

14th Avenue S from Wedgewood Avenue to Acklen Avenue and Alley #393 from Alley #392 northward to the dead end, between 12th Avenue S and 15th Avenue S, all of which is more particularly described by lines, words and figures on the sketch which is attached to and made a part of this ordinance as though copied herein, is hereby abandoned.

Section 2. That said right-of-way, including all utility easements within it, are herein abandoned.

Section 3. That the Director of the Department of Transportation and Multi-modal Infrastructure (formerly the Department of Public Works, as re-designated in the Memorandum of Understanding approved by RS2021-794), be and hereby is, authorized and directed, upon the enactment and approval of this ordinance, to cause said change to be made on said GIS Centerline Record as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

Section 4. Amendments to this legislation may be approved by resolution.

Section 5. This ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Analysis

This ordinance amends the Geographic Information Systems Street and Alley Centerline Layer for the Metropolitan Government of Nashville and Davidson County by abandoning a portion of 14th Avenue S from Wedgewood Avenue to Acklen Avenue and Alley #393 from Alley #392 northward to the dead end, between 12th Avenue S and 15th Avenue S. The abandonment has been requested by Catalyst Design Group, PC.

This ordinance has been approved by the planning commission. Further amendments to this ordinance may be approved by resolution.

Fiscal Note: This ordinance has no cost to Metro. In the opinion of the Nashville Department of Transportation and Multi-modal infrastructure (formerly the Department of Public Works), abandoned right-of-way has no market value when the Department has agreed that the abandoning of said right-of-way is considered acceptable. Additionally, the abandonment of rights-of-way that are unimproved, unmaintained, and serve no current or future purpose for Metro allows the abandoned area to be assessed for property tax purposes.