



Baltimore County
Department of Permits and
Development Management

Development Processing
County Office Building
111 West Chesapeake Avenue
Towson, Maryland 21204

July 24, 1997

Ms. Barbara Ormord
Venable, Baetjer and Howard, LLP
210 Allegheny Avenue
Post Office Box 5517
Towson, MD 21285-5517

RE: Zoning Verification
7800 Eastern Avenue
Eastpoint Mall
15th Election District

Dear Ms. Ormord:

Your letter of July 17, 1997 has been referred to me for reply. Based upon the information provided therein and our research of the zoning records, the following has been determined.

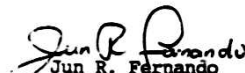
The property known as Eastpoint Mall located at 7800 Eastern Avenue is currently zoned B.M.-C.T. (Business, Major - Commercial, town-center core). The use of the property as a retail shopping center is permitted as a matter of right in the B.M.-C.T. zone.

This property was the subject of zoning hearings, case numbers 4641-X, 73-292-A, 91-199-SPHA, and 93-429-SPHXA. Provided that the property has been improved in accordance with the requirements and restrictions of the above zoning hearing plans, the property as approved is in compliance with all applicable laws and ordinances of the Baltimore County Zoning Regulations.

Further, Baltimore County Code Enforcement has advised that there are no current or outstanding zoning violations of the subject property as of this date.

I trust that the information set forth in this letter is sufficiently detailed and responsive to the request. If you need further information or have any questions, please do not hesitate to contact me at 410-887-3391.

Very truly yours,


Jun R. Fernando
Planner I
Zoning Review

JRF:rye

Enclosure



OCT 11 1973

PETITION FOR A VARIANCE
THE ZONING COMMISSIONER OF BALTIMORE COUNTY
COUNTY OFFICE BUILDING, 111 W. CHESAPEAKE AVENUE, TOWSON, MARYLAND 21204
DATE & TIME: WEDNESDAY, JUNE 6, 1973 AT 10:30 A.M.
PUBLIC HEARING: ROOM 106, COUNTY OFFICE BUILDING, 111 W. CHESAPEAKE AVENUE, TOWSON, MARYLAND
BY ORDER OF
S. ERIC DINENBA
ZONING COMMISSIONER OF BALTIMORE COUNTY
May 27

OFFICE OF
THE ESSEX TIMES
ESSEX, MD. 21221 May 21 - 1973

THIS IS TO CERTIFY, that the annexed advertisement of
S. Eric Dinenna
Zoning Commissioner of Baltimore County

was inserted in THE ESSEX TIMES, a weekly newspaper published in
Baltimore County, Maryland, once a week for one week
and before the 21 day of May 1973 that is to say, the same
was inserted in the issue of May 17, 1973.

STROMBERG PUBLICATIONS, Inc.

By: *Buch Morgan*

ORIGINAL

PETITION FOR A VARIANCE
THE ZONING COMMISSIONER OF BALTIMORE COUNTY
COUNTY OFFICE BUILDING, 111 W. CHESAPEAKE AVENUE, TOWSON, MARYLAND 21204
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BY ORDER OF
S. ERIC DINENBA
ZONING COMMISSIONER OF BALTIMORE COUNTY
May 27

CERTIFICATE OF PUBLICATION

TOWSON, MD. May 22, 1973

THIS IS TO CERTIFY, that the annexed advertisement was
published in THE JEFFERSONIAN, a weekly newspaper printed
and published in Towson, Baltimore County, Md., once a week
at the time of the annexed advertisement before the 21st
day of May 1973, the first publication
appearing on the 17th day of May 1973.

THE JEFFERSONIAN
[Signature]
Manager

Cost of Advertisement, \$

PETITION MAPPING PROGRESS SHEET									
FUNCTION	Visit Map		Original		Duplicate		Tracing		200 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: <i>FTH</i>			Revised Plans: Change in outline or description						
Previous case:									

CERTIFICATE OF POSTING
ZONING DEPARTMENT OF BALTIMORE COUNTY
Towson, Maryland

H73-292-A

District: 15
Posted for: Heavy, Mid Jim 6th 1973, 8:15 A.M.
Petitioner: Monumental Properties, Inc.
Location of property: NE1/4 of North Point Blvd & Eastern Ave
Location of Signs: 2 1/2' Bldg on Eastern Ave, 1 Bldg on North Point Blvd
Remarks:
Posted by: *Michael H. Hoss* Date of return: 5-24-73

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING

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

Your Petition has been received* this 25th day of April 1973.

[Signature]
S. Eric Dinenna
Zoning Commissioner

Petitioner: *Monumental Properties, Inc.* Submitted by: *same*
Petitioner's Attorney: *FTH* Reviewed by: *FTH*

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

Mr. J. H. P. [unclear]
Executive Vice President
Monumental Properties, Inc.
100 E. Charles Avenue
Baltimore, Md. 21201

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

Your Petition has been received and accepted for filing

this 6th day of May 1973

[Signature]
S. Eric Dinenna
Zoning Commissioner

Petitioner: Monumental Properties, Inc.

Petitioner's Attorney: *[Signature]* Reviewed by: *[Signature]*
on May 8, 1973 at 10:30 A.M.
607 York Road (B-204)

BALTIMORE COUNTY, MARYLAND No. 8301
MISCELLANEOUS CASH RECEIPT

DATE April 25, 1973 ACCOUNT 01-662

AMOUNT \$25.00

WHITE - CASHIER
DISTRIBUTION FOR AGENCY
Petition for Variance (Eastpoint Mall)
Cash-Monumental Properties, Inc.

25.00 CASH

BALTIMORE COUNTY, MARYLAND No. 10819
OFFICE OF FINANCE - REVENUE DIVISION
MISCELLANEOUS CASH RECEIPT

DATE May 31, 1973 ACCOUNT 01-662

AMOUNT \$82.00

WHITE - CASHIER
DISTRIBUTION FOR AGENCY
Monumental Properties, Inc.
25 South Charles St.
Baltimore, Md. 21201
Advertising and posting of property for Eastpoint--H73-292-A

82.00 CASH

June 18, 1973

Maryland Department of Transportation
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203

Attention: Mr. John Meyers
Development Engineers

Re: Eastpoint Center
Zoning Item 217-73

Dear Sir:

Enclosed is a copy of the referenced Zoning Plat updated to show
NO CHANGES for ingress or egress to Eastern Boulevard and/or North Point
Boulevard in District #15, Baltimore County, Maryland.

Mr. John J. Dillon, Jr., Chairman of the Zoning Advisory Committee
of Baltimore, Maryland requests updated documents to present to the Zoning
Commissioners.

We much appreciate your kind attention to this matter.

Very truly yours,

James S. Spamer, P. E.

JSS/ep

Enclosures

cc: Eastpoint, Inc.
Zoning Advisory Committee

TECHNICAL MEMORANDUM
TRAFFIC EVALUATION OF
EXPANSION OF EASTPOINT MALL
BALTIMORE COUNTY, MARYLAND

Prepared for
Eastpoint Properties, Inc.

July, 1973

STEPHEN A. PETRAKIS, P.E.

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SUMMARY

As part of the planning for the addition of a J. C. Penney store to Eastpoint Mall, traffic data were obtained and evaluated to determine the impact of the additional space on present traffic conditions.

The investigation showed that new highway construction east of the Mall has provided increased accessibility to the south side (Northpoint Boulevard). This has the effect of relieving a left-turn condition on the north side at the intersection of Eastern Avenue and Rolling Mill Road. These new highway facilities together with the location of the Penney store on the south side should attract additional traffic to the side where there is surplus capacity. Also, Northpoint Boulevard is the road most relieved by the freeway construction particularly during the critical commuter hours.

Based on the findings of this study, it is concluded that the traffic generated by the J. C. Penney store can be accommodated by the existing facilities with the principal recommendation being to encourage use of all three outbound lanes from the Mall at the Rolling Mill Road exit.

INTRODUCTION

Eastpoint Mall is to be expanded through the addition of a third department store to be operated by the J. C. Penney Company. Present traffic conditions are part of the considerations for the expansion. Therefore the purpose of this technical memorandum is to describe the current traffic conditions at the Mall, estimate the potential future conditions after the expansion and develop recommendations for improvements to accommodate the expanded loadings if required.

The present traffic situation on the surrounding road system is described first followed by a discussion of present traffic flows to and from the Mall. The traffic generated by the proposed expansion is described next followed by a discussion of the traffic impact.

PRESENT EXTERNAL ROAD AND TRAFFIC CONDITIONS

Access to the Mall is from two primary state highways, Md. Routes 150 (Eastern Avenue) and 151 (Northpoint Boulevard). Both roads are four-lane divided highways and are connected by a full interchange at their intersection at the west end of the Mall property. East of the Mall both highways interchange with the Patapsco Freeway which passes just east of the Mall. The general configuration of highways serving the site is shown in Exhibit 1; more specific details of the ramp configurations in relation to the site are shown in Exhibit 2.

Both daily and hourly traffic data were obtained from the State Highway Administration which was supplemented by counts conducted by the consultant.



EXHIBIT 1 - REGIONAL HIGHWAY NETWORK SERVING
EASTPOINT MALL

HIGHWAYS SERVING EASTPOINT MALL

LEGEND

(X) - NUMBER OF LANES

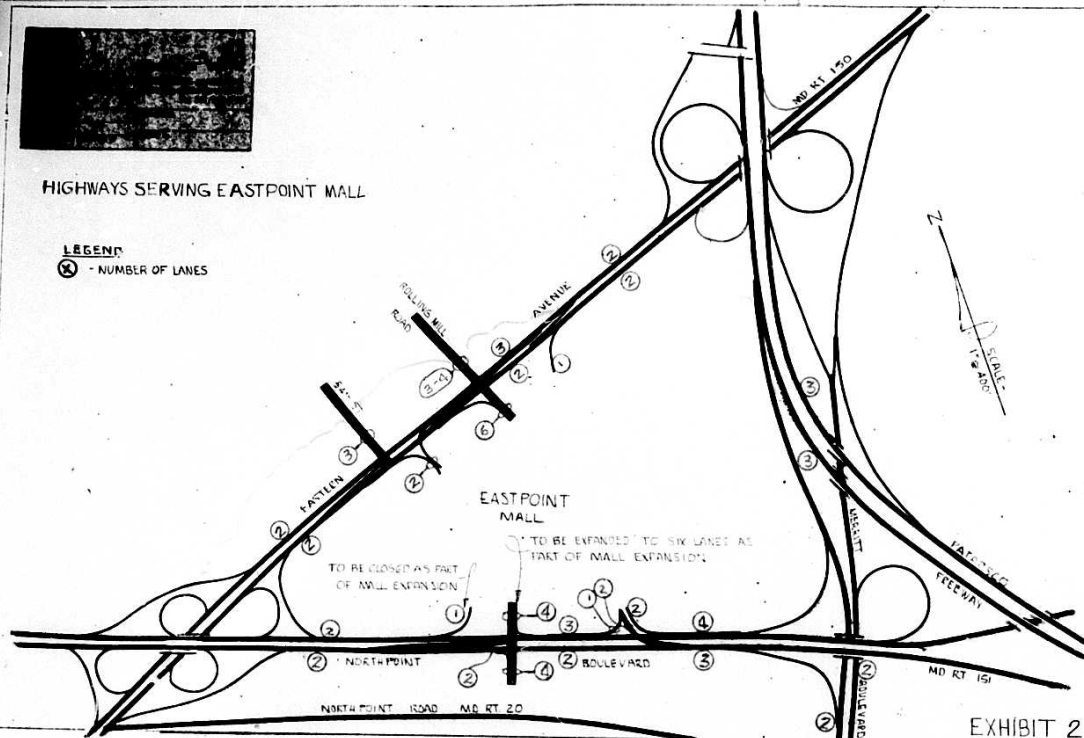


EXHIBIT 2

The average daily traffic data was not available at the site itself but counts on both Routes 150 and 151 have been kept on a continuing basis at the Baltimore City line within two miles of the site to the west. These data show a daily volume range on Eastern Avenue (Route 150) from 25,000 to 27,000 over the past eight years. On Route 151 (Northpoint Boulevard), volume was holding relatively steady at 36,000 to 38,000 from 1965 through 1969, jumped to 41,000 in 1970, back to 36,000 in 1971 and down to 31,000 in 1972 as a result of opening the Patapsco Freeway. The volume indicated for Northpoint Boulevard at the site in 1972 was 27,000 vehicles per day.

The hourly volume data show that the afternoon peak hour occurs relatively early in this area with the majority of flows peaking between 4:00 and 5:00 p.m. The counts conducted by the consultant confirmed this and indicated that this was the time of the worst traffic conditions. The consultants counts extended to 5:00 p.m. and indicated that even with the start of the shopping exodus between 8:00 and 9:00 p.m., the 4:00-5:00 p.m. peak is still the worst condition, volumes of traffic during this peak hour on the highway network are shown on Exhibit 3.

Capacity calculations were undertaken at potentially critical points in the system. The most difficult intersection is at Eastern Avenue and Rolling Mill Road where operation is between Levels of Service C and D during the peak hour and close to Level of Service C from 5:00 to 6:00 p.m. All other points in the system are operating at better than a Level of Service C.

5

PEAK HOUR TRAFFIC VOLUMES ON HIGHWAY NETWORK (4:00-5:00 PM)

XXX/XXX - VOLUME COMPARISONS FROM DIFFERENT COUNTS

NOTE: NO ATTEMPT HAS BEEN MADE TO BALANCE COUNTS TAKEN ON DIFFERENT DAYS OR AT DIFFERENT TIMES

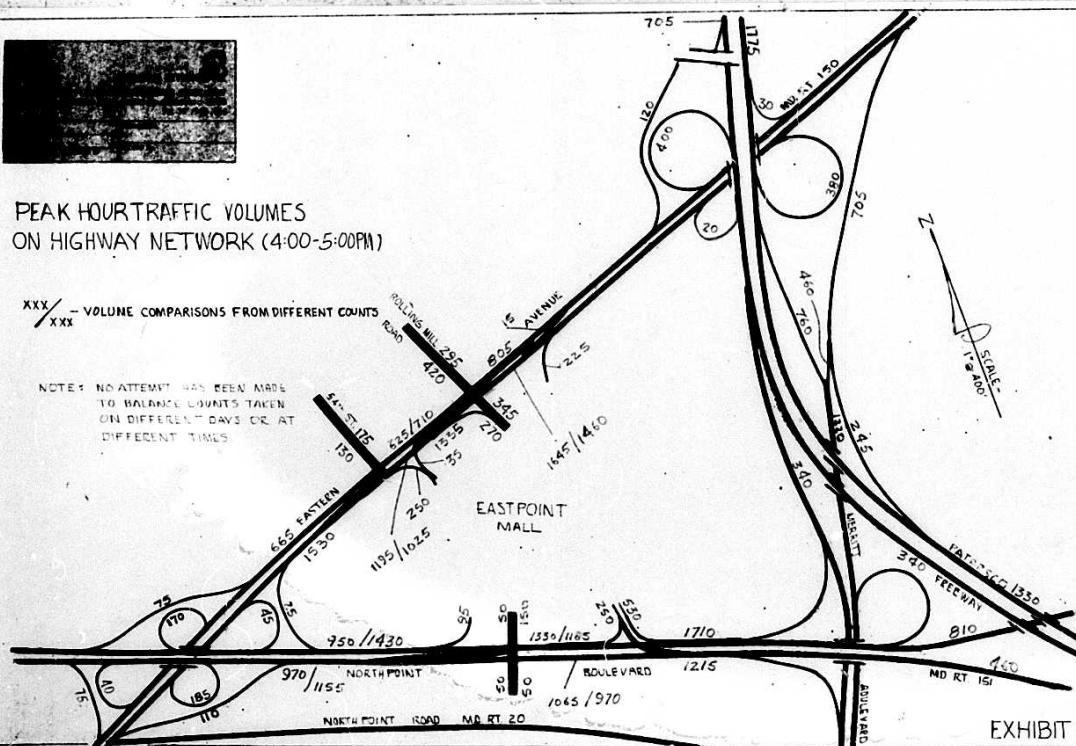


EXHIBIT 3

PRESENT SHOPPING CENTER TRAFFIC

Data on traffic entering and leaving Eastpoint Mall were put together from counts conducted by the Md. S.H.A. and by the consultant. From these data the following approximations were developed:

1. The total traffic entering and leaving the Mall each hour from 4:00 to 9:00 p.m. (Exhibit 4)
2. The distribution of traffic entering and leaving the center (Exhibit 5)
3. The relative usage of each driveway (Exhibit 6)

EXHIBIT 4 APPROXIMATE HOURLY TRAFFIC VOLUMES ENTERING LEAVING EASTPOINT MALL

Time	Entering	Rate/ 1,000 sq. ft. *	Leaving	Rate/ 1,000 sq. ft. *
4:00-5:00	1,350	2.60	975	1.90
5:00-6:00	1,375	2.65	1,175	2.35
6:00-7:00	1,500	2.90	1,125	2.15
7:00-8:00	1,800	3.45	1,350	2.60
8:00-9:00	1,150	2.20	1,600	3.10

*Based on 520,000 square feet existing center.

Relative to Exhibit 6, the percentages shown do not fully reflect the effect of the reconstruction of Merritt Boulevard along the east side of the Mall which allows right turn ingress from the north thus supplementing the existing left turn ingress from Eastern Avenue. At the Rolling Mill Road, the improved access had been opened for just over a month according to Eastpoint Mall officials when the traffic counts were taken at Rolling Mill Road by the consultant.

7



DISTRIBUTION OF MALL TRAFFIC TO ACCESS HIGHWAYS

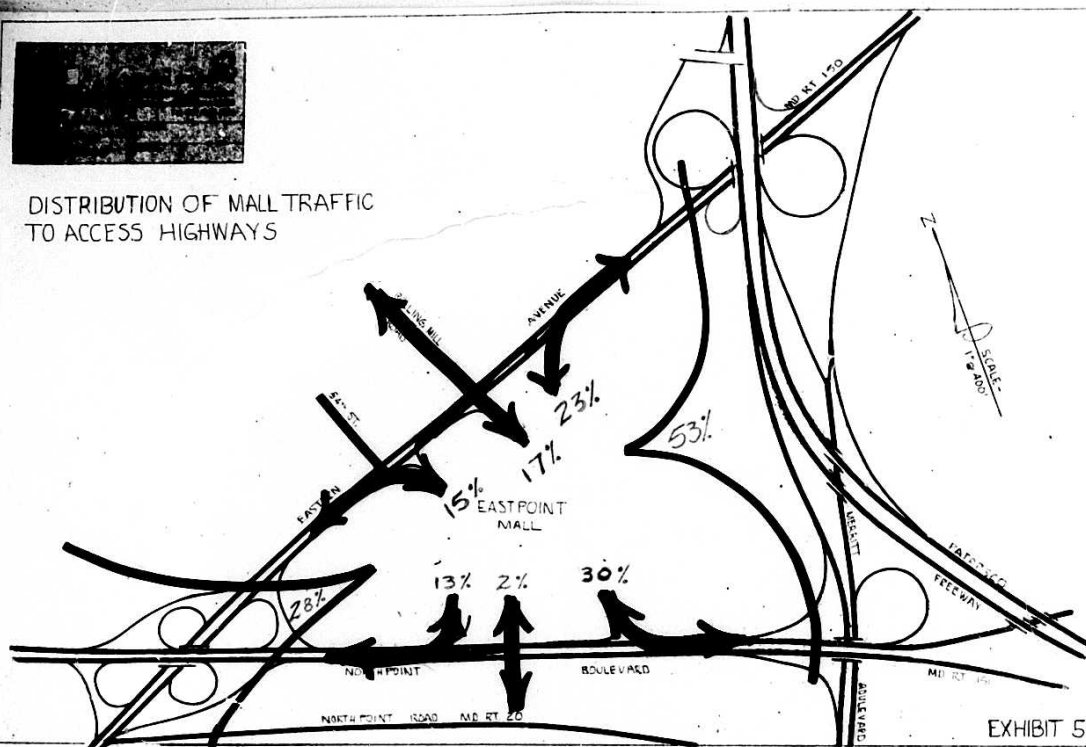


EXHIBIT 5



EXISTING DRIVEWAY USAGE

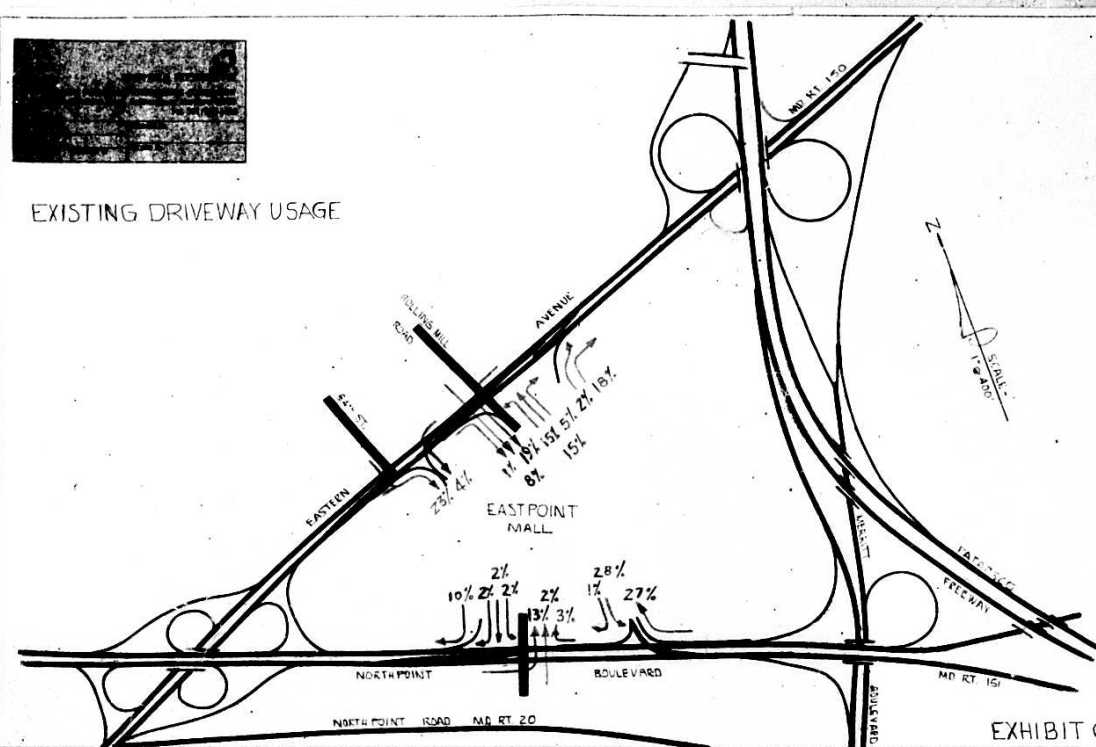


EXHIBIT 6

TRAFFIC ANALYSIS OF ADDITION

The expansion of the Mall to include a 150,000 square foot J.C. Penney store will generate additional traffic. A conservative estimate would be to assume traffic would increase in direct proportion to the added floor area. In this case, for the critical highway peak hour of 4:00-5:00 p.m. we would expect 390 additional inbound trips and 285 additional outbound trips using the data in Exhibit 4.

The effect of these trips on the present operation of the road system will be a function of the route of access that is chosen. As the data in Exhibits 5 and 6 indicate, there is at present a split of about 55% - 45% in traffic using the Eastern Avenue access points versus that using the Northpoint Boulevard access points. However, the location of the proposed J.C. Penney store on the south side of the Mall should modify this situation and encourage increased usage of the Northpoint Boulevard access points which have surplus capacity to accommodate additional traffic. The entering flow most likely to be diverted is that coming from the east on Eastern Avenue which turns left into the center at Rolling Mill Road. Therefore, in making the assignment shown in Exhibit 7 it was assumed that the left turn volume at Rolling Mill Road would not increase and that all the newly generated inbound traffic would enter via Northpoint Boulevard from the east. The remaining traffic was distributed to the other driveways in the same proportion as they exist today.

TRAFFIC IMPACT OF J.C. PENNEY STORE

Each of the signalized access points in Exhibit 7 were subjected to a capacity analysis to determine if further improvements were required. The turning movements during the peak hour are shown in Exhibits 8A and B.



ASSIGNMENT OF PEAK HOUR TRAFFIC GENERATED BY J.C. PENNEY STORE (4:00 - 5:00 PM)

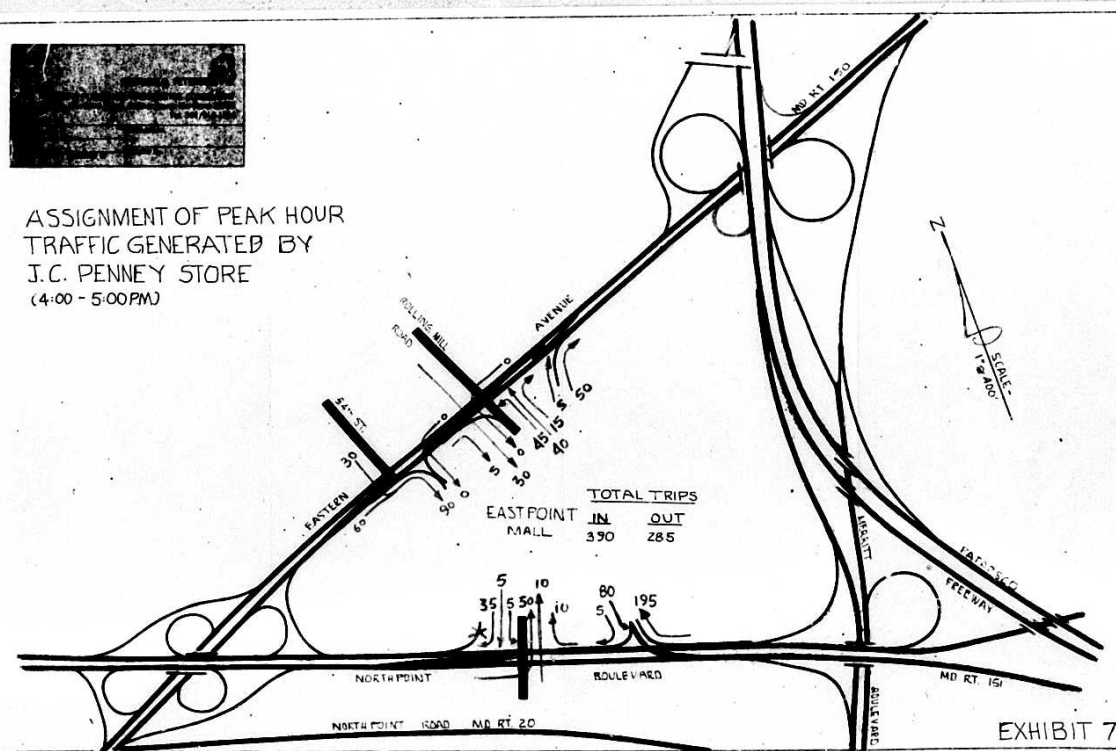
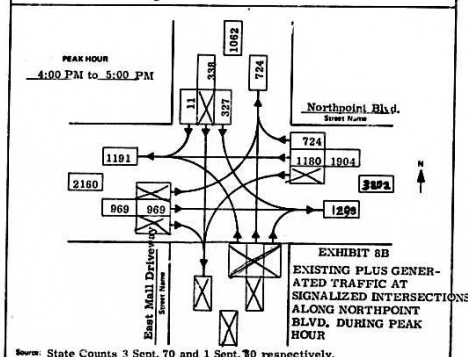
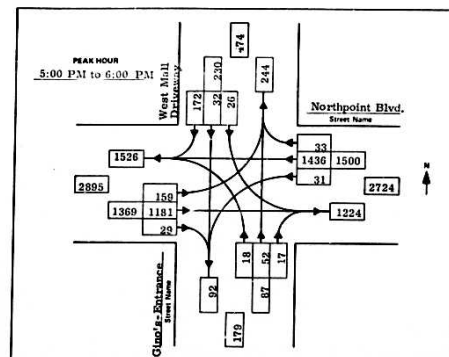
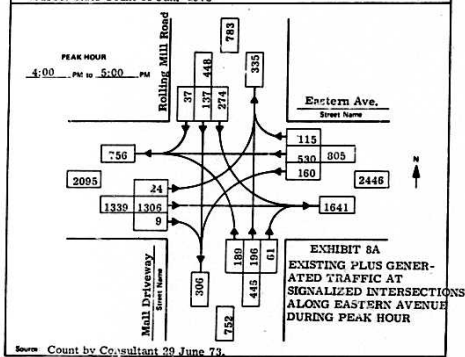
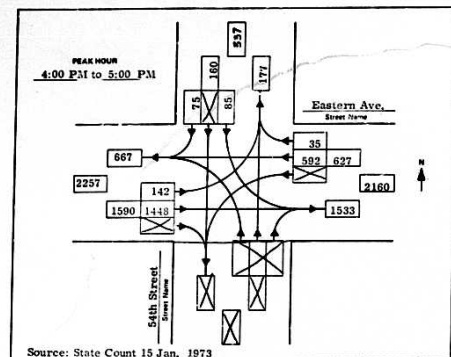


EXHIBIT 7



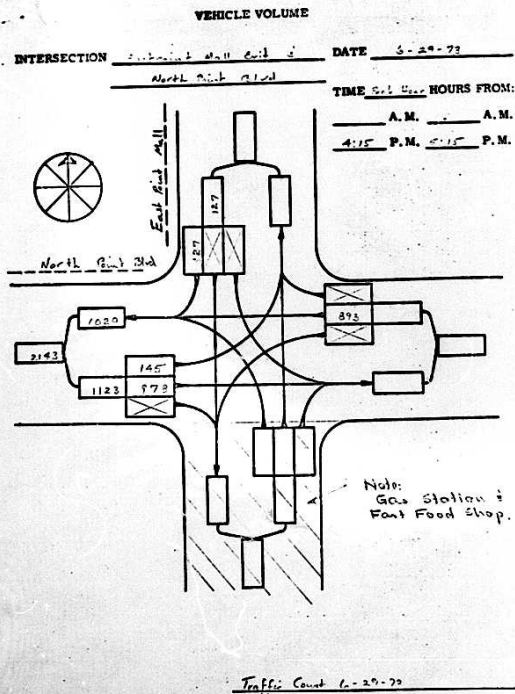
The capacity analysis shows that the outboard flow at Rolling Mill Road is not large enough to cause a substantial change in the level of service provided the left turn inbound from the east is not increased. This condition appears to be feasible given the new freeway connection to Northpoint Boulevard.

It was observed that traffic heading straight out the shopping center into Rolling Road tended to use only the center lane. To the extent that this flow is encouraged to use both the center and right lanes, possibly by improving the north approach to the intersection, some relief would be provided. Also, the signal operation should be studied to determine if a more efficient operating pattern is feasible.

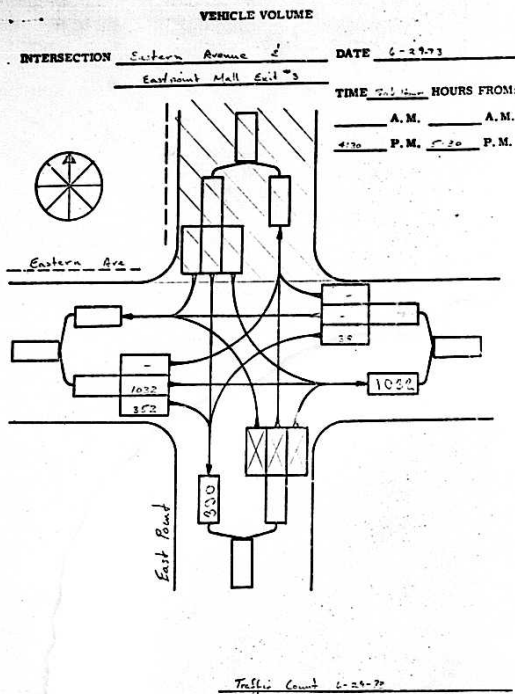
No capacity problems exist at the Northpoint Boulevard access points even given the fact that the 1970 volumes used in the analysis are substantially higher than that existing volumes because of the removal of commuter traffic from Northpoint Boulevard by the opening of the Patasco Freeway.

The revised internal circulation and access plan appears to be adequate and no suggestions are offered.

APPENDIX TRAFFIC COUNTS IN VICINITY EASTPOINT MALL



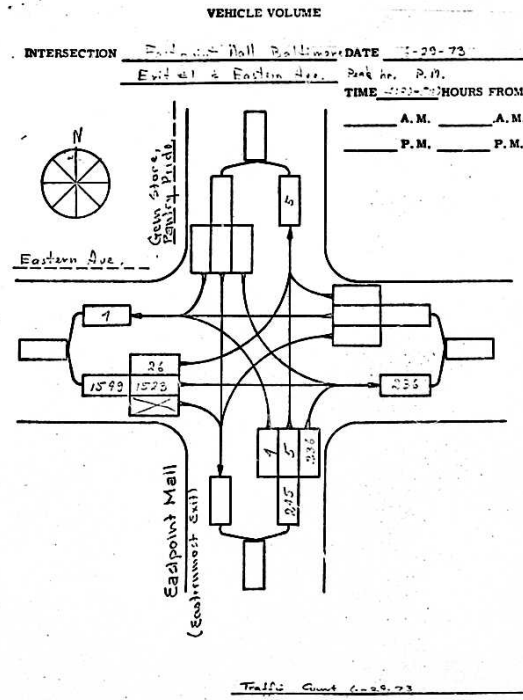
VEHICLE TURNING MOVEMENT COUNT - SUMMARY											
INTERSECTION: <u>Eastpoint Mall</u> & <u>Northpoint Blvd.</u>											
DATE: <u>6-29-73</u>											
TIME: <u>4:15 P.M. to 5:00 P.M.</u>											
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STEPHEN G. JENSEN, P.E.
TRAFFIC PLANNING & ENGINEERING CONSULTANTS

VEHICLE TURNING MOVEMENT COUNT-SUMMARY
INTERSECTION Eastern Avenue & Eastpoint Mall East 2 DATE 6-29-73 DAY Friday
COUNTED BY S. G. Jensen

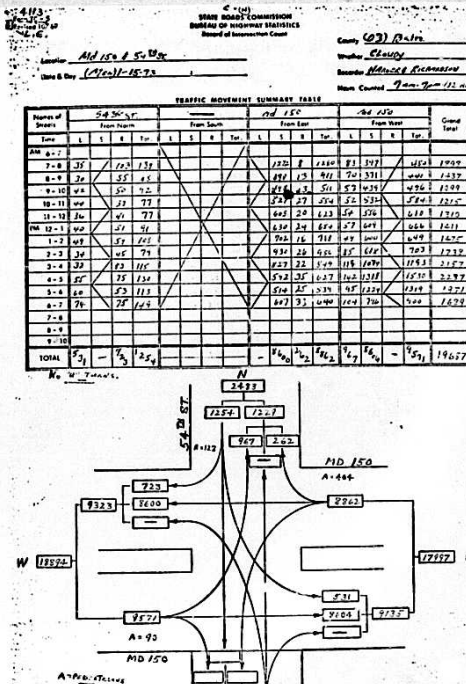
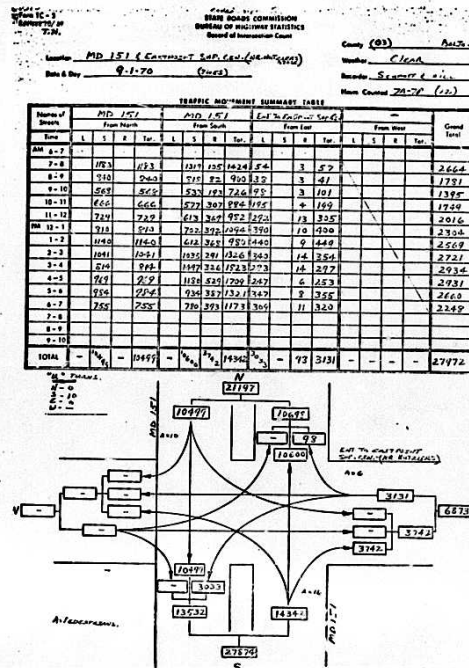
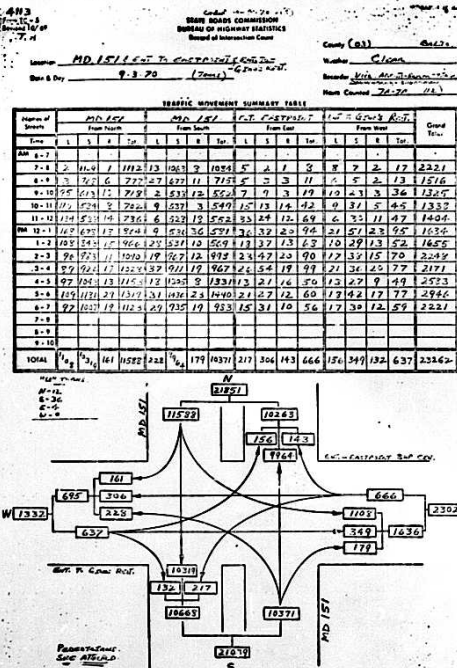
TIME	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH				TRAFFIC FROM WEST				TRAFFIC FROM EAST			
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL
7-8 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
8-9 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
9-10 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
10-11 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
11-12 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
12-1 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
1-2 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
2-3 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
3-4 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
4-5 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
5-6 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
6-7 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
7-8 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
8-9 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
9-10 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
TOTAL	10	10	10	30	10	10	10	30	10	10	10	30	10	10	10	30



STEPHEN G. JENSEN, P.E.
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VEHICLE TURNING MOVEMENT COUNT-SUMMARY
INTERSECTION Eastern Avenue & Eastpoint Mall East 2 DATE 6-29-73 DAY Friday
COUNTED BY S. G. Jensen

TIME	TRAFFIC FROM NORTH				TRAFFIC FROM SOUTH				TRAFFIC FROM WEST				TRAFFIC FROM EAST			
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL
7-8 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
8-9 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
9-10 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
10-11 AM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
11-12 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
12-1 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
1-2 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
2-3 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
3-4 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
4-5 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
5-6 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
6-7 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
7-8 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
8-9 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
9-10 PM	1	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3
TOTAL	10	10	10	30	10	10	10	30	10	10	10	30	10	10	10	30

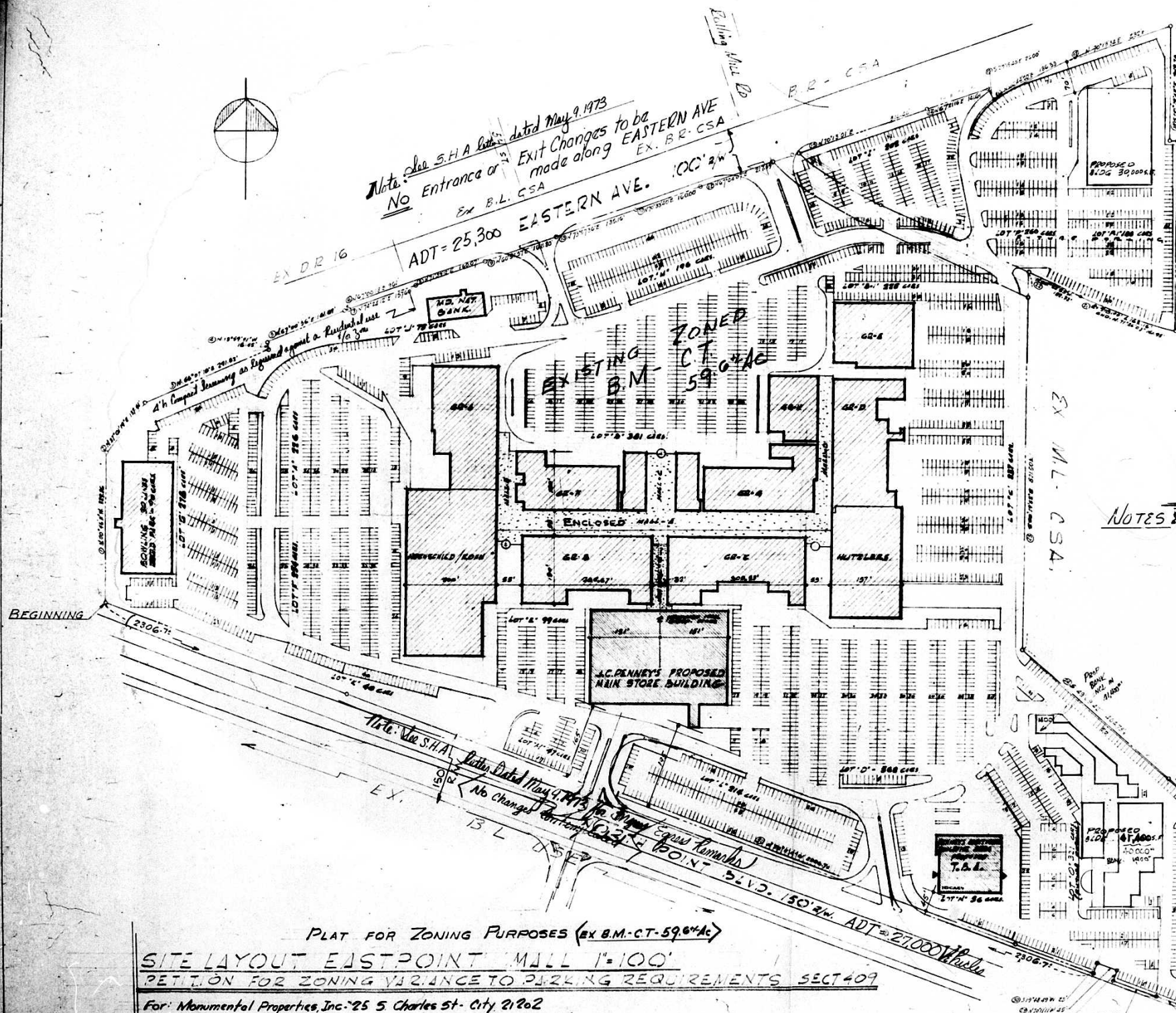


Petition for zoning variance to parking requirements
 Parking Required: 4,534 car spaces: Provided: 4,134
 Variance to a requirement that Mall Area be counted (A=200) for additional car parking spaces (347) plus variance to requirements for 10,600' Retail: 200 = 53 car spaces. Total Reduction = 400 Car spaces

Total of ALL Buildings	S.F.	CAR SPACES
Existing, Planned & Future	869,789'	4,534
Less Mall Area, minus	69,290'	- 347
Less 10,600' Retail minus	10,600'	- 53
Total Parking Spaces Shown		4,134

- ✓ Present Retail 531,224' - 2,657 Car spaces
- Proposed Retail 222,600' - 1,114 Car spaces
- ✓ Present Office 19,952' - 78 Car spaces
- Proposed Office 1,440' - 5 Car spaces
- ✓ Present Restaurant 9,123' - 183 Car spaces
- ✓ Present Bowling Alley 30 lanes - 90 Car spaces
- Proposed T.B.A. 18,000' - 60 Car spaces
- ✓ Existing Enclosed Mall 69,290' - 347 Car spaces
- Required Car Spaces - 4,534
- Less Mall (69,290' - 200)
- Less 10,600' Retail - 200
- Provided (Mac Paved & Striped) 4,134 Car spaces

- NOTES: 1. Baltimore County Fire Dept has approved site plans for Fire Hydrant and sprinkler systems locations.
 2. All Public Works facilities are available.
 3. All Bureaus have updated site plans. The Mall anchorage is complete.
 4. All parking, access roads, drives & spaces are Macadam paved.
 5. All setbacks from P.H. conform to County & State Codes.
 6. A curb 8' w x 6" h has been provided around the parking lot. The curb setback is at least 4' from Road R/W line where there is no parking and at least 8' from Street R/W line where parking is proposed and to be used against it.



PLAT FOR ZONING PURPOSES (EX B.M.-CT-59.64 AC)
 SITE LAYOUT EASTPOINT MALL 1"=100'
 PETITION FOR ZONING VARIANCE TO PARKING REQUIREMENTS SECT 409
 For: Monumental Properties, Inc. 25 S Charles St. City 21202
 DIST # 15 BALTO. COUNTY, MD
 SCALE: 1"=100'
 APRIL 25, 1973

See Sh. 2 of 2 for
 Detailed Plans Showing All of the Individual
 Uses of the Buildings

June 14, 1973
 Updated June 18, 1973

JAMES S. SPANER & ASSOCIATES
 ENGINEERS & SURVEYORS
 8017 YORK ROAD
 JOWSON, MD. 21204

Jewell D. ...
 ARCHITECT

This is Sheet 1 of 2 ITEM

Boat - 30 Janus
Total 90.2 Janus

RETAIL STORAGE RESTAURANT
1 30 Boat Janus 7,600
2 21,921 9,932
3 7,523 75,167
4 3,191
5 5491
6 1,900 (Office)
7 2,879
8 140,000
9 185,094 9,932 5491
10 1,916,200.500
11 125,000 210,500

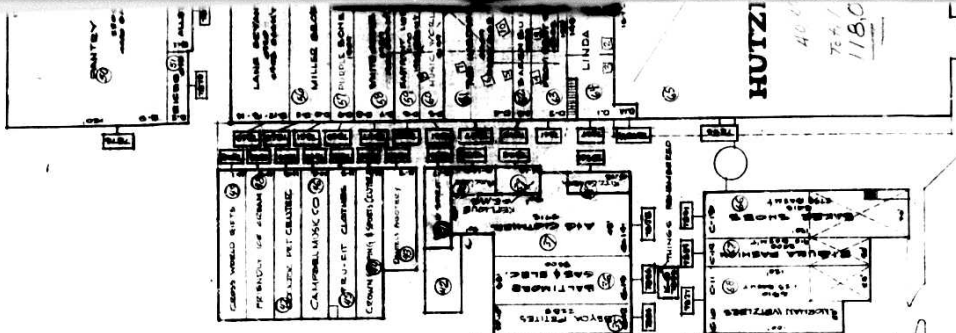
AVENUE EASTERN

MARTIN'S NAT. BANK
1000
100-100

RETAIL	STORAGE
11	600
12	950
13	8,015
14	3,400
15	5,700
16	2,600
17	2,000
18	2,000
19	2,000
20	1,728
21	14,900
22	10,000
23	12,500
24	15,000
25	12,500
26	10,000
27	19,000
28	10,000
29	10,000
30	10,570
31	2,987
32	2,000
33	3,000
34	4,000
35	2,283
36	3,500
54,740	

RETAIL	STORAGE
37	5,115
38	600
39	536
40	535
41	1,100
42	1,200
43	1,700
44	2,170
45	2,170
46	2,170
47	2,170
48	2,170
49	2,170
50	22,025
51	671
52	934
53	400
54	840
49,345	

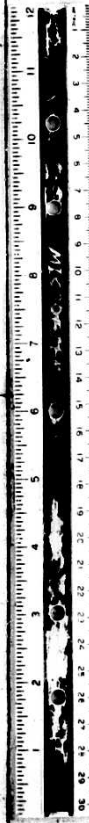
9,000



UTILITY BASIN
PROP J.C. Penny Co. 150,998
Also T.B.A. Bldg - 13,000
See 1st 2 for layout - 411,400
Total 50,000

RETAIL	STORAGE
66	5,415
67	2,400
68	5,510
69	3,467
70	1,983
71	1,683
72	1,600
73	2,400
74	2,590
75	9,460
76	6,875
77	4,010
78	2,645
79	3,745
80	3,000
81	3,000
82	40,844
161,307	
10,369	

Total Retail
140,000
Hutchinson, Kohn



Building Area: Gross Total 594,088 sq. ft. (12.00) sq. ft.
 LESS Office Building 22,500
 LESS Storage 38,579
 LESS Paint & Hardware 10,776
 LESS Present Retail Use 5,265.71
 Add Present Mall 69,290
 Subtotal (incl. Retail) 593,801.29 sq. ft.
 PARKING
 Required 593,801.29 sq. ft. Car Spaces 4,980
 Existing (incl. 30 spaces) 90
 Office Building 22,500
 Paint & Hardware 10,776
 Add Proposed Retail (10,000 sq. ft.) 22,500
 Proposed Office Building (10,000 sq. ft.) 10,000
 Paint & Hardware 10,776
 TOTAL REQUIRED PARKING 4,534

Agreed: A variance to the regulations that requires the Mall Area to be counted as retail space.

50: 69,290 = 200
 Less: 10,000 = 10,000
 50: 10,000 = 200
 Total Reduction 400

Therefore: Provide 4,534 less 400 = 4,134 Car Spaces

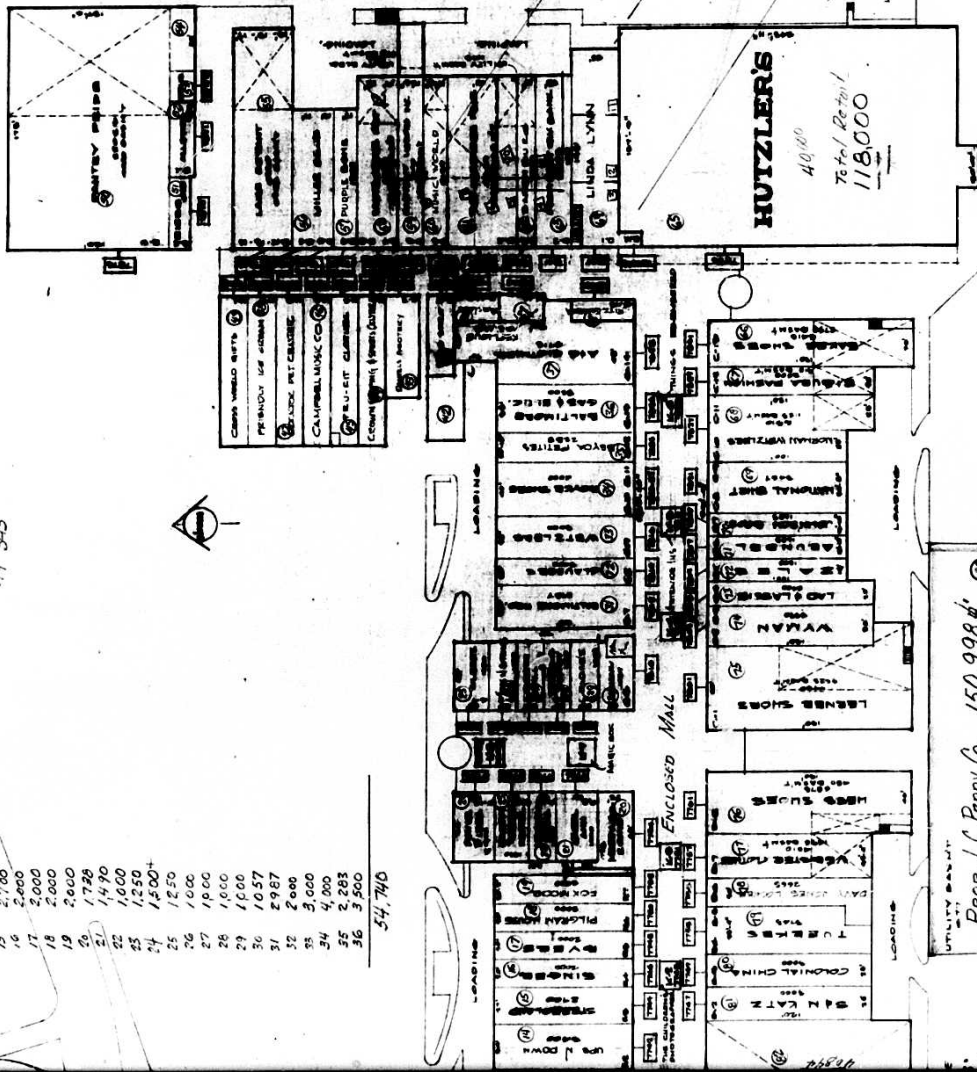
STORAGE

RETAIL	STORAGE
37 5,715	9,000
38 6,400	
39 5,700	
40 5,800	
41 11,000	
42 1,300	
43 1,700	
44 2,170	
45 2,170	
46 2,170	
47 2,170	
48 2,170	
49 2,170	
50 22,025	
51 671	
52 934	
53 400	
54 840	
	49,545

STORAGE

RETAIL	STORAGE
11 60	
12 500	
13 0.15	
14 3,400	
15 2,700	
16 2,000	
17 2,000	
18 2,000	
19 2,000	
20 1,700	
21 1,400	
22 1,000	
23 1,250	
24 1,500	
25 1,250	
26 1,000	
27 1,000	
28 1,000	
29 1,000	
30 1,057	
31 2,987	
32 2,000	
33 3,000	
34 4,000	
35 2,283	
36 3,500	
	54,740

RETAIL	STORAGE
56 4,720	2,598
57 3,000	
58 1,509	
59 3,190	1,535
60 2,199	1,470
61 6,409	3,254
62 4,759	
63 3,052	
64 5,000	
65 3,000	
66 1,000	
67 1,000	
68 1,000	
69 1,000	
70 1,000	
71 1,000	
72 1,000	
73 1,000	
74 1,000	
75 1,000	
76 1,000	
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94 1,000	
95 1,000	
96 1,000	
97 1,000	
98 1,000	
99 1,000	
100 1,000	
	9,028



PROP J.C. Penny Co. 150,998 sq. ft.
 Also T.B.A. Bldg - 18,000 sq. ft.
 See Sh 1 of 2 for Proposed Retail - 411,400
 20,000

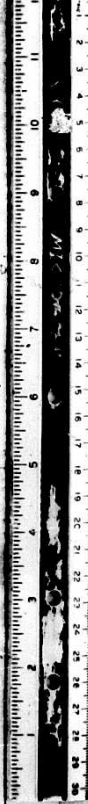
"Detailed Plan Showing ALL of the Individual Plans of the Buildings June 14, 1973
 For Parking Requirements & Compliance See Sh 1 of 2
 Sheet 1 of 2 in "Plan for J.C. Penny Co." "

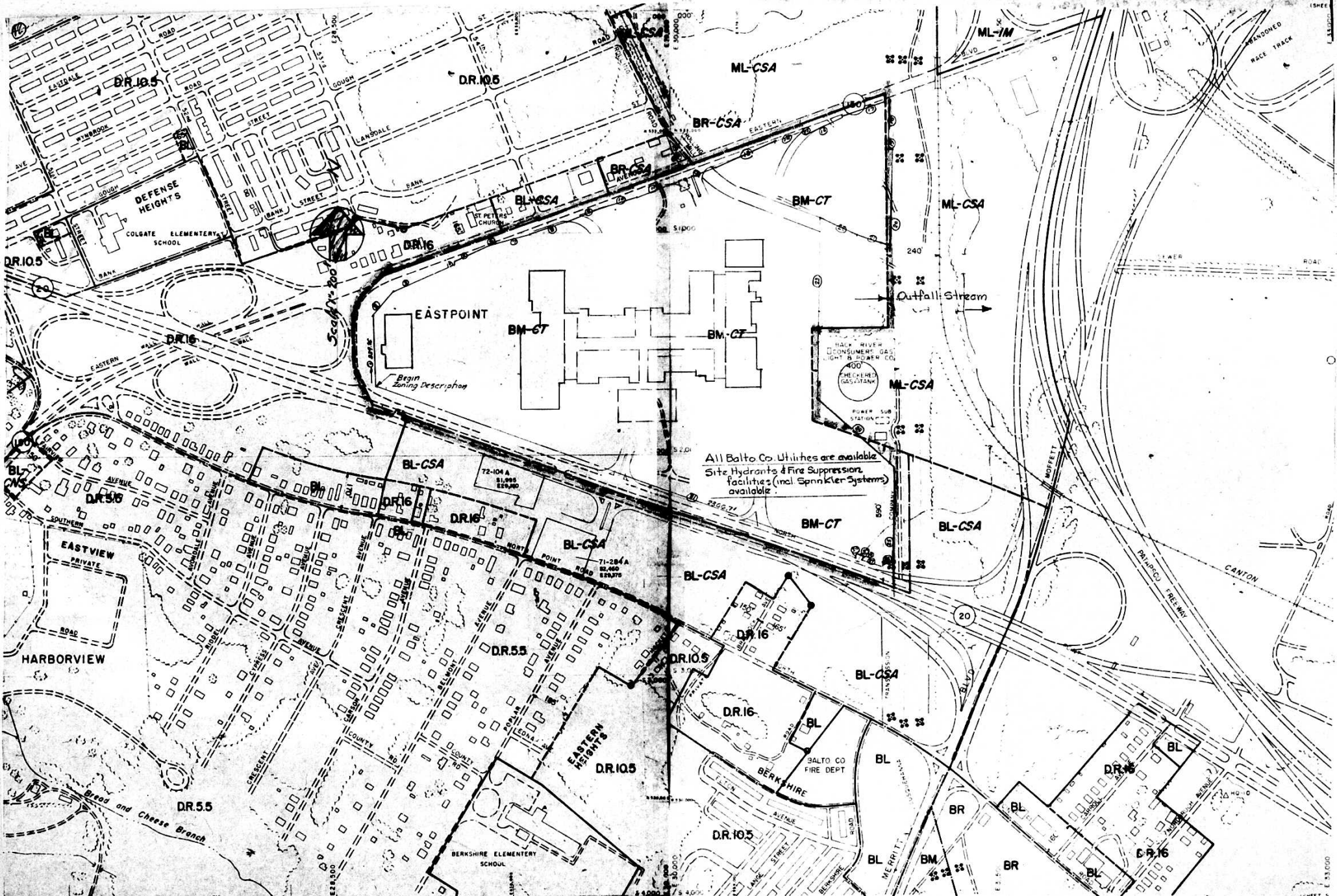
JAMES S. SPANER & ASSOCIATES
 ENGINEERS & SURVEYORS
 8017 YORK ROAD
 JONSON, MD. 21204



THOMAS C. JEWELL, AIA
 10000
 JUNE 14, 1973
 DATE
 BY
 CHECKED BY

This is Sheet 2 of 2





PHOTOGRAMMETRIC MAP OF METROPOLITAN AREA ZONING MAP

REVISIONS		SCALE 1" = 200'	LOCATION EASTPOINT	SHEET SE E
BY	DATE			
DATE OF PHOTOGRAPHY DEC. 1964				

Topography Compiled By Photogrammetric Methods
AERAMS AERIAL SURVEY CORP. LANSING, MICH.

J-SE I-SW (Scale: 1" = 200' Zoning Map to Accompany Site Plan & Zoning Description)
 F-NE E-NW
 JAMES S. SPANER & ASSOCIATES
 ENGINEERS & ARCHITECTS
 5017 YORK ROAD
 TOWSON, MD. 21204
 ADOPTED BY THE BALTIMORE COUNTY COUNCIL
 MARCH 24, 1971
 BY BILLS NOS. 28, 29, 30, 31, and 32
 BALTIMORE COUNTY
 OFFICIAL ZONING MAP

Petition for Zoning Variance to Parking Requirements - Sect 409

Parking Required: 4,534 car spaces: Provided: 4,134

Variance: In a requirement that Mall Area be counted (A=200) for additional Car Parking Spaces (347) plus variance to requirements for 10,600 Retail=200=53 car spaces. Total Reduction=400 Car spaces

Total of ALL Buildings	S.F.	CAR SPACES
Existing Planned Future	859,789	4,534
Less Mall Area Minus	69,290	- 347
Less 10,600 Retail Minus	10,600	- 53
Total Parking Spaces Shown		4,134

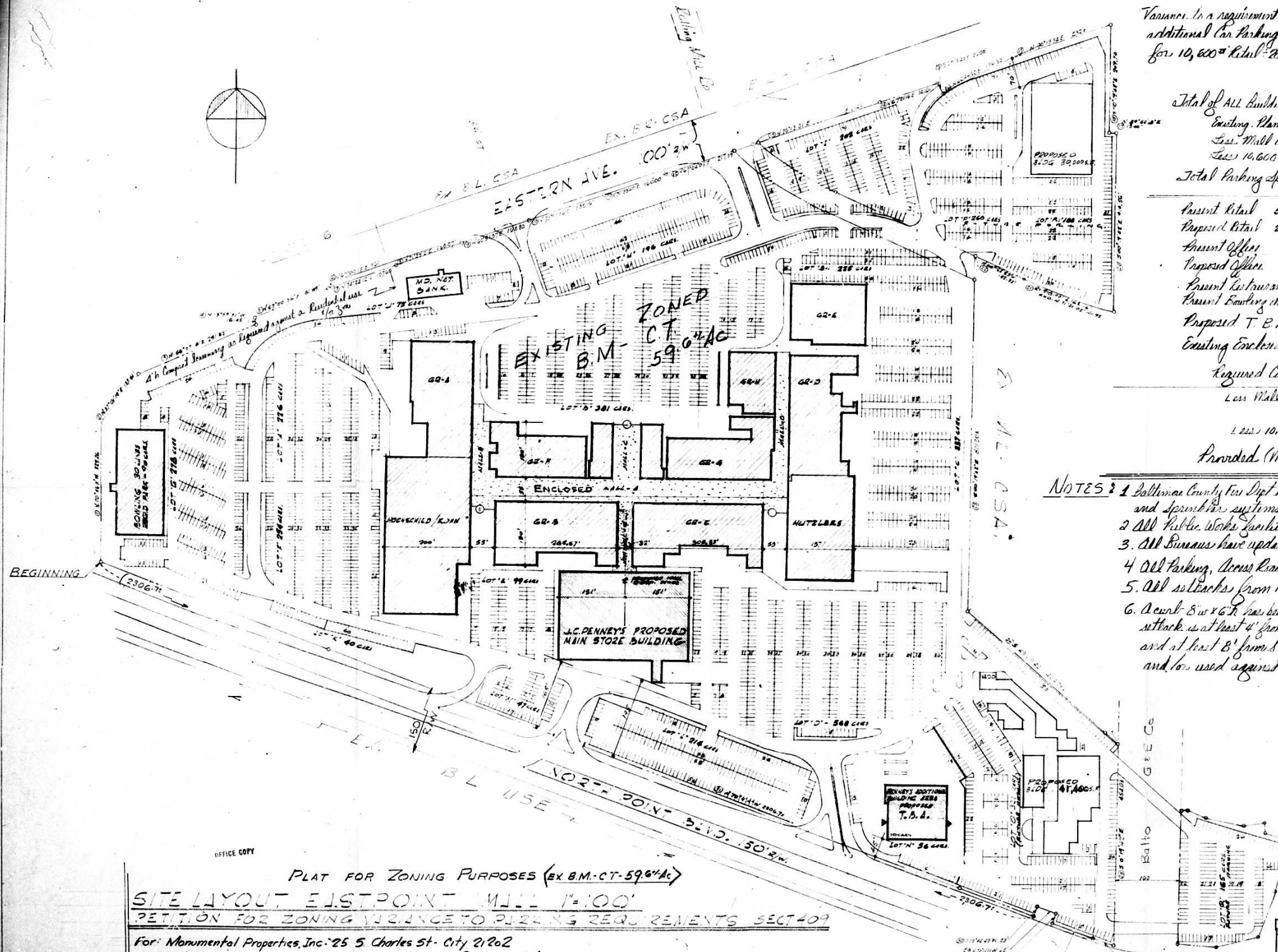
Present Retail	531,224	- 2,657 Car spaces
Proposed Retail	222,600	- 1,114 Car spaces
Present Office	19,952	- 78 Car spaces
Proposed Office	1,440	- 5 Car spaces
Present Restaurant	7,125	- 183 Car spaces
Present Existing Hotel	30,000	- 90 Car spaces
Proposed T.B.A.	18,000	- 60 Car spaces
Existing Enclosed Mall	69,290	- 347 Car spaces
Required Car Spaces		4,534

Less Mall (69,290 S.F.) - 347

1,222,10,600 Retail=200 - 4,187

Provided (Mac Paved & Striped) 4,134 Car spaces

- NOTES: 1 Baltimore County Fire Dept has approved site plans for Fire Hydrant and sprinkler systems locations.
2 All Public Works facilities are available.
3 All Bureaus have updated Site Plans. The Mall anchors is complete.
4 All Parking, Access Roads, Curb & Spaces are Macadam paved.
5 All setbacks from Pls conform to County & State Codes.
6 A curb 8' or 6' has been provided around the parking lot. Its curb setback is at least 4' from Road Right line where there is no parking and at least 8' from Street Right line where parking is proposed and for use against it.



OFFICE COPY

PLAT FOR ZONING PURPOSES (EX B.M.-CT-59.64 AC)

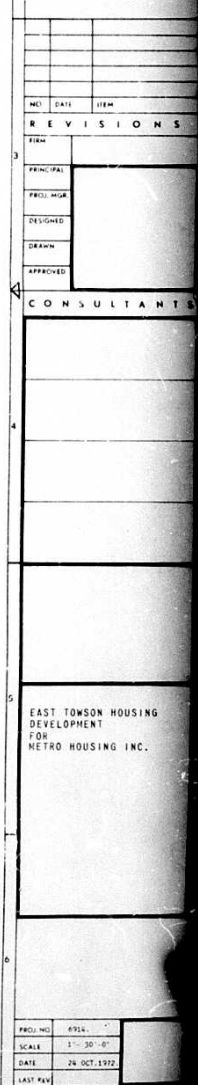
SITE LAYOUT EASTPOINT MALL 1"=100'

PETITION FOR ZONING VARIANCE TO PARKING REQUIREMENTS SECT 409

For: Monumental Properties, Inc. 25 S Charles St. City 21202
DIST #15
BALTO. COUNTY, MD
APRIL 25, 1973
SCALE: 1"=100'

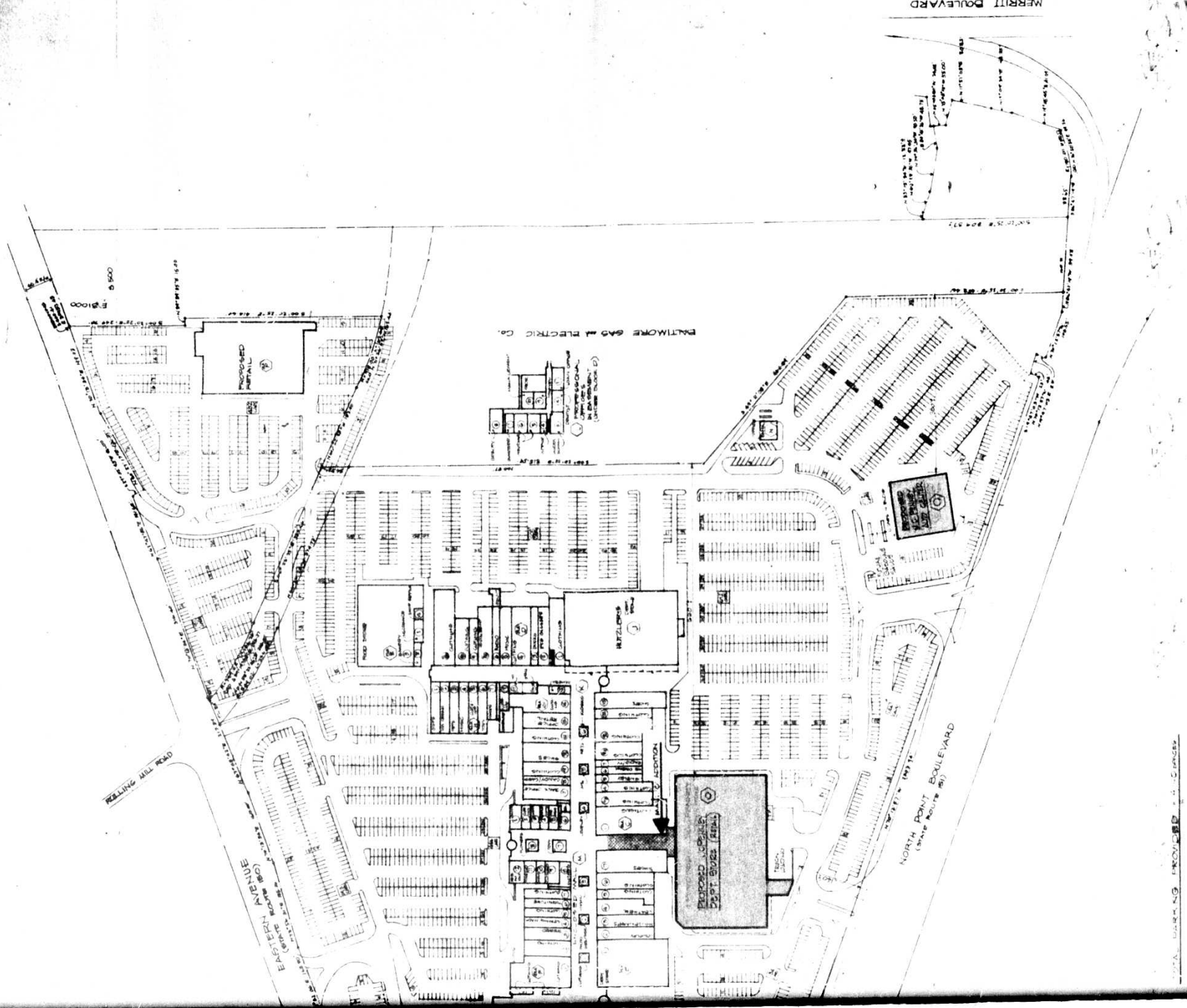
JAMES S. SPANER & ASSOCIATES
ENGINEERS & SURVEYORS
8017 YORK ROAD
JOWSON, MD. 21204

Jewell Downing
& Associates
Architects
1200 W. Mount Royal Ave. Baltimore, Md. 21217



NO DATE BY DESCRIPTION

REVISIONS



APPROVED
3-7-75
73-083

E. Robert Kent
Mechanical Engineer
4530 Hollins Ferry Road
Baltimore, Md. 21227

Leon Selzer Associates
Structural Engineers
200 W. 57th St. N.Y. N.Y. 10019

architect:
Kahn Associates
292 Madison Avenue
New York, N.Y. 10017

general contractor:
**The Whiting-Turner
Contracting Company**
300 E. Joppa Road
Baltimore, Md. 21204

JCPenney
Dept. Store No. 982
Eastpoint Shopping Center
Eastpoint
Maryland

SITE PLAN
FOR PERMIT APPLICATION
SHOWING PARKING & SETBACKS

DATE 2-28-75
SCALE 1"=100'
DRAWN BY
CHECKED BY
DWG. EPM-20

PERMIT SITE PLAN

SITE PLAN
SCALE 1"=100'
EASTPOINT MALL
15TH ELECTION DISTRICT, BALTIMORE COUNTY, MARYLAND
DATE: 6/1/71
ZONING - BA CT



2.00	SPACERS
4.00	SPACERS
2.00	SPACERS
4.00	SPACERS

**Jewell Downing
& Associates
Architects**

SITE PLAN
SCALE: 1"=100'

EASTPOINT MALL

15TH ELECTION DISTRICT, BALTIMORE COUNTY, MARYLAND

ZONING - BA CT

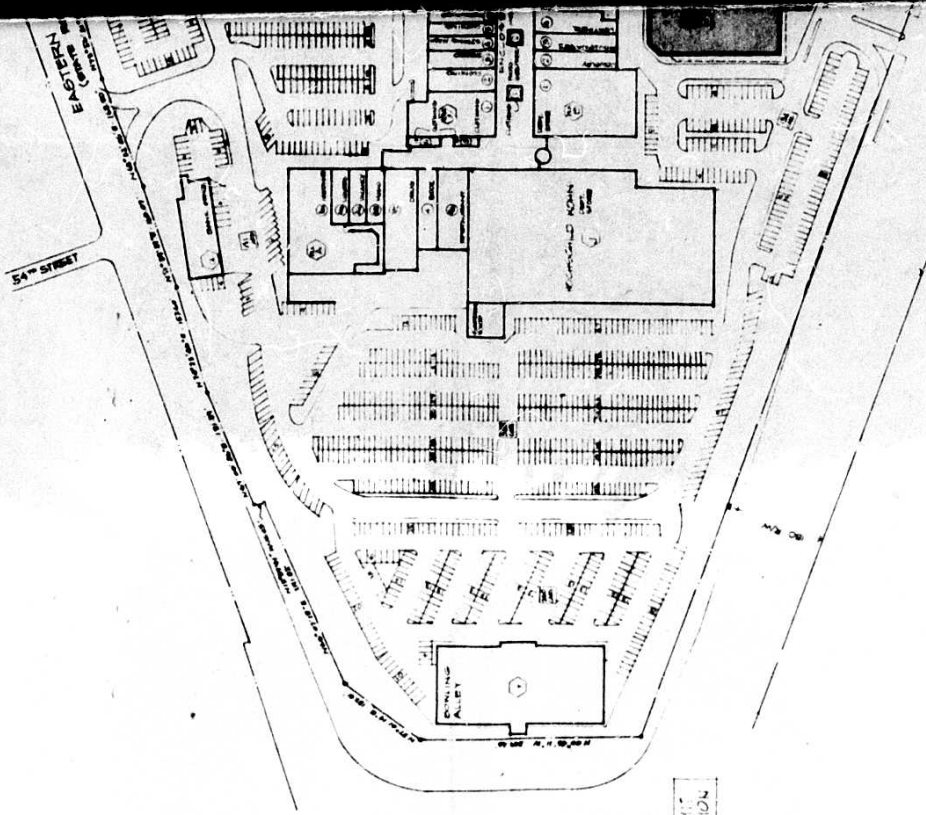
DATE: 11/1/74

PERMIT SITE #

TABULATIONS

RETAIL SPACE AND PLANNING TABULATIONS									
Store Number	Department	Category	Subcategory	Product Line	Product Description	Product Code	Product Price	Product Weight	Product Volume
(A)	Alp	14,300	300	31.5	(6)	1	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	2	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	3	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	4	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	5	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	6	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	7	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	8	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	9	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	10	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	11	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	12	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	13	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	14	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	15	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	16	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	17	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	18	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	19	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	20	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	21	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	22	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	23	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	24	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	25	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	26	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	27	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	28	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	29	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	30	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	31	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	32	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	33	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	34	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	35	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	36	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	37	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	38	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	39	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	40	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	41	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	42	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	43	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	44	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	45	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	46	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	47	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	48	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	49	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	50	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	51	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	52	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	53	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	54	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	55	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	56	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	57	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	58	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	59	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	60	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	61	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	62	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	63	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	64	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	65	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	66	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	67	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	68	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	69	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	70	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	71	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	72	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	73	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	74	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	75	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	76	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	77	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	78	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	79	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	80	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	81	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	82	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	83	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	84	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	85	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	86	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	87	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	88	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	89	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	90	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	91	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	92	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	93	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	94	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	95	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	96	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	97	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	98	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	99	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	100	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	101	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	102	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	103	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	104	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	105	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	106	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	107	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	108	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	109	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	110	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	111	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	112	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	113	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	114	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	115	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	116	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	117	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	118	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	119	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	120	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	121	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	122	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	123	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	124	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	125	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	126	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	127	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	128	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	129	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	130	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	131	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	132	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	133	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	134	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	135	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	136	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	137	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	138	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	139	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	140	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	141	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	142	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	143	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	144	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	145	1,000	1000	1000
	Alp	14,300	300	31.5	(6)	146	1,000	1	

NO.	DESCRIPTION	AMOUNT	DATE
1	TOTAL PARKING SPACES REQUIRED - 4,175 SPACES		
2	ZONING VARIANCE	LESS 400 SPACES	
3	ACTUAL PARKING SPACES REQUIRED - 3,775 SPACES		
4	ACTUAL PARKING SPACES PROVIDED - 4,120 SPACES		



THIS PERMIT
APPLICATION

[illegible]

NEW CHARKING LATER 1978

TYPICAL PARKING DAY:

[illegible]

**David Downing
Associates
Architects**

OWNER/DEVELOPER:
EASTPOINT MALL
85 S. CHARLES STREET
BALTIMORE, MARYLAND 21201

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