



Legislation Text

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INTRODUCTORY*

CITY OF BALTIMORE
COUNCIL BILL

Introduced by: The Council President
At the request of: The Administration (Department of Public Works)
A BILL ENTITLED

AN ORDINANCE concerning
City Streets - Closing - Certain Streets or Portions of them Lying Within the Area Bounded by Patterson Avenue, Parr Avenue, Spring Avenue, and the CSX Transportation, Inc. Railroad Right-of-Way

FOR the purpose of condemning and closing certain streets or portions of them lying within the area bounded by Patterson Avenue, Parr Avenue, Spring Avenue and the CSX Transportation, Inc. Railroad Right-of-Way, as shown on Plat 114-A-30A in the Office of the Department of Public Works; and providing for a special effective date.

BY authority of

Article I - General Provisions

Section 4

and

Article II - General Powers

Sections 2, 34, 35

Baltimore City Charter

(1996 Edition)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Department of Public Works shall proceed to condemn and close certain streets or portions of them lying within the area bounded by Patterson Avenue, Parr Avenue, Spring Avenue and the CSX Transportation, Inc. Railroad Right-of-Way, and more particularly described as follows:

Beginning for Parcel No. 1 at a point on the northwest side of Patterson Avenue, 60 feet wide, distant Northeasterly 100.0 feet, more or less, measured along the northwest side of said Patterson Avenue from the northeast side of Vincennes Avenue, 60 feet wide, and running thence by a straight line through the property now or formerly owned by the State of Maryland, Northwesterly 222.3 feet, more or less, to intersect the northeast side of said Vincennes Avenue; thence binding on the northeast side of said Vincennes Avenue, Northwesterly 72.7 feet, more or less; thence by lines through the property, now or formerly owned by the State of Maryland, the two following courses and distances; namely, Southeasterly by a line curving to the left with a radius of 5780.0 feet the distance of 174.8 feet, more or less, and Northeasterly by a line curving to the left with a radius of 200.1 feet the distance of 187.3 feet, more or less, to intersect the northwest side of said Patterson Avenue, and thence binding on the northwest side of said Patterson Avenue, Southwesterly 114.6 feet, more or less, to the place of beginning.

Beginning for Parcel No. 2 at the point formed by the intersection of the southeast side of Ridge Avenue, 60 feet wide, and the northeast side of Vincennes Avenue, 60 feet wide, and running thence binding on the northeast side of said Vincennes Avenue, Southeasterly 307.4 feet, more or less; thence by a straight line through the bed of said Vincennes Avenue, Northwesterly 131.0 feet, more or less, to intersect the southwest side of said Vincennes Avenue; thence binding on the southwest side of said Vincennes Avenue, Northwesterly 190.9 feet, more or less, to intersect the southeast side of said Ridge Avenue, and thence binding on the southeast side of said Ridge Avenue, Northeasterly 60.0 feet to the place of beginning.

Beginning for Parcel No. 3 at the point formed by the intersection of the northeast side of Vincennes Avenue, 60 feet wide, and the southeast side of Ridge Avenue, 60 feet wide, and running thence binding on the southeast side of said Ridge Avenue, Southwesterly 158.3 feet, more or less; thence by a straight line through the bed of said Ridge Avenue, Northwesterly 64.2 feet, more or less, to intersect the northwest side of said Ridge Avenue; thence binding on the northwest side of said Ridge Avenue, Northeasterly 178.9 feet, more or less, to intersect the southwest side of the CSX Transportation, Inc. Railroad Right-of-Way; thence binding on the southwest side of said CSX Transportation, Inc. Railroad Right-of-Way, Southeasterly 19.3 feet, more or less, to intersect the line of the northeast side of said Vincennes Avenue, if projected northwesterly, and thence binding reversely on the line of the northeast side of said Vincennes Avenue, Southeasterly 39.9 feet, more or less, to the place of beginning.

Beginning for Parcel No. 4 at a point on the northeast side of Armstrong Avenue, 60 feet wide, said point of beginning being distant Northwesterly 25.0 feet, more or less, measured along the northeast side of said Armstrong Avenue from the northwest side of Ridge Avenue, 60 feet wide, and running thence by a straight line drawn at a right angle to the northeast side of Armstrong Avenue, Southwesterly 60.0 feet, to intersect the southwest side of said Armstrong Avenue; thence binding on the southwest side of said Armstrong Avenue, Northwesterly 164.4 feet, more or less; thence by a straight line through the bed of said Armstrong Avenue, Southeasterly 133.6 feet, more or less, to intersect the northeast side of said Armstrong Avenue, and thence binding on the northeast side of said Armstrong Avenue, Southeasterly 45.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 5 at a point on the northeast side of Armstrong Avenue, 60 feet wide, said point of beginning being distant Northwesterly 179.2 feet, more or less, measured along the northeast side of said Armstrong Avenue, from the northwest side of Ridge Avenue, 60 feet wide, and running thence by lines through the bed of said Armstrong Avenue, the four following courses and distances; namely, Northwesterly 48.6 feet, more or less, Northwesterly by a line curving to the right with a radius of 75.0 feet the distance of 35.7 feet, more or less, Northwesterly 180.6 feet, more or less, and Southeasterly 66.8 feet, more or less, to intersect the northeast side of said Armstrong Avenue, and thence binding on the northeast side of said Armstrong Avenue, Southeasterly 198.7 feet, more or less, to the place of beginning.

Beginning for Parcel No. 6 at the point formed by the intersection of the northwest side of Patterson Avenue, 60 feet wide, and the northeast side of Vincennes Avenue, 60 feet wide, and running thence binding on the northeast side of said Vincennes Avenue, Northwesterly 82.2 feet, more or less; thence by lines through the property now or formerly owned by the State of Maryland, the two following courses and distances; namely, Southeasterly by a line curving to the right with a radius of 18.5 feet the distance of 8.3 feet, more or less, and Southeasterly 85.4 feet, more or less, to intersect the northwest side of said Patterson Avenue, and thence binding on the northwest side of said Patterson Avenue, Southwesterly 44.4 feet, more or less, to the place of beginning.

Beginning for Parcel No. 7 at the point formed by the intersection of the northeast side of Vincennes Avenue, 60 feet wide, and the northwest side of Patterson Avenue, 60 feet wide, and running thence binding on the northwest side of said Patterson Avenue, Southwesterly 29.6 feet, more or less; thence by lines through the bed of said Vincennes Avenue, the two following courses and distances; namely, Northwesterly 67.3 feet, more or less, and Northeasterly

by a line curving to the right with a radius of 18.5 feet the distance of 41.1 feet, more or less, to intersect the northeast side of said Vincennes Avenue, and thence binding on the northeast side of said Vincennes Avenue, Southeasterly 82.2 feet, more or less, to the place of beginning.

As delineated on Plat 114-A-30A, prepared by the Survey Control Section and filed on June 18, 2008, in the Office of the Department of Public Works.

SECTION 2. AND BE IT FURTHER ORDAINED, That the proceedings for the condemnation and closing of certain streets or portions of them and the rights of all interested parties shall be regulated by and in accordance with all applicable provisions of state and local law and with all applicable rules and regulations adopted by the Director of Public Works and filed with the Department of Legislative Reference.

SECTION 3. AND BE IT FURTHER ORDAINED, That after the closing under this Ordinance, all subsurface structures and appurtenances now owned by the Mayor and City Council of Baltimore continue to be the property of the Mayor and City Council, in fee simple, until their use has been abandoned by the Mayor and City Council. If any person wants to remove, alter, or interfere with them, that person must first obtain permission from the Mayor and City Council and, in the application for this permission, must agree to pay all costs and expenses, of every kind, arising out of the removal, alteration, or interference.

SECTION 4. AND BE IT FURTHER ORDAINED, That no building or structure of any kind (including but not limited to railroad tracks) may be constructed or erected in or on any part of the street closed under this Ordinance until all subsurface structures and appurtenances owned by the Mayor and City Council of Baltimore have been abandoned by the Mayor and City Council or, at the expense of the person seeking to erect the building or structure, have been removed and relaid in accordance with the specifications and under the direction of the Director of Public Works of Baltimore City.

SECTION 5. AND BE IT FURTHER ORDAINED, That after the closing under this Ordinance, all subsurface structures and appurtenances owned by any person other than the Mayor and City Council of Baltimore shall be removed by and at the expense of their owners, promptly upon notice to do so from the Director of Public Works.

SECTION 6. AND BE IT FURTHER ORDAINED, That at all times after the closing under this Ordinance, the Mayor and City Council of Baltimore, acting by or through its authorized representatives, shall have access to the subject property and to all subsurface structures and appurtenances used by the Mayor and City Council, for the purpose of inspecting, maintaining, repairing, altering, relocating, or replacing any of them, without need to obtain permission from or pay compensation to the owner of the property.

SECTION 7. AND BE IT FURTHER ORDAINED, That this Ordinance takes effect on the date it is enacted.

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