

**CITY OF BALTIMORE**  
**ORDINANCE \_\_\_\_\_**  
**Council Bill 23-0404**

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Introduced by: The Council President  
At the request of: The Administration (Department of Transportation)  
Introduced and read first time: June 26, 2023  
Assigned to: Environmental and Community Development Committee  
Committee Report: Favorable  
Council action: Adopted  
Read second time: June 26, 2023

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**A RESOLUTION OF THE MAYOR AND CITY COUNCIL CONCERNING**

**Transit-Oriented Development – Penn North**

FOR the purpose of supporting a State Transit-Oriented Development designation for Penn North, the area surrounding and including the Penn North Metro Subway Link Station; and providing for a special effective date.

**Recitals**

**WHEREAS**, Title 7, Subtitle 1 of the State Transportation Article requires that, in addition to other criteria, that a Transit-Oriented Development (“TOD”) be designated as a TOD by the Maryland Secretary of Transportation and the relevant local government;

**WHEREAS**, Mayor Brandon M. Scott, in his letter to the Secretary of the Maryland Department of Transportation dated April 27, 2022, attached hereto as “Exhibit A”, identified the City’s transportation priorities for inclusion in the Consolidated Transportation Program and, in part, proposed the identification of new TOD opportunities adjacent to MARC and Metro Stations in the City of Baltimore;

**WHEREAS**, the Mayor and City Council of Baltimore have since identified a new opportunity and now support a TOD designation for Penn North, the area surrounding and including the Penn North Metro Subway Link Station, as depicted in “Exhibit B”, and as more particularly described in “Exhibit C” (the “Project”);

**WHEREAS**, the Project will be a mix of private and public parking facilities, commercial and residential structures, uses, improvements, and facilities customarily appurtenant to such facilities and uses;

**WHEREAS**, the Project is part of a deliberate development plan and strategy involving property that is either adjacent to or located within one-half mile of the passenger boarding and alighting location of the Penn North Metro Subway Link Station;

**EXPLANATION:** CAPITALS indicate matter added to existing law.  
[Brackets] indicate matter deleted from existing law.  
Underlining indicates matter added to the bill by amendment.  
~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from existing law by amendment.

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1       **WHEREAS**, the Project is planned to maximize the use of transit, walking, and bicycling by  
2 residents, employees, and other users of the Project;

3       **WHEREAS**, this Resolution of the Mayor and City Council of Baltimore represents the City's  
4 support of a State TOD designation pursuant to the State Transportation Article; and

5       **WHEREAS**, this Resolution of the Mayor and City Council of Baltimore could potentially  
6 bring the Project prioritization for funds, resources, financing assistance, tax credits, the location  
7 of State offices, and support from State agencies.

8       **SECTION 1. BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE**, That  
9 Penn North, and the area surrounding and including the Penn North Metro Subway Link Station,  
10 as depicted in "Exhibit B", and as more particularly described in "Exhibit C", is hereby  
11 designated a Transit-Oriented Development in accordance with the State Transportation Article.

12       **SECTION 2. AND BE IT FURTHER RESOLVED**, That this Resolution takes effect the date it is  
13 enacted.

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## EXHIBIT A



BRANDON M. SCOTT  
MAYOR

*100 Holliday Street, Room 250  
Baltimore, Maryland 21202*

April 27, 2022

Secretary James Ports, Jr  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

Dear Secretary Ports:

I am pleased to provide this letter reflecting the City of Baltimore's transportation priorities for inclusion in the Consolidated Transportation Program (CTP). We are grateful for the Maryland Department of Transportation (MDOT) partnership and State investments in infrastructure in Baltimore City, especially efforts from the MDOT Maryland Transit Administration (MDOT MTA) to implement the Regional Transit Plan, East-West Priority Transit Corridor RAISE Grant project, and other transit-related improvements supporting our goals to improve multimodal accessibility, transportation equity, and Complete Streets in Baltimore. We are also grateful for efforts by the MDOT Maryland Port Administration (MDOT MPA) to remain an important economic generator in Baltimore and to support environmental enhancements benefiting water quality and habitat restoration in the Baltimore Harbor. We must continue to work in partnership to ensure our mutual goals can be met by supporting the safety, reliability, accessibility, and sustainability of the multimodal transportation network we all rely upon.

The priorities contained in this letter are consistent with my Administration's commitment to increase access to public transportation; advance the implementation of our innovative and comprehensive Complete Streets ordinance; support the safe and reliable movement of freight, and connect City residents with major employers across the region. These requests also represent the funding we need to maintain our transportation network in a state of good repair to meet the mobility and safety needs of the traveling public.

### ***Capital Programming***

**Allocation of Federal Highway Dollars** - Historically, the City of Baltimore has received 5.5 percent of federal formula highway dollars appropriated to the MDOT State Highway Administration (SHA) to support the state highway network within the City of Baltimore that is fully maintained by the City. It is our understanding that MDOT SHA has chosen to treat federal stimulus dollars differently and not apportion a percentage to the City. We respectfully request that you reconsider this position and allocate 5.5 percent of federal highway dollars to the City of Baltimore to support BCDOT's ability to maintain a safe, resilient, reliable, and equitable transportation network in a state of good repair. As discussed in the Baltimore City CTP meeting in 2021, federal dollars to support the rehabilitation and repair of concrete roads that support the Port of Baltimore would be a mutually beneficial use of these funds.

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**Partnership in pursuing Federal discretionary funding opportunities** – The Infrastructure Investment and Jobs Act (IIJA) establishes new funding opportunities for transportation projects. Many of these new funding opportunities are available as discretionary grants, which will be competitive and require a minimum 20 percent match. The City is seeking State support to further leverage our investments and present attractive grant applications when competing for limited funds at the national level. We request your strategic and proactive partnership in coordination and leveraging matching funds to pursue discretionary opportunities that will significantly impact the transportation network in Baltimore and beyond.

**Innovative Financing** – Given the ongoing discrepancy of available funding to meet the ongoing transportation investment, operations, and maintenance needs, the City of Baltimore is interested in exploring innovative finance opportunities to better leverage our capital program. We are interested in exploring Public-Private Partnerships (P3s), bonds, and other innovative financing opportunities in coordination with the State to advance major infrastructure projects that are otherwise beyond our ability to finance with current revenue levels. Additionally, we reiterate our request to receive dedicated toll credits from the State to assist with matching federal dollars. The majority of toll revenues are generated in the Baltimore region and we strongly believe that a dedicated annual allocation of toll credits is a reasonable request.

### *High-Impact Priority Projects*

**Vietnam Veterans Memorial Bridge and Hanover Street Multimodal Corridor Improvements** – The Vietnam Veterans Memorial Bridge and Hanover Street corridor in south Baltimore are in critical need of investments to rehabilitate or replace the structure and improve multimodal transportation infrastructure. This corridor is part of the arterial roadway network in Baltimore City serving as a freight connection between MDOT MPA's Port of Baltimore and I-95 and several of MDOT MTA CityLink bus routes. Furthermore, this corridor serves as an important connection for the historically disadvantaged, low-income, and minority Cherry Hill and Greater Baybrook communities to job centers in Port Covington, Downtown Baltimore, and points south in Anne Arundel County. The bridge cannot safely accommodate bicycles, the sidewalks are not ADA compliant, and the bascule draw bridge section routinely requires long closure periods for inspection and maintenance.

With a federal grant, BCDOT conducted a planning study to identify safety, multimodal accessibility, and state of good repair improvements for the bridge and the Hanover Street corridor in the surrounding communities. The Baltimore City Department of Transportation (BCDOT) is currently funding a structural assessment of the bridge to assess the feasibility of repair versus replacement. State and federal support is needed to advance improvements for this bridge and the Hanover Street Corridor. The next step is to conduct a National Environmental Policy Act (NEPA) Study to engage with stakeholders, identify environmental constraints and select a preferred alternative. Completing a NEPA study allows this project to become eligible for new Federal discretionary grant funding opportunities that can help fund final design and construction. The City requests active State participation in the planning processes for the bridge repair or replacement.

**US 40 Franklin and Mulberry Highway Redevelopment and Ramp Removal** – In the 1970s, the State Roads Commission built the US 40 expressway decimating 16 continuous city blocks that used to be homes and businesses in Black communities of West Baltimore. The intent to connect with I-70 never happened, and today this massive scar across the City has become known as the Highway to Nowhere. Building this expressway has caused irreparable damage to community cohesion and economic stability in West Baltimore. BCDOT has made progress in the past to reestablish part of the grid and reconnect Payson Street. BCDOT is partnering with MDOT MTA to design and implement multimodal Complete Street elements along this corridor for the East West Transitway RAISE Grant. With new federal funding opportunities available in the IIJA for Reconnecting Communities, BCDOT is seeking State support to leverage federal dollars for a planning study to assess new alternatives and redevelopment opportunities to support community cohesion and economic growth.

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**Implementation of the Greenway Trails** – The City of Baltimore is developing a 35-mile world-class urban trail network that would link neighborhoods, anchor institutions, parks, schools, commercial districts, waterfronts, transit hubs, and more. There are ten miles remaining to realize a completed Greenway Trail network. The City is currently advancing planning and design work on several remaining gaps in the public ROW, including 6.3 miles of trail to connect Leakin Park, Druid Hill Park, Lake Montebello, and Herring Run Park. The City is also working towards connecting the Inner Harbor to Middle Branch Park, as well as the two-mile gap along Norfolk Southern and BGE corridors, which needs to be acquired. If this project were to receive state funding support, it would allow the City to leverage already identified private and federal dollars.

**Locally Operated Transit Services** - The Charm City Circulator and Harbor Connector are free and locally operated transit services in Baltimore City. These services connect residents, tourists, and commuters to job centers and important destinations, and support the MDOT MTA's transit operations. Capital improvements for these complimentary transit services would support improvements needed to connect new destinations and leverage equity improvements to ensure free transit service is more accessible to historically disadvantaged communities. The capital improvements needed to improve service, as outlined in our Transit Development Plan, include bus stop enhancements, pier, and docking infrastructure expansion and repairs, and purchasing boats to replace vessels at the end of their service life.

**Transit Oriented Development** – Infill and redevelopment with Transit Oriented Development (TOD) near Transit Hubs in Baltimore City supports our City goals to promote equitable development, economic growth, and multimodal transportation. The City of Baltimore supports MDOT initiatives to create TOD areas in Baltimore City linking land use and transportation with new mixed-use development and Complete Street transportation enhancements. The City of Baltimore supports MDOT's efforts and designation of TOD areas at Penn Station, Westport, and Reisterstown Plaza. BCDOT can further support MDOT's TOD program with supplemental State funding to provide multimodal transportation improvements to the roadway network in and around these TOD areas. Additionally, we ask that MDOT also revisit previous iterations of the MARC Growth and Investment Plans (2007 and 2013), increase capital investment in MARC stations, and identify new TOD opportunities adjacent to MARC and Metro stations in the City of Baltimore.

### *Programmed Citywide Initiatives with Insufficient Funding*

**Roadway Resurfacing** – Unlike all other jurisdictions within the State of Maryland, Baltimore City is responsible to maintain all roadways within the City limits, including on State routes and critical freight routes supporting the MDOT MPA Port of Baltimore. Impacts from heavy freight traffic generated by the Port of Baltimore has significantly degraded Baltimore City's roadway network. There are over 2,000 miles of roadway in Baltimore City, and BCDOT manages hundreds of street improvement projects each year. BCDOT's goal is to keep all roads in a good condition however, heavy truck traffic, winter weather, and ongoing wear and tear creates an extensive backlog of maintenance needs. Supplemental funding and support for BCDOT's roadway resurfacing program can ensure the street network, including State routes and critical freight routes inside Baltimore City limits, is in good condition. This will help improve safety, network reliability, and reduce ongoing maintenance needs for infrastructure and vehicles.

**Americans with Disabilities Act (ADA) Compliance** - As is the case with other aging cities, Baltimore has a significant backlog of infrastructure needs to meet ADA requirements and increase accessibility for pedestrian facility users of all ages and physical abilities. The majority of pedestrian facilities in downtown Baltimore require upgrades to meet current ADA standards. Constructing ADA compliant sidewalks, curb ramps, crosswalks, and pedestrian infrastructure will enable everyone, regardless of physical abilities, to navigate downtown. This will provide residents, workers, and visitors with safe, reliable, and continuous travel pathways. My Administration has also prioritized upgrades of ADA infrastructure around bus stops to increase access to public transit options. Our efforts can be accelerated significantly with increased State and federal support.

**Traffic Safety Improvements** - BCDOT has recently prepared a Strategic Highway Safety Plan (SHSP) to identify, expand, and prioritize safety measures for the traveling public in Baltimore City. BCDOT has initiated a "quick build"

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program to address high crash intersections, and this program has become very popular with a long waitlist of projects originating from the analysis of high-crash locations as well as through community requests. However, in order to achieve the City's goal of zero traffic-related injuries and fatalities, MDOT's support is a critical element to funding projects. This includes additional funding to implement safety projects to protect the most vulnerable users of the transportation network. Increased funding to improve roadways would provide opportunities to implement traffic calming, increase accessibility of our pedestrian infrastructure and Complete Streets as outlined in the City's new Complete Streets Manual.

**Transit Flow and Access Improvements** - The Baltimore CityLink network includes dedicated bus lanes for improved safety, reliability, on-time performance, and efficiency. BCDOT and MDOT MTA are already working together proactively and dedicating resources to resurface or reconstruct the corridors to include roadway improvements, ADA compliant bus stops and sidewalks to increase access, and active transportation upgrades on the dedicated bus lane corridors. Ongoing support from the State to expand, reconstruct, and resurface roadways can improve transit system performance, reduce cost of vehicle maintenance, and increase roadway network life expectancy. Additional support is needed from the State to implement traffic control measures such as transit signal priority (TSP), queue jumps, transit bus movement exemptions, and bus stop enhancements for transit rider comfort and safety. Pedestrian infrastructure upgrades to meet ADA standards are a critical component at bus stops and along corridors to provide accessible routes from neighborhoods. These investments to our roadway, transit, and pedestrian infrastructure would improve ridership experiences for users of MTA transit, improve transit reliability, and maintain critical infrastructure for all users of the road.

**New Finance Options and State Support for Bridge Repair and Replacement** - There are 296 City-owned and maintained bridges in Baltimore. Of those, 178 are in "Fair Condition" and 38 are in "Poor Condition." Due to funding gaps, there are only eight currently under construction, eight currently in design, and 16 scheduled in the CIP, including those under design. To address these failing bridges, Baltimore City requires increased State support for developing innovative financing models to rehabilitate and replace failing bridges and greater flexibility in funding uses and sources. Baltimore would benefit from the use of toll credits for the required local match to draw down more federal funds. Also, State assistance with the use of Grant Anticipation Revenue Vehicles (GARVEEs) bonds would allow Baltimore City to spread the financing over the life of the bridge rather than the construction period.

Thank you, again, for your favorable consideration of these requests. Should you have any questions, please do not hesitate to contact Department of Transportation Director Steve Sharkey at (410) 396-6802 or [Steve.Sharkey@baltimorecity.gov](mailto:Steve.Sharkey@baltimorecity.gov). Working together, we can provide the safe, reliable transportation network that the people of Baltimore deserve.

In service,



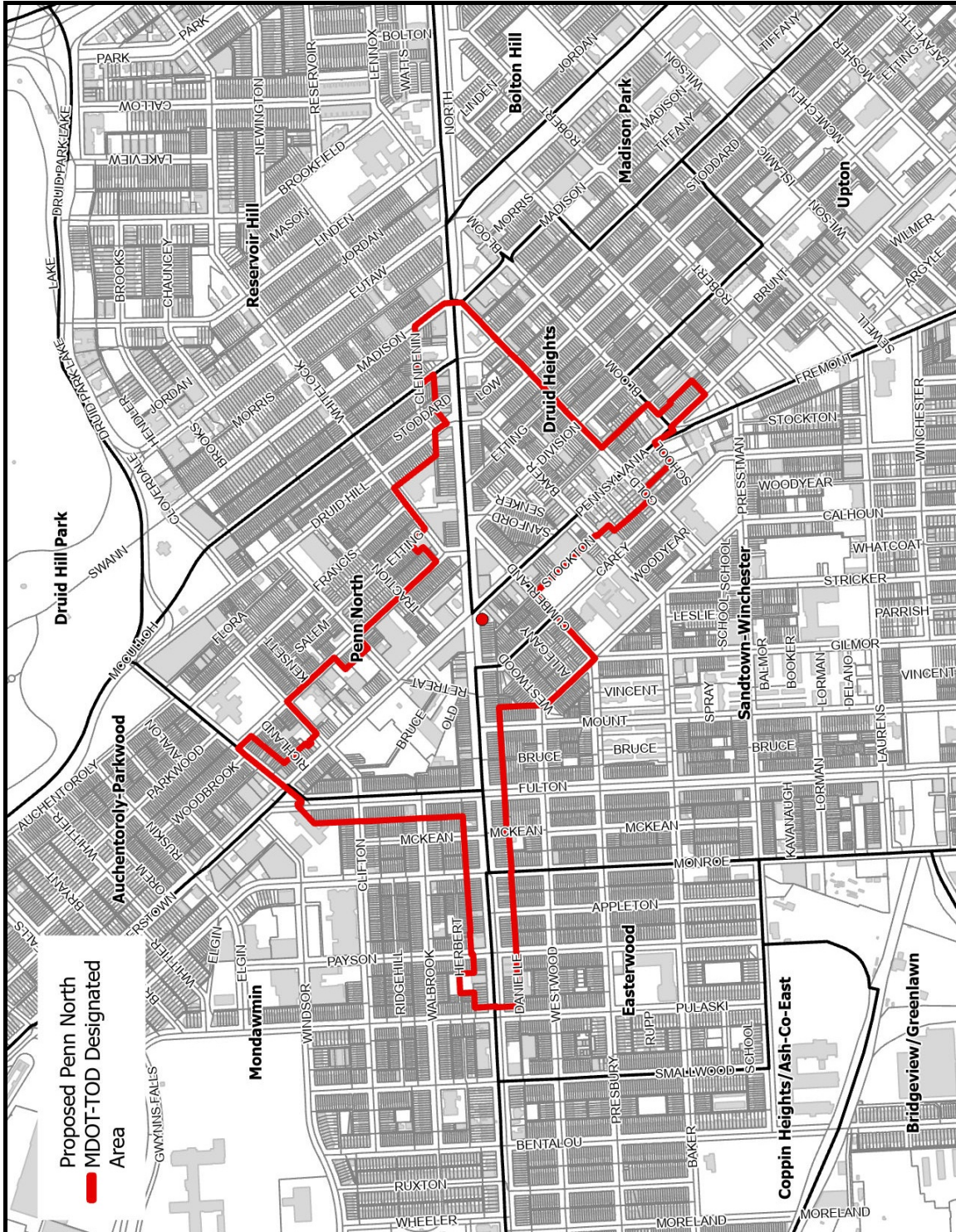
Brandon M. Scott  
Mayor  
City of Baltimore

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EXHIBIT B

2 The boundaries of the proposed Penn North Transit-Oriented Development, as situated in the  
3 City of Baltimore, State of Maryland, are depicted in red on the map below.



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### EXHIBIT C

The proposed Penn North Transit-Oriented Development will include certain parts of those blocks and lots situated in the City of Baltimore, State of Maryland listed below.

	BLOCK	LOT						
4			0003	015	0004	029	0005	051
5	0001	002	0003	016	0004	030	0005	052
6	0001	003	0003	017	0004	031	0005	053
7	0001	004	0003	018	0004	032	0005	054
8	0001	005	0003	019	0004	033	0005	055
9	0001	006	0003	020	0004	034	0005	056
10	0001	007	0003	021	0004	035	0005	057
11	0001	008	0003	022	0005	001	0005	058
12	0001	009	0003	023	0005	002	0005	059
13	0001	010	0003	024	0005	003	0293	001
14	0001	011	0003	025	0005	004	0293	002
15	0001	012	0003	026	0005	005	0293	003
16	0001	013	0003	027	0005	006	0293	004
17	0001	014	0003	028	0005	007	0293	005
18	0001	015	0003	029	0005	008	0293	006
19	0001	016	0003	030	0005	009	0293	007
20	0002	015	0003	031	0005	010	0293	008
21	0002	016	0003	032	0005	011	0293	009
22	0002	017	0003	033	0005	012	0293	010
23	0002	018	0003	034	0005	013	0293	011
24	0002	019	0003	035	0005	014	0293	012
25	0002	020	0003	036	0005	015	0293	013
26	0002	021	0003	037	0005	016	0293	014
27	0002	023	0003	038	0005	017	0293	015
28	0002	024	0003	039	0005	018	0293	016
29	0002	025	0003	040	0005	019	0293	017
30	0002	026	0003	041	0005	020	0293	018
31	0002	027	0004	015	0005	037	0293	019
32	0002	028	0004	016	0005	038	0293	020
33	0002	029	0004	017	0005	039	0293	021
34	0002	030	0004	018	0005	040	0293	022
35	0002	031	0004	019	0005	041	0293	023
36	0002	032	0004	020	0005	042	0293	024
37	0002	033	0004	021	0005	043	0293	025
38	0002	034	0004	022	0005	044	0293	026
39	0002	035	0004	023	0005	045	0293	027
40	0002	036	0004	024	0005	046	0293	028
41	0002	037	0004	025	0005	047	0293	029
42	0002	038	0004	026	0005	048	0293	030
43	0002	039	0004	027	0005	049	0293	031
44	0002	040	0004	028	0005	050	0293	032



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	BLOCK	LOT					
1	0293	033	0293	078	0294	039	0294 084
2	0293	034	0293	079	0294	040	0294 085
3	0293	035	0293	080	0294	041	0294 086
4	0293	036	0293	081	0294	042	0294 087
5	0293	037	0293	082	0294	043	0294 088
6	0293	038	0293	083	0294	044	0294 088A
7	0293	039	0293	084	0294	045	0294 089
8	0293	040	0293	085	0294	046	0295 001
9	0293	041	0293	086	0294	047	0295 002
10	0293	042	0293	087	0294	048	0297 001
11	0293	043	0293	088	0294	049	0297 002
12	0293	044	0293	089	0294	050	0297 003
13	0293	045	0293	090	0294	051	0297 016
14	0293	046	0293	091	0294	052	0297 017
15	0293	047	0294	001	0294	053	0297 018
16	0293	048	0294	003	0294	054	0297 019
17	0293	049	0294	006	0294	055	0297 020
18	0293	050	0294	008	0294	056	0297 021
19	0293	051	0294	009	0294	057	0297 022
20	0293	052	0294	010	0294	058	0297 025
21	0293	053	0294	011	0294	059	0297 026
22	0293	054	0294	012	0294	060	0297 027
23	0293	055	0294	013	0294	061	0297 028
24	0293	056	0294	014	0294	062	0297 063
25	0293	057	0294	017	0294	063	0297 064
26	0293	058	0294	018	0294	064	0297 065
27	0293	059	0294	019	0294	065	0297 066
28	0293	060	0294	020	0294	066	0297 067
29	0293	061	0294	021	0294	067	0297 068
30	0293	062	0294	022	0294	068	0297 069
31	0293	063	0294	023	0294	069	0297 074
32	0293	064	0294	024	0294	070	0298 001
33	0293	065	0294	025	0294	071	0298 001A
34	0293	066	0294	026	0294	072	0298 002
35	0293	067	0294	027	0294	073	0298 003
36	0293	068	0294	028	0294	074	0298 004
37	0293	069	0294	029	0294	075	0298 005
38	0293	070	0294	030	0294	076	0298 006
39	0293	071	0294	032	0294	077	0298 007
40	0293	072	0294	033	0294	078	0298 008
41	0293	073	0294	034	0294	079	0298 009
42	0293	074	0294	035	0294	080	0298 010
43	0293	075	0294	036	0294	081	0298 011
44	0293	076	0294	037	0294	082	0298 012
45	0293	077	0294	038	0294	083	0298 013

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	BLOCK	LOT						
1	0298	014	0298	075	0299	015	0299	070
2	0298	015	0298	076	0299	016	0299	071
3	0298	016	0298	077	0299	017	0299	072
4	0298	017	0298	078	0299	018	0299	073
5	0298	018	0298	079	0299	019	0299	074
6	0298	019	0298	080	0299	020	0299	075
7	0298	020	0298	081	0299	021	0299	076
8	0298	021	0298	082	0299	022	0299	077
9	0298	022	0298	083	0299	023	0299	078
10	0298	023	0298	084	0299	024	0299	079
11	0298	024	0298	085	0299	025	0299	080
12	0298	025	0298	086	0299	026	0299	081
13	0298	026	0298	087	0299	027	0299	082
14	0298	027	0298	088	0299	028	0299	083
15	0298	028	0298	089	0299	029	0299	084
16	0298	029	0298	090	0299	030	0299	085
17	0298	030	0298	091	0299	039	0299	086
18	0298	031	0298	092	0299	040	0299	087
19	0298	032	0298	093	0299	041A	0299	088
20	0298	033	0298	094	0299	042A	0299	089
21	0298	041	0298	095	0299	043A	0301	001
22	0298	041A	0298	096	0299	044A	0301	002
23	0298	042	0298	097	0299	045A	0301	003
24	0298	043	0298	098	0299	046A	0301	004
25	0298	043A	0298	099	0299	048	0301	017
26	0298	044	0298	100	0299	049	0301	018
27	0298	045	0298	101	0299	050	0301	019
28	0298	046	0298	102	0299	051	0301	020
29	0298	047	0298	103	0299	052	0301	021
30	0298	048	0298	104	0299	053	0301	022
31	0298	049	0298	105	0299	054	0301	023
32	0298	050	0298	106	0299	055	0301	024
33	0298	062	0299	001	0299	056	0301	025
34	0298	063	0299	003	0299	057	0301	026
35	0298	064	0299	004	0299	058	0301	056
36	0298	065	0299	005	0299	059	0301	057
37	0298	066	0299	006	0299	060	0301	057A
38	0298	067	0299	007	0299	062	0301	059
39	0298	068	0299	008	0299	063	0301	060
40	0298	069	0299	009	0299	064	0301	061
41	0298	070	0299	010	0299	065	0301	062
42	0298	071	0299	011	0299	066	0301	069
43	0298	072	0299	012	0299	067	0301	070
44	0298	073	0299	013	0299	068	0301	071
45	0298	074	0299	014	0299	069	0301	072

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	BLOCK	LOT					
1	0302	001	0302	057	0303	025	0303 074
2	0302	006	0302	058	0303	030	0303 075
3	0302	007	0302	059	0303	031	0303 076
4	0302	008	0302	060	0303	032	0303 077
5	0302	010	0302	061	0303	033	0303 078
6	0302	020	0302	062	0303	034	0303 079
7	0302	021	0302	063	0303	035	0303 080
8	0302	022	0302	064	0303	036	0303 081
9	0302	022A	0302	065	0303	037	0303 082
10	0302	022B	0302	066	0303	038	0303 083
11	0302	023	0302	067	0303	039	0303 084
12	0302	024	0302	068	0303	040	0303 085
13	0302	025	0302	069	0303	041	0303 086
14	0302	026	0302	070	0303	042	0303 087
15	0302	027	0302	071	0303	043	0303 088
16	0302	028	0302	072	0303	044	0303 089
17	0302	029	0302	073	0303	045	0303 090
18	0302	030	0302	080	0303	046	0303 091
19	0302	031	0302	080A	0303	047	0303 092
20	0302	032	0302	083	0303	048	0303 093
21	0302	033	0302	084	0303	049	0303 093A
22	0302	034	0303	001	0303	050	0303 093B
23	0302	035	0303	002	0303	051	0303 093C
24	0302	036	0303	003	0303	052	0303 093D
25	0302	037	0303	004	0303	053	0303 093E
26	0302	038	0303	005	0303	054	0304 001
27	0302	039	0303	006	0303	055	0304 002
28	0302	040	0303	007	0303	056	0304 003
29	0302	041	0303	008	0303	057	0304 004
30	0302	042	0303	009	0303	058	0304 005
31	0302	042A	0303	010	0303	059	0304 006
32	0302	043	0303	011	0303	060	0304 007
33	0302	044	0303	012	0303	061	0304 008
34	0302	045	0303	013	0303	062	0304 018
35	0302	046	0303	014	0303	063	0304 019
36	0302	047	0303	015	0303	064	0304 020
37	0302	048	0303	016	0303	065	0304 021
38	0302	049	0303	017	0303	066	0304 022
39	0302	050	0303	018	0303	067	0304 023
40	0302	051	0303	019	0303	068	0304 024
41	0302	052	0303	020	0303	069	0304 026
42	0302	053	0303	021	0303	070	0304 027
43	0302	054	0303	022	0303	071	0304 028
44	0302	055	0303	023	0303	072	0304 029
45	0302	056	0303	024	0303	073	0304 030

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	BLOCK	LOT						
1	0304	031	0307	036	3206	007	3208	009
2	0304	032	0307	037	3206	009	3208	010
3	0304	033	0307	038	3206	010	3208	011
4	0304	034	0307	039	3206	011	3208	012
5	0304	035	0307	040	3206	012	3208	013
6	0304	036	0307	041	3206	013	3208	014
7	0304	037	0307	042	3206	014	3208	015
8	0304	038	0307	043	3206	015	3208	016
9	0304	039	0307	044	3206	016	3208	017
10	0304	040	0307	045	3206	017	3208	018
11	0304	041	0307	046	3206	018	3208	019
12	0304	042	0307	050	3206	065	3208	020
13	0304	043	0307	052	3207	001	3208	021
14	0304	044	0307	065C	3207	002	3208	022
15	0304	045	0307	066	3207	003	3208	023
16	0304	046	0307	067	3207	004	3208	050
17	0304	047	0307	068	3207	005	3208	051
18	0304	048	0307	069	3207	006	3208	052
19	0304	050	0307	070	3207	007	3208	053
20	0304	050A	0307	071	3207	008	3208	054
21	0304	051	0307	080A	3207	009	3208	055
22	0305	001	0313	033	3207	010	3208	056
23	0306	023B	0313	034	3207	011	3208	057
24	0306	023C	0313	035	3207	012	3208	058
25	0306	023D	0313	036	3207	013	3208	059
26	0306	027	0313	037	3207	014	3208	060
27	0306	028	0313	038	3207	016	3208	061
28	0306	029	0313	039	3207	018	3208	062
29	0306	030	0313	040	3207	019	3208	063
30	0306	031	0313	041	3207	020	3208	064
31	0306	033	0313	042	3207	021	3209	001
32	0306	034	0313	043	3207	022	3209	003
33	0306	061A	0313	044	3207	023	3209	004
34	0306	061B	0313	045	3207	024	3209	005
35	0306	061C	0313	046	3207	025	3209	006
36	0307	025	0313	047	3207	026	3209	007
37	0307	026	0313	048	3207	088	3209	008
38	0307	027	0313	049	3208	001	3209	009
39	0307	028	0313	050	3208	002	3209	010
40	0307	029	3206	001	3208	003	3209	011
41	0307	030	3206	002	3208	004	3209	012
42	0307	031	3206	003	3208	005	3209	013
43	0307	032	3206	004	3208	006	3209	014
44	0307	033	3206	005	3208	007	3209	015
45	0307	035	3206	006	3208	008	3209	016

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	BLOCK	LOT					
1	3209	017	3400	025	3400	072	3402 025
2	3209	018	3400	026	3400	073	3402 026
3	3209	019	3400	029	3400	074	3402 027
4	3227	023	3400	030	3400	075	3402 028
5	3227	024	3400	031	3400	076	3402 029
6	3227	025	3400	032	3400	077	3402 030
7	3227	026	3400	033	3400	078	3402 031
8	3227	027	3400	034	3400	079	3402 032
9	3227	028	3400	035	3400	080	3402 033
10	3227	029	3400	036	3400	081	3402 034
11	3227	030	3400	037	3400	082	3402 035
12	3227	031	3400	038	3400	083	3402 036
13	3227	032	3400	039	3400	087	3402 037
14	3227	033	3400	040	3400	088	3402 038
15	3227	034	3400	041	3400	089	3402 039
16	3227	035	3400	042	3400	090	3402 040
17	3227	036	3400	043	3400	091	3402 041
18	3227	037	3400	044	3400	091A	3402 042
19	3227	038	3400	045	3400	102	3402 043
20	3227	039	3400	046	3400	105	3402 044
21	3227	040	3400	047	3400	107	3402 045
22	3227	041	3400	048	3400	108	3402 046
23	3400	001	3400	049	3400	121	3402 047
24	3400	002	3400	050	3400	130	3402 048
25	3400	003	3400	051	3402	001	3403 010
26	3400	004	3400	052	3402	002	3403 013
27	3400	005	3400	053	3402	003	3403 014
28	3400	006	3400	054	3402	004	3403 015
29	3400	007	3400	055	3402	005	3403 016
30	3400	008	3400	056	3402	006	3403 017
31	3400	009	3400	057	3402	007	3403 018
32	3400	010	3400	058	3402	008	3403 019
33	3400	011	3400	059	3402	010	3403 020
34	3400	012	3400	060	3402	011	3403 021
35	3400	013	3400	061	3402	012	3403 022
36	3400	014	3400	062	3402	013	3403 023
37	3400	015	3400	063	3402	014	3403 024
38	3400	016	3400	064	3402	015	3403 025
39	3400	017	3400	065	3402	016	3403 026
40	3400	018	3400	066	3402	017	3403 027
41	3400	019	3400	067	3402	019	3403 028
42	3400	020	3400	068	3402	020	3403 029
43	3400	021	3400	069	3402	022	3403 030
44	3400	022	3400	070	3402	023	3403 031
45	3400	023	3400	071	3402	024	3403 032

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	BLOCK	LOT					
1	3403	033	3405	021	3406	047	3414 019
2	3403	035	3405	026	3406	048	3414 020
3	3403	036	3405	027	3406	049	3414 021
4	3403	037	3405	029	3406	050	3414 022
5	3403	039	3405	031	3406	051	3414 023
6	3403	040	3405	032	3406	056	3414 024
7	3403	041	3405	033	3406	057	3414 026
8	3403	042	3406	001A	3406	058	3414 028
9	3403	043	3406	001A	3406	059	3414 029
10	3403	044	3406	002	3406	060	3414 030
11	3403	045	3406	007	3406	061	3414 031
12	3404	012	3406	009	3406	062	3414 032
13	3404	015	3406	012	3406	063	3414 033
14	3404	023	3406	013	3406	064	3414 034
15	3404	024	3406	014	3406	071	3414 035
16	3404	027	3406	015	3406	072	3414 036
17	3404	037	3406	016	3406	073	3414 037
18	3404	038	3406	017	3406	074	3415 001
19	3404	039	3406	018	3406	075	3415 002
20	3404	040	3406	019	3406	076	3415 006
21	3404	041	3406	020	3406	077	3415 007
22	3404	042	3406	021	3406	078	3415 008
23	3404	043	3406	022	3406	079	3415 009
24	3404	044	3406	023	3406	080	3415 010
25	3404	046	3406	024	3406	081	3415 011
26	3404	047	3406	025	3407	053	3415 013
27	3404	051	3406	026	3407	054	3415 014
28	3404	052	3406	027	3407	054A	3415 015
29	3404	053	3406	028	3407	055	3415 017
30	3404	054	3406	029	3414	001	3415 018
31	3404	055	3406	030	3414	002	3423 001
32	3404	056	3406	031	3414	005	3423 002
33	3404	057	3406	032	3414	006	3423 003
34	3404	058	3406	033	3414	007	3423 004
35	3404	059	3406	034	3414	008	3423 005
36	3404	060	3406	035	3414	009	3423 006
37	3404	061	3406	036	3414	010	3423 008
38	3404	062	3406	037	3414	011	3423 011A
39	3404	063	3406	037A	3414	012	3423 011B
40	3404	064	3406	037B	3414	013	3423 012
41	3405	001	3406	038	3414	014	3423 013
42	3405	002	3406	043	3414	015	3423 014
43	3405	017	3406	044	3414	016	3423 015
44	3405	018	3406	045	3414	017	3423 016
45	3405	019	3406	046	3414	018	3423 017

## Council Bill 23-0404

	BLOCK	LOT
1	3423	018
2	3423	019
3	3423	020

**Council Bill 23-0404**

Certified as duly passed this 26 day of June, 2023



\_\_\_\_\_  
President, Baltimore City Council

Certified as duly delivered to His Honor, the Mayor,

this 26 day of June, 2023



\_\_\_\_\_  
Chief Clerk


Approved this 28 day of June, 2023



\_\_\_\_\_  
Mayor, Baltimore City

Approved for Form and Legal Sufficiency

This 27th Day of June, 2023.



\_\_\_\_\_  
Chief Solicitor