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IN RE: PETITIONS FOR SPECIAL HEARING

AND ZONING VARIANCE

cor. NW/S Timonium Road, SW/S

Gerard Avenue 18 Timonium Road

8th Election District

4th Councilmanic District

Legal Owner: Glenn I. Kendrick, etc. Contract Purchaser: Dining Out

Enterprises, Inc., Petitioner

BEFORE THE

ZONING COMMISSIONER

OF BALTIMORE COUNTY

Case No. 96-340-SPHA

#### FINDINGS OF FACT AND CONCLUSIONS OF LAW

This matter comes before the Zoning Commissioner on Petitions for Special Hearing and Zoning Variance for the property located at 18 E. Timonium Road, in Timonium. The Petition is filed by Glenn I. Kendrick and Ann L. Kendrick, property owners, and Dining Out Enterprises, Inc., by Michael S. Dellis, principal, contract purchaser. As to the Petition for Special Hearing, approval is requested to allow a commercial parking area in a residential zone. As to the Petition for Zoning Variance, relief is requested from Section 1801.1.B.1 of the Baltimore County Zoning Regulations (BCZR) to permit a 10 ft. setback and buffer in lieu of the required 75 ft. and 50 ft., respectively, for a parking lot within the Residential Transition Area (RTA). The subject property and relief requested are more particularly shown on Petitioners' Exhibit No. 25, the plat to accompany the Petitions for Special Hearing and Variance.

The property was posted and advertised with the requisite notice of the public hearing which was conducted on April 15, 1996. Appearing at that hearing on behalf of the Petitioner was Michael S. Dellis, the aforementioned principal of Dining Out Enterprises, Inc. Also present was Joseph L. Larson, of Spellman, Larson and Associates, Inc., civil engineers and land surveyors. Also appearing on behalf of the Petitioner was William Kirwin on behalf of W.F. Kirwin, Inc. The Petitioner was represented by Charles E. Brooks, Esquire.

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Appearing in opposition to the request were a number of residents of the surrounding locale. Serving as spokesman for the Protestants was Eric Rockel, President of the Greater Timonium Community Council, the umbrella community association which includes a number of individual associations in this locale. Also serving as spokesman was Louis Miller, a nearby resident. Concerned citizens in the matter are reflected in the Protestants' sign-in sheet which was circulated at the hearing.

In addition to the site plan, 23 8x10 inch color photographs of the subject site and vicinity were presented at the hearing. These exhibits clearly show the property at issue, which is located adjacent to the intersection of Timonium Road and Gerard Avenue in Timonium. Moreover, this Zoning Commissioner is familiar with the property and subject locale. The property is approximately .32 acres in area, zoned D.R.5.5. Presently, the site is improved with an existing single family dwelling which fronts Timonium Road. Timonium Road is a major east/west road which connects Dulaney Valley Road on the east to York Road on the west. York Road and Dulaney Valley Roads are major north/south traffic roadways in north central Baltimore County.

The Petition is presented for consideration by Michael S. Dellis, the principal of that corporation which owns and operates Michael's Restaurant. Michael's Restaurant is a well known restaurant doing business on York Road in Timonium. The venture is a highly successful business which attracts a large number of customers. In fact, the building housing the business was recently enlarged and modernized. Improvements were made pursuant to an opinion and Order issued by Timothy M. Kotroco, Deputy Zoning Commissioner, in case No. 95-221-SPH. In that matter, Deputy Commissioner Kotroco entertained a Petition for Special Hearing for the Michael's Restaurant located at 2119 York Road. The Petition sought approval to

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permit commercial parking in a residential zone, an amendment to the previously approved site plan in prior cases and a modified parking plan.

Apparently, notwithstanding the relief granted by Deputy Commissioner Kotroco, the Michael's Restaurant continues to experience a parking short-In order to provide additional parking, the corporation is acquiring age. the site which is the subject of the instant Petition. Essentially, the Petitioner proposes razing the existing single family dwelling located thereon and constructing a macadam parking lot. The lot, which will contain access from both Gerard Avenue to the north and Timonium Road to the south, will contain 28 marked spaces, as shown on the site plan. is being converted to provide parking specifically for the employees of the restaurant and for valet parking. That is, it is not envisioned that patrons of the restaurant will utilize the lot, in that same is located quite a distance from the restaurant (475 ft. +/-). However, valet parking will enable customer's cars to be located on the lot and employees will park there. This will free up spaces on the restaurant lot at 2119 York Road for additional customer parking.

In support of the request, the Petitioner offered the testimony of Joseph Larson, a civil engineer and surveyor of Spellman, Larson and Associates. Mr. Larson fully described the subject area and commented on 23 color photographs which were introduced in the record. These photographs, which speak for themselves and will not be again described here, fully depict the property and surrounding locale. In this regard, it is to be noted that the property is immediately adjacent to an existing dwelling at 16 E.Timonium Road and across the street from a number of residential dwellings on the south side of Timonium Road. However, as the Petitioner's witnesses did note, the Kelly Office Building is located a short distance away as is a service station to the east of the site and a Royal Farm store

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By Th. Trunk

to the southwest. In addition to describing the neighborhood, Mr. Larson also described the proposed conversion of the site from residential purposes to the parking lot. He noted that sidewalks are available from the site to the restaurant. He also indicated that passenger cars only would park on the subject site and that, as noted above, parking would be restricted to employees and valet parking only.

Also testifying in support of the Petitions was William Kirwin, a landscape architect. Mr. Kirwin noted that landscaping would be required under the proposed use and fully described same. As was the case with Mr. Larson, Mr. Kirwin opined that utilization of the subject site, as proposed, would not be detrimental to the health, safety and general welfare of the locale.

As to the Protestants, testimony was offered from Louis W. Miller, a nearby resident. Mr. Miller noted that the neighborhood is largely residential, including the houses immediately across the street and next door. He also opined that the variances requested in this case were extreme in nature and that utilization of the subject property as a parking lot will destroy the residential character of the property and negatively affect neighboring properties. He fears a domino effect of increasing commercialization from York Road easterly into the residential neighborhoods of Timonium. Mr. Miller also expressed concerns over increased traffic generated by the lot as well as other concerns over traffic congestion. He also indicated that exhaust from the automobiles would be detrimental to nearby properties and expressed fears that the large area of the impervious parking lot would increase storm water runoff.

Mr. Miller's concerns were corroborated by Eric Rockel, President of the Greater Timonium Community Council. He noted that the area east of York Road is a community conservation area and that effort should be made

to preserve the residential character of the community. He, as did Mr. Miller, also opined that the site was not unique and believes that variance relief cannot be granted under law.

Testimony was also taken from several other past and present members of the community. These include Guy Kern, who resides at 17 E. Timonium Road, Debra C. Watkins, the owner of the adjacent property, which she rents to residential tenants, Dennis L. Kundratic from the Yorkshire-Haverford Community Association, Julia Weiss, Pat Ercolano, George Lubin and Philip R. Sheridan, all nearby residents.

Turning first to the variances requested, relief is sought to permit a 10 ft. setback and buffer in lieu of the required 75 and 50 ft. respectively for parking lot within an RTA area. The grant of variances are governed by Section 307 of the BCZR. As noted in the recent case of Cromwell v. Ward, 102 Md. App. 691 (1995), the variance statute in Baltimore County imposes a three part test which must be satisfied for variance relief to be granted:

First, the Petitioner must persuade the zoning authority that the subject property is unique or peculiar as compared with the subject property. As noted by the Court, "However, as it clear from the language of the Baltimore County Ordinance, the initial factor that must be established before the practical difficulties, if any, are addressed, is the abnormal impact the ordinance has on a specific piece of property because of the peculiarity and uniqueness of that piece of property, not the uniqueness or peculiarity of the practical difficulties alleged to exist. It is only when that uniqueness is first established that we then concern ourselves with the practical difficulties." (Emphasis in original) pgs. 698-699.

If uniqueness is established, the Petitioner moves to the second test; a showing that strict adherence to the statute would cause a practical

difficulty or unreasonable hardship. Third, the Petitioner must also demonstrate that relief can be granted without adverse effect on the surrounding property.

Upon due consideration of the facts presented, I am not persuaded that the subject property is unique and, therefore, must deny the variance request. Although every piece of property is different, in terms of its size, topography and/or configuration, such differences do not warrant a finding of uniqueness. This lot, although containing road frontage on two public streets and triangular in shape, is not unique to other properties in the Timonium vicinity. Other lots nearby are of similar size, shape or characteristic. In my judgment, the property carries with it no unique characteristic which justifies the variance request, as required by Cromwell, infra. Thus, the variance relief must be denied. Having made such a determination as to uniqueness, no finding is necessary as to practical difficulty or adverse effect.

As to the Petition for Special Hearing, the test to be applied is that set forth in Section 502.1 of the BCZR. The factors listed therein are generally reserved for petitions for special exceptions, however, a Petition for Special Hearing similar to one in the instant case requires evaluation in accordance with those standards. Those standards require the zoning authority to determine whether utilization of the subject property would be detrimental to the health, safety and general welfare of the locale. In applying this test, I am, likewise, persuaded that the Petitioner has not met its burden. Although the site is clearly near office/retail properties, I am not concerned that the conversion of this site from a residential use to an ancillary retail use would not be detrimental to neighboring properties. This is a community conservation area, which is resisting the intrusion of the many commercial/retail uses along York

Road. The communities to the interior are under great pressure, particularly those lots which lie immediately to the rear to the businesses which abut York Road. In my view, conversion of the subject property to a parking lot would threaten the neighboring residential properties. The character of the residential neighborhood immediately surrounding the site would be at risk. Thus, the Petition for Special Hearing must be denied.

It should also be noted in passing that Deputy Commissioner Kotroco's opinion in the prior case is a significant factor. That case, which was decided recently on February 13, 1995, granted zoning relief for the Petitioner's business on York Road. Among Deputy Commissioner Kotroco's findings were facts sufficient to support the then considered Petition for Special Hearing to approve commercial parking in a residential zone and the modified parking plan. Surely, Commissioner Kotroco envisioned that the relief granted through those Petitions would be sufficient to accommodate the expansion of the restaurant use, which was proposed at that time and has been completed since. That is, the Protestants' comments in the instant case about a self imposed hardship appear on the mark. The Petitioner, having increased the restaurant size, and seating capacity, is hard pressed to complain that he needs additional parking to accommodate his business. This is not at all to imply that the restaurant business should be confined or limited. The business is an asset to the community and provides a healthy and viable economic impact in this area. However, despite these considerations, attempted expansion of same and intrusion into the interior residential neighborhoods should not be permitted.

Pursuant to the advertisement, posting of the property, and public hearing on these Petitions held, and for the reasons given above, the relief requested should be denied.

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THEREFORE, IT IS ORDERED by the Zoning Commissioner of Baltimore County this day of fine 1996 that, pursuant to the Petition for Special Hearing, approval to allow a commercial parking area in a residential zone, be and is hereby DENIED; and,

IT IS FURTHER ORDERED that a variance from Section 1B01.1.B.1 of the Baltimore County Zoning Regulations (BCZR) to permit a 10 ft. setback and buffer in lieu of the required 75 ft. and 50 ft., respectively, for a parking lot within the Residential Transition Area (RTA), be and is hereby DENIED.

LAWRENCE E. SCHMIDT Zoning Commissioner for

Baltimore County

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THE MATTER OF \*
THE APPLICATION OF
GLEN I. KENDRICK, ET AL -LEGAL\*
OWNER; DINING OUT ENTERPRISES,
INC., MICHAEL DELLIS -C.P. \*
FOR SPECIAL HEARING AND
VARIANCES ON PROPERTY LOCATED \*
ON THE CORNER NW/S TIMONIUM
ROAD, SW/S GERARD AVENUE \*
(18 TIMONIUM ROAD)
8TH ELECTION DISTRICT \*
4TH COUNCILMANIC DISTRICT

BEFORE THE

COUNTY BOARD OF APPEALS

OF

BALTIMORE COUNTY

CASE NO. 96-340-SPHA

#### OPINION

This case comes before the Board of Appeals based on a denial by the Zoning Commissioner on June 3, 1996 of a special hearing to approve a commercial parking area in a residential area; accompanied by a variance request for a 10-foot setback and buffer in lieu of 75 feet and 50 feet, respectively, for a parking lot within the Residential Transition Area (RTA).

Prior to hearing the Appellants' case-in-chief, the Board members heard oral argument concerning a Motion to Dismiss filed by People's Counsel. This Motion requested dismissal of the case based on the specific requirements set forth under Section 409.8.B of the Baltimore County Zoning Regulations (BCZR), and a decision rendered by the Maryland Court of Appeals interpreting this regulation in the Bloede v. MacNabb case, 231 Md. 452 (1963). Following these arguments, the Board decided to reserve its decision on the Motion until the conclusion of the hearing.

Mr. Joseph Larson testified on behalf of the Appellants. He is a Professional Engineer with Spellman, Larson & Associates, having 24 years experience in the engineering and land surveying fields. He was acknowledged by both counsel to be an expert in his

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis respective fields, and he stated that Spellman, Larson & Associates had prepared the plat and subject site plan admitted into evidence as Petitioner's Exhibit No. 2. He described the site as Timonium Road at the corner of Gerard Avenue located approximately 460 feet from the entrance to Michael's Restaurant.

The site is currently zoned D.R. 5.5 and consists of 0.32 He stated that he previously had been involved in Case No. 95-221-SPH, which was heard in 1995, and in which the Deputy Zoning Commissioner had granted commercial parking in a residential zone by way of a shared parking plan between Petitioner and the neighboring Gerard Building, subject to certain restrictions specified in the Order. Petitioner's Exhibit No. 3 was admitted into evidence reflecting an aerial composite of the general community surrounding the restaurant which was generally commented upon by Mr. Larson. A substantial number of photographs taken in April 1996 were submitted into evidence by Petitioner (Petitioner's Exhibit No. 1A through W). These were generally described by Mr. Larson as they were individually submitted; and, reflected various sites around the restaurant and proposed site. Mr. Larson opined that the existing structure on the proposed parking site would be razed if the special hearing were granted, and the site would be used to provide 28 parking spaces for valet parking and some employee parking. It would not be used for any general public Mr. Larson stated that the site was well within the 500 parking. foot requirement mandated by Section 409 of the Baltimore County Zoning Regulations (BCZR), and that his review of the existing

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 3 properties in the general neighborhood led him to the conclusion that the parking proposal would not be in conflict with the general nature and character of the surrounding neighborhood. Petitioner's Exhibit No. 4 was allowed into evidence. Mr. Larson stated that his firm had prepared the plat and that the subject site was peculiar in size, configuration, and location, and, while zoned D.R. 5.5, it was out of character with the residential properties in the area by reason of its exceptionally large frontage and peninsular shape. He also proceeded to state his reasons why the variances were being requested and that the current requirements would not have permitted the Kelly and the Gerard buildings, which already exist, if they were built today. He also cited the presence of the gas station and Royal Farm Store in proximity to the subject site.

On cross-examination by Ms. Demilio, Mr. Larson testified that the property site was between Gerard Avenue and Timonium Road with residential dwellings fronting on Timonium Road. He also stated that he had testified in 1995 that the shared parking arrangement agreed to by the community and subsequently granted by the Deputy Zoning Commissioner would be sufficient to satisfy the needs of Michael's Restaurant. He additionally stated that between the subject site and York Road existed six residential properties, and, again, that the existing home on the subject site would be demolished. He also restated his belief that the site was not a typical corner lot because it did not have a front or rear yard, and further stated that the house in question had never been used

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 4 for any other purpose than a residential dwelling, and that the Office of Planning and Zoning for Baltimore County had issued an unfavorable opinion as to the request for the commercial parking permit.

Mr. William F. Kirwin also testified for Petitioner. He is a Landscape Architect in the fields of land planning and engineering design, and has previously served as Chairman of the Baltimore County Planning Board. He was accepted as an expert in these fields by both counsel. Mr. Kirwin testified that he had physically visited the site and that the property had an entrance on the east side rather than the front. He further stated that the property was situated on a lot not typically associated with a "T" intersection and described the recommendations that his firm had proposed to make the site acceptable for use as a commercial parking lot in accordance with those requirements that would be dictated by Baltimore County, if the parking lot were approved by the Board. These were quite adequately described by Mr. Kirwin to members as per Petitioner's Exhibit No. 5, landscaping plan as proposed by Mr. Kirwin. That concluded the Petitioner's case in chief.

Mr. Eric Rockel testified in opposition to the special hearing and variance requests. He is president of the Greater Timonium Community Council. Rule 8 papers were presented and accepted. He resides at 1610 Riderwood Drive, about 3/4 mile away from the proposed site. The Greater Timonium Community Council is an umbrella group representing 22 local community associations. He

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis stated that he had also lived in the area all of his life and the resolution passed by the community association requesting denial of the special hearing and variance request was passed by the Council in the firm belief that the parking site would be an intrusion into what was essentially a residential community, and that the Community Council was desirous of maintaining the residential integrity of the area, limiting commercial development to the York Road corridor. He further stated that the Master Plan for Baltimore County has specifically designated Timonium Community Conservation Area, which encourages residential usage in such areas and discourages any commercialization that would create any additional non-residential traffic and increased noise levels. along with light disturbances. He cited specifically the 1995 Michael's case in which the restaurant had represented to the community that the shared plan, if approved at that time, would satisfy the parking requirements of the restaurant, and, for that reason, the association had not strenuously objected to the proposal. Mr. Rockel expressed concern that the 1995 Deputy Zoning Commissioner's Order imposing conditions had not been adhered to, and that he had grave doubts that the proposed screening and landscaping on the property would not satisfy neighboring concerns dealing with the general health, safety and welfare issues called for in the zoning regulations.

Mr. Louis Miller, 44 E. Timonium Road, also testified in opposition. He stated that he has lived on this property for 40 years, and he is about 500 feet away from the proposed site. He

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis stated that while he was zoning chairman for the Yorkshire /Haverford community, at the hearing solely as he was individual. He opined that the house at 18 E. Timonium Road was quite typical of others in the immediate neighborhood which are generally split foyers or ranchers in design. He stated that, as a long-time resident, he did not believe the subject site to be either unusual, unique, or different, and that it was similar to the other residences within the community. He also testified that the house at Timonium Road had been built in the late 1950s and that the same family had lived there until 1980, followed by another family until Mr. Dellis purchased the property and that it was currently being used as a residential dwelling. Mr. Miller related as to the other residential properties between Timonium Road and Gerard Avenue and what he believed to be severe problems relative to additional lighting and noise concerns commercial permit were granted. He also stated that, because of the topography, even the proposed screening would not be sufficient to shield the neighboring property. A number of exhibits (People's Counsel Nos. 6 through 11) were admitted into evidence and reviewed by Mr. Miller in depth. These included a letter from the Office of Planning & Zoning to the Zoning Commissioner recommending denial of the special hearing and variances as having a detrimental effect on the community, traffic violation records (People's Counsel Exhibits Nos. 8 and 9), and a number of photographs taken by Mr. Miller on April 15, 1996 (People's Counsel Exhibit No. 11). This series of photographs were each individually discussed by Mr. Miller.

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 7 community, he stated, was developed between 1955 and 1956, with the gas station in proximity built in 1958, then the Timonium Shopping Center started in 1961.

Mr. Dennis Kundratic also spoke in opposition to the special hearing and variance request. He is president the Yorkshire/Haverford Community Association. That association has about 200 members. Rule 8 papers were presented and accepted. stated that the association opposed the parking lot essentially because the property was residential in nature and that the association viewed this parking lot as a commercial encroachment into what was an area residential in character. He further stated that no other residential sites in the area were used for parking; and that any approval would be inconsistent with the spirit and intent of the BCZR and goals of the community conservation plans. He stated that the subject site was not unique and that several other properties in the area had characteristics both in size and shape similar to the subject property and pointed these out on the 50 scale map when requested by Mr. Brooks.

Ms. Debra C. Watkins also testified in opposition to the proposal. She resides at 18808 Hillcrest in Parkton, Maryland, and owns the property located at 16 E. Timonium Road. She stated that the property was purchased in 1986; and, that her father had been the original owner since the early 1950s. While she currently rents out the property, she stated that it had always been used as a residence; and further that 18 E. Timonium Road had also always served as a private residence. She stated that if the request for

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 8 commercial parking was granted, her property front would face the parking lot, causing what she considered to be a loss in value; and that additional noise, light and trash problems would inevitably result. She questioned how any restrictions or conditions that might be imposed could be controlled if the proposed commercial lot were approved. She further testified as to the residential character of the neighborhood, admitting to two office buildings across on Gerard Avenue and that she had never requested any zoning change in her property. Ms. Diana Amrhein, 10 Edgemoor Road, also testified and essentially concurred with the testimony of the other protestants, that the house at 18 E. Timonium Road was in excellent condition, attractive, and that the proposed use was simply inappropriate in keeping with the residential nature of the surrounding community.

Mrs. Julia Weiss, 19 E. Timonium Road, testified and stated that she concurred with the previous statements made by the prior protestants testifying. Her porch faces the subject site, and her concerns centered around the additional noise, lighting, traffic, and automobile fume issues previously expressed.

Mr. Guy Kerns, 17 E. Timonium Road, testified that he had measured the distance from the restaurant to the subject site with a measuring tape, and found the distance factor to be 478 feet. In order to do this, he stated that he went along the sidewalk and then perpendicular across Gerard Avenue to the back door of the restaurant.

A number of other residents attending the hearing were also

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 9 prepared to testify against the special hearing and variance. In order to avoid duplication, Ms. Demilio proffered these residents as being opposed to the project; and, if allowed to testify, they would be in concurrence with the testimony of the prior protestants. Those present and in agreement with Ms. Demilio's statement so stated that position by raising their hands.

The burden in a special hearing rests upon the Petitioner to establish by the weight of the testimony and evidence produced at the hearing that the requirements of Section 502.1 (a) through (h) of the BCZR are satisfied. These provisions relate to the request, and whether or not the proposed use would be detrimental to the health, safety or general welfare of the locality involved; involve other issues related to traffic, fire, panic hazards, land overcrowding, adequate light and air issues, and any inconsistences with the purpose of the property's zoning classification, and that it would not in any way be inconsistent with the spirit and intent of the zoning regulations.

The Board is charged with the responsibility of reviewing the testimony and evidence presented, along with statutory and case law, to reach its conclusions as to whether or not the proposed use should be granted. The Petitioner comes before the Board acknowledged as the owner of a successful and popular restaurant in the Timonium area. That popularity has dictated a heavy demand for additional parking in the immediate area. To accommodate his clientele, Petitioner purchased a residential property nearby and seeks to raze the existing dwelling, and replace it with a parking

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 10 lot for exclusive use in connection with valet and employee parking. Since the property exists in a D.R. 5.5 zone, a special exception is required in addition to a request for a variance to seek relief to the parking problem. Petitioner has produced two acknowledged expert witnesses in support of the special hearing and variance requests. A substantial number of community leaders and neighbors opposed the request.

In reaching its decision not to approve the commercial parking in a residential zone and request for variance, several salient. factors must be considered. Initially the decision made in 1995 to approve the shared parking arrangement with the owners of the Gerard Office Building is quite material. There is no question but that this arrangement was to have solved the parking problems of the Petitioner as to his future needs; and based on those representations, the community appeared satisfied as to the order issued by the Deputy Zoning Commissioner in the February 15, 1995 decision, subject to restrictions contained therein. There was also testimony produced by the protestants at the hearing that some of the conditions imposed by the Order have not been adhered to in good faith by the Petitioner. The property in question is zoned D.R. 5.5 and has always existed as a residence. It exists on a favorable residential lot, located in an area designated by Baltimore County as both a Residential Transition Area (RTA) and Community Conservation Area by County officials. While it is bordered by heavily commercial businesses to the north, there are a substantial number of existing homes that are purely residential

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 11 The existing property is well kept, attractive, and other than for parking on the Kelly lot to the east, does serve as an anchor for other homes on the north side of Timonium Road. County has established Community Conservation Areas in communities, such as this area, that are threatened by encroaching enterprises. In so doing, the County has recognized that communities within that designation have experienced stress in recent years due to a variety of reasons. Areas that were once primarily residential are now being threatened as newer commercial development evolves. Frequently the newer development is not compatible with existing surrounding communities. To preserve and enhance community conservation in the area, development or redevelopment must be very sensitive to issues of compatibility, traffic, noise and general neighborhood character. Essentially it should not be detrimental to the existing surrounding community's well-being.

The restaurant currently fronts the east side of York Road bordered on the north by Gerard Avenue, and is about 460 feet +/from the subject lot, which is zoned D.R. 5.5 and contains 0.32 acre. Numerous photographs admitted into evidence clearly indicate that the surrounding neighborhood existing on the south side of Gerard Avenue consists of three single-family dwellings opposite the restaurant before coming to the subject property's site. On the same side of Gerard Avenue as the restaurant is a parking lot used by Petitioner for additional parking (the Gerard Office Building), and then the Kelly Building, which is at the end of Gerard Avenue, bordering Timonium Road. On Timonium Road heading

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 12 west are several single-family homes after the subject site; and on the south side of Timonium Road, a number of single-family dwellings. To the south of the intersection of Gerard Avenue and Timonium Road is a heavily predominant residential area, again of single-family homes. On the north side of Timonium Road near the Kelly Building, heading east, is a Citgo Service Station and Mini-Mart. Timonium Road is a heavily travelled east-west roadway. The distance from the restaurant to the proposed site, based on testimony, is roughly 460 feet, longer than the distance involved in a football playing field.

The Board, based on the testimony and evidence produced at the hearing, has reached the conclusion that the destruction of the property currently existing, which is well-kept, attractive and quite suitable for rent or sale as a residence, and conversion into a commercial parking lot would neither enhance the site nor assist the County in its efforts to stabilize the area. The Board concurs that to grant the request for commercial parking would be totally out of character for the immediate area, and, indeed, would only exacerbate a problem that the County is attempting to solve, that is the flight of its residents to other surrounding counties.

While the Petitioner has indicated limited use of the subject property for valet and employee parking, the objections raised by a substantial number of nearby residents and community activists cannot be overlooked as to the impact of such a parking lot in the community as it relates to additional noise, lighting, disturbances and possible devaluation of existing properties between the lot and

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 13 York Road. No matter how viewed, a parking lot, even if well-buffered and landscaped, is not as conducive to an existing residential area as an already existing single-family home. If the house were destroyed, the homes along Timonium Road on the same side of the street would indeed become an island surrounded by commercial properties; and less desirable for residential purposes. This Board concludes that Petitioner has not met the burden of proof required for any approval being granted by the Board, even with restrictions, that would enable this Board to approve the request. The request is simply inconsistent with the property's current zoning and the spirit and intent of the zoning regulations as they relate to community character issues in Section 502.1 of the BCZR.

As to the request for variance, the Board must be governed by Section 307.1 of the zoning regulations and court decisions that relate thereto. Conditions must be present that are peculiar to the land or structure; and where strict compliance with the zoning regulations would result in practical difficulty or unreasonable hardship that warrants consideration of a variance. Before getting into any issue of practical difficulty, the Petitioner must first establish that the property is "unique." The Court of Special Appeals has held that, in the zoning context, the unique aspect of a variance requirement does not relate to the extent of the improvements upon the property or neighboring properties but rather to the uniqueness of the land itself. Additionally, the "duties given to the Board are to judge whether the neighboring properties

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 14 in the general neighborhood would be adversely affected and whether the use in the particular case is in harmony with the general purpose and intent of the plan." Schultz v. Pritts, 291 Md. 1 (1981) Petitioner produced two experts that look at the site and composite plat and see it as a unique and different land area as opposed to that which is viewed by a large number of local residents and community leaders, who simply see the subject site as no different or unusual than numerous other residential sites in the immediate area.

The Board has reviewed the site plan, aerial photographs and composite plat on several different occasions and different times in an unbiased light; and while there is a peninsular aspect to the property, the Board does not see it so uniquely different from other properties, many of which are corner properties, irregular in shape and size, that would justify the granting of the variances requested. For the reasons so stated, the requests for special hearing and variance are denied.

#### ORDER

THEREFORE, IT IS THIS 18th day of April , 1997 by the County Board of Appeals of Baltimore County

ORDERED that the request to allow a commercial parking area in a residential zone be and is hereby DENIED; and it is further

ORDERED that requested relief from Section 1B01.1.B.1 of the BCZR to permit a 10-foot setback and buffer in lieu of the required 75 feet and 50 feet for a parking lot within a residential

Case No. 96-340-SPHA Glen I. Kendrick, et al /Michael Dellis 15 transition area (RTA) be and the same is hereby DENIED.

Any petition for judicial review from this decision must be made in accordance with Rule 7-201 through Rule 7-210 of the Maryland Rules of Procedure.

COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY

Charles L. Marks, Acting Chairman

Margaret Worrall

Harry E. Buchheister, Jr.



### County Board of Appeals of Baltimore County

OLD COURTHOUSE, ROOM 49 400 WASHINGTON AVENUE TOWSON, MARYLAND 21204 (410) 887-3180

April 18, 1997

Charles T. Brooks, Esquire BROOKS & SPICER 610 Bosley Avenue Towson, MD 21204

RE: Case No. 96-340-SPHA
Glen I. Kendrick, et al - L.O.
Dining Out Enterprises, Inc.,
Michael Dellis, Principal /C.P.
-Petitioners

Dear Mr. Brooks:

Enclosed please find a copy of the final Opinion and Order issued this date by the County Board of Appeals of Baltimore County in the subject matter.

Any petition for judicial review from this decision must be made in accordance with Rule 7-201 through Rule 7-210 of the Maryland Rules and Procedure. If no such petition is filed within 30 days from the date of the enclosed Order, the subject file will be closed.

Very truly yours,

Kathleen C. Bianco Legal Administrator

Charlotte E. Ladelife for

encl.

CC: Michael S. Dellis /Michael's Restaurant
 /Dining Out Enterprises
 Dennis Kundratic
 Debra C. Watkins
 Eric Rockel /Greater Timonium Comm. Council
 Louis Miller
 John Mannion
 Richard Jarvis Huffman
 People's Counsel for Baltimore County
 Pat Keller
 Lawrence E. Schmidt
 Arnold Jablon, Director /PDM
 Virginia W. Barnhart, County Attorney

#### MOTION TO DISMISS

PEOPLE'S COUNSEL FOR BALTIMORE COUNTY moves for dismissal of the appeal filed by Petitioner Dining Out Enterprises, Inc., and for reasons states:

- 1. Petitioner Dining Out Enterprises, Inc., filed for Special Hearing relief for a special permit under Baltimore County Zoning Regulations (BCZR) §409.8.B for commercial parking in a residential zone for its restaurant business, and for two (2) variances for setbacks for the residential site.
- Both the Special Hearing and Variances were denied by the
   Deputy Zoning Commissioner, and Petitioner appealed.
- 3. The Office of People's Counsel entered its appearance on April 2, 1996.
- 4. The hearing before the County Board of Appeals is scheduled for December 10, 1996 at 10:00 a.m.
- 5. BCZR §409.8.B sets forth specific requirements beyond the general parking requirements under §409. Such specific standards must be satisfied before a permit may be considered for commercial parking in a residential zone; the applicable regulation is attached hereto.

- 6. The Baltimore County Zoning Regulations have included a provision for commercial parking in a residential zone since 1955; the prior regulations are attached hereto.
- 7. The instant Petition on its face does not qualify for the special permit for the following reasons:
- A. The Petitioner's business fronts on the east side of York Road, and on the north side of Gerard Avenue; approximately 475 feet to the east is the residential site, which fronts on the north side of Timonium Road, and backs up to Gerard Avenue.
- B. The residential site on which the Petitioner requests commercial parking neither "adjoins" nor is "across an alley or street" from the restaurant business; Petitioner's site plan, which is included in the CBA file, fails to locate the requested parking within the standards required by BCZR §409.8.B; the aerial map in the CBA file illustrates the two sites.
- C. Case law has applied the words "immediate adjacent", "adjoin", and "abut" interchangeably to denote contiguous or bordering. See 7 A.L.R. 4th 750.
- D. The term "across" has been defined as "from one side to the opposite side of", or "crosswise", or "at angle with the length, duration or course of." Gramanco v. Fairlands, 218 So.2d 345. See Words & Phrases, "Across", Vol. 1A, West Publishing Co.
- E. The phrase "across an alley or street" is not intended to expand the parking area for a business beyond either the sites contiguous to the business or contiguous sites separated only by a street or alley; otherwise, commercial intrusion into a residential neighborhood would be limitless. See <u>Gruver-Cooley Jade Corp. v.</u>

<u>Perlis</u>, 252 Md.684 (1969), where the Court defined the term "adjoining" to include contiguous property and property separated by a street, but excluded properties separated by a lot or lots which could be put to residential use.

- F. The phrase "directly opposite" as used in other cases is analogous to "across the street or alley" in the Baltimore County Zoning Regulations; "directly opposite" refers to those tracts of land on the opposite side of the street with only the street intervening, or refers to both sides and the front of the subject site. See 7 A.L.R. 4th 750.
- G. The Maryland Court of Appeals has interpreted this Regulation in Bloede v. MacNabb, 231 Md. 452 (1963) (copy attached hereto), a Baltimore County zoning case which is on point with the case at hand; in Blede, the Court reversed a special permit for commercial funeral home parking on a residential site; the Court ruled that a residential site, north of and on the opposite side of Frederick Avenue from the business, next to a State highways right-of-way for an I-695 exit ramp, is not "across the street" from the business; moreover, it was conceded that the unimproved residentially zoned lot could not be used for residential purposes.
- 8. The proposed parking site is zoned D.R.-5.5 and located in the residential community of Yorkshire/Haverford in Timonium; it is surrounded by single family homes, zoned and used as residences.
- 9. There is no dispute that the Petitioner in the instant case complies with the required number of parking spaces for its business, without expansion onto the residential site. The expansion of Petitioner's business and concomitant parking requirements were

addressed in prior Case No. 95-221-SPH. There is no hardship or unusual condition. See <u>Marek v. Baltimore County Board of Appeals</u>, 218 Md. 351 (1958).

10. In conclusion the terms "adjoining" or "across the street or alley" as used in §409.8.B must be read as a whole and refer to properties having a common boundary or properties which would have a common boundary but for an intervening street or alley.

WHEREFORE, People's Counsel requests that the County Board of Appeals dismiss the Petitioners' appeal.

PETER MAX ZIMMERMAN

People's Counsel for Baltimore County

CAROLE S. DEMILIO

Deputy People's Counsel Room 47, Courthouse 400 Washington Avenue Towson, MD 21204

(410) 887-2188

#### CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this day of November, 1996, a copy of the foregoing Motion to Dismiss was mailed to Charles E. Brooks, Esq., 610 Bosley Avenue, Towson, MD 21204, attorney for Petitioners Dining Out Enterprises, Inc./Michael S. Dellis, and to Glenn I. and Ann L. Kendrick, 18 Timonium Road, Timonium, MD 21093, Petitioners.

TAROLE S DEMILIO

mould have been sustained without leave venuse appelles thad not exhausted their Since we hold that appellants' demurrer o amend and the bill of complaint dismissed idministrative remedies, we do not reach appellants' second contention. Decree reversed and bill of complaint dismissed. Costs to be paid by appellees.



Carl B. BLOEDE at al. 281 Md. 452

Elward 8, MacNABB, Jr. No. 290. Court of Appends of Maryland. May 14, 1003. Proceeding wherein the Circuit Court for Baltimore County, John Grason Turnparking lot was not "across the street" from of land in residential zone for parking area or slope along Beltway exit owned by State Roads Commission, and that use permit hall, J., affirmed an order of the Board of rial funeral home parking in a residential area. The protestants appealed. The Court of Appenis, Horney, J., held that proposed owner's business within meaning of zoning regulations authorizing use permits for use provided that it is across alley or street from jusiness or industry involved, where it was separated therefrom not only by road but also by intervening turf-covered shoulder Appeals granting a use permit for commerwas improperly granted.

Reversed

Zoning @418

Proposed parking fot was not "across the street" from owner's business within meaning of zoning regulations authorizing use permits for use of land in residential

zone for parking area provided that it is along Beltway exit owned by State Roads across alley or street from business or industry involved, where it was separated therefrom not only by road but also by intervening turf-covered shoulder or slope Commission and accordingly use permit was improperly granted. Harry Goldman, Jr., Baltimore, for apsellants.

Murray (Smith & Harrison, Towson, on the George Barrett Johns and Richard C. brief), for appellee. Before HENDERSON, HAMMOND, PRESCOTT, HORNEY and MARBURY,

HORNEY, Judge.

S. Bloede and others) in a zoning case from the order of the Circuit Court for Baltimore County affirming the order of the This is an appeal by the protestants (Carl board of appeals granting the petitioner (Edward S. MacNabb, Jr.) a use permit for commercial funeral home parking in a residential area. The petitioner owns and has operated as a Road in the Catonsville area. He also owns the lot, which is the subject of this nad acquired it by condemnation in the course of constructing the Baltimore Beltdirection from the funeral home, across, out not immediately adjacent to, Frederick Road, is located in a residential area on the east side of a private road known as Arbutus Avenue. The fot is bounded on the State Roads Commission used as an exit from the Beltway into Frederick Road. Between the lot and the paved portion of nonconforming use for approximately thirty west corner of Wade Avenue and Frederick controversy, having acquired it by deed from the State Roads Commission which way, The lot, which lies in a northerly the east and south by the right-of-way of years a funeral home located on the south-

# **WELSH v. PORTER** Cito as 100 A.2d 781

Md.

thousder or slope, eighteen feet in width at right-of-way to Arbutus Avenue. At presthe Beltway exit there is a turf-covered its narrowest point, extending along the ent the whole lot is unimproved and is covered with trees and undergrowth which serve to shield the properties of the protestants from the commercial areas along Frederick Road. It is conceded that the lot cannot be used for residential purposes.

part of the lot proposed to be used as a The trees and undergrowth on the southerly end of the lot are to remain, but that parking facility will, if granted, accommodate thirteen passenger automobiles which would otherwise have to be parked on the public streets in the area. And while patrons using the parking lot would ordinarily against the normal traffic on that street but also against the merging truffic from the Beltway, at a point where there is no traffic control signal, the petitioner proposes to remedy this condition by having the attendbiles of the patrons on the parking lot and have to cross Frederick Road, not only ants at the functal home park the automoreturn them as and when required.

(and the only one we need consider) is that the order granting the off-street parking One of the contentions of the protestants permit violated the applicable zoning regu-

zoning regulations authorizes the zoning commissioner to issue a permit for the use of land in a residential zone for a parking ed on, among other requirements, the land so used being either adjoining or "across an Section 409,4 a of the Baltimore County area, provided such use permit is conditionalley or street from the business or industry involved."

is across the street from the funeral home ting thereon-that the proposed parking lot we think it cannot be said-bearing in mind tions is defined in part as a right-of-way providing primary access to properties abut-Whatever other situations may be included in the phrase "across the street from," that the word "street" in the zoning regula-

along the Beltway exit owned by the S: tervening turf-covered shoulder or si only by Frederick Road but also by the when in fact it is separated therefrom Roads Commission.

The order of the lower court affirming order of the board of appeals must the fore he reversed, Order reversed; the costs to be paid the appellee



Anna Marie WELSH 231 Md, 483

Sylvestor PORTER and Barbara Crows of

Court of Appeals of Maryland, May 16, 10Cl.

the drivers and she appealed. The Cr Baltimore City Court, Emory II. Niles. finding by jury that she was guilty of n either of the two drivers negligent depe-Suits and cross suits arising out of f., entered judgments adverse to one of Appeals, Henderson, J., held that ! in the collision were not precluded for igence in entering the intersection or that she entered the intersection on a gr light, where evidence was sufficient to h recovery against their host driver up red light, even though they had testil sengers in one of the automobiles involent upon which version of the testime intersectional automobile collision. the jury believed.

Judgments affirmed.

1. Automobiles &=171(9)

tersection on a green light, his failure If an automobile driver entered an

# BALTIMORE COUNTY ZONING REGULATIONS

AS AMENDED THROUGH MAY, 1995

1987 EDITION

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING



- § 409.8 B. Business or Industrial Parking in Residential Zones.
  - Upon application, the zoning commissioner may issue a use permit for the use of land in a residential zone for parking facilities to meet the requirements of Subsection 409.6, under the following procedure:
    - a. On the property in question, notice of the application for the use permit shall be conspicuously posted for a period of fifteen (15) days following the filing of the application.
    - b. Within the fifteen (15) day posting period, any interested person may file a formal request for a public hearing with the zoning commissioner in accordance with Section 500.7.
    - c. If a formal request for a public hearing is not filed, the zoning commissioner, without a public hearing, may grant a use permit for parking in a residential zone if the proposed use meets all the requirements of Section 409.8B.2. The use permit may be issued with such conditions or restrictions as determined appropriate by the zoning commissioner to satisfy the provisions of Section 409.8B.2 below and to ensure that the parking facility will not be detrimental to the health, safety or general welfare of the surrounding community.
    - d. If a formal request for a public hearing is filed, the zoning commissioner shall schedule a date for the public hearing, such hearing to be held not less than 30 days and not more than 90 days from the date of filing of the request for public hearing.
    - e. Following the public hearing, the zoning commissioner may either deny or grant a use permit conditioned upon:
      - (1) his findings following the public hearing;
      - (2) the character of the surrounding community and the anticipated impact of the proposed use on that community;

- (3) The manner in which the requirements of Section 409.8B.2 and other applicable requirements are met; and any additional requirements as deemed necessary by the zoning commissioner in order to ensure that the parking facility will not be detrimental to the health, safety or general welfare of the surrounding community and as are deemed necessary to satisfy the objectives of Section 502.1 of these regulations.
- In addition to all other applicable requirements, such parking facilities shall be subject to the following conditions:
  - a. The land so used must adjoin or be across an alley or street from the business or industry involved.
  - Only passenger vehicles, excluding buses, may use the parking facility.
  - c. No loading, service, or any use other than parking shall be permitted.
  - d. Lighting shall be regulated as to location, direction, hours of illumination, glare, and intensity, as required.
  - e. A satisfactory plan showing parking arrangement and vehicular access must be provided.
  - f. Method and area of operation, provision for maintenance, and permitted hours of use shall be specified, and regulated as required.
  - g. Any conditions not listed above which, in the judgment of the zoning commissioner, are necessary to ensure that the parking facility will not be detrimental to adjacent properties.
- C. Requirements for Parking Bays on a Street Parking bays on a street are subject to the following requirements and all applicable requirements of the Department of Public Works.
  - The length of any parking bay (measured along the right-of-way) shall not exceed 180 feet. All bays must be separated by a divider which is at least 10 feet in width.



NORMAN E. GERBER DIRECTOR

February 25, 1983

Subject: Revised pages, 1981 Edition, Baltimore County Zoning Regulations

Enclosed are new pages for your copy of the 1981 Edition of the Baltimore County Zoning Regulations. Pages containing new or revised provisions are identified by the notation "Rev/82" in the upper right-hand corner of the pages.

Legislative changes made during Calendar Year 1982 required, in some cases, adding new page numbers, e.g. 17-1, 55-1, etc. They also eliminated provisions that had been printed on pages 89,90 and 91, which should be removed.

In several cases, unchanged pages have been re-printed to retain pagination integrity.

- 409.4—Business or Industrial Parking in Residence Zones—Upon application the Zoning Commissioner may issue a use permit for the use of land in a residential zone for parking areas to meet the requirements of the foregoing schedule, subject to the following conditions. If granted, such use permit shall be conditioned as follows, in lieu of the provisions in Section 409.2 (c): [B.C.Z.R., 1955; Resolution, November 21, 1956; Bill No. 31, 1984.]
  - A. The land so used must adjoin or be across an alley or street from the business or industry involved. [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - b. Only passenger vehicles, excluding buses, may use the parking area. [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - c. No loading, service, or any use other than parking shall be permitted. [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - d. Lighting shall be regulated as to location, direction, hours of illumination, glare, and intensity, as required. [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - e. Screening shall be provided in accordance with the Baltimore County Landscape Manual adopted pursuant to Section 22-105 of Title 22 of the Baltimore County Code. [Resolution, November 21, 1956; No. 31, 1984.]
  - f. A paved surface, properly drained, shall be required. [B.C.Z.R., 1955, Paragraph 409.4.e; Resolution, November 21, 1956.]
  - g. A satisfactory plan showing parking arrangement and vehicular access must be provided. [Resolution, November 21, 1956.]
  - h. Method and area of operation, provision for maintenance, and permitted hours of use shall be specified, and regulated as required. [B.C.Z.R., 1955, Paragraph 409.4.e; Resolution, November 21, 1956.]
- 409.5-Exception-Where the requirements for parking space or loading space in Section 409 would create an undue hardship the Zoning Commissioner may approve a modified plan upon petition and after a public hearing. [B.C.Z.R., 1955.]

## BALTIMORE COUNTY ZONING REGULATIONS

AS AMENDED THROUGH OCTOBER 10, 1974
1975 EDITION

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING TOWSON, MARYLAND

409.3—Loading Space—On the same premises with every building or part thereof, hereafter erected, having a total floor area of at least 10,000 square feet, occupied for manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, elevator apartment building, hospital, mortuary, laundry, dry cleaning, or other uses which similarly involve deliveries or shipments of materials or merchandise by truck, there shall be provided and maintained at least one offstreet loading space plus one additional such loading space for each 50,000 square feet of total floor area so used in excess of 10,000 square feet. Each offstreet loading space shall be not less than 10 feet wide, 25 feet long, and 14 feet high. Where buildings are so located on the lot that loading facilities are provided within the premises so that no part of a loading or unloading vehicle projects into or across any publicly-used street, alley, or sidewalk, the Zoning Commissioner may reduce the number of loading spaces required under this paragraph. [B.C.Z.R., 1955.]

- 409.4—Business or Industrial Parking in Residence Zones—Upon application the Zoning Commissioner may issue a sue<sup>7</sup> permit for the use of land in a residential zone for parking areas to meet the requirements of the foregoing schedule, subject to the following conditions. If granted, such use permit shall be conditioned as follows, in lieu of the provisions in Section 409.2 (c): [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - A. The land so used must adjoin or be across an alley or street from the business or industry involved. [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - b. Only passenger vehicles, excluding busses, may use the parking area.
    [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - c. No loading, service, or any use other than parking shall be permitted. [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - Lighting shall be regulated as to location, direction, hours of illumination, glare, and intensity, as required. [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - e. Screening by a wall, fence, planting and/or otherwise hall<sup>8</sup> be required as deemed advisable by the Office of Planning.<sup>9</sup> [B.C.Z.R., 1955; Resolution, November 21, 1956.]
  - f. A paved surface, properly drained, shall be required. [B.C.Z.R., 1955, Paragraph 409.4.e; Resolution, November 21, 1956.]
  - g. A satisfactory plan showing parking arrangement and vehicular access must be provided. [Resolution, November 21, 1956.]

<sup>7.</sup> Thus in Resolution, November 21, 1956.

<sup>8.</sup> Thus in Resolution, November 21, 1956.

<sup>9.</sup> Superseded by Office of Planning and Zoning--see note 1, Section 102.

- h. Method ard 10 area of operation, provision for maintenance, and permitted hours of use shall be specified, and regulated as required.

  [B.C.Z.R., 1955, Paragraph 409.4.e; Resolution, November 21, 1956.]
- 409.5—Exception—Where the requirements for parking space or loading space in Section 409 would create an undue hardship the Zoning Commissioner may approve a modified plan upon petition and after a public hearing. [B.C.Z.R., 1955.]

<sup>10.</sup> Thus in Resolution, November 21, 1956.

# BALTIMORE COUNTY ZONING REGULATIONS 1969

01.19

### OFFSTREET PARKING AND LOADING

uses which similarly involve deliveries or shipments of materials or merchandise by truck, there shall be provided and maintained at least one offstreet loading space plus one additional such loading space for each 50,000 square feet of total floor area so used in excess of 10,000 square feet. Each offstreet loading space shall be not less than 10 feet wide, 25 feet long, and 14 feet high. Where buildings are so located on the lot that loading facilities are provided within the premises so that no part of a loading or unloading vehicle projects into or across any publicly-used street, alley, or sidewalk, the Zoning Commissioner may reduce the number of loading spaces required under this paragraph.

409.4—Business or Industrial Parking in Residence Zones—Upon application the Zoning Commissioner may issue a use 1/ permit for the use of land in a residential zone for parking areas to meet the requirements of the foregoing schedule, subject to the following conditions. If granted, such use permit shall be conditioned as follows, in lieu of the provisions in Section 409.2 (c): [Revised by Resolution, November 21, 1956]

- The land so used must adjoin or be across an alley or street from the business or industry involved.
- Only passenger vehicles, excluding busses, may use the parking area.
- c. No loading, service, or any use other than parking shall be permitted.
- Lighting shall be regulated as to location, direction, hours of illumination, glare, and intensity, as required.
- e. Screening by a wall, fence, planting and/or otherwise shall be required as deemed advisable by the Office of Planning.
- f. A paved surface, properly drained, shall be required.
- g. A satisfactory plan showing parking arrangement and vehicular access must be provided 1/.
- h. Method and 1/ area of operation, provision for maintenance, and permitted hours of use shall be specified, and regulated as required.

409.5—Exception—Where the requirements for parking space or loading space space in Section 409 would create an undue hardship the Zoning Commissioner may approve a modified plan upon petition and after a public hearing.

[Section 410—Open Dumps—Repealed by Bill No. 140, 1962]

96-3692

7/1/96

70 SJ

LAW OFFICES

### BROOKS & SPICER

610 BOSLEY AVENUE

TOWSON, MARYLAND 21204

CHARLES E. BROOKS MALCOLM F. SPICER, JR. (410) 296-2600

TELEFAX (410) 296-2379

July 2, 1996

### HAND DELIVERED

Baltimore County Permit and Development Management 111 West Chesapeake Avenue Towson, Maryland 21204

Re: 18 Timonium Road

Case Number: 96-340-SPHA

Dear Sir/Madam:

Enclosed herewith please find an Order For Appeal for filing in the above captioned case as well as a check in the amount of Three Hundred Eighty Five Dollars (\$385.00) for filing fees.

If you have any questions regarding the same, please do not hesitate to contact me.

Sincerely,

Charles E. Brooks

CEB/lg Enclosure TN RE: PETITIONS FOR SPECTAL HEARING \* BEFORE THE

AND ZONING VARIANCE \* ZONING COMMISSIONER

18 TIMONIUM ROAD \* FOR BALTIMORE COUNTY

8TH ELECTION DISTRICT \* CASE NO.: 96-340-SPHA

4TH COUNCILMANIC DISTRICT \*

ORDER FOR APPEAL

Please note an Appeal to the Board of Appeals for Baltimore County from the decision of the Zoning Commissioner in the above case dated June 3, 1996.

Charles E. Brooks, Esquire
Law Offices of Brooks & Spicer
610 Bosley Avenue
Towson, Maryland 21204
(410) 296-2600

Attorney For

Contract Purchaser-Petitioner

LAW OFFICES
BROOKS & SPICER
610 BOSLEY AVENUE
TOWSON, MD 21204

296-2600

RE: PETITION FOR SPECIAL HEARING PETITION FOR VARIANCE	*	BEFORE THE
18 Timonium Road, Corner NW/S Timonium Road, SW/S Gerard Avenue, 8th	*	ZONING COMMISSIONER
Election District, 4th Councilmanic	*	OF BALTIMORE COUNTY
Legal Owners: Glenn and Ann Kendrick Contract Purchaser/Lessee: Dining Out	*	CASE NO. 96-340-SPHA
Enterprises, Inc./Michael S. Dellis	*	
Petitioners	*	

### ENTRY OF APPEARANCE

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

PETER MAX ZIMMERMAN

People's Counsel for Baltimore County

we S. Domilio

CAROLE S. DEMILIO

Deputy People's Counsel Room 47, Courthouse 400 Washington Avenue Towson, MD 21204

(410) 887-2188

### CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this Aday of April, 1996, a copy of the foregoing Entry of Appearance was mailed to Charles E. Brooks, Esquire, 610 Bosley Avenue, Towson, MD 21204, attorney for Petitioners.

PETER MAX ZIMMERMAN



## Petition for Special Hearing

	to the Zoning Commi	ssioner of Baltimore Count
C /	for the property located at	18 TIMONIUM ROAD

96-340-5PHA

which is presently zoned

MICROFILMED

DR 5.5

This Petition shall be filed with the Office of Zoning Administration & Development Management.

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

The undersigned, legal owner(s) of the property situate in Saltimore 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 Zoning Regulations of Baltimore County, to determine whether or not the Zoning Commissioner should approve

A request to allow a commercial parking area in a residential zone.

	VWe do solemnly declare and affirm, under the penelties of perjuny, that I/we are the legal owner(s) of the property which is the subject of this Petition.
Contract Purchaser/Lesses:	Lagal Owner(s):
DINING OUT ENTERPRISES INC	GLENN I. KENDRICK
(Type or Print Name) MICHAEL DELLIS Signature	(Type, or Print Name)  Lann I. Fendrick  Signature
2119 YORK ROAD	ANN L. KENDRICK
Address TIMONIUM MD 21093  City State Zipcode	(Type or Print Name)  Imm I Hendrick  Signature
·	18 TIMONIUM ROAD 252-0883
Attorney for Petitioner:	Address Phone No.
CHARLES E. BROOKS, ESQ.	TIMONIUM MD 21093
Type or Print Name)	City State Zpcode Name, Address and phone number of representative to be contacted.
Martin ( )	CHARLES E BROOKS, ESQ.
610 BOSLEY AVE. 296-2600	610 BOSLEY AVE 296-2600
TOWSON MD 21204	Address Phone No.
Ry State Zipcode	OFFICE USE ONLY
	ESTREATED LENGTH OF HEARING
Joseph Martine Company of the Compan	the following dates Hent Two Months
	ALL OTHER
n.	REVIEWED BY: 204 DATE 3/6/96

DR 5.5



# Petition for Variance

			valial	
TEV LED	to the Zoning Comm	uissioner	of Baltimore Co	lin:
	for the property located at			
96	-340-5PHA		18 TIMONIUM ROAD	
	• • • • •			ነበ 🗀

This Petition shall be filed with the Office of Zoning Administration & Development Management.

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(s)

1B01.1.B.1. to permit a 10' setback and buffer in lieu of 75' and 50', respectively, for a parking lot within the R.T.A.

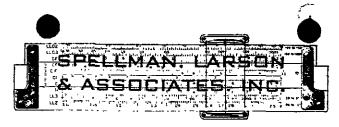
of the Zoning Regulations of Baltimore County, to the Zoning Law of Baltimore County; for the following reasons: (indicate hardship or

The property because of it's unique configuration cannot be used as requested without the granting of the variances thereby creating practical difficulty and undue hardship.

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.

Contract Purchaser/Lessee:	We do solemnly declare and affirm, under the penalties of penjury, that I/we are the legal corner(s) of the property which is the subject of this Petition.  Legal Owner(s):
DINING OUT ENTERPRISES INC  (Type or Print Name) MICHAEL S. DELLIS  Signature	GLENN I. KENDRICK (Type of Front Name)  Lense Lense Lensers
2119 YORK ROAD	ANN L. KENDRICK
TIMONIUM MD 21093	(Type or Print Name)  Lim J. Bendrick
City State Zipcode	Signature J. Hendruck
Attorney for Petitioner:	,
CHARLES E. BROOKS, ESQ.	18 TIMONIUM RD. 252-0883
10 1510	Address Phone No.
Signature	TIMONIUM MD 21093
	Name, Address and phone number of representative to be contacted.
Address Phone No.	CHARLES E. BROOKS, ESQ.
TOWSON MD 21204	- · · · · · · · · · · · · · · · · · · ·
State Zipcode	Address Property
	OFFICE USE ONLY
A STATE OF THE PARTY OF THE PAR	ESTIMATED LENGTH OF HEARING 3 hr.
	unavailable for Hearing
Printed with Soybean Ink	the following dates Next Two Months
on Recycled Paper	ALLOTHER
MICROFILMED	REVIEWED SY: 2016 DATE 3/6/14





SUITE 109 — JEFFERSON BUILDING 105 W. CHESAPEAKE AVENUE TOWSON, MARYLAND 21204 TEL (410) 823-3535

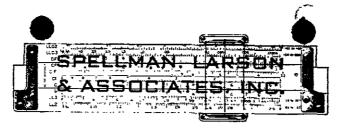
FAX (410) 825-5215

ROBERT E. SPELLMAN, P.L.S. JOSEPH L. LARSON JO ANN W. ROGGE

96-340-SPHA

### DESCRIPTION FOR ZONING NO. 18 TIMONIUM ROAD, 8TH DISTRICT BALTIMORE COUNTY, MARYLAND

Beginning for the same at a point on the northwest side of Timonium Road, 80 feet wide, as shown on a Plat of Re-subdivision Plat part of Section A-B & C Yorkshire and part of Haverford said Plat being recorded among the Plat Records of Baltimore County in Plat Book GLB No. 22, folio 25 said point being also at the end of the fillet curve connecting the northwest side of Timonium Road and the southwest side of Gerard Avenue, 40 feet wide, as shown on said Plat and running thence and binding on the northwest side of Timonium Road southwesterly by a curve to the right with a radius of 957.49 feet the distance of 138.92 feet to the dividing line between Lot No. 5 and Lot No. 6 as shown on said Plat thence leaving the northwest side of Timonium Road and binding on said dividing line north 30 Degrees 12 Minutes 35 Seconds west 79.36 feet and north 3 Degrees 40 Minutes west 71.00 feet to the southwest side of Gerard Avenue herein referred to and running thence and binding on the southwest side of Gerard Avenue north 86 Degrees 20 Minutes east 92.73





SUITE 109 — JEFFERSON BUILDING 105 W. CHESAPEAKE AVENUE TOWSON. MARYLAND 21204 TEL (410) 823-3535 FAX (410) 825-5215 ROBERT E. SPELLMAN, P.L.S. JOSEPH L. LARSON JO ANN W. ROGGE

96-340-SPHA

### DESCRIPTION FOR ZONING NO. 18 TIMONIUM ROAD, 8TH DISTRICT BALTIMORE COUNTY, MARYLAND

Page: 2

feet and southeasterly by a curve to the right with a radius of 80.00 feet the distance of 52.32 feet (the chord of the arc bears south 74 Degrees 55 Minutes 54 Seconds east 51.39 feet) to the beginning of the fillet curve herein referred to and running thence and binding on said fillet curve southerly by curve to the right with a radius of 25.00 feet the distance of 43.35 feet (the chord of the arc bears south 6 Degrees 31 Minutes 15 Seconds east 38.12 feet) to the place of beginning.

Containing 0.32 acres of land, more or less.

Subject to a 5 foot easement for utilities along the second and third lines of the above described parcel of land.

02/20/96



### CERTIFICATE OF POSTING ZONING DEPARTMENT OF BALTIMORE COUNTY

.1)					_
District 0		٦-		Date of Posting_	3.29.96
Posted for:	CASR.	No.	76-	340 - SP	HΑ
Petitioner:	DIMINE	01+	ENTER	Prises I	NC.
Location of property	· 18,	Timo	MIO m	Para	
7					
Location of Signa.	See	ATTAC	hel	Sie Pl	w
Remarks:			·		
Posted by	HOMER (	2005_	. Date	of return:	
Number of Signa:	Signature				

### NOTICE OF HEARING

The Zoning Commissioner of Batimore County, by authority of the Zoning Act and Regulations of Batimore County with hold a public herein in Room 106 of the County Office Building, 111 JW. Chesapeake Avenue in Towson, Maryland 21204 or Room 118, Old County Lowson, Maryland 21204 as follows:

Case: 196-340-5444
(Item 334)
18 Timonium Final
corner NAWS Timonium Fload
SAW/S Gerrar Avenue
8th Election District
4th Councilmanic
Legal Owner(s):
Glenn and Ann Kendrick
Contract Parchaser

Dining Out Enterprises, Inc.
Special Hearing: to approve
a request to allow a construccial parking area in a residential zone. Variance: to permit a
10 foot sethack and butter in

ieu of 75 feet and 50 feet, respectively, for a gadding int within the HTA. Hearing, Montay, April 15, 1996 at 200 p.m. in Bim. 118, Old Countriess.

LAWRENCE E SCHWOT
Zoning Commissioner for
Baltimore County
NOTES: (1) Hearings are
Handirapped Accessible for
special accommodations
Please Call 887-3353.

(2) For information concerning the File and/or Hearing, Please Call 887-3391

3/218 March 21 \*\* C38/30

### CERTIFICATE OF PUBLICATION

TOWSON, MD., \_\_\_\_\_\_ March 21, 1996

THE JEFFERSONIAN.

LEGAL AD. - TOWSON

Publisher

BALTIMORE COU OFFICE OF FINANCE MISCELLANEOUS	E-REVENUE DIVISION	No. 012568
DATE 7 2 0	d ACCOUNT C	01-61500
RECEIVED Ome	Out Enterpr	385.00
FOR Appeal	96-340-51	PHA
	02/190355NICHRC BA CO02:20PN07-05-4	#395.00

# CERTIFICATE OF POSTING

ZONING DEPARTMENT OF BALTIMORE COUNTY 91 - 340-570 ML Towner, Maryland

District Date of Posting 7/19/20	Politioner: Glora Filter du de s' la Continue de Seuls Brond fru	Location of Signer. Letting 720 July on property bong appelled
District	Petitioner: . Location of p	Location of

Date of return. 2/2.0/9/6

3

Number of Signer

Remarks:



### County Board of Appeals of Baltimore County

OLD COURTHOUSE, ROOM 49 400 WASHINGTON AVENUE TOWSON, MARYLAND 21204

Hearing Room - Room 48 (410) 887-3180 Old Courthouse, 400 Washington Avenue

September 24, 1996

### NOTICE OF ASSIGNMENT

NO POSTPONEMENTS WILL BE GRANTED WITHOUT GOOD AND SUFFICIENT REASONS. REQUESTS FOR POSTPONEMENTS MUST BE IN WRITING AND IN STRICT COMPLIANCE WITH RULE 2(b). NO POSTPONEMENTS WILL BE GRANTED WITHIN FIFTEEN (15) DAYS OF SCHEDULED HEARING DATE UNLESS IN FULL COMPLIANCE WITH RULE 2(c), BOARD'S RULES OF PRACTICE & PROCEDURE, APPENDIX C, BALTIMORE COUNTY CODE.

CASE NO. 96-340-SPHA

GLEN I. KENDRICK, ET AL -LEGAL OWNER; DINING OUT ENTERPRISES, INC., MICHAEL DELLIS, PRINCIPAL /CONTRACT PURCHASER -PETITONERS Corner NW/s Timonium Road, SW/s Gerard Avenue (18 Timonium Road)

8th Election District
4th Councilmanic District

SPH -Approval of commercial parking area in residential zone; VAR -10' setback and buffer in lieu of 75' and 50' respectively for parking lot within RTA.

6/03/96 -Z.C.'s Order in which Petition for Special Hearing was DENIED.

### ASSIGNED FOR:

### TUESDAY, DECEMBER 10, 1996 at 10:00 a.m.

cc: Charles E. Brooks, Esquire Counsel for Appellant /Petitioner Michael S. Dellis /Michael's

Restaurant /Dining Out Enterprises Appellant /Petitioner
Wr. & Mrs. Glenn I. Kendrick (PRoc) Owners /Petitioners

Mr. & Mrs. Gienn 1. Kendrick (PROC)INTELEST Joseph S. Larson / Spellman, Larson & Assoc.

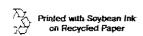
Dennis Kundratic
Debra C. Watkins
Eric Rockel /Greater Timonium Comm. Council
Louis Miller
John Mannion

People's Counsel for Baltimore County Pat Keller Lawrence E. Schmidt Arnold Jablon, Director /PDM Virginia W. Barnhart, County Attorney

MICROFILMED

Added interested party: Richard Jarvis Huffman

Kathleen C. Bianco Legal Administrator



Case No. 96-340-SPHA

Glenn I. Kendrick, etc. -Legal Owner
-Dining Out Enterprises, Inc. - C.P./Petitioner

NW/S Timonium Road, SW/s Gerard Avenue

(18 Timonium Road)

8th Election District

GENTLOWN



# Baltimore County Department of Permits and Development Management

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

April 8, 1996

Charles E. Brooks, Esquire 610 Bosley Avenue Towson, Maryland 21204

RE: Item No.: 334

Case No.: 96-340-SPHA

Petitioner: G. I. Kendrick, et ux

Dear Mr. Brooks:

The Zoning Advisory Committee (ZAC), which consists of representatives from Baltimore County approval agencies, has reviewed the plans submitted with the above referenced petition, which was accepted for processing by Permits and Development Management (PDM), Zoning Review, on March 6, 1996.

Any comments submitted thus far from the members of ZAC that offer or request information on your petition are attached. These comments are not intended to indicate the appropriateness of the zoning action requested, but to assure that all parties (zoning commissioner, attorney, petitioner, etc.) are made aware of plans or problems with regard to the proposed improvements that may have a bearing on this case. Only those comments that are informative will be forwarded to you; those that are not informative will be placed in the permanent case file.

If you need further information or have any questions regarding these comments, please do not hesitate to contact the commenting agency or Joyce Watson in the zoning office (887-3391).

Sincerely,

W. Carl Richards, Jr.

Zoning Supervisor

WCR/jw
Attachment(s)

BALTIMORE COUNTY,

MARYLAND

INTEROFFICE CORRESPONDENCE

TO:

Arnold Jablon, Director

Date: March 22, 1996

Department of Permits & Development

Management

FROM:

Robert W. Bowling, Chief

Development Plans Review Division Department of Permits & Development

Management

SUBJECT:

Zoning Advisory Committee Meeting

For March 25, 1996

Item No. 334

The Development Plans Review Division has reviewed the subject zoning item. If the commercial parking lot is approved, the developer will be responsible for the total actual cost of drainage facilities required to carry the storm water runoff through the property to be developed to a suitable outfall. Preparation of all construction, 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.

The proposed entrances will be constructed per the Department of Public Work's Std. Plate R-32 Single Commercial Entrance with ten-foot minimum radii curb returns.

Sidewalks are required adjacent to the public roads serving this The walks shall be five feet wide and shall be installed to conform with Baltimore County standards.

Five feet of the western ten-foot residential buffer is designated as a utility easement. Five feet, not ten feet is the effective buffer. A Schematic Landscape Plan must be submitted to review as a condition of considering the variance request.

RWB:jrb

cc: File

### Baltimore County Government Fire Department



700 East Joppa Road Towson, MD 21286-5500

Office of the Fire Marshal (410) 887-4880

DATE: 03/13/96

Arnold Jablon
Director
Zoning Administration and
Development Management
Baltimore County Office Building
Towson, MD 21204
MAIL STOP-1105

RE: Property Owner: SEE BELOW

Location: DISTRIBUTION MEETING OF MAR. 18, 1996

Item No.: SEE BELOW Zoning Agenda:

### Gentlemen:

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

8. The Fire Marshal's Office has no comments at this time, IN REFERENCE TO THE FOLLOWING ITEM NUMBERS 334,335,336,337,338,339,340,341 AND 342.

REVIEWER: LT. ROBERT P. SAUERWALD

Fire Marshal Office, PHONE 887-4881, MS-1102F

cc: File

Printed with Soybean Ink on Recycled Paper



David L. Winstead Secretary Hal Kassoff Administrator

3-18-96

Ms. Joyce Watson Baltimore County Office of Permits and Development Management County Office Building, Room 109 Towson, Maryland 21204

Baltimore County Item No. 334 (MJK) RE:

Dear Ms. Watson:

This office has reviewed the referenced item and we have no objection to approval as it does not access a State roadway and is not affected by any State Highway Administration projects.

Please contact Bob Small at 410-333-1350 if you have any questions.

Thank you for the opportunity to review this item.

My telephone number is .

Very truly yours,

Ronald Burns, Chief Engineering Access Permits

BS/es

### BALTIMORE COUNTY, MARYLAND

### DEPARTMENT OF ENVIRONMENTAL PROTECTION AND RESOURCE MANAGEMENT

### INTER-OFFICE CORRESPONDENCE

T0:

ZADM

DATE: 3-22-96

FROM:

DEPRM

Development Coordination

SUBJECT:

Zoning Advisory Committee

The Department of Environmental Protection & Resource Management has no comments for the following Zoning Advisory Committee Items:

Item #'s:

336

337

339

342

#341 Selly

A. Buse Auley

LS:sp

.T. 1

### BALTIMORE COUNTY, MARYLAND

### INTER-OFFICE CORRESPONDENCE

TO: Arnold Jablon, Director, PDM DATE: March 21, 1996

FROM: Arnold F. "Pat" Keller, III, Director, OP

SUBJECT: 18 Timonium Road

INFORMATION:

Item Number:

334

Petitioner:

Kendrick Property

Property Size:

DR 5.5

Zoning:

Requested Action:

Hearing Date:

The subject property is located within a Community Conservation Area in the well maintained neighborhood of Haverford. It is located at the northwest side of Timonium Road at Gerard Avenue, approximately 500' from Michael's restaurant. There are three residentially zoned and used properties on Gerard Avenue, and five such properties on Timonium Road located in the vicinity of the proposed parking lot. The three properties on Gerard Avenue are located between the proposed parking lot and The Gerard Building.

It should be noted that the zoning history for Michael's restaurant includes a Special Hearing (Case NO 95-221 SPH) for commercial parking in a residential zone, and approval of a modified parking plan for the Gerard Office Building and the restaurant. The Special Hearing was granted on February 13, 1995. At that time, it was established that, through shared parking calculations and a 35 parking space reduction due to a previous Variance (Case No. 86-377A), the required parking was 98 spaces. The provided parking was 109 spaces with a surplus of 14 spaces.

### SUMMARY OF RECOMMENDATIONS:

It is the opinion of the office that the proposed surplus parking lot at 18 Timonium Road would have an adverse effect upon the surrounding residential neighborhood. There would be an extreme adverse impact in particular, upon the adjacent Watkins residence at 16 Timonium Road, which has a front orientation to the side of the proposed parking lot. The parking lot is located at a distance of approximately 500' from the restaurant, a very inconvenient location for either employee parking or valet parking. Other options should be explored which include the possibility of leased parking from the adjacent Timonium Shopping Center.

:CT	Arnold	Jablon,	Di	or, PDM
EDOM.	71-3	77 1170-417	12	- TTT 5.

FROM: Arnold F. "Pat" Kerier, III, Director, OP

Furthermore, the requested Variance to r.t.a. would result in a 10' wide setback and buffer in lieu of the required 75' and 50' respectively, for the parking lot. The buffer would not provide effective screening within the r.t.a.

Prepared by: <u>Diena</u> eller

Division Chief: <u>Olyge Remains</u>

### BALTIMORE COUNTY, MARYLAND

### Inter-Office Correspondence

TO: C. Marks DATE: November 26, 1996

M. Worrall

H. Buchheister

FROM: Kathi

SUBJECT: Case No. 96-340-SPHA /Glen I. Kendrick et ux; Michael's /Timonium Road -- People's Counsel's Motion to Dismiss

The subject matter is scheduled for hearing on the merits on Tuesday, December 10, 1996 at 10:00 a.m. Subsequent to notification of same, the Office of People's Counsel filed a Motion to Dismiss, a copy of which was certified to Charles E. Brooks, Esquire, counsel for the Petitioners. We are awaiting a copy of Mr. Brooks' response to this Motion.

In the interim, to enable the Board to handle this motion at the start of the hearing on December 10th, I've enclosed a copy of People's Counsel's Motion to Dismiss. Upon receipt of any response thereto from Petitioners or their Counsel, I will forward same to you.

Should you have any questions regarding the above, or need any additional information, please call me.

kathi

Attachment

### SUBPOENA

Please issue a Subpoena to the following named witness to personally appear before the County Board of Appeals of Baltimore County at the hearing for the matter captioned above on <u>Tuesday</u>, <u>December 10, 1996</u>, at 10:00 a.m. in Room 48 Basement, Old Courthouse, 400 Washington Avenue, Towson, MD 21204, and continuing thereafter as necessary for such witness' testimony and as scheduled by the Board.

WITNESS: STEPHEN E. WEBER, Chief
Division of Traffic Engineering
Baltimore County Bureau of Traffic Engineering
and Transportation Planning
County Courts Building - 4th Floor
401 Bosley Avenue
Towson, MD 21204

PETER MAX ZIMMERMAN
People's Counsel for Baltimore County
Room 47, Courthouse
400 Washington Avenue
Towson, MD 21204
(410) 887-2188

The witness named above is hereby ORDERED to so appear before the County Board of Appeals. The Board requests (\_\_\_) the Sheriff, ( $\times$ \_) Private Process Server, to issue the Summons set forth herein.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

Cost: \$		}				
Summoned:	19	}	SHERIFF	OF	BALTIMORE	COUNTY
Not Served:	19	}				

RE: PETITION FOR SPECIAL HEARING
PETITION FOR VARIANCE

18 Timonium Road, Corner NW/S Timonium

Road, SW/S Gerard Avenue, 8th

Election District, 4th Councilmanic

BEFORE THE

COUNTY BOARD OF APPEALS

OF BALTIMORE COUNTY

Legal Owner: Glenn I. and Ann L. Kendrick \* Contract Purchaser/Lessee: Dining Out

Enterprises, Inc./Michael S. Dellis

Petitioners

CASE NO.: 96-340-SPHA

### AFFIDAVIT OF SERVICE

I HEREBY CERTIFY that on the day of December, 1996, at 3:30 a.m. (p.m.), I served the attached Subpoena upon STEPHEN E. WEBER, Chief, Division of Traffic Engineering, Baltimore County Bureau of Traffic Engineering, and Transportation Planning, County Courts Building - 4th Floor, 401 Bosley Avenue, Towson, MD 21204, by leaving copy of said Subpoena with BONNIE WARRING. Said Subpoena directed said witness to personally appear before the County Board of Appeals of Baltimore County at the hearing for the matter captioned above on Tuesday, December 10, 1996, at 10:00 a.m. in Room 48 Basement, Old Courthouse, 400 Washington Avenue, Towson, MD 21204, and continuing thereafter as necessary for such witness' testimony and as scheduled by the Board.

CAROL A. FISHER

Office of the People's Counsel

for Baltimore County Room 47, Courthouse 400 Washington Avenue

Towson, MD 21204

(410) 887-2188

400 - House - 638 98

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Division of Traffic Engineering
Baltimore County Bureau of Traffic Engineering
and Transportation Planning
County Courts Building - 4th Floor
401 Bosley Avenue
Towson, MD 21204

PETER MAX ZIMMERMAN
People's Counsel for Baltimore County
Room 47, Courthouse
400 Washington Avenue
Towson, MD 21204
(410) 887-2188

The witness named above is hereby ORDERED to so appear before the County Board of Appeals. The Board requests (\_\_\_) the Sheriff, ( $\underline{X}$ ) Private Process Server, to issue the Summons set forth herein.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

Cost: \$			}		-		
-	,	19	}	SHERIFF	OF	BALTIMORE	COUNTY
Not Served:		19	}				



Baltimore County Department of Permits and Development Management

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

July 10, 1996

Mr. Dennis Kundratic 39 Northwood Drive Timonium, MD 21093

Mr. Eric Rockel Greater Timonium Community Council 1610 Riderwood Drive Timonium, MD 21093

Ms. Debra C. Watkins 18808 Hillcrest Avenue Parkton, MD 21120

Mr. Louis Miller 44 E. Timonium Road Timonium. MD 21093

96 JUL 111 ETHER

Petition(s) for Special Hearing and Zoning Variance Corner NW/S Timonium Road, SW/S Gerard Avenue (18 Timonium Road) 8th Election District 4th Councilmanic District Glenn I. Kendrick, etc. - Legal Owner Contract Purchaser: Dining Out

Enterprises, Inc., - Petitioner Case No. 96-340-SPHA

Dear Mr. Kundratic, Ms. Watkins, Mr. Rockel and Mr. Miller:

Please be advised that an appeal of the above-referenced case was filed in this office on July 2, 1996 by Charles E. Brooks, Esquire on behalf of Dining Out Enterprises, Inc. All materials relative to the case have been forwarded to the Baltimore County Board of Appeals, (Board).

If you have any questions concerning this matter, please do not hesitate to call 887-3180.

Sincerely,

ARNOLD JABLON

Director

AJ:rye

cc:

Joseph S. Larson People's Counsel

Petition(s) for Special Hearing and Zoning Variance Corner NW/S Timonium Road, SW/S Gerard Avenue (18 Timonium Road)

8th Election District - 4th Councilmanic District Glenn I. Kendrick, etc. - Legal Owner

Contract Purchaser: Dining Out Enterprises, Inc., - Petitioner Case No. 96-340-SPHA

Petition(s) for Special Hearing and Variance Description of Property Certificate of Posting Certificate of Publication Entry of Appearance of People's Counsel Zoning Plans Advisory Committee Comments Petitioner(s) and Protestant(s) Sign-In Sheets Petitioner's Exhibits: 1-23 - Photographs 24 - Subject Site Map 25 - Plan to Accompany Zoning Petition 26 - Landscape Plan /Protestant's Exhibits: 1-13 - Photographs ✓14 - Description of Photographs 15 - Turning Movement Count Data 16 - Traffic Violation Information 17 - Crashes Report / Eighteen Letter of Opposition Turning Movement Count Data Letter to Mr. Robert O. Schuetz from Peter Max Zimmerman dated June 30, 1995 Petition for Special Hearing Order, Case No. 95-221-SPH dated February 13, 1995 Æ Zoning Commissioner's Order dated June 3, 1996 (Denied) Notice of Appeal received on July 2, 1996 from Charles E. Brooks, Esquire on behalf of Dining Out Enterprises, Inc.

Charles E. Brooks, Esq., BROOKS & SPICER

Charles E. Brooks, Esq., BROOKS & SPICER

(Dining Out Enterprises, Inc.)

CC: Mr. Michael S. Dellis, c/o Michael's Restaurant, 2119 York Rd, 21093 Mr. Joseph S. Larson, Spellman, Larson & Assoc., 105 W. Chesapeake Avenue, 21204 Mr. Dennis Kundratic, 39 Northwood Drive, Timonium, MD 21093 Ms. Debra C. Watkins, 18808 Hillcrest Avenue, Parkton, MD 21120 Mr. Eric Rockel, Greater Timonium Community Council, 1610 Riderwood Drive, Timonium, MD 21093 Mr. Louis Miller, 44 E. Timonium Road, Timonium, MD 21093 People's Counsel of Baltimore County, M.S. 2010 Mr. & Mrs. Glenn I. Kendrick, 18 Timonium Road, Timonium MD

ADD to cc list:

Mr. John Mannion 37 E. Timonium Road Timonium, MD 21093

Request Notification: Lawrence Schmidt, Zoning Commissioner

Arnold Jablon, Director of PDM

9/24/96 -Notice of Assignment for hearing scheduled for Tuesday December 10, 1996 at 10:00 a.m. sent to following:

Charles E. Brooks, Esquire Michael S. Dellis /Michael's Restaurant /Dining Out Enterprises Mr. & Mrs. Glenn I. Kendrick Joseph S. Larson / Spellman, Larson & Assoc. Dennis Kundratic Debra C. Watkins Eric Rockel /Greater Timonium Comm. Council Louis Miller John Mannion People's Counsel for Baltimore County Pat Keller Lawrence E. Schmidt Arnold Jablon, Director /PDM Virginia W. Barnhart, County Attorney Added: Richard Jarvis Huffman

- 10/04/96 T/C from Mrs. Kendrick she stated that since the filing of the petition she has sold hte property to Mr. Dellis /Michael's Restaurant and she has no part in this matter. I told her we would take her off the notification list. cer
- 11/26/96 -Motion to Dismiss filed by People's Counsel for Baltimore County; copy certified to Charles E. Brooks.
  - Copy of Motion hand-delivered to Marks and Worrall; to be given to Buchheister 11/27/96 (panel scheduled for 12/10/96 hearing).
  - Awaiting response from Mr. Brooks; will forward copies of same to panel members upon receipt.
- 12/10/96 -Hearing concluded before the Board; to be publicly deliberated on Tuesday, January 28, 1997 at 9:30 a.m.
- 12/11/96 -Notice of Deliberation sent to parties; C.W.B. copied.
- 1/28/97 -Matter deliberated before the Board (C.W.B.); Petitions for Special Hearing and Variance DENIED by CBA; written Opinion and Order to be issued; appellate period to run from date of written Order.



### County Board of Appeals of Baltimore County

OLD COURTHOUSE, ROOM 49 400 WASHINGTON AVENUE TOWSON, MARYLAND 21204 (410) 887-3180

December 11, 1996

### NOTICE OF DELIBERATION

Having concluded the hearing in this matter on December 10, 1996, the Board has scheduled the following date and time for deliberation in the matter of:

GLENN I. KENDRICK, ET AL /CASE NO. 96-340-SPHA

DATE AND TIME : Tuesday, January 28, 1997 at 9:30 a.m.

LOCATION : Room 48, Basement, Old Courthouse

Contact: Kathleen C. Bianco

Legal Administrator

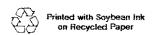
410-887-3180

C: Charles E. Brooks, Esquire Counsel for Appellant /Petitioner Michael S. Dellis /Michael's Restaurant /Dining Out Enterprises Appellant /Petitioner Joseph S. Larson /Spellman, Larson & Assoc.

Dennis Kundratic
Debra C. Watkins
Eric Rockel /Greater Timonium Comm. Council
Louis Miller
John Mannion
Richard Jarvis Huffman

People's Counsel for Baltimore County Pat Keller Lawrence E. Schmidt Arnold Jablon, Director /PDM Virginia W. Barnhart, County Attorney

Copied: C.W.B.



### COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY

### MINUTES OF DELIBERATION

IN THE MATTER OF: Glen I. Kendrick, et al -Legal Owners;

Dining Out Enterprises, Inc. /Michael Dellis -

Contract Purchaser -Petitioners

Case No. 96-340-SPHA

DATE : January 28, 1997 @ 9:30 a.m.

BOARD / PANEL : Charles L. Marks, Acting Chairman (CLM)

Margaret Worrall

Harry E. Buchheister, Jr. (HEB)

SECRETARY: Kathleen C. Bianco

Legal Administrator

Among those present at the deliberation were Charles E. Brooks; Esquire, Counsel for Appellant /Petitioner; Louis Miller, Protestant; and Peter Max Zimmerman, People's Counsel for Baltimore County, and Carole S. Demilio, Deputy People's Counsel.

PURPOSE -- for public deliberation of matter on appeal in Case No. 96-340-SPHA; testimony and evidence received at hearing on December 10, 1996.

CLM: Good morning. The Board is assembled in accordance with the Notice sent out to deliberate Case No. 96-340-SPHA, which involves approval of commercial parking in a residential area, and requests for variances in connection therewith.

For those present not familiar with our procedures, we are required by the open meetings law passed by the General Assembly to deliberate and discuss matters at hand, and we will do that today. I would like to state that in the several weeks which intervened since the hearing, individual Board members have had an opportunity to review the testimony offered, the exhibits submitted, statutory law that may have been involved, and case law. The Board members have not discussed the matter among themselves. What you hear today is their own conclusions drawn from the testimony and evidence submitted at hearing some time ago.

I would also like to state that the hearing today is the conclusions that have been reached by individual Board members and that the Board will issue a final Opinion and Order, and it is from the date that the Opinion and Order is issued that any party may appeal the decision of the Board to the Circuit Court for Baltimore County.

Having said that, as is my customary procedure, I would prefer that the other members go first, with Mrs. Worrall to go

(MW)

first.

MW: Since we did the evidentiary hearing <u>de novo</u>, I will offer the following comments.

Section 409.8B.1.e(2) of the <u>BCZR</u> states that the granting of such a permit for commercial parking in a residential zone must be conditioned upon the "...character of the surrounding community and the anticipated impact of the proposed use on that community." It is my opinion that the evidence presented is uncontroverted that the residential neighborhood is adversely impacted by razing a house used as a residence and turning it into a paved commercial parking lot.

I was persuaded by Arnold Keller's comments. He identified this as a community conservation area where the goal is to preserve the residential character of the neighborhood. Mr. Keller also indicated that the required adequate screening and landscaping could not be done.

Then on to the requested variances. Even if the subject property meets permit requirements, which I do not believe, there is no justification for granting the variances under the three-prong test of <u>Cromwell v. Ward</u>. It fails the first element; there's nothing unique about this lot at 18 E. Timonium Road. It's similar to others in the neighborhood and others of this zone in the County.

Although there's no necessity to have to utilize the second and third parts, I also believe there is no practical difficulty that is not self-imposed by previous modifications, and grant of such variance would have an adverse impact on the surrounding properties. I also believe that Michael's Restaurant may have other options for employee and valet parking with no negative impact.

With regard to People's Counsel's Motion to Dismiss -- that brings us to what appears to be elementary fact -- Section 409.8B specifies that standards should be considered; 409.8B.2.a states that land so used must adjoin or be across the street or alley of the business involved. By virtue of the plan submitted -- Petitioner has not met this burden; lot cannot be considered across the street or alley; and it does not adjoin the restaurant's property. I would be inclined to grant People's Counsel's Motion to Dismiss.

For the reasons stated, I would certainly deny the encroachment on a residential lot.

HEB: Listening to the testimony at the hearing, I was impressed

with the design of the lot as proposed by the Petitioner; the measures he is planning to take to make this site not intrusive on the community, the homes in the immediate area, seem to be a rather sincere effort on their part. The lot has been argued to be peculiar, unique in size and configuration, from the others in the area. Mr. Kirwin testified there is no well-defined rear, side or front yard. The subject site--I believe it was argued that only one side is adjacent to the neighbor's property; and is basically opposite two large commercial buildings. However, Protestants point out that utilizing this residential property in this fashion would be an encroachment, and intrusion into what is basically, entirely, a residential community.

The point that whether or not the property is directly across the street, actually it's a couple hundred feet down the street, even though it's within the Baltimore County regulation of 500 feet, it's on the opposite side of the street, not the same side.

Testimony came before this Board that the Master Plan of 1989-2000, that this area is a Community Conservation Area, to preserve as a quiet location, and nonresidential activities should be discouraged. In the previous year, I think it was 1995, the Zoning Commissioner determined at that time that the parking was more than adequate. The surrounding community associations did not take exception to the expansion of the restaurant's parking at that time because they were to utilize parking facilities of the Gerard Building. Now they still need more parking.

I drove by this site two or three weeks ago. There's no question they have a parking problem. This was about 12:30. I overhead a conversation by the president of a women's club -- it was a wonderful meal, everything perfect, but the parking The restaurant has a very special need for was terrible. parking, I presume. But this has been granted in previous years, and I think that the telling factor in this is how we apply Section 409. The fact of whether it's unique or unusual, I think that it's not. The telling point perhaps is that regardless, they need a variance. And the variance that's needed is there to meet residential setback in RTA and to have a variance to satisfy that requirement is not acceptable.

Therefore, I think this should be denied.

CLM: This case comes before the Board and involves a successful and popular restaurant operation in the Timonium area, and it's need for additional parking in restaurant area by way of a

special hearing and request for variances from certain setbacks and buffer area.

Counsel for the Appellant produced two expert witnesses; the Protestants, a substantial number of residents, are opposed to the request. This Board, after receiving testimony, evidence, appropriate law, and decisions, is charged with the responsibility of making a decision consistent with those elements; that these requests are in accordance with established law.

The legislative body, the County Council, enacted legislation for off-street parking under limited and controlled conditions subject to certain requirements of the BCZR relative to design standards and overall requirements more specifically set forth in 409.8B. One of the key elements is whether or not the land so used adjoins or is across alley or street from the business or industry involved. Because of the proposed location of the subject lot, the term "across an alley or street from the business or industry involved" is key element. If the lot is not so situated, the request must be denied on its face. The Appellant has indicated that parking is needed to accommodate his restaurant business, and razing the existing single-family dwelling at 18 E. Timonium Road for parking spaces for cars placed there by valet and other spaces used by employees of the restaurant.

Property fronts the east side of York Road, bordered by Gerard Avenue; zoned D.R. 5.5; .32 acre. Numerous photographs were entered indicating the subject area. There are three singlefamily dwellings opposite the restaurant before coming to the subject site, on the same side of Gerard as the parking lot used by Appellant; Gerard Building and Kelly Building. Timonium Road heading west, there are several single-family homes, and on the south side, a number of single-family To the south of the intersection, it's heavy dwellings. predominantly residential area of single-family homes. To the north side is a Citgo and Mini-mart. Timonium Road is a heavily travelled east-west road. The distance from the restaurant to the site is longer than the distance involved in a football playing field.

Section 409.7B of the BCZR provides for off-site parking spaces for uses other than residential and lodging provided they are located within 500 ft. - walking distance. The County Council, in passing the legislation, obviously recognized that if parking did not adjoin the business or industry, that allowance be made for customers to walk to same within reasonable limits, and established the 500 ft. requirement.

Is the restaurant across from alley or street it seeks to serve? The site is not directly across the street, but is across to Gerard approximately 460 feet. While People's Counsel argues that the McNabb case decided in 1963 is onpoint, my reading of that case does not come to the same conclusion. The County Council did not opt to use "directly opposite" in enacting the legislation, but across alley or street -- across Gerard Avenue. However, special hearings are governed by Section 502.1 -- these are additional concerns to be satisfied before the request can be granted:

Will it be detrimental to the area

Create traffic congestion

Potential for fire, panic, interference with

schools, parks

Or where inconsistent with the zoning regulations, or in any way inconsistent with the spirit and intent of the zoning regulations

We have differing viewpoints. The property is zoned D.R. 5.5; has single-family dwelling existing on favorable residential lot in area designated for RTA and community conservation area by County officials. While it's bordered by heavy commercial business on the north, residential homes characterize it as residential; attractive property.

Community conservation area are the County's method of preserving established and endangered communities. These communities have experienced stress in recent years. They are areas predominantly residential which are now threatened as newer commercial development evolves. To preserve and enhance community conservation areas, development or re-development must be consistent to issues. It should not be detrimental to the surrounding community's well-being.

Baltimore County needs to encourage business development to increase the tax base, but it must be tempered not to destroy or interfere with residences necessary so as to force the community to be subordinate. There must be mutual planning and accommodating.

I have reviewed this case considerably more than others because of its location and recognition that area involved accommodates both residences, office buildings, and public service establishments. There is no doubt but that the destruction of the present structure to render it into a parking lot will neither enhance the site or assist the County in stabilizing the area. Also, there is no doubt but that to grant the request for parking would be totally out of character with the immediate area and would exacerbate the

Deliberation /Glen I. Kendrick, et al -Legal Owner; Dining Out Enterprises, Inc./Michael Dellis -CP; Case No. 96-340-SPHA

problems the County is attempting to solve -- the flight of residents to other counties.

While the Appellant has indicated a limited use for valet and employee parking, objections raised by nearby residents and community leaders cannot be overlooked as to the impact on the community as it relates to additional noise, lighting and disturbances, and possible devaluation of properties. No matter how you view it, a parking lot, no matter how well buffered or landscaped is not as conducive to the area as a single-family home. If the house were destroyed, homes along Timonium Road would become islands surrounded by commercial properties and less desirable as residences.

The Appellant has not met his burden of proof. Even with restrictions, the request is simply inconsistent with the property's zoning and the spirit and intent of the zoning regulations as related to community issues.

As to the request for variances, the Board must be governed by Section 307.1, and the Court decisions that relate thereto. Conditions must be present peculiar to the land, where strict compliance would result in practical difficulty or unreasonable hardship that warrant consideration of the variance.

Before getting into practical difficulty, you must establish "unique." The Court of Special Appeals has held that in the zoning context "unique" does not refer to the existence of improvements of the property or neighboring properties. The Appellant has had two experts that look at the plan and see a unique and different land area than do the neighbors and community leaders. This is no different or unusual than other dwellings in the area; what you see is often what you want to see.

I have reviewed the site plan, and while I do see the peninsula aspect of the property, it's not so uniquely different from other properties to justify the granting of a variance. There was adequate and substantial testimony at the hearing that approval by the Deputy Zoning Commissioner in 1995 would satisfy the parking problem, and the conditions imposed to satisfy the community's concerns are not being adhered to. An inordinate amount of space is available to the north of the restaurant. Appellant would be well-advised to seek out some arrangement with the owners of the property to assist with his parking problem. There is a definite parking problem.

However, for the reasons stated, I would deny the special

Deliberation /Glen I. Kendrick, et al -Legal Owner; Dining Out Enterprises, Inc./Michael Dellis -CP; Case No. 96-340-SPHA

hearing and variance requests.

I believe that the Board is in agreement with the fact that the request should be denied along with the variance. Margaret and I disagree as to what "across the street" means.

MW: I look at the aerial and the plan and it simply does not satisfy my plan of what "across the street" is. My interpretation is that the definition refers to two properties separated by a street. I agree they do not use "directly." It seems to me that this is just my idea of "across the street." It certainly does not adjoin it. Using the word "adjoining" coupled with "across the street" -- it gives me the picture that it would either touch -- two pieces which touch each other or simply be separated by a street. So that is the basis for my interpretation. We're looking at several lots down; does not seem to me to satisfy that definition. "Directly across the street" would have straightened it out.

HEB: I agree with you, Chuck. The defining key in this whole thing is the intrusion of commercial activity on residential location coupled with all the many protests that were made -- key reason why it should be denied.

MW: I would agree that saying it's "across the street" or "down the street" is not as important as the other elements -- community conservation area and so forth.

CLM: Are you writing a minority opinion on "across the street"?

MW: No.

CLM: The Board will issue a formal opinion and order in very short order. Any party may appeal to the Circuit Court within thirty days of date of issuance.

Thank you for your attendance.

Respectfully submitted,

Kathleen C. Bianco

Legal Administrator



## County Board of Appeals of Baltimore County

OLD COURTHOUSE, ROOM 49 400 WASHINGTON AVENUE TOWSON, MARYLAND 21204 (410) 887-3180

January 29, 1997

Mr. Louis Miller 44 E. Timonium Road Timonium, MD 21093

> RE: Case No. 96-340-SPHA Glen I. Kendrick, et al

Dear Mr. Miller:

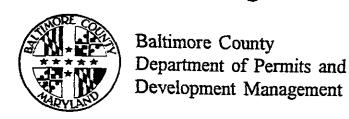
In response to your request, enclosed is a copy of the Minutes of Deliberation for the subject matter. As I'm sure you are aware, this does not constitute the final decision of the Board, but is merely a record of the public deliberation.

Should you have any questions, please call me at 887-3180.

Very truly yours,

Kathleen C. Bianco Legal Administrator

Enclosure



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

January 31, 1996

Charles E. Brooks, Esquire Law Offices of Brooks & Spicer 610 Bosley Avenue Towson, MD 21204

RE: Michael's Cafe/Gerard Building

2119 York Road

New Business Parking in Residential Zone Petition #86-377-A, #95-221-SPH

8th Election District

Dear Mr. Brooks:

Reference is made to your meeting with Arnold Jablon, Director of Permits and Development Management, and your letter dated January 16, 1996 which has been referred to me for reply. On behalf of your client, "Michael's", you have requested confirmation and/or certification of the zoning regulations applicable to additional business parking in a residential zone on the southside of Gerard Avenue. You have also stated that this proposed parking would be used by employees and not patrons.

Simply stated, Arnold Jablon verified the information provided by the zoning staff that a public hearing was required. Provided that all of the general requirements for parking in a residential zone are met, the application would include a variance to the RTA requirements and a special hearing for the parking use permit.

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

Very truly yours,

W. Carl Richards, Jr. Zoning Supervisor

Zoning Review

WCR:scj

MICROFILMED

# 334

CASE NO. 96-340-SPHA 18 E. TIMONIUM RD.

TO: ZONING COMMISSIONER

FROM L. W. MILLER, ZONING COORDINATOR, YORKSHIRE/HAVERFORD COMM ASSOC.

THE FOLLOWING RESIDENTS HAVE REQUESTED TO TESTIFY IN OPPOSITION TO THIS PETITION.

THERE MAY BE OTHER WHO HAVE NOT COORDINATED WITH ME.

- 1. LOUIS W. MILLER, 44 E. TIMONIUM RD., TIM., MD.
- 2. ERIC ROCKEL, PRESIDENT, GREATER TIMONIUM COMMUNITY COUNCIL
- 3. DENNIS KUNDRATIC, PRESIDENT, YORKSHIRE/HAVERFORD COMMUNITY ASSOC.
- 4. DEBRA WATKINS, OWNER OF 16 E. TIMONIUM RD. ADJACENT PROPERTY
- 5. GUY KERN, 17 E. TIMONIUM RD. (DIRECTLY ACROSS STREET)
- 6. DOUG OLER, 11 HAMMEN AVENUE, TIM., MD.
- 7. PHIL SHERIDAN, 119 E. TIMONIUM RD, TIM., MD
- 8. GEORGE LUBIN, 5 HATHAWAY RD., TIM., MD.
- 9. OSCAR WEISS, 19 E. TIMONIUM RD, TIM., MD. ( DIRECTLY ACROSS STREET )
- 10. CHARLIE BROWN, 12 HAMMEN AVE., TIM., MD.
- 11. JOHN CLAYTON, 12 E. TIMONIUM RD., TIM., MD.
- 12. J. ERCANEO, 21 E. TIMONIUM RD., TIM., MD. (DIRECTLY ACROSS STREET)
- 13. JAN FREDERICK, 111 E. TIMONIUM RD., TIM., MD.
- IN ADDITION YOU HAVE OTHER LETTERS FROM RESIDENTS OF THE COMMUNITY IN OPPOSITION TO THIS PETITION:
- M. ISENOCK, 10 E. TIMONIUM RD.
- B. SCHROEDER, 49 E. TIMONIUM RD.
- V. WHITE, 18 HATHAWAY RD., TIM. MD.
- M. P. PEIRCE, 158 GREENMEADOW DR., TIM. MD.
- G. TRUETING, 14 EDGEMOOR RD.

LETTER IN OPPOSITION FROM PLANNING DEPT, BALTO, CO.

TURNING NOVEMENT COUNT DATA

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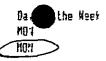
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ROAD NAME  F.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00	L 0 0 0 0 0 16 8 9 11 4 3 5 6	EASTR N 860 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IDSE	TOTAL 0 0 0 0 0 52 36 26 42 42 33 33	L 0 0 0 0 19 17 19 12 32 17	EASTR S 80 S 0 0 0 20 25 34 27 36 29 23	1D6E UND R 0 0 0 19 18 20 17 19 25	TOTAL 0 0 0 0 59 61 71 59 85 65 59	N+S BOUND TOTAL 0 0 0 0 0 111 97 97 101 127 78 92	L 0 0 0 0 0 0 33 22 28 45 32 42 51	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM	0 0 0 0 0 159 149 297 244 223 215 220	L 0 0 0 0 0 0 2 1 1 2 2 3 0	TIMON W BU S O O O O O O O O O O O O O O O O O O	IUM UNO R 6 0 0 0 0 0 11 9 12 9 15 24 13	101AL 0 0 0 0 103 72 79 73 114 110 87	E+W BRUND TOTAL  0 0 0 0 0 262 221 286 317 337 325 309	19161 0 0 0 0 377 318 383 419 463 417 701
ROAD NAME  F.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 7:45-6:00  F.M. HOUR T	16 8 9 11 4 3 5 6	EASTR N 801 S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IDSE R 0 0 0 0 0 1 3 2 2 2 9 7 4 1	TOTAL 0 0 0 0 52 36 26 42 42 33 33 22	L 0 0 0 0 19 17 19 12 32 17 11	EASTR S 80 9 0 0 20 25 34 27 38 29 23 30	1D6E UND R 0 0 0 19 18 20 17 19 25 19	TOTAL 0 0 0 0 59 61 71 59 85 65 59 64	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 0 0 33 22 28 45 32 47 51 46	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM UNO R O O O O O O O 11 15 13 14 12 7 6	0 0 0 0 159 149 297 244 223 215 220 176	L 0 0 0 0 2 1 1 2 2 3 0 1	TIMON W BU S O O O O O O O O O O O O O O O O O O	IUM UNO R 0 0 0 0 0 11 7 12 7 15 24 13 B	101AL 0 0 0 0 103 72 77 73 114 110 87 43	E+N BOUND TOTAL  0 0 0 0 0 262 221 286 317 337 325 309 219	19161 0 0 0 0 377 318 383 419 463 417 701
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ROAD NAME  F.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T C:00-4:00 3:15-4:15	16 8 9 11 4 3 5 6	EASTR N 860 S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IDSE R 0 0 0 0 0 0 1 3 2 2 2 7 7 4 1 1 0 1	TOTAL 0 0 0 0 0 52 36 42 42 33 33 22 0 52	L 0 0 0 0 0 19 17 12 32 17 11 15 0 19	EASTR S 80 S 0 0 0 20 25 34 27 23 30	1DSE UND R 0 0 0 19 18 20 17 19 25 19	TOTAL 0 0 0 0 59 61 71 59 85 65 59 64	N+S BOUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM UNO R 0 0 0 0 0 11 15 13 14 12 7 6 0 11	0 0 0 0 159 149 297 244 223 215 220 176	L 0 0 0 0 0 2 1 1 2 2 3 0 1	TIMON W BU S O O O O O O O O O O O O O O O O O O	IUM R 0 0 0 0 0 11 7 12 7 15 24 13 8	101AL 0 0 0 0 103 72 79 73 114 110 89 43	E+N BOUND TOTAL  0 0 0 0 262 221 286 317 325 309 219 2276	19161 0 0 0 0 377 318 383 419 427 701 307
ROAD NAME  F.M. COUNT  3:00-3:15  3:15-3:30  3:30-3:45  3:45-4:00  4:00-4:15  4:15-4:30  4:50-4:45  4:45-5:00  5:00-5:15  5:15-5:30  5:30-5:45  5:45-6:00  F.M. HOUR T  3:00-4:00  3:15-4:15  3:50-4:30	16 8 9 11 4 3 5 6	EASTR N 800 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IDSE	TOTAL 0 0 0 0 0 52 36 42 42 42 33 33 22 22 98	L 0 0 0 19 17 19 12 32 17 11 15	EASTR S 80 0 0 0 20 25 34 27 38 29 23 30	1D6E UND R 0 0 0 19 18 20 17 19 25 19 25 19	TOTAL 0 0 0 0 59 61 71 59 85 65 59 64	N+S BOUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 0 0 33 22 28 45 45 51 46 0 33 55	TIMON E BO O O O O O O O O O O O O O O O O O	IUM UNO R 0 0 0 0 0 0 11 15 13 14 12 7 6 0 11 26	0 0 0 0 159 149 297 244 223 215 220 176	L 0 0 0 0 0 2 1 1 2 2 3 0 1 0 2 3	TIMON W BU S 0 0 0 0 0 62 66 62 97 83 76 34 0 90 152	IUM UNO R 6 0 0 0 0 11 9 12 9 15 24 13 B	101AL 0 0 0 0 103 72 79 73 114 110 87 43	E+N BOUND TOTAL  0 0 0 0 262 221 286 317 337 325 309 219 227 247 262 493	1916L 0 0 0 0 377 318 383 41E 463 427 705
ROAD NAME  F.M. COUNT  3:00-3:15  3:15-3:30  3:30-3:45  3:45-4:00  4:00-4:15  4:15-4:30  4:30-4:45  4:45-5:00  5:00-5:15  5:15-5:30  5:30-5:45  7:45-6:00  F.M. HOUR T  3:00-4:00  3:15-4:15  3:30-4:30  3:45-4:45	16 8 9 11 4 3 5 6 0 18 24 33	EASTR N BON S O O O O O O O O O O O O O O O O O O	IDSE	TOTAL 0 0 0 0 52 36 42 42 33 33 22 0 52 88 114	L 0 0 0 0 0 19 17 12 15 0 19 36 55	EASTR S 80 S 0 0 0 20 25 34 27 36 29 23 30	1D6E UND R 0 0 0 19 18 20 17 19 25 19 25 19	TOTAL 0 0 0 0 59 61 71 59 64 0 59 120 191	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 0 0 33 22 28 45 45 45 46 0 33 55 83	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM UNO R O O O O O O O I L L 15 13 14 14 12 7 6 6 37	0 0 0 0 159 149 207 244 223 215 220 176	L 0 0 0 0 2 1 1 2 2 3 0 1 0 2 3 4	TIMON W BU S 0 0 0 0 0 62 66 62 97 83 76 34 0 99 152 218	IUM UNIO R 0 0 0 0 0 11 9 12 9 15 24 13 B	TOTAL 0 0 0 0 103 72 77 73 114 110 87 43 103 175 254	E+N BRUMB 101AL  0 0 0 0 0 0 262 221 286 317 325 309 219 2276 MICRO  MICRO	1916L 0 0 0 0 377 318 383 41E 427 705 705
ROAD NAME  F.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 7:45-6:00  F.M. HOUR T 1:00-4:00 3:15-4:15 4:30-4:30 3:45-4:45 4:00-5:00	L 0 0 0 0 0 0 16 8 9 11 4 3 5 6 0 18 24 33 44	EASTR N 800 S O O O O O O O O O O O O O O O O O O	IDSE	TOTAL 0 0 0 0 52 36 26 42 42 33 33 22 88 114 156	L 0 0 0 19 17 19 12 32 17 11 15 0 19 36 55 67	EASTR S 80 0 0 0 20 25 34 27 36 29 23 30 0 20 45 79 106	1D6E UND R 0 0 0 19 18 20 17 19 25 19 25 17	TOTAL 0 0 0 0 59 61 71 59 64 0 59 120 191 250	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 33 22 28 45 51 46 0 33 55 83 128	TIMON E BO S O O O O O O O O O O O O O O O O O	1UM UNO R 0 0 0 0 0 11 15 13 14 12 7 6 0 11 26 37 53	0 0 0 0 159 149 297 244 223 215 220 176 0 159 308 515 759	L 0 0 0 0 2 1 1 2 2 3 0 1 0 2 3 4 5	TIMON W BU S 0 0 0 0 0 62 66 62 97 83 76 34 0 90 152 218 280	IUM UNO R 0 0 0 0 0 11 7 9 12 9 15 24 13 B	101AL 0 0 0 0 103 72 77 73 114 110 87 43 103 175 254 327	E+N BOUND TOTAL  0 0 0 0 0 262 221 286 317 325 309 219 2276  MICROF	10161 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
ROAD NAME  F.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T 3:00-4:00 3:15-4:15 3:30-4:30 3:45-4:45 4:00-5:00 4:15-5:15	16 8 9 11 4 3 5 6 10 14 33 44 32	EASTR N 800 S O O O O O O O O O O O O O O O O O O	IDSE	TOTAL 0 0 0 0 52 36 42 42 33 33 22 98 114 156 146	L 0 0 0 0 0 0 17 17 17 12 15 15 55 67 80	EASTR S 80 S 0 0 0 20 25 34 27 36 29 23 30 0 20 45 79 106 122	1DSE UND R 0 0 0 19 18 20 17 19 25 19 25 17 77 74	TOTAL 0 0 0 0 0 59 61 71 59 65 59 64 0 59 120 191 250 276	N+S BOUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86  0 111 208 305 406 422	L 0 0 0 0 0 0 0 33 22 28 45 45 46 0 33 55 83 128 127	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM UNO R O O O O O O O O O O O O O O O O O O	0 0 0 0 159 149 297 244 223 215 220 176 0 159 308 515 759 823	L 0 0 0 0 0 2 1 1 2 2 3 0 1 5 5	TIMON W 80 S O O O O O O O O O O O O O O O O O O	IUM UNIO R 0 0 0 0 0 11 9 12 9 15 24 13 B 0 32 41 45	101AL 0 0 0 0 103 72 77 73 114 110 89 43 103 175 254 327 338	E+N BRUMD 101AL  0 0 0 0 262 221 286 317 337 325 309 219 2276 MICROFILM 1085	19161 0 0 0 0 373 318 383 419 463 463 463 463 463 463 463 463 463 463
ROAD NAME  F.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T 3:00-4:00 3:15-4:15 3:30-4:30 3:45-4:45 4:00-5:00 4:15-5:15 4:50-5:30	16 8 9 11 4 3 5 6 0 18 24 33 44 32 27	EASTR N 800 S O O O O O O O O O O O O O O O O O O	IDSE R 0 0 0 0 0 0 1 3 2 2 2 9 7 7 4 1 0 1 4 6 8 16 20	TOTAL 0 0 0 0 52 36 42 42 33 33 22 0 52 88 114 156 146 143	L 0 0 0 0 0 0 0 17 17 17 12 15 15 67 80 80	EASTR S 80 S 0 0 20 25 34 27 23 30 0 20 45 79 106 122 126	1D6E 1UND R 0 0 0 19 18 20 17 19 25 19 25 17 77 74 74	TOTAL 0 0 0 0 0 59 61 71 59 64 0 59 120 191 250 276 280	N+S BOUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92 86 	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TIMON E BO S O O O O O O O O O O O O O O O O O	1UM UNO R 0 0 0 0 0 11 15 13 14 14 12 7 6 0 11 26 37 53 56 53	0 0 0 0 159 149 207 244 223 215 220 176 0 159 308 515 759 823 889	L 0 0 0 0 2 1 1 2 2 3 0 1 0 2 3 4 6 6 8	TIMON W 80 S O O O O O O O O O O O O O O O O O O	IUM UNO R 0 0 0 0 0 11 7 9 12 7 15 24 13 B 0 11 20 32 41 45 60	101AL 0 0 0 103 72 79 73 114 110 89 43 175 254 327 338 376	E+N BRIVIED 101AL 0 0 0 0 0 262 221 286 317 325 309 219 2276 MICROFILME 1267 /	19161 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
ROAD NAME  F.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T 3:00-4:00 3:15-4:15 3:30-4:30 3:45-4:45 4:00-5:00 4:15-5:15	16 8 9 11 4 3 5 6 10 14 33 44 32	EASTR N 800 S O O O O O O O O O O O O O O O O O O	IDSE	TOTAL 0 0 0 0 52 36 42 42 33 33 22 98 114 156 146	L 0 0 0 0 0 0 17 17 17 12 15 15 55 67 80	EASTR S 80 S 0 0 0 20 25 34 27 36 29 23 30 0 20 45 79 106 122	1DSE UND R 0 0 0 19 18 20 17 19 25 19 25 17 77 74	TOTAL 0 0 0 0 0 59 61 71 59 65 59 64 0 59 120 191 250 276	N+S BOUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86  0 111 208 305 406 422	L 0 0 0 0 0 0 0 33 22 28 45 45 46 0 33 55 83 128 127	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM UNO R O O O O O O O O O O O O O O O O O O	0 0 0 0 159 149 297 244 223 215 220 176 0 159 308 515 759 823	L 0 0 0 0 0 2 1 1 2 2 3 0 1 5 5	TIMON W 80 S O O O O O O O O O O O O O O O O O O	IUM UNIO R 0 0 0 0 0 11 9 12 9 15 24 13 B 0 32 41 45	101AL 0 0 0 0 103 72 77 73 114 110 89 43 103 175 254 327 338	E+N BRUMD 101AL  0 0 0 0 262 221 286 317 337 325 309 219 2276 MICROFILM 1085	19161 0 0 0 0 0 373 318 383 419 463 417 701 305

Recorder

1 11 EFB

F.H. OFB

Meathe CLEAR CLEAR Road Surface DRY DRY



Pate of Sount 4/10/95

#### FERCENTAGE TURNING NOVEMENTS & TOTAL VOLUMES

FOLS HAME EASTRIDEE N. BOUND			EASTRIDGE S BOUND		TIHONIUM E BOUND	TIMORIUM Gaudos H	N+C=E+ff
	L S R	TOTAL L	s R	TOTAL	LSRI	OTAL L S R	TETAL TOTAL
TIVERINE A.M.	41% 55% 3	% 100% 12%	: 33% <b>56%</b>	100%	27% £2% i1%	1002 12 532 62	100% 4/6
MOVEMENT P.H.	22% 68% 10	7 100% 277	43% 30%	100%	19% 75% 6%	1007 27 837 157	
TOTAL A.M.	87 116 7	210 65	183 313	561	105 242 45	392 12 1157 70	1247 2412
VOLUMES P.M.	62 195 27	286 142	224 157	523	299 1202 92	1593 12 570 101	683 3095
ERAND TOTAL	149 311 36	496 207	407 470	1084	404 1444 137	1985 24 1737 171	1932 5177
ESTIPATED ADT'S	исати	6459	SOUTH	3497	EAST 1	1866 #EST	14233

SSTIMATED CARS ENTERING THE INTERSECTION -----> 18023

INTERSECTION: EASTRIDGE RD + TIMONIUM RD

DESC. EASTRIDSE RD AND ILMONIUM RD ARE BOTH TWO LANE UNDIVIDED COUNTY RDS KITH TWO APPROACH LANES IN ALL DIRECTIONS.

The signal functions as a 2 phase light. The cycle lengths in the norming averages 48 seconds and in the afternoon the cycle length averages approximately 50 seconds.

The peak hours were 7:30 to 8:30 A.M. and 4:45 to 5:45 F.M. The peak flow occurs on the M/B direction of TIMONIUM RD during the A.M. peak hour and occurs on the E/B direction of TIMONIUM RD during the P.M. peak hour.

LOADED CYCLES:

	H/P	S/B	E/B	W/B
% LOADS	R/A	N/A	N/A	N/A
TIME(A.H.)	t	ŧ	t	t
I LOADS	N/A	N/A	N/A	N/A
TIME(P.M.)	1	<b>t</b>	<b>‡</b>	

REMARKS

THE LEVEL OF SERVICE IS A

A = 0 % C = 11 - 30 % E = 71 - 85 % B = 1 - 10 % D = 31 - 70 % F = 86 - 100 %

For Updated List Y N DATE REVIEWED: \_\_\_\_\_ APPROVED BY: \_\_\_\_ CHECKED BY: \_\_\_\_

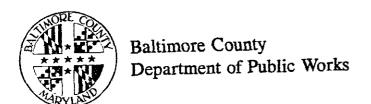
BALTO. COUNTY ZONING CASE 96-340-SPHA - 18 E. TIMONIUM RD.

SUMMARY DATA ABSTRACTED AND CALCULATED FROM TRAFFIC SURVEYS ATTACHED FOR TIMONIUM & YORK ROAD, TUESDAY, APRIL 11, 1995 FOR EAST & WEST BOUND TRAFFIC ON TIMONIUM ROAD, AND FOR EASTRIDGE RD. & TIMONIUM ROAD, MONDAY, APRIL 10, 1995 FOR EAST AND WEST BOUND TRAFFIC. COMPLETE SOURCE DATA IS ATTACHED WITH LETTER FROM CHIEF, TRAFFIC ENGINEERING, BALTIMORE COUNTY.

	4/11/95			EASTRIDGE & T 4/10/95 MONDA		•	
TIMES A.M.	PER	CARS PER	CARS PER 5 SECONDS	Tines A. H.	EAST/WEST CARS PER HOUR	CARS PER MINUTE	PER
7:00-8:00	1320	22.0	1.83	7:00-8:00	=	13.5	
7:15-8:15	1483	24.7	2.06	7:15-8:15	857	14.3	1.19
7:30-8:30	1572	26.2	2. 18	7:30-8:30	886	14.8	1.23
7:45-8:45	1591	26.5	2.21	7:45-8:45	891	14.9	1.24
8:00-9:00	1637	27.3	2. 27	8:00-9:00	830	13.8	1.15
P.M. 4:00-5:00	1655	27.5	2. 30	P.M. 4:00-5:00	1086	18.1	
						10.1	1.51
4:15-5:15	1888	31.5	2.62	4:15-5:15	1161	19.4	1.61
4:30-5:30	1 <del>96</del> 1	32.7	2.72	4:30-5:30	1265	21.1	1.76
4:45-5:45	2056	34.3	2.85	4:45-5:45	1288	21.5	1.79
5:00-6:00	1970	32.8	2.74	5:00-6:00	1190	19.8	1.65
			TOTAL CARS	EAST/WEST			
	CARS PER	CARS PER	CARS PER		CARS	CARS	CARS
			5 SECONDS			PER	PER 5 SECONDS
7:00-9:00AM		24.6		7:00-9:00AM		13.6	
4:00-6:00PM	3625	30.2		4:00-6:00PM	2276	19.0	1.58
TOTALS	6582	27.4	2. 29	TOTALS	3912	16.3	1.36
ESTIMATED A EAST WEST TOTALS	VERAGE DAI 15315 26439 41754	LY TRIPS			11866 14233	LY TRIPS	

EXHIBIT \_\_\_\_\_\_FILE: 96340CAR

L. MILLER



Division of Traffic Engineering 401 Bosley Avenue, Suite 405 Towson, Maryland 21204 (410) 887-3554 Fax: (410) 887-5784

April 12, 1996

Mr. Louis Miller 44 E. Timonium Road Timonium, Maryland 21093

Dear Mr. Miller:

This letter is in response to your request for traffic count information in the area of Timonium Road east of York Road. Attached are turning movement counts taken during the peak hours on Timonium Road at York Road and at Eastridge Road taken in April 1995. The last 24-hour count we had taken on Timonium Road in the vicinity of Gerard Avenue was 14,000 vehicles per day in 1991.

I hope this provides you sufficient information. Should you have any other questions, feel free to give me a call.

Very truly yours, Stephen Elibe

Stephen E. Weber, P.E., Chief Division of Traffic Engineering

SEW: lvd

Attachments (2)

#### BALTIMORE COUNTY BUREAU OF TRAFFIC ENGINEER TURNING MOVEMENT COUNT DATA

•																			
LOCATION	TIM	ONIUN	RD.	YORK R	Ð.								_				tnuaS	y Signal Nuol	er TMCC(
Pecorder ROAD NAME	3.8		Wea K AD.	t.CLEAR			id Sui	f.DRY	Day o	f the		TUE				late o INIUM	of Count	4/11/95	$\geq$
		H	BOUND		_	S	BOUNI	}	N+S BOU	HD		BOUND				BOUND	, , , , , , , , , , , , , , , , , , ,	E+W BOUND	GRANI
A.H. COUNT	Ī I	L	S	R TOTAL		L	S	R TOTAL					R TOTAL		נ פ		TOTAL	TOTAL	
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IN RE: PETITION FOR SPECIAL HEARING
NE/S York Road at Gerard Avenue

(2119 York Road) 8th Election District 3rd Councilmanic District

Michael Dellis, et al Petitioners \* BEFORE THE

\* DEPUTY ZONING COMMISSIONER

\* OF BALTIMORE COUNTY

\* Case No. 95 21 SER

#### FINDINGS OF FACT AND CONCLUSIONS OF LAW

This matter comes before the Deputy Zoning Commissioner as a Petition for Special Hearing for that property known as 2119 York Road, in the vicinity of Timonium. The Petition was filed by the owners of the property, Michael and Marcella Dellis, and the Contract Purchaser/Lessee, Dining Out Enterprises, Inc., by Michael Dellis, President, through their attorney, Charles E. Brooks, Esquire. The Petitioners request a special hearing to approve the following: 1) commercial parking in a residential zone, pursuant to Section 409.8.B of the Baltimore County Zoning Regulations (B.C.Z.R.); 2) an amendment to the previously approved site plans in Case No. 86-377-A, dated October 8, 1985, and in Case No. 69-68-X for the Gerard Building, dated July, 1968; and, 3) a modified parking plan, pursuant to Section 409.12 of the B.C.Z.R. The subject property and relief sought are more particularly described on the site plan submitted and marked into evidence as Petitioner's Exhibit 1.

Appearing at the hearing on behalf of the Petition were Michael Dellis, property owner, Joseph:Larson, Professional Engineer, and Charles E. Brooks, Esquire, attorney for the Petitioners. Appearing as concerned citizens in the matter were several residents from the surrounding residential area, all of whom signed the Citizen's Sign-In Sheet.

Testimony and evidence offered revealed that the subject property consists of 0.55 acres, more or less, zoned B.R.-C.N.S., and is located on the northeast corner of York Road at Gerard Avenue in Timonium. The property is improved with a 4,660 sq.ft. building, known as Michael's Restaurant, with an additional building used as an automotive service shop, known as Safelight Auto Glass. The Petitioners are desirous of expanding the existing restaurant dining room area to provide additional seating space. Testimony indicated the Petitioners intend to raze the Safelight Auto Glass building and construct the proposed addition in its place. The proposed improvements are more particularly described on the site plan prepared by Spellman, Larson and Associates, Inc. which was submitted into evidence as Petitioner's Exhibit 1. Testimony indicated that the proposed expansion to Michael's is for restaurant seating, only, and that the Bar area will not be expanded.

Further testimony revealed that the owners of the property have entered into a shared parking agreement with the owner of the adjoining property on which the Gerard Office Building is located. As a result of this shared parking agreement, the parking calculations for Michael's Restaurant and the Gerard Building were adjusted accordingly, pursuant to the B.C.Z.R., and as set forth on Petitioner's Exhibit 1. Pursuant to the special hearing relief requested herein, the Petitioners have requested that the parking plan depicted on the site plan be approved. Furthermore, inasmuch as the property on which the Gerard Building is located is zoned R.O., the Petitioners seek approval by way of a special hearing request to permit commercial parking in a residential zone. Lastly, the Petitioners seek an amendment to the previously approved site plans to update existing improvements on the site, pursuant to the relief granted herein.

noted earlier, several citizens from the surrounding locale attended the hearing. The testimony offered by those residents who testified was that they support the proposed expansion of the restaurant use, but wish the use to be restricted in an appropriate fashion. The residents suggested that landscaping be provided both for Michael's restaurant as Testimony indicated that landscaping is well as the Gerard Building. insufficient for both properties and that a landscape plan should be submitted to Baltimore County for review and approval. Of particular interest the residents of Gerard Avenue was the need for additional landscaping along the Gerard Building parking lot and Gerard Avenue. Testimony revealed that the headlights from automobiles pulling into the parking spaces along Gerard Avenue tend to shine into the residences on the south side of Gerard Avenue and that existing landscaping in this area should be buttressed to eliminate this glare. After further discussion on this issue, it was determined that increasing the vegetation in this area and providing a small, board-on-board fence along the interior of the hedgerow would prevent the glare of headlights of oncoming vehicles from shining into their homes. This fence shall be no higher than the hedgerow that exists along Gerard Avenue, so as to provide proper screening without being an eyesore to the community or creating a sight distance problem. Furthermore, the residents requested that the dumpster utilized by Michael's Restaurant be properly screened from view. This issue will be addressed by virtue of the landscape plan which will be required as a condition of approval.

Further testimony offered by the residents of Gerard Avenue indicated that there currently exists a parking problem on their street. Mr. Herbert Thomas testified that on several occasions, individuals who patronize either Michael's Restaurant or the Gerard Building, have parked on

Gerard Avenue and blocked the driveway to his home. Testimony indicated that this has happened to other residents along Gerard Avenue. Mr. Thomas suggested that "no parking" signs be erected on his side (or south side) of Gerard Avenue. In fact, there currently exist "no parking" signs on the north side of Gerard Avenue. However, it was suggested that these signs be switched so that there would be no parking permitted on the south side of Gerard Avenue. Doing so would allow Gerard Avenue to be utilized for parking purposes without having a detrimental effect on residents who reside on the south side of Gerard Avenue. It would also stop individuals from blocking the driveways of those residents on the south side of Gerard Avenue. I advised Mr. Thomas that this Office would investigate this issue with the Department of Traffic Engineering to determine whether or not the "no parking" signs in question can be switched. Having voiced their concerns over the use of the subject site, the residents in attendance indicated their support of the proposed addition.

After due consideration of the testimony and evidence presented, it is clear that practical difficulty or unreasonable hardship would result if the relief requested in the special hearing were not granted. It has been established that the requirements 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 addition, the relief requested will not be detrimental to the public health, safety, and general welfare.

Pursuant to the advertisement, posting of the property, and public hearing on this Petition held, and for the reasons given above, the relief requested in the special hearing should be granted.

THEREFORE, IT IS ORDERED by the Deputy Zoning Commissioner for Baltimore County this 13 day of February, 1995 that the Petition for

Special Hearing seeking approval as follows: to permit commercial parking in a residential zone, pursuant to Section 409.8.B of the B.C.Z.R.; an amendment to the previously approved site plan in Case No. 86-377-A dated October 8, 1985, and the site plan approved for the Gerard Building in Case No. 69-68-X, dated July, 1968; and a modified parking plan pursuant to Section 409.12 of the B.C.Z.R., in accordance with Petitioner's Exhibit 1, as revised on January 18, 1995, be and is hereby GRANTED, subject to the following restrictions:

- 1) The Petitioners may apply for their building permit and be granted same upon receipt of this Order; however, Petitioners are hereby made aware that proceeding at this time is at their own risk until such time as the 30-day appellate process from this Order has expired. If, for whatever reason, this Order is reversed, the relief granted herein shall be rescinded.
- Within thirty (30) days of the date of this Order. Petitioners shall submit a landscape plan for review and approval by the Landscape Architect for Besides the requirements of the Baltimore County. Landscape Architect, said plan shall also provide the 1) Adequate landscaping and screening of the dumpster used by Michael's Restaurant; 2) fortify the existing hedgerow along Gerard Avenue to block the headlights of oncoming vehicles from shining into the residences on the south side of Gerard Avenue. fortification shall require additional vegetation and, if deemed appropriate by the Landscape Architect, a small, board-on-board fence, no greater in height than the existing hedgerow. This fence will be obscured from view but will serve to screen the headlights of oncoming vehicles from view by those residents along the south side of Gerard Avenue; 3) The proposed addition to Michaels' shall be screened to the extent possible in the appropriate area to buffer its use from adjoining residential properties; and, 4) landscaping of the subject site shall include both the subject site and the adjoining property on which the Gerard Building is located. A copy of the approved landscape plan shall be submitted to the Zoning Administration and Development Management (ZADM) office prior to the issuance of any building permits.
- 3) All parking lot lighting and any lighting associated with the subject restaurant shall be directed down and away from adjoining residential properties.

4) When applying for a building permit, the site plan and landscaping plan filed must reference this case and set forth and address the restrictions of this Order.

TIMOTHY M. KOTROCO

Deputy Zoning Commissioner

for Baltimore County

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# Baltimore County, Maryla



OFFICE OF PEOPLE'S COUNSEL

Room 47, Old CourtHouse 400 Washington Ave. Towson, MD 21204

(410) 887-2188

PETER MAX ZIMMERMAN
People's Counsel

CAROLE S. DEMILIO
Deputy People's Counsel

June 30, 1995

Mr. Robert O. Schuetz, Chairman Board of Appeals of Baltimore County Room 49 Courthouse 400 Washington Avenue Towson, MD 21204

Hand-delivered

Re: Petitions for Special Exception and Zoning Variance 42 East Timonium Road - 8th Election District, 6th Councilmanic Petitioners - FATEMEH FALAHI and MOHAMMAD HAERIAN

Case No. 94-211-XA

Dear Chairman Schuetz:

This is the first in a series of combination special exception and variances for principal use Class B Group Child Care Centers in D.R. (density residential) zones involving Residential Transition Areas (RTA's). See BCZR 424.5A. Upon review of the applicable statutes and case law, it appears that the use cannot properly be allowed.

Bill 200-90 (enclosed) amended the child care center law. As a result, BCZR 1B01.1B1g (10a) allows such special exceptions, "provided... that the proposed improvements are planned in such a way that compliance with the bulk standards of Section 424.7 will be maintained. ..." BCZR 424.7 provides the specific bulk standards for minimum lot size, setbacks, parking, height, and impervious surface area for group child care centers in all D.R. zones.

The present special exception presents multiple variances of BCZR 424.7. Even were there no special exception, it does not appear that the requested variances meet the "uniqueness" standard of BCZR 307.1 and Cromwell v. Ward, 102 Md.App. 691 (1995) (excerpt enclosed). The presence of the combination special exception/variance is a second bar to approval. See Chester Haven Beach Partnership v. Board of Appeals for Queen Anne's County, 103 Md.App. 324 (1995).

The specific statutory prerequisite under BCZR 1801.181g (10a) of BCZR 424.7 compliance for group child care centers in the RTA is yet a third layer of preclusions.

Mr. Robert O. Schuetz, Chairman Board of Appeals of Baltimore County June 30, 1995 Page Two

This office is thus interested in the defense of the zoning maps in this case. In view of the clear legal issue, the undisputed material facts about the proposal, and the presence of counsel for other parties, we do not find it necessary to present additional testimony.

We also enclose an outline of relevant excerpts from the <u>Cromwell</u> and <u>Chester Haven</u> cases.

Please accept this letter as a memorandum in lieu of oral argument.

Very truly yours,

Peter Max Zimmerman

People's Counsel for Baltimore County

Carole S. Demilio

Deputy People's Counsel

PMZ/caf Enclosures

cc: Michael P. Tanczyn, Esquire

J. Carroll Holzer, Esquire

bcc: Mr. Lou Miller

Case No. 95-280-XA Gordon L. Harrison, et ux

given the limited square footage of the building. The subject lot is substantially less than 1 acre in size and located in a heavily trafficked area. It is very similar in size and shape to most neighboring lots which sit on 1/4 to 1/3 of an acre.

Class B Group Child Care Centers as a whole are not permissive uses in a D.R. zone absent statute. In RTA's such as this, petitioners must proceed by special exception. Baltimore County Zoning Regulations (BCZR) Section 1B01.1B.1.g.(10a), while allowing special exceptions, nonetheless requires compliance with the bulk standards of Section 424.7. Class B Group Child Care Centers are permitted therein by special exception "provided that the Zoning Commissioner determines, during the special exception process, that the proposed improvements are planned in such a way that compliance with the bulk standards of Section 424.7 will be maintained...." (Emphasis added.) The fact that compliance with the bulk standards will not be maintained precludes the Board from granting the special exception.

Variances may be granted under <u>Cromwell v. Ward</u>, 102 Md.App. 691, 651 A.2d 424 (1995) only if strict application of the regulation, due to unique circumstances affecting the property, would result in peculiar and exceptional practical difficulties. The subject property is a parcel similar in shape, size and appearance to many other parcels in the area. Were this Board permitted, therefore, to consider the variance requests on their merits, it does not believe that Petitioners have demonstrated the requisite uniqueness sufficient for the granting of a variance. Further, Section 307.1 of the BCZR permits variances for unique sites where strict compliance with the zoning regulations would



Case No. 95-280-XA Gordon L. Harrison, et ux

result in practical difficulty or undue hardship. This property does have a use. Denying the variance thus does not result in practical difficulty or undue hardship within the contemplation of Section 307.1.

The Board, having so ruled, is not unmindful of the plight of citizens in need of day care. Rather, it does not believe it is at liberty to ignore what is clearly set forth in the law, even to further a noble end. If this ruling disserves the needs of the citizens in the Essex region, however, change must come from the legislative body.

#### ORDER

THEREFORE, IT IS this 28th day of September , 1995 by the County Board of Appeals for Baltimore County

ORDERED that the Petition for Special Exception to permit a Class B Group Child Care Center on the subject property where there is an RTA be and is hereby DENIED; and it is further

ORDERED that the requested variances seeking relief from the Baltimore County Zoning Regulations pertaining to setback, lot size and buffer requirements be and are hereby DENIED.

Any petition for judicial review from this decision must be made in accordance with Rule 7-201 through Rule 7-210 of the Maryland Rules of Procedure.

COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY

Kristine K. Howanski, Acting Chairman

MIII THE REPORT OF THE PARTY OF

Charles L. Marks

Margaret\Worrall

### Case No. 94-271-XA Fatemeh Falahi, et al

In <u>Cromwell v. Ward</u>, 102 Md.App. 691 (1995), it is clarified that a variance may be granted because of the unusual physical characteristics of a property existing at the time of the zoning ordinance and which would result in peculiar and exceptional practical difficulties. The hardship in this case now arises because Appellant has to apply the requirements of the law to an undersized lot. On this issue, the Board feels, even if there was uniqueness to the property itself, the hardships to Appellant were incurred when she purchased the small property in 1992, after the enactment of Bill 200-90, and thereby the hardship was self-created.

The Board is appreciative of the negative effects of the shopping and auto service center on the Falahi's residential property, but as cited by Protestants, the property itself is similar to others in the vicinity and there is nothing unusual about the land. Section 307.1 (BCZR) permits variances for unique sites where strict compliance with the zoning regulations would result in practical difficulty. It has always been occupied by a resident and today has a worthwhile use as a family day care center. Denial of the variances does not result in an undue hardship.

From all the testimony, the Board is persuaded that the inadequate setbacks and buffering of the day care center, and the community concerns over traffic hazards are of such dimensions and difficulty that the enlarged day care center will be detrimental to the health, safety and welfare of the community.

In consideration of variances for the subject property, the Board feels that the property existing in an RTA must meet the bulk

Case No. 94-271-XA Fatemen Falahi, et al

standards of Section 424.7 and cannot be varianced. This precludes the Board from granting the special exception.

### ORDER

THEREFORE, IT IS this 14th day of December , 1995 by the County Board of Appeals for Baltimore County

ORDERED that the Petition for Special Exception to permit a Class B Group Child Care Center on the subject property where there is an RTA be and is hereby DENIED; and it is further

ORDERED that the requested variances seeking relief from the Baltimore County Zoning Regulations pertaining to setbacks, lot size and impervious surface area requirements be and are hereby DENIED.

Any petition for judicial review from this decision must be made in accordance with Rule 7-201 through Rule 7-210 of the Maryland Rules of Procedure.

> COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY

stine K. Howanski, Acting Chairman

Garry E. Buchheister, Jr.

### Variance Standards: Cromwell v. Ward (Continued)

### Quoting Xanthos v. Board of Adjustment:

"...in order to justify a variance...the applicant [must] show...that there are special conditions with regard to the property...:

What must be shown...is that the property itself contains some special circumstance that relates to the hardhship complained of....

'...The property is neither unusual topographically or by shape, nor is there anything extraordinary about the piece of property itself. Simply having an old building on land upon which a new building has been constructed does not constitute special circumstances." Page 436

### Quoting Prince William County Board of Zoning Appeals v. Bond:

"...the hardship allegedly created by the ordinance must "not [be] shared shared generally by other properties in the same zoning district and the same vicinity.'...[It then held] "The limitation imposed by the zoning ordinance is one shared by all property owners in the A-1 district." Page 437.

### Quoting McQuillin, Municipal Corporations:

"It is fundamental that the difficulties or hardships must be unique to justify a variance; theymust be peculiar to the application of zoning restrictions to particular property and not general in character...[I]t is not uniqueness of the plight of the owner, but uniqueness of the land causing the plight, which is the criterion...." Page 438 (Excerpt of quotation)

### Judge Cathell concludes:

"We conclude that the law in Maryland and in Baltimore County under its charter and ordinance remains as it always has been - a property's peculiar characteristic or unusual circumstances relating only and uniquely to that property must exist in conjunction with the ordinance's more severe impact on the specific property because of the property's uniqueness before any consideration will be given to whether practical difficulty or unnecessary hardship exists." Page 439

### Variance: Self-Created Hardship

### Cromwell v. Ward:

# Quoting Ad + Soil, Inc. v. County Comm'rs:

"The essence of AD + Soil's argument .. is that the setback requirements ...would cause...unwarranted hardship because it had obtained its first state permit and constructed its transfer station before it learned of these local requirements... The Board declined to grant the variances, concluding that Ad + Soil's 'hardship' was self-inflicted...and therefore not the kind of hardship cognizable under the Zoning Ordinance." Page 439

# Quoting Pollard v. Board of Zoning Appeals:

"Self-inflicted or self-created hardship ...is never considered proper grounds for a variance....[W]here the applicant creates a nonconformity, the board lacks power to grant a variance." Page 439

### Judge Cathell concludes:

"Were we to hold that self-inflicted hardships in and of themselves justified variances, we would, effectively not only generate a plethora of such hardships, but we would also emasculate zoning ordinances. We hold that practical difficulty or unnecessary hardship for zoning variance purposes cannot generally be self-inflicted." 439-40.

## Xanthos v. Board of Adjustment:

"...although the dwelling itself prior to the construction of the duplexes was a nonconforming use and was therefore entitled to be maintained as it was absent new construction, city ordinances and policy did not allow the structure to be made illegal or more nonconforming by additional construction."

In the Matter of Umerley Circuit Court for Baltimore County (Byrnes, J.)

"Uniqueness cannot be created by the owner." Page 6

"There is nothing unusual about the shapes of lots 2 and 5. They are rectangles." Page 9

# The <u>Chester Haven</u> Case: Prohibition of Special Exceptions with Variances Discussion of Grandfathered Development

### Chester Haven Beach Partnership v. Board of Appeals for Queen Anne's County

"All of its variance requests concern what it perceives to be a necessary to meet the requirements of a change in its development plan from single family to group or cluster living necessitated by the current demand, not of zoning codes, but of environmental regulations (and economic conditions), especially the requirements of complying with the Chespeake Bay Critical Area regulations. We are not unsympathetic to the plight of a property owner caught between local zoning codes and environmental regulations. We later herein suggest the correct method of addressing this issue. But, an offer to build below density, if a conditional use acceptable to environmental regulators changing the character of the use of the property is granted does not satisfy the requirement of variance law that the land itself be inherently unique and different from the remainder of the land in the area." Page 7

"The Board noted that, in addition to the conditional use [special exception] - or really, in order to qualify to apply for the conditional use - the applicants had to get a variance from the six unit per cluster conditions and from the provisions of the density percentages, and additional variances from the conditions for which the ordinance required satisfaction in order to be entitled to a conditional use. In other words, the Board perceived, correctly, that the subject project could not meet the requirements the ordinance established for the granting of the conditional use. Therefore, the applicants were attempting to eliminate the conditions by obtaining variances therefrom."

"The attempt to follow this procedure creates fundamental and conceptional problems with the generally accepted proposition that if the express conditions necessary to obtain a conditional use are met, it is a permitted use because the legislative body has made that policy decision. Does the legislative intent that the use be permitted remain if the conditions are not met but are eliminated by an administrative body granting a variance? Upon such an occcurrence, the application for a conditional use becomes dependent upon the granting of the variances. Under those circumstances, the presumption that a conditional use is permitted may well fall by the wayside. The policy that establishes certain uses as permitted is predicated upon the satisfaction, not avoidance, of conditions. Conditions the legislative body attaches to the granting of a conditional use normally must be met in accordance with the statute - not avoided. In any event, even if such a procedure would pass muster, if the variance process fails, the entire application fails." Page 11-12 (Emphasis supplied)



# Pat & Tina Ercolano 21 E. Timonium Rd. Timonium, Md. 21093

10 April 1996

Dutch Ruppersberger County Executive 400 Washington Avenue Towson, Md. 21204

Dear Mr. Ruppersberger:

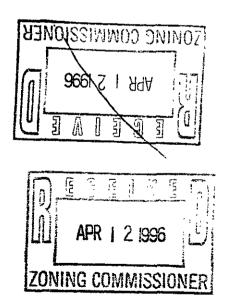
As constituents who share your enthusiasm for maintaining the integrity of Baltimore County's residential communities, we hope you will give the issue raised in the enclosed letter to the Zoning Commission your careful attention.

We appreciate your consideration of our views.

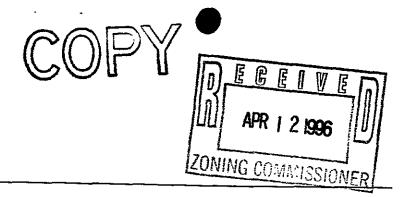
Sincerely yours,

Pat Ercolano

Tina Ercolano



# Pat & Tina Ercolano 21 E. Timonium Rd. Timonium, Md. 21093



10 April 1996

Zoning Commissioner of Baltimore County 111 Chesapeake Avenue Towson, Maryland 21204

Dear Commissioner:

This letter is in reference to zoning petition 334, which would permit construction of a commercial parking lot on a residential lot at 18 E. Timonium Road. We are writing to let you know that we strongly oppose the proposed variance.

The property in question, currently an attractive two-story ranch-style house, is directly across Timonium Road from our home. Tearing this house down and replacing it with the proposed 28-car restaurant parking lot would undermine property values and the quality of life in our community, Yorkshire/Haverford, by generating more commercial encroachment, more trash, and more traffic along E. Timonium Road. Maintaining a clean, stable community of homeowning working people and retirees is more important, we believe, than tearing down a nice, property-tax-generating residence and replacing it with a parking lot which, according to a finding of the Zoning Commission little more than a year ago, is not even needed by the petitioner.

Restaurants and other members of the business community have legitimate needs, but a business that wishes to take actions detrimental to the stability and prosperity of the surrounding community is, in the long run, hurting its own interests, not to mention those of the community whose patronage it wishes to attract.

Thank you for considering our views.

Sincerely yours,

Ercolomo

Pat Ercolano

Tina Ercolano

cc: County Executive Dutch Ruppersberger

### Pat & Tina Ercolano 21 E. Timonium Rd. Timonium, Md. 21093

12 November 1996

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Zoning Board of Appeals of Baltimore County Old Courthouse Towson, Maryland 21204

To the Board:

This letter is in reference to a zoning petition that would permit construction of a commercial parking lot on a residential lot at 18 E. Timonium Road. We are writing to let you know that we strongly oppose favorable consideration of this petition.

The property in question, the site of a two-story ranch-style house, is directly across Timonium Road from our home. Tearing this house down and replacing it with the proposed bar and restaurant parking lot would hurt local property values and undermine the tranquility and cleanliness of our community. Specifically, it would generate more trash, more traffic, and more noise (particularly in the early-morning hours after midnight) in what we and other residents of the Yorkshire/Haverford community are trying very hard to maintain as a stable, attractive neighborhood.

We want to stress that, according to findings of the Zoning Commission in early 1995 and again this past spring, the additional parking area is not even needed by the petitioner.

Thank you for considering our views.

Sincerely yours,

Pat Ercolano Tina Ercolano

Fat Coco Que Tina Bredomo
cc: County Executive Dutch Ruppersberger

4/11/4

40 LS

27 Hathaway Road Timonium, Maryland 21093

April 9, 1996

Zoning Commissioner - Baltimore County 111 Chesapeake Avenue Towson, Maryland 21204

Dear Zoning Commissioner:

It has been brought to our attention that variances have been filed with you for the property at 18 E. Timonium Road. This property is zoned DR 5.5 Residential. This is a residential neighborhood. A Parking lot would be an encroachment of commercialization into our Residential neighborhood. If this is granted, what will be next?

When Michael's restaurant began its expansion, it is our understanding that the 1995 zoning hearing established that Michael's had enough parking spaces to construct an extension of the building. What has changed? The new extension has only been open about a month.

We are not opposed to development when it is appropriate. This is a residential neighborhood consisting of hard working families who take pride in their area. Don't turn it into something that it was never intended to be. A parking lot at that corner will change forever the character of the neighborhood. There will most certainly be late night noise, trash, etc. That parking lot will lead eventually to the commercialization of that entire first block of York Road.

We ask for your assistance in ensuring that the residential character of our neighborhood is preserved.

Sincerely,

Michael P. & Mary V. Wojnowski

The B. heford

MICROFILMED

April 10, 1996

Zoning Commissioner Baltimore County 111 Chesapeake Avenue Towson, MD 21204

Re: Petition No. 334

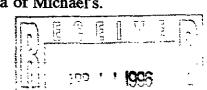
Dear Zoning Commissioner:

As a resident of the Yorkshire/Haverford Community, I am deeply concerned about the possibility of 18 E. Timonium Road, a residential dwelling, being zoned for a commercial parking lot to accommodate 28 vehicles for Michael's Restaurant.

Michael's has spent a large amount of time and money in recent remodeling projects of its restaurant. If portions of this remodeling had not been undertaken, I feel this petition would not be taking place. Instead, they would now like to bring commercialization into our residential community.

In January of 1995, a zoning hearing stated that Michael's had enough parking spaces to construct an extension of their building to accommodate their ever-growing market. Now, as a result of their greediness, we are fighting to preserve both the residential character and the quality of life within our community!

Another area of concern is traffic flow. Already, many motorists use Gerard Avenue as a short-cut to Timonium and York Roads; bypassing the traffic light at Timonium and York Roads. Parents, children and visitors will be at an even higher risk for an accident if a parking lot is allowed to be built. Patrons of Michael's will be exiting the proposed parking facility at all hours and may even have the potential of alcohol in their system; driving judgement may easily be impaired. Rowdiness is also another area of concern. Many young families live within "hearing distance" of this proposed structure and negative examples leave a strong impression in young children's eyes. I am also concerned about trash being dropped by patrons to and from the restaurant. Far to many times, individuals rush to and from destinations and leave their "paper trail" behind. This can already been seen in the existing parking area of Michael's.



In today's world, we have forgotten about basic values: family and community. At this rate, my son's world is going to be filled with fast food restaurants, strip plazas, malls, etc. When will we, as a society, learn to slow down?

Please remember this: when one residential property goes, the door cracks open wider for future commercialization within a community. I ask you to please think strongly about rejecting petition number 334.

I thank you in advance for your time and consideration in this matter.

Sincerely,

Deborah & Charles Brown

12 Hammen Avenue Timonium, MD 21093 Telephone: 560-5845

April 3, 1996

Zoning Commissioner Baltimore County 111 Chesapeake Avenue Towsom, Maryland 21204

Sir:

Reference Petition 334: seeking to construct a parking lot at 18 E. Timonium Road.

This will provide formal notification of our opposition to the Referenced Petition for the following reasons:

1 - ENCROACHMENT

This would be an encroachment of commercialization into an area designated by Baltimore County as a "community conservation area" in order to preserve the areas residential character.

2. LACK OF NECESSITY

The petitioner does not need the additional parking spaces to operate. This fact was established at a zoning hearing in January 1995 dealing with the proposed expansion of the restaurant. Therefore it is not considered appropriate to demolish the existing, well kept, split level residence and replace it with a "nice to have" parking lot in this residential community.

3. REMOTE LOCATION

The property at 18 E. Timonium Road is approximately 475 feet from Michaels' Restaurant and on the opposite side of Gerard Avenue; thereby making it a prime area for skateboarding, roller skating and similar activities. activities would not be permitted on a parking lot that adjoined the restaurant property. Additionally, due to the remote location any accumulation of trash will not reflect on the aesthetics of the restaurant proper, consequently, there would be no incentive for the restaurant to keep the area clean, as well as to monitor unauthorized use, vandalism and late hour boisterous conduct.

4. EXCESSIVE VARIANCE

The requested variance for setback and buffer, of 10 feet, does not allow for adequate screening such as, a staggered triple row of 6' evergreens. Baltimore County has established the requirements of 50 feet and 75 feet, the fact that the property is too small to accommodate these requirements is no reason to grant an excessive variance that would present "practical difficulty and undue hardship" (re: petitioner verbiage) to the surrounding neighbors.

.DOMINOE EFFECT

Similar to the block busting tactics employed in Baltimore City, allowing the existing residence to be replaced by a parking lot could be likened to tipping the first dominoe. It would eventually lead to the commercialization of the entire residential area between Timonium Road and Gerard Avenue; thereby decreasing the residential desirability and



values of the homes along the south side of Timonium Road. Therefore, based on the reasons enumerated above, plus the problems caused by uncontrolled parking lot run-off and traffic congestion, we reaffirm our objection to the replacement of an existing, well kept, residential dwelling with a parking lot whose only reason for establishment is that it would be "nice to have."

Respectively, Charles of Clerk

Douglas N. Oler

Leah Jo Oler

11 Hammen Avenue Timonium, Maryland

DNO/KAO

Case No. 96-340 SPHA

RE: Property 18 E. Timonium Rd.

To Whom IT May Concern:

We oppose the encroach ment of any commercial business in our residential neighbor-hood.

Since the road was widened some years ago we can not park in front of our own home.

Rd. is hazardous enough.

Litter from the Existing businesses is a daily chare.

Our property value will decrease and our property taxes will increase.

MICROFILMED M.A. Isennock

MICROFILMED M.A. Isennock

12-3-96

10 F. Timonium Rd.

Timonium, M.) 21093

Balto County Board of aspeals: blead be informed that we are totally opposed to Michael Dillie, of michaels Restaurant, attempt to change the soning of 18 East Timonium Road from reildential to commercial for use las a speking lot. It present time traffic on Timonium Road is already at the maximum, at 43,000 cars a day. For those individuals residing on Timonium Road it's most displuit to find clearance pulling out of the driveways, at any time of day. Changing 18 Cart Timonium Road's youing classification certainly would lower the salue of all homeowners property in that area, not with standing the extra noise and activity until 2 Am or later, when Michael Kestaurant Moder Our vote for this change is a definite "NO Phyllis R. Gseneman Don Boenemen 34 Marthwood Drive Timonium Md. 31093

Case #96-140 18 E. Timonium Rd.

To-Zoning Board of Appeals
Baltimore, Co. Maryland

11-6-96

We are very disappointed about a possible zoning change (case #96-340) at 18 E. Timonium Rd. We have been residents at ITE. Timonium Rd. for thirty nine (39) years. Presently there are Sixteen (16) driveways in the one block from Gerard Ave to York Rd. With the present congestion in this area changing the zoning from residential to a parking lot would be

unconscionable. Why destroy the beauty of our neighborhood ??

Why jepordize the safety of the children in our neighborhood?

Why add to the traffic? When Michael's expanded they said they had sufficient parking, what happened?

Please stop this commercial intrus ion into our residential community.

Yours Truly, Aug tern 17E. Timonium Rd.
MICROFILMED Goy Kern Timonium, Nd. 21093

n rarnold Jablon Zoning Commissioner of Balto. Co. 111 Chesapeake avenue) Towen, Md. 21204 Letition No. 334

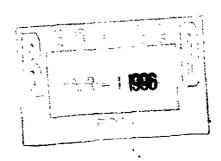
4/1/96

96-340

dear Mr. Javlon,

She reside at 176. Timonium (Ad. and have lived here for thirty nine years (we plan to stay) she enjoy our home! It would be a great diservice to our neighborhood to grant the petition \$334. Not only would it create more hazardous traffic problems, It would also increase the noise at all hours of the day and night when restaurante and bars are open and closing.

Gerard ave has five commercial driveways, this parking lot will add a sixth one to a street that is one block long. The entrance To a parking lot on Timonium Rd. will definitely add to the volume and congestion of traffic (we have too much now).



This will destroy a residential area (allowing commercialism to ruin a perfectly good place for people to live) does
this make sence? In our community we have young families with young critaren;
they ride vikes and play on the sidewalks. Is allow a parking lot it would create a very dangerous place for children. The driveway would cross over the sidewalk where the children play. Restaurants are open day and night.

He understand the petitioner (mechael's) does not need the space to operate. The last goning hearing of January, 1995 established that he had enough parking spaces to construct an extension to his building. That happened?

Ne have a well kept neighborhood, all of us take pride in our homes (and we think it shawe). Please reject this petition #334, we would like to continue enjoying our community. Thank you.

Yours truly, Dorwing ver Suy Kern' 11E. Timmuum Rd. Timonium, Md.

2/093-3422

PETITION #334

ZONING CASE # 96340 SPHA

RE: PROPERTY 18 E. TIMONIUM RD.

TO WHOM IT MAY CONCERN:

WE ARE AGAINST THE ENCROACHMENT OF ANY COMMERCIAL BUSINESS IN OUR RESIDENTIAL AREA. WHEN A BUSINESS WISHES TO EXPAND THEY SHOULD ACQUIRE A LARGER COMMERCIAL PROPERTY, NOT PUSH THEIR EXPANSION ON RESIDENTIAL AREAS.

DUE TO THE NATURE OF THE BUSINESS THE INCREASE IN EARLY EVENING AND LATE NIGHT TRAFFIC AND NOISE ARE NOT ACCEPTABLE. THE EXISTING CONDITIONS HAVE ALREADY BEGUN TO INTRUDE ON QUITE SUMMER EVENINGS IN OUR YARD. THERE IS ALREADY ENOUGH TRAFFIC AND NOISE IN FRONT OF OUR HOUSE BECAUSE OF THE EXISTING CONVENIENCE STORE, THE TRAFFIC ON GERARD AVE. IS MORE THAN ENOUGH FOR A SMALL ST., THEN THERE ARE THE CUSTOMERS WHO WILL BE TAKING SHORT CUTS THROUGH YARDS.

IN THE PASSED THERE HAS BEEN THE ADDITION OF
ANOTHER OFFICE BUILDING, THE WIDENING OF TIMONIUM RD.—
FROM HAMMEN AVE. TO YORK RD. WHICH HAS CREATED A
HAZARDOUS TRAFFIC CONDITION AND SEVERAL RESIDENCE
LOST PARKING SPACE IN FRONT OF THEIR HOMES.

OUR TAXES WILL CONTINUE TO INCREASE WHILE OUR PROPERTY VALUES WILL DIMINISH AS A RESIDENTIAL AREA.

THE APPROVAL OF THIS WILL CREATE AN EYESCRE IN A RESIDENTIAL AREA, AND LIKE AN INSIDICUS DISEASE IT WOULD CONTINUE TO SPREAD.

SINCERELY

JOHN B. CLAYTON, JR

LILLIE M. CLAYTON

12 E. TIMONIUM RD.

TIMONIUM, MO. 21093

10 APRIL 1996

Petition #334

Zoning Case #96346 SPHA

Re: Property 18 E. Timonium Rd.

To Whom it May Concern:

In response to Michael's Restaurant.

WE oppose the commercial business in our residential Community.

The business is conducted on york Rd. and the parking should be conducted there also. The property that they acquired on york Rd. + Gerard Ade.

Should have been for their customer parking area. The building was enlarged to a massive size and they lost their parking.

If approved this will create excessive traffic, noise and litter in our residential

a i de se esti
Community. The traffic on
Gerard Aux. is bad enough.
Magbe they need to creet
a parking garage on their
Commercial property to
accomedate their business.
accombigite their wasters.
Sincerely,
M.W. Isennock
M.A. Isennock
10 E. Timonium Rd.
Tim micin, m.D.
21093
4-9-96
4-7-76

96-1610 23 Hathoway Rd. in protest of petition 1- This is con encrosement of commercoligation into our residential community + excessive vorioner are requested! 2- This is a commenty conservation area designed by Balto County to presure the residential character of the commenty. 3- The contract Purchasury Petitioner (michael's) does not need the space to operate. The last zoning leaving of Jan. 1995, established that he had enough parking spaces to construct an extension of his mr & mrs Robert W.

GEORGE AND IRENE LUBIN 5 HATHAWAY Rd TITDODIUM, Md, 21093

alex Commissioner,

Me are writing the letter to express our rejection for Petition No. 334, for property of 18 E-Timonium Rel. Me are original homeoweress of 5 Hathamy Rel since the beginning of Yorkehirl Development. We have full view of 18 E. Temonium Pet. from our residence.

It is our feeling and concern that a business like,

It is our feeling and concern that a business like, "Michaels Resturant", can have the ordanity to encreach on this residential area for such a project is without consideration and is degrading to this community.

We hope that with all fairness and consideration of the commission that this petition not be granted. Aur neighborhood has been maintained with dignity and investing: In closing I like to say:

"Render wato Ceasar what is leasars'
Render to commercial what is commercial
what is residential.

Thank You, Sincerely, Jeorge Und Irene Lubin

3/31/96

3/28/AL -

March 25, 1996

96-1422

Zoning Commissioner, Baltimore County 111 Chesapeake Ave. Towson, MD 21204 96-340

Dear Sir;

This letter is intended to voice our opposition to the petition number 334.

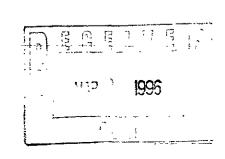
We have been residents on East Timonium Road for over 30 years. By allowing another commercial parking lot to operate in the midst of this residential neighborhood would only serve as a means to devalue our properties.

Sincerely,

William & Mary Louise Schroeder

49 East Timonium Road Timonium, MD 21093

cc: Louis W. Miller, Zoning Coordinator



96-1469

5/18/91 TO 15 pla 96-340

March 26, 1996

Zoning Commission of Baltimore County 111 W. Chesapeake Ave. Towson, MD 21204

## Dear Zoning Commissioner:

As a homeowner in the community of Haverford in Timonium and as a taxpayer in Baltimore County, I strongly object to Petition No. 334. This is regarding the zoning change for Dining Out Enterprises, Inc., Michael S. Dellis (Michael's Restaurant) located at 18 E. Timonium Rd. (corner of Timonium Rd. & Gerard Ave.) by the owners Glen & Ann Kendrick.

Respectfully,

Janice J. Frederick

118 E. Timonium Rd. Timonium, MD 21093

(410) 252-5027

1996

Zoning Commissioner BALTIMORE COUNTY 111 Chesapeake Avenue Towson, Maryland 21204

RE: PETITION NO. 334

# Dear Commissioner:

I am writing this letter to express my concerns and opinions about the above-referenced petition for variance regarding the property at 18 East Timonium Road. Your files should have all of the details of this request, so I will not repeat them here.

As a home owner in this neighborhood, I am adamantly opposed to the petition for variance for the following reasons.

- This is an encroachment of commercialization into our residential community, and excessive variances are requested.
- 2. This is a community conservation area designated by the County to preserve the residential character of the community.
- Michael's Restaurant already has an abundance of parking spaces designated for their customer's
  use. The last zoning hearing of January, 1995, established that there were enough spaces to
  construct an extension of his building.

This community has worked very hard over the years to preserve our residential character. The fact that the community is so strong is what prompted us to buy our home in this neighborhood. Please don't devalue all of the positive things we have done to preserve our residential status by allowing unnecessary commercialization into our community.

I hope that you will take my objections into consideration when hearing the above case. Thank you for your attention to this matter.

Sincerely, Jeon J. Newton

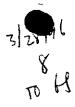
George Joseph Treuting

14 Edgemoor Road

Timonium, Maryland 21093

Home: 561-9529 Work: 296-1072

cc: Louis W. Miller, Zoning Coordinator Yorkshire/Haverford Community Association



18 Hathaway Road Timonium, Maryland 21093 March 36, 1996

96-340

Zoning Commissioner Baltimore County 111 Chesapeake Avenue Towson, Maryland 21204

RE: Zoning Hearing #334

Dear Sir:

As residents of Yorkshire/Haverford we feel that the request for more parking that Michaels is requesting to operate his restaurant is ridiculous. On January, 1995, he said he had enough parking spaces.

The area of Hathaway, Timonium Rd., and Gerard Avenue already carry more than enough traffic and this would place more of a burden on this area. Most of us cannot get out of our streets certain times of the day or night because of the traffic.

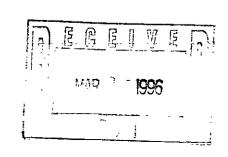
We feel that this is an encroachment of commercialization in our community, and we are not in favor of it. Not to mention this would depreciate all properties.

Very truly yours,

Howard White

Howard White

Virginia White



To:

Zoning Commissioner of Baltimore County

111 Chesapeake Avenue, Towson, MD 21204

From:

Philip R. Sheridan, 119 E. Timonium Road, Timonium, MD 21093

Subject:

Zoning Petition No. 334: 18 E. Timonium Road

According to information before me, the subject petition requests a variance which would permit commercial parking on the property known as 18 E. Timonium Road. I have since made a personal examination of the outside appearances of this property and the surrounding area, and as a result wish it known that I object to the granting of such variance, with the following arguments:

- 1. The present use of the property as a single-family residence appears to be perfectly appropriate for the area. The house is (externally, at least) in good repair. The yard is in lawn, and while the lot appears a bit larger than the neighbors, is not unreasonably large for a residence. It is not appearent why the existing situation is not the best use of the property.
- 2. The property is surrounded on three sides by other single-family residences. The only commercial property is across Gerard Ave. to the north, that being an office building. Except for the commercial strip immediately abutting York Road, Gerard Avenue is now the southern boundary for commercial development east of York Road, down to Northampton Road (about 0.6 mile south). Breaking this barrier would create a bad precedent for the neighborhood.
- 3. The area bounded by York Road, Timonium Road, and Gerard Avenue is an island of nine residences with commercial properties on the western end along York Road. If commercial use is permitted at the eastern end (18 E. Timonium Road), the remaining eight residences will be sandwiched between commercial uses and deterioration of residential desirability would result. We have seen the results of "blockbusting" in other places.
- 4. This property is approximately 400 feet away from Michael's Restaurant which apparently wants to use it for additional parking. To get from car to restaurant, patrons would have to walk that distance past three family homes on Gerard Avenue. Some of this foot traffic is likely to be in the late evening and could disturb the residents. The restaurant has a license to sell alcoholic beverages for consumption on the premises.
- 5. I did not believe that a business was permitted to expand, expecting increased patronage as a result, and then immediately after use that as a reason to justify the granting of a variance for more parking. When the building permit for expansion was given, did not the building owner have to demonstrate the availability of sufficient parking spaces?

Believe me, I am not an habitual objector to all zoning changes. This one appears to be a particularly unreasonable request which should not in justice be granted.

Very truly yours.

My Slavelan

3/29/96

96-3/6

96-1455-GS

MARCH 27, 1996

ARNOLD JABLON, DIRECTOR, PDM BALTIMORE COUNTY OFFICE BUILDING 111 CHESAPEAKE AVE. TOWSON, MD 21204

RE: SPECIAL ZONING HEARING #334 - 18 E. TIMONIUM RD.

DEAR MR. JABLON:

AS A RESIDENT TAXPAYER OF FORTY YEARS (40) AT 44 E. TIMONIUM RD., WE REGISTER OUR OPPOSITION TO THE PETITION NO. 334 TO ESTABLISH A COMMERCIAL PARKING LOT IN THIS COMMUNITY CONSERVATION RESIDENTIAL ZONED AREA AT 18 E. TIMONIUM RD.

THIS PROPERTY IS ZONED DR 5.5 AND HAS BEEN FOR OVER 35 YEARS. ALLOWING A SPECIAL EXCEPTION FOR COMMERCIAL PARKING IN THIS RESIDENTIAL ZONE WILL CREATE AN ADVERSE EFFECT IN THIS WELL MAINTAINED COMMUNITY.

THIS PETITION FALLS UNDER THE "RTA" REGULATIONS RESULTING IN A REQUEST FOR EXTREME VARIANCES FOR SET-BACK AND BUFFER AREAS.

SUBJECTING THE IMMEDIATE ADJACENT RESIDENTIAL PROPERTY AND THE COMMUNITY TO THIS INTRUSION IS ITSELF SO ABNORMAL THAT THE PETITION SHOULD NOT HAVE BEEN ACCEPTED FOR A HEARING.

ADDITIONAL LEGAL REASONS FOR OPPOSING THIS PETITION #334 WILL BE PRESENTED AT THE HEARING.

WE WISH TO BE PLACED ON THE MAILING LIST FOR ALL COMMUNICATIONS, CHANGES, ADDITIONS, OR DELETIONS RELATING TO THIS CASE FILE NO. 334.

VERY TRULY YOURS.

TOUIS W. MILLER & MARYLEA H. MILLER

44 E. TIMONIUM RD. TIMONIUM, MD. 21093

410-252-3444

18TIM02

Board of Appeals of Baltimore County Room 49 Old Courthouse 400 Washington Avenue Towson, Maryland 21204

Dear Board of Appeals:

This letter is in regards to our opposition to Appeal #96-340-SPHA for a zoning variance of the property located at 18 East Timonium Rd. Our home is located at 19 EAst Timonium Road directly across the street from the property in question.

Our family have been outstanding members of the community since the homes were first built in November of 1957.

The granting of a zoning variance for the property at 18 East Timonium Road will no longer allow for the residential character of the development to exist. In allowing the zoning variance to occur we are in risk of the property values of our homes to drop. We strogly believe that if a parking lot is allowed it will be a disturbance to our safety & peace of mind which we have come to enjoy over the years. The noise, lights, and gas fumes that it will create as the patrons leave the lot will no longer permit us to enjoy sleeping with our windows open. Also the noise, lights and gas fumes from the employees as they leave at closing time will also make sleeping a difficult thing. There is also the trash that will be disgarded from patrons for the home owners to clean up in order to keep our properties at the prideful state we maintain them.

If a parking lot is permitted we will no longer be able to park our cars in front of our home as there will be the fear of some intoxicated patron leaving the area losing control of their car, not to mention the additional traffic it will create on Timonium RD.

We will also no longer be able to sit out front after dusk due to the fear of who is parked across the street. What about the people next door at 16 EAst Timonium Rd? Their living condition would be made unbearable due to the lights, noise, gas fumes, and trash!

Consider the children in the neighborhood. They will no longer have a place to ride their bicycles or roller skate safely due to the traffic moving in and out.

We ask that you consider the lives of those of us who reside here and do not allow the zoning variance.

Respectfully Yours,

mid Mis O sunt Weis

Mr. & MRs. Oscar Ledin Weiss 19 East Timonium Road Timonium, Maryland 21093

# RICHARD JARVIS HUFFMAN 35 Cinder Road, Timonium Maryland 21093-4233 410/ 252-0635

October 24, 1996

Ms Kathleen Bianco Baltimore County Ct. Of Appeals Room 49, Old Court House Towson, Maryland 21204

887-3180

Regarding: Case # 96-340-SPHA
18 Timonium Road

Please include me in the distribution of notices and information regarding the subject case.

Thankyou,
Pichad Iran Hill

W 11-496

Bulde. Co.

October 24, 1996

Court of Appeals of Baltimore County Old Court House, Mail Stop 61 120 E. Chesapeake Avenue Towson, MD 21286

To Whom It May Concern:

As a homeowner in the community of Haverford in Timonium and as a taxpayer in Baltimore County, I strongly object to Petition No. 334. This is regarding the zoning change for Dining Out Enterprises, Inc., Michael S. Dellis (Michael's Restaurant) located at 18 E. Timonium Rd. (corner of Timonium Rd. & Gerard Ave.) by the owners Glen & Ann Kendrick.

Respectfully,

Janice J. Frèderick 118 E. Timonium Rd. Timonium, MD 21093

(410) 252-5027

**.** 

**(3**)

23

001

Mr. & Mrs. Oscar L. Weiss 19 East Timonium Road Timonium, Maryland 21093

- 1. Our family have been outstanding members of the community since 1957.
- 2. We reside at 19 East Timonium Rd. directly across the street from the property in question.
- 3. House in qustion has always been occupied & kept up.
- 4. The variance will no longer allow for the residential character of the community toexist.
- 5. Property values will drop.
- 6. A disturbance to our safety & peace of mind.
- 7. Noise, Lights, & Gas Fumes will make sleeping difficult with windows open.
- 8. Trash discarded from patrons.
- 9. No longer can park in front of house due to possibility of a patron being intoxicated.
- 10. Additional trafficon Timonium Road
- 11. Can not sit out front after dusk do to fear of who is parked across the street
- 12. The children in the neighborhood will no longer have a place to ride their bikes or roller skate due to traffic going in & out.

TO: BOARD OF APPEALS-BALTIMORE COUNTY, CASE NO. 96340SPH SCHEDULED FOR DECEMBER 10, 1996 AT 10:00AM.

FROM: LOUIS W. MILLER, RESIDENT, 44 E. TIMONIUM RD, TIMONIUM, MD. 21093

RE: SPECIAL EXCEPTION AND VARIANCES FOR COMMERCIAL PARKING IN A D.R. 5.5
ZONED AREA DEFINED IN SECTION 1801.1 OF BALTIMORE COUNTY ZONING REGULATIONS.

THIS PETITION FOR HEARING FOR SPECIAL EXCEPTION AND VARIANCES FALLS UNDER THE RTA SECTION OF THE ZONING CODE. THERE IS NO DISPUTE THIS PROPERTY IS IN A RESIDENTIAL TRANSITION AREA IN THAT IT IS WITHIN 100 FEET OF A D.R. ZONE TRACT. THE ADJACENT PROPERTIES ARE RESIDENTIALLY ZONED AND ARE SINGLE FAMILY DETACHED HOUSES IN THE COMMUNITY.

EXTREME VARIANCES ARE REQUESTED UNDER 1801.1.8.1 TO PERMIT ONLY A 10' SETBACK AND BUFFER IN LIEU OF 75' AND 50', RESPECTIVELY, FOR A PARKING LOT WITHIN THE RTA REGULATION.

THE CLAIM THAT THE PROPERTY, BECAUSE OF IT'S UNIQUE CONFIGURATION, CANNOT BE USED AS REQUESTED WITHOUT THE GRANTING OF THE VARIANCES, THUS CREATING PRACTICAL DIFFICULTY AND UNDUE HARDSHIP. IS "SELF-INFLICTED"

REFERRING TO MR. PETE ZIMMERMAN'S JUNE 30, 1995 LETTER TO THE BALTIMORE COUNTY BOARD OF APPEALS IN CASE 94-271XA, RELATING TO GRANTING SPECIAL EXCEPTIONS TO THE ZONING REGULATIONS WHEN NEITHER THE "UNIQUENESS" DEFINITION UNDER SECTION 307 OF THE REGULATIONS OR THE COMPLIANCE WITH VARIANCES REQUIRED, IN THAT CASE, SECTION 424.7, AND IN THE CASE BEFORE YOU, SECTION 1B01.1B1. CANNOT BE SATISFIED BECAUSE THE "UNIQUENESS" CLAIM UNDER SECTION 307 IS FALSE.

THE PRESENT SPECIAL EXCEPTION REQUESTS EXTREME VARIANCES. EVEN WERE THERE NO SPECIAL EXCEPTION, IT DOES NOT APPEAR THE REQUESTED VARIANCES MEET THE "UNIQUENESS" STANDARD OF BCZR 307.1 AND CROMWELL V. WARD, 102 MD. APP. 691 (1995) (EXCERPT ENCLOSED-SEE ZONING FILE L. MILLER TESTIMONY)

ENCLOSED ALSO ARE BALTIMORE COUNTY APPEALS BOARD UNDER CASE NO. 95-280-XA GORDON L. HARRISON, et ux. EXCERPTS FROM PAGE 2 LAST PARAGRAPH AND TOP OF PAGE 3. WHEREIN THE APPLICATION OF THE PREVIOUS CITED REFERENCES PREVAILED. THE COMBINATION OF THE SPECIAL EXCEPTION/VARIANCE IS AN ADDITIONAL BAR TO APPROVAL. SEE CHESTER HAVEN BEACH PARTNERSHIP V. BOARD OF APPEALS FOR QUEEN ANNE'S COUNTY, 103 MD. APP. 324 (1995) (COPIES ENCLOSED-SEE ZONING FILE L. MILLER TESTIMONY)

ENCLOSED ALSO ARE BALTIMORE COUNTY APPEALS BOARD UNDER CASE NO 94-271-XA FATEMEH FALAHI AND M. HAERIN AGAIN ON PAGE 9 OF OPINION DATED DEC 14, 1995 IT UPHELD THE CROMWELL V. WARD, 102 MD. APP. 691 (1995) DECISIONS. (SEE ZONING FILE L. MILLER TESTIMONY)

WE BELIEVE THERE IS NO PRACTICAL DIFFICULTY OR HARDSHIP INVOLVED IN THIS CASE. THE PROPERTY IS NOT UNIQUE, THUS, NO VARIANCES CAN BE GRANTED. THE ZONING REGULATION CANNOT BE MET FOR THE SPECIAL EXCEPTION. THE PROPERTY IS THE SAME AS ALL OTHERS IN THE COMMUNITY. IT WAS BUILT IN THE EARLY 50" AND HAS BEEN USED AS A RESIDENCE SINCE THEN. IT HAS A USE AS A RESIDENCE IN THE FUTURE.

THIS PROPERTY OF LONG STANDING IS BUT ONE OF NINE RESIDENTALL PROPERTIES SITUATED IN THE AREA BETWEEN TIMONIUM RD ON THE SOUTH AND EAST, GERARD AVE. ON THE NORTH, AND YORK ROAD ON THE WEST. A SERIES OF PHOTOS SUBMITTED AS AN EXHIBIT 1 THROUGH 13 DESCRIBES THE AREA. (SEE ZONING FILE EXHIBIT 1-13)

UNDER SECION 502 OF BALTIMORE COUNTY ZONING REGULATIONS. THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE COMMUNITY WILL BE ADVERSELY AFFECTED IN A MATERIAL WAY BY THE TRAFFIC PATTERN FOR THE INTENDED USE, AND FOR THE SAFETY AND GENERAL PEACEFUL USE OF THE OTHER RESIDENTS' PROPERTIES. PLEASE SEE THE ZONING FILE L. MILLER TESTIMONY WITH EXHIBITS 15, 16, 17.

RESPECTFULLY SUBMITTED:

LOUIS W. MILLER

PROTESTANT 12/3/96

FILE: 96340LWM

BOARD OF APPEALS OF BALTIMORE COUNTY

Room 49 - Old Courthouse 400 Washington Avenue Towson, Maryland 21204

RE: Petition 96340

Dear Board of Appeals Representative:

I am writing this letter to express my concerns and opinions about the above-referenced petition for variance regarding the property at 18 East Timonium Road. Your files should have all of the details of this request, so I will not repeat them here.

As a home owner in this neighborhood, I am adamantly opposed to the petition for variance for the following reasons:

- 1. This is an encroachment of commercialization into our residential community, and excessive variances are requested.
- 2. This is a community conservation area designated by the County to preserve the residential character of the community.
- 3. Michael's Restaurant already has an abundance of parking spaces designated for their customer's use. The last zoning hearing of January 1995 established that there were enough spaces to construct an extension of his building.

This community has worked very hard over the years to preserve our residential character. The fact that the community is so strong is what prompted us to buy our home in this neighborhood. Please don't devalue all of the positive things we have done to preserve our residential status by allowing unnecessary commercialization into our community.

I hope that you will take my objections into consideration when hearing the above case. Thank you for your attention to this matter.

- / mutra

Sincerely,

George Joseph Treuting 14 Edgemoor Road

Timonium, Maryland 21093

Home: 561-9529 Work: 296-1072

cc:

Louis W. Miller, Zoning Coordinator

Yorkshire/Haverford Community Association

**MICROFILMED** 

To: Zoning Commissioner

From: Debra C. Watkins

Date: December 6, 1996

Subject: Opposition To Petition for Variance (Case no. 96-340-SPHA)

In December 1986, I purchased the house and property at 16 E. Timonium Rd. as an investment property to be used as a residential rental unit. Prior to this acquisition my family owned and lived in the house since approximately 1957.

I am currently renting the house to Brian and Karen Sutherland. They have two small children and started their lease 12/1/96.

I am opposing the petition of variance for the following reasons:

- · Protecting my financial interest in my investment.
- The front of the house faces 18 E. Timonium Rd. (not Timonium Rd.) A parking lot 10 feet from the front door is less desirable to tenants or future potential buyers of the property.
- Potential additional "people" traffic in the yard to get to the office buildings or restaurant.
   Could result in trash or lawn damage.
- Potential loss in value of monthly rental income.
- Potential loss in value of property value.
- Loss in current tenants potentially. Costs associated with a tenant change are painting, maintenance, renter fee, and loss of rental income while empty.
- If granted, potential costs would be incurred to fence the property and alter landscaping.
- Concerns over the parking lot lighting shining into the bedroom windows of tenants.
- Concerns over noise during the night disturbing tenants.
- Concerns over safety issues if plants and shrubs are used as a barrier.
- Concerns over safety if a driveway is placed exiting onto Timonium Road.

I purchased this property as a residential property. If the zoning commissioner grants this change, I stand to lose financially. Please consider the above in your decision.

If you require additional information, I can be reached at 410-771-2283.

Thank you.

Debra C. Watkins 16 E. Timonium Rd. Timonium, MD 21093

CC: Lou Miller

#### TO WHOM IT MAY CONCERN:

AS A RESIDENT ON TIMONIUM RD. I AM VEHEMENTLY OPPOSED TO THE ENCROACHMENT OF ANY COMMERCIAL BUSINESS INTO OUR RESIDENTIAL AREA.

WHEN WE MOVED HERE, 25 YEARS AGO, COMMERCIAL OPERATIONS ON YORK RD. WERE IN THE MODERATE RANGE. WE HAVE SEEN IT TURN INTO A CARNIVAL MIDWAY. ONCE YOU ALLOW THIS ON TIMONIUM RD., YOU SHALL SEE THIS ROAD TAKE ON THE SAME APPEARANCE.

COMMERCIAL OPERATIONS SHOULD GROW IN EXISTING COMMERCIAL AREAS, NOT PUSH INTO RESIDENTIAL AREAS. IF A BUSINESS IS SO SUCCESSFUL IT SHOULD RELOCATE, NOT EXSPECT RESIDENTIAL AREAS TO BOW TO THEIR NEEDS.

MANY OF THE PEOPLE IN THIS AREA HAVE BEEN HERE LONGER THAN I HAVE. MANY ARE RETIRED AND OTHERS REACHING RETIREMENT AGE. THIER YEARS OF INVESTMENT AND PLANNING TO BE SHATTERED BECAUSE SOMEONE WANTS A PARKING LOT. I HAD A FAIR SIZE ADDITION BUILT ON MY HOUSE LAST YEAR, NOW SOMEONE WANTS TO DECREASE THE VALUE OF MY HOME. WOULD YOU BUY A HOUSE TWO HOUSES FROM A PARKING LOT? I DON'T BELIEVE YOU WOULD.

TRAFFIC IS HEAVY ENOUGH IN THIS AREA WITHOUT THE ADDITION OF MORE ENTRANCE/EXIT CONDITIONS, AND THE POSSIBILITY OF INTOXICATED DRIVERS. CHILDREN USE THE SIDEWALK TO RIDE THIER TRICYCLES, SKATE ETC., ANOTHER HAZARD.

THEN THERE IS THE NOISE FACTOR LATE AT NIGHT, WHICH PEOPLE ADJACENT TO AND ACROSS THE ROAD WILL HAVE TO PUT WITH. THE EVENTUAL TRASH THAT ACCUMULATES IN AND OPEN AREA OF THIS TYPE.

I SEE NO PLUS FACTOR IN THIS PROPOSAL FOR THE COMMUNITY, THIS ONLY BENIFITS ONE PERSON. WHY SHOULD A COMMUNITY SACRIFICE THIER AREA FOR THE SAKE OF ONE INDIVIDUAL?

12 E. TIMONIUM RD

December 6, 1996.

Board of Appeals of Baltimore County Room 49 Old Court House Building 400 Washington Avenue Towson, Maryland 21204

To Whom it May Concern:

I am the President of the Yorksire-Haverford Community Association and a six-year resident of the community. The Yorkshire-Haverford Association has over 750 households within its boundaries. Speaking for the members of the community association, we **strongly** oppose the rezoning of the property at 18 E. Timonium Road, petition case # 96-340-SPHA.

The extreme variances in this petition make it an extreme hardship for the community to bear. This property is in a residential zone and should remain under this zoning. This property has been a home for more than 30 years and is next to other residential properties.

The rezoning of this property would be contrary to Baltimore County's desire to preserve and revitalize established communities in which Yorkshire-Haverford falls. Our community feels that business. Government and community should compliment each other and work toward strengthening their partnership. This rezoning proposal would place a commercial parking lot in a residential zone making this proposal detrimental to our community/business relationship.

Our community feels this entire proposal also a hazard to all concerned. The proposed parking area is nearly 500 feet from the restaurant door. I measured this myself. Increased traffic, by both foot and by automobile, would be detrimental to the community and to the safety of the restaurant patrons and to the residents in the area.

Speaking for the Yorkshire-Haverford Community Association, we strongly urge the Board of Appeals to deny the petiton request for the property of 18 E. Timonium Road. Thank you for your consideration on this matter.

Sincerely, Jennis L. Kundratis

Dennis L. Kundratic,

Yorkshire-Haverford President

Z-: 1 - 12355

10 Edgemoor Road Timonium, MD 21093 December 4, 1996

Board of Appeals of Baltimore County Room 49, Old Courthouse 400 Washington Avenue Towson, MD 21204

Re: File #96340

Gentlemen:

We are very much opposed to Mr. Michael Dellis' proposal to demolish a single family home in a residential area and construct a parking lot for the use of his bar and restaurant. The property in question, 18 East Timonium Road, is well inside our residential area, with five other residences between it and the commercial property along York Road. If the County were to allow the parking lot to be constructed, we think that residential properties between the lot and York Road would become an island surrounded by commercial property, and they would become less desireable as residences.

Michael's is a very popular bar and restaurant. Frequently, patrons from the bar leave late at night and are disturbing to the residents of the nearby houses. In spite of Mr. Dellis' claim that the parking lot is to be used by employees, we think that the lot will also be used by patrons and that they will travel by foot even further into the neighborhood increasing the potential for disturbance. Also consider that the bar closes at two o'clock in the morning. The patrons (who will have been drinking) and employees will be walking through the neighborhood between two and three o'clock in the morning. At that hour, even normal conversations can be quite disturbing to the residents since the background noise is greatly reduced.

It is our understanding that when Mr. Dellis constructed the recent addition to his bar and restaurant, he was required to demonstrate that there were sufficient existing parking spaces available for his patrons and employees. Therefore, it should not be necessary to construct a parking lot for additional spaces.

We urge you to do your civic duty and deny the request for zoning variance and help save our neighborhood from further deterioration.

Sincerely,

Thomas S. Amrhein

Diana M. Amrhein

December 1, 1996

County Board of Appeals, Baltimore County Old Court House, Room 49 400 Washington Avenue Towson, Maryland 21204

Dear Board:

Please do not allow a business to abuse our neighborhood by tearing down one of the homes and use the space for a restaurant-bar parking lot.

Timonium Road cannot accommodate the extra traffic and extra noise.

We have some nice families who do not deserve this. Help protect our community. Thank you.

Yours truly,

Maureen Mannion

37 East Timonium Road Timonium, Maryland

21093

(410) 252 - 3974

Manusion

December 1, 1996

County Board of Appeals for Baltimore County Old Court House - Room 49 400 Washington Avenue Towson, Maryland 21204

I am writing to protest and oppose the petition for the commercial parking lot in the residential zone at 18 E. Timonium Road.

If the Board overrules the initial ruling of the Zoning Commissioner, this will seriously disrupt and jeopardize our residential community. There will be more late night traffic especially between midnight and 2 a.m. When the bar closes, the customers who have been drinking for hours will enter their cars and drive off at high rates of speed, blowing horns and throwing beer cans in the street and on the lawns of our homes.

Also, the parking lot will be an eyesore. Who wants to look at tarmac instead of a home?

Accordingly, please adhere to the current county policy of protecting older neighborhoods and deny this petition.

Sincerely,

John P. Mannida

37 E. Timonium Road

Timonium, Maryland 21093

(410) 252-0468

55 10 m 32 021 66

DATE: 12-10-96

#### PEOPLE'S COUNSEL'S SIGN IN SHEET

CASE: Muhals Pert. 96-340 3 PHA

The Office of People's Counsel was created by County Charter to participate in zoning matters on behalf of the public interest. While it does not actually represent community groups or protestants, it will assist in the presentation of their concerns if they do not have their own attorney. If you wish to be assisted by People's Counsel, please sign below.

	1	
Check if you	Name/Address	(Community Group You Represent?)
wish to testify.	Phone No.	Basis of Your Concerns
	Thyllis Bornenian 34 Morthwood & 21093 252-2035	Commercial use in Resdential area
	05CAR & WECGS 252-8742	CommERICAL PARKING LUT.
	19 E. TIMONIUM, Md 21095	IN REDUNAL AREA
	JULIA WEISS 252-8342	<i>(</i>
-	Jan Frederick 252-5027	Commercal Parking LoV
	1125 7	in rice Raistertal Circa
	PHILIP R. SHERIDAN 252-2177	REPRESENT MYSELF & WIFE
V	119 E. TIMONIUM ROAD 21093	COMMERCIAL "BLOCKESTING"IN RES. AREA
	WIM Leishear - 51E Time atium	
	252-8865 21-58	
V	PARKIOUMD /16 E. TIMONIUMLD BY NATKINS 410 771 2383	Committeine Parling LOTIN LESIDENTIAL
	PASQUALE ERCOLANO 21 E. TIMONIUM RD.	Commenty Parking Resid
	HENRY & LOUISE GOETZ I. HATHAWAY RD.	Comm. PARKING-No.
	Maureen Mannion 37 Etmonian Ad 21093	opposed to tearing down
	John MANNION	opposed To PARKING LOT
	37 F. Timorium Rd	INOUR Community of Homes.
	Wilber H. Harvis	Commercial Parking Lottin
	108 Greenmedow Ir. 21093	our Residential Community
	Adam Kern 182 Cinder Rd. 21093	Commercial Parking
	Huy Kene 17 E Tinsonium Rd 21093	Communal Parking
		commercial parking in our
	dorothy Kern 252-1636 178 Timmium Rd. 21093-3422	resident in a community
· /	George Lubin 252-4110	MICROFILMED
	5 HOTHAWAY Rd. 21093	- MICHOLIFINED

DATE: 12-10-96

## PEOPLE'S COUNSEL'S SIGN IN SHEET

CASE: Michaels Rest. 796-340 SPHA

The Office of People's Counsel was created by County Charter to participate in zoning matters on behalf of the public interest. While it does not actually represent community groups or protestants, it will assist in the presentation of their concerns if they do not have their own attorney. If you wish to be assisted by People's Counsel, please sign below.

		Kommunitar Grand War Brand (a)
Check if you	Name/Address	(Community Group You Represent?)
wish to testify.	Phone No.	Basis of Your Concerns
Dennis Kundratio	39 Northwood Drive Timen 21093 560-1041	Yorkshire / Haverford.
/ Exic Rockel	1610 Riderwood DRIVE, 21093. 252-8439	Yorkshirt / Haverlotel. Greater Timowica Community Com
TONY ELLIOTT	34 CINDER RD 21893 252-1783	YOTKShive Haverford
. •	34 CINDER 20 21093 252-1782 10 Edgemoor Road 21093	YORKSHIRE   HAVERFORIS
Diana Amrhein	10 Edgemoor Road 21093 561-3299	YORKSHIRE HAVERFORD
	-	
-		MICROFILMED

### PETITIONER(S) SIGN-IN SHEET

NAME	ADDRESS
WOSEPH L. LARSON	105 W. CHESAPEDICE AT
MICHAEL S. DELLIS	2119YORK RI
BUL KIRWIN WEKING)	18E Sus aire touson 21286
Phi KIRWIN (WFKING) Chas Brooks	

## PROTESTANT(S) SIGN-IN SHEET

NAME	ADDRESS
Dennis L. Kundratic	39 Northwood Drive 2/093
of you DEDOO C. Washing	18808 HILLRIST TVE. OWNER
DECITIONS USTERNA VILLEN	5 Dalbouray Ad
Deorge Lubis	Company Ha
Joy Thomas	11 Gerard Ave
Heapert W. Thomas	11
<u></u>	
USCAR L. WEISS	19 E. Timonium Ped
Julio Weys	
Heng Si Hall	1 Hathaway al
Janua A Duf	12 4
Jasquale Ercolonic	21 E TIMONIUM AM
Gina Frolano	ZI E TIMONIUM RA.
Rosald Eurlano	21 E. TIMONIUM RD.
PHILIP P. SHERIDAN	119 E. TIMONIUM ROAD
Daylykes N. Elika	HAMMEN AVE
JOHN B. CLAYTON, JR	12 E. TIMONIUM RD.
La company of the com	
PY < ERIC ROCKEL	1610 Riderwood Drive
184 Jouis MM Sl	448. Junionum PD 21093
Guy Kern	17 E. Timonium Rd 2/093
J	

County Board of Appeals of Baltimore County

ROOM 49 OLD COURTHOUSE TOWSON, MARYLAND 21204

MR MICHAEL S DELLIS c/o Michael's Restaurant

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ton ....

N. 430012.

21093 LUTHERVILLE MD -224-9-YORK ROAD

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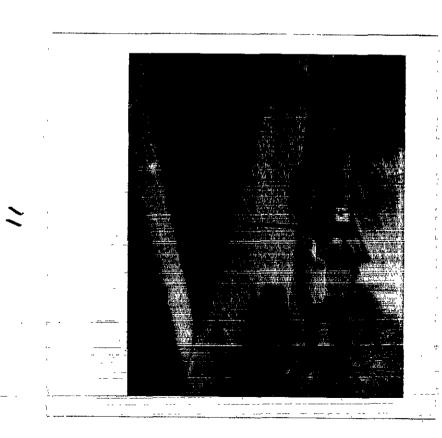
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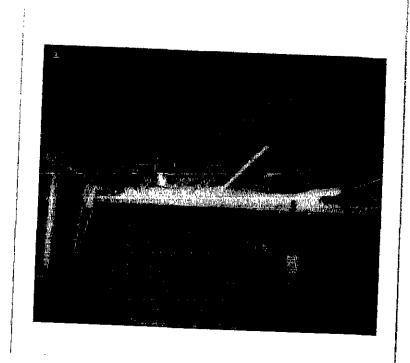
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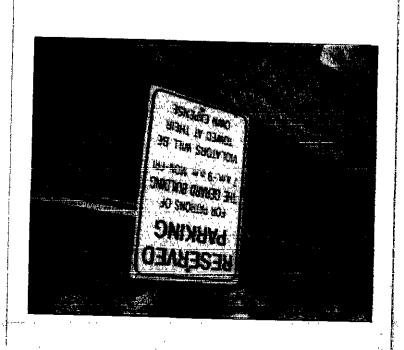
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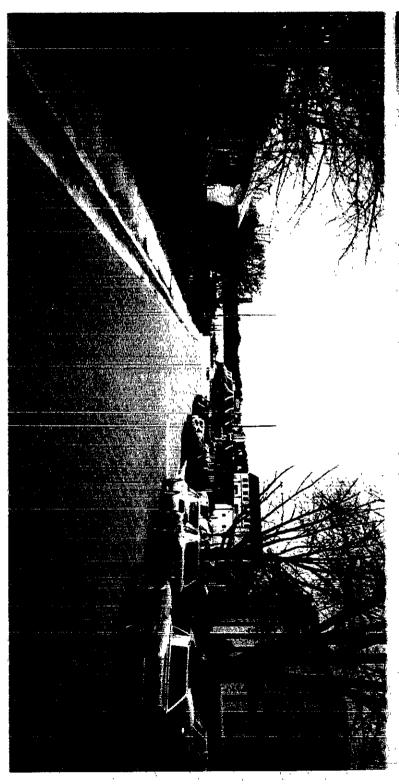




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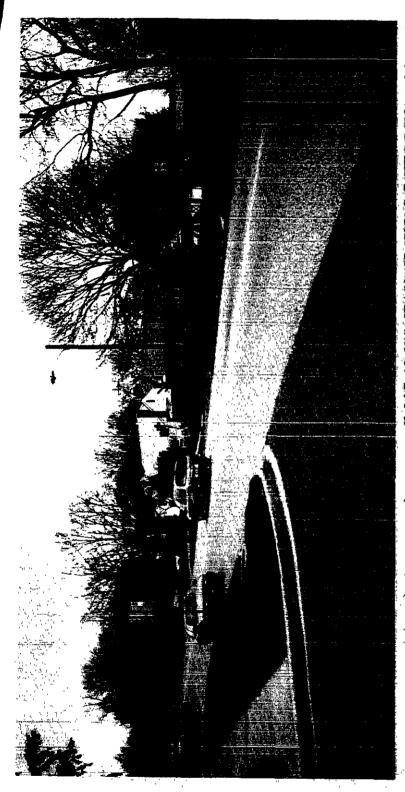










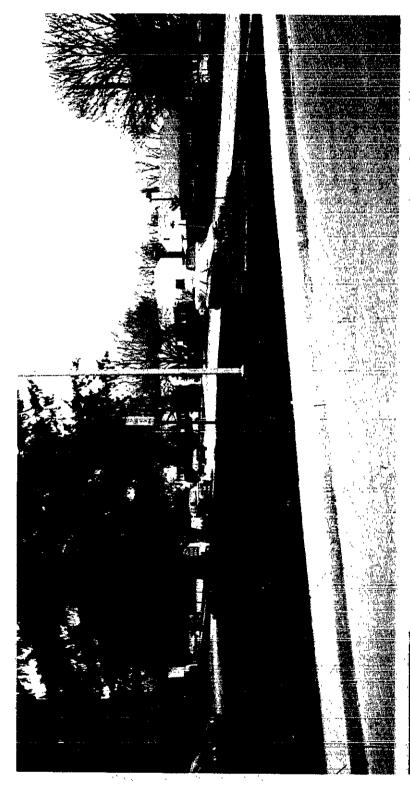
















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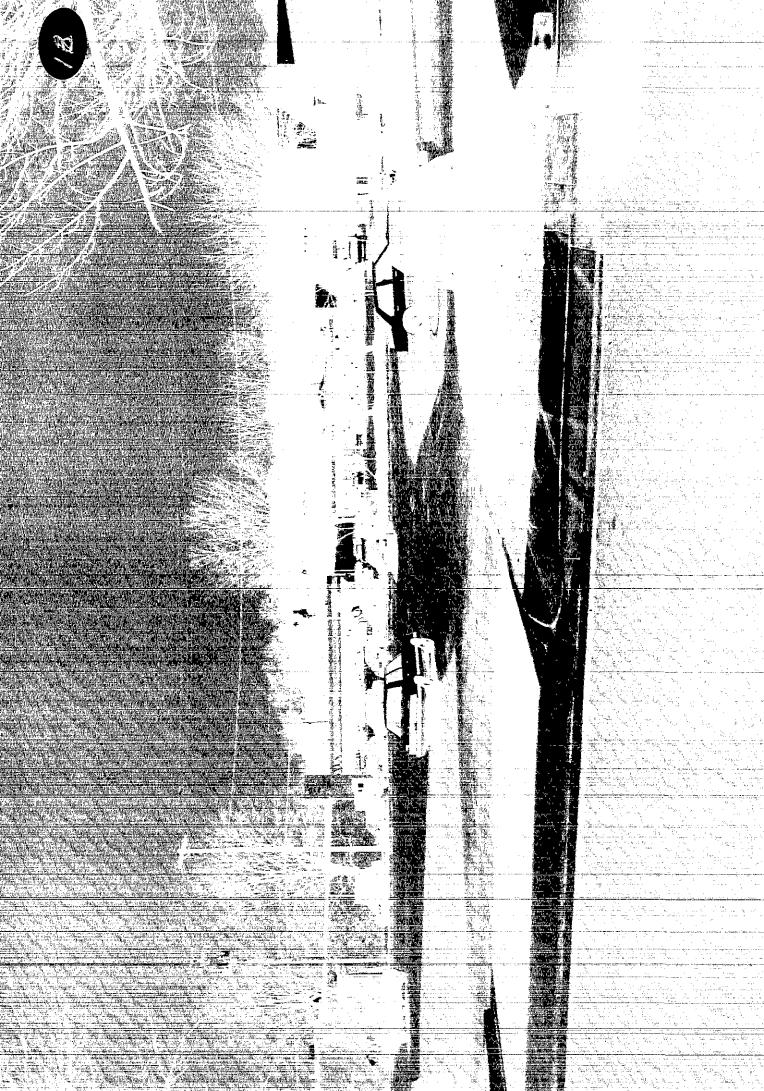


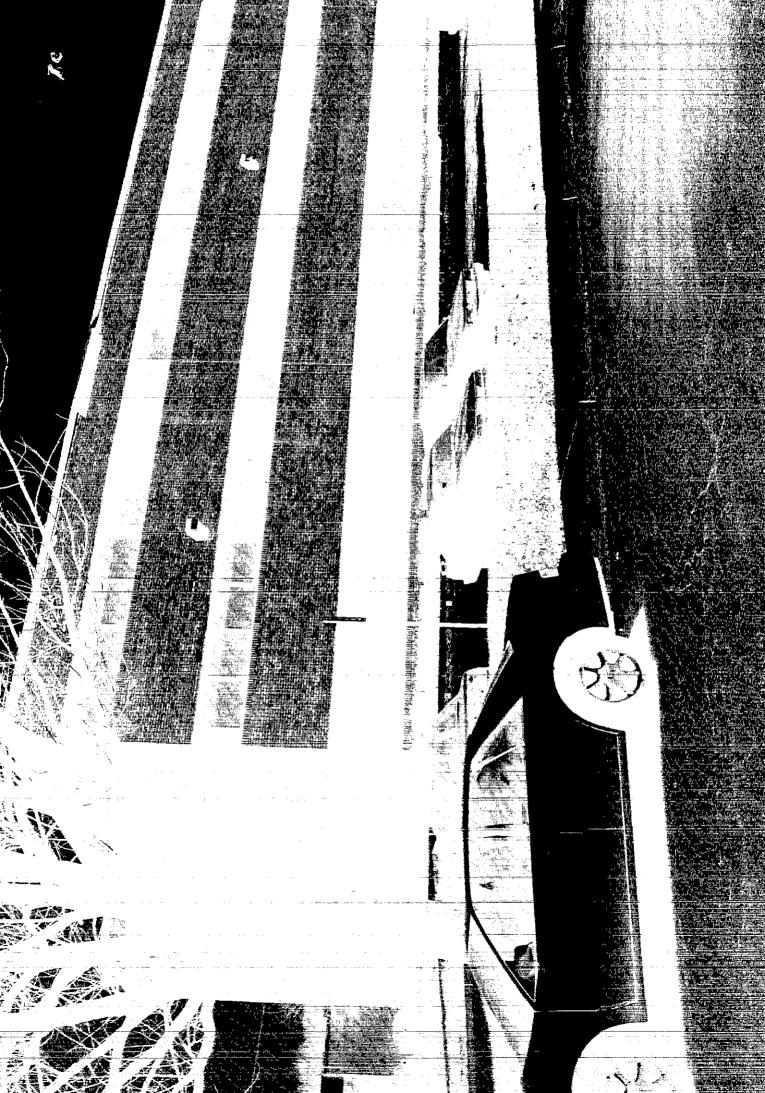


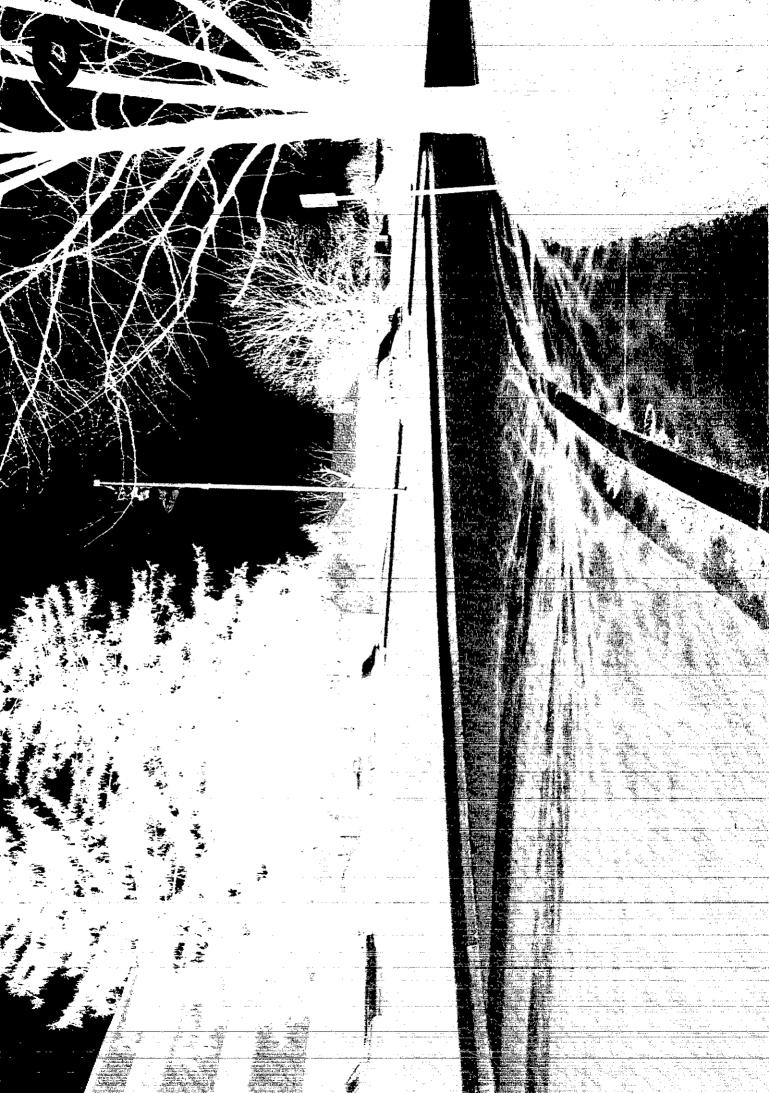




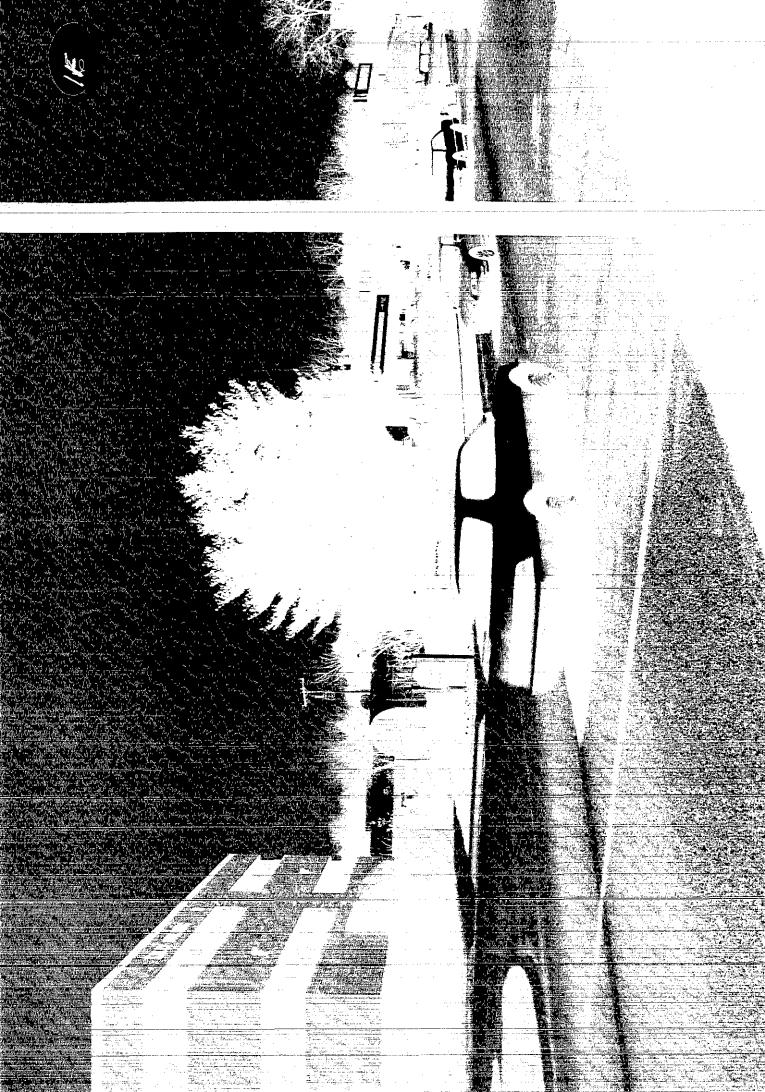


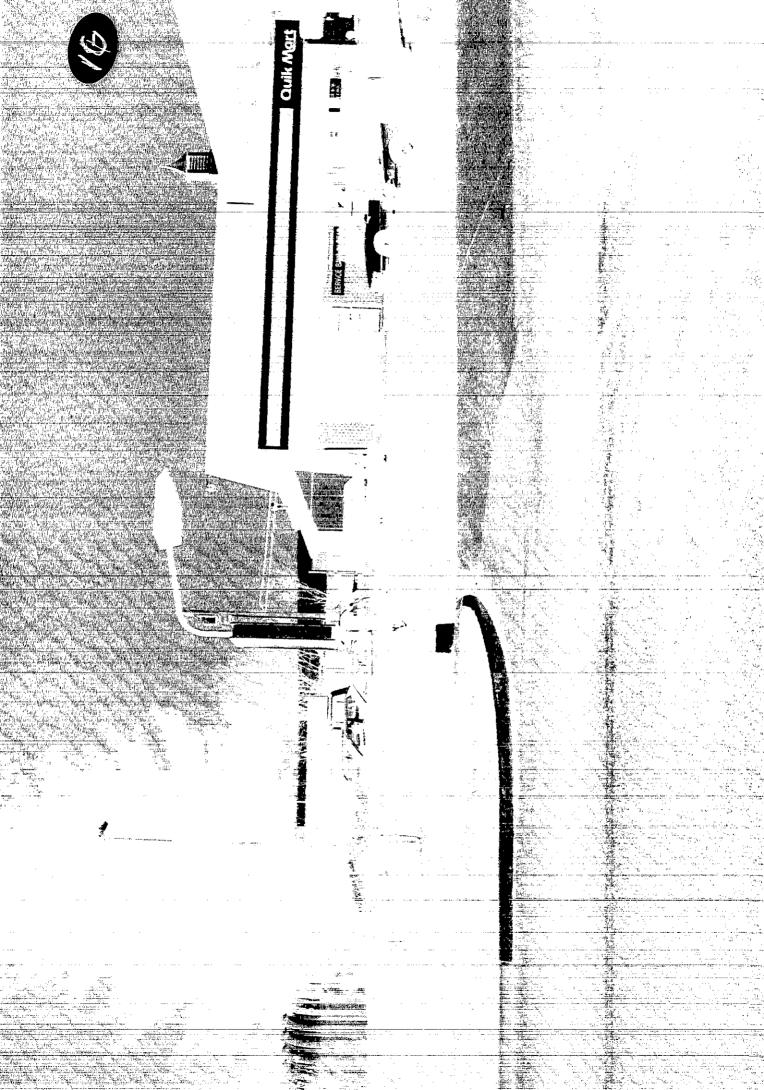




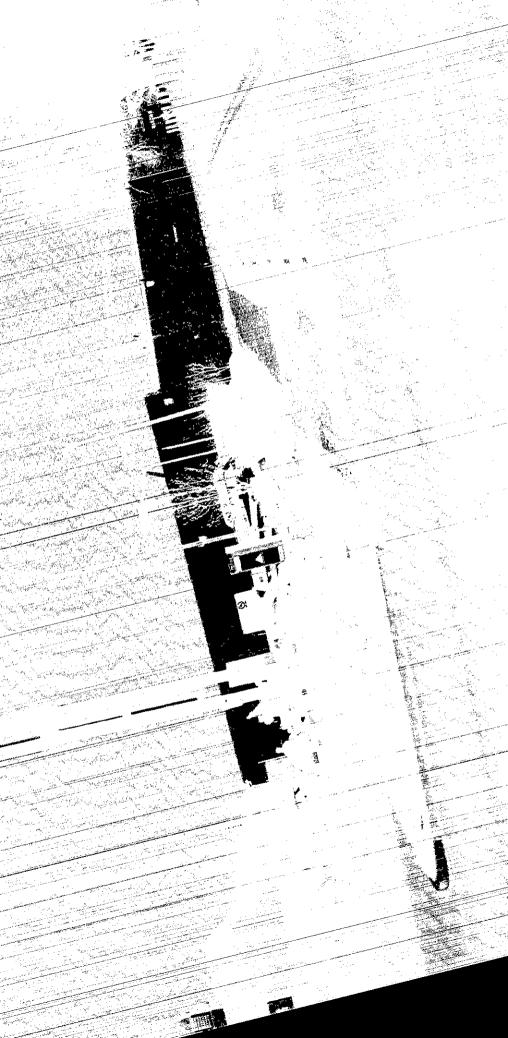


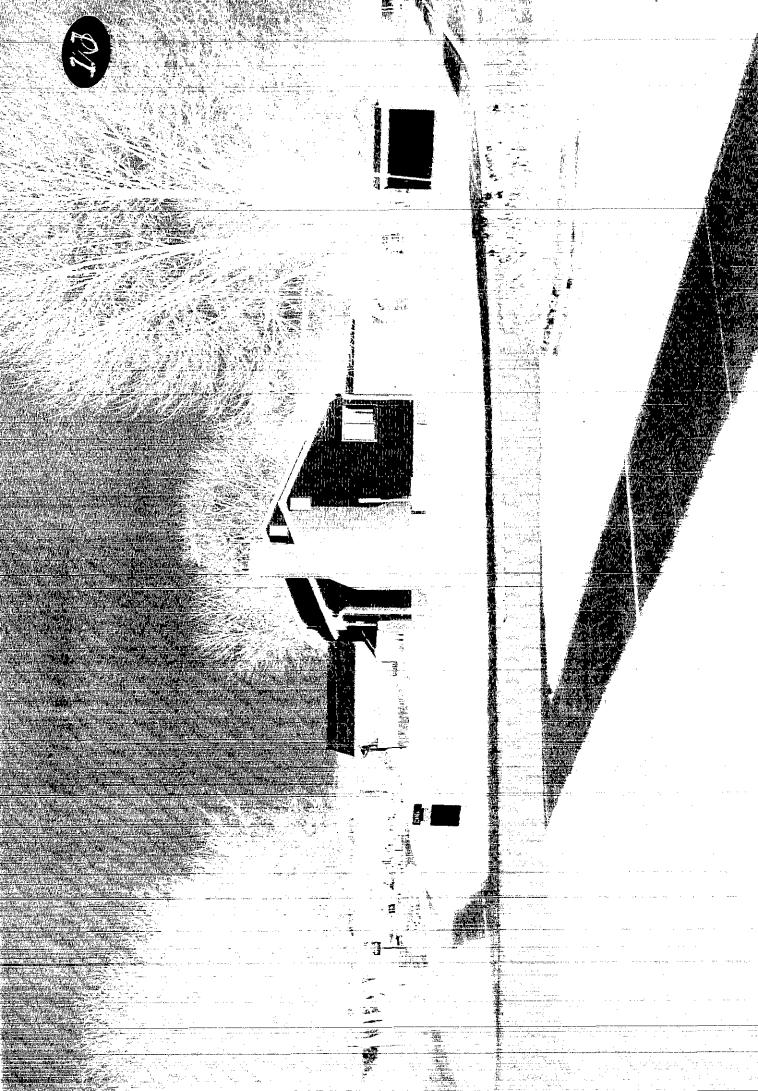




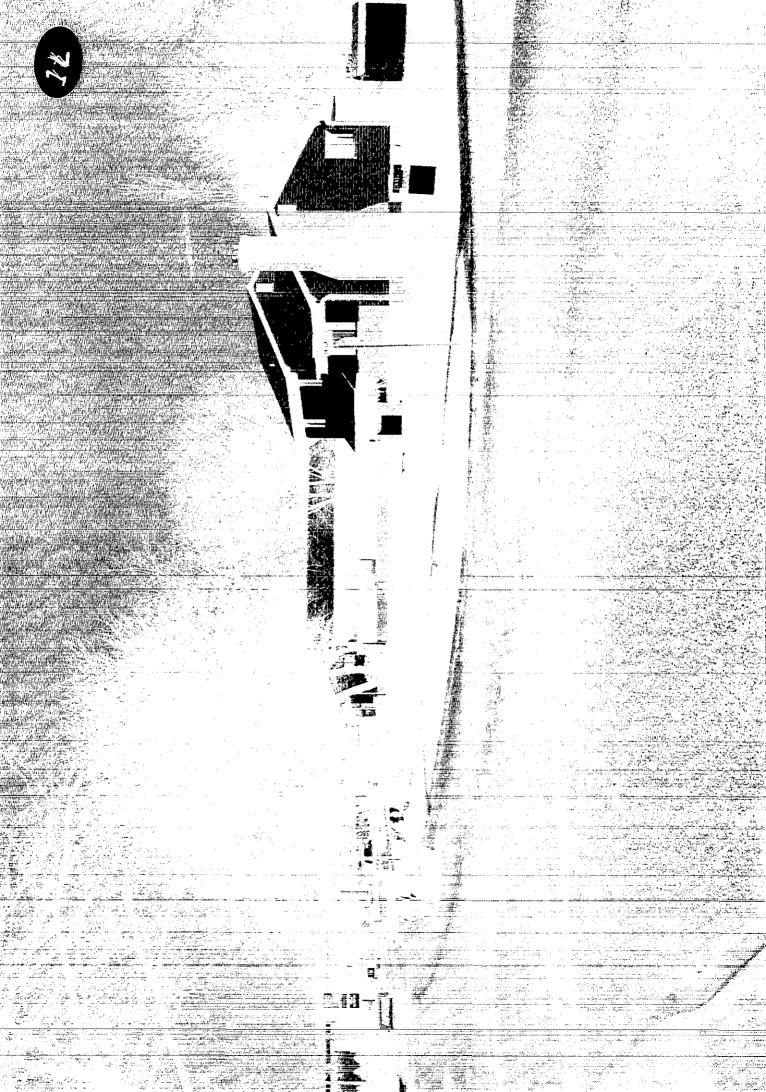


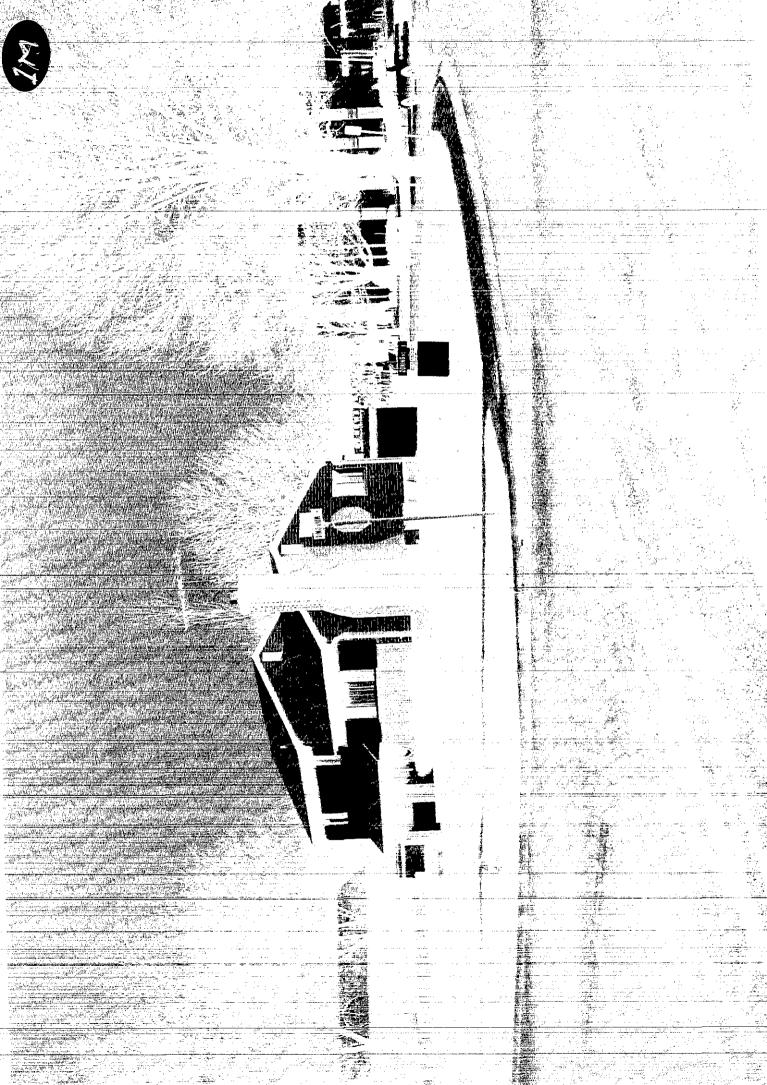


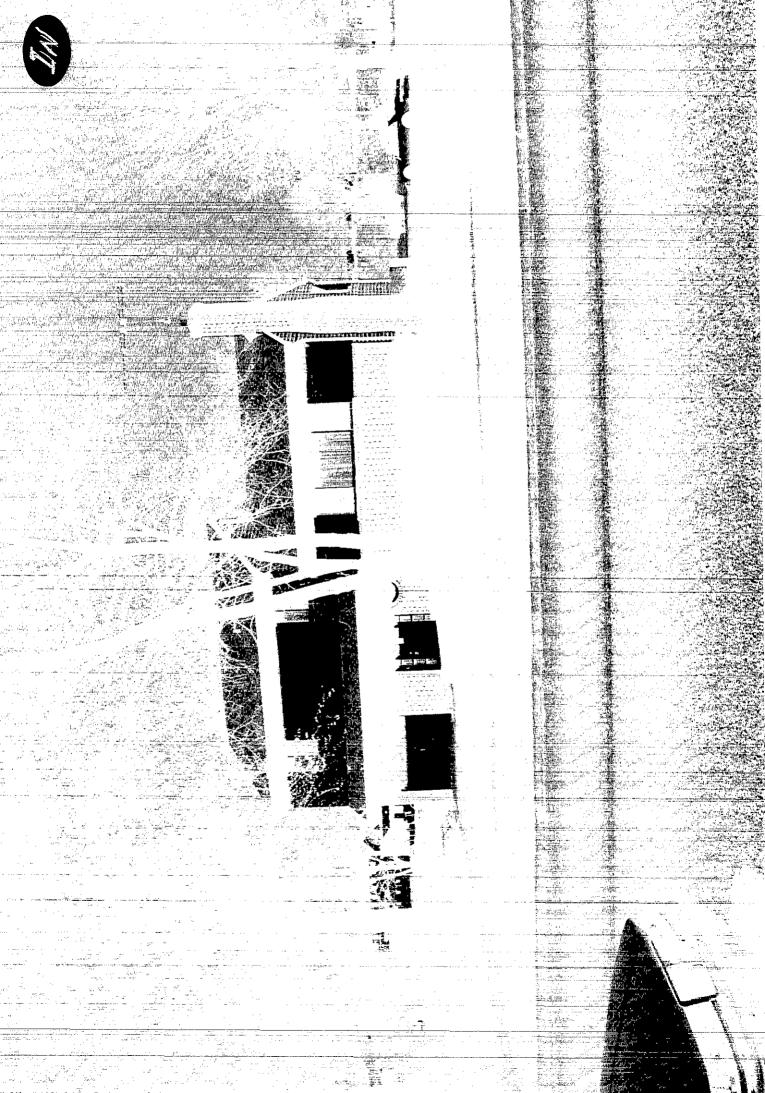












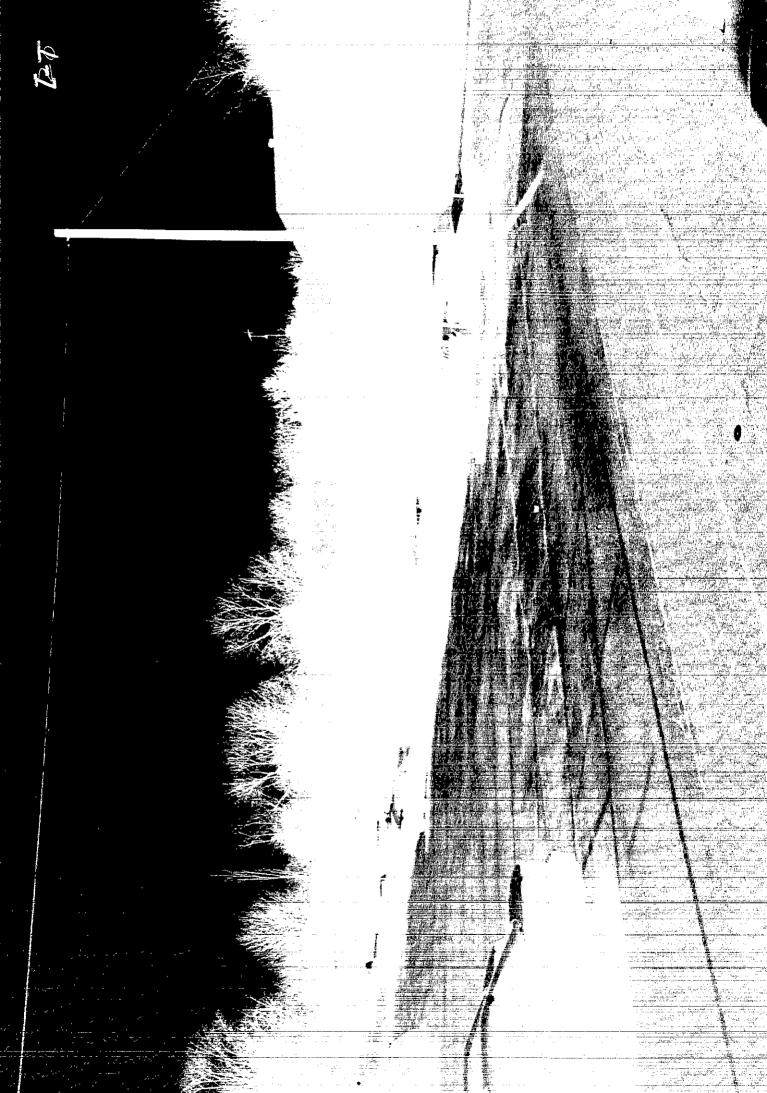
















Tax Reports		Run Date: 02/05/95
Zip Address		prov \$ Total \$ Own-Occ
21093 6 E Timonium Rd	\$43,240 \$5	7,890 \$101,130 H
OW: Szper Joseph C	LD: Imps	AS: \$0
21093 8 Timonium Rd	\$51,230 \$7	5,090 \$126,320 H
OW: Allen Paul D	LD: Imps	AS: \$45,500
21093 10 Timonium Rd	\$50,710 \$7	5,810 \$126,520 H
OW: Isennock Milton Wallace	LD: Imps	AS: \$46,900
21093 12 Timonium Rd	\$49,780 \$5	4,000 \$103,780 H
OW: Clayton John B,Jr	LD: Imps	AS: \$38,390
21093 14 Timonium Rd	\$51,720 \$5	2,690 \$104,410 H
OW: Van Wright Alese R	LD: Imps	AS: \$0
21093 15 E Timonium Rd OW: Jahromi-Talebi Manizheh	\$49,950 \$5 LD: Imps	3,820 \$103,770 H AS: \$0
21093 17 Timonium Rd	\$50,230 \$5	0,220 \$100,450 H
OW: Kern Guy A	LD: Imps	AS: \$37,900
21093 18 Timonium Rd	\$52,270 \$7	4,850 \$127,120 H
OW: Kendrick Glenn I	LD: Imps	AS: \$47,170
21093 19 Timonium Rd OW: Weiss Oscar L	\$49,480 \$5 LD: Imps	1,580 \$101,060 H AS: \$39,130
21093 21 E Timonium Rd	\$49,420 \$5	0,630 \$100,050 H
OW: Ercolano Pasquale M	LD: Imps	AS: \$38,320
21093 31 E Timonium Rd	\$49,200 \$5	7,820 \$107,020 H
OW: Stidham Thomas L	LD: Imps	AS: \$0
21093 33 Timonium Rd	\$49,200 \$5	2,470 \$101,670 H
OW: Bauer John E	LD: Imps	AS: \$38,820
21093 35 Timonium Rd	\$44,300 \$5	7,490 \$101,790 H
OW: Zapf Charles A	LD: Imps	AS: \$38,630
21093 37 E Timonium Rd OW: Mannion John P,Jr	\$49,200 \$5 LD: Imps	4,360 \$103,560 H AS: \$0
21093 41 S Timonium Rd	\$50,230 \$7	4,300 \$124,530 N
OW: London Lewis A	LD: Impslt 1,2	AS: \$48,320

\$98,400

\$110,480 H AS: \$44,190

400 N AS: \$37,730

\$46,440

\$47,510

LD: Imps

LD: Imps

21093 42

21093 45

OW: Falahi Fatemeh

OW: Wiedefeld Henry C

N Timonium Rd

Timonium Rd

\$51,960

\$62,970

21093 46 Timonium Rd OW: Giarth Eleanor G	\$42,670 Imps	\$57,820	\$100,490 H AS: \$38,680
21093 47 E Timonium Rd OW: Oberholtzer Frederick L	\$42,200 Imps	\$62,750	\$104,950 H AS: \$41,980
21093 48 Timonium Rd OW: Critzer Gary E	\$46,180 Imps	\$77 <b>,</b> 590	\$123,770 H AS: \$49,500
21093 49 Timonium Rd OW: Schroeder William R	\$47,090 Imps	\$75,590	\$122,680 H AS: \$49,070
21093 51 Timonium Rd OW: Leishear James E	\$47,560 Imps	\$60,630	\$108,190 H AS: \$41,580
21093 53 Timonium Rd OW: Moulden William A	\$47,580 Imps	\$63,460	\$111,040 H AS: \$44,410
21093 54 Timonium Rd OW: Persinger Gary M	\$47,880 Imps	\$64,370	\$112,250 H AS: \$44,900
21093 56 W Timonium Rd OW: Wight Edward I	\$176,390 Imps.9502 Ac	\$174,470 Ns	\$350,860 N AS: \$0
21093 56 E Timonium Rd OW: St John Mary Lee	\$47,620 Imps	\$81,670	\$129,290 H AS: \$51,710
21093 58 Timonium Rd OW: Grubbs Richard H	\$42,590 Imps	\$56,800	\$99,390 H AS: \$39,750
21093 60 Timonium Rd OW: Saffell Mary Lou	\$45,560 Imps	\$78,790	\$124,350 H AS: \$49,740
21093 65 W Timonium Rd OW: Elliott Mary E	\$57,680 Imps	\$97,430	\$155,110 H AS: \$62,040

DY

ORIGINAL

L. MILLER 4/96

BALTO, COUNTY ZONING CASE 96-340-SPHA - 18 E. TIMONIUM RD.

SUMMARY DATA ABSTRACTED AND CALCULATED FROM TRAFFIC SURVEYS ATTACHED FOR TIMONIUM & YORK ROAD, TUESDAY, APRIL 11, 1995 FOR EAST & WEST BOUND TRAFFIC ON TIMONIUM ROAD, AND FOR EASTRIDGE RD. & TIMONIUM ROAD, MONDAY, APRIL 10, 1995 FOR EAST AND WEST BOUND TRAFFIC. COMPLETE SOURCE DATA IS ATTACHED WITH LETTER FROM CHIEF, TRAFFIC ENGINEERING, BALTIMORE COUNTY.

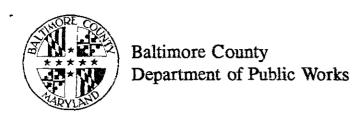
TIMONIUM & YORK EASTRIDGE & TIMONIUM RD 4/11/95 TUESDAY 4/10/95 MONDAY

TIMES EAST/WEST A.M. CATCO

	TIMONIUM			ASTRIDGE & T				7
MINTO	4/11/95			/10/95 MONDAY TIMES	? EAST/WEST			
	EAST/WEST	CARS		A.M.	CARS	CARS	CARS	
A. M.		PER	PER	A. n.	PER	PER	PER	
	HOUR	ren Minite	ren Sercoune		HOUR		5 SECONDS	
7.00 0.00	1000	22.0	5 SECONDS 1.83	7:00-8:00		13.5	1.13	
7:00-8:00	1320	22.0	1.63	7:00-8:00	011	13.3	1.13	
7:15-8:15	1483	24.7	2.06	7:15-8:15	857	14.3	1.19	
7:30-8:30	1572	26.2	2.18	7:30-8:30	886	14.8	1.23	
7:45-8:45	1591	26.5	2.21	7:45-8:45	891	14.9	1.24	
8:00-9:00	1637	27.3	2.27	8:00-9:00	830	13.8	1.15	
P.M.				P.M.				
4:00-5:00	1655	27.5	2.30	4:00-5:00	1086	18.1	1.51	
2,00								
4:15-5:15	1888	31.5	2.62	4:15-5:15	1161	19.4	1.61	
4:30-5:30	1961	32.7	2.72	4:30-5:30	1265	21.1	1.76	
4:45-5:45	2056	34.3	2.85	4:45-5:45	1288	21.5	1.79	
5:00-6:00	1970	32.8	2.74	5:00-6:00	1190	19.8	1.65	
			TOTAL CARS I	FACT/WECT				
	CARS	CARS	CARS		CARS	CARS	CARS	
			PER			PER	PER	
			5 SECONDS				5 SECONDS	
7:00-9:00AM				7:00-9:00AM		13.6	1.13	
4:00-6:00PM	3625	30.2	2.52	4:00-6:00PM	2276	19.0	1.58	
TOTALS	6582	27.4	2.29	TOTALS	3912	16.3	1.36	
ESTIMATED AV	ZERAGE DAT	LY TRIPS		ESTIMATED A	VERAGE DATE	LY TRIPS		
EAST	15315			EAST	11866			
WEST	25439				14233			
	41754			TOTALS	26099			

EXHIBIT\_ FILE: 96340CAR I MILLER

MICROFILMED



Division of Traffic Engineering 401 Bosley Avenue, Suite 405 Towson, Maryland 21204 (410) 887-3554 Fax: (410) 887-5784

April 12, 1996

Mr. Louis Miller
44 E. Timonium Road
Timonium, Maryland 21093

Dear Mr. Miller:

This letter is in response to your request for traffic count information in the area of Timonium Road east of York Road. Attached are turning movement counts taken during the peak hours on Timonium Road at York Road and at Eastridge Road taken in April 1995. The last 24-hour count we had taken on Timonium Road in the vicinity of Gerard Avenue was 14,000 vehicles per day in 1991.

I hope this provides you sufficient information. Should you have any other questions, feel free to give me a call.

Very truly yours,

Stephen E. Weber, P.E., Chief Division of Traffic Engineering

SEW:lvd

Attachments (2)

## BALTIMORE COUNTY BUREAU OF TRAFFIC ENGINEERING TURNING MOVEMENT COUNT DATA

D7

722

370

130 324 68

74

142 012

Zna

1075

ORIGINAL

LOCATION	TINU	NIUH I	d.e	ORK RD.									_				Coun	ty Signal Humb	erTMCC ==
Recorder ROAD MAME	6.C.	YORK		.CLEAR		Road YORK		DRY	Day of			TUES.			EQ MORIT		Count	4/11/95	$\geq$
		N B				S BC			N+S POUNI		E BE				# PO			E+# FOURD	SRATE
A.H. COUNT	L	S		TOTAL	L	S		TOTAL	TOTAL	L	5		TOTAL	L	5		TOTAL	TOTAL	TOTAL
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6:30-6:45	0	-	0	0	0	Û	0	ė	0	Û	0	0	9	ā	0	9	0	ņ ņ	ſ
5:45-7:00	0		0	0	0	0	0	0	0	0	0	0	0		-	-	-	ť.	- 1
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7:15-7:30	51	151	10	217	9	120	35	164	376	Ą.	42	54	136	22	134	5	161	297	<u> </u>
7:30-7:45	54	145	15	214	6	192	39	237	451	48	35	69	152	51	161	11	557 443	375	275
7:45-E:00	78	186	15	280	7	200	57	<b>266</b>	546	57	51	61	169	57	157	5	221	373 <sub>131</sub>	o 775
8:00-8:15	97	214	15	715	15	212	ED	on.	201	20	, =	/1	701		4/2		215		
	83		18	315	15	217	59	286	196	60	65	61	206	40	167	8	215	421	1 77
9:15-8:30	72		17	234	8	221	58	287	571	81	58	57	196	41	136	13	190	384	957
8:30-8:45	55 54		21	239	5	167	60	232	471	84	50	73	207	48	126	13	197	354	945
9:45- <b>9:</b> 00	51	156	21	228	7	183	42	232	460	99	61	64	274	ήĄ	153	15	212	435 16	37 555
A.M. HOUR T	TOTALS																	2957	
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6:15-7:15	44	137	9	170	b	135	38	177	369	22	26	29	77	24	153	4	181	258	€27
6:30-7:30	95	288	19	402	15	255	73	343	745	62	68	83	213	45	287	9	342	555	1398
6:45-7:45	149		34	616	21	447	112	580	1176	110	103	152	365	97	448	20	565	<u> </u>	2126
7:09-B:00	227		50	896	28	647	171	846	1742	167	154	213	534	154	607	25	786	1329	3067
7:15-8:15	266		59	1021	37	724	192	953	1974	225	193	245	663	170	€21	29	820	1493	7157
7:30-8:30	287	740	66	1093	36	825	215	1076	2169	266	209	248	723	187	623	37	549	1572	7741
7:45-8:45	288	758	72	1118	35	800	236	1071	2189	302	224	252	778	186	588	37 39	813	1501	379)
8:00-9:00	261	72É	-77		35	783	219	1037	2107	344	234	255	833	173	582	49	804	1637	3740 3740
0100 2100	2.62	720		1000		100	£11	1037	2103	377	LJ4	233	800	1/3	JOZ	77	OVY	1007	3.30
			· '-																
Recorder	6.C.			CLEAR		Road		DRY	Day of									• <b>4</b> /11/75	
Recorder ROAD NAME	6.C.	YORK	RD.	CLEAR		YORK	RD.	DRY			TIMON	IUM R			TIMON	IUM R			
	6.C.	N B	RĎ. Jund				RD.	DRY	Day of N+S BOUND			IUM R				IUM R		• 4/11/75 E+K BOUNC	GPAND
	G.C.	N B	RĎ. Jund	CLEAR TOTAL	Ĺ	YORK	RD. IUND	DRY TOTAL			TIMON	IIUM R Hund		L	TIMON	IUM R UND			9PA110 101A1
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ROAD NAME P.M. COUNT	Ĺ	N BI	RĎ. JUNĎ (a r	TOTAL		YORK S BE	RD. IUND R	TOTAL	N+S BOUND TOTAL	L	TIMON E BO S	IIUM R UND R	ID. TOTAL	L	TIMON # BO S	IUM R UND R	D. TOTAL	E+K BOUNC TOTAL	:0ia;
ROAD NAME P.M. COUNT 3:00-3:15	L 0	N BE	RĎ. JUNÓ PRO	TOTAL 0	0	YORK S BO S O	RD. JUND R 0	TOTAL 0 0	N+S BOUND TOTAL O	L 0	TIMON E BO S O	ITUM R UND R 0	TOTAL O O	L 0	TIMON # BO S	IUM R UND R O	D. TOTAL O	E+K BOUNC TOTAL	
RGAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30	L 0 0	N BE	RD. JUND R O O	TOTAL 0 0	0 0	YORK S BE S O O	RD. HUND R 0	TOTAL 0 0	N+S BOUND TOTAL O	L 0	TIMON E BO S O	IIUM F Hund R 0 0	RD. TOTAL O	L 0	TIMON W BO S O	IUM R UND R O O	D. TOTAL O O	E+K BOUNC Total ?	TRIAL O
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00	L 0 0	N BI 0 0 0	RD. JUND R O O O	TOTAL 0 0 0 0	0 0 0	YORK S BE O O O	RD. IUND R 0 0 0	TOTAL 0 0 0 0	N+S BOUND TOTAL 0 0 0	L 0 0	TIMON E BO S O O	ILUM F HUND R O O O	TOTAL O O O	L 0 0 0	T1MON BO S O O O O	IUM R UND R O O O	TOTAL  O  O  O	E+K BOUNC TOTAL ? 0 0	TOTAL 5
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ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:20 5:30-5:45 5:45-6:00  F.M. HOUR T	L 0 0 0 82 52 49 62 87 71 84 75	N BS 0 0 0 0 0 224 217 220 220 248 233 278 227	RD. JUND RD. G.	TOTAL 0 0 0 0 343 313 303 317 375 346 413 332	0 0 0 0 23 13 20 20 27 27 29 26 19	YORK S BE S 0 0 0 229 209 257 278 235 196 293 266	RD.  RD.  RD.  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 356 308 371 398 374 314 456 389	N+S BOUNT TOTAL 0 0 0 0 0 699 621 674 715 749 660 869 721	L 0 0 0 0 103 111 74 78 112 101 115 105	TIMON E BC S 0 0 0 0 0 0 119 110 157 124 183 153 162 14	JUM F R 0 0 0 0 0 57 84 70 87 206 99 114 76	TOTAL 0 0 0 0 0 277 305 321 289 501 353 371 195	L 0 0 0 0 0 16 20 26 34 35 38	TIMON BO S 0 0 0 0 68 72 81 75 79 74 56 3	IUM R UND R 0 0 0 17 19 24 11 15 23 19 19	TOTAL 0 0 0 0 0 117 107 125 112 128 132 150 120	E+K BOUNC TOTAL 0 0 0 0 304 412 446 401 427 425 541 315 347 3625	101AL 0) 0 1024 1024 1024 1024 1024 1024 1024 10
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T	L 0 0 0 82 52 49 62 87 71 84 75	N Bt 5 0 0 0 0 0 224 217 220 220 248 233 278 227	RD. JUND RD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 343 313 303 317 375 346 413 332	0 0 0 0 23 13 20 20 27 29 26 19	YORK S BE S 0 0 0 0 229 209 257 278 235 196 293 266	RD.   JUND   R   0   0   0   0   104   B6   94   100   112   89   137   104   0   0	TOTAL 0 0 0 0 0 0 0 356 30B 371 398 374 456 389	N+S BOUND TOTAL 0 0 0 0 699 621 674 715 749 660 869 721	L 0 0 0 0 0 103 111 94 78 112 101 115 105	TIMON E BC S O O O O O O O O O O O O O O O O O O	HUMD R 0 0 0 0 0 0 0 57 84 70 87 206 99 114 76 0	TOTAL 0 0 0 0 0 0 2779 305 321 289 501 353 371 195	L 0 0 0 0 0 16 20 26 34 35 38	TIMON BO S 0 0 0 0 68 72 81 75 79 74 56 63 0	IUM R UND R 0 0 0 0 0 17 19 24 11 15 23 19 19	D.  TOTAL  0  0  0  117 107 125 112  128 132 150 120	E+K BOUND TOTAL 0 0 0 0 3°5 412 446 501 629 425 541 315 747 3 62.5	101AL 0) 0 101AL 1
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:90  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:90  F.M. HOUR T I:00-4:90 I:15-4:15	L 0 0 0 82 52 49 62 87 71 84 75 0 0 82	N Bt 5 0 0 0 224 217 220 220 248 233 278 227	RD. 1990 1990 1990 1990 1990 1990 1990 199	TOTAL 0 0 0 0 0 343 313 303 317 375 346 413 332	0 0 0 0 23 13 20 20 27 29 26 19	YORK S BE S 0 0 0 0 229 209 257 278 235 196 293 266	RD.   UND   R   0   0   0   0   0   104   86   94   100   112   89   137   104   0   104	TOTAL 0 0 0 0 0 0 0 0 0 356 308 371 398 374 456 389	N+S BOUNT TOTAL 0 0 0 0 0 699 621 674 715 749 660 869 721	L 0 0 0 0 0 0 103 1111 94 78 112 101 115 105	TIMON E BC S O O O O O O O O O O O O O O O O O O	11UM F HUHD R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 87 70 84 70 87 76 76 76	TOTAL 0 0 0 0 0 279 305 321 289 501 353 391 195 0 279	L 0 0 0 0 0 16 20 26 34 35 35 38	TIMON BO S 0 0 0 0 68 72 81 75 79 74 56 63 0 63	TUM R 0 0 0 0 0 17 17 24 11 15 23 17 17	D.  TOTAL  0  0  0  117 107 125 112  128 132 150 120  0 117	E+W BOUND TOTAL 0 0 0 0 0 304 412 446 495 541 315 747 3625	101AL 0 ) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:90  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T T:00-4:00 T:15-4:15 3:30-4:30	L 0 0 0 82 52 49 62 87 71 84 75 0 82 134	N Bt 5 0 0 0 0 0 0 224 217 220 220 248 233 278 227 0 224 441	RD. 1990 RD.	TOTAL 0 0 0 0 343 313 303 317 375 346 413 332 0 343 656	0 0 0 0 23 13 20 20 27 29 26 19	YORK S BE S 0 0 0 0 229 209 257 278 235 196 293 266	RD.   UND   R   0   0   0   0   0   0   104   86   94   100   112   29   137   104   170   104   104   170   104   170   104   170   104   170   104   170   104   104   170   104   170   104   170   104   170   104   170   104   170   104   170   104   170   104   170   104   170   104   104   170   104	TOTAL 0 0 0 0 0 0 0 0 356 308 371 398 374 456 389 0 356 664	N+S BOUND TOTAL 0 0 0 0 0 679 621 674 715 747 660 867 721	L 0 0 0 0 0 103 1111 94 78 112 101 115 105 103 214	TIMON E BC S O O O O O O O O O O O O O O O O O O	11UM F 10HD R 0 0 0 0 0 57 87 206 99 114 76	TOTAL 0 0 0 0 0 279 305 321 289 501 353 391 195 0 279 584	L 0 0 0 0 0 30 16 20 26 35 35 38	T1MON BO S 0 0 0 0 68 72 81 75 79 74 63 0 63 0	TUM R 0 0 0 0 17 17 24 11 15 23 17 17 19 38	D.  TOTAL  0  0  0  117 107 125 112  128 132 150 120  0  117 224	E+W BOUND TOTAL 0 0 0 0 0 395 412 446 429 425 541 315 747 3 6 2 5	101AL 0) 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T T:00-4:00 T:15-4:30 T:15-4:30 T:15-4:45	L 0 0 0 82 52 49 62 87 71 84 75 97 82 134 183	N Bt 5 0 0 0 0 0 0 224 217 220 220 248 233 278 227 0 224 441 661	RD. 1990 RD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 0 343 313 303 317 375 346 413 332 0 343 656 959	0 0 0 0 23 13 20 20 27 29 26 19	YORK S BE S 0 0 0 229 209 257 278 235 196 293 266 0 227 438 675	RD.   UND   R   O   O   O   O   O   O   O   O   O	TOTAL 0 0 0 0 0 356 308 371 398 374 456 389 0 356 444 1035	N+S BOUNT TOTAL 0 0 0 0 0 699 621 674 715 749 660 869 721	L 0 0 0 0 0 103 1111 94 78 112 101 115 105 103 214 308	TIMON	11UM F 11UMD R 0 0 0 0 0 0 0 57 84 70 87 206 99 114 76	TOTAL 0 0 0 0 0 279 305 321 289 501 353 391 195 0 279 584 905	L 0 0 0 0 0 16 20 26 34 35 35 38	TIMON S 0 0 0 0 68 72 81 75 79 74 56 3 0 83 140 221	TUM R 0 0 0 0 0 17 17 24 11 15 23 17 17	D.  TOTAL  0  0  0  117 107 125 112  128 132 150 120  0 117	E+W BOUND TOTAL 0 0 0 0 0 304 412 446 495 541 315 747 3625	TOTAL 000 0 000 000 000 000 000 000 000 000
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:90  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T T:00-4:00 T:15-4:15 3:30-4:30 T:45-4:45 4:70-5:90	L 0 0 0 0 82 52 49 62 87 71 84 75 0 82 134 183 245	N BS 0 0 0 0 0 224 217 220 220 248 233 278 227 0 224 441 661 831	RD. JUND RD 0 0 0 0 0 37 444 34 35 30 0 37 81 115 150	TOTAL 0 0 0 0 0 343 313 303 317 375 346 413 332 959 1276	0 0 0 0 23 13 20 20 27 29 26 19	YORK S BE S 0 0 0 229 209 257 278 235 196 293 266 0 229 438 675 973	RD.  JUND  R  0  0  0  104  86  94  -100  112  89  137  104  0  104  170  284  384	TOTAL 0 0 0 0 356 308 371 398 374 314 456 389 0 356 443 1433	N+S BOUNT TOTAL 0 0 0 0 0 699 621 674 715 747 660 869 721 0 679 1320 1794 2709	L 0 0 0 0 0 103 111 74 78 112 101 115 105 103 214 308 385	TIMON	11UM F 1UHD R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 279 305 321 289 501 353 391 195 0 279 584	L 0 0 0 0 0 30 16 20 26 35 35 38	T1MON BO S 0 0 0 0 68 72 81 75 79 74 63 0 63 0	TUM R 0 0 0 0 17 17 24 11 15 23 17 17 19 38	D.  TOTAL  0  0  0  117 107 125 112  128 132 150 120  0  117 224	E+W BOUND TOTAL 0 0 0 0 0 395 412 446 429 425 541 315 747 3 6 2 5	101AL 0) 0
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T T:00-4:00 T:15-4:15 3:30-4:30 T:45-4:45 4:10-5:00 4:15-5:15	L 0 0 0 0 82 52 49 62 87 71 84 75 0 82 134 3 245 250	N BS 0 0 0 0 0 224 217 220 220 248 233 278 227 0 224 441 661 831 905	RD. 1990 RD.	TOTAL 0 0 0 0 0 0 343 313 303 317 375 346 413 332 959 1276 1378	0 0 0 0 23 13 20 20 27 29 26 19	YORK S BE S 0 0 0 229 209 257 278 235 196 293 266 0 229 438 695 973 979	RD.   UND   R   O   O   O   O   O   O   O   O   O	TOTAL 0 0 0 0 356 308 371 398 374 456 389 0 356 664 1035 1433 1451	N+S BOUNT TOTAL 0 0 0 0 0 699 621 674 715 749 660 869 721	L 0 0 0 0 0 103 1111 94 78 112 101 115 105 103 214 308	TIMON	11UM F 11UMD R 0 0 0 0 0 0 0 57 84 70 87 206 99 114 76	TOTAL 0 0 0 0 0 279 305 321 289 501 353 391 195 0 279 584 905	L 0 0 0 0 0 0 16 20 26 35 35 38 46 66	TIMON S 0 0 0 0 68 72 81 75 79 74 56 3 0 83 140 221	TUM R 0 0 0 0 17 17 24 11 15 23 17 17 19 38 62	D. TOTAL 0 0 0 0 0 0 117 125 112 128 132 150 120 0 117 274 747	E+K BOUND TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 000 0 000 000 000 000 000 000 000 000
ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:90  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  F.M. HOUR T T:00-4:00 T:15-4:15 3:30-4:30 T:45-4:45 4:70-5:90	L 0 0 0 0 82 52 49 62 87 71 84 75 0 82 134 183 245 250 269	N BS 0 0 0 0 0 224 217 220 220 248 233 278 227 0 224 441 661 881 905 921	RD	TOTAL 0 0 0 0 0 343 313 303 317 375 346 413 332 959 1276	0 0 0 0 23 13 20 20 27 29 26 19 0 23 36 56 76	YORK S BE S 0 0 0 229 209 257 278 235 196 293 266 0 229 438 675 973	RD.  JUND  R  0  0  0  104  86  94  -100  112  89  137  104  0  104  170  284  384	TOTAL 0 0 0 0 356 308 371 398 374 314 456 389 0 356 443 1433	N+S BOUNT TOTAL 0 0 0 0 0 699 621 674 715 747 660 869 721 0 679 1320 1794 2709	L 0 0 0 0 0 103 111 74 78 112 101 115 105 103 214 308 385	TIMON	11UM F 1UHD R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 0 279 305 321 289 501 353 391 195 0 279 584 905 1194	L 0 0 0 0 30 16 20 26 35 35 38 46 66 72 96	TIMON 80 S 0 0 0 0 68 72 81 75 79 74 56 63 140 221 296	TUM R 0 0 0 0 19 19 24 11 15 23 19 19 0 19 38 27 3	TOTAL 0 0 0 0 0 0 117 125 112 150 120 0 117 274 747 461	E+W BOUND TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	101AL 0) 0

2597 406 622 506 1534

2999 423 512 495 1443

1:45-5:45 304 979 168 1451

5:00-6:00 317 786 163 1466

102 1062 438 1543

101 990 442 1533

TIMONIUM RD.4 YORK RD. Sounty Signal Momber [FIE18] Day of the Week Poad Surface Date of Incit Recorder Reather DRY TUES. 4/11/75 6.C. CLEAR TUES. 4,11,705 CLEAR DEV

## FERCENTAGE TURNIAS MOVEMENTS & TOTAL VOLUMES

ROAD NAME	YORK RD.	YORK RD.	TIMONIUM RD.	TIMONIUM RD.
	N BOUND	S BOUND	E BOUND	¥ BOUND ₩+E+E+N
	L S R TOTA	NL L S R TOTAL	L S R TOTAL	L S R TOTAL TOTAL
TURNING A.M.	25% 69% 6% 10	10% 3% 76% 21% <b>1</b> 00	) 37% 28% 34% 100%	21% 75% 5% 100% N/A
KOVENENT P.M.	_ 20% 68% 11% 10	00% 67 65% 28% 100	72 312 372 302 1002	24% 61% 15% 100% http://
TOTAL A.M.	488 1347 127 198	62 63 1430 390 1883	5 511 38B 46B 1367	327 1189 74 1590 6802
VOLUMES P.H.	562 1867 313 274	2 177 1963 826 2968	819 1022 793 2634	<b>234</b> 60 <b>8</b> 149 991 9333
GRAND TOTAL	1050 3214 440 470	94 240 3393 1216 4849	7 1330 1410 1261 4001	<b>561 1797 223 2581 16175</b>
ESTIMATED ADT	s NORTH 3152	28 SOUTH 32521	EAST 15315	WEST 26439

ESTIMATED CARS ENTERING THE INTERSECTION -----> 52902

INTERSECTION: TIMONIUM RD.& YORK RD.

P.H.

9.0.

DESC. YORK RD.IS A 4 LAME STATE RD. WITH LEFT TURN ARROWS AND LANES IN BOTH DIRECTIONS.

TIMONIUM RD. IS A 4 LANE RD. HITH A Lisis, R. Hit. Local Horn . lanet in each direction.

The signal functions as a 6 phase light. The cycle lenghts in the morning averages 120 seconds and in the afternoon the cycle length averages approximatel:120 seconds.

The peak hours were 7:45 to 8:45 A.M. and 4:45 to 8:45 P.M. The peak flow occurs on thN/B direction of YORK RD. during the A.M. peak hour and occurs on the S/B direction YORK RD. during the P.M. peak hour.

LOADED CYCLES:

	N/B	5.'3	E/B	₩/P
% LOADS	₩≀4	N/A	20%	47,
TIME(A.M.)	ŧ	‡	8:00/9:00	7:45/8:45
% LOADS	47	4%	7 <b>:%</b>	27%
TIME(F.H.)	4:45/5:45	4:45/5:45	4:45/5:45	4:45/5:45

REMARKS

CLEAR

THE LEVEL OF SERVICE IS

A = 0.2C = 11 - 30 % E = 71 - 85 %B = 1 - 10 % D = 31 - 70 Z F = 86 - 100 Z

For Updated List Y N DATE REVIEWED: APPROVED BY: CHECKED BY: \_\_\_\_\_

ORIGINAL

LOCATION EASTRIDGE RD + TIMONIUM RD

County Signal NuclerInCEDIE

Recorder ROAD NAME	CFB	EASTR	108E	.CLEAR		Road EASTR	IDGE	GRY	Day of		TIHON	IUN	>		TIHON	JUH	Count	4/10/75	ES (1-n
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A.H. COUNT	L	5		TOTAL	Ł	S		TOTAL	TOTAL	1	S	R	TOTAL	L	5		TOTAL	TOTAL	THE
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6:15-6:30	Ũ	Û	Đ	0	0	0	0	ę.	0	0	9	0	0	0	0	0	0	0	ý
£:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	ſ,
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Û	0	Q.	Õ	ñ
7:00-7:15	8	8	0	16	3	13	47	63	79	7	20	3	30	2	138	5	145	176	29E
7:15-7:30	9	22	0	31	6	18	43	67	98	32	16	4	52	0	127	8	135	187	28°
7:30-7:45	10	19	1	30	12	29	38	79	109	16	23	4	43	1	157	7	165	202	317
7:45-8:00	13	15	0	28	12	39	48	99	127	12	52	5	69	3	159	7	171	_	
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8:00-9:15	5	19	0	24	7	22	32	£1	85	14	<b>Š</b> 2	11	77	Ģ	138	7	145	27.2	7.17
8:15-9:30	21	10	2	33	9	23	39	71	10 <b>4</b>	8	34	10	52	1	152				
8:30-8:45	10	17	1	23	9	20	37 34							_		11	164	216	771
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9:45-P:00	11	11	2	25	i	19	32	58	83	12	4	7	23	Z	144	10	156	179	347
A.M. YOUR T	OTAL D																	1636	
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6:15-7:15	8	В	0	16	3	13	47	<i>6</i> ₹	79	7	20	3	30	2	138	Ь	145	175	755
6:30-7:30	17	30	0	47	9	31	90	130	177	39	36	7	82	2	255	14	281	383	540
6:45-7:45	27	49	1	77	21	60	128	209	286	55	59	11	125	3	422	21	446	571	35.
7:00-B:00	44)	64	1	195	33	99	176	308	413	67	111	16	194	6	581	30	617	B11 ~	1771
7:15-8:15	37	75	1	113	37	108	161	306	419	74	143	24	241		581	71	616	B57 🖊	1776
7:30-8:30	49	63	3	115	40	113	157	310	425	59	161	30	241	5	605	34	645	886 🗸	1711
7:45-8:45	47	56	3	108	37	104	153	294	402	78	179	27	244	7	601	39	647	891 🗸	1297
8:00-9:00	47	52	6	105	32	84	137	253	358	38	131	29	198	b	586	40	632	870 /	1168
														-		7.0	002	017	
Recorder	CFB	1	Weat.	CLEAR		Road	Surf.	DRY	Day of			MON		-					
Recorder ROAD NAME				CLEAR		Road EASTR		DRY	Day of	the W	leek				Be	te of		4/10/95	- 42
		EASTR	IDSE	CLEAR		EASTR	IDGE	DRY	•	the W	leek TIMDN	III			so Momili	te of		4/10/95	
ROAD WATE		EASTR N BOI	IDSE UND			EASTR S 80	IDBE IDBE		N+S BOUND	the #	leek TIMDN E 80	I UH UND			so Kohli Og W	te of Ita UND	Count	4/10/95 E+W ROUND	erjyn
ROAD NAME	L	EASTR N BOI S	IDSE UND R	TOTAL	L	EASTR S 80 S	IDGE Und R	TOTAL	N+S BOUND TOTAL	the K	leek TIMDN E BO S	IUM UND R	TOTAL	L	Da TIMON W BO S	te of ILM UND R	Count TOTAL	4/10/95 E+W ROUND TOTAL	101v. culate
P.M. COUNT 3:00-3:15	L 0	EASTR N BOI S O	IDSE UND R 0	TBTAL 0	L 0	EASTR S BO S O	IDGE UND R O	TOTAL O	N+S BOUND TOTAL O	the W	leek TIMDN E BO S O	IUH UND R O	TOTAL O	L	De TIMON W BO S O	te of ILM UND R O	Count TOTAL O	4/10/95 E+W ROUND TOTAL 0	6 13197 51549
P.M. COUNT 3:00-3:15 3:15-3:30	L 0	EASTR N BOI S O	IDSE UND R 0	TBTAL 0 0	L 0	EASTR S 80 S O	IDGE UND R 0	1014L 0 0	N+S BOUND TOTAL C O	the W L O	leek TIMBN E BO S O	IUM UND R O O	TOTAL 0 0	L 0	De TIMON W BO S O	te of ILM UND R 0	Count TOTAL 0 0	4/10/95 E+W ROUND TOTAL 0	v 1319. cct.ab
P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45	L 0 0	EASTR N BOI S O O	IDSE UND R O O	TOTAL 0 0 0	L 0 0	EASTR S BO S O O	IDGE UND R 0 0	TDT4L 9 0 0	N+S BOUND TOTAL O O	the N L O O	leek TIMDN E BO S O O	IUM UND R O O	TOTAL 0 0 0	L 0 0	D2 TIMON # B0 5 0 0	te of ItM UND R 0 0	Count TOTAL 0 0	4/10/95 E+W ROUND TOTAL 0 0	9 6 1319. 621.49
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P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15	L 0 0 0 0	EASTR N B01 S 0 0 0	IDSE UND R 0 0 0	TBTAL 0 0 0 0 0	L 0 0 0	EASTR S 80 S 0 0 0	108E UND R 0 0 0	1014L 9 0 0 0 0	N+S BOUND TOTAL O O O	the W L O O O	TIMDN E BO S O O O	IUM UND R O O O O	TOTAL 0 0 0 0	L 0 0 0	Da TIMON W BO S O O O	te of ILM UND R 0 0 0	Eount  TDTAL  0  0  0  0  103	#/10/95 E+W ROUND TOTAL 0 0 0 0	37- 6 6 6 13161 6 7
P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30	L 0 0 0 0	EASTR N BOI S 0 0 0 0 35 25	IDSE UND R 0 0 0	TDTAL 0 0 0 0 0 52 36	L 0 0 0 0	EASTR S 80 S 0 0 0 0	106E UND R 0 0 0 0	TOTAL 9 0 0 0 0 0	N+S ROUND TOTAL O O O O O	the W L 0 0 0 22	E B0 S 0 0 0 0 115	IUM R 0 0 0 0	TOTAL 0 0 0 0 0 0	L 0 0 0	D≥ TIMON N BO S O O O O	te of ILM UND R 0 0 0	Eount  TBTAL  0  0  0  0  103  72	#/10/95  E+W ROWND  TOTAL  0 0 0 0 262 221	377 9 9 13(9) 6 51(4)
P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45	L 0 0 0 0	EASTR N B01 S 0 0 0	IDSE UND R 0 0 0	TBTAL 0 0 0 0 0 52 36 26	L 0 0 0 0 17 17	EASTR S 80 S 0 0 0	108E UND R 0 0 0	TOTAL 9 0 0 0 0 0 0 41 71	N+S BOUND TOTAL O O O	the W L 0 0 0 22 28	E B0 0 0 0 0 0 115 112 166	IUM R 0 0 0 0 11 15	TOTAL 0 0 0 0 0 157 149 207	L 0 0 0 0	Da TIMON W BO S O O O	te of ILM UND R 0 0 0	Eount  TDTAL  0  0  0  0  103	#/10/95 E+W ROUND TOTAL 0 0 0 0	37- 6 6 6 13161 6 7
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P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45	L 0 0 0 0	EASTR N BOIL S 0 0 0 0 0 0 0 0 0 0 0 0 0 0 15 15	IDSE UND R 0 0 0 0	TBTAL 0 0 0 0 0 52 36 26	L 0 0 0 0 17 17	EASTR S 80 S 0 0 0 0 20 25 34	106E UND R 0 0 0 0 19	TOTAL 9 0 0 0 0 0 0 41 71	N+S ROUND TOTAL 0 0 0 0 0 111 97 97	the W L 0 0 0 22 28	E B0 S O O O O O O 115 112 166 185	IUM R 0 0 0 0 11 15	TOTAL 0 0 0 0 0 157 149 207	L 0 0 0 0	Da TIMON W BO O O O O 62 66	te of IEM UND R O O O O 11 7	Count  TBTAL  0  0  0  193  72  79	4/10/95 E+W ROUND TOTAL 0 0 0 0 262 221 284	577/46 10161 6 6 6 77 718 733
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P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15	L 0 0 0 0 16 8 9	EASTR N B00 S O O O O O O O O O O O O O O O O O O	IDSE UND R 0 0 0 1 3 2 2	TOTAL 0 0 0 0 0 52 36 26 42	L 0 0 0 0 19 17 17 12	EASTR S 80 0 0 0 0 20 25 34 27	1D6E UND R 0 0 0 0 20 19 18 20	TOTAL 9 0 0 0 0 0 1 59 41 71 59	N+S BOUND TOTAL 0 0 0 0 111 97 97 101	the W L 0 0 0 0 33 22 28 45	Peek TIMDN E BO O O O O O O O O O O O O O O O O O	IUM END R 0 0 0 0 11 15 13 14	TOTAL 0 0 0 0 0 157 149 207 244	L 0 0 0 0	Da TIMON W BO' 0 0 0 0 42 62 62 77	te of 1149 UND R 0 0 0 0 11 9 12 9 15	Count  TOTAL  0  0  0  103  72  79  73  114	#/10/95  E+W ROWND TOTAL  0 9 0  262 221 286 317	415 233 242 244 9 9 9 9 13497 6 1449
P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45	L 0 0 0 0 16 8 9 11	EASTR N BGI S 0 0 0 0 0 0 0 35 25 15 29 29 23 24	IDSE UND R 0 0 0 0 1 3 2 2 9 7	TOTAL 0 0 0 0 0 52 36 26 42 42	L 0 0 0 0 19 17 19 12	EASTR S 80 0 0 0 0 20 25 34 27	IDGE UND R 0 0 0 0 19 18 20 17	TBTAL 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92	the W L 0 0 0 0 33 22 28 45 32 42 51	Peek TIMDN E BO O O O O O O O O O O O O O O O O O	1UM R 0 0 0 0 11 15 13 14 14 12	TOTAL 0 0 0 0 157 149 207 244 223 215 220	L 0 0 0 0 2 1 1 2 2 3	Da TIMON W BO 0 0 0 0 62 66 62 77 83 76	te of 11-14 UND R 0 0 0 0 11 9 12 9 15 24	Count  TBTAL  0  0  0  193  72  79  73  114  110  89	#/10/95 E+W ROUND TOTAL 0 0 0 0 262 221 286 317 325 309	577 (18) 541 541 541 541 541 541
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P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00	L 0 0 0 0 0 16 B 9 11 4 3 5 6	EASTR N BGI S 0 0 0 0 0 0 0 35 25 15 29 29 23 24	IDSE UND R 0 0 0 0 1 3 2 2 9 7 4	TOTAL 0 0 0 0 52 36 26 42 42	L 0 0 0 0 17 17 19 12 32 17	EASTR S 80 0 0 0 0 20 25 34 27 36 29 23	IDGE UND R 0 0 0 0 0 19 18 20 17 19 25	TBTAL 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92	the W L 0 0 0 0 33 22 28 45 32 42 51	Peek TIMDN E BO O O O O O O O O O O O O O O O O O	TUM R 0 0 0 0 0 11 15 13 14 12 7	TOTAL 0 0 0 0 157 149 207 244 223 215 220	L 0 0 0 0 2 1 1 2 2 3	Da TIMON W BO 0 0 0 0 62 66 62 77 83 76	te of 11-9 0 0 0 0 11 9 12 9 15 24	Count  TBTAL  0  0  0  193  72  79  73  114  110  89	#/10/95 E+W ROUND TOTAL 0 0 0 0 262 221 286 317 325 309	577 (18) 541 541 541 541 541 541
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ROAD NAME  P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00  4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00  5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00  P.M. HOUR TO 3:00-4:00 3:15-4:15	L 0 0 0 0 16 8 9 11 4 3 5 6 0 16	EASTR N BOI S 0 0 0 0 0 35 25 15 29 29 24 15 0 35	IDSE UND R 0 0 0 0 0 1 3 2 2 2 9 7 7 4 1 1	TOTAL 0 0 0 0 52 36 26 42 42 33 33 22	L 0 0 0 0 0 17 17 17 12 32 17 11 15 0 17	EASTR S 80 S O O O O O 20 25 34 27 23 30 O 20 20 20 20	108E UND R 0 0 0 0 0 19 18 20 17 19 25 19	1014L 0 0 0 0 0 0 0 59 61 71 59 65 65 64 0	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86	the W L 0 0 0 0 0 33 22 28 45 32 42 51 46	Peek TIMDN E BO O O O O O O O O O O O O O O O O O	TUM R 0 0 0 0 11 15 13 14 12 7 6 0 11	TOTAL 0 0 0 0 157 149 207 244 223 215 220 176	L 0 0 0 0 0 2 1 1 2 2 3 0 1	Da TIMON W BO 0 0 0 0 62 66 2 77 83 76 34 90	te of 1th UND R 0 0 0 0 0 11 9 12 9 15 24 13 B	Count  TOTAL  0  0  0  193  72  79  73  114  110  89  43	#/10/95  E+W ROWND TOTAL  0 0 0 0 262 221 286 317 325 309 219 242	277 (19 a) a a a a a a a a a a a a a a a a a a
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P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 P.M. HOUR TO 3:15-4:15 3:30-4:30 3:45-4:45	L 0 0 0 0 0 16 B 9 11 4 3 5 6 0 16 24 33	EASTR N B01 S 0 0 0 0 35 25 15 27 27 23 4 15 0 35 0 75	IDSE UND R 0 0 0 0 0 1 3 2 2 9 7 4 1 0 1 4 6	TBTAL 0 0 0 0 0 0 52 36 26 42 42 33 33 22 2 98 114	L 0 0 0 0 0 19 17 19 12 32 17 11 15 0 19 36 55	EASTR S 80 S O O O O 20 25 34 27 36 29 23 30 O 20 45 79	108E UND R 0 0 0 0 0 19 18 20 17 19 25 19 0 20 39 57	TOTAL 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86	the W L 0 0 0 0 0 0 33 22 28 45 42 51 46 46 0 33 55 5 83	Peek TIMDN E BO O O O O O O O O O O O O O O O O O	1UM R 0 0 0 0 0 11 15 13 14 14 12 7 6 0 11 26 39	TOTAL 0 0 0 0 157 149 207 244 223 215 220 176 0 159 308 515	L 0 0 0 0 2 1 1 2 2 3 0 1 0 2 3 4	Da TIMON W 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	te of 11-7 0 0 0 0 0 11 9 12 9 15 24 13 B 0 11 20 32	Count  TBTAL  0  0  0  103  72  79  73  114  110  89  43  0  103  175  254	4/10/95  E+W ROWND TOTAL  0 0 0 262 221 286 317 325 309 219 262 483 769	277 705 418 251 705 Ac. 447 Ac
P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 P.M. HOUR TO 3:15-4:15 3:30-4:30 3:45-4:45 4:00-5:00	L 0 0 0 0 16 B 9 11 4 3 5 6 0 16 24 3 3 4 4	EASTR N 80 0 0 0 0 35 25 15 27 27 23 24 15 0 35 0 75 104	IDSE UND R 0 0 0 0 0 1 3 2 2 9 7 7 4 1 0 1 4 6 8	TBTAL 0 0 0 0 0 0 52 42 42 42 42 42 42 42 42 41 41 41 156	L 0 0 0 0 0 19 17 19 12 32 17 11 15 0 19 36 55 67	EASTR S 80 0 0 0 20 25 34 27 36 29 23 30 0 20 45 79 106	108E UND R 0 0 0 0 0 19 18 20 17 19 25 19 0 20 39 57 77	TOTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N+S BOUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86	the W L 0 0 0 0 0 0 0 33 22 28 45 42 51 46 0 33 55 83 128	TIMDN E B0 0 0 0 115 112 166 185 177 161 162 124 0 115 227 393 578	1UM R 0 0 0 0 0 11 15 13 14 14 12 7 6 0 11 26 39 53	TOTAL 0 0 0 0 157 149 207 244 223 215 220 176 0 159 308 515 759	L0000 2112 2301 02346	Da TIMON W 50 0 0 0 0 0 962662 77364 0 0 0 2 152 152 152 152 152 152 152 152	te of 11th 0000 0 11 9 12 9 15 24 13 B 0 11 20 24 1	Count  TOTAL  0  0  0  103  72  79  73  114  110  89  43  0  103  175  254  327	#/10/95  E+W ROWND TOTAL  0 0 0 0 262 221 286 317 325 309 219  242 423 757 1086	2014 1316] 6 77 718 718 717 705
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P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 P.M. HOUR TO 3:00-4:00 3:15-4:15 3:30-4:30 4:45-5:00 4:15-5:15 4:50-5:30	L 0 0 0 0 16 8 9 11 4 3 5 6 24 33 44 32 27	EASTR N B01 S 0 0 0 0 35 25 15 27 27 23 24 15 0 5 60 75 104 8 6	IDSE UND R 0 0 0 0 0 1 3 2 2 7 7 4 1 0 1 4 6 8 16 20	TBTAL 0 0 0 0 0 0 52 36 42 42 33 33 22 88 114 156 146 143	L 0 0 0 0 19 17 19 12 32 17 11 15 0 19 36 55 67 80 80	EASTR S 80 S O O O O 20 25 34 27 36 29 23 30 O 20 45 79 106 122 126	108E UND R 0 0 0 0 0 0 19 18 20 17 19 25 19 0 20 37 77 77 74	TOTAL 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N+S BOUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92 86	the W L 0 0 0 0 0 33 22 28 45 32 42 51 46 0 33 55 83 128 127 147	Peek TIMDN E B0 0 0 0 0 0 115 112 166 185 177 161 162 124 0 115 227 393 578 640 689	1UM R 0 0 0 0 0 11 15 13 14 14 12 7 6 0 11 26 39 53	TOTAL 0 0 0 0 157 149 207 244 223 215 220 176 0 159 308 515 759 823 889	L0000 2112 2301 02346	Da TIMON W 5 0 0 0 0 0 90 66 62 77 83 6 4 90 152 89 297 308	te of 11th 0000 0 11 9 12 9 15 24 13 B 0 11 20 24 1	Count  TOTAL  0  0  0  193  72  79  73  114  110  89  43  0  103  175  254  327  338  376	4/10/95  E+W ROWND TOTAL  0 9 0 262 221 286 317 327 325 309 219 242 483 759 1086 1161 1255	27/14 1016] 6 6 77/718 733 415 640 67/7 705 705
P.M. COUNT 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 P.M. HOUR TO 3:00-4:00 3:15-4:15 3:30-4:30 4:45-4:15 4:00-5:00 4:15-5:15	L 0 0 0 0 0 16 B 9 11 4 3 5 6 24 33 44 32	EASTR N S 0 0 0 0 0 35 25 15 27 27 23 24 15 0 35 0 75 4 98	IDSE UND R 0 0 0 0 0 1 3 3 2 2 7 7 4 1 6 8 16	TBTAL 0 0 0 0 0 0 52 36 42 42 33 33 22 88 114 156 146	L 0 0 0 0 19 17 19 12 32 17 11 15 0 19 36 57 80 80 72	EASTR S 80 0 0 0 20 25 34 27 36 29 23 30 0 20 45 79 106 122	106E UND R 0 0 0 0 0 19 18 20 17 19 25 19 0 20 37 77 78	TDTAL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N+S ROUND TOTAL 0 0 0 0 111 97 97 101 127 98 92 86 0 111 208 305 406 422 423 418	the W L 0 0 0 0 0 33 22 28 45 51 46 0 33 55 93 122 127	TIMDN E S 0 0 0 0 0 115 112 166 185 177 161 162 124 0 115 7393 578 648 685	1UM R 0 0 0 0 11 15 13 14 14 12 7 6 0 11 26 39 35 6	TOTAL 0 0 0 0 157 149 207 244 223 215 220 176 0 159 308 515 759 823	L0000 21112 2301 02346687	Da TIMON W 50 00 00 90 66 62 77 34 00 151 2180 79 297	te of 1129	Count  TOTAL  0  0  0  103  72  79  73  114  110  89  43  0  103  175  254  327  338	4/10/95  E+W ROWND TOTAL  0 9 0 262 221 286 317 325 325 329 219 227 2433 767 1086 1161	277 718 231 418 241 205 205 205 205 205 205 205 205 205 205

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Dair of the Week
MOTI

#### FERCENTAGE TURNING NO EMENTS & TOTAL VOLUMES

FEAT NEME	EARIFIE	E	EASTRICSE		TIHONIU	TIMSWICH	
	N BGOAD		s rooff		E BOUND	A Book a	H+E+E+c
	L 5 1	R TITAL	L 5 F	TETAL	L E R TOT	AL LSF	TOTAL TOTAL
TITENING A.M.	411 554	17 1007	12% 33% 54%	100%	27% 62% 11% 1	COX 1% F3% £%	1004 374
HOVERENT F.H.	221 691	1901	277 437 369	100%	19% 75% 4% 1	00% 0% 85% 15%	1000 100
TOTAL A.M.	97 116	7 210	65 193 717	561	105 242 45 3	90 12 1157 79	1249 3417
VOLUMES P.M.	62 195	Z9 29 <b>6</b>	142 224 157	523	299 1202 92 15	93 12 570 101	1201 188
ERAND TOTAL	149 311	16 475	267 #97 470	1684	404 1444 137 19	85 24 1737 171	1932 5 5 5 5
EETIMATED ADT'S	HERIH	5459	<b>2337H</b>	1487	EAST 115	éé WEST	14233

ESTIMATED CARS ENTERING THE INTERSECTION ----- 15023

INTERSECTION: EASTRIDGE FD + TIMENIUM FD

DESC. EASTRIDGE RD AND TIMONIUM RD ARE BOTH TWO LAME UNDIVIDED COUNTY RDS WITH TWO APPROACH LAMES IN ALL DIRECTIONS.

.

The signal functions as a - Z - phase light. The cycle lengths in the forming averages - 48 seconds and in the afternoon the cycle length averages approximately 50 seconds.

The peak hours were 7:30 to 8:30 A.M. and 4:45 to 5:45 F.M. The peak flow occurs or the M/B direction of TIMONIUM RP during the A.D. peak hour and occurs on the E/B direction of TIMONIUM RP during the P.M. peak hour.

LOADED CYCLES:

	E	S/P	E/B	₩/E
TIME(A.M.)	<u>‡</u> / <u>A</u>	;;/A 1	11/A \$	# A
1 FC#16	Αľ	₩ 24 15 1	M/A	11/Д
TifE(F.#.)	ŧ	ŧ	\$	1

REMARKS

•

THE LEVEL OF SERVICE IS

A = 0 % C = 11 - 30 % E = 71 - 85 % B = 1 - 10 % D = 31 - 70 % F = 86 - 100 %

For Updated List	¥	N	DATE REVIEWED:	APPROVED BY:	CHECKED BY:
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BALTO. COUNTY ZONING CASE 96-340-SPHA - 18 E. TIMONIUM RD.

SUMMARY DATA ABSTRACTED AND CALCULATED FROM TRAFFIC SURVEYS ATTACHED FOR TIMONIUM & YORK ROAD, TUESDAY, APRIL 11, 1995 FOR EAST & WEST BOUND TRAFFIC ON TIMONIUM ROAD, AND FOR EASTRIDGE RD. & TIMONIUM ROAD, MONDAY, APRIL 10, 1995 FOR EAST AND WEST BOUND TRAFFIC. COMPLETE SOURCE DATA IS ATTACHED WITH LETTER FROM CHIEF, TRAFFIC ENGINEERING, BALTIMORE COUNTY.

	TIMONIUM 4/11/95			EASTRIDGE & T.			
TIMES A. M.	PER	CARS PER		A. M.	PER	CARS PER	CARS PER 5 SECONDS
7:00-8:00	1320	22.0	1.83	7:00-8:00	811	13, 5	1.13
7:15-8:15	1483	24.7	2.06	7:15-8:15	857	14.3	1.19
7:30-8:30	1572	26.2	2.18	7:30-8:30	886	14,8	1.23
7:45-8:45	1591	26.5	2.21	7:45-8:45	891	14.9	1.24
8:00-9:00	1637	27.3	2.27	8:00-9:00	830	13.8	1.15
P.M. 4:00-5:00	1655	27.5	2. 30	P.M. 4:00-5:00	1086	18, 1	1.51
4:15-5:15	1888	31.5	2.62	4:15-5:15	1161	19, 4	1.61
4:30-5:30	1961	32.7	2.72	4:30-5:30	1265	21.1	1.76
4:45-5:45	2056	34.3	2.85	4:45-5:45	1288	21.5	1.79
5:00-6:00	1970	32.8	2.74	5:00-6:00	1190	19.8	1.65
			TOTAL CARS	EAST/WEST			
	CARS PER	CARS PER			CARS PER	CARS PER	
	PERIOD	MINUTE	5 SECONDS				5 SECONDS
7:00-9:00AN	2957	24.6	2.05	7:00-9:00AM	1636	13.6	1.13
4:00-6:00PM	3625	30.2		4:00-6:00PM	2276	19.0	1.58
TOTALS	6582	27.4	2.29	TOTALS	3912	16.3	1.36
ESTIMATED A EAST WEST TOTALS	15315 26439	LY TRIPS		ESTIMATED A EAST WEST TOTALS	11866 14233	LY TRIPS	

EXHIBIT \_ L. MILLER

FILE: 96340CAR

#### BALTIMORE COUNTY, MARYLAND

#### INTER-OFFICE CORRESPONDENCE

TO: Arnold Jablon, Director, PDM

DATE: March 21, 1996

FROM: Arnold F. "Pat" Keller, III, Director, OP

SUBJECT: 18 Timonium Road

INFORMATION:

Item Number:

334

Petitioner:

Zoning:

Kendrick Property

Property Size:

DR 5.5

Requested Action:

Hearing Date:

The subject property is located within a Community Conservation Area in the well maintained neighborhood of Haverford. It is located at the northwest side of Timonium Road at Gerard Avenue, approximately 500' from Michael's restaurant. There are three residentially zoned and used properties on Gerard Avenue, and five such properties on Timonium Road located in the vicinity of the proposed parking lot. The three properties on Gerard Avenue are located between the proposed parking lot and The Gerard Building.

It should be noted that the zoning history for Michael's restaurant includes a Special Hearing (Case NO 95-221 SPH) for commercial parking in a residential zone, and approval of a modified parking plan for the Gerard Office Building and the restaurant. The Special Hearing was granted on February 13, 1995. At that time, it was established that, through shared parking calculations and a 35 parking space reduction due to a previous Variance (Case No. 86-377A), the required parking was 98 spaces. The provided parking was 109 spaces with a surplus of 14 spaces.

### SUMMARY OF RECOMMENDATIONS:

It is the opinion of the office that the proposed surplus parking lot at 18 Timonium Road would have an adverse effect upon the surrounding residential neighborhood. There would be an extreme adverse impact in particular, upon the adjacent Watkins residence at 16 Timonium Road, which has a front orientation to the side of the proposed parking lot. The parking lot is located at a distance of approximately 500' from the restaurant, a very inconvenient location for either employee parking or valet parking. Other options should be explored which include the possibility of leased parking from the adjacent Timonium Shopping Center.

\* TO: Arneld Jablon, Director, PDM

FROM: "Arnold F. "Pat" Keller, III, Director, OP

Furthermore, the requested Variance to r.t.a. would result in a 10' wide setback and buffer in lieu of the required 75' and 50' respectively, for the parking lot. The buffer would not provide effective screening within the r.t.a.

Prepared by: Diena atter

Division Chief: Odyl Klems

PK/JL

Agency Title as shown on Reports complaint CRASHES

t Définition Summary

20 REPORTS
D8 Commel

: complaint Title Display Order : 15 Database in Use : MAIN

CRASHES Data Group in Use : Environment Orientation

: 12 Report Subset

: 01/27/1995 10:18 Last Edit Date Last Run Date : 01/30/1995 16:19

Report Type : Proxy

------ LEVEL 1 Subset Definition -----

: complaint Title

Display Order : 12 : MAIN Database in Use Data Group in Use : CRASHES

: 2 Parent Subset

: ALL DATES Pre-Subset Dates

: 01/30/1995 16:15 Last Edit Date Last Run Date

: 01/30/1995 16:15

[Searched] 8819 "Environment" Records : 16765 "Driver" Records

"Non-Driver" Records 4792 [Matched] 19 39

[Not Matched] \*\*\*\*\*\* 0

0 10

Variable	Variable	Variable	Beginning	Ending
Group	ID	Name	Value	Value
Environment	a	Primary Street	< Equal To > 000.73	TIMONIUM RD
Environment	b	Mile Point		001.93
			#IF" Statement  a AND b	D PETSPRINGS

Title : acc94

Display Order : 2 Database in Use : MAIN Data Group in Use : CRASHES

: ROOT DATABASE Parent Subset

: 01/01/1994 - 12/31/1994 Pre-Subset Dates : 02/02/1994 10:18 Last Edit Date : 01/23/1995 18:09 Last Run Date

"Environment" Records : "Driver" Records "Non-Driver" Records

[Searched] 8819 16765 4792

[Matched] 8819 16765

4792

[Not Matched] \*\*\*\*\*\* 8 0

Ending Variable Beginning Variable Variable Value Value Group ID Name

"IF" Statement

------ Report Definition Complete-----

TRAFFIC ACCIDENTS LT RT TIMONIUM RD EAST OF YORK RD TO POT SPRINGS 57R 展之 DAYOF WEEK NON-INJURED HH 25 PERSONS MeN-3 HH TUES-Z 1 HE WED-19 THUR-9 SAT-01 INJURED START PERSONS FROM 49 MICROFILMED

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Contributing Circumstance-4

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-005-0393..... Crash Number 01/05/1994.... Date .....(Wednesday). Day of Week 11:28..... Time 07...... Precinct 1..... - 1....... County Code 3250 (BLAKE, W. P.)..... Officer Badge Number 0..... Block Number Straight & Level..... Road Character TIMONIUM RD..... Primary Street 0-----# Unknown Injured EL..... In Lane 0..... # Non-Injured No Defects..... Road Condition 0..... # Possible Injured YORK RD..... Reference Location 2..... # Non-Incapacitating Inj. Mile Point 001.93.... # Incapacitating Injured 0..... Direction from Reference ....(East)... 0..... # Killed 100.0..... Distance from Reference 0..... # Pedestrians & Pedacyclists Feet..... Distance Scale 0........ Dry..... # Non-Drivers for Crash Surface Condition 1..... e Yes..... Vehicle Number Other M/V in Transport.. Male..... Female..... Event-1 Sex Driver..... Driver..... Event-2 N/A.... Type Of Unit N/A.... Non-Incapacit Inj...... Non-Incapacit Inj..... bject Struck Injury Severity (Driver) Straight Movement Angle. Moving Constant Speed... Making Left Turn..... on Type Movement Apparently Normal..... Apparently Normal..... Daylight Cloudy..... Condition None Detected...... None Detected..... Substance Use Detected ..... Severity (Crash) Non-Incapacit Inj..... Results Ped Age Ped Type N/A........ N/A...... Ped Location N/A..... Ped Obedience N/A..... N/A.... Ped Visibility 30...... 30..... Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped..... Not Ejected/Trapped..... **Ejection** East...... Vest..... Direction Going 94-005-0393•**E**@Y...... 94-005-0393ù**-**@?..... Age (Driver) No...... No...... Haz Mat Spill Automobile..... Automobile..... Body Type N/A.... Fail: Yield Right of Way Contributing Circumstance-1 Contributing Circumstance-2

Injury Severity (Non-Driver)

Non-Driver Safety Equipment

Non-driver Ejection

.....continued on next page.....

Crash Number	94-021-0527			
Date	01/21/1994			
Day of Week	(Frīday)			
Time	11:50			
Precinct	07			
County Code	1 1			
Officer Badge Number	3334 (WARFIELD,D. C.)			
Block Number	0			
Road Character	Straight & Grade			
Primary Street	TIMONIUM RD			•
In Lane	E	•	, ,,,,,,,	0
Road Condition	Foreign Material	# Non-Inj	,	1
Reference Location	POT SPRING RD		,	6
Mile Point	000.73			0
Direction from Reference	(East)			0
Distance from Reference	30.0	# Killedi		0
Distance Scale	Feet			0
Surface Condition	Ice	# Non-Dri	ivers for Crash	5
Vehicle Number		2 e		No
Sex	Male	Male 1	= ' - '	Other M/V in Transport
Type Of Unit	Driver	Driver i	Event-2	N/A
Injury Severity (Driver)	Not Injured/Unknown	Possible Injury b	ject Struck	N/A
Movement		Stopped in Traffic Lane. or	п Туре	Same Dir: Read End
Condition	Apparently Normal		Daylight Cloudy	
Substance Use Detected	None Detected			
Results		Se	everity (Crash)	Possible Injury
Ped Age				
Ped Type		N/A		
Ped Location		N/A		
Ped Obedience		N/A		
Ped Visibility		N/A		
Speed Limit	30	30		
Safety Equip Used	Shoulder/Lap Belt(s)	Shoulder/Lap Belt(s)		
Ejection		Not Ejected/Trapped		
Direction Going		East		
Age (Driver)	94-021-0527	94-021-0527£ <sup>#</sup> ⊜9		
Haz Mat Spill	No	No		
Body Type	Automobile	Automobile		
Contributing Circumstance-1	Rain, Snow	Rain, Snow		
Contributing Circumstance-2		Icy or Snow-covered		
Contributing Circumstance-3		N/A		
Contributing Circumstance-4	N/A	N/A		
Contributing of Calound	<b></b>			
Validate Number (Nam-Daires)		. 2 2		
Vehicle Number (Non-Driver)	1	2 3	3	4
Non-Driver Number	Conter Pear Seat	Right Rear SeatL	Left Rear/MC Pass	Cargo Area
Seat Position Non-Driver Sex	Sama   A	Female	Female	Female
MOILD! (AGI DEY	· Characters			

Possible Injury...... Possible Injury...... Possible Injury......

Lap Belt Only...... Lap Belt Only...... None...... None.....

Not Ejected/Trapped..... Not Ejected/Trapped..... Not Ejected/Trapped..... Not Ejected/Trapped.....

Agency Title as shown on Reports TRASER CRASHES Proxy Report

....continued from previous page.....

Crash Number	94-021-0527		
Date	01/21/1994		
Day of Week	(Friday)		
Time	11:50		
Precinct	07		
County Code	1 1		
Officer Badge Number	3334 (WARFIELD,D. C.)		
Block Number	0		
Road Character	Straight & Grade		
Primary Street	TIMONIUM RD		
In Lane	E	# Unknown Injured	0
Road Condition	Foreign Material	# Non-Injured	1
Reference Location	POT SPRING RD	# Possible Injured	6
Mile Point	000.73	# Won-Incapacitating Inj.	0
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	30.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Ice	# Non-Drivers for Crash	5
		Junction Relationship	Intersection
		C/M Zone	No
		Harmful Event-1	Other M/V in Transport
		Harmful Event-2	N/A
		Fixed Object Struck	N/A
		Collision Type	Same Dir: Read End
		Light	Daylight Cloudy
		Injury Severity (Crash)	Possible Injury

Vehicle Number (Non-Driver) Non-Driver Number Seat Position Non-Driver Sex Injury Severity (Non-Driver) Non-Driver Safety Equipment Non-driver Ejection

2..... 5..... Right Front Seat..... Male..... Possible Injury..... Shoulder/Lap Belt(s).... Not Ejected/Trapped.....

Contributing Circumstance-4

N/A......

N/A......

## Agency Title as shown on Reports TRASER CRASHES Proxy Report

Crash Number 94-021-0593..... 01/21/1994-----Date Day of Week .....(Friday).... 12:48.... Time 07..... Precinct 1..... - 1....... County Code Officer Badge Number 3334 (WARFIELD, D. C.)... Block Number 0..... Road Character Straight & Grade..... TIMONIUM RD..... Primary Street # Unknown Injured 0...... E...... In Lane # Non-Injured Foreign Material..... Road Condition # Possible Injured 0...... Reference Location POT SPRING RD..... # Non-Incapacitating Inj. 0..... Mile Point 000.73.... # Incapacitating Injured 0...... Direction from Reference .....(East)... # Killed 0....... 10.0..... Distance from Reference 0...... Feet..... # Pedestrians & Pedacyclists Distance Scale # Non-Drivers for Crash 0..... Ice..... Surface Condition \_\_\_\_\_ C/M Zone No..... Vehicle Number Fixed Object..... Female..... Harmful Event-1 Sex Type Of Unit Driver..... Harmful Event-2 N/A.... Fixed Object Struck Light Supprt Pole..... Injury Severity (Driver) Not Injured/Unknown..... Skidding..... Collision Type Single Vehicle..... Movement Daylight Cloudy..... Light Condition Apparently Normal..... Substance Use Detected None Detected..... Not Injured/Unknown.... Injury Severity (Crash) **Results** Ped Age ......................... Ped Type N/A...... Ped Location N/A...... Ped Obedience N/A..... **Ped Visibility** N/A..... Speed Limit 30....... Safety Equip Used Shoulder/Lap Belt(s).... Not Ejected/Trapped..... Election Direction Going East.............. Age (Driver) 94-021-0593w2@\$..... Haz Mat Spill No..... Fire Vehicle/Emergency.. Body Type Contributing Circumstance-1 Rain, Snow..... Contributing Circumstance-2 Icy or Snow-covered.....

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

Crash Number	94-098-0300		
Date	04/08/1994		
Day of Week	(Frîday)		
Time	08:00		
Precinct	07		
County Code	1 1		
Officer Badge Number	3341 (KESTERSON,R. W.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	E1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	GREENMEADOW DR-CO0883	# Possible Injured	1
Mile Point	001.54	# Non-Incapacitating Inj.	0
Direction from Reference	(Unknown	o # Incapacitating Injured	0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	1
Vehicle Number	1	2 e	No
Sex		Female Event-1	Other M/V in Transport.
Type Of Unit	Driver	Driver Event-2	Fixed Object
Injury Severity (Driver)	Not Injured/Unknown	Possible Injury bject Struck	Curb
Movement		Moving Constant Speed on Type	Straight Movement Angle
Condition		Apparently Normal	Daylight Cloudy
Substance Use Detected		None Detected	
Results		Severity (Crash)	Possible Injury
Ped Age			
Ped Type		N/A	
Ped Location		N/A	
Ped Obedience		N/A	
Ped Visibility		N/A	
Speed Limit	30	30	
Safety Equip Used		Shoulder/Lap Belt(s)	
Ejection		Not Ejected/Trapped	
Direction Going		East	
Age (Driver)	94-098-0300:-@\$	94-098-0300we#	
Haz Mat Spill		No	
Body Type		Automobile	
Contributing Circumstance-1		Vision Obstruction	
Contributing Circumstance-2		N/A	
Contributing Circumstance-3		N/A	
Contributing Circumstance-4		N/A	
CONTENDUCTING CHICCUIS CANCES	10/ Management of the contract		

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-116-0961..... Crash Number 04/26/1994..... Date .....(Tuesday)... Day of Week 16:30..... Time 07..... Precinct 1..... - 1..... County Code 3040 (GREENWALT, R. J.).. Officer Badge Number 0...... Block Number Straight & Level..... Road Character TIMONIUM RD..... Primary Street 0-----# Unknown Injured E1..... In Lane 1....... # Non-Injured No Defects..... Road Condition 0-----# Possible Injured MIDRIDGE RD-COO880..... Reference Location # Non-Incapacitating Inj. 1....... 001.38..... Mile Point 0..... # Incapacitating Injured ....(East)... Direction from Reference 0..... # Killed 30.0.... Distance from Reference 0..... # Pedestrians & Pedacyclists Feet..... Distance Scale 0..... # Non-Drivers for Crash Dry..... Surface Condition 1.....e No.... Vehicle Number Other M/V in Transport... Female..... Male..... Event-1 Sex Fixed Object..... Driver..... Driver..... Event-2 Type Of Unit Non-Incapacit Inj...... Not Injured/Unknown.... bject Struck Curb..... Injury Severity (Driver) Same Dir: R-End Right Tu Slowing or Stopping.... Moving Constant Speed... on Type Movement Daylight Cloudy..... Apparently Normal...... Had Been Drinking..... Condition None Detected..... Alcohol Contributed..... Substance Use Detected Non-Incapacit Inj..... ..... Severity (Crash) Pecults ............. Ped Age N/A..... N/A.... Ped Type Ped Location N/A..... N/A.... Ped Obedience N/A..... N/A.... **Ped Visibility** 30..... 30..... Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped..... Not Ejected/Trapped..... Ejection East..... East.... Direction Going 94-116-0961# 9..... 94-116-0961@@9..... Age (Driver) No...... No...... Haz Mat Spill Automobile..... Automobile..... Body Type N/A..... Fail: Give Full Time-Att Contributing Circumstance-1 N/A..... Under Influence of Alcoh Contributing Circumstance-2 N/A----- N/A-----Contributing Circumstance-3

N/A..... N/A....

## Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-129-1296..... Crash Number 05/09/1994..... Date .....(Monday).... Day of Week 21:30..... Time 07..... Precinct 1..... - 1........ County Code 2083 (SPARHAWK, B. D.)... Officer Badge Number Block Number Straight & Level..... Road Character TIMONIUM RD..... Primary Street 0..... # Unknown Injured E3..... In Lane 1....... # Non-Injured No Defects..... Road Condition 0..... # Possible Injured Reference Location YORK RD..... 0..... # Non-Incapacitating Inj. Mile Point 001-93-----1........ # Incapacitating Injured Direction from Reference ....(West)... 0..... # Killed Distance from Reference 279.0..... 0..... # Pedestrians & Pedacyclists Feet..... Distance Scale # Non-Drivers for Crash 0...... Dry..... Surface Condition \_\_\_\_\_\_ 1..... e No..... Vehicle Number Female..... Male.... Event-1 Pedestrian..... Sex Driver..... Ped.... Event-2 N/A.... Type Of Unit Not Injured/Unknown.... incapacitating Inj..... bject Struck N/A.... Injury Severity (Driver) Single Vehicle..... Moving Constant Speed... ..... on Type Movement Apparently Normal..... Dark: Street Lights On.. Condition None Detected..... Substance Use Detected ...... Severity (Crash) Incapacitating Inj..... Results 46..... Ped Age N/A..... Pedestrian.... Ped Type N/A..... Outside Right of Way.... Ped Location N/A..... No Ped Signal..... Ped Obedience N/A..... Dark Clothing..... **Ped Visibility** 30..... Speed Limit Shoulder/Lap Belt(s).... N/A..... Safety Equip Used Not Ejected/Trapped.... N/A.... **Ejection** Direction Going 94-129-12960..... 94-129-1296 Age (Driver) No..... No...... No..... Haz Mat Spill Automobile..... N/A..... Body Type N/A..... Illegally in Roadway.... Contributing Circumstance-1 N/A..... Clothing Not Visible.... Contributing Circumstance-2 N/A..... N/A..... Contributing Circumstance-3

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

			••••
Crash Number	94-157-0595		
Date	06/06/1994		
Day of Week	(Monday)		
Time	12:37		
Precinct	07		
County Code	1 1		
Officer Badge Number	2958 (FLOYD,C. M.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	E3	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	1
Reference Location	YORK RD	# Possible Injured	0
Mile Point	001.93	# Non-Incapacitating Inj.	1
Direction from Reference	(West)	# Incapacitating Injured	0
Distance from Reference	105.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Won-Drivers for Crash	0
Vehicle Number		2 e	No
Sex	Male	Male Event-1	Other M/V in Transport
Type Of Unit	Driver	Driver Event-2	Fixed Object
Injury Severity (Driver)	Not Injured/Unknown	Non-Incapacit Inj bject Struck	Curb
Movement		Moving Constant Speed on Type	Head On: Left Turn
Condition		Apparently Normal	Daylight Cloudy
Substance Use Detected	None Detected		
Results		Severity (Crash)	Non-incapacit Inj
Ped Age			
Ped Type	N/A	N/A	
Ped Location	N/A	N/A	
Ped Obedience	N/A	N/A	
Ped Visibility		N/A	
Speed Limit	30	30	
Safety Equip Used		None	
Ejection		Not Ejected/Trapped	
Direction Going		East	
Age (Driver)		94-157-0595\	
Haz Mat Spill		No	
Body Type		Automobile	
Contributing Circumstance-1		N/A	
Contributing Circumstance-2		: W/A	
Contributing Circumstance-3		N/A	
	· · · · · · · · · · · · · · · · · · ·		

N/A..... N/A.....

Non-Driver Safety Equipment

Non-driver Ejection

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

Crash Number	94-189-1115		
Date	07/08/1994		
Day of Week	(Friday)		
Time	19:33		
Precinct	07		
County Code	1 1		
Öfficer Badge Number	2910 (MAJKA,J. T.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	E1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	3
Reference Location	MIDRIDGE RD-COO880	# Possible Injured	2
Mile Point	001.38	# Non-Incapacitating Inj.	0
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	0.8	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry		3
Vehicle Number		2 e	No
Sex	Female	Male Event-1	Other M/V in Transport
Type Of Unit	Driver	Driver Event-2	N/A
Injury Severity (Driver)	Possible Injury	Possible Injury bject Struck	N/A
Movement	Making Right Turn	Moving Constant Speed on Type	Same Direction: Left Tur
Condition		Apparently Normal	Daylight Cloudy
Substance Use Detected	None Detected	None Detected	
Results		Severity (Crash)	Possible Injury
Ped Age		4	
Ped Type	N/A	W/A	
Ped Location	N/A	N/A	
Ped Obedience	N/A	N/A	
Ped Visibility	N/A	N/A	
Speed Limit	30	30	
Safety Equip Used	Shoulder/Lap Belt(s)	Shoulder/Lap Belt(s)	
Ejection	Not Ejected/Trapped	Not Ejected/Trapped	
Direction Going	East	East	
Age (Driver)	94-189-1115 Las	94-189-1115(°@)	
Haz Mat Spill	No	No	
Body Type	Van	Automobile	
Contributing Circumstance-1	N/A	Fail: Give Full Time-Att	
Contributing Circumstance-2	•	Followed Too Closely	
Contributing Circumstance-3		N/A	
Contributing Circumstance-4	N/A	N/A	
Vehicle Number (Non-Driver)		1	
Non-Driver Number		2 3	
Seat Position	Center Front Seat	Right Front Seat Left Rear/MC Pass	-
Non-Driver Sex		Male Male	
Injury Severity (Non-Driver)	Not Injury/Unknown	Not Injury/Unknown Not Injury/Unknown	•
Non-Driver Safety Equipment	- •	Shoulder/Lap Belt(s) Child/Youth Restraint	

Not Ejected/Trapped..... Not Ejected/Trapped..... Not Ejected/Trapped.....

Contributing Circumstance-4

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

Crash Number	94-216-1484		
Date	08/03/1994		
Day of Week	(Wednesday).		
Time	17:45		
Precinct	07		
County Code	1 1		
Officer Badge Number	3510 (DIX,R. F.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	W1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	1
Reference Location	YORK RD	# Possible Injured	1
Mile Point	001.93	# Non-Incapacitating Inj.	0
Direction from Reference	(Unknown o	# Incapacitating Injured	0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	0
Vehicle Number	1 2	2e	No
Sex	Female	lale Event-1	Bicycle
Type Of Unit	Driver P	Ped Event-2	N/A
Injury Severity (Driver)		Possible Injury bject Struck	N/A
Movement	<u>-</u>	on Type	Single Vehicle
Condition	Unknown		Daylight Cloudy
Substance Use Detected	Unknown		
Results		Severity (Crash)	Possible Injury
Ped Age		•	• •
Ped Type	N/A E		
Ped Location	N/A	*	
Ped Obedience	N/A	•	
Ped Visibility	N/A L	•	
Speed Limit	40	<del>-</del>	
Safety Equip Used	Unknown		
Ejection	Not Ejected/Trapped		
Direction Going	West		
- ·		94-216-1484	
Age (Driver)	No h	•	
Haz Mat Spill	Automobile		
Body Type	,		
Contributing Circumstance-1	Fail: Give Full Time-Att		
Contributing Circumstance-2	N/A N	N/A	

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
Crash Number	94-245-0892		
Date	09/02/1994		
Day of Week	(Friday)		
Time	16:40		
Precinct	07		
County Code	1 1		
Officer Badge Number	3595 (CORNETT, W. A.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	\$R	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	1
Reference Location	YORK RD	# Possible Injured	1
Mile Point	001.93	# Non-Incapacitating Inj.	1
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	10.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry		1
Vehicle Number	1	2e	No
Sex		Female Event-1	Other M/V in Transport
Type Of Unit	• ••	Driver Event-2	N/A
Injury Severity (Driver)		Not Injured/Unknown bject Struck	N/A
Movement		Slowing or Stopping on Type	Same Dir: Read End
Condition		Apparently Normal	Daylight Cloudy
Substance Use Detected	11	None Detected	,
Results		Severity (Crash)	Non-Incapacit Inj
Ped Age	••••		
*	***	N/A	
Ped Type	-	N/A	
Ped Location	-	. N/A	
Ped Obedience		N/A	
Ped Visibility		30	
Speed Limit		Shoulder/Lap Belt(s)	
Safety Equip Used		Not Ejected/Trapped	
Ejection		South	
Direction Going		94-245-0892	
Age (Driver)		No	
Haz Mat Spill		Automobîle	
Body Type		Fail: Give Full Time-Att	
Contributing Circumstance-1		. N/A	
Contributing Circumstance-2	=	. N/A	
Contributing Circumstance-3		. N/A	
Contributing Circumstance-4	N/A	N/M	

Vehicle Number (Non-Driver)

Non-Driver Number

Seat Position

Non-Driver Sex

Injury Severity (Non-Driver)

Non-Driver Safety Equipment

Non-driver Ejection

Non-Driver Safety Equipment

Not Ejected/Trapped....

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

,			
Crash Number	94-273-1015		
Date	09/30/1994		
Day of Week	(Friday)		
Time	17:55		
Precinct	7		
County Code	1 1		
Officer Badge Number	3460 (CLAYPOOLE,M. E.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	¥1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	EASTRIDGE RD-COO872	# Possible Injured	0
Mile Point	001.19	# Non-Incapacitating Inj.	0
Direction from Reference	(West)		0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	0
		***************************************	
Vehicle Number	1	2 e	No
Sex		Male Event-1	Other M/V in Transport
Type Of Unit		Driver Event-2	N/A
Injury Severity (Driver)	Not Injured/Unknown	Not Injured/Unknown bject Struck	N/A
Movement	Moving Constant Speed	Moving Constant Speed on Type	Straight Movement Angle.
Condition	Apparently Normal	Apparently Normal	Dawn or Duskudy
Substance Use Detected	• •	None Detected	
Results		Severity (Crash)	Not Injured/Unknown
Ped Age			
Ped Type	N/A	N/A	
Ped Location	N/A	N/A	
Ped Obedience	N/A	. H/A	
Ped Visibility	***	N/A	
Speed Limit		30	
Safety Equip Used		None	
Ejection		Not Ejected/Trapped	
Direction Going		West	
Age (Driver)		94-273-10154-@\$	
Haz Mat Spill		. No	
Body Type		Van	
Contributing Circumstance-1		Vision Obstruction	
Contributing Circumstance-2		. Fail: Give Full Time/Att	
Contributing Circumstance-3	-	N/A	
Contributing Circumstance-4		. N/A	
Court indicting all completence.	17/ //	,,	

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

,			
Crash Number	94-280-0031	,	
Date	10/07/1994		
Day of Week	(Friday)		
Time	00:25		
Precinct	07		
County Code	1 1		
Officer Badge Number	2748 (FULLER,R. E.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	E1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	GREENMEADOW DR-COO883	# Possible Injured	0
Mile Point	001.54	# Non-Incapacitating Inj.	1
Direction from Reference	(West)	# Incapacitating Injured	0
Distance from Reference	3.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	0
Vehicle Number		2 3	
Sex	Female	N/A N/A	Parked Motor Vehicle
Type Of Unit	Driver	Driver Driver	Parked Motor Vehicle
Injury Severity (Driver)	Non-Incapacit Inj	Not Injured/Unknown Not Injured/Unknown	N/A
Movement	Moving Constant Speed	Parked Parked	Same Dir: Read End
Condition	Had Been Drinking	N/A N/A	Daylight Cloudy
Substance Use Detected	Alcohol Present	N/A N/A	
Results		***************************************	Non-Incapacit Inj
Ped Age		.,,	
Ped Type	N/A	N/A N/A	
Ped Location	N/A	N/A N/A	
Ped Obedience	N/A	N/A N/A	
Ped Visibility	N/A	N/A N/A	
Speed Limit	30	30 30	
Safety Equip Used	None	N/A N/A	
Ejection	Not Ejected/Trapped	N/A N/A	
Direction Going	East	N/A N/A	
Age (Driver)	94-280-0031ç		
Haz Mat Spill	_	No No	
Body Type	Automobile	Automobile Automobile	
Contributing Circumstance-1	Under Influence: Alcohol	N/A N/A	
Contributing Circumstance-2		N/A N/A	
Contributing Circumstance-3		N/A N/A	

N/A..... N/A..... N/A......

Contributing Circumstance-4

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-285-0585 Crack Number 10/12/1994 ....... Date ....(Wednesday). Day of Week 13:17..... Time Precinct 7...... 1..... - 1..... County Code 3626 (BANTHEM, J. L.).... Officer Badge Number Block Number Straight & Level..... Road Character TIMONIUM RD..... Primary Street # Unknown Injured 0...... In Lane E1..... # Non-Injured No Defects..... Road Condition 0...... # Possible Injured YORK RD..... Reference Location 0..... # Non-Incapacitating Inj. Mile Point 001.93..... # Incapacitating Injured 0..... Direction from Reference ....(West)... 0...... # Killed Distance from Reference 0.5..... 0....... # Pedestrians & Pedacyclists Feet..... Distance Scale # Non-Drivers for Crash 0\_\_\_\_\_ Dry.... Surface Condition \_\_\_\_\_ 1..... e No..... Vehicle Number Female..... Male..... Event-1 Other M/V in Transport.. Sex Driver..... Driver..... Event-2 N/A.... Type Of Unit N/A.... Not Injured/Unknown.... Not Injured/Unknown.... bject Struck Injury Severity (Driver) Making Left Turn..... Moving Constant Speed... on Type Head On: Left Turn..... Movement Daylight Cloudy..... Apparently Normal..... Apparently Normal...... Condition None Detected...... None Detected..... Substance Use Detected Not Injured/Unknown.... ..... Severity (Crash) Results \_\_\_\_\_ Ped Age N/A..... N/A..... Ped Type N/A..... N/A.... Ped Location N/A..... N/A.... Ped Obedience N/A..... N/A.... **Ped Visibility** 30...... 30...... Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped..... Not Ejected/Trapped..... **Ejection** South..... East..... Direction Going 94-285-0585h10E..... 94-285-0585s..... Age (Driver) No...... No...... Haz Mat Spill Van..... Automobile..... **Body Type** Improper Turn...... N/A..... Contributing Circumstance-1 N/A..... N/A.... Contributing Circumstance-2

N/A...... N/A.....

N/A..... N/A....

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

Crash Number	94-286-0988		
Date	10/13/1994		
Day of Week	(Thursday)		
Time	17:15		
Precinct	7		
County Code	1, 1		
Officer Badge Number	3191 (MURPHY)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	E1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	GREENMEADOW DR-CO0883	# Possible Injured	G
Mile Point	001.54	# Non-Incapacitating Inj.	0
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	0
Vehicle Number	1	2 e	No
Sex	Female	Male Event-1	Other M/V in Transport
Type Of Unit	Driver	Driver Event-2	N/A
Injury Severity (Driver)	Not Injured/Unknown	Not Injured/Unknown bject Struck	N/A
Movement	Starting from Traffic La	Moving Constant Speed on Type	Straight Movement Angle.
Condition	Apparently Normal	Apparently Normal	Daylight Cloudy
Substance Use Detected	• • • • • • • • • • • • • • • • • • • •	None Detected	
Results	*****************	Severity (Crash)	Not Injured/Unknown
Ped Age			
Ped Type	N/A	N/A	
Ped Location	N/A	N/A	
Ped Obedience	N/A	N/A	
Ped Visibility	•	N/A	
Speed Limit	-	40	
Safety Equip Used		Shoulder/Lap Belt(s)	
Ejection		Not Ejected/Trapped	
Direction Going	•	East	
Age (Driver)	94-286-0988.≤⊕,		
Haz Mat Spill		No	
Body Type		Automobîle	
		· N/A	
Contributing Circumstance-1		N/A	
Contributing Circumstance-2		N/A	
Contributing Circumstance-3	•••	N/A	
Contributing Circumstance-4	N/M	N/A	

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

	IRASE	K CRASHES Proxy Report	
Crash Number	94-296-0594		
Date	10/23/1994		
Day of Week	(Sunday)		
Time	12:15		
Precinct	7		
County Code	1 1		
Officer Badge Number	3426 (BATTON,D. L.)		
Block Number	0		
Road Character	Curve & Level		
Primary Street	TIMONIUM RD		
In Lane	W1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	0
Reference Location	GREENMEADOW DR-CO0883	# Possible Injured	1
Mile Point	001.54	# Non-Incapacitating Inj.	0
Direction from Reference	(West)	# Incapacitating Injured	1
Distance from Reference	150.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Wet	# Non-Drivers for Crash	0
Vehicle Number	•••	2 e	No
Sex	Female	Female Event-1	Other M/V in Transport
Type Of Unit	= '	Driver Event-2	N/A
Injury Severity (Driver)	Possible Injury	Incapacitating Inj bject Struck	N/A
Movement		Moving Constant Speed on Type	Same Dir: Read End
Condition	Apparently Normal	Apparently Normal	Daylight
Substance Use Detected		None Detected	
Results		Severity (Crash)	Incapacitating Inj
Ped Age	•••••	*****************	
Ped Type	*	N/A	
Ped Location	•	N/A	
Ped Obedience		N/A	
Ped Visibility		N/A	
Speed Limit		30	
Safety Equip Used	- ·	Shoulder/Lap Belt(s)	
Ejection		Not Ejected/Trapped	
Direction Going		West	
Age (Drîver)	94-296-0594 <b>4</b> 9I		
Haz Mat Spill		No	
Body Type		Automobile	
Contributing Circumstance-1		N/A	
Contributing Circumstance-2		N/A	
Contributing Circumstance-3	<del>-</del>	M/A	
Contributing Circumstance-4	N/A	N/A	

Contributing Circumstance-3 Contributing Circumstance-4

## Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-297-1030..... Crack Number 10/24/1994 Date .....(Monday).... Day of Week 17:39..... Time Precinct 7........ 1..... + 1........ County Code Officer Badge Number 3341 (KESTERSON, R. W.).. Block Number 0..... Straight & Level..... Road Character TIMONIUM RD..... Primary Street 0....... # Unknown Injured W1..... In Lane # Non-Injured No Defects..... Road Condition 0.......... # Possible Injured Reference Location POT SPRING RD..... # Non-Incapacitating Inj. Mile Point 000.73..... # Incapacitating Injured \_\_\_\_\_(West) Direction from Reference 0......... # Killed Distance from Reference 0.0..... # Pedestrians & Pedacyclists Feet..... Distance Scale # Non-Drivers for Crash Dry Surface Condition ------Vehicle Number Male...... Other M/V in Transport.. Sex Type Of Unit Non-Incapacit Inj...... Not Injured/Unknown.... Non-Incapacit Inj..... Curb...... Injury Severity (Driver) Moving Constant Speed... Starting from Traffic La Passing...... Straight Movement Angle. Movement Apparently Normal...... Apparently Normal...... Apparently Normal...... Daylight Cloudy...... Condition None Detected...... None Detected...... None Detected..... Substance Use Detected Results Ped Age N/A..... N/A..... N/A..... N/A..... N/A..... Ped Type N/A..... N/A..... N/A..... N/A..... Ped Location N/A..... N/A..... N/A..... N/A..... Ped Obedience N/A..... N/A..... N/A..... N/A..... Ped Visibility Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped..... Not Ejected/Trapped..... Not Ejected/Trapped..... **Ejection** West South South South Direction Going 94-297-1030¢...... 94-297-1030¹ ⊜=..... 94-297-1030¹.... Age (Driver) Haz Mat Spill Automobile...... Automobile...... Automobile..... Body Type Contributing Circumstance-1 Vision Obstruction..... N/A...... N/A..... N/A..... Contributing Circumstance-2

N/A..... N/A..... N/A..... N/A..... N/A....

N/A..... N/A..... N/A..... N/A.....

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

Crash Number	94-308-1080		
Date	10/04/1994		
Day of Week	(Tuesday)		
Time	14:37		
Precinct	7		
County Code	1 1		
Officer Badge Number	3466 (FARKAS,K. M.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	W1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	GREENMEADOW DR-COG883	# Possible Injured	0
Mile Point	001.54	# Non-Incapacitating Inj.	0
Direction from Reference	(West)	# Incapacitating Injured	0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	0
Vehicle Number		2 e	No
Sex	Female	Female Event-1	Other M/V in Transport.
Type Of Unit	Driver	Driver Event-2	N/A
Injury Severity (Driver)	Not Injured/Unknown	Not Injured/Unknown bject Struck	N/A
Movement		Moving Constant Speed on Type	Straight Movement Angle
Condition	Apparently Normal	Apparently Normal	Daylight Cloudy
Substance Use Detected	None Detected	None Detected	
Results		Severity (Crash)	Not Injured/Unknown
Ped Age			
Ped Type	N/A	N/A	
Ped Location	N/A	N/A	
Ped Obedience	N/A	N/A	
Ped Visibility	N/A	N/A	
Speed Limit	30	30	
Safety Equip Used	Shoulder/Lap Belt(s)	Shoulder/Lap Belt(s)	
Ejection	Not Ejected/Trapped	Not Ejected/Trapped	
Direction Going	South	West	
Age (Driver)	94-308-1080F   K 9	4-308-1080\	
Haz Mat Spill	No		
Body Type	Automobîle	Automobile	
Contributing Circumstance-1	Fail: Yield Right of Way	N/A	
Contributing Circumstance-2	Fail: Give Full Time/Att	N/A	
Contributing Circumstance-3	N/A	N/A	

N/A..... N/A....

Contributing Circumstance-4

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-308-1586..... Crash Number 11/04/1994..... nate Day of Week ....(Friday).... Time 20:16..... Precinct 7..... 1..... - 1..... County Code Officer Badge Number 2253 (GREGORY, G. L.).... Block Number 0..... Straight & Level..... Road Character TIMONIUM RD..... Primary Street # Unknown Injured 0..... W1..... In Lane # Non-Injured 0...... No Defects..... Road Condition # Possible Injured 1........ Reference Location EASTRIDGE RD-C00872..... 1......... # Non-Incapacitating Inj. Mile Point 001.19..... 0..... ....(West)... # Incapacitating Injured Direction from Reference # Killed 0...... Distance from Reference 0.0..... # Pedestrians & Pedacyclists 0..... Distance Scale Feet..... # Non-Drivers for Crash 0....... Dry..... Surface Condition \_\_\_\_\_\_ 1.....e No..... Vehicle Number Other M/V in Transport.. Female..... Event-1 Driver..... Driver..... Event-2 N/A.... Type Of Unit N/A.... Injury Severity (Driver) Non-Incapacit Inj...... Possible Injury...... bject Struck Head On: Left Turn..... Movement Making Left Turn..... Moving Constant Speed... on Type Apparently Normal..... Apparently Normal...... Dark: Street Lights On.. Condition None Detected...... None Detected..... Substance Use Detected Non-Incapacit Inj...... ...... Severity (Crash) Results \_\_\_\_\_ Ped Age Ped Type N/A..... N/A..... Ped Location Ped Obedience N/A..... N/A.... Ped Visibility 30...... 30..... Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used **Ejection** Not Ejected/Trapped.... Not Ejected/Trapped..... East..... West..... Direction Going 94-308-1586·..... 94-308-1586W=1..... Age (Driver) Haz Mat Spill No...... No...... Automobile..... Station Wagon..... Body Type Fail: Yield Right of Way N/A..... Contributing Circumstance-1 Contributing Circumstance-2 Fail: Give Full Time/Att N/A.....

N/A..... N/A....

N/A..... N/A....

Contributing Circumstance-3
Contributing Circumstance-4

#### Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-341-0755..... Crash Number 12/07/1994..... Date Day of Week ....(Wednesday). Time 13:17..... Precinct 07..... 1..... - 1........ County Code 2914 (LEWIS,D. Y.)..... Officer Badge Number Block Number 0-----Straight & Level..... Road Character TIMONIUM RD..... Primary Street # Unknown Injured 0...... E2..... In Lane # Non-Injured 2.,....... No Defects..... Road Condition # Possible Injured 0..... Reference Location YORK RD..... # Non-Incapacitating Inj. 0.,.... Mile Point 001.93..... # Incapacitating Injured 0-----(West)... Direction from Reference # Killed 0....... Distance from Reference 100.0..... # Pedestrians & Pedacyclists 0...... Feet..... Distance Scale # Non-Drivers for Crash 0...... Surface Condition Dry..... -----1,,,,,,e No..... Vehicle Number Female..... Female..... Event-1 Other M/V in Transport.. Sex N/A.... Type Of Unit Driver..... Driver..... Event-2 N/A-----Injury Severity (Driver) Not Injured/Unknown.... Not Injured/Unknown.... bject Struck Making Left Turn..... Moving Constant Speed... on Type Straight Movement Angle. Movement Apparently Normal..... Apparently Normal..... Daylight Cloudy..... Condition None Detected...... None Detected..... Substance Use Detected Not Injured/Unknown..... ...... Severity (Crash) Results \_\_\_\_\_ Ped Age N/A..... N/A.... Ped Type N/A...... N/A...... Ped Location N/A..... N/A..... Ped Obedience N/A..... N/A..... Ped Visibility 30..... Speed Limit Safety Equip Used Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Not Ejected/Trapped..... Not Ejected/Trapped..... **Ejection** West..... East..... Direction Going 94-341-0755a@3...... 94-341-0755 Age (Driver) No...... No...... Haz Mat Spill Automobile..... Automobile..... **Body Type** Fail: Yield Right of Way N/A..... Contributing Circumstance-1 Fail: Give Full Time/Att N/A.... Contributing Circumstance-2

N/A..... N/A....

N/A...... N/A....



# BALTIMORE COUNTY



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FORM #82 REV. 10/16/75

NOTE

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TIMONIUM ROLD SUSPENDED YORK RD. TO POT SPENG

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FOR YOUR	COMMENTS	TAKE APPROPRIATE ACTION						
	INFORMATION	INVESTIGATE AND REPORT						
	APPROVAL	SUBMITTED PER YOUR REQUEST						
	SIGNATURE		DATE					
	TRANSMITTAL	SEE	A.M.	P.M.				
NOTE	FILE	ME	AS SOON AS POSSIBLE					
AND	RETURN TO ME		AT YOUR	AT YOUR CONVENIENCE				
PREPARE	MY SIGNATURE	NEED	DATE					
REPLY FOR	YOUR SIGNATURE	BY	А.М.	Р.м.				

FORM #82 REV. 10/16/75

BALTIMORE COUNTY ZONING CASE 96-340-SPHA. 18 E. TIMONIUM RD.

DESCRIPTION OF PHOTO EXHIBITS INTRODUCED BY PROTESTANTS FOR HEARING ON APRIL 15. 1995 PHOTOS TAKEN BY L. MILLER ON APRIL 10, 1995 AT APPX. 3:00PM.

#### NO. DESCRIPTION

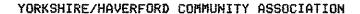
- 1 LOOKING FROM FRONT OF 18 E. TIM. RD WEST TO FRONT OF 16 E. TIM. RD.
- LOOKING FROM 16 E. TIM. RD. NORTH/EAST ON TIM. RD. 2
- 3 LOOKING FROM REAR OF 18 E. TIM. RD. EAST ON GERARD & TIM. RD.
- LCOKING FROM 14 E. TIM. RD. NORTH/EAST ON TIM. RD. SHOWING ORIENTATION 4 CF 16 E. TIM. RD TO 18 E. TIM. RD.
- 5 PANDRAMIC PICTURES FROM CORNER OF HAMEN AVE AND SOUTH SIDE OF TIM. RD. LOOKING NORTH AND EAST ON TIM. RD. SHOWS ALL SIX HOMES ON NORTH SIDE OF TIM. RD.
- LOOKING FROM CORNER OF GERARD AND TIM. RD AND SIDE YARD OF 18 E. TIM. RD. 6 LOOKING EAST ON TIM. RD TO HATHAWAY RD.
- LOCKING FROM 16 E. TIM. RD. PROPERTY LINE EAST ACROSS TIM. RD. 18 E. TIM RD. 7 IS ON LEFT OF PICTURE.
- 8 LOOKING FROM EAST SIDE OF TIM. RD. AT 17 E. TIM. RD NORTH/WEST TO 18 E. TIM. RD.
- LOOKING FROM THE REAR OF 18 E. TIM. RD ON GERARD AVE. WEST TO YORK ROAD. 9
- LOOKING FROM 21 E. TIM. RD. SOUTH/WEST TO 18 E. TIM. RD. SHOWING INTER-10 SECTION OF TIM. RD. AND GERARD AVE.
- LOOKING FROM 23 E. TIM. RD SOUTH/WEST TO 18 E. TIM. RD. SHOWING INTER-11 SECTION OF TIM. RD AND GERARD AVE. WITH TRAFFIC MOVEMENT.
- 12 PHOTO OF RESTRICTED PARKING SIGNS ON GERARD BUILDING LOT LISTING HOURS.
- PHOTO OF EXIT FROM REAR OF GERARD BUILDING PARKING LOT TO ROAD TO 1.3 TIMONIUM SHOPPING CENTER. (ONE LESS PARKING SPACE UNDER PRIOR ZONING CASE.) Jerose & II

FILE: 96340PIC

EXHIBIT /4/-

MICROFILMED

#### RESOLUTION



Political #12 RESOLVED: THAT AT THE REGULAR MEETING OF THE YORKSHIRE COMMUNITY ASSOCIATION HELD ON NOVEMBER 14, 1995, IT WAS DECIDED BY THE ASSOCIATION THAT THE RESPONSIBILITY FOR REVIEW AND ACTION ON ALL ZONING MATTERS FOR THE PERIOD FROM NOVEMBER 14, 1995 UNTIL CHANGED BE PLACED IN THE BOARD OF DIRECTORS CONSISTING OF THE FOLLOWING MEMBERS: FOLLOWING MEMBERS:

> DENNIS KUNDRATIC PRESIDENT VICE PRESIDENT JOCELYN PARKS SECRETARY MARY LEE SAS TREASURER JOHN POZNICK DIRECTOR 1 MARIE KASKOW DIRECTOR 2 JIM PARKS DIRECTOR 3 JOHN SMAILKOWSKI DIRECTOR 4 CORRINE JAMES

AS WITNESS OUR HANDS AND SEAL THIS 12TH DAY OF APRIL 1996. ATTEST:

DIRECTOR 5

ALCIE COOPER

YRKRSLN1

#### **AFFIDAVIT**

STATE OF MARYLAND: BALTIMORE COUNTY, SS:

TO WIT:

I HEREBY SWEAR UPON PENALTY OF PERJURY THAT I AM CURRENTLY A DULY ELECTED MEMBER OF THE BOARD OF DIRECTORS OF THE YORKSHIRE/HAVERFORD COMMUNITY ASSOCIATION.

ATTEST:

SECRETARY

PRESIDENT

YRKAFDV

#### RESOLUTION

YORKSHIRE/HAVERFORD COMMUNITY ASSOCIATION

RESOLVED: THAT THE POSITION OF THE YORKSHIRE COMMUNITY ASSOCIATION

AS ADOPTED BY THE BOARD OF DIRECTORS ON THE ZONING MATTER

KNOWN AS:

CASE 96-340 SPHA #334 PETITION FOR SPECIAL HEARING AND PETITION FOR VARIANCE FOR PROPERTY LOCATED AT 18 E. TIMONIUM RD. TO CONSTRUCT A COMMERCIAL PARKING AREA IN A RESIDENTIAL ZONE.

IS THAT:

- 1. OPPOSED TO THE PETITION FOR SPECIAL HEARING AND;
- 2. OPPOSED TO PETITION FOR VARIANCES.

AS WITNESS OUR HANDS AND SEAL THIS 12TH DAY OF APRIL, 1996.

ATTEST:

YORKSHIRE/HAVERFORD COMMUNITY ASSOCIATION

PRESIDENT

YRKRES2

BALTO. COUNTY ZONING CASE 96-340-SPHA - 18 E. TIMONIUM RD.

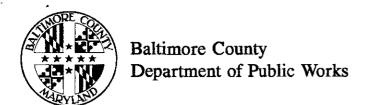
SUMMARY DATA ABSTRACTED AND CALCULATED FROM TRAFFIC SURVEYS ATTACHED FOR TIMONIUM & YORK ROAD, TUESDAY, APRIL 11, 1995 FOR EAST & WEST BOUND TRAFFIC ON TIMONIUM ROAD, AND FOR EASTRIDGE RD. & TIMONIUM ROAD, MONDAY, APRIL 10, 1995 FOR EAST AND WEST BOUND TRAFFIC. COMPLETE SOURCE DATA IS ATTACHED WITH LETTER FROM CHIEF, TRAFFIC ENGINEERING, BALTIMORE COUNTY.

	TIMONIUM	& YORK	E	EASTRIDGE & TIMONIUM RD							
	4/11/95		4	4/10/95 MONDAY							
TIMES	EAST/WEST				EAST/WEST						
A. M.		CARS		A. M.	CARS	CARS	CARS				
	PER	PER			PER	PER	PER				
			5 SECONDS		HOUR	MINUTE	5 SECONDS				
7:00-8:00	1320	22.0	1.83	7:00-8:00	811	13.5	1.13				
7:15-8:15	1483	24.7	2.06	7:15-8:15	857	14.3	1.19				
7:30-8:30	1572	26.2	2.18	7:30-8:30	886	14.8	1.23				
7:45-8:45	1591	26.5	2.21	7:45-8:45	891	14.9	1.24				
8:00-9:00	1637	27.3	2.27	8:00-9:00	830	13.8	1.15				
P. M.				P. M.							
4:00-5:00	1655	27.5	2.30	4:00-5:00	1086	18.1	1.51				
4.00 0.00	1000	27.0	2.00	4.00 0.00	1000	10.1	1.01				
4:15-5:15	1888	31.5	2.62	4:15-5:15	1161	19.4	1.61				
4:30-5:30	1961	32.7	2.72	4:30-5:30	1265	21.1	1.76				
4:45-5:45	2056	34.3	2. 85	4:45-5:45	1288	21.5	1.79				
5:00-6:00	1970	32.8	2.74	5:00-6:00	1190	19.8	1.65				
			TOTAL CARS	EAST/WEST							
	CARS	CARS			CARS	CARS	CARS				
			PER			PER	PER				
			5 SECONDS			MINUTE					
7:00-9:00AM				7:00-9:00AM		13.6	1.13				
4:00-6:00PM	3625	30.2		4:00-6:00PM	2276	19.0	1.58				
TOTALS	6582	27.4	2. 29	TOTALS	3912	16.3	1.36				
ESTIMATED A	VERAGE DAI	LY TRIPS	•	ESTIMATED A	VERAGE DAT	LY TRIPS					
EAST	15315			EAST	11866						
WEST	26439			WEST	14233						
	41754			TOTALS							

EXHIBIT

L. MILLER

FILE: 96340CAR



Division of Traffic Engineering 401 Bosley Avenue, Suite 405 Towson, Maryland 21204 (410) 887-3554

Fax: (410) 887-5784

April 12, 1996

Mr. Louis Miller 44 E. Timonium Road Timonium, Maryland 21093

Dear Mr. Miller:

This letter is in response to your request for traffic count information in the area of Timonium Road east of York Road. Attached are turning movement counts taken during the peak hours on Timonium Road at York Road and at Eastridge Road taken in April 1995. The last 24-hour count we had taken on Timonium Road in the vicinity of Gerard Avenue was 14,000 vehicles per day in 1991.

I hope this provides you sufficient information. Should you have any other questions, feel free to give me a call.

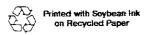
Very truly yours,

Stephen E. Weber, P.E., Chief Division of Traffic Engineering

Kepler Elibe

SEW: lvd

Attachments (2)



1995

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	LOCATION	TIMO	NIUH!	RD.&	YORK RD.	•						*		_				County	Signal Nuab	arIMED053
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County Signal Mumber ITEDIAL LOCATION TIMENTUM RD. & YORY RD. Road Surface Weather Date of Count Recorder TUES. - A.H. CLEAR DRY 4/11/95 5.8. DEY TUES. F.M. G.C. CLEAR 4/11/95 PERCENTAGE TURNING MOVEMENTS & TOTAL VOLUMES

RDAD NAME	YORK RD.	YORK RD.	TIMONIUM RD.	TIMONIUM RD.
	N BOUND	5 BOUND	E BOUND	N BOUND N+S+E+W
	L S R TI	DTAL L S R TOT	AL L S R TOTAL	L S R TOTAL TOTAL
TIURNING A.M.	257, 697, 67,	1007 37 757 217 1	001 371 281 341 1001	21% 75% 5% 100% N/A
MOVEMENT P.M.	201 681 111	1002 67 667 282 1	002 312 392 302 1002	24% 61% 15% 100% N/A
TOTAL A.M.	488 1347 127	1962 63 1430 390 18	83 511 388 468 1367	<b>327 1189 74 1590 68</b> 92
VOLUMES P.M.	562 1867 313	2742 177 1963 826 29	66 819 1022 793 2634	234 60B 149 991 9333
GRAND TOTAL	1050 3214 440	4704 240 3393 1216 48	49 1330 1410 1261 4001	561 1797 223 2581 16135
ESTIMATED ADT'	S NORTH 3	1528 SOUTH 325	21 EAST 15315	HEST 26439

ESTIMATED CARS ENTERING THE INTERSECTION -----> 52902

INTERSECTION: TIMONIUM RD.4 YORK RD.

DESC. YORK RO.IS A 4 LANE STATE RD. WITH LEFT TURN ARROWS AND LANES IN BOTH DIRECTIONS.

TIMONIUM RD. IS A 4 LANE RD. WITH A-L.S.S.R. W/B. w. f. 12lf form. Idnas in each direction.

The signal functions as a 6 phase light. The cycle lengths in the morning averages 120 seconds and in the afternoon the cycle length averages approximatel:120 seconds.

The peak hours were 7:45 to 8:45 A.M. and 4:45 to 8:45 P.M. The peak flow occurs on thN/B direction of YORK RD. during the A.M. peak hour and occurs on theS/B direction YORK RD. during the P.M. peak hour.

### LOADED CYCLES:

	N/B	5/3	E/B	W/B
% LDADS	N/A	N/A	20%	4%
TIME(A.M.)		<b>‡</b>	8:00/9:00	7:45/8:45
% LOADS	4%	4%	7:%	29%
TIME(P.M.)	4:45/5:45	4:45/5:45	4:45/5:45	4:45/5:45

REMARKS

CLEAR

THE LEVEL OF SERVICE IS

A = 0.7 C = 11 - 30.7 E = 71 - 85.7B = 1 - 10.7 D = 31 - 70.7 F = 86 - 100.7

For Updated List Y N DATE REVIEWED: \_\_\_\_\_ APPROVED BY: \_\_\_\_ CHECKED BY: \_\_\_\_

### TURNING MOVEMENT COUNT DATA

TOMATION EASTRIDGE RD + TIMONIUM RD

County Signal NumberINTER:

Recorder ROAD NAME	CFB	EASTR N RO	IDSE	CLEAR		Road EASTR S BC	RIDGE	DRY	Day of		leek ( TIMON E BO	IUM	)		Da TIMON N BO	IUM	Count	4/10/35 E+H POUND	SB/ No
A.M. COUNT	L	5		TOTAL	L	5 5		TOTAL	TOTAL	Ĺ	S		TOTAL	ŧ	S S		TOTAL	TOTAL	oprisii THM
6:00-6:15	Ō	0	0	0	0	0	0	0	OHE	0	0	n Ö	101HC	L O	а 0	л 0	O HE	1 101HL 1	121 <del>21</del> 13
6:15-6:30	Ŏ	0	ð	0	ŏ	0	0	0	0	0	ŏ	0	0	0	0	0	8	0	ð ,
6:30-6:45	0	Õ	0	0	0	Ö	0	0	9	0	0	0	0	0	0	_	0	=	9.
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	/3
5.10 7.00	v	v	v	v	·	•	,	v	v	U	v	U	v	U	v	0	U	$\hat{b}$	
7:00-7:15	В	8	0	16	3	13	47	63	79	7	20	3	30	2	138	6	146	176	-55
7:15-7:30	9	22	0	31	5	18	43	67	78 98	32	16	4	50 52	0	127	8	135	178 187	255 287
7:30-7:45	10	19	1	30	12	29	38	79	109	16	23	4	43	i	157	7	165	20 <b>2</b>	26 317
7:45-8:00	13	15	Ô	28	12	39	48	99	127	12	52	5	69	3	157	9	171		
		**	·			٠,	10	• •	ILF	11	Q.L.	J	U,	J	141	,	111	240 gu	
8:00-8:15	5	19	0	24	7	22	32	61	85	14	52	11	77	G	138	7	145	222	7 ) 7
9:15-8:30	21	10	2	33	9	23	39	71	104	8	34	10	52	1	152	11	164	216	72%
8:30- <b>8:45</b>	10	12	1	23	9	20	34	63	86	4	41	1	46	3	152	12	167	213	227
3:45-9:00	11	11	3	25	7	19	32	58	83	12	À	7	23	-	144	10	156	179	252
A.M. HOUR T	OTALS																	1636	
£190-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Û	0	0	ú	()
4:15-7:15	8	8	0	16	3	13	<b>4</b> 7	65	79	7	20	3	30	2	138	6	146	176	75=
6:30-7 <b>:</b> 30	17	30	0	47	9	31	70	130	177	39	36	7	B2	2	265	14	281	363	540
6:45-7:45	27	49	1	77	21	60	128	209	286	55	59	11	125	3	422	21	446	571	85?
]:00-B:00	41)	64	i	105	33	99	176	30B	413	67	111	16	194	6	581	30	617	811 -	1224
7:15-8:15	37	75	1	113	37	108	161	306	419	74	143	24	241	ţ	581	31	616	857 /	1276
7:30-8:30	49	63	3	115	40	113	157	310	425	59	161	30	241	Ş	606	34	645	886 ✓	1711
7:45-8:45	49	56	3	108	37	104	153	294	402	38	179	27	244	7	601	39	647	891 🗸	1297
8:00- <b>9:0</b> 0	47	52	6	105	32	84	137	253	358	38	131	29	198	Ь	586	40	632	830 🗸	1199
Pecorder	CFB			CLEAR		Road		DRY	Day of								Count		
Recorder ROAL NAME		EASTR:	DGE	CLEAR		EASTR	IDGE	DRY	•		TIMON	IUM			TIMON	IUM	Count		
ROAL NAME		EASTR!	IDGE JND			EASTR S BO	IDBE IDBE		N+5 BOUND		TIMON E BO	IUM UND	78741		TIMON OB W	IUM UND		E+W BOUND	ተኮስቴቴ
ROAL NAME	L	EASTR: N BDI S	IDGE JND R	TOTAL	L	EASTR S BO S	IDGE UND R	TOTAL	N+5 BOUND TOTAL	Ĺ	TIMDN E BO S	IUM UND R	TOTAL	Ĺ	TIMON W BO S	IUM UHD R	TOTAL	E+W BOUND TOTAL	[316]
F.M. COUNT 3:00-3:15	L 0	EASTRI N BDI S 0	IDGE JND R 0	TOTAL 0	L 0	EASTR S BO S O	IDGE UND R O	TOTAL 0	N+S BOUND TOTAL O	L O	TIMON E BO S O	IUM UND R O	0	L 0	TIMON N BO S O	IUM UND R O	TDTAL 0	E+W BOUND	101 <i>c.</i>
F.M. COUNT 3:00-3:15 7:15-3:30	L 0 0	EASTR: N BDI S O	IDGE JND R 0	TOTAL 0 0	L 0 0	EASTR S BO S O	IDGE UND R O	TOTAL O O	N+5 BOUND TOTAL 0 0	L 0	TIMDN E BO S O O	IUM UND R O	0	L 0 0	TIMON N BO S O	IUM UND R O	TDTAL 0 0	E+W BOUND TOTAL	[316]
ROAD NAME P.M. COUNT 3:00-3:15 7:15-3:30 2:30-7:45	L 0 0	N BDI S 0 0	IDGE IND R 0 0	TOTAL 0 0 0	L 0 0	EASTR S BO S O O	IDBE UND R O O	TOTAL 0 0 0	N+5 BDUND TOTAL 0 0	L 0 0	TIMON E BO S O O	IUM UND R O O	0 0 0	L 0 0	TIMON N BO S O O	IUM UND R O O	TOTAL 0 0 0	E+W BOUND TOTAL 0 0 0	e 6 1016,
F.M. COUNT 3:00-3:15 7:15-3:30	L 0 0	EASTR: N BDI S O	IDGE JND R 0	TOTAL 0 0	L 0 0	EASTR S BO S O	IDGE UND R O	TOTAL O O	N+5 BOUND TOTAL 0 0	L 0	TIMDN E BO S O O	IUM UND R O	0	L 0 0	TIMON N BO S O	IUM UND R O	TDTAL 0 0	E+W BOUND TOTAL 0 0	1015. 1015.
FUM. COUNT 3:00-3:15 7:15-3:30 3:30-7:45 3:45-4:00	L 0 0 0	N BDN S O O O	IDGE IND R 0 0 0	TDTAL 0 0 0 0	£ 0 0 0	EASTR S BO S O O O	IDBE R O O O	TOTAL 0 0 0	N+5 BDUND TOTAL O O O	L 0 0 0	TIMON E BO S O O O	IUM R O O O	0 0 0	L 0 0 0	TIMON BOO S O O O O	IUM UHD R O O O	TDTAL 0 0 0 0	E+W BOUND TOTAL  0 0 0 0	0 0 0 1016
FUN. COUNT 3:00-3:15 7:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15	L 0 0 0 0	EASTR: N BDN S O O O O	IDGE IND R O O O	TOTAL 0 0 0 0 0	£ 0 0 0	EASTR S BO S O O O O	IDBE UND R O O O O	TOTAL 0 0 0 0	N+5 BDUND TOTAL 0 0 0 0	0 0 0 0 F	E BO S 0 0 0 0	IUM R O O O O	0 0 0 0	L 0 0 0 0	TIMON BOO S O O O O O O O O O O O O O O O O O	IUM UND R O O O O	TDTAL 0 0 0 0 0	E+W BOUND TOTAL  0 0 0 0 0 262	21.2 0 0 0 0 1010.7
F.M. COUNT 3:00-3:15 7:15-3:30 3:00-3:45 3:45-4:00 4:00-4:15 4:15-4:30	L 0 0 0 0	EASTR: N BDN S O O O O O	IDGE JND R O O O O	TOTAL 0 0 0 0 0 52 36	L 0 0 0 0	EASTR S 80 0 0 0 20 25	IDSE R 0 0 0 0 0- 20	TOTAL 0 0 0 0 0	N+5 BDUND TOTAL 0 0 0 0 0	L 0 0 0 0	TIMON E BO S O O O O O 115 112	IUM R 0 0 0 0 11 15	0 0 0 0 159 149	L 0 0 0 0	TIMON N BO' 5 O O O O O 62	IUM UND R 0 0 0 0	TDTAL 0 0 0 0 0 0 103 72	E+W BOUND TOTAL  0 0 0 0 0 262 221	1016' 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
F.M. COUNT 3:00-3:15 7:15-3:30 3:30-7:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45	L 0 0 0 0	EASTR: N BDN S O O O O O O 35 25	IDGE JND R 0 0 0 0	TOTAL 0 0 0 0 0 52 36 26	L 0 0 0 0 19 17 19	EASTR S B0 0 0 0 0 20 25 34	IDSE WND R 0 0 0 0 0- 20 19	TOTAL 0 0 0 0 0 59 61 71	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97	L 0 0 0 0 0 33 22 28	TIMEN E BO S O O O O O 115 112 166	IUM R 0 0 0 0 11 15	0 0 0 0 159 149 207	L 0 0 0 0	TIMON BO 0 0 0 0 62 66	IUM	TDTAL 0 0 0 0 0 0 103 72 77	E+W BOUND TOTAL  0 0 0 0 262 221 284	10161 6 6 6 7 777 718 787
F.M. COUNT 3:00-3:15 7:15-3:30 3:00-3:45 3:45-4:00 4:00-4:15 4:15-4:30	L 0 0 0 0	EASTR: N BDN S O O O O O	IDGE JND R O O O O	TOTAL 0 0 0 0 0 52 36	L 0 0 0 0	EASTR S 80 0 0 0 20 25	IDSE R 0 0 0 0 0- 20	TOTAL 0 0 0 0 0	N+5 BDUND TOTAL 0 0 0 0 0	L 0 0 0 0	TIMON E BO S O O O O O 115 112	IUM R 0 0 0 0 11 15	0 0 0 0 159 149	L 0 0 0 0	TIMON N BO' 5 O O O O O 62	IUM UND R 0 0 0 0	TDTAL 0 0 0 0 0 0 103 72	E+W BOUND TOTAL  0 0 0 0 0 262 221	1016' 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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F.M. COUNT 3:00-3:15 7:15-3:30 3:30-7:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15	i. 0 0 0 0 0 16 B 9 11	EASTR: N BDN S 0 0 0 0 0 35 25 15 29	IDGE NND R 0 0 0 0 0 1 3 2 2 2 9	TOTAL 0 0 0 0 0 52 36 26 42	L 0 0 0 0 19 17 19 12	EASTR S B0 0 0 0 0 20 25 34 27 36	IDBE UND R 0 0 0 0 20 17 18 20	TOTAL 0 0 0 0 0 57 61 71 59	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101	L 0 0 0 0 33 22 28 45	TIMON E BO O O O O 115 112 166 185	IUM R 0 0 0 0 11 15 13	0 0 0 0 159 149 207 244	L 0 0 0 0 0 2 1 1 2	TIMON BOTO S O O O O O 62 66 62 97	IUM UND R 0 0 0 0 11 9 12 9	TOTAL 0 0 0 0 0 103 72 77 73 114	E+W BOUND TOTAL  0 0 0 0 262 221 284 317	10161 0 0 0 0 0 177 718 787 418
FUN. COUNT 3:00-3:15 7:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30	1. 00 00 00 16 8 9	EASTR: N BDN S 0 0 0 0 0 35 25 15 27 27	IDSE NND R 0 0 0 0 1 3 2 2 2 9 7.	TOTAL 0 0 0 0 52 36 26 42 42 33	L 0 0 0 0 17 17 19 12	EASTR S B0 0 0 0 0 20 25 34 27 36 29	IDBE UND R 0 0 0 0 19 18 20	TOTAL 0 0 0 0 0 57 61 71 59 85 65	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101 127 78	1 0 0 0 0 0 0 33 22 28 45 32 42	TIMON E BO O O O O 115 112 166 185	IUM	0 0 0 0 159 149 207 244 223 215	L 0 0 0 0 2 1 1 2	TIMON BOT S O O O O O O 62 66 62 97 83	IUM R 0 0 0 0 0 11 9 12 9	TBTAL 0 0 0 0 0 0 103 72 79 73 114 110	E+W BOUND TOTAL  0 0 0 0 262 221 224 317 337 325	10161 6 6 6 77 719 781 419 453 417
F.M. COUNT 3:00-3:15 7:15-3:30 3:30-7:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45	1. 00 00 00 16 8 9 11	EASTR: N BBN S 0 0 0 0 0 0 35 25 15 27 27 23 24	IDGE NDD R 0 0 0 0 0 1 3 2 2 2 9 7 4	TOTAL 0 0 0 0 52 36 26 42 42 33 33	L 0 0 0 0 19 17 19 12 32 17	EASTR S B0 0 0 0 0 20 25 34 27 36 29 23	1DGE UND R 0 0 0 0 0 0 19 18 20 17 19 25	TOTAL 0 0 0 0 59 61 71 59 85 65	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92	L 0 0 0 0 0 0 33 22 28 45	TIMON E BO O O O O O 115 112 166 185 177 161 162	IUM UND R 0 0 0 0 0 11 15 13 14 12 7	0 0 0 0 157 149 207 244 223 215 220	L 0 0 0 0 2 1 1 2 2 3	TIMON BOTO S O O O O O O 62 66 62 97 83 75	IUM	TDTAL 0 0 0 0 0 0 103 72 79 73 114 110 89	E+W BOUND TOTAL  0 0 0 0 0 262 221 286 317 325 307	10161 6 6 6 77 719 7819 419 457
FUN. COUNT 3:00-3:15 7:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30	1. 00 00 00 16 8 9	EASTR: N BDN S 0 0 0 0 0 35 25 15 27 27	IDSE NND R 0 0 0 0 1 3 2 2 2 9 7.	TOTAL 0 0 0 0 52 36 26 42 42 33	L 0 0 0 0 17 17 19 12	EASTR S B0 0 0 0 0 20 25 34 27 36 29	IDBE UND R 0 0 0 0 19 18 20	TOTAL 0 0 0 0 0 57 61 71 59 85 65	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101 127 78	1 0 0 0 0 0 0 33 22 28 45 32 42	TIMON E BO O O O O 115 112 166 185	IUM	0 0 0 0 159 149 207 244 223 215	L 0 0 0 0 2 1 1 2	TIMON BOT S O O O O O O 62 66 62 97 83	IUM R 0 0 0 0 0 11 9 12 9	TBTAL 0 0 0 0 0 0 103 72 79 73 114 110	E+W BOUND TOTAL  0 0 0 0 262 221 284 317 337 325 307 219	10161 6 6 6 77 719 781 419 453 417
F.M. COUNT 3:06-3:15 7:15-3:30 3:30-7:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00	1.000000000000000000000000000000000000	EASTR: N BBN S 0 0 0 0 0 0 35 25 15 27 27 23 24	IDGE NDD R 0 0 0 0 0 1 3 2 2 2 9 7 4	TOTAL 0 0 0 0 52 36 26 42 42 33 33	L 0 0 0 0 19 17 19 12 32 17	EASTR S B0 0 0 0 0 20 25 34 27 36 29 23	1DGE UND R 0 0 0 0 0 0 19 18 20 17 19 25	TOTAL 0 0 0 0 59 61 71 59 85 65	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92	L 0 0 0 0 0 0 33 22 28 45	TIMON E BO O O O O O 115 112 166 185 177 161 162	IUM UND R 0 0 0 0 0 11 15 13 14 12 7	0 0 0 0 157 149 207 244 223 215 220	L 0 0 0 0 2 1 1 2 2 3	TIMON BOTO S O O O O O O 62 66 62 97 83 75	IUM	TDTAL 0 0 0 0 0 0 103 72 79 73 114 110 89	E+W BOUND TOTAL  0 0 0 0 0 262 221 286 317 325 307	10161 6 6 6 77 719 7819 419 457
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F.M. CBUNT 3:00-3:15 7:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 F.M. HOUR THE	L 00 00 00 00 16 B 9 11 4 3 5 6 6 ETALS 0 16	EASTR: N BBN 0 0 0 0 0 35 25 15 27 27 23 24 15	IDGE UND R 0 0 0 0 0 1 3 2 2 2 9 7 4 1 1 0 1	TOTAL 0 0 0 0 0 0 52 36 26 42 42 33 33 22 0 52	L 0 0 0 0 0 19 17 19 12 32 17 11 15 0 19	EASTR S B0 0 0 0 0 20 25 34 27 36 29 23 30 0 20	1DBE UND R 0 0 0 0 0 0 19 18 20 17 19 25 19 20 20 20 20 20 20 20 20 20 20 20 20 20	TOTAL 0 0 0 0 59 61 71 59 85 59 64	N+5 BDUND TOTAL 0 0 0 0 0 111 77 97 101 127 98 92 86	L 0 0 0 0 0 0 33 22 28 45 32 42 51 46 0 33	TIMON E BO O O O O O O O O O O O O O O O O O O	IUM UND R 0 0 0 0 0 0 11 15 13 14 12 7 6 0 11	0 0 0 0 159 149 207 244 223 215 220 176	L 0 0 0 0 0 2 1 1 2 2 3 0 1	TIMON BOTO S O O O O O O O O O O O O O O O O O	IUM	TDTAL 0 0 0 0 0 103 72 77 73 114 110 89 43	E+W BOUND TOTAL  0 0 0 0 262 221 286 317 325 307 219 2276 0 262	10161 6 6 6 77 12 7819 419 457 155 765
F.M. COUNT 3:00-3:15 7:15-3:30 3:30-7:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 F.M. HOUR TI 7:00-4:00 7:15-4:15 7:30-4:30	L 0 0 0 0 0 16 8 9 11 4 3 5 6 0 16 24	EASTR: N BBN 0 0 0 0 0 35 25 15 27 27 23 24 15	IDGE UND R 0 0 0 0 0 1 3 2 2 2 9 7 4 1 1 4	TOTAL 0 0 0 0 0 52 36 42 42 42 53 33 22 0 52 88	19 17 19 12 32 17 11 15	EASTR S B0 0 0 0 0 20 25 34 27 23 30 0 20 45	1DGE UND R 0 0 0 0 0 0 17 18 20 17 17 25 17 0 20 37	TOTAL 0 0 0 0 59 61 71 59 85 59 64 0 59	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 0 33 22 28 45 32 42 51 46 0 33 55	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM UND R 0 0 0 0 0 0 11 15 13 14 12 7 6 0 11 26	0 0 0 0 159 149 207 244 223 215 220 176	L 0 0 0 0 0 2 1 1 2 2 3 0 1	TIMON BOTO S O O O O O O O O O O O O O O O O O	IUM	TDTAL 0 0 0 0 0 0 103 72 79 73 114 110 89 43 175	E+W BOUND TOTAL  0 0 0 0 262 221 286 317 325 309 219 2276 0 262 483	10161 0 0 0 778 718 7819 417 4271 4271
F.M. COUNT 3:00-3:15 7:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 F.M. HOUR TO 3:00-4:00 3:15-4:15 3:30-4:40	L 00 00 00 00 16 8 9 11 4 3 5 6 0 16 24 33	EASTR: N BDI S 0 0 0 0 0 35 25 15 27 27 23 24 15	IDGE UND R 0 0 0 0 0 1 3 2 2 9 7 4 1 0 1 4 6	TOTAL 0 0 0 0 0 52 36 26 42 42 42 53 33 22 0 52 8B 114	19 0 0 0 19 17 19 12 32 17 11 15	EASTR S B0 0 0 0 20 25 34 27 36 29 23 30 0 20 45 79	1DGE UND R 0 0 0 0 0 0 19 18 20 17 19 25 19 25 19 57	TOTAL 0 0 0 0 59 61 71 59 85 59 64 0 59 120 191	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 0 0 33 22 28 45 32 42 51 46 0 33 55 83	TIMON E BO S O O O O O O O O O O O O O O O O O	IUM UND R 0 0 0 0 0 0 11 15 13 14 12 7 6 6 0 11 26 39	0 0 0 0 159 149 207 244 223 215 220 176	L 0 0 0 0 0 2 1 1 2 2 3 0 1 0 2 3 4	TIMON BOT 5 0 0 0 0 5 6 6 6 2 97 83 76 34 0 90 152 218	IUM	TDTAL 0 0 0 0 0 0 103 72 79 73 114 110 89 43 175 254	E+W BOUND TOTAL  0 0 0 0 262 221 286 317 325 309 219 2270 0 262 483 769	10161 6 6 6 7 18 18 41 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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F.M. COUNT 3:00-3:15 7:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 F.M. HOUR TO 3:00-4:00 3:45-4:45 4:00-5:00 4:50-5:15	L 0 0 0 0 16 8 9 11 4 3 5 6 16 24 33 44 32	EASTR: N BDN S 0 0 0 0 35 25 15 27 27 23 24 15 0 35 60 75 104 78	IDGE JND R 0 0 0 0 0 1 3 2 2 2 9 7 7 4 1 0 1 4 6 8 16	TOTAL 0 0 0 0 0 52 36 42 42 33 33 22 0 52 8B 114 156 146	19 17 19 12 32 17 11 15 0 19 36 55 67 80	EASTR S B0 0 0 0 20 25 34 27 36 29 23 30 0 20 45 79 106 122	1DBE UND R 0 0 0 0 0 0 17 18 20 17 19 25 19 57 77 74	TOTAL 0 0 0 0 59 61 71 59 85 65 59 64 0 59 120 191 250 276	N+5 BDUND TOTAL 0 0 0 0 0 111 97 97 101 127 98 92 86	L 0 0 0 0 0 33 22 28 45 32 42 51 46 0 33 55 83 128 127	TIMON E BO 0 0 0 0 0 0 115 112 166 185 177 161 162 124 0 115 227 393 578 640	IUM UND R 0 0 0 0 0 0 11 15 13 14 12 7 6 0 11 26 39 53 56	0 0 0 0 159 149 207 244 223 215 220 176 0 159 308 515 759 823	L 0 0 0 0 0 2 1 1 2 2 3 0 1 0 2 3 4 6 6	TIMON BO 0 0 0 0 0 62 66 62 97 83 764 0 90 152 218 280 287	IUM R 0 0 0 0 0 11 9 12 9 15 24 13 B 0 11 20 32 41 45	TDTAL 0 0 0 0 0 103 72 79 73 114 110 89 43 175 254 327 338	E+W BOUND TOTAL  0 0 0 0 0 262 221 286 317 325 309 219 2274 0 262 483 759 1086 1161	101 0 0 0 7 18 18 18 18 18 18 18 18 18 18 18 18 18
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Acad Surface Day of the Mee) Date of Count DRY MON Afform

104

PERCENTAGE TURNING NO EMEDTE & TOTAL VOLUMES

1.000 异乙烷E	EASTRIPSE N POUND	EASTRIDGE S POUND	TIMONIUN 5 POUND	TIMONIUM W BOUND NASAEAU
	L S R TOTAL	L S R TOTAL	L S R TOTAL	L S R TOTAL TOTAL
TIGHTHS A.H.	41% 55% 3% 100%	127 337 56% 100%	27% £2% 11% 100%	1% 93% EX 100% N/A
thvetent p.H.	22% 63% 10% 100%	27% 43% 36% 109%	197 751 67 100%	2% 93% 15% 100% N/A
TOTAL A.M.	B7 116 7 210	65 183 313 561	105 242 45 392	12 1157 70 1247 2410
VOLUMES P.M.	62 195 29 226	142 224 157 523	299 1202 92 1593	
erand total	149 311 36 496	207 407 470 1084	404 1444 137 1985	12 570 101 683 3955 24 1737 171 1932 5437
ESTIMATED ADT'S	NDRTH 6459	50UTH 3487	EAST 11966	WEST 14233

DRY

FBTIMATER CARS ENTERING THE INTERSECTION ------> 18023

Heather

CLEAR

CLEAR

INTERSECTION: EASTRIDGE RD + TIMONIUM RD

Fecorder

IFP

OF B

P.Y.

DESC. EASTRIDSE RD AND TIMONIUM RD ARE BOTH TWO LAME UNDIVIDED COUNTY RDS WITH TWO APPROACH LAMES IN ALL DIRECTIONS.

The signal functions as a 2 phase light. The cycle lengths in the norming averages 48 seconds and in the afternoon the cycle length averages approximately 50 seconds.

The peak hours were 7:30 to 8:30 A.M. and 4:45 to 5:45 F.M. The peak flow occurs on the W/B direction of TIMONIUM RD during the A.M. peak hour and occurs on the E/B direction of TIMONIUM RD during the P.M. peak hour.

LOADED CYCLES:

	H/E	9/P	E/P	W/P
% LOADS TIME(A.M.)	M/A #	N/A ‡	11/A <b>1</b>	∜/A †
% LOADS TIME(P.M.)	9/A <b>‡</b>	N/A <b>‡</b>	N/A	N/A

REMARKS

THE LEVEL OF SERVICE IS

 $A = 0 \ X$   $C = 11 - 30 \ X$   $E = 71 - 85 \ X$   $B = 1 - 10 \ X$   $D = 31 - 70 \ X$   $F = 86 - 100 \ X$ 

For Updated List Y N DATE REVIEWED: APPROVED BY:	CHECKED BY:	
--------------------------------------------------	-------------	--

ORIGINAL

1/2 M/6



# **BALTIMORE COUNTY**

TRANSMITTAL

10	TENIE	
FROM	ROB	DATE 125 95
SUBJECT.		

YER- 94

46 SPEEDWG TICKETS

\*\*\* TO WARNINGS

1 MOVING VIOL.

4 NON-MOVING

7 SEAT BELT

l E.R.D.

1 & SUSPENDED

YORK RD. TO POT SPENG

				<del></del>		
	COMMENTS	TAKE APPROPRIATE ACTION				
	INFORMATION	INVESTIGA	TE AND REPO	RT		
FOR YOUR	APP ROVAL	SUBMITTED PER YOUR REQUEST				
	SIGNATURE		DATE			
	TRANSMITTAL	SEE	A.M.	Р.м.		
NOTE	FILE	ME	AS SOON	AS SOON AS POSSIBLE		
AND	RETURN TO ME	7	AT YOUR	CONVENIENCE		
PREPARE	MY SIGNATURE	NEED	DATE			
REPLY FOR	YOUR SIGNATURE	87	A.M.	P.M.		

FORM #82 REV. 10/16/75

81/30/1995 16:19

### Agency Title as shown on Reports complaint CRASHES

Report Definition Summary

20 REPORTS

Title

: complaint

: Environment

Display Order

: 15

Database in Use Data Group in Use : MAIN : CRASHES

Orientation Report Subset

: 12

Last Edit Date Last Run Date

: 01/27/1995 10:18 : 01/30/1995 16:19

Report Type

: Proxy

----- LEVEL 1 Subset Definition

: complaint

Display Order Database in Use : 12 : MAIN

Bata Group in Use

: CRASHES

Parent Subset

Last Edit Date

Last Run Date

: 2

Pre-Subset Dates

: ALL DATES

: 01/30/1995 16:15

: 01/30/1995 16:15

[Searched]

"Environment" Records :

"Driver" Records 16765 "Non-Driver" Records 4792 (Matched) 19 39

10

8819

[Searched]

[Not Matched] \*\*\*\*\*\*\*

> 0 0

Variable	Variable	Variable 	Beginning		Ending
Group	<u>ID</u>	Name	Value		Value
Environment	8	Primary Street	< Equal To >		TIMONIUM RD
Environment	ь	Mile Point	000_73		001.93
			"IF" Statement a AND b	13	PUTSPRINGS

------ LEVEL 2 Subset Definition ------

Title

: acc94 Display Order : 2

Database in Use

: MAIN Data Group in Use : CRASHES

Parent Subset

: ROOT DATABASE

Pre-Subset Dates Last Edit Date

: 01/01/1994 - 12/31/1994

: 02/02/1994 10:18

: 01/23/1995 18:09

"Environment" Records :

8819 "Driver" Records 16765 "Non-Driver" Records 4792 [Matched] [Not Matched] 8819 16765

4792

0 0

\*\*\*\*\*

Variable Group

Last Run Date

Variable

Variable

Beginning **Value** 

Ending Value

"IF" Statement

------ Report Definition Complete-----

ACCIDENTS 1994 TIM RD EAST -YORK TO POT STRINGS PERSONS DAY INJURED MON - 3 24 TUES - 2 WED - H PERSONS NON-INJURED THWRS - 1 <del>25</del> <del>49</del> FR1 - 9 SATO 5UN-1 20

• '

Contributing Circumstance-4

### Agency Title as shown on Reports TRASER CRASHES Proxy Report

94-005-0393..... Crash Number 01/05/1994..... hate .....(Wednesday). Day of Week 11:28..... Time 07..... Precinct 1..... - 1....... County Code 3250 (BLAKE, W. P.)..... Officer Badge Number Block Number 0..... Straight & Level..... Poed Character TIMONIUM RD..... Primary Street # Unknown Injured EL..... In Lane 0...... # Non-Injured No Defects.... Road Condition # Possible Injured YORK RD..... Reference Location # Non-Incapacitating Inj. 2...... 001.93.... Mile Point 0...... # Incapacitating Injured ....(East)... Direction from Reference 0...... # Killed 100.0.... Distance from Reference # Pedestrians & Pedacyclists Distance Scale Feet..... # Non-Drivers for Crash 0..... Dry.... Surface Condition \_\_\_\_\_ Yes..... 1..... e Vehicle Number Other M/V in Transport.. Male..... Female..... Event-1 Sex Driver..... Driver..... Event-2 N/A.... Type Of Unit N/A.... Non-Incapacit Inj...... Non-Incapacit Inj...... bject Struck Injury Severity (Driver) Moving Constant Speed... Making Left Turn..... on Type Straight Movement Angle. Movement Daylight Cloudy..... Apparently Normal..... Apparently Normal...... Condition None Detected...... None Detected..... Substance Use Detected ...... Severity (Crash) Non-Incapacit Inj...... Results Ped Age Ped Type Ped Location N/A..... N/A..... Ped Obedience N/A..... N/A..... Ped Visibility 30..... Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped.... Not Ejected/Trapped..... Ejection Direction Going 94-005-0393•**E**eY...... 94-005-0393ù•e?.... Age (Driver) No...... No...... Haz Mat Spill Automobile...... Automobile..... Body Type N/A.... Fail: Yield Right of Way Contributing Circumstance-1 Contributing Circumstance-2 N/A..... N/A.... Contributing Circumstance-3

....continued on next page.....

Crash Number	94-021-0527			
Date	01/21/1994			
Day of Week	(Friday)			
Time	11:50			
Precinct	07			
County Code	1 1			
Officer Badge Number	3334 (WARFIELD,D. C.)			
Block Number	0			
Road Character	Straight & Grade			
Primary Street	TIMONIUM RD			_
In tane	E		own Injured	0
Road Condition	Foreign Material	# Non-1	Injured	1
Reference Location	POT SPRING RO	# Possi	ible Injured	6
Hile Point	000.73	# Non-1	Incapacitating Inj.	0
Direction from Reference	(East)	# Incar	pacitating Injured	0
Distance from Reference	30.0	# Kille	edi	0
Distance Scale	Feet	# Pedes	strians & Pedacyclists	0
Surface Condition	Ice	# Non-I	Drivers for Crash	5
Vehicle Number	1	2	e	No
		Male		Other M/V in Transport
Sex Type Of Unit		Driver		N/A
Injury Severity (Driver)		Possible Injury		N/A
Hovement		Stopped in Traffic Lane.		Same Dir: Read End
Condition	Apparently Normal	~ · ·		Daylight Cloudy
Substance Use Detected	None Detected			,,
Results		***************************************	Severity (Crash)	Possible Injury
Ped Age	••••			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Ped Type	N/A			
Ped Location	N/A	=		
Ped Obedience	N/A			
Ped Visibility	N/A	•		
Speed Limit	30			
-	Shoulder/Lap Beit(s)			
Safety Equip Used	Not Ejected/Trapped			
Ejection	- ''	East		
Direction Going	94-021-0527			
Age (Driver)	- · · -	No		
Haz Mat Spill		Automobile		
Body Type				
Contributing Circumstance-1	_	Rain, Snow		
Contributing Circumstance-2	Icy or Snow-covered			
Contributing Circumstance-3		N/A		
Contributing Circumstance-4	N/A	N/A		
Vehicle Number (Non-Driver)		2		
Non-Driver Number	1	2	3	4
Seat Position	Center Rear Seat	Right Rear Seat	Left Rear/MC Pass	Cargo Area
Non-Driver Sex		Female		
Injury Severity (Non-Driver)	Possible Injury	Possible Injury	Possible Injury	Possible Injury
Non-Driver Safety Equipment		Lap Belt Only		
Non-driver Ejection	· · · · · · · · · · · · · · · · · · ·	Not Ejected/Trapped		

01/30/1995	16:	19		
continu	.ed	from	previous	page

Page: 3

Possible Injury.....

rash Number	94-021-0527		
ate	01/21/1994		
ay of lieek	(Friday)		
ime	11:50		
recinct	07		
County Code	1 1		
fficer Badge Number	3334 (WARFIELD,D. C.)		
lock Mumber	0		
load Character	Straight & Grade		
rimary Street	TIMONIUM RD		
n Lane	E	# Unknown Injured	0
load Condition	Foreign Katerial	# Non-Injured	1
eference Location	POT SPRING RD	# Possible Injured	6
lile Point	000.73	# Non-Incapacitating Inj.	0
irection from Reference	(East)	# Incapacitating Injured	0
istance from Reference	30.0	# Killed	0
istance Scale	Feet	# Pedestrians & Pedacyclists	0
Aurface Condition	Ice	# Non-Drivers for Crash	5
		Junction Relationship	Intersection
		C/N Zone	No
		Harmful Event-1	Other M/V in Transport
		Harmful Event-2	N/A
		Fixed Object Struck	N/A
		Collision Type	Same Dir: Read End
		Light	Daylight Cloudy

Injury Severity (Crash)

Vehicle Number (Non-Driver)
Non-Driver Number
Seat Position
Non-Driver Sex
Injury Severity (Non-Driver)
Non-Driver Safety Equipment
Non-driver Ejection

\_\_\_\_\_\_ 94-021-0593..... Crash Number 01/21/1994..... Date ....(Friday).... Day of Week 12:48..... Time 07..... Precinct 1..... + 1........ County Code 3334 (WARFIELD, D. C.)... Officer Badge Number 0..... Block Number Straight & Grade..... Road Character TIMONIUM RD..... Primary Street # Unknown Injured 0........ E...... In Lane 1........ # Non-Injured Foreign Material..... Road Condition **6.....** # Possible Injured Reference Location POT SPRING RD..... 0...... # Non-Incapacitating Inj. 000.73..... Mile Point # Incapacitating Injured 0..... ....(East)... Direction from Reference 0...... # Killed 10.0..... Distance from Reference # Pedestrians & Pedacyclists 0...... Feet..... Distance Scale 0...... # Non-Drivers for Crash Ice..... Surface Condition No...... C/M Zone Vehicle Number Fixed Object..... Female.... Rarmful Event-1 Sex Driver..... Harmful Event-2 N/A.... Type Of Unit Fixed Object Struck Light Supprt Pole..... Injury Severity (Driver) Not Injured/Unknown.... Single Vehicle..... Collision Type **Movement** Skidding..... Daylight Cloudy..... Light Condition Apparently Normal..... Substance lise Detected None Detected..... Not Injured/Unknown.... Injury Severity (Crash) Results \_\_\_\_ Ped Age N/A----Ped Type Ped Location N/A...... N/A...... Ped Obedience Ped Visibility N/A.... Speed Limit 30..... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped..... **Ejection** East..... Direction Going 94-021-0593x2@\$..... Age (Driver) No..... Haz Mat Spill Fire Vehicle/Emergency... **Body Type** Rain, Snow..... Contributing Circumstance-1 Icy or Snow-covered..... Contributing Circumstance-2 N/A.... Contributing Circumstance-3 N/A...... Contributing Circumstance-4

Crash Number	94-098-0300		
Date	04/08/1994		
Day of Week	(Friday)		
Time	08:00		
Precinct	07		
County Code	1 1		
Officer Badge Number	3341 (KESTERSON, R. W.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD	#	_
In Lane	E1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	GREENMEADOW DR-COO883	# Possible Injured	1
Hile Point	001.54	# Non-Incapacitating Inj.	0
Direction from Reference	(Unknown	o # Incapacitating Injured	0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Won-Drivers for Crash	1
Vehicle Number		2 e	No
Sex	Female	Female Event-1	Other M/V in Transport.
Type Of Unit	Driver	Driver Event-2	Fixed Object
Injury Severity (Driver)	Not Injured/Unknown	Possible Injury bject Struck	Curb
Novement		Moving Constant Speed on Type	Straight Movement Angle
Condition		Apparently Normal	Daylight Cloudy
Substance Use Detected	11	None Detected	
Results		Severity (Crash)	Possible Injury
Ped Age		***************************************	
Ped Type		N/A	
Ped Location	***************************************	N/A	
Ped Obedience		N/A	
Ped Visibility		N/A	
· · · · · · · · · · · · · · · · · · ·		30	
Speed Limit		Shoulder/Lap Belt(s)	
Safety Equip Used		Not Ejected/Trapped	
Ejection		East	
Direction Going	94-098-0300:+=\$		
Age (Driver)		No	
Haz Mat Spili		Automobile	
Body Type		Vision Obstruction	
Contributing Circumstance-1		: N/A	
Contributing Circumstance-2		N/A	
Contributing Circumstance-3	• • • • • • • • • • • • • • • • • • • •		
Contributing Circumstance-4	R/A	N/A	

Vehicle Number (Non-Driver) 1...... Non-Driver Number Seat Position Non-Driver Sex Injury Severity (Non-Driver) Not Injury/Unknown..... Non-Driver Safety Equipment Lap Belt Only..... Mon-driver Ejection

1..... Left Rear/MC Pass..... Male..... Not Ejected/Trapped.....

	******	***************************************	
Crash Number	94-116-0961		•
Date	04/26/1994		
Day of Week	(Tuesday)		
Time	16:30		
Precinct	07		
County Code	1 1		
Officer Badge Number	3040 (GREENWALT,R. J.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD	mand	0
In Lane	£1	# Unknown Injured	1
Road Condition	No Defects	# Non-Injured	0
Reference Location	MIDRIDGE RD-COC880	# Possible Injured	1
Nile Point	001.38	# Non-Incapacitating Inj.	0
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	30.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	
Vehicle Number	1	2 e	No
Sex	Female	Male Event-1	Other M/V in Transport
Type Of Unit	Driver	Driver Event-2	Fixed Object
Injury Severity (Driver)	Non-Incapacit Inj	Not Injured/Unknown bject Struck	Curb
Novement	Slowing or Stopping	Moving Constant Speed on Type	Same Dir: R-End Right Tu
Condition	Apparently Wormal	Had Been Drinking	Daylight Cloudy
Substance Use Detected	None Detected	Alcohol Contributed	
Results		Severity (Crash)	Non-Incapacit Inj
Ped Age		******	
Ped Type	N/A	N/A	
Ped Location	N/A	N/A	
Ped Obedience		R/A	
Ped Visibility	N/A	N/A	
Speed Limit	30	30	
Safety Equip Used	Shoulder/Lap Belt(s)	Shoulder/Lap Belt(s)	
Ejection	Not Ejected/Trapped	Not Ejected/Trapped	
Direction Going	East	East	
Age (Driver)	94-116-09614 99	94-116-0961@@9	
Haz Mat Spill	No	. Но	
Body Type	Automobile	Automobile	
Contributing Circumstance-1	N/A	Fail: Give Full Time-Att	
Contributing Circumstance-2		. Under Influence of Alcoh	
Contributing Circumstance-3		. N/A	
Contributing Circumstance-4	N/A	. N/A	

94-129-1296..... Crash Number 05/09/1994.... Date .....(Monday).... Day of Week 21:30..... Time 07\_\_\_\_\_ Precinct 1..... - 1........ County Code 2083 (SPARHAMK, B. D.)... Officer Badge Number 0..... Block Number Straight & Level..... Road Character TIMONIUM RD..... Primary Street 0-----# Unknown Injured E3..... In Lane 1...... # Non-Injured No Defects.... Road Condition 0..... # Possible Injured YORK RD..... Reference Location 0..... # Non-Incapacitating Inj. 001.93..... Mile Point 1...... ....(West)... # Incapacitating Injured Direction from Reference 0..... 279.8..... # Killed Distance from Reference 0..... # Pedestrians & Pedacyclists Feet..... Distance Scale 0\_\_\_\_\_ # Non-Drivers for Crash Dry..... Surface Condition 1..... e Vehicle Number Pedestrian.... Female..... Male..... Event-1 Sex Driver..... Ped..... Event-2 N/A...... Type Of Unit Not Injured/Unknown.... Incapacitating Inj..... bject Struck N/A...... Injury Severity (Driver) Single Vehicle..... Moving Constant Speed...... on Type Movement Dark: Street Lights On.. Apparently Wormal..... Condition None Detected..... Substance Use Detected Incapacitating Inj..... Severity (Crash) Results ..... 46...... Ped Age N/A.... Pedestrian.... Ped Type N/A..... Outside Right of Way.... Ped Location N/A..... No Ped Signal..... Ped Obedience N/A..... Dark Clothing..... Ped Visibility 30...... 30..... Speed Limit Shoulder/Lap Belt(s).... N/A..... Safety Equip Used Not Ejected/Trapped.... N/A.... Ejection East..... N/A..... Direction Going 94-129-12960...... 94-129-1296 Age (Driver) No...... No...... Haz Mat Spill Automobile..... N/A.... **Body Type** N/A..... Illegally in Roadway.... Contributing Circumstance-1 N/A..... Clothing Not Visible.... Contributing Circumstance-2 N/A..... N/A.... Contributing Circumstance-3 N/A...... N/A..... Contributing Circumstance-4

94-157-0595..... Crash Number 06/06/1994.... Date .....(Honday).... Day of Week 12:37..... Time 07..... Precinct 1..... - 1........ County Code 2958 (FLOYD, C. N.)..... Officer Badge Number 0...... Block Number Straight & Level..... Road Character TIMONIUM RD...... Primary Street 0..... # Unknown Injured B..... In Lane # Non-Injured 1...... No Defects..... Road Condition 0...... # Possible Injured YORK RD..... Reference Location # Non-Incapacitating Inj. 1...... 001.93..... **Hite Point** 0...... # Incapacitating Injured ....(\west)... Direction from Reference 0..... # Killed 105.0..... Distance from Reference # Pedestrians & Pedacyclists 0...... Feet..... Distance Scale # Non-Drivers for Crash Dry..... Surface Condition No..... 1.....e Vehicle Number Other M/V in Transport.. Male..... Male.... Event-1 Driver..... Driver..... Event-2 Fixed Object..... Type Of Unit Not Injured/Unknown.... Non-Incapacit Inj..... bject Struck Curb..... Injury Severity (Driver) Head On: Left Turn..... Making Left Turn...... Moving Constant Speed... on Type Novement Daylight Cloudy..... Apparently Normal..... Apparently Normal...... Condition None Detected...... None Detected..... Substance Use Detected Non-Incapacit Inj...... Severity (Crash) Results Ped Age N/A...... Ped Type N/A..... N/A.... Ped Location Ped Obedience Ped Visibility 30..... Speed Limit Shoulder/Lap Belt(s).... None..... Safety Equip Used Not Ejected/Trapped.... Not Ejected/Trapped..... Ejection West..... East..... Direction Going 94-157-05950...... 94-157-0595\..... Age (Driver) No..... No..... No..... Haz Mat Spill Automobile..... Automobile..... Body Type Fail: Yield Right of Way N/A.... Contributing Circumstance-1 Fail: Give Full Time/Att N/A..... Contributing Circumstance-2 Contributing Circumstance-3 N/A..... N/A.... Contributing Circumstance-4

Crash Number	94-189-1115		
Date	07/08/1994		
Day of Week	(friday)		
Time	19:33		
Precinct	07		
County Code	1 • 1		
Officer Badge Number	2910 (MAJKA, J. T.)		
Błock Number	0		
Road Character	Straight & Level		
Primery Street	TIMONIUM RD		
In Lane	E1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	3
Reference Location	MIDRIDGE RD-COOSSO	# Possible Injured	2
Mile Point	001.38	# Non-Incapacitating Inj.	0
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	0.8	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	<b>Вгу</b>	# Non-Drivers for Crash	3
			***************************************
Vehicle Number		2 e	No
Sex	Female	Male Event-1	Other N/V in Transport
Type Of Unit		Driver Event-2	N/A
Injury Severity (Driver)	Possible Injury	Possible Injury bject Struck	N/A
Movement	Making Right Turn	Moving Constant Speed on Type	Same Direction: Left Tur
Condition	Apparently Normal	Apparently Normal	Daylight Cloudy
Substance Use Detected	None Detected	None Detected	
Results		Severity (Crash)	Possible Injury
Ped Age	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	*****************	
Ped Type	N/A	N/A	
Ped Location	N/A	N/A	
Ped Obedience	N/A	N/A	
Ped Visibility	N/A	X/A	
Speed Limit	30	30	
Safety Equip Used	Shoulder/Lap Belt(s)	Shoulder/Lap Belt(s)	
Ejection		Not Ejected/Trapped	
Direction Going	East	East	
Age (Driver)	94-189-1115 <b>L-e\$</b>		
Haz Mat Spill	No	No	
Body Type	Van	Automobī le	
Contributing Circumstance-1		Fail: Give Full Time-Att	
Contributing Circumstance-2		Followed Too Closely	
Contributing Circumstance-3	=	N/A	
Contributing Circumstance-4		N/A	
Vehicle Number (Non-Driver)		1	
Non-Driver Number (Non-Driver)		2	
Seat Position		Right Front Seat Left Rear/MC Pass	
Non-Driver Sex		Male	
		Not Injury/Unknown Not Injury/Unknown	
Injury Severity (Non-Driver)		Shoulder/Lap Belt(s) Child/Youth Restraint	
Kon-Driver Safety Equipment		Not Ejected/Trapped Not Ejected/Trapped	
Mon-driver Ejection	HOL Elected Habber	wer ricerem is obleasing not ricerem is obleasing	ı

Contributing Circumstance-4

94-216-1484..... Crash Number 08/03/1994..... Date .....(Wednesday). Day of Week 17:45..... Time 07..... Precinct 1..... - 1....... County Code 3510 (DIX,R. F.)..... Officer Badge Number 0..... Stock Number Straight & Level...... Road Character TINONIUM RD..... Primary Street ¥1.... # Unknown Injured In Lane 1...... No Defects..... # Non-Injured Road Condition 1....... # Possible Injured YORK RD..... Reference Location # Non-Incapacitating Inj. 001.93.... Mile Point 0..... # Incapacitating Injured .....(Unknown o Direction from Reference 0..... 0.0.... # Killed Distance from Reference 0........ # Pedestrians & Pedacyclists Feet..... Distance Scale 0..... # Non-Drivers for Crash Dry..... Surface Condition No..... 1.....e Vehicle Number Bicycle..... Female..... Male..... Event-1 N/A..... Driver..... Ped..... Event-2 Type Of Unit N/A...... Not Injured/Unknown.... Possible Injury..... bject Struck Injury Severity (Driver) Single Vehicle..... Slowing or Stopping.... on Type Hovement Daylight Cloudy..... tinknown...... Apparently Normal..... Condition Unknown...... None Detected..... Substance Use Detected Possible Injury..... ..... Severity (Crash) Results 12..... Ped Age N/A..... Bicyclist..... Ped Type N/A..... On Roadway at Crosswalk. Ped Location N/A..... Obeyed Ped Signal..... Ped Obedience N/A.... Light Clothing..... Ped Visibility 40..... Speed Limit Unknown...... None..... Safety Equip Used Not Ejected/Trapped..... N/A..... Ejection West..... W/A..... Direction Going 94-216-1484 ..... 94-216-1484]..... Age (Driver) No..... No..... Haz Mat Spill **Body Type** Fail: Give Full Time-Att N/A..... Contributing Circumstance-1 N/A..... N/A..... Contributing Circumstance-2 N/A..... N/A..... Contributing Circumstance-3 N/A..... N/A.....

rash Busber	94-245-0892		
ate	09/02/1994		
ay of Week	(Friday)		
ime	16:40		
recinct	07		
county Code	1 1		
officer Badge Number	3595 (CORNETT, W. A.)		
Riock Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	SR	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	1
Reference Location	YORK RD	# Possible Injured	1
tile Point	001.93	# Non-Incapacitating Inj.	1
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	10.0	# Killed	0
Distance Scale	Feet		0
Surface Condition	Dry	# Non-Drivers for Crash	1
Vehicle Number	1	2 e	No
Sex		Female Event-1	Other M/V in Transport
Type Of Unit	Driver	Drīver Event-2	N/A
Injury Severity (Driver)	Non-Incapacit Inj	Not Injured/Unknown bject Struck	N/A
<b>Kovement</b>	Slowing or Stopping	Slowing or Stopping on Type	Same Dir: Read End
Conditi <b>on</b>	Apparently Normal	Apparently Normal	Daylight Cloudy
Substance Use Detected		None Detected	
Results		Severity (Crash)	Non-Incapacit Inj
Ped Age		*************	
Ped Type	N/A	N/A	
Ped Location	N/A	N/A	
Ped Obedience	N/A	N/A	
Ped Visibility		M/A	
Speed Limit		30	
Safety Equip Used		Shoulder/Lap Belt(s)	
Ejection		Not Ejected/Trapped	
Direction Going		South	
Age (Driver)		94-245-0892	
Haz Mat Spill		No	
Body Type	Van	Automobile	
Contributing Circumstance-1		Fail: Give Full Time-Att	
Contributing Circumstance-2		N/A	
Contributing Circumstance-3		N/A	
Contributing Circumstance-4		. N/A	

Vehicle Number (Non-Driver) 1..... Non-Driver Number Seat Position Non-Driver Sex Injury Severity (Non-Driver) Possible Injury...... Non-Driver Safety Equipment Non-driver Ejection

1...... Right Front Seat..... Male.... Shoulder/Lap Belt(s).... Not Ejected/Trapped.....

	KAN!	ck Ckashes Floxy Report	
Crash Kumber	94-273-1015		
Date	09/30/1994		
Day of Week	(Friday)		
Time	17:55		
Precinct	7		
County Code	1 1		
Officer Badge Number	3460 (CLAYPOOLE,M. E.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	¥1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	EASTRIDGE RD-COORTZ	# Possible Injured	0
Hile Point	001.19	# Non-Incapacitating Inj.	0
Direction from Reference	(West)	# Incapacitating Injured	0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry		0
	4	2e	No
Vehicle Number		Male Event-1	Other M/V in Transport
Sex		Driver Event-2	N/A
Type Of Unit	Not Injured/linknown	Not Injured/Unknown bject Struck	N/A
Injury Severity (Driver)	Moving Constant Speed	Moving Constant Speed on Type	Straight Movement Angle.
Movement	Apparently Normal	Apparently Normal	Dawn or Duskudy
Condition	None Detected	None Detected	
Substance Use Detected	NOTE DELECTED	Severity (Crash)	Not Injured/Unknown
Results			•
Ped Age		N/A	
Ped Type		. N/A	
Ped Location		. N/A	
Ped Obedience	11/4	. N/A	
Ped Visibility		30	
Speed Limit		. None	
Safety Equip Used	Shoulder/Lap Bett(s)	Not Ejected/Trapped	
Ejection		West	
Direction Going	94-273-1015*		
Age (Driver)		. No	
Kaz Mat Spill		. Van	
Body Type		. Vision Obstruction	
Contributing Circumstance-1		. Fail: Give Full Time/Att	
Contributing Circumstance-2		. N/A	
Contributing Circumstance-3	N/A	. N/A	
Contributing Circumstance-4	N/A	. N/N	

		,	
Crash Number	94-280-0031		
Date	10/07/1994		
Day of Week	(Friday)		
Time	00:25		
Precinct	07		
County Code	1 1		
Officer Badge Number	2748 (FULLER, R. E.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	£1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	GREENMEADOW DR-COORS3	# Possible Injured	0
Hile Point	001.54	# Won-Incapacitating Inj.	1
Direction from Reference	(West)	# Incapacitating Injured	0
Distance from Reference	3.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	0
Vehicle Number	1	2 3	
Sex	Female	N/A N/A	Parked Motor Vehicle
Type Of Unit	Driver	Driver Driver	Parked Motor Vehicle
Injury Severity (Driver)	Won-Incapacit Ini	Not Injured/Unknown Not Injured/Unknown	N/A
Hovement	Moving Constant Speed	Parked Parked	Same Dir: Read End
Condition	Had Reen Drinking	N/A	Daylight Cloudy
Substance Use Detected	Alcohol Present	N/A N/A	
Results	Negotion 1	***************************************	Non-Incapacit Inj
Ped Age		***************************************	
Ped Type	N/A	N/A N/A	
Ped Location	N/A	N/A N/A	
Ped Obedience	¥/A	N/A N/A	
Ped Visibility	N/A	N/A N/A	
Speed Limit	30	30 30	
Safety Equip Used	None	N/A N/A	
Ejection	Not Elected/Trapped	N/A N/A	
Direction Going	East	N/A N/A	
Age (Driver)	94-280-0031ç		
Haz Nat Spill	No	No No	
Body Type	Automobile	Automobile Automobile	
Contributing Circumstance-1	Under Influence: Alcohol	N/A N/A	
Contributing Circumstance-2	Fail: Give Full Time/Att	N/A N/A	
Contributing Circumstance-3	N/A	N/A N/A	
Contributing Circumstance-4	N/A	. H/A N/A	
Continue and Chicagonica A		-	

Contributing Circumstance-4

94-285-0585..... Crash Number 10/12/1994..... Nate .....(Wednesday). Day of Week 13:17..... Time 7...... Precinct 1..... - 1......... County Code 3626 (BANTHEM.J. L.).... Officer Radge Number 0....... Block Number Straight & Level...... Road Character TINOMIUM RD..... Primary Street # Unknown Injured 0...... In Lane E1..... # Non-Injured 2...... No Defects..... Road Condition # Possible Injured 0..... Reference Location YORK RD..... 001.93.... # Non-Incapacitating Ini. 0..... Wile Point Direction from Reference ....(West)... # Incapacitating Injured 0..... Distance from Reference 0.5...... # Killed 0...... Feet..... # Pedestrians & Pedacyclists 0....... Distance Scale Dry.... # Non-Drivers for Crash 0..... Surface Condition ...... Vehicle Number 1..... e Female..... Event-1 Other M/V in Transport.. Sex Driver..... Driver..... Event-2 Type Of Unit N/A.... Not Injured/Unknown.... Not Injured/Unknown.... bject Struck N/A.... Injury Severity (Driver) Head On: Left Turn..... Making Left Turn...... Moving Constant Speed... on Type Movement Daylight Cloudy..... Apparently Normal..... Apparently Normal...... Condition None Detected...... None Detected..... Substance Use Detected ...... Severity (Crash) Not Injured/Unknown..... Recui to Ped Age Ped Type N/A........ N/A...... Ped Location N/A........ N/A..... N/A..... N/A..... N/A..... Ped Obedience N/A........ N/A...... Ped Visibility Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped.... Not Ejected/Trapped.... Fiection Direction Going South..... East..... 94-285-0585h-LeE...... 94-285-0585s..... Age (Driver) No...... No...... Haz Mat Spill Van..... Automobile..... Body Type Contributing Circumstance-1 Improper Turn...... N/A..... Contributing Circumstance-2 M/A....... N/A..... N/A...... N/A..... Contributing Circumstance-3

N/A...... N/A.....

************************			
Crash Number	94-286-0988		
Date	10/13/1994		
Day of Week	(Thursday)		
Time	17:15		
Precinct	7		
County Code	1 1		
Officer Badge Number	3191 (HURPHY)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	E1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	GREENHEADOW DR-COG883	# Possible Injured	0
Mile Point	001.54	# Non-Incapacitating Inj.	0
Direction from Reference	(East)	# Incapacitating Injured	0
Distance from Reference	0.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry		0
Vehicle Number	1	2 e	No
Sex	Female	Male Event-1	Other M/V in Transport
Type Of Unit	Driver	Driver Event-2	N/A
Injury Severity (Driver)		Not Injured/Unknown bject Struck	N/A
Rovement		Moving Constant Speed on Type	Straight Hovement Angle.
Condition		Apparently Normal	Daylight Cloudy
Substance Use Detected	• •	None Detected	
Results	**	Severity (Crash)	Not Injured/Unknown
Ped Age			
Ped Type		N/A	
Ped Location		N/A	
Ped Obedience		N/A	
Ped Visibility		N/A	
Speed Limit		40	
Safety Equip Used		Shoulder/Lap Belt(s)	
Ejection		Not Ejected/Trapped	
Direction Going		East	
Age (Driver)	94-286-0988.≤⊕		
	• •	No	
Haz Mat Spill		Automobile	
Body Type		/ N/A	
Contributing Circumstance-1		N/A	
Contributing Circumstance-2 Contributing Circumstance-3	-		
	M/A	W/A	
Contributing Circumstance-4	-	N/A N/A	

Contributing Circumstance-4

\_\_\_\_\_\_ 94-296-0594..... Crash Number 10/23/1994..... Date .....(Sunday).... Day of Week 12:15..... Time 7..... Precinct 1..... - 1....... County Code 3426 (BATTON.D. L.).... Officer Badge Number 0.... Block Number Curve & Level..... Road Character TIMONIUM RD..... Primary Street 0..... # Unknown Injured W1..... In Lane 0...... # Non-Injured No Defects..... Road Condition 1...... # Possible Injured GREENNEADOM DR-COO883... Reference Location 0..... # Non-Incapacitating Inj. 001.54..... Hile Point 1\_\_\_\_\_ # Incapacitating Injured ....(West)... Direction from Reference 0..... # Killed 150.0..... Distance from Reference # Pedestrians & Pedacyclists 0..... Feet..... Distance Scale # Non-Drivers for Crash 0..... Wet..... Surface Condition ----\_\_\_\_\_ No..... 1\_\_\_\_\_e Vehicle Number Other M/V in Transport.. Female..... Event-1 Driver..... Driver..... Event-2 N/A...... Type Of Unit Possible Injury...... Incapacitating Inj..... bject Struck N/A...... Injury Severity (Driver) Same Dir: Read End..... Skidding..... Moving Constant Speed... on Type Movement Daylight..... Apparently Normal..... Apparently Normal...... Condition None Detected...... None Detected..... Substance Use Detected Incapacitating Inj..... ..... Severity (Crash) Results Ped Age Ped Type W/A...... Ped Location Ped Obedience N/A..... N/A.... Ped Visibility 30..... Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped.... Not Ejected/Trapped..... Ejection East...... West..... Direction Going 94-296-0594 Hei ...... 94-296-0594k ek..... Age (Driver) No...... Haz Mat Spill Automobile...... Automobile..... **Body Type** Fail: Keep Right of Cent N/A..... Contributing Circumstance-1 Wet..... W/A.... Contributing Circumstance-2 Rain, Snow..... W/A.... Contributing Circumstance-3 N/A..... N/A.....

********			
Crash Number	94-297-1030		
Date	10/24/1994		
Day of Week	(Monday)		
Time	17:39		
Precinct	7		
County Code	1 1		
Officer Badge Number	3341 (KESTERSON, R. W.)		
Block Number	B		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	¥1	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	1
Reference Location	POT SPRING RD	# Possible Injured	0
Hile Point	000.73	# Non-Incapacitating Inj.	2
Direction from Reference	(West)	# Incapacitating Injured	0
Distance from Reference	8.0	# Killed	0
Distance Scale	Feet		0
Surface Condition	Dry		0
**************************************	•	2 3	•
Vehicle Number		Male Male	
Sex		Driver Driver	
Type Of Unit		Not Injured/Unknown Non-Incapacit Inj	
Injury Severity (Driver)		Starting from Traffic La Passing	
Movement Condition		Apparently Normal Apparently Normal	
Substance Use Detected		None Detected None Detected	
Results		4	Non-Incapacit Ini
Ped Age		***************************************	
Ped Type		N/A	
Ped Location		N/A	
Ped Obedience	-	N/A N/A	
Ped Visibility		N/A N/A	
Speed Limit		30	
Safety Equip Used		Shoulder/Lap Belt(s) Shoulder/Lap Belt(s)	
Ejection		Not Ejected/Trapped Not Ejected/Trapped	
Direction Going		SouthSouth	
Age (Driver)		94-297-1030* == 94-297-1030 L	
Haz Hat Spill		No No	
Body Type		Automobile Automobile	
Contributing Circumstance-1		N/A	
Contributing Circumstance-2		N/A N/A	
Contributing Circumstance-3		N/A N/A	
Contributing Circumstance-4		N/A	
		•	

Crash Number	94-308-1080		
Date	10/04/1994		
Day of Week	(Tuesday)		
Time	14:37		
Precinct	7		
County Code	1 1		
Officer Badge Number	3466 (FARKAS,K. M.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	¥1	# Unknown Injured	0
Road Condition	No Defects	# Won-Injured	2
Reference Location	GREENMEADOW DR-COO883	# Possible Injured	0
Kile Point	001.54	# Won-Incapacitating Inj.	0
Direction from Reference	(West)	# Incapacitating Injured	B
Distance from Reference	8.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Won-Drivers for Crash	0
261 (000 0010111101			
Vehicle Number	1	2 e	No
Sex	Female	Female Event-1	Other M/V in Transport
Type Of Unit		Driver Event-2	N/A
Injury Severity (Driver)		Not Injured/Unknown bject Struck	N/A
Movement	Starting from Traffic La	Moving Constant Speed on Type	Straight Movement Angle.
Condition	Annarentiv Normal	Apparently Normal	Daylight Cloudy
Substance Use Detected	None Detected	None Detected	
Results		Severity (Crash)	Not Injured/Unknown
Ped Age		************	
		N/A	
Ped Type Ped Location		N/A	
		N/A	
Ped Obedience	N/A	N/A	
Ped Visibility	<b>₹</b> 0	30	
Speed Limit		Shoulder/Lap Belt(s)	
Safety Equip Used		Not Ejected/Trapped	
Ejection		West	
Direction Going	94-308-1080F eK	0/-308-1080\	
Age (Driver)		HO	
Haz Mat Spill	RO	Automobile	
Body Type		/ N/A	
Contributing Circumstance-1		: N/A	
Contributing Circumstance-2		. H/A	
Contributing Circumstance-3			
Contributing Circumstance-4	K/A	N/A	

94-308-1586..... Crech Number 11/04/1994..... Date ....(Friday).... Day of Week 20:16..... Time Precinct 1..... - 1........ County Code 2253 (GREGORY.G. L.).... Officer Badge Number 0...... Block Number Straight & Level..... Road Character TIMONIUM RD..... Primary Street # Unknown Injured W1..... in Lane 0...... # Non-Injured Road Condition No Defects..... 1........ # Possible Injured EASTRIDGE RD-COO872..... Reference Location 1...... # Non-Incapacitating Inj. 001.19..... Wile Point # Incapacitating Injured ....(West)... Direction from Reference 0...... # Killed 0.0..... Distance from Reference # Pedestrians & Pedacyclists 0..... Feet..... Distance Scale 0...... # Non-Drivers for Crash Dry..... Surface Condition 1.....e Vehicle Number Other M/V in Transport.. Female..... Event-1 Sex N/A..... Driver..... Driver..... Event-2 Type Of Unit N/A...... Non-Incapacit Inj..... Possible Injury..... bject Struck Injury Severity (Driver) Head On: Left Turn..... Making Left Turn..... Moving Constant Speed... on Type **Kovement** Dark: Street Lights On.. Apparently Normal..... Apparently Normal...... Condition None Detected...... None Detected..... Substance Use Detected Non-Incapacit Inj...... Severity (Crash) Results \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* Ped Age Ped Type N/A..... Ped Location Ped Obedience N/A..... N/A..... Ped Visibility 30...... 30..... Speed Limit Shoulder/Lap Belt(s).... Shoulder/Lap Belt(s).... Safety Equip Used Not Ejected/Trapped..... Not Ejected/Trapped..... Ejection East..... Vest..... Direction Going 94-308-1586· ..... 94-308-1586Wal ..... Age (Driver) No...... No..... Haz Mat Spill Automobile...... Station Wagon..... Body Type Fail: Yield Right of Way N/A..... Contributing Circumstance-1 Fail: Give Full Time/Att N/A..... Contributing Circumstance-2 N/A..... N/A.... Contributing Circumstance-3 N/A..... N/A..... Contributing Circumstance-4

Crash Number	94-341-0755		
Date	12/07/1994		
Day of Week	(Wednesday).		
Time	13:17		
Precinct	07		
County Code	1 • 1		
Officer Badge Number	2914 (LEWIS,D. Y.)		
Block Number	0		
Road Character	Straight & Level		
Primary Street	TIMONIUM RD		
In Lane	E2	# Unknown Injured	0
Road Condition	No Defects	# Non-Injured	2
Reference Location	YORK RD	# Possible Injured	0
Nile Point	001.93	# Non-Incapacitating Inj.	0
Direction from Reference	(West)	# Incapacitating Injured	0
Distance from Reference	100.0	# Killed	0
Distance Scale	Feet	# Pedestrians & Pedacyclists	0
Surface Condition	Dry	# Non-Drivers for Crash	0
			No
Vehicle Number		2 e	
Sex	• • • • • • • • • • • • • • • • • • • •	Female Event-1	Other M/V in Transport
Type Of Unit		Driver Event-2	W/A
Injury Severity (Driver)	-	Not Injured/Unknown bject Struck	W/A
Novement		Hoving Constant Speed on Type	Straight Movement Angle.
Condition	Apparently Normal		Daylight Cloudy
Substance Use Detected	None Detected		that Indianal Cinkson
Results	• • • • • • • • • • • • • • • • • • • •	Severity (Crash)	Not Injured/Unknown
Ped Age			
Ped Type	W/A		
Ped Location	N/A		
Ped Obedience	N/A		
Ped Visibility	H/A		
Speed Limit	30		
Safety Equip Used	Shoulder/Lap Belt(s)	•	
Ejection	Not Ejected/Trapped		
Direction Going	West		
Age (Driver)	94-341-0755a9@3		
Haz Mat Spill	No		
Body Type	Automobile		
Contributing Circumstance-1	Fail: Yield Right of Way		
Contributing Circumstance-2	•	N/A	
Contributing Circumstance-3	N/A		
Contributing Circumstance-4	N/A	N/A	

### RESOLUTION

Coole Ext #2

GREATER TIMONIUM COMMUNITY COUNCIL

RESOLVED: THAT THE POSITION OF THE GREATER TIMONIUM COMMUNITY COUNCIL AS

ADOPTED BY THE BOARD OF DIRECTORS ON THE ZONING MATTER KNOWN AS:

BALTIMORE COUNTY ZONING CASE 96-340 SPHA #334 PETITION FOR SPECIAL HEARING AND PETITION FOR VARIANCE FOR PROPERTY LOCATED AT 18 E. TIMONIUM RD.

TO CONSTRUCT A COMMERCIAL PARKING AREA IN A RESIDENTIAL ZONE.

IS THAT:

- 1. OPPOSED TO THE PETITION FOR SPECIAL HEARING AND EXCEPTION AND;
- 2. OPPOSED TO PETITION FOR WARIANCES.

AS WITNESS OUR HANDS AND SEAL THIS 12TH DAY OF APRIL, 1996.

ATTEST:

GREATER TIMONIUM COMMUNITY COUNCIL

DESTREME

GTCCRES1

#### OFFIDAUTT

STATE	OF	MARYLAND	*	
BALTI	40RE	COUNTY,		SS

TO WIT:

I HEREBY SWEAR UPON PENALTY OF PERJURY THAT I AM CURRENTLY A DULY ELECTED MEMBER OF THE BOARD OF DIRECTORS OF THE GREATER TIMONIUM COMMUNITY COUNCIL.

ATTEST:

SECRETARY

PRESTDENT

GTCCAFDV

### RESOLUTION

### GREATER TIMONIUM COMMUNITY COUNCIL

RESOLVED: THAT AT A REGULAR MEETING OF THE GREATER TIMONIUM COMMUNITY COUNCIL HELD HELD ON AUGUST 21, 1994, IT WAS DECIDED BY THE COUNCIL THAT THE RESPONSIBILITY FOR REVIEW AND ACTION ON ALL ZONING MATTERS, FROM AUGUST 21, 1994 UNTIL CHANGED, BE PLACED IN THE BOARD OF DIRECTORS CONSISTING OF THE FOLLOWING MEMBERS:

PRESIDENT

ERIC ROCKEL

VICE PRESIDENT

KATHLEEN BEADELL

TREASURER

AUSTIN KENLY

RECORDING SECRETARY JOSEPHINE OWEN

CORRESPONDING SECRETARY

JEANNE WELCH

BOARD MEMBER

TOM KELLY

BOARD MEMBER

LOUIS W. MILLER

BOARD MEMBER

BRUCE MURDOCK

PAST PRESIDENT

MATT WALKER

AS WITNESS OUR HANDS AND SEAL THIS 21ST DAY OF AUGUST, 1994.

ATTEST:	
	Eine Rochel
SECRETARY	PRESIDENT

GTCCRSLN3

MLS# (BC)232516 18 E TIMONIUM ROAD TIMONIUM		R e Zip: 21093 Gr	n t e d Map: BC19A13 . Cap: \$0	-9- Res. Rental L i s t: \$1,100 Ground Rent: \$0				
	t:Ind Residnce :3+ Levels :Family Room :Breakfst Bar :Unfurn Unit	Brick Entry/Closet Gas Range Wood Floors	Vinyl Siding Formal Dr Refrigerator No Wax Kitch	Washer	Formal Lr Modern Kitch Gas Dryer			
Rooms Basement	:LR: 19x12/ :MB: 14x12/3 t:Full,Unimprv :Fuel-Gas	Heat-Fha	<pre>KT: 11x11/ B3: 11x09/3 Central A/C</pre>	B4: 12x11/2 Indvdl Meter	1 Firenlace			
Exterior Included	d:Water		•					
Lease	:Credit Reprt	Sec Deposit			•			
Show Note	:Call Office :Sign Posted	Poss:Negotbl						
Contract	-+	\$1,100 Loan: A99 BP: 0.00	Rate: 0.00 SE: 0.00	Term: 00 Mortg. Amt:	GR: \$0 \$0			
Dir. : YORK ROAD EAST ON TIMONIUM ROAD.								
SV) Seller Incentive: DU: N BB: Y BB1: 3.5 SU: Y SU1: 3.5 LA: P. Dennis Connelly, GRI PH: (410)560-2697 CO: TL: ER B#: 6900 O'Conor, Piper & Flynn PH: (410)252-2111 MLS# (BC)232516								
All information is deemed reliable but not guaranteed by the Broker or MARIT Copyright (C) 1996 By Mid-Atlantic Real Estate Information Technologies								

Parson School

MLS# (BC)214474 18 E TIMONIUM RD TIMONIUM		Settled Zip: 21093 Map: BC19A13 Gr. Cap: \$0		-1- Residential List: \$130,000 Ground Rent: \$0				
	:Split Level :Age: Unknown	Brick Home	Vinyl Siding	Asph Sh Roof				
Rooms		DR: 11x09/1 B2: 12x12/3	KT: 11x11/	FA: 18x10/1 B4: 12x11/2	+			
	:Formal LRoom :Formal Dr	Family Room Eat In Kitch	Modern Kit	Entry/Closet	Powder Room			
Appl.	:Gas Range :Disposal	Refrigerator	Washer	Gas Dryer	Dishwasher			
Ament.			Fan On Range	Humidifier	Blinds			
Heat	:Fuel-Gas :Attic Fans :Du Glz Doors	Heat-Fha Wdw Screens	1 Fireplace	Wood Stove	Ceiling Fans Dl Glz Wndw			
Site	:Screen Porch :Corner Lot	Storage Shed Level Lot	Exter Lightg Landscaped	Driveway	Off-St Park			
Utils.	:PLAT ON BROCH	Public Sewer	Cable Tv	220v Service				
Deed Ann.Fees	:Lib: 6137 s:TX: \$1,618	Fol: 709	Deed Date: 02	/80				
Show Note	:Call Office :Sign Posted	Poss: Immed	Photo Avail	<del> </del>				
Contract	:02/07/96 :04/08/96 :Mtg: :CA: P. Dennis :CB: 6900 0'C	D.O.M.: 179 Loan: C99	Sold Price:	\$118,000	CD. CO			
	:YORK RD EAST ON TIMONIUM . PROPERTY ON LEFT CORNER AT							
Remarks : NEW WINDOWS-METICULOUS CARE & MANY NEW UPDATES!!READY TO :MOVE IN CONDITION!!FR NOW OFFICE- GREAT FOR IN-HOME BUSINESS :FULL 4TH LEVEL FOR FURTHER EXPANSION! CONV & SPACIOUS!!								
SV) Seller Incentive:  DU: N BB: Y BB1: 3.0 SU: Y SU1: 3.0  LA: Marge Wolff, GRI, CRS PH: (410)832-9743 CO: TL: ER  B#: 6905 O'Conor, Piper & Flynn PH: (410)879-1300 MLS# (BC)214474								
All information is deemed reliable but not guaranteed by the Broker or MARIT Copyright (C) 1996 By Mid-Atlantic Real Estate Information Technologies								
Run Date: 11/0//96 ===================================								

Desc. :Split Level 3 Levels Detached 4 Bedrooms 1/1 Baths :38 Yrs Old Brick Home Vinyl Siding Asph Sh Roof Rooms :LR: 19x12/2 DR: 11x09/2 KT: 11x11/2 FA: 18x10/1
:MB: 14x12/3 B2: 12x12/3 B3: 11x09/3 B4: 12x11/1
Floor :Formal LRoom Formal Dr Eat In Kitch
Appl. :Gas Range Microwave Refrigerator Washer Gas Dryer
:Dishwasher Disposal
Ament. :Wood Floors Tile/Slatefl WW Carpet Curtn Rod Shades :Blinds Lwr Lvl :Half,Unimprv Laundry Workshop
Heat :Fuel-Gas Heat-Fha Central A/C 1 Fireplace Firepl/Insrt
:Rplc Wndws Attic Insul Sitê :Patio Screen Porch Storage Shed Exter Lightg Parking Pad
:Corner Lot
Lot :14091 SF\*irregular corner lot
Utils. :Public Water Public Sewer Public Gas Deed :Lib: 6137 Fol: 709 Deed Date: 02/80 Ann.Fees:TX: \$1,618 Finance :Loan=VA Show :Call Office Poss: 30-60 Photo Avail Note :Sign Posted :YORK RD. EAST ON TIMONIUM -HOUSE IS ON THE LEFT Remarks : Large Corner Lot Centrally Located Convenient To Everything! :A 4 BR Find At A Fraction Of The Cost. See About A Zoning :Variance - This House Would Make A Great Law or Doctor's :Office. Plenty Of Room For An Addition To The House! SV) Seller Incentive:
DU: N BB: Y BB1: 3.0 SU: Y SU1: 3.0
LA: Stanley S Earp PH: (410 PH: (410)377-8090 CO: MLS# (BC)205639 TL: ER B#: 6535 Gilbert D Marsiglia & Com PH: (410)321-6111 All information is deemed reliable but not guaranteed by the Broker or MARIT -- Copyright (C) 1996 By Mid-Atlantic Real Estate Information Technologies --