

PETITION FOR ZONING AND/OR SPECIAL EXCEPTION

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY:

I, or we, Mr. & Mrs. George R. Gorsuch, Mr. & Mrs. Kenneth J. Wheat
County and which is described in the description and plat attached hereto and made a part hereof,
hereby petition (1) that the zoning status of the herein described property be redistricted pursuant
to the Zoning Law of Baltimore County, from an undistricted zone to an
C.R. 10 district, and for the following reasons:

Strict compliance with the Baltimore County Code would result in undue hardship on the
contract purchaser.

And for other reasons to be set forth at the time of the hearing before the Zoning Commissioner.

See attached description
and (2) for a Special Exception under the said Zoning Law and Zoning Regulations of Baltimore
County, to use the herein described property for Gasoline Service Station.

Property is to be posted and advertised as prescribed by Zoning Regulations.
I, or we, agree to pay expenses of above redistricting and/or Special Exception advertising,
posting, etc., upon filing of this petition, and further agree to and are to be bound by the zoning
regulations and restrictions of Baltimore County adopted pursuant to the Zoning Law for Baltimore
County.

Stewart A. Bala
Stewart A. Bala
Address: 1720 York Road
Towson 4, Md.
Refining Co. contract purchaser
Address: 1720 York Road
Towson 4, Md.
Petitioner's Attorney
Protestant's Attorney

Address: Loyola Federal Building
Towson 4, Md.
ORDERED By The Zoning Commissioner of Baltimore County, this 29th day
of July, 1971, that the subject matter of this petition be advertised, as
required by the Zoning Law of Baltimore County, in two newspapers of general circulation through-
out Baltimore County, that the public hearing be held before the Zoning
Commissioner of Baltimore County in Room 106, County Office Building in Towson, Baltimore
County, on the 29th day of August, 1971, at 1:00 o'clock.

Shirley B. Thoma
Deputy Zoning Commissioner of Baltimore County.

(over)

MARYLAND SURVEYING AND ENGINEERING CO., INC.

Subsidiary of LYON ASSOCIATES, INC.
6707 WHITESTONE ROAD BALTIMORE, MARYLAND 21207 TELEPHONE: 301-944-9291
ENGINEERING SURVEYING PLANNING

DESCRIPTION FOR DISTRICTING
S. SIDE MT. CARMEL ROAD - 800 FEET E. OF 183

Beginning for the same at a point in the center of Mt. Carmel Road, Maryland
Route 137, said point being situated 800 feet East of the Centerline intersection
of Interstate Route 83 and Maryland Route 137; thence binding in the center of
Mt. Carmel Road by a curve to the left Easterly 418.67 feet; thence leaving the
center of Mt. Carmel Road, and running radially to said Mt. Carmel Road Southerly
40 feet; thence S 13° 32' 10" W, 142.18 feet; thence N 88° 02' 50" W, 259.47 feet;
thence westerly parallel to and 185 feet from the center of Mt. Carmel Road 338
feet more or less to the Easterly Right-of-Way Line of Through Highway as shown
on State of Maryland, State Roads Commission Plat No. 12066; thence binding on
said Right-of-Way Line N 67° 21' 00" E, 208 feet more or less to a point on the
South Right-of-Way Line of Maryland Route 137 as laid out on the aforesaid State
Roads Commission Plat; thence radially, Northerly, 63 feet to the place of
beginning.

Containing 2.2 Acres more or less.



Signed This 7/23/71 day of July, 1971
SCALE 1 inch = 1 mile
File No. _____

25605 72-38-RX

CERTIFICATE OF POSTING
ZONING DEPARTMENT OF BALTIMORE COUNTY
Towson, Maryland

District: 778 Date of Posting: AUG. 7, 1971
Posted for: REDISTRICTING & SPECIAL EXCEPTION
Petitioner: KENNETH J. WHEAT
Location of property: 1/2 OF MT. CARMEL RD. 800 FT. E. OF
INTERSTATE ROUTE 83
Location of Sign: 1/2 OF MT. CARMEL RD. 825 FT. E.
OF INTERSTATE ROUTE 83
Remarks: _____
Posted by: Charles H. Hoad Date of return: AUG. 20, 1971

INVOICE
BALTIMORE COUNTY, MARYLAND
OFFICE OF FINANCE
Revenue Division
COURT HOUSE
TOWSON, MARYLAND 21204

No. 84946
DATE: Aug. 26, 1971

TO: Kevin A. Bala, Esq., 250
250 Loyola Federal Building
Towson, Md. 21204

Amount Due: \$1,442

Advertising and posting of property for Kenneth J. Wheat, et al
07-30-21 \$5.00

IMPORTANT: MAKE CHECKS PAYABLE TO BALTIMORE COUNTY, MARYLAND
MAIL TO: OFFICE OF FINANCE, REVENUE DIVISION
COURT HOUSE, TOWSON, MARYLAND 21204

BALTIMORE COUNTY ZONING ADVISORY COMMITTEE

July 28, 1971

Fred E. Waldrop, Esq.,
Loyola Federal Building
Towson, Maryland 21204

RE: Type of Hearings Re: Redistricting and
Special Exception
Location: 5/8 Mt. Carmel Road, 6/5
Baltimore-Harrisburg Expressway
Petitioners: Mr. & Mrs. George R. Gorsuch
Committee Meeting of June 29, 1971
7th District
Item 189

Dear Sir:

The Zoning Advisory Committee has reviewed the plans
submitted with the above referenced petition and has made an
on-site field inspection of the property. The following
comments are a result of this review and inspection.

The subject property is located on the southeast
corner of the Harrisburg Expressway and Mount Carmel Road. It
is currently improved with three residential dwellings and
other out buildings. Across the street is an existing Golf Oil
Service Station and shopping center. To the rear of the subject
property is open farm land. No curb exists at this location at
this time.

BUREAU OF ENGINEERING:

The following comments are furnished in regard to the plan
submitted to this office for review by the Zoning Advisory
Committee in connection with the subject item.

Highways:

Mt. Carmel Road (Md. 137) and the Ramp from the
Baltimore-Harrisburg Expressway (I-83) are State roads; therefore,
all improvements, intersections and entrances on these roads
will be subject to State Roads Commission requirements.

Setback Controls:

Development of this property through striping, grading
and stabilization could result in a sediment pollution problem,
damaging private and public holdings downstream of the property.

Fred E. Waldrop, Esq.,
Item 189
July 28, 1971

Grading studies and sediment control drawings will be necessary
to be reviewed and approved prior to the issuance of any grading or building
permits.

Storm Drainage:

Provisions for adequate accommodation of storm water or drainage
have not been indicated on the submitted plan.

Mt. Carmel Road (Md. 137) and the ramp from the Baltimore-Harrisburg
Expressway (I-83) are State roads. Therefore, drainage requirements as they
affect these roads come under the jurisdiction of the Maryland State
Roads Commission.

The petitioner must provide necessary drainage facilities (temporary
or permanent) to prevent creating any nuisances or damages to adjacent
properties, especially by the concentration of surface waters. Correction
of any problem which may result, due to improper grading or improper
installation of drainage facilities, would be the full responsibility of
the Petitioner.

Water and Sanitary Sewers:

Public water supply and sanitary sewerage are not available to
serv. this property.

PROJECT PLANNING DIVISION:

This office has reviewed the subject site plan and offers the
following comments: Sign #3 must be removed from the plan as it is not
a permitted use in an RDP zone.

DEPT. OF TRAFFIC ENGINEERING:

Since the land is presently zoned B, a special exception
for a service station should not increase the trip density of the subject
property.

BOARD OF EDUCATION:

No bearing on student population.

FIRE PREVENTION BUREAU:

Fire hydrants for the proposed site shall be in accordance with
Baltimore County Standards.

The owner shall be required to comply with all applicable requirements
of the 101 Life Safety Code, 1969 Edition, and the Fire Prevention Code when
construction plans are submitted for approval.

Fred E. Waldrop, Esq.,
Item 189
July 29, 1971

STATE ROADS COMMISSION:

There is poor stopping sight distance at the proposed easterly
entrance due to the vertical alignment of Mt. Carmel Road. Changing the
location of the entrance would not appreciably alter the situation.

The entire frontage of the site must be curbed and the proposed
storm drains adjusted accordingly. The roadside face of curb is to be 24"
from and parallel to the center line of Mt. Carmel Road and is to tie into
the existing curb of the interchange ramp.

The State Roads Commission has tentative plans to improve the
interchange ramp. The improvement would effect the development of the site.
At such time as more definite information is available, it will be
transmitted to you.

The entrance will be subject to State Roads Commission approval
and permit.

BUILDING ENGINEER'S OFFICE:

Petitioner to comply with all applicable requirements of
Baltimore County Building Code and regulations. Also, see Section 409.5
and 914.4 on Service Stations.

TRADING ADMINISTRATION DIVISION:

This petition is accepted for filing on the date of the
enclosed filing certificate. Notice of the hearing date and time, which
will be held not less than 30, nor more than 90 days after the date on the
filing certificate, will be forwarded to you in the near future.

Very truly yours,

Oliver L. Myers
OLIVER L. MYERS, Chairman

WALDROD
Enc.

STATE HIGHWAY ADMINISTRATION
STATE OF MARYLAND
STANDARDIZED CONSTRUCTION
370 WEST PRESTON STREET
BALTIMORE, MD. 21201
August 5, 1971

Mr. S. Eric DiHenna
Zoning Commissioner
County Office Bldg.
Towson, Maryland 21204

Dear Mr. DiHenna:

Subsequent to our comments of June 30, 1971, a tentative right of way line for
proposed highway improvements has been established as indicated in Red on the
attached plan. It was also determined that the proposed westerly entrance
should be located a minimum of 50' to the east in order to be clear of the
proposed improvement to the interchange ramp. The plan should be revised accord-
ingly.

Very truly yours,

Charles Lee, Chief
Development Engineering Section
by John C. Meyers
Asst. Development Engineer

CLJEM:BN

cc: Mr. William F. Lins, Jr.
Attachment



PETITION MAPPING PROGRESS SHEET										
FUNCTION	Wall Map		Original		Duplicate		Tracing		200 Sheet	
	date	by	date	by	date	by	date	by	date	by
Descriptions checked and outline plotted on map										
Petition number added to outline										
Desired										
Granted by ZC, BA, CC, CA										
Reviewed by: <u>WCR</u>					Revised Plans: Change in outline or description <u>Yes</u> No					
Previous case: _____					Map # <u>2 E + 3 E</u> / 1/4 27C					

SUMMARY REPORT OF
TRAFFIC INVESTIGATIONS
AND DATA ANALYSES

At the interchange of
Interstate Route 83
and
Maryland Route 137
(Mount Carmel Road)
Baltimore County
Maryland

Prepared for
Humble Oil and Refining Company
by
Chesapeake Consultants Association
1971

Chesapeake Consultants Association

WILLIAM E. CORGILL, P.E.
MEMBER

66 MARYLAND AVENUE • ANNAPOLIS, MARYLAND 21401

August 25, 1971

Mr. Stewart A. Bain
Humble Oil and Refining Company
3601 Boston Street
Baltimore, Maryland 21224

Dear Mr. Bain:

The attached report has been prepared in accordance with your request for an investigation of traffic conditions in the vicinity of the Interstate Route 83 interchange on Mt. Carmel Road.

Our analyses of past and present traffic volumes, as well as the anticipated future traffic on roadways in the area, indicate your proposed development of a service station to be very desirable land use for the subject site. There will be no problems of roadway capacity, restricted sight distances, accident hazards or other adverse traffic-related elements that could be created by the proposed facility.

It has been our pleasure to assist you in assessing the traffic characteristics of roadways in the vicinity of this important project.

Sincerely yours,

William E. Corgill
WILLIAM E. CORGILL

Maryland Registration
No. PE 7452 CE (Traffic)

TRAFFIC PLANNING & OPERATIONS
HIGHWAYS — TERMINALS — CENTERS — COMMUNITIES

Introduction

The Baltimore County Zoning Regulations include a requirement that in an area zoned Business-Residential (BR) a Special Exception must be granted when it is desired to construct a gasoline service station. In accordance with this requirement, the Humble Oil and Refining Company is requesting favorable consideration of its request for a Special Exception on a land parcel adjacent to the interchange of Interstate Route 1-83 and Maryland Route 137 (Mount Carmel Road).

Purpose and Scope of Study

This investigation was conducted for the purpose of determining the effect of developing the subject property as proposed, insofar as traffic impact is concerned. The effect of adding a projected percentage of traffic in the area must be studied in relation to roadway capacities, safety hazard potential and existing daily traffic patterns.

The scope of this study was limited to the I-83 Interchange at Mount Carmel Road where official traffic volume data was found available for recent years. In addition, vehicle accident records were searched to determine experience in the area for the 12 months of 1970 and the first four months of 1971. Estimates of future traffic on roads in the vicinity were calculated from projected customer attraction to the proposed service station, and anticipated directions of vehicle approach.

Description of Study Area

The subject property is located in the southeast quadrant of the I-83/Route 137 interchange one-half mile west of Hereford, Maryland and approximately 13.2 miles north of the Baltimore Beltway in Baltimore County. Physical design of the interchange is depicted to scale in Figure 1, and in more detail including the proposed service station site in Figure 2.

Mount Carmel Road is an east-west two-lane highway that intersects with York Road at Hereford 0.5 mile to the east, and extends westward crossing Falls Road (Md. Rte. 25) approximately six miles west of Interstate Route 83.

The posted speed limit past the subject site is 40 MPH and 30 MPH eastward from a point about 300 feet east of the site, near the crest of a five percent upgrade to the east of the property.

Sight distance is virtually unlimited to the west through the interchange, and in excess of the safe stopping sight distance for wet pavement at the prevailing speed limit east of the subject property. Vehicles entering Mount Carmel Road from the south on Ramp #4 eastbound face a Yield sign, and on Ramp #1 are controlled by a STOP sign.

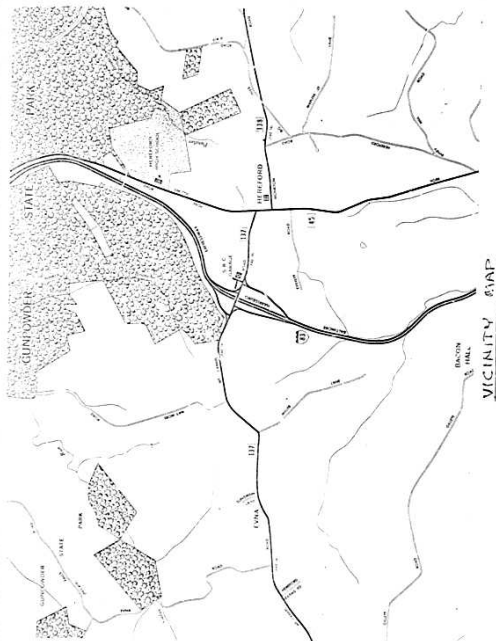


FIGURE 1.

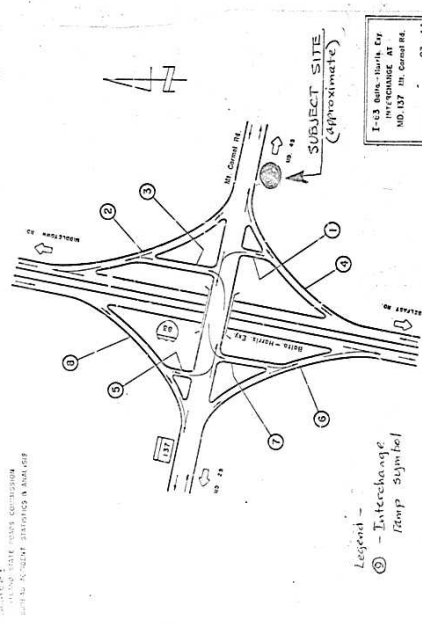


FIGURE 2.

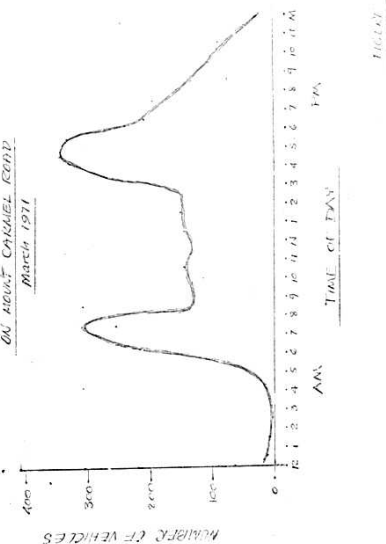
Traffic Volumes on Roadways in Vicinity

Average daily traffic in both directions past the subject site was 1800 vehicles in 1964 and 2125 vehicles in 1969, according to Maryland State Road Commission counts. In late March 1971 a special traffic study at the I-83 Interchange indicated 3450 vehicles total past the property just east of access Ramp #4. A peak hour volume of 342 vehicles in both directions occurred on a Wednesday (typical weekday) between 4 p.m. and 5 p.m., while the peak morning traffic was 308 vehicles between 7 a.m. and 8 a.m. the same day, as shown in Figure 3.

Although the hourly pattern of traffic is typical of most highways that serve commuters as well as local vehicle circulation, there is a lack of any noon hour peaking characteristic. Traffic is relatively constant between 9 a.m. and 3 p.m., ranging from 130-150 vehicles per hour total in both directions, or from 2.0 - 2.5 vehicles per minute. This indicates an average gap of 24-30 seconds between vehicles passing the site in either direction. During peak hours the average gap is approximately half of that found between 9 a.m. and 3 p.m. on weekdays.

Traffic movements at several other locations in the interchange area are depicted in Figure 4, indicating the heaviest 24-hour volume turning southbound toward Baltimore from Mt. Carmel Road (1947 vehicles). The peak hour was 7 - 8 a.m. when 326 vehicles made that movement from both directions. In contrast the ramp entering Mt. Carmel Road from the direction of Baltimore accommodated 1455 vehicles, of which 743 passed the subject site, including a peak hour volume of 131 vehicles between 4 p.m. and 5 p.m.

24-HOURLY TRAFFIC VARIATIONS
ON MOUNT CARMEL ROAD
March 1971



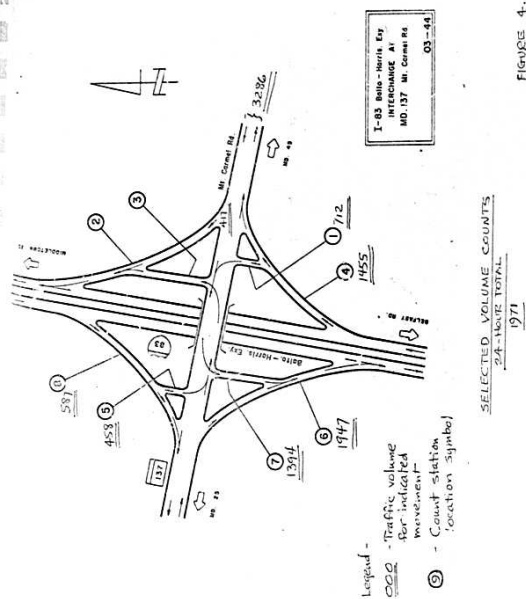


FIGURE 4.

Interstate Route 83 average daily traffic volumes totalled 9,125 vehicles in 1964 and had increased to 15,500 vehicles in 1971 immediately north of the interchange, according to counts made in late March during the special study described above.

Traffic Accident Experience

According to Maryland State Highway Administration data, only two accidents occurred in 1970 on Mt. Carmel Road in the interchange area, both of which were west of Interstate Route 83 at least 1600 feet from the subject site. About 1500 feet east of the site one other accident occurred during 1970. During the first four months of 1971 there was one accident about a quarter mile west of the site and another a short distance to the east in which a vehicle struck a roadside telephone pole.

Anticipated Future Traffic Volume Patterns

It is generally recognized that gasoline service stations attract fewer vehicles from the traffic stream than do other commercial establishments. The proposed facility when completed is expected to serve an average of only 9-10 vehicles per hour during a 16-hour business day. Furthermore, due to the location of the site in relatively close proximity to residential areas to the west, and the community of Hereford to the east, most patrons may come from Mount Carmel Road origins rather than from Interstate Route 83 transients. The low volume of traffic throughout the area indicates there will never be a problem of capacity, since at the present time existing traffic is less than 30 percent of capacity even during peak hours.

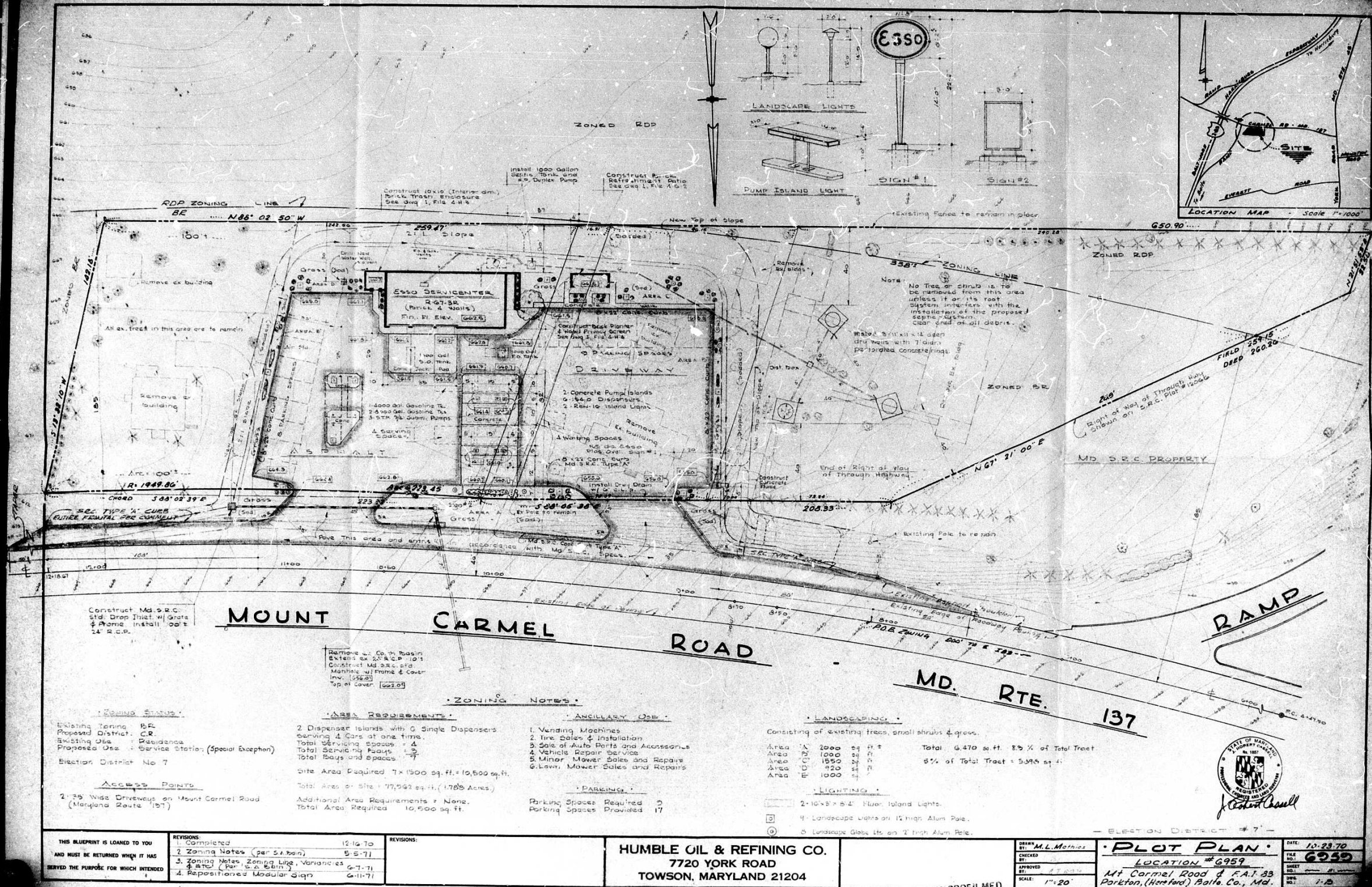
Summary of Findings

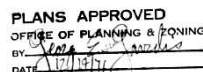
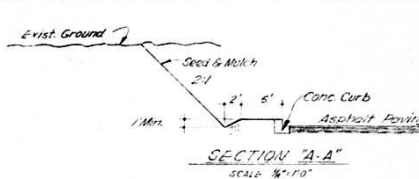
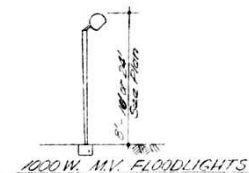
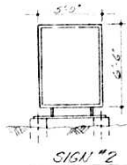
The result of this traffic investigation indicate that no adverse effects on safety will accrue to roadways in the study area due to adding approximately 150 customers' vehicles per day. There will also definitely be no threat to highway capacity, since even with the additional traffic, the peak hour volume will not exceed 30 percent of the calculated capacity on Mount Carmel Road. Gaps in traffic are frequent and of generous duration, thus allowing virtually unlimited opportunity for turning maneuvers at intersections and exit or entrance driveways in the vicinity.

Sight distance east of the proposed site was measured to be a minimum of 410 feet from the easterly exit driveway and 520 feet from the westerly exit driveway. Drivers approaching the site from the east, even if travelling over the 30 MPH limit (say at 40 MPH) and with the 5 percent downgrade can stop even on wet pavement within 190 feet maximum. This obvious margin of safety is further increased since vehicles leaving the station exits would have accelerated well out of range of approaching traffic during the time needed for their decelerating maneuver.

Conclusions

From a traffic volume and safety standpoint, there is no evidence to support a denial of the proposed land use. Other businesses, including a majority of those not requiring a Special Exception, would generate much higher daily vehicle volumes, thus making a service station at this location one of the most desirable land uses.





LANDSCAPING

Consisting of existing trees, small trees & grass

Area "A"	1500 sq ft	2	Total = 4000 sq ft
Area "B"	550 sq ft		11% of Total Tract
Area "C"	800 sq ft		
Area "D"	550 sq ft		6% of Total Tract -
Area "E"	300 sq ft		3500 sq ft

ACCESS POINTS

2-35' Wide Driveways on Mount Carmel Rd.
(Maryland Route 137)

72-382X
Revised
10/6-71
12/5/71
EIGHTING



J Robert Carroll

1. 1000, 1500 MA Hubble Island light (Complete with lamps, ballasts, mounting standard, Esso Matic brackets and anchor bolts)

Mercury Vapor Floodlight to be Whiteway "Starfire" fixture
ST1000-2-120 with Polara MV4-26-156WDX amp. Mounted
on Whiteway Pole 6' CS 2 x 2 LSS 2 hr. & smoke fixture. (Beam
center of fixture to be aimed 30° below horizontal)
Color, Pole and fixture to be gray.

DATE: 2-30-71
FILE NO.: 6959
SHEET NO.: 1 OF: 2
DIBL NO.: 1-B