

PETITION FOR ZONING RE-CLASSIFICATION AND/OR SPECIAL EXCEPTION

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY:

WHEREAS, Baltimore Gas & Electric Company, owner of the property situated in Baltimore County and which is described in the description and plat attached hereto and made a part hereof, hereby petition (1) for the zoning of said property as a residential zone, and (2) for a special exception to the zoning regulations of Baltimore County, Maryland, to allow the construction and use of a 115 KV transmission line on the property.

(see attached description)

WHEREAS, for a Special Exception, under the said Zoning Law and Zoning Regulations of Baltimore County, to use the herein described property, for the replacement of an existing 13 KV electric transmission line with a 115 KV electric transmission line, combined.

Property is to be posted and advertised as prescribed by Zoning Regulations. I, or we, agree to pay expenses of above mentioned 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.

BALTIMORE GAS & ELECTRIC COMPANY
By: *John B. Howard*
Vice President Legal Owner
Address: Gas and Electric Building
Baltimore, Maryland 21203
Petitioner's Attorney
James P. Bennett
Address: Gas and Electric Building
Baltimore, Maryland 21203
Protestant's Attorney

ORDERED By The Zoning Commissioner of Baltimore County, this 6th day of October, 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 held before the Zoning Commissioner of Baltimore County in Room 104, County Office Building in Towson, Baltimore County, on the 20th day of November, 1972, at 11:30 o'clock.

John B. Howard
Zoning Commissioner of Baltimore County.

(over)

In agreeing to the items listed above, Appellee states that it is doing so not because it is required to do so by its tariff, nor as the result of any legal requirement (other than this agreement), but rather as an effort to compromise its pending dispute with Appellant in the zoning matter described above. Appellee further recognizes the urgency of completing construction of said transmission line and that a hearing on said zoning appeal, plus the possibility of further appeals from a decision in the matter, would represent substantial delay in completion of this vital project.

WITNESS our hands and seals this day of March, 1973.

Robert J. Romadka
Robert J. Romadka, Appellant

BALTIMORE GAS & ELECTRIC COMPANY

By: *John B. Howard*
Appellee

RE: PETITION FOR SPECIAL EX- : BEFORE THE
CEPTION : DEPUTY ZONING
NE/corner of Martin Boulevard and :
Wampler Road - 15th District :
Baltimore Gas and Electric Company - : COMMISSIONER
Petitioner : OF
NO. 73-130-X (Item No. 58) :
BALTIMORE COUNTY

AMENDED ORDER

It is hereby ORDERED by the Deputy Zoning Commissioner of Baltimore County this 15th day of March, 1973, that the Order dated December 19, 1972, passed in this matter should be and the same is hereby AMENDED to include the following restriction:

"3. Compliance with the Memorandum of Understanding Between Robert J. Romadka and the Baltimore Gas and Electric Company, attached herewith and made a part thereof."

James S. Hoff
Deputy Zoning Commissioner of Baltimore County

MEMORANDUM OF UNDERSTANDING

It is hereby stipulated and agreed between Appellant (Robert J. Romadka) and Appellee (Baltimore Gas and Electric Company) that said parties mutually understand and agree that Appellee will perform the construction of its new 115 KV Transmission Line, known as the Northeast to Middle River Line, in the manner described below, in exchange for Appellant's immediate withdrawal of his currently pending appeal to the Baltimore County Board of Appeals (Baltimore County Zoning Case No. 73-130-X, Item No. 58). More specifically, Appellee agrees that it will:

1. Install new 100 watt mercury vapor lighting fixtures, on each new pole on said transmission line, at Company expense, and without any requirement that Baltimore County pay any installation charge for the lighting fixtures themselves. The foregoing commitment is contingent upon said County's making the customary order for said improved lighting. Said lighting arrangement shall be as shown on Exhibit A attached hereto.
2. Move poles along the course of said transmission line to comply with any plans of Baltimore County to widen Bird River and Wampler Roads to a 60-foot right-of-way in the future, the costs of physically removing, and reinstalling said poles and lines to be borne by Appellee, if, and when, said road widening

actually occurs. None of the foregoing shall be construed to obligate Appellee to acquire property rights on behalf of the County for relocation of said poles and lines.

3. Poles along the course of the line shall not be situated between sidewalks and the road, where sidewalks are in existence, or where sidewalks are installed or relocated as the result of the aforementioned road widening project. Poles shall be located beyond sidewalks, where possible.
4. The three poles situated within the right-of-way contiguous to Wampler Village Apartments shall be located at a distance of 29 feet from the center line of Wampler Road.
5. Appellee agrees that it will fully cooperate in coordinating installation of the Chesapeake and Potomac Telephone Company cables in the bed of Wampler Road with the proposed regrading of Wampler Road.
6. It is the intent of the parties hereto that a request shall be made of the Deputy Zoning Commissioner for Baltimore County to amend the Order of December 19, 1972 granting the Special Exception to Appellee so as to incorporate by reference the within Memorandum of Understanding. In the event an appeal is taken from said amended Order by any other party then this Memorandum of Understanding shall be null and void and Appellant hereby relinquishes any future claim against Appellee for the obligations specified herein.

The center line of a proposed 115 KV Transmission Pole Line located in the 15th Election District of Baltimore County, Maryland and described as follows:

Beginning for the same in the center line of a proposed electrical transmission pole line at a point distant 19' more or less measured at right angles in an easterly direction from the center line of Bird River Road, said point of beginning being located 20' more or less measured along said road in a northerly direction from the southeast right-of-way line of Baltimore Gas and Electric Company transmission line right-of-way from Northeast Substation to O.P. Crane Generating Station, (Baltimore County Zoning, Special Exception 4931-X), said point of beginning also being designated 43 - W on the accompanying plat, thence running for the center line of said proposed pole line S 19° 27' 03" W, crossing the center line of said Bird River Road at 175' more or less, for a total distance of 386.38' to a point designated 42 - T, located 19' more or less measured at right angles in a westerly direction from the center line of said road, thence continuing to run for the center line of said pole line S 19° 33' 03" W, recrossing the center line of said road at 150' more or less, for a total distance of 386.38' to a point designated 41 - S, located 19' more or less measured at right angles in an easterly direction from the center line of said road, thence continuing to run for the center line of said pole line, southeast of said road, S 37° 31' 24" W - 366.90' to a point designated 40 - S, located 19' more or less measured at right angles in a southeasterly direction from the center line of said Bird River Road, thence continuing to run for the center line of said pole line, southeast of said road, S 47° 20' 50" W, crossing the center line of intersecting Marcus Road, (not open), at 1110' more or less, for a total distance of 1400.88' to a point designated 35 - T, located 19' more or less measured at right angles in a southeasterly direction from the center line of said Bird River Road, thence continuing to run for the center line of said pole line, southeast of said road, S 48° 43' 50" W - 206.59' to a point designated 34 - T, located 19' more or less measured at right angles in a southeasterly direction from the center line of said road, thence continuing to run for the center line of said pole line, southeast of said road, S 51° 10' 34" W, crossing the center line of intersecting Robe Avenue at 435' more or less and the center line of intersecting Stokes Lane at 705' more or less, for a total distance of 721.26' to a point designated 32 - T, located 22' more or less measured at right angles in a southeasterly direction from the center line of said Bird River Road, thence continuing to run for the center line of said pole line, southeast of said road, S 48° 05' 29" W - 446.17' to a point designated 30 - S, located 19' more or less measured at right angles in a southeasterly direction from the center line of said road, thence continuing to run for the center line of said pole line, southeast of said road, S 42° 06' 32" W, crossing the center line of intersecting Gladway Road at 1090' more or less, for a total distance of 1107.82' to a point designated 26 - V, located 25' more or less measured at right angles in a southeasterly direction from the center line of said Bird River Road, thence continuing to run for the center line of said pole line, southeast of said road, S 73° 42' 37" W, crossing the center line of the said Bird River Road at 60' more or less, for a total distance of 305.59' to a point designated 25 - W, located 19' more or less measured at right angles in a northerly direction from the center line intersection of Bird River Road and Wampler Road, thence continuing to run for the center line of said pole line S 13° 07' 16" E, crossing said road intersection, 367.29' to a point designated 24 - S, located

25' more or less measured at right angles in an easterly direction from the center line of Wampler Road, thence continuing to run for the center line of said pole line, east of Wampler Road, S 3° 21' 40" E - 203.53' to a point designated 23 - S, located 19' more or less measured at right angles in an easterly direction from the center line of said road, thence continuing to run for the center line of said pole line S 4° 25' 44" W, crossing the center line of said Wampler Road at 130' more or less, for a total distance of 272.59' to a point designated 22A - S, located 19' more or less measured at right angles in a westerly direction from the center line of said road, thence continuing to run for the center line of said pole line, west of said Wampler Road, S 3° 30' 42" W - 775.67' to a point designated 19 - T, located 19' more or less measured at right angles in a westerly direction from the center line of said road, thence continuing to run for the center line of said pole line, west of said road, S 0° 53' 48" E - 208.99' to a point designated 18 - T, located 19' more or less measured at right angles in a westerly direction from the center line of said Wampler Road, thence continuing to run for the center line of said pole line, west of said Wampler Road, S 2° 58' 37" W - 1170.06' to a point designated 15 - S, located 21' more or less measured at right angles in a westerly direction from the center line of said road, thence continuing to run for the center line of said pole line, west of said Wampler Road, S 6° 46' 07" E - 244.02' to a point designated 14 - S, located 21' more or less measured at right angles in a westerly direction from the center line of said road, thence continuing to run for the center line of said pole line, west of said Wampler Road, S 20° 22' 34" E - 337.01' to a point designated 13 - T, located 21' more or less measured at right angles in a westerly direction from the center line of said road, thence continuing to run for the center line of said pole line, west of said Wampler Road, S 21° 58' 12" E, crossing the center line of said road at 740' more or less and crossing the center line of Bingles Road at 810' more or less, near its intersection with Wampler Road, for a total distance of 844.36' to a point designated 10 - V, located 21' more or less measured at right angles in a southeasterly direction from the center line of said Bingles Road, thence continuing to run for the center line of said pole line southeast of Wampler Road, S 37° 10' 41" W - 1626.58' to a point designated 5 - T, located 21' more or less measured at right angles in a southeasterly direction from the center line of said Wampler Road, thence continuing to run for the center line of said pole line S 39° 22' 50" W, crossing the center line of said Wampler Road at 250' more or less, for a total distance of 365.66' to a point designated 4 - S, located 21' more or less measured at right angles in a northwesterly direction from the center line of said road, thence continuing to run for the center line of said pole line S 57° 07' 18" W, crossing the center line of said Wampler Road at 100' more or less, for a total distance of 266.89' to a point designated 2 - S, located 16' more or less measured at right angles in a southeasterly direction from the center line of said road, thence continuing to run for the center line of said pole line, east of said Wampler Road, S 4° 12' 20" E, and crossing the westbound lane of Martin Boulevard at 790' more or less, for a total distance of 608.19' to a point designated B - V, located in the median strip of said Boulevard, said point being distant 190' more or less measured along said Boulevard in a northwesterly direction from its intersection with the center line of the Penn-Central Railroad, thence continuing to run for the center line of said pole line, S 86° 36' 32" E, recrossing the westbound lane of Martin Boulevard at 50' more or less, for a total distance of 324.52' to a point designated C - H, said last mentioned point being located on the

northwesterly side of the Penn-Central Railroad, thence continuing to run for the center line of said pole line, crossing said Railroad, S 2° 46' 53" E - 130.00' to a point designated D-H, located on the southeasterly side of the Penn-Central Railroad, the last described line crossing said Railroad at a point distant 220' more or less measured along said Railroad from its intersection with the center line of Martin Boulevard, thence continuing to run for the center line of said pole line, S 17° 10' 07" W, crossing the center line of Martin Boulevard at 190' more or less, for a total distance of 468' more or less to existing steel transmission tower No. 392.84, the last described line crossing said Martin Boulevard at a point distant 230' more or less measured along the center line of said Boulevard from its intersection with the center line of the Penn-Central Railroad.

The above described center line is shown in red on the plat entitled "Flat Showing Route of Proposed Transmission Line Located in the 15th Election District, Baltimore County, Maryland," attached hereto and made a part hereof.

John F. Douthett, Jr.
Electric Distribution Engineering Department



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

IT IS ORDERED by the Zoning Commissioner of Baltimore County this... day of... 197... that the above re-classification be and the same is hereby DENIED...

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

IT IS ORDERED by the Zoning Commissioner of Baltimore County this... day of... 197... that the above re-classification be and the same is hereby DENIED...

Zoning Commissioner of Baltimore County

RE: PETITION FOR SPECIAL EXCEPTION BEFORE THE DEPUTY ZONING COMMISSIONER
NE/corner of Martin Boulevard and Wampler Road - 15th District
Baltimore Gas and Electric Company - COMMISSIONER
Petitioner
NO. 73-130-X (Item No. 58) : OF
BALTIMORE COUNTY

This Petition represents a Special Exception for the replacement of an existing 13 KV Electrical Transmission Line with 115 KV and 13 KV Electrical Transmission line combined. The line will run for a distance of 3.14 miles from the Northeast substation located on Bird River Road, approximately two hundred (200) feet south of Eastern Boulevard. Said line being located in the Fifteenth District of Baltimore County.

Two (2) expert witnesses testified in behalf of the Baltimore Gas and Electric Company. Mr. John E. Reynolds, Jr., an electrical engineer and a registered professional engineer, employed with the Baltimore Gas and Electric Company for the past twenty-two (22) years. Mr. Reynolds works in the electrical distribution and engineering department, said department being responsible for the engineering design of all transmission and distribution facilities.

Mr. Clark F. MacKenzie, a real estate consultant, appraiser and broker on an independent basis, is self employed with nine (9) years of experience in the appraiser business.

The following Exhibits were entered into evidence during the course of testimony:

- Exhibit No. 1 Plat showing route of proposed transmission line, scale 1" = 200'.
- Exhibit No. 2 Area map or location plan scale 1" = 24,000'.

ORDER RECEIVED FOR FILING

DATE December 19, 1972

BY Julia P. Cherry

ORDER RECEIVED FOR FILING

DATE December 19, 1972

BY Julia P. Cherry

Exhibit No. 3 A, B Photographs of upper sections of the pole to be erected.
Exhibit No. 4 Applications to the Public Service Commission for certification of public convenience and necessity.
Exhibit No. 5 Transcript of record before the Public Service Commission.
Exhibit No. 6 Order of the Public Service Commission.

A motion to strike Planning Staff Recommendations was denied after a review of the revised Zoning Regulations and/or County Code revealed that the five (5) day prior submittal rule had been stricken from the Code.

Mr. Reynolds' testimony was, in essence, as follows:

The Middle River substation supplies the Eastern Avenue area in the vicinity of the Glenn L. Martin plant including both residential and industrial customers. Electrical needs for the area are presently overloaded and must be reinforced by 1973 in order to meet the needs of the area.

The route of the line will extend eastward from the northeast substation to Bird River Road at which point it will, more or less, parallel said road and the existing 13 KV line in a south-westerly direction to the intersection of Wampler Road, at which point it will extend southerly along Wampler Road to a point on Martin Boulevard. Thence extending across the Penn Central Railroad and Martin Boulevard to the existing tower (TWR 322.84).

The existing KV pole line is located approximately thirteen (13) feet from the center line of the above mentioned roads. The proposed line will be located between nineteen (19) and twenty-eight (28) feet from the center line and will be between sixty-five (65) and seventy-five (75) feet in height. The 113 KV lines will be located near the top of the pole with the 13 KV line being located below. In order to aesthetically improve the appearance of the line the poles will not be crossed but will be of a smooth natural texture with upward crossarms. The span between poles will be much longer than the existing 13 KV line that it is intended to replace. The number of poles is expected to be reduced by approximately forty (40) percent. In addition, all bus wires or loops including C & P Telephone lines, which supply houses along the route, will be placed underground.

The cost of placing the entire project underground would be approximately Two Million Dollars (\$2,000,000.00) as compared to the Three Hundred and Thirty-five Thousand Dollar (\$335,000.00) cost of the proposed project. If the 113 KV line were to be placed underground or relocated to the backs of the homes, the existing 13 KV line would remain in its present state.

ORDER RECEIVED FOR FILING

DATE December 22, 1972

BY Julia P. Cherry

In connection with the required Public Service Commission hearing, the project was advertised in several papers and all Federal, State and County agencies having requirements regarding the construction and/or operation of the project were notified, and their comments solicited. These agencies include Baltimore County Office of Planning and Zoning, Maryland State Highway Administration, Federal Aviation Administration, Maryland State Aviation Commission, U.S. Department of the Interior and the Soil Conservation Agency. Since the granting of the Certificate of Public Convenience and Necessity by the Public Service Commission, approximately eighty-eight (88) of the ninety (90) easements have been acquired for properties involved along the route of this line.

Mr. MacKenzie testified, in effect, that he had completed a study in the Spring of 1971 for the Public Service Commission hearing, and at that time, he reviewed the general value of the homes in the area, and the affect that the proposed project or transmission line would have on these homes when completed. The existing 13 KV line consists of approximately eighty-eight (88) poles considering that the new line would remove approximately forty (40) percent of these poles and the fact that all above-ground wiring leading into homes would be placed underground. It was Mr. MacKenzie's opinion that the replacement line would not adversely affect the area, and would, in fact, provide a better aesthetic atmosphere for the community.

Comments by the Planning Staff basically point out that the proposed route lies within a metropolitan zone as defined under Section 411.3A of the Baltimore County Zoning Regulations. This Section gives the Zoning Commissioner the power to require that such electric light and power transmission lines or portions thereof be located underground in cables or conduits. It was the staff's opinion that the line, as proposed would be undesirable and could create traffic hazards in being located in such close proximity to moving traffic along Wampler and Bird River Roads.

The Department of Public Works' comments regarding the subject

property are as follows:

"As a general rule, Baltimore County does not have fee title to roadways, but has usage based on the width of existing road metal. The Gas and Electric Company acquires easements adjacent to the road metal to establish the location of the overhead pole line doing the least damage to adjacent properties by locating close to the road metal.

In relation to underground electric conduits, Baltimore County requests underground in high intensity areas and not those sparsely developed areas. The Gas and Electric Company requires Baltimore County to participate in the amount of 50% of the construction cost of these underground facilities and the budgeting of these projects require a high priority, which we feel Wampler and Bird River Roads do not represent at this time.

The Gas and Electric Company has informed us that the overhead alignment as proposed had been approved by the Public Service Commission two years ago and approximately 88 rights-of-way were acquired from the adjacent property owners. Any relocation of the proposed alignment would necessitate 88 new agreements and probably more difficult acquisitions."

There were no area residents either protesting or observing at the hearing.

OPINION

After reviewing the above testimony and evidence presented in this case, it is the opinion of the Deputy Zoning Commissioner that the Petitioner have met the requirements of Section 502.1 and Section 401.3. This opinion is based on the fact that the proposed overhead line will actually reduce the number of poles that exist in the area at the present time. There will also be a reduction in the number of overhead lines in that all supply or service lines for individual homes including telephone lines will be placed underground. It is also important to note that the proposed pole lines will be located at a distance of nineteen (19) to twenty-five (25) feet from the center line of the road while the existing pole line is located thirteen (13) feet from the center line and would remain if this line is required to be relocated back of the homes or placed underground.

In view of the above facts and a cost of Two Million Dollars (\$2,000,000.00) of which the County would be responsible for One Million Dollars (\$1,000,000.00) undergrounding of the proposed line cannot be justified, nor does it appear

reasonable to establish a double pole line by requiring the 113 KV line to be placed at the rear of the homes.

Therefore, IT IS ORDERED by the Deputy Zoning Commissioner of Baltimore County this 19th day of December, 1972, that the herein described property or area should be and the same is hereby GRANTED a Special Exception for the replacement of an existing 13 KV Electrical Transmission Line with a 115 KV and 13 KV Electrical Transmission Line combined, subject to the following restrictions:

1. All overhead, secondary 120 volt line, that supply houses along the route of the herein Petitioned for transmission line must be placed underground.
2. The plat submitted with this Petition showing the route of the proposed transmission line must be approved by the Department of Public Works, Office of Planning and Zoning and State Highway Administration.

Deputy Zoning Commissioner of Baltimore County

ORDER RECEIVED FOR FILING

DATE December 19, 1972

BY Julia P. Cherry

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Mr. S. Eric DiNanno, Zoning Commissioner Date: November 15, 1972

FROM: Norman E. Gerber, Office of Planning

SUBJECT: Petition 73-130-X, Northeast corner of Martin Boulevard and Wampler Road
Petition for Special Exception for replacement of an existing transmission line
Petitioner: Baltimore Gas & Electric Company
15th District

HEARING: Monday, November 20, 1972 (10:30 A.M.)

The staff of the Office of Planning and Zoning has reviewed the subject petition and has the following comments to offer.

In addition to the text of Sec. 502.1 of the Zoning Code, the text of Sec. 411.3 appears to be applicable to this petition.

The entire route of the proposed transmission line is within the Metropolitan Zone as defined by Sec. 411.3.a.

A portion of the proposed transmission line lies within the approach pattern of the Cleevepark Air Park. There is not sufficient information available to determine if there is a potential hazard created by the proposal.

Currently there are several existing dwellings along both sides of the right-of-way of Wampler and Bird River Roads. A 32'-2" bedroom unit apartment development (Wampler Village) is nearly completed, frontage on both sides of Wampler Road. Much of the undeveloped properties adjacent to as well as near the right-of-way is now zoned in a variety of urban residential classifications. It is anticipated by this office that much of this vacant land will be developed in "urban" uses.

Construction of this facility, in the staff's opinion, would be aesthetically undesirable now and even more so in the future. We question the safety factors in locating in such close proximity to moving traffic along Wampler and Bird River Roads, and the existing as well as future residences along the route.

Memo - Page 2
S. Eric DiNanno
Petition 73-130-X
Petitioner: Baltimore Gas & Electric Company

November 15, 1972

The proposed General Development Plan currently being processed by the Regional Planning Council for adoption recommends for the Baltimore region that "electric power lines should be placed underground in urban areas".

The staff urges that the petitioner be required to construct the proposed power transmission line in an underground route as authorized by Sec. 411.3 of the Zoning Code.

BALTIMORE COUNTY ZONING ADVISORY COMMITTEE



PETITION AND SITE PLAN

EVALUATION COMMENTS

John B. Howard, Esq.,
409 Washington Avenue
Towson, 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 3rd day of October 1972.

John B. Howard
John B. Howard, Esq.,
Zoning Commissioner

Petitioner: Baltimore Gas & Electric Co.
Petitioner's Attorney: John B. Howard
cc: James P. Bennett, Esq.,
Gas and Electric Building
Baltimore, Md. 21203

Reviewed by: *John J. Dillon*
John J. Dillon, Jr.,
Chairman,
Zoning Advisory Committee

BALTIMORE COUNTY ZONING ADVISORY COMMITTEE

November 1, 1972

John B. Howard, Esq.,
409 Washington Avenue
Towson, Maryland 21204

RE: Special Exception Petition
Item 58
Baltimore Gas & Electric Co. - Petitioner

Dear Mr. Howard:

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 of this petition is for a Special Exception for the replacement of an existing 13kv electric transmission line with a 115 kv and 13 kv electric transmission line combined. This petition will cover an area of several miles. It begins at approximately the intersection of Martin Blvd. and Wampler Road. It continues along Wampler Road in a northwesterly and northerly direction to the intersection of Wampler and Bird River Road and then runs easterly to the existing Gas & Electric substation on Bird River Road. There is an existing system of above ground cables that travels the same route and is supported by the conventional wooden telephone pole structures. Although the various members of the Committee do not have any specific comments regarding the location of the proposed pole structures, it was noted that there are several older, but very attractive and well maintained properties in this area, and the Committee in general was concerned as to the effects of a larger and possibly much more unsightly pole system that may be erected in this area. These comments are made strictly from the point of the aesthetics to this area. The only revision that we can see involving the submitted site plan would be to give the various heights of the proposed new pole structures and where the various types of structures will be located along these routes.

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,
John J. Dillon, Jr.
John J. Dillon, Jr.,
Chairman,
Zoning Advisory Committee

JJD:JD
Enclosure
cc: James P. Bennett,
Gas and Electric Bldg. (21203)

Baltimore County, Maryland Department of Public Works COUNTY OFFICE BUILDING TOWSON, MARYLAND 21204

October 31, 1972

Bureau of Engineering
ELLSWORTH N. DIVER, P. E. CHIEF
Mr. S. Eric DiNenna
Zoning Commissioner
County Office Building
Towson, Maryland 21204

Re: Item #58 (1972-1973)
Property Owner: Baltimore Gas and Electric Company
Vicinity of Wampler and Bird River Roads
Proposed Zoning: Special Exception for replacement of existing 13 kv elec. trans. line with a 115 kv elec. and 13 kv elec. trans. line combined
District: 15th

Dear Mr. DiNenna:

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

Highways:

Martin Boulevard and Eastern Boulevard are State Roads; therefore, all improvements, intersections and entrances on these roads will be subject to State Highway Administration requirements.

Wampler Road and Bird River Road are existing County roads. Each is proposed to be improved in the future as 60-foot closed-type roadway cross-sections on 60-foot rights-of-way.

The alignment of the present 13 kv electric power transmission line and its proposed replacement (a combined 115 kv and 13 kv electric power transmission line) is generally contiguous to Bird River and Wampler Roads and occupies an area in the front yards of predominantly residential properties for a distance of approximately two and six tenths miles (2.6 mi.).

The alignment of both the present and the proposed project adversely affects these highways and the properties fronting thereon.

Highway improvements are not proposed for immediate construction, a dedication of highway rights-of-way and slope easements are not required at this time. Proposed vertical and horizontal roadway alignments have not been established for these roads. All tower footings, etc., would necessitate allowance for the future grading to the proposed right-of-way widths with 2-foot horizontal to 1 foot vertical maximum side slopes. It must be assumed that future grading would be centered about the existing centerline of paving. However, it is possible that existing towers and terrain features may require complete relocation of transmission towers and/or portion of the highways.

Item #58 (1972-1973)
Property Owner: Baltimore Gas and Electric Company
Page 2
October 31, 1972

Highways: (Cont'd)

The electric transmission line should be relocated from the roadway alignment to the rear of the properties and placed underground, if feasible. In any event, the transmission line shall be placed outside the proposed 60-foot right-of-way of Wampler Road and Bird River Road. The present alignment is deemed undesirable for the residents as to aesthetics and environment.

The Petitioner is advised to inform his construction crews and contractors in regarding compliance with County and State laws/regulations governing maximum gross weight limits, clearing up debris and dirt deposited upon the highways, impedance of traffic, school buses, safety vehicles, traffic controls, etc.

It is suggested that representatives of the Baltimore Gas and Electric Company and the contractor or sub-contractor contact the Chief of the Baltimore County Bureau of Highways, Bureau of Engineering and the Bureau of Traffic Engineering prior to commencing any construction in order to coordinate operations.

Storm Drains:

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.

Drainage and utility easements may be required along the proposed alignment. The Petitioner should investigate this matter further to his own satisfaction so that support towers and appurtenances would not be endangered or require future relocation.

Water and Sanitary Sewers:

Since public water supply and sanitary sewerage are not required in connection with the proposed electric power transmission line, we have no further comment.

Very truly yours,
Ellsworth N. Diver
ELLSWORTH N. DIVER, P.E.
Chief, Bureau of Engineering

END:RAM:PM:iss
J-ME Key Sheet
13 - 20 NE 34, 21 NE 34 & 35
22 & 23 NE 35 & 36, 24 NE 36 & 37 Position Sheets
NE 4 & 5 I
NE 62 & J Topo
22 & 33 Tax Maps
cc: J. Trenner

BALTIMORE COUNTY, MARYLAND JEFFERSON BUILDING TOWSON, MARYLAND 21204



DEPARTMENT OF TRAFFIC ENGINEERING

EUGENE J. CLIFFORD, P.E. DIRECTOR
Wm. T. MILLER DEPUTY TRAFFIC ENGINEER

November 9, 1972

Mr. S. Eric DiNenna
Zoning Commissioner
County Office Building
Towson, Maryland 21204

Re: Item 58 - ZAC - October 3, 1972
Property Owner: Baltimore Gas & Electric Company
Vicinity of Wampler & Bird River Roads
Special exception for replacement of existing 13 kv elec. trans. line with a 115 kv elec. & 13 kv elec. trans. line combined - District 15

Dear Mr. DiNenna:

The subject petition is requesting a special exception for electrical transmission lines. This special exception is not expected to cause any major traffic problems.

Very truly yours,
Michael S. Flanagan
Michael S. Flanagan
Traffic Engineer Associate

MSF:nc



Maryland Department of Transportation

State Highway Administration

Harry R. Hughes
Secretary
David M. Fisher
Assistant Secretary

October 5, 1972

Mr. S. Eric DiNenna
Zoning Commissioner
County Office Building
Towson, Maryland 21204

ITEM 58
Re: Z.A.C. meeting Oct. 3, 1972
Property Owner: Baltco Gas & Electric Co.
Location: Vicinity of Wampler and Bird River Road
Present Zoning: Special Except.
Proposed Zoning: Special Except.
for replacement of existing 13 kv elec. trans. line with a 115 kv elec. and 13 kv. elec trans. line combined. District 15
Windlass Freeway

Dear Sir:

The State Highway Administration's proposed Windlass Freeway will cross the proposed facility in the vicinity of Wampler Road and Colwood Road. Therefore, at such time as the subject transmission line is replaced the Administration's Bureau of Locations and Surveys should be contacted in order to avoid a conflict with the highway proposal.

Very truly yours,
Charles Lee, Chief
Development Engineering Section
John E. Meyers
John E. Meyers
Asst. Development Engineer

CL:JEM:bk



Baltimore County Fire Department



Towson, Maryland 21204

822-7210

J. Austin Deitz
Chief

Office of Planning and Zoning
Baltimore County Office Building
Towson, Maryland 21204

Attention: Mr. *James P. Bennett*, Chairman
Zoning Advisory Committee

Re: Property Owner: Baltimore Gas and Electric Company
Location: Vicinity of Wampler and Bird River Road

Item No. 58 Zoning Agenda Tuesday October 3, 1972

Gentlemen:

Pursuant to your request, the referenced property has been surveyed by this Bureau and the comments below marked with an "X" are applicable and required to be corrected or incorporated into the final plans for the property.

- () 1. Fire hydrants for the referenced property are required and shall be located at intervals of _____ feet along an approved road in accordance with Baltimore County Standards as published by the Department of Public Works.
- () 2. A second means of vehicle access is required for the site.
- () 3. The vehicle dead-end condition shown at _____
- () 4. EXCEEDS the maximum allowed by the Fire Department. The site shall be made to comply with all applicable parts of the Fire Prevention Code prior to occupancy or beginning of operations.
- () 5. The buildings and structures existing or proposed on the site shall comply with all applicable requirements of the National Fire Protection Association Standard No. 101 "The Life Safety Code", 1970 Edition prior to occupancy.
- () 6. Site plans are approved as drawn.
- (X) 7. The Fire Prevention Bureau has no comments at this time.

Reviewer: *John E. Meyers* Noted and Approved:
Planning Group Special Inspection Division Deputy Chief
Fire Prevention Bureau

ms
4/25/72

BALTIMORE COUNTY, MARYLAND
DEPARTMENT OF HEALTH

Mr. S. Eric DiNenna, Zoning Commissioner
Office of Planning and Zoning
County Office Building
Towson, Maryland 21204

Dear Mr. DiNenna:
Comments on Item 58, Zoning Advisory Committee Meeting
October 3, 1972, are as follows:

Property Owner: Baltimore Gas and Electric Company
Location: Vicinity of Wampler and Bird River Road
Present Zoning:
Proposed Zoning: Special Exception for replacement
of existing 13 kv elec. trans. line with a 115 kv
elec. and 13 kv. elec. trans. line combined.
District: 15
No. Acres:

Since no buildings are involved in this variance, no
health hazard is anticipated.

Very truly yours,

Thomas H. Devlin, Director
BUREAU OF ENVIRONMENTAL SERVICES

HVB:mng

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING

A. V. Quimby
Acting Director
Baltimore County Office Building
Towson, Md. 21204
476-2211

October 31, 1972

Mr. S. Eric DiNenna, Zoning Commissioner
Zoning Advisory Committee
Office of Planning and Zoning
Baltimore County Office Building
Towson, Maryland 21204

Dear Mr. DiNenna:

Comments on Item # 58, Zoning Advisory Committee Meeting, October 3, 1972,
are as follows:

Property Owner: Baltimore Gas and Electric Company
Location: Vicinity of Wampler and Bird River Road
Present Zoning:
Proposed Zoning: Special exception for replacement of existing 13 kv elec. trans.
line with a 115 kv elec and 13 kv elec. trans. line combined
District: 15
No. Acres:

This plan has been reviewed and there are no site-planning factors requiring comment.

Very truly yours,

John L. Wimbley
Planner I
Project Planning Division
Office of Planning and Zoning

Baltimore County, Maryland
OFFICE OF THE BUILDINGS ENGINEER
DEPARTMENT OF PERMITS AND LICENSES
TOWSON, MARYLAND 21204

GERARD J. DYE
DIRECTOR

October 5, 1972

C. Elmer Ruppert, Jr.
BUILDINGS ENGINEER

Mr. S. Eric DiNenna, Zoning Commissioner
Zoning Advisory Committee
Office of Planning and Zoning
Baltimore County Office Building
Towson, Maryland 21204

Dear Mr. DiNenna:

Comments on Item # 58, Zoning Advisory Committee Meeting, October 3, 1972
are as follows:

Property Owner: Baltimore Gas and Electric Company
Location: Vicinity of Wampler and Bird River Road
Present Zoning:
Proposed Zoning: Special exception for replacement of existing 13 kv
elec. trans. line with a 115 kv elec and 13 kv elec. trans line
combined.

"When a building is to be constructed, the Petitioner shall comply with
all applicable requirements of Baltimore County Building Code
and Regulations."

Sincerely,

C. Elmer Ruppert, Jr.
Buildings Engineer, (Acting)

RECEIVED BY THE
ATTORNEY AT LAW
BIRMINGHAM, ALABAMA
BIRMINGHAM, ALABAMA
BIRMINGHAM, ALABAMA

ASSOCIATES
JOHN S. CARLIS
CHARLES E. FULTON
ALFRED M. WALSH

January 18, 1973

James E. Dyer, Deputy Zoning Commissioner
County Office Building
Towson, Maryland 21204

Re: Petition for Special Exception
NE/corner of Martin Boulevard and
Wampler Road - 15th District
Baltimore Gas and Electric Company -
Petitioner
No. 73-130-X (Item No. 58)

Dear Mr. Dyer:

As property owner and resident, I wish to file an appeal
from your decision of December 18, 1972 concerning the issue
captioned case. I would appreciate your forwarding all papers
relating to said case to the Zoning Board of Appeals for
further hearing. I have enclosed my check in the amount of
\$70.00 to cover costs for filing said appeal.

RJR/esl
Enc.

With this letter
Robert J. Romacka



Baltimore County, Maryland
Department of Public Works
COUNTY OFFICE BUILDING
TOWSON, MARYLAND 21204

Branch of Engineering
ELLSWORTH N. DYER, P. E. CHIEF

December 8, 1972

Mr. James E. Dyer
Deputy Zoning Commissioner
County Office Building
Towson, Maryland 21204

Re: Item #58 (1972-1973)
Property Owner: Baltimore Gas and Electric Company
Location: Vicinity of Wampler and Bird River Roads
Proposed Zoning: Special Exception for replacement of
existing 13 kv elec. trans. line with a 115 kv elec.
and 13 kv elec. trans. line combined
District: 15th

Dear Mr. Dyer:

The following comments are supplementary to those submitted to your office, dated
October 31, 1972.

Supplementary Highway Comments:

As a general rule Baltimore County does not have fee title to roadways, but
has easements based on the width of existing road metal. The Gas and Electric Company
acquires easements adjacent to the road metal to establish the location of the
overhead pole line doing the least damage to adjacent properties by locating close
to the road metal.

In relation to underground electric conduits Baltimore County requests
underground in high intensity areas and not those sparsely developed areas. The
Gas and Electric Company requires Baltimore County to participate in the amount
of 50% of the construction cost of these underground facilities and the budgeting
of these projects require a high priority, which we feel Wampler and Bird River
Roads do not represent at this time.

The Gas and Electric Company has informed us that the overhead alignment as
proposed had been approved by the Public Service Commission two years ago and
approximately 65 rights-of-way were acquired from the adjacent property owners.
Any relocation of the proposed alignment would necessitate 88 new agreements and
probably more difficult acquisitions.

Very truly yours,

Ellsworth N. Dyer
Chief, Bureau of Engineering

END:BAK:ms

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING

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

Your Petition has been received* this 20th day of

Sept.

1972. Item #

S. Eric DiNenna
Zoning Commissioner

Petitioner: BALTIMORE GAS & ELECTRIC Submitted by: J. HANCOCK

Petitioner's Attorney: SAME Reviewed by: JBB

* This is not to be interpreted as acceptance of the Petition for assignment of a hearing
date.

PETITION MAPPING PROGRESS SHEET									
FUNCTION	Wall Map		Original		Duplicate		Tracing		2nd Sheet
	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>JBB</u>	Revised Plans:				Change in outline or description <u>Yes</u>				
Previous case: _____	Map # _____				No				

CERTIFICATE OF POSTING
ZONING DEPARTMENT OF BALTIMORE COUNTY
Towson, Maryland

73 - 130 X

District: 15th Date of Posting: 4/2/72
Posted for: HANCOCK, Mrs. J. 1972, C. 10.30 A.M.
Petitioner: BALTIMORE GAS & ELECTRIC CO.
Location of property: N.E. 1/4 of Marley Blvd. & Wampler Rd.
Location of Sign: 1st. on Marley Rd. Dr. Island on R.O. R. Hager
Obtain. on R.O. Dr. C.D. County. P. Hager. P.C.
Remarks: Dissemination. Area. C.E. Study
Posted by: Paul H. Hager Date of return: 11/9/72

John S. Hancock, Esq.
449 Washington Avenue
Towson, 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 3rd day of October 1972.

S. Eric DiNenna
Zoning Commissioner

Petitioner: Baltimore Gas & Electric Co.

Petitioner's Attorney: John S. Hancock
c/o James P. Ruppert, Esq.
Gas and Electric Building
Baltimore, Md. 21203

Reviewed by: J. H. Hancock
Zoning Committee

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

No. 7002

DATE: January 10, 1973 ACCOUNT: 32-602

AMOUNT: \$70.00

WHITE - CASHIER
RECEIVED BY: Robert J. Romacka, Esquire
Cost of Appeal on Case No. 73-130-X
NE/corner of Martin Boulevard and Wampler Road -
15th District
Baltimore Gas and Electric Company - Petitioner
No. 73-130-X

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

No. 5734

DATE: Nov. 3, 1972 ACCOUNT: 32-602

AMOUNT: \$20.00

WHITE - CASHIER
RECEIVED BY: Heester, Cook, Hall, Murray & Brown
109 Washington Ave.
Towson, Md. 21204
Petition for Special Exception for Baltimore Gas & Electric Co.
#73-130-X

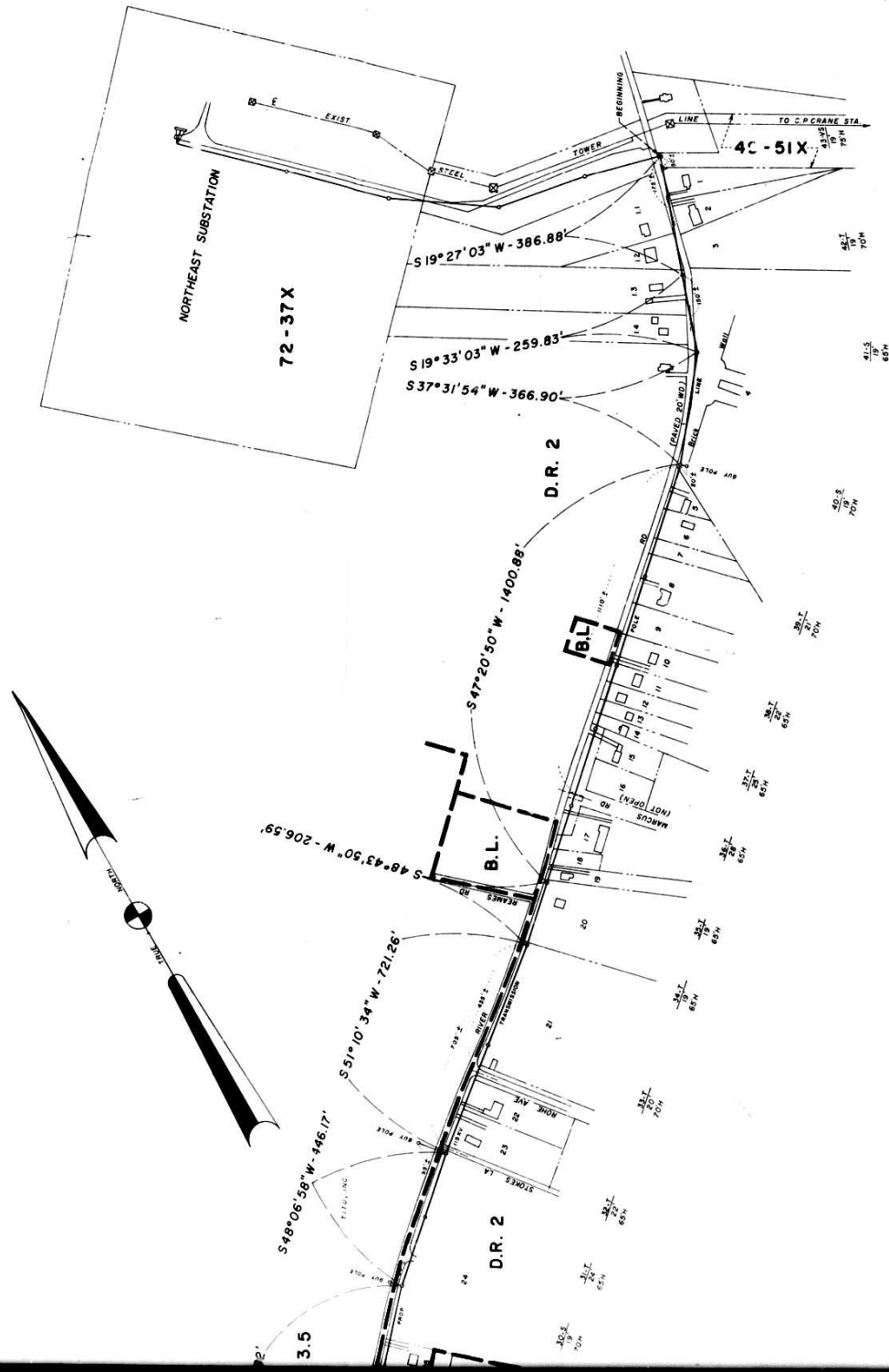
BALTIMORE COUNTY, MARYLAND
OFFICE OF FINANCE, REVENUE DIVISION
MISCELLANEOUS CASH RECEIPT

No. 5808

DATE: Nov. 20, 1972 ACCOUNT: 32-602

AMOUNT: \$20.00

WHITE - CASHIER
RECEIVED BY: Heester, Cook, Hall, Murray & Brown
109 Washington Ave.
Towson, Md. 21204
Advertising and printing of property tax bills
Gas & Elec. Co. - #73-130-X



1	CLOUSER, W.H.	1007 BIRD RIVER RD
11	KAUFMAN, F.M.	1008
12	STANLEY, R.E.	1009
13	WILSON, S.S.	1010
14	BUTT, M.A.	1011
2	VETTER, R.R.	1002
3	HOLLY, HILL, M.W.	1003
4	GARDENS, INC.	1004
5	WILSON, S.S.	1005
6	WILSON, S.S.	1006
7	WILSON, S.S.	1007
8	WILSON, S.S.	1008
9	WILSON, S.S.	1009
10	WILSON, S.S.	1010
11	WILSON, S.S.	1011
12	WILSON, S.S.	1012
13	WILSON, S.S.	1013
14	WILSON, S.S.	1014
15	WILSON, S.S.	1015
16	WILSON, S.S.	1016
17	WILSON, S.S.	1017
18	WILSON, S.S.	1018
19	WILSON, S.S.	1019
20	WILSON, S.S.	1020

KEY

1-1 INDICATES POLE NO. - TYPE CONSTRUCTION
21' DISTANCE FROM E. OF ROAD (APPROX.)

o INDICATES PROPOSED POLE

□ INDICATES EXISTING TOWER

— INDICATES ZONING BOUNDARIES

75H INDICATES OVERALL HEIGHT, PROPOSED POLE

THE BEARINGS SHOWN HEREON REFER TO THE TRUE MERIDIAN AS ESTABLISHED BY BALTIMORE COUNTY METROPOLITAN DISTRICT.

OFFICE COPY

BALTIMORE GAS AND ELECTRIC COMPANY
ELECTRIC DISTRIBUTION ENGINEERING DEPARTMENT

PLAT SHOWING ROUTE OF PROPOSED TRANSMISSION
LINE LOCATED IN THE 15TH ELECTION DISTRICT,
BALTIMORE COUNTY, MARYLAND

SCALE 1"=200'

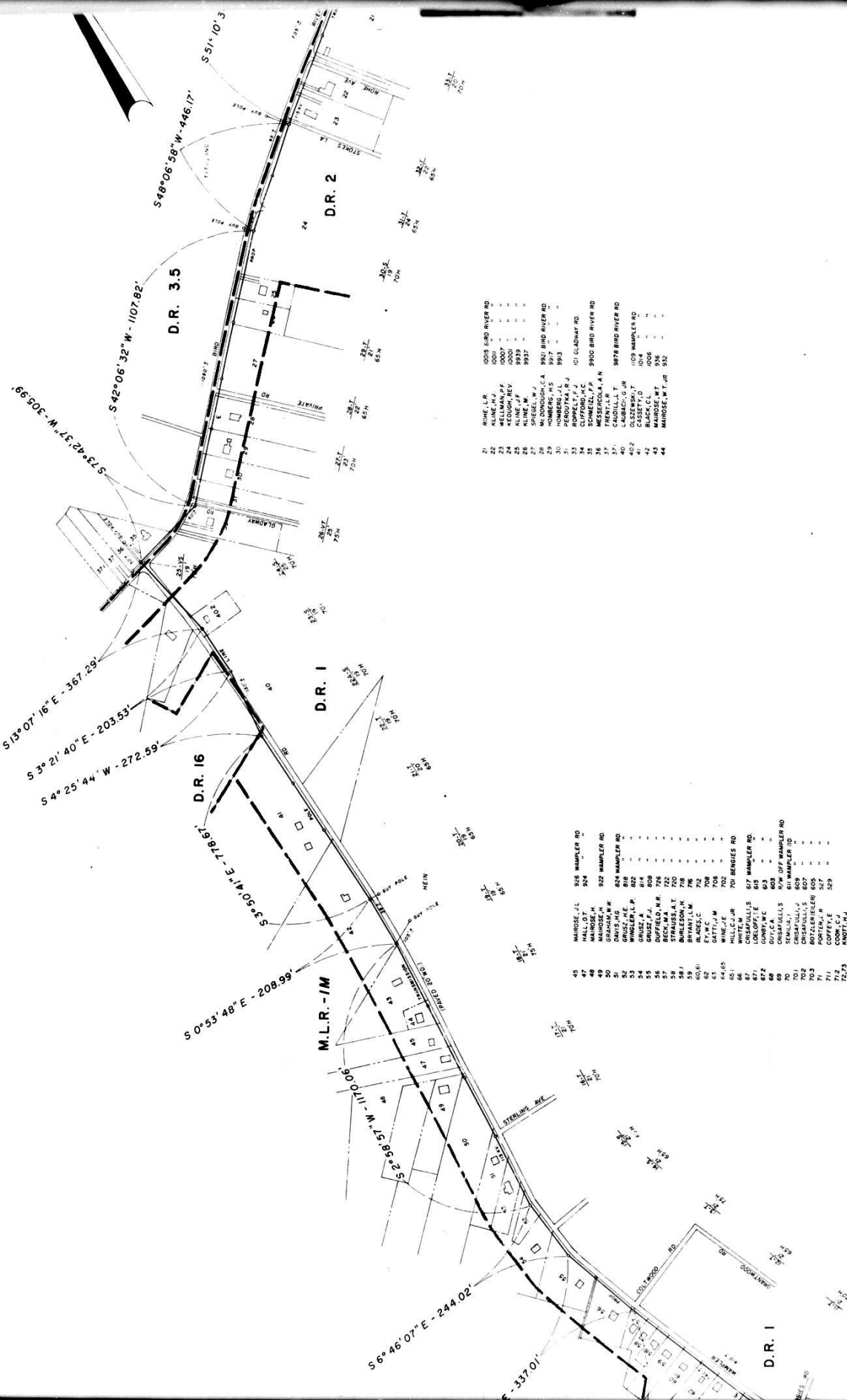
DRAWN... E.A. SMIT
CHECKED... J.F. DOWDTHRT

DATE... 9-2-72
APPROVED... *[Signature]*



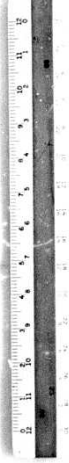
[Signature]





21	RHINE, L.R.	0005 BIRD RIVER RD
22	HELMAN, P.F.	0007 -
23	KEDDUP, REV.	0001 -
24	HELMAN, P.F.	0002 -
25	ALINE, M.	0003 -
26	ALINE, M.	0004 -
27	SPRENGEL, W.J.	0005 -
28	SPRENGEL, W.J.	0006 -
29	SPRENGEL, W.J.	0007 -
30	HOMBERG, J.S.	0008 -
31	HOMBERG, J.S.	0009 -
32	HOMBERG, J.S.	0010 -
33	HOMBERG, J.S.	0011 -
34	CLIFFORD, J.C.	0012 -
35	CLIFFORD, J.C.	0013 -
36	CLIFFORD, J.C.	0014 -
37	CLIFFORD, J.C.	0015 -
38	CLIFFORD, J.C.	0016 -
39	CLIFFORD, J.C.	0017 -
40	CLIFFORD, J.C.	0018 -
41	CLIFFORD, J.C.	0019 -
42	CLIFFORD, J.C.	0020 -
43	CLIFFORD, J.C.	0021 -
44	CLIFFORD, J.C.	0022 -

45	MARSHALL, J.L.	0023 BIRD RIVER RD
46	MARSHALL, J.L.	0024 -
47	MARSHALL, J.L.	0025 -
48	MARSHALL, J.L.	0026 -
49	MARSHALL, J.L.	0027 -
50	MARSHALL, J.L.	0028 -
51	MARSHALL, J.L.	0029 -
52	MARSHALL, J.L.	0030 -
53	MARSHALL, J.L.	0031 -
54	MARSHALL, J.L.	0032 -
55	MARSHALL, J.L.	0033 -
56	MARSHALL, J.L.	0034 -
57	MARSHALL, J.L.	0035 -
58	MARSHALL, J.L.	0036 -
59	MARSHALL, J.L.	0037 -
60	MARSHALL, J.L.	0038 -
61	MARSHALL, J.L.	0039 -
62	MARSHALL, J.L.	0040 -
63	MARSHALL, J.L.	0041 -
64	MARSHALL, J.L.	0042 -
65	MARSHALL, J.L.	0043 -
66	MARSHALL, J.L.	0044 -
67	MARSHALL, J.L.	0045 -
68	MARSHALL, J.L.	0046 -
69	MARSHALL, J.L.	0047 -
70	MARSHALL, J.L.	0048 -
71	MARSHALL, J.L.	0049 -
72	MARSHALL, J.L.	0050 -
73	MARSHALL, J.L.	0051 -
74	MARSHALL, J.L.	0052 -
75	MARSHALL, J.L.	0053 -
76	MARSHALL, J.L.	0054 -
77	MARSHALL, J.L.	0055 -
78	MARSHALL, J.L.	0056 -
79	MARSHALL, J.L.	0057 -
80	MARSHALL, J.L.	0058 -
81	MARSHALL, J.L.	0059 -
82	MARSHALL, J.L.	0060 -
83	MARSHALL, J.L.	0061 -
84	MARSHALL, J.L.	0062 -
85	MARSHALL, J.L.	0063 -
86	MARSHALL, J.L.	0064 -
87	MARSHALL, J.L.	0065 -
88	MARSHALL, J.L.	0066 -
89	MARSHALL, J.L.	0067 -
90	MARSHALL, J.L.	0068 -
91	MARSHALL, J.L.	0069 -
92	MARSHALL, J.L.	0070 -
93	MARSHALL, J.L.	0071 -
94	MARSHALL, J.L.	0072 -
95	MARSHALL, J.L.	0073 -
96	MARSHALL, J.L.	0074 -
97	MARSHALL, J.L.	0075 -
98	MARSHALL, J.L.	0076 -
99	MARSHALL, J.L.	0077 -
100	MARSHALL, J.L.	0078 -





JAMES H. COOK
JOHN B. MUDD
RICHARD E. MURRAY
JOHN B. HOWARD
DANIEL DE FRANK, JR.
JOHN W. STANLEY
JOSEPH E. WICK, JR.

LAN OFFICES
COOK, MUDD, MURRAY & HOWARD
MERCANTILE TOWNSHIP BUILDING
409 WASHINGTON AVENUE
TOWSON, MARYLAND 21204

TELEPHONE 282-4111
AREA CODE 301

March 21, 1973

Mr. James E. Dyer
Deputy Zoning Commission
of Baltimore County
County Office Building
Towson, Maryland 21204

RE: Our File: 3744
Zoning File No. 73-130-X
Baltimore Gas & Electric Co.

Dear Jim:

I am enclosing a plat marked "Exhibit A" which should be attached to the Memorandum of Understanding filed in the above matter which was the basis for your recent Amended Order.

Very truly yours,

J.B.H.

John B. Howard

JBH/ca
Enclosure

cc. James P. Bennett, Esquire
Robert J. Romadka, Esquire



RE: PETITION FOR SPECIAL EXCEPTION :
for replacement of existing 13 KV :
Electric Transmission Line with a : COUNTY BOARD OF APPEALS
115 KV and 13 KV Electric Trans- :
mission Line, Combined : OF
NE corner Martin Boulevard : BALTIMORE COUNTY
and Wampler Road, :
15th District : No. 73-130-X
Baltimore Gas and Electric Co., :
Petitioner :

ORDER OF DISMISSAL

Petition of Baltimore Gas and Electric Company for a special exception for replacement of existing 13 KV Electric Transmission Line with a 115 KV and 13 KV Electric Transmission Line combined on property located at the northeast corner of Martin Boulevard and Wampler Road, in the Fifteenth Election District of Baltimore County.

WHEREAS, the Board of Appeals is in receipt of an Order of Dismissal filed March 14, 1973 (a copy of which is attached hereto and made a part hereof) from the Protestor-Appellant in the above entitled matter.

WHEREAS, the said Protestor-Appellant requests that the appeal filed by said Protestor be dismissed and withdrawn as of March 14, 1973.

IT IS HEREBY ORDERED, this 15th day of March, 1973, that said appeal be and the same is DISMISSED.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

John A. Slowik
John A. Slowik, Chairman

Walter A. Kiefer, Jr.
Walter A. Kiefer, Jr.

John A. Miller
John A. Miller

RE: PETITION FOR SPECIAL EXCEPTION :
NE corner of Martin Boulevard :
and Wampler Road - 15th District :
Baltimore Gas and Electric Company - :
Petitioner :
NO. 73-130-X (Item No. 58) :
BEFORE THE :
DEPUTY ZONING :
COMMISSIONER :
OF :
BALTIMORE COUNTY :

ORDER OF DISMISSAL

TO THE BOARD OF APPEALS FOR BALTIMORE COUNTY:

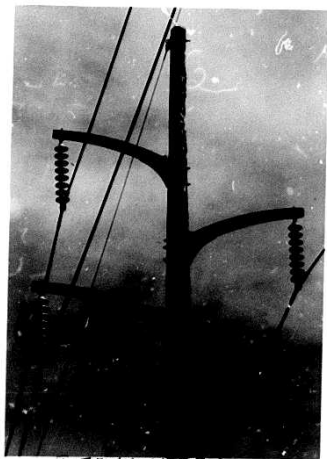
Please dismiss the appeal noted herein from the Order of the Deputy Zoning Commissioner dated December 9, 1972.

Robert J. Romadka
Robert J. Romadka, Appellant

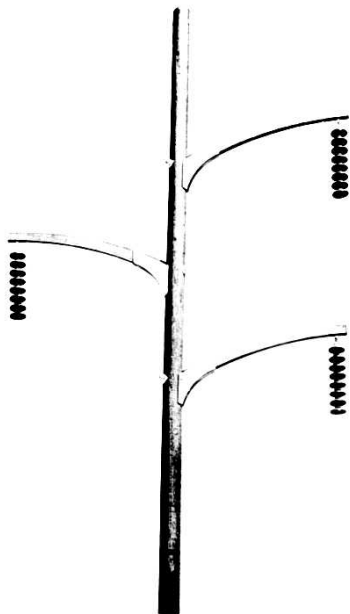
Appeal
CERTIFICATE OF POSTING
ZONING DEPARTMENT OF BALTIMORE COUNTY
Towson, Maryland

#73-130X

District... 15th
Date of Posting... 2-1-73
Posted for...
Petitioner...
Location of property...
Location of Sign...
Remarks...
Posted by...
Date of return... 2-2-73



TECHNICAL 33



IN THE MATTER OF THE APPLICATION OF
BALTIMORE GAS AND ELECTRIC COMPANY
FOR A CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY FOR THE OVERHEAD
CONSTRUCTION OF WOOD POLES OF A
SINGLE CIRCUIT 115 KV TRANSMISSION
LINE FOR A DISTANCE OF 3.14 MILES
ON NORTHEAST SUBSTATION LOCATED ON
BIRD RIVER ROAD, APPROXIMATELY 1000
FEET WEST OF VINCENT ROAD, TO MIDDLE
RIVER SUBSTATION LOCATED ON ELIZABETH
ROAD, APPROXIMATELY 200 FEET SOUTH
OF EASTERN BOULEVARD, BALTIMORE
COUNTY, MARYLAND.

BEFORE
THE
PUBLIC SERVICE
COMMISSION
OF
MARYLAND
Case No.

APPLICATION FOR CERTIFICATE OF
PUBLIC CONVENIENCE AND NECESSITY

TO THE HONORABLE, THE PUBLIC SERVICE COMMISSION OF MARYLAND:

Baltimore Gas and Electric Company (the "Applicant") hereby submits this Application for a Certificate of Public Convenience and Necessity pursuant to the provisions of Section 54A of Article 78 of the Annotated Code of Maryland and respectfully shows:

1. The Applicant is Baltimore Gas and Electric Company, a Maryland corporation engaged in the generation, transmission, and distribution of electricity to the general public, the address of its principal business office being Gas and Electric Building, Baltimore, Maryland 21203.
2. The name, title, and address of the person authorized to receive notices and communications in respect to this Application is James A. Niddison, Jr., Esq., General Counsel of the Applicant, 17th Floor Gas and Electric Building, Baltimore, Maryland 21203.

3. This Application for a Certificate of Public Convenience and Necessity is submitted for the overhead construction on wood poles of a single circuit 115 KV transmission line (hereinafter referred to as "the Project") for a distance of 3.14 miles from Northeast Substation located on Bird River Road, approximately 1,000 feet west of Vincent Road, to Middle River Substation located on Kingston Road, approximately 200 feet south of Eastern Boulevard, Baltimore County, Maryland, as shown by broken lines on Exhibit "B" attached hereto and thereby made a part hereof.

4. The estimated cost of the Project is \$216,000.00 of which \$210,000.00 will be expended for the transmission line and \$6,000.00 will be expended for easements. In addition, the estimated cost of the substation facilities associated with the Project is \$1,150,000.00.

5. The Project will be financed by internally generated funds, short-term borrowings, and through the issuance of securities, the nature and amount of which are not now known and will depend upon market conditions and other factors in existence at the time.

6. The Project is required to supply the rapidly growing electric load in Middle River, Essex, and the surrounding areas. The existing supply facilities will be substantially overloaded by the summer of 1973.

7. The Project is expected to increase the Company's operating expenses, maintenance expenses, depreciation expenses, and taxes other than income taxes by a total of \$12,175.00 per year, as set forth in Exhibit "A" attached hereto and thereby made a part hereof.

8. The Project will improve system stability and reliability by increasing the supply to, and the capability of, Middle River Substation.

9. It will be necessary for Applicant to obtain easements from approximately 90 property owners. None had been obtained at the time of filing this Application.

10. Other governmental agencies having requirements which must be met in connection with the construction and operation of the Project are as follows:

- (a) Baltimore County Office of Planning and Zoning. A zoning special exception will be required for the Project, and a Petition will be filed after the necessary easements have been acquired.
- (b) Maryland State Roads Commission. Before construction of the Project, Applicant must obtain approval of road crossings.
- (c) The Federal Aviation Administration and Maryland State Aviation Commission. Applicant must obtain certification of both Agencies that the Project will not affect aviation safety. No part of the Project will be constructed within one mile of either end of any public airport runway.
- (d) The U.S. Department of Interior, Soil Conservation Agent: Wallace Knight, Baltimore County District Conservationist, County Agriculture Building, 9811 Van Buren Lane, Cockeysville, Maryland 21030. A permit will be obtained before construction of the Project.
11. No franchise is required for the Project.
12. (a) The Project will be 3.14 miles long and will be located entirely within Baltimore County. Except for small segments near the substations, it will be constructed adjacent to Bird River Road and Wampler Road as shown on Exhibit "B" attached hereto.

(b) The Project will be in a residential area.

(c) Applicant has conducted an appropriate investigation to ascertain if there are scenic or historic sites along or near the route of the Project, and on the basis of information presently available is of the opinion, and therefore alleges, that there are no scenic or historic sites along or near the route of the Project as herein described.

WHEREFORE, the Applicant prays that this Commission issue a Certificate of Public Convenience and Necessity authorizing (1) construction of the Project as more particularly described in this Application and as shown on Exhibit "B" attached hereto, and (2) if required, to exercise its statutory right of condemnation to acquire the necessary land for the Project.

Respectfully submitted,
BALTIMORE GAS AND ELECTRIC COMPANY

By William J. Niddison, Jr.
James A. Niddison, Jr., Vice President

By James A. Niddison, Jr.
James A. Niddison, Jr.
By W. Robert Buchanan
W. Robert Buchanan

Attorney for Applicant
17th Floor Gas and Electric Building
Baltimore, Maryland 21203
834-5601

STATE OF MARYLAND:
TO WIT:
CITY OF BALTIMORE:

I HEREBY CERTIFY that on this 28th day of April, 1971, before me, a Notary Public of the said State and City, personally appeared W. J. WITTE, Vice President - Electric Operations, of Baltimore Gas and Electric Company, the Applicant herein, and made oath in due form of law that he is authorized to make an affidavit on behalf of said Company and that the matters and facts set forth in the foregoing Application are true to the best of his knowledge, information, and belief.

AS WITNESSES my hand and notarial seal.

William J. Niddison, Jr.
Notary Public

My Commission expires 11/74.

I HEREBY CERTIFY that on this 28th day of April, 1971, a copy of the foregoing Application was mailed to the following persons and agencies: Hon. Dale Anderson, County Executive, County Office Building, Towson, Maryland 21204; County Council of Baltimore County, County Office Building, Towson, Maryland 21204; Office of Planning and Zoning, County Office Building, Towson, Maryland 21204; Maryland State Department of Health, 301 West Preston Street, Baltimore, Maryland 21201, attention of Dr. Jean J. Schunemann; Maryland State Department of Water Resources, State Office

Building, Annapolis, Maryland 21204; Maryland Board of Natural Resources, State Office Building, Annapolis, Maryland 21404; Maryland State Roads Commission, 300 West Preston Street, Baltimore, Maryland 21201, attention of Nolan H. Rogers, Esq.; Maryland Historical Trust, Box 1704, Annapolis, Maryland 21404, attention of Mrs. Preston Parish; United States Department of Interior, Office of the Secretary, Washington, D.C. 20240; Federal Power Commission, General Accounting Office Building, 441 "G" Street, N.W., Washington, D.C. 20426; Mr. L. I. Pearce, Chief, Air Traffic Branch, Federal Aviation Administration, Washington Area Office, 900 South Washington Street, Falls Church, Virginia 22046; Mr. David B. Snyder, Director, State Aviation Commission, State Office Building, 300 West Preston Street, Baltimore, Maryland 21201; Wallace Knight, Baltimore County District Conservationist, County Agriculture Building, 9811 Van Buren Lane, Cockeysville, Maryland 21030.

James A. Niddison, Jr.
James A. Niddison, Jr.
Counsel for
Baltimore Gas and Electric Company

EXHIBIT "A"

Estimated Annual Increase in
Expenses and Taxes as a Result of the Project

Operating Expenses	\$ 50.00
Maintenance Expenses	685.00
Depreciation Expense	6,000.00
Taxes Other Than Income Taxes	5,500.00
TOTAL	<u>\$12,175.00</u>

Petitioner's Ex # 5
11/20/74

BEFORE THE PUBLIC SERVICE COMMISSION OF MARYLAND

IN THE MATTER OF THE APPLICATION OF BALTIMORE GAS AND ELECTRIC COMPANY FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE OVERHEAD CONSTRUCTION OF WOOD POLES OF A SINGLE CIRCUIT 115 KV TRANSMISSION LINE FOR A DISTANCE OF 3.14 MILES FROM NORTHEAST SUBSTATION LOCATED ON BIRD RIVER ROAD, APPROXIMATELY 1000 FEET WEST OF VINCENT ROAD, TO MIDDLE RIVER SUBSTATION LOCATED ON KINGSTON ROAD, APPROXIMATELY 200 FEET SOUTH OF EASTERN BOULEVARD, BALTIMORE COUNTY, MARYLAND.

Case No. 6431

Bessex, Maryland, June 3, 1971 - 10:00 a.m.

BEFORE:

Honorable Ronald E. Hawkins, Examiner

APPEARANCES:

W. Robert Buchanan, Esquire
James T. Bennett, Esquire
Of Counsel For Baltimore Gas and Electric Company

Reported by:
J. D. Linnell

PROCEEDINGS

THE EXAMINER: The Commission has docketed before it today Case No. 6431, the application of Baltimore Gas and Electric Company for a certificate of public convenience and necessity for the overhead construction on wood poles of a single circuit 115 KV transmission line for a distance of 3.14 miles from Northeast Substation located on Bird River Road, approximately 1000 feet west of Vincent Road, to Middle River Substation located on Kingston Road, approximately 200 feet south of Eastern Boulevard, Baltimore County, Maryland.

Mr. Buchanan, I assume you have given your appearance to the Reporter?

MR. BUCHANAN: Yes, I have, Mr. Hawkins. For the record, my name is W. Robert Buchanan and, along with James P. Bennett, we represent the applicant in this case.

Before we call our first witness, I would like to offer the certificates of publication --

THE EXAMINER: All right. Before you do that -- excuse me, Mr. Buchanan.

MR. BUCHANAN: Surely.

THE EXAMINER: -- let me ask, is there anyone present from any of the agencies that the Commission has contacted with respect to this matter?

MR. NELSON: The Maryland State Roads Commission.

THE EXAMINER: And your name, sir?

MR. NELSON: Nelson, Maryland State Roads Commission, District No. 4, which comprises Baltimore and Harford County.

THE EXAMINER: Your last name is Nelson. Give me your complete name, please.

MR. NELSON: Robert N. Nelson.

THE EXAMINER: Will you have a statement to make with respect to this application, Mr. Nelson?

MR. NELSON: No, sir.

THE EXAMINER: You are merely sitting as an observer?

MR. NELSON: Yes, sir.

THE EXAMINER: Is there anyone present that has anything to say with respect to this matter, that is, a member of the general public?

Let the record show that there was no response.

All right, Mr. Buchanan.

MR. BUCHANAN: Mr. Hawkins, I would like to offer into evidence the certificates of publication showing that the notice of this hearing has been published for two successive weeks prior to today's hearing in The Jeffersonian, The Morning and Evening Sun and The News American. We will offer them as Applicant's Exhibits No. 1-A, B and C.

THE EXAMINER: They shall be received and so marked.

(Three notices of publication, one from The Jeffersonian, one from The Morning and Evening Sun, and one from The News American advertising hearing of June 3, 1971 were marked Company Exhibits No. 1-A, B and C and received in evidence.)

MR. BUCHANAN: Mr. Reynolds, would you take the stand, please.

MR. JOHN E. REYNOLDS, JR., was sworn and testified as follows:

THE EXAMINER: Please be seated and state your full name and position with the Company.

Mr. Reynolds

THE WITNESS: John E. Reynolds, Jr., Principal Engineer with the Baltimore Gas and Electric Company.

Q (By Mr. Buchanan) Mr. Reynolds, how long have you been employed by the Baltimore Gas and Electric Company?

A Approximately 21 years, sir.

Q And what department are you at?

A In the Electric Distribution and Engineering Department.

Q And would you briefly give us the function of this department.

A Yes, sir. The department is responsible for the engineering design and planning of all of our transmission and distribution facilities.

Q For the record, would you please give us your educational and professional background.

A Yes, sir. I have a Bachelor of Science degree in Electrical Engineering from Virginia Polytechnic Institute. I am a Registered Professional Engineer in the State of Maryland.

Q The Baltimore Gas and Electric Company has applied to the Public Service Commission for a certificate for a

Mr. Reynolds

115 KV transmission line running between Northeast and Middle River Substations. Would you please explain why this line is necessary.

A Yes, sir. Middle River Substation supplies this general area around Eastern Avenue, Kingston Road, Martin Boulevard, the Glenn L. Martin plant, and other customers in the area. And by 1973 the substation will be overloaded, first of all, and the 34 1/2 KV supply lines to the substation will also be overloaded, and it's necessary to get a high capacity source into the substation in order to expand it to meet the growing needs in the area.

Q Would you please describe the proposed route of the transmission line. You may go to the plat on the board if you like.

A All right, sir.

THE EXAMINER: Mr. Reynolds, at this point let me say it's very hard for the Reporter to pick it up when you're talking about a map, so if you will be descriptive as possible, it will certainly be beneficial.

THE WITNESS: All right, sir. Starting at our Northeast Substation, the line will go generally eastward

Mr. Reynolds

to Bird River Road. This will be along an existing right of way on which there is already a transmission facility. It's one which we presently own.

On Bird River Road it will head south or south-westerly over to the intersection of Wampler Road. It will head south along Wampler Road on over to Martin Boulevard, crossing Martin Boulevard, the Pennsylvania Railroad and also Eastern Avenue, coming down in the east of Kingston Road where an existing steel transmission line would be replaced. These are lattice type steel structures which will be replaced with steel poles. These are single steel pole structures coming down and into the back of the substation, Middle River substation.

Q Where will the steel poles be placed?

A They will only be from the railroad south to Middle River along an existing right of way that we presently have.

Q What type of construction do you propose for the remainder of the line?

A The remainder of the line would be a wood pole line coming down. We feel that this is compatible with the

Mr. Reynolds

area. We presently have, of course, a wood pole line through this entire area.

In designing this wood pole line, we are doing our best to improve the appearance of this line. We will have much longer spans between poles and will install roughly 60 per cent of the number of poles that are there now. In other words, we will reduce the number of existing poles.

In addition to that, we are replacing the, any bus wires or loops which would supply houses with either underground loops or with triplex loops.

Now, a triplex loop is three wires laid together in a single line rather than the usual three wires which are in a vertical plane. So that we feel that we are improving really the appearance overall of the general area.

THE EXAMINER: These wood poles are T-shaped or are they the H-framed wood pole?

THE WITNESS: No, sir. You would refer to it as a T-shape.

THE EXAMINER: I mean I am not that familiar with the various types of poles. I am familiar with the H-framed

1 wood pole. The best description I can give is that they
2 are T-shaped wood poles.

3 THE WITNESS: Yes, sir.

4 Q Mr. Reynolds, do you have a photograph showing
5 the similar type pole that will be used here?

6 A Yes, sir. I have one that was taken, we received
7 from Joslin Manufacturing Company, one of the manufacturers
8 of the particular type arms that we propose to use on this
9 line. It is a picture that was taken in the Metropolitan
10 Edison area in Western Pennsylvania. It shows a line going
11 through a residential area, really much more built up than
12 the area along the route of our proposed line.

13 MR. BUCHANAN: Mr. Hawkins, we would offer this
14 as Applicant's Exhibit No. 2.

15 THE EXAMINER: Thank you, Mr. Buchanan. It shall
16 be received and so marked.

17 (Photograph depicting similar type poles of
18 Metropolitan Edison in Western Pennsylvania was marked
19 Company Exhibit No. 2 and received in evidence.)

20 Q Now, Mr. Reynolds, what difference will there be
21 between the type pole you propose to use and the one shown

1 in this photograph?

2 A Well, there would be several differences. First
3 of all, our structures would be somewhat shorter than these
4 poles here by virtue of the fact that we would not have the
5 extension above the top crossarm, which probably in that
6 picture represents about 5 feet in height.

7 In addition, there would not be the space between
8 the 115 KV crossarm, the bottom crossarm, and the 13 KV
9 crossarms, which would be placed below that.

10 Now, this picture does not show those arms, but
11 about 10 to 12 feet below the bottom 115 KV crossarm we
12 would again have upswept crossarms on either side of the
13 plane of the pole, in the same plane, however, not staggered,
14 and the 13 KV wires would be placed on these.

15 THE EXAMINER: These appear to be what, about 60
16 feet tall?

17 THE WITNESS: I would think they might be a little
18 bit more than that, sir.

19 THE EXAMINER: A little bit more.

20 THE WITNESS: Ours will run -- although the line
21 has not been designed, they would run about 55 to 60 feet

1 out of the ground.

2 THE EXAMINER: You say these are compatible with
3 the poles that the Gas Company has in this area presently?

4 THE WITNESS: Yes, sir, they are. They would be
5 of the same type pole, wood pole. It would not be a cru-
6 osote finish, however, the black finish that you normally
7 see on a pole. We would have a natural grain wood finish.
8 The poles themselves would be machine-shaved so that they
9 would be perfectly smooth, whereas most of our poles on our
10 system are not machine-shaved. So that in appearance really
11 they would have a better appearance than a regular pole.

12 THE EXAMINER: What type poles does the existing
13 115 KV line have, wood poles?

14 THE WITNESS: There is no 115 there now except in
15 back of the Middle River substation.

16 THE EXAMINER: What type poles are they?

17 THE WITNESS: They are lattice type steel struc-
18 tures, our normal steel tower.

19 THE EXAMINER: Thank you.

20 Q Mr. Reynolds, the photograph shows a distribution
21 line on separate poles from the 115 KV line. Is it your

1 testimony that these will be combined on the one pole line?

2 A It looks like it would be, sir. It looks like
3 they are replacing pole for pole there, and if you look
4 closely you can see -- or the distribution, I don't know
5 what voltage it is, but the distribution is out rate, which
6 would indicate that they had not completed the job
7 that the smaller poles in that picture would be removed.

8 Q No, I meant what do you propose to do.

9 A Oh, I am sorry, sir. I thought you were referring
10 to this picture.

11 We would combine them, yes. We would put our
12 13,000 volt, as I say, about 10 to 12 feet below the bottom
13 115 KV arm. We would have upswept arms similar to the 115
14 KV arms mounted on the same plane, though, rather than
15 staggered, and there would be four wires on these arms, two
16 on either side of the pole.

17 Q Why do you propose using the upswept arms instead
18 of the conventional straight arms?

19 A We feel that it's much more pleasing aesthetically,
20 if you will, that it looks nicer.

21 THE EXAMINER: Mr. Reynolds, one other question.

1 THE WITNESS: Yes, sir.

2 THE EXAMINER: You say from the Northeast substa-
3 tion to Bird River Road you have an existing right of way
4 which you intend to utilize.

5 THE WITNESS: Yes, sir.

6 THE EXAMINER: How about from Bird River Road to
7 Wampler Road?

8 THE WITNESS: Wampler Road?

9 THE EXAMINER: Right.

10 THE WITNESS: No, this would be along the road,
11 set back slightly from the existing wood pole line that is
12 there.

13 Now, there are about 90 properties involved along
14 the route of this line. We do have easements for a line on
15 20 of the properties, not for this line.

16 Q Mr. Reynolds, is that for the existing line?

17 A That's for the existing line. Now, we will go back
18 to these customers certainly and negotiate with them for
19 this.

20 THE EXAMINER: I don't want to jump ahead of Mr.
21 Buchanan's case, but does Mr. Reynolds intend to go into the

1 property owners?

2 THE WITNESS: Yes.

3 MR. BUCHANAN: Yes, briefly.

4 THE EXAMINER: Okay.

5 Q Mr. Reynolds, you mentioned that the poles would
6 be spaced farther apart than the existing poles and that
7 some of these services to the houses would be placed under-
8 ground. Would you please describe that a little more fully.

9 A Yes, sir. Right now between where the, from the
10 point where the line enters Bird River Road, coming out of
11 Northeast Substation on around to Eastern Avenue really where
12 it crosses the railroad, there are 83 wood poles along the
13 route of this line. Now, by increasing the distance between
14 each pole, we can reduce that number to 49, which comes out
15 to be about 60 per cent of the number of existing poles.

16 Now, in order to do this, we have to run the spans
17 up to about 350 feet. Now, it means that you cannot run
18 secondary, or the 120 volt lines that supply the houses, you
19 cannot run these between poles. In other words, this is too
20 great a span for this.

21 In addition, we wouldn't be able to supply all the

1 houses, because there would be houses in-between the poles.
2 So in order to increase the span and reduce the number of
3 poles, it requires that a certain portion of these services
4 be put underground; roughly, half of them. There are 120
5 services supplied by this line. 64 of these would be placed
6 underground at the Company's expense.

7 Now, the remaining poles where we actually can
8 supply the house from one of the new proposed pole locations
9 or where there are poles on the other side of the road, prop
10 poles which support loops, we would propose to leave these
11 overhead but replace any open wire services with triplex
12 cable. Again, this does two things: It reduces the amount
13 of pole that's needed by about a foot, and in addition im-
14 proves the appearance, and really the appearance is what we
15 are after.

16 THE EXAMINER: What is the reasoning behind the
17 Company's increasing the span and incurring the extra cost
18 of undergrounding the 64 homes, I believe. What is the
19 reasoning behind that?

20 THE WITNESS: Well, we feel that this is reason-
21 able and even desirable in order to make this line compatible

1 with the area.

2 THE EXAMINER: You are saying that this is a step
3 towards improving the aesthetics of the line, is that it?

4 THE WITNESS: Yes, sir. It's the sole reason for
5 doing it.

6 Q Mr. Reynolds, the alternative would be, would it
7 not, to put more poles in so they would be closer together?

8 A Yes, sir, it would, and this we would rather not
9 do.

10 THE EXAMINER: Off the record.

11 (There was a discussion off the record.)

12 Q Mr. Reynolds, what will be the effect of this
13 transmission line on the Company's system stability and
14 reliability?

15 A Well, it will improve the reliability of this area
16 certainly by virtue of getting a high capacity source into
17 the Middle River area.

18 In addition, this line is approximately 3 miles
19 long. The substation is now supplied by 34½ KV feeders
20 which are much longer, so that the probability of a fall on
21 this line is much less than the probability of a fall on the

34½ KV source that now supplies it.

Q I believe you have already mentioned that the line needs to be in service by 1974?

A 1973, summer, sir.

Q 3. If you could not receive approval to construct this line as proposed along this road, is there an alternate route that you can use?

A No, sir, I don't believe there is. I think we have the best route. We have looked over this area, total area.

First of all, you have to take the two points, Northeast Substation and Middle River Substation. Now, there are a number of alternate roads. There are a number of alternate routes. It's infinite. But we feel that route along Back River Road, along Wampler Road is the most desirable, is compatible with the area. It utilizes the trees in the area to shield the line somewhat, whereas other roads are wide open. It's not nearly as developed as other roads. Overall, we feel that we have the best route and that there is no better route.

THE EXAMINER: Do you have any figures to support

the fact, Mr. Reynolds, that this may or may not be the most economical route for the Company?

THE WITNESS: We looked at a number of them, sir, and they varied in cost from -- and these are exclusive of rights of way that might be required.

THE EXAMINER: Have you contacted, have property owners been contacted of the proposed route?

THE WITNESS: No, sir; they haven't.

THE EXAMINER: They do not know that they may be affected by this line?

THE WITNESS: Not by virtue of having been contacted for easements for poles; no, sir.

Q Is there work going on in the area, Mr. Reynolds, in connection with the conversion of the existing line?

A Yes, sir. The job for the conversion of the existing line has been laid out, and in addition there have been men out surveying for the heights of wires, different things, so that the present or proposed 115 KV line can be designed.

Q And I believe you stated that the Company has not contacted the owners yet for these easements, is that

correct?

A For this line, no, sir, they have not.

MR. BUCHANAN: Mr. Hawkins, I might add that if we need the PSC certificate prior to at least condemning property -- we are not able to acquire the land by negotiation, we would have to condemn, and that's, of course, the reason we like to apply for a certificate ahead of time.

Q Will you be acquiring an easement from these owners, the 90 property owners that you mentioned, or will you be getting fee simple?

A This would be an easement right of way, sir.

Q Similar to the easement for the existing wood pole line?

A Yes, sir, it would be.

Q Did you mention that -- or let me phrase it this way. Is there a transmission line crossing, a high voltage transmission line crossing Northeast Substation?

A Yes, sir; there is.

Q And will that be the source of the power that will come down to Middle River?

A Yes, sir. There is a 230,000 volt line that goes

through Northeast Substation. There is a step down substation there already stepping down from 230,000 volts to 115,000 volts and it is that 115,000 volt line that crosses Bird River Road at Northeast Substation.

Q Will the Company need additional property to bring the line from Northeast Substation out to Bird River Road?

A No, sir; it won't.

Q What is the estimated cost of this project?

A The estimated cost is \$216,000, sir. \$210,000 of that is for the construction of the line. \$6,000 is for the purchase of the easement rights of way that would be required for the line.

Q Will you need to obtain any zoning special exception before you construct the line?

A Yes, sir. We will have to obtain a zoning special exception for the entire length of the line.

MR. BUCHANAN: Mr. Hawkins, I might add here that under the new Baltimore County zoning ordinance, a special exception is required for a high voltage transmission line even if it's along roads. This zoning ordinance became

effective just a month or so ago. Prior to that, no zoning approval was needed for a line of any voltage if it ran along a highway or public road or a railroad or rear lot lines, but now one is needed for this line.

THE EXAMINER: I assumed that was your reason for asking for an early hearing on this application.

MR. BUCHANAN: Yes, sir.

Q Mr. Reynolds, will this line pose any hazard to aviation safety?

A No, sir. Actually, we work with the Federal Aviation Agencies and the State Aviation Commission. They review our plans. They review the height of the structures, the proximity to any airports, and ensure that these lines do not represent a hazard.

Q Will this line be within one mile of any public airport runway?

A No, sir; it will not.

Q The plat shows some runways not far from the Middle River Substation to the east. Is that a public airport?

A No, sir. It's a private airport.

Q Are there any scenic or historic sites --

A No, sir.

Q -- along this proposed line?

A Sorry, no, sir. We contacted the Maryland Historic Trust, and they reported that there are no sites along the route of this line that would be affected.

Q I show you a letter and ask you if this is one received from the Maryland Historical Trust?

A Yes, sir; it is.

MR. BUCHANAN: Mr. Hawkins, we would like to offer this as Applicant's Exhibit No. 3. The letter is from the Historical Trust and states that there are no historic sites along, or that will be affected by this line.

THE EXAMINER: Fine. It shall be received and so marked.

(Letter from the Maryland Historical Trust was marked Company Exhibit No. 3 and received in evidence.)

THE EXAMINER: Mr. Reynolds, one question about the private airport. I am sure the Company has checked that out. Is there any possibility of any interference there?

THE WITNESS: Well, as I said before, the line has

not been designed. We have contacted Mr. Snider who is the Chairman of the Maryland Aviation Commission and reported that we are building it and that we will be back to him as soon as the line is designed so that we can be sure that there will be no interference.

THE EXAMINER: Thank you.

MR. BUCHANAN: Mr. Hawkins, I have no further questions of Mr. Reynolds.

THE EXAMINER: I have no questions, Mr. Reynolds. Thank you very much.

THE WITNESS: All right.

(Examination concluded.)

MR. BUCHANAN: Mr. MacKenzie, would you take the stand, please.

THE EXAMINER: Mr. MacKenzie, would you raise your right hand, please.

MR. CLARK F. MACKENZIE,

was sworn and testified as follows:

THE EXAMINER: Please be seated. State your full

name and occupation with the Company

THE WITNESS: Yes. I am Clark F. MacKenzie, and my place of business is 411 Jefferson Building, Towson, Maryland. I'm a real estate consultant, appraiser and broker on an independent basis.

THE EXAMINER: Let's clear the record up then. I mentioned that you were with the Company. It's obvious that you are not with the Company.

THE WITNESS: That's correct.

Q (By Mr. Buchanan) Mr. MacKenzie, how long have you been a real estate appraiser?

A I have been appraising real estate for about eight and a half years.

Q Will you please give us briefly your educational background.

A Yes. After graduating from the University of Virginia with a major in finance, I attended numerous courses which were presented by the American Institute of Real Estate Appraisers: Theories and Principles, Real Estate Appraisal Problems, Condemnation, Rural Properties, and in addition I have gone to Johns Hopkins Evening College

where I have attended Introduction in Commercial and Industrial Real Estate, Real Estate Management, Real Estate Law, Investment Management, Mortgage Banking, and several other seminars.

Q Have you qualified as an expert real estate appraiser in the Circuit Court for Baltimore County?

A Yes, I have.

Q Any other counties?

A Yes. I have qualified before the Circuit Court of Baltimore County, all of the tax appeal courts for the State of Maryland, the Property Review Board. I have qualified as an expert real estate appraiser and consultant before the Zoning Commissioner of Baltimore County, the Board of Appeals.

I have also testified before the Public Service Commission with respect to the 500 KV line from Conastone to Doub through Baltimore County and Carroll County and Frederick County.

Q Have you experience in appraising transmission line rights of way?

A Yes. I would say that over the past eight years

I have made perhaps more than 150 individual separate appraisals of properties which were either crossed by a transmission line right of way or which were affected in some way by an easement or a fee strip or tree trimming rights for transmission lines.

In addition, I have done some consultant work regarding pole lines along the roads themselves. I have had an opportunity to make independent studies on my own to ascertain the diminution in value, if any, the transmission line right of way may have upon either individual house properties which are improved by an individual house or subdivision land and further commercial and industrial properties.

Q Have you inspected the route of this proposed line which is the subject of the hearing today?

A Yes, as a result of your request and letter of May 5th, I have inspected, physically inspected the general route of the line.

Q Are you familiar with the proposed construction?

A Yes. I was submitted plans which actually do not coincide, as I understand it, with the 115 KV line but which

relate to the conversion of the 4 KV line to the 13 KV line which will be part of this project, but the pole locations and the general route of this, of these plans which were prepared by the Gas Company were sufficient to give me enough data to inspect the route of the line. And in addition, I received photographs and sketches of the proposed poles so that I can get a good idea of what the construction will be like.

Q Mr. MacKenzie, will you please describe the route and the proposed construction with particular emphasis on the properties.

A Yes. Generally speaking, the Bird River-Wampler Roads, which is the major part of the proposed route --

Q Excuse me, Mr. MacKenzie. In the course of your preparation, did you prepare a plat or map of any kind showing this route?

A Yes. I have perhaps a map that might show it in somewhat better detail.

Q And what does this plat show?

A This is a photogrammetric map prepared by Baltimore County. It is generally used to show location of buildings

and topographical features and vegetation. They are excellent plats that an appraiser-consultant is able to get to look at general land characteristics. I believe the date of the filing of this particular plat was 1954, so there have been some changes obviously in the area but none so dramatic that would cause it to be that much outdated.

I have in addition reviewed aerial photographs, flown as recently as 1960, to coincide with this. So if I might just go to the plat for a minute, I think I can describe it.

As I say, this is a photogrammetric map of Baltimore, of the Baltimore County Metropolitan area. It is a composite of three maps. And I have noted on the map in the northern part of the plat the Northeast Substation. This is the approximate location of the substation.

In the lower left-hand corner of this plat is the Middle River station which is below Martin Boulevard and Eastern Boulevard right opposite Martin Marietta.

(MacKenzie)
The route of the line basically goes along Bird River Road on what might be known as the southeast portion of the road paralleling the road where it reaches a point

at Wampler Road, crosses over the road to the western side of Wampler Road, goes a stretch until Bangles Road meets Wampler Road where it again crosses over to the, I guess, southeastern side of Wampler Road, continues down to a point beyond Prandt Avenue where it crosses over again to the west side of Wampler Road down across Eastern Boulevard in a direct shot to the Middle River Substation.

Again referring to general characteristics, the topographic features of the properties involved are somewhat level in nature. Naturally, this is not the case as you go in either direction from the roads, but the part that would be affected or would be under consideration at the roads are relatively level. The grades at the substation, at Northeast Substation are in the vicinity of 100 to 120 foot elevations. This goes down very slowly and gradually to approximately 70 feet elevations at Wampler and Bird River Road. These elevations drop again as we go towards the water and towards the creeks to elevations of approximately 25 to as low as 15 at one point down near the Middle River Substation.

Generally speaking, though, the change in grades

is not dramatic and the properties are relatively level.

With respect to utilities, there is a 16 inch water main and 12 inch water main in both Bird River and Wampler Roads so water, metropolitan water is available to these particular properties. In addition, there is a sewer main, 8 inch sewer main in Bird River Road and near Wampler Road, but the majority of the tract does not have public sewer, sanitary sewer. There are obviously plans in this whole eastern end to upgrade the sewer program, but basically at this point these houses are on private systems.

With respect to zoning, the new zoning maps have recently been adopted and passed by the County Council in March of this year, and we have gone to a new density zoning classification. Generally speaking, the property near the Northeast Substation and down to Wampler Road is DR-2 which is R-20 zoning or half acre lots and DR-55 or R-6, or equivalent to the old R-6.

Now, there are some modifications of the new bill 100 of the Baltimore County, but I don't think it's necessary to get into it. Basically, it would be what we used to know as R-20 and R-10. There are two commercial spots,

locations. These are small establishments. There are several nonconforming uses which is typical in this area of garages and what have you along the route.

From a point at Wampler and Bird River south some other zoning changes occur. Approximately 650 feet south of Bird River Road on the west side of Wampler Road is some apartment zoning which is now a large stand of trees. It's a large tract of land which is future and potential apartment land. It was zoned under the new map, is not built upon at this point.

Further down you come into the DR-55 zoning which is more towards the R-6 zoning, and finally as you get down to the Eastern Boulevard area you come again into commercial and some industrial, down in this area.

So to review, the zoning obviously is a mixture of zones. The maps are 4-B and 4-C which again I think were adopted March 21, 1971.

THE EXAMINER: For the record, Mr. MacKenzie, can you describe the various zoning codes that you have mentioned, the R-55, R-10, R-20, and so forth?

THE WITNESS: Yes. The DR is the density zoning

classification which permits -- if it's DR-1, it permits one unit per acre, and one unit per acre is very similar to the old R-40 zoning which we were accustomed to for many years in Baltimore County. So DR-1 is one dwelling unit per acre. DR-2 would be two units per acre. DR-35 would be three and a half, 55 would be five and a half, 16 was the old garden apartment or RA.

I have the zoning maps if you care to -- I have them as an exhibit.

THE EXAMINER: And you also mentioned, I believe, DR-10 and DR-20.

THE WITNESS: Well, they are the equivalent. There is no DR. Right now the DR-1 is equivalent to the R-40.

THE EXAMINER: I see.

THE WITNESS: And the DR-2 is equivalent to the R-20. The DR-35 is equivalent to the R-10. There is no such thing as R-10 now.

THE EXAMINER: I see.

THE WITNESS: We are in a density type zoning. What it permits is cluster type zoning rather than specified

lots, widths and depths so that you could cluster all of the density in one spot and leave open space. It's a new concept, very much like Columbia.

To again review, the houses within this area -- and they are predominantly houses and lots, and can be seen on this photogrammetric map -- any of these houses have not changed and are some added, generally are new homes rather than planned subdivisions. They are typical of the types of homes in the area ranging in value perhaps from \$12,000 to as high as \$30,000-35,000 for some of the larger homes.

Lot sizes generally speaking range from three-quarters of an acre to an acre, acre and a half. Naturally, some are smaller lots, and there are some larger tracts in the area. With respect to --

THE EXAMINER: Are the homes scattered, Mr. MacKenzie, that is, in price range? Are they, let's say, the \$30,000 homes together and the \$12,000 homes together?

THE WITNESS: No, they are not. They are not. It's as, I say, typical of the area. There is no concentration of subdivisions per se.

THE EXAMINER: In other words, it's quite possible that next door to a \$35,000 home there may exist a \$12,000 home?

THE WITNESS: Well, there could be. Actually, the \$30,000-35,000 home is perhaps a newer home and may have a bigger buffer, but this could be true. And in reading the various sales and looking at sales throughout the area, I have a list from '68 up to date, the range is comparable, and it does occur that there is no systematized collection of value of homes, and the uses themselves are perhaps that way.

This is again typical in the area where you find a secondary road which has been used for a number of years and older homes of different design, varying design, bungalows all the way to relatively new brick and stone ranchers.

As Mr. Reynolds has testified, there are approximately 90 properties which will be along the road and along the route, and so as a result I have not had an opportunity to appraise each and every one. I have made a general study and can only, again, attest to the fact that it is primarily residential in nature with the houses setting off the road

and relatively small properties versus just several large tracts. There are some larger tracts, of course, on the road and back off the road, but generally speaking most of the housing development has occurred along the roads.

In the community down here known as Ballardsville which is closer to Eastern Boulevard there is a higher degree or higher concentration as you get to Eastern Boulevard, but generally speaking along the route they are the same type homes as you find on Bird River Road.

Q Mr. MacKenzie, in your opinion, what would be the effect of this proposed 115 KV pole line on the properties generally?

A Well, after reviewing the photographs and sketches and the proposed line that had been presented to me on the plans, I am of the opinion that in certain cases it will in fact be a special benefit. What I mean by this is as you travel this road you will notice a terrific number of wires, a terrific number of poles. It is to some degree unsightly. The guide lines from the poles to the, and the services to the houses which cross the road make it such that it is not pleasant to the eye from the road perhaps and also from the

homes themselves. The new poles I think are pleasing. They're neat in appearance. They will be tapered slightly, colored green, as I understand it, and will have a very uniform type of look. And because of the new poles and the new 115 KV line the existing 4 KV line which is now adjacent to the road will be relocated on these poles and certain service wires will be put underground, as testified by Mr. Reynolds, and I believe that generally speaking it will clean up the area.

Now, that is not to say that some properties might not be affected by tree trimming rights which would be necessitated by relocation of the poles.

THE EXAMINER: Now, your answer, I believe, goes more directly to the aesthetics of the line. I think Mr. Buchanan's question more properly went to the real estate values involved.

THE WITNESS: Values. Well, I was going to come to that, yes. The point I was trying to make --

THE EXAMINER: One other point for clarification. I thought Mr. Reynolds said they were going to be wood grain. Now you say they are going to be green.

MR. REYNOLDS: Natural green rather.

THE EXAMINER: Natural grain rather than green.

THE WITNESS: Excuse me. I thought they were green. Okay. In any event, I had some photographs that showed some green ones, and I assumed that's the way they would be. The point is that with respect to values, I think it will clean up the area. This will not only be such from the road and a passenger or person that lives in the area, but a resident himself will have a neater appearing property. Again, I come back and say that while I think the values generally speaking of the whole route will be enhanced somewhat by this projected line, there is definitely and I can visualize some problems that will be affected. This, of course, I would expect the Gas Company to compensate the property owner for, for either tree trimming rights or the fact of relocating a pole perhaps on a side yard. But again, this would deal with specific properties, and I cannot see more than perhaps five to ten where any problems would occur. And this was after, as I say, a detailed inspection of the project with Mr. Tobel from the Gas Company who drew up the plans.

So I say generally speaking that while there can be some small amount of damages to some of the properties, this will be ascertained with a specific before and after appraisal, and then I am sure that there will be compensation due the property owner.

MR. BUCHANAN: Thank you, Mr. MacKenzie. I have no further questions.

THE EXAMINER: Mr. Buchanan, maybe Mr. Reynolds may have been the one to answer this, but do you have someone who will answer how these individual properties will be affected individually, the proximity of the line to each property?

MR. BUCHANAN: Mr. Hawkins, I thought Mr. Reynolds indicated that the line would be built pretty much in place of the existing line except the poles would be spaced out so that the distances to the houses would remain roughly the same.

THE EXAMINER: Okay.

MR. BUCHANAN: Yes.

THE EXAMINER: So in any event, Mr. MacKenzie, what your general answer was was that the real estate values

in that area should be benefitted generally speaking?

THE WITNESS: Yes, I would say generally speaking that it will tend to clean up the area as far as -- I think this affects values because people now are very conscious of wires. And as you travel that road, because of the growth in the area along the roadways, it's been somewhat to say the least to supply the telephone and electric needs, and I definitely feel that this is a step in the right direction as far as aesthetics, which again affect values.

THE EXAMINER: I have no further questions. Thank you, Mr. MacKenzie.

(Examination concluded.)

THE EXAMINER: Off the record.

(There was a discussion off the record.)

MR. BUCHANAN: Mr. Hawkins, I would like to offer as Applicant's Exhibit No. 4 this photogrammetric map which Mr. MacKenzie referred to in his testimony, and at the same time I would like to offer the plat which was referred to by Mr. Reynolds in his testimony as Applicant's Exhibit No. 5. It's the same plat that was filed with the application

and marked Exhibit B.

THE EXAMINER: Fine. They shall be received and so marked.

(The photogrammetric map and plat were marked, respectively, Company Exhibit Nos. 4 and 5 and received in evidence.)

MR. BUCHANAN: Mr. Miller.

THE EXAMINER: Will you raise your right hand, please.

MR. FREDERICK D. MILLER, JR.,

was sworn and testified as follows:

THE EXAMINER: Please be seated and state your full name and occupation, please.

THE WITNESS: My name is Frederick D. Miller, Jr., and I am Supervisor of Plant Accounting with the Baltimore Gas and Electric Company.

Q (By Mr. Buchanan) How long have you been working for the Company, Mr. Miller?

A A little over 20 years.

Q What is your education?

A I graduated from the University of Baltimore with a Bachelor of Science degree in Business Administration.

Q Mr. Reynolds has testified that the cost of the project is estimated to be \$216,000. What will be the effect of such cost on the Company's operating expenses, maintenance expenses, depreciation expense and taxes other than income taxes?

A The effect will be to increase these costs \$12,175 per year. Now, the \$12,175 is composed of an increase in operating expenses of \$50, maintenance expenses of \$675, depreciation expense \$6,000, and taxes other than income taxes \$5,500.

Q Are these figures itemized on this sheet of paper?

A They are.

MR. BUCHANAN: Mr. Hawkins, we would like to offer this as Applicant's Exhibit No. 6.

THE EXAMINER: Thank you, Mr. Buchanan. It shall be received and so marked.

(Sheet of expenses was marked Company Exhibit No. 6 and received in evidence.)

Q Mr. Miller, how will this project be financed?

A This project is a very small part of our overall construction program, and it will be financed along with the rest of our construction expenditures through the issuance of securities in turn generating funds, short term borrowings, the nature of which are not now known but would depend upon market conditions at the time the funds were required.

MR. BUCHANAN: Mr. Hawkins, I have no further questions of Mr. Miller.

THE EXAMINER: It could mean the issuance of additional common stock, couldn't it?

THE WITNESS: Yes. Yes, it could.

THE EXAMINER: I have no questions, Mr. Miller. Thank you very much.

(Examination concluded.)

MR. BUCHANAN: That is the Applicant's case, Mr. Hawkins.

THE EXAMINER: Off the record.

(There was a discussion off the record.)

MR. BUCHANAN: Mr. Hawkins, I received a copy of a letter addressed to the Commission from Jean V. Schooneman,

Chief of the Division of Air Quality Control of the State Health Department stating that the transmission line has no air pollution control implications.

THE EXAMINER: I don't mean to belabor the point, and possibly I am dense, but, as Mr. Mackenzie says, they're now referring to the zoning codes, but I have this problem. From the Northeast Substation to Bird River Road I understand that there is an existing easement -- Mr. Reynolds says -- is that correct?

MR. BUCHANAN: Yes, sir, transmission line right of way.

THE EXAMINER: -- that you are going to utilize.

MR. BUCHANAN: Yes, sir.

THE EXAMINER: Now, what I am concerned about are the property owners from Bird River Road to Wampler Road and what area is going to be utilized there for this proposed line. I know you have gone over this probably twice, Mr. Buchanan, but I would appreciate it if you would do it again.

MR. BUCHANAN: I believe, Mr. Hawkins, that the testimony has been that there is presently a wood pole line there, and I am not sure whether Mr. Reynolds mentioned it

had been there since --

MR. REYNOLDS: 1926.

MR. BUCHANAN: Since 1926, and he also mentioned that the Company has written easements from about 20 of these 90 property owners. The others are just there by permission. The new transmission line will be constructed in place of the old one. Very little, if any, additional width will be needed. The Company proposes to go to the people and ask for an easement for the taller poles and pay whatever compensation is necessary for that -- an unspecified width, an easement that would read along and adjacent to the road, just as the present easements read. And then the old line would be taken down and we would have only the new line.

THE EXAMINER: Okay. That clears me up. Thank you, Mr. Buchanan.

I have nothing further, Mr. Buchanan.

MR. BUCHANAN: I was wondering if anyone else has come in in the meantime.

THE EXAMINER: I don't see anyone else present that wasn't here when we started.

Mr. Nelson, you indicated that you were merely an observer for the State Roads Department.

MR. NELSON: Yes, sir.

THE EXAMINER: You have nothing to add?

MR. NELSON: No, sir.

THE EXAMINER: And I see no new faces here, so I assume there is no one from the general public that has anything to add with respect to this matter. Since that is the Applicant's case, we will consider the matter closed.

MR. BUCHANAN: Thank you, Mr. Hawkins.

THE EXAMINER: Thank you, gentlemen.

(Hearing concluded.)

INDEX OF WITNESSES

WITNESSES	PAGE
REYNOLDS, John E., Jr.	4
MackENZIE, Clark F.	23
MILLER, Frederick D., Jr.	40

INDEX OF EXHIBITS

COMPANY EXHIBITS	IDENT. PAGE	EVID. PAGE
Exhibits No. 1-A, B and C (Three notices of publication, one from The Jeffersonian, one from The Morning and Evening Sun, and one from the News American)	4	23
Exhibit No. 2 (Photograph depicting similar type poles of Metropolitan Edison in Western Pennsylvania)	9	23
Exhibit No. 3 (Letter from the Maryland Historical Trust)	22	23
Exhibits No. 4 and 5 (Photogrammetric map and plat, respectively)	40	23
Exhibit No. 6 (Sheet of expenses)	41	23

PUBLIC SERVICE COMMISSION
OF MARYLAND

ORDER NO. 59423

IN THE MATTER OF THE APPLICATION OF
BALTIMORE GAS AND ELECTRIC COMPANY
FOR A CERTIFICATE OF PUBLIC CONVENIENCE
AND NECESSITY FOR THE OVERHEAD CON-
STRUCTION ON WOOD POLES OF A SINGLE
CIRCUIT 115 KV TRANSMISSION LINE FOR A
DISTANCE OF 3.14 MILES FROM NORTHEAST
SUBSTATION LOCATED ON BIRD RIVER ROAD,
APPROXIMATELY 1000 FEET WEST OF VINCENT
ROAD, TO MIDDLE RIVER SUBSTATION LOCATED
ON KINGSTON ROAD, APPROXIMATELY 200 FEET
SOUTH OF EASTERN BOULEVARD, BALTIMORE
COUNTY, MARYLAND.

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BEFORE THE
PUBLIC SERVICE COMMISSION
OF MARYLAND

CASE NO. 6431

The Commission after reviewing the record in this case, the report of its
Examiner hearing the matter and having given due consideration to the need to meet
present and future demands for service, effect on system stability and reliability,
economics, aesthetics, historic sites, aviation safety and the effect on air and
water pollution (no recommendation having been received from the local governing
body), is of the opinion and so finds that the construction of the single circuit
115 kv transmission line as proposed in this proceeding is in the public interest
and that a Certificate of Public Convenience and Necessity should be issued.

IT IS, THEREFORE, this 28th day of July, in the year Nineteen Hundred
and Seventy-one, by the Public Service Commission of Maryland,

ORDERED: That a Certificate of Public Convenience and Necessity be, and
it is hereby, granted to Baltimore Gas and Electric Company for the construction of
a single circuit 115 kv transmission line for a distance of 3.14 miles from North-
east Substation located on Bird River Road, approximately 1000 feet west of Vincent
Road, to Middle River Substation located on Kingston Road, approximately 200 feet

PUBLIC SERVICE COMMISSION
OF MARYLAND

south of Eastern Boulevard, Baltimore County, Maryland, as shown on Applicant's
Exhibit No. 5 in this proceeding.

William O. Doub

H. Reese Shoemaker, Jr.

Commissioners

Form No. 4

State of Maryland
Office of Public Service Commission

55.

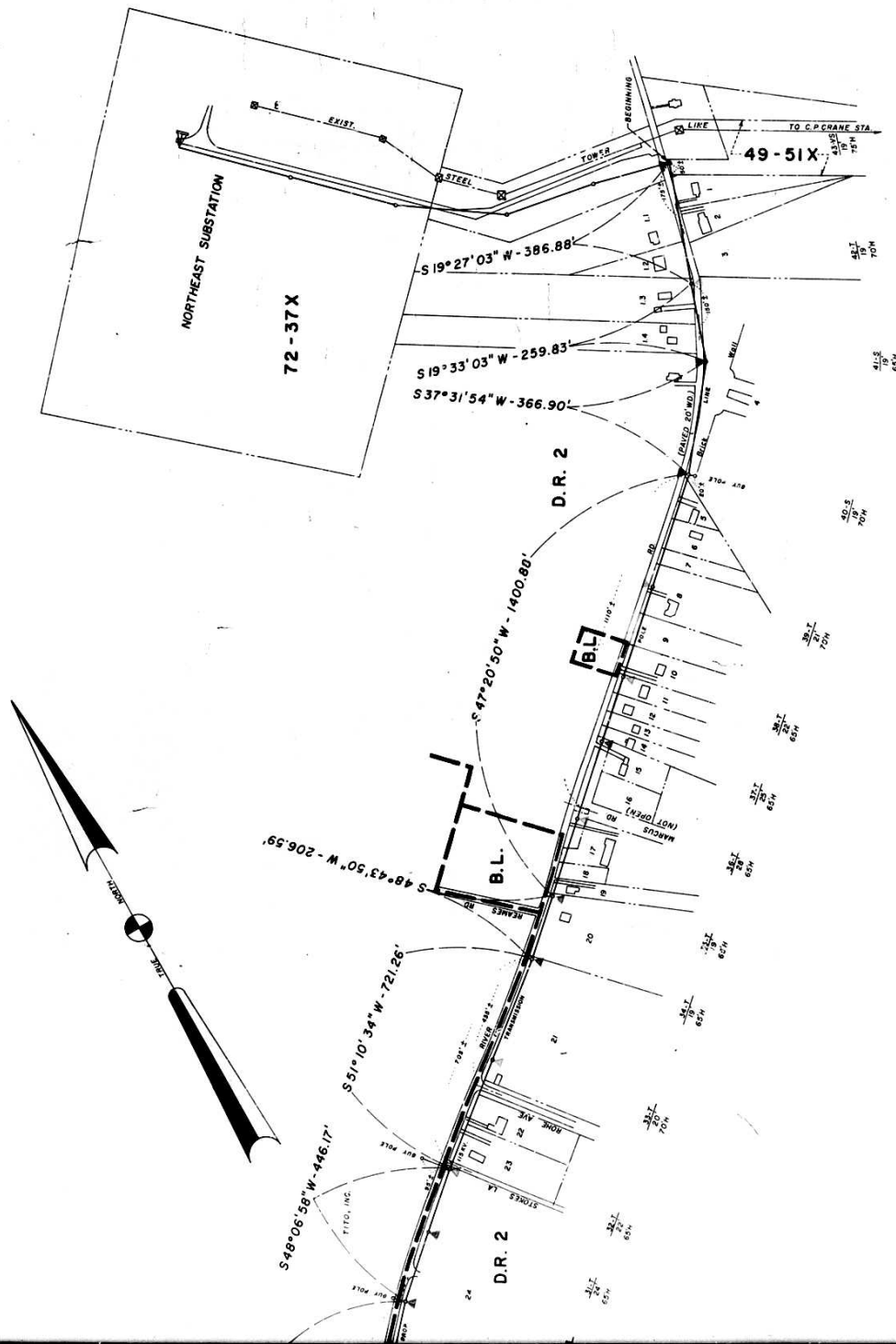
The preceding copy has been compared with the original

ORDER NO. 59423, CASE NO. 6431 - IN THE MATTER OF THE APPLICATION OF BALTIMORE GAS
AND ELECTRIC COMPANY FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE
OVERHEAD CONSTRUCTION ON WOOD POLES OF A SINGLE CIRCUIT 115 KV TRANSMISSION LINE
FOR A DISTANCE OF 3.14 MILES FROM NORTHEAST SUBSTATION LOCATED ON BIRD RIVER ROAD,
APPROXIMATELY 1000 FEET WEST OF VINCENT ROAD, TO MIDDLE RIVER SUBSTATION LOCATED
ON KINGSTON ROAD, APPROXIMATELY 200 FEET SOUTH OF EASTERN BOULEVARD, BALTIMORE
COUNTY, MARYLAND,

on file in this office and I do HEREBY CERTIFY the same to be a correct
transcript therefrom and of the whole thereof.

Witness, my hand and the Seal of Office of the
Public Service Commission, at the city of
Baltimore, this 28th day of
July, one thousand nine hundred
and Seventy-one.

Secretary.



1	CLOVER LN	1027 BIRD RIVER RD
2	STANLEY, R.E.	1028
3	WILSON, S.S.	1029
4	WILSON, S.S.	1030
5	WILSON, S.S.	1031
6	WILSON, S.S.	1032
7	WILSON, S.S.	1033
8	WILSON, S.S.	1034
9	WILSON, S.S.	1035
10	WILSON, S.S.	1036
11	WILSON, S.S.	1037
12	WILSON, S.S.	1038
13	WILSON, S.S.	1039
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15	WILSON, S.S.	1041
16	WILSON, S.S.	1042
17	WILSON, S.S.	1043
18	WILSON, S.S.	1044
19	WILSON, S.S.	1045
20	WILSON, S.S.	1046

KEY

INDICATES POLE NO. - TYPE CONSTRUCTION
DISTANCE FROM E. OF ROAD (APPROX.)

INDICATES PROPOSED POLE

INDICATES EXISTING TOWER

INDICATES ZONING BOUNDARIES

75H INDICATES OVERALL HEIGHT, PROPOSED POLE

INDICATES NEW 100 W. MERCURY LIGHTS (22)

INDICATES CHANGING EXISTING INCANDESCENT LIGHTS TO 100 W. MERCURY (22)

THE BEARINGS SHOWN HEREON REFER TO THE TRUE MERIDIAN AS ESTABLISHED BY BALTIMORE COUNTY METROPOLITAN DISTRICT.

BALTIMORE GAS AND ELECTRIC COMPANY
ELECTRIC DISTRIBUTION ENGINEERING DEPARTMENT

PLAT SHOWING ROUTE OF PROPOSED TRANSMISSION
LINE LOCATED IN THE 15TH ELECTION DISTRICT,
BALTIMORE COUNTY, MARYLAND

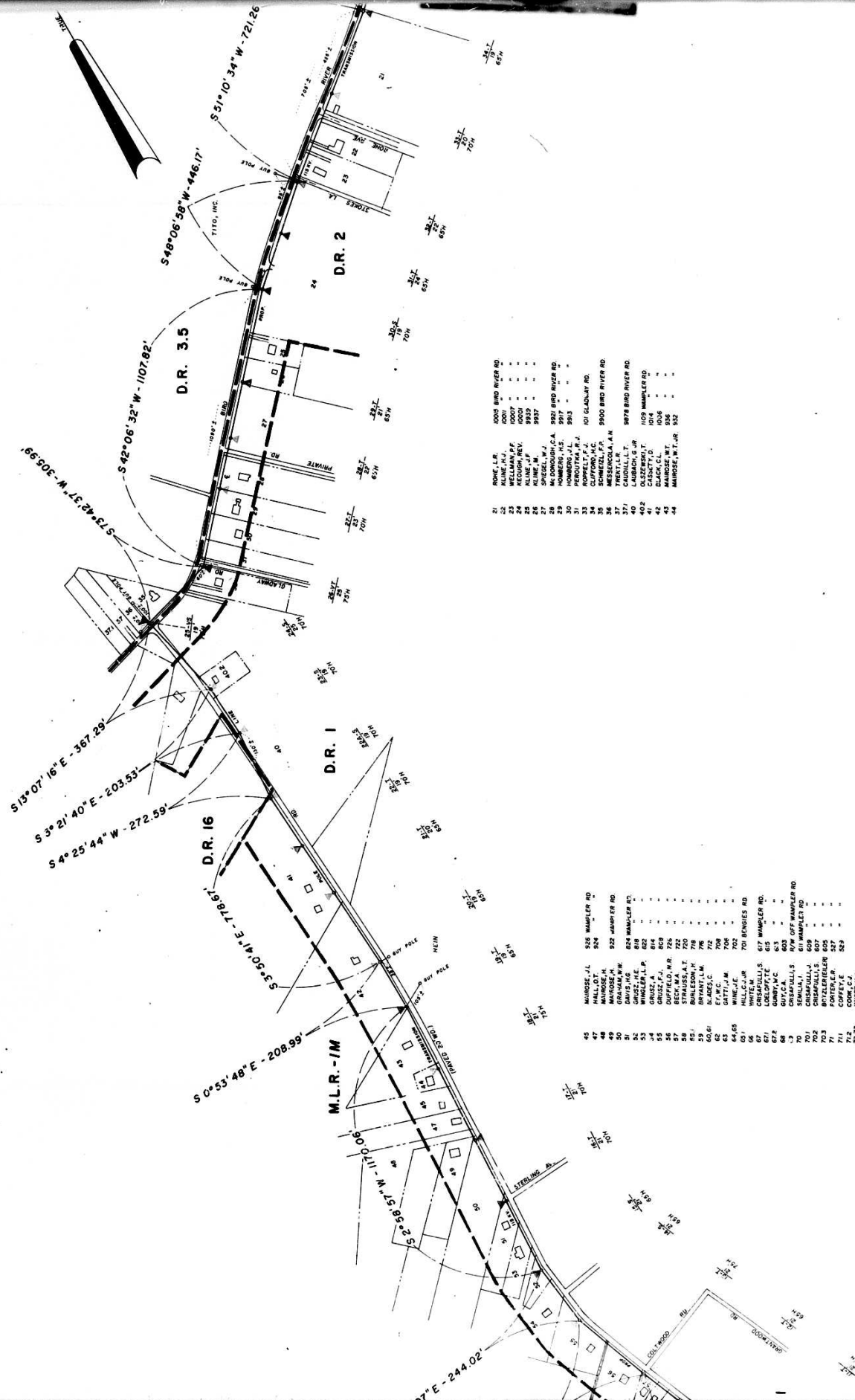
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DRAWN: E.A. KRETT
CHECKED: J.F. ROUTHART
DATE: 9-7-72
APPROVED: [Signature]



John F. Routhart

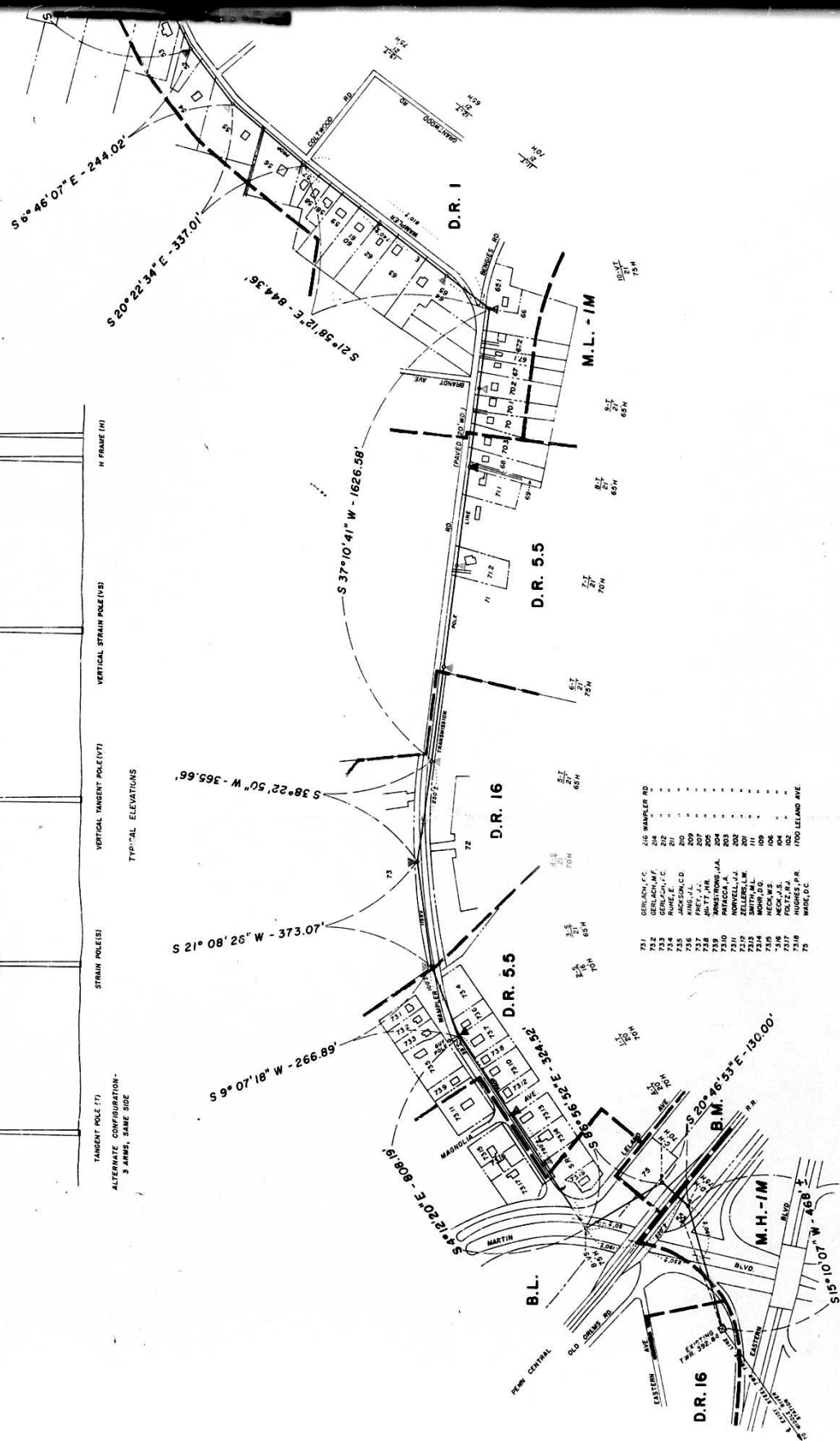
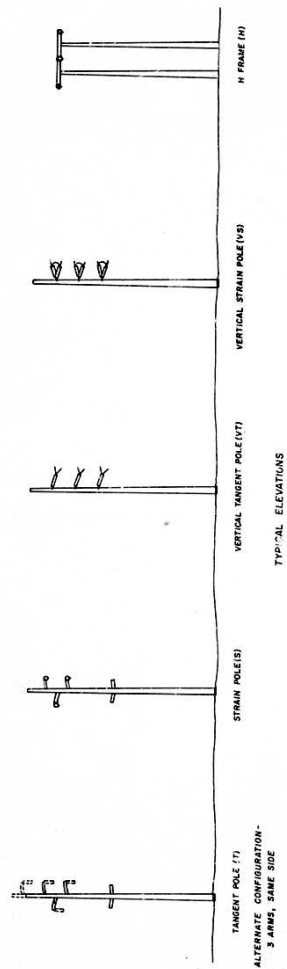
Exhibit "A"



21	ROME, L.R.	0005 BRD RIVER RD
22	ALINE, J.F.	0001
23	ALINE, J.F.	0001
24	ALINE, J.F.	0001
25	ALINE, J.F.	9939
26	ALINE, J.F.	9937
27	SHUELL, W.J.	
28	McDONOUGH, C.A.	9821 BRD RIVER RD
29	HOMER, H.S.	9917
30	HOMER, H.S.	9915
31	PEROUTA, R.J.	917 GLADY RD
32	CLUMPT, F.J.	
33	CLUMPT, F.J.	
34	SCHMIDT, F.A.	9900 BRD RIVER RD
35	MESSEROLA, A.N.	
36	CAUDILL, L.T.	
37	CAUDILL, L.T.	9878 BRD RIVER RD
38	LAUBACH, G.J.	
39	CLUMPT, F.J.	1029 WAMPLER RD
40	CLUMPT, F.J.	1029
41	CLUMPT, F.J.	1029
42	CLUMPT, F.J.	1029
43	CLUMPT, F.J.	1029
44	AMMOS, W.T., JR.	532

45	MARSH, J.L.	518 WAMPLER RD
46	MARSH, J.L.	518
47	MARSH, J.L.	518
48	MARSH, J.L.	518
49	MARSH, J.L.	518
50	MARSH, J.L.	518
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99	MARSH, J.L.	518
100	MARSH, J.L.	518

I-T INDICATES DISTANCE
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 0 INDICATES
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 75'H INDICATE
 INDICATE
 INDICATE
 LIGHTS
 THE BEARINGS
 ESTABLISHED BY



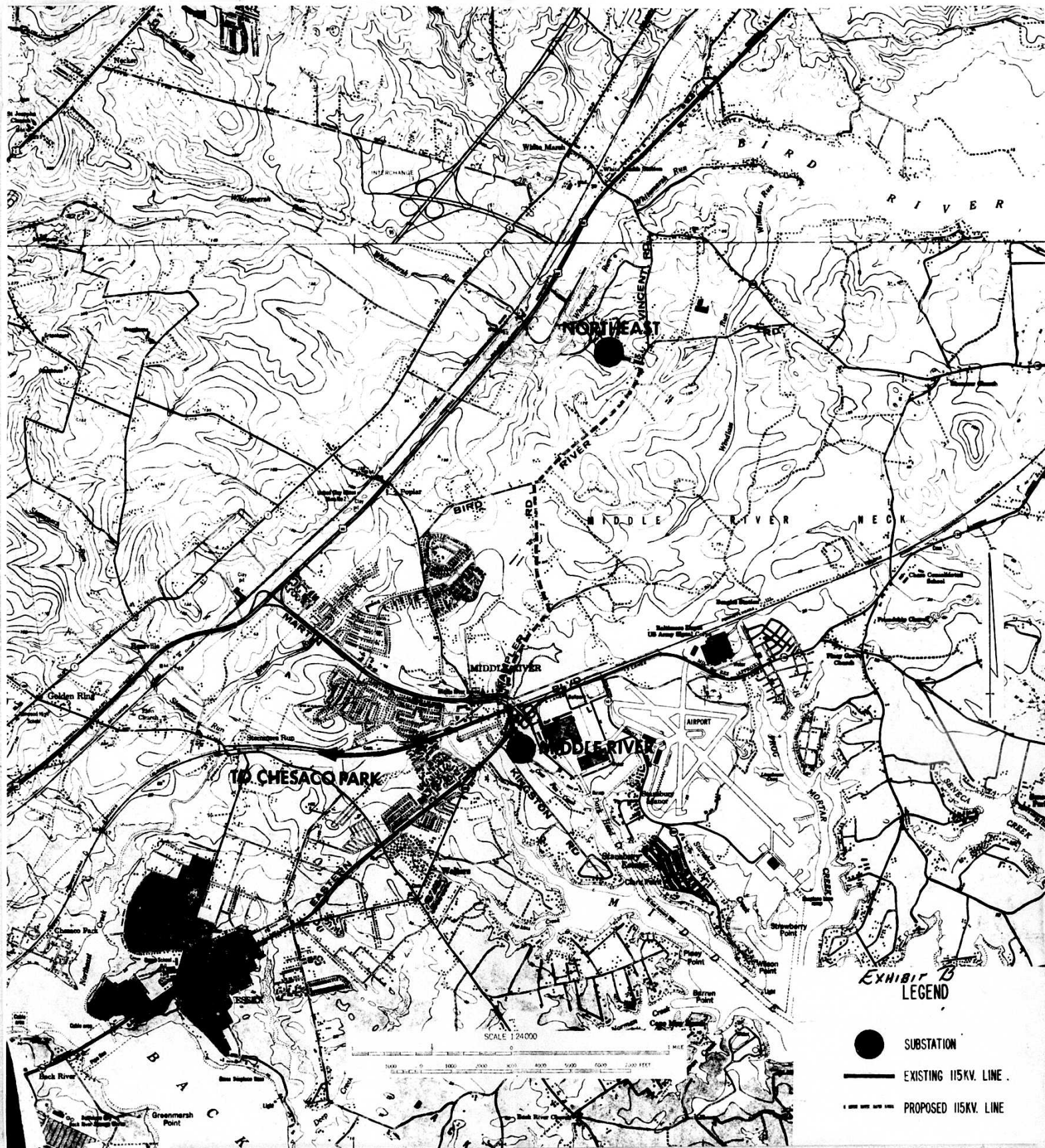
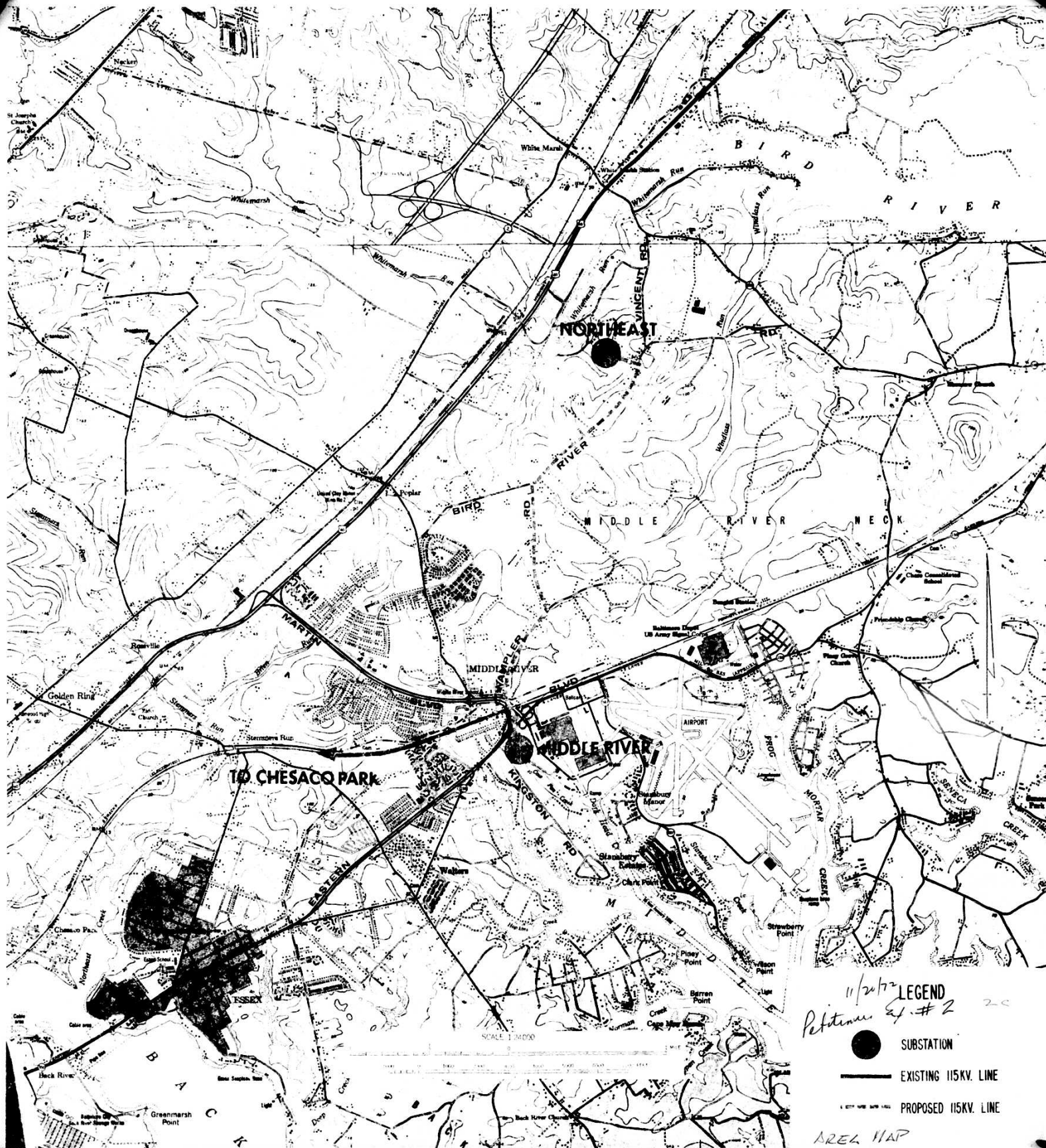


EXHIBIT B **LEGEND**

-  SUBSTATION
-  EXISTING 115KV. LINE
-  PROPOSED 115KV. LINE

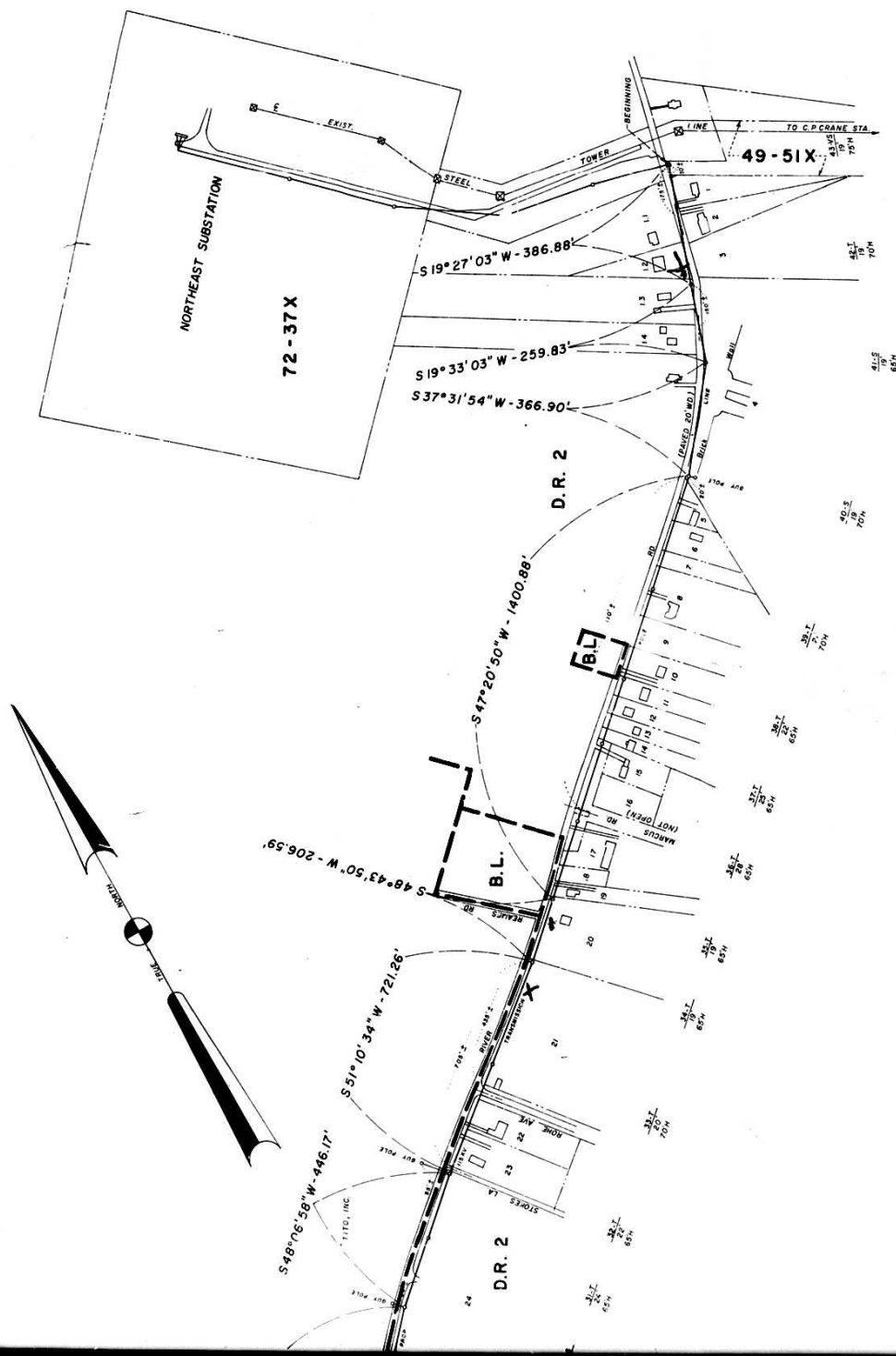




11/24/72
 Ref. # 2

AREA MAP





1	CLOUSER, W.H.	1027 BIRD RIVER RD
2	STANLEY, R.E.	1025 BIRD RIVER RD
3	PETERSON, S.S.	1023 BIRD RIVER RD
4	WETTER, B.R.	1021 BIRD RIVER RD
5	LEE, T.B.	1019 BIRD RIVER RD
6	CLARK, W.M.	1017 BIRD RIVER RD
7	BEALL, E.D.	1015 BIRD RIVER RD
8	WATSON, E.H.	1013 BIRD RIVER RD
9	ROSE, R.E.	1011 BIRD RIVER RD
10	STEVENS, B.H.	1009 BIRD RIVER RD
11	MESSINGER, J.W.	1007 BIRD RIVER RD
12	MILLER, J.L.	1005 BIRD RIVER RD
13	ROBERTS, J.C.	1003 BIRD RIVER RD
14	BORCHERT, T.C.	1001 BIRD RIVER RD
15	WISNIEWSKI, M.	1000 BIRD RIVER RD
16	SMITH, J.E.	1000 BIRD RIVER RD
17	SMITH, J.E.	1000 BIRD RIVER RD
18	SMITH, J.E.	1000 BIRD RIVER RD
19	SMITH, J.E.	1000 BIRD RIVER RD
20	SMITH, J.E.	1000 BIRD RIVER RD

KEY

1-1 INDICATES POLE NO. - TYPE CONSTRUCTION
21' DISTANCE FROM E. OF ROAD (APPROX.)

0 INDICATES PROPOSED POLE

INDICATES EXISTING TOWER

INDICATES ZONING BOUNDARIES

75H INDICATES OVERALL HEIGHT, PROPOSED POLE

THE BEARINGS SHOWN HEREON REFER TO THE TRUE MERIDIAN AS ESTABLISHED BY BALTIMORE COUNTY METROPOLITAN DISTRICT.

BALTIMORE GAS AND ELECTRIC COMPANY
ELECTRIC DISTRIBUTION ENGINEERING DEPARTMENT

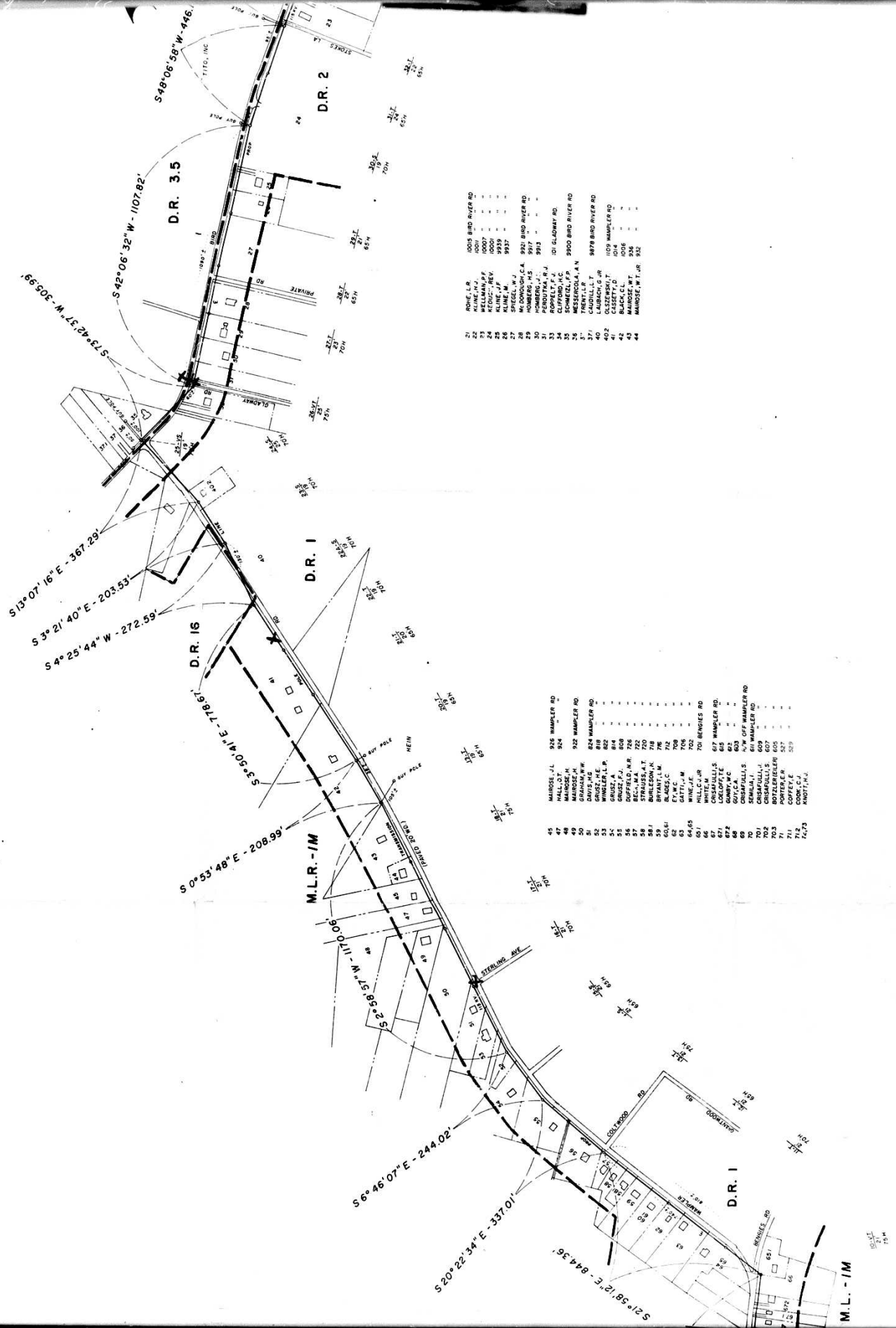
PLAT SHOWING ROUTE OF PROPOSED TRANSMISSION
LINE LOCATED IN THE 15th ELECTION DISTRICT,
BALTIMORE COUNTY, MARYLAND

SCALE 1"=200'

DRAWN: E.A. WRAIT DATE: 9-7-22
CHECKED: J.F. DOUTHETT APPROVED: *[Signature]*

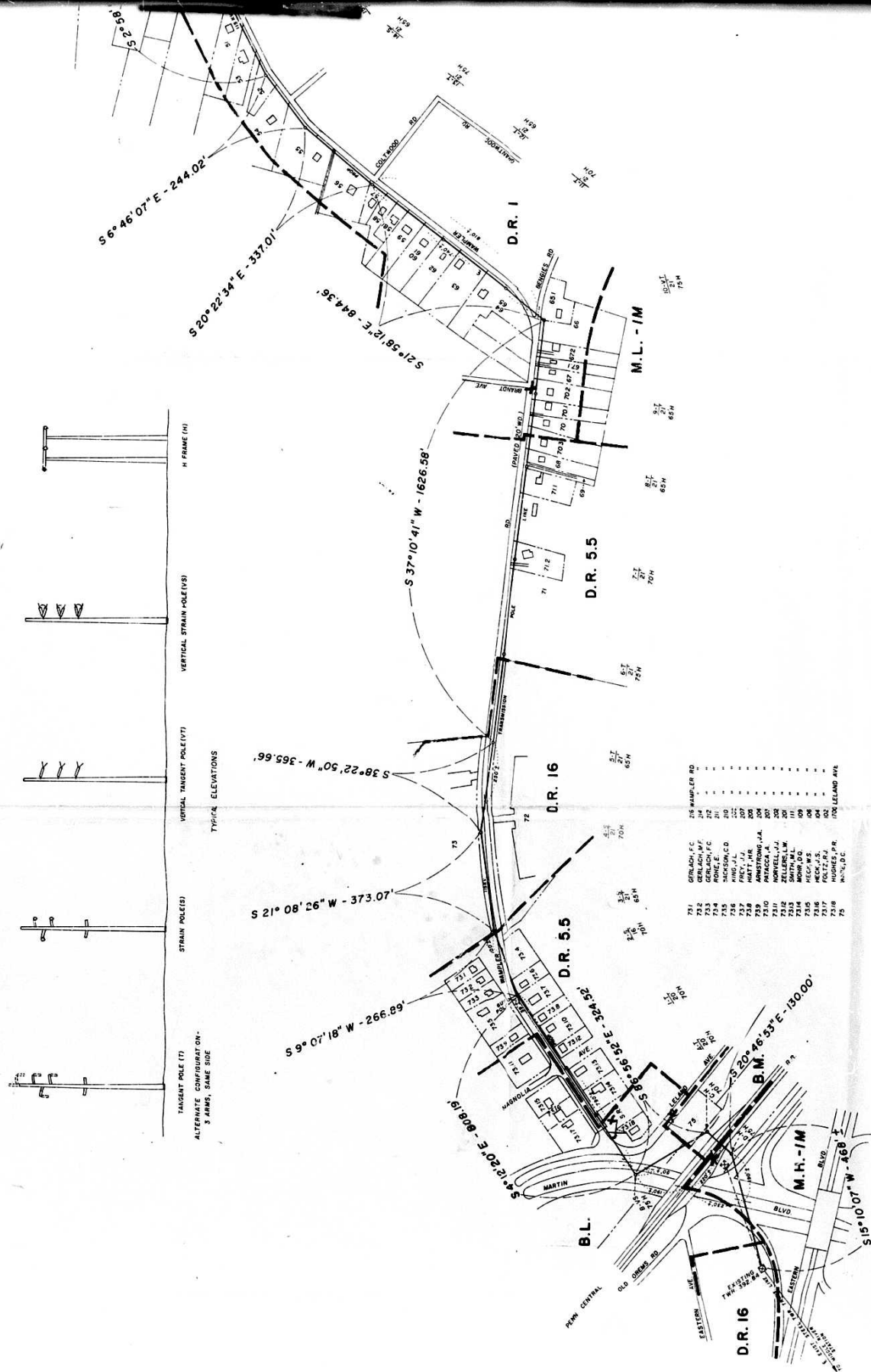


[Signature]



21	POPE, J.B.	1005 BID RIVER RD
22	KLINE, M.J.	1007
23	WELLMAN, P.F.	1007
24	KLINE, M.J.	1007
25	KLINE, M.J.	1007
26	KLINE, M.J.	1007
27	KLINE, M.J.	1007
28	KLINE, M.J.	1007
29	KLINE, M.J.	1007
30	KLINE, M.J.	1007
31	KLINE, M.J.	1007
32	KLINE, M.J.	1007
33	KLINE, M.J.	1007
34	KLINE, M.J.	1007
35	KLINE, M.J.	1007
36	KLINE, M.J.	1007
37	KLINE, M.J.	1007
38	KLINE, M.J.	1007
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43	KLINE, M.J.	1007
44	KLINE, M.J.	1007

45	MAROSE, J.L.	925 WAMPLER RD
46	MAROSE, J.L.	924
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2.C #1
DET EXHIBIT

