



Legislation Details (With Text)

File #: 12-0077 **Version:** 0 **Name:** City Streets - Opening - Certain Streets and Alleys Bounded by Sun Street, the CSX Transportation, Inc. Railroad Right of Way, Vera Street, and Chesapeake Avenue

Type: Ordinance **Status:** Enacted

File created: 5/7/2012 **In control:** City Council

On agenda: **Final action:** 6/18/2012

Enactment date: **Enactment #:** 12-32

Title: City Streets - Opening - 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 condemning and opening certain streets and alleys bounded by Sun Street, the CSX Transportation, Inc. Railroad right of way, Vera Street, and Chesapeake Avenue, as shown on Plat 114-A-55 in the Office of the Department of General Services; and providing for a special effective date.

Sponsors: City Council President (Administration)

Indexes: City Streets - Opening, Opening, Streets

Code sections:

Attachments: 1. 12-0077 - 1st Reader.pdf, 2. DGS - 12-0077.pdf, 3. Transportation - 12-0077.pdf, 4. BDC - 12-0077.pdf, 5. HCD - 12-0077.pdf, 6. 12-0077 - 3rd Reader.pdf

| Date | Ver. | Action By | Action | Result |
|-----------|------|---|--|--------|
| 6/18/2012 | 0 | Mayor | Signed by Mayor | |
| 6/11/2012 | 0 | City Council | | |
| 6/4/2012 | 0 | Housing and Community Development Committee | Recommended Favorably | |
| 6/4/2012 | 0 | City Council | Advanced to 3rd Rdr., Adopted Comm. Report | |
| 5/14/2012 | 0 | Housing and Community Development Committee | Scheduled for a Public Hearing | |
| 5/10/2012 | 0 | The City Council | Referred for a Report | |
| 5/10/2012 | 0 | The City Council | Referred for a Report | |
| 5/10/2012 | 0 | The City Council | Referred for a Report | |
| 5/10/2012 | 0 | The City Council | Referred for a Report | |
| 5/10/2012 | 0 | The City Council | Referred for a Report | |
| 5/7/2012 | 0 | City Council | Assigned | |
| 5/7/2012 | 0 | City Council | Introduced | |

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THE OFFICIAL COPY CONSIDERED BY THE CITY COUNCIL IS THE FIRST READER COPY.
INTRODUCTORY*

CITY OF BALTIMORE

COUNCIL BILL

Introduced by: The Council President

At the request of: The Administration (Department of General Services)

A BILL ENTITLED

AN ORDINANCE concerning

City Streets - Opening - 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 condemning and opening certain streets and alleys bounded by Sun Street, the CSX Transportation, Inc. Railroad right of way, Vera Street, and Chesapeake Avenue, as shown on Plat 114-A-55 in the Office of the Department of General Services; and providing for a special effective date.

BY authority of

Article I - General Provisions

Section 4

and

Article II - General Powers

Sections 2, 34, and 35

Baltimore City Charter

(1996 Edition)

SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE, That the Department of General Services shall proceed to condemn and open 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 Fairfield Road, 60 feet wide, and the north side of Brady Avenue, 50 feet wide, and running thence binding on the north side of said Brady Avenue, Westerly 60.0 feet to intersect the west side of said Fairfield Road; thence binding on the west side of said Fairfield Road, Northerly 450.0 feet, more or less, to intersect the south side of Carbon Avenue, 50 feet wide; thence binding on the south side of said Carbon Avenue, Easterly 60.0 feet to intersect the east side of said Fairfield Road, and thence binding on the east side of said Fairfield Road, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 2 at the point formed by the intersection of the east side of Tate Street, 60 feet wide, and the north side of Brady Avenue, 50 feet wide, and running thence binding on the north side of said Brady Avenue, Westerly 60.0 feet

to intersect the west side of said Tate Street; thence binding on the west side of said Tate Street, Northerly 450.0 feet, more or less, to intersect the south side of Carbon Avenue, 50 feet wide; thence binding on the south side of said Carbon Avenue, Easterly 60.0 feet to intersect the east side of said Tate Street, and thence binding on the east side of said Tate Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 3 at the point formed by the intersection of the east side of a 20-foot alley, laid out in part in the rear of the property known as No. 3201 Fairfield Road and in part contiguous to the east outline of the property known as No. 1714/1716 Brady Avenue, and the north side of Brady Avenue, 50 feet wide, said point of beginning being distant westerly 150.0 feet, more or less, measured along the north side of said Brady Avenue from the west side of Remley Street, 60 feet wide, and running thence binding on the north side of said Brady Avenue,

Westerly 20.0 feet to intersect the west side of said 20-foot alley; thence binding on the west side of said 20-foot alley, Northerly 450.0 feet, more or less, to intersect the south side of Carbon Avenue, 50 feet wide; thence binding on the south side of said Carbon Avenue, Easterly 20.0 feet to intersect the east side of said 20-foot alley, and thence binding on the east side of said 20-foot alley, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 4 at the point formed by the intersection of the south side of a 10-foot alley, laid out in the rear of the properties known as Nos. 1500/1502 through 1508/1510 Chesapeake Avenue, and the east side of Sun Street, 60 feet wide, said point of beginning being distant northerly 102.8 feet, more or less, measured along the east side of said Sun Street from the north side of Chesapeake Avenue, 50 feet wide, and running thence binding on the east side of said Sun Street, Northerly 10.2 feet, more or less, to intersect the north side of said 10-foot alley; thence binding on the north side of said 10-foot alley, Easterly 103.5 feet, more or less, to the easternmost extremity of said 10-foot alley, there situate; thence binding on the easternmost extremity of said 10-foot alley, Southerly 10.0 feet to intersect the south side of said 10-foot alley, and thence binding on the south side of said 10-foot alley, Westerly 105.5 feet, more or less, to the place of beginning.

Beginning for Parcel No. 5 at the point formed by the intersection of the east side of a 20-foot alley, laid out in the rear of the properties known as Lot Nos. 16 through 28 of Block 7364 as referred to among the Real Property Records of the Property Location Section of the Department of General Services of the City of Baltimore, and the north side of Chesapeake Avenue, 50 feet wide, said point of beginning being distant westerly 150.0 feet, more or less, measured along the north side of said Chesapeake Avenue from the west side of Fairfield Road, 60 feet wide, and running thence binding on the north side of said Chesapeake Avenue, Westerly 20.0 feet to intersect the west side of said 20-foot alley; thence binding on the west side of said 20-foot alley, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide; thence binding on the south side of said Brady Avenue, Easterly 20.0 feet to intersect the east side of said 20-foot alley, and thence binding on the east side of said 20-foot alley, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 6 at the point formed by the intersection of the south side of Brady Avenue, 50 feet wide, and the east side of Fairfield Road, 60 feet wide, and running thence binding on the east side of said Fairfield Road, Northerly 50.0 feet to intersect the north side of said Brady Avenue; thence binding on the north side of said Brady Avenue, Easterly 760.0 feet, more or less, to the easternmost extremity of said Brady Avenue, there situate; thence binding on the easternmost extremity of said Brady Avenue, Southerly 50.0 feet to intersect the south side of said Brady Avenue, and thence binding on the south side of said Brady Avenue, Westerly 760.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 7 at the point formed by the intersection of the east side of Remley Street, 60 feet wide, and the north side of Chesapeake Avenue, 50 feet wide, and running thence binding on the north side of said Chesapeake Avenue, Westerly 60.0 feet to intersect the west side of said Remley Street; thence binding on the west side of said Remley Street, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide; thence binding on the south side of said Brady Avenue, Easterly 60.0 feet to intersect the east side of said Remley Street, and thence binding on the east side of said Remley Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 8 at the point formed by the intersection of the east side of Weedon Street, 60 feet wide, and the north side of Chesapeake Avenue, 50 feet wide, and running thence binding on the north side of said Chesapeake Avenue, Westerly 60.0 feet to intersect the west side of said Weedon Street; thence binding on the west side of said Weedon Street, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide; thence binding on the south side of said Brady Avenue, Easterly 60.0 feet to intersect the east side of said Weedon Street, and thence binding on the east side of said Weedon Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 9 at the point formed by the intersection of the east side of Tate Street, 60 feet wide, and the north side of Chesapeake Avenue, 50 feet wide, and running thence binding on the north side of said Chesapeake Avenue, Westerly 60.0 feet to intersect the west side of said Tate Street; thence binding on the west side of said Tate Street, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide; thence binding on the south side of said Brady Avenue, Easterly 60.0 feet to intersect the east side of said Tate Street, and thence binding on the east side of said Tate Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 10 at the point formed by the intersection of the south side of Carbon Avenue, 50 feet wide, and the west side of Tate Street, 60 feet wide, and running thence binding on the west side of said Tate Street, Northerly 50.0 feet, more or less, to intersect the north side of said Carbon Avenue; thence binding on the north side of said Carbon Avenue, Easterly 820.0 feet, more or less, to the easternmost extremity of said Carbon Avenue, there situate; thence binding on the easternmost extremity of said Carbon Avenue, Southerly 50.0 feet to intersect the south side of said Carbon Avenue, and thence binding on the south side of said Carbon Avenue, Westerly 820.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 11 at the point formed by the intersection of the east side of Fairfield Road, 60 feet wide, and the north side of Chesapeake Avenue, 50 feet wide, and running thence binding on the north side of said Chesapeake Avenue, Westerly 60.0 feet to intersect the west side of said Fairfield Road; thence binding on the west side of said Fairfield Road, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide; thence binding on the south side of said Brady Avenue, Easterly 60.0 feet to intersect the east side of said Fairfield Road, and thence binding on the east side of said Fairfield Road, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 12 at the point formed by the intersection of the east side of a 20-foot alley, laid out in the rear of the properties known as Nos. 3201 through 3225 Tate Street, and the north side of Brady Avenue, 50 feet wide, said point of beginning being distant westerly 150.0 feet, more or less, measured along the north side of said Brady Avenue from the west side of Fairfield Road, 60 feet wide, and running thence binding on the north side of said Brady Avenue, Westerly 20.0 feet to intersect the west side of said 20-foot alley; thence binding on the west side of said 20-foot alley, Northerly 450.0 feet, more or less, to intersect the south side of Carbon Avenue, 50 feet wide; thence binding on the south side of said Carbon Avenue, Easterly 20.0 feet to intersect the east side of said 20-foot alley, and thence binding on the east side of said 20-foot alley, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 13 at the point formed by the intersection of the south side of a 20-foot alley, laid out contiguous to the south outline of the property known as Lot No. 8 of Block 7362 as referred to among the Real Property Records of the Property Location Section of the Department of General Services of the City of Baltimore, and the east side of Sun Street, 60 feet wide, said point of beginning being distant northerly 163.0 feet, more or less, measured along the east side of said Sun Street from the north side of Brady Avenue, 50 feet wide, and running thence binding on the east side of said Sun Street, Northerly 20.4 feet, more or less, to intersect the north side of said 20-foot alley; thence binding on the north side of said 20-foot alley, Easterly 203.4 feet, more or less, to intersect the west side of a 20-foot alley, laid out in the rear of the properties known as Lot Nos. 18 through 31 of Block 7362 as referred to among said Real Property Records, Lot No. 31 is also known as No. 3200 Tate Street; thence binding on the west side of last said 20-foot alley, Southerly 20.0 feet to intersect the south side of said 20-foot alley, mentioned firstly herein, and thence binding on the south side of said 20-foot alley, mentioned firstly herein, Westerly 207.2 feet, more or less, to the place of beginning.

Beginning for Parcel No. 14 at the point formed by the intersection of the north side of Brady Avenue, 50 feet wide, and the west side of a 20-foot alley, laid out in the rear of the properties known as Lot Nos. 18 through 31 of Block 7362 as referred to among the Real Property Records of the Property Location Section of the Department of General Services of the City of Baltimore, Lot No. 31 is also known as No. 3200 Tate Street, and running thence binding on

the west side of said 20-foot alley, Northerly 450.0 feet, more or less, to intersect the south side of Carbon Avenue, 50 feet wide; thence binding on the south side of said Carbon Avenue, Easterly 20.0 feet to intersect the east side of said 20-foot alley; thence binding on the east side of said 20-foot alley, Southerly 450.0 feet, more or less, to intersect the north side of said Brady Avenue, and thence binding on the north side of said Brady Avenue, Westerly 20.0 feet to the place of beginning.

Beginning for Parcel No. 15 at the point formed by the intersection of the east side of Sun Street, 60 feet wide, and the north side of a 20-foot alley, laid out in the rear of the properties known as Nos. 1503 through 1521 Brady Avenue, said point of beginning being distant southerly 220.0 feet, more or less, measured along the east side of said Sun Street from the south side of Brady Avenue, 50 feet wide, and running thence binding on the north side of said 20-foot alley, Easterly 289.4 feet, more or less, to intersect the west side of a 20-foot alley, laid out contiguous to the east outlines of the properties known as No. 1521 Brady Avenue and No. 1526 Chesapeake Avenue; thence binding on the west side of last said 20-foot alley, Southerly 20.0 feet to intersect the south side of said 20-foot alley, mentioned firstly herein; thence binding on the south side of said 20-foot alley, mentioned firstly herein, Westerly 293.3 feet, more or less, to intersect the east side of said Sun Street, and thence binding on the east side of said Sun Street, Northerly 20.4 feet, more or less, to the place of beginning.

Beginning for Parcel No. 16 at the point formed by the intersection of the east side of a 20-foot alley, laid out in part in the rear of the properties known as Nos. 3300 through 3324 Remley Street and in part contiguous to the east outline of the property known as No. 1710/1714 Chesapeake Avenue, and the north side of Chesapeake Avenue, 50 feet wide, and running thence binding on the north side of said Chesapeake Avenue, Westerly 20.0 feet to intersect the west side of said 20-foot alley; thence binding on the west side of said 20-foot alley, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide; thence binding on the south side of said Brady Avenue, Easterly 20.0 feet to intersect the east side of said 20-foot alley, and thence binding on the east side of said 20-foot alley, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 17 at the point formed by the intersection of the east side of a 20-foot alley, laid out in part in the rear of the properties known as Nos. 3304 through 3320 Weedon Street and in part contiguous to the west outline of the property known as No. 1753 Brady Avenue, and the north side of Chesapeake Avenue, 50 feet wide, said point of beginning being distant westerly 150.0 feet, more or less, measured along the north side of said Chesapeake Avenue from the west side of Weedon Street, 60 feet wide, and running thence binding on the north side of said Chesapeake Avenue, Westerly 20.0 feet to intersect the west side of said 20-foot alley; thence binding on the west side of said 20-foot alley, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide, and thence binding on the south side of said Brady Avenue, Easterly 20.0 feet to intersect the east side of said 20-foot alley, and thence binding on the east side of said 20-foot alley, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 18 at the point formed by the intersection of the east side of Remley Street, 60 feet wide, and the north side of Brady Avenue, 50 feet wide, and running thence binding on the north side of said Brady Avenue, Westerly 60.0 feet to intersect the west side of said Remley Street; thence binding on the west side of said Remley Street, Northerly 450.0 feet, more or less, to intersect the south side of Carbon Avenue, 50 feet wide; thence binding on the south side of said Carbon Avenue, Easterly 60.0 feet to intersect the east side of said Remley Street, and thence binding on the east side of said Remley Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 19 at the point formed by the intersection of the north side of Chesapeake Avenue, 50 feet wide, and the east side of a 20-foot alley, laid out contiguous to the east outlines of the properties known as Nos. 1526 Chesapeake Avenue and 1521 Brady Avenue, said point of beginning being distant easterly 334.8 feet, more or less, measured along the north side of said Chesapeake Avenue from the east side of Sun Street, 60 feet wide, and

running thence binding on the west side of said 20-foot alley, Northerly 450.0 feet, more or less, to intersect the south side of Brady Avenue, 50 feet wide; thence binding on the south side of said Brady Avenue, Easterly 20.0 feet to intersect the east side of said 20-foot alley; thence binding on the east side of said 20-foot alley, Southerly 450.0 feet, more or less, to intersect the north side of said Chesapeake Avenue, and thence binding on the north side of said Chesapeake Avenue, Westerly 20.0 feet to the place of beginning.

As delineated on Plat 114-A-55, prepared by the Survey Control Section and filed on April 13, 2012, in the Office of the Department of General Services.

SECTION 2. AND BE IT FURTHER ORDAINED, That the proceedings for the condemnation and opening of certain streets and alleys 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 General Services and filed with the Department of Legislative Reference.

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

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