VENABLE® LLP
210 W. PENNSYLVANIA AVENUE SUITE 500 TOWSON, MD 21204
T 410.494.6200 F 410.821.0147 www.Venable.com

Christopher D. Mudd
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April 2, 2018

W. Carl Richards, Supervisor
Zoning Review Office
Department of Permits, Approvals
and Inspections
County Office Building
111 West Chesapeake Avenue
Towson, Maryland 21204

Re: **Request for Zoning Verification** for Golden Ring Yacht Basin, Inc.
Location: 114 Carroll Island Road
Tax Map No. 91, Grid 09, Parcel 343
6th Councilmanic District, 15th Election District

Dear Mr. Richards:

This firm represents Golden Ring Yacht Basin, Inc. ("GRYB"), the property owner of 114 Carroll Island Road, located southwest of the intersection of Carroll Island Road and Bowley's Quarters Road, and north of Edwards Lane, in the Middle River area of Baltimore County ("the Property"). The Property is bounded to the west by Limehouse Cove, which feeds into Frog Mortar Creek. The Property is 12.633± acres and is currently improved with a boatyard and marina operation commonly known as the Chesapeake Yachting Center.

On behalf of our client, I am requesting verification from your office regarding the zoning of the Property and other related items.

I. Zoning

To identify the Property, I have attached an aerial photograph/zoning map and printouts from the Maryland State Department of Assessments and Taxation website. As indicated on the aerial zoning map, the Property appears to be zoned B.M.B. (Business Maritime Boatyard), with small slivers of D.R. 3.5 (Density Residential) and B.L. (Business, Local) on the eastern and northern portions of the Property, respectively. I would appreciate your confirming, by countersignature below, that the Property is so zoned.

II. Development History

In September of 1986, GRYB filed a Petition for a Special Hearing, or in the alternative, a Petition for Special Exception and Variance for a boatyard/marina use and related relief (Case No. 1986-292-SPHXA) (the "1986 Case"). At the time, the Property was zoned D.R. 5.5 (Density Residential), and the B.M.B. zone did not exist.

Following a public hearing, on December 15, 1986, the Zoning Commissioner denied GRYB's Petition for Special Hearing requesting that the boat yard and its parking area be considered a "community building," and granted its Petition for Special Exception for "a boat yard with caretakers' living quarters and a double-faced, 80 square feet each side, outdoor advertising sign." The Zoning Commissioner also granted the Petition for Variance to permit "a single-faced sign containing 80 square feet in lieu of the required 40 feet," and granted GRYB's Petition for Special Hearing to allow the existing dwelling and access road to be located within a buffer area, subject to certain restrictions that are immaterial to this letter. A copy of the Findings of Fact and Conclusions of Law from the 1986 Case is enclosed for your reference.

In 1989, GRYB sought to amend the special exception and site plan approved in the 1986 Case to provide for the installation of a dry boat rack system on the Property. On November 8, 1989, the Zoning Commissioner issued a letter approving the amended site plan, which included the installation of a four-level boat rack system and reconfiguration of the Property. A copy of that November 8, 1989 letter and approved site plan is attached for your reference.

Following construction, neighbors complained about the boat rack and ultimately filed a petition for Special Hearing requesting "disapproval of the relief granted by [the Zoning Commissioner] dated November 8, 1989, which permitted the construction of boat racks on the subject property." See Case No. 1992-0171-SPH (the "1992 Case"), July 22, 1993 Opinion and Order, p. 12. Copies of the Board of Appeals Opinions and Orders from the 1992 Case are enclosed for your reference. On July 22, 1993, the Board of Appeals denied the neighbors request for disapproval of the relief granted vis-à-vis the four-level boat racks.

The neighbors appealed the Board's July 22, 1993 decision to Circuit Court. See Case No. 1992-0171-SPH, April 30, 1997 Opinion and Order, p. 1-2. At that time, the issues of (1) whether GRYB was entitled to a certain percentage of ground storage on the Property and (2) whether a related amended site plan should be approved became the focal points of the case. *Id.* Those issues had nothing to do with whether GRYB was entitled to the four-level out-of-water storage facility, which had been constructed in connection with the Zoning Commissioner's November 8, 1989 letter. Thus, any challenge to the four-rack out-of-water boat storage facility was waived; the Zoning Commissioner's November 8, 1989 decision was final. Furthermore, **both the Circuit Court and the Court of Special Appeals affirmed the Board of Appeals' decision on all remaining issues raised by the neighbors in Case No. 1992-0171-SPH**. *Id.* Accordingly, it was unquestionably clear that GRYB was permitted to construct a four-level boat rack system in accordance with the Zoning Commissioner's November 22, 1989 approval letter.

III. The B.M.B. Zone and Current Use of the Property

In 1992, the County Council enacted legislation establishing three Business Maritime Zones for the purpose of efficiently regulating the use of land areas adjacent to the County's navigable waterways. One of these maritime zones was the B.M.B. zone.

The B.M.B. zone was established to include uses which are more intense than the B.M.M. zone (Business Maritime Marina). For that reason, the B.M.B. zone allows for all uses permitted by right in the B.M.M. zone in addition to other uses such as a boatyard, a research institute for marine-related purposes, and a machine shop for repair of engines or marina equipment. See B.C.Z.R. § 221.1. In 1992, the Property became zoned B.M.B, and it continues to be zoned as such today.

Section 502.9 to the B.C.Z.R., entitled "Validity of special exceptions previously granted," provides that:

> [n]either Bill No. 149-1992 nor Bill No. 179-1995 affects the validity of any order granting a special exception for a marina or boatyard which occurred prior to the effective date of the bill. Any such special exception may be used in accordance with the applicable provisions of the Baltimore County Zoning Regulations in effect at the time of the grant of such special exception and in accordance with the terms thereof, provided that construction is started prior to the expiration date of the special exception as required by Section 502.3.
>
> . . .
>
> Notwithstanding any provisions of these regulations to the contrary, and in addition to the provisions contained in Subsection A above, the uses, conditions and requirements set forth in Bill No. 149-1992 may be utilized

> at the discretion of the owner of the property on which the marine or boatyard is located, and no hearing shall thereby be required to amend the prior special exception where the proposed change is permitted as a matter of right by Bill No. 149-1992.

In short, this section enables a property owner to operate an approved use in accordance with the law in existence at the time a special exception was granted, **or** in accordance with the current law.

As mentioned above, a boatyard/marina facility known as the Chesapeake Yachting Center operates on the Property today. Enclosed with this letter is a copy of a site plan which, consistent with the provisions of Section 502.9 of the B.C.Z.R., demonstrates that the existing boatyard/marina facility is in compliance with all current applicable provisions of the B.C.Z.R. As part of its operations and as described above, the Chesapeake Yachting Center includes a four-level out-of-water storage facility, which was constructed following the 1989 administrative approval by the Zoning Commissioner for a four-level boat rack system, among other items.

B.C.Z.R. § 417.7.C, which governs the height of boat racks, provides that "notwithstanding the provisions of these regulations, a four-boat-high out-of-water storage facility is permitted by special exception within a building existing before the effective date of Bill No. 149-1992." Here, the existing four-level out-of-water storage facility was approved in conjunction with an approved special exception by the Zoning Commissioner in 1989, constructed soon thereafter, and reaffirmed by way of the 1992 Case. Therefore, because the four-level boat rack system existed before the effective date of Bill No. 149-1992, it remains a lawful use pursuant to B.C.Z.R. § 417.7.C.

As such, please confirm the following by countersignature below: (1) that the existing four-level out-of-storage facility is permissible pursuant to B.C.Z.R. § 417.7.C by virtue of its prior approval and existence before the effective date of Bill No. 149-1992; and (2) that the current configuration and existing use of the Property, as shown and described on the enclosed site plan, complies with all applicable regulations of the B.C.Z.R.

IV. **No Violations**

Lastly, please confirm, by countersignature below, that there are no outstanding violations of any zoning, subdivision, building, or similar ordinances or regulations applicable to the Property, or any enforcement proceedings against the Property that are pending. ~~or contemplated.~~

WCR

As we are requesting an expedited response, I have enclosed with this letter a check in the amount of $150.00 made payable to "Baltimore County, Maryland" to cover the administrative costs associated with this expedited review.

If you have any questions or require any additional information to complete your review, please feel free to contact me. I appreciate your time and attention to this matter.

Very truly yours,

Christopher Mudd/ANT

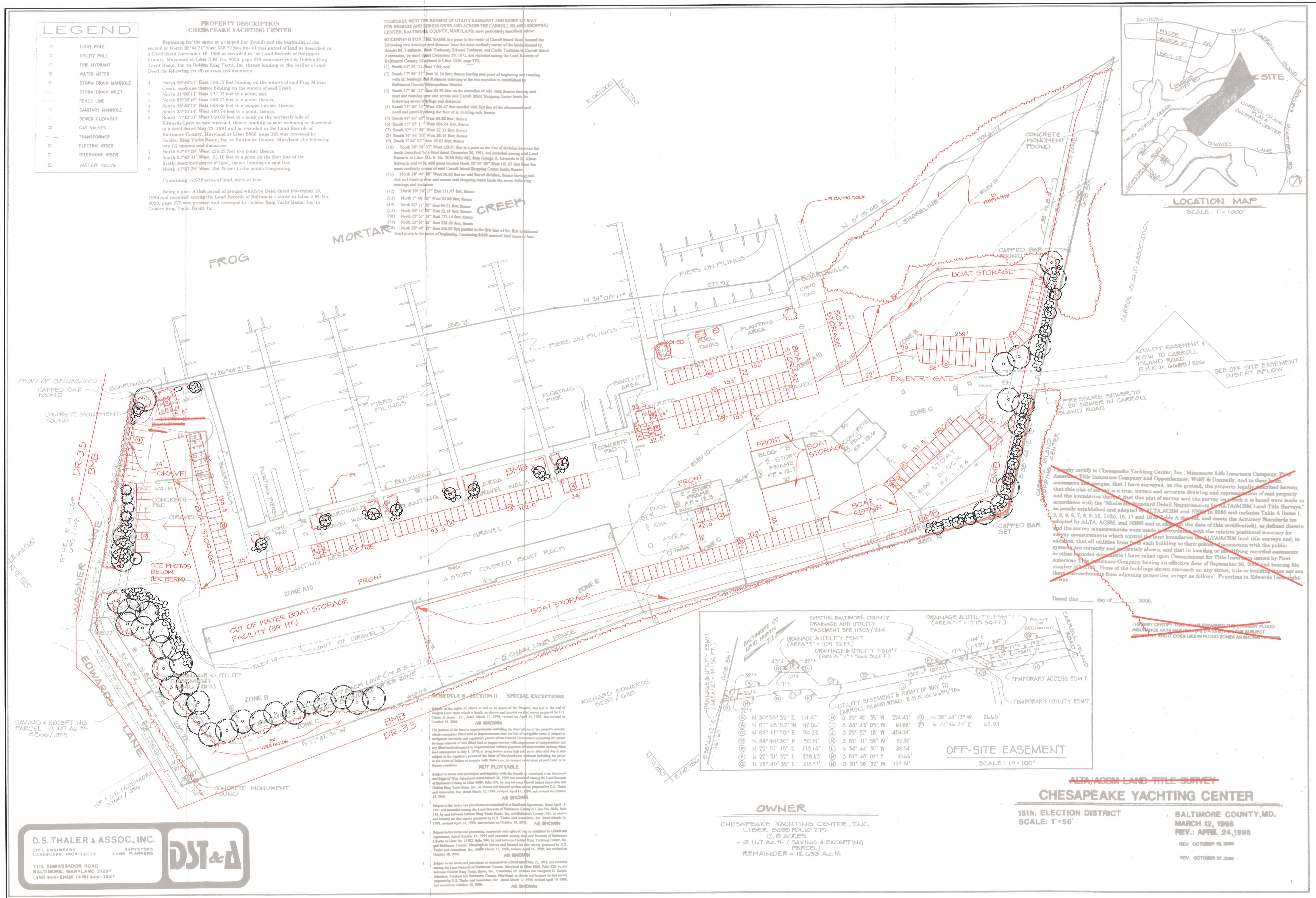
Christopher D. Mudd

CDM:ant
Enclosures

REVIEWED AND APPROVED

4/11/18

W. Carl Richards, Supervisor
Zoning Review Office
for Baltimore County


LEGEND
LIGHT POLE
UTILITY POLE
FIRE HYDRANT
WATER METER
STORM DRAIN MANHOLE
STORM DRAIN INLET
FENCE LINE
SANITARY MANHOLE
SEWER CLEANOUT
GAS VALVES
TRANSFORMER
ELECTRIC RISER
TELEPHONE RISER
WATER VALVE
PROPERTY DESCRIPTION CHESAPEAKE YACHTING CENTER
FROG MORTAR CREEK
LOCATION MAP SCALE: 1" = 1000'
SITE
BOAT STORAGE
EX. ENTRY GATE
ZONE A10
ZONE B
ZONE C
OUT OF WATER BOAT STORAGE FACILITY (34' HT)
LIMIT OF GRAVEL
BMB
DR-3.5
WAGNER LANE
EDWARDS LANE
SEE PHOTOS BELOW (EX. BERM)
GRAVEL
FRONT
BOAT REPAIR
FLOATING DOCK
PIERS ON PILINGS
CONCRETE MONUMENT FOUND
CAPPED BAR FOUND
POINT OF BEGINNING
SAVING & EXCEPTING PARCEL 0.167 Ac.±
SCHEDULE B - SECTION II SPECIAL EXCEPTIONS
NOT PLOTTABLE
AS SHOWN
OFF-SITE EASEMENT SCALE: 1" = 100'
Ⓐ N 30°58'32" E 111.47'
Ⓑ N 07°48'02" W 92.06'
Ⓒ N 82°11'58" E 94.23'
Ⓓ N 34°44'30" E 52.19'
Ⓔ N 25°57'18" E 173.14'
Ⓕ N 22°31'32" E 228.63'
Ⓖ N 25°40'35" E 218.97'
Ⓗ S 25°40'35" W 224.47'
Ⓘ S 44°43'05" W 69.88'
Ⓙ S 25°57'18" W 404.24'
Ⓚ S 82°11'58" W 32.32'
Ⓛ S 34°44'30" W 88.54'
Ⓜ S 07°48'02" E 10.63'
Ⓝ S 30°58'32" W 129.51'
Ⓞ N 38°44'12" W 26.65'
Ⓟ S 77°46'25" E 62.93'
OWNER
CHESAPEAKE YACHTING CENTER, INC.
LIBER 8030 FOLIO 279
12.8 ACRES
- 0.167 Ac.+/- (SAVING & EXCEPTING PARCEL)
REMAINDER = 12.633 Ac.+/-
~~ALTA/ACSM LAND TITLE SURVEY~~
CHESAPEAKE YACHTING CENTER
15th. ELECTION DISTRICT
SCALE: 1"=50'
BALTIMORE COUNTY, MD.
MARCH 12, 1998
REV.: APRIL 24, 1998
REV: OCTOBER 18, 2000
REV. OCTOBER 27, 2000
D.S. THALER & ASSOC., INC.
CIVIL ENGINEERS SURVEYORS
LANDSCAPE ARCHITECTS LAND PLANNERS
7115 AMBASSADOR ROAD
BALTIMORE, MARYLAND 21207

EXISTING BERM

NTS

1986-292-SPHXA
On December 15, 1986, the Zoning Commissioner GRANTED: 1) a Petition for Special Exception for a boat yard with caretakers' living quarters and a double-faced, 80 square feet each side, outdoor advertising sign; 2) a Petition for Variances to permit a single-faced sign containing 80 square feet in lieu of the required one square foot and a distance between principal buildings of 32 feet in lieu of the required 40 feet; and 3) a Petition for Special Hearing to allow the existing dwelling and access road to be located within a buffer area.

1989 Amended Site Plan Approved
On November 8, 1989, the Zoning Commissioner approved the construction of a four-level boat rack system as being permitted within the spirit and intent of the special exception granted in Case No. 1986-292-SPHXA and approved an amended site plan including the proposed dry rack storage system.

1992-171-SPH
In 1992, this Petition for Special Hearing was filed requesting disapproval of the relief granted by the Zoning Commissioner on November 8, 1989. On July 22, 1993, the Board of Appeals DENIED the Special Hearing request, and APPROVED the construction of a four-level boat rack system on the property, and APPROVED an amended site plan. An appeal was taken with respect to the percentage of the property to be allocated for dry boat storage. The appeal did not relate to the issue of whether the four-level boat rack system was appropriate. Following appeal and subsequent remand relating to these issues and other improvements on the property, on April 30, 1997, the Board of Appeals APPROVED an amended site plan for the property.

GENERAL NOTES

1. APPLICANT:
   Chesapeake Yachting Center, Inc.
   114 Carroll Island Road
   Baltimore, MD. 21220
   attn: Mr. Frank Lampron
   Tel: 410-335-4900
   Fax: 410-335-1777

   OWNER:
   Golden Ring Yacht Basin Inc.
   P.O. Box 5992
   Baltimore, MD. 21282-5992

2. PLAN PREPARED BY:
   D.S. Thaler & Assoc., LLC
   7115 Ambassador Road
   P.O. Box 47428
   Baltimore, Maryland 21244
   attn: Stacey A. McArthur, R.L.A.
   410-944-3647

PROPERTY REFERENCES

PARCEL	DEED	TAX ACCT. #	ADDRESS	TAX MAP	ADC MAP
343	8039/279	2100008540	114 CARROLL ISLAND RD.	91	2466

Zoning: Baltimore County, 200 Scale 2016 Zoning Map, GIS Tile Nos.: 091B2

4. GENERAL DATA:
   Election District: 15th.
   Councilmanic District: 6th.
   Zoning: BMB

5. PARKING:

USE	REQUIRED		AVAILABLE
BUILDING 'A' (2 STORIES) TOILET, OFFICE (1ST FLOOR) 2 CARETAKERS QTRS. (2ND FLOOR)	1100 SQ. FT±. @ 3.3/1000 1876 SQ. FT±. @ 1.5/DWELLING	4 3	4 3
BUILDING 'B' (2 STORIES) MAINTENANCE SHOP (1ST FLOOR) OFFICE (2ND FLOOR)	3500 SQ. FT±. @ 3.3/1000 1001 SQ. FT±. @ 3.3/1000	11 4	11 4
BUILDING 'D' MAINTENANCE SHOP	4800 SQ. FT±. @ 3.3/1000	16	16
OUT OF WATER BOAT STORAGE FACILITY BOAT SLIPS (8 SPACES IN DRY RACK STORAGE FOR SALES AND SERVICE)	200 UNITS @ 0.5 PER/1 UNIT 200 SLIPS @ 0.5 PER/1 SLIP	100 100	100 100
TOTAL PARKING SPACES:		238	238

LANDSCAPE CALCULATIONS:

D. Landscape Requirements:

Landscape requirements as specified in the Baltimore County Landscape Manual, adopted August 7, 2000, and as amended.

Note: Schematic Landscape Plan shown is preliminary in nature and is to show compliance with the Baltimore County Landscape Manual. The Schematic Landscape Plan is subject to a Final Landscape Plan. Final Landscaping Plan shall be approved prior to Building Permit Application.

1 Planting Unit (P.U.) =
- 1 major deciduous tree (2-2-1/2" cal.) or
- 2 minor deciduous trees (1-1/12" cal.) or
- 2 evergreen trees (6' ht.) or
- 5 shrubs
  - or class A: 24- 30" ht.
  - class B: 18" ht.
- 500 S.F. of ground cover or
- 10 herbaceous/perennial (1 gal.)*or
- 20 herbaceous/perennial (1 quart)

*To meet Class D screening requirements only.

	Required	Credit	Subtotal	Proposed
STREET FRONTAGE: (Condition A) Adjacent Road @ 1 PU/40 L.F. Interior Road @ 1 PU/20 L.F.	392 LF±/40=9.8 PU 454 LF±/20=22.7 PU	Existing Vegetation 392 LF±/40=9.8 PU	22.7 PU	130.6 PU
PARKING LOTS (Condition B) Class B screen @ 1 PU/20 L.F. Interior Parking @ 1 PU/12 PRK SPACES	187 LF±/20=9.4 PU 238 PRK/12=19.8 PU	Existing Vegetation 183 LF±/20=9.4 PU	19.8 PU	
NON-RESIDENTIAL BUILDINGS (Condition E) @ 1 PU/15 LF Building	884 LF±/15=58.9 PU	Existing Vegetation 531.0 LF±/15=35.4 PU	23.5 PU	
STORAGE AREA (Condition G) @ 1 PU/10 LF Storage Area	642 LF±/15=64.2 PU		64.2 PU	
SLOPES (Condition J) @ 1 PU/15 LF Slope	581 LF±/15=38.7 PU	Existing Vegetation 581 LF±/15=38.7 PU	0.0 PU	
TOTAL:	223.5 PU	93.3 PU	130.2 PU	

*CREDIT FOR RETENTION OF EXISTING ORNAMENTAL GRASSES (10.0 PU) IS REQUESTED.

JOB NUMBER: 03040B
DRAWN BY: DT
DESIGNED BY: SM
CHECKED BY: SM

DSThaler & ASSOC. LLC
CIVIL AND ENVIRONMENTAL ENGINEERS, SURVEYORS,
LANDSCAPE ARCHITECTS & LAND PLANNERS
7115 AMBASSADOR ROAD
P.O. BOX 47428
BALTIMORE, MARYLAND 21244-7428
410-944-3647
www.dsthaler.com

APPLICANT
CHESAPEAKE YACHTING CENTER, INC.
114 CARROLL ISLAND ROAD
BALTIMORE, MD. 21220
ATTN: MR. FRANK LAMPRON
TEL: 410-335-4900
FAX: 410-335-1777

OWNER
GOLDEN RING YACHT BASIN INC
P.O. BOX 5992
BALTIMORE, MD. 21282-5992

REVISIONS

Date:	Description:

LANDSCAPE COMPLIANCE
CHESAPEAKE YACHTING CENTER

ELECTION DISTRICT No. 15TH. COUNCILMANIC DISTRICT 6TH.
BALTIMORE COUNTY, MARYLAND

SCALE: 1" = 50'
DATE: MARCH, 2018
SHEET: 1 OF 1

File name: T:\CYC\dwg\Planning\Exhibits\LANDSCAPE COMPL..dwg Layout: Layout1 Mar 30, 2018-2:32pm ENGR

1986-0292-XSPHA

Dev. Ex.#14

Baltimore County
Zoning Commissioner
Office of Planning & Zoning
Towson, Maryland 21204
(301) 887-3353

J. Robert Haines
Zoning Commissioner

Dennis F. Rasmussen
County Executive

November 8, 1989

Benjamin Bronstein, Esquire
Evans, George and Bronstein
29 W. Susquehanna Avenue, Suite 205
Towson, Maryland 21204

RE: PETITIONS FOR SPECIAL EXCEPTION, SPECIAL HEARING & VARIANCES
Beginning at the c/l of Edwards Lane, 1100' +/- W of
Bowleys Quarters Road
15th Election District
Golden Ring Yacht Basin, Inc. - Petitioners
Case No. 86-292-XSPHA

Dear Mr. Bronstein:

In response to your letter dated August 1, 1989 regarding the above-captioned matter, the following comments are offered.

Pursuant to the relief granted in Case No. 86-292-XSPHA and after due consideration of the revised site plan dated September 19, 1989, it is the opinion of this Zoning Commissioner that the area identified as "Dry Rack Storage" and described under General Notes No. 6 shall serve as the boat storage area for the subject property and is consistent with the spirit and intent of the applicable zoning regulations and the Order issued December 15, 1986 by the then Zoning Commissioner, Arnold Jablon. It is understood that said "dry rack storage" is not an enclosed building, but is simply an open rack system designed specifically for boat storage.

Very truly yours,

J. Robert Haines

J. ROBERT HAINES
Zoning Commissioner
for Baltimore County

JRH:bjs

cc: P. David Fields
Phyllis Friedman, Esquire
James E. Dyer
W. Carl Richards
Case File

PETITION FOR SPECIAL HEARING

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY:

The undersigned, legal owner(s) of the property situate in Baltimore County and which is described in the description and plat attached hereto and made a part hereof, hereby petition for a Special Hearing under Section 500.7 of the Baltimore County Zoning Regulations, to determine whether or not the Zoning Commissioner and/or Deputy Zoning Commissioner should approve to determine whether (1) marina-boatyard and related parking area should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from residential transition requirements, as listed in Section 1 B01.1 B.1c.9/10 B.C.Z.C.; (2) if determined to be subject to residential transition requirements whether an existing dwelling and a secondary means of access can be located within a buffer area and (3) SEE ATTACHED.

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

I, or we, agree to pay expenses of the above Special Hearing advertising, posting, etc., upon filing of this Petition, and further agree to and are to be bound by the zoning regulations and restrictions of Baltimore County adopted pursuant to the Zoning Law for Baltimore County.

I/We do solemnly declare and affirm, under the penalties of perjury, that I/we are the legal owner(s) of the property which is the subject of this Petition.

Contract Purchaser:

(Type or Print Name)

Signature

Address

City and State

Attorney for Petitioner:

Benjamin Bronstein
(Type or Print Name)

Signature

Suite 200, 102 W. Pennsylvania Avenue
Address

Towson, MD 21204
City and State

Attorney's Telephone No.: 828-4442

Legal Owner(s):

Golden Ring Yacht Basin, Inc.
(Type or Print Name)

By:
Signature Frank Lampron, President

(Type or Print Name)

Signature

Address Phone No.

City and State

Name, address and phone number of legal owner, contract purchaser or representative to be contacted

D.S. Thaler & Associates, Inc. 484-4100
Name

11 Warren Road, Baltimore, MD 21208
Address Phone No.

MAP NE 4K
5B
E. D. 15
DATE 5-12-87
200
1000
DP

N 12,740
E 60,380

86-292-XSPHA
#185

86-292-XSPHA
Golden Ring Yacht Basin, Inc.
c/l Edwards La., 1100'± W. Bowleys
ters Rd.
15th

ORDERED By The Zoning Commissioner of Baltimore County, this 30th day of September, 19 86, that the subject matter of this petition be advertised, as required by the Zoning Law of Baltimore County, in two newspapers of general circulation throughout Baltimore County, that property be posted, and that the public hearing be had before the Zoning Commissioner of Baltimore County in Room 106, County Office Building in Towson, Baltimore County, on the 24th day of November, 19 86, at 11:00 o'clock A. M.

Zoning Commissioner of Baltimore County.

ORDER RECEIVED FOR FILING
Date December 15, 1986
By

Z.C.O.—No. 1

(over)

PAGE TWO
Golden Ring Yacht Basin, Inc.

townhouse structures housing marina-oriented accessory uses inclusive of individual living units should be considered as part of a marina operation.

PETITION FOR SPECIAL EXCEPTION

86-292-XSPHA
9-3-86

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY:

The undersigned, legal owner(s) of the property situate in Baltimore County and which is described in the description and plat attached hereto and made a part hereof, hereby petition for a Special Exception under the Zoning Law and Zoning Regulations of Baltimore County, to use the herein described property for a marina-boatyard including living quarters for 5 caretakers in 3 buildings (accessory structures) 1 B01.1.C.2 and an outdoor advertising sign (413.3).

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

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

I/We do solemnly declare and affirm, under the penalties of perjury, that I/we are the legal owner(s) of the property which is the subject of this Petition.

Contract Purchaser:

(Type or Print Name)

Signature

Address

City and State

Attorney for Petitioner:

Benjamin Bronstein
(Type or Print Name)

Signature

Suite 200, 102 W. Pennsylvania Avenue
Address

Towson, MD 21204
City and State

Attorney's Telephone No.: 828-4442

Legal Owner(s):

Golden Ring Yacht Basin, Inc.
(Type or Print Name)

By:
Signature Frank Lampron

(Type or Print Name)

Signature

Address Phone No.

City and State

Name, address and phone number of legal owner, contract purchaser or representative to be contacted

D.S. Thaler & Associates, Inc. 484-4100
Name

11 Warren Road, Baltimore, MD 21208
Address Phone No.

MAP NE4K
5B
E. D. 15
DATE 5-12-87
200
1000
DP

N 12,740
E. 60,380

ORDERED By The Zoning Commissioner of Baltimore County, this 30th day of September, 19 86, that the subject matter of this petition be advertised, as required by the Zoning Law of Baltimore County, in two newspapers of general circulation throughout Baltimore County, that property be posted, and that the public hearing be had before the Zoning Commissioner of Baltimore County in Room 106, County Office Building in Towson, Baltimore County, on the 24th day of November, 19 86, at 11:00 o'clock A. M.

Zoning Commissioner of Baltimore County.

ORDER RECEIVED FOR FILING
Date December 15, 1986
By

Z.C.O.—No. 1

(over)

PETITION FOR ZONING VARIANCE

TO THE ZONING COMMISSIONER OF BALTIMORE COUNTY:

The undersigned, legal owner(s) of the property situate in Baltimore County and which is described in the description and plat attached hereto and made a part hereof, hereby petition for a Variance from Section 413.1.a to permit a single face sign of 80 sq. ft. in lieu of the permitted 1 sq. ft. and Section 1 B02.2B(V.B.2) to permit a 32 ft. distance between the ships store building and the service and maintenance building in lieu of the required 40 ft.

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

1. Configuration of the site.
2. Topography of the site.
3. Compliance with Critical Area Law.
4. Such other and further hardship or practical difficulty as demonstrated at the time of hearing.

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 petition, and further agree to and are to be bound by the zoning regulations and restrictions of Baltimore County adopted pursuant to the Zoning Law For Baltimore County.

I/We do solemnly declare and affirm, under the penalties of perjury, that I/we are the legal owner(s) of the property which is the subject of this Petition.

Contract Purchaser:

(Type or Print Name)

Signature

Address

City and State

Attorney for Petitioner:
Benjamin Bronstein
(Type or Print Name)

Signature

Suite 200, 102 W. Pennsylvania Avenue
Address
Towson, MD 21204
City and State

Attorney's Telephone No. 828-4442

Legal Owner(s):
Golden Ring Yacht Basin, Inc.
(Type or Print Name)

By:
Signature Frank Lampron, President

(Type or Print Name)

Signature

Address Phone No.

City and State

Name, address and phone number of legal owner, contract purchaser or representative to be contacted

D.S. Thaler & Associates, Inc. 484-4100
Name

11 Warren Road, Baltimore, MD 21208
Address Phone No.

MAP NE 4K
5B
E. D. 15
DATE 5-12-87
200
1000
DP

N 12,740
E 60,380

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Zoning Commissioner of Baltimore County.

ORDER RECEIVED FOR FILING
Date December 15, 1986
By

(over)

86-292-XSPHA

BALTIMORE COUNTY OFFICE OF PLANNING & ZONING

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

Your petition has been received and accepted for filing this ~~15th~~ day of ~~October~~, 19 86.

ARNOLD JABLON
Zoning Commissioner

Petitioner ~~Golden Ring Yacht Basin, Inc.~~
Petitioner's Attorney ~~Benjamin Bronstein, Esquire~~

Received by: James E. Dyer
Chairman, Zoning Plans Advisory Committee

Case No. 86-292-XSPHA

BALTIMORE COUNTY OFFICE OF PLANNING & ZONING

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

Your petition has been received and accepted for filing this 12th day of December, 19 85.

ARNOLD JABLON
Zoning Commissioner

Petitioner Golden Ring Yacht Basin, Inc
Petitioner's Attorney Benjamin Bronstein, Esq.

Received by: James E. Dyer
Chairman, Zoning Plans Advisory Committee

CERTIFICATE OF POSTING

ZONING DEPARTMENT OF BALTIMORE COUNTY
Towson, Maryland

86-292-XSPHA

District 15th
Date of Posting 11/7/86
Posted for: Special Hearing - Special Exception - Variance
Petitioner: Golden Ring Yacht Basin, Inc.
Location of property: Beginning at Edwards Lane, approx. 1100' W/Bowleys Quarters Rd.
Location of Signs: (1,2,3,&4) Facing Wagner Lane, approx. 180' NW of Edwards Lane (5,6,7,8) Facing Edwards Lane, approx. 200' SE/Wagner Lane (9,10,11&12) Facing Carroll Island Sh. Ctr. approx. 150' Fr. NW/cor. of Sh. Ctr. Bldg. all on property of Petitioner
~~Remarks~~:
Posted by
Signature
Date of return: 11/14/86
Number of Signs: 12

Petition for Special Exception, Special Hearing, Zoning Variance

15th Election District
Case No. 86-292-XSPHA

LOCATION: Beginning at the Centerline of Edwards Lane, approximately 1100 feet West of Bowleys Quarters Road.

DATE & TIME: Monday, November 24, 1986 at 11:00 A.M.

PUBLIC HEARING: Room 106, County Office Building, 111 West Chesapeake Avenue, Towson, Maryland.

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County, will hold a public hearing:

Petition for Special Exception for a marina-boatyard including living quarters for five caretakers in three buildings (accessory structures) and an outdoor advertising sign.

Petition for Special Hearing to determine whether one marina-boatyard and related parking areas should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from residential transition requirements; if determined to be subject to residential transition requirements whether an existing dwelling and a secondary means of access can be located within a buffer area and townhouse structures housing marina-oriented accessory uses inclusive of individual living units should be considered a part of a marina operation.

Petition for Zoning Variances to permit a single-faced sign of 80 sq. ft. in lieu of the permitted 1 sq. ft. and a 32 foot distance between the ships store building and the service and maintenance building in lieu of the required 40 feet.

Being the property of Golden Ring Yacht, Basin, Inc., as shown on the plat filed with the Zoning Office.

In the event that these Petition are granted, a building permit may be issued within the thirty (30) day appeal period. The Zoning Commissioner will, however, entertain any request for a stay of the issuance of said permit during this period for good cause shown. Such request must be received in writing by the date of the hearing set above or made at the hearing.

By Order Of
Arnold Jablon
Zoning Commissioner
of Baltimore County

The Times

Middle River, Md., Nov 6 1986

This is to Certify, That the annexed

Petition
Leg L 96944

was inserted in The Times, a newspaper printed and published in Baltimore County, once in each of one successive weeks before the 6th day of Nov, 1986

Publisher.

$38.48

IN RE: PETITIONS SPECIAL EXCEPTION, SPECIAL HEARING, AND ZONING VARIANCES * BEFORE THE
Beginning at the centerline of Edwards Lane, approx. 1,100' W of Bowleys Quarters Road - 15th Election District * ZONING COMMISSIONER
* OF BALTIMORE COUNTY
* Case No. 86-292-XSPHA
Golden Ring Yacht Basin, Inc., *
Petitioner *

* * * * * * * * * * *

FINDINGS OF FACT AND CONCLUSIONS OF LAW

The Petitioner herein requests an interpretation as to whether a boat yard/marina and attendant parking area would be exempt from the Residential Transition Area (RTA) requirements as a community building or other structure devoted to social, recreational or educational activities, or in the alternative, a special exception for a marina; clarification as to whether an existing dwelling and access can be located within a buffer area if the marina is subject to the RTA requirements and whether combination residential-commercial uses can be considered accessory to a marina; variances to permit a distance between principal buildings of 32 feet in lieu of the required 40 feet and a single-faced sign containing 80 square feet in lieu of the permitted one square foot; and a special exception for an outdoor advertising sign, as more particularly described on Petitioner's Exhibit 1.

The Petitioner, by Charles Lampron, President, appeared and testified and was represented by Counsel. Testifying on behalf of the Petitioner were Ernest Young, an adjacent property owner to the Essex Marina, another marina owned by the Petitioner; Nick Blackstone, Executive Director of the Marine Trades Association of Maryland; Dr. Frank Pine, an environmental scientist; Glen Cook, a traffic engineer; and David Thaler, a registered civil engineer. Fred Conrad, on behalf of the Bowleys Quarters Improvement Association, appeared in opposition, as did numerous other area residents. Phyllis Friedman, People's Counsel of Baltimore County, also appeared in opposition.

ORDER RECEIVED FOR FILING
Date December 15, 1986
By

Testimony indicated that the subject property, located on Frog Mortar Creek off Edwards and Wagner Lanes and zoned D.R.5.5, consists of approximately 13 acres. The property was purchased as a boat yard in 1982 and was improved with about sixty-five slips, four houses, and one shop. Three of the houses are totally deteriorated, the bulk heads are failing, and a great number of abandoned and outmoded trucks, equipment, and boats exist on the site. It has no septic system and is not served by public sewer.

The Petitioner proposes to rehabilitate the boat yard, which dates back to 1910, and to provide 200 slips for power and sail boats. A new, more direct access road would be provided directly from Carroll Island Road through the Carroll Island Shopping Center, a right of way having been secured by the Petitioner. The existing access road would be relocated east, off Edwards Lane, and would be used as a secondary access. Caretakers' living quarters, a service and maintenance building, a ships' store with offices, and 12 townhouses with commercial uses would be provided. The Petitioner would extend public sewer from Carroll Island Road to the site and permit any boat, not just those using the marina, to empty their holding tanks into the sewer system provided. Extensive landscaping and rehabilitation would occur. The Petitioner would also provide repair and maintenance services and other commercial services as more definitively listed on Petitioner's Exhibit 1.

The County Review Group approved the project on September 4, 1986, and the Office of Planning and Zoning has determined that the proposed expanded marina would comply with the Chesapeake Bay Critical Area legislation. See correspondence to David Fields, Office of Planning and Zoning, dated August 22, 1986.

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Dr. Pine testified that the proposed project would not be adverse to the public health, safety, and welfare of the community nor would the project adversely affect Frog Mortar Creek, Middle River, in the Chesapeake Bay. In his opinion, all of the conditions delineated in Section 502.1, Baltimore County Zoning Regulations (BCZR), would be satisfied. Mr. Thaler agreed. Mr. Cook testified that, in his opinion, no congestion of the surrounding road network would occur.

The community disagrees and believes that the proposed marina would create havoc on Frog Mortar Creek. More boats would be lured there by the expanded marina, each causing further deterioration to an already explosive situation, i.e., boat traffic and pollution.

The Petitioner seeks to exempt the proposed expanded marina from RTA requirements, pursuant to Section 1B01.1.B.1.c.9 and 10, BCZR, as well as a special exception for a community building, et al., Section 1B01.1.C.6, BCZR, pursuant to Section 502.1. Although the Petition for Special Exception does not delineate an either/or request, it is fairly obvious that if the proposed use can be considered a community building, et al., a special exception for same is inclusive. However, the latter point is moot in that the proposed project does not comport to the category of a community building, et al., and therefore, except as otherwise stated below, the proposed boat yard/marina must satisfy all RTA requirements.

The BCZR defines a "boat yard" as a boat basin with facilities for the sale, construction, repair, storage, launching, berthing, securing, fueling, and general servicing of marine craft of all types. A "marina" is defined as "[a] modern boat basin, restricted to recreational marine craft of all types, with facilities for...berthing, launching, and securing such craft, and permitting incidental minimum provision for refueling and emergency servicing, and also land...storage...", provided the conditions set forth in Section 417.7, BCZR, are satisfied.

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Date December 15, 1986
By

While it is true that a boat yard and/or marina may contain buildings or structures devoted to civic, social, recreational, fraternal, or educational activity, and thereby possibly be exempt from strict compliance with RTA requirements, it would be contradictory to find that the boat yard/marina in its entirety is such a building or structure. If the Baltimore County Council had so intended, there would be no separate and distinct special exception uses as presently delineated in the D.R. zones. While a pier may be exempt as a structure devoted to recreational use or a clubhouse on the site of a marina, it cannot be held that the entire general use qualifies as such. If a more specific, generic use were to be isolated and determined to qualify, the more general use, which cannot, would still be required to comply with the RTA requirements.

A boat yard, including a marina, also cannot be categorized as a "community building, or other structure devoted to civic, social, recreational...activity..." A boat yard or marina is more than a "building" or "structure". It consists of various facilities aimed at more than just providing recreational "activities" and provides support services beyond that which a recreational boater may require. It consists of many specific uses within the more general category of a boat yard. For example, in the project here, combination residential-commercial uses, a ships' store, a service and maintenance building, and caretakers' living quarters are included. The Petitioner is not designating any specific use being offered but is pointing to the general use, which is its umbrella.

The issue, therefore, is further reduced to a determination as to whether the caretakers' living quarters off Wagner Lane and the relocated secondary access road off Edwards Lane can be located within a buffer area, which is required by Section 1B01.1.B.1.b.3(b), BCZR. In fact, the proposed project satisfies all RTA requirements.

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Section 1B01.1.B.1.b.5.(b), BCZR, limits uses permitted within a buffer area. Although a house ordinarily would not be one of those exceptions, the existing building, identified as caretakers' living quarters, would be permitted as would the secondary access road. The Baltimore County Board of Appeals, in In Re: F & S Limited Partnership, Case No. 84-52-X, affirmed on appeal to the Court of Special Appeals, ruled that RTA requirements would not be imposed on property where no external additions or alterations were to be made. The house here is existing and predates the passage of the RTA requirements. There will be no external additions or alterations to the house.

The original access road to the site will be closed and relocated. Inasmuch as this area has had access to the property since around 1910, it would be arbitrary to now hold that the access road must be closed and not permitted through the buffer area. The relocated access road would be through the same buffer area as the original access road and would not violate the intent and objectives of the buffer area, as set forth in Section 1B01.1.B.1.b.5.(a), BCZR, to provide a method of screening from existing dwellings or lots. The buffer area provided would not be compromised by the continued existence of the house and access road. In effect, both are nonconforming and, as such, should not minimize or negate the otherwise required buffer area.

As for the caretakers' living quarters, it is clear that they would satisfy the criteria for accessory uses, and it is therefore so ruled. This is not so for the townhouse-commercial uses requested.

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The Petitioner's request for a combination residential-commercial use goes well beyond the plain meaning of the BCZR's definition of accessory uses. Further, testimony seems to underscore the principal rather than accessory nature of the proposed commercial uses. Certainly, the intent of the regulations is not to subvert the delineation between residential and commercial uses.

A boat yard/marina in itself is a commercial use, and accessory uses are permitted thereto. The Petitioner's proposal, however, goes beyond any such content by suggesting the establishment of a commercial center on residentially zoned property, notwithstanding the residential half of the townhouse project.

The residential-townhouse use is also not accessory but is a principal use requiring appropriate subdivision and development procedures. A property cannot have multiple principal uses. As well thought out and planned as the proposal is, it far exceeds the clear intent of the present law. Although the size of the property would permit the requested density, the area for townhouse development must be subdivided from the land assigned to the boat yard and there must be compliance with the relevant regulations. Clearly, it is not accessory.

The main remaining issue to be decided is the special exception for a boat yard/marina.

After a review of the site plan and relevant documents from various State and County agencies, it seems there is agreement with the Protestants that the site is not an "ideal" one for a boat yard/marina. However, it also appears that the Petitioner has met its burden of complying with the Chesapeake Bay Critical Area legislation. As such, by the very nature of such compliance, it is concluded that there would be no adverse impact to the general health, safety, and welfare of the surrounding community. It is important to note, however, that before the Petitioner can proceed, notwithstanding this decision, there must be compliance with various Army Corp of Engineer and State requirements.

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It is clear that the BCZR permits the boat yard requested by the Petitioner in a D.R.5.5 Zone by special exception. It is equally clear that the proposed use would not be detrimental to the primary uses in the vicinity. Therefore, it must be determined whether the conditions as delineated in Section 502.1 are satisfied by the Petitioner.

After reviewing all of the testimony and evidence presented, it appears that the special exception should be granted with certain restrictions, as more fully described below.

The Petitioner had the burden of adducing testimony and evidence which would show that the proposed use met the prescribed standards and requirements set forth in Section 502.1. In fact, the Petitioner has shown that the proposed use would be conducted without real detriment to the neighborhood and would not adversely affect the public interest. The facts and circumstances do not show that the proposed use at the particular location described by Petitioner's Exhibit 1 would have any adverse impact above and beyond that inherently associated with such a special exception use, irrespective of its location within the zone. Schultz v. Pritts, 432 A.2d 1319 (1981).

The proposed use will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets, or alleys therein, nor be inconsistent with the purposes of the property's zoning classification, nor in any other way be inconsistent with the spirit and intent of the BCZR.

ORDER RECEIVED FOR FILING
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Remaining to be decided are the requested variances and special exception for an outdoor advertising sign.

The Petitioner requests a variance for a single-faced sign containing 80 square feet in lieu of the permitted one square foot, to be located at the principal entrance, and a variance to permit a distance between principal buildings of 32 feet in lieu of the required 40 feet.

An area variance may be granted where strict application of the zoning regulation would cause practical difficulty to the petitioner and his property. McLean v. Soley, 270 Md. 208 (1973). To prove practical difficulty for an area variance, the petitioner must meet the following:

1. whether strict compliance with requirement would unreasonably prevent the use of the property for a permitted purpose or render conformance unnecessarily burdensome;
2. whether the grant would do substantial injustice to applicant as well as other property owners in the district or whether a lesser relaxation than that applied for would give substantial relief; and
3. whether relief can be granted in such fashion that the spirit of the ordinance will be observed and public safety and welfare secured.

Anderson v. Bd. of Appeals, Town of Chesapeake Beach, 22 Md. App. 28 (1974).

It is clear from the testimony that if the variances were granted, such use as proposed would not be contrary to the spirit of the BCZR and would not result in substantial detriment to the public good.

After due consideration of the testimony and evidence presented, it is clear that a practical difficulty or unreasonable hardship would result if the instant variances were not granted. It has been established that the requirement from which the Petitioner seeks relief would unduly restrict the use of the land due to the special conditions unique to this particular parcel. In

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By

addition, the variances requested will not be detrimental to the public health, safety, and general welfare.

As for the special exception for an outdoor advertising sign, the Petitioner requests a double-faced sign, 80 square feet each side, to be located off site at the entrance to the Carroll Island Shopping Center.

It is also clear that the BCZR permits the outdoor advertising sign requested by the Petitioner in a B.L. Zone by special exception. It is equally clear that the proposed use would not be detrimental to the primary uses in the vicinity. Therefore, it must be determined whether the conditions as delineated in Section 502.1 are satisfied by the Petitioner.

After reviewing all of the testimony and evidence presented, it appears that the special exception should be granted with certain restrictions, as more fully described below.

The Petitioner had the burden of adducing testimony and evidence which would show that the proposed use met the prescribed standards and requirements set forth in Section 502.1. In fact, the Petitioner has shown that the proposed use would be conducted without real detriment to the neighborhood and would not adversely affect the public interest. The facts and circumstances do not show that the proposed use at the particular location described by Petitioner's Exhibit 1 would have any adverse impact above and beyond that inherently associated with such a special exception use, irrespective of its location within the zone. Schultz v. Pritts, 432 A.2d 1319 (1981).

The proposed use will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets, or alleys therein, nor be inconsistent with the purposes of the

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Date December 15, 1986
By

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2. The secondary means of access from Edwards Lane may be used only by emergency vehicles.

3. A revised site plan shall be submitted to the Zoning Commissioner for approval, which may include the building envelopes shown on Petitioner's Exhibit 1 and identified as residential-commercial uses. Such envelopes may be identified solely for those accessory uses referred to in Restriction 1.

Zoning Commissioner of
Baltimore County

AJ/srl

cc: Ben Bronstein, Esquire
Mr. Fred Conrad
Ms. Mary Ginn
People's Counsel

RECEIVED FOR FILING
December 15, 1986
By

PETITIONS FOR SPECIAL EXCEPTION, SPECIAL HEARING, AND VARIANCES

15th Election District

Case No. 86-292-XSPHA

LOCATION: Beginning at the Centerline of Edwards Lane, approximately 1100 feet West of Bowleys Quarters Road

DATE AND TIME: Monday, November 24, 1986, at 11:00 a.m.

PUBLIC HEARING: Room 106, County Office Building, 111 W. Chesapeake Avenue, Towson, Maryland

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County, will hold a public hearing:

Petition for Special Exception for a marina-boatyard including living quarters for five caretakers in three buildings (accessory structures) and an outdoor advertising sign

Petition for Special Hearing to determine whether one marina-boatyard and related parking areas should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from residential transition requirements; if determined to be subject to residential transition requirements whether an existing dwelling and a secondary means of access can be located within a buffer area and townhouse structures housing marina-oriented accessory uses inclusive of individual living units should be considered as part of a marina operation

Petition for Zoning Variances to permit a single-faced sign of 80 sq. ft. in lieu of the permitted 1 sq. ft. and a 32 foot distance between the ships store building and the service and maintenance building in lieu of the required 40 feet

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PETITIONS FOR SPECIAL EXCEPTION, SPECIAL HEARING
AND VARIANCE
15th Election District

LOCATION: Beginning at the centerline of Edwards Lane, 1100 feet ± West of Bowleys Quarters Road

DATE AND TIME: Monday, February 3, 1986 at 10:00 a.m.

PUBLIC HEARING: Room 106, County Office Building, 111 W. Chesapeake Avenue, Towson, Maryland

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County, will hold a public hearing:

Petition for Special Exception for a marina-boatyard including caretaker's living quarters as an accessory structure and an outdoor advertising sign, Special Hearing to determine whether marina-boatyard and related parking area should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from residential transition requirements, and if determined to be subject to residential transition requirements, whether an existing dwelling and a secondary means of access can be located within a buffer area; Variance from Section 413.1 to permit a single face sign of 60 sq.ft. in lieu of the permitted 1 square foot.

Being the property of Golden Ring Yacht Basin, Inc., as shown on plat plan filed with the Zoning Office.

In the event that this Petition(s) is granted, a building permit may be issued within the thirty (30) day appeal period. The Zoning Commissioner will, however, entertain any request for a stay of the issuance of said permit during this period for good cause shown. Such request must be received in writing by the date of the hearing set above or made at the hearing.

BY ORDER OF
ARNOLD JABLON
ZONING COMMISSIONER
OF BALTIMORE COUNTY

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property's zoning classification, nor in any other way be inconsistent with the spirit and intent of the BCZR.

Pursuant to the advertisement, posting of property, and public hearing held, and it appearing that by reason of the requirements of Section 502.1 having been met and the health, safety, and general welfare of the community not being adversely affected, the special exceptions should be granted; pursuant to Section 307, the requested variances should be granted; and the request to allow the existing dwelling and access road to be located within a buffer area should also be granted; and further, the boat yard and parking area should not be considered a community building, et al., nor should the townhouse structures with commercial uses be approved.

Therefore, IT IS ORDERED by the Zoning Commissioner of Baltimore County, this 15th day of December, 1986, that the Petition for Special Hearing to request that the boat yard and its parking area be considered a community building, et al., and that the townhouse structures with commercial uses be considered as accessory uses be and is hereby DENIED; and further, that the Petition for Special Exceptions for a boat yard with caretakers' living quarters and a double-faced, 80 square feet each side, outdoor advertising sign; the Petition for Zoning Variances to permit a single-faced sign containing 80 square feet in lieu of the required one square foot and a distance between principal buildings of 32 feet in lieu of the required 40 feet; and the request contained in the Petition for Special Hearing to allow the existing dwelling and access road to be located within a buffer area be and are hereby GRANTED, from and after the date of this Order, subject, however, to the following restrictions which are conditions precedent to the relief granted herein:

1. The Petitioner shall be limited to those accessory uses delineated in the definition of "boat yard", Section 101, BCZR.

ORDER RECEIVED FOR FILING
Date December 15, 1986
By

ZONING DESCRIPTION
PARCEL "A"

Golden Ring Yacht Basin - Being a lot of parcel of ground located in the Fifteenth Election District of Baltimore County, State of Maryland, more particulary described as follows:

BEGINNING for the same at a point in the center of Edwards Lane located southwesterly 1,100 feet, more or less, from Bowleys Quarters Road; run thence

(1) North 82° 17' 29" West 234.00 feet; thence
(2) North 41° 27' 29" West 310.00 feet; thence
(3) North 26° 44' 21" East 558.72 feet; thence
(4) North 31° 08' 11" East 277.92 feet; thence
(5) North 05° 15' 49" East 536.72 feet; thence
(6) South 38° 44' 12" East 608.85 feet; thence
(7) South 23° 15' 14" West 489.74 feet; thence
(8) South 17° 42' 31" West 640.50 feet to the point of beginning.

CONTAINING 12.8 acres of land, more or less.

PETITION FOR
SPECIAL EXCEPTION,
SPECIAL HEARING,
AND VARIANCES
15th Election District
Case No. 86-292-XSPHA

LOCATION: Beginning at the Centerline of Edwards Lane, approximately 1100 feet West of Bowleys Quarters Road
DATE AND TIME: Monday, November 24, 1986, at 11:00 a.m.
PUBLIC HEARING: Room 106, County Office Building, 111 W. Chesapeake Avenue, Towson, Maryland

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County, will hold a public hearing:

Petition for Special Exception for a marina-boatyard including living quarters for five caretakers in three buildings (accessory structures) and an outdoor advertising sign

Petition for Special Hearing to determine whether one marina-boatyard and related parking areas should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from residential transition requirements; if determined to be subject to residential transition requirements whether an existing dwelling and a secondary means of access can be located within a buffer area and townhouse structures housing marina-oriented accessory uses inclusive of individual living units should be considered as part of a marina operation

Petition for Zoning Variances to permit a single-faced sign of 80 sq. ft. in lieu of the permitted 1 sq. ft. and a 32 foot distance between the ships store building and the service and maintenance building in lieu of the required 40 feet

Being the property of Golden Ring Yacht Basin, Inc., as shown on plat plan filed with the Zoning Office.

In the event that this Petition(s) is granted, a building permit may be issued within the thirty (30) day appeal period. The Zoning Commissioner will, however, entertain any request for a stay of the issuance of said permit during this period for good cause shown. Such request must be received in writing by the date of the hearing set above or made at the hearing.

By Order Of
ARNOLD JABLON
Zoning Commissioner
of Baltimore County

11/005 Nov. 6.

CERTIFICATE OF PUBLICATION

TOWSON, MD., November 6, 1986

THIS IS TO CERTIFY, that the annexed advertisement was published in THE JEFFERSONIAN, a weekly newspaper printed and published in Towson, Baltimore County, Md., appearing on November 6, 1986.

THE JEFFERSONIAN,

Susan Sunders Obrecht

Publisher

Cost of Advertising
41.25

Being the property of Golden Ring Yacht Basin, Inc., as shown on plat plan filed with the Zoning Office.

In the event that this Petition(s) is granted, a building permit may be issued within the thirty (30) day appeal period. The Zoning Commissioner will, however, entertain any request for a stay of the issuance of said permit during this period for good cause shown. Such request must be received in writing by the date of the hearing set above or made at the hearing.

BY ORDER OF
ARNOLD JABLON
ZONING COMMISSIONER
OF BALTIMORE COUNTY

RE: PETITION FOR SPECIAL EXCEPTION PETITION FOR SPECIAL HEARING PELTITION FOR VARIANCE Beginning at Centerline of Edwards Lane, 1100'± W of Bowleys Quarters Rd., 15th District	:	BEFORE THE ZONING COMMISSIONER OF BALTIMORE COUNTY
GOLDEN RING YACHT BASIN, INC., Petitioner	:	Case No. 86-292-XSPHA

: : : : : : :

ENTRY OF APPEARANCE

Please enter the appearance of the People's Counsel in the above-captioned matter. Notices should be sent of any hearing dates or other proceedings in this matter and of the passage of any preliminary or final Order.

Phyllis Cole Friedman
Phyllis Cole Friedman
People's Counsel for Baltimore County

Peter Max Zimmerman
Peter Max Zimmerman
Deputy People's Counsel
Room 223, Court House
Towson, MD 21204
494-2188

I HEREBY CERTIFY that on this 27th day of December, 1985, a copy of the foregoing Entry of Appearance was mailed to Benjamin Bronstein, Esquire, Suite 200, 102 W. Pennsylvania Ave., Towson, MD 21204, Attorney for Petitioner; and D. S. Thaler & Assoc., Inc., 11 Warren Rd., Baltimore, MD 21208, which requested notification.

Peter Max Zimmerman

15th Election District 86-292-XSPHA

Location: Beg. at the c/l of Edwards La., approx.
1100' W of Bowleys Quarters Rd.

Hearing: Monday, November 24, 1986, at 11:00 a.m.

Petition for Special Exception for a marina-boatyard including living quarters for five caretakers in three buildings (accessory structures) and an outdoor advertising sign

Petition for Special Hearing to determine whether one marina-boatyard and related parking areas should be considered as a community building or other
SEE CARD #2

15th Election District 86-292-XSPHA
CARD #2

structures devoted to social, recreational or educational activities and therefore exempt from residential transition requirements; if determined to be subject to residential transition requirements whether an existing dwelling and a secondary means of access can be located within a buffer area and townhouse structures housing marina-oriented accessory uses inclusive of individual living units should be considered as part of a marina operation

Petition for Zoning Variances to permit a single-faced
SEE CARD #3

15th Election District 86-292-XSPHA
CARD #3

sign of 80 sq. ft. in lieu of the permitted 1 sq. ft. and a 32' distance between the ships store building and the service and maintenance building in lieu of the required 40'

Petitioner: Golden Ring Yacht Basin, Inc.

No. of Signs: ~~3~~ 12

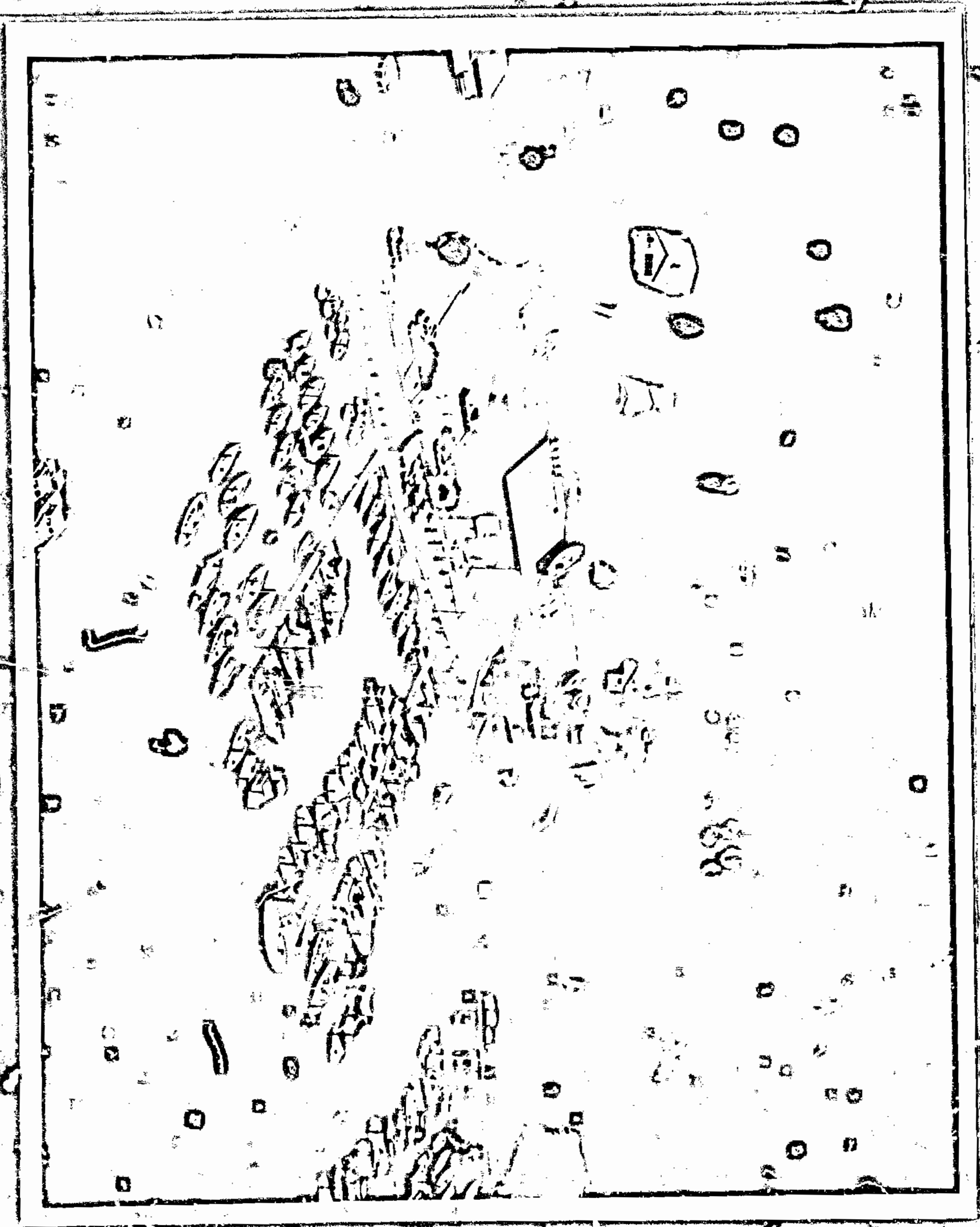
86-292-XSPHA

SECTION A: Golden Ring Existing

SECTION B: Other Marine Complexes

SECTION C: Essex Marina & Equipment

[illegible]'S EXHIBIT 3



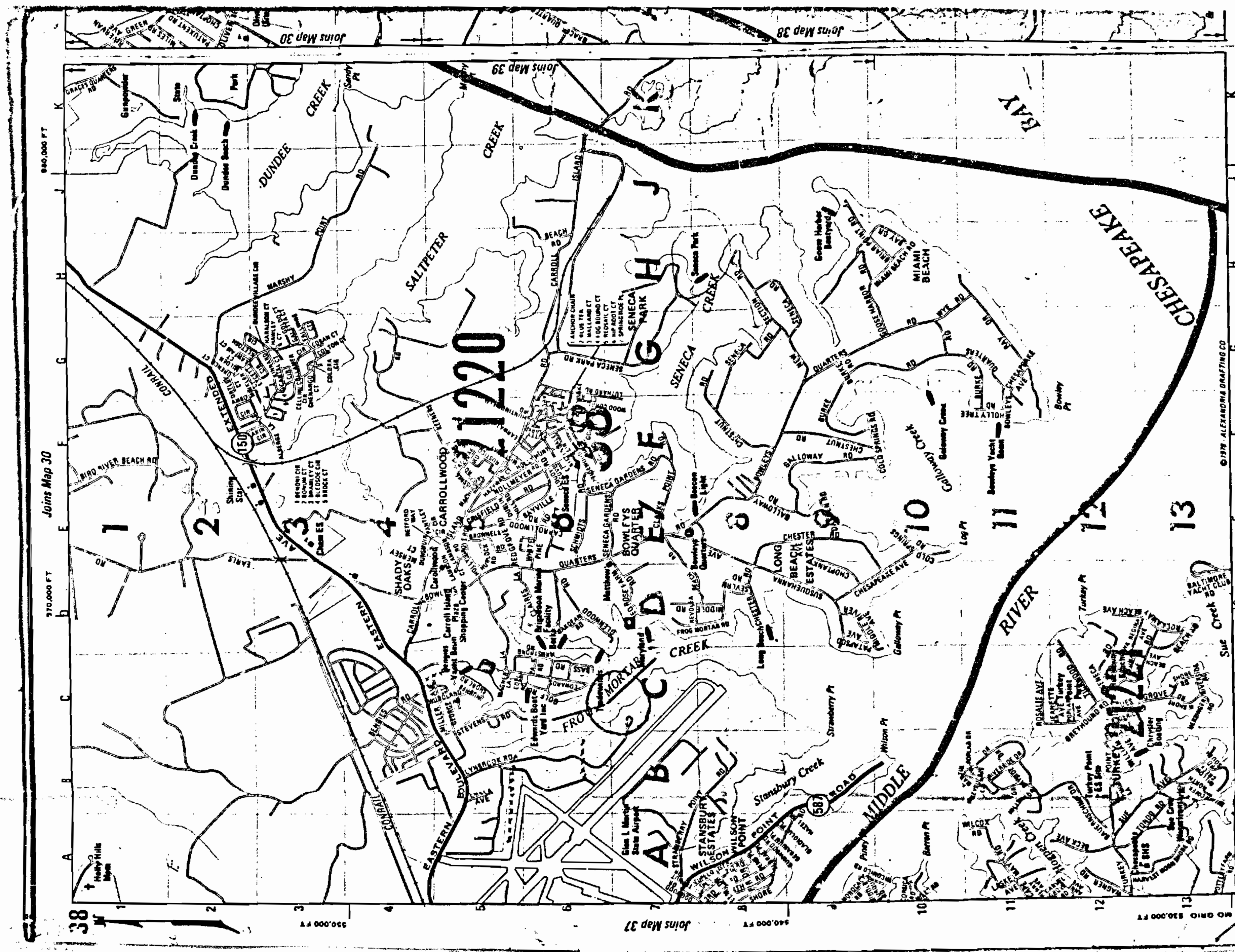
FINAL

Summary of
Best Management Practices

Golden Ring Yacht Basin
Frog Mortar Creek
Baltimore County

PETITIONER'S EXHIBIT 7

EA ENGINEERING,
SCIENCE, AND
TECHNOLOGY, INC.



CHESAPEAKE BAY
SALTPETER CREEK
DUNDEE CREEK
SENECA CREEK
FROG MORTAR CREEK
MIDDLE RIVER
Stansbury Creek
Sue Creek
1220
38
Joins Map 30
Joins Map 37
Joins Map 38
Joins Map 39
Joins Map 46
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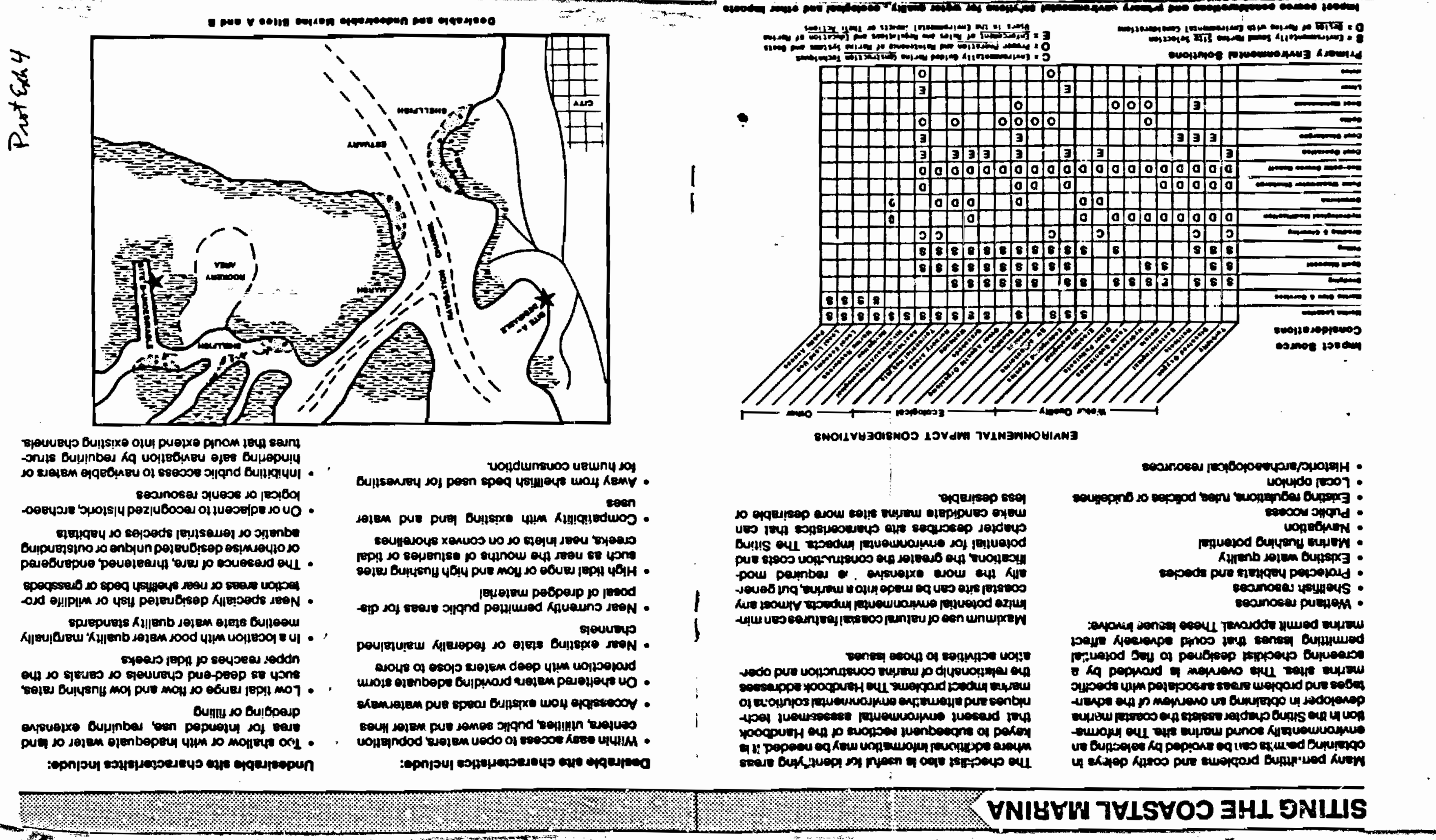
COPYRIGHT 1978 · ALEXANDRIA DRAFTING COMPANY

There ar 6 existing Marinas on Frog Motar Creek & 9 Marinas that can only be reached by Bowleys Quarters Rd.

- Sandbar
- ☐ - Ski Area
- ☐ - Proposed, excavated Basin
- ☐ - Sailing School of Baltimore
- ○ Recreational Boating & Wind surfing Area

Pet Ex 4



SITING THE COASTAL MARINA

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO David Fields Date August 22, 1986

FROM Audrey Thier

SUBJECT Golden Ring Yacht Basin - Critical Area Review

Introduction

The applicant proposes to develop a 200-slip marina on a 12.8 acre site at the head of Frog Mortar Creek on Middle River. Currently, the site houses a 57-slip marina and several small buildings. To establish the marina, the applicant is requesting permission to dredge the channel to a depth of 6 feet and to remove approximately 3 acres of fastland. The site, which is narrow, is located entirely in the Critical Area.

Existing Conditions

There are three different habitat types on the property. The northeastern edge of the site, adjacent to the head of the Creek, is a small (0.3 acres) strip of tidal wetland dominated by Phragmites communis and cattails. The marsh appears to be the remains of a larger marsh which may have occupied the entire lowland portion of the site prior to deposition of fill material in the area designated "man-made land". Discussions with area residents confirm this possibility.

On the upland portion of the site there is a 3.3 acre woodland dominated by American holly, sweetgum, red maple, and several oak species. This area is separated from the lowland area by a steep and rapidly eroding bank of unvegetated soil.

The remaining 9.2 acres of the site is termed "modified area" by the developer's engineer. The soil is classified as man-made land, indicating filling, as discussed above. Vegetation is relatively sparse, consisting of pockets of wetland plant species such as sweet gum, rose mallow, and Phragmites communis surrounded by more typical "old field" vegetation, such as goldenrods, asters, and various tree saplings. The area is degraded, with evidence of chemical and trash dumping.

The rear of the site is bordered by woodland which ends abruptly at a large shopping center. The adjacent shoreline, that which is immediately visible from the site, is occupied primarily by single family homes and small, private piers.

In addition to man-made land, two other soil types are found on-site. The first, sassafras, is located at the southern end of the site in the area designated for residential transition. The second, Lenoir silt loam, is found in the northeastern corner and is currently wooded. Lenoir soils have poor permeability and severe hazards for buildings, roads, and parking.

CPS-008

Impacts of Development

The proposed development would excavate ~~3 — 4~~ 2.2 acres of fastland, dredge the creek to a depth of 6 feet, and build 200 slips (146 new slips in addition to the 54 existing slips that will be rebuilt). The remaining fastland would either be planted in loblolly pine (in the two buffer areas) or finished in pervious parking surface for a total of 314 spaces. The site will also house several structures: refurbished caretakers' houses; service and maintenance building; store and office; two artisan shop/residential structures; toilets.

As a result of these various modifications and of the actual functioning of a large marina on the site, there are several areas of possible environmental impact to be considered here: water quality effects from stormwater runoff, water quality effects from dredging and excavation, water quality effects from boat usage and mooring, and habitat loss. Each of these general areas and the pertinent mitigation measures is evaluated separately.

Water Quality Effects from Stormwater Runoff

Repeated discussions between the developer's engineers and County staff have resulted in a number of modifications to the original site plan. One of the key features affected by these plan changes is runoff treatment. The final CRG plan (dated 1/14/86 with revisions up to 7/7/86) and the Critical Area Report prepared by EA Engineering, Science, and Technology, Inc. (dated 11/85) propose the following elements for stormwater runoff control:

1. Use of porous paving in parking areas.
2. 100-foot forested buffer between tidal wetlands and development.
3. 140 - 200 foot forested buffer between property line and boat basin (with pier access roadway at bulkhead).
4. Rip-rap and filter fabric system behind bulkhead adjacent to existing finger pier.

Overall, these measures will reduce pollutant loadings by at least 10% of the predevelopment levels. The estimated maximum loadings (refer to Appendix A) are:

Parameter	Existing Loading (lbs/year)	Proposed Loading (lbs/year)	Change in Loading (lbs/year)	% Change in Loading
Biochemical Oxygen Demand (BOD)	495.7	153.4	-342.3	-69.1
Total Phosphorus (TP)	5.6	3.3	- 2.3	-41.1
Total Nitrogen (TN)	60.7	47.6	- 13.1	-21.6
Lead (Pb)	7.0	1.3	- 5.7	-81.4
Zinc (Zn)	5.7	3.8	- 1.9	-33.3
Sediment (Sed)	1.02 (tons/yr)	0.35 (tons/yr.)	- 0.67 (tons/yr.)	-65.7

The level of pollutant reduction meets Baltimore County's Critical Area requirements. Additionally, the large forested buffer area provides a dynamic component to the infiltration system at the same time as it reduces the total amount of developed land on the site.

Stormwater runoff treatment, therefore, apparently will be adequate. One note of caution, however, is necessary. Both the Lenoir and the Man-made soils are subject to poor drainage and compaction, which exacerbates poor drainage. Underdrainage may be necessary in these soils to ensure that the porus paving will have both sufficient bearing strength and stormwater runoff absorptive capacity. Careful monitoring during construction should indicate which areas would require underdrainage.

Water Quality Effects from Dredging, Evacuation and Boat Usage

These water quality effects were evaluated by the Baltimore County Department of Health, whose report is attached as Appendix B.

Habitat Loss

The major habitat changes on site will be a loss of forested area in the northern and eastern areas of the site and reduction of the "modified area" which houses various old field and hydrophylic species. The latter habitat change is not of great significance. The area currently contains numerous unvegetated sections and compacted land with stagnant water. In general, the quality of this habitat area is poor and its loss would not be significant.

More detrimental is clearing of the dense, mature, woodland area. This loss, however, will be offset by the 100 - 200 foot loblolly pine buffer to be established along a major portion of the eastern portion of the site. Loblolly pines are extremely fast growing trees and, therefore, will result in a good canopy cover in a short time. The diversity of the loblolly forest will, obviously, not approach that of the existing one but, over time, the diversity will increase and the buffer forest should provide a quality habitat.

The applicant does not propose to disturb the existing wetland areas in Frog Mortar Creek, north and west of the marina. Furthermore, the applicant proposes to establish a small wetland at the southern edge of the marina.

Conclusion

The site in question is certainly not an ideal one for marina placement. It is located in the constricted and shallow headwaters of Frog Mortar Creek which will require initial and repeated dredging. It is not expected that the flushing rate in the creek will be substantially altered by the new marina, thus, it may exacerbate the existing problem of degraded water quality (Frog Mortar Creek does not meet Class I water quality standards). The placement of such an intensely used facility at this site, therefore, is not ideal. Given the limitations of the site, however, the applicant has accepted a list of BMP's for mitigating negative environmental effects, and has made design alterations. It can be concluded that the proposed development will minimize adverse impacts on water quality and has acceptably been designed in accordance with the April 18, 1986 Baltimore County policy requirements to protect identified fish, wildlife and plant habitats.

REVIEWED BY:

Tim Dugan, AICP
Special Assistant to the Director

APPROVED BY:

Norman E. Gerber
Norman E. Gerber, AICP, Director
Office of Planning and Zoning

4/22/86

Telephone conversation with Mr. Bronstein this date - he informs me that we cannot reschedule this case for a hearing until we hear from him (about 2 weeks) re outcome of Environmental impact statements to come out from Health Department (Ian Forrest) at CRG.

B. du Bois

TORREY C. BROWN, M.D.
SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
TAWES STATE OFFICE BUILDING
ANNAPOLIS 21401

JOHN R. GRIFFIN
DEPUTY SECRETARY

DEPT. OF STATE PLANNING
RECEIVED
APR 17 1986
REVIEWED
ANSWERED

April 15, 1986

MEMORANDUM

TO: Larry Duket

FROM: Bernard Halla

SUBJ: Golden Ring Yacht Basin

Attached you will find additional information and comments relative to the proposal Golden Ring Yatch Basin. The information provided by Nick Carter on fish wildlife, and plant habitat issues must be considered by the County when reviewing this project in light of the Chesapeake Bay Critical Area Legislation.

BH:gvp

4/24/86 86-292-XSPHA

86-2085

MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

HARRY HUGHES
GOVERNOR

CONSTANCE LIEDER
SECRETARY

APR 21 AM

April 18, 1986

See, [illegible] pull file!

Mr. Norman Gerber
Director
Office of Planning and Zoning
Courts Building
401 Bosley Avenue
Towson, Maryland 21204

Re: Golden Ring Yacht Basin, Inc.

Dear Mr. Gerber:

This Department has received comments from the Department of Natural Resources in connection with the referenced proposal. DNR is concerned about adverse impacts to submerged aquatic vegetation and about current water quality problems in Frog Mortar Creek. Attached hereto please find DNR's comments. Please add this letter and the attached material to the case record or file for Golden Ring Yacht Basin.

If you have questions or comments about this letter, or my March 27, 1986 letter to Mr. Jablon on the same subject, please call me. Also, please send me a copy of the CRG's decision and Section 8-1813 findings on Golden Ring Yacht Basin and let me know when the matter will be heard by the Zoning Commissioner.

Very sincerely yours,

Larry F. Duket
Chief of Current Planning

LFD:alg

Attachment

cc: Arnold Jablon ✓
Tim Dugan
Howard Alderman
Bud Halla
Sarah Taylor

TORREY C. BROWN, M.D.
SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
TIDEWATER ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS 21401

JOHN R. GRIFFIN
DEPUTY SECRETARY

April 10, 1986

MEMORANDUM

TO: Bernard Halla,
Office of the Secretary

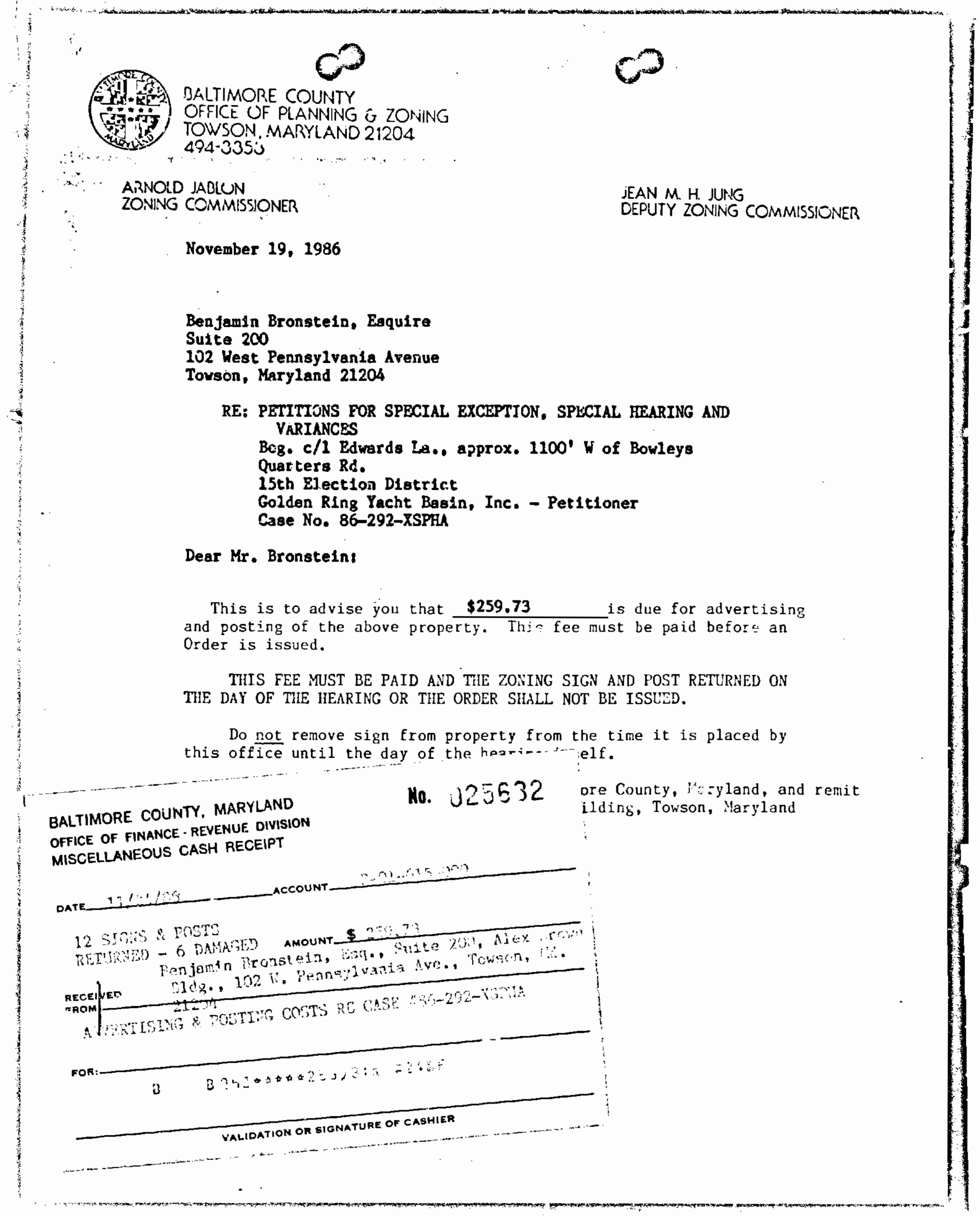
FROM: W.R. Carter, III
Fisheries Division

SUBJECT: Fisheries Division comments on critical areas review case BCO-32, Rehabilitation of Golden Ring Yacht Basin, Frog Mortar Creek tributary of Middle River.

In-file data of the Maryland Forest, Parks and Wildlife Administration indicates that in 1983, 1984, and 1985, Middle River has experienced a resurgence of growth of submerged aquatic vegetation.

Although species names of vegetation that were documented over the last three years were not available at the time of the writing of this comment, Stevenson and Confer (1978) report that 10 species of submerged aquatic vegetation (SAV) have inhabited the Middle, Back, and Gunpowder River regions since 1940, with six species being present in the 1970-1975 period.

Submerged aquatic vegetation is an essential link in the aquatic environment. Stevenson and Confer (1978) state: "SAV serves as a direct and indirect food source; beds provide breeding and protection areas; and a variety of organisms use SAV roots, stems and leaves for attachment". They cite a finding indicating that a census of 450 square meters of a pondweed bed tallied over 337 thousand animals associated with SAV.



BALTIMORE COUNTY
OFFICE OF PLANNING & ZONING
TOWSON, MARYLAND 21204
494-3353

ARNOLD JABLON
ZONING COMMISSIONER

JEAN M. H. JUNG
DEPUTY ZONING COMMISSIONER

November 19, 1986

Benjamin Bronstein, Esquire
Suite 200
102 West Pennsylvania Avenue
Towson, Maryland 21204

RE: PETITIONS FOR SPECIAL EXCEPTION, SPECIAL HEARING AND VARIANCES
Beg. c/l Edwards La., approx. 1100' W of Bowleys Quarters Rd.
15th Election District
Golden Ring Yacht Basin, Inc. - Petitioner
Case No. 86-292-XSPHA

Dear Mr. Bronstein:

This is to advise you that **$259.73** is due for advertising and posting of the above property. This fee must be paid before an Order is issued.

THIS FEE MUST BE PAID AND THE ZONING SIGN AND POST RETURNED ON THE DAY OF THE HEARING OR THE ORDER SHALL NOT BE ISSUED.

Do not remove sign from property from the time it is placed by this office until the day of the hearing itself.

ore County, Maryland, and remit
ilding, Towson, Maryland

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

No. 025632

DATE 11/[illegible]/86 ACCOUNT R-01-615-000

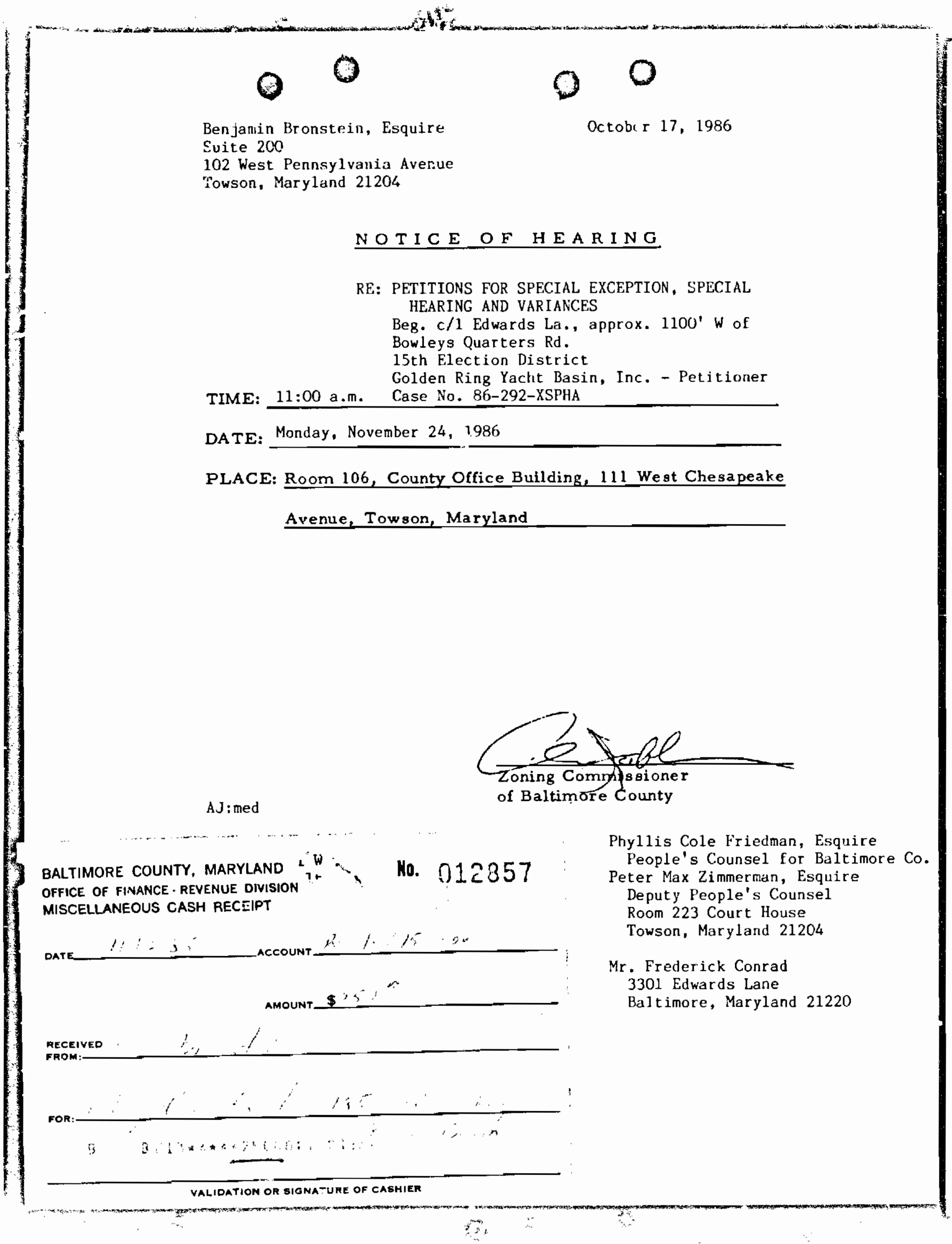
12 SIGNS & POSTS
RETURNED - 6 DAMAGED
AMOUNT $ 259.73

RECEIVED FROM: Benjamin Bronstein, Esq., Suite 200, Alex Brown Bldg., 102 W. Pennsylvania Ave., Towson, Md. 21204

FOR: ADVERTISING & POSTING COSTS RE CASE #86-292-XSPHA

B B 341*****25973:a 2148F

VALIDATION OR SIGNATURE OF CASHIER



Benjamin Bronstein, Esquire
Suite 200
102 West Pennsylvania Avenue
Towson, Maryland 21204

October 17, 1986

NOTICE OF HEARING

RE: PETITIONS FOR SPECIAL EXCEPTION, SPECIAL HEARING AND VARIANCES
Beg. c/l Edwards La., approx. 1100' W of Bowleys Quarters Rd.
15th Election District
Golden Ring Yacht Basin, Inc. - Petitioner
Case No. 86-292-XSPHA

TIME: 11:00 a.m.

DATE: Monday, November 24, 1986

PLACE: Room 106, County Office Building, 111 West Chesapeake Avenue, Towson, Maryland

Zoning Commissioner
of Baltimore County

AJ:med

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

No. 012857

DATE [illegible] ACCOUNT [illegible]

AMOUNT $ [illegible]

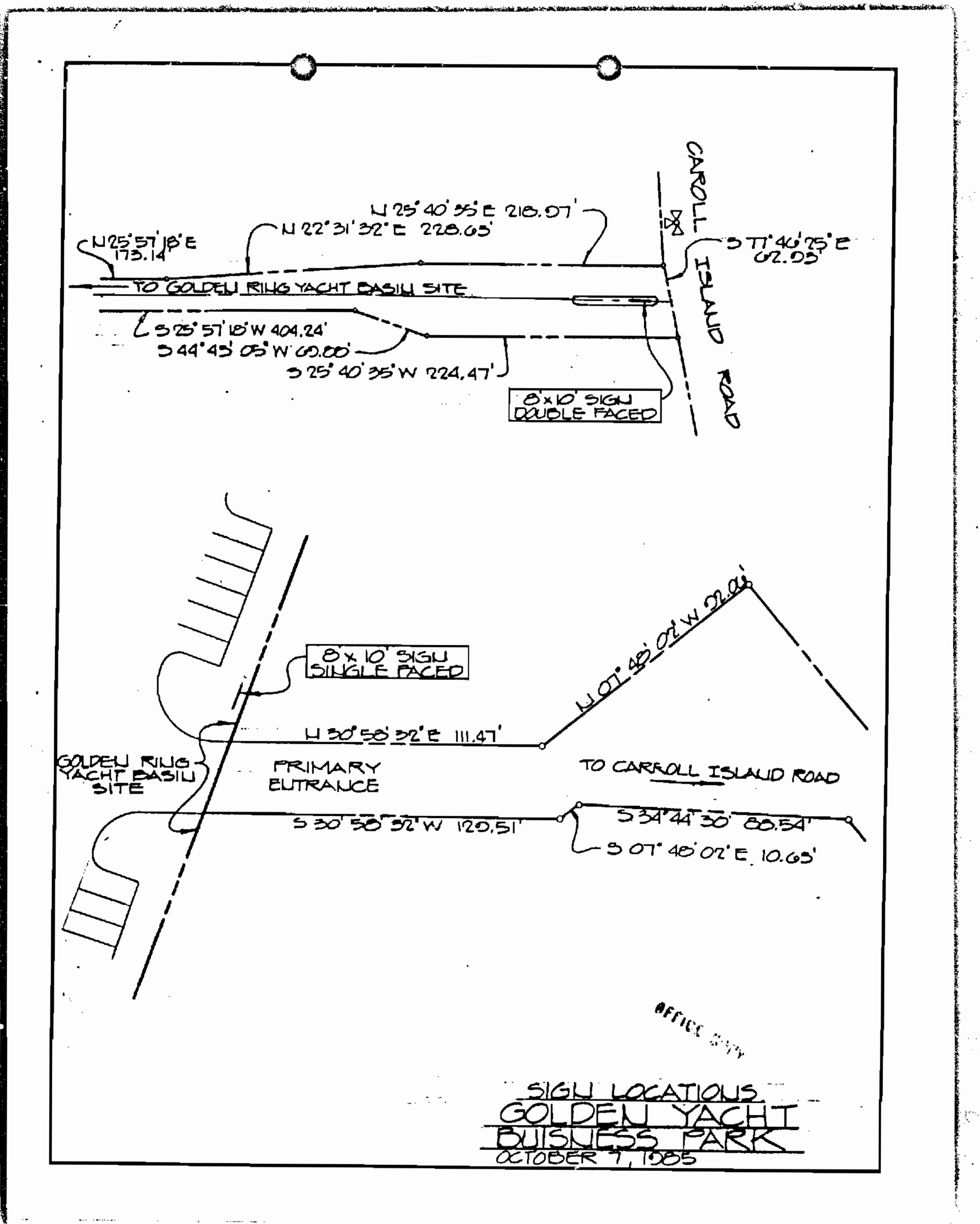
RECEIVED FROM: [illegible]

FOR: [illegible]

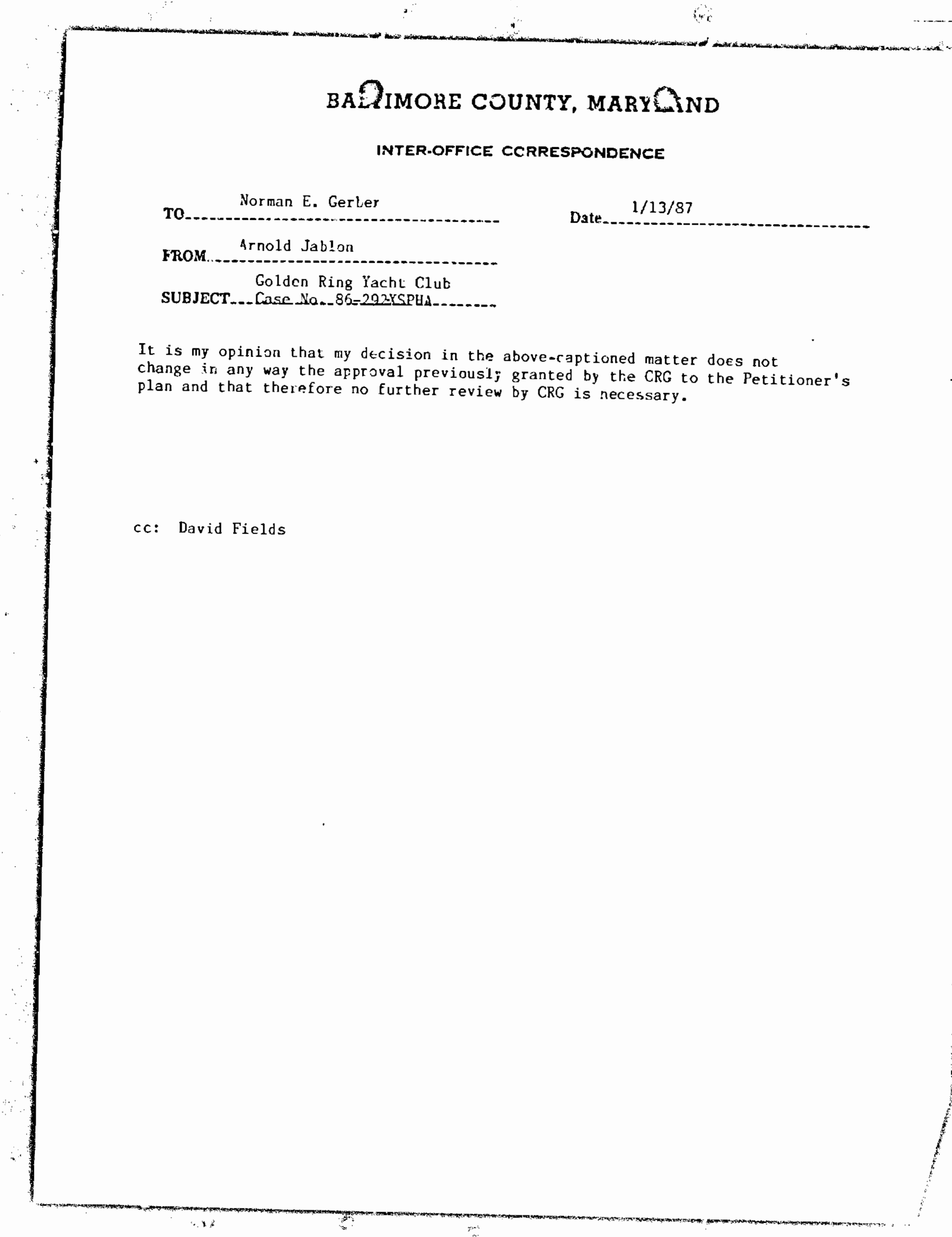
VALIDATION OR SIGNATURE OF CASHIER

Phyllis Cole Friedman, Esquire
People's Counsel for Baltimore Co.
Peter Max Zimmerman, Esquire
Deputy People's Counsel
Room 223 Court House
Towson, Maryland 21204

Mr. Frederick Conrad
3301 Edwards Lane
Baltimore, Maryland 21220


CAROLL ISLAND ROAD
N 25° 40' 35" E 218.07'
N 22° 31' 32" E 228.65'
N 25° 57' 18" E 173.14'
S 77° 40' 25" E 62.05'
TO GOLDEN RING YACHT BASIN SITE
S 25° 57' 18" W 404.24'
S 44° 45' 05" W 60.00'
S 25° 40' 35" W 224.47'
8'x10' SIGN DOUBLE FACED
8'x10' SIGN SINGLE FACED
N 07° 48' 02" W 22.06'
N 30° 58' 32" E 111.47'
GOLDEN RING YACHT BASIN SITE
PRIMARY ENTRANCE
TO CARROLL ISLAND ROAD
S 30° 58' 32" W 120.51'
S 34° 44' 30" 88.54'
S 07° 48' 02" E 10.65'
OFFICE COPY

SIGN LOCATIONS
GOLDEN YACHT BUISNESS PARK
OCTOBER 7, 1985



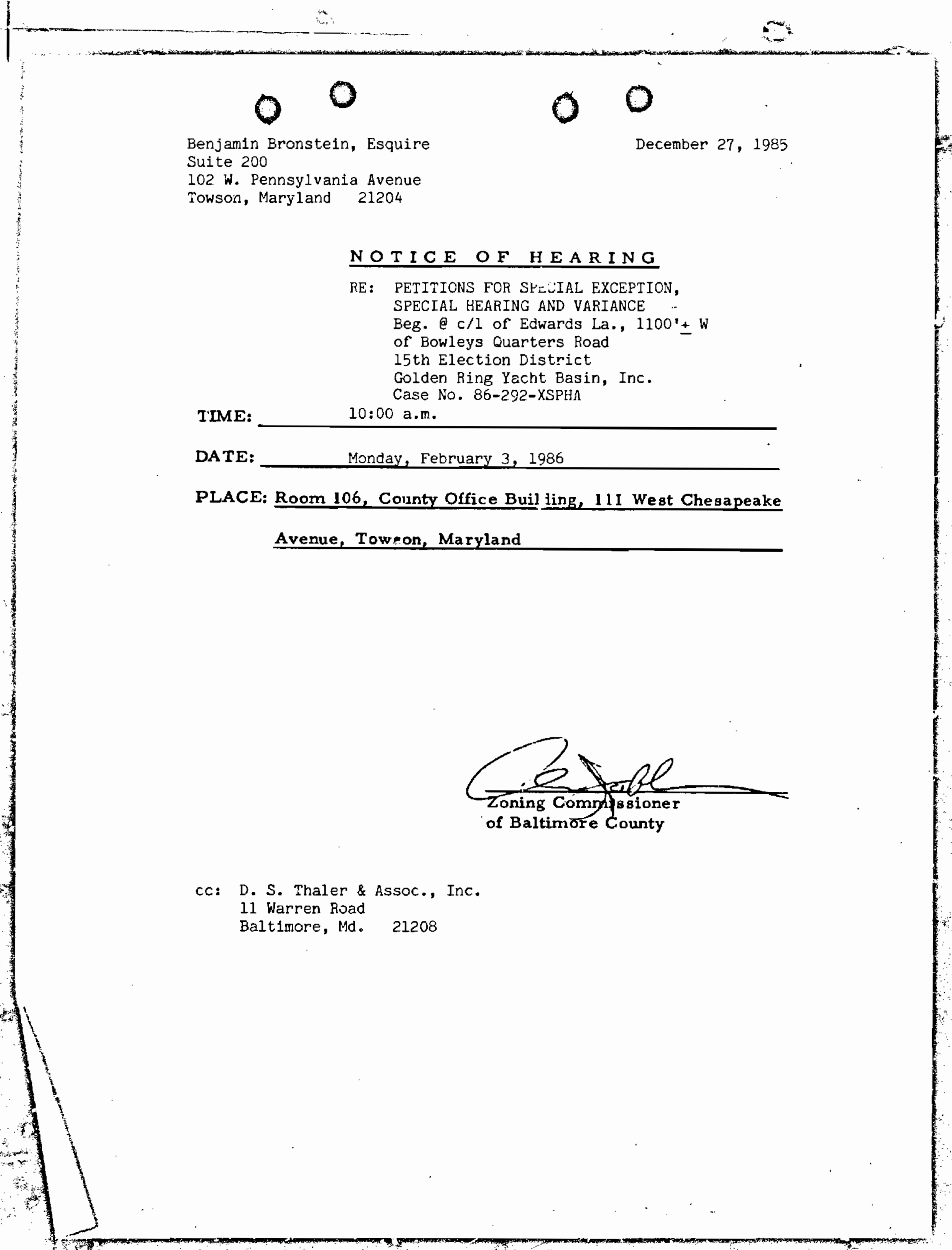
BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Norman E. Gerber
Date: 1/13/87
FROM: Arnold Jablon
SUBJECT: Golden Ring Yacht Club Case No. 86-292XSPHA

It is my opinion that my decision in the above-captioned matter does not change in any way the approval previously granted by the CRG to the Petitioner's plan and that therefore no further review by CRG is necessary.

cc: David Fields



Benjamin Bronstein, Esquire
Suite 200
102 W. Pennsylvania Avenue
Towson, Maryland 21204

December 27, 1985

NOTICE OF HEARING

RE: PETITIONS FOR SPECIAL EXCEPTION, SPECIAL HEARING AND VARIANCE
Beg. @ c/l of Edwards La., 1100'± W of Bowleys Quarters Road
15th Election District
Golden Ring Yacht Basin, Inc.
Case No. 86-292-XSPHA

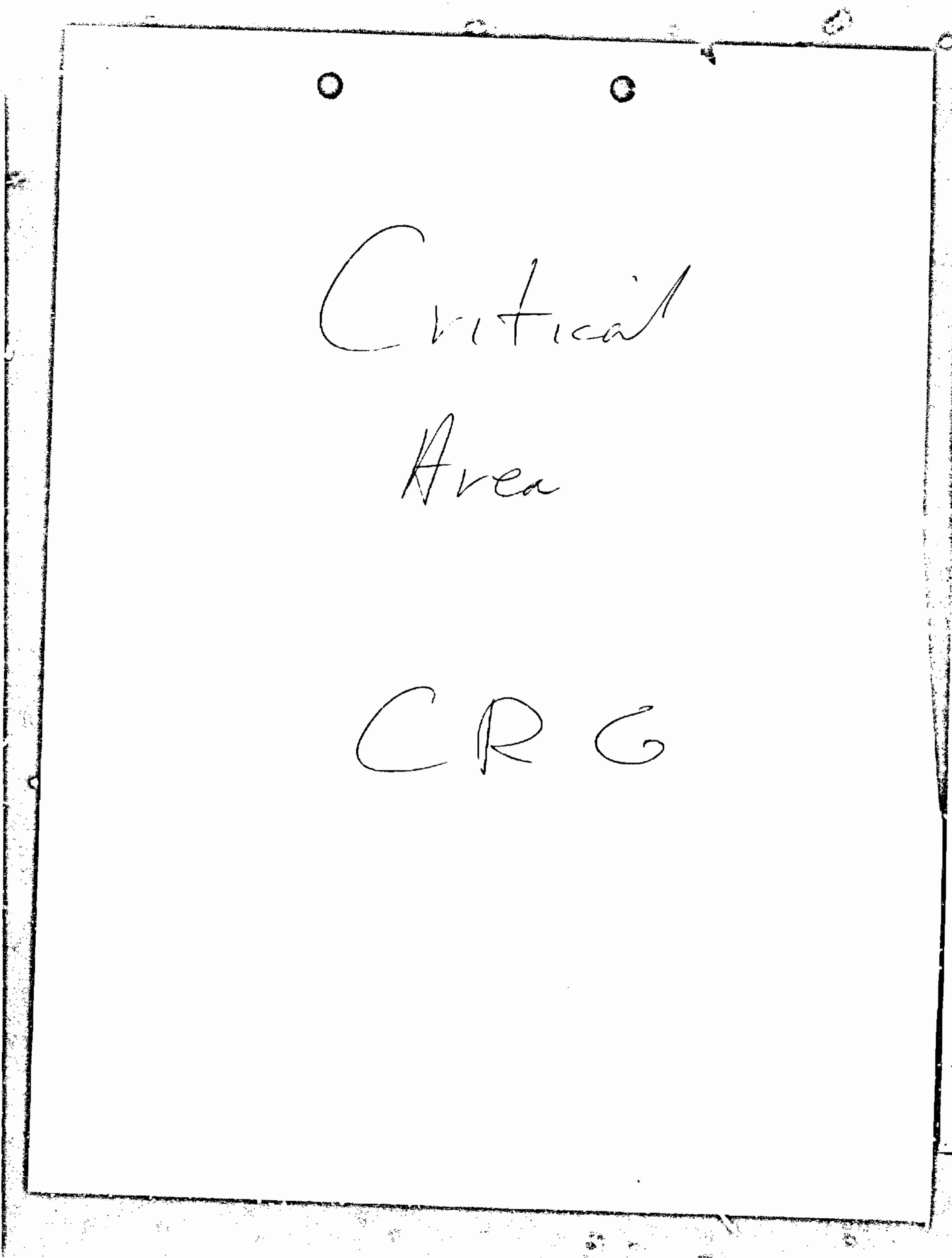
TIME: 10:00 a.m.

DATE: Monday, February 3, 1986

PLACE: Room 106, County Office Building, 111 West Chesapeake Avenue, Towson, Maryland

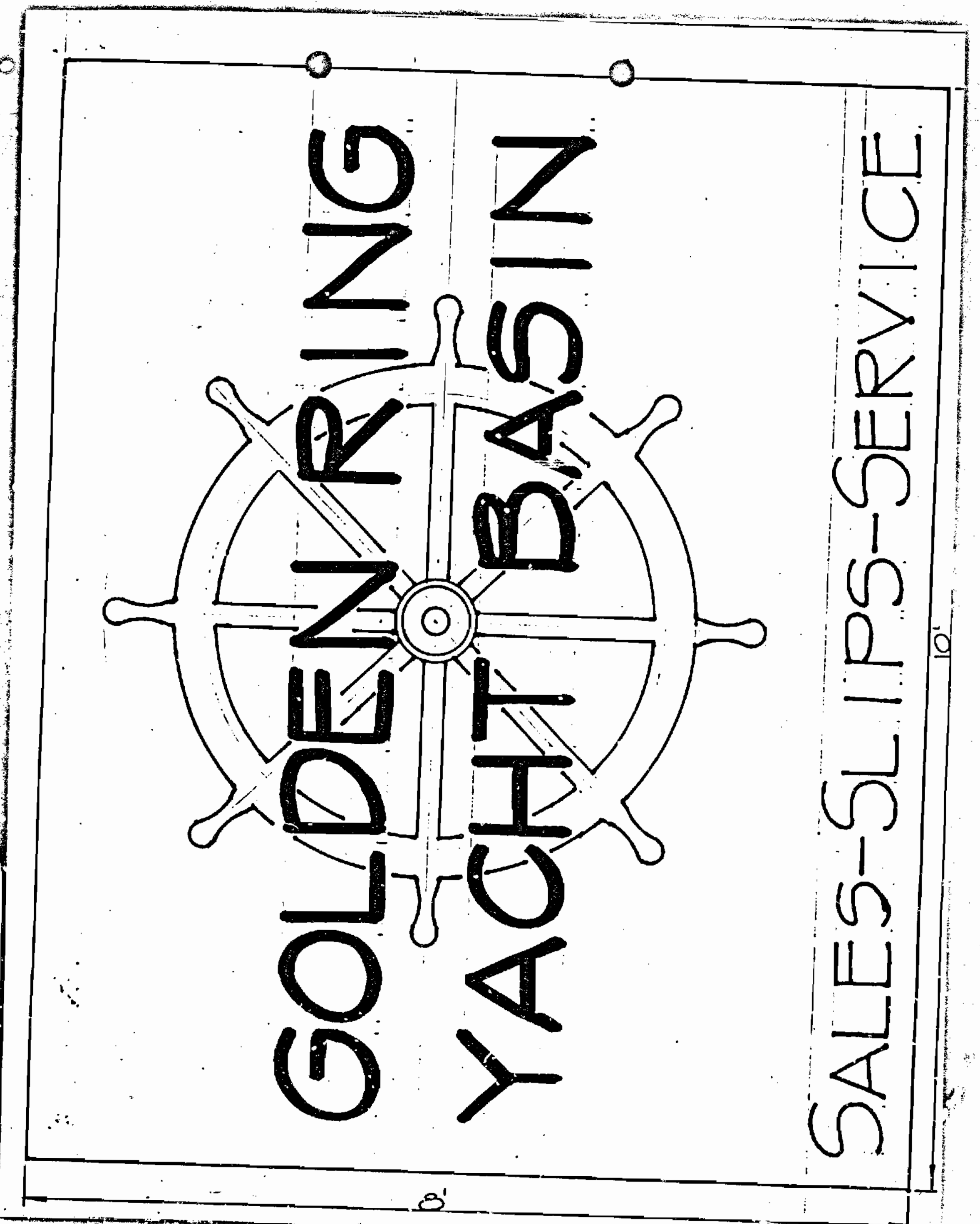
Zoning Commissioner
of Baltimore County

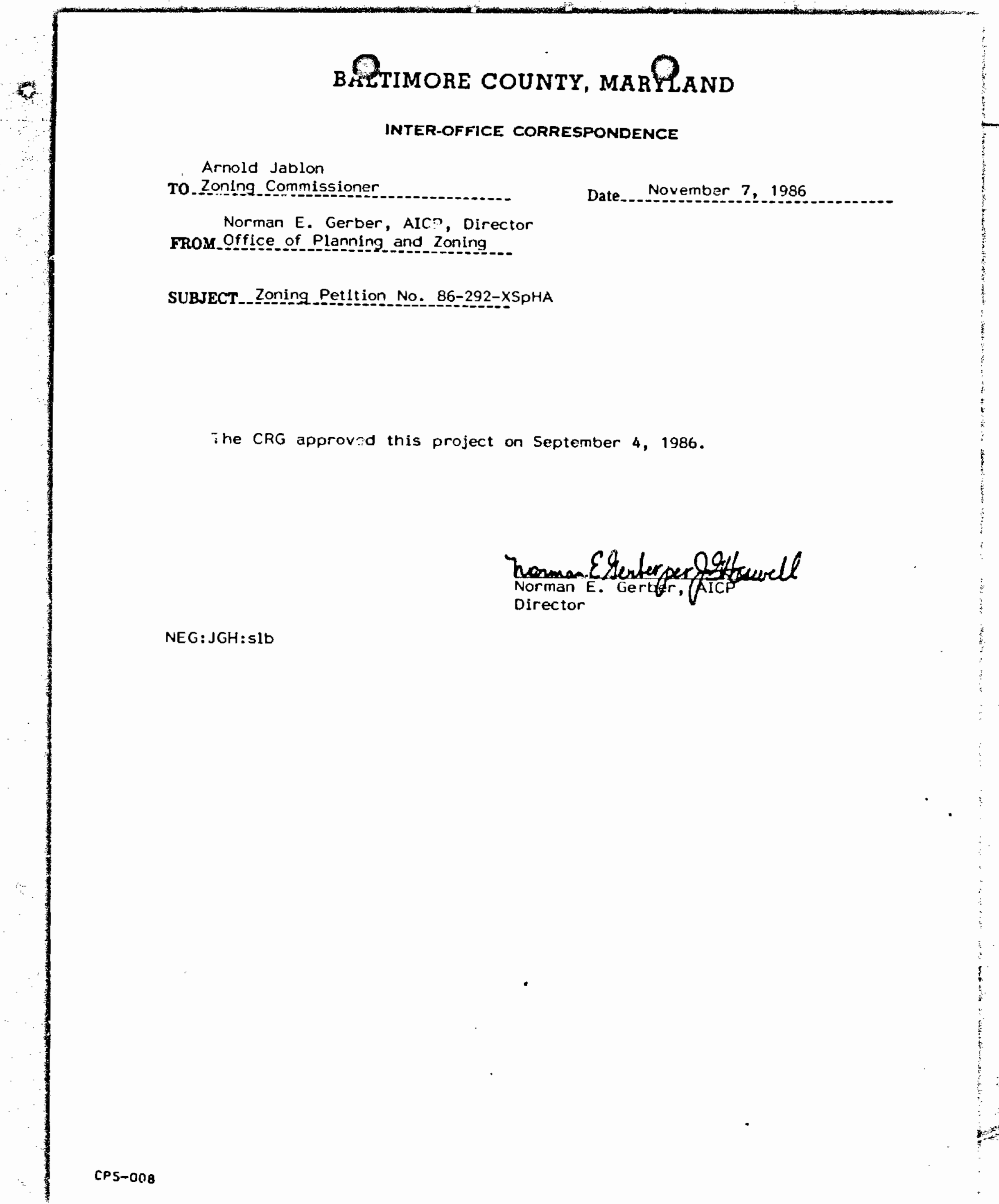
cc: D. S. Thaler & Assoc., Inc.
11 Warren Road
Baltimore, Md. 21208



Critical
Area

CRG


GOLDEN RING
YACHT BASIN
SALES-SLIPS-SERVICE
10'
8'



BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Arnold Jablon
Zoning Commissioner
Date: November 7, 1986

FROM: Norman E. Gerber, AICP, Director
Office of Planning and Zoning

SUBJECT: Zoning Petition No. 86-292-XSpHA

The CRG approved this project on September 4, 1986.

Norman E. Gerber per J G Howell
Norman E. Gerber, AICP
Director

NEG:JGH:slb

CPS-008

BALTIMCRE COUNTY ZONING PLANS ADVISORY COMMITTEE

December 31, 1985

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

o0o

MEMBERS
Bureau of Engineering
Department of Traffic Engineering
State Roads Commission
Bureau of Fire Prevention
Health Department
Project Planning
Building Department
Board of Education
Zoning Administration
Industrial Development

Benjamin Bronstein, Esquire
Suite 200, 102 West Pennsylvania Avenue
Towson, Maryland 21204

RE: Item No. 185 - Case No. 86-292-XSPHA
Petitioner - Golden Ring Yacht Basin, Inc.
Special Exception, Special Hearing,
and Variance Petitions

Dear Mr. Bronstein:

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.

Enclosed are all comments submitted from the members of the Committee at this time that offer or request information on your petition. If similar comments from the remaining members are received, I will forward them to you. Otherwise, any comment that is not informative will be placed in the hearing file. This petition was accepted for filing on the date of the enclosed filing certificate and a hearing scheduled accordingly.

Very truly yours,

James E. Dyer (m)
JAMES E. DYER
Chairman
Zoning Plans Advisory Committee

JED:nr

Enclosures

cc: D. Thaler & Assoc., Inc.
11 Warren Road
Baltimore, Maryland 21208

BALTIMORE COUNTY
FIRE DEPARTMENT
TOWSON, MARYLAND 21204-2586
494-4500

PAUL H. REINCKE
CHIEF

December 17, 1985

Mr. Arnold Jablon
Zoning Commissioner
Office of Planning and Zoning
Baltimore County Office Building
Towson, Maryland 21204

Attention: *Nick Commodari, Chairman*
Zoning Plans Advisory Committee

RE: *Property Owner:* Golden Ring Yacht Basin, Inc. (Critical area & CRG)

Location: center line of Edwards Lane, 1100' west of Bowley's Quarters Road

Item No.: 185 *Zoning Agenda:* Meeting of Nov. 26, 1985

Gentlemen:

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

( ) 1. *Fire hydrants for the referenced property are required and shall be located at intervals or ________ feet along an approved road in accordance with Baltimore County Standards as published by the Department of Public Works.*

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

( ) 3. *The vehicle dead end condition shown at ________________*

EXCEEDS the maximum allowed by the Fire Department.

( ) 4. *The site shall be made to comply with all applicable parts of the Fire Prevention Code prior to occupancy or beginning of operation.*

(X) 5. *The buildings and structures existing or proposed on the site shall comply with all applicable requirements of the National Fire Protection Association Standard No. 101 "Life Safety Code", 1976 edition prior to occupancy.*

( ) 6. Site plans are approved, as drawn.

( ) 7. The Fire Prevention Bureau has no comments, at this time.

REVIEWER: Capt. Joseph Kelly 12/19/85
Planning Group
Special Inspection Division

Noted and Approved: John F. O'Neil
Fire Prevention Bureau

/mb

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
DATE: 9/4/86 (continued from 4/16/86)
FROM: ZONING OFFICE

PROJECT NAME: Golden Ring Yacht Basin
PLAN: 7/7/86
LOCATION: N/S Edwards Lane SE/S of Frog Mortar Creek
REV: ________ REV: ________
DISTRICT: 15th Election District

REVISED PLAN KEY:
COMPLIANCE WITH COMMENT CHECKED
NON-COMPLIANCE IS CIRCLED
ADDITIONAL COMMENTS ADDED LAST

1) Comments No. 1 and 2 made on 4/16/86 concerning zoning case #86-292-XSPHA are valid at this time.

2) A variance has to be added to the zoning petition prior to rescheduling:

"Section 1B02.21.B(V.B.2) to permit a 32-foot distance between the ships store building and the service and maintenance building in lieu of the required 40 feet.

3) The number of caretakers' units and buildings occupied must be clarified on the plan. Also the justification for 5 or 6 caretaker units must be included in the special hearing request.

4) Also, a list of anticipated possible businesses that would be located on the property and first floors of the townhouses should be included on the plan.

5) Label the R.T.A. buffer and show the buffer boundary in a bold line.

6) The wording of the zoning petition should be updated pursuant to the meetings in the zoning office and an updated set of plats from the C.R.G. process should be submitted to the zoning office when the hearing is rescheduled.

W. Carl Richards
W. Carl Richards Jr.
Zoning Coordinator

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
FROM: OFFICE OF PLANNING AND ZONING
11:00
DATE: April 16, 1986

PROJECT NAME: GOLDEN RING YACHT BASIN
PLAN XXXXXXXXXXXXXXXXXXX
COUNCIL & ELECTION DISTRICT ________
PLAN EXTENSION ________
REVISED PLAN ________
PLAT ________

The Office of Planning has reviewed the subject plan and offers the following comments:

The most recently revised plan for the Golden Ring Yacht Basin (dated 4-15-86) does not adequately address the County's concern as to water depths adjacent to and downstream from the proposed basin, the resolution of which is likely to necessitate an enlarged dredging program. This information is essential to the Critical Area review because it has a direct impact on water quality in Frog Mortar Creek. No Critical Area Finding can be made without it.

This plan was submitted one day before the scheduled CRG meeting, leaving insufficient time for a full County review. In addition it was not possible for the public to have adequate access to the plan prior to CRG.

Based on the above, the County has no alternative but to continue the CRG meeting until such time as the information required for CRG review and Critica Area Finding is submitted in full.

Susan Carrell
Susan Carrell

BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
TOWSON MARYLAND 21204
494-3211

NORMAN E. GERBER
DIRECTOR

Mr. Arnold Jablon
Zoning Commissioner
County Office Building
Towson, Maryland 21204

JANUARY 13, 1986
(CRITICAL AREA + CRG)

Re: Zoning Advisory Meeting of NOVEMBER 26, 1985
Item # 185
Property Owner: GOLDEN RING YACHT BASIN, INC.
Location: ℄ OF EDWARDS LANE, 1100' WEST OF BOWLEY'S QUARTERS ROAD

Dear Mr. Jablon:

The Division of Current Planning and Development has reviewed the subject petition and offers the following comments. The items checked below are applicable.

(X)There are no site planning factors requiring comment.
( )A County Review Group Meeting is required.
(X)A County Review Group meeting was held and the minutes will be forward by the Bureau of Public Services.
( )This site is part of a larger tract; therfore it is defined as a subdivision. The plan must show the entire tract.
( )A record plat will be required and must be recorded prior to issuance of a building permit.
( )The access is not satisfactory.
( )The circulation on this site is not satisfactory.
( )The parking arrangement is not satisfactory.
( )Parking calculations must be shown on the plan.
( )This property contains soils which are defined as wetlands, and development on these soils is prohibited.
( )Construction in or alteration of the floodplain is prohibited under the provisions of Section 22-99 of the Development Regulations.
( )Development of this site may constitute a potential conflict with the Baltimore County Master Plan.
( )The amended Development Plan was approved by the Planning Board on ________________.
(X)Landscaping: Must comply with Baltimore County Landscape Manual.
( )The property is located in a deficient service area as defined by Bill 178-79. No building permit may be issued until a Reserve Capacity Use Certificate has been issued. The deficient service is ________________.
( )The property is located in a traffic area controlled by a "D" level intersection as defined by Bill 178-79, and as conditions change traffic capacity may become more limited. The Basic Services Areas are re-evaluated annually by the County Council.
(X)Additional comments:

① - THIS SITE IS LOCATED IN THE CHESAPEAKE BAY CRITICAL AREA. ADDITIONAL COMMENTS WILL BE PROVIDED BY THE COMPREHENSIVE PLANNING DIVISION.
② - THE CRG (XV-386) MEETING WAS HELD ON 5/9/85 AND THERE HAVE BEEN 2 ADDITIONAL CONTINUED MEETINGS (12/18/85 + 1/9/86)

Eugene A. Bober
Chief, Current Planning and Development

cc: James Hoswell

BALTIMORE COUNTY
DEPARTMENT OF PERMITS & LICENSES
TOWSON, MARYLAND 21204
494-3610

TED ZALESKI, JR.
DIRECTOR

December 23, 1985

Mr. Arnold Jablon, Zoning Commissioner
Office of Planning and Zoning
Towson, Maryland 21204

Dear Mr. Jablon:

Comments on Item # 185 Zoning Advisory Committee Meeting are as follows:

Property Owner: Golden Ring Yacht Basin, Inc. (Critical Area and CRG)
Location: c/l of Edwards Lane, 1100' W. of Bowley's Quarters Road
District: 15th.

APPLICABLE ITEMS ARE CIRCLED:

Ⓐ All structures shall conform to the Baltimore County Building Code as adopted by Council Bill #17-85, the Maryland Code for the Handicapped and Aged (A.N.S.I. #117-1 - 1980) and other applicable Codes and Standards.

Ⓑ A building and other miscellaneous permits shall be required before the start of any construction. A number of separate permits will be required in addition to permits for buildings. See note below.

C. Residential: Two sets of construction drawings are required to file a permit application. The seal of a registered in Maryland Architect or Engineer is/is not required on plans and technical data.

Ⓓ Commercial: Three sets of construction drawings sealed and signed by a registered in Maryland Architect or Engineer shall be required to file with a permit application. Reproduced seals are not acceptable.

E. All Use Groups except R-4 Single Family Detached Dwellings require a minimum of 1 hour fire rating for exterior walls closer than 6'-0 to an interior lot line. R-4 Use Groups require a one hour wall if closer than 3'-0 to an interior lot line. Any wall built on an interior lot line shall require a fire or party wall. See Table 401, Section 1407, Section 1406.2 and Table 1402. No openings are permitted in an exterior wall within 3'-0 of an interior lot line.

F. The structure does not appear to comply with Table 505 for permissable height/area. Reply to the requested variance by this office cannot be considered until the necessary data pertaining to height/area and construction type is provided. See Table 401 and 505 and have your Architect/Engineer contact this department.

G. The requested variance appears to conflict with Section(s) ________, ________, of the Baltimore County Building Code.

H. When filing for a required Change of Use/Occupancy Permit, an alteration permit application shall also be filed along with three sets of acceptable construction plans indicating how the existing structure is to be altered in order to comply with the Code requirements for the new use. Maryland Architectural or Engineer seals are usually required. The change of Use Groups are from Use ________ to Use ________, or to Mixed Uses ________ ________ ________. See Section 312 of the Building Code.

I. The proposed project appears to be located in a Flood Plain, Tidal/Riverine. Please see the attached copy of Section 516.0 of the Building Code as adopted by Bill #17-85. Site plans shall show the correct elevations above sea level for the lot and the finish floor levels including basement.

Ⓙ Comments: Razing permits, grading permits, excavating/dredging, bulkheads, piers, fire lines, area lights are some but not necessarily all various types of permits required. Paved areas shall be provided for access by handicapped such as walks and ramps to public buildings. A review of all improvements or new construction will be reviewed for Code compliance when submitted for a Building Permit.

K. These abbreviated comments reflect only on the information provided by the drawings submitted to the Office of Planning and Zoning and are not intended to be construed as the full extent of any permit. If desired the applicant may obtain additional information by visiting Room 122 of the County Office Building at 111 W. Chesapeake Avenue, Towson, Maryland 21204.

Charles E. Burnham
BY: C. E. Burnham, Chief
Building Plans Review

4/22/85

FILMED

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
DATE: April 16, 1986
FROM: ZONING OFFICE

PROJECT NAME: GOLDEN RING YACHT BASIN
PLAN: 1/14/86
LOCATION: N/S Edwards Lane
SE/S Frog Motor Creek
DEVELOPMENT PLAN: ________
DISTRICT: 15th Election District
PLAT: ________

1. The following zoning petitions were filed on 11/13/85 in the Zoning Office under Item No. 185 (Case No. 86-292-XSPHA):

   a. Special Exception for a marina-boat yard including caretakers living quarters as an accessory structure 1B01.C.2, Baltimore County Zoning Regulations (BCZR) and an outdoor advertising sign.

   b. Variance from Section 413.1 to permit a single-face sign of 80 sq.ft. in lieu of the permitted 1 sq.ft.

   c. Special Hearing to determine whether a marina-boatyard and related parking area should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from R.T.A. requirements listed in Section 1B01.1.B.C.9/10, BCZR, and if determined to be subject to R.T.A. requirements whether an existing dwelling and a secondary means of access can be located within a buffer area.

   The hearing was originally scheduled for 2/3/86 and the attorney requested a postponement. A new hearing date has not been set at this writing.

2. Any zoning approval would be subject to the granting of the requested petitions and any restrictions imposed.

3. Expand the parking chart to show exactly where the office and retail areas are totaled from and explain the service uses. Also, 276 spaces would be required for the slips not 138 as listed. A variance has not been filed as of this writing. Number the residential units/townhouses and the density to support all units that are not caretakers. They would have to be separated on their own, and calculations provided on the plan. How many caretaker's are required to take care of this property? Six caretaker units seems excessive. Residential density may have to be calculated on some of these units if they cannot be justified.

4. A variance would also be required for the 20' separation between the ships store and the service and maintenance building. If these buildings are to be attached, detail the attachment on the plan.

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
DATE: 9/4/86 (continued from 4/16/86)
FROM: ZONING OFFICE

PROJECT NAME: Golden Ring Yacht Basin
PLAN: 7/7/86
LOCATION: N/S Edwards Lane SE/S of Frog Mortar Creek
REV: ________ REV: ________
DISTRICT: 15th Election District

REVISED PLAN KEY:
COMPLIANCE WITH COMMENT CHECKED
NON-COMPLIANCE IS CIRCLED
ADDITIONAL COMMENTS ADDED LAST

1) Comments No. 1 and 2 made on 4/16/86 concerning zoning case #86-292-XSPHA are valid at this time.

2) A variance has to be added to the zoning petition prior to rescheduling:

"Section 1B02.21.B(V.B.2) to permit a 32-foot distance between the ships store building and the service and maintenance building in lieu of the required 40 feet.

3) The number of caretakers' units and buildings occupied must be clarified on the plan. Also the justification for 5 or 6 caretaker units must be included in the special hearing request.

4) Also, a list of anticipated possible businesses that would be located on the property and first floors of the townhouses should be included on the plan.

5) Label the R.T.A. buffer and show the buffer boundary in a bold line.

6) The wording of the zoning petition should be updated pursuant to the meetings in the zoning office and an updated set of plats from the C.R.G. process should be submitted to the zoning office when the hearing is rescheduled.

W. Carl Richards
W. Carl Richards Jr.
Zoning Coordinator

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS DATE: April 16, 1986

FROM: ZONING OFFICE

PROJECT NAME: GOLDEN RING YACHT BASIN PLAN: 1/14/86

LOCATION: N/S Edwards Lane
SE/S Frog Motor Creek

DEVELOPMENT PLAN: ______

DISTRICT: 15th Election District PLAT: ______

1. The following zoning petitions were filed on 11/13/85 in the Zoning Office under Item No. 185 (Case No. 86-292-XSPHA):

   a. Special Exception for a marina-boatyard including caretakers living quarters as an accessory structure 1B01.C.2, Baltimore County Zoning Regulations (BCZR) and an outdoor advertising sign.

   b. Variance from Section 413.1 to permit a single-face sign of 80 sq.ft. in lieu of the permitted 1 sq.ft.

   c. Special Hearing to determine whether a marina-boatyard and related parking area should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from R.T.A. requirements listed in Section 1B01.1.B.C.9/10, BCZR, and if determined to be subject to R.T.A. requirements whether an existing dwelling and a secondary means of access can be located within a buffer area.

   to be reset this week

   The hearing was originally scheduled for 2/3/86 and the attorney requested a postponement. A new hearing date has not been set at this writing.

2. Any zoning approval would be subject to the granting of the requested petitions and any restrictions imposed.

   Offices
   Boat brokers,
   Insurance, etc

3. Expand the parking chart to show exactly where the office and retail areas are totaled from and explain the service uses. Also, 276 spaces would be required for the slips not 138 as listed. A variance has not been filed as of this writing. Number the residential units/townhouses and the density to support all units that are not caretakers. They would have to be separated on their own, and calculations provided on the plan. How many caretaker's are required to take care of this property? Six caretaker units seems excessive. Residential density may have to be calculated on some of these units if they cannot be justified.

4. A variance would also be required for the 20' separation between the ships store and the service and maintenance building. If these buildings are to be attached, detail the attachment on the plan. Need 40' side setbacks for nonresidential bldgs

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Project 85067
Golden Ring Yacht Basin
Page 2
May 6, 1985

HIGHWAY COMMENTS: (Cont'd)

The access roads and interior roads are considered private and shall be the Developer's full responsibility for construction and maintenance.

The entrance locations are subject to approval by the Department of Traffic Engineering.

Entrances shall be a minimum of 24 feet and a maximum of 35 feet wide. Depressed curb is to be used with no curb returns to the property line.

It shall be the responsibility of the Developer's engineer to clarify all rights-of-way within the property and to initiate such action that may be necessary to abandon, widen or extend said rights-of-way. The Developer shall be responsible for the submission of all necessary plats and for all costs of acquisition and/or abandonment of these rights-of-way.

STORM DRAINS, SEDIMENT CONTROL AND STORM WATER MANAGEMENT COMMENTS:

The Developer is responsible for the total actual cost of drainage facilities required to carry the storm water run-off through the property to be developed to a suitable outfall. The Developer's cost responsibilities include the acquiring of easements and rights-of-way - both onsite and offsite - and the deeding in fee of said rights-of-way to the County. Preparation of all construction, rights-of-way and easement drawings, engineering and surveys, and payment of all actual construction costs including the County overhead both within and outside the development, are also the responsibilities of the Developer.

Onsite drainage facilities serving only areas within the site are considered private. Therefore, construction and maintenance shall be the Developer's responsibility. However, a drainage area map, scale 1"=200', including all facilities and drainage areas involved, shall be shown on the required construction plans.

The Developer 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 Developer.

Development of this property through stripping, grading and stabilization could result in a sediment 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.

Project 85067
Golden Ring Yacht Basin
Page 4
May 6, 1985

WATER AND SANITARY SEWER COMMENTS:

Permission to connect to the existing public sanitary sewer may be obtained from the Department of Permits and Licenses.

The total Water and/or Sanitary Sewer System Connection Charge is determined, and payable, upon application for the Plumbing Permit. This Charge is in addition to the normal front foot assessment and permit charges.

This property is subject to Water and/or Sewer System Connection Charges based on the size of water meters utilized in accordance with current County Policy.

Fire hydrant spacing and location are subject to review and approval by the Fire Protection Section of the Fire Department.

EDWARD A. MCDONOUGH, P.E., Chief
Developers Engineering Division

EAM:PMK:ss

cc: File

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO EUGENE A. BOBER, Chief
Current Planning & Development Div. Date May 7, 1985

FROM PAUL J. SOLOMON, Head
Environmental Planning Section, OPZ

SUBJECT Golden Ring Yacht Basin —
County Review Group Comments

Most of the comments I would normally provide in a case such as this deal with water quality. This is a prime factor in the consideration of Chesapeake Bay Critical Area approval. As agreed, in this instance Critical Area review will only occur upon the completion of the developer's water quality data collection and analysis and its submittal to Baltimore County.

However, some preliminary comments might be in order at this time. They are as follows:

(1) This area of Frog Mortar Creek consists of a narrow, shallow estuary with a limited volume of water and perhaps a slow exchange rate. Therefore, water pollutants entering into this waterway will not be readily dispersed or assimilated.

(2) The degree of impervious surfaces and the intensity and range of activities on this site will be increased. Without adequate mitigation, the volume of runoff will increase proportionally along with the types of pollutants.

(3) It is questionable whether adequate mitigation is provided with the present site plan.

(4) Except for a small wetland area, it appears that the site is limited in regard to plant and wildlife habitat.

The data collected by the developer's consultants regarding water quality, flushing rate, and plant and wildlife species and habitat will provide a basis to further evaluate the points specified above. It must be understood that significant revisions to any site plan may be required in order to satisfy the requirements of the Chesapeake Bay Critical Area Program.

PJS:vh

PAUL J. SOLOMON, Head
Environmental Planning Section

CRG Comments

BALTIMORE COUNTY, MARYLAND

SUBJECT: SUBDIVISION REVIEW COMMENTS DATE: May 6, 1985

FROM: Edward A. McDonough, P.E., Chief
Developers Engineering Division

PROJECT NAME: Golden Ring Yacht Basin
PROJECT NUMBER: 85067
LOCATION: Edwards Lane
DISTRICT: 15C5

The Plan for the subject site, dated July, 1984, has been reviewed by the Developers Engineering Division and we comment as follows:

✓ The following comments are subject to the "Critical Area Study."

GENERAL COMMENTS:

The State Health Department Construction Permits for each private utility (water, sanitary sewer and storm drains) totaling over 400 feet in length will be obtained through the Baltimore County Department of Public Works.

Any manmade embankments over 10 feet vertically shall be designed and/or approved by a soils engineer. The following note is to be placed on the sediment control plans and grading plans before approval will be given:

"All manmade embankments have been designed and/or certified for stability by a soils engineer.

The Plan is satisfactory pending conformance with the following comments.

HIGHWAY COMMENTS:

✓ Edwards Lane and Wagner Lane are existing roads, which shall ultimately be improved as a 40-foot and a 30-foot curb and gutter street cross-section on 60-foot and 50-foot rights-of-way, respectively.

No improvements are required at this time other than the dedication of the right-of-way at no cost to the County, plus the necessary supporting slope easements. The Developer shall also deposit the monies covering his share of the cost of road improvements, which will consist of the curb and gutter, the paving as required for the proper tie with the existing road, 5-foot sidewalk and relocation of any utilities or poles as required.

Project 85067
Golden Ring Yacht Basin
Page 3
May 6, 1985

STORM DRAINS, SEDIMENT CONTROL AND STORM WATER MANAGEMENT COMMENTS: (Cont'd)

In accordance with Baltimore County Council Grading Ordinance (Bill No. 13-85) a grading plan shall be approved and a Performance Bond posted prior to issuance of a grading permit.

A sediment control plan is required. The number of square feet of land disturbed shall be indicated on the sediment control drawing.

The Developer shall be responsible to stabilize the disturbed area. The stabilization shall be accomplished within the nearest period of optimum seeding as established in the Baltimore County Sediment Control Manual. Minimum acceptable stabilization measures will be as specified in the Baltimore County Sediment Control Manual under "Critical Area Stabilization (With Semi-Permanent Seedings)".

Failure by the Developer to accomplish the stabilization as aforementioned will result in the termination of all processing phases of this development.

Storm water management must comply with the requirements of the 1984 Baltimore County Storm Water Management Policy and Design Manual adopted September 11, 1984.

The Developer may request, in writing, an exemption of storm water management. The request should stress engineering studies justifying such an exemption. After evaluation, the County will then notify the Developer of its conclusion.

✓ The property to be developed is located adjacent to tidewater. The Developer is advised that the proper sections of the Baltimore County Building Code must be followed whereby elevation limitations are placed on the lowest floor (including basements) of commercial development.

✓ The rear of buildingsmay not be constructed within 20 feet of the limits of the flood plain as established for a 100-year flood level with a 1 foot freeboard. See Plate 19D in the Baltimore County Design Manual, dated 1982 and adopted 1983.

✓ In conformance with Federal Flood Insurance requirements, the first floor or basement floor must be at least 1 foot over the flood plain elevation in all construction.

WATER AND SANITARY SEWER COMMENTS:

Onsite private water mains with fire hydrants shall be metered at the public source. The size and design of the meters shall conform with Baltimore City Standards. Permission to obtain a metered connection may be obtained from the Department of Permits and Licenses.

DEPARTMENT OF TRAFFIC ENGINEERING
BALTIMORE COUNTY, MARYLAND

TO : Mr. James A. Markle DATE: May 7, 1985
FROM : C. Richard Moore
SUBJECT: C.R.G. Comments

PROJECT NAME: Golden Ring Yacht Basin C.R.G. PLAN: X
PROJECT NUMBER & DISTRICT: 15 C 5 DEVELOPMENT PLAN: ______
LOCATION: Carroll Island Road & Edwards Lane RECORD PLAT: ______

✓ A traffic study will be needed at Eastern Avenue and Carroll Island Road and at Carroll Island Road and Bowleys Quarters Road. This study will need to address the traffic conditions on a typical week-end during the warm weather months. Off-site improvements may be necessary, depending upon the results of the traffic study.

✓ A detailed drawing of the two proposed accesses at Carroll Island Road and at Edwards Lane will be needed to determine what geometric improvements may be needed. The existing parking layout for Carroll Island Plaza will need to be shown also. The access through the Carroll Island Plaza lot will need to have raised curb and two moving lanes, within the 24-ft. right-of-way. Additional right-of-way or easements may be needed for this, subject to the design for this access.

✓ The gate for the secondary access needs to be at least 60 ft. back from Wagner Lane.

G M Jones
C. Richard Moore
Deputy Director
Department of Traffic Engineering

CRM/GMJ/bza

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
FROM: OFFICE OF PLANNING AND ZONING DATE: May 8, 1985

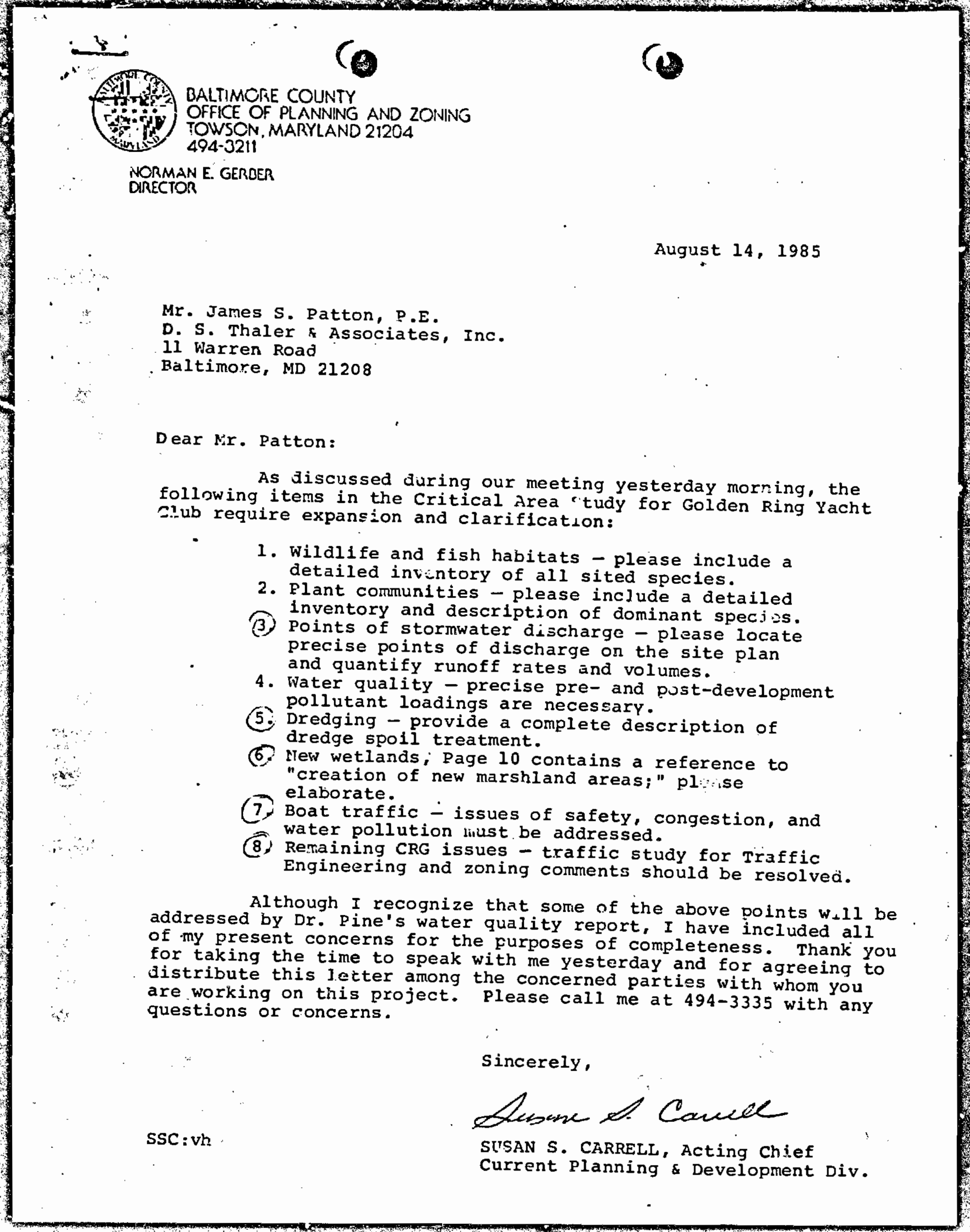
PROJECT NAME: GOLDEN RING YACHT BASIN PLAN XXXXXXX
COUNCIL & ELECTION DISTRICT XV-386 PLAN EXTENSION ______
REVISED PLAN ______
10:00 PLAT ______

The Office of Planning and Zoning has reviewed the subject plan dated July 1984 and the Critical Areas Report and has the following comments:

* This office cannot offer site plan comments until the Critical Areas review has been completed. The Critical Areas evaluation could have a significant effect on the site plan design. However, upon preliminary review of the Critical Areas information submitted with this plan, this office has the following concerns:

1. This area of Frog Mortar Creek consists of a narrow, shallow estuary with unlimited volume of water and perhaps a slow exchange rate. Therefore, water pollutants entering into this waterway will not be readily dispersed or assimilated. Even with good stormwater management, there may be possible increases in nutrient loading and resultant oxygen depletion during the summer eutrophic cycles. An exemption from stormwater management is being requested and, if granted, may compound water quality severely. The degree of impervious surfaces and the intensity and range of activities on this site will be increased. Without adequate mitigation, the volume of runoff will increase proportionally along with the types of pollutants. Additional data collection is necessary regarding water quality, flushing rate, plant and wildlife species and habitat for further evaluation.
2. The site plan does not sufficiently indicate bathemetric conditions and shore line configuration for adjacent properties (areas across the creek) to determine potential impact to other property owner's riparian rights. Potential adverse impacts to navigation during local peak use boating periods may occur, and need to be studied.

Susan Carrell /ee
SUSAN CARRELL



BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
TOWSON, MARYLAND 21204
494-3211

NORMAN E. GERBER
DIRECTOR

August 14, 1985

Mr. James S. Patton, P.E.
D. S. Thaler & Associates, Inc.
11 Warren Road
Baltimore, MD 21208

Dear Mr. Patton:

As discussed during our meeting yesterday morning, the following items in the Critical Area study for Golden Ring Yacht Club require expansion and clarification:

1. Wildlife and fish habitats – please include a detailed inventory of all sited species.
2. Plant communities – please include a detailed inventory and description of dominant species.
3. Points of stormwater discharge – please locate precise points of discharge on the site plan and quantify runoff rates and volumes.
4. Water quality – precise pre- and post-development pollutant loadings are necessary.
5. Dredging – provide a complete description of dredge spoil treatment.
6. New wetlands, Page 10 contains a reference to "creation of new marshland areas;" please elaborate.
7. Boat traffic – issues of safety, congestion, and water pollution must be addressed.
8. Remaining CRG issues – traffic study for Traffic Engineering and zoning comments should be resolved.

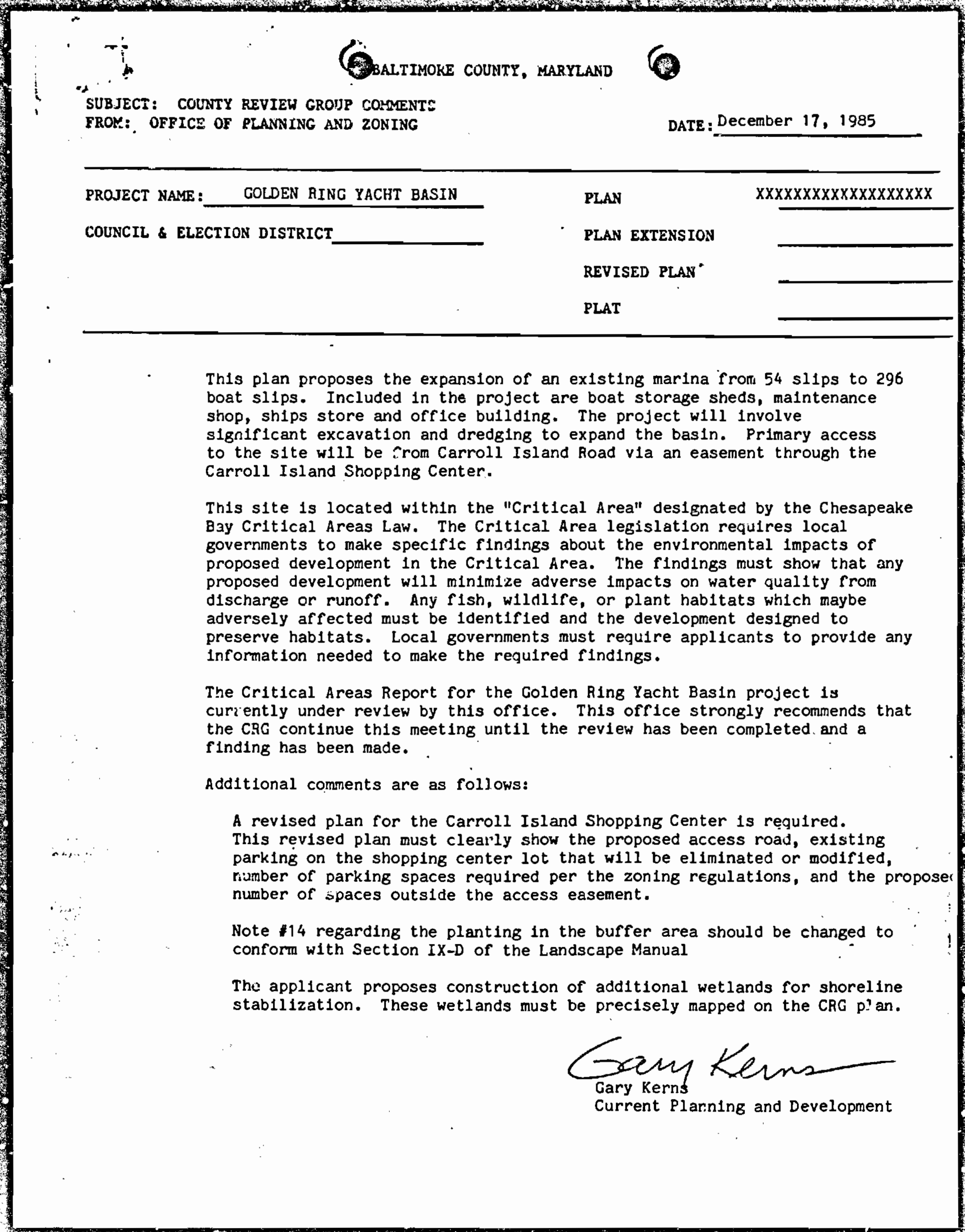
Although I recognize that some of the above points will be addressed by Dr. Pine's water quality report, I have included all of my present concerns for the purposes of completeness. Thank you for taking the time to speak with me yesterday and for agreeing to distribute this letter among the concerned parties with whom you are working on this project. Please call me at 494-3335 with any questions or concerns.

Sincerely,

Susan S. Carrell

SSC:vh

SUSAN S. CARRELL, Acting Chief
Current Planning & Development Div.



BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
FROM: OFFICE OF PLANNING AND ZONING
DATE: December 17, 1985

PROJECT NAME: GOLDEN RING YACHT BASIN
COUNCIL & ELECTION DISTRICT ____
PLAN XXXXXXXXXXXXXXXXXXX
PLAN EXTENSION ____
REVISED PLAN ____
PLAT ____

This plan proposes the expansion of an existing marina from 54 slips to 296 boat slips. Included in the project are boat storage sheds, maintenance shop, ships store and office building. The project will involve significant excavation and dredging to expand the basin. Primary access to the site will be from Carroll Island Road via an easement through the Carroll Island Shopping Center.

This site is located within the "Critical Area" designated by the Chesapeake Bay Critical Areas Law. The Critical Area legislation requires local governments to make specific findings about the environmental impacts of proposed development in the Critical Area. The findings must show that any proposed development will minimize adverse impacts on water quality from discharge or runoff. Any fish, wildlife, or plant habitats which maybe adversely affected must be identified and the development designed to preserve habitats. Local governments must require applicants to provide any information needed to make the required findings.

The Critical Areas Report for the Golden Ring Yacht Basin project is currently under review by this office. This office strongly recommends that the CRG continue this meeting until the review has been completed and a finding has been made.

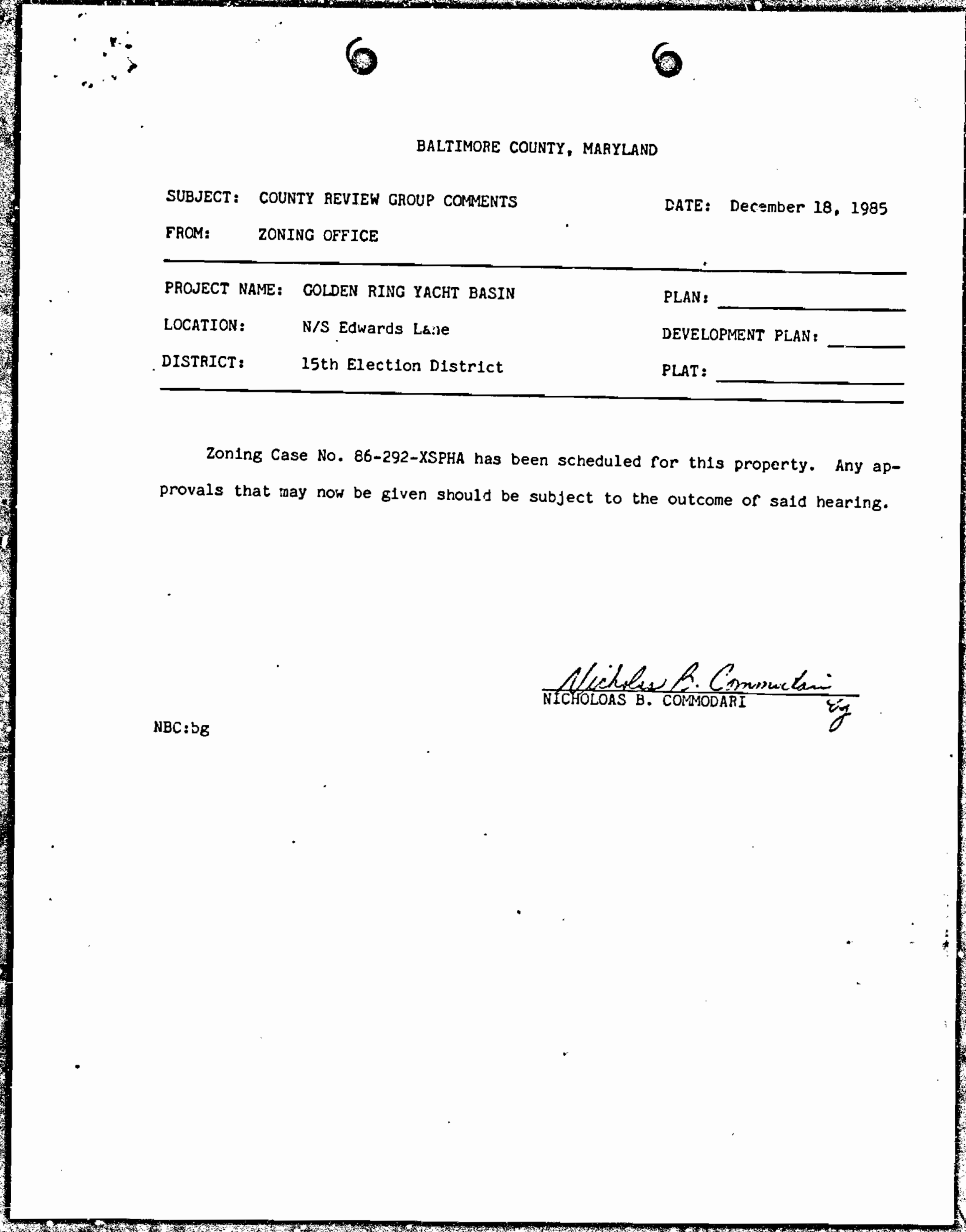
Additional comments are as follows:

A revised plan for the Carroll Island Shopping Center is required. This revised plan must clearly show the proposed access road, existing parking on the shopping center lot that will be eliminated or modified, number of parking spaces required per the zoning regulations, and the proposed number of spaces outside the access easement.

Note #14 regarding the planting in the buffer area should be changed to conform with Section IX-D of the Landscape Manual

The applicant proposes construction of additional wetlands for shoreline stabilization. These wetlands must be precisely mapped on the CRG plan.

Gary Kerns
Gary Kerns
Current Planning and Development



BALTIMORE COUNTY, MARYLAND

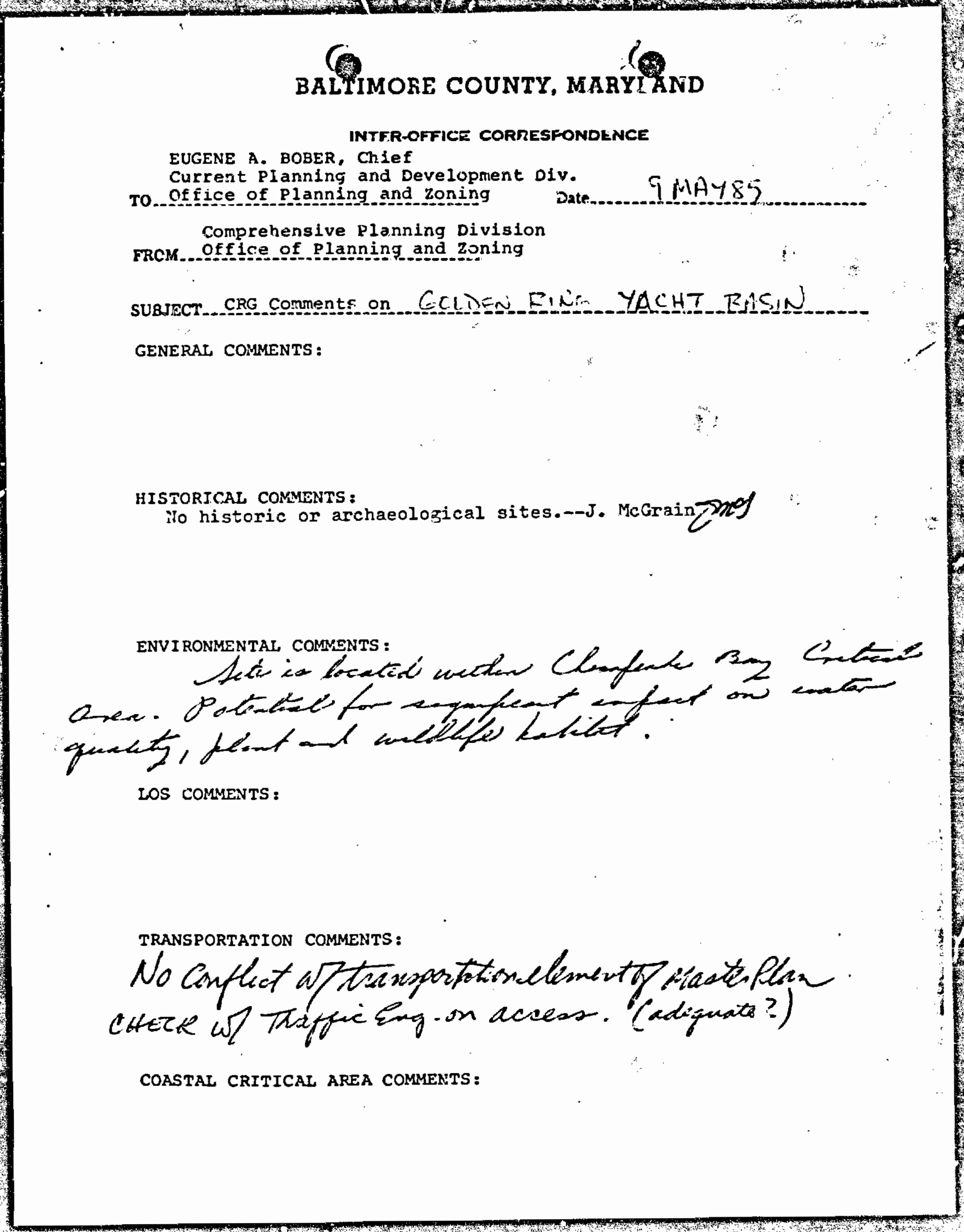
SUBJECT: COUNTY REVIEW GROUP COMMENTS
DATE: December 18, 1985
FROM: ZONING OFFICE

PROJECT NAME: GOLDEN RING YACHT BASIN
LOCATION: N/S Edwards Lane
DISTRICT: 15th Election District
PLAN: ____
DEVELOPMENT PLAN: ____
PLAT: ____

Zoning Case No. 86-292-XSPHA has been scheduled for this property. Any approvals that may now be given should be subject to the outcome of said hearing.

Nicholas B. Commodari
NICHOLOAS B. COMMODARI

NBC:bg



BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO EUGENE A. BOBER, Chief
Current Planning and Development Div.
Office of Planning and Zoning
Date 9 MAY 85

FROM Comprehensive Planning Division
Office of Planning and Zoning

SUBJECT CRG Comments on GOLDEN RING YACHT BASIN

GENERAL COMMENTS:

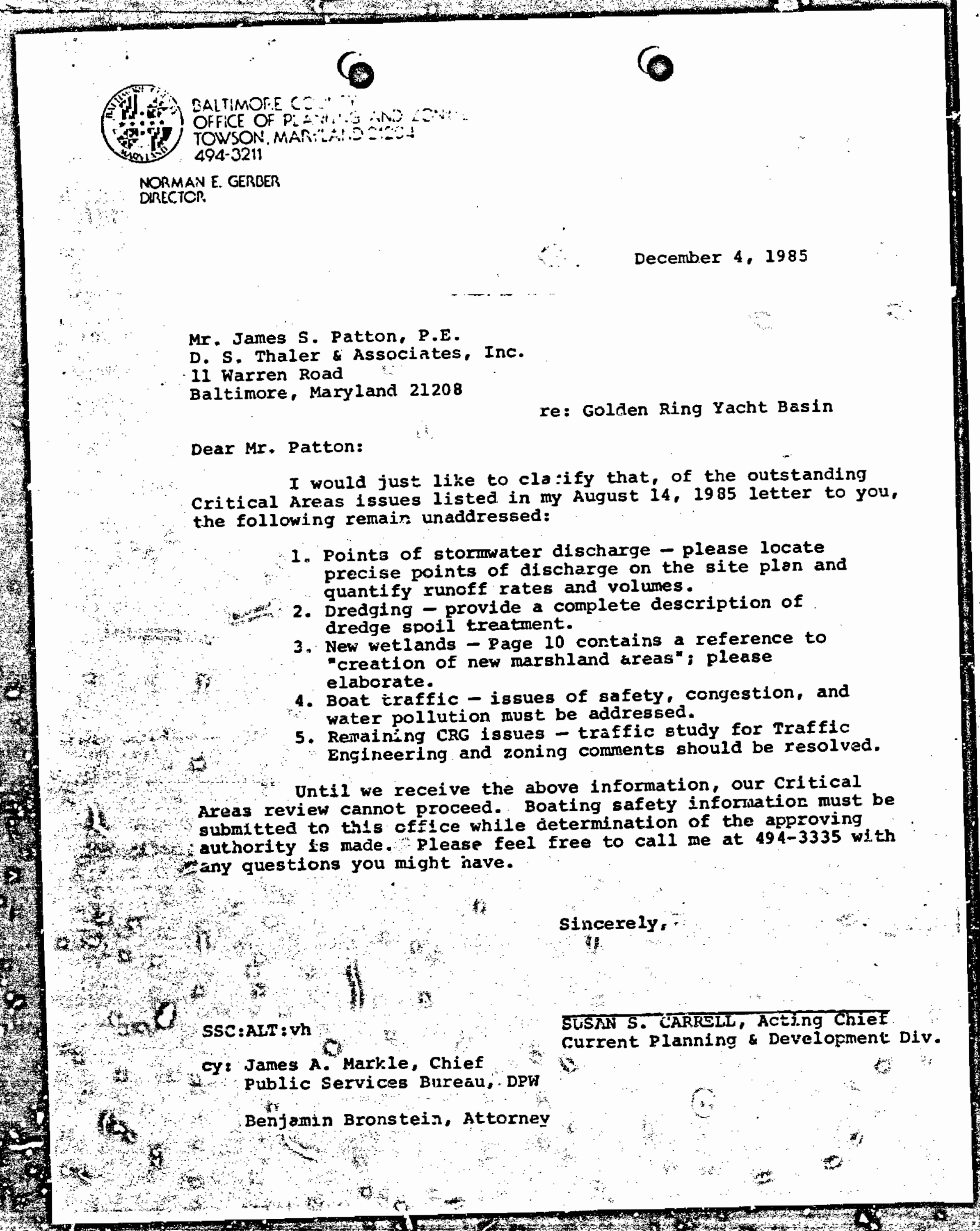
HISTORICAL COMMENTS:
No historic or archaeological sites.--J. McGrain

ENVIRONMENTAL COMMENTS:
Site is located within Chesapeake Bay Critical area. Potential for significant impact on water quality, plant and wildlife habitat.

LOS COMMENTS:

TRANSPORTATION COMMENTS:
No Conflict w/ transportation element of Master Plan
CHECK w/ Traffic Eng. on access. (adequate?)

COASTAL CRITICAL AREA COMMENTS:



BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
TOWSON, MARYLAND 21204
494-3211

NORMAN E. GERBER
DIRECTOR

December 4, 1985

Mr. James S. Patton, P.E.
D. S. Thaler & Associates, Inc.
11 Warren Road
Baltimore, Maryland 21208

re: Golden Ring Yacht Basin

Dear Mr. Patton:

I would just like to clarify that, of the outstanding Critical Areas issues listed in my August 14, 1985 letter to you, the following remain unaddressed:

1. Points of stormwater discharge – please locate precise points of discharge on the site plan and quantify runoff rates and volumes.
2. Dredging – provide a complete description of dredge spoil treatment.
3. New wetlands – Page 10 contains a reference to "creation of new marshland areas"; please elaborate.
4. Boat traffic – issues of safety, congestion, and water pollution must be addressed.
5. Remaining CRG issues – traffic study for Traffic Engineering and zoning comments should be resolved.

Until we receive the above information, our Critical Areas review cannot proceed. Boating safety information must be submitted to this office while determination of the approving authority is made. Please feel free to call me at 494-3335 with any questions you might have.

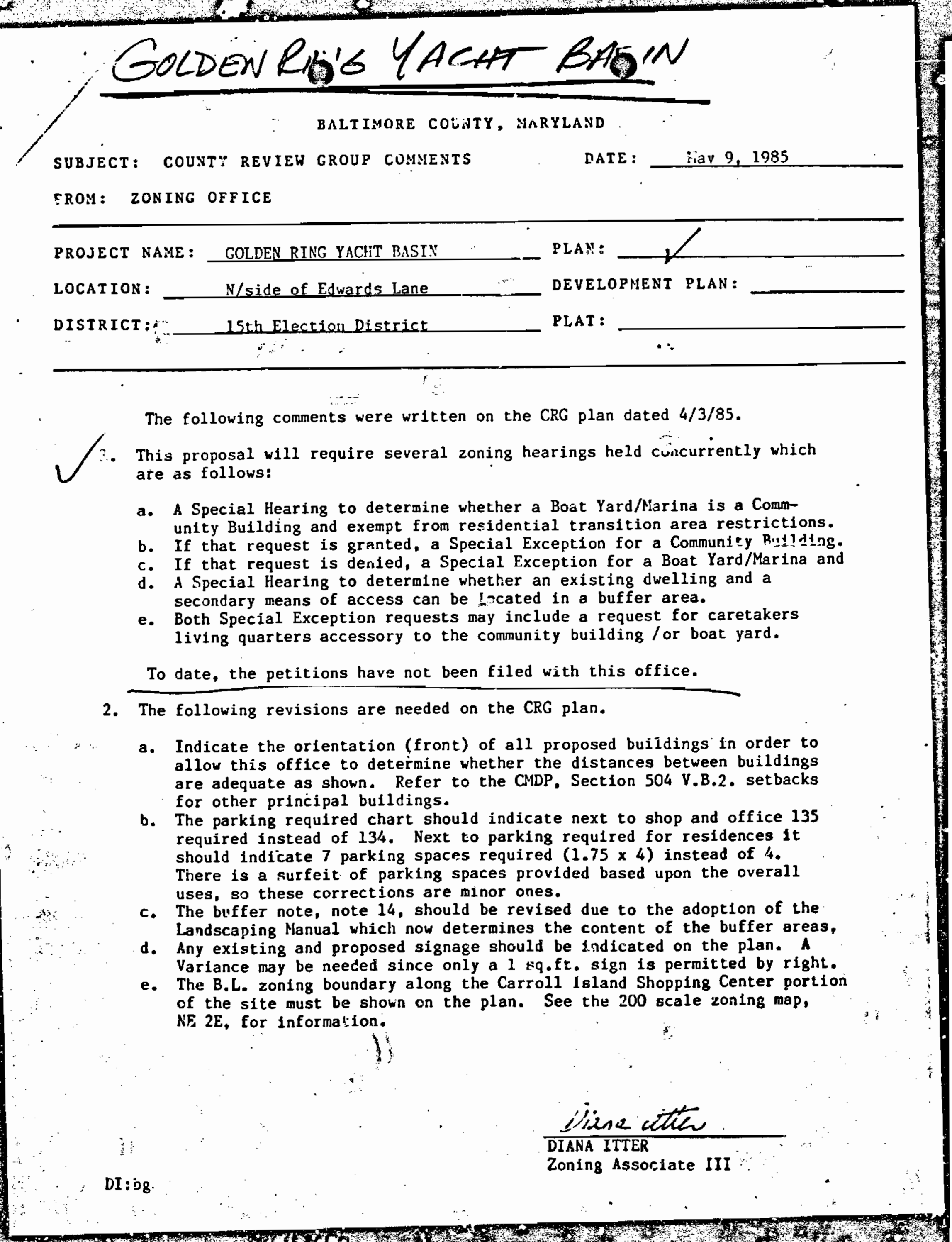
Sincerely,

SUSAN S. CARRELL, Acting Chief
Current Planning & Development Div.

SSC:ALT:vh

cy: James A. Markle, Chief
Public Services Bureau, DPW

Benjamin Bronstein, Attorney



GOLDEN RING YACHT BASIN

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
DATE: May 9, 1985
FROM: ZONING OFFICE

PROJECT NAME: GOLDEN RING YACHT BASIN
LOCATION: N/side of Edwards Lane
DISTRICT: 15th Election District
PLAN: ✓
DEVELOPMENT PLAN: ____
PLAT: ____

The following comments were written on the CRG plan dated 4/3/85.

✓ 1. This proposal will require several zoning hearings held concurrently which are as follows:

   a. A Special Hearing to determine whether a Boat Yard/Marina is a Community Building and exempt from residential transition area restrictions.
   b. If that request is granted, a Special Exception for a Community Building.
   c. If that request is denied, a Special Exception for a Boat Yard/Marina and
   d. A Special Hearing to determine whether an existing dwelling and a secondary means of access can be located in a buffer area.
   e. Both Special Exception requests may include a request for caretakers living quarters accessory to the community building /or boat yard.

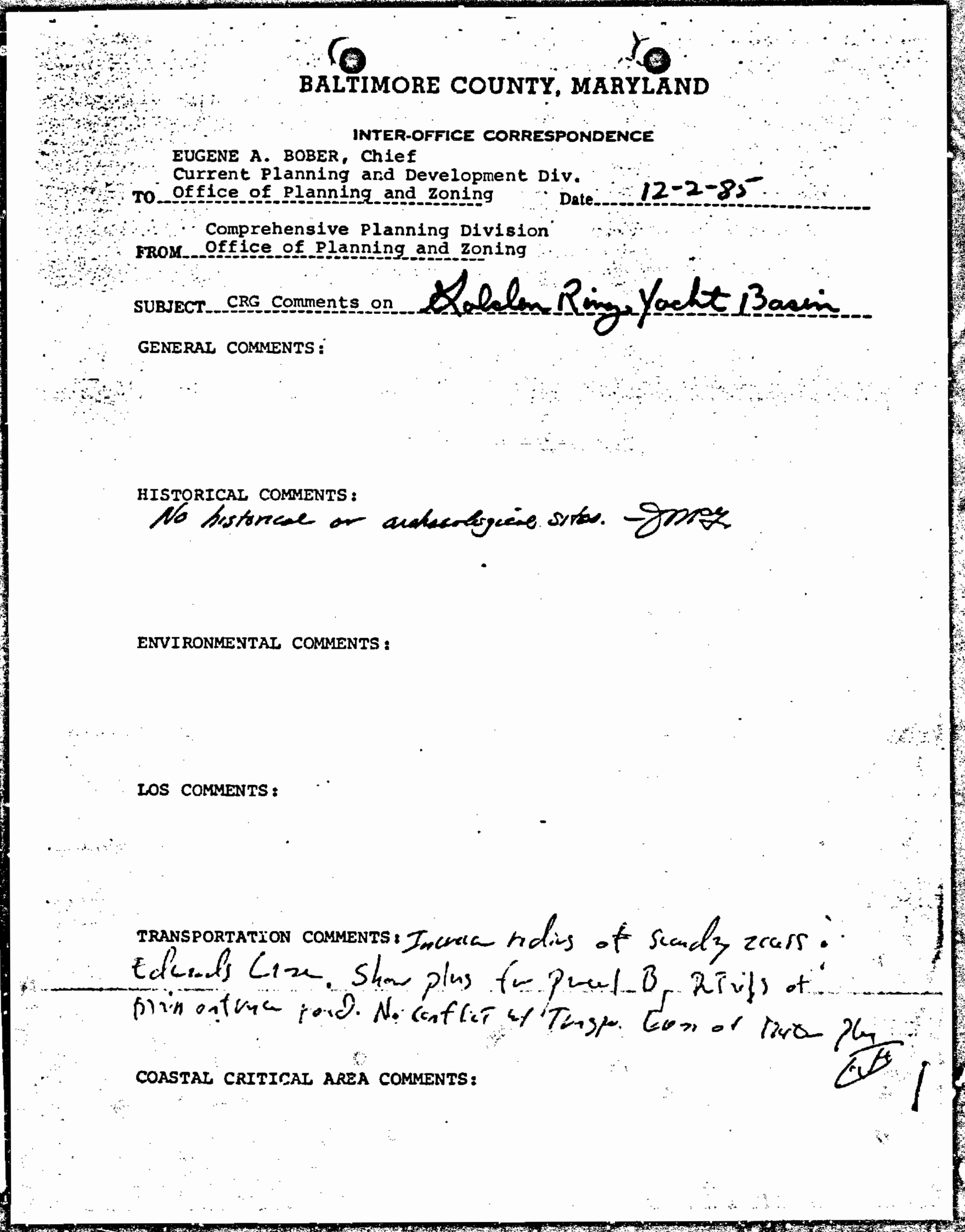
To date, the petitions have not been filed with this office.

2. The following revisions are needed on the CRG plan.

   a. Indicate the orientation (front) of all proposed buildings in order to allow this office to determine whether the distances between buildings are adequate as shown. Refer to the CMDP, Section 504 V.B.2. setbacks for other principal buildings.
   b. The parking required chart should indicate next to shop and office 135 required instead of 134. Next to parking required for residences it should indicate 7 parking spaces required (1.75 x 4) instead of 4. There is a surfeit of parking spaces provided based upon the overall uses, so these corrections are minor ones.
   c. The buffer note, note 14, should be revised due to the adoption of the Landscaping Manual which now determines the content of the buffer areas,
   d. Any existing and proposed signage should be indicated on the plan. A Variance may be needed since only a 1 sq.ft. sign is permitted by right.
   e. The B.L. zoning boundary along the Carroll Island Shopping Center portion of the site must be shown on the plan. See the 200 scale zoning map, NE 2E, for information.

Diana Itter
DIANA ITTER
Zoning Associate III

DI:bg



BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO EUGENE A. BOBER, Chief
Current Planning and Development Div.
Office of Planning and Zoning
Date 12-2-85

FROM Comprehensive Planning Division
Office of Planning and Zoning

SUBJECT CRG Comments on Golden Ring Yacht Basin

GENERAL COMMENTS:

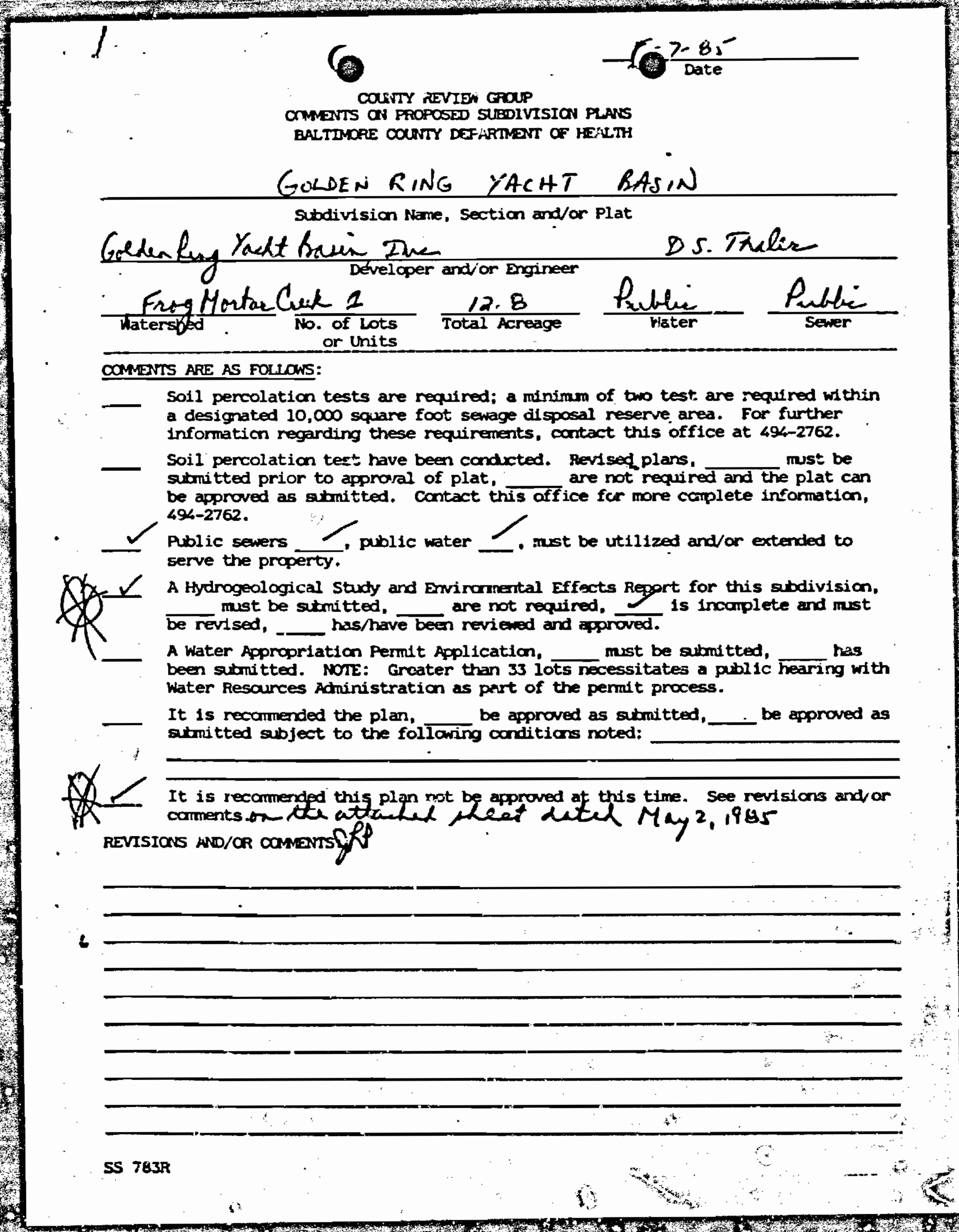
HISTORICAL COMMENTS:
No historical or archaeological sites.

ENVIRONMENTAL COMMENTS:

LOS COMMENTS:

TRANSPORTATION COMMENTS: Increase radius of secondary access: Edwards Lane. Show plans for parcel B. [illegible] at main entrance road. No conflict w/ Trasp. Elem of Master Plan

COASTAL CRITICAL AREA COMMENTS:



5-7-85
Date

COUNTY REVIEW GROUP
COMMENTS ON PROPOSED SUBDIVISION PLANS
BALTIMORE COUNTY DEPARTMENT OF HEALTH

GOLDEN RING YACHT BASIN
Subdivision Name, Section and/or Plat

Golden Ring Yacht Basin Inc — D.S. Thaler
Developer and/or Engineer

Watershed	No. of Lots or Units	Total Acreage	Water	Sewer
Frog Mortar Creek	2	12.8	Public	Public

COMMENTS ARE AS FOLLOWS:

____ Soil percolation tests are required; a minimum of two test are required within a designated 10,000 square foot sewage disposal reserve area. For further information regarding these requirements, contact this office at 494-2762.

____ Soil percolation test have been conducted. Revised plans, ____ must be submitted prior to approval of plat, ____ are not required and the plat can be approved as submitted. Contact this office for more complete information, 494-2762.

✓ Public sewers ✓, public water ✓, must be utilized and/or extended to serve the property.

✓ A Hydrogeological Study and Environmental Effects Report for this subdivision, ____ must be submitted, ____ are not required, ✓ is incomplete and must be revised, ____ has/have been reviewed and approved.

____ A Water Appropriation Permit Application, ____ must be submitted, ____ has been submitted. NOTE: Greater than 33 lots necessitates a public hearing with Water Resources Administration as part of the permit process.

____ It is recommended the plan, ____ be approved as submitted, ____ be approved as submitted subject to the following conditions noted:

✓ It is recommended this plan not be approved at this time. See revisions and/or comments on the attached sheet dated May 2, 1985

REVISIONS AND/OR COMMENTS:

SS 783R

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO Mr. Brooks Stafford, Director
Environmental Support Services

Date May 2, 1985

FROM Keith P. Plett
Waste and Water Quality Management

SUBJECT ENVIRONMENTAL EFFECTS REPORT Golden Ring Yacht Basin (Name)

CRC MEETING May 9, 1985 (Date) 10:00 (Time)

PLAN REVIEW NOTES

1. Proposed expansion and upgrading of marina/boatyard on 12.8 acres and 4325 feet of shoreline. (Describe Site)
2. Public water and public sewer is proposed.
3. (Describe streams on-site)
5. Lenoir (LmB) exists on NE portion of property (Describe wetland soils on-site)
6. Storm Water Management ______ required.
7. 0.8 acres proposed impervious area.

RESPONSES

✓ The Environmental Effects Report is not approved. In order to receive approval, the following checked items/conditions must be met. *

____ The Environmental Effects report is approved, subject to the following checked items/conditions.

A. ____ No development is allowed in ______ (soil/name & symbol)

B. ____ A revised site plan indicating no development in ______ must be submitted.

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO Sy Benson

Date April 18, 1985

FROM Charles K. Weiss

SUBJECT Golden Ring Yacht Basin
Edwards Lane
CRG 5/9/85

After review or the plan for the above project, if must be noted that Baltimore County does not provide commercial refuse collection.

✓ There seems to be no provision made for refuse collection on this plan.

✓ This type of business has a seven month a year, higher than normal generation per slip.

✓ In order to keep the Bay clean and the waterways free of trash, some effective proposal must be submitted before approval of this plan by this agency.

CKW/KRA/rab

SUMMARY OF OUTSTANDING INFORMATION: GOLDEN RING MARINA

– At the close of the 5-9-85 CRG meeting, the following issues remained unresolved:

1. Critical Area Study approval. (For specific information needed, see memo from Bober to Lampron 8-16-84 and Bober to Watchinsky 9-7-84).
2. Completion of a traffic study as requested by Traffic Engineering, and clarification of access.
3. Health Department requirements re: water quality.
4. All items listed in Zoning Comments (including building orientation, distance between buildings, parking requirements, zoning boundary maps, etc.)

Additionally, issues of boating traffic and congestion in Middle River were raised.

– To date, the applicants have submitted a Critical Area Study prepared by D. S. Thaler Associates and a proposal for monitoring water quality prepared by Dr. Frank Pine of EA Engineering, Science, and Technology, Inc. The latter proposal appears complete and will address the water quality informational needs of the Office of Planning and Zoning. Final review of the Critical Area Study and water quality data, however, will not occur until all requested information is received.

ALT:vh
8-12-85

BALTIMORE COUNTY
DEPARTMENT OF TRAFFIC ENGINEERING
TOWSON, MARYLAND 21204
494-3550

STEPHEN E. COLLINS
DIRECTOR

January 7, 1986

Mr. Arnold Jablon
Zoning Commissioner
County Office Building
Towson, Maryland 21204

Item No. 185 -ZAC- Meeting of November 26, 1985
Property Owner: Golden Ring Yacht Basin, Inc.
Location: Center line of Edwards Lane, 1100' West of Bowley's Quarters Road
Existing Zoning: D.R. 5.5
Proposed Zoning: Variance to permit a single face sign of 80 square feet in lieu of the permitted one square foot, and Special Hearing to determine whether marina-boatyard and related parking area should be considered as a community building or other structures devoted to social, recreational or educational activities
Acres: 12.8
District: 15th

Dear Mr. Jablon:

Please see C.R.G. comments.

Michael S. Flanigan
Traffic Engineer Associate II

MSF/bld

2/3
86-292

Mr. Brooks Stafford
Environmental Effects Report ______ (Name)

Page Two

____ 1. The developer must follow the Health Department Wetland Guidelines.

____ 2. ______ (Other)

C. BEST MANAGEMENT PRACTICES

____ 1. All areas except that used for buildings, sidewalks and paved parking will be planted with vegetated cover and/or landscaped as soon as possible after final grading and maintained in such condition.

____ 2. Dirt and debris accumulating on private roads and parking lots will be removed according to the following schedule: May through October, concurrent with grass mowing; November through April, monthly.

____ 3. Snow removal will be by mechanical means except in severe snow and ice conditions, when deicing compounds may be used.

____ 4. Application of fertilizers, herbicides and pesticides will not exceed recommendations of the University of Maryland Cooperative Extension Service.

____ 5. Filling will not occur in grassed or lined drainage ditches or swales.

____ 6. ______

:pms

* Additional review is required.

BALTIMORE COUNTY, MARYLAND

Planning

Date: May 2, 1985

SUBJECT: SUBDIVISION REVIEW COMMENTS
FROM: BALTIMORE COUNTY FIRE DEPARTMENT, FIRE PREVENTION BUREAU
Captain Joseph Kelly

PROJECT NAME: Golden Ring Yacht Basin
PROJECT NUMBER: CRG Agenda 5/9/85 ; 10:00 am
LOCATION: Edwards Lane DISTRICT: 15

COMMENTS

(x) 1. Proposed buildings shall be designed and constructed so as to meet the applicable provisions of the Fire Prevention Code and the NFPA 101 Life Safety Code, 1981 Edition.
( ) 2. Fire flow test is required to be conducted by the Baltimore City Water Dept. on ______ as close to proposed site as possible. Test results are to be forwarded to the office of the Fire Protection Engineer.
( ) 3. Proposed panhandle driveways must be a minimum of 16 feet in width and of a hard surface capable of supporting emergency apparatus, weighing 50,000 pounds on two axles.
( ) 4. Access road shall be posted with Fire Lane signs along its entire length.
( ) 5. Standard cul-de-sac or t-turnaround shall be provided at deadend street near ______.
( ) 6. All roads shall have a minimum width of 20 feet.
( ) 7. Driveways in excess of 300 feet shall have standard cul-de-sac or t-turnaround.
( ) 8. Maximum angle of departure (grade percentage) shall not exceed 8% per NFPA Standard #1901. Angle of departure in excess of 8% would prohibit emergency fire apparatus from gaining access to the site.
( ) 9. Submitted site plan fails to indicate proposed fire hydrant spacing at ______ feet intervals in accordance with Baltimore County Standard Design Manual.
( ) 10. All self-service stations shall have at least one attendant on duty while the station is open to the public. The attendant's primary function shall be to supervise, observe and control the dispensing of Class I liquids while said liquids are actually being dispensed, according to NFPA 30, 1981 Edition, Section 7-8.4.3 and Section 7-8.4.4.

BALTIMORE COUNTY ZONING PLANS ADVISORY COMMITTEE

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

oOo

Chairman

MEMBERS

Bureau of Engineering
Department of Traffic Engineering
State Roads Commission
Bureau of Fire Prevention
Health Department
Project Planning
Building Department
Board of Education
Zoning Administration
Industrial Development

November 17, 1986

Benjamin Bronstein, Esquire
Suite 200
102 W. Pennsylvania Avenue
Towson, Maryland 21204

RE: Item No. 185 - Case No. 86-292-XSPHA
Petitioner: Golden Ring Yacht Basin, Inc.
Petitions for Special Exception,
Special Hearing and Zoning Variance

Dear Mr. Bronstein:

The Zoning Plans Advisory Committee and the County Review Group (CRG) have both reviewed the plans submitted with the above-referenced petition. The comments from the CRG have been added to those of the Zoning Plans Advisory Committee and are part of this case file. They 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 Commission with recommendations as to the suitability of the requested zoning.

This petition was accepted for filing on the date of the enclosed filing certificate and a hearing scheduled accordingly.

Very truly yours,

James E. Dyer /kkb
JAMES E. DYER
Chairman
Zoning Plans Advisory Committee

JED:kkb

Enclosures

cc: D.S. Thaler & Associates, Inc.
11 Warren Road
Baltimore, Maryland 21208

BALTIMORE COUNTY
DEPARTMENT OF PERMITS & LICENSES
TOWSON, MARYLAND 21204

TED ZALESKI, JR.
DIRECTOR

September 17, 1986

Mr. Arnold Jablon, Zoning Commissioner
Office of Planning and Zoning
Towson, Maryland 21204

Dear Mr. Jablon:

Revised

Comments on Item # 185 / Zoning Advisory Committee Meeting are as follows:

Property Owner: Golden Ring Yacht Basin, Inc. (CRITICAL AREA AND CRG)
Location: C/L of Edwards Lane, 1100' West of Bowley's Quarters Road
District: 15th.

APPLICABLE ITEMS ARE CIRCLED:

[✓ A.] All structures shall conform to the Baltimore County Building Code as adopted by Council Bill #17-85, the Maryland Code for the Handicapped and Aged (A.N.S.I. #117-1 - 1980) and other applicable Codes and Standards.

[✓ B.] A building and other miscellaneous permits shall be required before the start of any construction.

C. Residential: Two sets of construction drawings are required to file a permit application. The seal of a registered in Maryland Architect or Engineer is/is not required on plans and technical data.

[✓ D.] Commercial: Three sets of construction drawings sealed and signed by a registered in Maryland Architect or Engineer shall be required to file with a permit application. Reproduced seals are not acceptable.

E. All Use Groups except R-4 Single Family Detached Dwellings require a minimum of 1 hour fire rating for exterior walls closer than 6'-0 to an interior lot line. R-4 Use Groups require a one hour wall if closer than 3'-0 to an interior lot line. Any wall built on an interior lot line shall require a fire or party wall. See Table 401, Section 1407, Section 1406.2 and Table 1402. No openings are permitted in an exterior wall within 3'-0 of an interior lot line.

F. The structure does not appear to comply with Table 505 for permissable height/area. Reply to the requested variance by this office cannot be considered until the necessary data pertaining to height/area and construction type is provided. See Table 401 and 505 and have your Architect/Engineer contact this department.

G. The requested variance appears to conflict with Section(s) ______, ______, of the Baltimore County Building Code.

H. When filing for a required Change of Use/Occupancy Permit, an alteration permit application shall also be filed along with three sets of acceptable construction plans indicating how the existing structure is to be altered in order to comply with the Code requirements for the new use. Maryland Architectural or Engineer seals are usually required. The change of Use Groups are from Use ______ to Use ______, or to Mixed Uses ______ ______ ______. See Section 312 of the Building Code.

[✓ I.] The proposed project appears to be located in a Flood Plain, Tidal/Riverine. Please see the attached copy of Section 516.0 of the Building Code as adopted by Bill #17-85. Site plans shall show the correct elevations above sea level for the lot and the finish floor levels including basement.

[✓ J.] Comments: All floor levels shall be 1'-0 above the 100 year flood tide. Living quarters will be an R-2 use. Office uses are Use Group "B". This requires separate exits as required in Article 8 and a possible 2 hour separation as per Section 313.2.

K. These abbreviated comments reflect only on the information provided by the drawings submitted to the Office of Planning and Zoning and are not intended to be construed as the full extent of any permit. If desired the applicant may obtain additional information by visiting Room 122 of the County Office Building at 111 W. Chesapeake Avenue, Towson, Maryland 21204.

BY: C. E. Burnham, Chief
Building Plans Review

4/22/85

On file

11/21/86 To file

Essex - Middle River Civic Council, Inc.
POST OFFICE BOX 5031
BALTIMORE, MARYLAND 21220

RECEIVED
NOV 21 1986
ZONING OFFICE

NOVEMBER 14, 1986

MR. ARNOLD JABLON--ZONING COMMISSIONER
COURTS BUILDING
401 BOSLEY AVENUE
TOWSON, MARYLAND 21204

86-292-SPH
Golden Ring Yacht Basin Inc

DEAR MR. JABLON:

THE ESSEX-MIDDLE RIVER CIVIC COUNCIL VOTED DECEMBER 18, 1985 TO OPPOSE THE DEVELOPMENT OF THE GOLDEN RING YACHT BASIN IN BOWLEYS QUARTERS, BALTIMORE COUNTY, MARYLAND. ENCLOSED FIND THE LETTER WHICH WAS WRITTEN AT THAT TIME IN OPPOSITION TO THE PROPOSED PLAN.

THE ESSEX-MIDDLE RIVER CIVIC COUNCIL HAS CONTINUED TO BE IN OPPOSITION TO THE GOLDEN RING YACHT BASIN PROPOSAL -- INDEED, THE STATE DEPARTMENT OF PLANNING HAS SENT YOUR OFFICE ITS REASONS FOR THEIR OPPOSITION TO THIS PLAN -- CLEAR EVIDENCE THAT THIS PLAN IS POORLY CONCEIVED AND IS CONTRARY TO THE BEST INTERESTS OF THE CITIZENS OF BALTIMORE COUNTY.

MICHAEL J. DAVIS
CHAIRMAN OF THE BOARD OF GOVERNORS

-2-

The water quality of this portion of the Chesapeake Bay, which is at present quite poor, would decline as a result of the poor management practices of the enormous dredging and proliferating construction of this huge project; but most importantly, the water quality would decline even further as a result of the extraordinarily large amount of boats planned to dock at the Golden Ring Yacht Basin. Also, this large amount of boats projected to dock at this marina would increase congestion both in the area of the upper portion of this estuary and also throughout an already crowded Frog Mortar Creek.

It must be remembered that the Golden Ring Yacht Basin is to be built at the very top of Frog Mortar Creek, an area which in its natural state is marshy, shallow water. Marinas have traditionally been constructed closer to the deeper portion of the Bay, especially for immense projects the size of the Golden Ring Yacht Basin.

The Essex-Middle River Civic Council at its December 18, 1985 meeting voted to send a letter to the CRG and the Baltimore County Government in protest against the lack of planning in regard to marina development and, in particular, in regard to the Golden Ring Yacht Basin.

It is our recommendation that Baltimore County set up viable criteria for marina construction requests, project a master plan for future monitoring and permit evaluation for the whole Baltimore County Chesapeake Bay, and as a first step toward a sensible resolution of these management practices, reject in its entirety the requests for the Golden Ring Yacht Basin.

Sincerely,

Michael J. Davis, Chairman
Essex-Middle River Civic Council, Inc.
Board of Directors

MJD/jb

cc: Hon. Donald P. Hutchinson, County Executive
Mr. B. Melvin Cole, County Administrative Officer
Baltimore County Council
Baltimore County Planning Board
Ms. Constance Leider, Md. Dept. State Planning
Mr. Torrey Brown, Md. Dept. Natural Resources
Mr. Lee E. Zeni, Coastal Zoning Management Program
Army Corps of Engineers
Baltimore County Dept. of Transportation

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
DATE: 9/4/86 (continued from 4/16/86)
FROM: ZONING OFFICE

PROJECT NAME: Golden Ring Yacht Basin
PLAN: 7/7/86
LOCATION: N/S Edwards Lane SE/S of Frog Mortar Creek
REV: 8/28 REV: ____
DISTRICT: 15th Election District

REVISED PLAN KEY:
COMPLIANCE WITH COMMENT CHECKED ✓
NON-COMPLIANCE IS CIRCLED ○
ADDITIONAL COMMENTS ADDED LAST

① Comments No. 1 and 2 made on 4/16/86 concerning zoning case #86-292-XSPHA are valid at this time.

② A variance has to be added to the zoning petition prior to rescheduling:

"Section 1B02.21.B(V.B.2) to permit a 32-foot distance between the ships store building and the service and maintenance building in lieu of the required 40 feet.

✓ 3) The number of caretakers' units and buildings occupied must be clarified on the plan. Also the justification for 5 or 6 caretaker units must be included in the special hearing request.

✓ 4) Also, a list of anticipated possible businesses that would be located on the property and first floors of the townhouses should be included on the plan.

⑤ Label the R.T.A. buffer and show the buffer boundary in a bold line.

⑥ The wording of the zoning petition should be updated pursuant to the meetings in the zoning office and an updated set of plats from the C.R.G. process should be submitted to the zoning office when the hearing is rescheduled.

W. Carl Richards Jr.
W. Carl Richards Jr.
Zoning Coordinator

ADDED AFTER PRE-CRG

⑦ The townhouses and anticipated commercial uses are subject to approval via the zoning public hearing. If retail store uses are anticipated, the parking data should be revised accordingly.

⑧ It should be demonstrated at the zoning hearing that the access through the shopping center would not affect the required parking.

GOLDEN RING YACHT BASIN - 2 - April 16, 1986

5. This office was not contacted concerning the revised plan including parking spaces, rental townhouses, and leased stores. Even if the stores are marine related, they would more aptly be located in a commercial zone.

6. A meeting should be set up with myself and James Dyer, Zoning Supervisor, to discuss the parking, additional variances, the number of caretakers, the density applications, and the related marine stores.

W. Carl Richards Jr.
W. CARL RICHARDS, JR.
Zoning Coordinator

WCR:bg

Traffic - pave 20' or 24' road thru shopping center. Would need to change parking layout of S.C. Create use in common drive.
Current Planning - Wants overall plan of shopping center. Parking setback for boats?

Essex - Middle River Civic Council, Inc.
POST OFFICE BOX 5031
BALTIMORE, MARYLAND 21220

January 7, 1986

Mr. Norman Gerber, Director
Office of Planning and Zoning
New Courts Building
Towson, Maryland 21204

Dear Mr. Gerber:

At a recent conference on land use issues facing Maryland, Constance Leider, Secretary, Department of State Planning (DSP), presented a series of recommendations to improve land use and growth management practices.

Recommendations included those to improve and strengthen local planning and others to continue programs for conservation and preservation.

These timely recommendations apply overwhelmingly to the CRG (County Review Group) process in Baltimore County in regards to marinas and other water dependent facilities. An overall master plan is needed by Baltimore county to bring it into the 1980's and 90's for best management practices for water quality, boating congestion, compliance with the Critical Area Criteria, preservation of resources and other items.

Nowhere are these criteria, or a master plan, more needed than in the CRG request for a marina on Frog Mortar Creek called the Golden Ring Yacht Basin.

This project will do so much damage to the environment, will create such an increase in the overall boating population on Frog Mortar Creek, will stridently violate the Critical Area Criteria on so many counts and portends such havoc for the Chesapeake Bay on so many areas that the very idea of this destructive, unwarranted excavation, capital formation project even being considered by the CRG seems inconceivable.

This project will be destructive to the Chesapeake Bay. First, during the construction and excavation of 85,000 cubic yards of dredge material to dig the crater from the 3.9 acres of natural watershed in that area and also to dredge the Channel to allow the 296 boats from the Golden Ring Yacht Basin to traverse to the lower portion of Frog Mortar Creek, unestimable damage will be done to the Chesapeake Bay. But, second, after the marina is constructed, the 489 car parking lot, four new buildings and driveways and roads will all be in violation of Critical Area Criteria; in essence a totally unacceptable use of bay shoreline.

MEMORANDUM

TO: Arnold Jablon
Zoning Commissioner

FROM: W. Carl Richards, Jr.
Zoning Coordinator

DATE: September 8, 1986

RE: Comment for Golden Ring Yacht Basin
Item #185; Case No.: 86-292-XSPHA

This office has been involved with reviewing the proposed rehabiliation of the Golden Ring Yacht Basin for over a year. Since the first meeting that we had with Mr. Swartz, we identified obvious conflicts with the B.C.Z.R. relative to R.T.A. Specifically an existing dwelling and proposed entrance through the required buffer. There were many more slips proposed, more parking, one large ships store and office building proposed on the early plans. After C.R.G. and other departmental reviews (including the critical area) the project changed and 12 residential townhouses, 5 caretakers, and office and retail uses were included.

The Petitioner has requested that the proposed boat yard be considered as a community building exception to the R.T.A. requirements. The required buffer is shown on the plans, but if the boat yard would not qualify as an exception to transition, it would be a departure from previous R.T.A. policies to permit an access and ex-dwelling in the buffer as shown.

The Petitioner has also proposed 12 townhouses, 5 caretakers, offices and retail stores on the boat yard property. They suggest that these uses, recently have been routinely included as incidental uses in boat yards and approved in other subdivisions in residential zones. If these uses are approved in the boat yard, it would be a major departure from other boat yards previously approved in Baltimore County.

BALTIMORE COUNTY, MARYLAND

SUBJECT: COUNTY REVIEW GROUP COMMENTS
DATE: April 16, 1986
FROM: ZONING OFFICE

PROJECT NAME: GOLDEN RING YACHT BASIN
PLAN: 1/14/86
LOCATION: N/S Edwards Lane SE/S Frog Motor Creek
DEVELOPMENT PLAN: ____
DISTRICT: 15th Election District
PLAT: ____

1. The following zoning petitions were filed on 11/13/85 in the Zoning Office under Item No. 185 (Case No. 86-292-XSPHA):

   a. Special Exception for a marina-boat yard including caretakers living quarters as an accessory structure 1B01.C.2, Baltimore County Zoning Regulations (BCZR) and an outdoor advertising sign.

   b. Variance from Section 413.1 to permit a single-face sign of 80 sq.ft. in lieu of the permitted 1 sq.ft. ~~where proposed sign~~?

   c. Special Hearing to determine whether a marina-boatyard and related parking area should be considered as a community building or other structures devoted to social, recreational or educational activities and therefore exempt from R.T.A. requirements listed in Section 1B01.1.B.C.9/10, BCZR, and if determined to be subject to R.T.A. requirements whether an existing dwelling and a secondary means of access can be located within a buffer area.

to be reset this week

The hearing was originally scheduled for 2/3/86 and the attorney requested a postponement. A new hearing date has not been set at this writing.

2. Any zoning approval would be subject to the granting of the requested petitions and any restrictions imposed.

Offices
boat brokers, insurance, etc

3. Expand the parking chart to show exactly where the office and retail areas are totaled from and explain the service uses. Also, 276 spaces would be required for the slips not 138 as listed. A variance has not been filed as of this writing. Number the residential units/townhouses and the density to support all units that are not caretakers. They would have to be separated on their own, and calculations provided on the plan. How many caretaker's are required to take care of this property? Six caretaker units seems excessive. Residential density may have to be calculated on some of these units if they cannot be justified.

4. A variance would also be required for the 20' separation between the ships store and the service and maintenance building. If these buildings are to be attached, detail the attachment on the plan. Need 40' side setbacks for non-residential bldgs

---

8-29-86
file

BENJAMIN BRONSTEIN
ATTORNEY AT LAW
SUITE 200
102 WEST PENNSYLVANIA AVENUE
TOWSON, MARYLAND 21204
(301) 828-4442

RECEIVED
AUG 29 1986
ZONING OFFICE

August 28, 1986

Mr. James E. Dyer, Zoning Supervisor
Office of Zoning Administration
County Office Building
Towson, MD 21204

RE: Golden Ring Yacht Basin, Inc.
Your File No. 86-292-XSPHK

Dear Mr. Dyer:

The above entitled zoning hearing has been held in abeyance pending Critical Area and CRG review. The CRG is now scheduled September 4, 1986 and it appears that the project meets Critical Area Law requirements. I have amended the various zoning petitions to conform to the present plan. I would appreciate your having the petitions reviewed and scheduling a hearing at the earliest date available.

Thank you for your kind attention to this matter.

Very truly yours,

Benjamin Bronstein

BB/jaa
CC: Mr. Mano Swartz

Waterfowl diets heavily involve SAV. Stevenson and Confer cite Maryland hunting season collections to show that six species of overwintering waterfowl were dependent on redhead grass and widgeon grass for up to 30% of their diets.

They report that SAV beds remove carbonic acid from water and return oxygen; that they reduce turbidity by precipitating fine sediments; that extensive quantities of detritus are produced by SAV's; that shorelines and bottoms are stabilized and buffered against wave action by SAV's; and that bays with benthic flora have relatively more stable metabolism, with less fluctuation than those whose metabolism is dependent on phytoplankton. Submerged aquatic vegetation shades the shallow waters and moderates temperature fluctuations.

With regard to finfish species use of SAV beds, in one mesohaline study location (Eastern Bay) during four summer samplings, the number of species was from 125% to 266% of that utilizing non-vegetated areas closely adjacent (Lubbers, et al, 1981). In Todds Cove in the Choptank River (similar salinity regimes), the number of species utilizing SAV beds varied from 108% to 280% of the number found in adjacent non-vegetated bottoms.

The uses of SAV beds by fish appear to be both for feeding and shelter when the fish are in a juvenile, predation-vulnerable stage, and as a locus for feeding by adult predators. Juveniles are often epibenthic epifauna feeders, cropping the numerous invertebrates which utilize the substrate in the grass beds or which cling to the fronds of the vegetation. Adults cruise through and over the SAV beds picking off either smaller fish or, in the case of fish species which remain relatively small, invertebrates.

The foods for fish, i.e., the invertebrates themselves, utilize the SAV beds either by grazing on the vegetation itself, on attached epiphytic algae, consuming dead matter generated by the SAV (detritus), or as predators on other (herbivorous) invertebrates.

At a period (1960's) when SAV beds were more widespread, they probably contributed as much as 30% of the organic matter produced in Upper Chesapeake Bay (Boynton and Heck, 1982), but may now produce only about 4%. In areas where there remain substantial beds, relative to the size of the individual sub-embayment system where they are found, they continue to be important components of the production and habitat complex of the Bay.

Lippson and Lippson (1984) point out that SAV beds of the lower salinity regimes of the upper Bay serve the same ecological functions as do those referred to above for the mesohaline portions of the Bay, namely the providing of food, protection and stability for a wide variety of organisms.

LITERATURE CITED:

1) Boynton, W.R. and K.L. Heck, Jr. 1982. Ecological role and value of submerged macrophyte communities: A scientific summary. in: Macalester, Eliz. G., D.A. Barker, & M. Kasper, ed. 1982. Chesapeake Bay Program Technical Studies: A Synthesis. U.S. E.P.A., Sept. 1982.

2) Lippson, A.J. & R.L. Lippson. 1984. Life in the Chesapeake Bay. Johns Hopkins Univ. Press.

3) Lubbers, L., S. Bunker, K. Staver, W.R. Boynton, N. Burger, M. Meteyer, & W.M. Kemp. 1981. Comparitive abundance and structure of littoral nekton communities at vegetated and non-vegetated sites in the Chesapeake Bay. In: Kemp, Stevenson, Boynton & Means, ed. 1981: op. cit.

4) Stevenson, J. Court and Nedra M. Confer. 1978. Summary of Available Information on Chesapeake Bay Submerged Vegetation. U.S. Fish and Wildlife Service. Office of Biological Services. Coastal Ecosystems Team. FWS/OBS-78/76.

TORREY C. BROWN, M.D.
SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
TAWES STATE OFFICE BUILDING
ANNAPOLIS 21401

JOHN R. GRIFFIN
DEPUTY SECRETARY

DEPT. OF STATE PLANNING
RECEIVED
APR 17 1986
REVIEWED
ANSWERED

April 15, 1986

MEMORANDUM

TO: Larry Duket

FROM: Bernard Halla

SUBJ: Golden Ring Yacht Basin

Attached you will find additional information and comments relative to the proposal Golden Ring Yatch Basin. The information provided by Nick Carter on fish wildlife, and plant habitat issues must be considered by the County when reviewing this project in light of the Chesapeake Bay Critical Area Legislation.

BH:gvp

Page 2

Waterfowl diets heavily involve SAV. Stevenson and Confer cite Maryland hunting season collections to show that six species of overwintering waterfowl were dependent on redhead grass and widgeon grass for up to 30% of their diets.

They report that SAV beds remove carbonic acid from water and return oxygen; that they reduce turbidity by precipitating fine sediments; that extensive quantities of detritus are produced by SAV's; that shorelines and bottoms are stabilized and buffered against wave action by SAV's; and that bays with benthic flora have relatively more stable metabolism, with less fluctuation than those whose metabolism is dependent on phytoplankton. Submerged aquatic vegetation shades the shallow waters and moderates temperature fluctuations.

With regard to finfish species use of SAV beds, in one mesohaline study location (Eastern Bay) during four summer samplings, the number of species was from 125% to 266% of that utilizing non-vegetated areas closely adjacent (Lubbers, et al, 1981). In Todds Cove in the Choptank River (similar salinity regimes), the number of species utilizing SAV beds varied from 108% to 280% of the number found in adjacent non-vegetated bottoms.

The uses of SAV beds by fish appear to be both for feeding and shelter when the fish are in a juvenile, predation-vulnerable stage, and as a locus for feeding by adult predators. Juveniles are often epibenthic epifauna feeders, cropping the numerous invertebrates which utilize the substrate in the grass beds or which cling to the fronds of the vegetation. Adults cruise through and over the SAV beds picking off either smaller fish or, in the case of fish species which remain relatively small, invertebrates.

The foods for fish, i.e., the invertebrates themselves, utilize the SAV beds either by grazing on the vegetation itself, on attached epiphytic algae, consuming dead matter generated by the SAV (detritus), or as predators on other (herbivorous) invertebrates.

At a period (1960's) when SAV beds were more widespread, they probably contributed as much as 30% of the organic matter produced in Upper Chesapeake Bay (Boynton and Heck, 1982), but may now produce only about 4%. In areas where there remain substantial beds, relative to the size of the individual sub-embayment system where they are found, they continue to be important components of the production and habitat complex of the Bay.

Lippson and Lippson (1984) point out that SAV beds of the lower salinity regimes of the upper Bay serve the same ecological functions as do those referred to above for the mesohaline portions of the Bay, namely the providing of food, protection and stability for a wide variety of organisms.

The applicant proposes the addition of some 275 boat slips. According to information from Department of Health and Mental Hygiene, this will result in there being approximately 1,300 slips in Frog Mortar Creek. This buildup of boat traffic implies continual wake-related disturbance of the bottoms in Frog Mortar Creek and Middle River. Such disturbance may tend to re-suspend bottom sediments, reducing light penetration and stressing the apparently resurgent SAV of the area.

Additionally, Frog Mortar Creek has a history of violations of Class I water quality standards for fecal coliform bacteria, dissolved oxygen and pH. The fecal coliform bacterial violation, indicating warm-blooded animal wastes suggest that the area may also be over-enriched with plant nutrients; the violations of dissolved oxygen standards tend to support this possibility. Together, the two suggest that algal growths may be occurring in the area. Algal growths, especially phytoplanktonic and epiphytic species aggravate stresses on SAV by reducing light penetration and exerting a weight factor. The former reduces the SAV's ability to grow; the latter adds to the possibility that excessive turbulence (a factor in shallow waters traversed by many boats) will cause excessive breakage of plant stems and leaves.

The violation of dissolved oxygen standards is, by itself, of course, a direct stressor to fishlife in the area.

Additional chemical stress in Frog Mortar Creek, and possibly in the larger body of Middle River can be anticipated by the addition of more boat traffic. Similarly, additional physical stress is likely to occur. Aggravating stress to the SAV communities of the area will tend to degrade the habitat which these plants provide. Given that the State has mounted a major effort to restore several of the severely depleted species of fish which utilize the SAV habitat, it appears to be counter productive to encourage human activities which work in an opposite direction.

4/23 cy A. Jablon ✓
T. Dugan
[illegible]
P. Solomon

MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

HARRY HUGHES
GOVERNOR

CONSTANCE LIEDER
SECRETARY

April 18, 1986

RECEIVED
BALTIMORE COUNTY
APR 22 1986
OFFICE OF PLANNING
AND ZONING

Mr. Norman Gerber
Director
Office of Planning and Zoning
Courts Building
401 Bosley Avenue
Towson, Maryland 21204

Re: Golden Ring Yacht Basin

Dear Mr. Gerber:

This Department has received comments from the Department of Natural Resources in connection with the referenced proposal. DNR is concerned about adverse impacts to submerged aquatic vegetation and about current water quality problems in Frog Mortar Creek. Attached hereto please find DNR's comments. Please add this letter and the attached material to the case record or file for Golden Ring Yacht Basin.

If you have questions or comments about this letter, or my March 27, 1986 letter to Mr. Jablon on the same subject, please call me. Also, please send me a copy of the CRG's decision and Section 8-1813 findings on Golden Ring Yacht Basin and let me know when the matter will be heard by the Zoning Commissioner.

Very sincerely yours,

Larry F. Duket
Chief of Current Planning

LFD:alg

Attachment

cc: Arnold Jablon
Tim Dugan
Howard Alderman
Bud Halla
Sarah Taylor

TORREY C. BROWN, M.D.
SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
TIDEWATER ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS 21401

JOHN R. GRIFFIN
DEPUTY SECRETARY

April 10, 1986

MEMORANDUM

TO: Bernard Halla,
Office of the Secretary

FROM: W.R. Carter, III
Fisheries Division

SUBJECT: Fisheries Division comments on critical areas review case BCO-32, Rehabilitation of Golden Ring Yacht Basin, Frog Mortar Creek tributary of Middle River.

In-file data of the Maryland Forest, Parks and Wildlife Administration indicates that in 1983, 1984, and 1985, Middle River has experienced a resurgence of growth of submerged aquatic vegetation.

Although species names of vegetation that were documented over the last three years were not available at the time of the writing of this comment, Stevenson and Confer (1978) report that 10 species of submerged aquatic vegetation (SAV) have inhabited the Middle, Back, and Gunpowder River regions since 1940, with six species being present in the 1970-1975 period.

Submerged aquatic vegetation is an essential link in the aquatic environment. Stevenson and Confer (1978) state: "SAV serves as a direct and indirect food source; beds provide breeding and protection areas; and a variety of organisms use SAV roots, stems and leaves for attachment". They cite a finding indicating that a census of 450 square meters of a pondweed bed tallied over 337 thousand animals associated with SAV.

Page 3

The applicant proposes the addition of some 275 boat slips. According to information from Department of Health and Mental Hygiene, this will result in there being approximately 1,300 slips in Frog Mortar Creek. This buildup of boat traffic implies continual wake-related disturbance of the bottoms in Frog Mortar Creek and Middle River. Such disturbance may tend to re-suspend bottom sediments, reducing light penetration and stressing the apparently resurgent SAV of the area.

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Additional chemical stress in Frog Mortar Creek, and possibly in the larger body of Middle River can be anticipated by the addition of more boat traffic. Similarly, additional physical stress is likely to occur. Aggravating stress to the SAV communities of the area will tend to degrade the habitat which these plants provide. Given that the State has mounted a major effort to restore several of the severely depleted species of fish which utilize the SAV habitat, it appears to be counter productive to encourage human activities which work in an opposite direction.

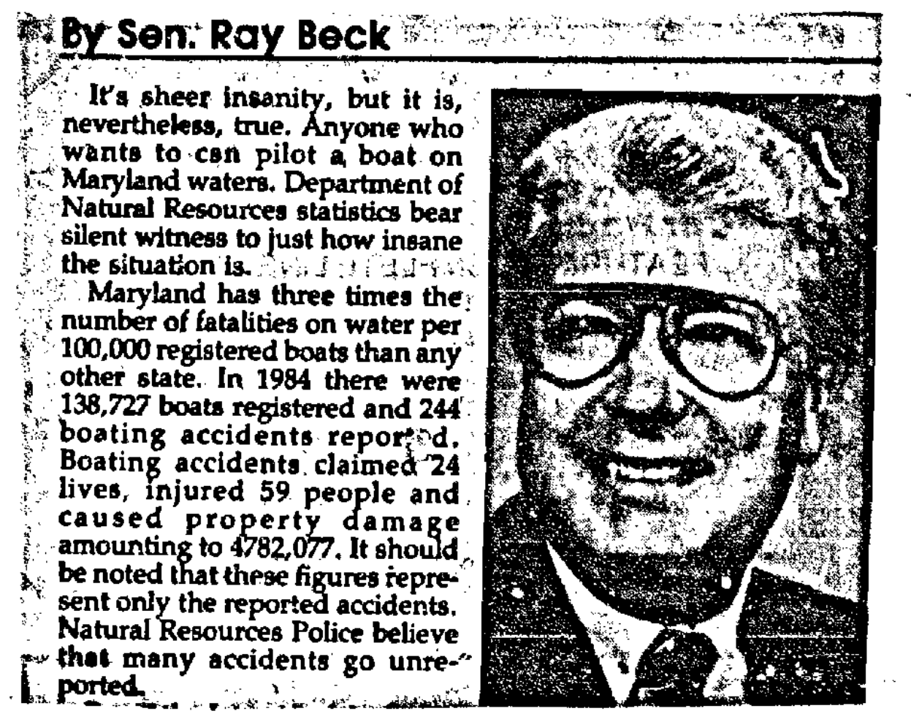
LITERATURE CITED:

1) Boynton, W.R. and K.L. Heck. Jr. 1982. Ecological role and value of submerged macrophyte communities: A scientific summary. in: Macalester, Eliz. G., D.A. Barker, & M. Kasper, ed. 1982. Chesapeake Bay Program Technical Studies: A Synthesis. U.S. E.P.A., Sept. 1982.

2) Lippson, A.J. & R.L. Lippson. 1984. Life in the Chesapeake Bay. Johns Hopkins Univ. Press.

3) Lubbers, L., S. Bunker, K. Staver, W.R. Boynton, N. Burger, M. Meteyer, & W.M. Kemp. 1981. Comparitive abundance and structure of littoral nekton communities at vegetated and non-vegetated sites in the Chesapeake Bay. in: Kemp, Stevenson, Boynton & Means, ed. 1981: op. cit.

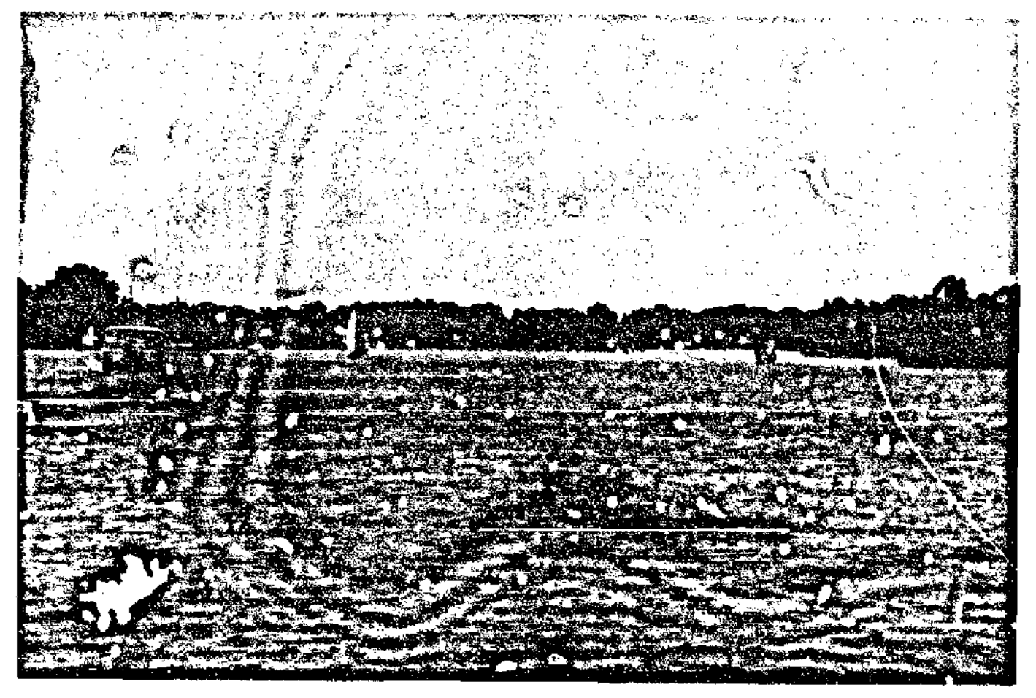
4) Stevenson, J. Court and Nedra M. Confer. 1978. Summary of Available Information on Chesapeake Bay Submerged Vegetation. U.S. Fish and Wildlife Service. Office of Biological Services. Coastal Ecosystems Team. FWS/OBS-78/76.



By Sen. Ray Beck

It's sheer insanity, but it is, nevertheless, true. Anyone who wants to can pilot a boat on Maryland waters. Department of Natural Resources statistics bear silent witness to just how insane the situation is.

Maryland has three times the number of fatalities on water per 100,000 registered boats than any other state. In 1984 there were 138,727 boats registered and 244 boating accidents reported. Boating accidents claimed 24 lives, injured 59 people and caused property damage amounting to 4782,077. It should be noted that these figures represent only the reported accidents. Natural Resources Police believe that many accidents go unreported.



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2) If boating congestion can be appraised by the counting of boats passing a specific observation point, (and we totally disagree) then that observation point should have been appropriately located at the Baltimore County Marine Facility at Strawberry Point. This site would have included the approximately 750 boats at Maryland Marina and Longbeach Marina plus all residentially moored boats on Frog Mortar Creek. All of this boating activity has been excluded from the Traffic Group Study report.

3) If boat traffic were at its peak at one boat per minute, as the report states, how were we able to show seven moving boats in 1/250 of a second, with a very limited width range of a teleophoto lens. (Picture submitted.)

4) We have contended that Frog Mortar Creek is a heaven for water skiers. The Traffic Group Study states the observation of no water skiers, but neglects to say that water skiing is not allowed on Sundays.

5) The report concludes by stating that boat traffic was less on Sunday, August 11, 1985, apparently due to a storm watch that began in the afternoon. The young man conducting that study was offered and accepted cover from the light on-off rain that persisted all day and left the premises in a downpour at approximately 4:30 p.m. Certainly not a day conducive to recreational boating.

"Maryland Department of Natural Resources statistics will show that Maryland has three times the number of fatalities on water per hundred thousand register boats then any other state. In 1984 there were 244 boating accidents reported. Boating accidents claimed 24 lives, injured 59 persons, and caused property damage of $4,782,000.007." (Jeffersonian, February 1986)

While negligency will always be a dominate factor in any accident, the extreme concentration of boating facilities in a small area will increase boating congestion and contribute to further boating accidents.

In view of this report, it would be appropriate that a comprehensive study be conducted by the Baltimore County Marine Police on boating safety and congestion in Frog Mortar Creek prior to the approval of any major marina expansion.

WATER SKIING

Water skiing is a major weekday, family oriented recreational activity, which occurs in a localized portion of Frog Mortar Creek, between the Williams property and Maryland Marina.

Prot Exh 3

RECEIVED
BALTIMORE COUNTY
APR 1 1986
OFFICE OF PLANNING AND ZONING

MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

HARRY HUGHES
GOVERNOR

CONSTANCE LIEDER
SECRETARY

March 27, 1986

Mr. Arnold Jablon,
Zoning Commissioner
Courts Building
401 Bosley Avenue
Towson, Maryland 21204

Re: Golden Ring Yacht Basin
(Special Exception)

Dear Mr. Jablon:

The Department of State Planning has reviewed the proposed Golden Ring Yacht Basin. The subject site is within the Chesapeake Bay Critical Area. Under §8-1813 of the Natural Resources Article, your office must make certain water quality and habitat findings in order to approve the requested special exception. State Planning has reviewed site plans for the project and has discussed the proposal with the Departments of Natural Resources and Health and Mental Hygiene and with staff from Baltimore County Office of Planning and Zoning. State Planning is opposed to the requested special exception. The Department is very concerned about water quality issues and about the inconsistency of the project with the State's Chesapeake Bay initiatives.

Frog Mortar Creek already contains 930 boat slips. The proposed Golden Ring Yacht Basin, along with the expansion sought by the Everings in a separate special exception application will result in nearly 1300 boat slips in Frog Mortar Creek; this Creek, alone, would then contain over 25 percent of all slips in the Middle River basin.

The project site is at the upper reaches of Frog Mortar Creek, where the water depth is shallow, the channel narrow, and the existing physical capacity of the river to hold additional boats is very limited. In fact, there is absolutely no room for additional slips, thus the applicant proposes to create additional shoreline and water area through significant alterations of the existing land-water edge.

The creation of boat basins may be acceptable if marina activity is properly sited (e.g., area of good flushing action, adequate channel depth and width, good existing water quality, and absence of congestion) and if the boat basin is needed to provide a sheltered harbor or for other compelling reasons. But the creation of a boat basin at a very poor location (e.g., marginal, or worse, flushing action; narrow channel; inadequate depth; poor water quality; and congestion) is ill-conceived. Such a proposal is not compatible with the State's Chesapeake Bay programs that are aimed at improving water quality and habitat of the Bay.

Prot Exh 8

BOWLEY'S QUARTERS IMPROVEMENT ASSN., Inc.
1124 BOWLEY'S QUARTERS ROAD
BALTIMORE, MARYLAND 21220

Telephone: 335-9802

April 16, 1986

Community Comments on the
Water Traffic Study that was prepared
by The Traffic Group Inc.

BOATING CONGESTION AND WATER SAFETY

The report determining the amount of recreational boating traffic on Frog Mortar Creek is extremely bias and was taken in a manner as not to reflect severe water congestion in this area.

This report is contradicted by photos taken Sunday, August 4, 1985, the very day that study was in progress.

Frog Mortar Creek divides, at the Edwards Lane Peninsula, the left waterway continuing to Edwards Marina and terminating at the Golden Ring Yacht Basin. The right waterway (sometimes referred to as Armstrong Creek) continues to the Tradewind and Brigadoon Marina.

Traffic from these four marinas convey at a point, where recreational boaters from both inside and outside the area have chosen for offshore mooring and swimming. The sailing school of Baltimore has a windsurfing school in this area and provides both instruction and equipment rental. The traffic study includes 70 windsufers as 20% of its total. These windsurfers will spend most of the day, or total time of equipment rental in this area.

Boat congestion in this area is compounded by the large sandbar located at the point off Ruth Villa which forces all incoming and outgoing traffic to the small channel area between that sandbar and the recreational mooring area. This is the very same area used by windsufers. The width of the river, with its small channel area, is restricted again by mooring piers at the 500 slip Maryland Marina, which obstructs 1/2 of the width of the river. (Aerial photos submitted.)

A photograph of the sandbar is being submitted, taken on a very low tide in an attempt to show its size. A comparison of the sandbar with bulkhead height should confirm that very shallow water conditions exist in this area even at high tide. Only 1/3 of the width of this river is navigable to sailboats or outboards with deep skegs.

The following observations based on the consultants report should be addressed:

1) That boating congestion in Frog Mortar Creek cannot be appraised based on a per minute average passing of a single observation point. It should be judged by the number of boats passing through the area from all directions, the number of boats remaining in the area, their direction of travel, including criss cross patterns and existing recreational activities of boats moored in a specific area.

Water skiing during the evening hours is continueous. The number of ski boats at any one time is self regulated, by tribulance created by their own wake and by the number of boats passing through the area.

The normal procedure is simply to enjoy the beach at Martins Airport and wait your turn.

The introduction of a 276 slip sailboat marina to this area will bring an end to this activity. Sailboats normally enter and leave mooring facilities at very low speeds using this time to prepare, or stow sail and rigging for open water operation, or mooring.

Sailboats enteringor leaving this area under sail would have a legal right-of-way over power boats. Ski boats could no longer anticipate the proper procedure. There are believed to be approximately three sailboats in this area at residential piers and none at commercial marinas.

SUMMARY

Frog Mortar Creek is one of the outstanding recreational boating areas in Baltimore County. The delicate balance between the need for mooring facilities and the recreational value of this river is being threatened by the major marina expansion proposed at Golden Ring Yacht Basin.

It makes no sense whatsoever to saturate any river with mooring facilities to a point that the safety and enjoyability of fishing, swimming, skiing, windsurfing and recreational boating is lost to all.

The attached memorandum from the Department of Health and Mental Hygiene attests to the existing degraded water quality in Frog Mortar Creek. The memorandum makes an important point in noting that "it is doubtful that the assimilative capacity of this Creek can support the proposed expansion" at Golden Ring Yacht Basin.

State Planning is aware that the applicant intends to use a variety of stormwater management practices to reduce non-point pollution. In spite of these practices, it is doubtful that the magnitude and nature of intensive land-based development, in concert with the scale of new boating activity, can be said to minimize water quality impacts. The physical constraints of the Creek and its natural ability to assimilate pollution are currently so overburdened that the requested special exception should not be approved.

MISUNDERSTANDING

Thank you for the opportunity to express the Department's views in this important matter. Kindly send me a copy of your findings under §8-1813 when available.

Very sincerely yours,

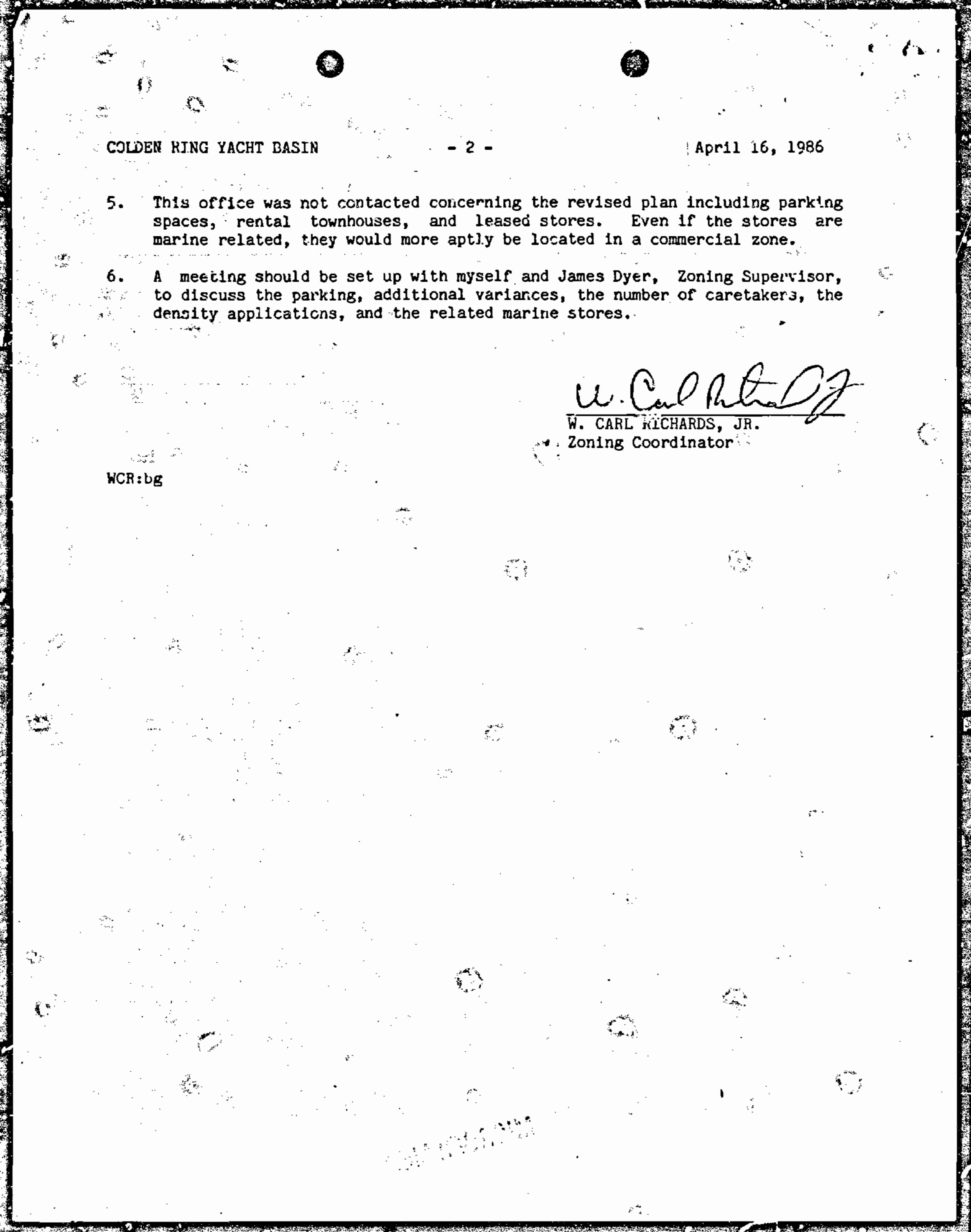
Larry F. Duket
Larry F. Duket
Chief of Current Planning

LFD:alg

attachment

cc: Norman Gerber
Tim Dugan ✓
Howard Alderman
Bud Halla
Sarah Taylor

≥ APPLICANT'S MEASURES WOULD ≈ "MINIMIZE" IF
CREEK HAD EVEN A LITTLE ASSIMILATIVE CAPY



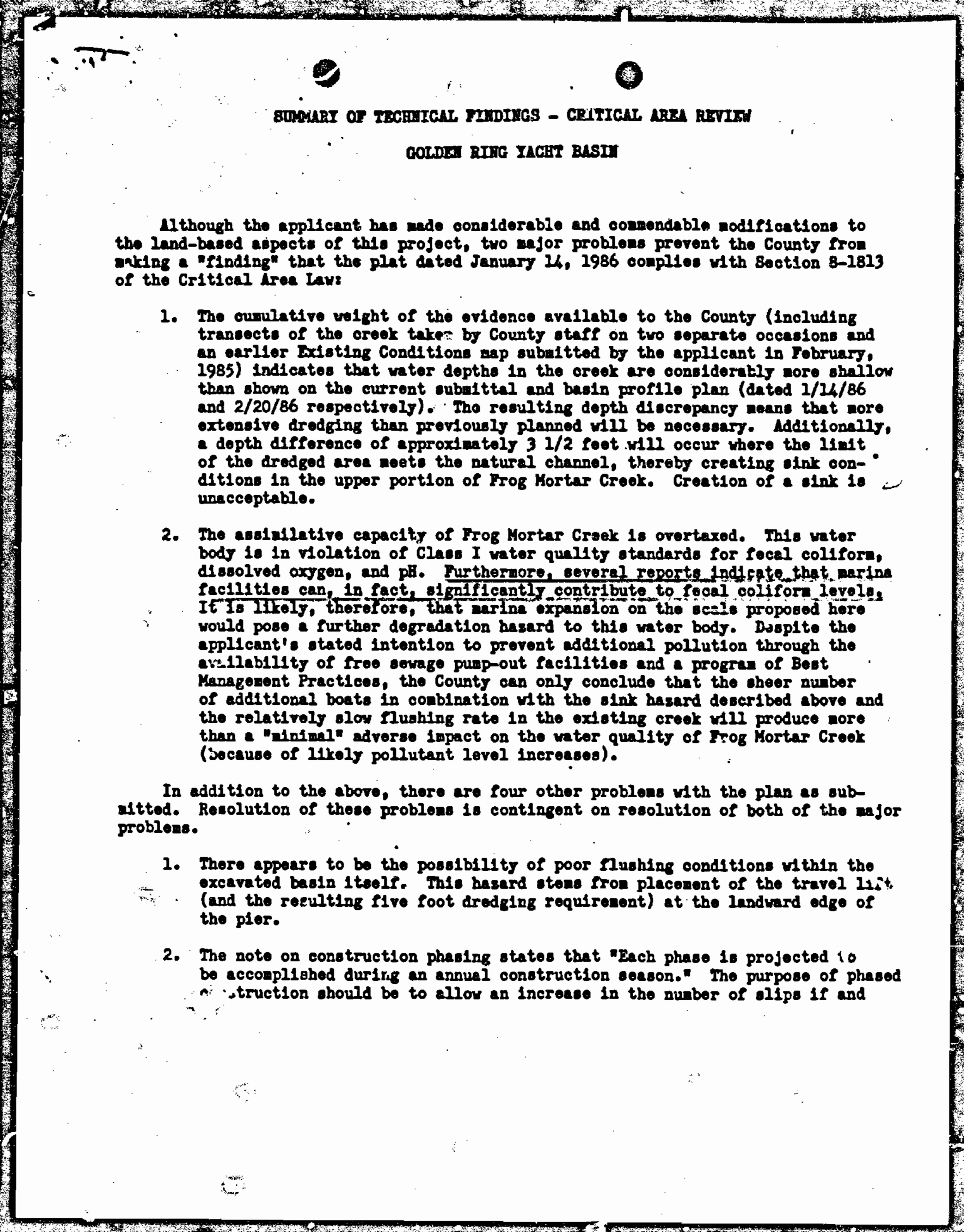
GOLDEN RING YACHT BASIN - 2 - April 16, 1986

5. This office was not contacted concerning the revised plan including parking spaces, rental townhouses, and leased stores. Even if the stores are marine related, they would more aptly be located in a commercial zone.

6. A meeting should be set up with myself and James Dyer, Zoning Supervisor, to discuss the parking, additional variances, the number of caretakers, the density applications, and the related marine stores.

W. Carl Richards, Jr.
W. CARL RICHARDS, JR.
Zoning Coordinator

WCR:bg



SUMMARY OF TECHNICAL FINDINGS - CRITICAL AREA REVIEW

GOLDEN RING YACHT BASIN

Although the applicant has made considerable and commendable modifications to the land-based aspects of this project, two major problems prevent the County from making a "finding" that the plat dated January 14, 1986 complies with Section 8-1813 of the Critical Area Law:

1. The cumulative weight of the evidence available to the County (including transects of the creek taken by County staff on two separate occasions and an earlier Existing Conditions map submitted by the applicant in February, 1985) indicates that water depths in the creek are considerably more shallow than shown on the current submittal and basin profile plan (dated 1/14/86 and 2/20/86 respectively). The resulting depth discrepancy means that more extensive dredging than previously planned will be necessary. Additionally, a depth difference of approximately 3 1/2 feet will occur where the limit of the dredged area meets the natural channel, thereby creating sink conditions in the upper portion of Frog Mortar Creek. Creation of a sink is unacceptable.

2. The assimilative capacity of Frog Mortar Creek is overtaxed. This water body is in violation of Class I water quality standards for fecal coliform, dissolved oxygen, and pH. Furthermore, several reports indicate that marina facilities can, in fact, significantly contribute to fecal coliform levels. It is likely, therefore, that marina expansion on the scale proposed here would pose a further degradation hazard to this water body. Despite the applicant's stated intention to prevent additional pollution through the availability of free sewage pump-out facilities and a program of Best Management Practices, the County can only conclude that the sheer number of additional boats in combination with the sink hazard described above and the relatively slow flushing rate in the existing creek will produce more than a "minimal" adverse impact on the water quality of Frog Mortar Creek (because of likely pollutant level increases).

In addition to the above, there are four other problems with the plan as submitted. Resolution of these problems is contingent on resolution of both of the major problems.

1. There appears to be the possibility of poor flushing conditions within the excavated basin itself. This hazard stems from placement of the travel lift (and the resulting five foot dredging requirement) at the landward edge of the pier.

2. The note on construction phasing states that "Each phase is projected to be accomplished during an annual construction season." The purpose of phased construction should be to allow an increase in the number of slips if and

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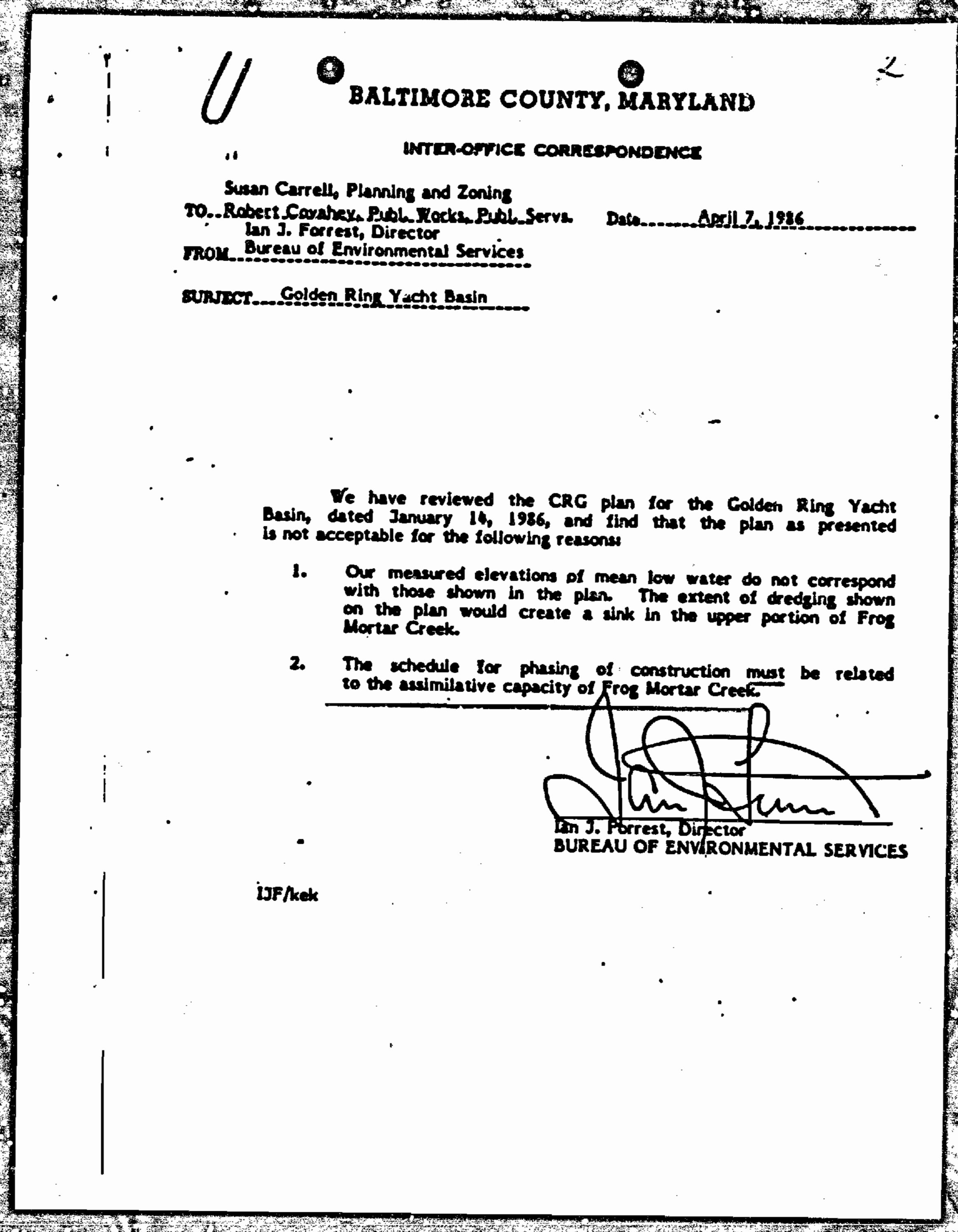


U 2

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

Susan Carrell, Planning and Zoning
TO Robert Covahey, Publ. Works, Publ. Servs. Date April 7, 1986
Ian J. Forrest, Director
FROM Bureau of Environmental Services

SUBJECT Golden Ring Yacht Basin

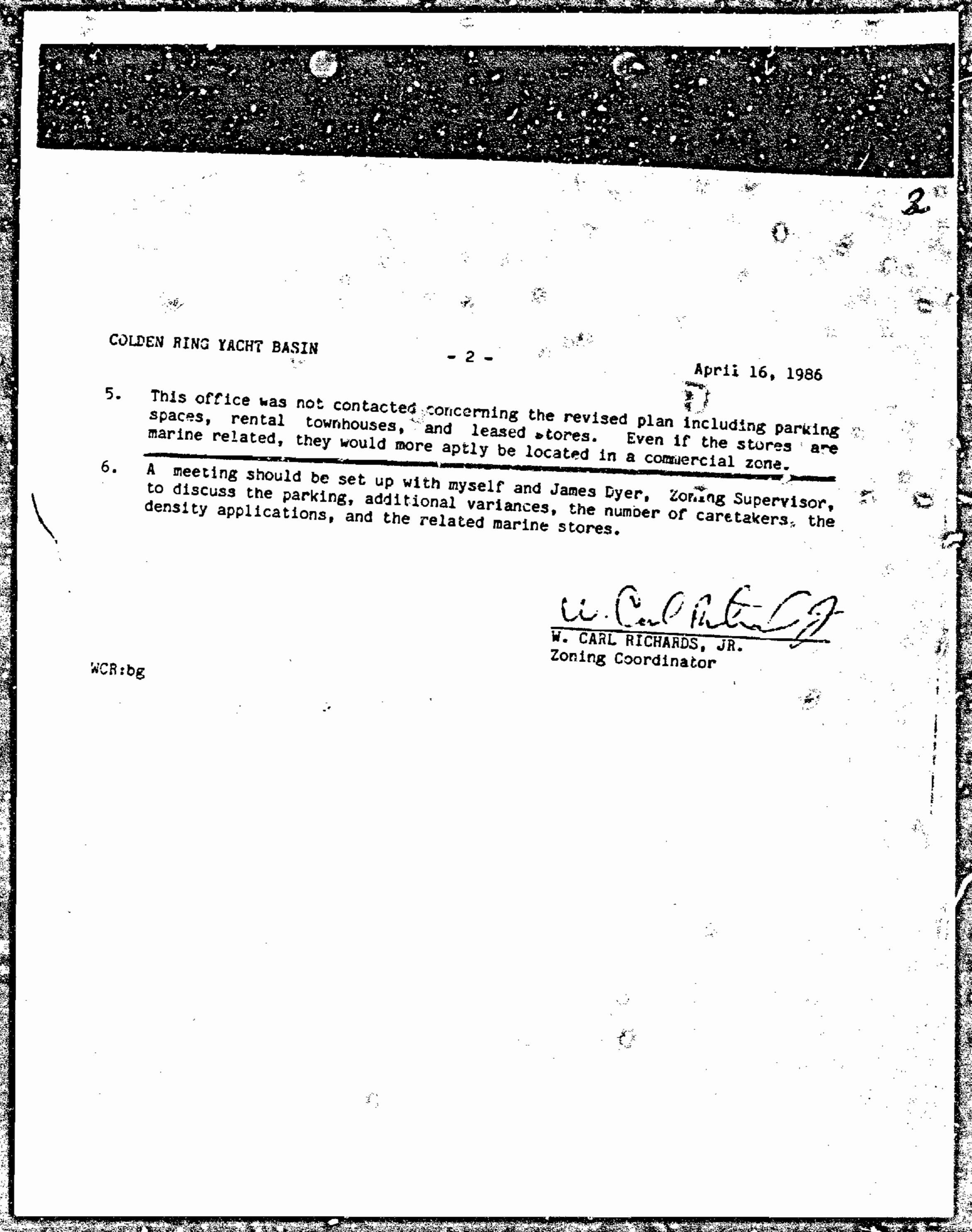
We have reviewed the CRG plan for the Golden Ring Yacht Basin, dated January 14, 1986, and find that the plan as presented is not acceptable for the following reasons:

1. Our measured elevations of mean low water do not correspond with those shown in the plan. The extent of dredging shown on the plan would create a sink in the upper portion of Frog Mortar Creek.

2. The schedule for phasing of construction must be related to the assimilative capacity of Frog Mortar Creek.

Ian J. Forrest, Director
BUREAU OF ENVIRONMENTAL SERVICES

IJF/kek



2

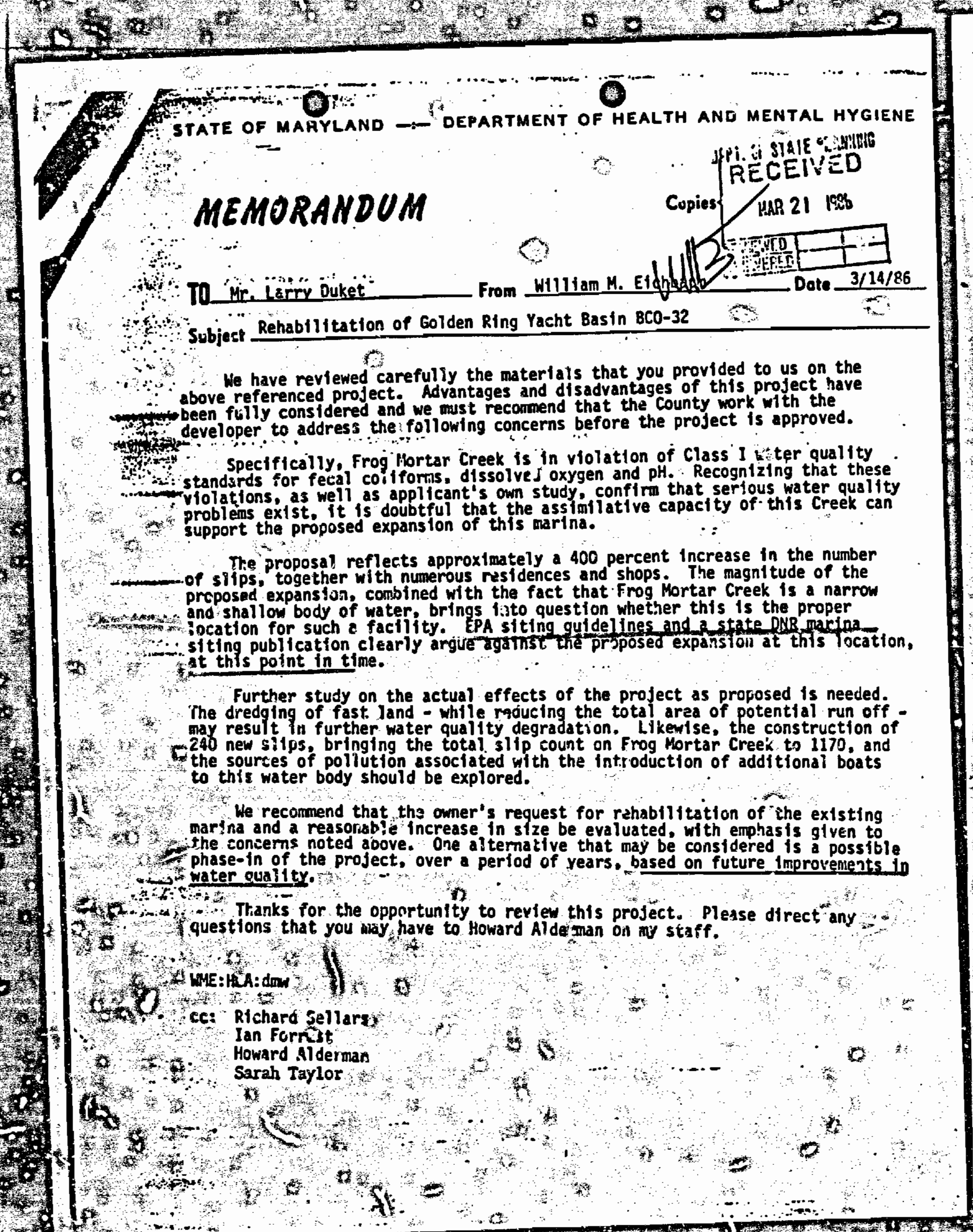
GOLDEN RING YACHT BASIN - 2 - April 16, 1986

5. This office was not contacted concerning the revised plan including parking spaces, rental townhouses, and leased stores. Even if the stores are marine related, they would more aptly be located in a commercial zone.

6. A meeting should be set up with myself and James Dyer, Zoning Supervisor, to discuss the parking, additional variances, the number of caretakers, the density applications, and the related marine stores.

W. Carl Richards, Jr.
W. CARL RICHARDS, JR.
Zoning Coordinator

WCR:bg



STATE OF MARYLAND — DEPARTMENT OF HEALTH AND MENTAL HYGIENE

APPL. G STATE PLANNING
RECEIVED
MAR 21 1986

MEMORANDUM

Copies

TO Mr. Larry Duket From William M. Eichbaum Date 3/14/86

Subject Rehabilitation of Golden Ring Yacht Basin BCO-32

We have reviewed carefully the materials that you provided to us on the above referenced project. Advantages and disadvantages of this project have been fully considered and we must recommend that the County work with the developer to address the following concerns before the project is approved.

Specifically, Frog Mortar Creek is in violation of Class I water quality standards for fecal coliforms, dissolved oxygen and pH. Recognizing that these violations, as well as applicant's own study, confirm that serious water quality problems exist, it is doubtful that the assimilative capacity of this Creek can support the proposed expansion of this marina.

The proposal reflects approximately a 400 percent increase in the number of slips, together with numerous residences and shops. The magnitude of the proposed expansion, combined with the fact that Frog Mortar Creek is a narrow and shallow body of water, brings into question whether this is the proper location for such a facility. EPA siting guidelines and a state DNR marina siting publication clearly argue against the proposed expansion at this location, at this point in time.

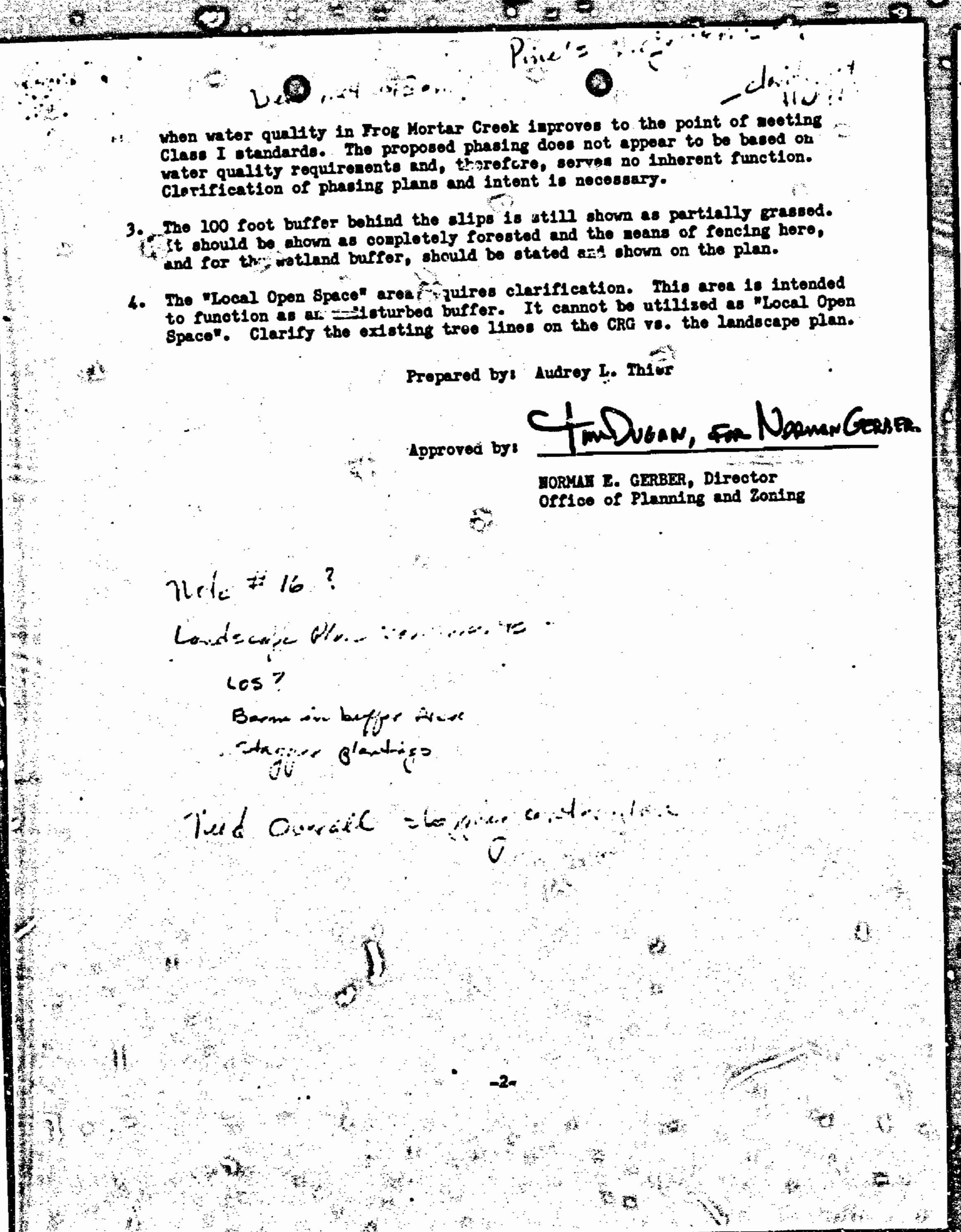
Further study on the actual effects of the project as proposed is needed. The dredging of fast land - while reducing the total area of potential run off - may result in further water quality degradation. Likewise, the construction of 240 new slips, bringing the total slip count on Frog Mortar Creek to 1170, and the sources of pollution associated with the introduction of additional boats to this water body should be explored.

We recommend that the owner's request for rehabilitation of the existing marina and a reasonable increase in size be evaluated, with emphasis given to the concerns noted above. One alternative that may be considered is a possible phase-in of the project, over a period of years, based on future improvements in water quality.

Thanks for the opportunity to review this project. Please direct any questions that you may have to Howard Alderman on my staff.

WME:HLA:dmw

cc: Richard Sellars
Ian Forrest
Howard Alderman
Sarah Taylor



Price's [illegible]

when water quality in Frog Mortar Creek improves to the point of meeting Class I standards. The proposed phasing does not appear to be based on water quality requirements and, therefore, serves no inherent function. Clarification of phasing plans and intent is necessary.

3. The 100 foot buffer behind the slips is still shown as partially grassed. It should be shown as completely forested and the means of fencing here, and for the wetland buffer, should be stated and shown on the plan.

4. The "Local Open Space" area requires clarification. This area is intended to function as an undisturbed buffer. It cannot be utilized as "Local Open Space". Clarify the existing tree lines on the CRG vs. the landscape plan.

Prepared by: Audrey L. Thier

Approved by: Tim Dugan, for Norman Gerber

NORMAN E. GERBER, Director
Office of Planning and Zoning

Note #16 ?

Landscape Plan [illegible]

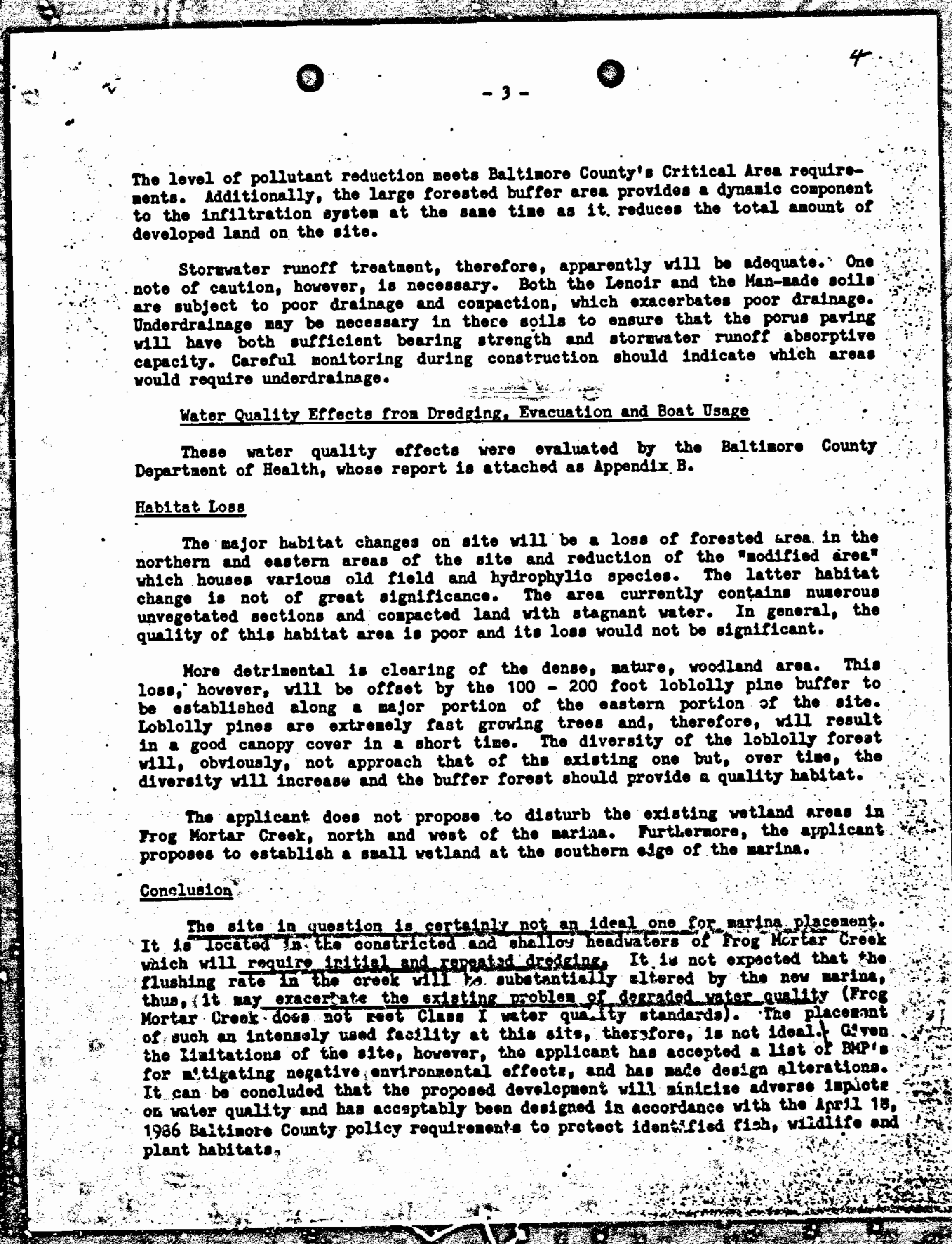
LOS?

Berm in buffer area

Stagger plantings

Tied overall [illegible]

-2-



4

- 3 -

The level of pollutant reduction meets Baltimore County's Critical Area requirements. Additionally, the large forested buffer area provides a dynamic component to the infiltration system at the same time as it reduces the total amount of developed land on the site.

Stormwater runoff treatment, therefore, apparently will be adequate. One note of caution, however, is necessary. Both the Lenoir and the Man-made soils are subject to poor drainage and compaction, which exacerbates poor drainage. Underdrainage may be necessary in these soils to ensure that the porus paving will have both sufficient bearing strength and stormwater runoff absorptive capacity. Careful monitoring during construction should indicate which areas would require underdrainage.

Water Quality Effects from Dredging, Evacuation and Boat Usage

These water quality effects were evaluated by the Baltimore County Department of Health, whose report is attached as Appendix B.

Habitat Loss

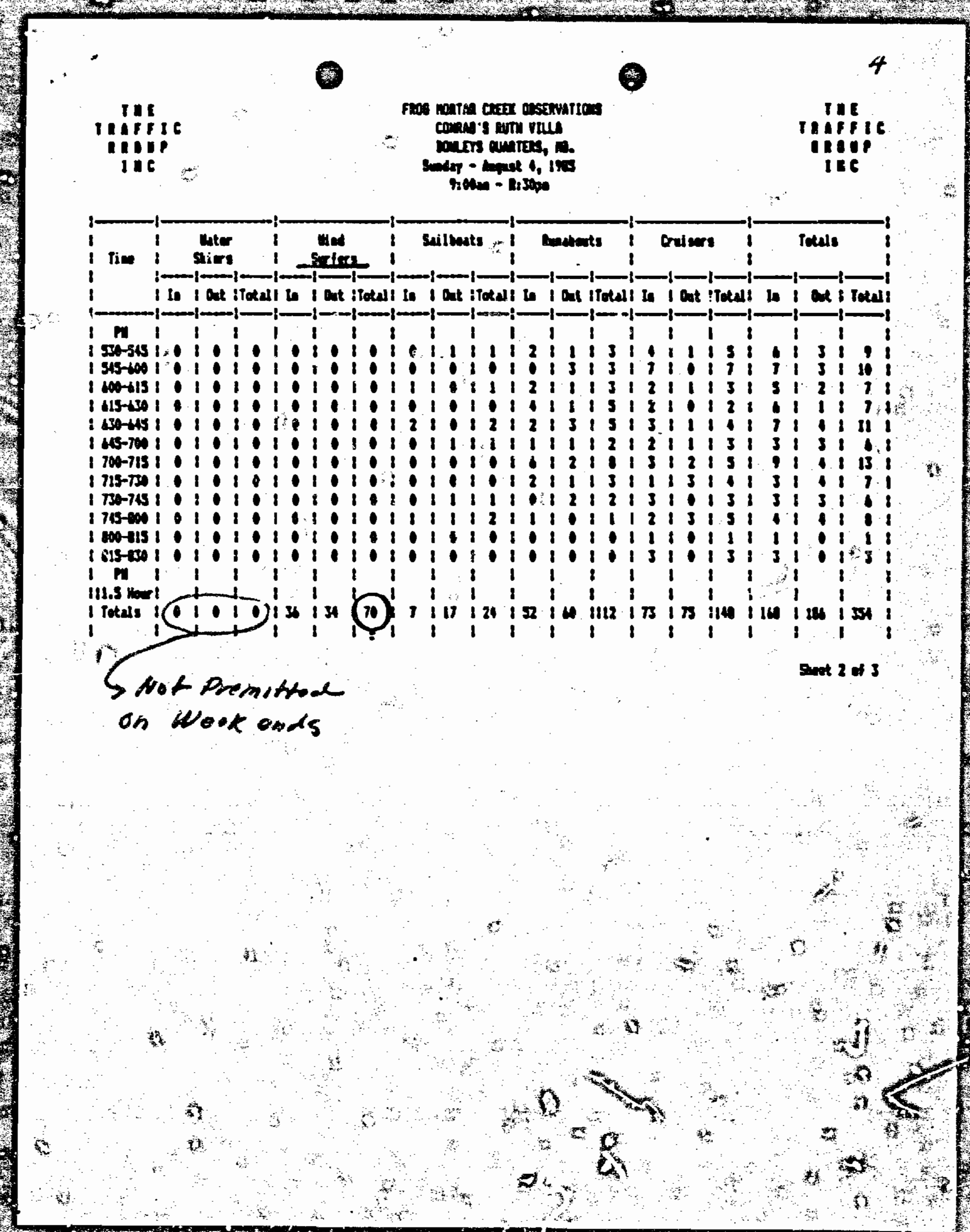
The major habitat changes on site will be a loss of forested area in the northern and eastern areas of the site and reduction of the "modified area" which houses various old field and hydrophylic species. The latter habitat change is not of great significance. The area currently contains numerous unvegetated sections and compacted land with stagnant water. In general, the quality of this habitat area is poor and its loss would not be significant.

More detrimental is clearing of the dense, mature, woodland area. This loss, however, will be offset by the 100 - 200 foot loblolly pine buffer to be established along a major portion of the eastern portion of the site. Loblolly pines are extremely fast growing trees and, therefore, will result in a good canopy cover in a short time. The diversity of the loblolly forest will, obviously, not approach that of the existing one but, over time, the diversity will increase and the buffer forest should provide a quality habitat.

The applicant does not propose to disturb the existing wetland areas in Frog Mortar Creek, north and west of the marina. Furthermore, the applicant proposes to establish a small wetland at the southern edge of the marina.

Conclusion

The site in question is certainly not an ideal one for marina placement. It is located in the constricted and shallow headwaters of Frog Mortar Creek which will require initial and repeated dredging. It is not expected that the flushing rate in the creek will be substantially altered by the new marina, thus, it may exacerbate the existing problem of degraded water quality (Frog Mortar Creek does not meet Class I water quality standards). The placement of such an intensely used facility at this site, therefore, is not ideal. Given the limitations of the site, however, the applicant has accepted a list of BMP's for mitigating negative environmental effects, and has made design alterations. It can be concluded that the proposed development will minimize adverse impacts on water quality and has acceptably been designed in accordance with the April 18, 1986 Baltimore County policy requirements to protect identified fish, wildlife and plant habitats.



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THE
TRAFFIC
GROUP
INC

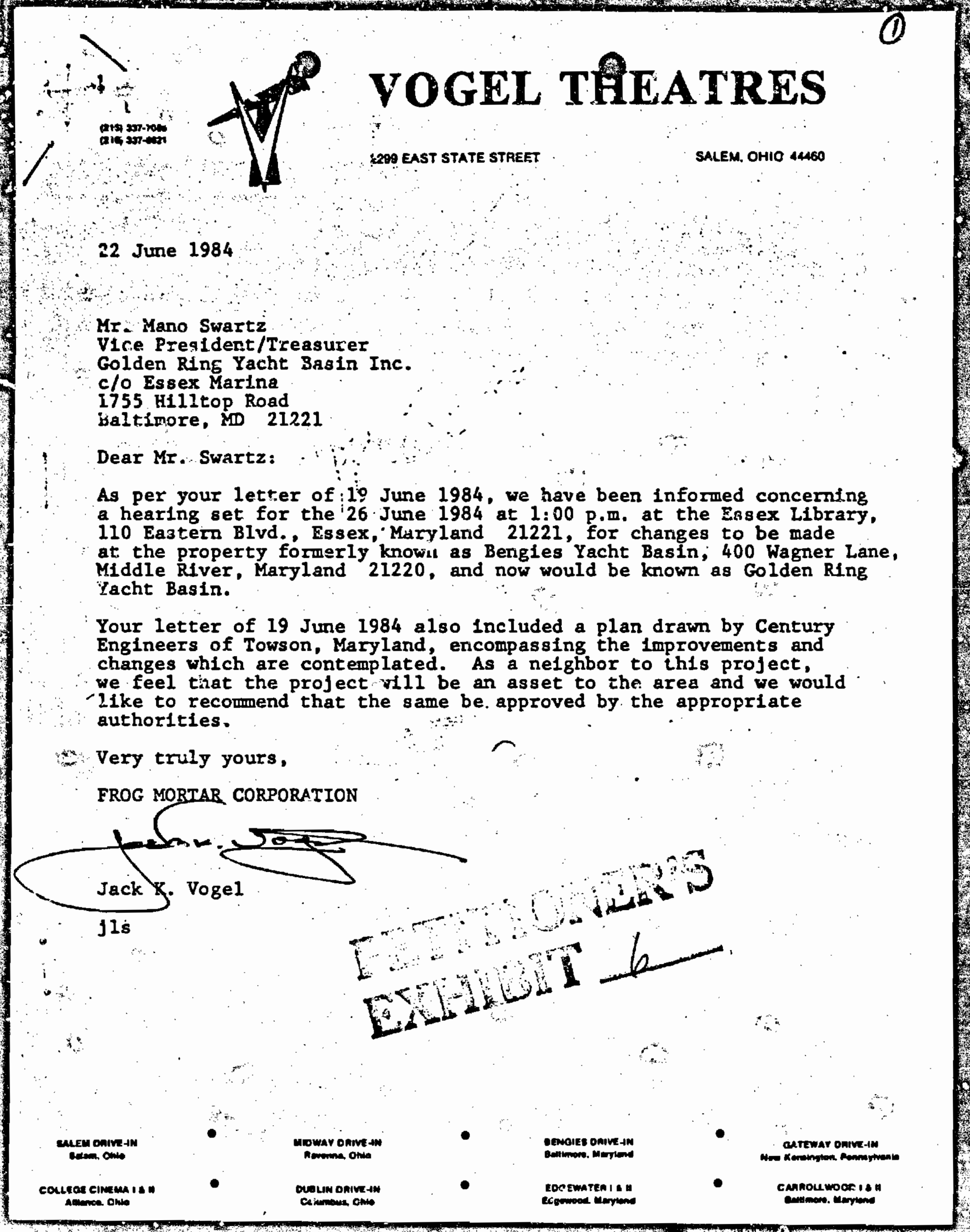
FROG MORTAR CREEK OBSERVATIONS
CONRAD'S RUTH VILLA
BOWLEYS QUARTERS, MD.
Sunday - August 4, 1985
9:00am - 8:30pm

THE
TRAFFIC
GROUP
INC

Time	Water Skiers			Wind Surfers			Sailboats			Runabouts			Cruisers			Totals		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
PM																		
530-545	0	0	0	0	0	0	0	1	1	2	1	3	4	1	5	6	3	9
545-600	0	0	0	0	0	0	0	0	0	0	3	3	7	0	7	7	3	10
600-615	0	0	0	0	0	0	1	0	1	2	1	3	2	1	3	5	2	7
615-630	0	0	0	0	0	0	0	0	0	4	1	5	2	0	2	6	1	7
630-645	0	0	0	0	0	0	2	0	2	2	3	5	3	1	4	7	4	11
645-700	0	0	0	0	0	0	0	1	1	1	1	2	2	1	3	3	3	6
700-715	0	0	0	0	0	0	0	0	0	6	2	8	3	2	5	9	4	13
715-730	0	0	0	0	0	0	0	0	0	2	1	3	1	3	4	3	4	7
730-745	0	0	0	0	0	0	0	1	1	0	2	2	3	0	3	3	3	6
745-800	0	0	0	0	0	0	1	1	2	1	0	1	2	3	5	4	4	8
800-815	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
815-830	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	3
PM																		
11.5 Hour																		
Totals	0	0	0	36	34	70	7	17	24	52	60	112	73	75	148	168	186	354

Not Premitted on Week ends

Sheet 2 of 3



①

VOGEL THEATRES

(216) 337-7086
(216) 337-8621

1299 EAST STATE STREET SALEM, OHIO 44460

22 June 1984

Mr. Mano Swartz
Vice President/Treasurer
Golden Ring Yacht Basin Inc.
c/o Essex Marina
1755 Hilltop Road
Baltimore, MD 21221

Dear Mr. Swartz:

As per your letter of 19 June 1984, we have been informed concerning a hearing set for the 26 June 1984 at 1:00 p.m. at the Essex Library, 110 Eastern Blvd., Essex, Maryland 21221, for changes to be made at the property formerly known as Bengies Yacht Basin, 400 Wagner Lane, Middle River, Maryland 21220, and now would be known as Golden Ring Yacht Basin.

Your letter of 19 June 1984 also included a plan drawn by Century Engineers of Towson, Maryland, encompassing the improvements and changes which are contemplated. As a neighbor to this project, we feel that the project will be an asset to the area and we would like to recommend that the same be approved by the appropriate authorities.

Very truly yours,

FROG MORTAR CORPORATION

Jack K. Vogel

Jack K. Vogel

jls

PETITIONER'S EXHIBIT 6

SALEM DRIVE-IN Salem, Ohio • MIDWAY DRIVE-IN Ravenna, Ohio • BENGIES DRIVE-IN Baltimore, Maryland • GATEWAY DRIVE-IN New Kensington, Pennsylvania
COLLEGE CINEMA I & II Alliance, Ohio • DUBLIN DRIVE-IN Columbus, Ohio • EDGEWATER I & II Edgewood, Maryland • CARROLLWOOD I & II Baltimore, Maryland

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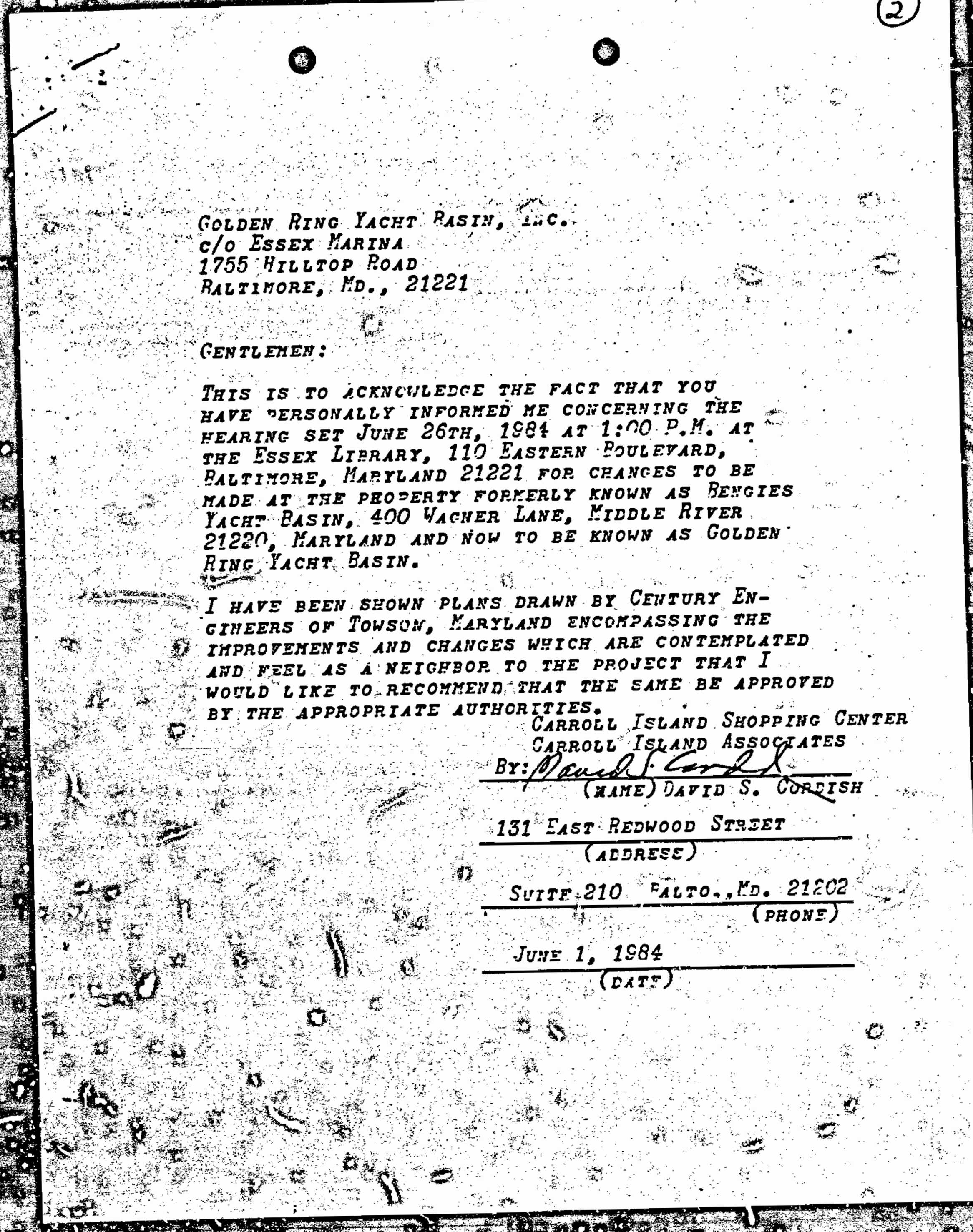


②

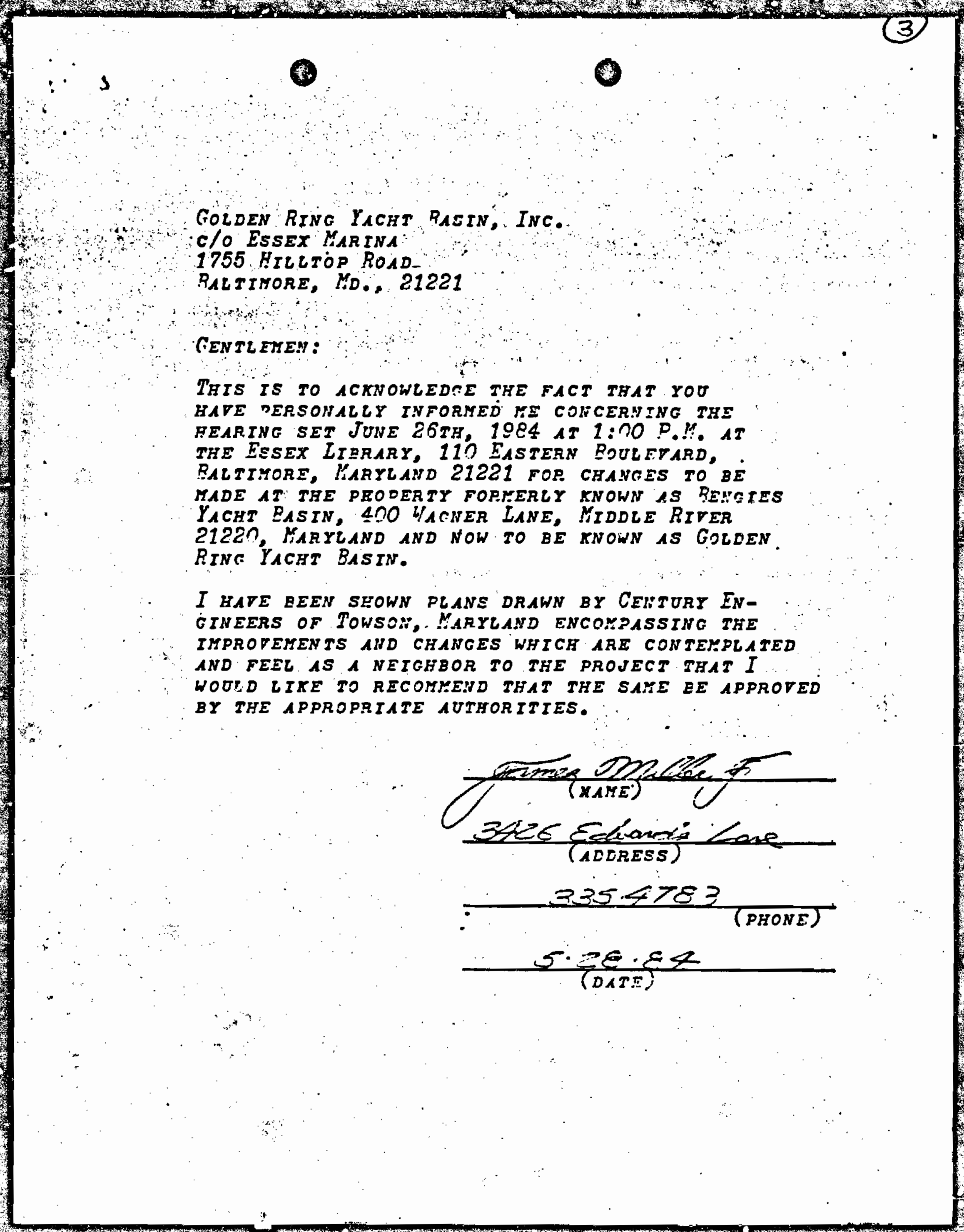
Golden Ring Yacht Basin, Inc.
c/o Essex Marina
1755 Hilltop Road
Baltimore, Md., 21221

Gentlemen:

This is to acknowledge the fact that you have personally informed me concerning the hearing set June 26th, 1984 at 1:00 P.M. at the Essex Library, 110 Eastern Boulevard, Baltimore, Maryland 21221 for changes to be made at the property formerly known as Bengies Yacht Basin, 400 Wagner Lane, Middle River 21220, Maryland and now to be known as Golden Ring Yacht Basin.

I have been shown plans drawn by Century Engineers of Towson, Maryland encompassing the improvements and changes which are contemplated and feel as a neighbor to the project that I would like to recommend that the same be approved by the appropriate authorities.

Carroll Island Shopping Center
Carroll Island Associates
By: David S. Cordish
(NAME) David S. Cordish
131 East Redwood Street
(ADDRESS)
Suite 210 Balto., Md. 21202
(PHONE)
June 1, 1984
(DATE)



③

Golden Ring Yacht Basin, Inc.
c/o Essex Marina
1755 Hilltop Road
Baltimore, Md., 21221

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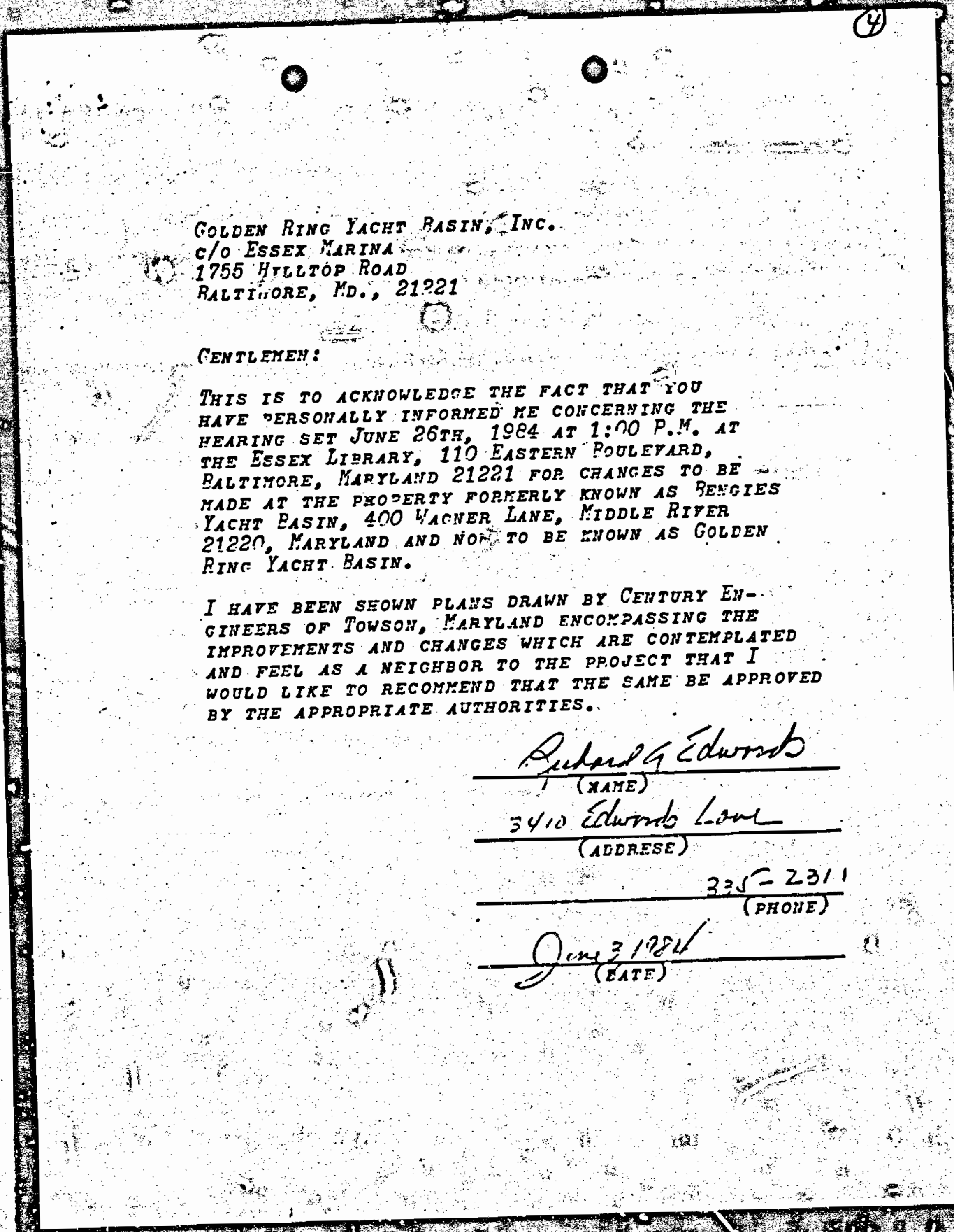
I have been shown plans drawn by Century Engineers of Towson, Maryland encompassing the improvements and changes which are contemplated and feel as a neighbor to the project that I would like to recommend that the same be approved by the appropriate authorities.

James Miller Jr
(NAME)
3426 Edwards Lane
(ADDRESS)
3354783
(PHONE)
5-26-84
(DATE)



④

Golden Ring Yacht Basin, Inc.
c/o Essex Marina
1755 Hilltop Road
Baltimore, Md., 21221

Gentlemen:

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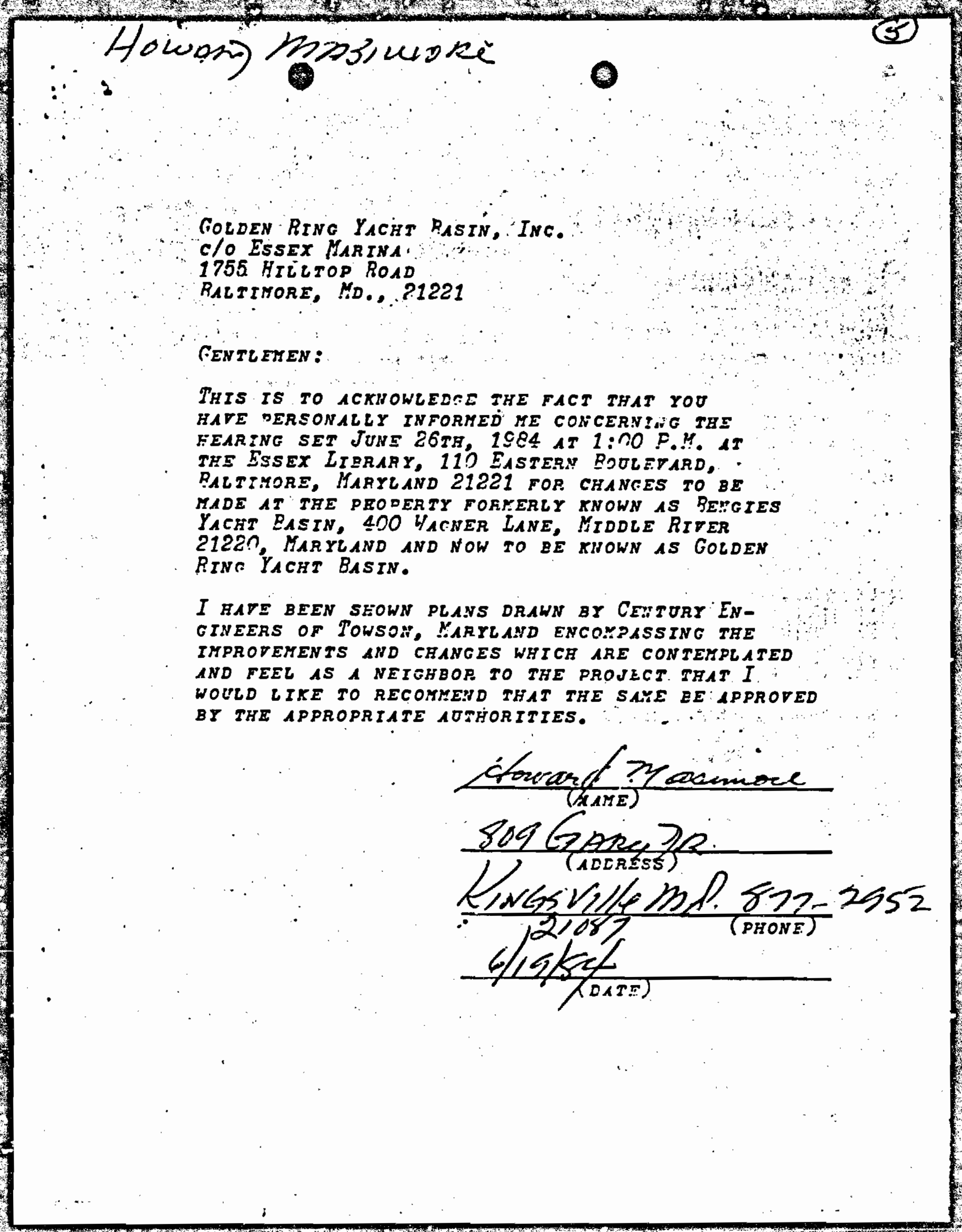
I have been shown plans drawn by Century Engineers of Towson, Maryland encompassing the improvements and changes which are contemplated and feel as a neighbor to the project that I would like to recommend that the same be approved by the appropriate authorities.

Richard G Edwards
(NAME)
3410 Edwards Lane
(ADDRESS)
335-2311
(PHONE)
June 3 1984
(DATE)



Howard Masimore ⑤

Golden Ring Yacht Basin, Inc.
c/o Essex Marina
1755 Hilltop Road
Baltimore, Md., 21221

Gentlemen:

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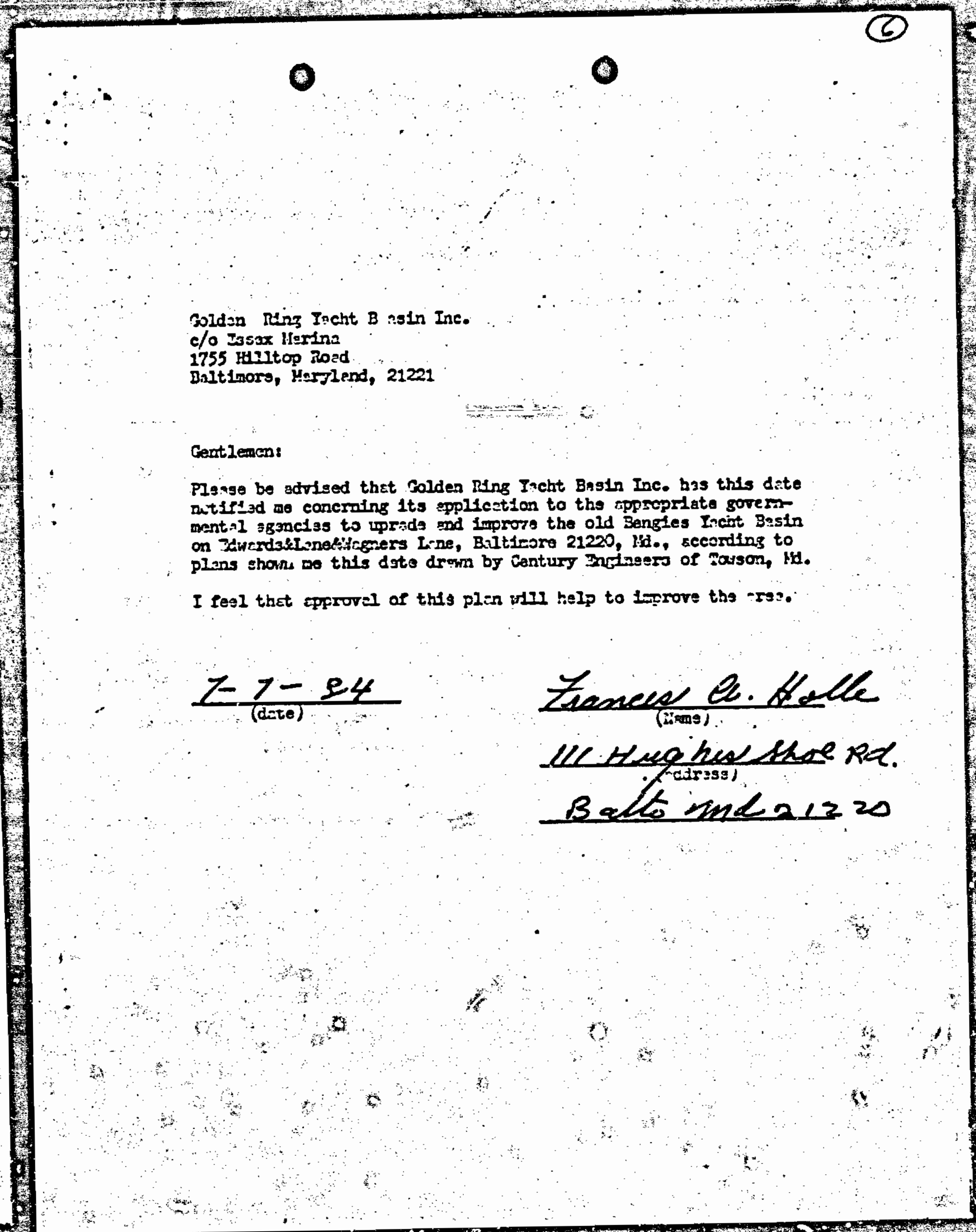
I have been shown plans drawn by Century Engineers of Towson, Maryland encompassing the improvements and changes which are contemplated and feel as a neighbor to the project that I would like to recommend that the same be approved by the appropriate authorities.

Howard Masimore
(NAME)
809 Gary Dr.
(ADDRESS)
Kingsville Md. 21087 877-2952
(PHONE)
6/19/84
(DATE)



⑥

Golden Ring Yacht Basin Inc.
c/o Essex Marina
1755 Hilltop Road
Baltimore, Maryland, 21221

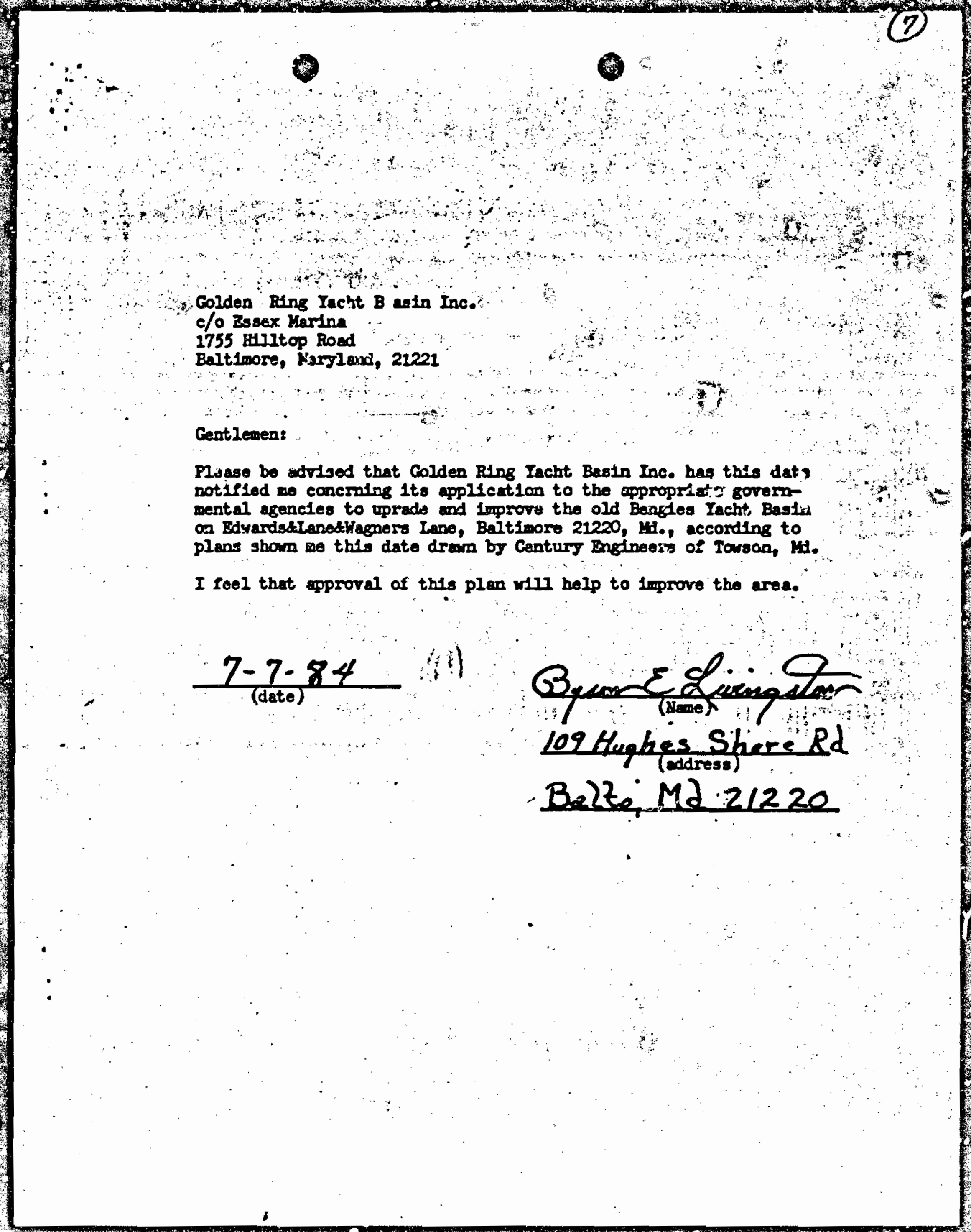
Gentlemen:

Please be advised that Golden Ring Yacht Basin Inc. has this date notified me concerning its application to the appropriate governmental agencies to uprade and improve the old Bengies Yacht Basin on Edwards&Lane&Wagners Lane, Baltimore 21220, Md., according to plans shown me this date drawn by Century Engineers of Towson, Md.

I feel that approval of this plan will help to improve the area.

7-7-84
(date)

Frances A. Holle
(Name)
111 Hughes Shore Rd.
(address)
Balto Md 21220



⑦

Golden Ring Yacht B asin Inc.
c/o Essex Marina
1755 Hilltop Road
Baltimore, Maryland, 21221

Gentlemen:

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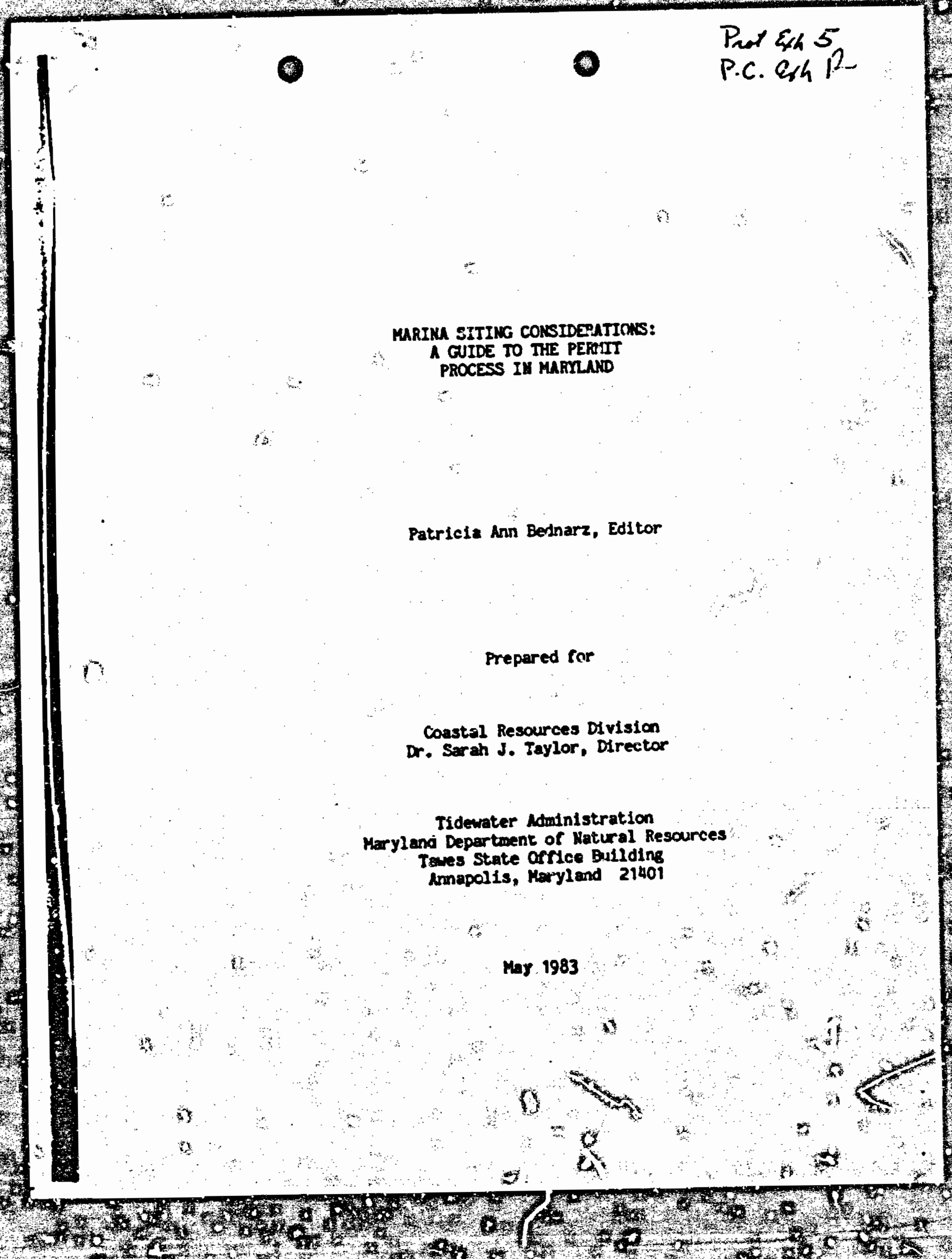
I feel that approval of this plan will help to improve the area.

7-7-84
(date)

Byron E Livingston
(Name)
109 Hughes Shore Rd
(address)
Balto, Md 21220



Prot Exh 5
P.C. Exh P-

MARINA SITING CONSIDERATIONS:
A GUIDE TO THE PERMIT
PROCESS IN MARYLAND

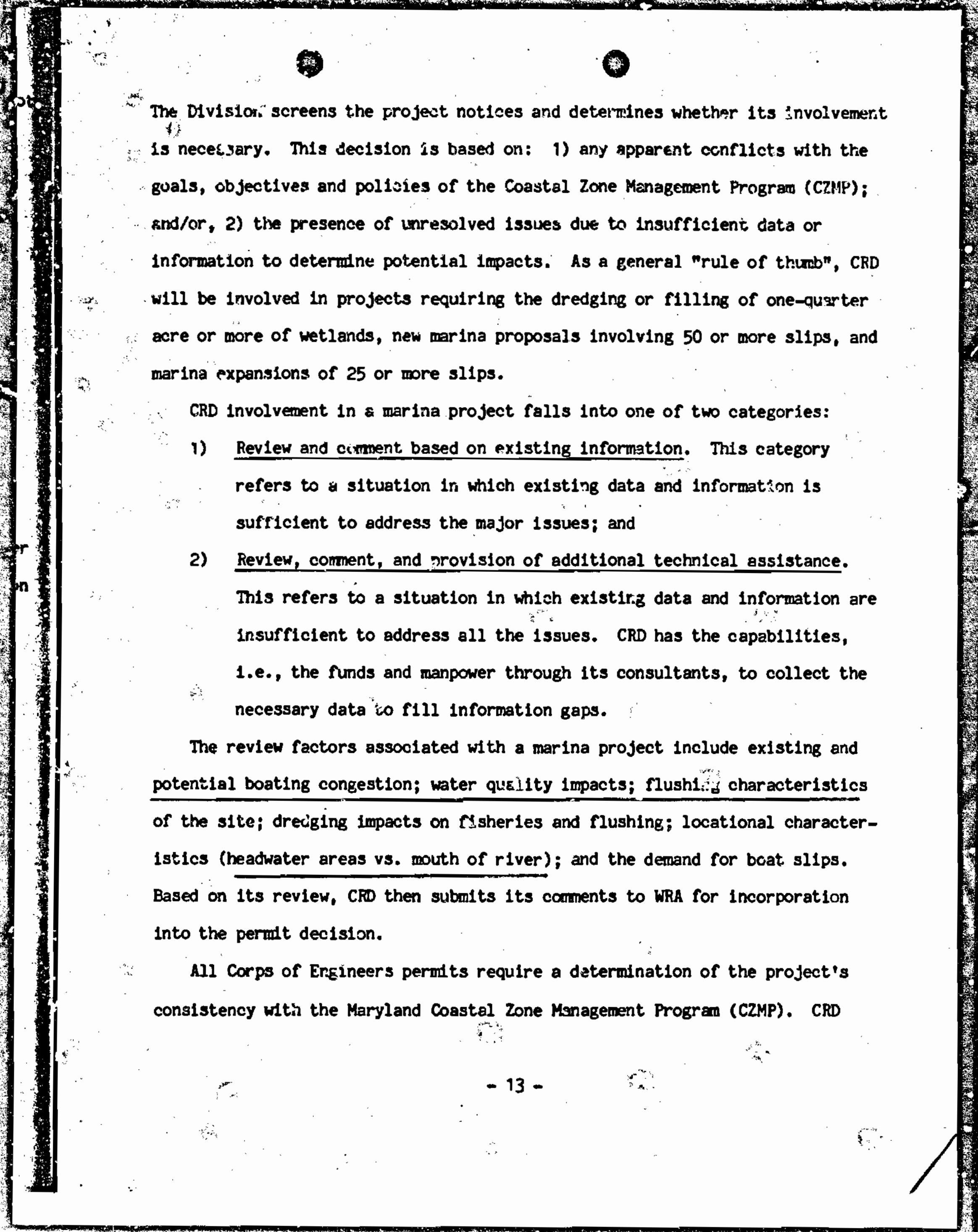
Patricia Ann Bednarz, Editor

Prepared for

Coastal Resources Division
Dr. Sarah J. Taylor, Director

Tidewater Administration
Maryland Department of Natural Resources
Tawes State Office Building
Annapolis, Maryland 21401

May 1983



The Division screens the project notices and determines whether its involvement is necessary. This decision is based on: 1) any apparent conflicts with the goals, objectives and policies of the Coastal Zone Management Program (CZMP); and/or, 2) the presence of unresolved issues due to insufficient data or information to determine potential impacts. As a general "rule of thumb", CRD will be involved in projects requiring the dredging or filling of one-quarter acre or more of wetlands, new marina proposals involving 50 or more slips, and marina expansions of 25 or more slips.

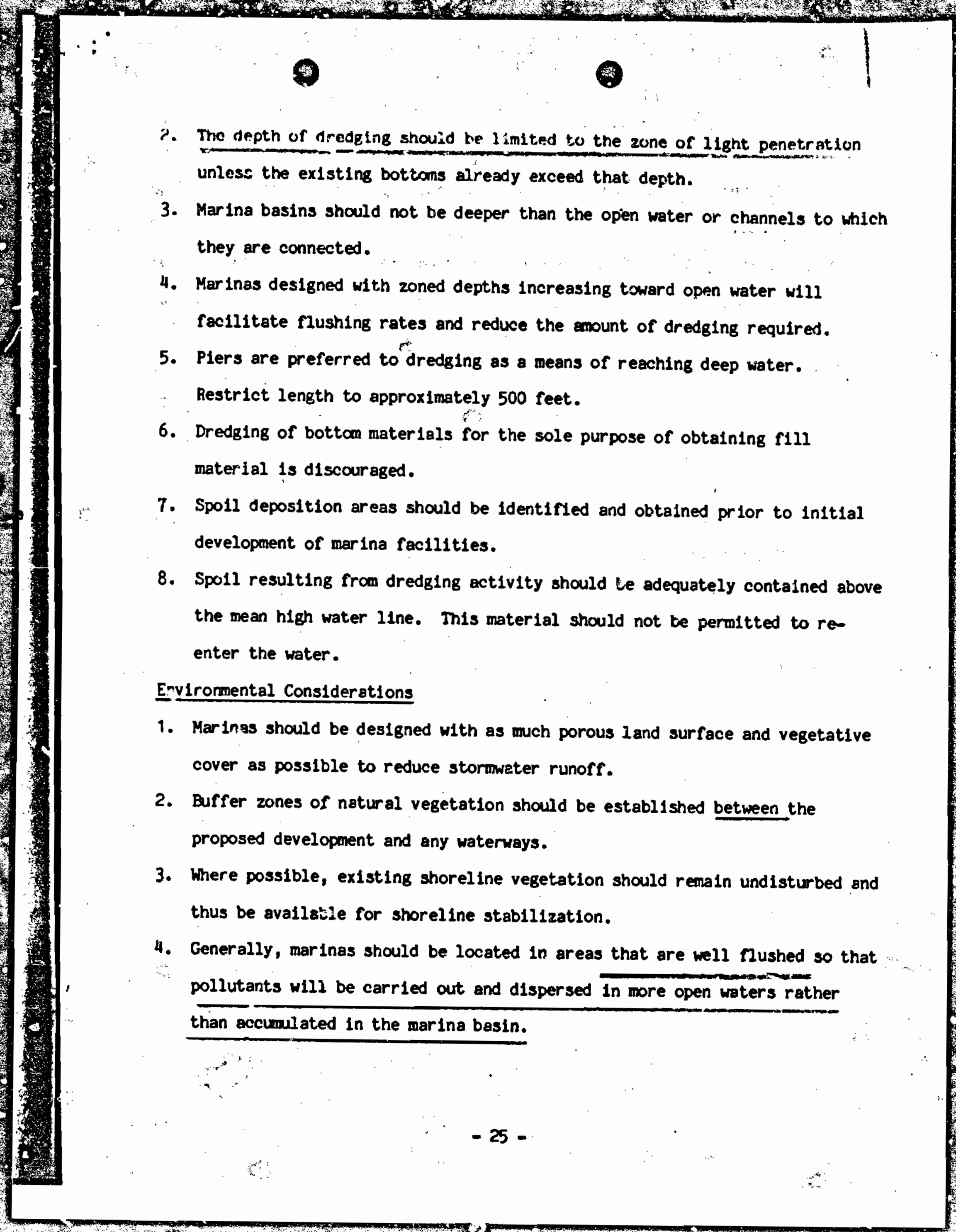
CRD involvement in a marina project falls into one of two categories:

1) Review and comment based on existing information. This category refers to a situation in which existing data and information is sufficient to address the major issues; and

2) Review, comment, and provision of additional technical assistance. This refers to a situation in which existing data and information are insufficient to address all the issues. CRD has the capabilities, i.e., the funds and manpower through its consultants, to collect the necessary data to fill information gaps.

The review factors associated with a marina project include existing and potential boating congestion; water quality impacts; flushing characteristics of the site; dredging impacts on fisheries and flushing; locational characteristics (headwater areas vs. mouth of river); and the demand for boat slips. Based on its review, CRD then submits its comments to WRA for incorporation into the permit decision.

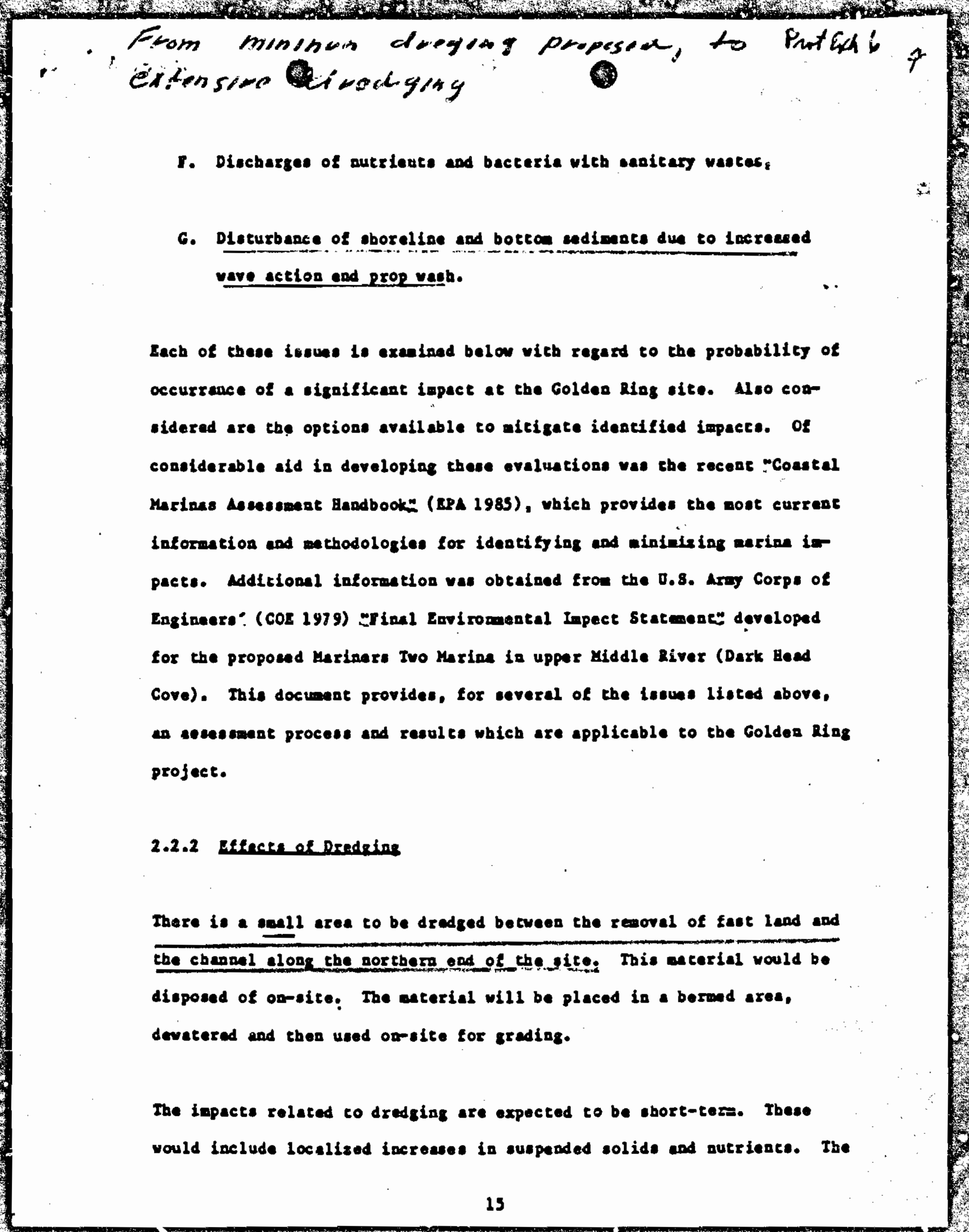
All Corps of Engineers permits require a determination of the project's consistency with the Maryland Coastal Zone Management Program (CZMP). CRD



2. The depth of dredging should be limited to the zone of light penetration unless the existing bottoms already exceed that depth.
3. Marina basins should not be deeper than the open water or channels to which they are connected.
4. Marinas designed with zoned depths increasing toward open water will facilitate flushing rates and reduce the amount of dredging required.
5. Piers are preferred to dredging as a means of reaching deep water. Restrict length to approximately 500 feet.
6. Dredging of bottom materials for the sole purpose of obtaining fill material is discouraged.
7. Spoil deposition areas should be identified and obtained prior to initial development of marina facilities.
8. Spoil resulting from dredging activity should be adequately contained above the mean high water line. This material should not be permitted to re-enter the water.

Environmental Considerations

1. Marinas should be designed with as much porous land surface and vegetative cover as possible to reduce stormwater runoff.
2. Buffer zones of natural vegetation should be established between the proposed development and any waterways.
3. Where possible, existing shoreline vegetation should remain undisturbed and thus be available for shoreline stabilization.
4. Generally, marinas should be located in areas that are well flushed so that pollutants will be carried out and dispersed in more open waters rather than accumulated in the marina basin.



From minimum dredging proposed, to Prot Ech 6
Extensive dredging 7

F. Discharges of nutrients and bacteria with sanitary wastes.

G. Disturbance of shoreline and bottom sediments due to increased wave action and prop wash.

Each of these issues is examined below with regard to the probability of occurrance of a significant impact at the Golden Ring site. Also considered are the options available to mitigate identified impacts. Of considerable aid in developing these evaluations was the recent "Coastal Marinas Assessment Handbook" (EPA 1985), which provides the most current information and methodologies for identifying and minimizing marina impacts. Additional information was obtained from the U.S. Army Corps of Engineers' (COE 1979) "Final Environmental Impact Statement" developed for the proposed Mariners Two Marina in upper Middle River (Dark Head Cove). This document provides, for several of the issues listed above, an assessment process and results which are applicable to the Golden Ring project.

2.2.2 Effects of Dredging

There is a small area to be dredged between the removal of fast land and the channel along the northern end of the site. This material would be disposed of on-site. The material will be placed in a bermed area, dewatered and then used on-site for grading.

The impacts related to dredging are expected to be short-term. These would include localized increases in suspended solids and nutrients. The

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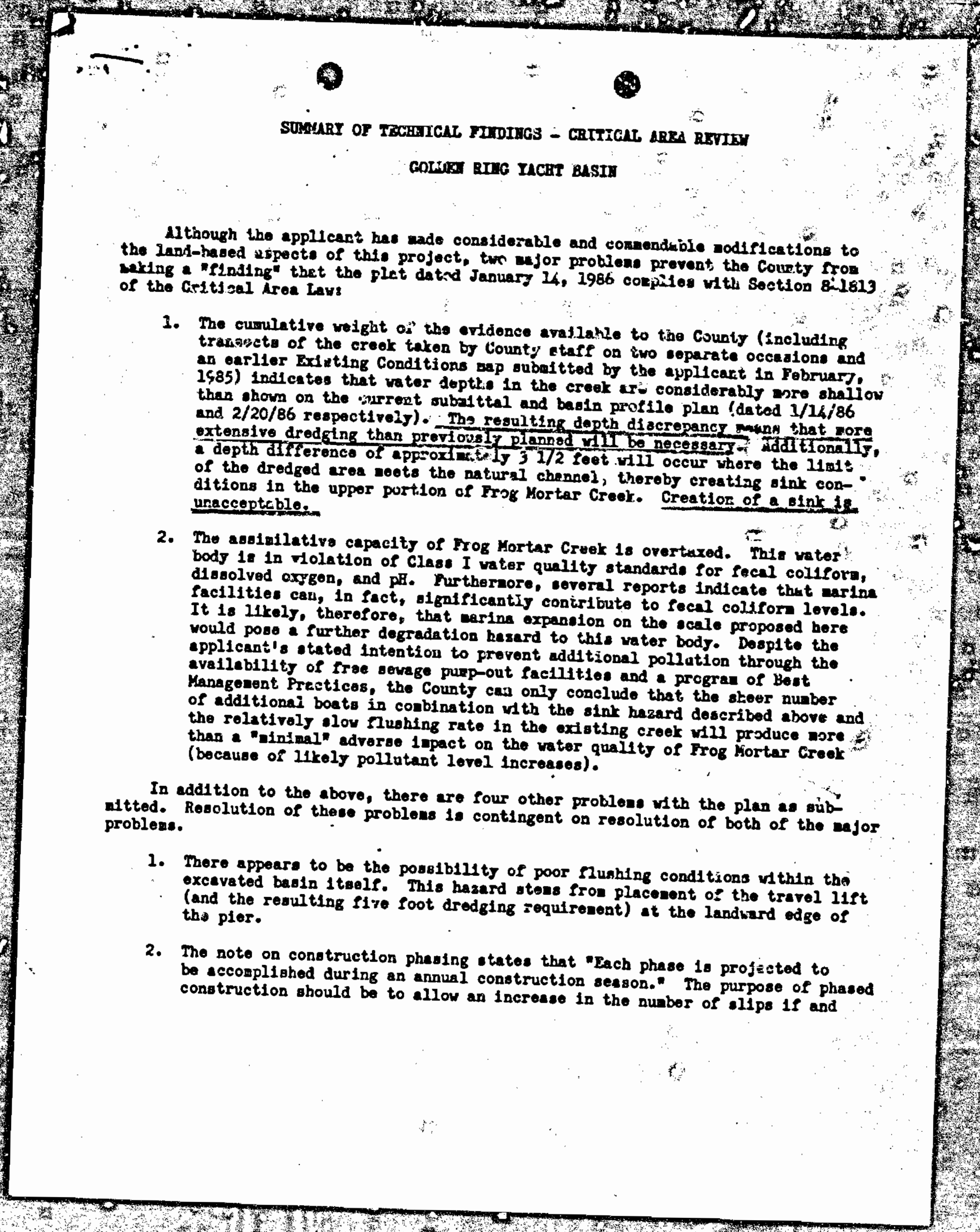

SUMMARY OF TECHNICAL FINDINGS - CRITICAL AREA REVIEW

GOLDEN RING YACHT BASIN

Although the applicant has made considerable and commendable modifications to the land-based aspects of this project, two major problems prevent the County from making a "finding" that the plat dated January 14, 1986 complies with Section 8-1813 of the Critical Area Law:

1. The cumulative weight of the evidence available to the County (including transects of the creek taken by County staff on two separate occasions and an earlier Existing Conditions map submitted by the applicant in February, 1985) indicates that water depths in the creek are considerably more shallow than shown on the current submittal and basin profile plan (dated 1/14/86 and 2/20/86 respectively). The resulting depth discrepancy means that more extensive dredging than previously planned will be necessary. Additionally, a depth difference of approximately 3 1/2 feet will occur where the limit of the dredged area meets the natural channel, thereby creating sink conditions in the upper portion of Frog Mortar Creek. Creation of a sink is unacceptable.

2. The assimilative capacity of Frog Mortar Creek is overtaxed. This water body is in violation of Class I water quality standards for fecal coliform, dissolved oxygen, and pH. Furthermore, several reports indicate that marina facilities can, in fact, significantly contribute to fecal coliform levels. It is likely, therefore, that marina expansion on the scale proposed here would pose a further degradation hazard to this water body. Despite the applicant's stated intention to prevent additional pollution through the availability of free sewage pump-out facilities and a program of Best Management Practices, the County can only conclude that the sheer number of additional boats in combination with the sink hazard described above and the relatively slow flushing rate in the existing creek will produce more than a "minimal" adverse impact on the water quality of Frog Mortar Creek (because of likely pollutant level increases).

In addition to the above, there are four other problems with the plan as submitted. Resolution of these problems is contingent on resolution of both of the major problems.

1. There appears to be the possibility of poor flushing conditions within the excavated basin itself. This hazard stems from placement of the travel lift (and the resulting five foot dredging requirement) at the landward edge of the pier.

2. The note on construction phasing states that "Each phase is projected to be accomplished during an annual construction season." The purpose of phased construction should be to allow an increase in the number of slips if and

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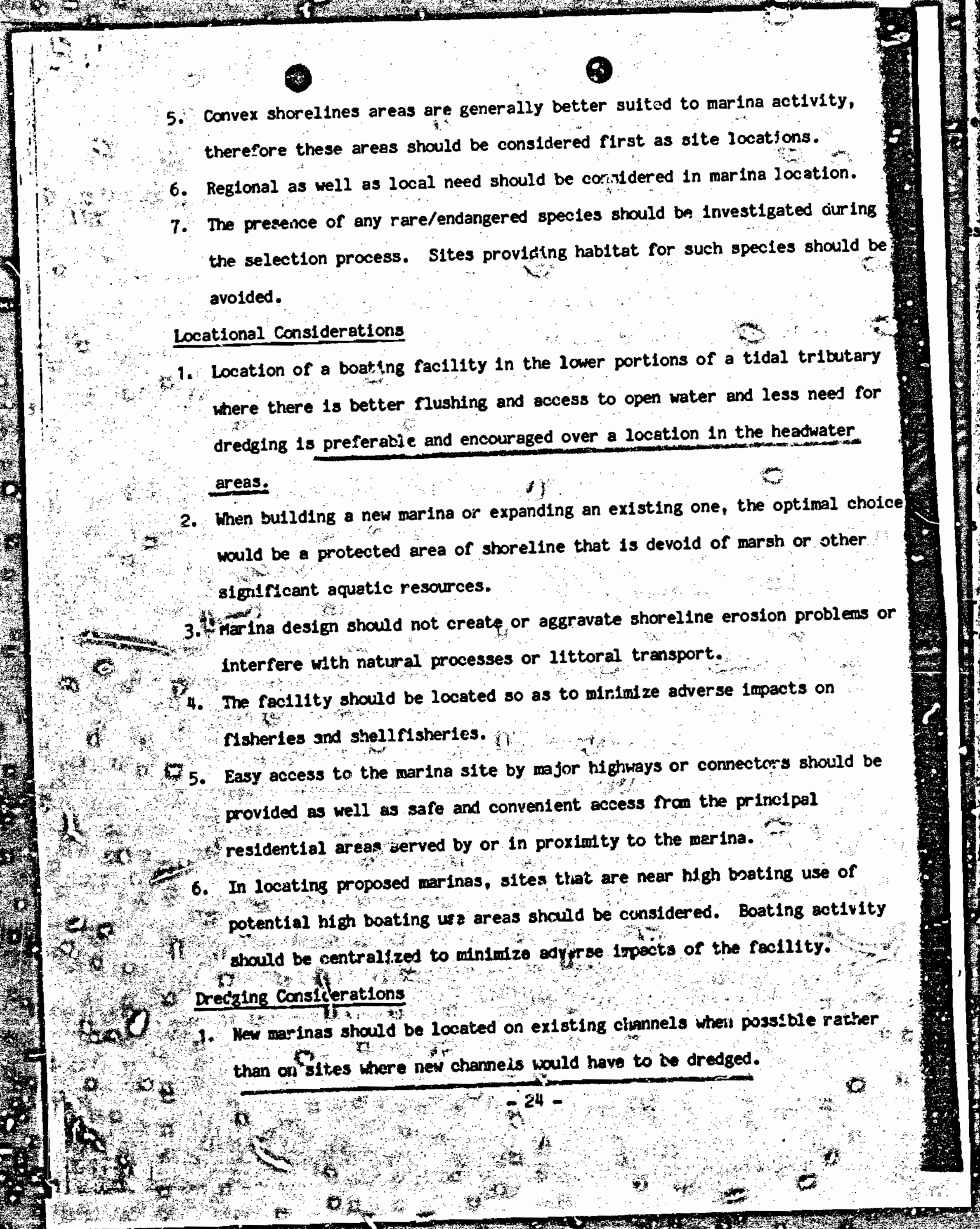


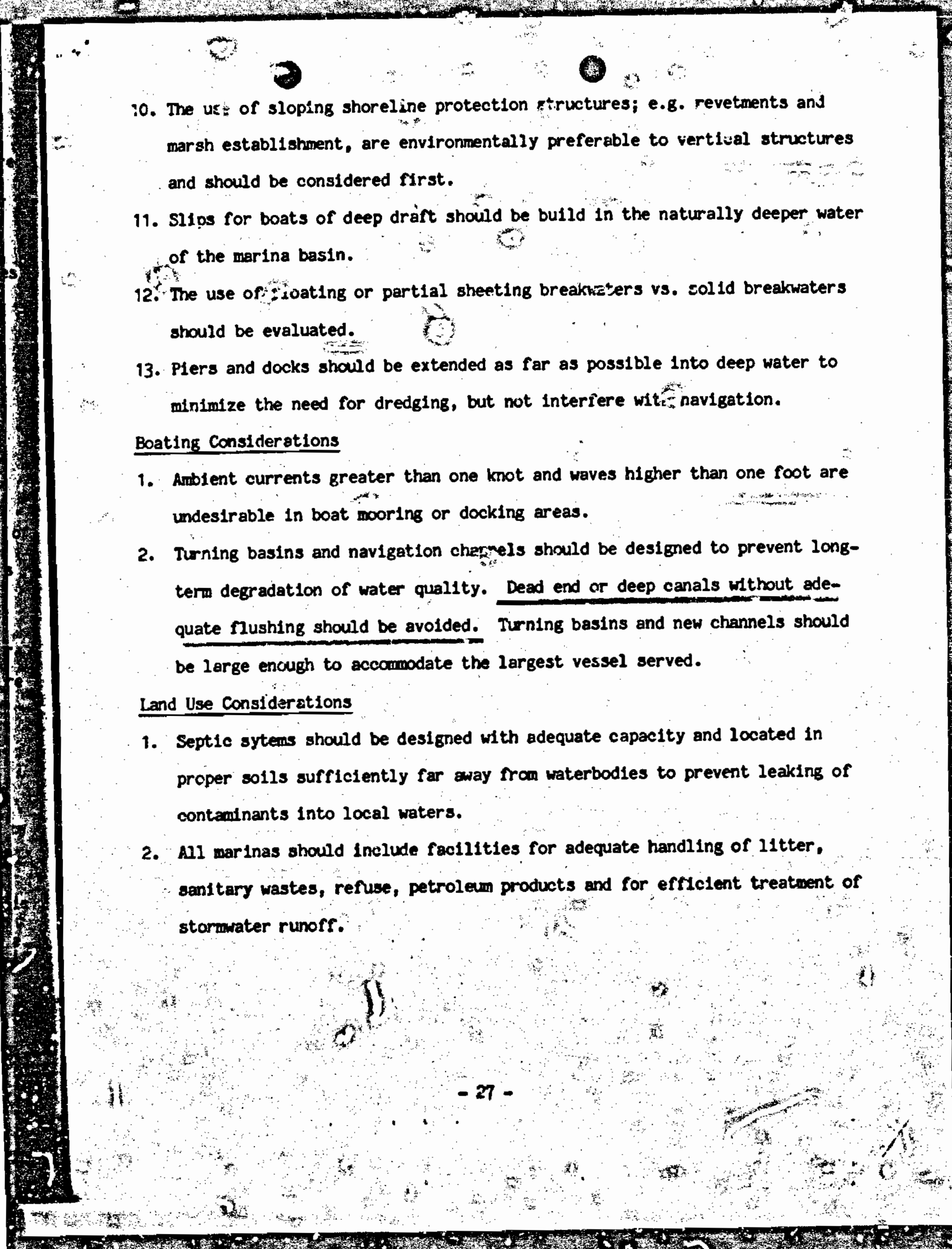
5. Convex shorelines areas are generally better suited to marina activity, therefore these areas should be considered first as site locations.
6. Regional as well as local need should be considered in marina location.
7. The presence of any rare/endangered species should be investigated during the selection process. Sites providing habitat for such species should be avoided.

Locational Considerations

1. Location of a boating facility in the lower portions of a tidal tributary where there is better flushing and access to open water and less need for dredging is preferable and encouraged over a location in the headwater areas.
2. When building a new marina or expanding an existing one, the optimal choice would be a protected area of shoreline that is devoid of marsh or other significant aquatic resources.
3. Marina design should not create or aggravate shoreline erosion problems or interfere with natural processes or littoral transport.
4. The facility should be located so as to minimize adverse impacts on fisheries and shellfisheries.
5. Easy access to the marina site by major highways or connectors should be provided as well as safe and convenient access from the principal residential areas served by or in proximity to the marina.
6. In locating proposed marinas, sites that are near high boating use or potential high boating use areas should be considered. Boating activity should be centralized to minimize adverse impacts of the facility.

Dredging Considerations

1. New marinas should be located on existing channels when possible rather than on sites where new channels would have to be dredged.



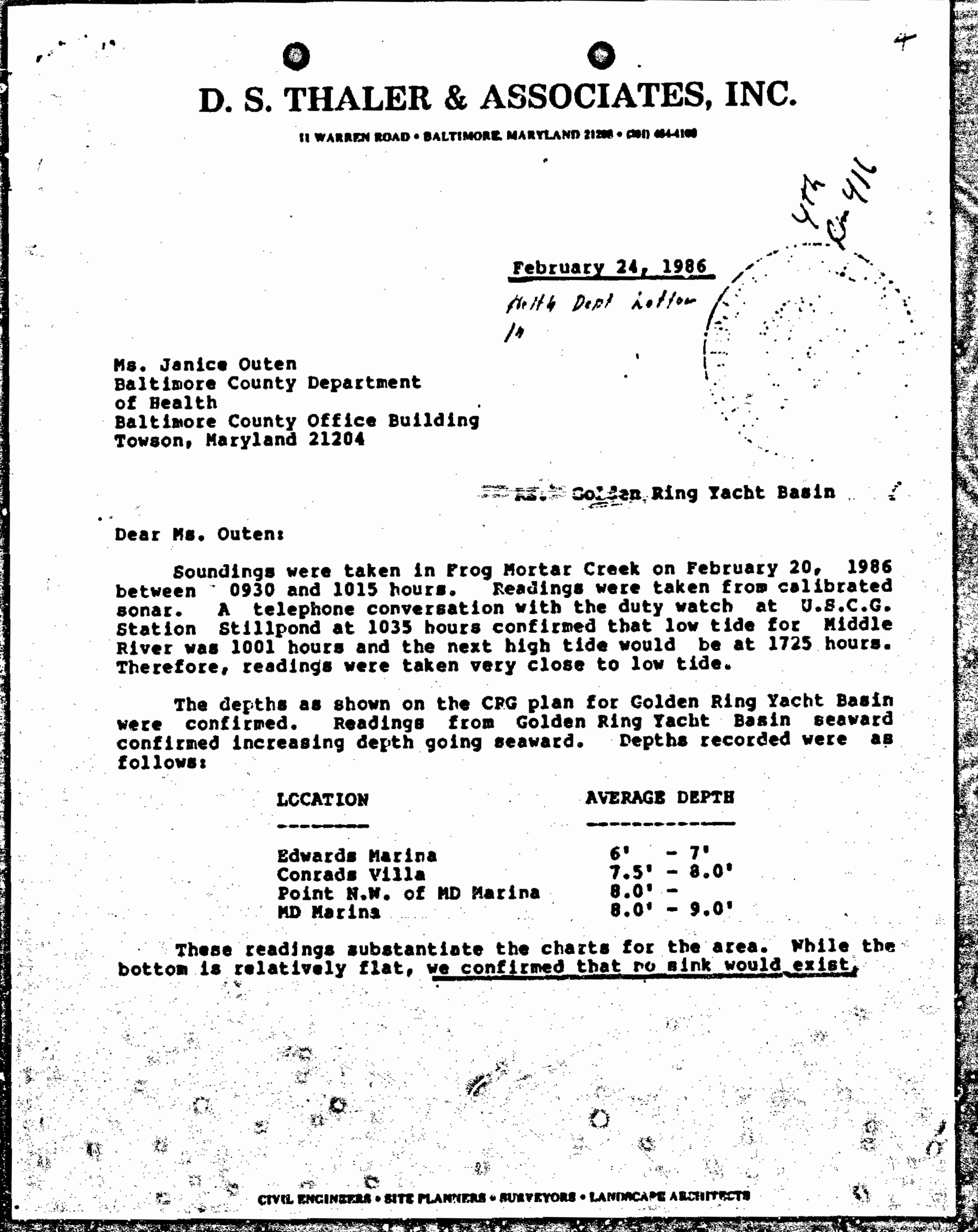
10. The use of sloping shoreline protection structures; e.g. revetments and marsh establishment, are environmentally preferable to vertical structures and should be considered first.
11. Slips for boats of deep draft should be build in the naturally deeper water of the marina basin.
12. The use of floating or partial sheeting breakwaters vs. solid breakwaters should be evaluated.
13. Piers and docks should be extended as far as possible into deep water to minimize the need for dredging, but not interfere with navigation.

Boating Considerations

1. Ambient currents greater than one knot and waves higher than one foot are undesirable in boat mooring or docking areas.
2. Turning basins and navigation channels should be designed to prevent long-term degradation of water quality. Dead end or deep canals without adequate flushing should be avoided. Turning basins and new channels should be large enough to accommodate the largest vessel served.

Land Use Considerations

1. Septic sytems should be designed with adequate capacity and located in proper soils sufficiently far away from waterbodies to prevent leaking of contaminants into local waters.
2. All marinas should include facilities for adequate handling of litter, sanitary wastes, refuse, petroleum products and for efficient treatment of stormwater runoff.



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D. S. THALER & ASSOCIATES, INC.

11 WARREN ROAD • BALTIMORE, MARYLAND 21208 • (301) 484-4100

4/7
Cr 4/16

February 24, 1986

Health Dept Letter
14

Ms. Janice Outen
Baltimore County Department
of Health
Baltimore County Office Building
Towson, Maryland 21204

Re: Golden Ring Yacht Basin

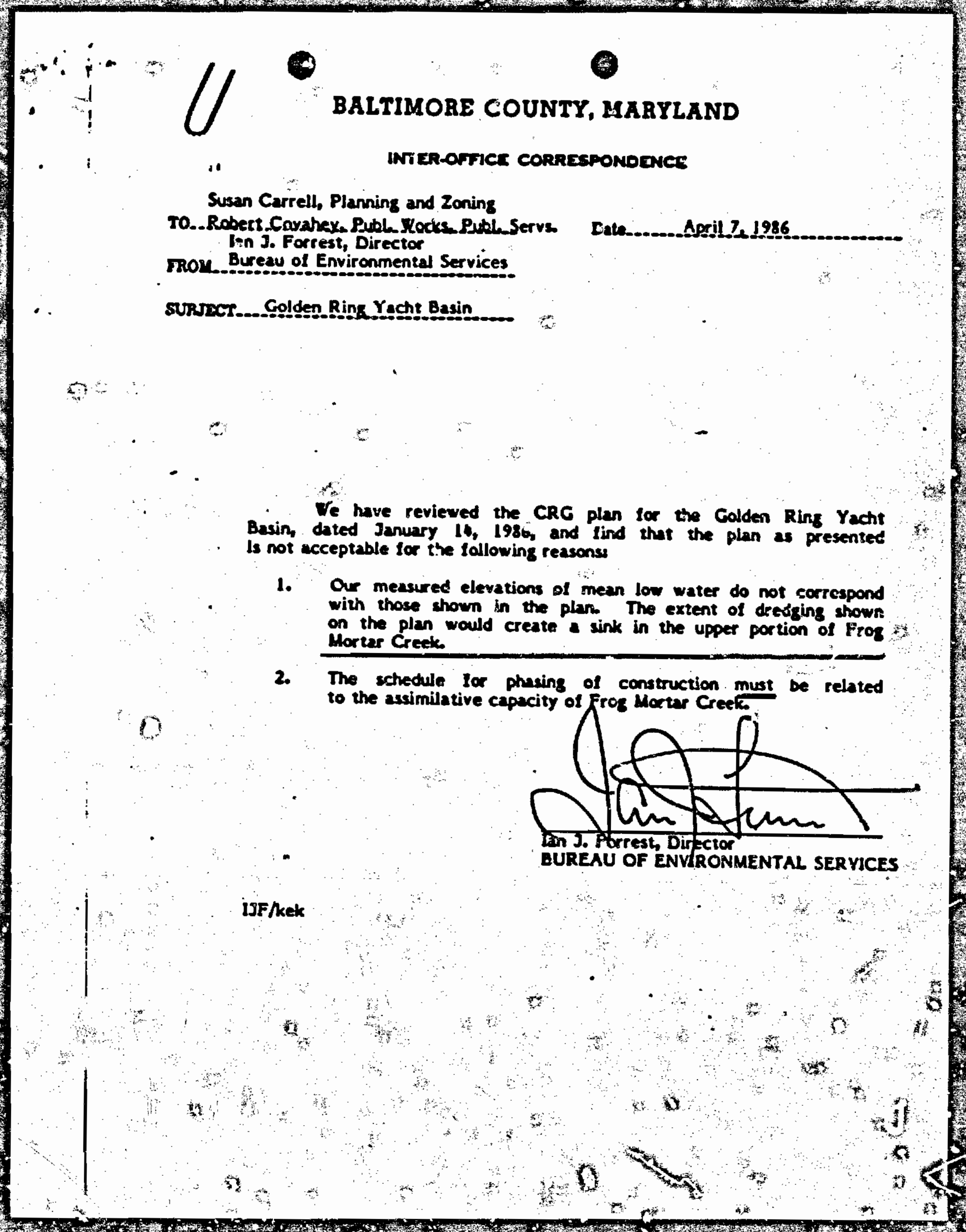
Dear Ms. Outen:

Soundings were taken in Frog Mortar Creek on February 20, 1986 between 0930 and 1015 hours. Readings were taken from calibrated sonar. A telephone conversation with the duty watch at U.S.C.G. Station Stillpond at 1035 hours confirmed that low tide for Middle River was 1001 hours and the next high tide would be at 1725 hours. Therefore, readings were taken very close to low tide.

The depths as shown on the CRG plan for Golden Ring Yacht Basin were confirmed. Readings from Golden Ring Yacht Basin seaward confirmed increasing depth going seaward. Depths recorded were as follows:

LOCATION	AVERAGE DEPTH
Edwards Marina	6' - 7'
Conrads Villa	7.5' - 8.0'
Point N.W. of MD Marina	8.0' -
MD Marina	8.0' - 9.0'

These readings substantiate the charts for the area. While the bottom is relatively flat, we confirmed that no sink would exist.



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BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

Susan Carrell, Planning and Zoning
TO Robert Covahey, Publ. Works, Publ. Servs.
Date April 7, 1986
Ian J. Forrest, Director
FROM Bureau of Environmental Services

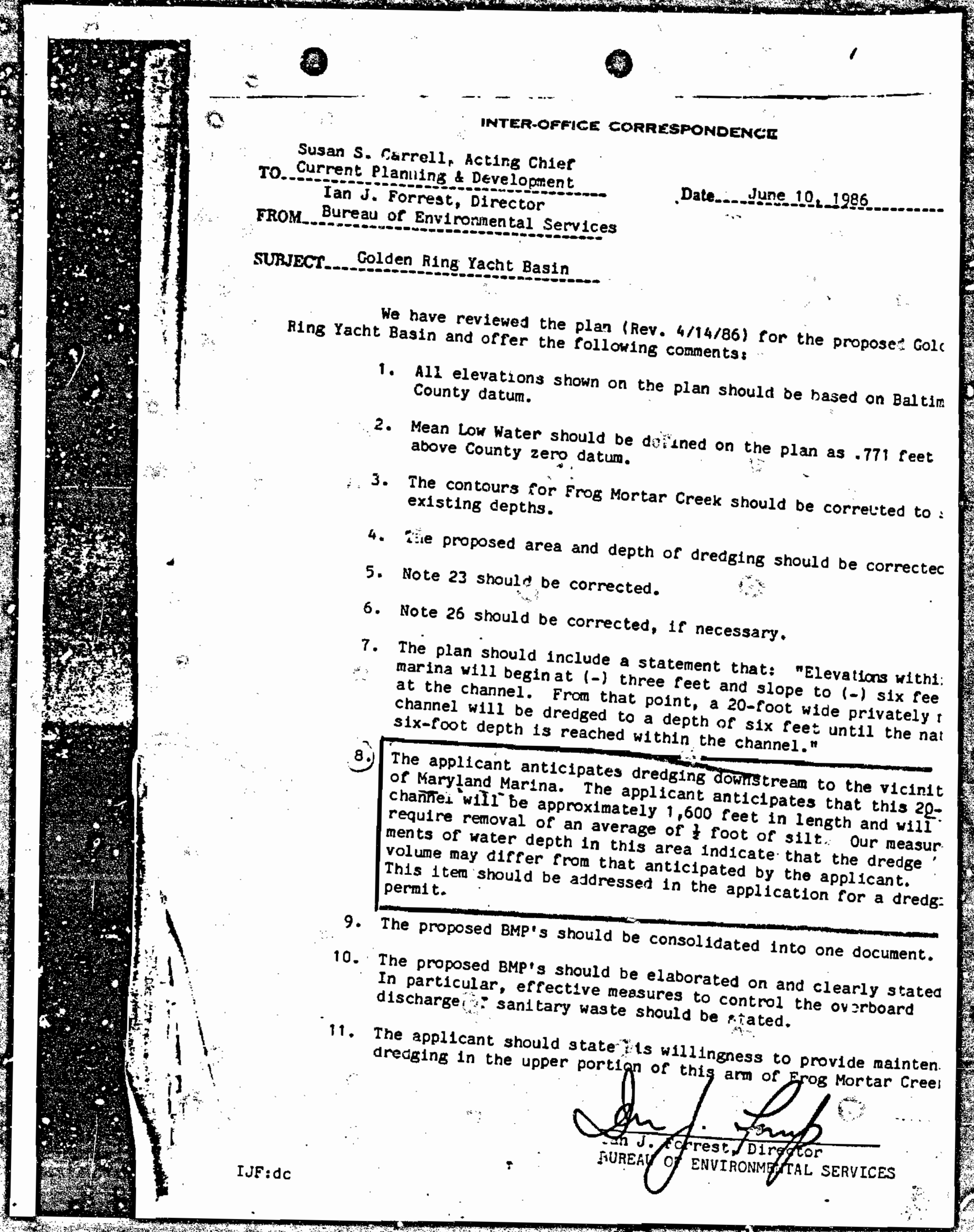
SUBJECT Golden Ring Yacht Basin

We have reviewed the CRG plan for the Golden Ring Yacht Basin, dated January 14, 1986, and find that the plan as presented is not acceptable for the following reasons:

1. Our measured elevations of mean low water do not correspond with those shown in the plan. The extent of dredging shown on the plan would create a sink in the upper portion of Frog Mortar Creek.
2. The schedule for phasing of construction must be related to the assimilative capacity of Frog Mortar Creek.

Ian J. Forrest, Director
BUREAU OF ENVIRONMENTAL SERVICES

IJF/kek



INTER-OFFICE CORRESPONDENCE

TO Susan S. Carrell, Acting Chief
Current Planning & Development
FROM Ian J. Forrest, Director
Bureau of Environmental Services

Date June 10, 1986

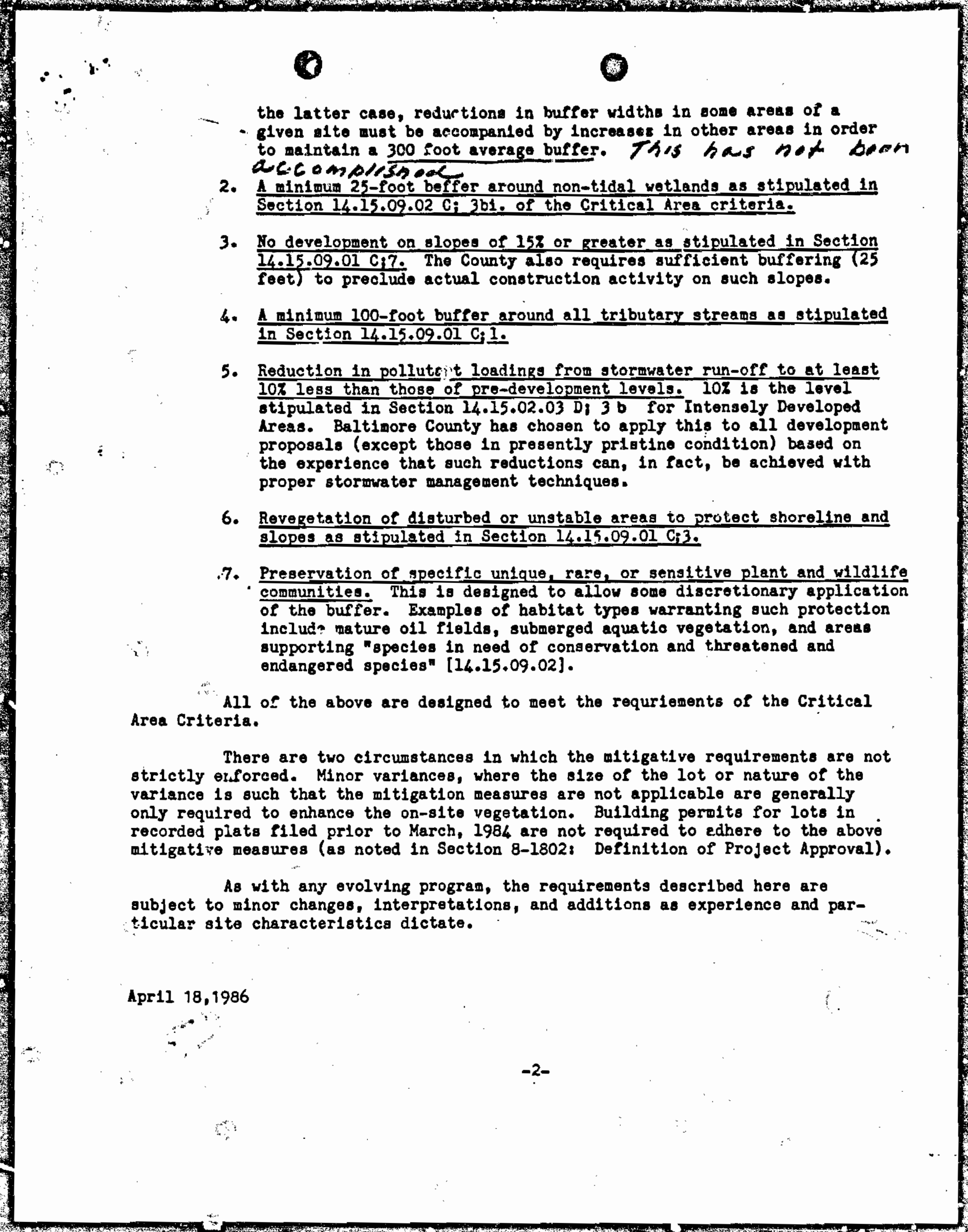
SUBJECT Golden Ring Yacht Basin

We have reviewed the plan (Rev. 4/14/86) for the proposed Gol
Ring Yacht Basin and offer the following comments:

1. All elevations shown on the plan should be based on Baltim
County datum.
2. Mean Low Water should be defined on the plan as .771 feet
above County zero datum.
3. The contours for Frog Mortar Creek should be corrected to
existing depths.
4. The proposed area and depth of dredging should be correctec
5. Note 23 should be corrected.
6. Note 26 should be corrected, if necessary.
7. The plan should include a statement that: "Elevations withi
marina will begin at (-) three feet and slope to (-) six fee
at the channel. From that point, a 20-foot wide privately r
channel will be dredged to a depth of six feet until the nat
six-foot depth is reached within the channel."
8. The applicant anticipates dredging downstream to the vicinit
of Maryland Marina. The applicant anticipates that this 20-
channel will be approximately 1,600 feet in length and will
require removal of an average of ½ foot of silt. Our measur
ments of water depth in this area indicate that the dredge
volume may differ from that anticipated by the applicant.
This item should be addressed in the application for a dredg
permit.
9. The proposed BMP's should be consolidated into one document.
10. The proposed BMP's should be elaborated on and clearly stated
In particular, effective measures to control the overboard
discharge of sanitary waste should be stated.
11. The applicant should state his willingness to provide mainten
dredging in the upper portion of this arm of Frog Mortar Cree

Ian J. Forrest
Ian J. Forrest, Director
BUREAU OF ENVIRONMENTAL SERVICES

IJF:dc



the latter case, reductions in buffer widths in some areas of a given site must be accompanied by increases in other areas in order to maintain a 300 foot average buffer. This has not been accomplished

2. A minimum 25-foot beffer around non-tidal wetlands as stipulated in Section 14.15.09.02 C; 3bi. of the Critical Area criteria.
3. No development on slopes of 15% or greater as stipulated in Section 14.15.09.01 C;7. The County also requires sufficient buffering (25 feet) to preclude actual construction activity on such slopes.
4. A minimum 100-foot buffer around all tributary streams as stipulated in Section 14.15.09.01 C;1.
5. Reduction in pollutant loadings from stormwater run-off to at least 10% less than those of pre-development levels. 10% is the level stipulated in Section 14.15.02.03 D; 3 b for Intensely Developed Areas. Baltimore County has chosen to apply this to all development proposals (except those in presently pristine condition) based on the experience that such reductions can, in fact, be achieved with proper stormwater management techniques.
6. Revegetation of disturbed or unstable areas to protect shoreline and slopes as stipulated in Section 14.15.09.01 C;3.
7. Preservation of specific unique, rare, or sensitive plant and wildlife communities. This is designed to allow some discretionary application of the buffer. Examples of habitat types warranting such protection include mature oil fields, submerged aquatic vegetation, and areas supporting "species in need of conservation and threatened and endangered species" [14.15.09.02].

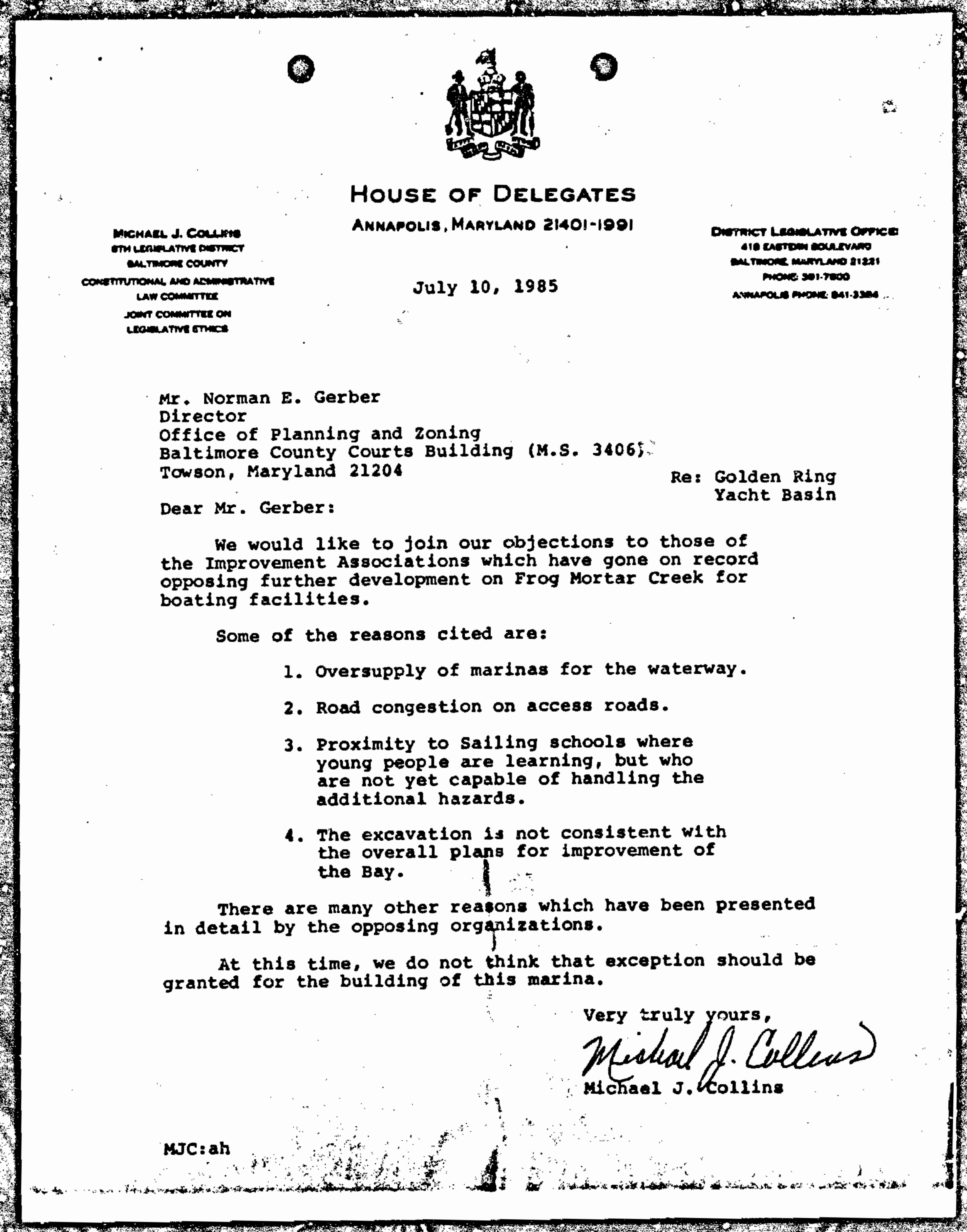
All of the above are designed to meet the requriements of the Critical Area Criteria.

There are two circumstances in which the mitigative requirements are not strictly enforced. Minor variances, where the size of the lot or nature of the variance is such that the mitigation measures are not applicable are generally only required to enhance the on-site vegetation. Building permits for lots in recorded plats filed prior to March, 1984 are not required to adhere to the above mitigative measures (as noted in Section 8-1802: Definition of Project Approval).

As with any evolving program, the requirements described here are subject to minor changes, interpretations, and additions as experience and particular site characteristics dictate.

April 18,1986

-2-



HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401-1991

MICHAEL J. COLLINS
8TH LEGISLATIVE DISTRICT
BALTIMORE COUNTY
CONSTITUTIONAL AND ADMINISTRATIVE LAW COMMITTEE
JOINT COMMITTEE ON LEGISLATIVE ETHICS

DISTRICT LEGISLATIVE OFFICE:
418 EASTERN BOULEVARD
BALTIMORE, MARYLAND 21221
PHONE: 391-7800
ANNAPOLIS PHONE: 841-3384

July 10, 1985

Mr. Norman E. Gerber
Director
Office of Planning and Zoning
Baltimore County Courts Building (M.S. 3406)
Towson, Maryland 21204

Re: Golden Ring
Yacht Basin

Dear Mr. Gerber:

We would like to join our objections to those of the Improvement Associations which have gone on record opposing further development on Frog Mortar Creek for boating facilities.

Some of the reasons cited are:

1. Oversupply of marinas for the waterway.
2. Road congestion on access roads.
3. Proximity to Sailing schools where young people are learning, but who are not yet capable of handling the additional hazards.
4. The excavation is not consistent with the overall plans for improvement of the Bay.

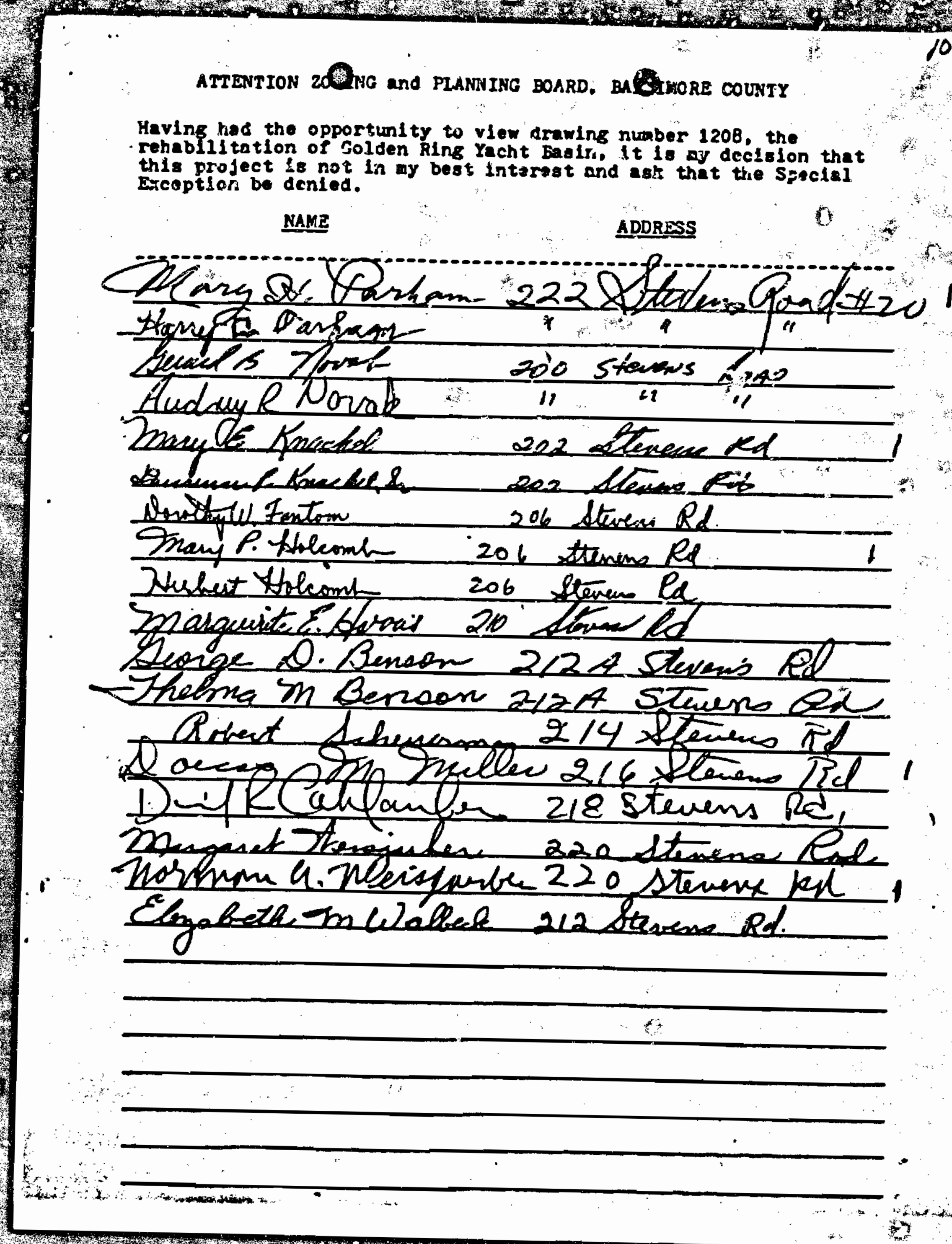
There are many other reasons which have been presented in detail by the opposing organizations.

At this time, we do not think that exception should be granted for the building of this marina.

Very truly yours,

Michael J. Collins
Michael J. Collins

MJC:ah

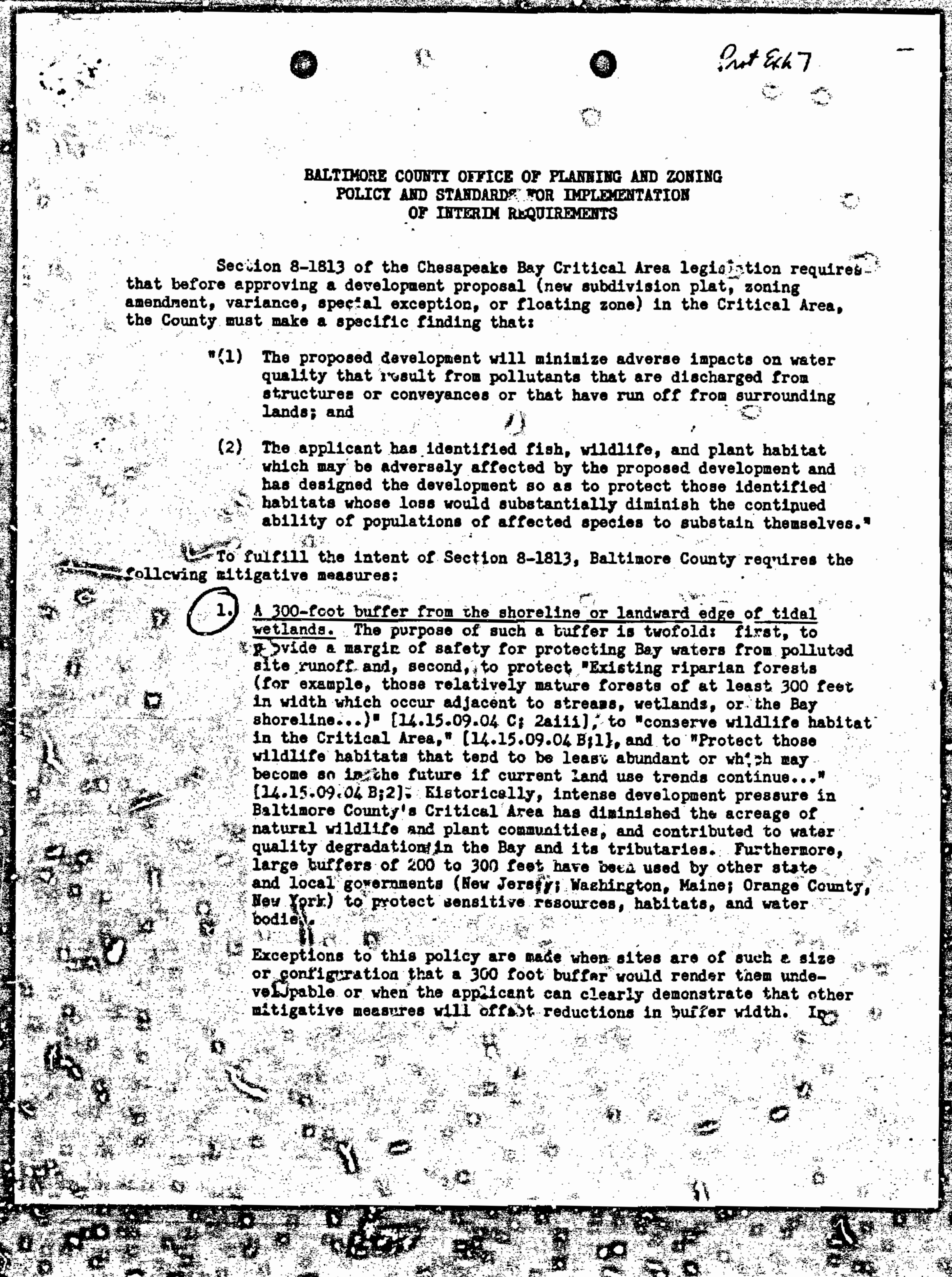


10

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS	
Mary D. Parham	222 Stevens Road #20	1
Harry E. Parham	" " "	
Gerald B. Novak	200 Stevens [illegible]	
Audrey R. Novak	" " "	
Mary E. Knackel	202 Stevens Rd	1
Emanuel E. Knackel Jr.	202 Stevens Rd	
Dorothy W. Fenton	206 Stevens Rd	
Mary P. Holcomb	206 Stevens Rd	1
Herbert Holcomb	206 Stevens Rd	
Marguerite E. Harris	210 Stevens Rd	
George D. Benson	212A Stevens Rd	
Thelma M Benson	212A Stevens Rd	
Robert Schuerman	214 Stevens Rd	
Dorcas M. Miller	216 Stevens Rd	1
[illegible] R Callahan	218 Stevens Rd,	
Margaret Heisjuber	220 Stevens Road	
Norman A. Weisgerber	220 Stevens Rd	1
Elizabeth M Walbeck	212 Stevens Rd.	



Prot Exh 7

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING
POLICY AND STANDARDS FOR IMPLEMENTATION
OF INTERIM REQUIREMENTS

Section 8-1813 of the Chesapeake Bay Critical Area legislation requires that before approving a development proposal (new subdivision plat, zoning amendment, variance, special exception, or floating zone) in the Critical Area, the County must make a specific finding that:

"(1) The proposed development will minimize adverse impacts on water quality that result from pollutants that are discharged from structures or conveyances or that have run off from surrounding lands; and

(2) The applicant has identified fish, wildlife, and plant habitat which may be adversely affected by the proposed development and has designed the development so as to protect those identified habitats whose loss would substantially diminish the continued ability of populations of affected species to substain themselves."

To fulfill the intent of Section 8-1813, Baltimore County requires the following mitigative measures:

1. A 300-foot buffer from the shoreline or landward edge of tidal wetlands. The purpose of such a buffer is twofold: first, to provide a margin of safety for protecting Bay waters from polluted site runoff and, second, to protect "Existing riparian forests (for example, those relatively mature forests of at least 300 feet in width which occur adjacent to streams, wetlands, or the Bay shoreline...)" [14.15.09.04 C; 2aiii], to "conserve wildlife habitat in the Critical Area," [14.15.09.04 B;1], and to "Protect those wildlife habitats that tend to be least abundant or which may become so in the future if current land use trends continue..." [14.15.09.04 B;2]. Historically, intense development pressure in Baltimore County's Critical Area has diminished the acreage of natural wildlife and plant communities, and contributed to water quality degradation in the Bay and its tributaries. Furthermore, large buffers of 200 to 300 feet have been used by other state and local governments (New Jersey; Washington, Maine; Orange County, New York) to protect sensitive resources, habitats, and water bodies.

Exceptions to this policy are made when sites are of such a size or configuration that a 300 foot buffer would render them undevelopable or when the applicant can clearly demonstrate that other mitigative measures will offset reductions in buffer width. In

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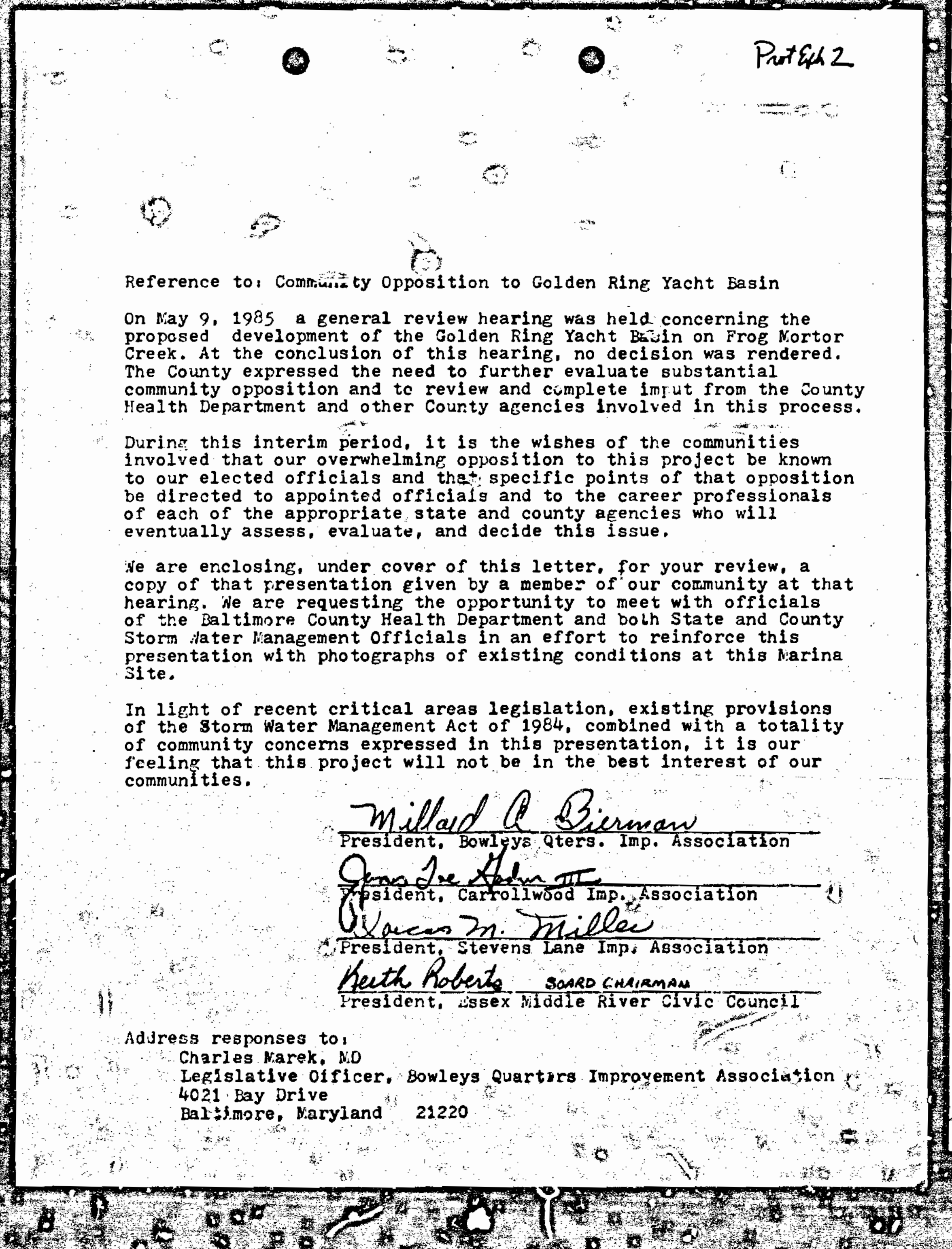


Prot Exh 2

Reference to: Community Opposition to Golden Ring Yacht Basin

On May 9, 1985 a general review hearing was held concerning the proposed development of the Golden Ring Yacht Basin on Frog Mortor Creek. At the conclusion of this hearing, no decision was rendered. The County expressed the need to further evaluate substantial community opposition and to review and complete imput from the County Health Department and other County agencies involved in this process.

During this interim period, it is the wishes of the communities involved that our overwhelming opposition to this project be known to our elected officials and that specific points of that opposition be directed to appointed officials and to the career professionals of each of the appropriate state and county agencies who will eventually assess, evaluate, and decide this issue.

We are enclosing, under cover of this letter, for your review, a copy of that presentation given by a member of our community at that hearing. We are requesting the opportunity to meet with officials of the Baltimore County Health Department and both State and County Storm Water Management Officials in an effort to reinforce this presentation with photographs of existing conditions at this Marina Site.

In light of recent critical areas legislation, existing provisions of the Storm Water Management Act of 1984, combined with a totality of community concerns expressed in this presentation, it is our feeling that this project will not be in the best interest of our communities.

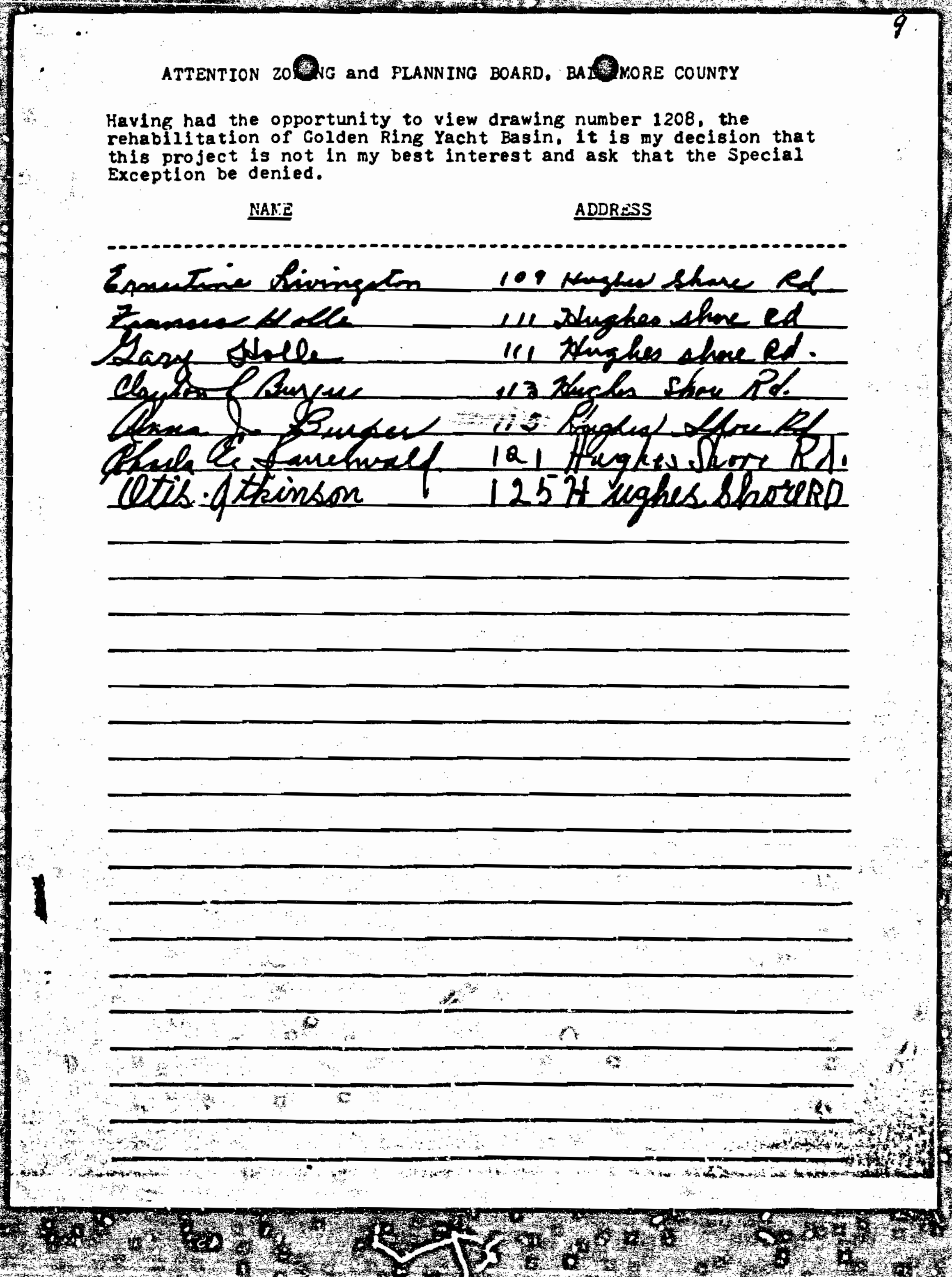
Millard A. Bierman
President, Bowleys Qters. Imp. Association

James Joe Adam III
President, Carrollwood Imp. Association

Dorcas M. Miller
President, Stevens Lane Imp. Association

Keith Roberts BOARD CHAIRMAN
President, Essex Middle River Civic Council

Address responses to:
Charles Marek, MD
Legislative Officer, Bowleys Quarters Improvement Association
4021 Bay Drive
Baltimore, Maryland 21220

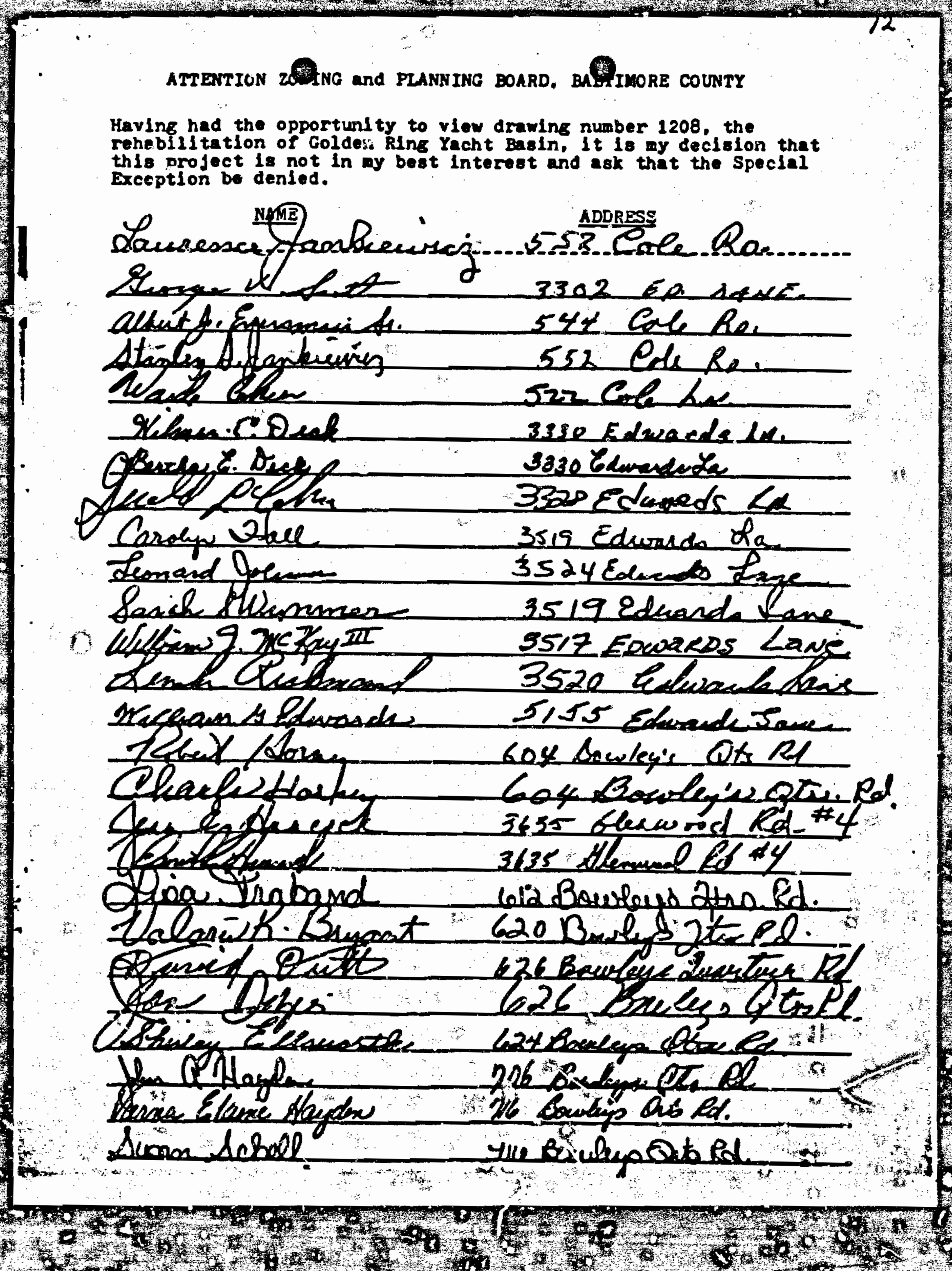


9

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Ernestine Livingston	109 Hughes Shore Rd
Frances Holle	111 Hughes Shore Rd
Gary Holle	111 Hughes Shore Rd.
Clayton C Burger	113 Hughes Shore Rd.
Anna J. Burger	113 Hughes Shore Rd
Rhoda E. Lunchwall	121 Hughes Shore Rd.
Otis Atkinson	125 Hughes Shore RD



12

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Laurence Jankiewicz	553 Cole Rd
George W. Scott	3302 Ed Lane
Albert J. Emmanuel Sr.	544 Cole Rd.
Stanley A. Jankiewicz	552 Cole Rd.
Ward Cohen	522 Cole Ln.
Wilson C. Deck	3330 Edwards Ln.
Bertha E. Deck	3330 Edwards La
Gerald L Cohen	3328 Edwards Ln
Carolyn Hall	3519 Edwards La.
Leonard Johnson	3524 Edwards Lane
Sarah L Wimmer	3519 Edwards Lane
William J. McKay III	3517 EDWARDS LANE
Linda Richmond	3520 Edwards Lane
William G Edwards	5155 Edwards Lane
Robert Horay	604 Bowley's Qtrs Rd
Charles Harley	604 Bowley's Qtrs. Rd.
[illegible]	3635 Glenwood Rd #4
[illegible]	3635 Glenwood Rd #4
Lisa Traband	612 Bowleys Qtrs Rd.
Valarie K. Bryant	620 Bowleys Qtrs Rd.
David Pruitt	626 Bowleys Quarters Rd
Jan Deeps	626 Bowleys Qtrs Rd.
Shirley Ellsworth	624 Bowleys Qtrs Rd.
Jim R Hayden	706 Bowleys Qts Rd.
Verna Elaine Hayden	706 Bowleys Qts Rd.
Susan Scholl	711 Bowleys Qts Rd.

1

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Marie Marek	4021 Bay Drive
Chas B. Marek MD	4025 Bay Drive
Brett Wells	14005 Glen High Rd.
Frank Jones	14003 Glen High Rd
Courtenay Wells	14005 Glen High Rd.
Charles B. [illegible] MD	9202 [illegible] Rd.
Nancy [illegible]	9202 [illegible] Rd. 21236
Frances Hepner	4019 BAY DR 21220
Helen Balch	4019 BAY DR 21220
John Sifel	3694 Galloway Rd. 21222
D. Irene Sifel	3694 Galloway Rd. 21220
Gladys Dengler	3827 Bay Drive 21220
Charles and Julia Dengler	3815 Bay Drive 21220
Julia Dengler	3815 Bay Drive 21220
Deborah N. [illegible]	3721 Bay Drive 21220
John W. Nuckolls	3721 Bay Drive 21220
John F. Lamantia	3719 Bay Dr 21220
Maryann Lamantia	3719 Bay Dr 21221
Tony Lambo	3718 Bay Dr. 21220
Carol Lambo	3718 Bay Dr 21220
Christopher DeMartino	3703 Bay Drive 21220
[illegible] S. [illegible]	3621 Bay Dr. 21220
Nicholas A. Schaus	3627 Bay Dr 21220
Dorothy Schaus	3627 Bay Dr. 21220
Esther Summers	3623 Bay Dr. 21220

2

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
John Helmer	4025 Bay Dr.
Lydia Helmer	4025 Bay Dr.
[illegible]	4019 BAY DR.
[illegible]	4023 Bay Dr.
Frank A Hubbard NO	4023 BAY DR
[illegible] Hayes	4023 BAY DR.
Theodore Gross	1328 Gooseneck Rd.
Melvin [illegible]	1031 Eastern Ave
Ruth Gross	1328 Gooseneck Rd.
Elnore Webb	1031 Eastern Ave.
[illegible] Meigle	4027 Bay DR.
Paul V. [illegible]	4027 Bay Dr.
William C. [illegible]	3692 Galloway RD 21220
Virginia H. Stevenson	3692 Galloway Rd 21220
Margaret J. Elliott	1306 Burke Rd. 21220
David L. Elliott Jr.	1306 Burke Rd. 21220
Deborah L. Elliott	1306 Burke Rd. 21220
Gladys M. Neal	1306 Burke Rd. 21220
[illegible] Schmelzer	1346 BURKE RD 21220
Gladys Schmelzer	1346 BURKE RD 21220
Dorothy Tillmann	1344 Burke Rd 21220
[illegible] Tillmann	1344 Burke Rd. 21220
Michael Borel	1388 Burke 21220
William Borel	1388 Burke 21220
Jackie Borel	1388 Burke 21220

3

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
[illegible] F. Lechert	1240 Burke Rd 21220
Bertha Lechert	1240 Burke Rd 21220
Rozella Burgess	1230 Burke Rd.
Wayne Burgess	1230 Burke Rd.
Joyce Burgess	1230 Burke Rd.
[illegible] Butler	1232 Burke Rd
[illegible] E Butler	" " "
[illegible] Gibbs	1220 Burke Rd
[illegible] M. [illegible]	1214 Burke Rd
Herbert [illegible]	1214 Burke Rd
John [illegible]	1128 Burke Rd
Wanda Novak	1128 Burke Road
JONATHAN NOVAK	1128 BURKS ROAD 21220
JESSICA NOVAK	1128 BURKS ROAD 21220
EDWARD C. KOCHE	1126 BURKE RD
STELLA M. KUCHARSKI	1120 BURKE RD
[illegible] A. GIESE	1118 BURKE RD.
[illegible] Poist	1116 Burke Rd
Roland Poist	1116 Burke Rd
Lendell K Wilson	1114 Burke Rd
Debbie K Wilson	1114 Burke Rd
Edward G. Pazourek	4015 BAY DRIVE
Eleanor Pazourek	4015 Bay Drive
John W. Byers	934 SUSQUEHANNA AVE. 21220
PAT Byers	934 SUSQUEHANNA AVE 21220
JOAN SCHENDI	CHESAPEAKE AVE 21220

4

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Nicholas A. Kehl	103 Bay Ct. 21220
[illegible] Keele	102 Bay Ct. 21220
Faye H. Carey	102 Bay Ct. 21220
[illegible]	104 Bay Ct 21220
Joan Cross	104 Bay Ct 21220
Milton Crouse	3617 BAY DR. 21220
Mr + Mrs Joseph [illegible]	2215 [illegible] Rd 21220
Mr + Mrs J. Homburger	1511 Chesapeake Av 21220
Mr Joseph Krause	
Ray [illegible]	3545 Bay Drive 21220
Henry [illegible]	3541 BAY Drive 21220
Hendrie Ebert	" " " "
Yolanda Santoro	3539 Bay Drive 21220
[illegible] Santoro	" " " "
Albert R. Pope	3531 Bay Drive 21220
Mary Pope	" " " "
Mr & Mrs Joseph Conrad	3529 Bay Dr 21220
[illegible] Cook	3523 Bay Dr 21220
Louise M. Ruth	3619 Bay Dr. 21220
Mary [illegible]	3609 Bay Dr 21220
[illegible]	[illegible] 21220
Frank Hubbard	4023 Bay Dr 21220
May Hubbard	4023 Bay Dr 21220
Joe Hecker	1218 Burke Rd 21220
Marie Hecker	1218 Burke Rd 21220

5

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Sandra L. Dawson	1225 Seneca Road
Albert J Dawson	1225 Seneca Road

6

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Mrs Mary Mayer	3824 New Section Rd.
[illegible]	3812 New Section Rd
[illegible]	3812 New Section Rd.
Jessie Fyle	3935 New Section
[illegible]	3941 New Section RD
William D Wagner	3942 New Section Rd.
Valerie Wagner	3942 New Section Rd
Paul L. [illegible]	3944 New Section Rd.
Ann Kreuzer	3946 New Section Rd.
Sharon Baker	728 Kingston Rd
Lillian [illegible]	3800 New Section Rd.
Stephen M. [illegible]	1219 SENECA RD. 21220
[illegible]	1229 SENECA RD 21220
Sandra Pegram	1227 Seneca Rd. 21220

7

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

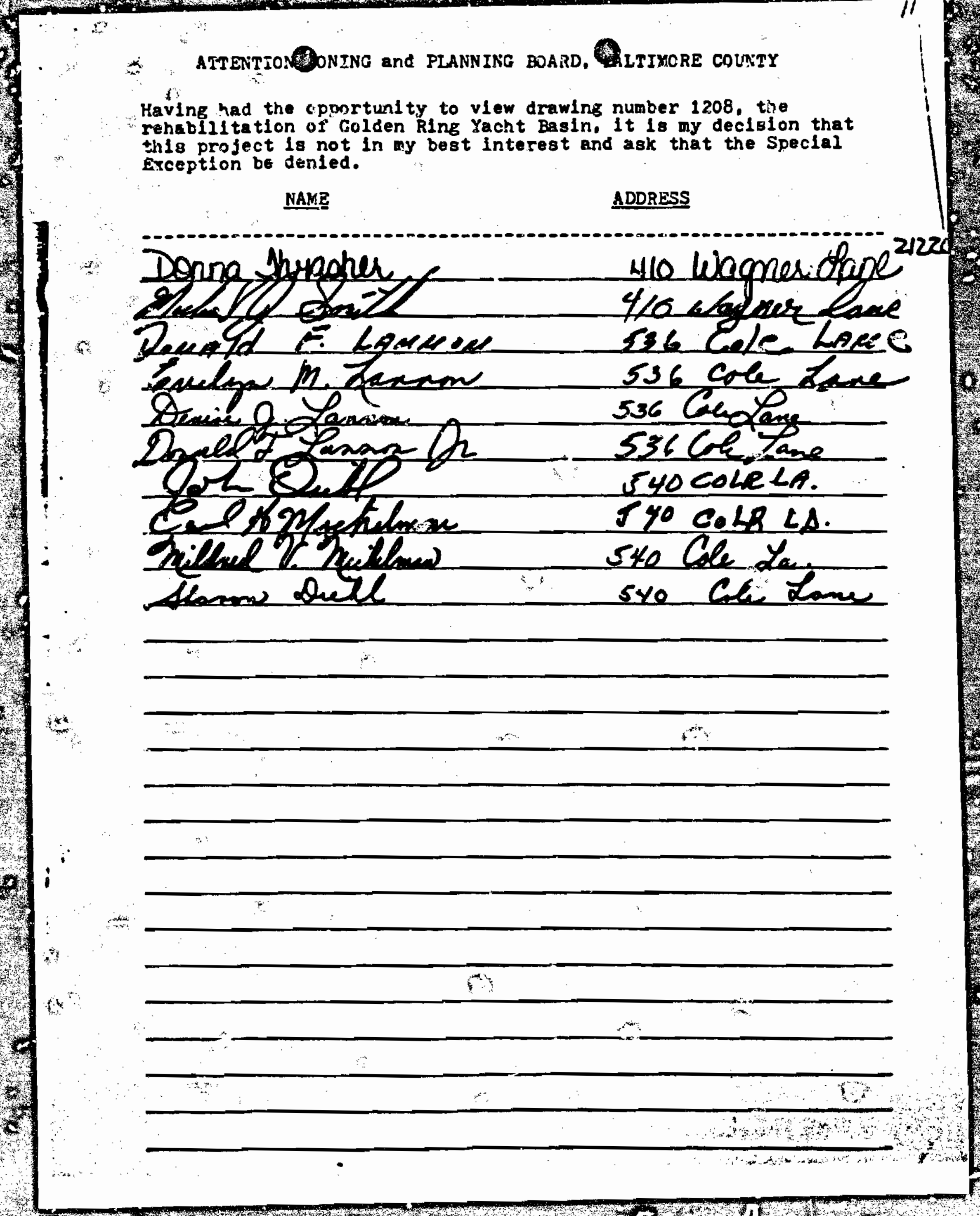
NAME	ADDRESS
Dr [illegible] Stauffer	904 Frog Mortar Rd 21220
Mary Stauffer	" " "
Alma Kozlowski	914 Frog Mortar Rd 2122
Linda Washington	916 Frog Mortar Rd 21220
Michael L. Washington	916 Frog Mortar Rd 21220
B. Yvonne Clark	928 Frog Mortar Rd 21220
Catherine Reeze	831 Chester Rd
Carl Edelmann	930 FROG MORTAR RD
Theresa Taylor	917 Frog Mortar Rd 21220
Cindy [illegible]	915 Frog Mortar Rd 21220
William E. Elliott	3514 [illegible] Beach Rd
Frank A Metzger	3601 Edward lane 21220
Kathleen Metzger	3601 Edwards Lane 21220
Kenneth E. Edwards	3547 Edwards Lane 21220
Lillian Edwards	3547 Edwards Lane 21220

8

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Linda Bonner	423 Crisfield Rd 21220
Patrick Bonner	423 CRISFIELD Rd.
Anthony [illegible]	419 Crisfield Rd.
Delbert D. Henster JR.	3611 Wheelhouse Rd.
Carol [illegible]	417 Crisfield Rd.
[illegible]	413 Crisfield Rd
[illegible]	411 Crisfield Rd
Ray Banas	411 Crisfield Rd.
Pat Banas	501 Crisfield Rd
Paige Kasmer	503 Crisfield Rd
[illegible]	505 Crisfield Rd
Maureen [illegible]	507 Crisfield Rd
James Whitener	507 Crisfield Rd
Carol Whittner	511 Crisfield Rd
Cheryl McElwee	513 Crisfield Rd
William [illegible]	513 Crisfield Rd. 21220
Patricia A. Race	515 Crisfield Rd 21220
[illegible] Schell	515 Crisfield Rd 21220
Arthur Schell	519 Crisfield Rd. 21220
Doris [illegible]	

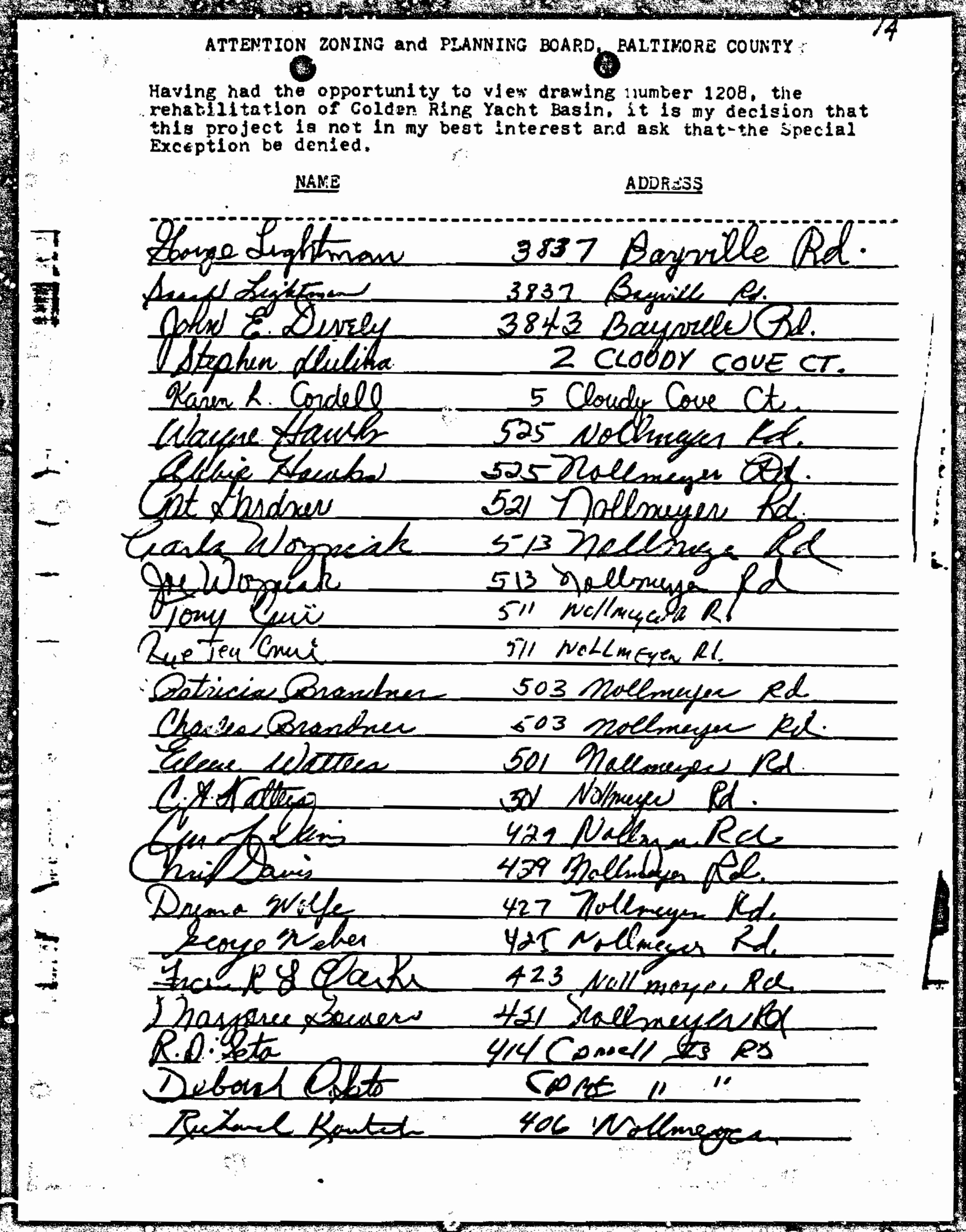


11

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Donna Thrasher	410 Wagner Lane 21220
[illegible] Smith	410 Wagner Lane
Donald F. Lannon	536 Cole Lane
Evelyn M. Lannon	536 Cole Lane
Denise J. Lannon	536 Cole Lane
Donald F. Lannon Jr	536 Cole Lane
John Duell	540 COLE LA.
Carl H. [illegible]	540 COLE LA.
Mildred V. Mickelson	540 Cole La.
Sharon Duell	540 Cole Lane

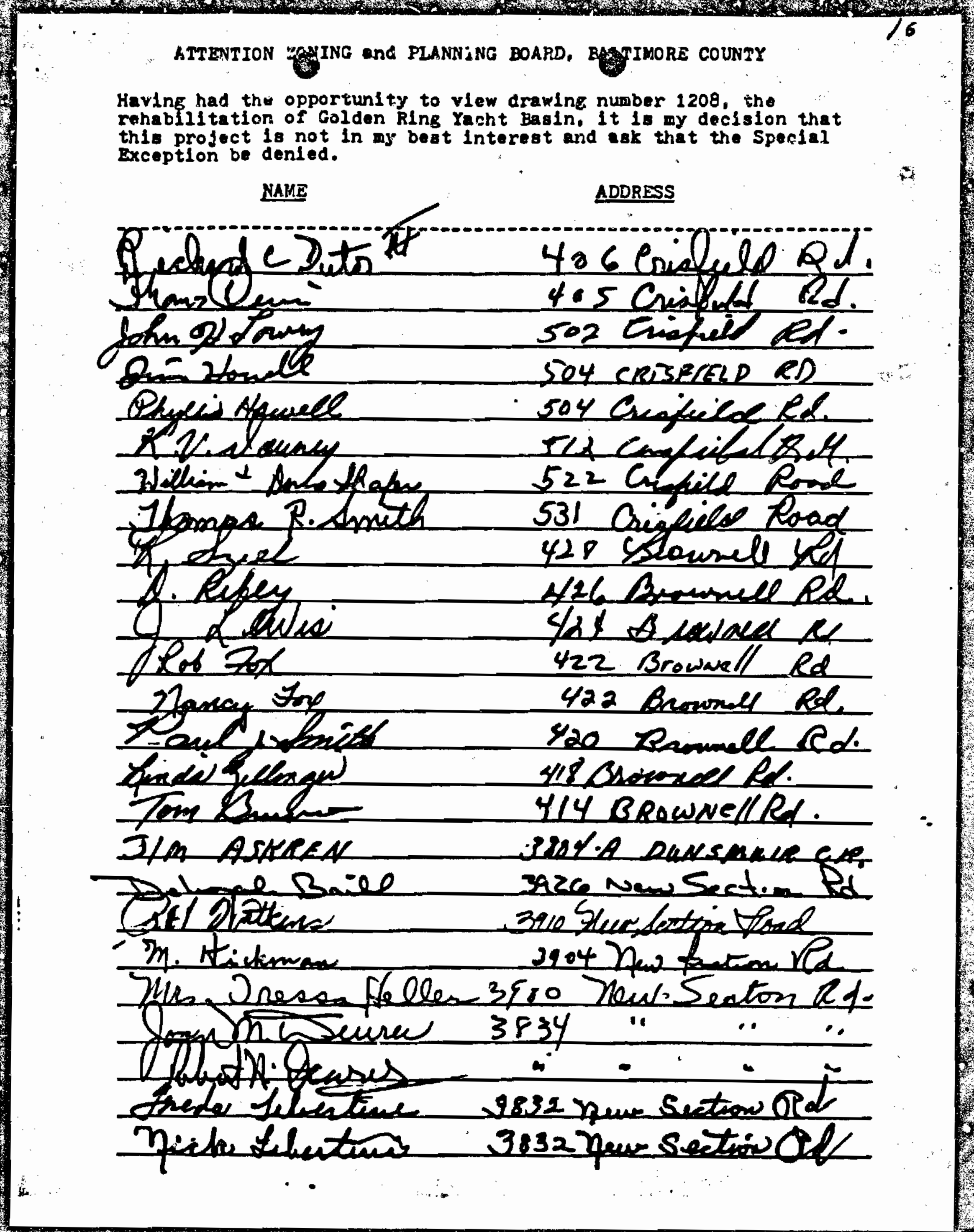


14

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
George Lightman	3837 Bayville Rd.
[illegible] Lightman	3837 Bayville Rd.
John E. Dively	3843 Bayville Rd.
Stephen Ukulika	2 CLOUDY COVE CT.
Karen L. Cordell	5 Cloudy Cove Ct.
Wayne Hawks	525 Nollmeyer Rd.
Abbie Hawks	525 Nollmeyer Rd.
Art Gardner	521 Nollmeyer Rd.
Carla Wozniak	513 Nollmeyer Rd
Joe Wozniak	513 Nollmeyer Rd
Tony Cui	511 Nollmeyer Rd
Lue Teu Cui	511 Nollmeyer Rd.
Patricia Brandner	503 Nollmeyer Rd
Charles Brandner	503 Nollmeyer Rd.
Elaine Watters	501 Nollmeyer Rd.
C. A. Watters	501 Nollmeyer Rd.
[illegible]	429 Nollmeyer Rd.
Cheryl Davis	439 Nollmeyer Rd.
Donna Wolfe	427 Nollmeyer Rd.
George Weber	425 Nollmeyer Rd.
Frank R & Clarke	423 Nollmeyer Rd.
Marjorie Bowers	421 Nollmeyer Rd
R. D. Leta	414 Carroll Is Rd
Deborah Ozeto	SAME " "
Richard Kontak	406 Nollmeyer

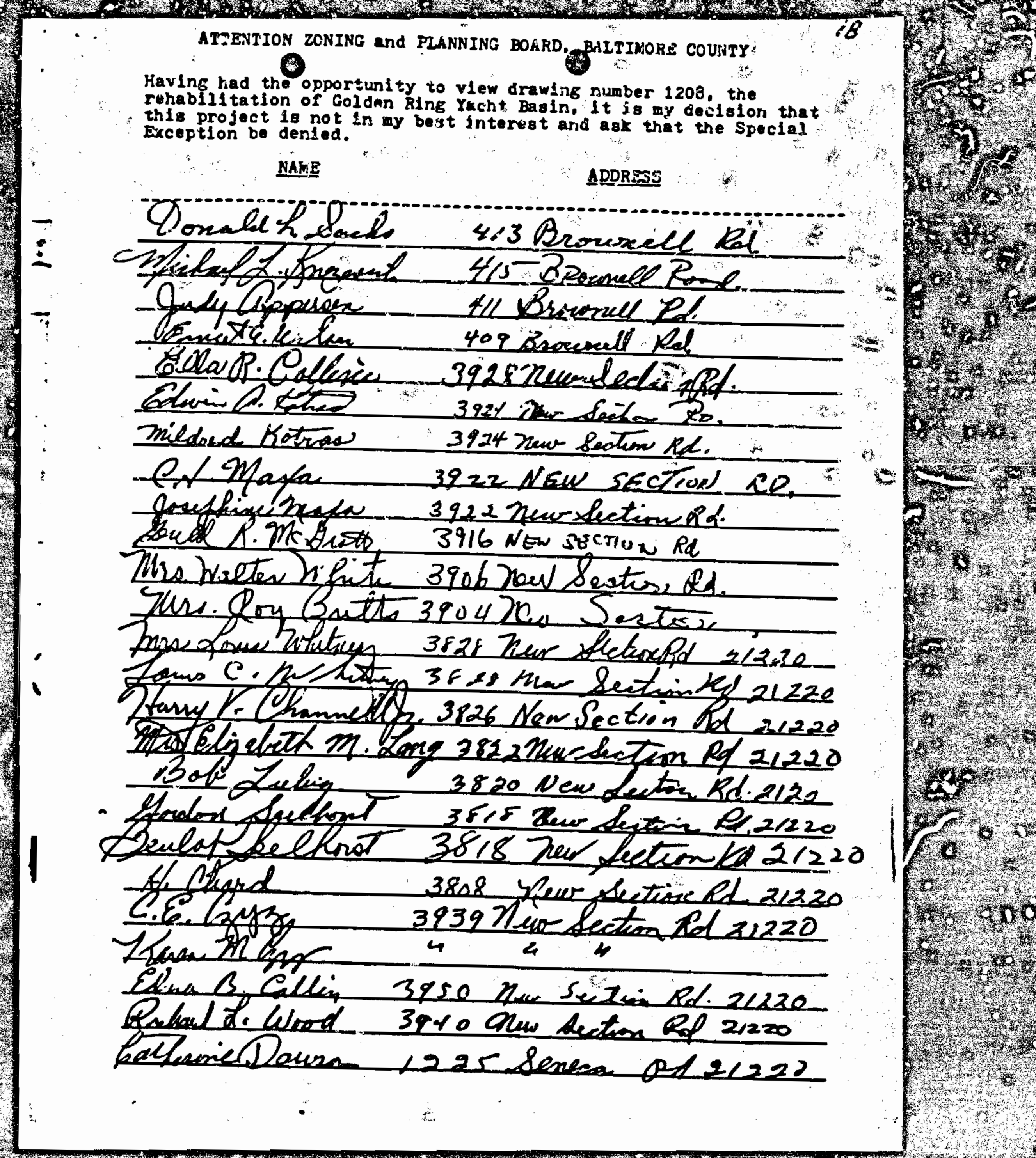


16

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Richard C Duto III	406 Crisfield Rd.
Thomas Dunn	405 Crisfield Rd.
John W. Lowry	502 Crisfield Rd.
Jim Howell	504 CRISFIELD RD
Phyllis Howell	504 Crisfield Rd.
K. V. Lowery	512 Crisfield Rd.
William & Doris Shaper	522 Crisfield Road
Thomas R. Smith	531 Crisfield Road
R. [illegible]	428 Brownell Rd
J. Ripley	426 Brownell Rd.
J. L. Davis	424 Brownell Rd
Rob Fox	422 Brownell Rd
Nancy Fox	422 Brownell Rd.
Paul J. Smith	420 Brownell Rd.
Linda Gillespie	418 Brownell Rd.
Tom [illegible]	414 BROWNELL Rd.
JIM ASKREN	3804-A DUNSMUIR CIR.
Deborah Baill	3926 New Section Rd
Carl Watkins	3910 New Section Road
M. Hickman	3904 New Section Rd
Mrs. Inessa Heller	3930 New Section Rd.
John M. Geurin	3834 " " "
Robert N. [illegible]	" " "
Freda Silvestrone	3832 New Section Rd
Nicko Silvestrone	3832 New Section Rd

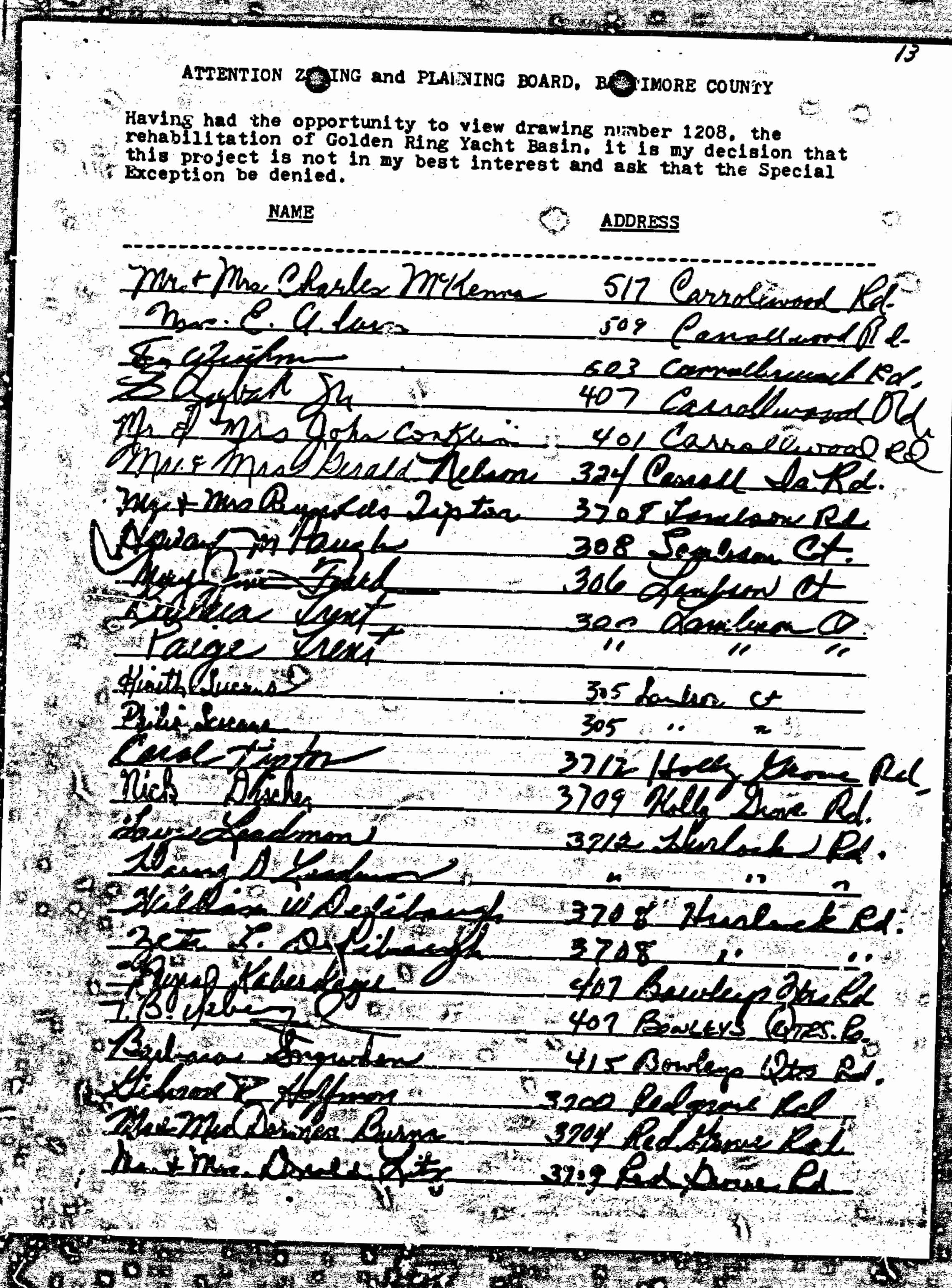


18

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Donald L. Sachs	413 Brownell Rd
Michael L. [illegible]	415 Brownell Road
Judy Apperson	411 Brownell Rd.
Ernest E. [illegible]	409 Brownell Rd.
Ella R. Collessi	3928 New Section Rd.
Edwin A. Kotras	3924 New Section Rd.
Mildred Kotras	3924 New Section Rd.
C. A. Mafa	3922 NEW SECTION RD.
Josephine Mafa	3922 New Section Rd.
[illegible] R. McGrath	3916 NEW SECTION Rd
Mrs Walter White	3906 New Section Rd.
Mrs. Roy Britts	3904 New Section
Mrs Louis Whitney	3828 New Section Rd 21220
Louis C. Whitney	3828 New Section Rd 21220
Harry V. Channell Jr.	3826 New Section Rd 21220
Mrs Elizabeth M. Long	3822 New Section Rd 21220
Bob Luling	3820 New Section Rd. 21220
Gordon Seelhorst	3818 New Section Rd. 21220
Beulah Seelhorst	3818 New Section Rd 21220
H. Chard	3808 New Section Rd. 21220
C. E. Cuzzy	3939 New Section Rd 21220
Karen M. [illegible]	" " "
Edna B. Collins	3950 New Section Rd. 21220
Richard L. Wood	3940 New Section Rd 21220
Catherine Dawson	1225 Seneca Rd 21220

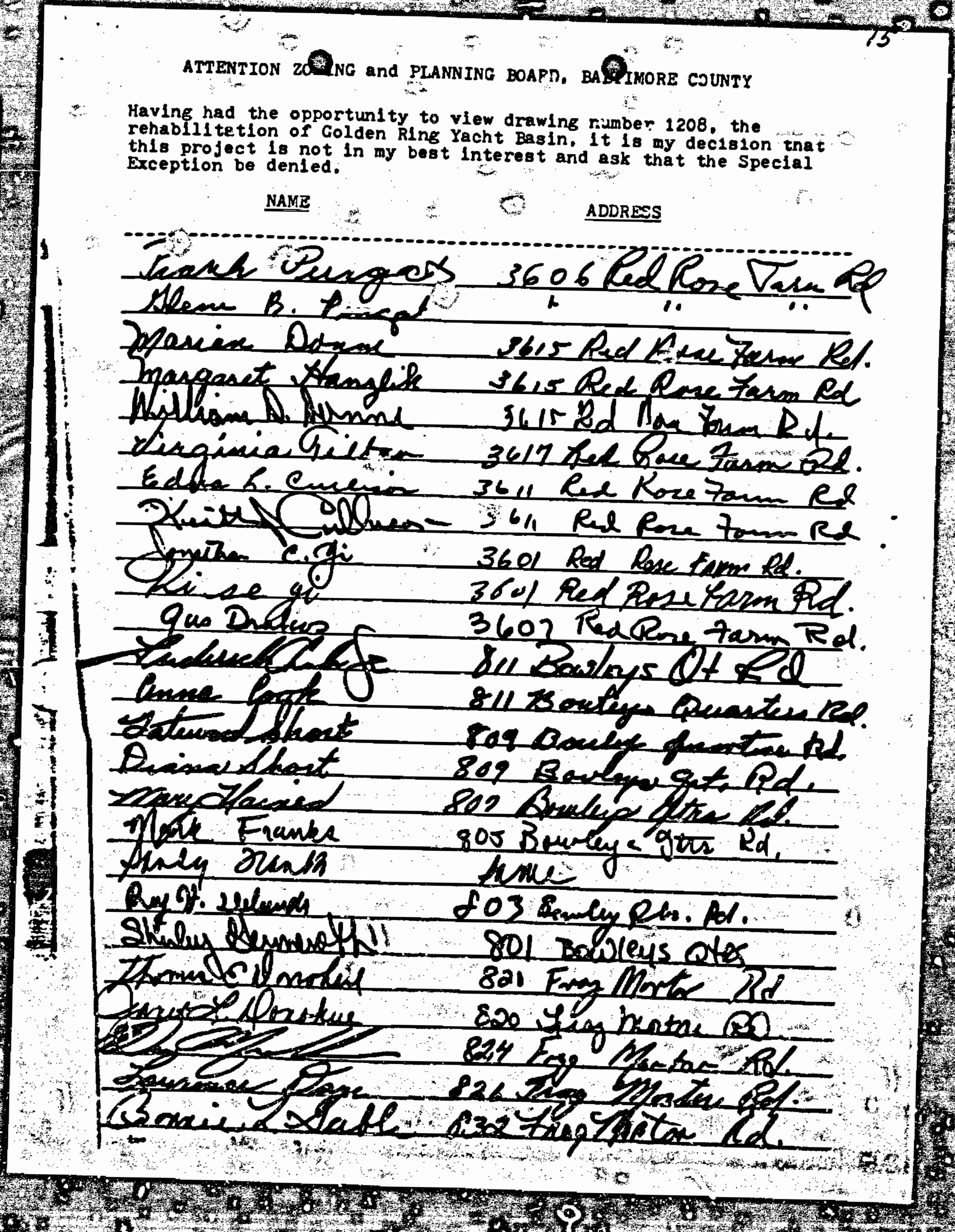


13

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Mr + Mrs Charles McKenna	517 Carrollwood Rd.
Mrs. E. A. [illegible]	509 Carrollwood Rd.
[illegible]	603 Carrollwood Rd.
[illegible] Jr	407 Carrollwood Rd.
Mr & Mrs John Conklin	401 Carrollwood Rd
Mr & Mrs Gerald Nelson	324 Carroll Is. Rd.
Mr + Mrs Reynolds Tipton	3708 Lambson Rd
Howard M. Haugh	308 Lambson Ct.
Mary Ann Field	306 Lambson Ct
[illegible] Trent	300 Lambson Ct
Paige Trent	" " "
Keith Sucrus	305 Lambson Ct
Philip Sucrus	305 " "
Carol Tipton	3712 Holly Grove Rd
Nick Blucher	3709 Holly Grove Rd.
Louise Leadmon	3712 Hurlock Rd.
Harry A. Leadmon	" " "
William W. Defibaugh	3708 Hurlock Rd.
Zeta L. Defibaugh	3708 " "
[illegible]	407 Bowleys Qtrs Rd
T. B. Nebery	407 BOWLEYS QTRS. Rd.
Barbara Engerdan	415 Bowleys Qtrs Rd.
Gilbert R. Hoffman	3700 Red Grove Rd
Mr + Mrs Dermer Burns	3704 Red Grove Rd.
Mr + Mrs Donald Fitz	3709 Red Grove Rd

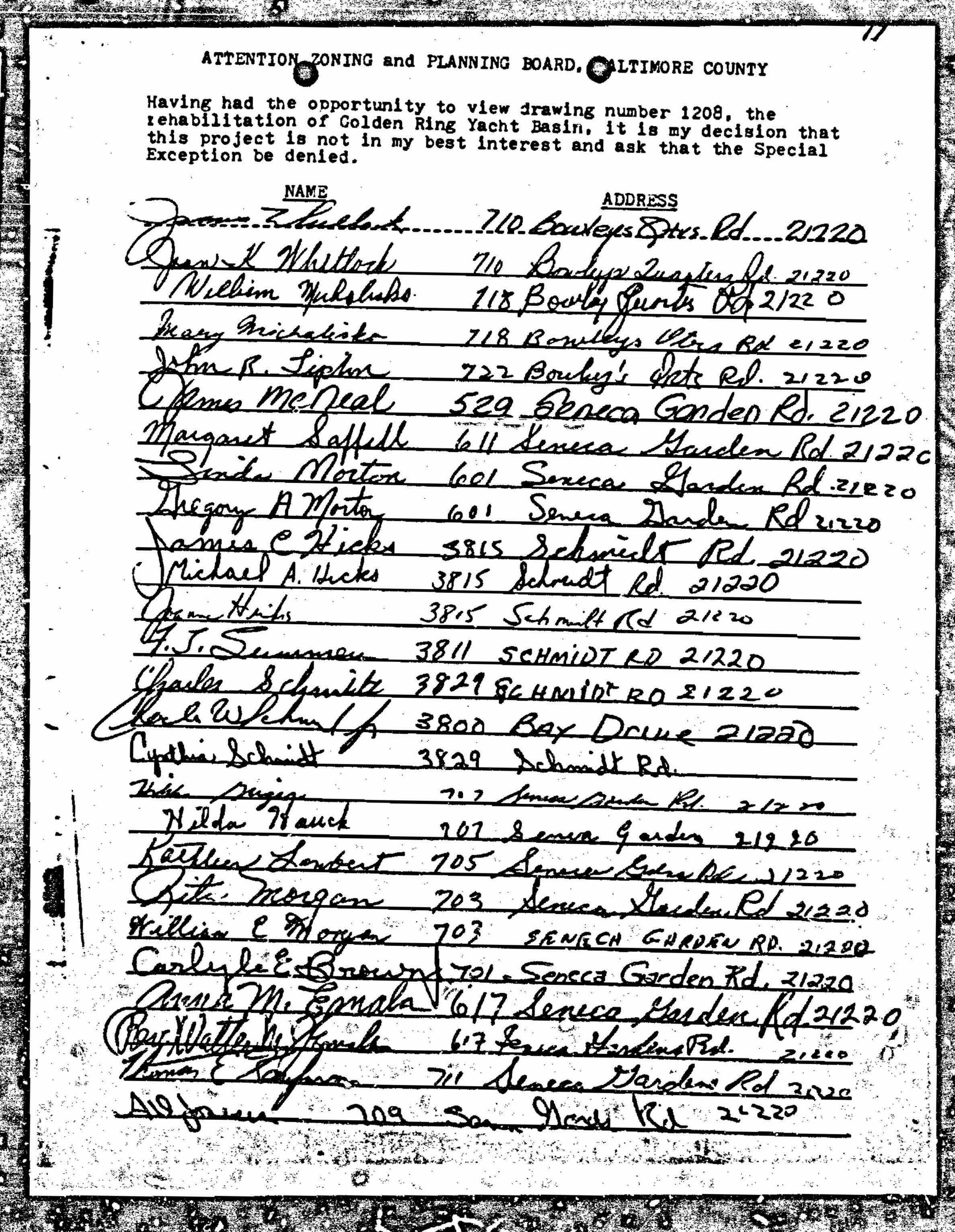


15

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Frank Purgat	3606 Red Rose Farm Rd
Glenn B. Purgat	" " "
Marian Doane	3615 Red Rose Farm Rd.
Margaret Hanzlik	3615 Red Rose Farm Rd
William D. Doane	3615 Red Rose Farm Rd.
Virginia Gilbert	3617 Red Rose Farm Rd.
Edna L. Curcio	3611 Red Rose Farm Rd
Keith J. Cullison	3611 Red Rose Farm Rd
Jonathan C. Ji	3601 Red Rose Farm Rd.
Kise Ji	3601 Red Rose Farm Rd
Gus Drakos	3607 Red Rose Farm Rd.
Frederick [illegible] Jr	811 Bowleys Qt Rd
Anne Cook	811 Bowleys Quarters Rd.
Gatewood Short	809 Bowleys Quarters Rd.
Diana Short	809 Bowleys Qts Rd.
Mary Hansel	807 Bowleys Qtrs Rd.
Mark Franke	805 Bowleys Qtrs Rd.
Andy Franke	SAME
Roy F. Edwards	803 Bowleys Qtrs. Rd.
Shirley Dennehoff	801 BOWLEYS QTRS
Thomas E. Donohue	821 Frog Mortar Rd
Joyce L. Donohue	820 Frog Mortar RD
[illegible]	824 Frog Mortar Rd.
Lawrence Page	826 Frog Mortar Rd.
Bonnie L. Stahl	832 Frog Mortar Rd.

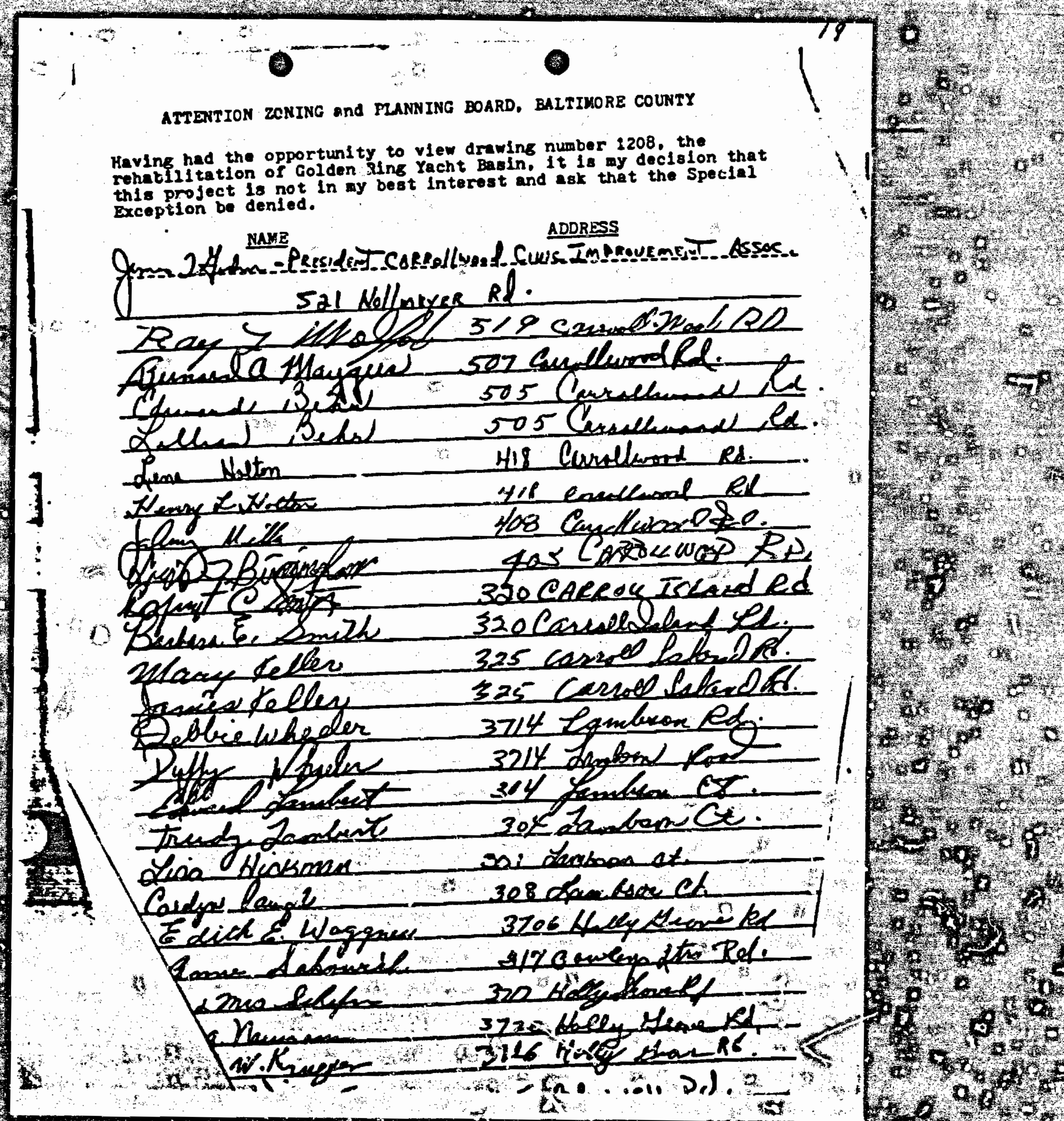


17

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
James E. Whitlock	710 Bowleys Qtrs. Rd. 21220
Joan K. Whitlock	710 Bowleys Quarters Rd. 21220
William Michalisko	718 Bowleys Quarters Rd 21220
Mary Michalisko	718 Bowleys Qtrs Rd 21220
John R. Lipton	722 Bowley's Qtrs Rd. 21220
James McNeal	529 Seneca Garden Rd. 21220
Margaret Saffell	611 Seneca Garden Rd 21220
Linda Morton	601 Seneca Garden Rd. 21220
Gregory A Morton	601 Seneca Garden Rd 21220
James C Hicks	3815 Schmidt Rd. 21220
Michael A. Hicks	3815 Schmidt Rd. 21220
Joan Hicks	3815 Schmidt Rd 21220
G. T. Summers	3811 SCHMIDT RD 21220
Charles Schmitz	3829 SCHMIDT RD 21220
Charles W. Schmitz Jr	3800 BAY DRIVE 21220
Cynthia Schmidt	3829 Schmidt Rd.
[illegible]	707 Seneca Garden Rd. 21220
Hilda Hauck	707 Seneca Garden 21220
Kathleen Lambert	705 Seneca Gardens Rd. 21220
Rita Morgan	703 Seneca Garden Rd 21220
William E Morgan	703 SENECA GARDEN RD. 21220
Carlyle E. Brown	701 Seneca Garden Rd. 21220
Anna M. Emala	617 Seneca Garden Rd 21220
Rev Walter M. Emala	617 Seneca Gardens Rd. 21220
Thomas E. [illegible]	711 Seneca Gardens Rd 21220
Al Jones	709 Seneca Garden Rd 21220



19

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
James I. [illegible] - PRESIDENT CARROLLWOOD CIVIC IMPROVEMENT ASSOC.	521 NOLLMEYER Rd.
Ray J. [illegible]	519 Carrollwood RD
Bernard A. Mangus	507 Carrollwood Rd.
Edmund Behl	505 Carrollwood Rd
Lillian Behl	505 Carrollwood Rd.
Lena Holton	418 Carrollwood Rd.
Henry L. Holton	418 Carrollwood Rd
John Mills	408 Carrollwood Rd.
[illegible] Birmingham	403 CARROLLWOOD RD.
Robert C. Smith	320 CARROLL ISLAND Rd
Barbara E. Smith	320 Carroll Island Rd.
Mary Keller	325 Carroll Island Rd.
James Keller	325 Carroll Island Rd.
Debbie Wheeler	3714 Lambson Rd.
Duffy Wheeler	3714 Lambson Road
Edward Lambert	304 Lambson Ct.
Trudy Lambert	304 Lambson Ct.
Lisa Hickman	301 Lambson Ct.
Carolyn Lange	308 Lambson Ct.
Edith E. Waggner	3706 Holly Grove Rd
[illegible] Sabourish	317 Bowleys Qtrs Rd.
Mrs Schafer	3720 Holly Grove Rd
Newman	3722 Holly Grove Rd.
W. Krueger	3716 Holly Grove Rd.
	[illegible]

20

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
L Joyce Tennyson	6 Cloudy Cove Rd
Andee J Tennyson	6 Cloudy Cove Ct
Linda Caldwell	529 Nollmeyer Rd.
Duane Holle	524 Nollmeyer Rd.
Lillian Indeck	510 Nollmeyer Rd.
Mr and Mrs John Martin	506 Nollmeyer Rd
Mr. & Mrs. George R. Martin	506 Nollmeyer Rd.
Mrs Kathy Sheely	424 Nollmeyer Rd.
Mrs Pat Hoffman	420 Nollmeyer Rd.
Mr Jan A Minto	416 Nollmeyer Rd
Sharon L. McMillion	412 Nollmeyer Rd.
John McMillion	412 Nollmeyer Rd.
Judy McMillion	412 Nollmeyer Rd.
Margaret Meyers	404 NOLLMEYER Rd
Geraldine Ciccoli	404 Nollmeyer Rd.
Mr & Mrs Jasper	408 Crisfield Rd.
William K. Wilhelm	500 Crisfield Rd
Carolyn Wilhelm	500 Crisfield Rd
Norma Sheazer	514 Crisfield Rd.
Carroll Eitel	516 Crisfield Rd.
Linda Bledsoe	520 Crisfield Rd.
Charles Johnson	524 Crisfield Rd.
Walter Cillum	527 Crisfield Rd
Merl Stone	417 Brownell Rd
Gene Stone	417 Brownell Rd

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ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Speci

Exception be denied.

NAME	ADDRESS
Charles Pearson	3710 Hurlock Rd.
Diane Pearson	3710 Hurlock Rd.
[illegible] C. Oliver	3707 Hurlock Rd.
Betty J Oliver	3707 Hurlock Rd.
William A. Callison	405 Bowleys Qtrs. Rd.
Mary Marsh	411 Bowleys Qts Rd
Janice a Dorsch	411 Bowleys Qts Rd
Rosina Lightner	411 Bowleys Qts. Rd
Sam Marsh	411 Bowley Qts Rd
Levita J. Di Pietro	3705 Red Grove Rd.
John M Clut	3717 Red Grove Rd
Alpha J. Davis Jr	3719 Red Grove Rd.
Pamela E. Davis	"
Helena P. Schaefer	3721 Red Grove Rd
Jerome D. Schaefer	3721 Red Grove Rd
Joseph Janfaske	3723 Red Grove Rd.
Edward Bede	505 CARROLLWOOD RD.
John Blotkamp	3803 Bayville Rd.
Gloria Ann Baile	3805 Bayville Rd.
Merle H Bud	" "
Charles Fay	3813 Bayville Rd
[illegible] Caddle	3823 Bayville Rd
Jane Caddle	3823 Bayville Rd.
Kay Miles	3827 Bayville Rd.
Beatrice B. Miles	3827 Bayville Rd

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ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Ted C Jones	729 Seneca Garden Rd
Robert Schmidt	715 Seneca Gds Rd
Gene Schmidt	715 Seneca Gds Rd.
Emma Schwarz	719 Seneca Gardens Rd
Henry R Schwarz	719 Seneca Garden Rd
Earl J Wilkins	725 Seneca Garden Rd.
Maria M. Wood	727 Seneca Gardens Rd
David V. Bolling	3831 Schmidt Rd.
Jo Anne Bolling	3831 Schmidt Rd.
[illegible] Novak	708 NOLLMEYER RD
Amelia Novak	708 Nollmeyer Rd.
Emilie Hosna	710 Nollmeyer Rd
Frank Hosna Sr.	710 NollmeYER Rd.
Emilie Bochenek	710 Nollmeyer Rd
Casimir Bochenek	710 Nollmeyer Rd.
Judy Schmidt	714 Nollmeyer Rd. 21220
Angela Danzak	717 Nollmeyer Rd 21220
Anna Danze	718 Nollmeyer Rd 21220
Joseph M Roseler	722 Nollmeyer Rd 21220
Henry H Sprungfeld	726 Nollmeyer Rd 21220
Stanley J. Tayford	728 NOLLMEYER RD 21220
Antoinette M Snyder	730 Nollmeyer Rd 21220
Walter D. Stahl	804 Lockhardt Rd. 21220
Stanley Frank	1126 Susquehanna AVE 21220

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ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Roger K. Shackelford	602 Oakdean Rd 21220
Eleanor M Shackelford	602 Oakdean Rd.
[illegible]	3500 GLENWOOD 21220
[illegible]	3510 GLENWOOD 21220
Hilda E Carey	3503 Glenwood 21220
Shirley Calvert	3503 Glenwood 21220
Alfred H Tafflin	3506 Glenwood Rd. 21220
Lemuel M Howard	600 Oakdean Rd 21220
Phyllis Bosse	3520 Glendwood Rd 21220
Linda Gaden	3520 Glendwood Rd 21220
Julia Kokajda	3522 Glenwood RD 21220
Troy Conrad	3301 Edwards Lane 21220
Louis Conrad	3301 Edwards Lane 21220
James P Goodwin	564 Oak Rd 21220
Eleanor Goodwin	564 Oak Rd 21220

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ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Steve Grouvel	3718 Holly Grove Rd.
Helen S. Phelps	3717 Hurlock Rd.
Charles E. Leader	3713 Hurlock Rd.
William Matthew Gardner	401 Bowleys Qtrs Rd
Diane M. Gardner	6 Congressional Ct.
Pat Gardner	401 Bowleys Qtrs. Rd
Bruce Kakenugel Jr	407 Bowleys Qtrs RD
Patsy Kreppel	3815 Bayville Rd
Erma Fischer	423 Carrollwood Rd.
Fred Fischer	410 Bowleys Qtrs Rd
Kay Mack	3702 Red Grove Rd
Pat Caldwell	3711 Red Grove Rd
Bernard Caldwell	3711 Red Grove Rd
Don + Carol Horucka	3712 Red Grove Rd
G. Lambert	3724 Red Grove Rd
Ward Kupper	3725 Red Grove Rd.
Mr & Mrs Wm Hartman	3729 Red Grove Rd
Richard R. Garrett	3804 Bayville Rd
Ruth Hettling	3807 Bayville Rd.
Robert K. Day	3819 Bayville Rd.
Norma J. Day	3819 Bayville Road
Ruth M Day	3819 Bayville Rd.
R. Proffitt	3829 "
Jim Goins	3839 Bayville Rd
Jack Lord	607 Nollmeyer Rd

23

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
JAMES BILTZ	3716 RED GROVE RD.
Ruth Ann Grinkle	3720 Red Grove Rd
Mark B Myers	3727 Red Grove Rd
A.J. Welch	3802 Bayville Rd
Nancy Bradbury	3806 Bayville RD
Marie Karlonis	3814 Bayville Rd.
Irene Pearson	3818 Bayville RD.
Claudia + Bill Pyle	3822 BAYVILLE Rd.
Mr & Mrs R G White	3831 Bayville Rd.
John Pelyon	3633 Bayville Rd
Beverly Bohze	605 Nollmeyer Rd
Walt Dunlap	2 CLOUDY COVE Ct.
Penny Scofield	528 Nollmeyer Rd Balto Md
James Price	518 NOLLMEYER RD
Arline Mascatti	514 Nollmeyer Rd.
Deborah Wheeler	508 Nollmeyer Rd.
Marie L Blahn	504 NOLLMEYER Rd.
Donna Lucas	502 Nollmeyer Rd
Elizabeth L. Nichols	430 Nollmeyer Rd
Sheila Claxton	422 Nollmeyer Rd
Donald Claxton	422 Nollmeyer Rd.
Mary Ann Kelley	414 Nollmeyer Rd.
Margaret Kozelka	410 Nollmeyer Rd.
John A Russ	410 CRISFIELD RD
Helen Suter	406 Crisfield Rd.

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ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Ronald C Colman	525 Carrollwood Rd
Joann Ferguson	501 Carrollwood Rd.
Robert Ferguson	501 Carrollwood Rd.
Jewell Fertig	414 Carrollwood Rd
J Wayne Kipp	410 Carrollwood Rd.
Joyce Kipp	410 Carrollwood Rd.
Mary Norris	411 Carrollwood Rd.
Richard Norris	411 Carrollwood Rd.
Theresa Parr	403 Carrollwood Rd.
Kathy Zlotsky	403 Carrollwood Rd.
Steve Zlotsky	403 Carrollwood Rd.
John C Kamardy	318 CARROLLWOOD RD
Norden Wills	3705 LAMBSON ROAD
Jeffrey Hoffman	3703 Lambson Rd.
Josephine M Ackerman	3701 Lambson Rd.
Mrs Wm Parkurst	3712 Lambson Rd.
Ronald E Cloud	307 Lambson Rd.
Kim Cloud	307 Lambson Ct.
Kelly Brenner	3708 Holly Grove Rd.
Wm Hockaday	3702 Holly Grove Rd.
George J. Ashby	3703 Holly Grove Rd.
Emma Wilhelm	3715 Holly Grove Rd
Calvin Clavell	7326 Choptank Ave Balto Md 2124
Annette D Janowicz	3718 Holly Grove Rd.
June Katch	406 Nollmeyer Rd

27

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Mary E. Spence	3504 Glenwood Rd 21220 (1)
William Spence	3504 Glenwood Rd 21220 (1)
Edwin Hunsicker	3502 Glenwood Rd. 21220
Christine Hunsicker	3502 Glenwood Rd 21220
Bernard A. Backert	3501 Glenwood RD.
Anne Backert	3501 Glenwood Rd 21220
Marlyn J. Shanahan	3505 Glenwood Rd 21220
Bronson B. Shanahan	3505 Glenwood Rd 21220
Timothy J. Shanahan	3505 Glenwood Rd 21220
Michael P. Shanahan	3505 Glenwood Rd 21220
Bronson Shanahan Jr.	3505 Glenwood Rd 21220
Eleanor L. Martin	3505 Glenwood Rd. 21220
Richard L. Schmidt	3507 Glenwood Rd 21220
Miriam L. Schmidt	3507 Glenwood Road 21220
Dorothy Hulman	3515 Glenwood Rd.
Joseph Hulman	3515 Glenwood Rd
Mildred Walker	3519 Glenwood Rd
John Walker	3519 Glenwood Rd
Joe E. Trent	3521 Glenwood Rd
Frances Trent	3521 Glenwood Rd
Lena Walsh	3531 Glenwood Rd.
Jos E. Biddison Jr	3527 Glenwood Road.
Rosemary Goodman	3528 Glenwood Rd.
Troy Goodman	3526 Glenwood Rd
Matthew Kokajda Sr.	3522 Glenwood Rd.

28

ATTENTION ZONING and PLANNING BOARD, BALTIMORE COUNTY

Having had the opportunity to view drawing number 1208, the rehabilitation of Golden Ring Yacht Basin, it is my decision that this project is not in my best interest and ask that the Special Exception be denied.

NAME	ADDRESS
Mrs. Edward [illegible]	3520 Glenwood Rd
Mr. Edward [illegible]	3520 Glenwood Rd.
Karen Curley	3516 Glenwood Rd
Wade Swan	3516 Glenwood Rd
Stephany Huber	3514 Glenwood Rd.
[illegible] Huber	3514 Glenwood Rd.
Mary Hill	3512 Glenwood Rd.
Larry Hill	3512 Glenwood Rd.
Todd Antiporovich	3510 Glenwood Rd.
[illegible] Antiporovich	3510 Glenwood Rd.
Ann Langham	3508 Glenwood Rd
[illegible] Langham	3508 Glenwood RD
[illegible]	3500 Glenwood Rd
[illegible] Willrecker	3500 A GLENWOOD Rd
[illegible]	Bowley's Quarters Rd Lot A
[illegible]	Bowley's Quarters Rd [illegible]
[illegible]	Bowleys Quarters Rd. Lot B
[illegible] Willrecker	3500 A Glenwood Rd.
[illegible]	1219 Elsing Rd 21221
[illegible]	Bowley Quarters Rd Lot B
Eileen Volkert	612 Oakdean Rd.
Howard Webster	612 Oakdean Rd
[illegible] Pfeiffer	604 Oakdean Rd.
Albert Pfeiffer	604 Oakdean Rd.
Lisa Pfeiffer	604 Oakdean Rd.

BOWLEY'S QUARTERS IMPROVEMENT ASSN., Inc.
1124 BOWLEY'S QUARTERS ROAD
BALTIMORE, MARYLAND 21220
Telephone: 335-9802

Frog Mortar Creek is one of the outstanding recreational boating areas in Baltimore, County, not only for the citizens of surrounding communities, but also for an influx of commuting boats who enjoy the excellent sandy beaches and off shore mooring available along the Eastern Bank of Martin State Airport.

This river is a major dailey weekday ski run for skiers who have preferred this area for more than 35 years. While water skiing is not permitted on Saturdays, Sundays, or holidays, due to a six knot speed limit already assessed to this area due to excessive boat congestion, the newer sports of small boat sailing and windsurfing have enjoyed phenomenal growth in the Frog Mortar area primarily due to the location of the Sailing School of Baltimore, which provides instructions,supervision and equipment rental to the young people enjoying this sport.

It makes no sense what-so-ever to saturate any river with mooring facilities to a point that the safety and enjoyablity of fishing, swimming, skiing, and recreational boating are lost to all.

This delicate balance between the need for mooring facilities and the recreational value of this river is now being threatened by the simultaneous request for major marina expansion by both Long Beach Marina and Golden Ring Yacht Basin.

Since our communities had hoped that the proliferation of marinas would end when our rivers natural shoreline had exhausted potential marina sites, we find the concept of Golden Ring Yacht Basin's excavated inland marina most offensive.

We are submitting to this board a map showing the exact locations of six existing marinas along Frog Mortar Creek, photographs of each to give some indications of size, along with photographs showing extensive recreational boating activities in the circled area shown on this map.These photographs clearly show, not only boat congestion, but instances where both the safety of boaters and windsurfers are in jeopardy.

Prot Exh 1

BOWLEY'S QUARTERS IMPROVEMENT ASSN., Inc.
1124 BOWLEY'S QUARTERS ROAD
BALTIMORE, MARYLAND 21220
Telephone: 335-9802

Golden Ring Yacht Basin Special Exception, Community Opposition

Introduction:

In considering our community opposition to this special exception, we ask this Board to recognize that the limited natural shoreline at this site, has restricted its growth to approximately 57 boat slips, a size in harmony with the surrounding neighborhood and the geographical limitations of the river.

Should the developer be granted his request, he would initially excavate 3 acres, ¼ of the total fastland involved. This massive excavation, along with the extensive dredging, will create a 200 slip marina, a size no longer compatible with the surrounding neighborhood or the physical constraints of Frog Mortar Creek.

We suggest that this concept is not in keeping with the spirit of the special exception process and raises the question as to whether it was the intent of the County Counsel to have land given a special exception, to then be excavated, clearly any resulting adverse affects would require careful examination.

The developers water traffic study (submitted) will document 70 windsurfing trips through this area.

One of these pictures, number four, has been selected to show that because of the natural sandbar on the eastern bank of Frog Mortar Creek, that half the width of this river in not navigable to deep skeg power boats or sailboats of even moderate size. We submit these photographs in an attempt to have this zoning board recognize:

1. That boating activity and marina development in this area have reached a saturation point and that tremendeous recreational value of this river would be impaired by the Proliferation of new marina facilities.
2. That Baltimore County government must now assume a responsibility to safeguard the recreational use of our rivers for fishing, swimming, water skiing and boaters, and not allow our rivers to simply become passageways from commercial marina facilities to the open waters of the Chesapeake Bay.

Our duty here today is to persuade this board, that while portions of the exception sought maybe a valid land use, at an appropriate site, that the total inappropriateness of this particular site should nullify that privilege or right. That the granting of a special exception would be detrimental to the riparian rights and general welfare of the surrounding neighborhood, and is not conducive to safe boating, and infringes upon existing recreational use of Frog Mortar Creek, and will contribute to further degradation of water quality in the area.

The consideration of the appropriatness of a site by the zoning board becomes most important when we consider the comments of Mr. Gerber, in a letter written for the purpose of explaining the C R G process to our community. Mr. Gerber responded as follows:

> "It is essential to understand(and it is widely misunderstood) that the County staff is obligated to approach the C R G process in a spirit of reasonable co-operation to assist the developer in modifing his proposal so that it will achieve compliance"

This statement makes it apparent, that since neither the County nor the developer has the ability to modify location or the

geographical limitations surrounding that location, that the issue of appropriate marina siting has not been addressed in the C R G process and must be considered in this special exception hearing.

The physical constraints of this river to accommodate this proposed project are best stated in a letter from Mr. Larry Ducket, Dept. of State Planning, dated March 27, 1986 to Mr. Jablon, Zoning Commissioner, just prior to a previously scheduled and then postponed zoning hearing on this matter.

> "State Planning is opposed to the requested special exception. The Department is very concerned about water quality issues and about the inconsistency of the project with the State"s Chesapeake Bay initiatives.
>
> Frog Mortar Creek already contains 930 boat slips. The proposed Golden Ring Yacht Basin, along with the expansion sought by the Everings in a seperate special exception application will result in nearly 1294 boat slips in Frog Mortar Creek; this creek, alone, would then contain over 25 percent of all slips in the Middle River basin.
>
> The project site is at the upper reaches of Frog Mortar Creek, where the water depth is shallow, the channel narrow, and the existing physical capacity of the river to hold additional boats is very limited. In fact, there is absolutely no room for additional slips, thus the applicant proposes to create additional shoreline and water area through significant alterations of the existing land-water edge.
>
> The creation of boat basins may be acceptable if marina activity is properly sited (e.g., area of good flushing action, adequate channel depth and width, good existing water quality, and absence of congestion) and if the boat basin is needed to provide a sheltered harbor or for other compelling reasons. But the creation of a boat basin at a very poor location (e.g., marginal, or worse, flushing action; narrow channel; inadequate depth; poor water quality; and congestion) is ill-conceived. Such a proposal is not compatible with the State's Chesapeake Bay programs that are aimed at improving water quality and habitat of the Bay.
>
> The attached memorandum from the Department of Health and Mental Hygiene attests to the existing degraded water quality in Frog Mortar Creek. The memorandum makes an

> important point in noting that "it is doubtful that the assimilative capacity of this Creek can support the proposed expansion" at Golden Ring Yacht Basin.
>
> The physical constraints of the Creek and its natural ability to assimilate pollution are currently so overburdened that the requested special exception should not be approved".

At the time these comments were made, the number of slips proposed was 296, subsequently reduced to 276 and then to 200. It is equally important to note,that as the number of boat slips decreased, the land based development increased dramatically to include; twelve two story residential townhouses, with the first floor of each to be leased as a repair, supply, or other marine related business.

When the marina project was downgraded from 296 slips to 276 slips, the following note appeared on the site plan:

CONSTRUCTION PHASING

> "The construction of the new slips is anticipated to be completed in three phases. Each phase is projected to be accomplished during an annual construction season"

If we delete the 56 existing slips from the 276 slip proposal, it would have resulted in the remaining 220 slips being phased in at the rate of 73 slips per year.

Mr. Ian Forrest, Director of the Bureau of Enviornmental Services, responded with the following comment:

> " The schedule for phasing of construction must be related to the assimilated capacity of Frog Mortar Creek".

Mr. Gerber's office responded with remarks prepared by Audry Thayer:

> "The purpose of phase in construction should be to allow an increase in the number of slips, if and when, water quality in Frog Mortar Creek improves to a point of meeting Class I standards".

Today, however, this Board is being asked to approve and initial expansion of 144 slips, without any improvement in water quality or assimilated capacity.

In a memorandum from Mr. Eichbaum to Mr. Larry Ducket, Mr. Eichbaum raises the following question as to whether this is a proper location for such a facility, noting that:

> "Enviornmental Protection Agency siting guidelines, and a State Department of Natural Resources siting publication, clearly argue against the proposed expansion at this location, at this point in time".

We have obtained and submit to this Board, a copy of the E.P.A. siting criteria, which includes a map illustrating desirable and undesirable marina sites. Attached is a small map of Frog Mortar Creek, the simularity of the tributaries is amazing, and the Golden Ring Yacht Basin is clearly portrayed to be the undesirable marina. The undesirable characteristics specified include:

1. Low tidal range or flow and low flushing rate, such as dead end channels or the upper reaches of tidal creeks.
2. In a location with poor water quality or marginal meeting State water quality standards.
3. Shallow water with inadequate water requiring extensive dredging.

The question of whether or not this proposed marina complies with that criteria is certainly resolved by the Critical Area Review comments, dated August 22, 1986:

> "The site in question is certainly not an ideal one for marina placement. It is located in the constricted and shallow headwaters of Frog Motar Creek, which will require initial and repeated dredging. It is not expected that the flushing rate in the creek will be substantially altered by the new marina, thus, it may exacerbate the existing problems of degraded water quality (Frog Mortar Creek does not meet Class I water quality standards). The placement of such an intensely used facility at this site, therefore, is not ideal".

In the developers envioenmental impact study, the effects of dredging are minimized , stating simply "there is a small area to be dredged between the removal of fastland and the channel along the northern end of the site. Data confirming water depths were then submitted by Mr. Thaler's office to the Health Department confirming that no sink would exist."

Critical area review drafted by Audry Thayer disagreed:

> " Water depths in the Creek are considerable more shallow then shown, the resulting depth discrepances means that more extensive dredging then previously planned will be necessary, thereby creating sink conditions in the upper portions of Frog Mortar Creek. Creation of a sink is unacceptable".

Solely for the purpose of correcting this unacceptable condition, the applicant now "anticipates dredging downstream to the vicinity of Maryland Marina, a 20 foot channel approximately 1600 feet in length requiring the removal of an average ½ foot of silt."

To undertake extensive dredging to create a boat basin at this very poor location, with marginal or worse flushing action, narrow channel, inadequate depth,poor water quality and congestion, and said to be ill conceived,for the purpose of adding more boats to a river with its assimilated compacity already overburdened, will have an adverse affect above and beyond those inherently associated with such a special exception request.

Public swimming permits have been suspended in Frog Mortar Creek, this water body is in violation of water quality standards for fecal coliforms. The Critical Area Technical Findings state specifically:

> " That several reports indicate that marina facilities can, in fact, significantly contribute to fecal coliform levels".

We ask this Board to recognize that, this proposed expansion, in such close proximity with the Edwards Marina, will result in a concentration of 450 boats, in the narrowest portion of the creek, directly in front of the residential homes and piers located along Stevens Lane and Hughes Shore Road.

The intensity of boating activity will result in localized increases in noise, traffic, and water pollution, and would be inharmonious with the character of neighboring properties.

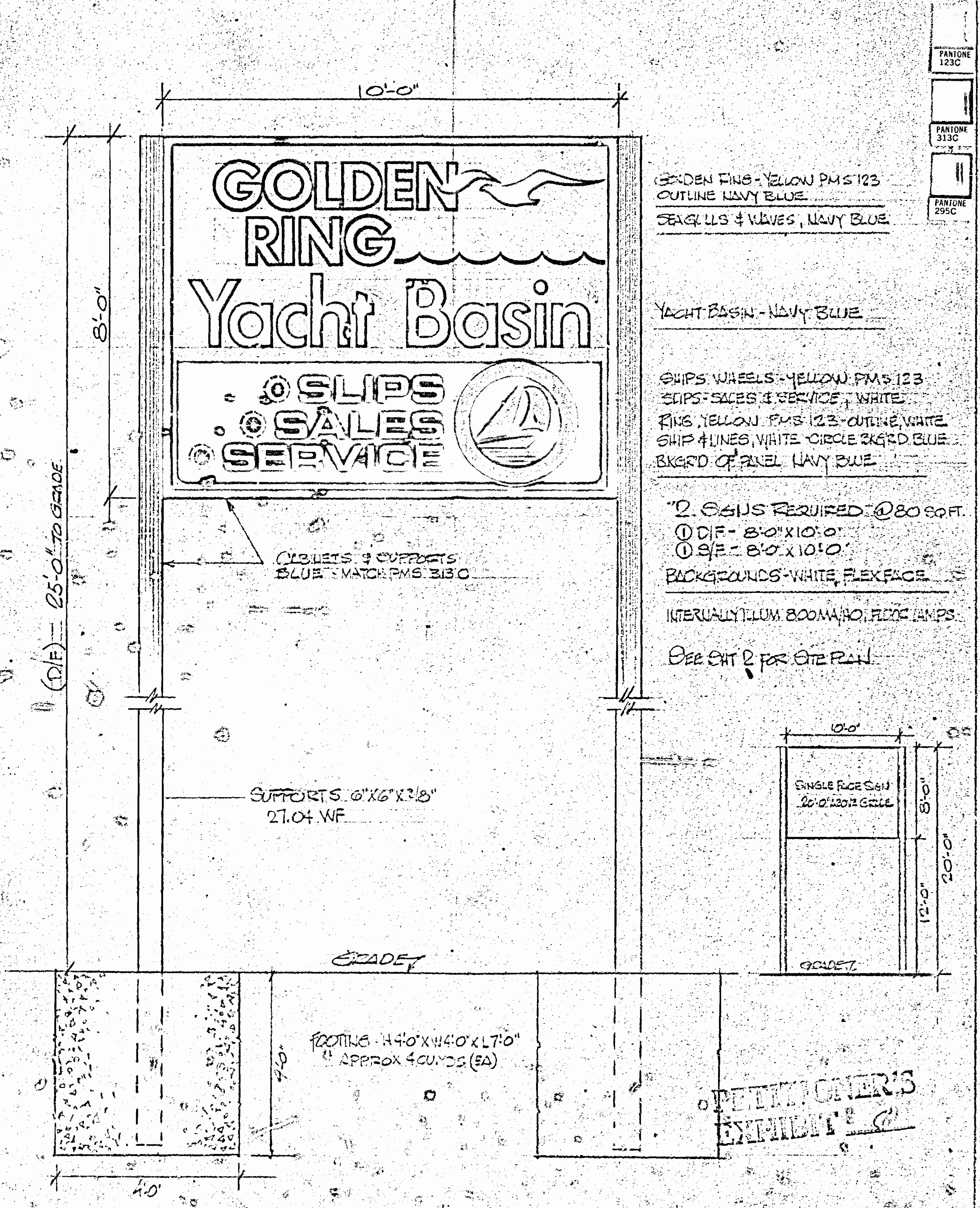
There is a preponderance of evidence, both pictorial and documented, that this river is congested with degraded water quality and does not have the ability to assimilate additional boating slips. To aggravate these existing conditions would be detrimental to the health, safety and general welfare of recreational boaters, existing slip holders, and to the surrounding neighborhood.

DESIGNED FOR: GOLDEN RING YACHT BASIN

DATE: 11-19-85 NO: [illegible]3760 SCALE: [illegible]

sheet no. 1 of 2

REPRODUCTION IN WHOLE OR PART PROHIBITED WITHOUT EXPRESS PERMISSION OF TRIANGLE SIGN AND SERVICE


PANTONE 123C
PANTONE 313C
PANTONE 295C
10'-0"
8'-0"
(D/F) 25'-0" TO GRADE
GOLDEN RING
Yacht Basin
SLIPS
SALES
SERVICE
CABINETS & SUPPORTS BLUE - MATCH PMS 313 C
SUPPORTS 6"X6"X3/8" 27.04 WF
GRADE
FOOTING - H 4'0" X W 4'0" X L 7'0"
APPROX 4 CU.YDS (EA)
4'0"
4'0"
10'-0"
SINGLE FACE SIGN 20'-0" TO GRADE
8'-0"
12'-0"
20'-0"
GRADE

GOLDEN RING - YELLOW PMS 123
OUTLINE NAVY BLUE

SEAGULLS & WAVES, NAVY BLUE

YACHT BASIN - NAVY BLUE

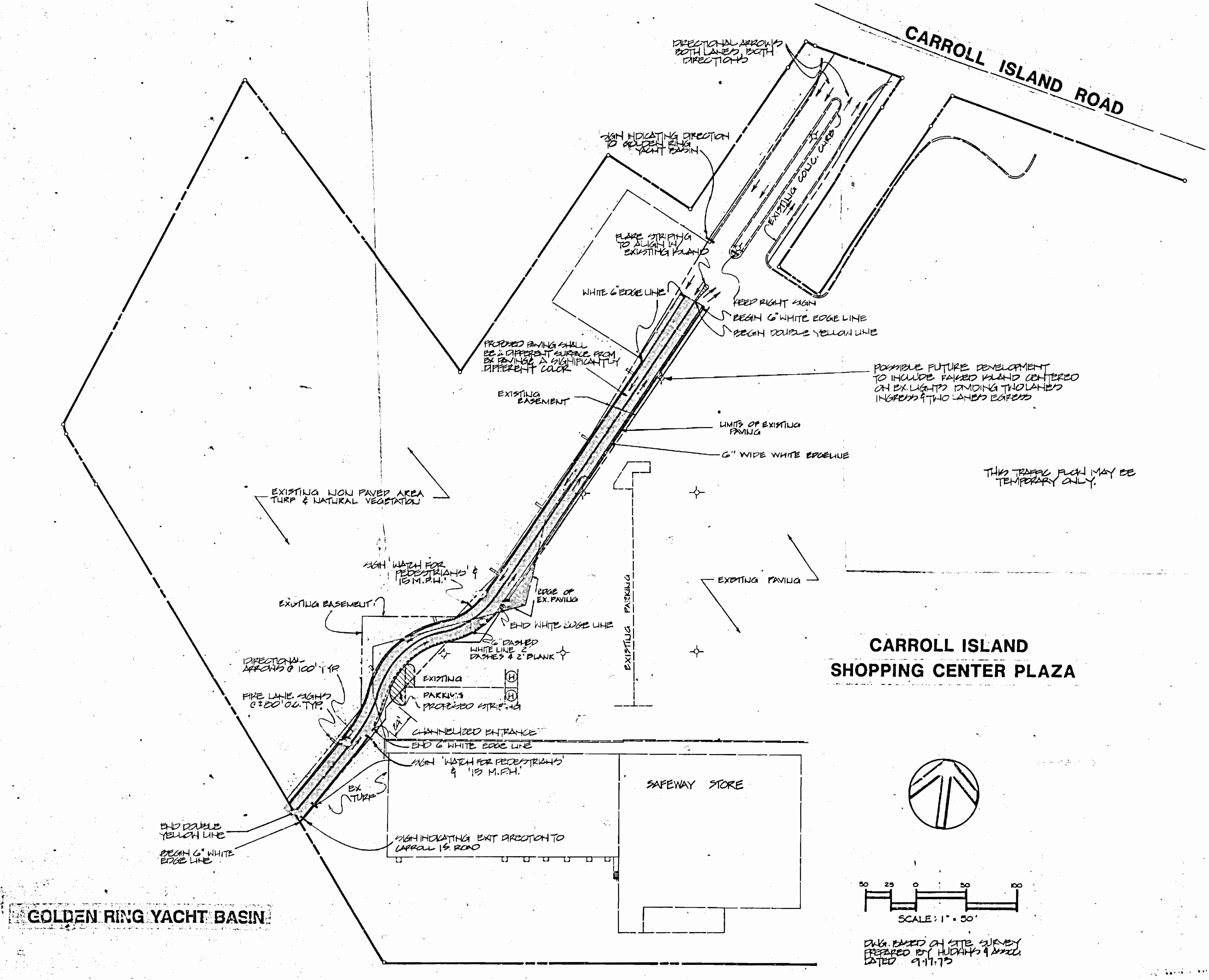
SHIPS WHEELS - YELLOW PMS 123
SLIPS - SALES & SERVICE, WHITE
RING, YELLOW PMS 123 - OUTLINE, WHITE
SHIP & LINES, WHITE - CIRCLE BKGRD BLUE
BKGRD OF PANEL NAVY BLUE

"2 SIGNS REQUIRED @ 80 SQ FT.
① D/F - 8'0" X 10'0"
① S/F - 8'0" X 10'0"
BACKGROUNDS - WHITE, FLEXFACE

INTERNALLY ILLUM. 800 MA/HO FLOOR LAMPS

SEE SHT 2 FOR SITE PLAN

PETITIONER'S EXHIBIT 6


CARROLL ISLAND ROAD
DIRECTIONAL ARROWS BOTH LANES, BOTH DIRECTIONS
SIGN INDICATING DIRECTION TO GOLDEN RING YACHT BASIN
EXISTING CONC. CURB
FLARE STRIPING TO ALIGN W/ EXISTING ISLAND
WHITE 6" EDGE LINE
KEEP RIGHT SIGN
BEGIN 6" WHITE EDGE LINE
BEGIN DOUBLE YELLOW LINE
PROPOSED PAVING SHALL BE A DIFFERENT SURFACE FROM EX PAVING & A SIGNIFICANTLY DIFFERENT COLOR
EXISTING EASEMENT
POSSIBLE FUTURE DEVELOPMENT TO INCLUDE RAISED ISLAND CENTERED ON EX. LIGHTS DIVIDING TWO LANES INGRESS & TWO LANES EGRESS
LIMITS OF EXISTING PAVING
6" WIDE WHITE EDGELINE
THIS TRAFFIC FLOW MAY BE TEMPORARY ONLY.
EXISTING NON PAVED AREA TURF & NATURAL VEGETATION
SIGN 'WATCH FOR PEDESTRIANS' & '15 M.P.H.'
EDGE OF EX. PAVING
EXISTING EASEMENT
END WHITE EDGE LINE
6" DASHED WHITE LINE 2' DASHES & 2' BLANK
EXISTING PARKING
EXISTING PAVING
DIRECTIONAL ARROWS @ 100' TYP.
FIRE LANE SIGNS @ ±80' O.C. TYP.
EXISTING
PARKING
PROPOSED STRIPING
24'
CHANNELIZED ENTRANCE
END 6" WHITE EDGE LINE
SIGN 'WATCH FOR PEDESTRIANS' & '15 M.P.H.'
EX TURF
SAFEWAY STORE
CARROLL ISLAND SHOPPING CENTER PLAZA
END DOUBLE YELLOW LINE
BEGIN 6" WHITE EDGE LINE
SIGN INDICATING EXIT DIRECTION TO CARROLL IS. ROAD
GOLDEN RING YACHT BASIN
50 25 0 50 100
SCALE: 1" = 50'

DWG. BASED ON SITE SURVEY PREPARED BY HUDAHS & ASSOC. DATED 9.17.73

EXHIBIT 4

LEGEND

———	EDGE EX. PAVING
— — —	EX. EASEMENT
░	TURF
⌖	EX. LIGHT
Ⓗ	HANDICAP PARKING
▭	PROPOSED PAVING
↑ ↓	DIRECTIONAL ARROWS
▯ ▮	SIGNAGE
‖	DOUBLE YELLOW LINE, SINGLE 6" WIDE WHITE EDGE LINE
▨	PAINTED ISLAND STRIPED FOR NO PARKING

D.S. THALER & ASSOC. INC.

11 WARREN ROAD
BALTO. MD. 21208
(301) 484-4100

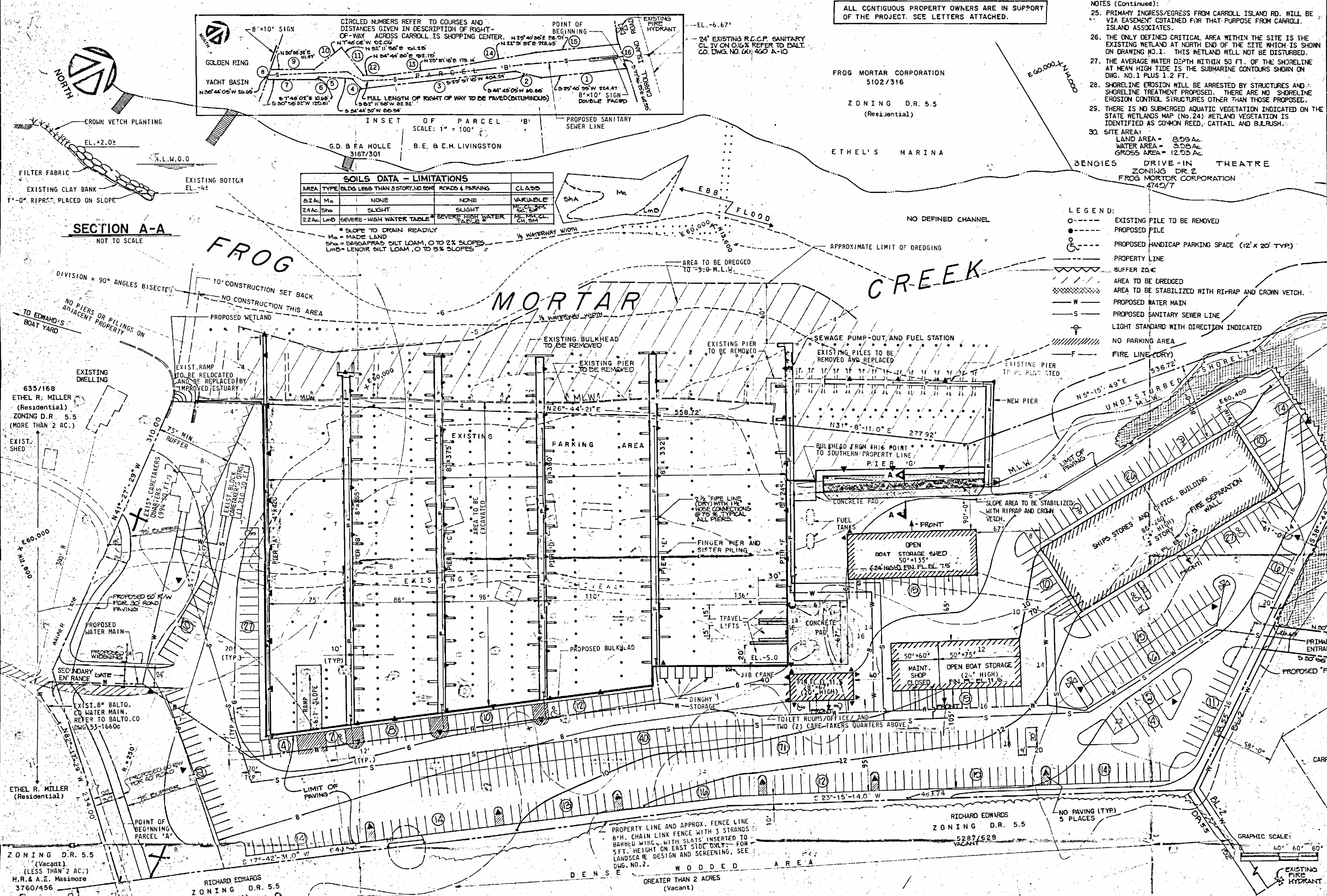
DEVELOPER/APPLICANT/OWNER

GOLDEN RING YACHT BASIN, INC.
C/O MR. FRANK LAMPRON, PRESIDENT
1755 HILLTOP AVENUE
ESSEX, MD 21221
(301) 687-6149

THE REHABILITATION OF THE GOLDEN RING YACHT BASIN

5th ELECTION DISTRICT — MIDDLE RIVER, MD.
SCALE: 1-50' — JAN 14, 1986
CRG No.____ PLANNING No.____
SHEET 3 OF 3

ALL CONTIGUOUS PROPERTY OWNERS ARE IN SUPPORT OF THE PROJECT. SEE LETTERS ATTACHED.


INSET OF PARCEL 'B'
SCALE: 1" = 100'
CIRCLED NUMBERS REFER TO COURSES AND DISTANCES GIVEN IN DESCRIPTION OF RIGHT-OF-WAY ACROSS CARROLL IS. SHOPPING CENTER.
POINT OF BEGINNING
EXISTING FIRE HYDRANT
GOLDEN RING YACHT BASIN
8'×10' SIGN
FULL LENGTH OF RIGHT OF WAY TO BE PAVED (BITUMINOUS)
8'×10' SIGN DOUBLE FACED
PROPOSED SANITARY SEWER LINE
CARROLL ISLAND ROAD
24" EXISTING R.C.C.P. SANITARY CL. IV ON 0.16% REFER TO BALT. CO. DWG. NO. 61-460 A-10
EL.-6.67'
NORTH
SECTION A-A
NOT TO SCALE
CROWN VETCH PLANTING
EL.+2.0±
A.L.W.0.0
FILTER FABRIC
EXISTING CLAY BANK
1'-0" RIPRAP PLACED ON SLOPE
EXISTING BOTTOM EL.-4±
G.D. & F.A HOLLE 3167/301
B.E. & E.H. LIVINGSTON
FROG MORTAR CORPORATION 5102/316
ZONING D.R. 5.5 (Residential)
ETHEL'S MARINA
BENGIES DRIVE-IN THEATRE
ZONING DR. 2
FROG MORTOR CORPORATION
4749/7
FROG MORTAR CREEK
EBB
FLOOD
NO DEFINED CHANNEL
APPROXIMATE LIMIT OF DREDGING
AREA TO BE DREDGED TO -5.0 M.L.W.
1/3 WATERWAY WIDTH
DIVISION = 90° ANGLES BISECTED
NO PIERS OR PILINGS ON ADJACENT PROPERTY
10' CONSTRUCTION SET BACK
NO CONSTRUCTION THIS AREA
PROPOSED WETLAND
TO EDWARD'S BOAT YARD
EXISTING DWELLING
635/168 ETHEL R. MILLER (Residential) ZONING D.R. 5.5 (MORE THAN 2 AC.)
EXIST. SHED
EXIST. RAMP TO BE RELOCATED AND BE REPLACED BY IMPROVED ESTUARY
75' MIN. BUFFER
EXIST. CARETAKERS QUARTERS
EXIST. BLOCK
EXISTING BULKHEAD TO BE REMOVED
EXISTING PIER TO BE REMOVED
SEWAGE PUMP-OUT AND FUEL STATION
EXISTING PILES TO BE REMOVED AND REPLACED
EXISTING PIER TO BE RELOCATED
NEW PIER
EXISTING PARKING AREA
N26°-44'-21"E 558.72'
N31°-8'-11.0"E 277.92'
BULKHEAD FROM THIS POINT TO SOUTHERN PROPERTY LINE
PIER 'G'
CONCRETE PAD
SLOPE AREA TO BE STABILIZED WITH RIPRAP AND CROWN VETCH.
FUEL TANKS
FRONT
OPEN BOAT STORAGE SHED 50'×135' (24' HIGH) FIN. FL. EL. 7.5
2 1/2" FIRE LINE (DRY) WITH 1 1/2" HOSE CONNECTIONS @ 75' TYPICAL ALL PIERS
FINGER PIER AND SISTER PILING
AREA TO BE EXCAVATED
PIER 'A' PIER 'B' PIER 'C' PIER 'D' PIER 'E' PIER 'F'
TRAVEL LIFTS
CONCRETE PAD
EL.-5.0
JIB CRANE
PROPOSED BULKHEAD
DINGHY STORAGE
TOILET ROOMS/OFFICE/ AND TWO (2) CARE-TAKERS QUARTERS ABOVE
MAINT. SHOP CLOSED 50'×60'
OPEN BOAT STORAGE 50'×75' (24' HIGH)
SHIPS STORES AND OFFICE BUILDING 80'×140' (2 STORY)
FIRE SEPARATION WALL
EXISTING WETLAND
EXISTING WOODED AREA TO REMAIN.
UNDISTURBED SHORELINE
N5°-15'-49"E 536.72'
M.L.W.
LIMIT OF PAVING
CARROLL IS. ASSOCIATES (Vacant)
S38°-44'-12"E 608.85'
FEE SIMPLE PAVED R.O.W. (SEE INSET ABOVE) DEED REFERENCE E.H.K. JR. 59278
8'×10' SIGN SINGLE FACED
PROPOSED SANITARY SEWER SERVICE LINE
PARCEL 'B'
PRIMARY ENTRANCE
TO EASTERN AVENUE VIA CARROLL ISLAND ROAD
PROPOSED FIRE LINE
END OF USE
CARROLL IS. ASSOCIATES ZONING B.L. 2 6232/299
CARROLL ISLAND SHOPPING CENTER
PROPOSED 50' R/W FOR 30' ROAD PAVING
PROPOSED WATER MAIN
PROPOSED WIDENING
SECONDARY ENTRANCE
GATE
EXIST. 8" BALTO. CO WATER MAIN. REFER TO BALTO. CO DWG. 53-1660c
PROPOSED 60' R/W FOR 40' ROAD
ETHEL R. MILLER (Residential)
POINT OF BEGINNING PARCEL 'A'
S 23°-15'-14.0" W 463.74
S 7°-42'-31.0" W 641.54
RICHARD EDWARDS ZONING D.R. 5.5 5287/628 VACANT
NO PAVING (TYP) 5 PLACES
PROPERTY LINE AND APPROX. FENCE LINE 8'H. CHAIN LINK FENCE WITH 3 STRANDS BARBED WIRE, WITH SLATS INSERTED TO 5 FT. HEIGHT ON EAST SIDE ONLY. FOR LANDSCAPE DESIGN AND SCREENING, SEE DWG. NO. 2.
DENSE WOODED AREA GREATER THAN 2 ACRES (Vacant)
ZONING D.R. 5.5 (Vacant) (LESS THAN 2 AC.) H.R. & A.E. Masimore 3760/456
RICHARD EDWARDS ZONING D.R. 5.5 (Vacant) (GREATER THAN 2 AC.)
EDWARDS LANE (40' R.O.W.)
1,100' TO BOWLEY'S QUARTER RD.
EXISTING FIRE HYDRANT
8" DURABLE AND DUSTLESS POROUS PAVING, TYPICAL
TYP. PAVING SECTION
NOT TO SCALE
GRAPHIC SCALE: 0 40' 60' 80'
EXISTING FIRE HYDRANT

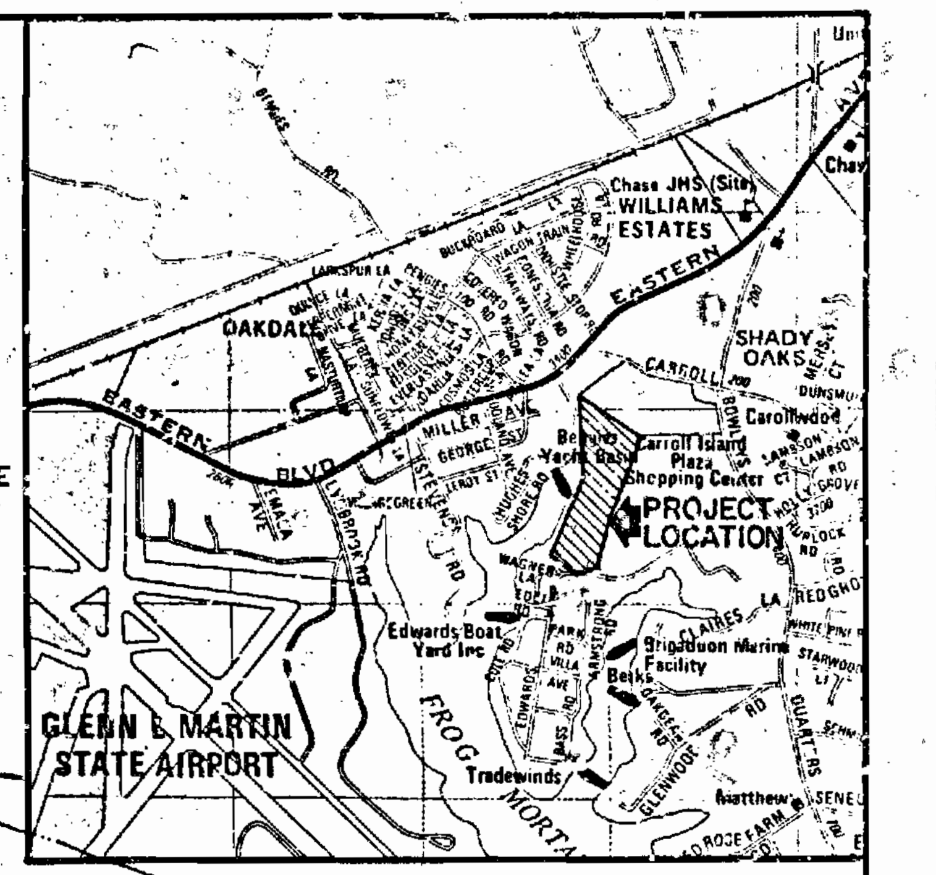
SOILS DATA – LIMITATIONS

AREA	TYPE	BLDG. LESS THAN 3 STORY, NO. BSMT	ROADS & PARKING	CLASS
8.2 Ac.	Ma	NONE	NONE	VARIABLE
2.4 Ac.	Sha	SLIGHT	SLIGHT	ML, CL, SM, SC, SP
2.2 Ac.	LmB	SEVERE - HIGH WATER TABLE*	SEVERE HIGH WATER TABLE*	ML, MH, CL, CH, SM

* SLOPE TO DRAIN READILY
Ma = MADE LAND
Sha = SASSAFRAS SILT LOAM, 0 TO 2% SLOPES
LmB = LENOIR SILT LOAM, 0 TO 5% SLOPES

NOTES (Continued):

25. PRIMARY INGRESS/EGRESS FROM CARROLL ISLAND RD. WILL BE VIA EASEMENT OBTAINED FOR THAT PURPOSE FROM CARROLL ISLAND ASSOCIATES.
26. THE ONLY DEFINED CRITICAL AREA WITHIN THE SITE IS THE EXISTING WETLAND AT NORTH END OF THE SITE WHICH IS SHOWN ON DRAWING NO.1. THIS WETLAND WILL NOT BE DISTURBED.
27. THE AVERAGE WATER DEPTH WITHIN 50 FT. OF THE SHORELINE AT MEAN HIGH TIDE IS THE SUBMARINE CONTOURS SHOWN ON DWG. NO.1 PLUS 1.2 FT.
28. SHORELINE EROSION WILL BE ARRESTED BY STRUCTURES AND SHORELINE TREATMENT PROPOSED. THERE ARE NO SHORELINE EROSION CONTROL STRUCTURES OTHER THAN THOSE PROPOSED.
29. THERE IS NO SUBMERGED AQUATIC VEGETATION INDICATED ON THE STATE WETLANDS MAP (No.24) WETLAND VEGETATION IS IDENTIFIED AS COMMON REED, CATTAIL AND BULRUSH.
30. SITE AREA:
    LAND AREA = 8.95 Ac.
    WATER AREA = 3.98 Ac.
    GROSS AREA = 12.93 Ac.


PROJECT LOCATION
GLENN L. MARTIN STATE AIRPORT
EASTERN BLVD
OAKDALE
SHADY OAKS
FROG MORTAR
Chase JHS
WILLIAMS ESTATES
Edwards Boat Yard Inc
Tradewinds

VICINITY MAP
SCALE: 1"=2000'

LEGEND:

○-----	EXISTING PILE TO BE REMOVED
●-----	PROPOSED PILE
♿----	PROPOSED HANDICAP PARKING SPACE (12' x 20' TYP.)
—-—-—	PROPERTY LINE
▽▽▽▽▽	BUFFER ZONE
/ / / /	AREA TO BE DREDGED
▨	AREA TO BE STABILIZED WITH RIPRAP AND CROWN VETCH.
—W—	PROPOSED WATER MAIN
—S—	PROPOSED SANITARY SEWER LINE
⊕	LIGHT STANDARD WITH DIRECTION INDICATED
//////	NO PARKING AREA
—F—	FIRE LINE (DRY)

NOTE: COORDINATES AND BEARING SHOWN ARE BASED ON BALTIMORE COUNTY COORDINATE SYSTEM.

GENERAL NOTES:

1. EXISTING USE - BOAT YARD
2. PROPOSED USE - BOAT YARD
3. EXISTING ZONING - D.R. 5.5
4. PROPOSED ZONING - BOAT YARD BY SPECIAL EXCEPTION.
5. PROPOSED CHANGE - EXPANSION OF MOORING FACILITIES, ADDITION OF STORES, OFFICE AND BOAT STORAGE SHEDS
6. PARKING SPACES TO DOUBLE AS DRY STORAGE AREA.
7. PARKING REQUIREMENTS:

SPACE	AREA	PARKING SPACES REQUIRED	PARKING SPACES PROVIDED
SHOP AND OFFICE	1ST FL. 10,200 (÷200) 2ND FL. 10,200 (÷500) =	134	189
BOAT SLIPS	296	296	295
RESIDENCES (4)	4,000 SQ.FT.	4	4
TOTAL PARKING SPACES		434	458

8. WATER SERVICE TO BE TAKEN FROM EXISTING MAIN IN EDWARDS LANE. (8")
9. SEWER CONNECTION TO BE TO EXISTING SANITARY LINE IN CARROLL ISLAND RD. (24") VIA RIGHT-OF-WAY OBTAINED FROM CARROLL ISLAND ASSOCIATES.
10. NEW PIERS SHALL REMAIN WITHIN EXISTING PILE LINE OF PRESENT SLIPS IN FROG MORTAR CREEK.
11. PARKING LOT TO BE PAVED WITH POROUS PAVING. SEE DETAIL AT LEFT. EXISTING SITE PARKING AREA IS AN UNDEFINED AREA OF BARE EARTH.
12. ANCHORED RAILROAD TIES TO BE USED AS PARKING STOPS.
13. ESTIMATED AVERAGE DAILY TRIPS VIA CARROL IS. ROAD = 1.5 PER SLIP x 296 = 444 - (MOSTLY ON WEEKENDS)
14. ON-SITE NATURAL VEGETATION IN BUFFER AREAS SHOWN HEREON WILL BE REVIEWED BY THE PLANNING BOARD, THE ZONING COMMISSIONER, OR THE BOARD OF APPEALS, UPON COMPLETION OF IMPROVEMENTS TO DETERMINE COMPLIANCE WITH THE BALTIMORE COUNTY ZONING REGULATIONS, SECTIONS 1801.1.B.1.b.3.(b) AND 1801.1.B.1.b.5. IF ON-SITE NATURAL VEGETATION DOES NOT COMPLY WITH THE AFOREMENTIONED ZONING REGULATIONS, THE OWNERS AGREE TO ADD PLANT MATERIAL IN THE BUFFER AREAS SO AS TO COMPLY WITH THE SAID REGULATIONS. PLANTING WILL BE DONE WITHIN A REASONABLE TIME FOLLOWING WRITTEN NOTIFICATION, BUT NOT LATER THAN THE NEXT PLANTING SEASON FOLLOWING COMPLETION OF THE IMPROVEMENTS OR OCCUPANCY, WHICHEVER SHALL FIRST OCCUR.

    IF ON-SITE NATURAL VEGETATION IS DETERMINED TO BE IN COMPLIANCE WITH THE AFOREMENTIONED ZONING REGULATIONS THEN THE OWNERS AGREE TO REVISE THE SITE PLAN, WITHIN SIXTY DAYS, TO SHOW THE LOCATION WITH THIS AREA OF ALL EVERGREENS AND TREES OVER TWO INCHES IN DIAMETER.
15. ALL HABITABLE BUILDING FLOOR ELEVATIONS WILL BE ABOVE EL.10.4 (100 Yr. FLOOD LEVEL)
16. GEOGRAPHIC DATA:
    - ELECTION DISTRICT: ---- 15
    - COUNCILMANIC DISTRICT: -- 5
    - CENSUS TRACT: ------- 4518.02
    - WATERSHED: -------- 19
    - SUBSEWERSHED: ------ 10
    - SITE AREA: -------- 12.8 acres
    - DEED REFERENCE: -- EHK Jr. 6618/46,48
    - PROPERTY NO: 15-03-190120
      15-03-190121
17. RESIDENTIAL OPEN SPACE REQUIREMENTS WILL NOT BE OPERATIVE IF SPECIAL EXCEPTION IS GRANTED. OPEN SPACE PROVIDED IS 7.90 ACRE, OR 60% OF SITE. OPEN SPACE WILL BE MAINTAINED BY MARINA OWNERS.
18. STORM WATER MANAGEMENT EXEMPTION REQUESTED.
19. THE SITE CONTAINS NO HISTORIC STRUCTURES OR ARCHEOLOGICAL SITES.
20. CRITICAL AREAS ARE DEFINED TO BE THE UNDISTURBED SHORELINE AREA AT THE NORTH-END OF THE SITE.
21. THERE ARE NO KNOWN ENDANGERED SPECIES IN THE AREA.
22. THERE ARE NO HAZARDOUS WASTES ON SITE.
23. SITE LIGHTING WILL CONSIST OF HIGH PRESSURE SODIUM FIXTURES 600 WATT, EVERY 120 FT. IN PARKING AREA. (30 Ft. HIGH) FLOOD LIGHTS, 200 WATT WILL BE PROVIDED AT BUILDING EAVES. BULKHEADS AND PIERS WILL BE LIGHTED BY LOW PROFILE 60 WATT INCANDESCENT FIXTURES AT 50 FT. CENTERS. (4 Ft. HIGH)
24. BASIN EXCAVATION TO SLOPE FROM EL.-3.0 AT BULKHEAD TO EL.-5.0 AT 100 FT. FROM BULKHEAD AND CONTINUE AT EL.-5.0 TO LIMIT OF DREDGING (EXCEPT TO TRAVEL LIFTS WHERE EL.-0.0 WILL BE MAINTAINED).

(Notes continue at top of Drawing)

OLD #6
#185

Date	No	Revision Description
6-7-85		MLW & 1/3 WATERWAY WIDTH LINE

DEVELOPER/APPLICANT/OWNER:
GOLDEN RING YACHT BASIN, INC.
C/O MR. FRANK LAMPRON, PRESIDENT
1755 HILLTOP AVENUE
ESSEX, MARYLAND 21221 687-6149

THE REHABILITATION OF THE
GOLDEN RING YACHT BASIN

Civil Engineers • Site Planners
Surveyors
DST&A
D.S. Thaler & Assoc. Inc.
OFFICE COPY
11 WARREN ROAD • BALTIMORE, MARYLAND 21208 • (301) 484-4100

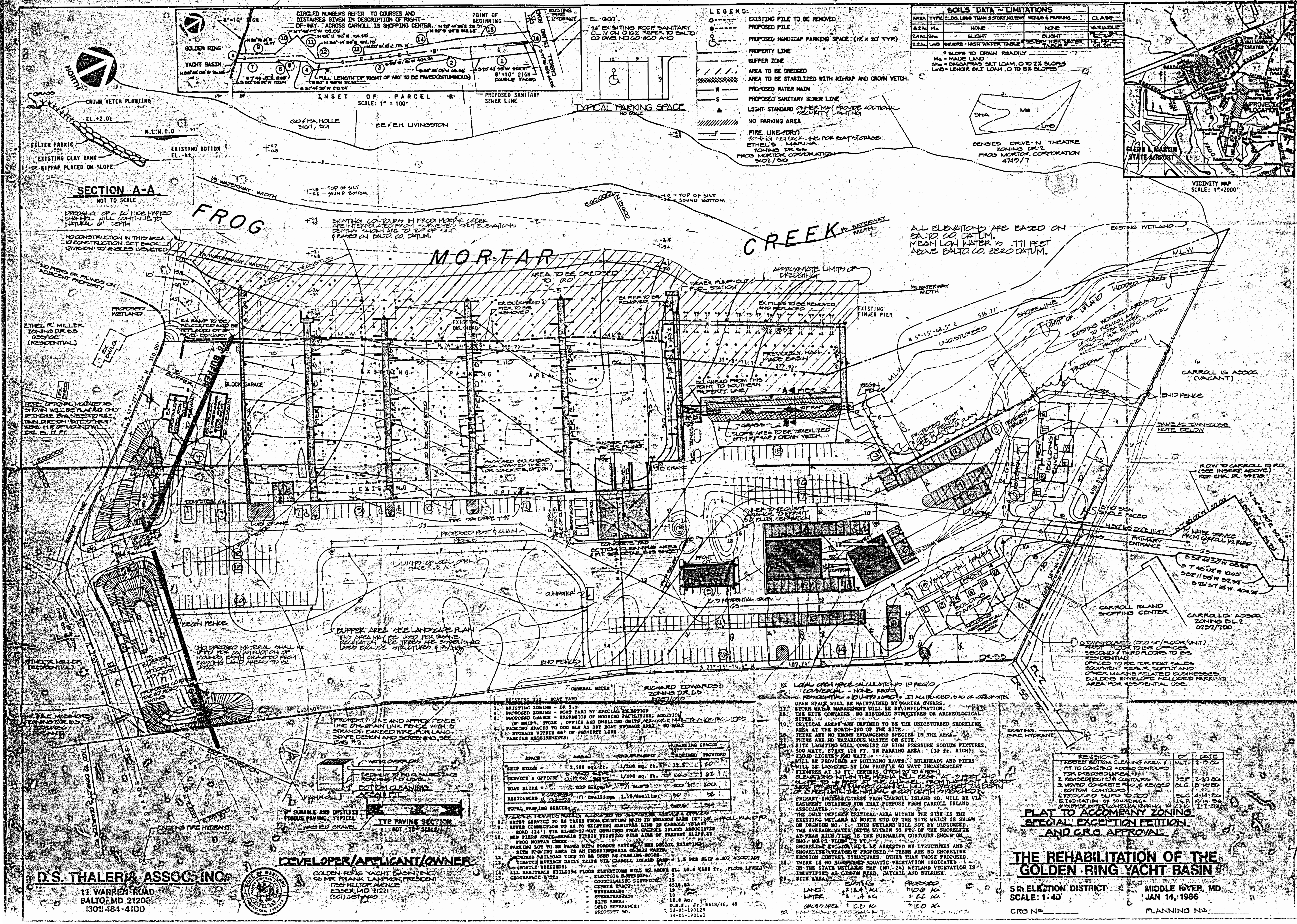
STATE OF MARYLAND
JAMES STEPHEN PATTON

AREA
GOLDEN RING YACHT BASIN
MIDDLE RIVER, MARYLAND

TITLE
PLAT TO ACCOMPANY ZONING
SPECIAL EXCEPTION PETITION
AND C.R.G. APPROVAL

Des By	Scale 1" = 40'	Proj No 1208
Drn By	Date JULY, 1984	Drawing No. 1 OF 2
Chk By	Approved	

1-3-85
8-6-84


FROG MORTAR CREEK
SECTION A-A
NOT TO SCALE
INSET OF PARCEL 'B'
SCALE: 1" = 100'
TYPICAL PARKING SPACE
NO SCALE
VICINITY MAP
SCALE: 1"=2000'
PROJECT LOCATION
ALL ELEVATIONS ARE BASED ON BALTO. CO. DATUM. MEAN LOW WATER IS .771 FEET ABOVE BALTO. CO. ZERO DATUM.
AREA TO BE DREDGED TO -6.0'
APPROXIMATE LIMITS OF DREDGING
EXISTING PARKING AREA
PREVIOUSLY MAN-MADE BASIN
EXISTING WETLAND
CARROLL IS. ASSOC. (VACANT)
CARROLL ISLAND SHOPPING CENTER
ETHEL R. MILLER ZONING DR 5.5 (RESIDENTIAL)
RICHARD EDWARDS ZONING D.R. 5.5
DENSIES DRIVE-IN THEATRE ZONING DR-2 FROG MORTOR CORPORATION 4749/7
ETHEL'S MARINA ZONING DR 5.5 FROG MORTOR CORPORATION 5102/516
TYP. PAVING SECTION NOT TO SCALE
EXISTING FIRE HYDRANT
SHEET 1 OF 3

LEGEND:

- EXISTING PILE TO BE REMOVED
- PROPOSED PILE
- PROPOSED HANDICAP PARKING SPACE (12' x 20' TYP.)
- PROPERTY LINE
- BUFFER ZONE
- AREA TO BE DREDGED
- AREA TO BE STABILIZED WITH RIPRAP AND CROWN VETCH.
- PROPOSED WATER MAIN
- PROPOSED SANITARY SEWER LINE
- LIGHT STANDARD OWNER MAY PROVIDE ADDITIONAL SECURITY LIGHTING
- NO PARKING AREA
- FIRE LINE (DRY)
- ZONING SETBACK LINE FOR BOAT STORAGE

SOILS DATA ~ LIMITATIONS

AREA	TYPE	BLDG. LESS THAN 3 STORY, NO BSMT	ROADS & PARKING	CLASS
8.2 Ac	Ma	NONE	NONE	VARIABLE
2.4 Ac	Sha	SLIGHT	SLIGHT	ML, CL, SM, SC, SP
2.2 Ac	LmB	SEVERE - HIGH WATER TABLE*	SEVERE HIGH WATER TABLE*	ML, MH, CL, CH, SM

* SLOPE TO DRAIN READILY

Ma = MADE LAND

Sha = SASSAFRAS SILT LOAM, 0 TO 2% SLOPES

LmB = LENOIR SILT LOAM, 0 TO 5% SLOPES

GENERAL NOTES

1. EXISTING USE - BOAT YARD
3. EXISTING ZONING - DR 5.5
4. PROPOSED ZONING - BOAT YARD BY SPECIAL EXCEPTION
5. PROPOSED CHANGE - EXPANSION OF MOORING FACILITIES, ADDITION OF SHIP'S STORE, OFFICE AND DWELLING UNITS SERVICE & MAINTENANCE FACILITIES
6. PARKING SPACES TO DOUBLE AS DRY BOAT STORAGE AREA - NO BOAT STORAGE WITHIN 60' OF PROPERTY LINE
7. PARKING REQUIREMENTS:

SPACE	AREA	REQUIREMENT	PARKING SPACES REQUIRED	PARKING SPACES PROVIDED
SHIP STORE -	2,500 sq. ft.	1/200 sq. ft.	12.5	20
SERVICE & OFFICES	[illegible]	1/300 sq. ft.	66.0	62
BOAT SLIPS -	200 Slips	1/1 slips	200	200
RESIDENCES	17 Dwellings	1.75/dwelling	30	32
TOTAL PARKING SPACES			308.5	314

[illegible] PROVIDES PARKING ALLOCATED TO [illegible] SERVICE & OFFICES

8. WATER SERVICE TO BE TAKEN FROM EXISTING MAIN IN EDWARDS LANE (8") OR CARROLL ISLAND RD.
9. SEWER CONNECTION TO BE TO EXISTING SANITARY LINE IN CARROLL ISLAND ROAD (24') VIA RIGHT-OF-WAY OBTAINED FROM CARROLL ISLAND ASSOCIATES
10. NEW PIERS SHALL REMAIN WITHIN EXISTING PILE LINE OF PRESENT SLIPS IN FROG MORTAR CREEK
11. PARKING LOT TO BE PAVED WITH POROUS PAVING - SEE DETAIL EXISTING SITE PARKING AREA IS AN UNDEFINED AREA OF BARE EARTH.
12. ANCHORED RAILROAD TIES TO BE USED AS PARKING STOPS
13. ESTIMATED AVERAGE DAILY TRIPS VIA CARROLL ISLAND ROAD = 1.5 PER SLIP x 200 = 300 ADT (MOSTLY WEEKENDS)
14. ALL HABITABLE BUILDING FLOOR ELEVATIONS WILL BE ABOVE EL. 10.4 (100 Yr. FLOOD LEVEL)
15. GEOGRAPHIC DATA:
    - ELECTION DISTRICT: 5
    - COUNCILMANIC DISTRICT: 15
    - CENSUS TRACT: 4518.02
    - WATERSHED: 19
    - SUBWATERSHED: 10
    - SITE AREA: 12.8 Ac.
    - DEED REFERENCE: E.H.K., Jr. 6618/46, 48
    - PROPERTY NO. 15-05-190120 15-05-290141
16. LOCAL OPEN SPACE CALCULATIONS IF REQ'D COMMERCIAL - NONE REQ'D RESIDENTIAL - 10 UNITS x 1000 = .23 AC. PROVIDED .3 AC OR .02% OF SITE. OPEN SPACE WILL BE MAINTAINED BY MARINA OWNERS.
17. STORM WATER MANAGEMENT WILL BE BY INFILTRATION.
18. THE SITE CONTAINS NO HISTORIC STRUCTURES OR ARCHEOLOGICAL SITES.
19. CRITICAL AREAS ARE DEFINED TO BE THE UNDISTURBED SHORELINE AREA AT THE NORTH-END OF THE SITE.
20. THERE ARE NO KNOWN ENDANGERED SPECIES IN THE AREA.
21. THERE ARE NO HAZARDOUS WASTES ON SITE.
22. SITE LIGHTING WILL CONSIST OF HIGH PRESSURE SODIUM FIXTURES, 400 WATT, EVERY 120 FT. IN PARKING AREA. (30 ft. HIGH) FLOOD LIGHTS, 400 WATT WILL BE PROVIDED AT BUILDING EAVES. BULKHEADS AND PIERS WILL BE LIGHTED BY LOW PROFILE 60 WATT INCANDESCENT FIXTURES AT 50 FT. CENTERS. (FROM 20" TO 4' HIGH)
23. ELEVATIONS WITHIN THE MARINA WILL BEGIN AT -3 FEET AND SLOPE TO -6 FEET AT THE CHANNEL. FROM THAT POINT A 20-FOOT WIDE [illegible] MARKED CHANNEL WILL BE DREDGED TO A DEPTH OF 6 FEET UNTIL THE NATURAL 6 FOOT DEPTH IS REACHED.
24. PRIMARY INGRESS/EGRESS FROM CARROLL ISLAND RD. WILL BE VIA EASEMENT OBTAINED FOR THAT PURPOSE FROM CARROLL ISLAND ASSOCIATES.
25. THE ONLY DEFINED CRITICAL AREA WITHIN THE SITE IS THE EXISTING WETLAND AT NORTH END OF THE SITE WHICH IS SHOWN ON DRAWING NO. 1. THIS WETLAND WILL NOT BE DISTURBED.
26. THE AVERAGE WATER DEPTH WITHIN 50 FT. OF THE SHORELINE AT MEAN HIGH TIDE IS THE SUBMARINE CONTOURS SHOWN ON DWG. NO. 1 PLUS 2 FT.
27. SHORELINE EROSION WILL BE ARRESTED BY STRUCTURES AND SHORELINE TREATMENT PROPOSED. THERE ARE NO SHORELINE EROSION CONTROL STRUCTURES OTHER THAN THOSE PROPOSED.
28. THERE IS NO SUBMERGED AQUATIC VEGETATION INDICATED ON THE STATE WETLANDS MAP (NO. 24) WETLAND VEGETATION IS IDENTIFIED AS COMMON REED, CATTAIL AND BULRUSH.
29. SITE AREA:

	EXISTING	PROPOSED
LAND	±12.4 AC.	±10.6 AC.
WATER	± .4 AC.	± 2.2 AC.
GROSS AREA	± 12.8 AC.	± 12.8 AC.

30. MAINTENANCE DREDGING IN THE [illegible]

REVISIONS	BY	DATE
1. ADDED BOTTOM CLEANING AREA & PIT TO CONTAIN; ADDED CONTOURS FOR DREDGED AREA	MLT	2-13-86
2. REVISED BOTTOM CONTOURS	J.S.P.	2-20-86
3. MOVED CONCRETE PAD & REVISED BOTTOM CONTOURS	D.L.C.	3-14-86
4. REDUCED SLIPS TO 200	D.L.C.	4-14-86
5. INDICATION OF SOUNDINGS	J.S.P.	4-14-86
6. BUFFER, BOTTOM CONTOURS, PARKING	C.W.C.	7-7-86

PLAT TO ACCOMPANY ZONING
SPECIAL EXCEPTION PETITION
AND C.R.G. APPROVAL

THE REHABILITATION OF THE GOLDEN RING YACHT BASIN

5th ELECTION DISTRICT
SCALE: 1"-40'

MIDDLE RIVER, MD
JAN 14, 1986

CRG No.______

PLANNING No.______

SHEET 1 OF 3

PETITIONER'S EXHIBIT 1

4 B. [illegible]

REVISED PLANS 9/8/86

D.S. THALER & ASSOC., INC.
11 WARREN ROAD
BALTO., MD 21208
(301) 484-4100

DEVELOPER/APPLICANT/OWNER
GOLDEN RING YACHT BASIN, INC.
% MR. FRANK LAMPTON, PRESIDENT
1755 HILLTOP AVENUE
ESSEX, MD 21221
(301) 687-[illegible]49

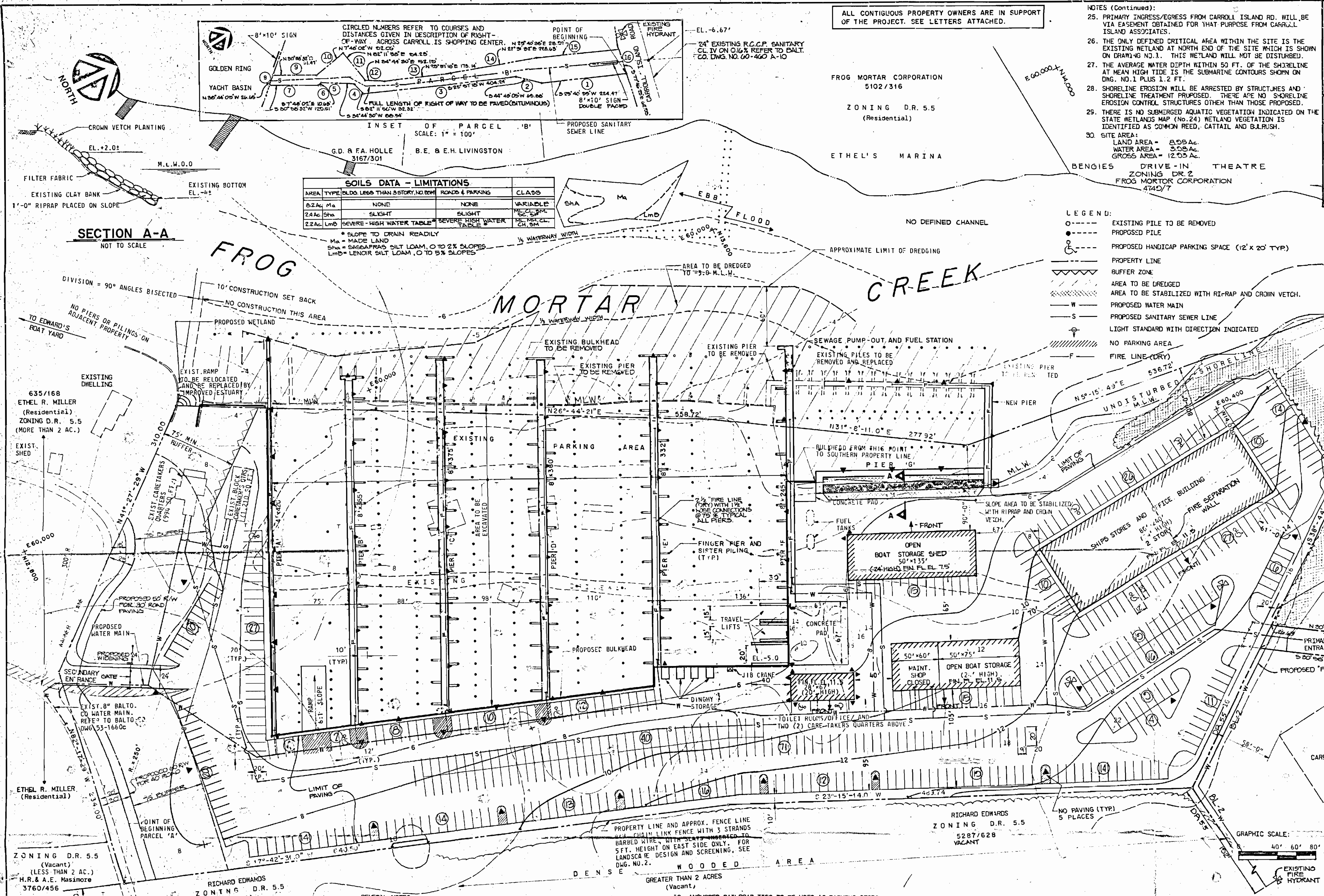
JUSTIFICATION FOR CARETAKER'S UNITS

The history of this area has indicated high theft and vandalism in the shopping center contiguous to this marina. During the past recent years the Radio Shack (directly adjacent to the marina) has been burglarized as frequently as four to five times in one month. Additionally our dockmaster reports several incidents each season of breaking and entering of boats and having electronics and other gear stolen. Direct observation by owner of marina over the past three years indicated high level of young persons frequenting our premises nights and weekends which has led to vandalism. Experience has indicated in a similar situation that adequate caretaker coverage necessitated four caretakers (involving 80 slips in a one acre marina) positioned strategically to maintain direct line of sight over the area involved. Based on this experience our five caretakers will be the minimum required to secure this 12 acre (200 boat) area.

POSSIBLE USES FOR COMMERCIAL/ RESIDENTIAL BUILDINGS

The following uses, either singly or in combination, are the uses intended for the combination of residence/commercial function for the townhouse buildings:

1. Sailmaker
2. Resident engine mechanic to work on board
3. Shipwright (carpenter)
4. Marine surveyor
5. Marine insurance broker
6. Marine financing agent
7. Marine charter service
8. Marine broker
9. Upholsterer
10. Electrician
11. Marine electronic sales/service
12. Nautical gift shop
13. Laundromat
14. Beauty salon
15. New boat dealership
16. Heating/ventilation and air-conditioning marine
17. Boat cleaning service
18. Nautical clothing/apparel/shoes
19. Marine equipment leasing
20. Marine travel reservations
21. Franchised distributors of marine systems
22. Rigger/rigging
23. Sailing school
24. Spar shop
25. Compass sales/repair on-board adjustments
26. Transporters (of boats)
27. Yacht delivery
28. Nautical charts/books periodicals/cards
29. Naval architect
30. Marine insurance adjusters
31. Brightwork/teakwork maintenance on board and any other services
32. Catering service
33. Sales related to boaters/boating


NORTH
8'×10' SIGN
GOLDEN RING
YACHT BASIN
POINT OF BEGINNING
EXISTING FIRE HYDRANT
CARROLL ISLAND ROAD
PARCEL 'B'
FULL LENGTH OF RIGHT OF WAY TO BE PAVED (BITUMINOUS)
8'×10' SIGN DOUBLE FACED
INSET OF PARCEL 'B'
SCALE: 1" = 100'
PROPOSED SANITARY SEWER LINE
EL. -6.67'
24" EXISTING R.C.C.P. SANITARY CL. IV ON 0.16% REFER TO BALT. CO. DWG. NO. 60-460 A-10
CROWN VETCH PLANTING
EL. +2.0±
M.L.W. 0.0
FILTER FABRIC
EXISTING CLAY BANK
1'-0" RIPRAP PLACED ON SLOPE
EXISTING BOTTOM EL. -4±
SECTION A-A
NOT TO SCALE
G.D. & F.A. HOLLE 3167/301
B.E. & E.H. LIVINGSTON
FROG MORTAR CORPORATION 5102/316
ZONING D.R. 5.5 (Residential)
ETHEL'S MARINA
BENGIES DRIVE-IN THEATRE
ZONING DR. 2
FROG MORTOR CORPORATION
4749/7
EBB
FLOOD
NO DEFINED CHANNEL
APPROXIMATE LIMIT OF DREDGING
FROG MORTAR CREEK
1/3 WATERWAY WIDTH
DIVISION = 90° ANGLES BISECTED
10' CONSTRUCTION SET BACK
NO CONSTRUCTION THIS AREA
NO PIERS OR PILINGS ON ADJACENT PROPERTY
TO EDWARD'S BOAT YARD
PROPOSED WETLAND
AREA TO BE DREDGED TO -5.0 M.L.W.
EXISTING BULKHEAD TO BE REMOVED
EXISTING PIER TO BE REMOVED
SEWAGE PUMP-OUT AND FUEL STATION
EXISTING PILES TO BE REMOVED AND REPLACED
EXISTING WETLAND
EXISTING WOODED AREA TO REMAIN
NEW PIER
N5°-15'-49"E 536.72'
UNDISTURBED M.L.W. SHORELINE
N26°-44'-21"E 558.72'
N31°-8'-11.0"E 277.92'
BULKHEAD FROM THIS POINT TO SOUTHERN PROPERTY LINE
PIER 'G'
CONCRETE PAD
EXISTING DWELLING
635/168 ETHEL R. MILLER (Residential)
ZONING D.R. 5.5 (MORE THAN 2 AC.)
EXIST. SHED
EXIST. RAMP TO BE RELOCATED AND BE REPLACED BY IMPROVED ESTUARY
75' MIN. BUFFER
EXIST. CARETAKERS QUARTERS
EXIST. BLOCK CARETAKERS QTRS.
EXISTING PARKING AREA
AREA TO BE EXCAVATED
2½" FIRE LINE (DRY) WITH 1½" HOSE CONNECTIONS @ 75' ± TYPICAL ALL PIERS
FINGER PIER AND SISTER PILING (TYP)
PIER 'A' PIER 'B' PIER 'C' PIER 'D' PIER 'E' PIER 'F'
FUEL TANKS
OPEN BOAT STORAGE SHED 50'×135' (24' HIGH) FIN. FL. EL. 7.5'
SHIPS STORES AND OFFICE BUILDING 80'×140' (24' HIGH) 2 STORY FIN. FL. EL. 11.5
FIRE SEPARATION WALL
SLOPE AREA TO BE STABILIZED WITH RIPRAP AND CROWN VETCH
LIMIT OF PAVING
CARROLL IS. ASSOCIATES (Vacant)
FEE SIMPLE PAVED R.O.W. TO CARROLL IS. RD. (SEE INSET ABOVE) DEED REFERENCE E.H.K. JR. 5927/8
8'×10' SIGN SINGLE FACED
PROPOSED SANITARY SEWER SERVICE LINE
PARCEL 'B'
PRIMARY ENTRANCE
TO EASTERN AVENUE VIA CARROLL ISLAND ROAD
PROPOSED FIRE LINE
END OF USE
TRAVEL LIFTS
CONCRETE PAD
JIB CRANE
EL. -5.0
PROPOSED BULKHEAD
MAINT. SHOP CLOSED 50'×60'
OPEN BOAT STORAGE 50'×75' (24' HIGH) FIN. FL. EL. 11.5
FIN. FL. EL. 11.5 (8'×67') (30' HIGH)
DINGHY STORAGE
TOILET ROOMS/OFFICE/AND TWO (2) CARE-TAKERS QUARTERS ABOVE
RAMP 6:1 SLOPE
PROPOSED 50' R/W FOR 30' ROAD PAVING
PROPOSED WATER MAIN
PROPOSED 24' WIDENING
SECONDARY ENTRANCE
GATE
EXIST. 8" BALTO. CO WATER MAIN. REFER TO BALTO. CO. DWG 53-1660c
PROPOSED 60' R/W FOR 40' ROAD
75' BUFFER
LIMIT OF PAVING
ETHEL R. MILLER (Residential)
POINT OF BEGINNING PARCEL 'A'
S 23°-15'-14.0" W
S 17°-42'-31.0" W 643.50'
RICHARD EDWARDS ZONING D.R. 5.5 5287/628 VACANT
NO PAVING (TYP) 5 PLACES
PROPERTY LINE AND APPROX. FENCE LINE 8 FT. CHAIN LINK FENCE WITH 3 STRANDS BARBED WIRE, WITH SLATS INSERTED TO 5 FT. HEIGHT ON EAST SIDE ONLY. FOR LANDSCAPE DESIGN AND SCREENING, SEE DWG. NO. 2.
DENSE WOODED AREA
GREATER THAN 2 ACRES (Vacant)
CARROLL ISLAND SHOPPING CENTER
CARROLL IS. ASSOCIATES ZONING B.L. 2 6232/299
GRAPHIC SCALE: 40' 60' 80'
EXISTING FIRE HYDRANT
ZONING D.R. 5.5 (Vacant) (LESS THAN 2 AC.) H.R. & A.E. Masimore 3760/456
RICHARD EDWARDS ZONING D.R. 5.5 (Vacant) (GREATER THAN 2 AC.)
EDWARDS LANE (60' R.O.W.)
1,100' TO BOWLEY'S QUARTER RD.
EXISTING FIRE HYDRANT
D.R. 5.5
6" DURABLE AND DUSTLESS POROUS PAVING TYPICAL
PIT SCAG
TYP. PAVING SECTION
NOT TO SCALE

CIRCLED NUMBERS REFER TO COURSES AND DISTANCES GIVEN IN DESCRIPTION OF RIGHT-OF-WAY ACROSS CARROLL IS SHOPPING CENTER.

ALL CONTIGUOUS PROPERTY OWNERS ARE IN SUPPORT OF THE PROJECT. SEE LETTERS ATTACHED.

SOILS DATA - LIMITATIONS

AREA	TYPE	BLDG. LESS THAN 3 STORY, NO BSMT	ROADS & PARKING	CLASS
8.2 Ac.	Ma	NONE	NONE	VARIABLE
2.4 Ac.	Sha	SLIGHT	SLIGHT	ML, CL, SM, SC, SP
2.2 Ac.	LmB	SEVERE - HIGH WATER TABLE*	SEVERE HIGH WATER TABLE*	ML, MH, CL, CH, SM

* SLOPE TO DRAIN READILY

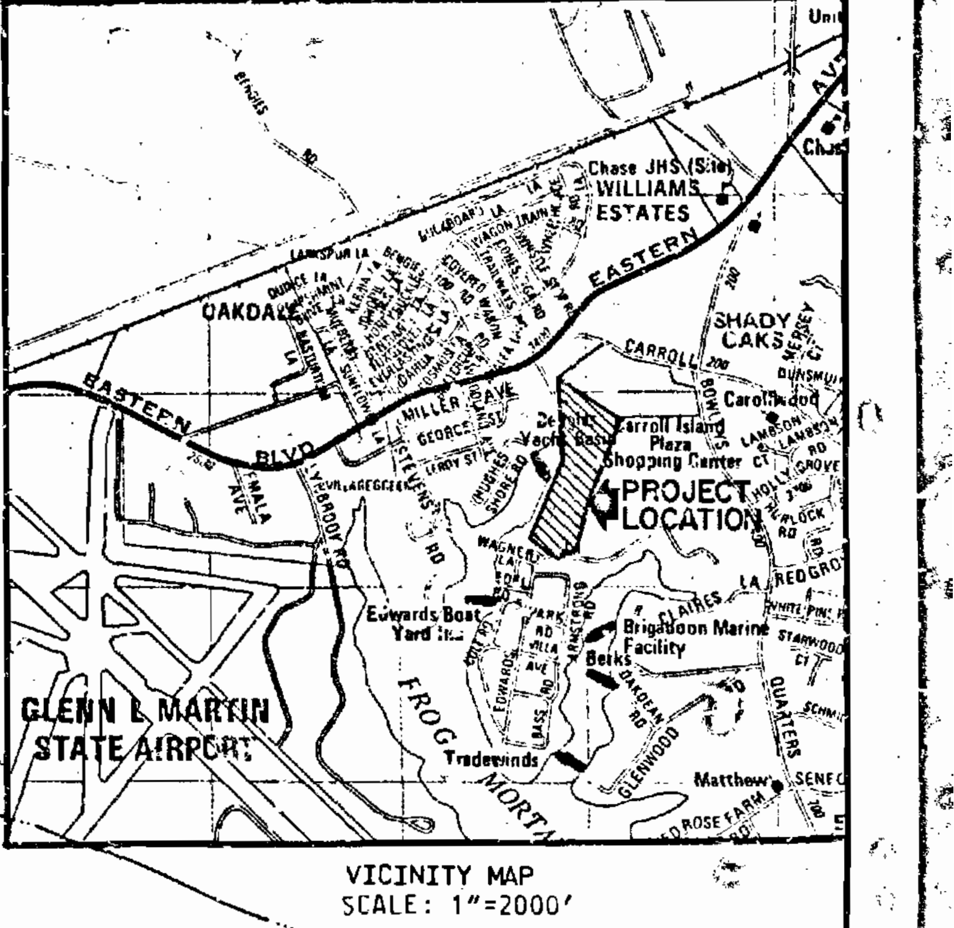
Ma = MADE LAND

Sha = SASSAFRAS SILT LOAM, 0 TO 2% SLOPES

LmB = LENOIR SILT LOAM, 0 TO 5% SLOPES

NOTES (Continued):

25. PRIMARY INGRESS/EGRESS FROM CARROLL ISLAND RD. WILL BE VIA EASEMENT OBTAINED FOR THAT PURPOSE FROM CARROLL ISLAND ASSOCIATES.
26. THE ONLY DEFINED CRITICAL AREA WITHIN THE SITE IS THE EXISTING WETLAND AT NORTH END OF THE SITE WHICH IS SHOWN ON DRAWING NO.1. THIS WETLAND WILL NOT BE DISTURBED.
27. THE AVERAGE WATER DEPTH WITHIN 50 FT. OF THE SHORELINE AT MEAN HIGH TIDE IS THE SUBMARINE CONTOURS SHOWN ON DWG. NO.1 PLUS 1.2 FT.
28. SHORELINE EROSION WILL BE ARRESTED BY STRUCTURES AND SHORELINE TREATMENT PROPOSED. THERE ARE NO SHORELINE EROSION CONTROL STRUCTURES OTHER THAN THOSE PROPOSED.
29. THERE IS NO SUBMERGED AQUATIC VEGETATION INDICATED ON THE STATE WETLANDS MAP (No.24) WETLAND VEGETATION IS IDENTIFIED AS COMMON REED, CATTAIL AND BULRUSH.
30. SITE AREA:
    LAND AREA = 8.95 Ac.
    WATER AREA = 3.98 Ac.
    GROSS AREA = 12.93 Ac.


Chase JHS/SHS
WILLIAMS ESTATES
OAKDALE
EASTERN BLVD
SHADY LAKES
PROJECT LOCATION
GLENN L. MARTIN STATE AIRPORT
FROG MORTAR

VICINITY MAP
SCALE: 1"=2000'

LEGEND:

○-----	EXISTING PILE TO BE REMOVED
●-----	PROPOSED PILE
♿----	PROPOSED HANDICAP PARKING SPACE (12' x 20' TYP.)
——--——	PROPERTY LINE
▽▽▽▽▽	BUFFER ZONE
⁄ ⁄ ⁄ ⁄	AREA TO BE DREDGED
▨	AREA TO BE STABILIZED WITH RIPRAP AND CROWN VETCH.
—— W ——	PROPOSED WATER MAIN
—— S ——	PROPOSED SANITARY SEWER LINE
⊕	LIGHT STANDARD WITH DIRECTION INDICATED
////////	NO PARKING AREA
—— F ——	FIRE LINE ~~(DRY)~~

NOTE: COORDINATES AND BEARING SHOWN ARE BASED ~~ON BALTIMORE COUNTY COORDINATE SYSTEM.~~

GENERAL NOTES:

1. EXISTING USE - BOAT YARD
2. PROPOSED USE - BOAT YARD
3. EXISTING ZONING - D.R. 5.5
4. PROPOSED ZONING - BOAT YARD BY SPECIAL EXCEPTION.
5. PROPOSED CHANGE - EXPANSION OF MOORING FACILITIES, ADDITION OF STORES, OFFICE AND BOAT STORAGE SHEDS
6. PARKING SPACES TO DOUBLE AS DRY STORAGE AREA.
7. PARKING REQUIREMENTS:

SPACE	AREA	PARKING SPACES	
		REQUIRED	PROVIDED
SHOP AND OFFICE	1ST. FL. 15,200# (÷200) 2ND FL. 15,200# (÷500) =	134	189
BOAT SLIPS	296	296	295
RESIDENCES (4)	4,000 SQ.FT.	4	4
TOTAL PARKING SPACES		434	488

8. WATER SERVICE TO BE TAKEN FROM EXISTING MAIN IN EDWARDS LANE. (8")
9. SEWER CONNECTION TO BE TO EXISTING SANITARY LINE IN CARROLL ISLAND RD. (24") VIA RIGHT-OF-WAY OBTAINED FROM CARROLL ISLAND ASSOCIATES.
10. NEW PIERS SHALL REMAIN WITHIN EXISTING PILE LINE OF PRESENT SLIPS IN FROG MORTAR CREEK.
11. PARKING LOT TO BE PAVED WITH POROUS PAVING. SEE DETAIL AT LEFT. EXISTING SITE PARKING AREA IS AN UNDEFINED AREA OF BARE EARTH.
12. ANCHORED RAILROAD TIES TO BE USED AS PARKING STOPS.
13. ESTIMATED AVERAGE DAILY TRIPS VIA CARROL IS. ROAD = 1.5 PER SLIP x 296 = 444 - (MOSTLY ON WEEKENDS)
14. ON-SITE NATURAL VEGETATION IN BUFFER AREAS SHOWN HEREON WILL BE REVIEWED BY THE PLANNING BOARD, THE ZONING COMMISSIONER, OR THE BOARD OF APPEALS, UPON COMPLETION OF IMPROVEMENTS TO DETERMINE COMPLIANCE WITH THE BALTIMORE COUNTY ZONING REGULATIONS, SECTIONS 1801.1.B.1.b.3.(b) AND 1801.1.B.1.b.5. IF ON-SITE NATURAL VEGETATION DOES NOT COMPLY WITH THE AFOREMENTIONED ZONING REGULATIONS, THE OWNERS AGREE TO ADD PLANT MATERIAL IN THE BUFFER AREAS SO AS TO COMPLY WITH THE SAID REGULATIONS. PLANTING WILL BE DONE WITHIN A REASONABLE TIME FOLLOWING WRITTEN NOTIFICATION, BUT NOT LATER THAN THE NEXT PLANTING SEASON FOLLOWING COMPLETION OF THE IMPROVEMENTS OR OCCUPANCY, WHICHEVER SHALL FIRST OCCUR.

    IF ON-SITE NATURAL VEGETATION IS DETERMINED TO BE IN COMPLIANCE WITH THE AFOREMENTIONED ZONING REGULATIONS THEN THE OWNERS AGREE TO REVISE THE SITE PLAN, WITHIN SIXTY DAYS, TO SHOW THE LOCATION WITH THIS AREA OF ALL EVERGREENS AND TREES OVER TWO INCHES IN DIAMETER.
15. ALL HABITABLE BUILDING FLOOR ELEVATIONS WILL BE ABOVE EL. 10.4 (100 Yr. FLOOD LEVEL)
16. GEOGRAPHIC DATA:
    - ELECTION DISTRICT: - - - - 15
    - COUNCILMANIC DISTRICT: - - 5
    - CENSUS TRACT: - - - - - - 4518.02
    - WATERSHED: - - - - - - 19
    - SUBSEWERSHED: - - - - - 1C
    - SITE AREA: 12.8 acres
    - DEED REFERENCE: EHK Jr. 6618/46, 48
    - PROPERTY NO.: 15-05-190120
      15-05-190121
17. RESIDENTIAL OPEN SPACE REQUIREMENTS WILL NOT BE OPERATIVE IF SPECIAL EXCEPTION IS GRANTED. OPEN SPACE PROVIDED [illegible] ACRE, OR 60% OF SITE. OPEN SPACE WILL BE MAINTAINED BY MARINA OWNERS.
18. STORM WATER MANAGEMENT EXEMPTION REQUESTED.
19. THE SITE CONTAINS NO HISTORIC STRUCTURES OR ARCHEOLOGICAL SITES.
20. CRITICAL AREAS ARE DEFINED TO BE THE UNDISTURBED SHORELINE AREA AT THE NORTH-END OF THE SITE.
21. THERE ARE NO KNOWN ENDANGERED SPECIES IN THE AREA.
22. THERE ARE NO HAZARDOUS WASTES ON SITE.
23. SITE LIGHTING WILL CONSIST OF HIGH PRESSURE SODIUM FIXTURES, 600 WATT, EVERY 120 FT. IN PARKING AREA. (30 ft. HIGH) FLOOD LIGHTS, 200 WATT WILL BE PROVIDED AT BUILDING EAVES. BULKHEADS AND PIERS WILL BE LIGHTED BY LOW PROFILE 60 WATT INCANDESCENT FIXTURES AT 50 FT. CENTERS. (4 ft. HIGH)
24. BASIN EXCAVATION TO SLOPE FROM EL. -3.0 AT BULKHEAD TO EL. -5.0 AT 100 FT. FROM BULKHEAD AND CONTINUE AT EL. -5.0 TO LIMIT OF DREDGING (EXCEPT TO TRAVEL LIFTS WHERE EL. -5.0 WILL BE MAINTAINED).

(Notes continue at top of Drawing)

#185

Date	No	Revision Description
[illegible]		[illegible] WATERWAY WIDTH [illegible]

DEVELOPER/APPLICANT/OWNER:
GOLDEN RING YACHT BASIN, INC.
C/O MR. FRANK LAMPRON, PRESIDENT
1755 HILLTOP AVENUE
ESSEX, MARYLAND 21221 ······ 687-6149

THE REHABILITATION OF THE GOLDEN RING YACHT BASIN

CIVIL ENGINEERS • SITE PLANNERS
SURVEYORS
DS Thaler & Assoc. Inc.
11 WARREN ROAD • BALTIMORE, MARYLAND 21208 • (301) 484-4100

AREA
GOLDEN RING YACHT BASIN
MIDDLE RIVER, MARYLAND

TITLE PLAT TO ACCOMPANY ZONING SPECIAL EXCEPTION PETITION AND C.R.G. APPROVAL

Des By	Scale 1" = 40'	Proj No 1208
Drn By	Date JULY 1984	Drawing No.
Chk By	Approved	1 OF 2

3-85
6-84
26-84
17-84
5-84
6-84
4-84
24-84
1-85
25-83