


FROM	NAME & TITLE	THOMAS J. STOSUR, DIRECTOR <i>July/for T. J.S</i>	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING 417 E. FAYETTE STREET, 8 th FLOOR		
	SUBJECT	CITY COUNCIL BILL #10-0514/CITY STREETS- CLOSING- WOODALL STREET AND CLEMM STREET		

TO

DATE:

The Honorable President and
 Members of the City Council
 City Hall, Room 400
 100 N. Holliday Street

July 9, 2010

At its regular meeting of July 8, 2010 the Planning Commission considered City Council Bill #10-0514, for the purpose of condemning and closing (1) Woodall Street, extending from Fort Avenue, southwesterly to Clemm Street and (2) Clemm Street, extending from Key Highway, southwesterly to the southeastern most extremity thereof, as shown on Plat 335-A-31B in the Office of the Department of General Services; and providing for a special effective date.

In its consideration of this Bill, the Planning Commission reviewed the attached agenda, summary and previous staff report which recommended approval of City Council Bill #10-0514 and adopted the following resolution, seven members being present (seven in favor).

RESOLVED, That the Planning Commission concurs with the recommendation of its departmental staff, and recommends that City Council Bill #10-0514 be passed by the City Council.


If you have questions, please contact Mr. Wolde Ararsa, Division Chief of Land Use and Urban Design at 410-396-4488.

TJS/WYA/ttl

Attachments

cc:

- Ms. Kaliope Parthemos, Deputy Mayor
- Ms. Sophie Dagenais, Chief of Staff
- Ms. Angela Gibson, Mayor's Office
- The Honorable Bill Henry, Council Rep. for Planning Commission
- Mr. David Tanner, BMZA
- Mr. Geoffrey Veal, Zoning Enforcement, DHCD
- Ms. Nikol Nabors-Jackson, DHCD
- Ms. Karen Randle, City Council Services

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- Ms. Karen Randle, City Council Services



Stephanie Rawlings-Blake
Mayor

PLANNING COMMISSION

Wilbur E. "Bill" Cunningham, Chairman

SUMMARY

July 8, 2010



Thomas J. Stosur
Director

3. MINOR AMENDMENT AND FINAL SUBDIVISION AND DEVELOPMENT PLAN/GREEKTOWN REDEVELOPMENT PUD

The current development proposal comprising Phase I entail new single-family townhouse development in the blocks bounded by Foster Street to the north, Fait Avenue to the south, Oldham Street to the east, and CSX right-of-way to the west. The proposal is for 121 fee-simple units, each featuring single-car garages accessed from rear alleys. The developer wishes to obtain the necessary PUD and subdivision approvals at this time, in order to sell developable lots to their chosen homebuilder. The builder, in turn, must obtain Planning Commission Final Design Approval prior to the issuance of building permits.

In advance of a hearing on this matter, staff notified the following community groups: Greektown Community Development Corporation, Southeast Community Development Corporation, and Greektown Business Alliance, Inc.

Recommendations:

- Minor Amendment: Approval
- Final Subdivision & Development Plan: Approval, subject to comments from the Department of General Services

4. FINAL SUBDIVISION AND DEVELOPMENT PLAN/LOT 4 OF THE PORT LIBERTY INDUSTRIAL CENTER

The applicant is proposing to re-subdivide the property known as Lot 4 of the approved October 8, 1998 subdivision into three parcels known as Lot #1 (82, 755 sq. ft.), Lot #2 (29,485 sq. ft.) and Lot #5 (25,095 sq. ft.) for dispositional purposes.

The Brooklyn and Curtis Bay Coalition was notified about the Final Subdivision and Development Plans for Port Liberty Industrial Center.

Recommendation: Approval, subject to:

- Comments from the Department of General Services
- Compliance with Critical Area and floodplain requirements

5. CITY COUNCIL BILL #10-0523/RESIDENTIAL PERMIT PARKING – LITTLE ITALY AREA

City Council Bill 10-0523 proposes to amend the Residential Parking Program portion of the Baltimore City Code to specifically allow for the Little Italy Area (Area #14) to have the parking duration for non-permit holders limited to 3 hours.

The Residential Parking Program was established in 1979 to allow neighborhoods to petition the City to issue parking permits for its residents and restrict on-street parking for non-permit holders. The parking durations for non-permit holders were limited to 2 hours. However, when Little Italy requested revised parking hours in 1990, they were to include a parking duration for non-permit holders of 3 hours. Signs were in fact posted to reflect the 3 hour duration. However, the original ordinance currently prevails on the books, stating the 2 hour limit. The Parking Authority of Baltimore City worked with the Little Italy community organizations to gain support for keeping the restriction at 3 hours and requesting this bill to amend the City Code accordingly.

The Little Italy Community Organization, Little Italy Business Association, Little Italy Restaurant Association, Scarlett Place RCA, Albemarle Square and the Parking Authority of Baltimore City were notified of this meeting.

Recommendation: Approval

6. MINOR AMENDMENT AND FINAL DESIGN APPROVAL/SOUTHSIDE MARKET PLACE PUD – 843 EAST FORT AVENUE

The Southside Marketplace shopping center would like to update the center with more modern façades, reconfiguring a portion of the parking lot by the Building D (Blockbuster), and modifying the planting plan. The center would also like to expand their existing dumpster enclosure to add another dumpster so the capacity better matches their site demands. Two potential outdoor seating areas have been identified. One by the Building D at East Fort Avenue, and another at the southwest end of Building C, at the connection to Heath and Boyle Streets. One of the concerns of the tenants of the shopping center is that there is restricted visibility into the enclosed parking area and to the storefronts. By relocating plantings at the front of the center, potential customers will have better visibility into the center. Trees will be replaced further into the site on a one-for-one basis. A new center identification freestanding sign will be installed in the entry driveway, to replace the existing sign.

The Key Highway Task Force, the Locust Point Civic Association, Inc., and the Riverside Neighborhood Association have been notified of this action.

Recommendation: Approval

7. CITY COUNCIL BILL #10-0524/CAMPAIGN SIGNS IN RESIDENTIAL AREAS – REPEAL OF MAXIMUM SIZE RESTRICTION

This bill seeks to eliminate the sixteen square foot maximum-size restriction that currently governs campaign signs in residentially zones areas. This proposed text change relates to Article 19-*Police Ordinances*, in the Baltimore City Code. The current size restriction allows for the integrity of the City's residential areas to be retained. Large campaign signs in residential areas add visual clutter and do not aesthetically relate to the neighborhoods in which they reside. Large campaign signs distract from the residential scale and environment and removing the size restriction allows potential homeowners to

erect out of scale signage that effectively acts as a billboard within a neighborhood; adding to the existing proliferation of signage throughout the City. Block character could easily be ruined with large signs and overwhelm the neighborhood.

The appearance of signs in close proximity to the roadway, the battle for attention between directional or instructional traffic, and the proliferation of signs as one drives around the City all serve to sway drivers' focus from the road to the campaign signs. The numerous curb cuts and roadway intersections along City streets, especially on dense residential streets, already create numerous decision-making points for motorists. Large campaign signs, by their very nature, are designed to attract the driver's eye, and only add to the difficulty of driving safely and are especially dangerous for pedestrians and children within neighborhoods.

Notice of this hearing was sent to 760 City-wide active community organizations and all City Council members.

Recommendation: Disapproval

8. FINAL SUBDIVISION AND DEVELOPMENT PLAN/PORCION OF HARBOR POINT PUD – 1000 WILLS STREET

The applicant is proposing the horizontal and vertical subdivision of the property identified as Lot # 2 on the proposed subdivision plat. Proposed Lot #2 is comprised of the 1000 Wills Street property (a.k.a. Lot 001 of Block 1815), a portion of Wills Street right-of-way that has been closed, but not yet conveyed, the newly created fast land known as adjoining land, the newly created fast land known as the Canal Parcel. Additionally, the applicant is creating Lot #3 and Lot #4, which are also newly created fast land.

The new Lot #2 property will then be vertically subdivided. This is because the Lot 2 property is encumbered with an environmental remediation concrete cap covered with soil. This below surface facility, for the most part, is not to be disturbed. This facility was provided to mitigate contaminates resulting from the previous use of this property by the Allied Chemical Company. Thus, the Lot #2 parcel is being subdivided into two vertical parcels; a sub-surface parcel (Lot #2-1) and a surface and airspace parcel (Lot #2-2).

Additionally, the applicant is working with the Baltimore Development Corporation in order to secure Tax Increment Financing (TIF) for necessary public infrastructure improvements for the Harbor Point PUD project. However, in order to secure TIF funding, a Tax Increment Finance Development District has to be created. Thus, the creation of Lot #2-2 (Surface and Airspace Parcel), provides a development parcel and identifies a legal property entity that can be used to establish a TIF Development District. Once the vertical subdivision of the Lot #2 parcel is approved and the Lot #2-2 (surface and Airspace Parcel) is created the applicant can pursue securing the necessary TIF legislation for TIF funding.

The Fells Point Task Force, Douglass Place, Fells Point Homeowners Assoc., Broadway Business Assoc., Fells Point Development Corp., Fells Prospect, Upper Fells Point, Fells Point Main Street, and 1400 Lancaster Condominium Assoc. have been notified about the Final Subdivision and Development Plans for 1000 Wills Street.

Recommendation: Approval, subject to:

- Subject to comments from the Department of General Services.
- Compliance with the requirements of the Chesapeake Bay Critical Area Program and the City's flood plain requirements.
- Provide written reciprocal easement agreement to cover the Lot 2-1 and Lot 2-2 parcels. The easement agreements should cover access, utilities, and building code, and building construction requirements. Additionally, these easement agreements must be recorded in the land records of Baltimore City.
- Compliance with Baltimore City Building Code requirements.
- All improvements to the newly created properties will have to come back to the Planning Commission at a later date for Final Development Plan Approval and Final Design Approval prior to the issuance of any building permits.

CONSENT AGENDA

9. CITY COUNCIL BILL #10-0514/CITY STREETS – CLOSING – WOODALL STREET AND CLEMM STREET

On September 20, 2007, the Planning Commission reviewed and approved the closing of portions of Clemm Street and Woodall Street. The portion of Clemm Street recommended to be closed was between Key Highway and Woodall Street. The portion of Woodall Street recommended to be closed was approximately 81 feet in length and north of Clemm Street. On February 21, 2008, the Planning Commission reviewed and approved the closing of a portion of Woodall Street that was not included in the previous Planning Commission action. CCB #10-0514 is the required legislation to formally close the aforementioned street r-o-w properties, which are no longer needed for public purposes. This is the third step in a four step process. This action is consistent with the previous Planning Commission actions, and staff remains in full support.

Recommendation: Approval, subject to the street being made private and access maintained by all adjacent property owners.

10. CITY COUNCIL BILL #10-0515/SALE OF PROPERTY – FORMER BEDS OF WOODALL STREET AND CLEMM STREET

On September 20, 2007, the Planning Commission reviewed and approved the closing of portions of Clemm Street and Woodall Street. The portion of Clemm Street recommended to be closed was between Key Highway and Woodall Street. The portion of Woodall Street recommended to be closed was approximately 81 feet in length and north of Clemm Street. On February 21, 2008, the Planning Commission reviewed and approved the closing of a portion of Woodall Street that was not included in the previous

Planning Commission action. CCB #10-0515 is the required legislation that allows the City to formally sell the aforementioned street r-o-w properties, which are no longer needed for public purposes. This is the fourth step in a four step process. This action is consistent with the previous Planning Commission actions, and staff remains in full support.

Recommendation: Approval, subject to the public street being made private, with access maintained by all adjacent property owners.

PLANNING COMMISSION

STAFF REPORT

September 20, 2007

REQUEST:

- Final Design Approval / Chesapeake Paperboard PUD – Landscape Plan, and Key Highway Parking Garage Structure
- Street Closing - Clemm Street, Woodhall Street and a Portion of Key Highway

RECOMMENDATION: Approval

STAFF: Thor Nelson

OWNER: Chesapeake Paperboard Centre LLC

PETITIONER: Chesapeake Paperboard Centre LLC

SITE/ GENERAL AREA

General Area: The properties known as 1500 Woodhall Street, 1605 Key Highway, and 1801 Key Highway are principle properties that comprise the site. The site is located in the Locust Point neighborhood on the South Baltimore Peninsula. Locust Point is a waterfront community bounded by Lawrence Street on the west to Fort McHenry on the east. The harbor borders the entire peninsula. The peninsula consists of attached residential buildings (R-8) surrounded by railroad tracks and large industrial areas along the water.

The site is located at the end of Woodhall Street and borders Key highway to the west and CSX railroad right-of-way to the south. The site is 11.01 acres in size and is part of the Chesapeake Paperboard PUD. It was previously occupied by the Chesapeake Paperboard factory. The factory was demolished last year, and the site is currently vacant and unimproved.

HISTORY

- On June 10th, 2004 the Planning Commission approved the Locust Point Master Plan
- On May 4th, 2006 the Planning Commission amended the Locust Point Master Plan to allow for mixed use development on the Chesapeake Paperboard Property.
- On December 7th, 2006 the Planning Commission approved the Final Subdivision and Preliminary Development Plan for 1500 Woodall Street -- Chesapeake Paperboard Mixed-Use Center
- Ordinance #07-0428: Established the Chesapeake Paperboard Planned Unit Development

CONFORMITY TO PLANS

These actions conform to Locust Point Master Plan and the Comprehensive Plan's Live Section, Goal #1: Build Human and Social Capital by Strengthening Neighborhoods; Goal #2: Elevate the Design and Quality of the City's Built Environment; Objective 2: Promote Unique Retail Venues as Shopping Destinations; and Live Goal #1, Objective #1: Expand Housing Choices for all Residents.

ANALYSIS

In general, the Chesapeake Paperboard PUD allows for a mixed use development that comprises 110,000SF of Retail, 50,000SF of Office and 250 residential dwelling units, with 920 parking spaces. The applicant has sought only a partial Final Design Approval for the Landscape Plan and Key Highway Parking Garage Structure at this time. They are currently prepared to construct the garage, but have not finalized designs for the building elevations and will return for Final Design Approval for the remaining building design, signage, and streetscape at a future date. The Street Closing actions are needed to consolidate the development parcels and move the alignment of the Key Highway access to the project to the North

Final Design Approval / Chesapeake Paperboard PUD –Landscape Plan, and Key Highway Parking Garage Structure

The site plan for the project was previously reviewed by staff and approved as part of the PUD approval this spring. The proposed building design, landscape plan, and parking garage design were reviewed and approved with comments by the Urban Design and Architectural Review Panel (UDARP) on August 2nd 2007. UDARP's comments focused on redesign the water tower plaza area to be more unified and not divided up by trees and landscape trellis, and to reinforce generous and consistent planting along the Key Highway Garage elevation utilizing mature trees and plants.

- Landscape Plan:

The proposed Landscape Plan has three main features; the Plaza design, Main Street treatment, and the landscape buffer along Key Highway. The Plaza design is focused around the water tower as a focal element and has a series of ornamental trees radiating out in a spiral circle. The space is primarily design as an over flow space for outdoor seating and a gathering space for patrons of the project. The Main Street features rows of Elm trees on either side of the street spaced about 25' - 30'. Also planned are planting features at the corners which will be designed in more detail with the streetscape submission. The landscape buffer along Key Highway provides a visual buffer to the garage structure. It is a 10' wide terraced swath planted with continuous rows of evergreens and deciduous trees & shrubs.

- Parking Garage Structure:

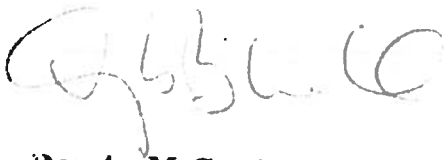
The Key Highway Parking Garage is a 3 level (two story) garage is approximately 280' x 120' and situated along the western edge of the site along Key Highway. It's constructed of concrete with a brick fascia treatment on the exposed elevations. It will primarily service the proposed office building and the proposed connecting residential building.

Street Closing - Clemm Street, Woodhall Street and a Portion of Key Highway

The proposed road closing is being requested in order to facilitate the consolidation of adjoining lots that straddle the proposed road closing into a single development parcel and relocate the Key Highway entrance to the project. The applicant owns the property bordering the proposed street closing. The current Clemm Street bed is unimproved whereas the Woodhall Street bed is partially improved. The development proposal is to replace the Clemm Street access to Key highway with a new street to the North through the development project. Woodhall Street will become a private street south of the new Key Highway entrance providing access to the development.

Staff finds that Clemm Street and the designated portions of Woodhall Street and Key Highway are not needed to provide access to adjacent properties, and are no longer needed for a public purpose, and therefore it can be closed, declared surplus right-of-way, and be disposed of.

The following organizations have been notified of these actions: Fort McHenry Business Association, Riverside Action Group, and the Locust Point Civic Association.



Douglas McCoach, III
Director

REVISIONS

LOT 1 COR'D W/TH Pt. LUDLOW ST. CH. 241-92-262.
 LOT 3/6 DIV. FEA DEED; C. 54-97-153

REVISIONS CONT.
 LOTS 5/417 FEA DEED; C. 54-99-117
 LOT 2 DIV. FEA DEED; C. 54-99-128

2015 B

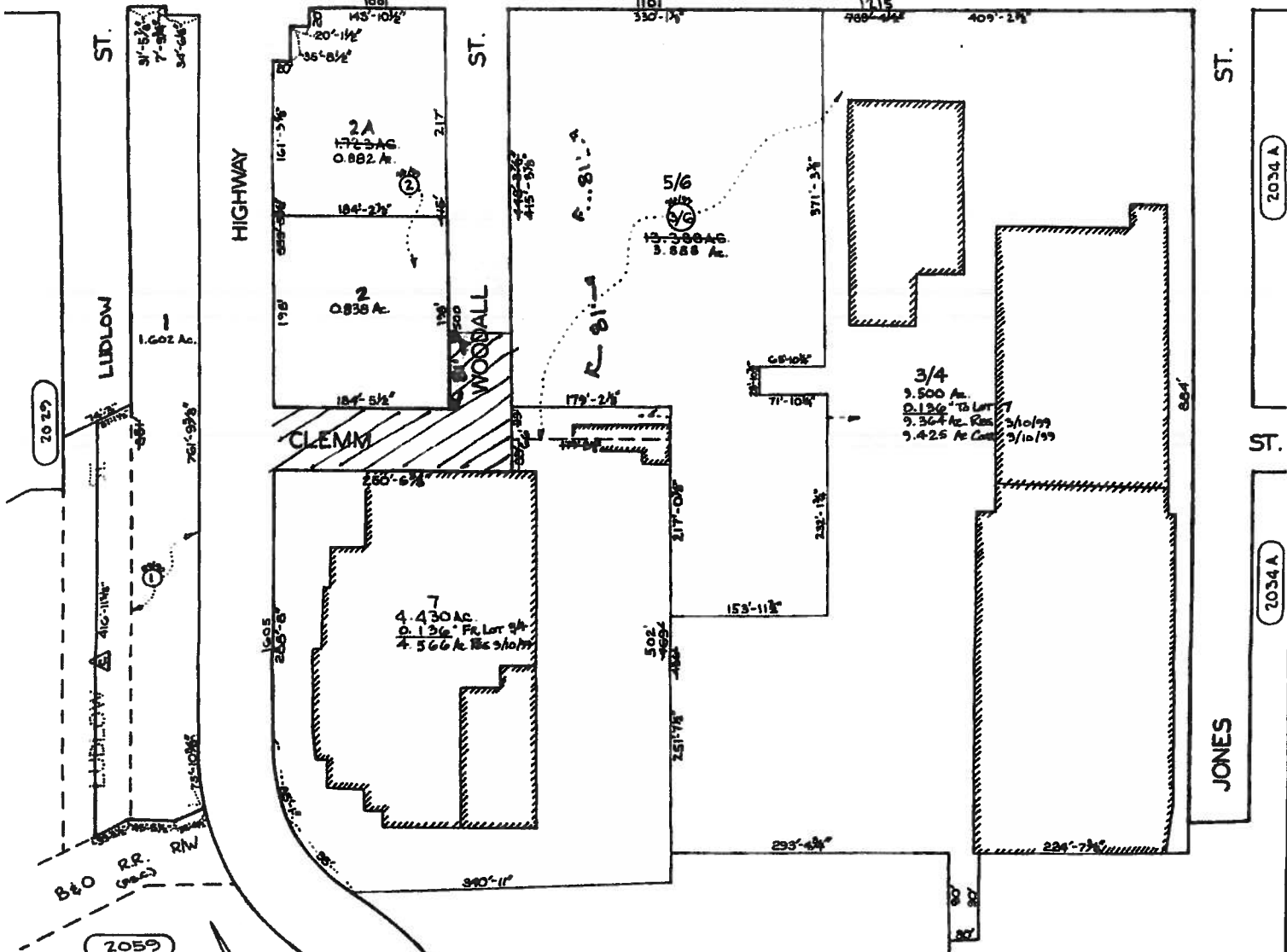
2016

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E. FORT

AVE.



2029

2034 A

ST.

2034 A

2059

2065

TRACED BY MR. EDWARDS
 LETTERED BY EDWARDS
 CHECKED BY _____

LUDLOW ST CLOSED PER ORD. 226 Aug. 24-24 (1982 A-104)

NOTICE

THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(D) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 PROPERTY LOCATION DIVISION
 WARD **24** SECTION **10**
 BLOCK **2034**
 SCALE: 1"=100' DATE: AUG 1984

FROM

DOUGLAS B MCCOACH, III, DIRECTOR

DBM

DEPARTMENT OF PLANNING
417 EAST FAYETTE STREET, 8TH FLOOR

MEMO



STREET CLOSING/CLEMM STREET, WOODALL STREET
AND A PORTION OF KEY HIGHWAY

TO

Ms Shirley Williams, Acting Director
Department of Public Works
Abel Wolman Building
200 North Holliday Street

January 7, 2008

This is to inform you that on September 20, 2007, the Planning Commission recommended approval of the closing portions of Clemm Street and Woodhall Street. The portion of Clemm Street recommended to be closed is between Key Highway and Woodhall Street. The portion of Woodall Street recommended to be closed is approximately 81 feet in length and north of Clemm Street (see attached Block Plat 2034). Additionally, a copy of the staff report is attached.


If you have any questions please contact Mr. Gary W. Cole, Deputy Director, at (410) 396-8337.

DBM/GWC/jrm

Attachments

cc:

- Mr. Andrew Frank, Deputy Mayor
- Mr. Demuane Millard, Mayor's Office
- Ms. Angela Gibson, Mayor's Office
- The Honorable "Rikki" Spector, City Council Rep – Planning Commission
- Ms. Linda Barclay, Law Department
- Ms. Marcia Collins, DPW
- Mr. Paul Barnes, DPW
- Ms. Nikol Nabors-Jackson, DHCD
- Mr. Joe Kostow, DPW
- Mr. Stanley Fine, Attorney for Applicant

FROM	NAME & TITLE	DOUGLAS B. MCCOACH, III - DIRECTOR <i>Dhl / m</i>	CITY OF BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	DEPARTMENT OF PLANNING 417 EAST FAYETTE STREET, 8 TH FLOOR		
	SUBJECT	STREET CLOSING/ PORTION OF WOODALL STREET NORTH OF CLEMM STREET		

TO

DATE:

March 17, 2008

Ms. Shirley Williams, Acting Director
 Department of Public Works
 Abel Wolman Building, Room 600
 200 North Holliday Street

This is to inform you that on February 21, 2008, the Planning Commission recommended approval of the closing of portion of Woodall Street, north of Clemm Street. Attached, is a copy of the staff report and a plat showing the portion of Woodall Street that is to be closed.

If you have any questions please contact Mr. Gary W. Cole, Deputy Director at (410) 396-8337.

GWC/WA/ttl

Attachments

- cc:
- Mr. Andrew Frank, Deputy Mayor
 - Mr. Demuane Millard, Mayor's Office
 - Ms. Angela Gibson, Mayor's Office
 - The Honorable "Rikki" Spector, City Council Rep – Planning Commission
 - Ms. Deepa Bhattacharyya, Law Department
 - Ms. Marcia Collins, DPW
 - Mr. Paul Barnes, DPW
 - Ms. Nikol Nabors-Jackson, DHCD
 - Mr. Stanley Fine, Attorney for Applicant

PLANNING COMMISSION

STAFF REPORT

February 21, 2008

REQUESTS:

- Final Design Approval /Chesapeake Paperboard PUD – Signage
- Street Closing/Portion of Woodall Street North of Clem Street

RECOMMENDATION:

- Final Design Approval : Approval
- Street Closing: Approval, subject to the public street becoming private street and access by all adjacent property owners is maintained.

STAFF: Thor Nelson

OWNER: Chesapeake Paperboard Centre LLC

PETITIONER: Chesapeake Paperboard Centre LLC

SITE/ GENERAL AREA

General Area: The properties known as 1500 Woodhall Street, 1605 Key Highway, and 1801 Key Highway are principle properties that comprise the site. The site is located in the Locust Point neighborhood on the South Baltimore Peninsula. Locust Point is a waterfront community bounded by Lawrence Street on the west to Fort McHenry on the east. The harbor borders the entire peninsula. The peninsula consists of attached residential buildings (R-8) surrounded by railroad tracks and large industrial areas along the water.

The site is located at the end of Woodhall Street and borders Key highway to the west and CSX railroad right-of-way to the south. The site is 11.01 acres in size and is part of the Chesapeake Paperboard PUD. It was previously occupied by the Chesapeake Paperboard factory. The factory was demolished last year, and the site is currently vacant and unimproved.

HISTORY

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- On December 7th, 2006 the Planning Commission approved the Final Subdivision and Preliminary Development Plan for 1500 Woodall Street – Chesapeake Paperboard Mixed-Use Center
- Ordinance #07-0428: Established the Chesapeake Paperboard Planned Unit Development

- On September 20th, 2007 the Planning Commission approved the Final Design for the Key Highway Parking Garage and Landscape Plan.
- On October 18th, 2007 the Planning Commission approved the Final Design for the Residential & Office, Office & Retail, and Second Parking Structure

CONFORMITY TO PLANS

These actions conform to Locust Point Master Plan and the Comprehensive Plan's Live Section, Goal #1: Build Human and Social Capital by Strengthening Neighborhoods; Goal #2: Elevate the Design and Quality of the City's Built Environment; Objective 2: Promote Unique Retail Venues as Shopping Destinations; and Live Goal #1, Objective #1: Expand Housing Choices for all Residents.

ANALYSIS

In general, the Chesapeake Paperboard PUD allows for a mixed use development that comprises 110,000SF of Retail, 50,000SF of Office and 250 residential dwelling units, with 920 parking spaces. The applicant is seeking a Final Design Approval for the signage and a street closing action for Woodall Street, between Fort Avenue and the former Clemm Street. After this approval, the only phase remaining will be the grocer which will return for final design approval when a tenant is chosen for that building.

- **Signage**
The signage package encompasses all types of signage within the project including highway and street signage, tenant signage, way finding signage, and project identity signage. The most visible sign features include the signage and lighting treatment to the existing water tower, and the grocery store signage and the back of the project facing I-95. The water tower feature's the project name as well as the grocer's name. Additionally, the tower has animated lighting. The grocer sign is large parapet sign (below the roof line) which faces away from the neighborhood. The main entry sign along key highway is a large monument sign, approximately 24' in height, with a brick base which displays the project name and multiple key tenants. The applicant is not proposing any signage for the Fort Avenue entrance at this time, and this is not part of this approval.
- **Street Closing**
The proposed street closing is being requested in order to privatize a portion of Woodall Street to coordinate streetscaping and maintenance of the street with the adjacent development. The applicant owns the property bordering the proposed street closing as well as South Baltimore Little League and the Mayor and City Council. Woodall Street will become a private street south of Fort Avenue and all access to neighboring properties will be maintained. Staff recommends approval of the closing of the northern portion of Clem Street so that it can be sold and converted to a private street. This new private street will be owned and maintained by the applicant and access through and to by the abutting property owners will be maintained.

Staff Review

The site plan for the project was previously reviewed by staff and approved as part of the PUD approval this spring. The proposed building design, landscape plan, and parking garage design were reviewed and approved with comments by the Urban Design and Architectural Review Panel (UDARP) on August 2nd 2007. Staff reviewed the signage package and worked with the applicant to revise the signage to be more ordered and contextual to the Locust Point neighborhood

The following organizations have been notified of these actions: Fort McHenry Business Association, Riverside Action Group, and the Locust Point Civic Association.

Doug W. Cole / for D. McCoach, III

Douglas McCoach, III
Director

REVISIONS

Lot 1 Cont'd Wm's Pt. Ludlow St. c. 1811-22-202
 Lot 3/6 Div. For Dead-End; C. 20-97-187

REVISIONS CONT.
 Lots 5/4-7 For Dead; C. 50-99-117
 Lot 2 Div. For Dead; C. 50-99-128
 Lot 3/4 For S.D. of Owners c. 1811-24-1

2015B

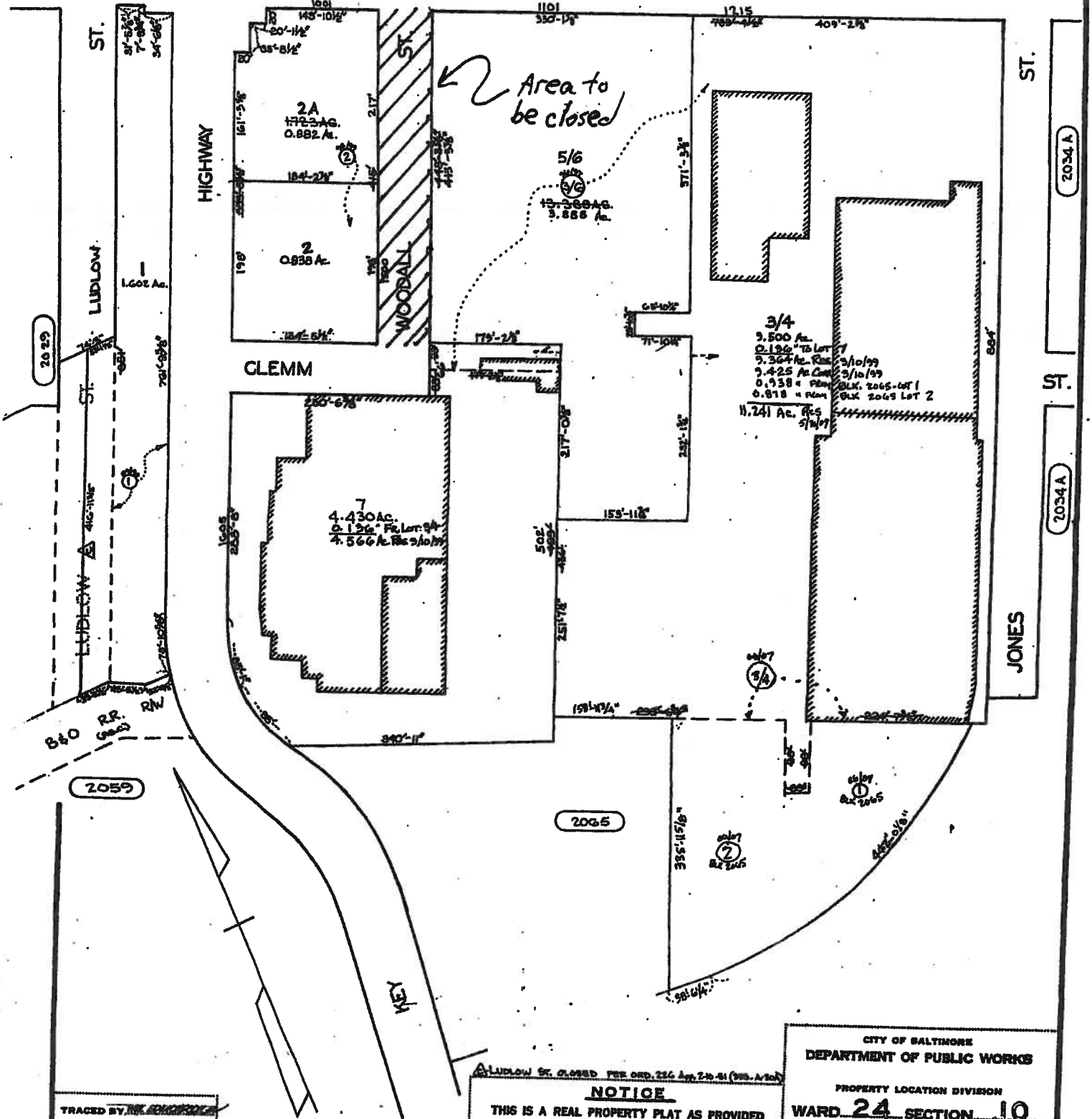
2016

2017

2018A

E. FORT

AVE.



Ludlow St. Closed Per Ord. 226 App. 2-10-81 (Div. A-10)

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CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS

PROPERTY LOCATION DIVISION

WARD 24 SECTION 10
 BLOCK 2034

SCALE 1"=50' DATE AUG 1984

TRACED BY: [Signature]
 LETTERED BY: [Signature]
 CHECKED BY: _____