

**CITY OF BALTIMORE**  
**ORDINANCE \_\_\_\_\_**  
**Council Bill 12-0079**

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Introduced by: The Council President  
At the request of: The Administration (Department of General Services)  
Introduced and read first time: May 7, 2012  
Assigned to: Taxation, Finance and Economic Development Committee  
Committee Report: Favorable  
Council action: Adopted  
Read second time: June 4, 2012

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**AN ORDINANCE CONCERNING**

**Sale of Property – Former Beds of Certain Streets and Alleys  
Bounded by Sun Street, the CSX Transportation, Inc. Railroad Right of Way,  
Vera Street, and Chesapeake Avenue**

FOR the purpose of authorizing the Mayor and City Council of Baltimore to sell, at either public or private sale, all its interest in certain parcels of land known as the former beds of certain streets and alleys bounded by Sun Street, the CSX Transportation, Inc. Railroad right of way, Vera Street, and Chesapeake Avenue and no longer needed for public use; and providing for a special effective date.

BY authority of  
Article V - Comptroller  
Section 5(b)  
Baltimore City Charter  
(1996 Edition)

**SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE,** That, in accordance with Article V, § 5(b) of the City Charter, the City Comptroller may sell, at either public or private sale, all the interest of the Mayor and City Council of Baltimore in certain parcels of land known as the former beds of certain streets and alleys bounded by Sun Street, the CSX Transportation, Inc. Railroad right of way, Vera Street, and Chesapeake Avenue, and more particularly described as follows:

Beginning for Parcel No. 1 at the point formed by the intersection of the east side of the former bed of Fairfield Road, 60 feet wide, and the north side of the former bed of Brady Avenue, 50 feet wide, and running thence binding on the north side of the former bed of said Brady Avenue, Westerly 60.0 feet to intersect the west side of the former bed of said Fairfield Road; thence binding on the west side of the former bed of said Fairfield Road, Northerly 450.0 feet, more or less, to intersect the south side of the former bed of Carbon Avenue, 50 feet wide; thence binding on the south side of the former bed of said Carbon Avenue, Easterly 60.0 feet to intersect the east side of the former bed of said Fairfield Road, and thence

**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 binding on the east side of the former bed of said Fairfield Road, Southerly 450.0  
2 feet, more or less, to the place of beginning.

3 Beginning for Parcel No. 2, also known as Parcel No. 6 as shown on a  
4 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
5 filed in the office of the Department of General Services, at the point formed by  
6 the intersection of the south side of the former bed of Brady Avenue, 50 feet wide,  
7 and the east side of the former bed of Fairfield Road, 60 feet wide, and running  
8 thence binding on the east side of the former bed of said Fairfield Road, Northerly  
9 50.0 feet to intersect the north side of the former bed of said Brady Avenue;  
10 thence binding on the north side of the former bed of said Brady Avenue, Easterly  
11 760.0 feet, more or less, to the easternmost extremity of the former bed of said  
12 Brady Avenue, there situate; thence binding on the easternmost extremity of the  
13 former bed of said Brady Avenue, Southerly 50.0 feet to intersect the south side of  
14 the former bed of said Brady Avenue, and thence binding on the south side of the  
15 former bed of said Brady Avenue, Westerly 760.0 feet, more or less, to the place  
16 of beginning.

17 Beginning for Parcel No. 3, also known as Parcel No. 7 as shown on a  
18 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
19 filed in the Office of the Department of General Services, at the point formed by  
20 the intersection of the east side of the former bed of Remley Street, 60 feet wide,  
21 and the north side of Chesapeake Avenue, 50 feet wide, and running thence  
22 binding on the north side of said Chesapeake Avenue, Westerly 60.0 feet to  
23 intersect the west side of the former bed of said Remley Street; thence binding on  
24 the west side of the former bed of said Remley Street, Northerly 450.0 feet, more  
25 or less, to intersect the south side of the former bed of Brady Avenue, 50 feet  
26 wide; thence binding on the south side of the former bed of said Brady Avenue,  
27 Easterly 60.0 feet to intersect the east side of the former bed of said Remley  
28 Street, and thence binding on the east side of the former bed of said Remley  
29 Street, Southerly 450.0 feet, more or less, to the place of beginning.

30 Beginning for Parcel No. 4, also known as Parcel No. 8 as shown on a  
31 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
32 filed in the Office of the Department of General Services, at the point formed by  
33 the intersection of the east side of the former bed of Weedon Street, 60 feet wide,  
34 and the north side of Chesapeake Avenue, 50 feet wide, and running thence  
35 binding on the north side of said Chesapeake Avenue, Westerly 60.0 feet, more or  
36 less, to intersect the west side of the former bed of said Weedon Street; thence  
37 binding on the west side of the former bed of said Weedon Street, Northerly 450.0  
38 feet, more or less, to intersect the south side of the former bed of Brady Avenue,  
39 50 feet wide; thence binding on the south side of the former bed of said Brady  
40 Avenue, Easterly 60.0 feet to intersect the east side of the former bed of said  
41 Weedon Street, and thence binding on the east side of the former bed of said  
42 Weedon Street, Southerly 450.0 feet, more or less, to the place of beginning.

43 Beginning for Parcel No. 5, also known as Parcel No. 10 as shown on a  
44 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
45 filed in the Office of the Department of General Services, at the point formed by  
46 the intersection of the south side of the former bed of Carbon Avenue, 50 feet

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1 wide, and the east side of Tate Street, 60 feet wide, and running thence binding on  
2 the east side of said Tate Street, Northerly 50.0 feet, to intersect the north side of  
3 the former bed of said Carbon Avenue; thence binding on the north side of the  
4 former bed of said Carbon Avenue, Easterly 760.0 feet, more or less, to the  
5 easternmost extremity of the former bed of said Carbon Avenue, there situate;  
6 thence binding on the easternmost extremity of the former bed of said Carbon  
7 Avenue, Southerly 50.0 feet to intersect the south side of the former bed of said  
8 Carbon Avenue, and thence binding on the south side of the former bed of said  
9 Carbon Avenue, Westerly 760.0 feet, more or less, to the place of beginning.

10 Beginning for Parcel No. 6, also known as Parcel No. 11 as shown on a  
11 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
12 filed in the Office of the Department of General Services, at the point formed by  
13 the intersection of the east side of the former bed of Fairfield Road, 60 feet wide,  
14 and the north side of Chesapeake Avenue, 50 feet wide, and running thence  
15 binding on the north side of said Chesapeake Avenue, Westerly 60.0 feet to  
16 intersect the west side of the former bed of said Fairfield Road; thence binding on  
17 the west side of the former bed of said Fairfield Road, Northerly 450.0 feet, more  
18 or less, to intersect the south side of the former bed of Brady Avenue, 50 feet  
19 wide; thence binding on the south side of the former bed of said Brady Avenue,  
20 Easterly 60.0 feet to intersect the east side of the former bed of said Fairfield  
21 Road, and thence binding on the east side of the former bed of said Fairfield  
22 Road, Southerly 450.0 feet, more or less, to the place of beginning.

23 Beginning for Parcel No. 7, also known as Parcel No. 18 as shown on a  
24 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
25 filed in the Office of the Department of General Services, at the point formed by  
26 the intersection of the east side of the former bed of Remley Street, 60 feet wide,  
27 and the north side of the former bed of Brady Avenue, 50 feet wide, and running  
28 thence binding on the north side of the former bed of said Brady Avenue,  
29 Westerly 60.0 feet to intersect the west side of the former bed of said Remley  
30 Street; thence binding on the west side of the former bed of said Remley Street,  
31 Northerly 450.0 feet, more or less, to intersect the south side of the former bed of  
32 Carbon Avenue, 50 feet wide; thence binding on the south side of the former bed  
33 of said Carbon Avenue, Easterly 60.0 feet to intersect the east side of the former  
34 bed of said Remley Street, and thence binding on the east side of the former bed  
35 of said Remley Street, Southerly 450.0 feet, more or less, to the place of  
36 beginning.

37 Beginning for Parcel No. 8, also known as Parcel No. 20 as shown on a  
38 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
39 filed in the Office of the Department of General Services, at the point formed by  
40 the intersection of the south side of the former bed of a 20-foot alley, laid out in  
41 the rear of the property known as No. 1600 Carbon Avenue, and the east side of  
42 Tate Street, 60 feet wide, said point of beginning being distant northerly 306.9  
43 feet, more or less, measured along the east side of said Tate Street from the north  
44 side of the former bed of Carbon Avenue, 50 feet wide, and running thence  
45 binding on the east side of said Tate Street, Northerly 20.1 feet, more or less, to  
46 intersect the north side of the former bed of said 20-foot alley; thence binding on  
47 the north side of the former bed of said 20-foot alley, Easterly 321.4 feet, more or

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1 less, to intersect the west side of the former bed of Fairfield Road, 60 feet wide;  
2 thence binding on the west side of the former bed of said Fairfield Road,  
3 Southerly 20.1 feet, more or less, to intersect the south side of the former bed of  
4 said 20-foot alley, and thence binding on the south side of the former bed of said  
5 20-foot alley, Westerly 321.4 feet, more or less, to the place of beginning.

6 Beginning for Parcel No. 9, also known as Parcel No. 21 as shown on a  
7 Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and  
8 filed in the Office of the Department of General Services, at the point formed by  
9 the intersection of the south side of the former bed of Carbon Avenue, 50 feet  
10 wide, and the west side of the former bed of Fairfield Road, 60 feet wide, and  
11 running thence binding on the west side of the former bed of said Fairfield Road,  
12 Northerly 296.7 feet, more or less, to the northernmost extremity of the former  
13 bed of said Fairfield Road, there situate; thence binding on the northernmost  
14 extremity of the former bed of said Fairfield Road, Easterly 60.3 feet, more or  
15 less, to intersect the east side of the former bed of said Fairfield Road; thence  
16 binding on the east side of the former bed of said Fairfield Road, Southerly 291.0  
17 feet, more or less, to intersect the north side of the former bed of said Carbon  
18 Avenue, and thence binding on the north side of the former bed of said Carbon  
19 Avenue, Westerly 60.0 feet to the place of beginning.

20 Subject to full width Perpetual Easements for all Municipal Utilities and Services, not to be  
21 abandoned, over the entire hereinabove described parcels of land.

22 These parcels of land being no longer needed for public use.

23 **SECTION 2. AND BE IT FURTHER ORDAINED,** That no deed may pass under this Ordinance  
24 unless the deed has been approved by the City Solicitor.

25 **SECTION 3. AND BE IT FURTHER ORDAINED,** That this Ordinance takes effect on the date it is  
26 enacted.

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Certified as duly passed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

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

Certified as duly delivered to Her Honor, the Mayor,  
this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

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

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_

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