




CITY OF BALTIMORE  
MAYOR BRANDON M. SCOTT

<b>TO</b>	The Honorable President and Members of the Baltimore City Council
<b>FROM</b>	Alice Kennedy, Housing Commissioner 
<b>DATE</b>	September 10, 2024
<b>SUBJECT</b>	<b>24-0565 City Streets - Closing - Subterranean Portions of Certain Streets and Alleys Bounded by Westwood Avenue, North Mount Street, Presstman Street, and Appleton Street</b>

The Honorable President and  
Members of the City Council  
City Hall, Room 400

9/10/24

**Position: Favorable**

## Introduction

The Department of Housing and Community Development (DHCD) has reviewed City Council Bill 24-0565 City Streets - Closing - Subterranean Portions of Certain Streets and Alleys Bounded by Westwood Avenue, North Mount Street, Presstman Street, and Appleton Street for the purpose of condemning and closing subterranean portions of certain streets and alleys bounded by Westwood Avenue, North Mount Street, Presstman Street, and Appleton Street, as shown on a plat numbered 316-C-4A, Sheets 1 through 5, dated September 26, 2023, prepared by Whitman, Requardt and Associates, LLP, and filed in the Department of Transportation; and providing for a special effective date.

If enacted, City Council Bill 24-0565 would condemn and close subterranean portions of Westwood Avenue, North Mount Street, Presstman Street, and Appleton Street. If approved, this legislation will become effective the day of its enactment.

## DHCD Analysis

This ordinance will condemn and close certain subterranean rights-of-way. This action will facilitate the transfer of the referenced rights-of-way from the City to Amtrak, which will in turn allow for their use in the Frederick Douglass Tunnel Program. This Bill is part of a series of Bills that close and transfer the right-of-way to be used by the proposed tunnel, thereby allowing Amtrak to operate the tunnel in perpetuity.

The referenced property does not fall within any of DHCD's Impact Investment Areas, Community Development Zones, or Streamlined Code Enforcement Areas. DHCD does not anticipate an operational or fiscal impact from the passage of this Bill.

In addition to the replacement of the tunnel with modern fire and life safety systems, the Franklin Douglas Tunnel Program is poised to have additional community benefits. According to the project website those improvements will include a \$50 million Community Investment Program and improvements to West Baltimore roads and bridges. Successful communities are closely tied to safe, reliable and accessible transit options that accommodate a variety of users in order to improve mobility and opportunity for City residents. We support the Administration's efforts to ensure that MARC and Amtrak customers and community members have safe, reliable transportation options, along with surrounding quality streets and sidewalks.

### Conclusion

DHCD respectfully requests a **favorable** report on City Council Bill 24-0565.