

72-58-XA #70 PETITION FOR ZONING RE-CLASSIFICATION AND/OR SPECIAL EXCEPTION

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY.

I, or we, CHRYSLER REALTY CORPORATION, legal owners, of the property situate in Baltimore 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 re-classified, pursuant to the Zoning Law of Baltimore County, from as is to as follows:

1. Sect. 405.285 -- To permit two entrances on a street other than the required class I commercial motorway, to prevent traffic hazard, facilitate traffic flow, and better serve the public.
2. Sect. 238-2 -- Rear property line set back of 42" instead of required 30', because of hardship and practical difficulty.
3. Sect. 405.43a -- To permit tangent distances at the intersection of 16'-6" on Reisterstown Road and 16' on Seven Mile Lane in lieu of the required 20'.

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 an automotive filling station and car wash in combination.

Property is to be posted and advertised as prescribed by Zoning Regulations.

I, or we, agree to pay expenses of above re-classification 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.

Humble Oil & Refining Co.

Contract purchaser
Address: 2728 York St.

Petitioner's Attorney
Address: 5017 Reisterstown Road, 21218

Protestant's Attorney

ORDERED By The Zoning Commissioner of Baltimore County, this 2nd day of November, 1972, that the subject matter of this petition be advertised, as required by the Zoning Law of Baltimore County, in two newspapers of general circulation throughout Baltimore County, that property be posted, and that the public hearing be had before the Zoning

Commissioner of Baltimore County in Room 106, County Office Building in Towson, Baltimore County, on the 13th day of January, 1973, at 10:00 o'clock

John D. Hines
Zoning Commissioner of Baltimore County.

(over)

MARYLAND SURVEYING AND ENGINEERING CO., INC.

Subsidiary of LYON ASSOCIATES, INC.
6707 WHITESTONE ROAD • BALTIMORE, MARYLAND 21207 • TELEPHONE: 381-4921

ENGINEERING • SURVEYING • PLANNING

DESCRIPTION
FOR
HUMBLE OIL & REFINING COMPANY

Beginning for the same at a point on the Northeast side of Reisterstown Road, said point being situated N 47° 28' 00" W, 16.69 feet from the beginning point described in a conveyance to Butzler Brothers Company, Parcel 1, by Deed dated 15 November 1965 and recorded among the Land Records of Baltimore County in Liber 4547, Folio 311; thence leaving the place of beginning and running and binding on part of the first line of Parcel 1 of aforesaid Deed, as now surveyed N 47° 28' 00" W, 104.31 feet to the point of beginning of Parcel 6 as described in the aforesaid conveyance; thence leaving said last point of beginning and binding along the first line of the aforesaid Parcel 6, S 80° 30' 00" W, 11.93 feet; thence binding on a part of the second line of said Parcel 6, S 43° 28' 00" W, 68.27 feet; thence leaving the second line of Parcel 6 and running for the following two "Non-Linear Divisions": 1. N 45° 20' 00" E, 155.82 feet; 2. S 47° 28' 00" E, 185.00 feet to intersect the North side of Seven Mile Lane as shown on Baltimore County Right-of-Way Plat No. 68-068-1; thence running and binding on the North side of said Seven Mile Lane S 45° 20' 00" W, 142.96 feet; thence by a curve to the right, Southeasterly 11.66 feet, said curve having a radius of 25.00 feet and a chord bearing and distance of S 50° 41' 53" W, 11.56 feet to the place of beginning.

Containing 0.6606 Acres more or less.

Being part of Parcel 1 and part of Parcel 6 as described in a conveyance to Butzler Brothers Company by Deed dated 15 November 1965 and recorded among the Land Records of Baltimore County in Liber 4547, Folio 311.

Scale 1" = 100'

SCALE 1" = 100'

File No.

RE: PETITION FOR SPECIAL EXCEPTION AND VARIANCES
NE/corner of Reisterstown Road and Seven Mile Lane - 3rd District
Chrysler Realty Corporation - Petitioner
NO. 72-58-XA (Item No. 70)

BEFORE THE
ZONING COMMISSIONER
OF
BALTIMORE COUNTY

The Petitioner requests a Special Exception for an Automotive Service Station and Car Wash in Combination, and Variances from Section 405.28.5. to permit two (2) entrances on a street other than the required Class I Commercial Motorway: Section 238.2 to permit a rear yard setback of forty-two inches (42") instead of the required thirty feet (30'); and, Section 405.4A.3.a. to permit tangent distances at the intersection of sixteen feet (16'), six inches (6") on Reisterstown Road and sixteen feet (16') on Seven Mile Lane in lieu of the required twenty feet (20'). The property is located at the northeast corner of Reisterstown Road and Seven Mile Lane, in the Third District of Baltimore County, containing 0.6606 acres of land, more or less.

Testimony on behalf of the Petitioner indicated that the property is zoned B.R. and enjoys a C.S-1 District. The Petitioner's proposal is that Humble Oil and Refining Company, the Contract Purchaser, will operate a car wash and gasoline facility. They have allotted forty (40) stacking spaces for the car wash. The car wash equipment can handle approximately eighty (80) automobiles per hour. The hours of operation were indicated as 8:00 A. M. to 8:00 P. M., seven (7) days per week. It was stated that most of the waste water from the car wash would be recycled and only the rinse water would go into the sanitary sewer system. It was further indicated that the Variances requested were necessary to give proper and better circulation of automobiles using the car wash-gasoline combination station.

Reisterstown Road, in this area, is strictly commercial, and Seven Mile Lane, in an easterly direction, is strictly residential.

Residents of the area, in protest, were very concerned with the traffic along Reisterstown Road and indicated through expert testimony that Reisterstown Road is at capacity during peak hours. It was further stated by Mr. C. Richard Moore, Assistant Traffic Engineer for Baltimore County, that Reisterstown Road is at capacity, and any additional cars would cause an increased back up and delay traffic.

The Protestants were further concerned with the use of water at the station indicating that the extreme amount of gallonage used could have a detrimental affect on the water supply in the area.

Mr. George E. Gavrelis, Director of the Office of Planning and Zoning, under comments dated January 12, 1972, to the Zoning Commissioner, and further testimony by Mr. Leslie H. Graef, Deputy Director of the Office of Planning and Zoning, indicated that their investigation of the area revealed that there were eleven (11) operating service stations within one-half (1/2) of a mile and twenty-four (24) operating service stations within a one (1) mile radius of the site. Furthermore, there is one (1) abandoned service station within one-half (1/2) of a mile and two (2) abandoned service stations within one (1) mile of the subject property. Mr. Leonard Levi, a resident of the area in protest, stated that he counted eight (8) service stations within one (1) block of the subject site on either side of Reisterstown Road.

Without reviewing the evidence further in detail but based on all the evidence presented at the hearing, in the opinion of the Zoning Commissioner, the Petitioner has not met the burden necessary for the granting of this Petition of a Special Exception for an Automotive Service Station and Car Wash in Combination. The question of need arises and under Section 405.3D. of the Baltimore County Zoning Regulations it states:

"That, at the time the Petition is heard, there is evidence of the probability of a reasonable public need for the proposed automotive service station. The Zoning Commissioner shall consider that the presence of one abandoned service station within a one-half mile radius or two

It was argued by the Petitioner that the property, in its present classification, could be used in any commercial capacity, some of which might generate more traffic than the car wash-gasoline combination station.

Dr. W. Worthington Ewell, a traffic expert testifying on behalf of the Petitioner, indicated the growing volume of traffic in the area by citing approximately twenty-seven thousand (27,000) trips per day in 1966 as compared to thirty-two thousand (32,000) trips per day in 1970 on Reisterstown Road. At present, approximately one thousand (1,000) automobiles per hour use Reisterstown Road in each direction. It was conceded that Reisterstown Road is at capacity as far as traffic is concerned at this time. He further indicated that this is the best site in which to put traffic onto Reisterstown Road from any tributary or side road. It has an automatic signal which would indicate a safer manner of entering Reisterstown Road than at an uncontrolled intersection.

The property is serviced by a sanitary sewer system and has public water.

Photographs of other similar sites were introduced into evidence showing the Zoning Commissioner what such an establishment would look like.

The subject property lies very close to the Baltimore City-Baltimore County Line and many residents of the area from both Baltimore City and Baltimore County attended the hearing in protest of the subject Petition. Counsel for the Petitioner moved that Baltimore City residents be precluded from participating and protesting the subject Petition. The Zoning Commissioner ruled that if the Baltimore City residents lived in close proximity to the subject property and could possibly be affected by the Petition, they would have a right to participate in the hearing. The Baltimore City-Baltimore County Line indicates the jurisdictions of the subdivisions of Baltimore County and Baltimore City. It is not a barrier or wall as to the use of the property and what affect it may have upon residents of both subdivisions.

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such stations within a one mile radius of the site of the proposed service station establishes, absent evidence to the contrary, a prima facie presumption that there is no evidence of the probability of a reasonable public need for such proposed service station. The Zoning Commissioner may find, however, that this prima facie presumption is rebutted by market data or other evidence submitted by the petitioner."

The prima facie presumption that there is no evidence of probability of a reasonable public need for such a station has not been rebutted by an adequate market data or other evidence submitted by the Petitioner. Furthermore, the traffic along Reisterstown Road at the present time is a prime factor. It is true that there are other uses that are allowed in a B.R. Zone that might generate as much if not more traffic, but the proposed use is one of the highest generators of traffic in any type zone. It is the feeling of the Zoning Commissioner that the granting of this Special Exception would be detrimental to the health, safety, and welfare of the community.

Therefore, IT IS ORDERED by the Zoning Commissioner of Baltimore County, this 9th day of May, 1972, that the prerequisites of Sections 502.1 and 405.3 of the Baltimore County Zoning Regulations not having been met, the Special Exception for an Automotive Service Station and Car Wash in Combination be and the same is hereby DENIED. Furthermore, by necessity and by reason of the lack of evidence indicating an unreasonable hardship and practical difficulty, the request for the Variances is also DENIED.

John D. Hines
Zoning Commissioner of Baltimore County

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From: Penn Bros., Inc.
1401 Reisterstown Road
Baltimore, Maryland 21215
Re: Comm. Div. Plan
Penn Bros. Car Dealership
775 Reisterstown Road
750 Seven Mile Lane
District 3

In addition to comments dated November 10, 1970, this Bureau wishes to convey the following:

1. GENERAL COMMENTS:
In accordance with the Bureau of Engineering comments, dated October 15, 1970, by a letter dated December 10, 1970, referred to (2) copies of the above-mentioned plan to the Baltimore City Bureau of Engineering for their review and comment. We have received a letter, dated January 2, 1971, from this Bureau and the Bureau of Engineering, dated January 2, 1971, in which they have advised that they have reviewed the plan and found it acceptable. The Bureau of Engineering has also advised that they have reviewed the plan and found it acceptable. The Bureau of Engineering has also advised that they have reviewed the plan and found it acceptable.

2. GENERAL COMMENTS:
The plan shows a proposed driveway from the subject property to the subject property. The plan shows a proposed driveway from the subject property to the subject property. The plan shows a proposed driveway from the subject property to the subject property.

3. GENERAL COMMENTS:
The plan shows a proposed driveway from the subject property to the subject property. The plan shows a proposed driveway from the subject property to the subject property. The plan shows a proposed driveway from the subject property to the subject property.

4. GENERAL COMMENTS:
The plan shows a proposed driveway from the subject property to the subject property. The plan shows a proposed driveway from the subject property to the subject property. The plan shows a proposed driveway from the subject property to the subject property.

From: Penn Bros., Inc.
Comm. Div. Plan
Penn Bros. Car Dealership
District 3
January 20, 1971

3. Water Comments, Cont'd.
For the part of the plan in Baltimore County. Even with the construction of the improvements, proposed in that report, pressures are not expected to substantially improve.

4. Highway Comments:
All installation of curb, curb and gutter, driveways, footways, and all adjustments to the existing paving which has been disturbed, will be in accordance with the latest City Specifications of the Department of Public Works and at the entire expense of the developer.

At locations where a driveway is to be constructed, the entrance is to be installed without curb curbs. This curb is to be "wood curb" and depressed across the curb line. Openings in curb shall be a minimum of thirty-five (35) feet. Also, driveways shall have a minimum of fifteen (15) feet between successive curb openings.

When the developer is ready to come on operations, he should notify this office for line, grade and inspection.

The developer should also secure a permit from the Bureau of Consumer Services, Room 10, Municipal Building. It has been brought to our attention that the preliminary plan that was submitted to this office, to be reviewed, does not conform with our design plans. I would suggest that you have someone contact our Highway Design Section for the latest information.

The developer's attention should be directed to the last sentence of the above-mentioned comments in regard to the subject site.

Very truly yours,
George A. Reiter, Chief
Bureau of Public Services

Enclosure
24. Tolson, William Frederick
B. L. Brown Construction Co., Inc.
Baltimore County Department of Public Works
Baltimore, Maryland
January 20, 1971

Chrysler Realty Corporation
P. O. Box 559
Troy, Michigan 48064
Re: Comm. Div. App. #115-71
Automobile Dealership
775 Reisterstown Rd. 6 1/2 S
Seven Mile Lane - District 3
Penn Bros. Car Dealership

Comments:
The captioned application has been reviewed and the comments are as follows:
BUREAU OF PUBLIC SERVICES COMMENTS:

Comments for this site from various Baltimore County agencies were provided to Penn Brothers, Inc. under date of December 19, 1970.
Baltimore City comments for this site were forwarded to Penn Brothers, Inc. by this office under date of January 20, 1971.

All of the above comments were based on the preliminary plan submitted by Tolson, William Associates.
Copies of the above-mentioned comments are enclosed for your review. It can be noted in these comments that numerous items were indicated requiring clarification and follow-up by the developer. To date we have received no response from these comments.

Prior to release of the referenced application, several items must be resolved as follows:
An overall development plan for the total tract must be submitted for review and approval by Baltimore County, Baltimore City, and the State Roads Commission. All aspects of water and sewer disposal, storm drain facilities, roads, and site access must be resolved as part of this review.

All applicable bonds and permits must be secured with Baltimore City and the State Roads Commission prior to release of the referenced application.
A Public Works Agreement must be executed by the developer and by Baltimore County for the improvement of Seven Mile Lane as indicated in the comments of November 10, 1970 and for utility construction as required.

RECEIVED
FEB 25 1971
BUREAU OF PUBLIC SERVICES

Comments:
cc: Len-Hi Construction Corp.
P.O. Box 2125
Columbus, Ohio (43216)
Attn: Mr. Robert A. Biss
James Thomas Jones
1550 W. Fifth Ave.
Columbus, Ohio (43212)
Penn Bros., Inc.
4501 Reisterstown Rd. (15)
Baltimore, Maryland
File #115-71

From: Austin W. Brizendino, Esq.
637 Dorsey Avenue
Towson, Maryland 21204
Re: Type of Hearing: Special Exception and Variance
Location: Intersection of the 15th of Reisterstown Road, 1/4 S of Seven Mile Lane
Petitioner: Chrysler Realty Corporation
3rd District
Item 70

Dear Sirs:
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 northeast corner of Seven Mile Lane and Reisterstown Road. It is currently occupied with an old one-story brick building that was used as a service garage. This building is no longer in operation. There is no curb and gutter existing along Reisterstown Road or Seven Mile Lane at this location. The remainder of the property is mostly covered with high grass and trees. To the south of the subject site there is commercial property, as to the west of the subject site, directly to the north is a vacant tract that is owned by the Chrysler Realty Corp., and on the north end of this tract they are constructing their new Chrysler Automobile Sales Building.

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 plan.

General:
It appears that a subdivision or record plat remains a requirement in connection with the subdivision and development of the overall property of which this site is a part.
A Commercial Building Permit Application #115-71 was reviewed by the Bureau of Public Services and that office furnished to the Developer, Chrysler Realty Corporation with

Austin W. Brizendino, Esq.
Page 2
December 6, 1971

written comments dated February 25, 1971. Public Works Agreement #37104 has been executed in connection with Commercial Building Permit Application #115-71.
The Bureau of Public Services furnished the Developer with written comments dated July 23, 1971 in connection with a revised preliminary plan under date of April 20, 1971.

Copies of these comments, and previous comments referred to therein, are attached for your consideration as they remain generally applicable.

HEALTH DEPARTMENT:
No pollution water and sewer are available to the site.

Department of Motor Resources Comments: If lubrication work and oil changes are performed at this location, revised plans must be submitted showing method providing for the elimination of waste oil in accordance with the Department of Motor Resources requirements.

PROJECT PLANNING DIVISION:
This plan has been reviewed and this office offers the following comments:

Under Bill #40 the service station would not be permitted as part of a planned shopping center because of the number of entrances that they are requesting. This office feels that this station would work with interior means of access if the whole site were planned as a unit instead of cutting it up in pieces indiscriminately.

FIRE DEPARTMENT:
The Fire Department has no comment on the proposed site.

STATE HIGHWAY ADMINISTRATION:
There is a County street (Colonial Road) on the west side of Reisterstown Road, opposite the subject site. The location of the proposed entrance would cause a crossing with the street intersection. In connection with the proposed entrance, the street intersection is signalized. In order to avoid an accident and provide a safe situation, the authority entrance should be located directly opposite Colonial Road, and additional crossings should be established in order to locate the authority entrance further to the north. This should be no problem since the adjacent property is under the same ownership. This location could eliminate the necessity for some of the requested variances.

Austin W. Brizendino, Esq.
Page 3
December 6, 1971

The entrances must be depressed curb-type with 36" transitions. The entrances on Reisterstown Road will be subject to State Highway Administration approval and permit.

DEPT. OF TRAFFIC ENGINEERING:
The northern entrance to this site must be closed if the area in front of the entrance on site is to be used for stacking spaces for the car wash.

ZONING ADMINISTRATION DIVISION:
This office in reviewing the petition has found several problems with both the petition and plans. The third variance request, Section 405.43 a, to permit a tangent distance at the intersection of Reisterstown Road is incorrect. It should be - to permit tangent distances of 16 feet at the northern entrance on Reisterstown Road and 16'6" on the western entrance on Seven Mile Lane in lieu of the required 20 feet and to permit a tangent distance of 4 feet on the northern property line in lieu of the required 10 feet. Insofar as the plans that have been submitted are concerned we have the following recommendations:

1. We concur with the Traffic Engineering and the State Highway Administration that the two entrances on Reisterstown Road could possibly create a severe traffic problem in that they are not opposite Colonial Road. Colonial Road should be indicated on this plan.
2. The servicing spaces at the pump islands may not be included in the stacking spaces as shown on the plan.
3. Since we look at these plans at a peak condition we are concerned by the fact that there is no by-pass lane around the car wash after a car has been fueled. We urge the petitioner to attempt to redesign his car wash building to allow a by-pass lane.
4. Also, a curb should be constructed from the exit of the car wash to the east onto Seven Mile Lane. Without this curb barrier, it presents a possible collision situation should a car be exiting from the car wash and a car entering from Seven Mile Lane at that location. Because of the change in the parking for the stacking space requirements, it appears that another variance will also be required to allow 42 stacking spaces instead of the required 50.

Austin W. Brizendino, Esq.
Page 4
December 6, 1971

This office is accepting the petition for a hearing; however, we are requesting revised plans be submitted prior to the hearing that indicate the corrections as requested by the Dept. of Traffic Engineering and State Highway Administration.

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, Chairman

JDD:J
Enc.

FROM: George E. Gavrelis, Director of Planning

SUBJECT: Petition #72-158XA. Northeast corner of Reisterstown Road and Seven Mile Lane.
Petition for Special Exception for Automobile Service Station and Car Wash in combination.
Petition for Variance for rear yard, entrances and tangent distances.
Chrysler Realty Corporation - Petitioners

3rd District

HEARING: Thursday, January 13, 1972 (10:00 A.M.)

The staff of the Office of Planning and Zoning has reviewed the subject petition and has the following advisory comments to make relative to pertinent planning factors:

The site plan which accompanied petition #70-12R SPH for B.R. zoning and a parking permit indicated that this property was to be a used car sales area in conjunction with a new car dealership to be constructed here.

Investigation of the area reveals that there are 11 operating service stations within 1/2 mile and 24 operating service stations within 1 mile of this site. Additionally, there is 1 abandoned service station within 1/2 mile and 2 abandoned service stations within 1 mile of this site.

There does not appear to be a demonstrated need for an additional service station at this time.

The requesting of a variance to the rear yard setback requirements of the Zoning Code implies that the property is no longer intended to be in one ownership as was the case when petition #720-128-SPI was granted. If it is so, there may be a violation of the Baltimore County Subdivision Regulations. In any event, the processing of a subdivision plan could have avoided any "hardships" which are now claimed. See also Section 230.12e of the Zoning Regulations.

Because of improvements to Seven Mile Lane and the construction of apartments on other portions of this principal road, the traffic volumes will increase at this intersection.

The granting of variances to the requirements of section 405-285 and 430 will destroy the intent of these regulations to protect traffic from the hazards of vehicles entering the street to close in the intersection. The State Highway Administration has pointed out in its comments that the proposal sets up a potentially hazardous situation.

The staff urges that these requests be denied.

TOWSON, MD., December 23, 1971

THIS IS TO CERTIFY, that the annexed advertisement was published in THE JEFFERSONIAN, a weekly newspaper printed and published in Towson, Baltimore County, Md. ~~on or before~~ on or before ~~the~~ the ~~11th~~ 11th day of ~~January~~ January, 1972, the ~~ann~~ publication appearing on the 23rd day of December, 1971.

THE JEFFERSONIAN

Cost of Advertisement, \$-----

Austin M. Brundage, Esq.,
607 Bayley Avenue
Tomball, Tex. 77404

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING

County Office Building
111 W. Chesapeake Avenue
Towson, Maryland 21204

Your Petition has been received and accepted for filing

this 2nd day of November 1971

Eric S. Byrnes
Eric S. Byrnes,
Zoning Commissioner

Partitioner: Chrysler Realty Corporation

Petitioner's Attorney Austin W. Brundage

Reviewed by Shirley L. Mays
Chairman of
Advisory Committee

PETITION MAPPING PROGRESS SHEET

FUNCTION	West 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										
Denied										
Granted by ZC, BA, CC, CA										
Reviewed by: <u>02/11</u>	Revised Plans: Change in outline or description				_____ Yes		_____ No			
Previous case: _____	Map # <u>3-20</u>									

Austin W. Brimmond, Esq.,
667 Denley Avenue
Tampa, Md. 21204

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING

County Office Building
111 W. Chesapeake Avenue
Towson, Maryland 21204

Your Petition has been received and accepted for filing

this 2nd day of November 1971

[Signature]
S. ERIC BYRNE,
Zoning Commissioner

Petitioner: Chrysler Realty Corporation

Defendant's Attorney Austin W. Brizendine

Reviewed by Oliver L. Murray
Chairman of
Advisory Committee

CERTIFICATE OF POSTING
ZONING DEPARTMENT OF BALTIMORE COUNTY
Towson, Maryland

32. _____ Date of Posting: DEC 24 - 1971

Posted for: SPECIAL EXCEPTION F. A. MARIAGE

Petitioner: CHRISTEL REALTY CORP.

Location of property: N/E COR. OF ROSEBROOK TOWN BLVD. SEVEN MILE LAKE

Location of Signs: 102 E. OF ROSEBROOK TOWN BLVD. E. OF SEVEN MILE
344 N/S OF SEVEN MILE LAKE. 100 FT. E. OF DEWEESBURG RD.

Remarks: _____

Posted by: Charles D. Reed Date of return: DEC 30 1971

BALTIMORE COUNTY, MARYLAND
OFFICE OF FINANCE - REVENUE DIVISION
MISCELLANEOUS CASH RECEIPT

DATE Dec. 20, 1971 ACCOUNT 01-662

AMOUNT \$50.00

DISTRIBUTION
WHITE - CASHIER PINK - AGENCY YELLOW - CUSTOMER
Austin W. Brizendine, Esq.
22 W. Panna. Ave.
Towson, Md. 21204
Petition for Special Exception and Variance for
Chrysler Realty Corp. NY2-988-XA 50000

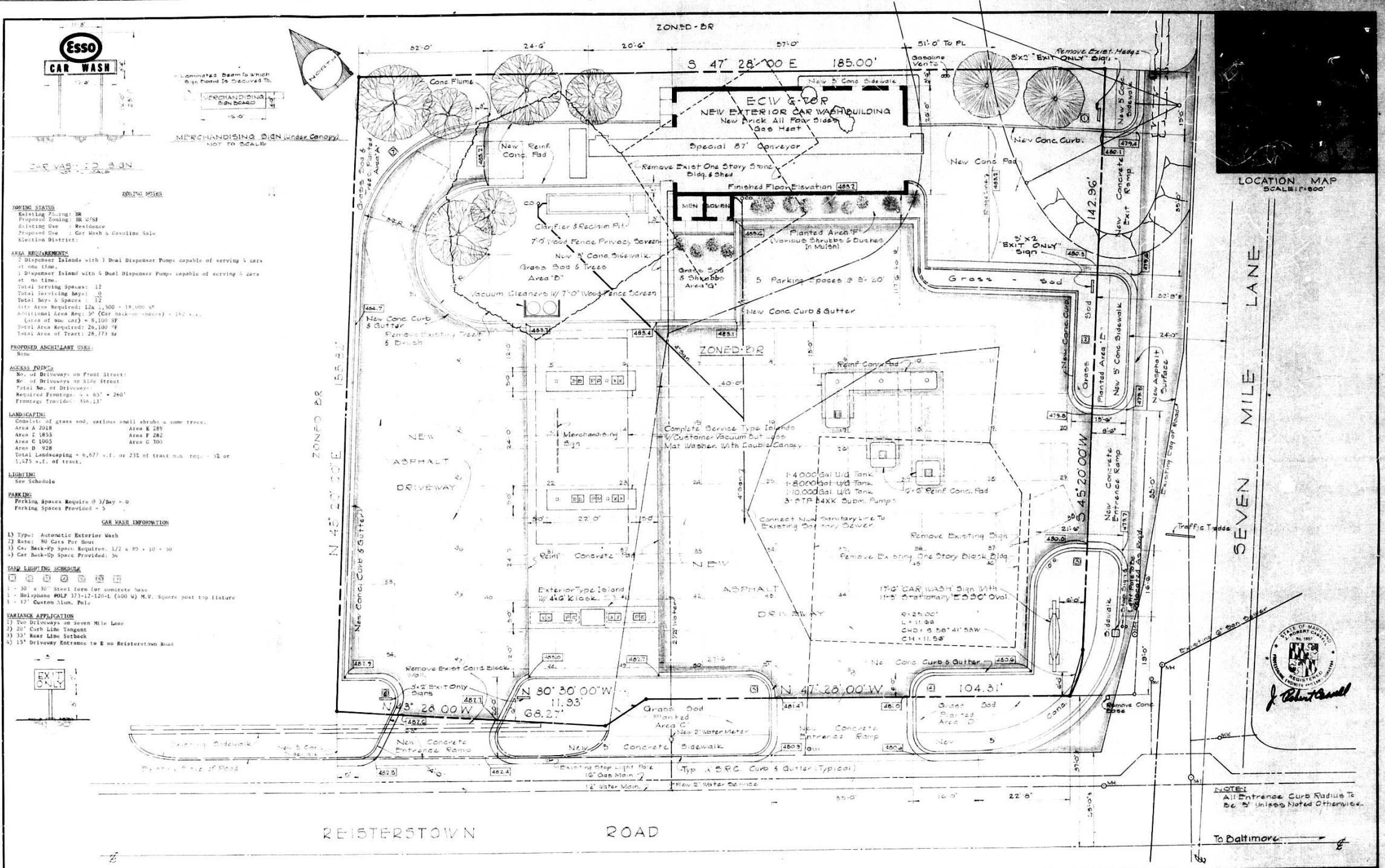
BALTIMORE COUNTY, MARYLAND
OFFICE OF FINANCE - REVENUE DIVISION
MISCELLANEOUS CASH RECEIPT

DATE Jan. 13, 1972 ACCOUNT 01-662

AMOUNT \$94.25

WHITE - CASHIER DISTRIBUTION YELLOW - CUSTOMER
PINK - AGENCY

Humble Oil & Ref. Co.
Eastern Region
7720 York Rd.
Baltimore, Md. 21204
Advertising on posting of property for Chrysler Real
#77-158-XA 408 11 JUN 13 9425 REC



ZONING STATUS
 Existing Zoning: BR
 Proposed Zoning: BR 2/3
 Existing Use: Residence
 Proposed Use: Car Wash & Gasoline Sale
 Election District:

AREA REQUIREMENTS
 2 Dispenser Islands with 3 Dual Dispenser Pumps capable of serving 3 cars at one time
 1 Dispenser Island with 2 Dual Dispenser Pumps capable of serving 2 cars at one time
 Total Servicing Spaces: 12
 Total Servicing Bays: 0
 Total Bays & Spaces: 12
 Site Area Required: 124,500 - 19,000 sq ft
 Additional Area Req'd: 30' (Car back-up spaces) = 182 sq ft
 (Area of one car) = 8,100 sq ft
 Total Area Required: 26,100 sq ft
 Total Area of Tract: 28,773 sq ft

PROPOSED ANCILLARY USES
 None

ACCESS POINTS
 No. of Driveways on Front Street: 1
 No. of Driveways on Side Street: 1
 Total No. of Driveways: 2
 Required Frontage: 4 x 65' = 260'
 Frontage Provided: 156.13'

LANDSCAPING
 Consists of grass sod, various small shrubs & some trees.
 Area A 2018
 Area C 1855
 Area C 1905
 Area D 928
 Total Landscaping = 5,677 sq ft. or 21% of tract min. req. = 3% or 1,475 sq ft. of tract.

LIGHTING
 See Schedule

PARKING
 Parking Spaces Required 0 3/Bay = 0
 Parking Spaces Provided = 1

CAR WASH INFORMATION
 1) Type: Automatic Exterior Wash
 2) Rate: 80 Cars Per Hour
 3) Car Back-Up Space Required: 1/2 x 20' x 10' = 30'
 4) Car Back-Up Space Provided: 30'

TRAFFIC LIGHTING SCHEDULE
 1 - 10' x 30' Steel Case for concrete base
 1 - Helipole ROLP 173-120-L (400 W) M.V. Square post top fixture
 1 - 17' Custom Alum. Pole

VARIANCE APPLICATION
 1) Two Driveways on Seven Mile Lane
 2) 20' Curb Line Tangent
 3) 15' Rear Line Setback
 4) 15' Driveway Entrance to E on Reisterstown Road

LOCATION MAP
 SCALE: 1" = 800'

SEVEN MILE LANE

REISTERSTOWN ROAD

NOTE:
 All Entrance Curb Radius To Be 5' Unless Noted Otherwise.

THIS BLUEPRINT IS LOANED TO YOU AND MUST BE RETURNED WHEN IT HAS SERVED THE PURPOSE FOR WHICH INTENDED	REVISIONS Northern Ramp Reisterstown Rd. JP 10/27/72 Exterior Building	REVISIONS HUMBLY OIL & REFINING CO. 7720 YORK ROAD TOWSON, MARYLAND 21204	PROPOSED ESSO CAR WASH	DRAWN BY: JOHN P. CHECKED BY: APPROVED BY: SCALE: 1" = 100'	PLOT PLAN REISTERSTOWN ROAD AND SEVEN MILE LANE BALTIMORE, CO. MARYLAND DATE: OCT. 9, 1971 SHEET: 2089 OF: 21 SCALE: 1" = 80'
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