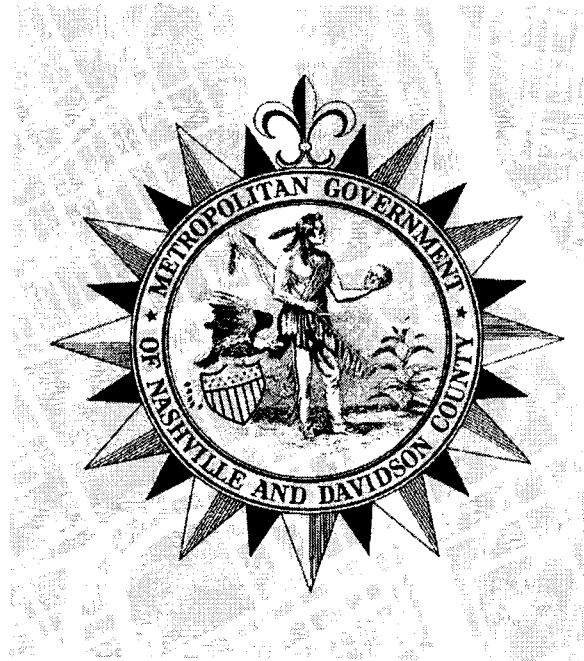


Metropolitan Planning Commission



Staff Reports

May 8, 2008

**PREVIOUSLY DEFERRED ITEMS
URBAN DESIGN OVERLAY**



2008UD-001U-05

Dickerson Pike Sign UDO

Map: 071-03, 071-07, 071-11, Parcels: Various
071-14, 071-15

Subarea 5

Council District 5 – Pam Murray



Project No.	Urban Design Overlay 2008UD-001U-05
Project Name	Dickerson Pike Sign UDO
Council Bill	BL2008-185
Council District	5 – Murray
School District	5 - Porter
Requested by	Councilmember Pam Murray
Deferral	<i>Deferred from the April 24, 2008, Planning Commission meeting</i>
Staff Reviewer	Kleinfelter
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST
Preliminary UDO

A request to apply an Urban Design Overlay district to various properties located along Dickerson Pike between 1st Street and Trinity Lane (153.85 acres), zoned Commercial Service (CS) and Commercial Limited (CL), to regulate all signs for properties along Dickerson Pike.

BACKGROUND

Councilmember Pam Murray has been working with business and property owners along those portions of Dickerson Pike located within her district to attempt to develop strategies and plans that to revitalize that street. As part of that effort, Councilmember Murray asked the Planning Department to develop an overlay that would provide higher standards for signage along Dickerson Pike. The Dickerson Pike Sign UDO is intended to provide those standards.

The purpose of the UDO is to enhance the Dickerson Pike streetscape by, among other things, discouraging clutter from inappropriate signs. The UDO standards encourage signage that is appropriate in scale and design for pedestrians, motorists, cyclists and for the building(s) it identifies. The UDO allows for creative approaches to signage to ensure that signage is designed for the purpose of identifying a destination in a unique and functional manner.

The UDO includes every parcel of land that abuts both sides of Dickerson Pike from Interstate 24 to Trinity Lane, and every parcel on the west side of Dickerson Pike from Trinity Lane to Rock Street.

The property south of Douglas Avenue within the proposed UDO is also located within the MDHA Skyline Redevelopment District, which was approved on third reading by the Metro Council on April 15, 2008.



Metro Planning Commission Meeting of 5/08/08

EAST NASHVILLE COMMUNITY PLAN

The proposed Dickerson Pike UDO is located within a wide variety of land use policy areas of the East Nashville Community Plan, including Neighborhood Urban, Neighborhood General, and Community Center. The land uses supported in those areas include mixed housing, mixed use, offices, and commercial retail. A portion of the proposed UDO is located within Special Policy #1, which is intended to guide land use decisions until more detailed planning efforts can be completed. Among other things, Special Policy #1 states that the only requests for rezoning that should be approved are those that achieve a high standard of urban design.

Existing Zoning

All property affected by this Ordinance is currently zoned CS or CL.

CS District

Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

CL District

Commercial Limited is intended for retail, consumer service, financial, restaurant, and office uses.

PLAN DETAILS

The UDO includes standards to address several issues, including prohibited signs, sign lighting, design and materials, and signs for multi-tenant buildings. A copy of the UDO will be delivered to the Commissioners with this staff report, and it has been posted to the Planning Department website at www.nashville.gov/mpc.

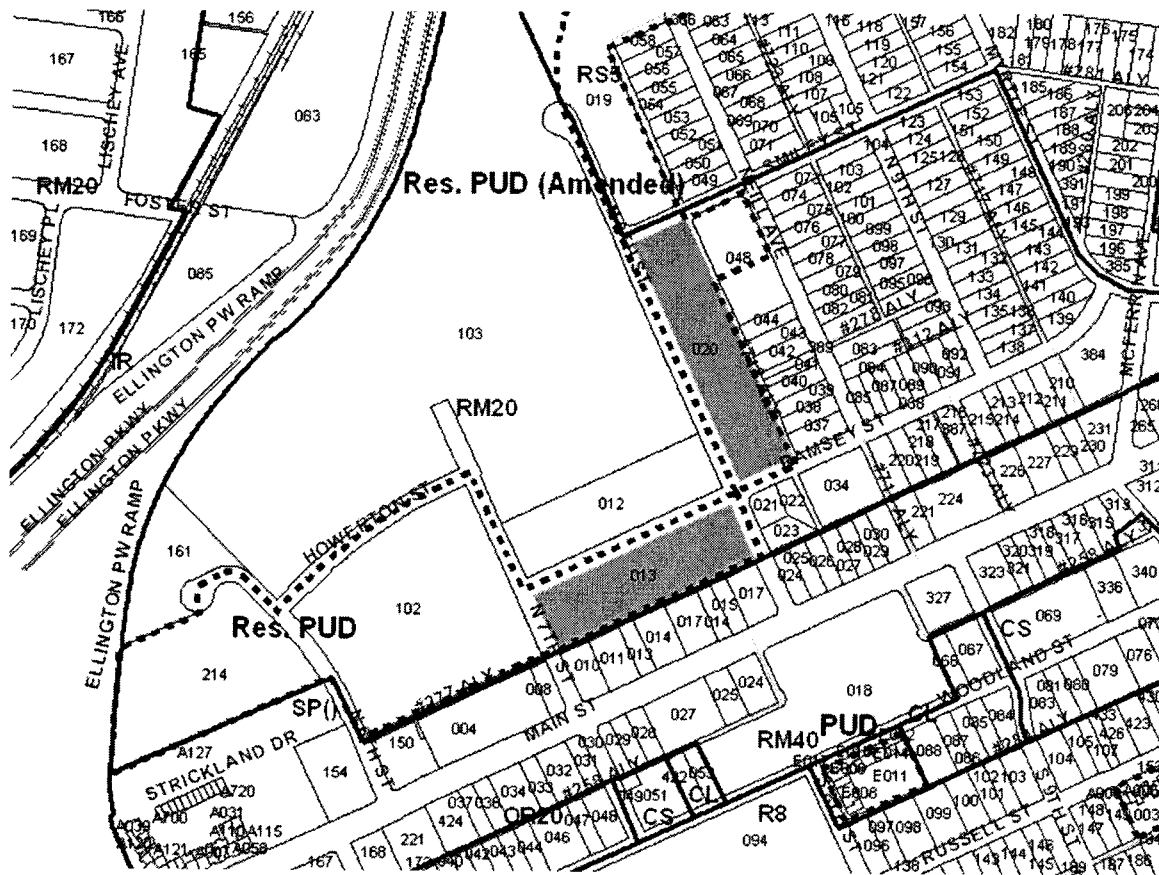
Non-conforming signs must be brought into conformity with these standards if a permit is required to alter, reconstruct, replace or relocate the sign. If a sign is damaged, then the property owner can repair the sign without complying with these standards.

The UDO does not replace, but supplements the standard sign provisions of Chapter 17.32 of the Metro Code. If there is a conflict between the UDO standards and the sign provisions of the Zoning Code, then requested sign permit must comply with the UDO provisions.

STAFF RECOMMENDATION

Staff recommends approval of the Dickerson Pike Sign UDO.

PREVIOUSLY DEFERRED ITEMS



2008P-004U-05
 East River Apartments
 Map: 082-12 Parcels: 013, 020
 Subarea 5
 Council District 6 – Mike Jameson



Project No.
Project Name
Council District
School Board District
Requested By

Planned Unit Development 2008P-004U-05
East River Apartments

6 - Jameson
5 - Porter

Barge Cauthen and Associates, applicant for East River Holdings, L.P., owner

Deferred from the April 24, 2008, Planning Commission meeting at the request of the applicant

Deferral

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions

APPLICANT REQUEST
Revise Preliminary & PUD Final Site Plan

A request to revise the preliminary plan and for final approval for a Planned Unit Development located at 201 North 8th Street and Ramsey Street (unnumbered), at the southwest and northeast corner of Ramsey Street and North 8th Street (5.63 acres), zoned Multi-Family Residential (RM20), to permit 90 multi-family dwelling units where 104 units previously existed.

ZONING
RM20 District

RM20 is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

PLAN DETAILS

Site Plan

This request is for property within an old Metropolitan Development and Housing Agency (MDHA) Planned Unit Development. There is no PUD plan on file, but it was approved by Metro Council in 1974 (O73-650) and consisted of 104 apartment units. All units are currently vacant. Since there is no existing file for the previous PUD a new PUD number is being assigned to the development.

The plan calls for 90 apartments to be located within six individual buildings. All buildings will be three stories in height. Three buildings, with 12 units each, will front on Ramsey Street. The remaining three buildings, with 18 units each, will front on North 8th Street.

Buildings will have primary frontage along public streets with pedestrian access being provided along Ramsey and North 8th. Parking is located behind the units, and is accessed from public streets.



Metro Planning Commission Meeting of 5/08/08

PUBLIC WORKS RECOMMENDATION

The developer's construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.

STORMWATER RECOMMENDATION

Approve with the following conditions:

1. The Stormwater BMP Operation and Maintenance Agreement is required to be recorded prior to final plan approval. The O & M Agreement is comprised of three elements: (1) The Inspection and Maintenance Agreement signed by the developer or owner, (2) the Long Term Maintenance Plan and, (3) a drawing of easements on a plat or a system location map to help MWS locate the BMPs as needed. Please refer to Appendix C of the Stormwater Management Manual Volume 1 for further instructions.
2. Drainage easements will be required to be recorded, either by plat or by separate instrument, for the two water quality units. If this property will not be platted through the Metropolitan Planning Commission, then you must submit a completed Dedication of Easement Form. The grading plan cannot be approved until the easement is reviewed and approved by Ron Sweeny's office.
3. Upon final review of the O & M Agreement and Dedication of Easement documents, the total cost to record both documents will be determined and you will be notified of the total amount required to be submitted for recording.
4. Please submit the Grading Permit Fee of \$1,025 made payable to Metro Water Services.
5. Please provide the owner's email and/or fax number.
6. Provide a copy of the NOC and sign and date the NOC Note and provide the permit number.
7. The minimum length of a construction exit is 100 feet. Please revise the detail.
8. Change note 3 on sheet C4 to state that stabilization methods will be applied within 14 days of final grading.
9. Please show the size of the pipes that both systems propose to tie into. Indicate if the existing storm system carries storm only or if it is a combination storm and sanitary sewer line. If it is a CSO line, please provide written approval from Metro Water and Sewer.



Metro Planning Commission Meeting of 5/08/08

10. Please provide a drainage area map showing existing conditions and flow patterns and the outfall point(s) being analyzed.
11. Please provide a drainage area map showing proposed conditions and flow patterns and the outfall point(s) being analyzed.
12. Please provide pre- and post-developed peak flow rates for the 2-year, 5-year, 10-year, 25-year, 50-year, and 100-year storm events using the SCS Method. Increases in peak flow rates are not allowed, especially in the CSO.
13. No credit is given towards stormwater quantity for the use of porous concrete. Please re-evaluate the stormwater quantity analysis (see items 10-12).

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. There shall be no pole signs allowed, and all free standing signs shall be monument type not to exceed five feet in height. Changeable LED, video signs or similar signs allowing automatic changeable messages shall be prohibited. All other signs shall meet the base zoning requirements, and must be approved by the Metro Department of Codes Administration.
2. A revised plan addressing all Stormwater comments listed above must be submitted to the Stormwater Division for approval.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
5. Prior to any additional development applications for this property, and in no event later than 120 days after the date of conditional approval by the Planning Commission, the applicant shall provide the Planning Department with a corrected copy of



Metro Planning Commission Meeting of 5/08/08

the preliminary PUD plan. Failure to submit a corrected copy of the preliminary PUD within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.

SEE NEXT PAGE

FINAL PLAT SUBDIVISIONS



Project No.
Project Name
Council District
School District
Requested by

Subdivision 2008S-078U-05
Sharpe Avenue Divide
6 - Jameson
5 - Porter
Daniel Fell, owner, Delle Land Surveying, surveyor

Staff Reviewer
Staff Recommendation

Jones
Approve with conditions, including a variance to radial lot lines and an exception to lot comparability standards for frontage on Lot 1. Disapprove the sidewalk variance.

APPLICANT REQUEST
Final Plat

A request for final plat approval to create 2 lots on property located at 1011 North 14th Street, at the southeast corner of North 14th Street and Sharpe Avenue (0.58 acres), zoned One and Two-Family Residential (R6).

ZONING
R6 District

R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25% duplex lots.

PLAN DETAILS

This final plat application seeks to subdivide one parcel to create two lots. Each lot complies with the minimum lot size requirements for R6 zoning. Lot 1 contains 8,693 square feet and Lot 2 consists of 18,162 square feet. An existing single-family dwelling is located on Lot 2 and is planned to remain.

Sidewalk Variance

Section 3-8.2b of the Subdivision Regulations states a new sidewalk shall be constructed on street(s) fronting the property wherever a public sidewalk already exists on the same block face. The applicant is requesting a variance to this section of the regulations stating that a substantial amount of grading on the lot, including raising a manhole, and water meter create a hardship. If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with the Subdivision Regulations, a variance from the regulations may be granted.

The Subdivision Regulations state that the creation of a new or additional development right requires the construction of a sidewalk where a lot fronts a public street. A sidewalk must be constructed on either Lot 1 or Lot 2. A constructability analysis was performed by the Public Works Department to assess the physical and

Fire Hydrant Tag Bolt # 2236

Sharpe Avenue (50' R/W)

North 14th Street (50' R/W)

Existing Sidewalk

20' Sanitary Sewer Easement

Existing Gravel Driveway to remain

Existing Residence to remain

Existing Carport to remain

Existing Shed

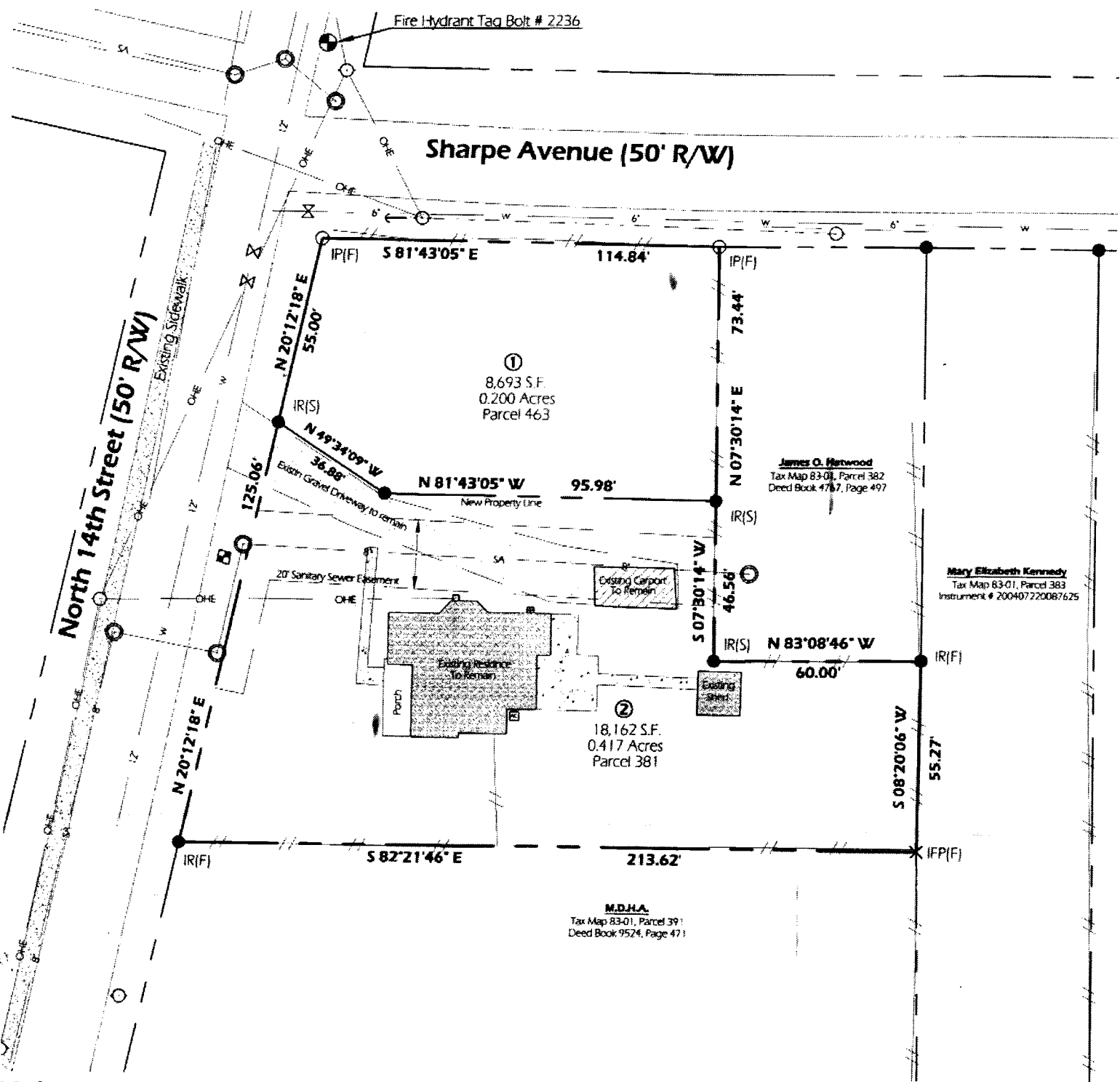
①
8,693 S.F.
0.200 Acres
Parcel 463

James O. Hatwood
Tax Map 83-01, Parcel 382
Deed Book 4787, Page 497

Mary Elizabeth Kennedy
Tax Map 83-01, Parcel 383
Instrument # 200407220087625

②
18,162 S.F.
0.417 Acres
Parcel 381

M.D.H.A.
Tax Map 83-01, Parcel 391
Deed Book 9524, Page 471





Metro Planning Commission Meeting of 5/08/2008

topographic conditions of the site for sidewalk construction. The analysis found that sidewalks can be constructed to match the Public Works Department standard drawing number ST-210. As such, no particular hardship would be incurred by the applicant since there are no physical, topographic or unique conditions on the site that preclude compliance with the sidewalk requirement.

Radial Lot Line Variance

Section 3-4.2 (a) of the Metro Subdivision Regulations states that residential lot lines shall be at right angles to street lines (or radial to curving street lines) unless a variation from this rule will give a better street or lot plan.

As proposed, the creation of Lot 1 would result in a non-radial lot line on the northwest property line between Lot 1 and Lot 2 to accommodate the configuration of the existing driveway.

Lot Comparability

Section 3-5.1 of the Metro Subdivision Regulations states that new lots in areas that are predominantly developed are to be generally in keeping with the lot frontage and lot size of the existing surrounding lots.

Lot comparability analysis was performed and yielded the following information:

Lot Comparability Analysis		
Street	Requirements	
	Minimum lot size (sq. ft.)	Minimum lot frontage (linear ft.)
Sharpe Avenue	5,702	52
N. 14th Street	7,112	57

As proposed, the two lots have the following areas and street frontages:

- Lot 1: 8,693 sq. ft. with 114.84 ft. of frontage on Sharpe Avenue, and 55.00 ft. on North 14th Street.
- Lot 2: 18,162 sq. ft. with 125.06 ft. of frontage

Lot 1 does not meet the minimum requirement for lot frontage on North 14th Street.

Lot Comparability Exception

A lot comparability exception can be granted if the lots do not meet the minimum requirements of the lot comparability analysis (is smaller in lot frontage and/or size) if the new lots would be consistent with the General



Metro Planning Commission Meeting of 5/08/2008

Plan. The Planning Commission has discretion whether or not to grant a lot comparability exception.

The proposed lots meet **two** of the qualifying criteria of the exception to lot comparability:

- Where the proposed lot sizes are consistent with the adopted land use policy that applies to the property.
- The proposed subdivision is within a one-quarter mile radius of any area designated as a "Mixed Use," "Office," "Commercial," or "Retail" land use policy category.

The property has a land use policy designation of Neighborhood General which supports a variety of residential development. The Mixed Use in Community Center land use policy is also located within a one-quarter mile of this site. The policy supports single-family and multi-family residential, office, commercial retail and services, and public benefit uses.

PUBLIC WORKS RECOMMENDATION

Sidewalk Construction Analysis

Construct sidewalk to match the Department of Public Works standard drawing number ST-210. With sidewalk construction, begin gutter along the existing edge of pavement, with a minimum twenty (20') feet pavement width. Construct a curb ramp with detectable warnings at the intersection of Sharpe Avenue and North 14th Street. Grade 3:1 maximum slope from the back of the proposed sidewalk.

The grass furnishing area may be reduced (2' minimum) to accommodate sidewalk construction within the public right of way.

With the construction of curb & gutter for sidewalk construction, route storm water to the existing storm system located at proposed lot 2. A drainage structure may be required.

STORMWATER RECOMMENDATION

Approved



Metro Planning Commission Meeting of 5/08/2008

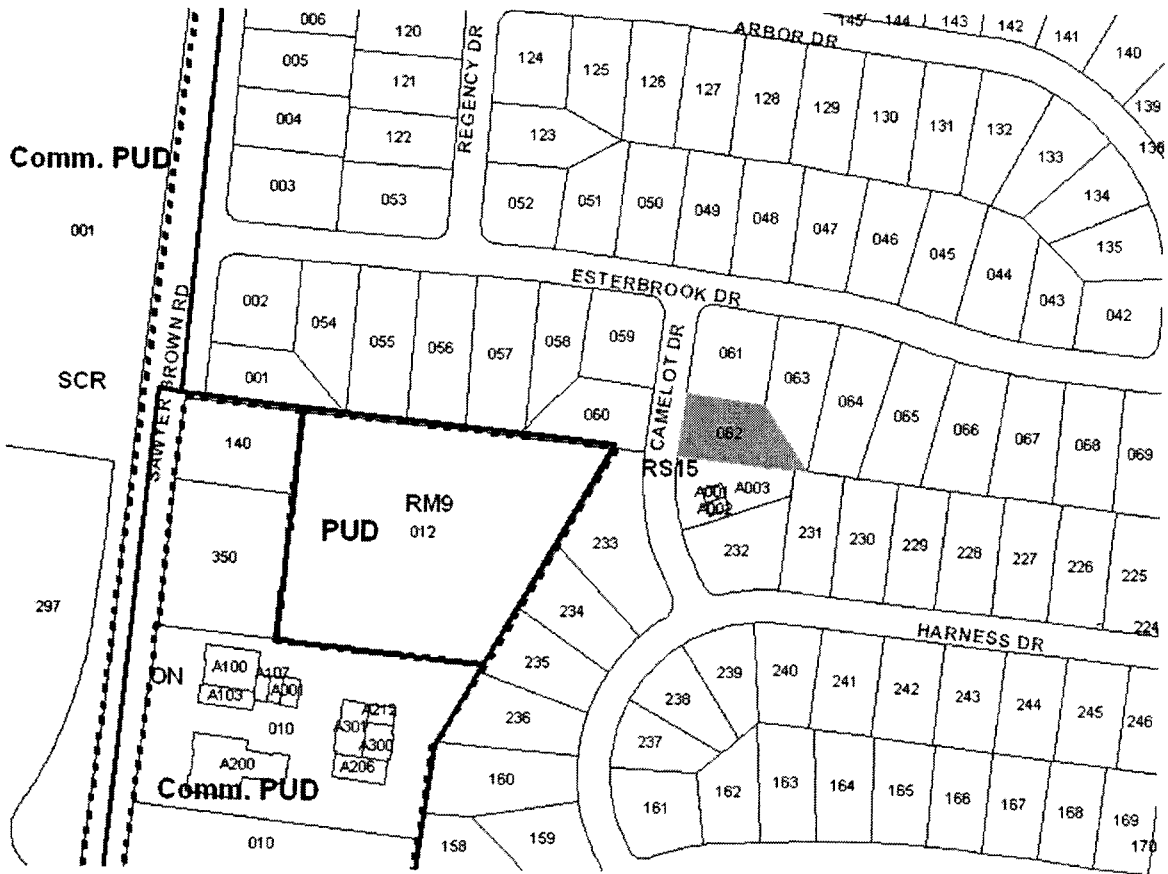
STAFF RECOMMENDATION

Staff recommends approval of the final plat to create two lots, but disapproval of the requested sidewalk variance. Also, staff recommends approval of a variance to allow the requested radial lot line and an exception to lot comparability. The non-radial lot line between Lot 1 and Lot 2 allows the driveway to remain on Lot 2, with minimal changes the configuration of the existing lot. The lots also meet two of the qualifying criteria to grant an exception to lot comparability. The property is within the Neighborhood General policy and within a one-quarter mile radius of an area designated as Mixed Use.

The property is located within the Urban Services District and in an area identified as a priority for sidewalk construction. Although sidewalks do not currently exist on the eastern side of North 14th Street or Sharpe Avenue, sidewalks are prevalent in the area. As this neighborhood redevelops, new sidewalks will aid in filling gaps in the existing network and creating a cohesive pedestrian transportation system.

CONDITIONS

1. Prior to recordation, sidewalks shall be shown on the final plat.
2. Final plat is to be recorded within 180 days from this meeting date, unless deferred.



2008S-082A-06

Harpeth Park, Lot 77, Setback Amendment

Map: 128-14 Parcel: 062

Subarea 6

Council District 22 – Eric Crafton



Project No.	Subdivision 2008S-082A-06
Project Name	Harpeth Park, Lot 77, Setback Amendment
Council District	22 – Crafton
School Board District	9 – Warden
Requested By	Danny and Janice Thomas, owners
Staff Reviewer	Sexton
Staff Recommendation	<i>Approve</i>

APPLICANT REQUEST

A request for a setback amendment at 228 Camelot Drive, to reduce the front setback from 40 feet to 35 feet, zoned Single-Family Residential (RS15).

ZONING

RS15 District

RS15 requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre.

SUBDIVISION DETAILS

The property is located within the Harpeth Park subdivision. The applicant has requested that the platted front setback be amended from 40 feet to 35 feet in order to allow for the addition of a porch. This request is consistent with the average front setback along Camelot Drive of 35 feet.

The request is also consistent with section 17.12.030 C.(3) of the Metro Zoning Code. This section provides that the minimum required street setbacks for Single-Family Residential districts be the average of the street setbacks of the lots immediately adjacent on either side of the lot, in this case 35 feet, or the value provided in Table 17.12.030A, in this case 30 feet, or whichever is greater.

**PUBLIC WORKS
RECOMMENDATION**

No Exception Taken

STAFF RECOMMENDATION

Staff recommends approval of the front setback amendment.

ESTERBROOK DRIVE

CAMELOT DRIVE

OVERPASS &
DRAINAGE EXISTENT

78

77

121.0'

100.82'

95.2'

94.2'

ASPHALT

DRIVE

25.53'

10'

5.8'

5.8'

14.7'

24.0'

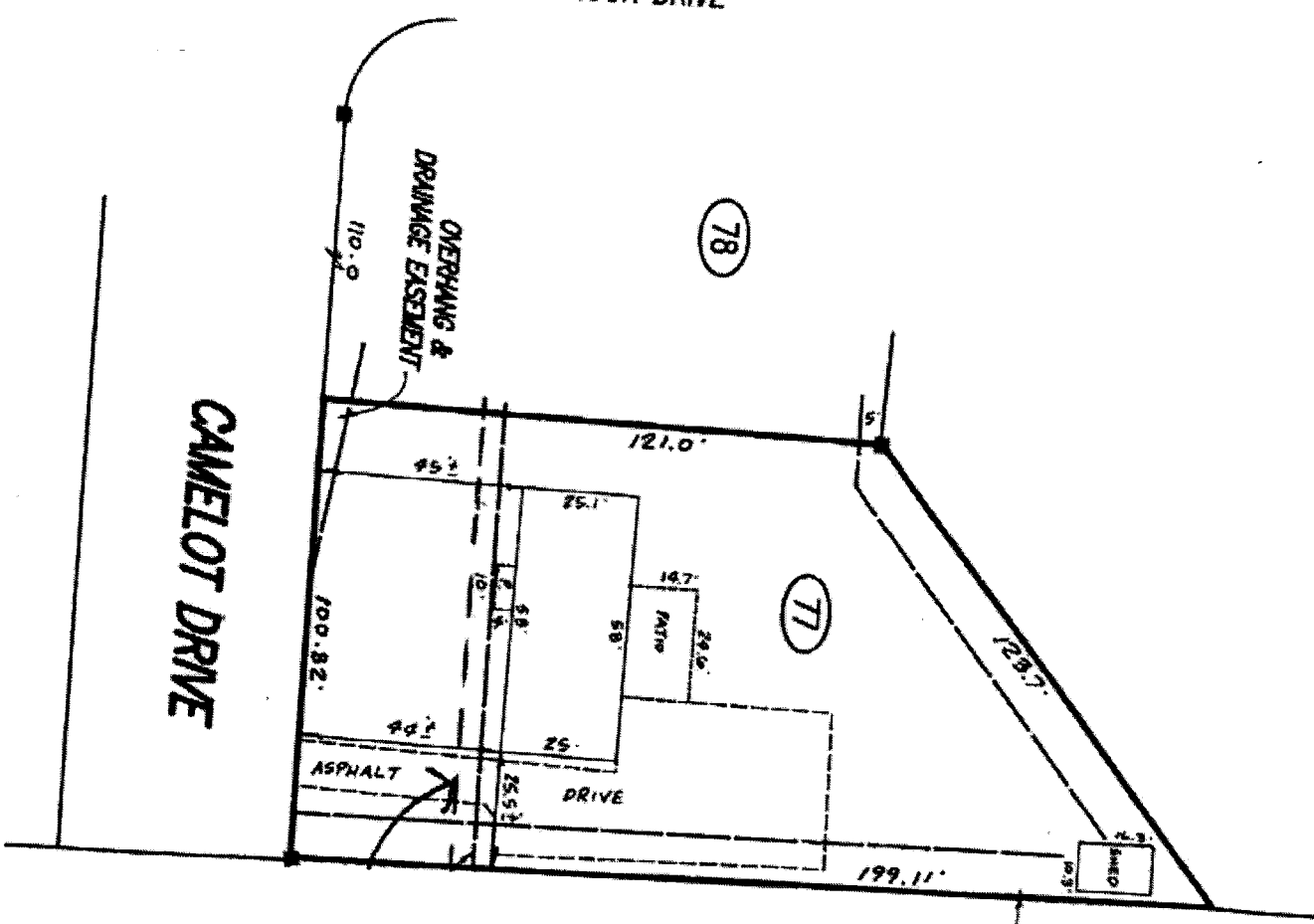
25.1'

25'

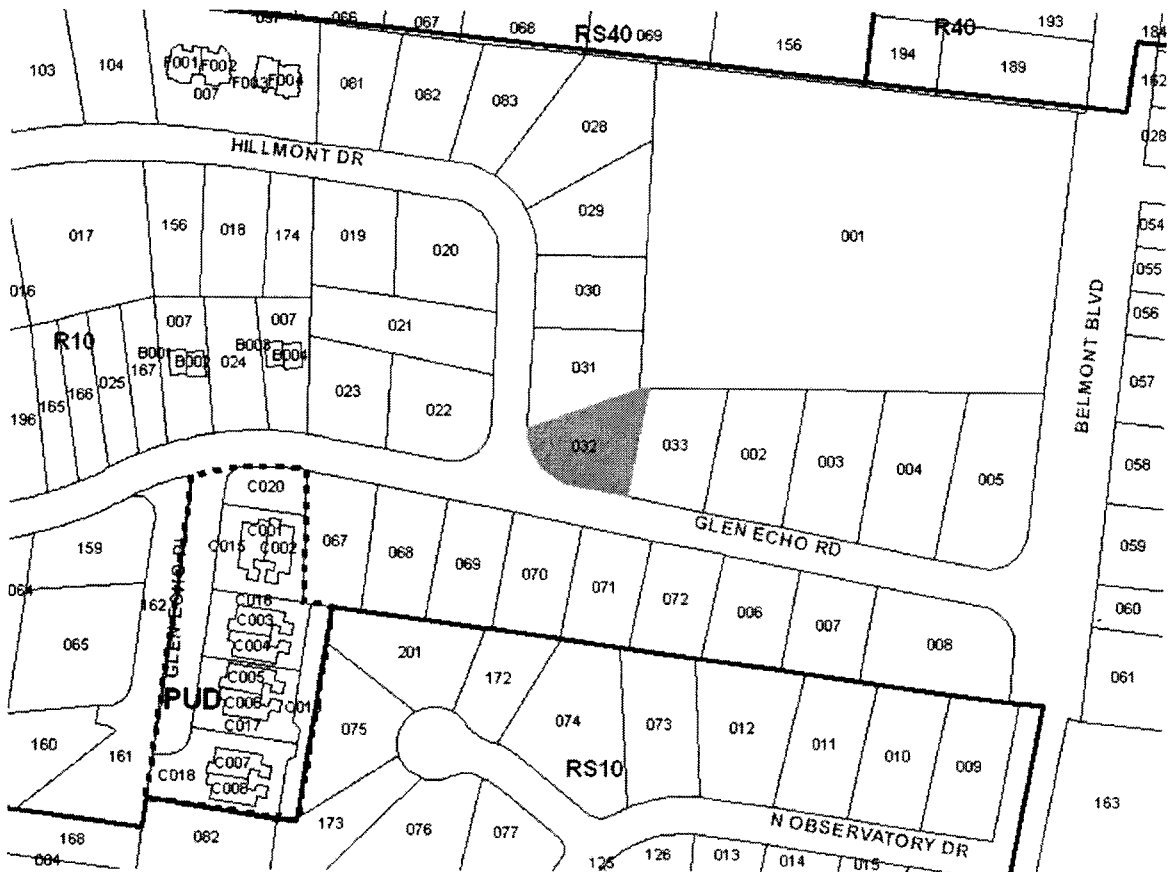
199.11'

128.7'

ASPHALT



SEE NEXT PAGE



2008S-088A-10

Hillmont Subdivision, Lot 22 Setback Amendment

Map: 117-15 Parcel: 032

Subarea 10

Council District 25 - McGuire



Project No.
Project Name

Subdivision 2008S-088A-10
Hillmont Subdivision, Lot 22 Setback
Amendment

Council District
School District
Requested by

25 - McGuire
8 - Fox
Dale & Associates, applicant, on behalf of Glen Echo Development, owner

Staff Reviewer
Staff Recommendation

Logan
Disapprove

APPLICANT REQUEST

A request to amend the setback on Glen Echo Road from 40 feet to 32 feet for property located at 1622 Glen Echo Road (0.36 acres), at the northeast corner of Glen Echo Road and Hillmont Drive, zoned One and Two-Family Residential (R10).

ZONING
R10 District

R10 requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25% duplex lots.

PLAN DETAILS

The homes on both Glen Echo Road and Hillmont Drive, within the Hillmont Subdivision, are located at a uniform setback consistent with the setback required by the recorded plat. The houses are set back 40 feet on the north side of Glen Echo Road and Hillmont Drive and set back 50 feet on the south side of Glen Echo Road. Because the setback of the existing homes is consistent, changing the setback on this lot would be inconsistent with the character of the area.



Existing building footprints



Metro Planning Commission Meeting of 5/8/2008

GREEN HILLS/MIDTOWN COMMUNITY PLAN

Residential Medium (RM)

RM policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

Special Policy Area 11

1. Development within this area should be limited to one- and two family structures and townhouse type structures that are on separate lots designed for individual ownership.

2. Any development within this area should create a sustainable and walkable neighborhood. Buildings shall form an appropriate street wall consistent with the width of the street. This is critical for scale and to provide a clear definition to the street. The streetscape elements (sidewalks, street trees, street furnishings, etc.) shall fully support the development form. The massing of buildings shall complement each other in quality of construction and materials, scale, height, massing, and rhythm of buildings solid to open void. Any redevelopment shall achieve sensitive transition to surrounding development.

3. Development at RM intensities should be implemented only through Planned Unit Development (PUD) or Urban Design Overlay (UDO) zoning together with the appropriate based zoning.

Policy Application

Special Policy 11 calls for creating a sustainable and walkable neighborhood in this area, which would be created by locating buildings close to the street to create a "street wall." This request is not consistent with the policy, however, because it proposes to pull the buildings up slightly, but not enough to create the pedestrian friendly conditions called for by the special policy. In addition, the fronts of the proposed duplex units are dominated by garage entrances, which are inconsistent with the pedestrian friendly development supported by the special policy.



Metro Planning Commission Meeting of 5/8/2008

PUBLIC WORKS**RECOMMENDATION**

No Exceptions Taken

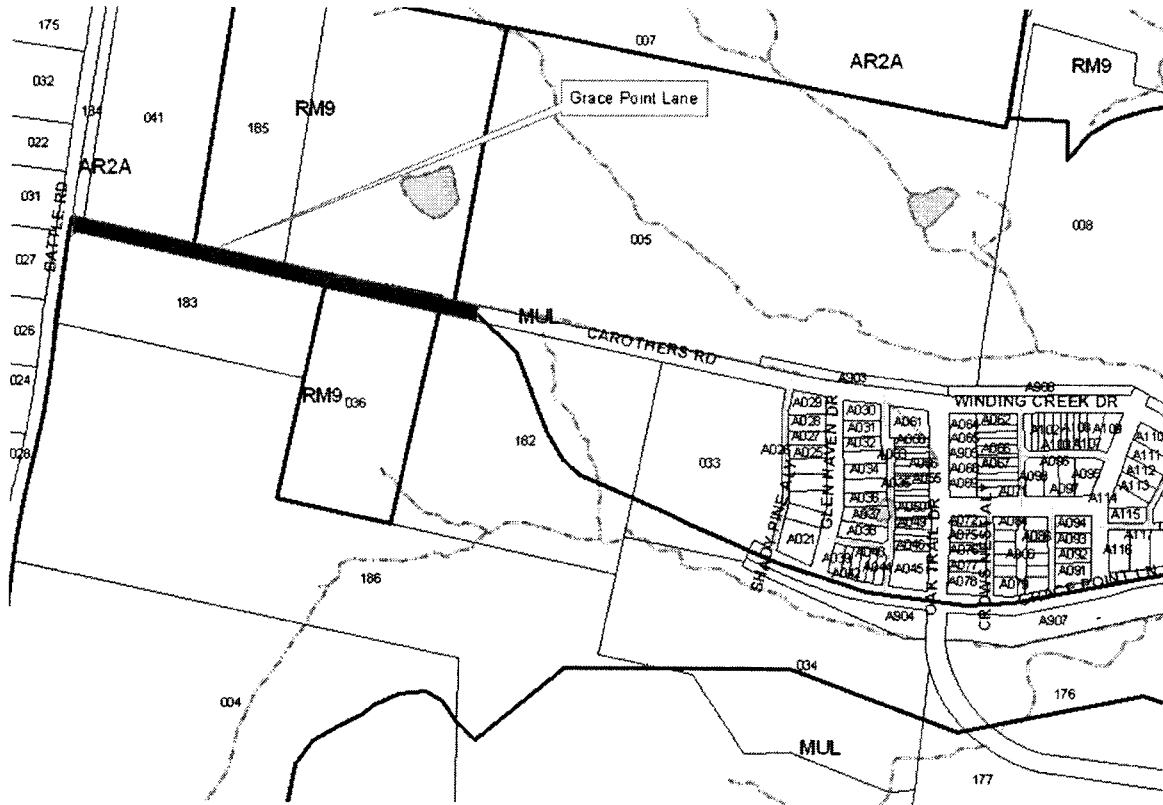
STORMWATER**RECOMMENDATION**

Approved

STAFF RECOMMENDATION

This request would change the setback on Glen Echo Road. The resulting setback would be closer to the street than the existing homes and therefore, inconsistent with the character of the area. The requested setback would not achieve the purposes of Special Policy 11, and would be inconsistent with the redevelopment vision in the adopted Community Plan. Staff recommends disapproval of the request because it is inconsistent with both the character of the area and the Special Policy Area 11.

MANDATORY REFERRALS



2008M-051G-12
 Grace Point Lane
 Map: 188 Parcel: 183
 Subarea 12
 Council District 31 – Parker Toler



Project No.
Project Name

Mandatory Referral 2008M-051G-12
Street Name Change of a portion of Carothers Road to Grace Point Lane

Council Bill
Council District
School District
Requested by

None
31 - Toler
2 - Brannon
Wood Ridge Development

Staff Reviewer
Staff Recommendation

Jones
Approve

APPLICANT REQUEST

A request to change the name of a portion of Carothers Road to Grace Point Lane from Battle Road, approximately 375 feet east of the eastern line of parcel 36 on tax map 188.

What are the procedures for a street name change?

Street names can only be changed by the Metro Council through the adoption of an ordinance. The Planning Department is required to notify all property owners on the street of the proposed name change, and to give residents the opportunity to provide written comments in support of or in opposition to the proposed name change.

Why is this being requested?

This street renaming is being proposed to solve the safety issue of two separated streets with the same name.

DEPARTMENT AND AGENCY COMMENTS

Planning

Carothers Road is located with the Carothers Crossing Urban Design Overlay (UDO). The UDO was approved by the Metro Council in 2007 and is a planned community consisting of 599 acres. The site will be developed with a total of 3,000 residential units and 200,000 square feet of commercial space. The development of Carothers Crossing has divided two sections of Carothers Road. To solve the safety issue of two separated streets with the same name, the applicant proposes that a section of Carothers Road off Battle Road be changed to Grace Point Lane. Grace Point Lane will intersect Oak Trail Drive, which will connect to the remaining section of Carothers Road. A new extension of Carothers Road will be constructed south of its existing location, but still provide an east-west connection through the development.



Metro Planning Commission Meeting of 5/08/2008

This matter is before the Planning Commission because the property owners at 7107 Carothers Road did not sign the application to rename the street.

STAFF RECOMMENDATION

Staff recommends approval of the request to change the name of a portion of Carothers Road to Grace Point Lane. The request is consistent with the overall development plan that has been approved for the Carothers Crossing UDO.

SEE NEXT PAGE



2008M-060U-10
 Abandon a portion of Alley #699
 Map: 104-20 Parcels: 069
 Subarea 10
 Council District 21 – Edith Taylor Langster



Project No.	Mandatory Referral 2008M-060U-10
Project Name	Abandon Portion of Alley Number 699
Council Bill	None
Council District	21 - Langster
School District	8 - Fox
Requested by	James P. Broohs with Wills-Broohs Investments
Staff Reviewer	Jones
Staff Recommendation	<i>Disapprove</i>

APPLICANT REQUEST

Request to abandon a portion of Alley #699 right-of-way from Acklen Park Drive to the dead end, between Long Blvd. and I-440.

DEPARTMENT AND AGENCY COMMENTS

Planning

Alley 699 is located within the 31st Avenue/Long Boulevard Urban Design Overlay. The 31st Avenue/Long Boulevard area is located just off the West End Avenue Corridor at Interstate 440 in southwest Davidson County.

A stated objective of this UDO is to improve the service lane network throughout the neighborhood through paving and appropriate lighting. Alley 699 is currently unimproved, but it is vital to the future redevelopment of this UDO as it will promote the continuity of development that may otherwise be implemented in a piecemeal fashion in this area.

Alleys (service lanes) are an important structural element of the transportation network. These facilities as well as streets, bikeways, sidewalks and pedestrian ways directly affect mobility. Alley number 699 is important to the efficient movement of traffic in the area as it will provide alternative access and reduce the need to use Long Boulevard.

The alley is also located in the Green Hills-Midtown Community Plan where Mixed Housing land use policy is envisioned for this area. Mixed Housing policy generally supports "rear-loaded" or "alley-loaded" residential type activities.



Metro Planning Commission Meeting of 5/08/2008

STAFF RECOMMENDATION

Staff recommends disapproval of the request to abandon a portion of Alley Number 699. If a site plan is submitted with an alternative alignment for the alley that is consistent with the UDO policy and meets the objectives of the UDO, then the request to abandon the alley could be approved.