



Legislation Details (With Text)

File #: 12-0078 **Version:** 0 **Name:** City Streets - Closing - 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 #:** 12-33

Title: City Streets - Closing - 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 closing 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-55A in the Office of the Department of General Services; and providing for a special effective date.

Sponsors: City Council President (Administration)

Indexes: City Streets - Closing, Closing, Streets

Code sections:

Attachments: 1. 12-0078 - 1st Reader.pdf, 2. DGS - 12-0078.pdf, 3. Transportation - 12-0078.pdf, 4. BDC - 12-0078.pdf, 5. HCD - 12-0078.pdf, 6. 12-0078 - 3rd Reader.pdf, 7. Planning - 12-0078.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 - Closing - 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 closing 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-55A 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, 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 close 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.

Beginning for Parcel No. 20 at the point formed by the intersection of the east side of Tate Street, 60 feet wide, and the south side of a 20-foot alley, laid out in the rear of the property known as No. 1600 Carbon Avenue, said point of beginning being distant northerly 306.9 feet, more or less, measured along the east side of said Tate Street from the north side of Carbon Avenue, 20 feet wide, and running thence binding on the east side of said Tate Street, Northerly 20.1 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 321.4 feet, more or less, to intersect the west side of Fairfield Road, 60 feet wide; thence binding on the west side of said Fairfield Road, Southerly 20.1 feet, more or less, to intersect the south side of said 20-foot alley, and thence binding on the south side of said 20-foot alley, Westerly 321.4 feet, more or less, to the place of beginning.

Beginning for Parcel No. 21 at the point formed by the intersection of the south side of Carbon Avenue, 50 feet wide, and the west side of Fairfield Road, 60 feet wide, and running thence binding on the west side of said Fairfield Road, Northerly 296.7 feet, more or less, to the northernmost extremity of said Fairfield Road, there situate; thence binding on the northernmost extremity of said Fairfield Road, Easterly 60.3 feet, more or less, to intersect the east side of said Fairfield Road; thence binding on the east side of said Fairfield Road, Southerly 291.0 feet, more or less, to intersect the north side of said Carbon Avenue, and thence binding on the north side of said Carbon Avenue, Westerly 60.0 feet to the place of beginning.

Beginning for Parcel No. 22 at the point formed by the intersection of the north 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 312.7 feet, more or less, to intersect the south side of a 20-foot alley, laid out in the rear of the property known as No. 1500 Carbon Avenue; thence binding on the south side of said 20-foot alley, Easterly 60.3 feet, more or less, to intersect the east side of said Tate Street; thence binding on the east side of said Tate Street, Southerly 306.9 feet, more or less, to intersect the north side of said Carbon Avenue, and thence binding on the north side of said Carbon Avenue, Westerly 60.0 feet to the place of beginning.

Beginning for Parcel No. 23 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. 1700 through 1714/1716 Brady Avenue, and the east side of Fairfield Road, 60 feet wide, said point of beginning being distant northerly 110.0 feet, more or less, measured along the east side of said Fairfield Road from the north side of Brady Avenue, 50 feet wide, and running thence binding on the east side of said Fairfield Road, Northerly 10.0 feet to intersect the north side of said 10-foot alley; thence binding on the north side of said 10-foot alley, Easterly 150.0 feet, more or less, to intersect the west 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; thence binding on the west side of said 20-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 150.0 feet, more or less, to the place of beginning.

As delineated on Plat 114-A-55A, 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 closing 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 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 General Services 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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