

**CITY OF BALTIMORE  
COUNCIL BILL 23-0404  
(First Reader)**

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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  

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REFERRED TO THE FOLLOWING AGENCIES: City Solicitor  

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A RESOLUTION ENTITLED

1 A RESOLUTION OF THE MAYOR AND CITY COUNCIL concerning

2 **Transit-Oriented Development – Penn North**

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

6 **Recitals**

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

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

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

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

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

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

EXPLANATION: CAPITALS indicate matter added to existing law.  
[Brackets] indicate matter deleted from existing law.

**Council Bill 23-0404**

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

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

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

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

# Council Bill 23-0404

1

## 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.

## Council Bill 23-0404

**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.

## Council Bill 23-0404

**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"

## Council Bill 23-0404

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,



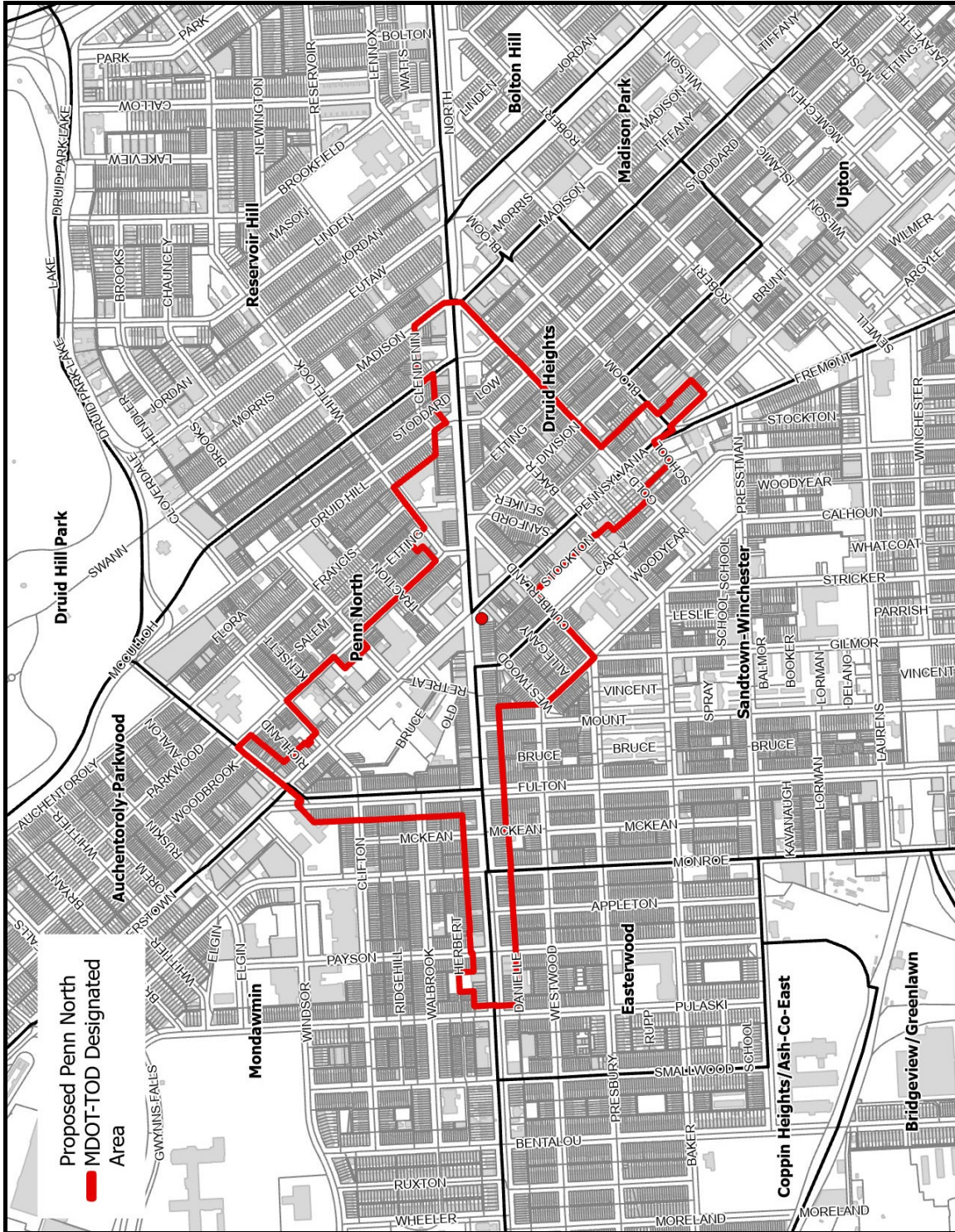
Brandon M. Scott  
Mayor  
City of Baltimore

Council Bill 23-0404

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EXHIBIT B

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



## Council Bill 23-0404

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### EXHIBIT C

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

4	BLOCK	LOT	0002	030	0003	034	0005	002
5	0001	002	0002	031	0003	035	0005	003
6	0001	003	0002	032	0003	036	0005	004
7	0001	004	0002	033	0003	037	0005	005
8	0001	005	0002	034	0003	038	0005	006
9	0001	006	0002	035	0003	039	0005	007
10	0001	007	0002	036	0003	040	0005	008
11	0001	008	0002	037	0003	041	0005	009
12	0001	009	0002	038	0004	015	0005	010
13	0001	010	0002	039	0004	016	0005	011
14	0001	011	0002	040	0004	017	0005	012
15	0001	012	0003	015	0004	018	0005	013
16	0001	013	0003	016	0004	019	0005	014
17	0001	014	0003	017	0004	020	0005	015
18	0001	015	0003	018	0004	021	0005	016
19	0001	016	0003	019	0004	022	0005	017
20	0002	015	0003	020	0004	023	0005	018
21	0002	016	0003	021	0004	024	0005	019
22	0002	017	0003	022	0004	025	0005	020
23	0002	018	0003	023	0004	026	0005	037
24	0002	019	0003	024	0004	027	0005	038
25	0002	020	0003	025	0004	028	0005	039
26	0002	021	0003	026	0004	029	0005	040
27	0002	023	0003	027	0004	030	0005	041
28	0002	024	0003	028	0004	031	0005	042
29	0002	025	0003	029	0004	032	0005	043
30	0002	026	0003	030	0004	033	0005	044
31	0002	027	0003	031	0004	034	0005	045
32	0002	028	0003	032	0004	035	0005	046
33	0002	029	0003	033	0005	001	0005	047



**Council Bill 23-0404**

	BLOCK	LOT						
1	0005	048	0293	022	0293	055	0293	088
2	0005	049	0293	023	0293	056	0293	089
3	0005	050	0293	024	0293	057	0293	090
4	0005	051	0293	025	0293	058	0293	091
5	0005	052	0293	026	0293	059	0294	001
6	0005	053	0293	027	0293	060	0294	003
7	0005	054	0293	028	0293	061	0294	006
8	0005	055	0293	029	0293	062	0294	008
9	0005	056	0293	030	0293	063	0294	009
10	0005	057	0293	031	0293	064	0294	010
11	0005	058	0293	032	0293	065	0294	011
12	0005	059	0293	033	0293	066	0294	012
13	0293	001	0293	034	0293	067	0294	013
14	0293	002	0293	035	0293	068	0294	014
15	0293	003	0293	036	0293	069	0294	017
16	0293	004	0293	037	0293	070	0294	018
17	0293	005	0293	038	0293	071	0294	019
18	0293	006	0293	039	0293	072	0294	020
19	0293	007	0293	040	0293	073	0294	021
20	0293	008	0293	041	0293	074	0294	022
21	0293	009	0293	042	0293	075	0294	023
22	0293	010	0293	043	0293	076	0294	024
23	0293	011	0293	044	0293	077	0294	025
24	0293	012	0293	045	0293	078	0294	026
25	0293	013	0293	046	0293	079	0294	027
26	0293	014	0293	047	0293	080	0294	028
27	0293	015	0293	048	0293	081	0294	029
28	0293	016	0293	049	0293	082	0294	030
29	0293	017	0293	050	0293	083	0294	032
30	0293	018	0293	051	0293	084	0294	033
31	0293	019	0293	052	0293	085	0294	034
32	0293	020	0293	053	0293	086	0294	035
33	0293	021	0293	054	0293	087	0294	036

## Council Bill 23-0404

	BLOCK	LOT						
1	0294	037	0294	070	0297	025	0298	021
2	0294	038	0294	071	0297	026	0298	022
3	0294	039	0294	072	0297	027	0298	023
4	0294	040	0294	073	0297	028	0298	024
5	0294	041	0294	074	0297	063	0298	025
6	0294	042	0294	075	0297	064	0298	026
7	0294	043	0294	076	0297	065	0298	027
8	0294	044	0294	077	0297	066	0298	028
9	0294	045	0294	078	0297	067	0298	029
10	0294	046	0294	079	0297	068	0298	030
11	0294	047	0294	080	0297	069	0298	031
12	0294	048	0294	081	0297	074	0298	032
13	0294	049	0294	082	0298	001	0298	033
14	0294	050	0294	083	0298	001A	0298	041
15	0294	051	0294	084	0298	002	0298	041A
16	0294	052	0294	085	0298	003	0298	042
17	0294	053	0294	086	0298	004	0298	043
18	0294	054	0294	087	0298	005	0298	043A
19	0294	055	0294	088	0298	006	0298	044
20	0294	056	0294	088A	0298	007	0298	045
21	0294	057	0294	089	0298	008	0298	046
22	0294	058	0295	001	0298	009	0298	047
23	0294	059	0295	002	0298	010	0298	048
24	0294	060	0297	001	0298	011	0298	049
25	0294	061	0297	002	0298	012	0298	050
26	0294	062	0297	003	0298	013	0298	062
27	0294	063	0297	016	0298	014	0298	063
28	0294	064	0297	017	0298	015	0298	064
29	0294	065	0297	018	0298	016	0298	065
30	0294	066	0297	019	0298	017	0298	066
31	0294	067	0297	020	0298	018	0298	067
32	0294	068	0297	021	0298	019	0298	068
33	0294	069	0297	022	0298	020	0298	069

**Council Bill 23-0404**

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

**Council Bill 23-0404**

	BLOCK	LOT						
1	0301	059	0302	038	0302	070	0303	030
2	0301	060	0302	039	0302	071	0303	031
3	0301	061	0302	040	0302	072	0303	032
4	0301	062	0302	041	0302	073	0303	033
5	0301	069	0302	042	0302	080	0303	034
6	0301	070	0302	042A	0302	080A	0303	035
7	0301	071	0302	043	0302	083	0303	036
8	0301	072	0302	044	0302	084	0303	037
9	0302	001	0302	045	0303	001	0303	038
10	0302	006	0302	046	0303	002	0303	039
11	0302	007	0302	047	0303	003	0303	040
12	0302	008	0302	048	0303	004	0303	041
13	0302	010	0302	049	0303	005	0303	042
14	0302	020	0302	050	0303	006	0303	043
15	0302	021	0302	051	0303	007	0303	044
16	0302	022	0302	052	0303	008	0303	045
17	0302	022A	0302	053	0303	009	0303	046
18	0302	022B	0302	054	0303	010	0303	047
19	0302	023	0302	055	0303	011	0303	048
20	0302	024	0302	056	0303	012	0303	049
21	0302	025	0302	057	0303	013	0303	050
22	0302	026	0302	058	0303	014	0303	051
23	0302	027	0302	059	0303	015	0303	052
24	0302	028	0302	060	0303	016	0303	053
25	0302	029	0302	061	0303	017	0303	054
26	0302	030	0302	062	0303	018	0303	055
27	0302	031	0302	063	0303	019	0303	056
28	0302	032	0302	064	0303	020	0303	057
29	0302	033	0302	065	0303	021	0303	058
30	0302	034	0302	066	0303	022	0303	059
31	0302	035	0302	067	0303	023	0303	060
32	0302	036	0302	068	0303	024	0303	061
33	0302	037	0302	069	0303	025	0303	062

**Council Bill 23-0404**

	BLOCK	LOT						
1	0303	063	0303	093C	0304	041	0307	033
2	0303	064	0303	093D	0304	042	0307	035
3	0303	065	0303	093E	0304	043	0307	036
4	0303	066	0304	001	0304	044	0307	037
5	0303	067	0304	002	0304	045	0307	038
6	0303	068	0304	003	0304	046	0307	039
7	0303	069	0304	004	0304	047	0307	040
8	0303	070	0304	005	0304	048	0307	041
9	0303	071	0304	006	0304	050	0307	042
10	0303	072	0304	007	0304	050A	0307	043
11	0303	073	0304	008	0304	051	0307	044
12	0303	074	0304	018	0305	001	0307	045
13	0303	075	0304	019	0306	023B	0307	046
14	0303	076	0304	020	0306	023C	0307	050
15	0303	077	0304	021	0306	023D	0307	052
16	0303	078	0304	022	0306	027	0307	065C
17	0303	079	0304	023	0306	028	0307	066
18	0303	080	0304	024	0306	029	0307	067
19	0303	081	0304	026	0306	030	0307	068
20	0303	082	0304	027	0306	031	0307	069
21	0303	083	0304	028	0306	033	0307	070
22	0303	084	0304	029	0306	034	0307	071
23	0303	085	0304	030	0306	061A	0307	080A
24	0303	086	0304	031	0306	061B	0313	033
25	0303	087	0304	032	0306	061C	0313	034
26	0303	088	0304	033	0307	025	0313	035
27	0303	089	0304	034	0307	026	0313	036
28	0303	090	0304	035	0307	027	0313	037
29	0303	091	0304	036	0307	028	0313	038
30	0303	092	0304	037	0307	029	0313	039
31	0303	093	0304	038	0307	030	0313	040
32	0303	093A	0304	039	0307	031	0313	041
33	0303	093B	0304	040	0307	032	0313	042

**Council Bill 23-0404**

	BLOCK	LOT						
1	0313	043	3207	008	3208	016	3209	012
2	0313	044	3207	009	3208	017	3209	013
3	0313	045	3207	010	3208	018	3209	014
4	0313	046	3207	011	3208	019	3209	015
5	0313	047	3207	012	3208	020	3209	016
6	0313	048	3207	013	3208	021	3209	017
7	0313	049	3207	014	3208	022	3209	018
8	0313	050	3207	016	3208	023	3209	019
9	3206	001	3207	018	3208	050	3227	023
10	3206	002	3207	019	3208	051	3227	024
11	3206	003	3207	020	3208	052	3227	025
12	3206	004	3207	021	3208	053	3227	026
13	3206	005	3207	022	3208	054	3227	027
14	3206	006	3207	023	3208	055	3227	028
15	3206	007	3207	024	3208	056	3227	029
16	3206	009	3207	025	3208	057	3227	030
17	3206	010	3207	026	3208	058	3227	031
18	3206	011	3207	088	3208	059	3227	032
19	3206	012	3208	001	3208	060	3227	033
20	3206	013	3208	002	3208	061	3227	034
21	3206	014	3208	003	3208	062	3227	035
22	3206	015	3208	004	3208	063	3227	036
23	3206	016	3208	005	3208	064	3227	037
24	3206	017	3208	006	3209	001	3227	038
25	3206	018	3208	007	3209	003	3227	039
26	3206	065	3208	008	3209	004	3227	040
27	3207	001	3208	009	3209	005	3227	041
28	3207	002	3208	010	3209	006	3400	001
29	3207	003	3208	011	3209	007	3400	002
30	3207	004	3208	012	3209	008	3400	003
31	3207	005	3208	013	3209	009	3400	004
32	3207	006	3208	014	3209	010	3400	005
33	3207	007	3208	015	3209	011	3400	006

## Council Bill 23-0404

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

**Council Bill 23-0404**

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



## Council Bill 23-0404

	BLOCK	LOT				
1	3406	079	3414	031	3423	016
2	3406	080	3414	032	3423	017
3	3406	081	3414	033	3423	018
4	3407	053	3414	034	3423	019
5	3407	054	3414	035	3423	020
6	3407	054A	3414	036		
7	3407	055	3414	037		
8	3414	001	3415	001		
9	3414	002	3415	002		
10	3414	005	3415	006		
11	3414	006	3415	007		
12	3414	007	3415	008		
13	3414	008	3415	009		
14	3414	009	3415	010		
15	3414	010	3415	011		
16	3414	011	3415	013		
17	3414	012	3415	014		
18	3414	013	3415	015		
19	3414	014	3415	017		
20	3414	015	3415	018		
21	3414	016	3423	001		
22	3414	017	3423	002		
23	3414	018	3423	003		
24	3414	019	3423	004		
25	3414	020	3423	005		
26	3414	021	3423	006		
27	3414	022	3423	008		
28	3414	023	3423	011A		
29	3414	024	3423	011B		
30	3414	026	3423	012		
31	3414	028	3423	013		
32	3414	029	3423	014		
33	3414	030	3423	015		