

COMMISSIONERS FOR OPENING STREETS SET NEW RECORD

REPORT MADE TO MAYOR JACKSON AND CITY COUNCIL SHOWS TOTAL OF THIRTY-NINE PROCEEDINGS WERE COMPLETED DURING LAST YEAR—MANY ARE OF GREAT IMPORTANCE

THE Commissioners for Opening Streets established a record for the department last year when it completed a total of 39 condemnation proceedings. Twenty-five were for street openings and 14 for street closings. In the same period 80 ordinances for street openings and closings were passed by the City Council, approved by the Mayor, and sent to the department for its action. Fifty preliminary plats for new street openings and 15 for street closings were received during 1926.

The commissioners have submitted their annual report to Mayor Howard W. Jackson and the City Council, setting forth the activities of the department during the year. The members of the department are John H. Robinette, president; Francis P. Curtis and J. Henry Strohmeyer. Charles Kreuder, Jr., is secretary.

The proceedings completed during 1926 were as follows:

Opening Mt. Holly Street from Bateman Avenue to Alto Avenue. This opening, while extending for a distance of only one block, is an important improvement in that it provides direct access to the Windsor Hill School property.

Opening Mondawmin Avenue from Chelsea Avenue to Lyndhurst Avenue. This opening also provides access to the Windsor Hill School by way of Hillcrest Avenue from Montgomery Road, and by way of Mondawmin Avenue from Chelsea Avenue. The opening of this street also provides a much needed direct traffic street running westerly from Chelsea Avenue, there being no through east-and-west street between Windsor Mill Road and Bateman Avenue.

Opening Rokeby Road from Walnut Avenue to Rokeby Road. This is another important improvement providing access to school property. The Hunting Ridge School had no connection with Rognel Heights (whence the majority of the children attending this school come) except by way of Edmondson Avenue, which carries heavy vehicular traffic and is extremely dangerous, particularly to school children.

Opening and widening Clifton Avenue from Edgewood Street to Denison Street. This street widening takes ten feet off the fronts of all the properties on the south side of Clifton Avenue between Edgewood and Denison Streets. This will provide relief from traffic congestion at a very vital and dangerous point—the junction of Clifton Avenue, Windsor Mill Road, Garrison Avenue and Denison Street—commonly known as Walbrook Junction.

Opening Twenty-sixth Street from Huntingdon Avenue to Sisson Street. The opening of Twenty-sixth Street provides another east-and-west connection, extending for a distance of three blocks. This street is already paved, and it will bring about the reclassification of five blocks of properties.

Opening Belle Avenue from Eldorado Avenue to the Old Western Boundary. This opening of Belle Avenue extends for a distance of one block, and connects the now existent Thornton Avenue with the now existent Belle Avenue, and provides additional access to the Forest Park Senior High School.

Closing Towson Street from Marriott Street to Nicholson Street.

Closing unnamed alley, 158 feet northeast of Clement Street, from Reynolds Street to ten-foot alley.

Closing Nicholson Street from Towson Street to Cooksie Street.

Closing Decatur Street from the

northeast side of Marriott Street to Nicholson Street.

Closing Cooksie Street from the northeast side of Marriott Street to Nicholson Street.

Closing Beason Street from 10-foot alley to a point sixty feet east of Reynolds Street.

These six street closings are all a part of the port development plans now being carried out by the City of Baltimore in conjunction with the Baltimore and Ohio Railroad Company

end to Franklin Road brings about another important street development, and adds another much needed east-and-west street. This opening also brings into immediate availability large areas of undeveloped property, and also raises a great deal of property to a high tax classification. It will provide a direct route from this section of the city to Gwynn's Falls Park.

Closing Potomac Street from Philadelphia Road to 10-foot alley.

development. Running in a straight line from the present east end of Monument Street, it provides direct access to the Philadelphia Road.

Opening Wyanoke Avenue from Greenmount Avenue to Old York Road. This constitutes another connecting link between the Old York Road and Greenmount Avenue, and provides direct communication for several hundred properties that have been practically bottled up or isolated for a great many years, and opens up for development a large area of vacant land. It will also bring about a change in the classification of a great many properties for taxation purposes.

Opening Fish House Road from Manokin Street to Hanover Street. This opening is one of the most important development plans ever undertaken by the department. This road connects Brooklyn with Westport and parallels the waterfront for a large part of its distance. The opening of this street will bring about the development of a vast area of land and will provide direct access to waterfront property from Hanover Street and Maryland Avenue, Westport, susceptible of development for shipping purposes, which property has heretofore had little utility due to its inaccessibility.

Opening Lake Avenue from York Road to Beauregard Avenue. The Lake Avenue opening is another important one, covering a distance of approximately twelve city blocks. This street runs entirely through undeveloped properties, and thus makes them available for building purposes, and is a step further in the general plan of streets and roads between York and Hillen Roads.

Opening Seventeenth Street from Lombard Street to Fairmount Avenue. This opening provides another much needed north-and-south street in the Highlandtown district and runs for a distance of two blocks. When paved it will bring about the reclassification of four city blocks of property.

Opening and widening Bloomingdale Road from Poplar Grove Street to Clifton Avenue. The widening has brought about the elimination of what was for a long time considered an eyesore. It was practically nothing more than a narrow dirt road. The new street, which has already been paved with improved paving, has brought this thoroughfare into practical use. Sidewalks have been provided for, and when these are laid this street will prove a beautiful improvement and one that is safe for both pedestrian and vehicular traffic. This street also reclassifies many blocks of properties.

Closing Clifton Avenue south from Queen Anne Road, southerly 267.29 feet. This proceeding was for the purpose of relocating the lines for the opening of Clifton Avenue from Mt. Holly Street to Queen Anne Road and involved only a strip of ground a few feet wide.

Opening Elsinore Avenue from Edmondson Avenue to the right-of-way of the United Railways and Electric Company. This is another opening which gives direct access. While the actual amount of property taken in this proceeding was small, it accomplishes an opening of much importance and brings into immediate availability a large area of land for development purposes.

Opening Chesterfield Avenue from Harford Road to Belair Road. This is another important development, opening up an entirely new street

(Continued on Page 6)



JOHN H. ROBINETTE
President
Commissioners for Opening Streets

—Photo by Bachrach

and the Western Maryland Railway Company.

Opening and widening Evans Chapel Road from Merryman Lane to Cold Spring Lane. This street opening covers the widening of what was practically nothing more than an alley, the former width of Evans Chapel Road being somewhat less than seventeen feet, while the new width of this street is forty feet for a part of its distance and fifty feet for the balance. Evans Chapel Road parallels Roland Avenue on the west, and it opens up for development several large areas of land which have been lying dormant for years.

Opening Longwood Street from Windsor Avenue to Powhatan Avenue. This opening extends for a distance of more than seven blocks and is an extension northerly of the already existent Longwood Street. It also opens up for development large areas of property. This street will be fifty-five feet wide for a part of its distance and fifty feet for the balance, and will provide a direct route via North Avenue to Lake Ashburton and Park.

Opening Mosher Street from Payson Street to Franklin Road, and Franklin Road from Mosher Street to the Western Maryland Tidewater Railroad. The extension of Mosher Street from its present westernmost

Closing Potomac Street from Fayette Street to 10-foot alley.

These closings of two approximately contiguous sections of Potomac Street are the result of a determination by the City to abandon the opening of these same sections, and are purely technical in order to restore the street bed to its former status.

Opening Rosewood Avenue from Park Heights Avenue to Old Pimlico Road. This opening runs for a distance of one block and provides a much needed connection between Park Heights Avenue and the Old Pimlico Road, south of Vogt Avenue. It will bring about a reclassification of a great many pieces of property.

Opening Greely Road from North Avenue to Smith Avenue. The opening was brought about by the opening of Kelly Avenue, which eliminates dangerous grade-crossings at Mount Washington. Greely Road will connect with Kelly Avenue and provide direct access from Smith Avenue via the beautiful Kelly Avenue viaduct to the Falls Road.

Opening Monument Street from Loney's Lane to Philadelphia Road. This is another important street opening, and extends for approximately fifteen city blocks. It runs through several large areas of vacant land, all of which will now be susceptible of