



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 General Services)

A BILL ENTITLED

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

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

Beginning for Parcel No. 3, also known as Parcel No. 7 as shown on a Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and filed in the Office of the Department of General Services, at the point formed by the intersection of the east side of the former bed 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 the former bed of said Remley Street; thence binding on the west side of the former bed of said Remley Street, Northerly 450.0 feet, more or less, to intersect the south side of the former bed of Brady Avenue, 50 feet wide; thence binding on the south side of the former bed of said Brady Avenue, Easterly 60.0 feet to intersect the east side of the former bed of said Remley Street, and thence binding on the east side of the former bed of said Remley Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 4, also known as Parcel No. 8 as shown on a Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and filed in the Office of the Department of General Services, at the point formed by the intersection of the east side of the former bed 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, more or less, to intersect the west side of the former bed of said Weedon Street; thence binding on the west side of the former bed of said Weedon Street, Northerly 450.0 feet, more or less, to intersect the south side of the former bed of Brady Avenue, 50 feet wide; thence binding on the south side of the former bed of said Brady Avenue, Easterly 60.0 feet to intersect the east side of the former bed of said Weedon Street, and thence binding on the east side of the former bed of said Weedon Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 5, also known as Parcel No. 10 as shown on a Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and filed in the Office of the Department of General Services, at the point formed by the intersection of the south side of the former bed of Carbon Avenue, 50 feet wide, and the east side of Tate Street, 60 feet wide, and running thence binding on the east side of said Tate Street, Northerly 50.0 feet, to intersect the north side of the former bed of said Carbon Avenue; thence binding on the north side of the former bed of said Carbon Avenue, Easterly 760.0 feet, more or less, to the easternmost extremity of the former bed of said Carbon Avenue, there situate; thence binding on the easternmost extremity of the former bed of said Carbon Avenue, Southerly 50.0 feet to intersect the south side of the former bed of said Carbon Avenue, and thence binding on the south side of the former bed of said Carbon Avenue, Westerly 760.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 6, also known as Parcel No. 11 as shown on a Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and filed in the Office of the Department of General Services, 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 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 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 Brady Avenue, 50 feet wide; thence binding on the south side of the former bed of said Brady Avenue, Easterly 60.0 feet to intersect the east side of the former bed of said Fairfield Road, and thence binding on the east

side of the former bed of said Fairfield Road, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 7, also known as Parcel No. 18 as shown on a Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and filed in the Office of the Department of General Services, at the point formed by the intersection of the east side of the former bed of Remley Street, 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 Remley Street; thence binding on the west side of the former bed of said Remley Street, 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 Remley Street, and thence binding on the east side of the former bed of said Remley Street, Southerly 450.0 feet, more or less, to the place of beginning.

Beginning for Parcel No. 8, also known as Parcel No. 20 as shown on a Condemnation and Closing Plat numbered 114-A-55A dated April 13, 2012 and filed in the Office of the Department of General Services, at the point formed by the intersection of the south side of the former bed of a 20-foot alley, laid out in the rear of the property known as No. 1600 Carbon Avenue, and the east side of Tate Street, 60 feet wide, 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 the former bed of Carbon Avenue, 50 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 the former bed of said 20-foot alley; thence binding on the north side of the former bed of said 20-foot alley, Easterly 321.4 feet, more or less, to intersect the west side of the former bed of Fairfield Road, 60 feet wide; thence binding on the west side of the former bed of said Fairfield Road, Southerly 20.1 feet, more or less, to intersect the south side of the former bed of said 20-foot alley, and thence binding on the south side of the former bed of said 20-foot alley, Westerly 321.4 feet, more or less, to the place of beginning.

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

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

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

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

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

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