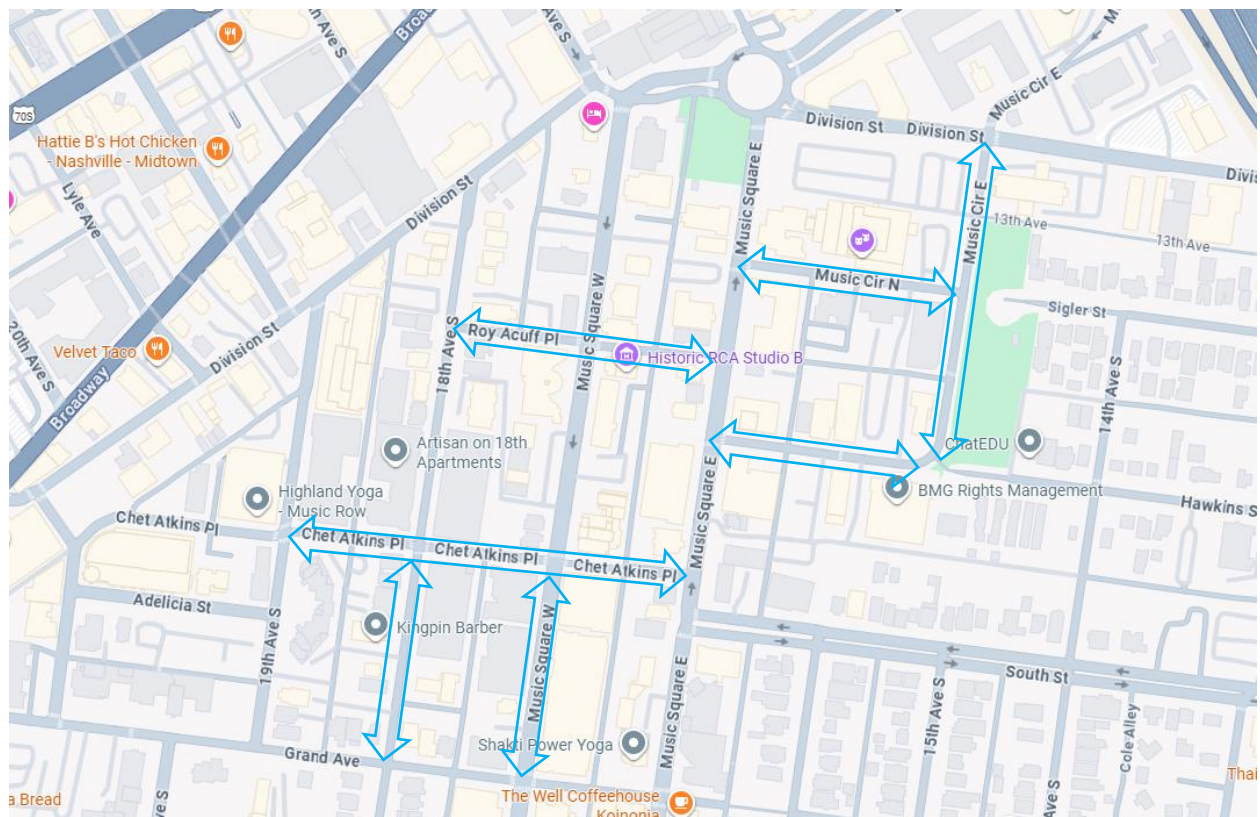


Unfinished Business

- | | |
|-------|--|
| 7.1 | CD17: Approval of new pay parking spaces in Music Row, requested by NDOT— |
| 7.1.1 | Chet Atkins PI from Music Sq E to 19 th Ave S, for approximately 37 spaces; |
| 7.1.2 | 18 th Ave S from Chet Atkins PI to Grand Ave, for approximately 15 spaces; |
| 7.1.3 | Music Sq W from Chet Atkins PI to Grand Ave, for approximately 14 spaces; |
| 7.1.4 | Music Circle N from Music Sq E to Music Circle E, for approximately 30 spaces; |
| 7.1.5 | Music Circle S from Music Sq E to Music Circle E, for approximately 20 spaces; |
| 7.1.6 | Music Circle E from Music Circle S to Division St, for approximately 37 spaces; and |
| 7.1.7 | Roy Acuff PI from Music Sq E to 18 th Ave S, for approximately 56 spaces. |

Recommendation: Approval of new Music Row pay parking spaces as described.

Analysis: This request was deferred from the last meeting. NDOT requests approval to expand the inventory of on-street pay parking spaces in the Music Row neighborhood. Existing land use is primarily a mixture of commercial, retail, and multifamily residential. Many of these spaces proposed for pay parking are an extension of existing pay parking within this neighborhood.





South view of proposed expansion of pay parking on Music Sq W at Chet Atkins.



Nashville Access Management Manual Project Update

Traffic & Parking Commission Presentation
October 20th, 2025



Presenters



➤ Melisa Hayes, PE

- *Melisa Hayes graduated from Boise State University with a B.S. and M.S. in Civil Engineering in 2020 and 2021, respectively. Melisa is a Transportation Engineer with three years of experience at Nashville DOT working with the development review team. Melisa served as the project manager to update the Traffic Impact Study Guideline to include multimodal analysis to integrate sustainability ideology and more recently has begun a project to create an Access Management Manual for the city. She is passionate about sustainability as well as policymaking and hopes to use her passions to make a positive impact in the community.*



➤ Meredith King, EIT

- *Meredith King graduated from the University of Tennessee with a B.S. and M.S. in Civil Engineering in 2022 and 2023, respectively. Meredith joined Arcadis as a Transportation Engineer in July 2023. She has worked closely with the Nashville Department of Transportation and Multimodal Infrastructure to develop an Access Management Manual for Davidson County. Meredith has experience working in traffic design and analysis, traffic engineering review, policy development, and project management.*

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Agenda

- **Introduction**
 - Project Overview
- **Manual**
 - Content Summary
 - Key Changes to Access Requirements
- **Proposed Code Changes**
 - Code Changes
- **Next Steps**

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Stakeholder Involvement

➤ Internal Stakeholders

- NDOT
- Planning
- Vision Zero
- WeGo
- Codes
- Water Services
- Legal
- TDOT
- Arcadis (Consultant for NDOT)

External Stakeholders

- Urban Land Institute (ULI)
- National Association for Industrial and Office Parks (NAIOP)
- Tennessee Section Institute of Traffic Engineers (TSITE)
- NDOT's Quarterly Engineers & Architects Meeting (local engineer firms, architects, and developers)
- Transportation & Infrastructure Committee Meeting - June 2025

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What is Access Management?

Definition

Access management is the coordinated planning, regulation, and design of access between roadways and land development.

Benefits



Reduce conflicts



Increase roadway capacity



Reduce travel time and delay



Increase property values

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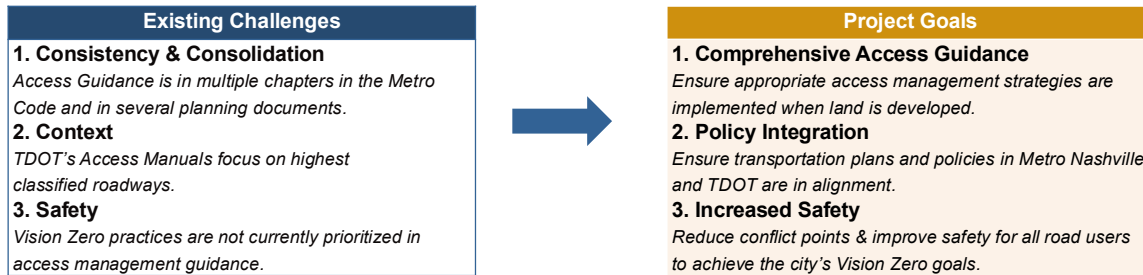
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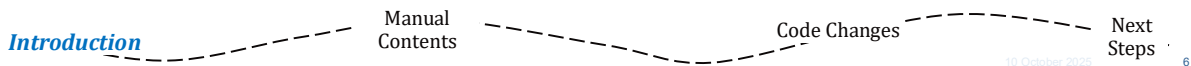
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Access Management Challenges & Goals



[*Vision Zero Action Plan, Strategy 2, Action Item A-2f:](#)
Adopt a context-sensitive Access Management Policy



Access Management Manual Summary

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Access Regulations Summary

1. Introduction

2. Access Design

- 2.1 NDOT Engineer Specs
- 2.2 Access Types
- 2.3 Medians & Auxiliary Lanes
- 2.4 Driveway Geometrics

3. Access Location

- 3.1 Principles
- 3.2 Standards

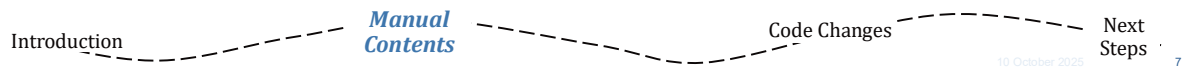
4. Multimodal & Downtown Regulations

- 4.1 Bicycle Infrastructure
- 4.2 Pedestrian Infrastructure
- 4.3 Transit Infrastructure
- 4.4 Downtown Guidance

5. Administration & Implementation

- 5.1 Driveway Permitting
- 5.2 Waiver Form

Appendix – Access Waiver Form



Access Management Best Practices and Peer Review

Peer Departments & Cities:



Industry Best Practices:

- TRB *Access Management Manual* (2014)
- FHWA *Manual on Uniform Traffic Control Devices for Streets and Highways* (2023)
- AASHTO *A Policy on Geometric Design of Highways and Streets* (2018)
- TRB *Highway Capacity Manual* (2016)
- Various NCHRP reports

Also reviewed:

- Existing Metro policies and plans
- TDOT policies
- Knoxville and Murfreesboro Municipal Code



Updated Standards

Access Management Manual Summary

Spacing Standard Changes

Existing Spacing Standards:

Street Type	Access-to-Access	Access-to-Intersection (SF/2F home)	Access-to-Intersection (Non-SF/2F)	Access-to-Interchange Ramp
Local	25'/30'	15'	50'	250'
Collector	25'/30'	50'	100'	250'
Arterial	25'/30'	N/A	185'	250'



Proposed Access to Access Spacing:

Non-single/two family developments

Street Classification	Access Type	
	Full Access	Restricted Access
Arterial Boulevard	SSD*	100'
Collector Avenue	100'	30'
Local Street	75'	30'

*Stopping Sight Distance (SSD) based on AASHTO Regulations

Single/two family lots

Street Classification	Minimum Spacing (ft)
Arterial Boulevard	30'
Collector Avenue	30'
Local Street	25'

*Access to SF/2F residences shall not be placed on arterials where an alternative access location is available.

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Spacing Standard Changes

Existing Spacing Standards:

Street Type	Access-to-Access	Access-to-Intersection (SF/2F home)	Access-to-Intersection (Non-SF/2F)	Access-to-Interchange Ramp
Local	25'/30'	15'	50'	250'
Collector	25'/30'	50'	100'	250'
Arterial	25'/30'	N/A	185'	250'



Proposed Access to Access Spacing:

Non-single/two family developments

Street Classification	Access Type	
	Full Access	Restricted Access
Arterial Boulevard	SSD*	100'
Collector Avenue	100'	30'
Local Street	75'	30'

*Stopping Sight Distance (SSD) based on AASHTO Regulations

Single/two family lots

Street Classification	Minimum Spacing (ft)
Arterial Boulevard	30**
Collector Avenue	30'
Local Street	25'

**Access to SF/2F residences shall not be placed on arterials where an alternative access location is available.

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Access Management Manual Summary

Spacing Standard Changes

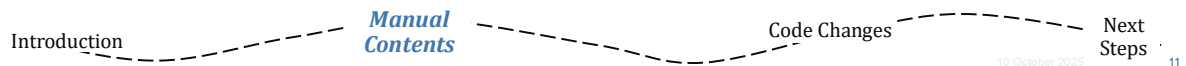
Existing Spacing Standards:

Street Type	Access-to-Access	Access-to-Intersection (SF/2F home)	Access-to-Intersection (Non-SF/2F)	Access-to-Interchange Ramp
Local	25'/30'	15'	50'	250'
Collector	25'/30'	50'	100'	250'
Arterial	25'/30'	N/A	185'	250'



Proposed Access to Intersection Spacing: *Single/two family lots*

Classification of Road to be Accessed by Driveway	Minimum Corner Clearance
Local	15'
Collector Avenue	50'
Arterial Boulevard	185'



Access Management Manual Summary

Spacing Standard Changes

Existing Spacing Standards:

Street Type	Access-to-Access	Access-to-Intersection (SF/2F home)	Access-to-Intersection (Non-SF/2F)	Access-to-Interchange Ramp
Local	25'/30'	15'	50'	250'
Collector	25'/30'	50'	100'	250'
Arterial	25'/30'	N/A	185'	250'



Proposed Access to Intersection Spacing:

Non-single/two family developments

Classification of Cross Street	Classification of Mainline (Road to be Accessed by DW)		
	Arterial-Boulevard	Collector-Avenue	Local Street
Arterial Parkway	200'	150'	100'
Arterial Boulevard	200'	150'	100'
Collector Avenue	150'	100'	50'
Local Street	100'	50'	50'

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Spacing Standard Changes

Existing Spacing Standards:

Street Type	Access-to-Access	Access-to-Intersection (SF/2F home)	Access-to-Intersection (Non-SF/2F)	Access-to-Interchange Ramp
Local	25'/30'	15'	50'	250'
Collector	25'/30'	50'	100'	250'
Arterial	25'/30'	N/A	185'	250'

Proposed Access to Interchange Spacing:

Dimension	Minimum	Desired
Driveway to Off-Ramp	250'	590'
Driveway to On-Ramp	250'	1,100'

↑
 TDOT's standards

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Multimodal Considerations

Avoid Access
near Bus Stops

Avoid Access on
Transit Priority
Corridors

Prioritize access
on Alleys &
Local Streets

Downtown Garage Design

Caution Car
Coming Electronic
Signage

Audible Alarms

Convex Mirrors



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Access Waiver Form

- **Development Summary**
 - Access point review
 - Trip Generation
- **Multimodal Review**
 - Existing or proposed bicycle, pedestrian, transit facilities
- **Safety Review**
 - Crashes along property frontage(s) to nearest intersection
- **Comparison of Access Requirement and Proposed Access**
- **Narrative for not meeting the requirements**
- **Supporting documents** (site plan, high injury network map, MCSP map, etc)
- **NDOT Reviewer Response page**

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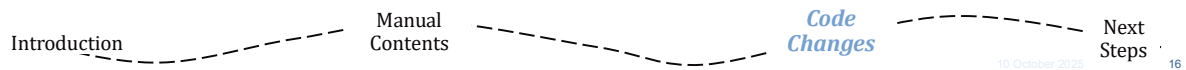
Effected Chapters:

13: Streets, Sidewalks, and Public Places

17: Zoning

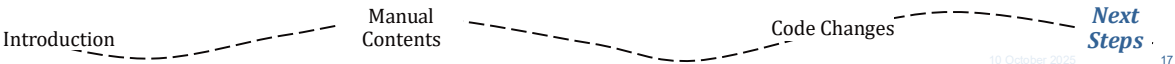
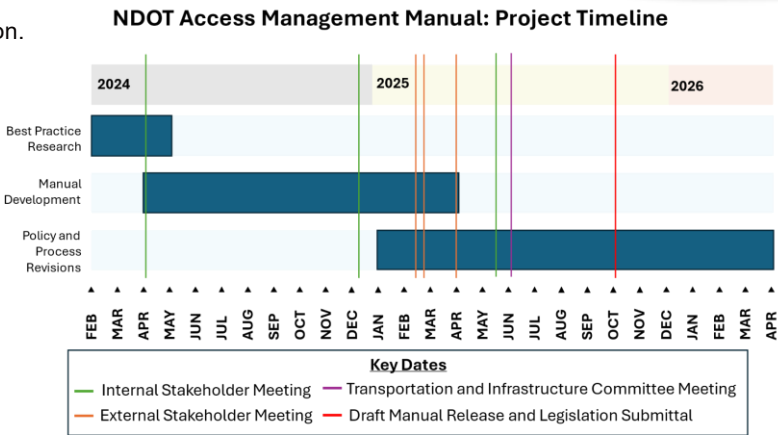
Proposed Changes:

- Strike everything that is addressed in the manual, keep the rest.
- Place an authorizing statement in 13 & 17 for the access manual being used as requirements.
- Place statement about the access waiver process.
- Place statement about appeals to NDOT's decision on access waiver form.
 - Applicant may appeal a denial by applying to T&P and must include the access waiver form fully filled out with NDOT's response page signed.



Next Steps

Await bill approval for implementation.



Project Webpage

Thank you for listening & learning!
Any questions, comments, or feedback?

Stay up to date with all Access Management
Manual updates on the project webpage
located on [Nashville.gov](https://www.nashville.gov):

For any questions, contact Melisa:
melisa.hayes@nashville.gov

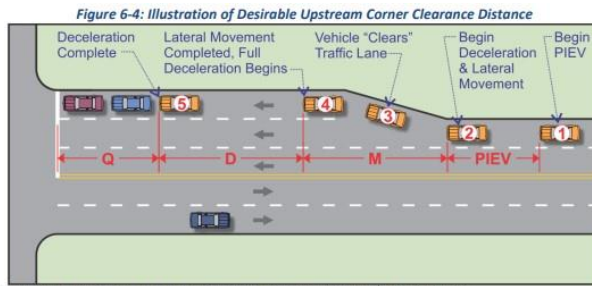


Driveway Spacing: Peer Guidance

Minimum Spacing between Adjacent Driveways								
	TDOT HSAM	PA of NY/NJ	Charlotte	Evansville	FDOT	Fort Worth	Murfreesboro	Knoxville
Local	330' OR local guidance	85' – 360'	20'-50'	185 – 435'	125'	75'	25'	Adjacent driveways must be separated by the width of the wider driveway.
Collector	330' - 660'	115' – 1,340'			245' – 660'	100'	50'	
Arterial	330' - 1,320'				440' – 1,320'	100' – 300'	100'	

- TDOT: Spacing values depend on context (rural, urban, suburban, etc), full vs restricted access, and traversable vs nontraversable roadway medians.
- PA of NY/NJ: Driveway spacing is dependent on the roadway speed and functional classification and is separated into two tiers: desirable and minimum spacing. For arterials and collectors, desirable spacing is the sum of the perception/reaction distance, maneuver distance, deceleration distance, and queue distance. The minimum spacing is based on the AASHTO stopping sight distance. For local roads, the desirable driveway spacing is based on sight distance, while the minimum spacing is based on a study performed by NJDOT on right-turn conflict overlaps.
- Charlotte: 20' for a median-divided street and 50' for a non-median divided street.
- Evansville: Driveway spacing is based on speed limit and stopping sight distance.
- FDOT: Driveway spacing is based on roadway class and posted speed limit.
- Fort Worth: Spacing standards do not apply to residential driveways. Spacing standards determined based on functional classification. Closer spacing allowed on local/collectors at discretion of city traffic engineer.

Safety-Based Standards



Source: Adapted from Stover, V., and F. Koepke, *Transportation and Land Development*, 2nd Edition, 2002, p. 5-42.

- Optimal driveway spacing is the sum of 4 distances:
 - Perception, Identification, Evaluation, and Volition (PIEV) distance** – The total distance a driver needs to recognize and react to traffic activity at an upcoming intersection
 - Maneuver (M) distance** – The distance required for a driver to maneuver laterally into the desired lane and begin decelerating
 - Deceleration (D) distance** – The distance required for a driver to decelerate to the back of a standing queue
 - Queue (Q) distance** – the length of the vehicle queue on the intersection approach

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Table 3-1. Stopping Sight Distance on Level Roadways

U.S. Customary					Metric				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance Calculated (ft)	Stopping Sight Distance Design (ft)	Design Speed (km/h)	Brake Reaction Distance (m)	Braking Distance on Level (m)	Stopping Sight Distance Calculated (m)	Stopping Sight Distance Design (m)
15	55.1	21.6	76.7	80	20	13.9	4.6	18.5	20
20	73.5	38.4	111.9	115	30	20.9	10.3	31.2	35
25	91.9	60.0	151.9	155	40	27.8	18.4	46.2	50
30	110.3	86.4	196.7	200	50	34.8	28.7	63.5	65
35	128.6	117.6	246.2	250	60	41.7	41.3	83.0	85
40	147.0	153.6	300.6	305	70	48.7	56.2	104.9	105
45	165.4	194.4	359.8	360	80	55.6	73.4	129.0	130
50	183.8	240.0	423.8	425	90	62.6	92.9	155.5	160
55	202.1	290.3	492.4	495	100	69.5	114.7	184.2	185
60	220.5	345.5	566.0	570	110	76.5	138.8	215.3	220
65	238.9	405.5	644.4	645	120	83.4	165.2	248.6	250
70	257.3	470.3	727.6	730	130	90.4	193.8	284.2	285
75	275.6	539.9	815.5	820	140	97.3	224.8	322.1	325
80	294.0	614.3	908.3	910					
85	313.5	693.5	1007.0	1010					

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 11.2 ft/s² [3.4 m/s²] used to determine calculated sight distance.

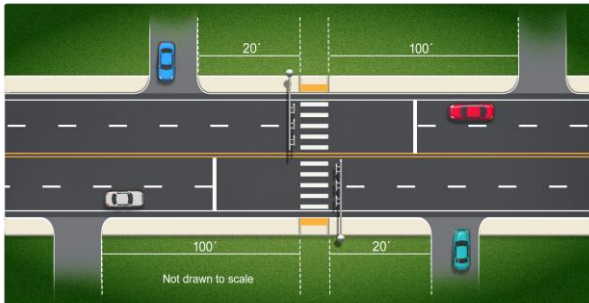
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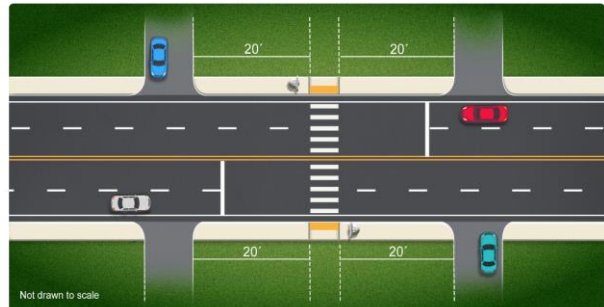


Access Solutions for Pedestrians

Driveway Spacing from PHB's



Driveway Spacing from RRFB's



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Access Solutions for Bicyclists



Bike Lanes on 12th Avenue South Featuring Green Pavement Markings at Driveway Crossings and Vegetative Buffers



Restricted Access Intersecting a Bike Lane on Old Hickory Boulevard



ORDINANCE NO. BL2025-_____

An ordinance amending certain access management sections of Chapters 13.12 and 17.20 of the Metropolitan Code of Laws to implement the Access Management Manual, which compiles regulations and guidelines for access from private property to the public right of way in order to modernize the development review process and make streets safer for all modes of transportation.

WHEREAS, in an effort to implement and achieve the Metropolitan Government's transportation goals, the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) has been working with stakeholders including the Tennessee Department of Transportation (TDOT), Urban Land Institute, Tennessee Section Institute of Traffic Engineers (TSITE), National Association for Industrial and Office Parks (NAIOP), WeGo and other Metro departments, to modernize the development review process; and,

WHEREAS, as part of this modernization of the development review process, NDOT has created the Access Management Manual ("Manual"), help plan for new development throughout the county through the implementation of access management requirements, guidelines, and standards that reduce conflict points, improve public safety, and support the buildout of an efficient transportation network; and,

WHEREAS, as set forth in the Manual attached hereto, NDOT has leveraged up-to-date industry research, peer city best practices, and technical standards from leading professional organizations to devise the regulations and guidelines set forth therein; and,

WHEREAS, the Manual is also consistent with Metro Nashville Transportation Plan ("Choose How You Move"), WalknBike Nashville, Vision Zero, Access 2040, Nashville Next, Connect Downtown, Metro Nashville's Community Plans, and other transportation analyses adopted by NDOT and other Metro Departments; and,

WHEREAS, NDOT wishes to amend certain sections of Chapters 13.12 and 17.20 of the Metro Code to update the development review process and implement the Manual; and,

WHEREAS, NDOT wishes to codify the NDOT Director's authority to issue access regulations in the form of the Manual; and

WHEREAS, during a meeting held on, **INSERT DATE** 2025, the Traffic and Parking Commission voted to recommend this ordinance to the Metropolitan Council for approval; and,

WHEREAS, modernizing the development review process to create a safer transportation network is in the best interest of the Metropolitan Government.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 13.12.010 of the Metropolitan Code of Laws section0 is hereby amended by deleting it in its entirety and replacing it with the following:

13.12.010 – Driveway and access defined.

The term "driveway" or "access" as used in this chapter, means any portion of the normal sidewalk area, including grass plot, curb, gutter and sidewalks, of the streets, roadways and alleys of the metropolitan government intended for use by vehicles as a means of ingress and egress between the public right-of-way and abutting property.

Section 2. That Section 13.12.20 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

13.12.020 – Director Authority to promulgate Access Management Manual and Manual defined.

- a. The Director of the Department of Transportation and Multimodal Infrastructure (NDOT), with the approval of the mayor, is authorized to make reasonable and proper rules, regulations, and technical guidelines as may be necessary to establish driveway and access requirements between abutting property and the public right of way. All rules, regulations, and guidelines to such shall be posted on the NDOT website and filed with the metropolitan clerk. Amendments to the Access Management Manual shall be published on the metropolitan government's website at least 30 days before an amendment goes into effect.
- b. The NDOT Access Management Manual sets forth the Metropolitan Government's policy for all driveway requirements for new and infill land development. The Manual will also detail best practices for access design. Access constructed on public roadways in Nashville Davidson County shall comply with the requirements and standards set forth within the NDOT Access Management Manual regulations.

Section 3. That Section 13.12.030 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

13.12.030 – Waiver of Access Management Requirements.

A request to waive or deviate from NDOT's Access Management Manual's requirements shall be made by a property owner or their representative in writing to NDOT using the process described in the access waiver form section of the Manual. The request for a waiver must be submitted to and approved by NDOT's chief engineer, or his/her designee, prior to any official site plan submittals to the Metropolitan Planning Department or for a Building Permit Application. A property owner who can demonstrate through the access waiver form that a development's site access point will not have a significant impact on the transportation system, decrease the safety of any road user, and must deviate from the requirements in the Access Management Manual to have reasonable site access may be granted a waiver from the Access Management Manual's requirements.

Section 4. That Section 13.12.040 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

13.12.040 – Applications—Appeals.

A. All appeals of NDOT denials of driveway applications and requests for access management waivers shall be made in writing to the traffic and parking commission.

B. Appeals of driveway application and request for access management waiver denials may be made only after a driveway application or request for access management waiver has been denied by NDOT.

C. Once such an appeal is made to the traffic and parking commission, staff to the traffic and parking commission shall place the appeal on the agenda of the next regular meeting of the commission.

Section 5. That Section 13.12.050 of the Metropolitan Code of Laws is hereby deleted in its entirety.

Section 6. That Section 13.12.060 of the Metropolitan Code of Laws is hereby deleted in its entirety.

- Section 7. That Section 13.12.070 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 8. That Section 13.12.080 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 9. That Section 13.12.090 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 10. That Section 13.12.100 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 11. That Section 13.12.110 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 12. That Section 13.12.120 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 13. That Section 13.12.130 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 14. That Section 13.12.140 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 15. That Section 13.12.150 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 16. That Section 13.12.160 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 17. That Section 13.12.170 of the Metropolitan Code of Laws is hereby deleted in its entirety.
- Section 18. That Section 13.12.180 of the Metropolitan Code of Laws is hereby deleted in its entirety.

Section 19. That Section 13.12.190 of the Metropolitan Code of Laws is hereby deleted in its entirety.

Section 20. That Section 13.12.200 of the Metropolitan Code of Laws is hereby deleted in its entirety.

Section 21. That Section 17.20.130 of the Metropolitan Code of Laws is hereby amended by adding a new subsection (F) as follows:

F. Lot requirements for off-street loading docks.

1. Maneuvering area shall be provided entirely on private property for all vehicles using loading docks or doors.
2. The loading dock or door shall be set back far enough from the right-of-way so that no portion of the right-of-way is occupied by trucks or other vehicles while loading or unloading.
3. The minimum setback for a loading dock or door shall be forty-five feet from the right-of-way. Where tractor-trailer units will be using the facility, the minimum setback shall be sixty-five feet.
4. For any proposed parking pattern which provides for parking headed into the side property lines at any angle other than ninety degrees, driveways will be approved, subject to all other conditions of this chapter, only if proper one-way operation of the parking area is provided.

Section 22. That Section 17.20.150 of the Metropolitan Code of Laws is hereby amended by deleting it in its entirety and replacing it with the following:

17.20.150 – Access Management Manual defined.

The Nashville Department of Transportation and Multimodal Infrastructure (NDOT) Access Management Manual sets forth the Metropolitan Government's policy for all driveway requirements for new and infill land development. The Manual will also detail best practices for access design. Access constructed on public roadways in Nashville Davidson County shall comply with the requirements and standards set forth within the NDOT Access Management Manual. See Metropolitan Code of Laws Section 13.12 for additional details.

Section 23. That Metropolitan Code of Laws Section 17.20.160 is hereby deleted in its entirety.

Section 24. That Metropolitan Code of Laws Section 17.20.170 is hereby deleted in its entirety.

Section 25. That Metropolitan Code of Laws Section 17.20.180 is hereby deleted in its entirety.

Section 26: That Metropolitan Code of Laws Section 17.20.190 is hereby deleted in its entirety.

Section 27: The Metropolitan Clerk is directed to publish a notice announcing such change in a newspaper of general circulation within five days following final passage.

Section 28: This Ordinance shall take effect upon publication of above said notice announcing such change in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

RECOMMENDED BY:

Diana W. Alarcon, Director
Nashville Department of Transportation
and Multimodal Infrastructure

APPROVED AS TO FORM
AND LEGALITY:

Assistant Metropolitan Attorney

INTRODUCED BY:
