

WILLIAM E HAMMOND ZONING COMMISSIONER

County, on the

A. M.

June 22, 1979

John B. Howard, Esquire 210 Allegheny Avenue Towson, Maryland 21204

> RE: Petition for Special Exception N/S of Private Road, approximately 6900' E ei Hanover Road - 4th Election District Baltimore Gas and Electric Company - Petitioner NO. 79-247-X (Item No. 216)

Zoning Commissioner of Baltimore County.

Dear Mr. Howard:

I have this date passed my Order in the above referenced matter in accordance with the attached.

> Very truly yours, WILLIAM E. HAMMOND

Zoning Commissioner

WEH/srl

Attachments

cc: William E. Colburn, Esquire 17th Floor, Gas & Electric Building P. C. Box 1475 Baltimore, Maryland 21203

> John W. Hessian, III, Esquire People's Counsel

IDCA APPLICATION FOR SPECIAL EXCEPTION AND OR SPECIAL PERMITRECELLED

TO THE ZONNIG COMMISSIONER OF BALTIMORE COUNTY
Baltimore Gas and Electric Company, Options PRICES OF THE PROPERTY SITUATED IN BALTMORE ICE OF COUNTY, THE PROPERTY DUTLINE OF WHICH IS DRIVIN TO REALE, COMPLETE WITH BEARINGS AND DISTANCES, ON NG & ZONING 200 FT. SCALE MAPS, WHICH AME ATTACHED HERETO, HEREBY MAKE APPLICATION TO FILE FOR A SECTION NG & ZONING Exception ____ IN A R. C. 2 _ ZOME TO USE THE HEREN DESCRIBED PROPERTY USA the construction, operation and maintenance of an overhead 115 KV electric

THE PROPERTY IS EXPECTED TO BE IMPROVED AS FOLLOWS: GROSS SITE AREA ____ DEED REF. ____

---- % OF OVERALL FATE WILL REQUIRE GRADING.

AREA RATIO .. TOTAL FLOOR AREA DIVIDED BY SITE AREA

BUILDING USE

AREA OF SITE TO BE PAVED TO ACCOMMODATE REQUIRED PARKING SPACES -----(PAVED AREA MAY & ESTIMATED BY MULTIPLYING REQUIRED NUMBER OF SPACES BY 360)

WATER: PUBLIC PRIVATE, TYPE OF SYSTEM __NA_____ SEWER: PUBLIC PRIVATE, TYPE OF SYSTEM N/A

Baltimore Gas and Electric Company Bultimore, Maryland 21203

Baltimore, Maryland 21203

Please notify the following counsel as to the dates for consideration and hearing on the with application.

I V Stomm

william E. Colburn 1700 Gas & Electric Building P.O. Box 1475 Applicant's Attorney

ohn B. Howard 210 Allegheny Avenue P.O. Box 5517 Towson, Maryland 21204 Applicant's Attorney

CHAIRMAN, BALTIMORE COUNTY

PLANNING BOARD

RE: PETITION FOR SPECIAL EXCEPTION N/S of Private Rd., 6900', more or less, E of Hanover Rd., 4th District

: BEFORE THE ZONING COMMISSIONER

OF BALTIMORE COUNTY : Case No. 79-247-X

BALTIMORE GAS & ELECTRIC COMPANY, Petitioner

1111111

ORDER TO ENTER APPEARANCE

Mr. Commissioner:

Pursuant to the authority contained in Section 524, 1 of the Baltimore County Charter, I hereby enter my appearance in this proceeding. You are requested to notify me of any hearing date or dates which may be now or he reafter designated therefore, and of the passage of any preliminary or final Coller in connection therewith.

Feter May hummenna Peter Max Z immerman Deputy People's Counsel

John W. Hessian, III People's Counsel for Baltimore County County Office Building Towren, Maryland 21204 494-2188

I HEREBY CERTIFY that on this 31st day of May, 1979, a copy of the aforegoing Order was mailed to John B. Howard, Esquire, 210 Allegheny Avenue, Towson, Maryland 21204; and William E. Colburn, Esquire, 17th Floor, Gas & Electric Building, P. O. Box 1475, Baltimere, Maryland 21203, Altorneys for Petitioner.

John W. Hessian, ill

Description for a proposed Special Exception by Baltimore Gas and Electric Company for a wood pole transmission line on a portion of a proposed transmission line right-of-way described as an exception to Parcel C below, the balance of Parcel C and all of Parcels A and E described below having been previously approved for Special Exception by order 79-137x (Item 72):

Being an existing transmission line right-of-way 200 feet wide and the center line of the proposed wood pole transmission line being described as follows:

Beginning for the same in the center line of a proposed wood pole transmission line at a point in Northwest Master Substation, thence running for said center line parallel to and distant 20 feet measured at right angles from the easternmost side of said existing 200 foot wide right-of-way, North 30 degrees 26 minutes 30 seconds East, crossing Cockeys Mill Road at 140 feet more or less, for a total distance of 1021.11 feet, said intersection with Cockeys Mill Road being distant 3900 feet measured along said road from its intersection with Reisterstown Road, thence crossing said existing transmission line right-of-way by the three following lines: North 28 degrees 47 minutes 00 seconds East - 250.12 feet, North 00 degrees 04 minutes 30 seconds West - 284.63 feet and forth 29 degrees 23 minutes 30 seconds East - 375.00 feet, thence continuing for said center line of proposed wood pile line, parallel to and distant 20 feet measured at right angles from the westernmost side of said existing 200 foot wide right-of-way, North 30 degrees 26 minutes 30 seconds East - 603.36 feet.

Parcel B: Being an existing transmission line right-of-way generally 400 feet wide and the center line of the proposed wood pile transmission line being described as follows:

Beginning for the same in the center line of a proposed wood pole transmission line at the end of Parcel A above, thence running for said center line parallel to and distant 20 feet measured at right angles from the westernmost side of said existing 400 foot wide right-of-way, North 3 degrees 42 minutes 15 seconds East -1079.38 feet, North 53 degrees 21 minutes 00 seconds East, crossing Westminster Pike at 175 feet more or less and crossing Hanover Pike at 3255 feet more or less for a total distance of 4379.25 feet and North 36 degrees 5h minutes 00 seconds East - 7615.20 feet.

Being a proposed transmission line right-of-way generally 66 feet wide and the center line of the proposed wood pole transmission line being described as follows:

Beginning for the same in the center line of a propose? wood pole transmission line at the end of Parcel B above, thence running for said center line parallel to and distant 33 feet measured at right angles from the vesternmost side of said existing 66 foot wide right-of-way, North 19 degrees 28 minutes 36 seconds West - 1185.11 feet and North 29 degrees 42 minutes 2: seconds We.t - 4565.01 feet to the existing Colonial Pipeline Company Substation Site.

Saving and excepting that portion of the above 66 foot wide right-of-way described in Parcel C and shown hatched on the attached plat, and the center line of the proposed wood pole transmission line being described thereon as follows:

Beginning for the same in the center line of a proposed wood pole transmission line at a point distant North 19 degrees 28 minutes 36 seconds West - 1185 feet more or less measured along said center line of a proposed transmission line from the beginning of Parcel C described above, and thence extending North 29 degrees 42 minutes 21 seconds West - 490 feet more or less.

The courses in the above descriptions are referred to the True Meridian as established by the Susquehanna Transmission Company of Maryland in 1931.

The above described rights-of-way are shown outlined in red on the plat dated August 18, 1978 attached hereto and made a part

Douthirt. 3rd. (P.L.S. #10) Electric Engineering Department Baltimore Gas and Electric Company

April 3, 1979



QUALIFICATIONS OF APPRAISER (Bernard F. Somon)

MEMBER:

Baltimore County Appraisers' Society - President - 1978/79 Real Estate Board of Greater Baltimore National Association of Real Estate Boards Homebuilders Association of Maryland Baltimore Investment and Exchange Club

EDUCATION AND BACKGROUND: Graduate of Baltimore Polytechnic Institute

Residential large lot development.

Completed Real Estate Appraisal Courses I and II Johns Hopkins Evening College Licensed Real Estate Salesman since 1960 Actively engaged in the Appraisal and Acquisition of Real Estate since 1963 Actively participated in limited partnerships involving Residential Condominium Townhouse Development, Commercial and Office Building Partnerships as well as a major size

APPRAISED FOR:

Baltimore County Bureau of Land Acquisition Baltimore County Office of Law Baltimore Gas and Electric Company Baltimore County Savings and Loan Association daltimore Federal Savings and Loan Association Old Court Savings and Loan Association Maryland State Highway Administration Wilson T. Ballard and Company Engineers Kidde Consultante Numerous Attorneys, Engineers, Developers and private individuals - 2 -

TESTIFIED REFORE:

Zoning Commissioner - Baltimore County, Maryland Board of Zoning Appeals - Baltimore County, Maryland Assessment Appeals Board - Baltimore County, Maryland Circuit Court of Baltimore County Circuit Court of Harford County Public Service Commission of Maryland Board of Municipal and Zoning Appeals, Baltimore City, Maryland

AUG 0 2 1979

William E. Hammond, Esq. May 23, 1979

Page - 3

Zoning Commissioner of Baltimore County

RE: Baltimore Cas & Electric -Colonial Pipeline Company

I join BG & E in being most appreciative of your assistance and that of Messrs. Fisher and Dyer.

Kind regards.

Sincerely, 6hn B. Howard

JBH/kh Enclosure

ORDER RECEIVED FOR FILING

c.c.: Mr. Frank H. Fisher Mr. James E. Dyer

2 goks to Frank Fraher vs. Bakb. Gos
48 Ischic reguest for savly I sarrag
201 hs marcated he thought the
Das 2 ogsal case and C. K. to back
heaving refers Pl. Ba. approval. agreed to do so, I would very signi any order grior to Pl. Bo. action, 5/24/79@415PM

> Mr. Charles E. Graham Colonial Pipeline Company 3390 Peachtree Road, N.E. Atlanta, Georgia 30326 October 27, 1977

Baltimore Cas and Electric Company P.O. Box 1475 Meadows Industrial Park Baltimore, Maryland 21203

Attention Mr. J. J. McGorray

Dear Sir:

Colonial Pipeline Company notifies you of its intent to construct an additional interstate oil pipeline pump station near Reisterstown, Maryland and request you to expedite service for this facility.

Colonial's present plaus call for construction on this station to begin May 1, 1978, to be completed by November 1, 1978. This facility is port of an extensive expansion program of Colonial throughout its system costing approximately \$310,000,000 and being the first step in a projected expansion program costing approximately \$700,000,000. This project will make available facilities needed for oil and energy transportation from the Gulf Coast to the New York Harbor area.

We recognize this critical time schedule and request that you use every effort to expedite our request.

Very truly yours,

Vice President and General Counsel

cc: Mr. J. E. Reynol is

JAMES D. C. DOWNES

JAMES H. COOK

DAVID D. DOWNER

JOHN H. ZINK, MI JOSEPH C. WICH, JR.

HENRY B. PECK, JR. HERBERT H. G'CONOR, III

LAW OFFICES COOK, HOWARD, DOWNES & TRACY A PROFESSIONAL ASSOCIATION 210 ALLEGHENY AVENUE P. O. BOX 5517 TOWSON, MARYLAND 2/204

AREA CODE 301

79-247-7

May 23, 1979

William E. Hammond, Esq. Zoning Commissioner Baltimore County Office of Zoning County Office Building Towson, Maryland 21204

RE: Baltimore Gas & Electric Co. -Colonial Pipeline Company

Dear Bill:

I apologize for my unannounced visit yesterday and do appreciate your seeing me during this busy transition period that you are experiencing. I am writing, as you suggested, to provide some background with respect to the pending Special Exception request of the Baltimore Gas & Electric Company (the Zoning Office reference to which I do not have) which is presently undergoing IDCA review by the Planning Board and scheduled for final review on June 21, 1979.

The subject transmission line traverses in excess of four miles with one section being designed to provide electrical service to a new Colonial Pipeline Company pumping station. As of September, 1978 BG & E had acquired title to all but approximately a 600 foot segment owned by the Wirts family of the four mile line. Due to the critical need for this service, a Petition for Special Exception for the line, excluding the 600 foot segment, was filed on September 19, 1978. Following IDCA approval thereof, a hearing on the Special Exception was held on December 18, 1978 before the then Zoning Commissioner S. Eric DiNenna; and on January 2, 1979 an Order was passed by Mr. DiNenna granting the Special Exception (No. 79-137-X).

William E. Hammond, Esq. May 23, 1979

Paga - 2

RE: Baltimore Grs & Electric Co. -Colonial Pipeline Company

Following acquisition of the Wirts' segment, the subject Petition for Special Exception and IDCA application was filed on April 4, 1979; and BG & E is now concluding construction of the line excepting the segment formally owned by the Wirts family.

Attached you will find copies of a letter from Charles E. Graham of Colonial Pipeline regarding its proposed need for this service with construction of its pumping station contemplated for completion by November, 1978. As a result of unforeseen delays, service to the station is now required by July of 1979 so that it can be "on line" by September-October of this year. Also attached is a copy of a portion of the testimony of Mr. Billy G. Jones of Colonial Fipeline Company presented to the Public Service Commission on April 28, 1977 in which he explained the need for the pumping station. Considering events that have occurred since the planning stage of this project with respect to our areas need for petroleum, I would submit that the need for completion of this facility is not only compelling but

As I mentioned in our discussion yesterday, I had also spoken to Frank Fisher of the Planning Department and Jim Dyer; and Jim and his people have been most cooperative in assigning this Special Exception for hearing on the first date on which hearings are being scheduled, June 18. As I understand the procedure, IDCA approval is normally required prior to the nearing of the Special Exception; however, Jim Dyer has suggested the possibility of a waiver of this requirement by reason of the pressing public need. Alternatively, it may be possible for Frank Fisher, who is receiving a copy of this letter, to arrange for IDCA action prior to the scheduled June 21 date. In point of actual fact, the Planning Board approved this transmission line request last year in connection with a prior application.

Mr. Jones 55 MR. BILLY G. JONES, having keen duly sworm, testified as follows: THE EXAMINER: Please be seated and state your name and address for the record. THE WITNESS: Billy G. Jones, 9401 Westmore Drive, Richmond, Virginia. Q (BY MR. COLEURN) Mr. Jones, you are employed by whom? I am employed by Colonial Pipeline Company. Q How long have you been employed by them? A Since June of 1963. What is your position? 12 I am Chief Region Engineer of the Eastern Region, 1.3 Richmond, Virginia. Q As chief engineer, what are your duties? A Primerily, T am in charge of construction and operation of the pipeline from Greensboro, North Carolina to the New York harbor area. Q Would you tell us, sir, why it is necessary that 19 olonial build a new pumping station here at this location? A We have a quite extensive expansion program at SALOMON REPORTING SERVICE, INC. 539-6760

Mr. Jones present, and this will allow us to handle more product in this area. As you stated, we deliver 55 percent of the product consumed in Maryland. This is refined petroleum products, and we have a greater demand for more, and these additional pumping stations, and this one in particular, will allow us to deliver more product into the Baltimore What benefit will it have to the residents of Maryland? A We are, as a pipeline, one of the safest means 10 of transportation, as well as the most economical, so we will be able to better serve the State of Maryland by delivering more product into this area with this pumping 14 station. 15 16 Miss Bay. 18 owners --19

MR. COLBURN: That's all I have of Mr. Jones,

If there are any questions from the property

MR. WIRTS: Yes. I have a question, Mr. Jones. My name is Merbert Wirts. I wondered if you looked into alternate sites for your pumping station.

Court Reporters

SALOMON REPORTING SERVICE, INC. 100 Squitable Building Belvinnice, Marginad 21202

339-6760

Court Reporters

100 Equitable Building Betriesper, Marytand 2:203

THE WITNESS: Yes, sir, we have. However,

there is a hydraulic principle that there is only one

particular spot that is suitable to re-boost the product

hydraulic gradiant for a given size line and a given through-

THE EXAMINER. Mr. Jones, you stated that

THE WITNESS: No, ma'am. Primarily, our

expansion is to the south of us, and we are spending about

310 million dollars laying additional pipeline into Greens-

boro, and this will in turn allow for more product to be

pumped up here and this pumping station will allow us to

handle more product through the existing pipeline and

and to increase this throughput. This is known as the

put. There is one point on the pipeline that is most

advantageous to add a pumping station, within very narrow

limits, and this particular spot here happens to be the

Colonial will be doing some expansion in Maryland. Does

that mean that you will be either increasing the size of

pipes that are there or adding new pipes or what? .

point that we need to add a pumping station.

MR. WIRTS: Thank you.

10

KERRERE

Dep "tent of Tracific Engineering

frate Roads Commission

Bureau of

Engineering

Bureau of

Industrial

Development

Fire Prevention

health Department

Project Planning

Building Departmen

Board of Education

Ioning Administration

into the New York harbor area.

THE EXAMINER: Are there any other questions

of this witness at this time?

Thank you, Mr. Jones.

(Witness excused.)

Mr. Semon

MR. COLBURN: Mr. Semon.

MR. BERNARD F. SEMON,

having been duly sworn, testified as follows:

THE EXAMINER: Please be seated and state your name and address for the record.

13 THE WITNESS: My name is Bernard F. Semon.

S-e-m-o-n, 211 Cedarcroft Road, Baltimore, Maryland, 21212.

Q (BY MR. COLBURN) What is your occupation,

Mr. Semon?

A I am vice-president of MacKenzie and Associates. 17

realtors, and I am also an independent fee appraiser with

How long have you been engaged in this occupa-20

tion?

Court Reporters

ALOMON REPORTING SERVICE INC. 190 Equitable Building Bahimore, Marrisod 2120a

539-6760

BALTIMORE COUNTY ZONING PLANS ADVISORY COMMITTEE

June 7, 1979 COUNTY OFFICE BLDG. 111 W. Chesapeake Ave. Towson, Maryland 21204

000 John B. Howard, Esqui Nicholas B. Commodari 210 Allegheny Avenue Towson, Maryland 21204 Chairman.

> RE: Item No. 216 Petitioner - Baltimore Gas and Electric Company Special Exception Petition

Dear Mr. Howard:

The Zoning Plans Advisory Committee has reviewed the plans submitted with the above referenced petition. The following comments are not intended to indicate the appropriateness of the zoning action requested, but to assure that all parties are made aware of plans or problems with regard to the development plans that may have a bearing on this case. The Director of Planning may file a written report with the Zoning Commissioner with recommendations as to the suitability of the requested zoning.

The subject of this petition is part of a proposed 115 KV electric transmission line to be constructed in a northeasterly direction from the intersection of Cockeys Mill Road and the"Northwest Master Substation" across the Westminster and Hanover Pikes and culminating at the proposed "Colonial Pipeline Company Substation," which was granted a Special Exception as a result of Case No. 78-188-X. The remaining property was granted a Special Exception as a result of Case No. 79-137-X, but the subject property was exempted from this petition since it had not been acquired by your client.

At the time of this writing, all the comments from the Committee were not available. However, it was verbally indicated to me that there were no particular problems with this request.

Enclosed are all comments submitted from the Committee to this office. The remaining members felt that no comment was warranted. This petition is accepted for filing on the date of the enclosed filing

Item No. 216 Page 2 June 7, 1979

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,

Chairman Zoning Plans Advisory Committee

NBC:nr

Enclosures

cc: Baltimore Gas and Electric Company Electric Engineering Department Gas and Electric Building Baltimore, Maryland 21203

BALTIMORE COUNTY

ZONING PLANS

ADVISORY COMMITTEE



PETITION AND SITE PLAN

EVALUATION COMMENTS

ballimore county office of planning and zoning TOWSON, MARYLAND 21204 (301) 494-3211

LESLIE H. GRAEF DIRECTOR

June 6, 1979

Mr. William Hammond, Zoning Commissioner Zoning Advisory Committee Office of Planning and Zoning Baltimore County Office Building Towson, Maryland 21204

Dear Mr. Hammand:

Comments on Item #216, Zoning Advisory Committee Meeting, April 24, 1979, are as follows:

Property Owner: Baltimore Gas and Electric Co. Location: N/S Private Road 6900' + E. Hangver Road Existing Zoning: RC-2 Proposed Zoning Special Exception for an overhead 115 KV electric transmission line (IDCA 79-15-X); see Case No. 79-137-X Item No. 72; 1978-79

Acres: 490' X 66' District: 4th

This office has reviewed the subject petition and offers the following comments. These comments are not intended to indicate the appropriateness of the zoning in question, but are to assure that all parties are made aware of plans or problems with regard to development plans that may have a bearing on this petition.

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

Very truly yours,

John L. Wimbley Plunner III

Current Planning and Development

baltimore county department at traffic engineering TOWSON, MARYLAND 21204

John B. Heward, Esquire

120 Allegheny Avenue Towson, Meryland 21204

STEPHEN E. COLLINS

July 5, 1979

-ZAC- Meeting of April 24, 1979

Mr. William Hammond Zoning Commissioner County Office Building Towson, Maryland 21204

> Item No. 216 Property Owner: Location: Existing Zoning: Proposed Zoning:

Baltimore Gas and Electric Co. N/S Private Rd. 6900'+ E Hanover Rd. Special Exception for an overhead 115 KV electric transmission line (IDCA 79-15-X): see case No. 79-137-X, Item No. 72; 1978-1979

ce: Baltimore Gas and Electric Company

Gas and Electric Bulldin

Zoning Commissioner

BALTIMORE COUNTY OFFICE OF PLANNING & ZONING

County Office Building 111 W. Chesapeake Ave.

Towson, Maryland 21204

Your Petition has been received and accupted for filing

Electric Engineering Department

Chairman, Zoning Plans

Advisory Committee

Acres: District:

Dear Mr. Hammond:

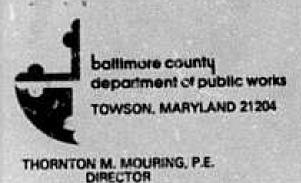
MSF/mjm

No traffic problems are anticipated by the requested special exception for an electric transmission line.

4th

490' x 66'

Engineer Associate II



June 12, 1979

Mr. William E. Hammond Zoning Commissioner County Office Building Towson, Maryland 21204

Re: Item #216 (1978-1979) Property Owner: Baltimore Gas & E'ectric Co. N/S Private Rd. 6900'+ E. Hanover ad. Existing Zoning: RC 2 Proposed Zoning: Special Exception for an overhead 115 KV electric transmission line (IDCA 79-15X); see Case No. 79-137X Item No. 72 - 1978-1979. Acres: 490' x 66' District: 4th

Dear Mr. Hammond:

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.

General:

Comments were supplied for this property for IDCA Project 79-15X. Comments were also supplied for an overall larger (approximately 4 miles in length) tract, of which this site forms a part, for Zoning Item #72 (1978-1979) and IDCA Project 78-57X.

The above mentioned comments are referred to for your consideration. This office has no further comment in regard to the plan submitted for Zoning Advisory Committee review in connection with this Item #216 (1978-1979).

Very truly yours,

Chief, Bureau of Engineering

END: EAM: FWR: 88

W-NW Key Sheet 75 NW 37 & 38 Pcs. Sheets NW 19 J Topo 39 Tax Map

Attachment

May 21, 1979

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

Attention: W. Gounodari, Chairman Zoning Advisory Committee

Re: Property Ormer: Baltimore - as & Electric Co.

Location: N/S Private No. 6900' H Henover Rd.

Itom No. 276

Zoning Agenda Mosting of 4/24/79

Gentleman:

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 lecated at intervals or _____feet along an approved road in accordance with Baltimore County Standards as published by the Department of Public Horks.
- () 2. A second means of vehicle access is required for the site.
- () 3. The vehicle dead end condition shown at _____

ECCEDS the maximum allowed by the Fire Department.

- () 4. The site shall be made to ccuply with all applicable parts of the Pire Prevention Code prior to occupancy or beginning of operations.
- (2) 5. The buildings and structures excisting or proposed on the site shall comply with all applicable requirements of the Hational Fire Protection Association Standard No. 101 "Life Safety Code", 1976 Contion prior to occupancy.
- () 6. Site plans are approved as drawn.
- () 7. The Fire Provention Bureau has no comments, atythis time.

Hoted and Llegge M Wigania Fire Provention Bureau Planning Group Special Inspection Division

December 5, 1978

Mr. S. Eric DiMenna Zuning Commissioner Jounty Office Building Towson, Maryland 21204

> Re: Item 972 (1978-1979) Property Owner: Baltimore Gas & Electric Co. N/RS Cockeys Mill Rd. 3900' N/W Reisterstown Rd. Printing Zoning: R.C. 2, R.C. 3, D.R. 2, D.R. 3.5, D.R. 16, B.L. & D.R. Proposed Zoning: Special Exception for the construction, operation and maintenance of an overhead 115 KV electric

Cear Mr. Dillenna:

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.

transmission line.

District: 4th

General:

Comments were supplied for this property for Project IDCA 78-57X.

The Petitioner's proposed project traverses approximately 4 miles. Baltimore County highways and utilities, if directly involved, will be determined at such time as the plans, which will accompany the application for a Building Permit, are reviewed by the various Baltimore County Agencies.

The Petitioner's existing electrical transmission right-of-way and proposed additional overhead 115 KV electric transmission line traverses some half-dozen roadways, County, State and others; two branches of the Western Maryland Railroad; and at least seven streams between the Baltimore Gas and Electric Company Northwest Master Station and the Colonial Pipeline Company Substation.

The Petitioner is cautioned that no encroachment by construction of any structure, including footings, is permitted within County rights-of-way or utility essements. During the course of construction of this project protection must be afforded by the contractor for all County utilities encountered. Any deserge sustained would be the full responsibility of the Petitioner.

Sediment Control:

Development of this property through stripping, grading and stabilization could result in a soument pollution problem, damaging private and public holdings downstream of the property. A grading permit is, therefore, necessary for all grading, including the stripping of top soil.

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 Patitioner.

Open stream drainage requires a drainage reservation or essement of sufficient width to cover the flood plain of a 100-year design storm. However, a minimum width of 50 feet is required.

This office has no further comment in regard to the plan submitted for Zoning Advisory Committee review in connection with this Item #72 (1978-1979).

Very truly yours,

NED) EDWALD A THUUGHUOON

ELLSWORTH N. DIVER, P.E. Chief, Bureau of Engineering

END: EAM: PWR: 58

Itea 972 (1978-1979)

December 5, 1978

Storm Drains:

Page 2

Property Owner: Baltimore Gas & Electric Co.

co: D. Grise

X-SE, W-NW, & SW Key Sneets Various Pos. Sheets NW 16 & 17 K, N/W 17 thru 20 J Topo 48, 39 £ 40 Tax Maps

baitimore county department of health TOWSON, MARYLAND 21204

DONALD J. ROOP, M.D., M.P.H. DEPUTY STATE AND COUNTY HEALTH OFFICER

> Mr. William E. Hammond, Zoning Commissioner Office of Planning and Zoning County Office Building Towson, Maryland 21204

Dear Mr. Hammond:

Comments on Item # 216, Zoning Advisory Committee meeting of April 24, 1979, are as fellows:

> Property Owner: Location: Dristing Zoning:

Proposed Zoning:

Aures:

District:

Baltimore Gas & Electri: Co. N/S Private Rd. 6900 + E Hanover Rd.

R.C. 2 Special Exception for an overhead 115 KV electric transmission line (IDCA 79-15-X);

see case No. 79-137-X Item No. 72; 1970 -

4901 x 661

The proposed transmission line should not pose any health hazards.

Very truly yours formes. Van Ian J. Forrest Director

June 21, 1979

BUREAU OF ENVIRONMENTAL SERVICES

IJF:JRP:ph &

baltimore county department of parmits and licenses TOWSON, MARYLAND 21264 JOHN D. SEYFFER!

April 24. 1979

Mr. S. Eric DiNama, Zoning Commissioner Office of Planning and Zoning County Office Building Towson, Maryland 2120h

Dear Mr. DiNenna: Comments on Item # 216 Zoning Advisory Committee Meeting. April 24, 1979 are as follows:

Property Owners Location: Existing Zonings Proposed Zonings

Baltimore Gas & Electric Company NS Private Road '900 + E Hanover Road

H.C. 2 Special Exception for an overhead 115 KV electric transmission line (IICA 79-15-X) see Case No. 79-137-X

Item No. 72; 1978-1979 490' X 66' ACCHES Districts

The items checked below are applicable:

XA. Structure shall conform to Baltimore County Building Code (B.C.C.A.) 1570 Edition and the 1971 Supplement, and other applicable codes.

XB. A building permit shall be required before construction can begin.

C. Additional _____Permits shall be required.

D. Building shall be upgraded to new use - requires alteration permit. E. Three sate of construction drawings will be required to file an

application for a building purmit. X F. Three sets of construction drawings with a registered Maryland Architect or Engineer's original seal will be required to file

an application for a building permit. G. Wood frame walls are not permitted within 3'0" of a property line. Contact Building Department if distance is between 3'0" and 6'0" of property line.

H. Requested setback variance conflicts with the Baltimore County Building Code. See Section ______

I. No Comment.

J. Commont:

Very truly yours, harle & Sumban Charles E. Burnhau Plans Review Chief

#10,000 FT Joins Map 10 St. Johns MOOR ! 63 33 SOCKAN REISTERSTOWN SUBURBIA / GUNRICH The francisco of the second of



GENERAL COMMENTS

1978 was, and 1979 promises to be, a period of challenge and achievement for Colonial Pipeline. During 1978, Colonial transported record volumes of refined petroleum products: successfully completed the first step of the largest expansion program in its 15-year history: continued to provide the lowest cost petroleum transportation of any made; and maintained its outstanding record of safety and operating efficiency. More volume growth and expansion are scheduled for 1979. Total 1978-79 expansion projects will cost about \$500 million and increase Colonial's capacity about 28%. Completion of this program will bring Colonial's gross investment to abou. \$1.2 billion.

COLONIAL PIPELINE COMPANY - PERFORMANCE & TRENDS - 1978

Colonial's deliveries in 1978 averaged 1,640,000 barrels per day, which represent about 40% of the total consumption of gasolines, fuel oils and other distillates in the 13-state area it serves between the Texas Gulf Coast and New York. 1978 construction expanded capacity about 300,000 BPD. During 1979, Colonial will handle over 1,860,000 BPD and construct facilities to further increase capacity about 200,000 BPD.

While operating in the real world of competitive transportation, Colonial has succeeded by providing dependable, safe transportation at a cheaper price. As a federally regulated common carrier. Colonial has maintained excellent relations with its shippers by providing non-discriminatory service and responding to shippers' increasing and constantly changing requirements. This is evidenced by the fact that Colonial has never had a formal complaint filed by any of its 46 oil company shippers, 10 of which are stockholders or their affiliates.

In spite of ever-expanding government regulations applicable to pipelines. Colonial has maintained satisfactory relations with various governmental agencies which have some jurisdiction or control over its operations, tariff rules and rates, allowable earnings, safety standards, environmental requirements and scope of services.

We have been and will continue being very candid, forthright and cooperative in our dealings with government agencies but, at the same time, oppose actions that we feel are confiscatory, non-productive or seriously impair our ability to perform or expand our services. In this connection, the two most serious current challenges to Colonial and the industry are (1) efforts to divest the ownership of pipelines (such as Colonial) from their integrated oil company owners; and, '2) efforts to restructure the traditional valuation rate base, rates of return and earnings potential of o'l pipelines. These challenges are far reaching and pose serious threats to the future well-being of the entire oil pipting industry. If adopted, they could take years to implement and, during the interim, would be unsettling and discourage growth.

Current government challenges demand the industry's strongest efforts to prevent major disruptions to the existing forms of ownership and regulation of cil pipelines, which have been time tested over many years and proven offective and successful. Certainly, it is healthy to institute some legislative or regulatory changes but only where such changes are reasonable and not counter-productive to the industry, the public it serves of the national interests. The most beneficial changes for oil pipelines and their shippers would be a lessening of regulations as has recently benefited the airlines and is being considered for vailroads and motor carriers.

We hope this report will give you a bester understanding of Colonial as a part of the 511 pipeline industry, its recent accomplishments and near term expectations.

H. T. Chilton, President

Colonial Pipeline Company

COLONIAL PI ELINE COMPANY

Business Colonial provides transportation, as a common carrier of ine, of refined petroleum products from the Texas-Louisiana Gulf Coast refining area livery to some 250 marketing laboard to the New York Harbor terminals in a 13-state area in the South and along the F onsigness. It handles about 67 area. Colonial presently transports for 48 shippers serv different grades of petroleum products made up of about 620 ____line and 380 fuel oil, aviation kerosine and diesel fuels. In 1978, it transported an average of 1,640,000 barrels daily over its 4,617 mile system.

Stockholders

Amoct Pipeline Company Atlantic Richfield Company BP Dil Inc. Cities Service Company Continental Pipe Line Company Gulf Dil Corporation

Mobil Pipe Line Company Phillips Petroleum International Investment Company Texaco inc. Union Dil Company of

Organization

. Formed in 1962

. Regulated primarily by the Federal Energy Regulatory Commission (FERC)

. Employs 680 people

. Principal Officers

President Vice President Operations Vice President and General Counsel

Treasurer and Corporate Secretary

H. T. Chilton T. H. Norris C. E. Graham C. R. AcDaniel

California

. General Office 3390 Peachtree Road, N. E. P. O. Box 18855 Atlanta, Georgía 30326 Telephone: 404-261-1470

. Region Offices: Western Region

Eastern Region 6075 Roswell Spad, N. E. 5001 West Broad Street Atlanta, Georgia 30328 Richmond, Virginia 23230 Telephone: 404-252-1100 Telephone: 804-282-9771 D. F. Smalley, Region Manager B. M. Paden, Region Manager

Investment In Equipment

At year end 1978, Colonial's gross investment was \$936 million and its net investment \$751 million. Additional and carry over expansion investments exceeding \$250 million are scheduled for 1979. This highly automated system is operated with relatively few employees, resulting in a net investment per employee or \$1.1 million which is over 20 times the average of U. S. manufacturing industries.

Colonial and the Pipeline Industry

transports 24% of the nation's total inter- accidents since beginning operations in 1964. city freight through almost 230,000 miles of pipelines, moving crude oil to retineries and refined petroleum products to conscring areas.

Some advantages of pipeline transportation which are effectively demonstrated by Colonial are:

.Low Cost. Pipelines provide the lowest cost long distance overland transportation of ' petroleum. Colomial's average charge is equivalent to about 1¢ per gallon for a 1000 mile haul and is lower than any competitive mode of petroleum transportation. Coastal tankers. Colonial's main competition, charged an average of \$1.29 per barrel for transporting products from Houston, Texas to the New York Harbor area in 1978, as compared to Colonial's charge of 52t.

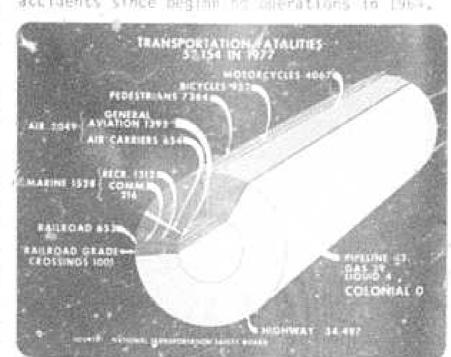
.Energy Conservation. Pipelines consume less energy to move energy than any other form. There is less concentration in the pipeof transportation. Costs, expressed in cents. Time industry than in other regulated transporper willion BTU's for each 100 miles, are 0.2¢ tation industries. Decreased concentration for Colonial, 1¢ for all pipelines, 2¢ for since 1950 is a trend which should continue or barges Lid 3.5¢ for mail.

every day of the year and are virtually un- about 57%. In total, there are about 11 affected by adverse weather. Colonial regu- common carrier petroleum pipelires that engage larly operates its prorated main line at over in interstate comperce. 98% of its maximum continuous rated capacity.

.Reduced Noise, Water and Air Pollution. Pipelines are by far more environmentally attractive than any other mode of transportation. They sflently operate underground with very little effect on the normal surface use of land, attract very little public notice and cause much less contamination from spillage or evaporation than other alternative transportation modes.

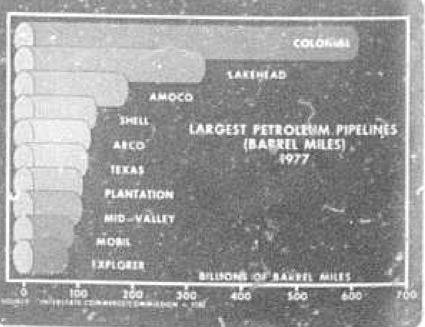
.Safety. Pipelines cause fewer fatal accidents and injuries than any other form of transportation. During 1977 only four of one 52.154 transportation fatalities were caused by the liquid petroleum pipeline industry. In fatalities per ton mile moved, pipelines are about 1909 times safer than cank trucks.

Although Calental moves about 5% of the mation's total inter-ity freight, it has had The U. S. extroleum pipeline industry no operating fatalities or catastrophic



Pipeline Industry Concentration

stabilize. In 1977, one company (Colonial) moved shout Zur of the industry's total barrel .Reliability. Pipelines operate 24 hours miles of traffic, four about 41% and eight



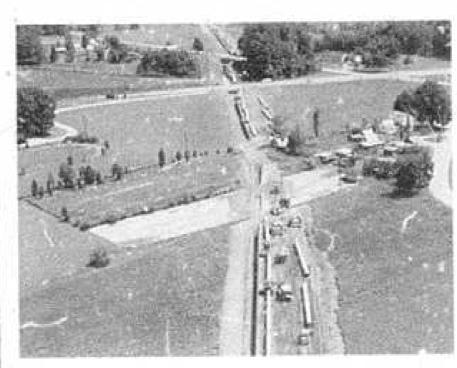
Iwo large petroleum pipelines not included in the above chart are the Capline and the

SCENES FROM COLONIAL PIPELINE CONSTRUCTION-1978 (Atlanta-Greensboro 40" Diameter Pipeline)

Right of way easements and permits must be acquired before any work commences. After permission is obtained to cross property, the construction progresses in the following sequence:



cleared of timber or brush and graded.



Tractors with side booms hold pipe in line so. The pipe is coated with protective materials

trans Alacka systems. Both are fointly owner

line. Many truste oil pipelines conjete for the

system (which competes directly with Planta-

tion) was not operating at capacity, substan-

OLONIAL PIPELINE VS. PLANTATION PIPE LINE TARIFF RAT FROM COLLINS, MISS. TO GREEKSBORD, N.C.

tiates competitive rate making.

same hauls from producing areas to refining

Competition Among Piperines

porullel routels



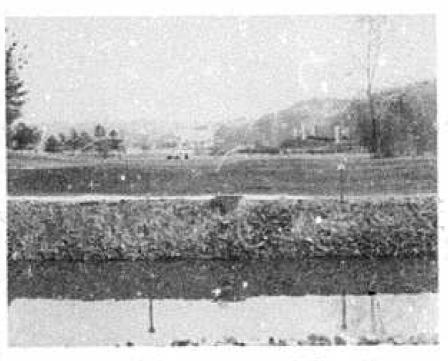
A construction work area (right of way) is A ditch is excavated to an appropriate depth and width. Joints of pipe (40, 60 or 80' in length) are hauled to the right of way and



each section or joint can be welded to the next rither "over the ditch" or at a site removed to form one continuous pipe. All welds are from the construction area. Pipe coatings are inspected and tested.



the ditch. In rock areas, the pipe rests on used to backfill under, around and over the earthen or polyurethane pads.



near the original condition as possible. pressure and flow through the pipeline system. Construction path (with the exception of sultivated land) is fertilized and seeded. This scene is across the Atlanta Country Club.



The completed section of pipe is gen-ly laid in Clean dirt (free of rock and debris) is then pipe. Surplus dirt is used to form a crown over the ditch to allow for settlement. The completed pipe is pressure tested.



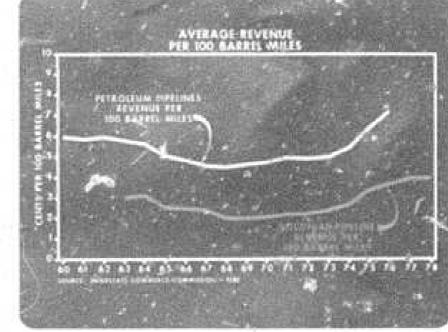
Foreign materials are removed from the con- Pump stations are constructed approximately 30 struction area. Using discs, harrows and to 60 miles apart at sites selected for optimum plows; contractor leaves right of way in as hydraulics. These pump stations maintain

In marked contrast to the general economy. undivided interest systems [not separate stock the average petroleum pipeline charge of 7.34 companies and their traffic is proportionately per 100 barrel miles in 1976 is only 22% higher included in the operation statistics filed by than in 1960 while the consumer price index their respective hipelane company pamers: Har doubled during this period. This outstanding I their 1978 traffic been senarately reported. cost of-service performance was achieved by Captine would have totaled about 256 billion improved technology, substantial increases in parrel mires and Trans-Alaska about 116 orillion volumes, economies of scale associated with theret miles, Colonial moved odd billion barrel larger diameter pipelines, and continuing

In the last six years, the cost of building and operating ner pipelines has about dou-Petroleum bipelines have freedom of untry bled. There costs will continue to increase to compete with other pipelines or other trans- due to inflationary pressures and the increased | portation modes. Certificates of Convenience Investments required for new lines serving more and wedestity are not required to construct. hostile environments such as Alaska, the Arctic expand on abundon as interstate petroleum pron- and offshore roude oil production.

automation.

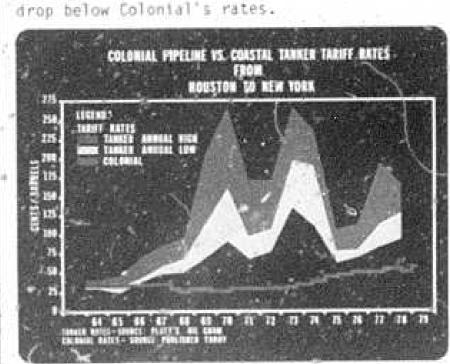
Colonial is not subject to the bigh cost centers. Products pipelines may directly of more hostile environments, aithough it compete with each other and some even follow crosses its share of major rivers, swamps and nighty congested areas. But, more importantly, Colonial to date has not experienced the over-Colonial and Mantation Illustrate direct unclining delays and increased costs resulting competition on parallel routes. Eclonial is a from unreasonable political rescures, perlarge di_weter, high volume system which has initing problems, government intervention and moved products at tariff rates shout one-third environmental requirements that have planued less than Plantation during the yours same of the more recent albeline projects. Colonial's system was on promation. Plantation. Pecause these extremely high Lost problems have filled tariff rates effective January I, 1976, been minimal with Colonial, its cost to conwhich equal colonial's rates at delivery maints. Summers of about 42 per 100 barrel miles is only ser on by both correses. The similarity of . Fraction of the cost that has been and will these comparable rates occurring to 1979 and continue to be experienced by pipalines subalso during 1964-67, when Colonial's main line lected to excessive pre-construction problems.



Compelition with Kater Carriers

Petroleum pipelines compete with inland harges and coastal tankers.

Over half of Colonial's movements are very an average of 3.1% a year over the last ten long hauls between relineries in the Texas- years. The volumes transported by Colonial Louisiana Gulf Coast area and consuming areas increased 5.5% annually during this same on the East Coast. Most of these movements period, due primarily to lower tariff rates and compete directly with coastal tankers. more dependable service, compared to other Colonial's initial tariff rates in 1964 were forms of transportation which serve the same almost the same as coastal tanker rates but areas. over the years the differential has increased dramatically. Average 1978 tanker rates from Houston to New York were 2 1/2 times Colonial' rate of 51.9¢ per parrel (or 1 1/4¢ per gal-



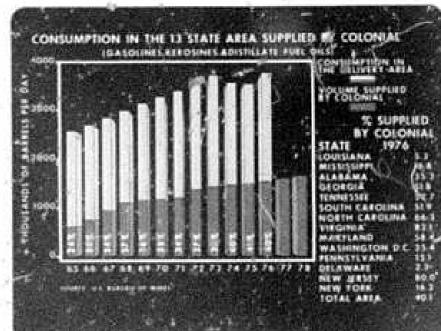
lon). Tanker rates, as illustrated in the

chart below. fluctuate substantially but do not

lemand and Proration of Space

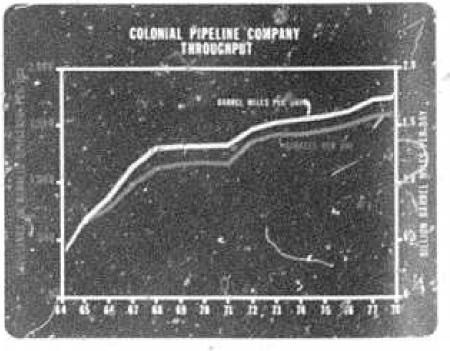
other transportation modes, demand for space on volumes to a record average of over 1.800,000 its system has exceeded capacity since 1967, barrels per day projected for 1979. even though Colonia! has continued to expand. As a result, the Company must prorate space on its system. This is done in an equitable nondiscriminatory manner to serve all its shippers - both requiar and new. Under proration no shipper can transport its full requirements. Monthly, the proration allocation percentage i pased on the actual pipeline segment capacity vs regular plus new shipper needs. New shippers are allocated this percentage of their individual demonstrated needs. Each regular shipper's allocation is based on its actual shipments over the previous 12 months ratioed to the line capacity less new shipper allocation. After 1979 expansion, the entire system will be off proration except the portion between Richmond, Va. and Linden, N.

Demand for refined petroleum products in the 13-state area served by Colonial increased



Capacity and Throughput

Colonial has operated near Lapacity every year since the system was initially completed in 1364. Through major expansions to 1.5 system, delivery capacity has almost tripled from 792,000 barrels per day in 1954 to 2,300,000 barrels per day in 1979 when current expansions are completed. These expansions Because Colonial competes effectively with have enabled the Company to steadily increase



Summary	of Najor Expansions	Capacity After Expan. Bbls. Per Day)	Expressed As Percent of 1965 Capacity	Capital Investment (\$ Millions)
Initial	System			
1965	Main Line - 1,048 miles 36", Houston. Texas to Greensboro, N. C.; 288 miles 32", Greensboro, N. C. to Baltimore, Md.; 195 miles 30", Baltimore to New York Harbor area; Stub Lines - 1,322 miles of 6" through 36"; Stations & Working Tankage.	792,000		<u>\$ 363.7</u>
Major I	Expansions			
	106 miles of 8" loop on stub lines, Greensboro to Selma; 15 new stations on main line.	960,000	121%	14.6
1967	Additional machinery on main line.	1,092,000	137%	18.5
1968	Additional machinery on main line.	1,152,000	145%	7.1
	461 miles of 36" loop on main line between Baton Rouge. Louisiana and Atlanta, Georgia; 179 miles 10" and 12 miles of 12" loops on stub lines in Georgia and Tennessee; 9 new stations on main line.	1,440,000	182%	116.0
	184 miles of 40" loop on main line between Hebert, Texas and Baton Rouge, Louisiana; 211 miles of 12" loops on stub lines in Georgia and Tennessee; 3 new stations on main line.	1,800,000	227%	136.7
	326 miles of 40" main line loop between Atlanta, Georgia and Greensboro, North Carolina; 153 miles 16" stub line loops in South Carolina and North Carolina; 13 miles 16" stub line between Pelham and Birmingham, Ala.; 9 new stations on main line and 9 new stub line stations; expand 27 existing stations.	2,100,000	265%	309.5(1)
1979	148 miles of 36" loop on main line between Green boro, North Carolina and Mitchell Jct., Virginia 78 miles of 40" loop on main line between Housto and Hebert, Texas; 9 miles of 36" feeder lines Pasadena and Port Arthur, Texas; 33 miles of 12" loop on stub line between Mitchell Jct. and Roam	on to		
	Va.; 9 new main line stations and 2 stub line stations; expand 13 existing stations.	2,300,000	290%	213.2(1)
	Total Major Expansions		290%	815.6
Other	improvements and additions			47.5
	Total Investment in System			\$1,226.8

Estimated total project costs. Construction schedules require portions of these expenditures to be carried over to subsequent years.

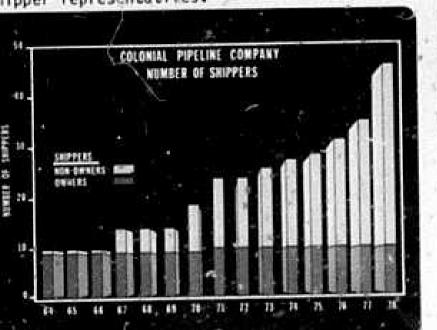
Service to Shippers

As a federally regulated common carrier. Colonial transports products for all shippers products pipeline. Gross investment will service basis. Its system is connected to is completed in 1979. origin tankage owned or leased by shippers and delivers products to destination tankage owned or leased by shippers.

under the scrutiny and audit of federal pipelines, while permitting massive economies agencies including the ICC, FERC and Justice of scale, require sophisticated computers and Department. Beginning in 1963, the Justice automated control. for efficient scheduling and Department conducted a 13-year investigation of operations. Operationally, Colonial is the Colonial. The Department concluded its inves- most highly computer-automated pipeline. tigation of the Company in 1976 without a single charge or criticism being made. ICC and FERC audits have not resulted in any charge of shipper needs, provided adequate investment impropriety or significant change in accounting incentives are maintained and allowable or operations.

system increased from 10 in 1964 to 48 in 1978 petro eum transportation to railroads, barges, with four additional shippers scheduled for coastal tankers and trucks. These modes are early 1979. Oil pipelines, as compared to much more costly, more susceptible to accidents. other transportation modes, have had a and interruptions, more environmentally remarkable absence of formal complaints, objectionable and less energy-efficient than relating to service or transportation costs, oil pipelines. from the hundreds of producing, mefining and marketing companies they directly or indirectly serve. Colonial has never had a formal complaint filed by any shipper.

Colonial conducts periodic informational meetings with shippers along its system to exchange information, improve communications and promote safe, efficient operations. During 1978 twelve meetings were held, attended by 210 ' shipper representatives.

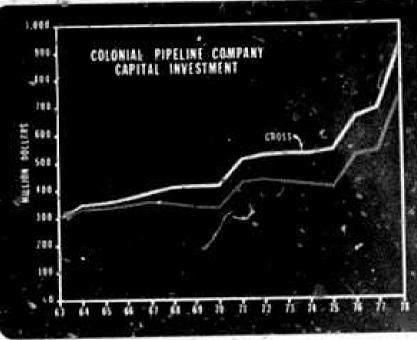


Investment and Capital Additions

Colonial's system is the most costly on an equal, non-discriminatory cost and exceed \$1.2 billion after the current expansion

Very high standards of design, construction, testing, preventive maintenance, and automated monitoring techniques have been Since its inception, Colonial has been incorporated into the system. Large diameter

Colonial expects to expand to meet future earnings are sufficient to attract risk capital. The alternative to continued oil The number of shippers on the Colonial pipeline expansion would be to shift additional

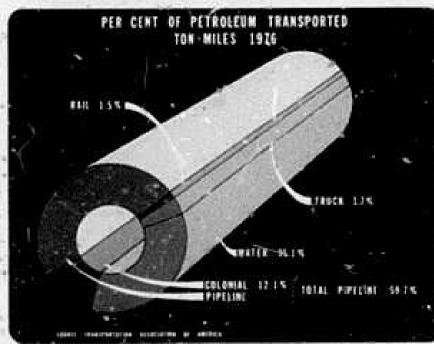


Major Expansions

system in 1965. Colonial has undertaken and and to provide them with jobs and security completed six major expansions, with another which compare favorably with those of other expansion scheduled for comeletion in 1979, at companies in the industry. a total cost of over \$815 million. This compares with its original investment of \$364 million. A summary of these expansion programs and benefits which meet or exceed competitive is shown on the opposite page.

able), Colonial transported 12.1% of the total increasingly technical industry. Anton miles of petroleum transported by all modes Educational Assistance Plan reimburses in the U. S.

After expansion, Colonial should trans- offered to all employees over 40. port approximately 15% of the total U. S. petroleum ton miles in 1980.



Corporate Responsibility

While providing high quality service to its shippers. Colonial also strives in many ways to be a good employer, corporate neighbor and facturers and contractors for system expansion. citizen. These include:

.Ethical Practices. Abides by published operating costs. corporate policies and guidelines which specify the high ethical standards and personal integrity expected and required of all its to local and state governments in addition to employees when conducting company business.

.Financial Support. Contributes to health, welfare, educational, cultural and charitable organizations. The Company also matches employee and annuitant contributions to institutions of higher education.

.Employee Relations. Strives to treat all employees fairly, to give them advancement Since full completion of its initial opportunities, to respect them as individuals,

.Salaries and Benefits. Provides salaries levels. Company paid benefits provide indirect income equal to 35% of salary. Development In 1976 (latest industry figures avail- programs maintain employee competence in an employees for the major cost of continuing education. Free physical examinations are

> .Equal Opportunity. Emphasizes equal opportunity to all employees without regard to race, sex, religion, age, national origin, or physical handicap.

.Employee Health and Safety. Promotes safe work habits and provides a safe work environment which have produced an outstanding safety record. Colonial has received the National Safety Council's Award of Honor.

Economic Contributions

During 1978 Colonial contributed to the public and private sectors of the aconomy as follows:

.Transported approximately 70 million , gallons daily of refined petroleum products to the 13-state area it serves at an average cost to consumers of about 1¢ per gallon.

.Paid over \$266 million to American manu-

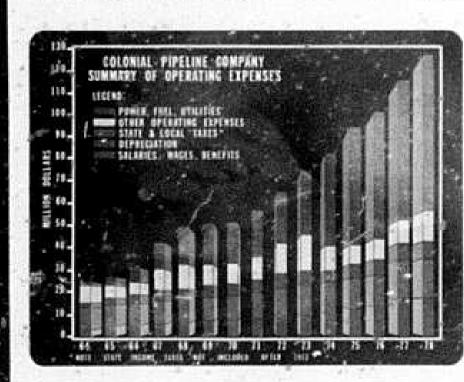
.Paid over \$130 million to meet annual

.Paid current taxes of more than \$8 million State and Federal income taxes of \$28 million.

Operating Expense Review

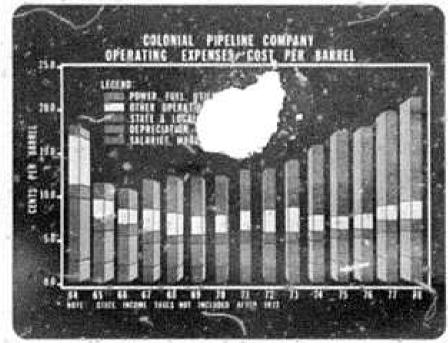
Most operating expenses have increased at a gradual pace over the years, reflecting escalation due to system growth and general inflation. However, unit charges for power, fuel and utilities increased dramatically, more than doubling in the period from 1973 to 1978. In 1978, power costs exceeded \$72 million and were 56% of total operating expenses. To keep power usage at an optimum efficient level. improvements have been made in station design. pumping machinery, scheduling and throttling practices. Also, larger diameter pipe has been installed at greater initial cost but with overall savings in power con umption.

Colonial is very capital intensive, and most operating costs, other than power and Economic Evaluation of New Projects labor, are directly related to its investments.



Unit Operating Costs

Although total operating expenses have increased over the years, unit costs, other than power, have remained fairly constant when Commission (ICC) established "guideline" calculated in terms of cents per barrel or allowable rates of return on ICC pipeline cents per 100 barrel miles. Level unit costs valuation of 8% for crude oil lines and 10% for reflect improved productivity through automated products lines. These guideline races of operation of a system of large diameter pipe- return are measured on net income, excluding



The economics of proposed new capital investments are analyzed on a computer model which provides detailed economics of the project through the project's life. The model's flexibility permits the use of many assumptions and probabilities. For major expansions, the Company evaluates various changes in the system's design to measure their worth, such as determining the optimum line size to handle forecasted volumes at the lowest cost per barrel. The discounted cash flow (DEF) method of evaluation is used to measure the investment potential for all proposed capital investment projects. During 1978-1979, Colonial's expansion costs will exceed \$500 million and will provide a relatively modest projected DCF incentive of 11.1%, based upon expected earnings at present regulatory levels.

Rates of Return

The rates a pipeline car charge its shippers are, in addition to competition. limited by law and governmental regulations. Pipelines have been traditionally rate requlated in conformance with the two following rates of return limitations:

.FERC (ICC) Rate of Return Guidelines

In 1940 and 1941, the Interstate Commerce interest on debt as an allowable expense. For the seriod 1972-1976, returns on ICC valuation period. Colonial had an average rate of return guaranteed by the oil company owners under on ICC valuation (using the ICC method) of throughput agreements.

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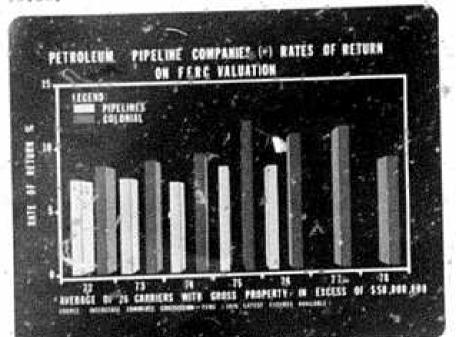
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.Consent Decree Dividend Limitations

after including interest on debt as an allow- private risk capital. able expense. For the period 1974-1978. Colonial's average rate of return on valuation was 7.2% (using Consent Decree method which allows recovery of carry forwards from prior three years). Colonial has generated no excess earnings under the Consent Decree during its 15 years of operation.

Pipeline valuation methodology and rates of return are being examined in proceedings before the Federal Energy Regulatory Commission. The results of these proceedings could have a substantial effect on oil pipeline profitability, which in turn affects capital costs and the availability of capital for financing future expansion of the industry.

Many oil company jointly owned pipelines (such as Colonial), have very high debt-equity ratios up to 90% debt - 10% equity. This compares to a ratio of about 25% debt and 75% equity generally maintained by the oil company

for 26 of the largest U. S. pipelines remained owners. The high leverage of jointly owned fairly stable - overaging . 9%. For the same pipelines is possible because their debt is

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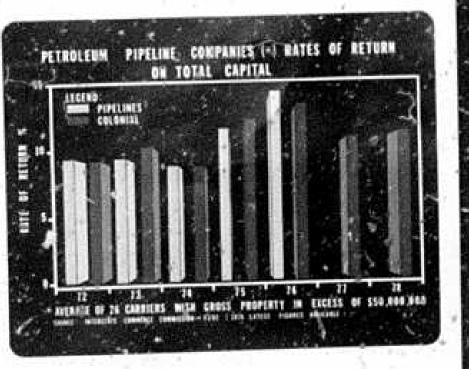
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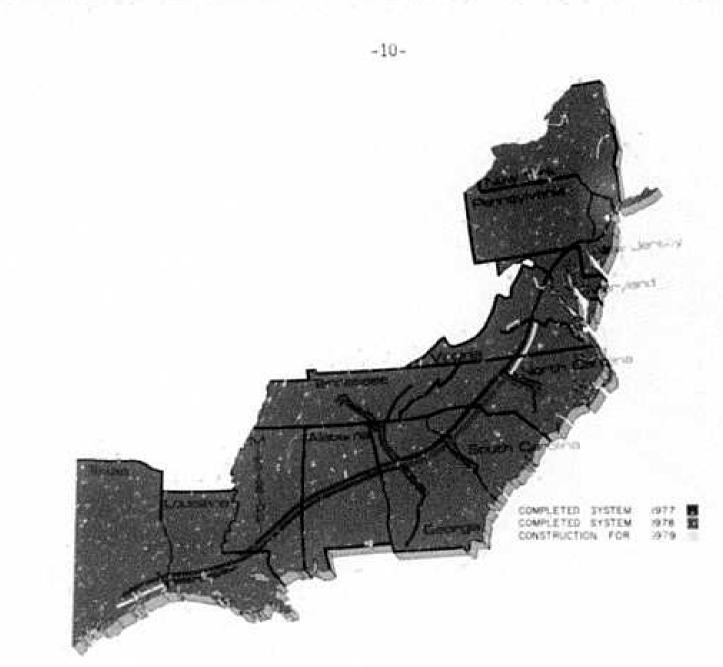
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MISSISSIPPI

Oil pipelines have freedom or entry and therefore encounter risks in providing a transportation service in competition with other pipelines or other modes of transportation, some of which are free of rate and service regulations. These risks must be compensated for in allowable rates of return for oil pipelines which are greater than those appropriate for gas pipe ines and electric utilities which produce, buy, transport and sell an energy commodity in a non-competitive franchised area.

Rates of return on total invested capital (primarily equity and debt) is a commonly accepted measure of the efficient use of capital, commensurate with risks assumed by the investors. The average return on total invested capital of the 26 largest U. S. pipelines for the tive year period 1972-1976 was 10.7%. Colonial's average return on capital A 1941 Consent Decree between the Justice for this same pariod was 10.9%. This compares Department and most major oil companies pro- to an industry median of 11.5% for U. S. energy hibits pipelines owned by such companies from companies (oil, gas and coal) as computed and paying dividends derived from transportation published by Forbes magazine. For new pipeearnings of more than 7% of ICC valuation to lines which must independently incur long term those oil companies who are shipper-owners. debt with interest rates ranging from 9% to Unlike the ICC return on valuation, Consent 11%, returns on total capital must be in the Decree rates of return are based on net income minimum range of 12 to 15% in order to attract





PENNSYLVANIA

NORTH CAROLINA

COLONIAL PIPELINE COMPANY

SYSTEM MAP

MANUFACTURE COMMITTED

MARK LINE CT----- COOLING FACE-TY

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VIRGINIA.

GEORGIA

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CAROLINA

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1978-79 Colonial Expansions

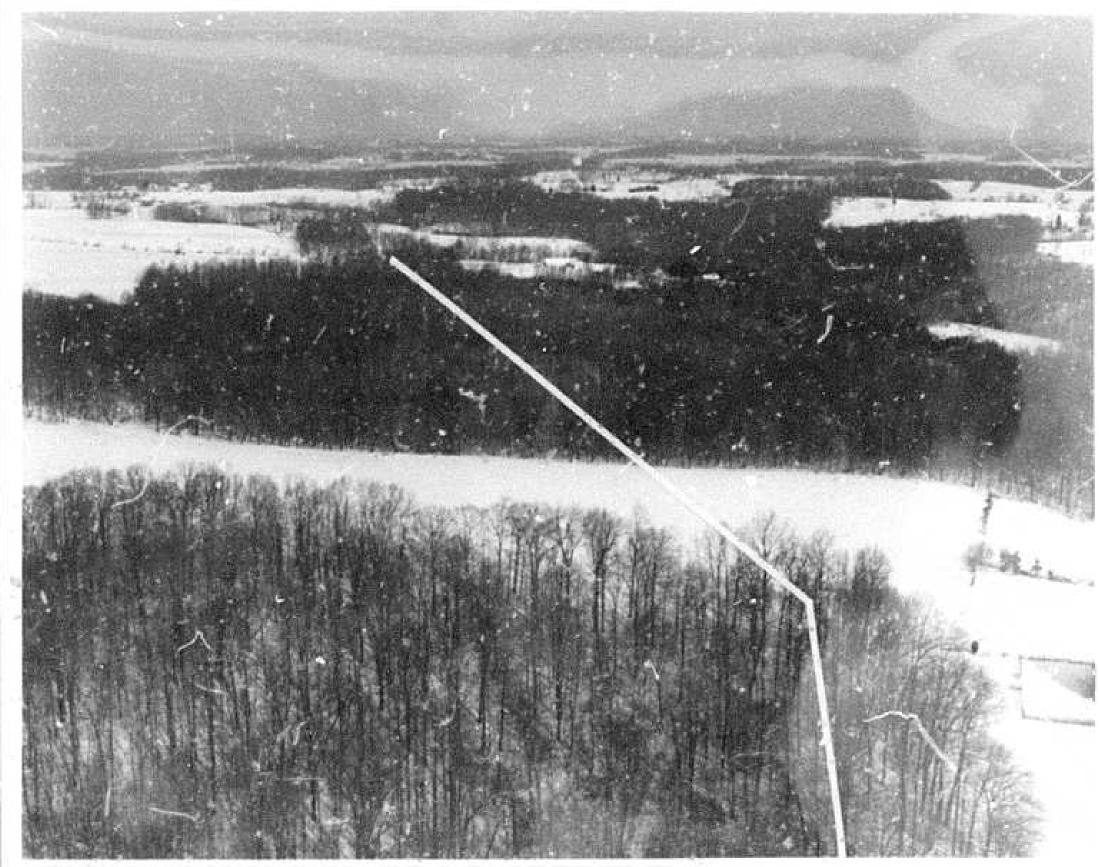
Current construction programs underway will cost about \$523 million and consist of: consumption coupled with decreasing domestic Laying a total of 561 miles of 36 inch and 40 production, the U. S. now obtains almost half inch main line "loops" and 199 miles of stub its total petroleum needs from foreign sources. along the system; upgrading existing and both domestic and foreign, for processing and pro iding additional operating and safety ultimate consumption in the L. S. Pipelines

cycles from 10 to 5 days and reduce shippy tankage requirements at both origins . or lenders to debt finance these ventures.

Outlook for Petroleum Pipelines

Because of increasing U. S. petroleum line "loops" of 12 to 16 inches diameter: However, the nation's transportation systems adding 300,000 horsepower to 67 pump stations must continue moving all petroleum supplies, offer the lowest cost, safest and most energy efficient method of transporting the great bulk Completion of this expansion will allow of these needs. Therefore, pipeline systems Colonial to operate a dual system between should continue to expand at a rate slightly Houston and Greensboro - one line for gasoline greater than consumption growth, which is and one for distillates. This dual system will estimated to vary from 2% to 4% per year over enhance product integrity, provide additional the next decade. But, pipeline growth could throughput reduce energy costs, improve cease almost overnight if government or service to shippers by reducing the product regulatory actions are taken which decrease the incentive for exners to invest in new pipelines







PETITION FOR SPECIAL EXCEPTION
4th DI TRECT
EDNING: Petition for Special Exception for the construction: Libatio. Fish maintanance of admirhand 125 RV Electric Transactston Lone
LOCATION: North side of Private
Road, SEO feet, more or leas, East
of Hancery Road
DATE 2 TIME: Monday, June 15.
1979 at 11:30 A.M.
PUBLIC HEARING: Room 106,
County Other Ruiding, 111 W.
Chesapeake Averue, Towners.
Maryland

The Eccing Commissioner of Bal-timore County, by authority of the Monlag /rt and Regulations of Baltimore County, will hold a pub-He bearing; For Special Exception for

the construction operation and maintenance of an exerteed 115 LV maintenance of an averhead 1th L.V. Electric Transmission Line.

All that parcel of land in the Fugrith District of Bultimore County Description for a proposed Special Sacception by Baltimore Can and Electric Company for a wood policitansmission line on a portlot of a proposed transmission line right-way described as an exception by Parcel C helow, the balance of Parcel C and all of Parcels A and B described below having been predescribed below having been pre-viously approved for Special Excry-tion by order IN-Live (Stem T2):

Parcel A: Being an existing transmission line right-of-way 200 feet wide and the center line of the proposed the center line of the proposed wood pole transmission line being described as follows:

Beginning for he same in the contro line of a proposed wood pole transmission line at a point in Northwest Master Substitute, thence running for maid center line parallel to and distant 20 feat ar agard at each angles from the entermost to and distant 20 feet ar a sured at right angles from the exaterminast ands of and existing 200 feet wide right-of-way. North 20 degrees 20 minutes 20 seconds East, crossing Cackeys Mill Rand at 140 feet more or lass, for a total distance of 1021.14 fe t, said intersection with Cackeys Mill Rand being distant 2000 feet measured along said road from its intersection with Relaterations Rand, lend growing said caleting transmission line right-of-way by the three following lines:

existing transmission line right-of-way by the three following lines: North is degrees at minutes to ex-ned East-250 13 feet. North 00 de-grees 04 minutes 30 seconds West-284 13 feet and North 29 degrees 22 minutes 30 seconds East-975 to test, thence continuing for said centre illn: of proposed wood pile line, parallel to and distant 20 feet mean-ured at right angles from the west-ured at right angles from the west-ernmost side of arid existing 200 foot wide right-of-way. North 25 ingrees 25 minutes 20 seconds East ext. 36 feet. Farcel B; Parcel B: Bell's an existing transmission line right-of-way generally side jest wide and the center line of the pro-

wide and the emiter line of the proposed wood pile transmission, line
being described as follows:

Engineing for the sains in the
center line of a proposed wood pole
transmission line at the end of Parcel A above, thence running for
said center line parallel to and obsaid center line westerment side
of said existing 400 foot wide rightof-way, liorib 3 degrees 42 minutes
of-way, liorib 3 degrees 42 minutes
of lane more or less and crossing
liabover Piles at 1255 leet more or
less for a total distance of size in
feet and North 16 degrees 54 morutes 00 stonios Erst.—1612.20 fact.
Parcel C:

Parcel C:
Being a proposed transmission
line right-of-way generally 66 feet
wide and the exater line of the proposed wood pole transmission line
being described as follows
being described as follows Beginning for the same

posed wood pole transmission line being described as follows:

Beginning for the same in the center line of a proposed wood pole transmission time at the end of laster line in a proposed wood pole transmission time at the end of laster line parallel to and distant Ef fact measured at right and existing of foot wide right-of-way. North 15 degrees 28 minutes 23 seconds West-118.11 foot and North 28 degrees 28 minutes 23 seconds West-118.11 foot and North 28 degrees 28 minutes 21 seconds West-148.01 foot to the calsting Colorial Pipelius Company Fill-station files.

Bering and excepting that particular discrete his of foot wide right-of-way described to larved C and shows halthed so the attached plat, and the center line of a proposed wood pole undescribed thereon as follows:

Beginning for the same is the center line of a proposed wood pole transmission line being described thereon as follows:

Beginning for the same is the center line of a proposed wood pole transmission line being described thereon as follows:

The context line of a proposed wood pole transmission line at a point distant North 13 degrees 28 minutes 26 accorded West-1185 feet more or less measured slang said order line of a proposed transmission line from the beginning of Percei C described above, and thence extending North 19 degrees 2 minutes 26 accorded West-186 feet more or less.

The contrast of Percei C described above and made a part hereof.

Being the property of Baltimore Gas and Electric Company of Maryand in 1811.

To always described rights-of-way are shown outlined by the Burlanded hereto and made a part hereof.

Being the property of Baltimore Gas and Electric Company, as a down in plat plan filed with the Ending Department.

Hearing Date: Nonthly, June 18, 1979 at 11:00 à M.

Public Rearins Electric Company, as a down in plat plan filed with the Ending Date; for the minutes of Baltimore County May 31.

CERTIFICATE OF PUBLICATION

THIS IS TO CERTIFY, that the annexed advertisement was published in THE JEFFERSONIAN, a weekly newspaper printed and published in Towson, Baltimore County, Md., carexinocark or one time _____lath____lath___ appearing on the ____3lst __day of ______May

THE JEFFERSONIAN,

Cost of Advertisement, \$

	TIMES	OFFICE OF
described as following the same in the least and described the following for the same in the least and described in the least and	goal month of children and the second of the	SPECIAL EXCEPTION - Baitimore Gas & se following: Times

STROMBERG PUBLICATIONS, INC.

CERTIFICATE OF POSTING ZONING DEPARTMENT OF BALTIMORE COUNTY

Towson, Maryland

79-247-X

Posted for: PETITION FOR SPECIAL	Date of Posting JUNE 2, 1979
Petitioner BALTIMORE GAS & ELECTE	
Location of property: N/S PRIVATE Rd 6900 HANOVER Rd.	More on Less FeF
Location of Signs @ N/S PRIVATE Pd. AT H	ANOVER PIKE
@ OLD HANOVER Rd AT PRIVATE EU	Treance Pd to Cohowinh
Romarks: PIPE LINE	
Posted by L. Concers F. 110 Cered	Date of return June 5,1979

2-SIGNS

PETITION	MA	APPII	NG	PRO	GRE	SS	SHEE	T		
	Wall	Мор	Orig	gina!	Dupl	icate	Tro	cing	200 5	
FUNCTION	date	by	date	Ьу	date	by	date	by	date	by
Descriptions checked and outline plotted on map										
Petition number added to outline										
Denied										
Granted by ZC, DA, CC, CA										
Reviewed by: 01 Previous case: 19-13	37 X			Revi Chan Map		ans: utlin	e or de	script	ion	_ Y e _ I\lo

ALTIMORE COUNTY, MARY FFICE OF FINANCE REVENUE MISCELLANEOUS CASH REC	DIVISION
June 18, 1979	ACCOUNT 01-662
	AMOUNT \$118.36
Cost of Advertisi	rd, Esquire ing and Posting Case No. 79-247-3
Cost of Advertisi	ing and Posting Case No. 19-241-5

BALTIMORE	CGUNTY	OFFICE	OF	PLANNING	AMD	ZONING	
	04001-039000	e designation	44.	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			

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

Your Perition has been received * this 47- day of April 1979. Filing Fee s 50.00.

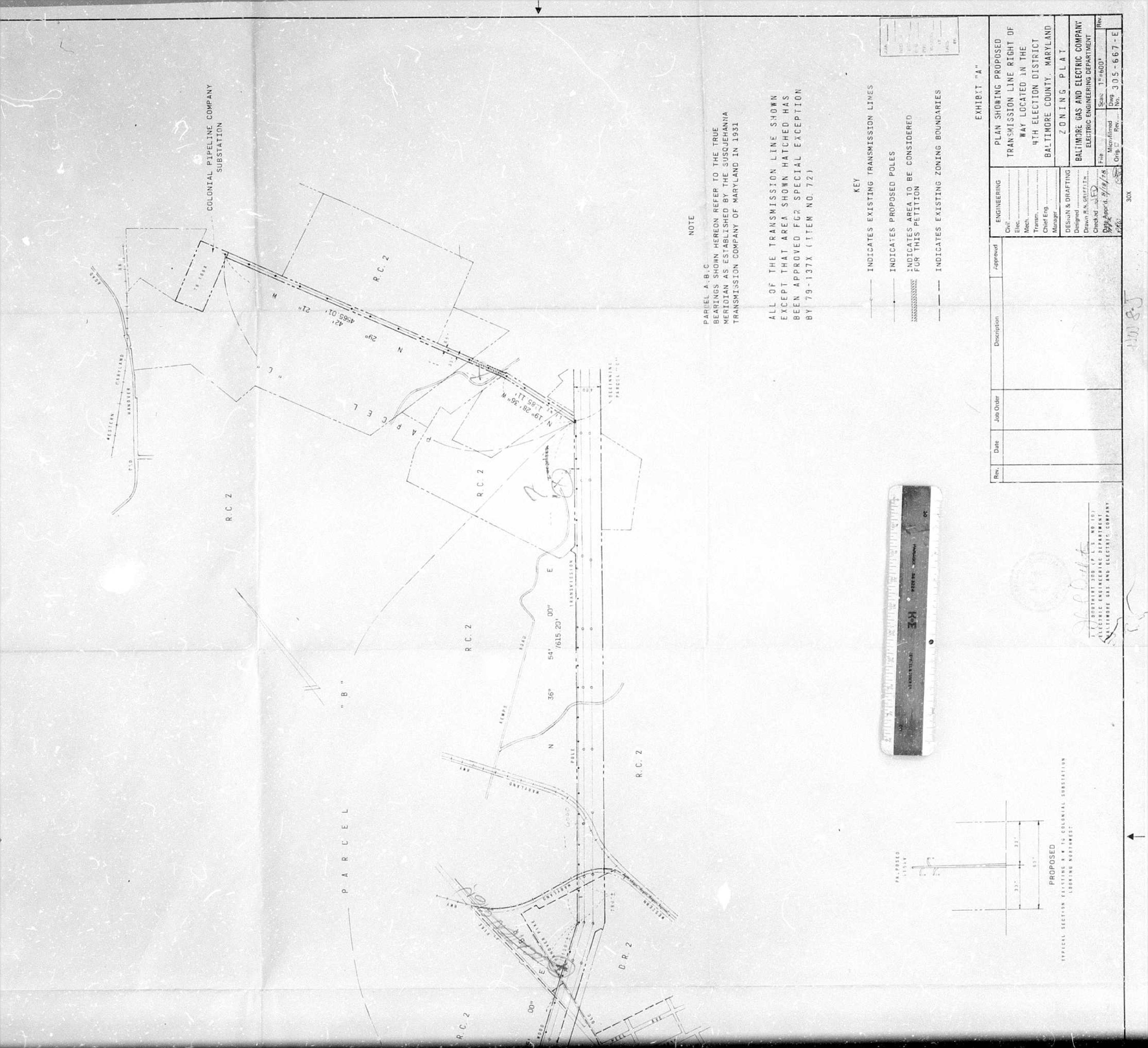
___Cash ___Gther

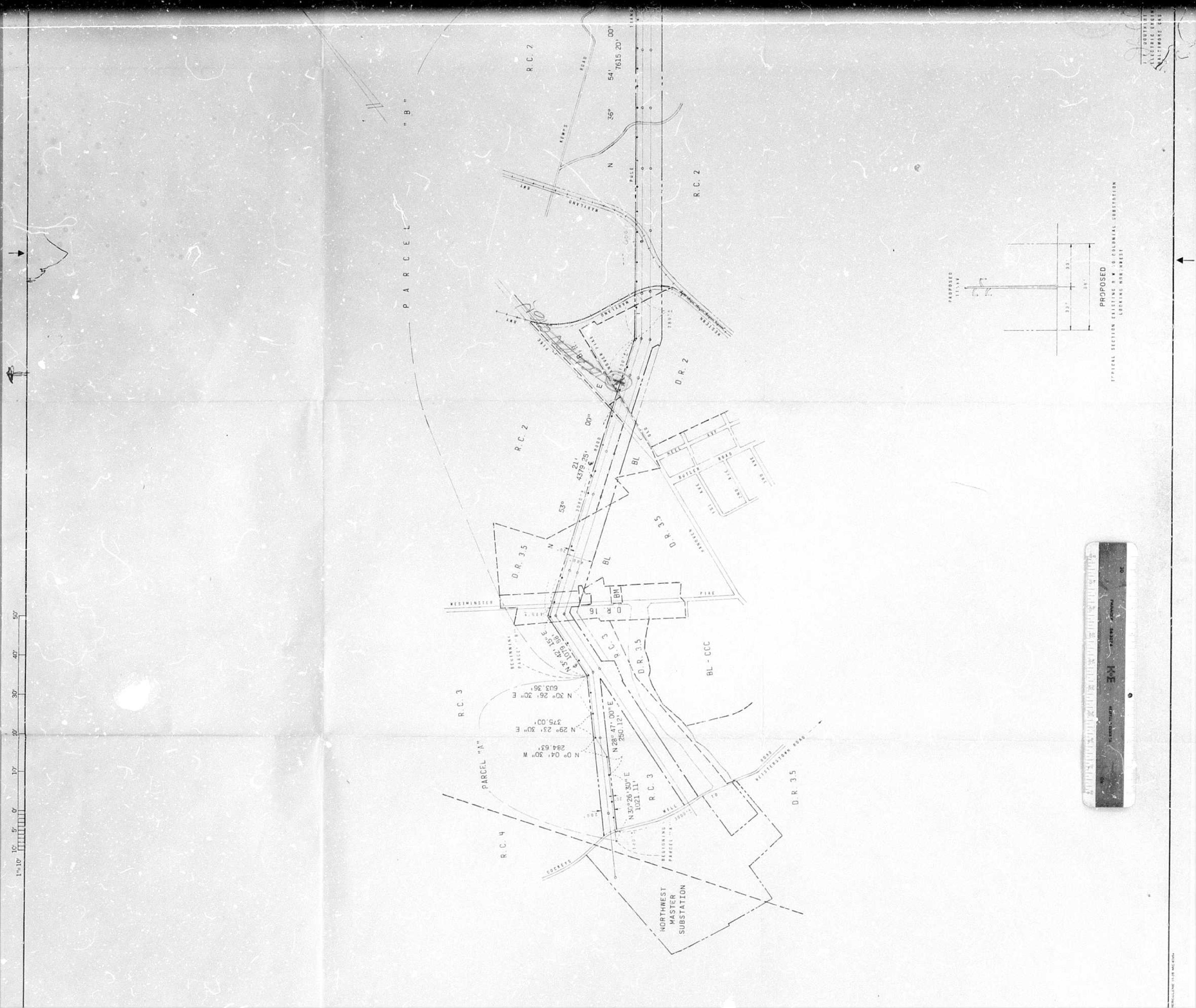
Zoning Commissioner

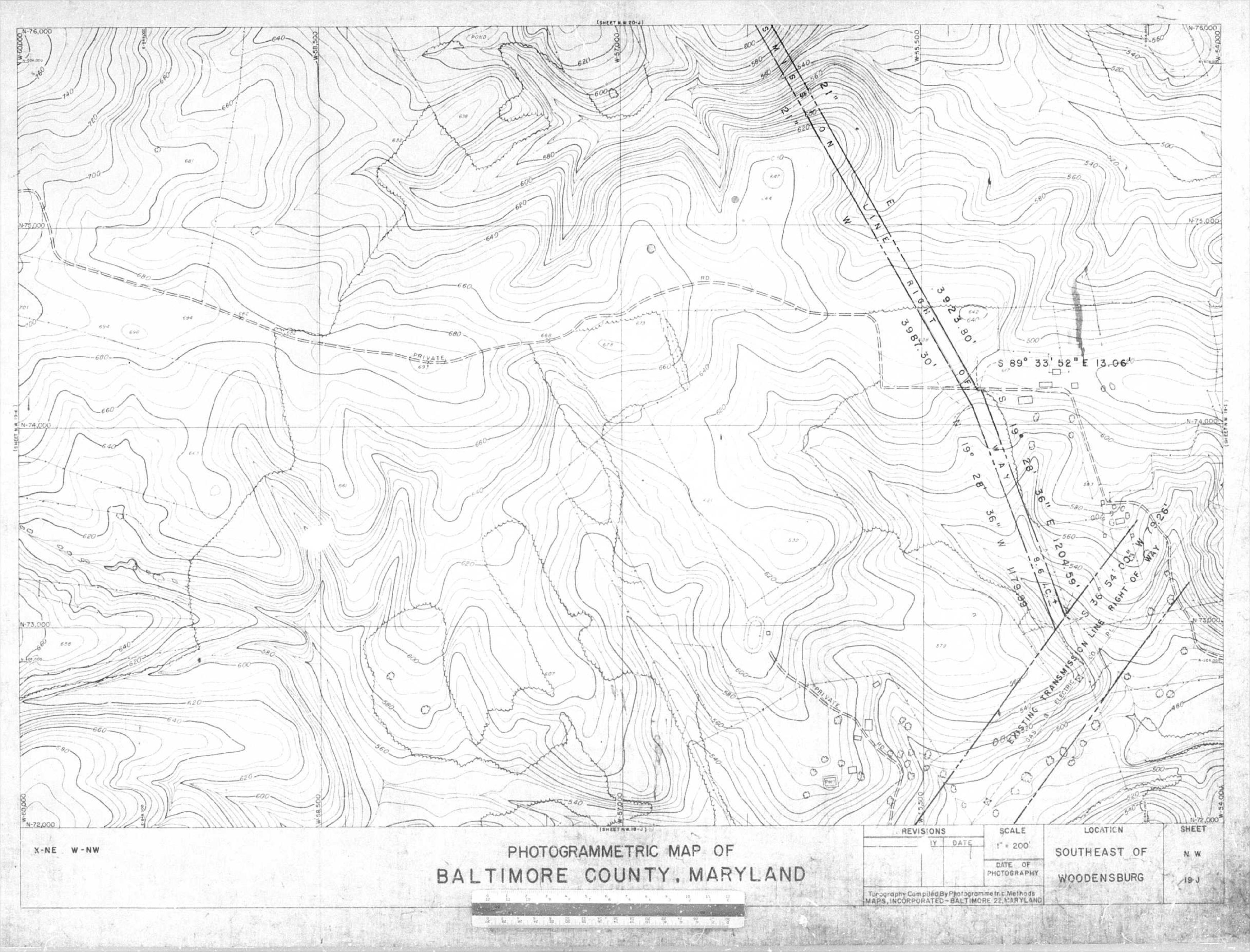
Petitioner & Color Submitted by W. C. Wil horn Petitioner's Attorney John Brief Reviewed by Consectte

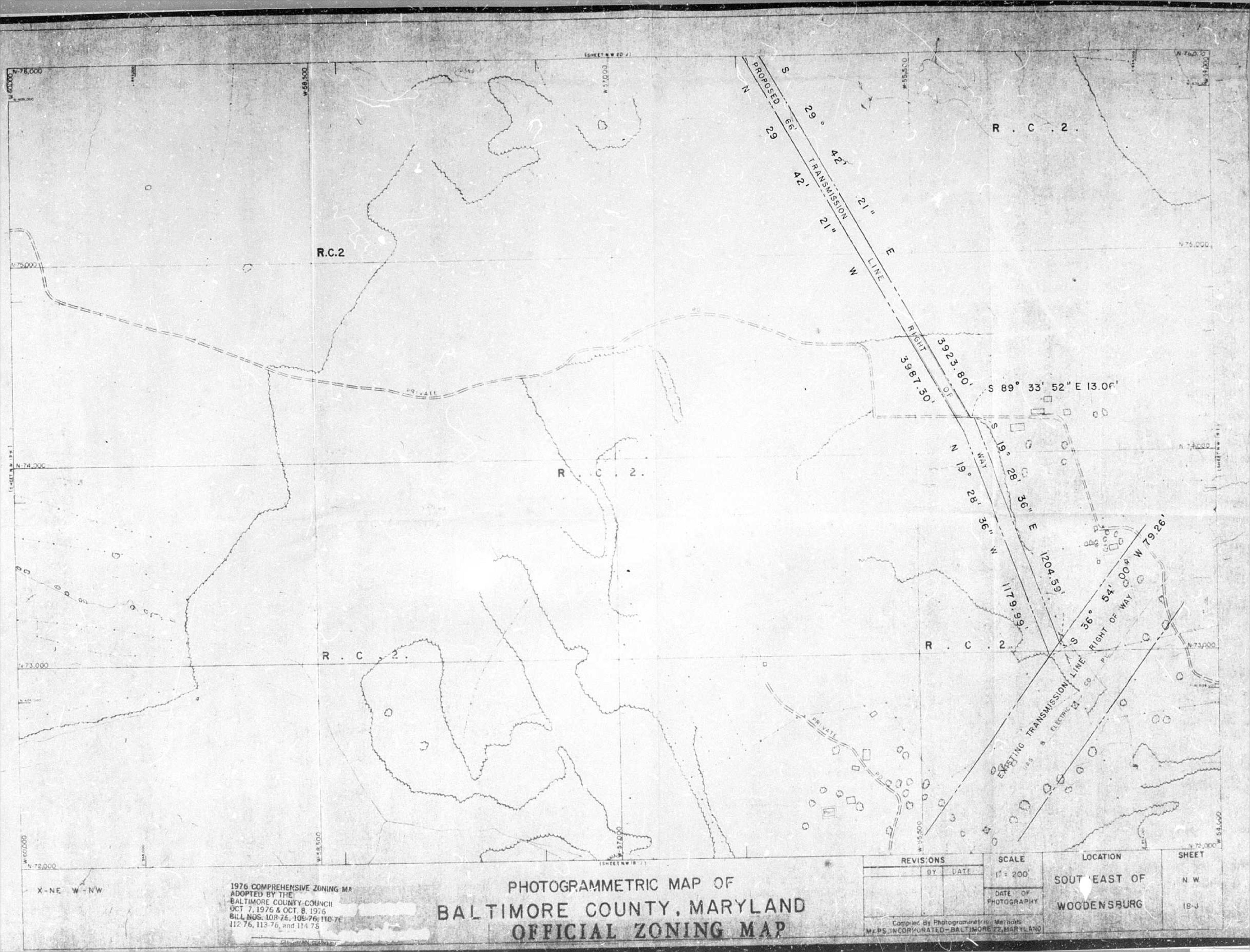
* This is not to be interpreted as acceptance of the Petition for assignment of a hearing date.

		91-662
May 25. 1979	_ADDUUNT_	71-006
	AMOUNT	\$50.00
John Howard,		
Filing Fee for Ca	, Esquire	
Filing Fee for Ca	, Esquire	
ROM	, Esquire	









TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY:

Mannex we, Leonard & Betty Gallant ____legal owners of the property situate in Baitimore County and which is described in the description and plat attached hereto and made a part hereof,

hereby petition for a Variance from Section 400.1 "To permit an accessary structure (Greenhouse)

to be located in the side yard instead of the required rear yard and to be loc-

ated 1 1/2 feet from side property line instead of the required 2 1/2- feet.

of the Zoning Regulations of Baltimore County, to the Zoning Law of Baltimore County; for the following reasons: (indicate hardship or practical difficulty)

That in 1974, the Petitioners constructed a greenhouse and located the same inadvertently 1 1/2 feet from the property boundary line, as shown in Exhibit 1. The Petitioners claim extreme hardship and practical difficulty in this matter in that the greenhouse is firmly anchored into the ground, and cannot be removed without causing substantial damage to the structure. Furthermore, the Fetitioners have invested substantial monies in tropical plants, which are grown in the greenhouse, and the Petitioners are unable to relocate the plants during the winter months, since any removal from the greenhouse environment poses a real and substantial risk of loss of the plants.

Property is to be posted and advertised as prescribed by Zoning Regulations. I, or we, agree to pay expenses of above Variance advertising, posting, etc., upon filing of this and further agree to and are to be bound by the zoning regulations and restrictions of County adopted per suant to the Zoning Law For Baltimore County.

Address 6712 Baythorne Rd.

Zoning Commissioner of Paltimore County.

Baltimore, Md. 21209

Projestant's Attorney

Contract purchaser

Petitioner's Attorney 60 Kenilworth Dr., Towson, Md. 21204

ORDERED By The Zoning Commissioner of Baltimore County, this ... _, 197 __, that the subject matter of this petition be advertised, as required by the Zening Law of Baltimore County, in two newspapers of general circulation through-

out Baltimore County, that property be posted, and that the public hearing be had before the Zoning Commissioner of Baltimore County in Room 106, County Office Building in Towson, Baltimore A. M

BALTIMORE COUNTY

ZONING PLANS

ADVISORY COMMITTEE



PETITION AND SITE PLAN

EVALUATION COMMENTS

March 23, 1979

BALTIMORE COUNTY ZONING PLANS ADVISORY COMMITTEE

DUNTY OFFICE BLOG. 111 W. Chesapeake Ave. Towson, Maryland 2120

Traffic Engineering

Nicholas B. Commodari Charles J. Harrison, Esquire 660 Kenilworth Drive

Towson, Maryland 21204 Bureau of Engineering epartment of

Variance Petition

Dear Mr. Harrison: State Roads Commission

Bureau of The Zoning Plans Advisory Committee has reviewed the plans submitted with the above referenced petition and has made an cn-site Health Department field inspection of the property. The following comments are not Project Planning intended to indicate the appropriateness of the zoning action requested, Building Department but to assure that all parties are made aware of plans or problems Board of Education with regard to the development plans that may have a bearing on this Zonling Administration case. The Director of Planning may file a written report with the Zoning Commissioner with recommondations as to the suitability of Industrial Development the requested roning.

> Enclosed are all comments submitted from the Committe to this office. The remaining members felt that no comment was warranted. This petition is accepted for filing on the date of the enc'osed 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,

May 31, 1979

RE. Item No. 173

Petitioner - Gallant

NICHOLAS B. COMMODARI Chairman Zoning Plans Advisory Committee

NBC/hk Enclosures

battimore county department of public works TOWSON, MARYLAND 21204 THORNTON W. MOURING, P.E.

DIRECTOR

March 21, 1379

Mr. S. Eric DiNenna Zoning Commissioner County Office Pullding Towson, Marylary 21204

> Re: Item #173 (1978-1979) Property Owner: Leonard 5 Betty Gallant S/S Baythorn Rd. 137.51' E. Pimlico Rd. Existing Eoning: DR 3.5 Proposed Soning: Variance to permit an accessory structure to be located in the side yard in lieu of the required rear yard and to be located 1.5' from the property line in lieu of the required 2.5'. Acres: 0.221 District: 3rd

Dear Mr. DiNenna:

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

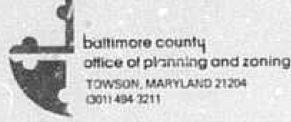
Baltimore County highway and utility improvements are not involved. This office has no further comment in regard to the plan submitted for Zoning Advisory Committee review in connection with this Item #173 (1978-1979).

Very truly yours,

Edmin Mair Romo ELLSWORTH N. DIVER, P.E. Chief, Bureau of Ingineering

END: EAM: FWP: SE

0-SW Key Sheet 29 & 30 NW 12 Pos. Sheets NW 8 C Topo 79 Tax Map



LESUE H. GRAEF

April 11, 1979

Mr. S. Eric DiNenna, Zoning Commissioner Zoning Advisory Committee Office of Planning and Zoning Bail more County Office Building Towse: Maryland 21204

De Mr. DiNenna:

Comments on Item #173, Zoning Advisory Committee Meeting, March 6, 1979, are as follows:

Property Owner: Leonard and Betty Gallant Location: S/S Baythorn Road 107.51' E. Pimlico Road Existing Zoning: Variance to permit an accessory structure to be located in the side yard in lieu of the required rear yard and to be located 1.5' from the property line in tieu of the required 2.5'

Acres: 0.221 District: Grd

This office has reviewed the subject perition and offers the following comments. These comments are not intended to indicate the appropriateness of the zoning in question, but are to assure that all parties are made aware of plans or problems with regard to development plans that may have a bearing on this petition.

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

Very truly yours,

Current Planning and Development

department of permits and licenses
Towson, MARYLAND 21264
13011 434 3610 JOHN D. SEVETERT Mr. S. Eric Minenna, Zoning Commissioner Office of Planning and Toming County Office Poilding Towson, Maryland 21204 _oar Mr. DiNonna.

bottone county

Comments on Item # 17 Moning Advisory Committee Meeting, March 6, 1979

are as follows: Property Owners Leonard & Betty Gallant S/S Baythorn Road 107.51' E Pimlico Road Existing Zonings D.R. 3.5 Proposed Zoning: Variance to permit an accessory structure to be located in the side yard and to be located 1.5' from the property line in lieu of the required 2.5'.

Districts

The Items chanked below are applicables

X A. Structure shall conform to Baltimore County Building Code (B.C.C.A.) 1970 Edition and the 1971 Supplement, other applicable codes.

X B. A building pormit shall be required

C. Additional ______ Fernite shall be required.

D. Builting shall be upgraded to new uso - requires alteration permit. E. Three sets of construction drawings will be required to file an

application for a building parmit.

F. Three sets of construction drawings with a registered Maryland Architect or Engineer's original seal will be required to file en application for a building permit.

X G. Wood freme walls are not permitted within 3'0" of a property line. Contact Duilding Department if distance is between 3'0" and 6'0" of property line. Hasonry or metal and glass would be acceptable.

H. Requested setback variance conflicts with the Beltimore County Building Code, See Section _____

I. No Comment.

J. Comments

Very truly yours, Plane haview Chief



Paul H. Reincke

February 27, 1979

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

Attention: H. Commodari, Chairman Zoning Advisory Committee

Ro: Property Chmor: Leonard & Betty Gallant

Location: S/S Baythorn Rd. 107.51' E Pimiico Rd.

Zoning Agenda Meeting of 3/6/79 Itam No. 173

Gentleman:

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 or _____feet along an approved road in accordance with Baltimore County Standards as published by the Department of Public Morks.

() 2. A second means of vahicle access is required for the site.

() 3. The rehicle dead end condition shown at

ECCUSES the maximum allowed by the Fire D partment.

() 4. The site shall be made to comply all applicable parts of the

Piro 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 Mational Fire Protection Association Standard No. 101 "Life Safety Code", 1976 Edition prior to occupancy.

es are approved as drawn.

Preventice Bureau has no comments, at this time.