

Pursuant to the advertisement, posting of property, and public hearing on the above petition ~~and the petitioners hereby request~~ the Office of Planning in the land use study of this particular area has recommended the property being zoned for Heavy Manufacturing use. The granting of which as described in the petition by the petitioners, will not be detrimental to the health, safety and the general welfare of the community, therefore.

the above re-classification should be had.

It is Ordered by the Zoning Commissioner of Baltimore County this 15th day of July 1957, that the above described property or area should be and the same is hereby reclassified, from and after the date of this Order, from a "B-6" zone to a "M-1" zone, subject to approval of plans for the development of the subject property by the Office of Planning and the Bureau of Land Development.

William H. Sutton
Zoning Commissioner of Baltimore County

Pursuant to the advertisement, posting of property and public hearing on the above petition and it appearing that by reason of

the above reclassification should NOT be had.

It is Ordered by the Zoning Commissioner of Baltimore County, this 19th day of July 1957, that the above petition be and the same is hereby denied and that the above described property or area be and the same is hereby continued as to remain in

William H. Sutton
Zoning Commissioner of Baltimore County

Approved _____
County Commissioners of Baltimore County

Date _____ By _____ President

CERTIFICATE OF POSTING
ZONING DEPARTMENT OF BALTIMORE COUNTY
Towson, Maryland

#4188

District 13th
Posted for: by the Baltimore County Planning Board
Petitioner: *Charles E. Brown Company, Inc.*
Location of property: *on the East end of a part of Hollins Ferry Road, also see Plat*
Location of plans: *on the East end of a part of Hollins Ferry Road, also see Plat*
Remarks: *1/20th of S. of Hoffman and continued of Baltimore County*
Posted by: *George S. Hoffman* Date of return: 7-5-57

HOWARD D. TUSTIN
HOWARD C. SUTTON
CENTENARY YEARS
1849 - 1949
LEXINGTON 9-4263
S. J. MARTENET & CO.
SURVEYORS AND CIVIL ENGINEERS
9 E. LEXINGTON STREET
BALTIMORE-2, MD.
REGISTERED
PROFESSIONAL ENGINEERS
LAND SURVEYORS
ATTACHMENT 2:
DESCRIPTION OF PROPERTY DESIRED TO BE
CLASSIFIED OR RE-CLASSIFIED AS "M-1" ZONE

All that parcel of land situate in the Tenth Election District of Baltimore County bounded and described as follows:
BEGINNING for the same at a corner of the Right of Way of State Roads Commission of Maryland Patapasco Tunnel Project - West Approach located 150 feet Northwesterly (left), measured radially, from Station 181 plus 53.15 on the "Base Line of Right of Way" shown on State Roads Commission of Maryland PLAT No. 13499 Contract No. P.T.-101 issued April 19, 1955; said Right of Way corner being also at the Northeastly Right of Way Line of a Road varying in width from 115 feet to 70 feet shown on said PLAT No. 13499 and on State Roads Commission of Maryland PLAT No. 14571 Contract No. P.T.-101 issued December 16, 1955 and running thence, binding on the Northeastmost Right of Way Lines of said Road of varying width, the five following courses and distances, to wit: North 38 degrees, 42 minutes and 39 seconds West 149.98 feet; South 51 degrees, 17 minutes, and 21 seconds West 20.00 feet to a point located 35 feet Northeastly, measured at right angles, from Station 13 on the "Base Line of Right of Way" shown on said PLAT No. 14571; North 38 degrees, 42 minutes and 39 seconds West 227.48 feet to a point located 35 feet Northeastly, measured at right angles and radially from Station 15 plus 27.48 on the "Base Line of Right of Way" shown on said PLAT No. 14571; Northwesterly by a line curving toward the North (right) with a radius of 783.51 feet and a chord which bears North 20 degrees, 44 minutes and 02 seconds West 483.63 feet the distance of 491.66 feet to a point located 35 feet Easterly, measured radially and at right angles, from Station 20 plus 41.10 on the "Base Line of Right of Way" shown on said PLAT No. 14571 and North 2 degrees, 45 minutes and 25 seconds West 337.27 feet to a point in the Southeastmost Right of Way Line of a new location of Hollins Ferry Road at a point located

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50 feet Southeastly, measured at right angles, from Station 84 plus 62.17 on the "Base Line of Right of Way of Hollins Ferry Road" as shown on State Roads Commission of Maryland PLAT No. 10723 Contract No. B-635-11-420 issued December 13, 1955; thence, binding on the Southeastmost Right of Way Line of Hollins Ferry Road as shown on said PLAT No. 10723 and on PLAT No. 10722 issued December 13, 1955, with revisions January 14, 1956 and February 7, 1956, the four following courses and distances, to wit: North 68 degrees, 39 minutes and 25 seconds East 637.04 feet to a point located 50 feet Southeastly, measured at right angles, from Station 91 on the "Base Line of Right of Way of Hollins Ferry Road" as shown on said PLAT No. 10723; North 74 degrees, 22 minutes and 03 seconds East 100.50 feet to a point located 60 feet Southeastly, measured at right angles, from Station 92 on said "Base Line"; North 68 degrees, 39 minutes and 25 seconds East 150.00 feet to a point located 60 feet Southeastly, measured at right angles, from Station 93 plus 50 on the "Base Line of Right of Way of Hollins Ferry Road" as shown on said PLAT No. 10722 hereinbefore referred to and South 76 degrees, 32 minutes and 34 seconds East 79.58 feet to a point located 105.42 feet Southeastly, measured at right angles from Station 94 plus 15.35 on said last mentioned "Base Line" and 80 feet Southeastly, measured at right angles, from Station 4 plus 50 on the "Base Line of Right of Way of Hollins Ferry Road" as shown on said PLAT No. 10722; thence, binding on the Southwestmost Right of Way Line of Ramp "H" as shown on said PLAT No. 10722 and on PLAT No. 10721 Contract No. B-635-11-420 issued January 19, 1956, the four following courses and distances, to wit: South 21 degrees, 20 minutes and 35 seconds East 112.27 feet to a point located 80 feet Southwestly, measured at right angles and radially from Station 5

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plus 62.17 on said "Base Line of Right of Way - Ramp "H"; Southeastly by a line curving toward the East (left) with a radius of 279.00 feet and a chord which bears South 47 degrees, 04 minutes and 58.5 seconds East 242.33 feet the distance of 250.68 feet to a point located 80 feet Southwestly, measured radially, from Station 7 plus 40.97 on said "Base Line of Right of Way - Ramp "H"; Southeastly by a line curving toward the South (right) with a radius of 425.84 feet and a chord which bears South 63 degrees, 48 minutes and 58.5 seconds East 133.33 feet the distance of 133.88 feet to a point located 80 feet Southwestly, measured radially, from Station 9 on said "Base Line of Right of Way - Ramp "H" as shown on said PLAT No. 10722 and South 23 degrees, 05 minutes and 30 seconds East 203.38 feet to a point located 200.00 feet Westerly, measured at right angles, from Station 69 plus 03.37 on the tangent "Base Line of Right of Way - Baltimore County Beltway" as shown on said PLAT No. 10721; thence, still binding on the Right of Way Lines or Property Lines of State Roads Commission of Maryland, South 19 degrees, 23 minutes and 30 seconds East 18.48 feet to a point in the division line between Lot No. 12 and Lot No. 13 as laid out on the "PLAT OF 'DROSEDALE'" recorded among the Land Records of Baltimore County in Plat Book W.P.C. No. 3, folio 124 located South 8 degrees, 37 minutes and 25 seconds East 1261.13 feet from the intersection of the Center Line of Hoffman Avenue, 30 feet wide, with the Center Line of Monumental Avenue, 40 feet wide; thence, binding on said division line, as now surveyed, South 8 degrees, 37 minutes and 25 seconds East 52.335 feet to the Southernmost outline of "DROSEDALE" thence, binding on said outline and said Lot No. 13, as now surveyed, North 87 degrees and 43 minutes East 9.13 feet to a corner of the Right of Way of State Roads Commission of Maryland located 363.47 feet Northwesterly (left)

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from Station 192 plus 70.01 on the "Base Line of Right of Way of Patapasco Tunnel Project - West Approach" as shown on PLAT No. 12767 Contract No. P.T.-101 and 102 issued December 16, 1955 and PLAT No. 13497 Contract No. P.T.-101 issued December 16, 1955; thence, binding on a Right of Way Line of State Roads Commission of Maryland as shown on said two last mentioned Plats, South 17 degrees, 34 minutes and 25 seconds East 214.35 feet to another corner of said Right of Way located 150 feet Northwesterly (left), measured radially, from Station 192 plus 50 on said last mentioned "Base Line of Right of Way" and thence, binding on the Northwestmost Right of Way Line of Patapasco Tunnel Project - West Approach as shown on State Roads Commission of Maryland PLATS No. 13497, No. 13498 issued December 16, 1955 and PLAT No. 13499 Contract No. P.T.-101 issued April 19, 1955, in all, Southwestly by a line curving toward the South (left) with a radius of 4447.18 feet and a chord which bears South 59 degrees, 19 minutes and 13 seconds West 1132.125 feet the distance of 1135.205 feet to the place of beginning.

Containing 28 acres of land, more or less.
The courses in the above description are referred to the Meridian of State Roads Commission of Maryland PLAT No. 10723 Contract No. B-635-11-420 issued December 13, 1955 showing the Right of Way for a new location of Hollins Ferry Road.

June 13, 1957

13th
2 SIGNS

