11-25-98

IN THE MATTER OF THE THE APPLICATION OF MARVIN GOLDBERG, ET AL -LEGAL OWNERS; AMOCO OIL COMPANY - CONTRACT LESSEE FOR SPECIAL HEARING, SPECIAL EXCEPTION, AND VARIANCES ON PROPERTY LOCATED ON THE EAST SIDE JARRETTSVILLE PIKE, SOUTH SIDE SWEET AIR ROAD (14243 JARRETTSVILLE PIKE) 10TH ELECTION DISTRICT 6TH COUNCILMANIC DISTRICT	* * * * * *	BEFORE THE COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY CASE NO. 98-106-SPHXA

* * * * * * * * *

OPINION

This case comes before this Board pursuant to an appeal of the Zoning Commissioner's Order of May 29, 1998 granting severally a special exception to permit a roll-over car wash as a use in combination with a gasoline service station pursuant to Sections 405.4.E(2) and 419.1 of the Baltimore County Zoning Regulations (BCZR), a special hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements, pursuant to Sections 405 and 491 of the BCZR, and variance relief from Sections 419.4.B(3) to permit a landscape transition of 2 feet in lieu of the required 6 feet and 409.8.A(4) of the BCZR to permit a setback of 0 feet for parking abutting a public right-of-way (Sweet Air Road) in lieu of the required 10 feet.

Stanley S. Fine, Esquire, appeared on behalf of Petitioners, Marvin Goldberg, et al, and Amoco Oil Company, T. Wray McCurdy, Esquire, appeared on behalf of the Greater Jacksonville Association, Inc., and the Office of People's Counsel was

represented by Carole S. Demilio, Deputy People's Counsel. After reviewing several days of testimony, trial exhibits, and the file from below, the Board makes the following findings of fact.

The Petitioners seek to develop a property on the southeast corner of the Jarrettsville Pike /Sweet Air Road intersection that presently is improved with a 16-foot by 38.5-foot building which is used as a convenience store and to sell gasoline. The Petitioners propose constructing, as a third use, a 24-foot by 32-foot roll-over car wash facility on the site. The property is zoned B.M.-C.R. in that it is located in a rural locale. Insofar as the presence of the car wash admittedly would adversely affect the property's water balance, Petitioners propose importing water for the car wash onto the site. The water periodically would be pumped into an underground 8,000-gallon water tank, and a maximum of 80 percent of the water would be recycled for re-use through a series of separation tanks and filters.

The site is a very delicate area of Baltimore County in terms of environmental issues, because there is no public water or sewer in the region and none is planned. Each property owner in the area is required to provide for water and septic within the confines of their respective lots.

Stephen Adamski, of the Department of Environmental Protection and Resource Management (DEPRM), was assigned by the County to review this case by the County and set about to inquire as to the quality of the water being discharged into the storm water system. He testified as to the concerns he had regarding the efficacy of

the proposed oil/water separators, the absence of any monitor on the system as a whole, and the utter lack of water quality data or performance data on the filters. While he heard Mr. Sheesley's testimony of evaluating one satisfactory sample of water, he testified that he did not receive any such sample himself on the underlying date and indicated that one sample would not be sufficient to evaluate the system. He also expressed concern over the fact that the water recycling system could be shut off and the car wash would continue; that there was no device that would shut off the system if the holding tanks were not emptied out or if the filter were not changed, in which cases untreated water would be discharged directly into the storm management system with no way on the part of DEPRM to monitor compliance with the regulations. He indicated that none of the evidence or testimony he had heard or received to date had changed his position that there would be danger to the health and welfare of the citizens were the system to go into effect.

With respect to the relative difficulties of the subject site compared to other locations, he indicated that the existing storm water management would not be adequate for the building of a new business, but is grandfathered today; that conditions in this area already are marginal, that the area has prior contamination issues and it thus would be more adverse to have the car wash system here than elsewhere -- an area that has enough space for a pond management system like that of Blockbuster on Sweet Air Road.

On the matter of prior contamination on the site, Mr. Adamski

Treatment Station was out of compliance with its own NPDES permit at the time of the initial recommendation, and this would assist Back River in coming into compliance. He never recommended the recycling system as something that would suffice on a location not serviced by public water and sewerage. While conceding that NPDES permit compliance by this car wash would go a long way toward reducing the environmental dangers, it would not eliminate his concerns regarding the health of the citizens. He opined that the car wash needs some sort of advanced treatment plan to pass muster, and he had seen nothing like that in the instant case.

From the above information, the Board observes that the subject site is located within the confines of one of the larger water contamination cases in Baltimore County's history. The issue of whether or not the subsequent cleanup by the gas station was adequate to restore the water to its original quality is unclear, but the neighboring school and other properties do not use their well water for drinking purposes.

While a special hearing is involved, it is clear that the larger issues are that of whether or not to grant the variances as well as whether or not to approve the special exception. Insofar as the special exception request is coupled with a variance request, the case appears to be violative of Section 502.1(g) as anticipated in dicta in Umerley v. People's Counsel, 108 Md.App. 497, cert. denied 342 Md. 504 (1996). This Board does not need to reach a decision on those issues, however, insofar as it believes that the variance requests themselves must fail.

Section 307.1 of the BCZR, coupled with Cromwell v. Ward, 102 Md.App. 691, 651 A.2d 424 (1995), and its progeny, sets forth the standard for the granting of variances. As a threshold matter, before addressing the merits of the actual variance, this Board must find both that the property is unique and that an unreasonable hardship or practical difficulty arises as a result of the uniqueness of the property. Further, the resultant practical difficulty cannot be self-imposed. It is only after those two hurdles are cleared that the Board examines the substance of the variance request. While there was some testimony by Mr. Monk, an expert land planner, to the uniqueness of the property by virtue of its unusual shape, his testimony was belied to some extent by his own admission that the car wash could have been constructed without requesting a variance even with a kiosk on the site. Further, as Mr. Wertz, senior planner in the Baltimore County Office of Planning, testified, the fact that there already are two uses on the property makes it clear that the odd shape was not a constraint to the development of a principal or even ancillary use on the property. While oddly shaped, the site has substantial frontage and sides on both roads. The property thus is fully developed and does not present as a situation in which the owner has been precluded from using the property.

Moreover, the evidence indicates that the need for the variance was entirely self-imposed. That is, the existence of the prior two uses on the property has created the need for the variance, and thus does not satisfy Cromwell's prohibition against

self-inflicted hardships. Because Petitioners failed to produce substantial evidence showing that their property is unique within the meaning of applicable Maryland law and that strict application of the zoning regulations would cause practical difficulty and/or unreasonable hardship to Petitioners and their property, the variance requests must be denied.

A roll-over car wash is a use permitted only on a showing that certain conditions have been met by way of special exception. One wishing to engage in a car wash use has the burden to show that all of the applicable conditions are met under Section 502.1 of the BCZR and the case of Schultz v. Pritts, 291 Md. 1, 432 A.2d 1319 (1981). Insofar as Petitioners have failed in their attempt to acquire variances from the conditions which must be met in order to operate the car wash, their Petition for Special Exception to operate such a facility must also fail (Umerley, 108 Md.App. at 511).

Insofar as the special exception fails on the variances alone, this Board need go no further. In the interest of completeness, however, the Board feels constrained to observe that Petitioners did not satisfy their burden of proof under Schultz v. Pritts or Section 502.1(g). While the proposed system has processes which arguably reduce the level of contaminants being discharged into the storm water, there is no means to ensure operators comply with the prompts telling them to change filters, pump out holding tanks, or set the water recycling system up to its maximum amount of reclaimability. None of the practices in isolation have been

identified as an acceptable best management practice for storm water management, and even Mr. Sheesley, who opined that the systems in tandem were adequate, conceded that the efficiency of each component depended heavily on the maintenance practices; he tested but one water sample Mr. Miller supplied to him, and did not supply this Board with the data for that single test. The witnesses, such as Messrs. Adamski and Ensor of DEPRM, raised grave questions as to the potential impact of this property on the health, safety and general welfare of the locality involved. Mr. Ensor's testimony, as well as that of others, with respect to the large contamination spill in Jacksonville in early 1982 created a foundation for the unfavorability of this site versus almost any other rural site in Baltimore County. In the face of evidence that the use is more detrimental at this site than any place else, Petitioners failed to satisfy their burden of proof under the law that the use will not be detrimental to the health of the locality involved.

O R D E R

THEREFORE, IT IS this 25th day of November, 1998 by the County Board of Appeals of Baltimore County

ORDERED that the Petition for Variance relief from Section 419.4.B(3) of the BCZR to permit a landscape transition of 2 feet in lieu of the required 6 feet and from Section 409.8.A(4) of the BCZR to permit a setback of 0 feet for parking abutting a public right-of-way (Sweet Air Road) in lieu of the required 10 feet be and the same is **DENIED**; and it is further

ORDERED that the Petition for Special Exception to permit a roll-over car wash as a use in combination with a gasoline service station pursuant to Sections 405.4.E(2) and 419.1 of the Baltimore County Zoning Regulations (BCZR) be and the same is hereby **DENIED**; and it is further

ORDERED that the Petition for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements, pursuant to Sections 405 and 491 of the BCZR be and the same is **DISMISSED as moot.**

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, Chairman

Thomas P. Melvin

Harry E. Buchheister, Jr.

County Board of Appeals of Baltimore County
OLD COURTHOUSE, ROOM 49
400 WASHINGTON AVENUE
TOWSON, MARYLAND 21204
410-887-3180

November 25, 1998

Carole S. Demilio
Deputy People's Counsel
for Baltimore County
Room 47, Old Courthouse
400 Washington Avenue
Towson, MD 21204

RE: Case No. 98-106-SPHXA
Marvin Goldberg, et al; Amoco Oil Co.

Dear Ms. Demilio:

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, **with a photocopy provided to this office concurrent with filing in Circuit Court. Please note that all Petitions for Judicial Review filed from this decision should be noted under the same civil action number.** 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,
Charlotte E. Radcliffe for
Kathleen C. Bianco
Administrator

Enclosure

(copy list - see page 2)

Printed with Soybean Ink
on Recycled Paper

cc: Peter Max Zimmerman
People's Counsel for Baltimore County
T. Wray McCurdy, Esquire
Greater Jacksonville Assn., Inc.
Randy Javins
Jim McCoy
Stanley S. Fine, Esquire
Marvin Goldberg
Barbara Goldberg
Wanda Schneider
Susanne Pearce
Martin Stumbroski /Amoco Oil Company
William P. Monk
Pete McEntee
Pete Paicopolis
Tom Shaw
Glen Thomas
Mr. & Mrs. Bergeron
Ms. Rhea O'M. Wright
Mr. & Mrs. Alfred Hermann III
Margorie Gerwig
Hans Heyck
Margaret Albers
Karl & Melanie Kellner
Angela M. Valle
Joseph & Mary Skudrna
Frank C. Jerbi
Pat Keller, Director /Planning
George G. Perdikakis, Director /DEPRM
Lawrence E. Schmidt /Z.C.
Arnold Jablon, Director /PDM
Virginia W. Barnhart, County Attorney

5-29-98

IN RE: PETITIONS FOR SPECIAL HEARING, SPECIAL EXCEPTION & VARIANCE - E/S Jarrettsville Pike, S/S Sweet Air Road (14243 Jarrettsville Pike) 10th Election District 6th Councilmanic District	*	BEFORE THE ZONING COMMISSIONER OF BALTIMORE COUNTY Case No. 98-106-SPHXA
Marvin Goldberg, et al Owners; Amoco Oil Company, Contract Lessee	*	

* * * * * * * * * * *

FINDINGS OF FACT AND CONCLUSIONS OF LAW

This matter comes before the Zoning Commissioner for consideration of Petitions for Special Hearing, Special Exception and Variance filed by the owners of the subject property, Marvin Goldberg, Barbara Goldberg, Wanda Schneider, and Susanne Pearce, and the Contract Lessee, Amoco Oil Company, by Martin E. Stumbroski, Representative, through their attorney, Stanley Fine, Esquire. The Petitioners request a special exception to permit a roll-over car wash as a use in combination with a gasoline service station, pursuant to Sections 405.4.E(2) and 419.1 of the Baltimore County Zoning Regulations (B.C.Z.R.); a special hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements, pursuant to Sections 405 and 419 of the B.C.Z.R.; and variance relief as follows: from Section 419.4.B(3) of the B.C.Z.R. to permit a landscape transition area of 2 feet in lieu of the required 6 feet; from Section 409.8.A(4) of the B.C.Z.R. to permit a setback of 0 feet for parking abutting a public right-of-way (Sweet Air Road) in lieu of the required 10 feet The subject property and relief sought are more particularly described on the site plan which accompanied the Petitions filed (Petitioner's Exhibit 7), and an amended plan offered at the hearing (Petitioner's Exhibit 15).

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Notice of the public hearing was duly advertised and posted as required by Baltimore County law. The hearing took place over two days, namely, February 20, 1998 and April 13, 1998. Appearing at the hearing on behalf of the Petitions were Martin E. Stumbroski, a representative of the Amoco Oil Company, Lessee of the subject property, William P. Monk, expert land planner, and Patrick Richardson, Professional Engineer. Also appearing and offering testimony in support of the Petitions were Douglas Miller, proprietor of the existing Amoco service station, David West, an employee of the corporation which manufactures and sells car wash equipment, and Wes Guckert, a traffic engineer. Certain individuals from the surrounding community who support the application also appeared at the hearing. A large number of individuals appeared at the hearing in opposition to the request and their names are reflected on the Protestants' Sign In Sheets which were circulated at the hearing and are now contained in the case file. Serving as spokespersons for the Protestants were Randy Javins, Peter Paicopolis, James McCoy, Peter McEntee, Glen Thomas, Tom Shaw and T. Wray McCurdy. Mr. McCurdy is an attorney by profession; however, he did not appear in a representative capacity, rather, as a property owner in the area. Kevin Kopecnick, a representative of the Department of Environmental Protection and Resource Management (DEPRM), testified in opposition to the request.

Mr. Monk testified and presented both the original plan submitted with the Petitions filed, and the amended plan which was submitted on the second hearing date. In summary, the subject property is an irregularly shaped parcel, approximately 1.03 acres in gross area, zoned B.M.-C.R., and is located at the intersection of Jarrettsville Pike and Sweet Air Road in

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Jacksonville. This intersection and the immediate environment thereto are known as Four Corners.

The B.M.-C.R. zoning of the property is reflective of the use of this site and the surrounding locale. The B.M. designation is a business major zoning classification. The C.R. district is applicable to a commercial center in a rural locale. Indeed, the hamlet of Jacksonville is the business center of the surrounding rural community. Four Corners is improved by an intensely developed small commercial area adjacent to the above-described intersection, including gasoline stations, restaurants, shopping centers, and similar office/retail uses. However, the area at large is predominantly rural/residential in character.

The property lies on the southeast corner of the Jarrettsville Pike/Sweet Air Road intersection. Presently, the property is improved with a 16' x 38.5' building which is used as a convenience store and to sell gasoline. Much of the property is paved and there is a canopy which covers the pump islands and gasoline dispensers. The Petitioners propose constructing a 24' x 32' roll-over car wash facility on the site. Presently, the area of the site which will be devoted to this use is in lawn and is unimproved. In addition to the car wash building, a paved area for traffic circulation is also proposed. As required by the B.C.Z.R., there will be nine (9) stacking spaces on site for traffic to queue from the car wash building. The car wash building will be designed and constructed with a pitched roof and red brick exterior so as to be similar to the existing buildings in the vicinity.

Apparently, gasoline has been sold from this location for many years. In 1946, the site was developed as a service station. In prior zoning Case No. 85-238-XA, approval was granted by the County Board of

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Appeals to allow a use in combination (food store) with the existing service station. Mr. Miller is the proprietor of the business at the subject location, and operates similar facilities elsewhere in Baltimore County.

The predominant issue in considering this case is raised by the Petition for Special Exception, wherein the Petitioners seek approval of a roll-over car wash at the subject site as a use in combination with a gasoline service station. As previously stated, the property is zoned B.M.; however, the C.R. district designation has also been attached to this site. Section 233 of the B.C.Z.R. provides the use regulations for the B.M. zone. Regulations relative to the C.R. district are found in Section 259 of the B.C.Z.R. Additionally, specific regulations have been enacted within the B.C.Z.R. by the County Council as they relate to fuel service stations (Section 405) and car wash operations (Section 419). All of these sections must be read in conjunction with one another to result in a harmonious interpretation of the legislative intent of the B.C.Z.R.

The B.M. zone is obviously intended to be applied to those areas of the County where major businesses are operating. The B.M. zone is a zone which permits more intensive commercial/business uses than those uses which are allowed in the B.L. (business/local) zones. Typical examples of those uses which are permitted by right in the B.M. zone are offices and office buildings, banks, retail stores, and service garages.

The C.R. district designation has been superimposed over the B.M. zone at this location. The C.R. district was created to provide... "opportunities for convenience shopping and <u>personal services</u> that are customarily and frequently needed by the rural, residential and agricultural population, and tourists." (emphasis added) (See Section 259.2.A.) The

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C.R. district designation is typically assigned to the small towns/hamlets that serve as the commercial center for the rural areas of Baltimore County. In my judgment, the proposed car wash in combination with a gasoline service station is the type of land use which provides a "personal service" to the rural, residential and agricultural population of the Four Corners area. More controlling, however, is the actual language found in Section 259.3.B.2 of the B.C.Z.R., which states that service stations and car wash operations are only permitted in the C.R. district when same has overlaid a B.L.-, B.M.-, or B.R.-based zone. Moreover, as cited in the Petition, the regulation which governs car washes, specifically, Section 405.4.E(2), clearly states that roll over car washes are permitted by special exception, only. In summary, a reading of the regulations which govern the B.M. zone, the C.R. district, and car washes is persuasive to the finding that a roll over-type car wash as a use in combination with a gasoline service station, as proposed here, is permitted in the B.M.-C.R. zone by special exception. The above regulations are cited and conclusions drawn in view of some of the Protestants' contentions that the proposed use is inherently impermissible at this site. Such a position contradicts the clear intent and plan words used in the B.C.Z.R.

Having confirmed that a roll over car wash as a use in combination with a gasoline service station is permitted on this site by special exception, attention is next turned to the specific criteria which must be applied in evaluating that Petition. As is well-settled, the requirements set forth in Section 502.1 of the B.C.Z.R. are applicable. These standards must be applied by the Zoning Commissioner in considering any special exception request. The provisions of Section 502.1 of the B.C.Z.R. set out a number of specific criteria which must be evaluated. In sum, in

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order for a Petition for Special Exception to be granted, a finding must be made that the use proposed will not be detrimental to the health, safety or general welfare of the locale.

In addition to these standards, certain additional criteria must be applied. Due to the fact that the proposed special exception is in the C.R. district, Section 259.3.B(4) provides that additional requirements must be met. Those requirements are set out in Section 259.3.E of the regulations. Generally, these additional standards require that the Petitioner document the need for the use at the proposed location, that the existing roadwork, topography, vegetation, soils and site constraints of the property be considered, that architecturally or historically significant buildings be preserved and integrated into the site plan, that scenic views from public roads and natural features be preserved, and that no detrimental impact to neighboring uses will result.

In addition to these standards, this Zoning Commissioner must evaluate the case law which has been developed by the appellate courts of Maryland to special exceptions (also known as conditional uses). Two cases are particularly helpful, namely, the seminal case of Schultz v. Pritts, 291 Md. (1981) and Mossburg v. Montgomery County, 107 Md. App. 1 (1995). In Schultz, the Court of Appeals considered a special exception seeking approval of a funeral establishment. In Mossburg, the proposed special exception use was a solid waste transfer station.

In both cases, the Court held that it was not merely the anticipated impact of the proposed use which was dispositive in determining whether the special exception should be granted. Specifically, the Court noted in Mossburg, "It is not whether the use permitted by way of a special exception will have adverse effects (adverse effects are implied

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in the first instance by making such uses conditional uses and are special exceptions rather than permitted uses), it is whether the adverse effects in a particular location will be greater than the adverse effects ordinarily associated with a particular use that is to be considered..." (pg. 8). The Court reasoned that the mere existence of adverse impacts caused by the proposed use could not be the basis for a denial of the request. The issue, more properly framed, is if those effects are above, beyond, and/or greater than they would be elsewhere within the areas of the County where they may be established by special exception. Therefore, the issue to be considered is not whether the proposed car wash in combination with the existing gasoline service station will impact Jacksonville (it most certainly will), but whether the impacts at this location are greater and/or more severe than elsewhere in the B.M./C.R. zone.

Although all of the criteria set out in Section 259.3.E and 502.1 of the B.C.Z.R. must be considered, there were two issues which dominated the testimony and evidence presented. The first issue relates to water usage by the proposed car wash operation and the second relates to impacts upon the traffic.

As to the water issue, the difficulties that this region of Baltimore County has had with water are well-documented. The property and area at large are not served by public water and the ongoing expansion of the Jacksonville community has certainly placed demands on the underground water table in the area. Additionally, there is a history of contamination to the water resources caused by development in the area.

Recognizing these constraints, the Petitioners have adopted a unique and most certainly appropriate approach. Significant testimony was offered about this approach by a number of the Petitioners' witnesses.

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Rather than relying on the well which serves the property, the plan shows that the Petitioners will install an 8,000 gallon underground water tank to serve the car wash. This tank will be periodically filled by means of a delivery from a water truck. Water will be used from this tank to wash the vehicles, and, through a series of drains installed in the floor of the car wash facility, recycled for reuse. That is, water will be delivered by truck to the site, pumped into the tank, and used to wash cars. Runoff will then drain back into the tank, filtered, and reused again.

Although such an approach is no doubt expensive, in terms of installing the necessary infrastructure, it is probably more economical in the long-term, and certainly appropriate here. The fact that the water is recycled will reduce the cost per gallon. Additionally, delivered water will not impact the water table in that the well will not be used to support the car wash. Substantial testimony, which will not be repeated here, was offered by the Petitioners about their plan in this regard, as well as opinion that this approach will not cause any adverse impact on the surrounding locale.

In contrast, testimony was offered by Kevin Kopecnick, who is an employee of the Baltimore County Department of Environmental Protection and Resource Management (DEPRM). Mr. Kopecnick opined that the Petitioners' approach would disrupt the existing water table. With all due respect to his expertise, I find his opinions unsound and not based upon any facts contained in the record of this case. The proposed facility will not cause a drain on the existing water table in that water will be trucked in. Additionally, due to its recycling, all but a small volume of water will flow back into the tank. The runoff which does not flow back into the

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tank is minimal. Thus, I find that there will be negligible impact on the water table.

This approach will actually be a benefit to the community. It is certain that some individuals who wash their vehicles at home waste large volumes of water by leaving their hoses open during the wash. Even those who use water sparingly at home cannot recycle same. The innovative approach proposed here by the Petitioners could actually benefit the community as it will result in less individuals washing their cars at home and more people using the proposed facility. For so long as the Petitioners follow through with their plans as presented herein, the Protestants' concerns relative to the water usage issue do not merit a denial of the plan.

Moreover, testimony from some of the Protestants and Mr. Kopecnick made clear their suspicions that the Petitioner will not follow through with their plan. In essence, the Protestants fear that the Petitioners will not bring in water by truck and that the recycling of same will not take place as shown on the plan and testified to at the hearing. Mere suspicion, without a substantive basis, does not warrant a denial of the plan. See Anderson v. Sawyer, 23 Md. App. 612 (1974). I cannot act on mere speculation or unsubstantiated distrust. From an economic standpoint, the Petitioners will want to recycle water in that once the infrastructure is installed, recycling will be far more economical and will not be detrimental to their own well.

The second major issue concerned the impact on traffic. Testimony was received on this issue from a number of residents as well as Wes Guckert, a traffic engineer. Mr. Guckert's report and opinions are recounted in the record. Essentially, he opined that the proposed use will not be detrimental to the traffic patterns in the area and will not cause undue

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traffic congestion. Furthermore, he opined that the proposed use will not add appreciable volumes of traffic to the area. Rather, he believes that existing traffic on the road will take advantage of the proposed facility during a routine trip, as opposed to the car wash generating additional trips to the subject site.

In addition to Mr. Guckert's testimony and that of the Protestants, I also visited the site. I arrived at the property on a Friday, during a peak afternoon rush hour, and observed traffic patterns from approximately 5:15 PM to 6:00 PM. I approached the intersection from all four directions and observed traffic from the parking lot of the Amoco station. My observations were useful in considering this issue.

There is, no doubt, a significant volume of traffic through Jacksonville during the evening rush hour. It is a higher volume than the people who moved to this vicinity to escape the urban environment envisioned when they purchased property in the area. However, it is not overwhelming. By my calculation, the red light permitting northbound traffic through the intersection is timed on a 90-second interval. That is, the green signal lasts 90 seconds, which permits waiting traffic to clear on every cycle. Additionally, there is no undue traffic congestion approaching from the east (Maryland 145/Sweet Air Road). Traffic from the north and west was minimal.

Taking all of the testimony, evidence, and my observations into account, I do not find that the Protestants' traffic fears are such that same warrant a denial of the plan. I recognize that traffic is heavy in the vicinity; however, I accept Mr. Guckert's testimony that no appreciable volumes of traffic will be added by the proposed use. His comment that the facility is not a "destination use" (that is, that it will take exist-

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ing traffic from the road as opposed to adding cars to it) is logical and persuasive. His comments, in this regard, make common sense. If the site is congested with cars awaiting the wash; such a condition will discourage motorists from getting in line and causing a spill over into the public roads. This facility is a convenience, not a necessity.

Moreover, I personally did not find the situation so intolerable as to warrant a denial of the plan. If the County Council wishes to impose a moratorium on development in the Jacksonville area because of traffic, so be it. Some of the Protestants, it seems, desire such a result. That is a legislative prerogative; not one for the Zoning Commissioner. I believe that the use proposed at the subject location will not inordinately add traffic congestion to the vicinity and will not, in my judgment, make a difficult situation appreciably worse. In short, I find that the traffic impact will be no greater than elsewhere in the zone.

A comment is also in order about stacking of vehicular traffic to use the proposed car wash. The Protestants are properly concerned about traffic spilling over onto the public roads during periods of high use (i.e., immediately after a snow fall, or a break after a long spell of inclement weather). Although a legitimate concern, I note that the site plan satisfies the County's criteria for the number of spaces required (nine), and that the property is actually large enough to accommodate more vehicles than required by the regulations. I will not deny the Petition based upon this fear.

As to the balance of the requirements in Sections 502.1 and 259.3.E of the B.C.Z.R., the Petitioner had the burden of adducing testimony and evidence which would show that the proposed use met the prescribed standards and requirements set forth therein. The Petitioner has shown

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that the proposed use would be conducted without real detriment to the neighborhood and would not adversely affect the public interest. The facts and circumstances do not show that the proposed use at the particular location described by Petitioner's Exhibit 1 would have any adverse impact above and beyond that inherently associated with such a special exception use, irrespective of its location within the zone.

The proposed use will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets, or alleys therein, nor be inconsistent with the purposes of the property's zoning classification, nor in any other way be inconsistent with the spirit and intent of the B.C.Z.R. There is a need for the use proposed, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses.

As to the Petition for Special Hearing, I find that same should also be granted. The subject site was originally developed as a gasoline service station in 1946. The convenience store and associated renovations were approved in 1985. The Petition for Special Hearing is being requested to legitimize existing site conditions and to allow an amendment to the previously approved site plan to reflect the proposed special exception use. For many of the same reasons cited above in deciding the Petition for Special Exception, I will likewise approve the Petition for Special Hearing.

There are two (2) variances requested. The first is for a 0-foot setback for parking abutting a public right-of-way (Sweet Air Road) in lieu of the required 10 feet (Section 409.8.A.4). The second request is for a landscape transition area of 2 feet in lieu of the required 6 feet (Section 419.4.B.3).

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Date 3/29/96
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The parking variance involves one of the spaces provided on that part of the site immediately adjacent to the intersection. The amended plan indicates that an area next to those spaces will be landscaped. Moreover, no adjoining property will be impacted by the location of that space. The closest property is across Sweet Air Road.

The landscape transition area variance is for that part of the site near the proposed car wash building which abuts an adjoining commercial building. The 2-foot dimension is between the driveway leading to the car wash building and the adjacent building.

Both of these variance requests are driven by the unusual configuration of this property. The site's shape is unusual and caused by its location abutting the intersection. In my judgment, the Petitioners' have demonstrated that the property is unique, as required by Cromwell v. Ward, 102, MD. App. 691 (1995).

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

1) whether strict compliance with requirement would unreasonably prevent the use of the property for a permitted purpose or render conformance unnecessarily burdensome;

2) whether a grant of the variance would do a substantial justice to the applicant as well as other property owners in the district or whether a lesser relaxation than that applied for would give sufficient relief; and,

3) whether relief can be granted in such fashion that the spirit of the ordinance will be observed and public safety and welfare secured.

ORDER RECEIVED FOR FILING
Date

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

After due consideration of the testimony and evidence presented, it is clear that practical difficulty or unreasonable hardship would result if the variance 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 or harmful to adjacent properties.

It is also noted that a comment from the Office of Planning was received in opposition to the request. In their comment, the Office of Planning opines that the variances should not be granted in that no practical difficulty will be sustained if the variances are denied. For the reasons set forth above, I do not agree with this assessment. The comment also states that "the existing gas station and convenience store/kiosk provide a reasonable use for this property." Although such a conclusion is true, it is irrelevant, the car wash is likewise a reasonable use of the property. The Petitions must be decided based upon the standards/criteria set forth in the regulations and at law. Judgment as to which land uses are more preferential is not a basis upon which the Petitions can be evaluated.

The Office of Planning further opined that the plan does not comply with Section 419.4.A.2 of the B.C.Z.R., alleging that the car wash exit is not 50 feet from the driveway to Sweet Air Road. Such a measurement is of the straight line distance across a landscape area. Surely the intent of Section 419.4.A.2 is to require a sufficient distance to allow

ORDER RECEIVED FOR FILING
Date 5/29/98
By

exiting cars to merge into traffic without creating congestion. To accomplish this goal, the actual road distance must be measured. Using such method, a measurement of the road distance shows that more than 50 feet is maintained. Thus, I find that the plan is in compliance.

Finally, although granting the Petitions, I will impose certain conditions upon the Petitioners. Those restrictions are more fully set forth in the Order which follows and are imposed to protect surrounding and adjacent properties pursuant to Section 502.2 of the B.C.Z.R. I believe that the record of this case is sufficient to support my finding that the imposition of these restrictions are necessary to protect the welfare of the surrounding locale.

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, special exception and variance should be granted.

THEREFORE, IT IS ORDERED by the Zoning Commissioner for Baltimore County this 29th day of May, 1998 that the Petition for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station, pursuant to Sections 405.4.E(2) and 419.1 of the Baltimore County Zoning Regulations (B.C.Z.R.), be and is hereby GRANTED; and,

IT IS FURTHER ORDERED that the Petition for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements, pursuant to Sections 405 and 419 of the B.C.Z.R., in accordance with Petitioner's Exhibit 15, be and is hereby GRANTED; and,

ORDER RECEIVED FOR FILING
Date 5/29/98
By

IT IS FURTHER ORDERED that the Petition for Variance seeking relief as follows: from Section 419.4.B(3) of the B.C.Z.R. to permit a landscape transition area of 2 feet in lieu of the required 6 feet; from Section 409.8.A(4) of the B.C.Z.R. to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet, in accordance with Petitioner's Exhibit 15, 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 the 30-day appeal period from the date of this Order has expired. If an appeal is filed and this Order is reversed, the relief granted herein shall be rescinded.

2) In accordance with Petitioner's Exhibit 15, the Petitioners shall install an 8,000 gallon water tank to serve the proposed car wash facility. Further, the water for the car wash use shall be brought in by truck and recycled for reuse by the car wash facility, all in a manner as more fully described above.

3) The Petitioners shall submit for review and approval by the Department of Environmental Protection and Resource Management (DEPRM), a schematic storm water management plan (Petitioner's Exhibit 13) and such preliminary and/or final computations as are necessary for that agency to review same. It is the intent of this restriction to require the Petitioners to make such improvements as are necessary to prevent the flow of water, either generated by the car wash or by storm on the impervious areas of the subject site from inappropriately discharging onto other properties and/or causing a public hazard by discharging onto the public roads.

4) The Petitioner shall allow access at all reasonable times to employees of DEPRM and DPDM to insure compliance with the terms of this Order.

5) A landscape plan shall be submitted for review and approval by Mr. Avery Harden, the Landscape Architect for Baltimore County. Said plan shall show landscaping in areas of the site in substantial accordance with the site plan.

ORDER RECEIVED FOR FILING
Date 5/29/93
By

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

LAWRENCE E. SCHMIDT
Zoning Commissioner
for Baltimore County

LES:bjs

ORDER RECEIVED FOR FILING
Date _____
By _____

Baltimore County
Zoning Commissioner
Office of Planning and Zoning

Suite 112, Courthouse
400 Washington Avenue
Towson, Maryland 21204
(410) 887-4386

May 29, 1998

Stanley S. Fine, Esquire
25 S. Charles Street
Baltimore, Maryland 21201

RE: PETITIONS FOR SPECIAL HEARING, SPECIAL EXCEPTION AND VARIANCE
E/S Jarrettsville Pike, S/S Sweet Air Road (14243 Jarrettsville Pike)
10th Election District - 6th Councilmanic District
Marvin Goldberg, et al Owners; Amoco Oil Company, Contract Lessee
Case No. 98-106-SPHXA

Dear Mr. Fine:

Enclosed please find a copy of the decision rendered in the above-captioned matter. The Petitions for Special Hearing, Special Exception, and Variance have been granted, in accordance with the attached Order.

In the event any party finds the decision rendered is unfavorable, any party may file an appeal to the County Board of Appeals within thirty (30) days of the date of this Order. For further information on filing an appeal, please contact the Zoning Administration and Development Management office at 887-3391.

Very truly yours,

LAWRENCE E. SCHMIDT
Zoning Commissioner
for Baltimore County

LES:bjs

cc: Mr. Marvin Goldberg, 10768 York Road, Cockeysville, Md. 21030
Ms. Barbara Goldberg, 3114 Sunset Lane, Phoenix, Md. 21131
Ms. Wanda Schneider, 15334 Manor Road, Monkton, Md. 21111
Ms. Susanne Pearce, P.O. Box 41, Cockeysville, Md. 21030
Mr. Martin Stumbroski, Amoco Oil, 1 W. Pa. Ave., Towson, Md. 21204
Mr. Randy Javins, 24 Sunnyview Drive, Phoenix, Md. 21131
Mr. Pete McEntee, 3805 Blenheim Road, Jacksonville, Md. 21131
Mr. Jim McCoy, 3912 Sweet Air Road, Jacksonville, Md. 21131
Mr. Pete Paicopolis, 3500 Hampshire, Jacksonville, Md. 21131
Mr. Tom Shaw, 3509 Sweet Air Road, Jacksonville, Md. 21131
Mr. Glen Thomas, 3806 Donerin Way, Jacksonville, Md. 21131
T. Wray McCurdy, 3607 Jackson Cabin Road, Jacksonville, Md. 21131
Mr. William P. Monk, 222 Bosley Avenue, C-6, Towson, Md. 21204
People's Counsel; Case Files; DEPRM; OP

Printed with Soybean Ink
on Recycled Paper

Petition for Special Hearing

to the Zoning Commissioner of Baltimore County

for the property located at 14243 JARRETTSVILLE PIKE

which is presently zoned BM-CR

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 Special Hearing under Section 500.7 of the *Zoning Regulations of Baltimore County*, to determine whether or not the Zoning Commissioner should approve

An amendment to the previously approved plan, 85-238 XA, to premit a roll over car wash as a use in combination and to establish all existing site improvements (as were previously approved) per Section 405 & 419 BCZR.

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

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

Contract Purchaser/Lessee:

M.E. STUMBROSKI AMOCO OIL CO.
(Type or Print Name)

Martin E. Stumbroski
Signature

1 W. PENNSYLVANIA AVE.
Address

TOWSON, MD 21204
City State Zipcode

Legal Owner(s):

SEE ATTACHED SHEET
(Type or Print Name)

Signature

(Type or Print Name)

Signature

Address Phone No

City State Zipcode

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

WILLIAM MONK, INC. 410-494-8931
Name

222 BOSLEY AVE, C-6 TOWSON, MD 21204
Address Phone No.

Attorney for Petitioner

Stanley S. Fine
(Type or Print Name)

Stanley S. Fine
Signature

25 S. Charles 410-727-1115
Address Phone No.

Balto. MD 21201
City State Zipcode

OFFICE USE ONLY

ESTIMATED LENGTH OF HEARING _____
unavailable for Hearing

the following dates _____ Next Two Months

ALL _____ OTHER _____

REVIEWED BY: _____ DATE _____

ORDER RECEIVED FOR FILING
Date 5/29/98
By B

14243 Jarrettsville Pike
Baltimore County, Maryland

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

1) Wanda Schneider
Legal Owner(s):

Signature

15334 Manor Road — 410-771-4385
Address — Phone No.

Monkton — MD — 21111
City — State — Zipcode

2) Barbara Goldberg
Legal Owner(s):

Signature

3114 Sunset Lane
Address — Phone No.

Phoenix — MD — 21131
City — State — Zipcode

3) Susanne Pearce
Legal Owner(s):

Signature

PO Box 41 — 410-771-4284
Address — Phone No.

Cockeysville — MD — 21030
City — State — Zipcode

4) Marvin Goldberg
Legal Owner(s):

Signature

10768 York Road — 410-666-0303
Address — Phone No.

Cockeysville — MD — 21030
City — State — Zipcode

9727sig/d44

ORDER RECEIVED FOR FILING
Date
By

Petition for Special Exception

to the Zoning Commissioner of Baltimore County

for the property located at 14243 JARRETTSVILLE PIKE

which is presently zoned BM-CR

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 Special Exception under the Zoning Regulations of Baltimore County, to use the herein described property for

A roll over car wash per Section 405.4E(2) & 419.1 as a use in combination with a gasoline service station.

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

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

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

Contract Purchaser/Lessee:

M.E. STUMBROSKI AMOCO OIL CO.
(Type or Print Name)

Martin E. Stumbroski
Signature

1 W. PENNSYLVANIA AVE
Address

TOWSON, MD 21204
City State Zipcode

Legal Owner(s):

SEE ATTACHED SHEET
(Type or Print Name)

Signature

(Type or Print Name)

Signature

Address Phone No

City State Zipcode

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

WILLIAM MONK, INC. 410-494-8931
Name

222 BOSLEY AVE, C-6 TOWSON, MD 21204
Address Phone No.

Attorney for Petitioner:

Stanley J. Fine
(Type or Print Name)

Stanley J. Fine
Signature

25 S. Charles 410-727-1115
Address Phone No

Baltimore MD 21201
City State Zipcode

OFFICE USE ONLY

ESTIMATED LENGTH OF HEARING _____

unavailable for Hearing

the following dates _____ Next Two Months

ALL _____ OTHER _____

REVIEWED BY: _____ DATE _____

ORDER RECEIVED FOR FILING
Date 5/29/93
By

14243 Jarrettsville Pike
Baltimore County, Maryland

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

1) Wanda Schneider
Legal Owner(s):

Signature

15334 Manor Road — 410-771-4385
Address — Phone No.

Monkton — MD — 21111
City — State — Zipcode

2) Barbara Goldberg
Legal Owner(s):

Signature

3114 Sunset Lane
Address — Phone No.

Phoenix — MD — 21131
City — State — Zipcode

3) Susanne Pearce
Legal Owner(s):

Signature

PO Box 41 — 410-771-4284
Address — Phone No.

Cockeysville — MD — 21030
City — State — Zipcode

4) Marvin Goldberg
Legal Owner(s):

Signature

10768 York Road — 410-666-0303
Address — Phone No.

Cockeysville — MD — 21030
City — State — Zipcode

9727sig/d44

ORDER RECEIVED FOR FILING
Date 3/29/03
By

Petition for Variance

to the Zoning Commissioner of Baltimore County

for the property located at 14243 Jarrettsville Pike

which is presently zoned BM-CR

This Petition shall be filed with the Department of Permits & 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)

419.4B(3) BCZR to permit a landscape transition area of 2' in lieu of the required 6'.

409.8A(4) to permit a 0' setback for parking abutting a public right of way (Sweet Air Road) in lieu of the required 10'.

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

Irregular site configuration and existing paving conditions create unique site specific circumstances. An undue hardship would be imposed upon the applicant to meet these requirements.

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

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

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

Contract Purchaser/Lessee:
M.E. Stumbroski
Amoco Oil Co.
(Type or Print Name)

Martin E. Stumbroski
Signature

One West Pennsylvania Ave., Ste. 900
Address

Towson, MD 21204
City State Zipcode

Attorney for Petitioner:
Stanley S. Fine
(Type or Print Name)

Stanley S. Fine
Signature

25 S. Charles 410-727-1115
Address Phone No.

Baltimore MD 21201
City State Zipcode

Legal Owner(s):
SEE ATTACHED SHEET
(Type or Print Name)

Signature

(Type or Print Name)

Signature

10768 York Road 410-666-0303
Address Phone No

Cockeysville, MD 21030
City State Zipcode

Name, Address and phone number of representative to be contacted

William Monk, Inc. 410-494-8931
Name

222 Bosley Ave., C-6, Towson, MD 21204
Address Phone No

OFFICE USE ONLY

ESTIMATED LENGTH OF HEARING _____

unavailable for Hearing

the following dates _____ Next Two Months

ALL _____ OTHER _____

REVIEWED BY: _____ DATE _____

ORDER RECEIVED FOR FILING
Date 5/29/96
By

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Revised 9/5/95

14243 Jarrettsville Pike
Baltimore County, Maryland

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

1) Wanda Schneider
Legal Owner(s):

Signature

15334 Manor Road — 410-771-4385
Address — Phone No.

Monkton — MD — 21111
City — State — Zipcode

2) Barbara Goldberg
Legal Owner(s):

Signature

3114 Sunset Lane
Address — Phone No.

Phoenix — MD — 21131
City — State — Zipcode

3) Susanne Pearce
Legal Owner(s):

Signature

PO Box 41 — 410-771-4284
Address — Phone No.

Cockeysville — MD — 21030
City — State — Zipcode

4) Marvin Goldberg
Legal Owner(s):

Signature

10768 York Road — 410-666-0303
Address — Phone No.

Cockeysville — MD — 21030
City — State — Zipcode

9727sig/d44

ORDER RECEIVED FOR FILING
Date
By

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

ZONING DESCRIPTION
AMOCO OIL COMPANY
14243 JARRETTSVILLE PIKE
10TH ELECTION DISTRICT
BALTIMORE COUNTY, MARYLAND

98-106-SPHXA

BEGINNING FOR THE SAME at the intersection of Jarrettsville Pike of Sweet Air and Paper Mill Roads; thence running the following courses and distances: (1) South 36 degrees 03 minutes 35 seconds East 294.95 feet, (2) South 54 degrees 13 minutes 13 seconds West 141.46 feet, (3) North 15 degrees 58 minutes 01 seconds East 25.15 feet, (4) North 08 degrees 10 minutes 00 seconds West 54.79 feet, (5) North 15 degrees 58 minutes 01 seconds East 15.00 feet, (6) North 74 degrees 01 minutes 59 seconds West 123.04 feet, (7) North 15 degrees 58 minutes 01 seconds East 202.44 feet, to the place of beginning.

Containing 0.686 acres of land, more or less.

STATE OF MARYLAND
PATRICK G. RICHARDSON
NO. 16501
REGISTERED
PROFESSIONAL ENGINEER

9/12/97

#106

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

BALTIMORE COUNTY MARYLAND
OFFICE OF BUDGET & F NCE
MISCELLANEOUS RECEIPT

No. 06.027

DATE 6/22/98 ACCOUNT R-001-615 0

AMOUNT $ 635.00

RECEIVED FROM: Greater Jacksonville Association, Inc.
c/o JAMES McCoy, 3412 SWEETAIR RD., PHOENIX, MD 21131

FOR: Appeal - Case # 98-106-SPHXA

R4E

DISTRIBUTION
WHITE - CASHIER PINK - AGENCY YELLOW - CUSTOMER

CASHIER'S VALIDATION

PAID RECEIPT
PROCESS ACTUAL TIME
6/25/1998 6/22/1998 14:50:23
REG W001 CASHIER DUM CAL. DRAWER
5 MISCELLANEOUS CASH RECEIPT
Receipt # 056479 CLU
CR NO. 060027
635.00 CHEK
Baltimore County, Maryland

NOTICE OF HEARING

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County will hold a public hearing in Towson, Maryland on the property identified herein as follows:

Case: #98-106-SPHXA
14243 Jarrettsville Pike
corner E/S Jarrettsville Pike, S/S Sweet Air Road
10th Election District
6th Councilmanic
Legal Owner(s):
Marvin Goldberg
Lessee: Amoco Oil Company

Special Exception: for a roll over car wash as a use in combination with a gasoline service station. **Special Hearing:** to approve an amendment to the previously approved plan 85-238-XA, to permit a roll over car wash as a use in combination and to establish all existing site improvements (as were previously approved). **Variance:** to permit a landscape transition area of 2 feet in lieu of the required 6 feet; and to permit a zero foot setback for parking abutting a public right of way (Sweet Air Road) in lieu of the required 10 feet.

Hearing: Wednesday, October 22, 1997 at 10:30 a.m., Room 407 Courts Bldg., 401 Bosley Avenue.

LAWRENCE E. SCHMIDT
Zoning Commissioner for
Baltimore County

NOTES: (1) Hearings are Handicapped Accessible; for special accommodations Please Call (410) 887-3353.
(2) For information concerning the File and/or Hearing, Please Call (410) 887-3391.

10/068 Oct. 2 C178264

CERTIFICATE OF PUBLICATION

TOWSON, MD., October 2, 1997

THIS IS TO CERTIFY, that the annexed advertisement was published in THE JEFFERSONIAN, a weekly newspaper published in Towson, Baltimore County, Md., once in each of 1 successive weeks, the first publication appearing on Oct. 2, 1997.

THE JEFFERSONIAN,

A. Henrikson

LEGAL AD. - TOWSON

NOTICE OF HEARING

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County will hold a public hearing in Towson, Maryland on the property identified herein as follows:

Case #98-106-SPHXA
14243 Jarrettsville Pike
corner E/S Jarrettsville Pike, S/S Sweet Air Road
10th Election District
6th Councilmanic District
Legal Owner(s): Marvin Goldberg
Lessee. Amoco Oil Company

Special Exception: for a roll over car wash as a use in combination with a gasoline service station. **Special Hearing:** to approve an amendment to the previously approved plan, 85-238-XA, to permit a roll over car wash as a use in combination and to establish all existing site improvements (as were previously approved)
Variance: to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a zero foot setback for parking abutting a public right of way (Sweet Air Road) in lieu of the required 10 feet.
Hearing: Friday, February 20, 1998 at 1:30 p.m., in Room 407, County Courts Bldg., 401 Bosley Avenue.

LAWRENCE E. SCHMIDT
Zoning Commissioner for
Baltimore County
NOTES: (1) Hearings are Handicapped Accessible; for special accommodations Please Call (410) 887-3353.
(2) For information concerning the File and/or Hearing, Please Call (410) 887-3391.

2/050 Feb. 5 C205019

CERTIFICATE OF PUBLICATION

TOWSON, MD., 2-5, 1998

THIS IS TO CERTIFY, that the annexed advertisement was published in THE JEFFERSONIAN, a weekly newspaper published in Towson, Baltimore County, Md., once in each of 1 successive weeks, the first publication appearing on 2-5, 1998

THE JEFFERSONIAN,

A. Henrickson

LEGAL AD. - TOWSON

CERTIFICATE POSTING

RE: Case No.: 98-106SPHXA

Petitioner/Developer: AMOCO OIL, ETAL
WILLIAM · MONK

Date of Hearing/Closing: 10/22/97

Baltimore County Department of
Permits and Development Management
County Office Building, Room 111
111 West Chesapeake Avenue
Towson, MD 21204

Attention: Ms. Gwendolyn Stephens

Ladies and Gentlemen:

This letter is to certify under the penalties of perjury that the necessary sign(s) required by law were posted conspicuously on the property located at S.E. CORNER SWEET AIR R.D. & JARRETTSVILLE PIKE - 2 SIGNS ONE ON EACH SIDE STREET

The sign(s) were posted on 10/3/97
(Month, Day, Year)

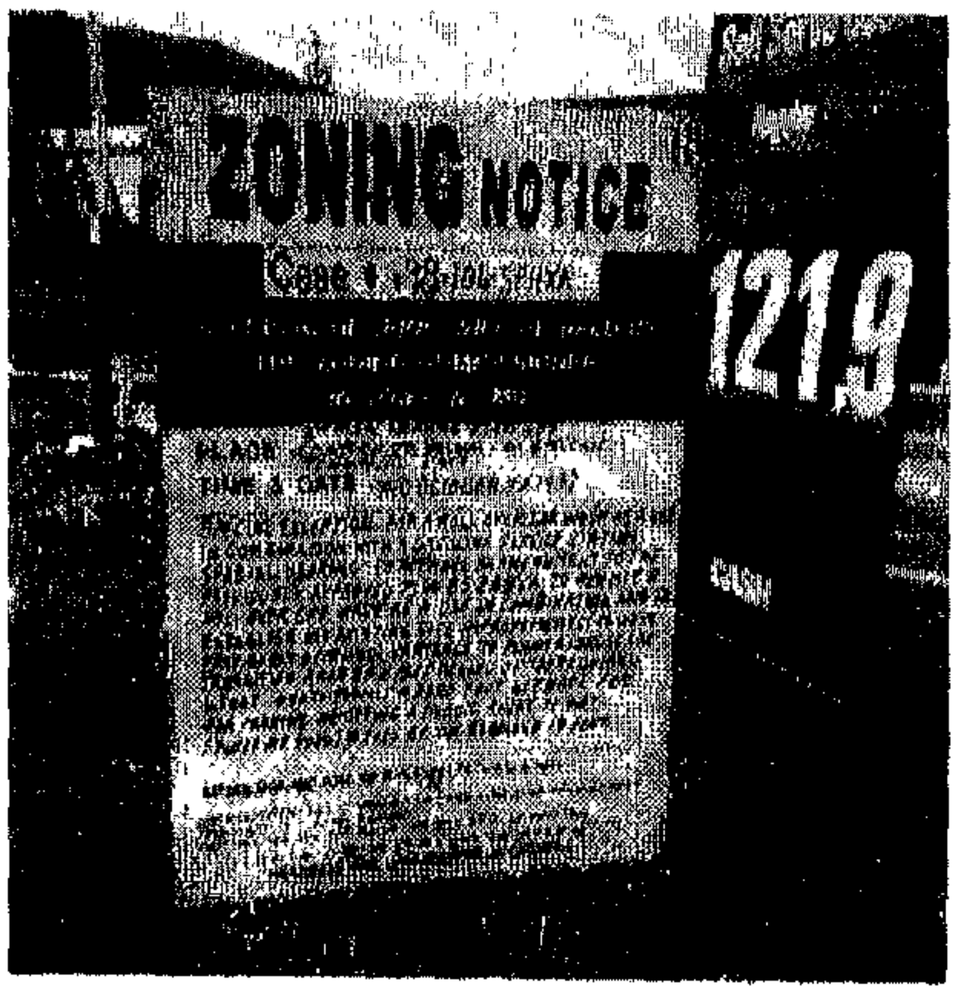
Sincerely, Patrick M O'Keefe 10/8/97
Patrick M. O'Keefe 10/6/97
(Signature of Sign Poster and Date)

Patrick M. O'Keefe
(Printed Name)

523 Penny Lane
(Address)

Hunt Valley, MD 21030
(City, State, Zip Code)

(410) 666-5366 Pager (410) [redacted] 905-8571
(Telephone Number)



SWEET AIR RD.

Exhibit B

Request for Zoning: Variance, Special Exception, or Special Hearing

Date to be Posted: Anytime before but no later than *_____.

Format for Sign Printing, Black Letters on White Background:

Item # 106

ZONING NOTICE

Case No.: 98-106-SPHXA

A PUBLIC HEARING WILL BE HELD BY THE ZONING COMMISSIONER IN TOWSON, MD

PLACE: *

DATE AND TIME: *

REQUEST: special hearing to amend the site plan in/and 85-238XA, special exception for a roll over car wash in combination with a service station, and variance to permit a 2ft landscape transition area in lieu of 6ft., and 0 ft street right-of-way setback for parking in lieu of 10ft.

POSTPONEMENTS DUE TO WEATHER OR OTHER CONDITIONS ARE SOMETIMES NECESSARY.
TO CONFIRM HEARING CALL 887-3391.

DO NOT REMOVE THIS SIGN AND POST UNTIL DAY OF HEARING UNDER PENALTY OF LAW

HANDICAPPED ACCESSIBLE

9/96
post.4.doc

*UPON RECEIPT OF THE NOTICE OF HEARING, THE PETITIONER OR HIS AGENT FILLS IN THIS INFORMATION AND THEN FORWARDS THIS FORM TO THE SIGN POSTER.

Baltimore County
Department of Permits and
Development Management

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

#106

ZONING HEARING ADVERTISING AND POSTING REQUIREMENTS & PROCEDURES

Baltimore County zoning regulations require that notice be given to the general public/neighboring property owners relative to property which is the subject of an upcoming zoning hearing. For those petitions which require a public hearing, this notice is accomplished by posting a sign on the property (responsibility of which, lies with the petitioner/applicant) and placement of a notice in at least one newspaper of general circulation in the County.

This office will ensure that the legal requirements for advertising are satisfied. However, the petitioner is responsible for the costs associated with this requirement.

Billing for legal advertising, due upon receipt, will come from and should be remitted directly to the newspaper.

NON-PAYMENT OF ADVERTISING FEES WILL STAY ISSUANCE OF ZONING ORDER.

ARNOLD JABLON, DIRECTOR

For newspaper advertising:

Item No.: 106

Petitioner: Amoco Oil Company

Location: 14243 Jarrettsville Pike

PLEASE FORWARD ADVERTISING BILL TO:

NAME: William Monk, Inc.

ADDRESS: 222 Bosley Ave

Towson, MD 21204

PHONE NUMBER: (410) 494-8931

AJ:ggs

(Revised 09/24/96)

CERTIFICATE OF POSTING

RE: Case No.: 98-106 SPH XA

Petitioner/Developer: Amoco Oil Company

Date of Hearing/Closing: _____

Baltimore County Department of
Permits and Development Management
County Office Building, Room 111
111 West Chesapeake Avenue
Towson, MD 21204

[redacted]

Ladies and Gentlemen:

This letter is to certify under the penalties of perjury that the necessary sign(s) required by law were posted conspicuously on the property located at 14243 JARRETTSVILLE PIKE

The sign(s) were posted on 7/16/98
(Month, Day, Year)

Sincerely,

Gary C. Freund 7/16/98
(Signature of Sign Poster and Date)

GARY C. FREUND
(Printed Name)

(Address)

(City, State, Zip Code)

(Telephone Number)

9/96
cert.doc

TO: PATUXENT PUBLISHING COMPANY
February 5, 1998 Issue - Jeffersonian

Please forward billing to:
William Monk, Inc. 410-494-8931
222 Bosley Avenue
Towson, MD 21204

NOTICE OF ZONING HEARING

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County, will hold a public hearing in Towson, Maryland on the property identified herein as follows:

CASE NUMBER: 98-106-SPHXA
14243 Jarrettsville Pike
corner E/S Jarrettsville Pike, S/S Sweet Air Road
10th Election District - 6th Councilmanic District
Legal Owner: Marvin Goldberg
Lessee: Amoco Oil Company

Special Exception for a roll over car wash as a use in combination with a gasoline service station. Special Hearing to approve an amendment to the previously approved plan, 85-238-XA, to permit a roll over car wash as a use in combination and to establish all existing site improvements (as were previously approved). Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a zero foot setback for parking abutting a public right of way (Sweet Air Road) in lieu of the required 10 feet.

HEARING: Friday, February 20, 1998 at 1:30 p.m. in Room 407, County Courts Building, 401 Bosley Avenue

LAWRENCE E. SCHMIDT
ZONING COMMISSIONER FOR BALTIMORE COUNTY

NOTES: (1) HEARINGS ARE HANDICAPPED ACCESSIBLE; FOR SPECIAL ACCOMMODATIONS PLEASE CALL 410-887-3353.
(2) FOR INFORMATION CONCERNING THE FILE AND/OR HEARING, PLEASE CALL 410-887-3391.

TO: PUTUXENT PUBLISHING COMPANY
October 2, 1997 Issue - Jeffersonian

Please foward billing to:

William Monk, Inc.
222 Bosley Avenue
Towson, MD 21204
410-494-8931

NOTICE OF HEARING

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County, will hold a public hearing in Towson, Maryland on the property identified herein as follows:

CASE NUMBER: 98-106-SPHXA
14243 Jarrettsville Pike
corner E/S Jarrettsville Pike, S/S Sweet Air Road
10th Election District - 6th Councilmanic
Legal Owner(s): Marvin Goldberg
Lessee: Amoco Oil Company

Special Exception for a roll over car wash as a use in combination with a gasoline service station.
Special Hearing to approve an amendment to the previously approved plan, 85-238-XA, to permit a roll over car wash as a use in combination and to establish all existing site improvements (as were previously approved).
Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet; and to permit a zero foot setback for parking abutting a public right of way (Sweet Air Road) in lieu of the required 10 feet.

HEARING: WEDNESDAY, OCTOBER 22, 1997 at 10:30 a.m., Room 407 Courts Building, 401 Bosley Avenue.

LAWRENCE E. SCHMIDT
ZONING COMMISSIONER FOR BALTIMORE COUNTY

NOTES: (1) HEARINGS ARE HANDICAPPED ACCESSIBLE; FOR SPECIAL ACCOMMODATIONS PLEASE CALL 887-3353.
(2) FOR INFORMATION CONCERNING THE FILE AND/OR HEARING, PLEASE CALL 887-3391.

Baltimore County
Department of Permits and
Development Management

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

September 26, 1997

NOTICE OF HEARING

The Zoning Commissioner of Baltimore County, by authority of the Zoning Act and Regulations of Baltimore County, will hold a public hearing in Towson, Maryland on the property identified herein as follows:

CASE NUMBER: 98-106-SPHXA
14243 Jarrettsville Pike
corner E/S Jarrettsville Pike, S/S Sweet Air Road
10th Election District - 6th Councilmanic
Legal Owner(s): Marvin Goldberg
Lessee: Amoco Oil Company

Special Exception for a roll over car wash as a use in combination with a gasoline service station.
Special Hearing to approve an amendment to the previously approved plan, 85-238-XA, to permit a roll over car wash as a use in combination and to establish all existing site improvements (as were previously approved).
Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet; and to permit a zero foot setback for parking abutting a public right of way (Sweet Air Road) in lieu of the required 10 feet.

HEARING: WEDNESDAY, OCTOBER 22, 1997 at 10:30 a.m., Room 407 Courts Building, 401 Bosley Avenue.

Arnold Jablon
Director

cc: Amoco Oil Company
William Monk, Inc.
Marvin Goldberg

NOTES: (1) YOU MUST HAVE THE ZONING NOTICE SIGN POSTED ON THE PROPERTY BY OCTOBER 8, 1997.
(2) HEARINGS ARE HANDICAPPED ACCESSIBLE; FOR SPECIAL ACCOMMODATIONS PLEASE CALL 887-3353.
(3) FOR INFORMATION CONCERING THE FILE AND/OR HEARING, CONTACT THIS OFFICE AT 887-3391.

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on Recycled Paper

County Board of Appeals of Baltimore County

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

Day #1 10/15/98 - to day #2 by notice 9/22/98

Hearing Room - Room 48
Old Courthouse, 400 Washington Avenue

July 7, 1998

NOTICE OF ASSIGNMENT

CASE #: 98-106-SPHXA

IN THE MATTER OF: MARVIN GOLDBERG, ET AL -Legal Owners; AMOCO OIL COMPANY - Contract Lessee
14243 Jarrettsville Pike 10th E; 6th C

(ZC GRANTED Petitions for Special Exception, Special Hearing and Variance 5/29/98.)

ASSIGNED FOR: WEDNESDAY, SEPTEMBER 16, 1998 at 10:00 a.m.

NOTICE: **This appeal is an evidentiary hearing; therefore, parties should consider the advisability of retaining an attorney.**

Please refer to the Board's Rules of Practice & Procedure, Appendix C, Baltimore County Code.

IMPORTANT: No postponements will be granted without sufficient reasons; said requests must be in writing and in compliance with Rule 2(b) of the Board's Rules. No postponements will be granted within 15 days of scheduled hearing date unless in full compliance with Rule 2(c).

Kathleen C. Bianco
Administrator

---

cc: Appellant : Peter Max Zimmerman, People's Counsel for Baltimore County
Carole S. Demilio, Deputy People's Counsel

Appellants /Protestants : Greater Jacksonville Assn., Inc.
Randy Javins Jim McCoy

Counsel for Petitioners : Stanley S. Fine, Esquire
Petitioners /Legal Owner : Marvin Goldberg Barbara Goldberg
Wanda Schneider Susanne Pearce
Petitioners /Contract Lessee: Martin Stumbroski /Amoco Oil Company
William P. Monk

Pete McEntee
Tom Shaw
T. Wray McCurdy
Mr. & Mrs. Alfred Hermann III
Margorie Gerwig
Margaret Albers
Pete Paicopolis
Glen Thomas
Mr. & Mrs. Bergeron
Ms. Rhea O'M. Wright
Hans Heyck
Karl & Melanie Kellner

Pat Keller, Director /Planning
George G. Perdikakis, Director /DEPRM
Lawrence E. Schmidt /Z.C.
Arnold Jablon, Director /PDM
Virginia W. Barnhart, County Attorney

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County Board of Appeals of Baltimore County

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

Hearing Room - Room 48
Old Courthouse, 400 Washington Avenue September 22, 1998

NOTICE OF ASSIGNMENT /Day #2

CASE #: 98-106-SPHXA
IN THE MATTER OF: MARVIN GOLDBERG, ET AL -Legal Owners; AMOCO OIL COMPANY - Contract Lessee
14243 Jarrettsville Pike 10th E; 6th C

(Day #2 /From 9/17/98)

(ZC GRANTED Petitions for Special Exception, Special Hearing and Variance 5/29/98.)

ASSIGNED FOR: THURSDAY, OCTOBER 15, 1998 at 9:30 a.m. /Day #2

NOTICE: This appeal is an evidentiary hearing; therefore, parties should consider the advisability of retaining an attorney.

Please refer to the Board's Rules of Practice & Procedure, Appendix C, Baltimore County Code.

IMPORTANT: No postponements will be granted without sufficient reasons; said requests must be in writing and in compliance with Rule 2(b) of the Board's Rules. No postponements will be granted within 15 days of scheduled hearing date unless in full compliance with Rule 2(c).

Kathleen C. Bianco
Administrator

---

cc: Appellant : Peter Max Zimmerman, People's Counsel for Baltimore County
Carole S. Demilio, Deputy People's Counsel

Appellants /Protestants : Greater Jacksonville Assn., Inc.
Randy Javins Jim McCoy

T. Wray McCurdy, Esquire
Pete McEntee Pete Paicopolis
Tom Shaw Glen Thomas
Mr. & Mrs. Bergeron Ms. Rhea O'M. Wright
Mr. & Mrs. Alfred Hermann III
Margorie Gerwig Hans Heyck
Margaret Albers Karl & Melanie Kellner
Angela M. Valle Joseph & Mary Skudrna
Frank C. Jerbi

Counsel for Petitioners : Stanley S. Fine, Esquire
Petitioners /Legal Owner : Marvin Goldberg Barbara Goldberg
Wanda Schneider Susanne Pearce
Petitioners /Contract Lessee: Martin Stumbroski /Amoco Oil Company
William P. Monk

Pat Keller, Director /Planning
George G. Perdikakis, Director /DEPRM
Lawrence E. Schmidt /Z.C.
Arnold Jablon, Director /PDM
Virginia W. Barnhart, County Attorney

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County Board of Appeals of Baltimore County

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

Hearing Room - Room 48
Old Courthouse, 400 Washington Avenue October 19, 1998

NOTICE OF ASSIGNMENT /Day #3

CASE #: 98-106-SPHXA **IN THE MATTER OF:** MARVIN GOLDBERG, ET AL -Legal Owners; AMOCO OIL COMPANY - Contract Lessee
14243 Jarrettsville Pike 10th E; 6th C

(Day #3 /From 10/15/98)

(ZC GRANTED Petitions for Special Exception, Special Hearing and Variance 5/29/98.)

ASSIGNED FOR: **WEDNESDAY, OCTOBER 21, 1998 at 1:00 pm /Day #3**
(holding 2:00 p.m. Thursday, 10/22, if needed)

NOTICE: **This appeal is an evidentiary hearing; therefore, parties should consider the advisability of retaining an attorney.**

Please refer to the Board's Rules of Practice & Procedure, Appendix C, Baltimore County Code.

IMPORTANT: No postponements will be granted without sufficient reasons; said requests must be in writing and in compliance with Rule 2(b) of the Board's Rules. No postponements will be granted within 15 days of scheduled hearing date unless in full compliance with Rule 2(c).

Kathleen C. Bianco
Administrator

cc: Appellant : Peter Max Zimmerman, People's Counsel for Baltimore County
Carole S. Demilio, Deputy People's Counsel

Appellants /Protestants : Greater Jacksonville Assn., Inc.
Randy Javins Jim McCoy

T. Wray McCurdy, Esquire
Pete McEntee Pete Paicopolis
Tom Shaw Glen Thomas
Mr. & Mrs. Bergeron Ms. Rhea O'M. Wright
Mr. & Mrs. Alfred Hermann III
Margorie Gerwig Hans Heyck
Margaret Albers Karl & Melanie Kellner
Angela M. Valle Joseph & Mary Skudrna
Frank C. Jerbi

Counsel for Petitioners : Stanley S. Fine, Esquire
Petitioners /Legal Owner : Marvin Goldberg Barbara Goldberg
Wanda Schneider Susanne Pearce
Petitioners /Contract Lessee: Martin Stumbroski /Amoco Oil Company
William P. Monk

Pat Keller, Director /Planning
George G. Perdikakis, Director /DEPRM
Lawrence E. Schmidt /Z.C.
Arnold Jablon, Director /PDM
Virginia W. Barnhart, County Attorney

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County Board of Appeals of Baltimore County

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

October 23, 1998

NOTICE OF DELIBERATION

IN THE MATTER OF:
AMOCO OIL CO. /MARVIN GOLDBERG, ET AL
Case No. 98-106-SPHXA

Having concluded this matter after four dates of hearing (9/16/98; 10/15/98; 10/21/98; and 10/22/98), deliberation has been scheduled as follows:

DATE AND TIME : THURSDAY, OCTOBER 29, 1998 at 1:00 p.m.

LOCATION : Room 48, Basement, Old Courthouse

Kathleen C. Bianco
Administrator

---

cc: Appellant : Peter Max Zimmerman, People's Counsel for Baltimore County
Carole S. Demilio, Deputy People's Counsel

Appellants /Protestants : Greater Jacksonville Assn., Inc.
Randy Javins Jim McCoy
T. Wray McCurdy, Esquire
Pete McEntee Pete Paicopolis
Tom Shaw Glen Thomas
Mr. & Mrs. Bergeron Ms. Rhea O'M. Wright
Mr. & Mrs. Alfred Hermann III
Margorie Gerwig Hans Heyck
Margaret Albers Karl & Melanie Kellner
Angela M. Valle Joseph & Mary Skudrna
Frank C. Jerbi

Counsel for Petitioners : Stanley S. Fine, Esquire
Petitioners /Legal Owner : Marvin Goldberg Barbara Goldberg
Wanda Schneider Susanne Pearce
Petitioners /Contract Lessee: Martin Stumbroski /Amoco Oil Company
William P. Monk

Pat Keller, Director /Planning
George G. Perdikakis, Director /DEPRM
Lawrence E. Schmidt /Z.C.
Arnold Jablon, Director /PDM
Virginia W. Barnhart, County Attorney

Copied: K.B.M.

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Baltimore County
Department of Permits and
Development Management

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

October 17, 1997

Mr. Marvin Goldberg
10768 York Road
Cockeysville, MD 21030

RE: Item No.: 106
Case No.: 98-106-SPHXA
Petitioner: Marvin Goldberg

Dear Mr. Goldberg:

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 September 19, 1997.

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 Roslyn Eubanks in the zoning office (410-887-3391).

Sincerely,

W. Carl Richards, Jr.

W. Carl Richards, Jr.
Zoning Supervisor

WCR/re
Attachment(s)

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Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Parker F. Williams
Administrator

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

RE: Baltimore County 9/26/97
Item No. 106 MJK

Dear Ms. Eubanks:

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 Larry Gredlein at 410-545-5606 if you have any questions.

Thank you for the opportunity to review this item.

Very truly yours,

Cindy R. Wolf
for Ronald Burns, Chief
Engineering Access Permits
Division

LG

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Baltimore County
Fire Department

Office of the Fire Marshal
700 East Joppa Road
Towson, Maryland 21286-5500
(410)887-4880

October 9, 1997

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

RE: Property Owner: Marvin Goldberg

Location: DISTRIBUTION MEETING OF September 29, 1997

Item No.: 106 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.

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

5. The buildings and structures existing or proposed on the site shall comply with all applicable requirements of the National Fire Protection Association Standard No. 101 "Life Safety Code", 1991 edition prior to occupancy.

REVIEWER: LT. ROBERT P. SAUERWALD
Fire Marshal Office, PHONE 887-4881, MS-1102F
cc: File

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on Recycled Paper

B A L T I M O R E C O U N T Y, M A R Y L A N D

INTEROFFICE CORRESPONDENCE

TO: Arnold Jablon, Director
Department of Permits & Development Management

Date: October 7, 1997

FROM: Robert W. Bowling, Chief
Bureau of Developer's Plans Review

ROBERT W BOWLING

SUBJECT: Zoning Advisory Committee Meeting
October 6, 1997
Item No. 106

The Bureau of Developer's Plans Review has reviewed the subject zoning item. Sweet Air Road (Md. Rte. 145) is a State road. All improvements, intersections, entrances, drainage requirements and construction affecting a State road right-of-way are subject to the Standards, specifications and approval of the Maryland State Highway Administration in addition to those of Baltimore County.

This office does not oppose the variance request of Note #5 that is related to the Landscape Manual.

RWB:HJO:jrb

cc: File

ZONE006.106

BALTIMORE COUNTY, MARYLAND
DEPARTMENT OF ENVIRONMENTAL PROTECTION & RESOURCE MANAGEMENT
INTER-OFFICE CORRESPONDENCE

DATE: October 7, 1997

98-106
SPHXA

To: Arnold L. Jablon

From: R. Bruce Seeley RMS

Subject: Zoning Item #106

Amoco Oil Company, 14243 Jarrettsville Pike

Zoning Advisory Committee Meeting of September 29, 1997

The Department of Environmental Protection and Resource Management does not support the proposed car wash facility at this location due to water balance deficiencies on this site and in the area.

If there are any questions regarding these comments, please call me at extension 5859.

BS:sp

Amoco.doc.

Sent 10/22 Case # 98-106 SPH/A

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Arnold Jablon, Director
Department of Permits
and Development Management

Date: October 17, 1997

RECEIVED
OCT 20 1997
ZONING COMMISSIONER

FROM: Arnold F. 'Pat' Keller, III, Director
Office of Planning

SUBJECT: 14243 Jarrettsville Pike

INFORMATION

Item Number: 106

Petitioner: Goldberg Property

Zoning: BM-CR

The petitioner's request should be denied for the following reasons:

1. The proposal does not comply with the landscape transition area and parking setback requirements of the BCZR, and there is no practical difficulty to justify the requested variances.

2. The existing gas station and convenience store/kiosk provide a reasonable use for this property.

3. If measured by straight-line distance, the tunnel exit of the car wash is not set back at least 50 feet from the nearest exit drive as required by Section 419.4.A.2 of the BCZR.

4. The proposed stacking lane will be a substantial detriment to the neighboring commercial properties to the east and south and would, therefore, negatively impact the public health, safety, and general welfare of the Jacksonville community. At least seven separate commercial establishments are served by the narrow, 16 foot driveway right -of-way immediately adjacent to the subject property as shown on the petitioner's plan. There is a great need to widen this right-of-way by at least 12 feet, but the stacking lane will be located only 6 feet from the right-of-way. Construction of the stacking lane as proposed will prevent future expansion of the existing substandard right-of-way to a suitable width to enable upgrading the existing

driveway and construction of a side walk to provide adequate safety for vehicular and pedestrian traffic.

The Jacksonville Planning Committee and the Office of Planning feel that the need for beautification is a major issue in this area. The existing freestanding Amoco sign detracts from the community's appearance because of its size and height. Should the petitioner's requests be granted, this office recommends that the existing sign be replaced with a new monument-style sign no greater than 8 feet in height and 6 feet in width.

Prepared by: Jeffrey W. Long

Division Chief: Cheryl L. Klein

AFK/JL:lsn

Fro
2/20

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Arnold Jablon, Director
Department of Permits
and Development Management

Date: February 9, 1998

FROM: Arnold F. 'Pat' Keller, III, Director
Office of Planning

SUBJECT: 14243 Jarrettsville Pike
AMENDED COMMENT

INFORMATION
Item Number: 106

Petitioner: Goldberg Property

Zoning: BM-CR

The petitioner's request should be denied for the following reasons:

1. The proposal does not comply with the landscape transition area and parking setback requirements of the BCZR, and there is no practical difficulty to justify the requested variances.
2. The existing gas station and convenience store/kiosk provide a reasonable use for this property.

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The Jacksonville Planning Committee and the Office of Planning feel that the need for beautification is a major issue in this area. The existing freestanding Amoco sign detracts from the community's appearance because of its size and height. Should the petitioner's requests be granted, this office recommends that the existing sign be replaced with a new monument-style sign no greater than 8 feet in height and 6 feet in width.

Prepared by: Jeffrey W. Long

Division Chief: Gary L. Kerns

S:\ZAC\ITEM106.DOC

RE: PETITION FOR SPECIAL HEARING PETITION FOR SPECIAL EXCEPTION PETITION FOR VARIANCE 14243 Jarrettsville Pike, Cor E/S Jarrettsville Pike, S/S Sweet Air Road 10th Election District, 6th Councilmanic Legal Owner(s): Marvin Goldberg Lessee: Amoco Oil Company Petitioners	* * * * * *	BEFORE THE ZONING COMMISSIONER OF BALTIMORE COUNTY CASE NO. 98-106-SPHXA

* * * * * * * * * * * * *

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
PETER MAX ZIMMERMAN
People's Counsel for Baltimore County

Carole S. Demilio
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 6th day of August, 1997, a copy of the foregoing Entry of Appearance was mailed to William Monk, Inc., 222 Bosley Avenue, Towson, MD 21204, representative for Petitioners.

Peter Max Zimmerman
PETER MAX ZIMMERMAN

BALTIMORE COUNTY, MARYLAND

INTER-OFFICE CORRESPONDENCE

TO: Arnold Jablon, Director **DATE:** September 29, 1999
Permits & Development Management

FROM: Charlotte E. Radcliffe
County Board of Appeals

SUBJECT: Closed File:
98-106-SPHXA /Marvin Goldberg, et al - LO
Amoco Oil Company - CL

Since no further appeal was taken from the Board's Opinion dated November 25, 1998, and the 30-day appellate period has expired, we are hereby closing the file and returning same herewith.

Attachment (File No. 98-106-SPHXA)

Baltimore County, Maryland
OFFICE OF PEOPLE'S COUNSEL
Room 47, Old CourtHouse
400 Washington Ave.
Towson, MD 21204

(410) 887-2188

RECEIVED
JUN 23 1998
PDM

PETER MAX ZIMMERMAN
People's Counsel

CAROLE S. DEMILIO
Deputy People's Counsel

June 22, 1998

Arnold Jablon, Director
Department of Permits and
Development Management
111 W. Chesapeake Avenue
Towson, MD 21204

Hand-delivered

Re: PETITION FOR SPECIAL HEARING, SPECIAL EXCEPTION AND VARIANCE
14243 Jarrettsville Pike, E/S Jarrettsville Pike, S/S Sweet Air Road
10th Election District, 6th Councilmanic
MARVIN GOLDBERG, Legal Owner,
AMOCO OIL CO., Contract Lessee, Petitioners
Case No. 98-106-SPHXA

Dear Mr. Jablon:

Please enter an appeal of the People's Counsel for Baltimore County to the County Board of Appeals from the Order dated May 29, 1998 of the Baltimore County Zoning Commissioner in the above-entitled case.

Please forward copies of any papers pertinent to the appeal as necessary and appropriate.

Very truly yours,

Peter Max Zimmerman

Peter Max Zimmerman
People's Counsel for Baltimore County

Carole S. Demilio
Deputy People's Counsel

PMZ/CSD/caf

cc: Stanley S. Fine, Esq., 25 S. Charles Street, Baltimore, MD 21201
Randy Javins, Pres., Greater Jacksonville Assn., 24 Sunnyview Drive, Phoenix, MD 21131
James V. McCoy, Chair, Planning Committee, Greater Jacksonville Assn., 3912 Sweet Air Rd, Phoenix, MD 21131
T. Wray McCurdy, 3607 Jackson Cabin Road, Jacksonville, MD 21131
Peter Paicopolis, 3500 Hampshire, Jacksonville, MD 21131

Baltimore County
Department of Permits and
Development Management

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

June 23, 1998

Stanley S. Fine, Esquire
25 S. Charles Street
Baltimore, MD 21201

RE: Petitions for Special Hearing,
Special Exception, and Variance
Case No.: 98-106-SPHXA
14243 Jarrettsville Pike
District: 10c6
Marvin Goldberg, et al - Legal
Owners
Amoco Oil Company – Contract
Purchaser

Dear Mr. Fine:

Please be advised that an appeal of the above referenced case was filed in this office on June 18, 1998 by the Greater Jacksonville Association, Inc., Randy Javins, and James V. McCoy and on June 23, 1998 by Peter Max Zimmerman and Carole S. Demilio on behalf of People's Counsel. 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 the Board of Appeals at 410-887-3180.

Sincerely,

Arnold Jablon
Director

AJ:rye

c: Mr. Pete McEntee
Mr. Pete Paicopolis
Mr. Tom Shaw
Mr. Glen Thomas
T. Wray McCurdy, Esquire
DEPRM
Office of Planning
People's Counsel

RECEIVED
COUNTY BOARD OF APPEALS
98 JUN 24 PM 3:07

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APPEAL

Petitions for Special Hearing, Special Exception, and Variance
E/S Jarrettsville Pike, S/S Sweet Air Road
(14243 Jarrettsville Pike)
10th Election District – 6th Councilmanic District
Marvin Goldberg, et al – Legal Owners
Amoco Oil Company – Contract Lessee
Case Number: 98-106-SPHXA

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98 JUN 24 PM 3:07

Petitions for Special Hearing, Special Exception, and Variance

Description of Property

Certificate of Posting

Certification of Publication (2)

Entry of Appearance of People's Counsel

Zoning Advisory Committee Comments

Petitioners and Protestants Sign-In Sheets

Petitioners' Exhibits:
- 1 – Comprehensive Zoning Map (NE-20C)
- 2 – Topographic Map (NE-20C)
- (LARGE) 3 – Display of Photographs of Surrounding Land Uses (With Petitioner's Exhibit 14)
- (LARGE) 4 – Display of Photographs of Surrounding Land Uses (With Petitioner's Exhibit 9)
- 5A – Copy of Order in Case 85-238-XA Before the County Board of Appeals of Baltimore County dated November 20, 1985 (Granted)
- 5B – Plot Plan
- 6 – Photograph of Existing Amoco Sign
- 7 – Plan to Accompany Special Exception, Special Hearing, and Variance
- 8 – Photograph of Existing Amoco Service Station and Area Proposed for Car Wash
- (LARGE) 9 – Display of Photographs of Area Proposed for Car Wash (With Petitioner's Exhibit 4)
- 10A-C – Four Photographs
- 11 – Check Print
- 12 – Photograph of Private 16' wide Driveway Adjacent to Site
- 13 – Plan to Accompany Special Exception, Special Hearing, and Variance
- (LARGE) 14 – Display of Photographs of Touchless Car Wash (w/ #3)
- 15 – Plan to Accompany Special Exception, Special Hearing, and Variance
- 16 – Letter from Stanley S. Fine, Esquire to Randy Javins, Barry Kuntz, W. Ray McCurdy, Esquire, Sarah Libby, and Ellen Herwig dated March 5, 1998
- 17 - Letter from Stanley S. Fine, Esquire to Randy Javins, Barry Kuntz, W. Ray McCurdy, Esquire, Sarah Libby, and Ellen Herwig dated March 13, 1998
- 18A-C – Three Photographs
- 19 – Information on Laserlink LT & NT Car Wash Entry System

20 – Information on Laserwash 4000
21 – Information on Clearwater II
22 – Information on Laserdri and Laserwind
23 – Material Safety Data Sheet on Advantage
24 – Material Safety Data Sheet on ProShield
25 – Material Safety Data Sheet on LustraFoam
26 – Qualifications of Wes Guckert, President, The Traffic Group
(LARGE) 27 – Display of Photographs of the Proposed Car Wash

Protestants' Exhibits:
1 – Aerial Photograph of Site
(LARGE) 2 – Display of Photographs of Traffic Passing through the Intersection of Jarrettsville Pike and Sweet Air Road
((LARGE) 3 – Display of Photographs of Water coming from Storm Drains in Front of Amoco Stations

Twenty-three Letters of Opposition

Six Requests to be Notified of all meetings to be held relevant to this case from William Bergeron, Norma Bergeron, Mr. and Mrs. Alfred Hermann, III, Rhea O'M. Wright, Marjorie Gerwig, and Elizabeth H. Lehmann

Note from Sophia to File dated October 14, 1997

Survey of Drinking Water Sources, Jacksonville, dated March 31, 1998

Zoning Commissioner's Order dated May 29, 1998 (Granted)

Notice of Appeal received on June 18, 1998 from the Greater Jacksonville Association, Inc., Randy Javins, and James McCoy

Notice of Appeal received on June 23, 1998 from Peter Max Zimmerman and Carole S. Demilio on behalf of People's Counsel

c: Stanley S. Fine, Esquire, 25 S. Charles Street, Baltimore, MD 21201
Mr. Marvin Goldberg, 10768 York Road, Cockeysville, MD 21030
Ms. Barbara Goldberg, 3114 Sunset Lane, Phoenix, MD 21131
Ms. Wanda Schneider, 15334 Manor Road, Monkton, MD 21111
Ms. Susanne Pearce, P.O. Box 41, Cockeysville, MD 21030
Mr. Martin Stumbroski, Amoco Oil, 1 W. Pennsylvania Avenue, Towson, MD 21204
* Mr. Randy Javins, 24 Sunnyview Drive, Phoenix, MD 21131
Mr. Pete McEntee, 3805 Blenheim Road, Jacksonville, MD 21131
* Mr. Jim McCoy, 3912 Sweet Air Road, Jacksonville, MD 21131
Mr. Pete Paicopolis, 3500 Hampshire, Jacksonville, MD 21131
Mr. Tom Shaw, 3509 Sweet Air Road, Jacksonville, MD 21131
Mr. Glen Thomas, 3806 Donerin Way, Jacksonville, MD 21131
T. Wray McCurdy, 3607 Jackson Cabin Road, Jacksonville, MD 21131
Mr. William P. Monk, 222 Bosley Avenue, C-6, Towson, MD 21204
Mr. and Mrs. Bergeron, 4 Valleygreen Court, Phoenix, MD 21131-2002
Mr. and Mrs. Alfred Hermann, III, 13813 Ansari Lane, Baldwin, MD 21013
Ms. Rhea O'M. Wright, 3901 Allendale Court, Monkton, MD 21111
Ms. Marjorie Gerwig, 4 Glenbrook Drive, Phoenix, MD 21131
DEPRM
OP
* People's Counsel of Baltimore County, MS #2010
Lawrence Schmidt, Zoning Commissioner
Arnold Jablon, Director of PDM

Karl & Melanie Kellner
23 Glenbrook Drive
Phoenix, MD 21131
(added to file as Protestant)

Hans Heyck
38 Sunnyview Drive
Phoenix, MD 21131
(added to file as Protestant)

Margaret Albers
36 Club View Lane
Phoenix, MD 21131
(added to file as Protestant)

Frank C. Jerbi
6 Valley Green Court
Phoenix, MD 21131-2002
(added to file as Protestant)

Angela M. Valle
40 Clubview Lane
Phoenix, MD 21131
(added to file as

Case No. 98-106-SPHXA SE -To permit roll-over car wash in combo w/gasoline service station; SPH -To amend previously approved site plan in prior 85-238-XA; and VAR -To permit landscape transition area of 2' ilo required 6'; setback of 0' for parking abutting r/w (Sweet Air Road) ilo req'd 10'.

5/29/98 -ZC's Order in which Petitions for Special Exception, Special Hearing and Variance were GRANTED with restrictions.

7/07/98 - Notice of Assignment for hearing scheduled for Wednesday, September 16, 1998 at 10:00 a.m. sent to following:

Peter Max Zimmerman, People's Counsel for Baltimore County
Carole S. Demilio, Deputy People's Counsel
Greater Jacksonville Assn., Inc.
Randy Javins Jim McCoy
Stanley S. Fine, Esquire
Marvin Goldberg Barbara Goldberg
Wanda Schneider Susanne Pearce
Martin Stumbroski /Amoco Oil Company
William P. Monk
Pete McEntee Pete Paicopolis
Tom Shaw Glen Thomas
T. Wray McCurdy Mr. & Mrs. Bergeron
Mr. & Mrs. Alfred Hermann III Ms. Rhea O'M. Wright
Margorie Gerwig Hans Heyck
Margaret Albers Karl & Melanie Kellner
Pat Keller, Director /Planning
George G. Perdikakis, Director /DEPRM
Lawrence E. Schmidt /Z.C.
Arnold Jablon, Director /PDM
Virginia W. Barnhart, County Attorney

9/16/98 -Day #1 completed; to be scheduled for second hearing day (possible dates of 10/15 and 10/29/98 discussed at conclusion of Day #1; awaiting t/c from W. McCurdy to confirm availability; notice to be sent upon receipt of that call on 9/17/98). K.B.M.

9/22/98 -Notice of Assignment /Day #2 sent to parties (t/c 9/21 from W. McCurdy - okay for 10/15/98). T/C from S. Fine this date - advised that 10/15/98 is to be Day #2 (per notice sent this date).

10/15/98 -Concluded Day #2; scheduled for Day #3 on Wednesday, October 21, 1998 at 1:00 p.m. (holding 2 p.m. on 10/22/98 for additional time if needed).

10/21/98 -Concluded Day #3; scheduled for Day #4 as indicated above; to reconvene Thursday, 10/22/98 at 2:00 p.m.

10/22/98 -Hearing concluded; deliberation to be scheduled for Thursday, October 29, 1998 at 1:00 p.m. (K.B.M.)

10/23/98 -Notice of Deliberation sent to parties; copies K.B.M.; bulletin board posted. Scheduled for Thursday, October 29, 1998 at 1:00 p.m.

10/29/98 -Deliberation concluded; special exception denied; variance relief denied. Written order to be issued; appellate period to run from date of written Order. K.B.M.

NOTES:

1.EXISTING ZONING: BM-CR

2.GROSS LOT AREA: 1.03 Ac +/-
NET LOT AREA: 0.686 Ac +/-

3.SPECIAL EXCEPTION: Section 405.4E(2) and 419.1 to permit a roll over car wash as a use in combination with a gasoline service station.

4.SPECIAL HEARING: To amend the previously approved plan, per Case #85-238 XA to permit a roll over car wash as a combination and to establish all non-conforming improvements (as previously approved) per Sectior and 419 BCZR.

5.VARIANCE: a) Section 419.4B(3) BCZR to permit a landscape transit: 2' in lieu of the required 6'.

b) Section 409.8A 4 to permit a 0' Setback for Parking abutting a public right of way (Sweet Air Road) in lie required 10'.

6.EXISTING USE: Gas station and convenience store/kiosk

7.PROPOSED USE: Gas station, convenience store/kiosk, and rollover ca

8.PREVIOUS COMMERCIAL PERMITS: None located in county records

9.EXISTING BUILDING AREA: C-Store/kiosk - 616 SF (38.5'X16')

10.PROPOSED BUILDING AREA: Car Wash 1056 SF (44'X24')

11.OWNERSHIP INFORMATION: Goldberg, Abraham/Leon
Pearce, Susanne G/Goldberg, Barbara
c/o Amoco Oil Co.; MC 2408
200 E. Randolph
Chicago, IL 60601-7125

12.DEED REFERENCE: 10606/401

13.TAX MAP: 35 GRID: 24 PARCEL: 217

14.CENSUS TRACT: 4102

15.TAX ACCOUNT #: 1007047100

16.ELECTION DISTRICT NO.: 10

17.COUNCILMANIC DISTRICT NO.: 6

18.REQUIRED SITE AREA : Fuel service station: = 15,000 SF
Food store:(Existing) = 2,468 SF (617 SF x 4)
Total required: = 17,468 SF
Total provided = 29,882 SF

19.PARKING NOTES: Parking Required : 1 space per employee (1 employee) = 1
Convenience store 616 SF x 3/1000 = 2 spaces
Air & vacuum = 1 space
2 spaces/tunnel for drying (1 tunnel) = 2 spaces
2 additional spaces = 2 spaces
Total required = 8 spaces

Parking Provided : 8 spaces

20.UTILITIES: Site is served by existing well and septic.

21.SIGNS: All existing signs to remain

405.6 D4

D. IN CASES WHERE A PROVISION OF BILL 172-93 CONFLICTS WITH THE TERMS OR CONDITIONS OF A PRIOR SPECIAL EXCEPTION, THE PROJECT MAY BE SUBJECT TO SPECIAL HEARING AT THE DISCRETION OF THE DIRECTOR OF ZONING ADMINISTRATION AND DEVELOPMENT MANAGEMENT.

2. AFTER A PUBLIC HEARING, THE ZONING COMMISSIONER MAY AUTHORIZE EXPANSION OF THE STATION BEYOND THE CONFINES OF THE SITE, SUBJECT TO THE PROVISIONS OF 405.6.A.1 ABOVE.

3. ANY OF THE "USES IN COMBINATION WITH" FUEL SERVICE STATIONS LISTED IN PARAGRAPH 405.4.E MAY BE ADDED TO ANY SUCH STATION, PROVIDED A SPECIAL EXCEPTION IS GRANTED AND THE PROVISIONS OF SUBSECTION 405.4 ARE MET.

4. ANY STRUCTURE OR EXPANSION OF THE USE THAT IS SHOWN ON A PLAN APPROVED PRIOR TO THE EFFECTIVE DATE OF BILL 172-93 SHALL BE CONSIDERED AS BEING IN COMPLIANCE WITH SECTION 405.4.A.2.A.

B. PORTABLE "A" OR "SANDWICH BOARD" SIGNS SHALL BE REMOVED WITHIN THREE MONTHS OF THE ADOPTION OF THIS PROVISION.

405.7 ABANDONED FUEL SERVICE STATIONS.

A. FINDING: THE COUNTY COUNCIL RECOGNIZES THAT AT TIMES THE PUBLIC NEED FOR FUEL SERVICE STATIONS AT PARTICULAR LOCATIONS CEASES, AND THOSE STATIONS BECOME ABANDONED. AN ABANDONED FUEL SERVICE STATION IS ONE WHICH, INTENTIONALLY, IS NOT IN ACTUAL AND CONTINUOUS OPERATION AS DEFINED IN SUBSECTION 405.7.B. THE COUNTY COUNCIL FURTHER RECOGNIZES THAT AN ABANDONED FUEL SERVICE STATION WHICH IS LEFT TO DETERIORATE CAN BECOME A THREAT TO THE HEALTH, SAFETY AND WELFARE OF THE COMMUNITY, CAN HAVE A BLIGHTING INFLUENCE ON SURROUNDING PROPERTIES AND CAN CAUSE A DETERIORATION OF THE USE, VALUE AND ENJOYMENT OF PROPERTY IN THE IMMEDIATE NEIGHBORHOOD.

Baltimore County
Zoning Commissioner
Office of Planning

Suite 405, County Courts Bldg.
401 Bosley Avenue
Towson, Maryland 21204
410-887-4386

November 18, 1997

Mr. William Monk
William Monk, Inc.
222 Bosley Avenue
Towson, Maryland 21204

RE: Case No. 98-106-SPHXA
14243 Jarrettsville Pike

Dear Mr. Monk:

This is to confirm that the public hearing scheduled for the Petitions for Special Exception, Special Hearing and Variance originally set for October 22, 1997, was postponed at your request. This request was made on behalf of your client, Amoco Oil Company.

As I indicated in open hearing when the case was postponed, this matter will be rescheduled for another hearing only after I hear from you requesting a new hearing date. Public notice of the new date will be provided by the reposting of the property with a sign for a period of at least 15 days prior to the hearing and notice, by mail, to those individuals whose names appear below.

Please contact me when your client is prepared to move forward.

Very truly yours,

Lawrence E. Schmidt
Zoning Commissioner

LES:mmn
c: Randy Javins, 24 Sunnyview Drive, Phoenix, Md. 21131
Sarah Libby, 9 Brocster Court, Phoenix, Md. 21131
Barry Kuhnz, 8 Brocster Court, Phoenix, Md. 21131
Ellen Herwig, 14820 Jarrettsville Pike, Monkton, Md. 21111

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on Recycled Paper

Baltimore County
Zoning Commissioner
Office of Planning

Suite 405, County Courts Bldg.
401 Bosley Avenue
Towson, Maryland 21204
410-887-4386

January 26, 1998

Mr. William Monk
William Monk, Inc.
222 Bosley Avenue
Towson, Maryland 21204

RE: Case No. 98-106-SPHXA
Location: 14243 Jarrettsville Pike

Dear Mr. Monk:

This is to confirm our recent telephone conversation wherein the above matter was rescheduled for public hearing for Friday, February 20, 1998 at 1:30 P.M. The hearing will be conducted at the Zoning Commissioner's Hearing Room located on the 4th floor of the County Courts Building (Room 407) in Towson.

Pursuant to my letter to you regarding this matter dated November 18, 1997, please arrange for a re-posting of the property with a sign advertising the time and place of the hearing. It is not required that the property be re-advertised in the newspaper. However, by a copy of this letter, I am sending notice of the new hearing date to the community individuals listed below.

Please call me if you should have any questions regarding this matter.

Very truly yours,

Lawrence E. Schmidt
Zoning Commissioner

LES:mmn
c: Randy Javins, 24 Sunnyview Drive, Phoenix, Maryland 21131
Sarah Libby, 9 Brocster Court, Phoenix, Md. 21131
Barry Kuhnz, 8 Brocster Court, Phoenix, Md. 21131
Ellen Herwig, 14820 Jarrettsville Pike, Monkton Md. 21111

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Baltimore County
Zoning Commissioner
Office of Planning

Suite 405, County Courts Bldg.
401 Bosley Avenue
Towson, Maryland 21204
410-887-4386

March 3, 1998

Stanley S. Fine, Esquire
25 S. Charles Street
Baltimore, Maryland 21201

RE: Case No. 98-106-SPHXA
Location: 14243 Jarrettsville Pike
Legal Owner: Marvin Goldberg
Lessee: Amoco Oil Co.

Dear Mr. Fine

By agreement of counsel and other interested persons, this is to advise that the above captioned case has been continued for a public hearing on April 13, 1998 at 9:00 A.M. in Room 407 of the County Courts Building, 401 Bosley Avenue in Towson.

By a copy of this letter, I am sending notice of the new hearing date to the community individuals listed below.

Very truly yours,

Lawrence E. Schmidt
Zoning Commissioner

LES:mmn
c: William Monk, Inc., 222 Bosley Avenue, Towson, Md. 21204
c: Randy Javins, 24 Sunnyview Drive, Phoenix, Md. 21131
Sarah Libby, 9 Brocster Court, Phoenix, Md. 21131
Barry Kuhnz, 8 Brocster Court, Phoenix, Md. 21131
Ellen Herwig, 14820 Jarrettsville Pike, Monkton, Md. 21111
T. Wray McCurdy, Esquire, 3607 Jackson Cabin Road, Phoenix, Md. 21131

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on Recycled Paper

COUNTY BOARD OF APPEALS OF BALTIMORE COUNTY
MINUTES OF DELIBERATION

IN THE MATTER OF: Marvin Goldberg, et al /Legal Owners; Amoco Oil Co. /Contract Lessee -Petitioners Case No. 98-106-SPHXA

DATE : October 29, 1998

BOARD /PANEL : Kristine K. Howanski, Chairman (KKH)
Harry E. Buchheister, Jr. (HEB)
Thomas P. Melvin (TPM)

SECRETARY : Kathleen C. Bianco
Administrator

PURPOSE: To deliberate Case No. 98-106-SPHXA /Marvin Goldberg, et al -Legal Owners; Amoco Oil Co. -Contract Lessee /Petitioners. Petition for Special Hearing, Special Exception (roll-over car wash) and Variances.

IN ATTENDANCE: Those in attendance at this deliberation included Stanley S. Fine, Esquire, Counsel for Petitioners; T. Wray McCurdy, Counsel for the Greater Jacksonville Assn.; and Carole S. Demilio, Deputy People's Counsel for Baltimore County.

KKH: We are here to deliberate Case No. 98-106-SPHXA in the matter of Marvin Goldberg, et al and the Amoco Oil Co. This was an appeal from a hearing in which the Zoning Commissioner granted petitions for special exception, special hearing and variances.

HEB: Board heard extensive testimony regarding management and operational procedures for automatic car wash over several days of testimony, but specifically the Board is requested to consider petitions for special exception, special hearing and zoning variances. As to the petition for special hearing, the Board is requested to approve certain amendments to a special exception previously granted for this property in 1985 which approved a mini-store and gas-and-go self-service operation and variances for a sign on the site which was first established as a gas station in 1946.

Approval being sought for roll-over car wash of 24' x 32' in the rear of the 1.3 acre site, with no change in existing operation, just the added car wash and parking spaces for which variance are requested. Mr. Monk testified that this could be accomplished without the variances.

Plan was reviewed by Mr. Monk; to be operated in a B.M.-C.R. zone; found testimony most impressive at start of hearing as to state of art car wash and how contaminants would be dealt with. However, Protestants opposing the petition presented the matter of water contamination and the operation as very complex issue; serious level of opposition by the Planning Office and DEPRM. Citing 502.1, this is not a personal

service; site contains viable gas station and convenience store; has odd shape but good depth and frontage. Mr. Wertz asserted that car wash facilities were viewed as inappropriate uses in rural center. Citing further testimony by Mr. Wertz and Mr. Adamski of DEPRM, as well as persuasive testimony by protestants, there is a lack of evidence as to the water process; Petitioner did not meet 502.1 as to this issue; petition should not be approved.

Summary: Requested Petitions should be denied.

TPM: As Harry did a fine job laying everything out, will not repeat; however, even if it was found to be unique by shape, practical difficulty or unreasonable hardship not found - subject site is being utilized by two uses - service station and convenience store. Find that Petitioner will not suffer practical difficulty or unreasonable hardship; also note that Mr. Monk said it could be achieved without variances.

Moving on to the special exception -- relied heavily on Mr. Adamski's testimony - accepted as expert. Citing extensive and persuasive testimony by Mr. Adamski, this would be detrimental to the health and safety of the community -- I have to agree with Harry -- 502.1 has not been satisfied.

Summary: Petitioners should be denied.

KKH: I think I'm coming around to the same spot but might take a different route -- did think this case may fall under Umerley and Chester Haven and so forth. Could be decided on variances alone; disagree as to uniqueness although its shape is odd; in this instance, able to build on this lot; two uses on the property so obviously shape did not inhibit development.

Similar to AT&T Wireless case - fully developed property and trying to shoehorn another use on the property.

Again, we could stop there, but if necessary we could go on to practical difficulty, and I would have to agree with you, Mr. Melvin, that difficulty is the act of the owner wanting to have other uses on the property; two uses make the third impossible.

While we do not have to go further, I would agree as to burden of proof -- that Petitioners did not satisfy 502.1; it's Petitioners' responsibility of establishing that the use for which the special exception is requested would not be adverse for the eight factors enumerated -- have testimony that it is detrimental to that location per Schultz v. Pritts. I would have to agree on the health, welfare and safety. Special exception fails in that regard also.

Amoco Oil Co. /Marvin Goldberg et al -Owners
Case No. 98-106-SPHXA /Minutes of Deliberation

Summary: Petitions for Variance and Special Exception fail.

TPM: We've reached the same conclusion.

HEB: Looking at the site and the plan that Mr. Monk drew, it was very impressive and seemed workable, and he made the comment that the variances were small; small requests for setbacks. But the operation at that facility left so much up in the air; the detrimental developments that could happen from that site were extensive. Special exception could not be granted; almost like an experimental car wash; did not have facts and figures to tell us.

KKH: We all agree on unreasonable hardship and practical difficulty; that seems to be area upon which we have reached consensus; variance request fails. And we seem to have a consensus on 502.1, detrimental to the health, safety and general welfare of the locale involved.

TPM: I believe 502.1 is the big issue.

HEB: I agree with that.

KKH: Well I think then we do appear to have a consensus. We appear to be in agreement that the Petition would have to fail both because the variances have to be denied and if the variances are denied, we cannot go forward, but if you go beyond the variances, it fails as to the special exception under 502.1.

We will close this deliberation in this instance. We will issue a written opinion in accordance with this deliberation and anyone feeling aggrieved from that decision will have 30 days from the date of the written opinion to file an appeal.

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

NOTE: These minutes serve as verification that the subject case was publicly deliberated, and will be included as part of the subject file; and further that the special exception and variance requests were denied.

Respectfully submitted,

Kathleen C. Bianco

Kathleen C. Bianco
Administrator
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

HAND DELIVERED

October 17, 1997

Mr. Lawrence Schmidt
Zoning Commissioner
County Court Building
401 Bosley Avenue
4th Floor
Towson, MD 21204

Re: Case #98-106 SPHA: Amoco Oil Company - Four Corners/Jacksonville

Dear Commissioner Schmidt:

On behalf of my client, Amoco Oil Company, petitioner in the above referenced case, I am respectfully requesting a postponement of the hearing schedule for Wednesday, October 22 at 10:30 AM. The applicant is not prepared to proceed at this time.

Thank you for your consideration in this matter.

Cordially,

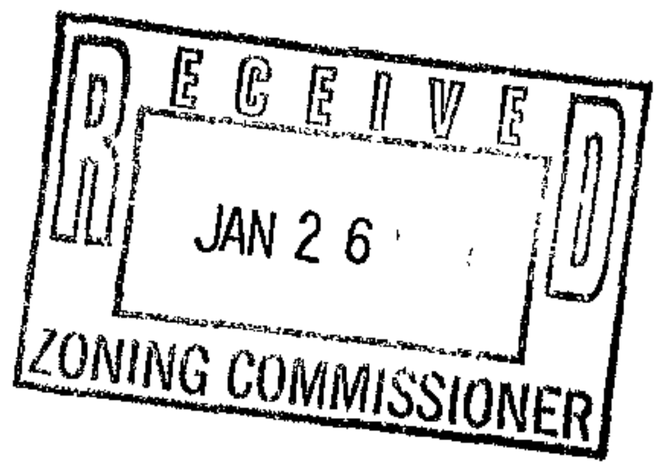
William P. Monk
wpm/cjs

cc: Chuck Lane
Marty Stumbroski
Jim McCoy

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS



January 23, 1998

Mr. Lawrence Schmidt
Zoning Commissioner
Baltimore County
401 Bosley Avenue, 4th Floor
Towson, MD 21204

RE: Case #98-106-SPHXA, 14243 Jarrettsville Pike, Amoco "Four Corners"

Dear Mr. Schmidt:

Pursuant to your letter to me dated November 18, 1997 regarding the postponement for the above-referenced hearing, you indicated that it was the applicant's responsibility to notify the other interested parties that appeared at the time of the initial hearing to inform them when a new hearing was to be scheduled.

By copy of this letter to the four individuals so noted, the hearing has been rescheduled for Friday, February 20 at 1:30 PM in Room 407 Courts Building, 401 Bosley Avenue.

Mr. Randy Javins is the president of the Greater Jacksonville Community Association and I have also notified the previous president Mr. Jim McCoy.

Cordially,

W P Monk /cjs

William P. Monk
WPM/cjs

cc: Randy Javins, 24 Sunnyview Drive, Phoenix, MD 21131
Sarah Libby, 9 Brocster Court, Phoenix, MD 21131
Barry Kuhnz, 8 Brocster Court, Phoenix, MD 21131
Ellen Herwig, 14820 Jarrettsville Pike, Monkton, MD 21111

9727sch/d45

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

January 23, 1998

RECEIVED
JAN 26
ZONING COMMISSIONER

Mr. Jim McCoy
Greater Jacksonville Association
PO Box 126
Phoenix, MD 21131

RE: Amoco: "Four Corners"

Dear Jim:

As promised, I am notifying you that Amoco has resubmitted the application forms with all of the appropriate signatures to the Zoning Commissioner. The hearing has been rescheduled for February 20th at 1:30 PM (see attached letter). The property will be posted with the appropriate signs as required by law.

If you have any questions, please feel free to contact me.

Cordially,

Bill

William P. Monk

cc: Lawrence Schmidt/Zoning Commissioner

9727jltr/d45

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

ROSENBERG PROUTT FUNK & GREENBERG
ATTORNEYS AT LAW
A PARTNERSHIP INCLUDING A PROFESSIONAL CORPORATION
2115 FIRST MARYLAND BUILDING
25 SOUTH CHARLES STREET
BALTIMORE, MARYLAND 21201

STANLEY S. FINE

(410) 727-6600

TELECOPIER: (410) 727-1115

E-MAIL ADDRESS
stanley@rpfg.com

March 13, 1998

RECEIVED
MAR 16

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Randy Javins
24 Sunnyview Drive
Phoenix, Maryland 21131

Ms. Sarah Libby
9 Brocster Court
Phoenix, Maryland 21131

Mr. Barry Kuhnz
8 Brocster Court
Phoenix, Maryland 21131

Ms. Ellen Herwig
14820 Jarrettsville Pike
Monkton, Maryland 21111

W. Ray McCurdy, Esquire
Sutton, McCurdy & Stone
101 Eastern Boulevard
Baltimore, Maryland 21221

Re: Case No. 98-106-SPHXA
Location: 14243 Jarrettsville Pike

Ladies and Gentlemen:

As a follow-up to my letter to you dated March 5, 1998 concerning the above matter, the following is a summary of the modifications to the plan originally filed in this matter and the revised plan I sent to you on March 5, 1998:

1. The original plan shows a 16-foot use in common right-of-way as appearing on the adjoining property to the east. Based upon additional research in the Baltimore County Land Records, we determined that the entire 16-foot use in common right-of-way is on our property. Therefore, the revised plan shows the 16-foot use in common right-of-way on the applicant's property.

2. Accordingly, the revised plan shows the car wash building smaller in size and relocated a few feet west of its original location.

3. The original plan showed a 35-foot curb cut onto Sweet Air Road. The revised plan shows a 33-foot curb cut onto Sweet Air Road.

These changes do not require any additional variances and are in keeping with the spirit and intent of our original submittal.

Sincerely,

Stanley S. Fine

Stanley S. Fine

SSF:sac
0097375.01

cc: Amoco Oil Company
William Monk, Inc.
Lawrence Schmidt, Zoning Commissioner

ROSENBERG PROUTT FUNK & GREENBERG, LLP
ATTORNEYS AT LAW
A PARTNERSHIP INCLUDING A PROFESSIONAL CORPORATION
2115 FIRST MARYLAND BUILDING
25 SOUTH CHARLES STREET
BALTIMORE, MARYLAND 21201

STANLEY S. FINE

E-MAIL ADDRESS
stanley@rpfg com

(410) 727-6600

FACSIMILE: (410) 727-1115

July 1, 1998

VIA HAND DELIVERY

RECEIVED
COUNTY BOARD OF APPEALS
98 JUL -1 PM 3:05

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

Re: Petitions for Special Hearing, Special Exception, and Variance
Case No.: 98-106-SPHXA
14243 Jarrettsville Pike - District: 10c6
Marvin Goldberg, et al - Legal Owners
Amoco Oil Company - Contract Purchaser

Ladies and Gentlemen:

Please be advised that this firm represents Amoco Oil Company and Douglas Miller in the above-referenced case. Mr. Miller is the owner and operator of the Amoco Gas Station at the above property and will have financing responsibility with respect to the proposed car wash at the above property. In light of the appeal that has been recently filed, Mr. Miller's financing commitment for this project has been extended through early Fall. No financing commitment exists thereafter. In view of the limited time extension for Mr. Miller's financing for this project, it is respectfully requested that a hearing be set in this matter as soon as possible.

Thank you for your cooperation.

Sincerely,

Stanley S. Fine

Stanley S. Fine

SSF:sac
0101544.01

cc: Amoco Oil Company
Mr. Douglas Miller

CASHIER 6/22

6/16/98

Arnold Jablon Director
Department of Permits and
Development Management
111 W. Chesapeake Ave.
Towson, MD 21204

Re: **Petition For Special Hearing,**
Special Exception and Zoning Variance
14243 Jarrettsville Pike, E/S Jarrettsville
Pike, S/S Sweet Air Rd.
10th Election District, 6th Councilmatic
Marvin Goldberg, et.al, Owners, Amoco Oil Co.
Contract Lessee, Petitioners, Case No. 98-106-SPHXA

Dear Mr. Jablon;

Please enter an appeal of the Greater Jacksonville Association, Inc. and the following named individuals to the County Board of Appeals from the Findings of Fact and Conclusions of Law of the Baltimore County Zoning Commissioner Dated May 29, 1998 in the above entitled case.

Enclosed is my check for the filing fee. Please forward copies of any papers pertinent to the appeal as necessary and appropriate.

Sincerely Yours,

Randy Javins

Randy Javins, President Greater
Jacksonville Association

24 Sunnyview Drive
Phoenix, MD. 21131

* James V McCoy, chair, Planning Com.
3012 Sweet Air Rd
Phoenix, MD 21131

cc: Stanley S. Fine 25 S. Chas. St., Balt, MD 21201
Peoples Counsel For Baltimore County Room 47, 400 Washington Ave.
Towson, MD 21204

CHECK ENCLOSED

RECEIVED
JUN 18 1998
PDM

SURVEY OF DRINKING WATER SOURCES, JACKSONVILLE
31 MARCH 1998

WEST SIDE OF JARRETTSVILLE PIKE SOUTH FROM FOUR CORNERS:

EXXON STATION	USES BOTTLED WATER
CLEANERS	USES BOTTLED WATER WASH HANDS AT SINK (WELL) SMELLS LIKE PETROLEUM PRODUCTS, FEELS SLIMY
PRICELESS HARDWARE	BRINGS BOTTLED WATER TO STORE
ROYAL FARMS	USES THEIR WELL WATER; EMPLOYS EXTENSIVE TREATMENT (DEMINERALIZER, FILTERS, NEUTRALIZERS) TO KEEP THEIR COFFEE URNS FROM BECOMING CLOGGED WITH MINERAL SALTS
GREMPLER REAL ESTATE OFFICE	USES BOTTLED WATER. WELL TESTS OK, BUT DOESN'T TRUST
CITGO STATION	USES BOTTLED WATER. TESTS SHOW WELL OK, BUT DOESN'T TRUST
JACKSONVILLE EL. SCHOOL	USES BOTTLED WATER. WELL POLLUTED WITH FERTILIZERS (NITRATES), PESTICIDES, APPARENTLY FROM FIELDS NEXT DOOR (ONCE USED AS A LOCAL DUMP)

SUMMARY: WHILE SOME OF THESE BUSINESSES COULD PERHAPS USE THEIR WELLS AS A SOURCE OF DRINKING WATER, THEY DO NOT TRUST THE TESTS, AND WORRY THAT THE POLLUTANTS WILL RE-EMERGE INTO THEM. THEY ARE, THEREFORE, SUSPICIOUS OF ANY DEVELOPMENT WHICH COULD JUST COMPOUND AN ALREADY EXISTING PARANOIA, AND SINCE MOST OF THEIR CUSTOMERS ARE LOCAL AND AWARE OF THE WATER PROBLEMS, THEY PROVIDE THEM WITH BOTTLED WATER. ADDITIONALLY, SEVERAL BUILDING LOTS DIRECTLY WEST OF THE SHOPPING STRIP WERE FOUND TO HAVE POLLUTED WELLS; THE BUILDER, WITH COUNTY PERMISSION, SET ASIDE A LOT FURTHER TO THE WEST TO DRILL A WELL(S) TO PROVIDE DRINKING WATER TO THOSE LOTS.

JVMCCOY
3912 SWEET AIR RD.
JACKSONVILLE, MD 21131

Jim McCoy
12 April 98

JACK JANOS
P.O. BOX 202
PHOENIX, MD 21131
410-527-0726 FAX: 410-527-1616
EMAIL: JACKJANOS@AOL.COM

Oct 20, 1997

Lawrence E. Schmidt, Zoning Commissioner
County Courts Bldg., 401 Bosley Ave.
Towson, MD 21204

RECEIVED
OCT 21 1997
ZONING

Re: Case # 98-106-SPHXA

Dear Mr. Schmidt,

I have been a resident of Jacksonville for the past 25 years and have seen this area go from a rural country-type setting to a small town which in my opinion, has placed an overburden on the natural resources of this area.

Now, I understand that the Amoco station at Jarrettsville Pike & Sweet Air Road is seeking a exception to construct a Brushless Carwash.

I would like to register my OPPOSITION to this construction herewith.

My reasons are many, including:

- Environmental - Contamination of the delicate water table in this area from the chemicals and accidental spillage used, and additional well that could effect the other wells in the area. (My water already turns cloudy on occasion from the existing over-use of our water table).
- Traffic - The traffic at this intersection is already ridiculous. I have waited over 10 minutes to get thru and this will be only worsened by cars backed up on a single lane road waiting to be washed .

I hope you will consider my concerns along with my neighbors and not allow the proposed exception.

Very truly yours,

A. John Janos, Jr.

ROG

Reisterstown~Owings Mills~ Glyndon
Coordinating Council

RECEIVED POST-HEARING
DAY ONE

RECEIVED
COUNTY BOARD OF APPEALS
98 SEP 25 PM 4:39

September 23, 1998

County Board of Appeals
Court House Room 49
400 Washington Ave.
Towson, MD 21204

RE: Case Reference 98-106 sphxa

Dear Appeals Board:

The Reisterstown-Owings Mills-Glyndon Coordinating Council (ROG) is an organization representing numerous local community groups in the geographic area indicated in the name. One of the organization's primary goals has been the establishment of procedures that would lead to a requirement for adequate facilities prior to any proposed development. In regard to case number 98-106, which involves the construction of a car wash facility at an Amoco gas station, we believe that the Zoning Commissioner's approval of the request to construct the facility runs counter to this important concept.

One of the basic tenants of any development activity is the adequacy and availability of basic resources, which in this situation would be water. While it might be true that water can be provided to a site by shipping it in via truck, just as water can be conveyed to a site in rural areas for fire fighting via pumper trucks, the adequacy of the supply cannot be considered fully sufficient for all situations. Fire situations that call for more water than is transported in a single truck requires multiple shipments. Situations often arise when even several shipments are inadequate. A similar argument could be made in regard to the Amoco car wash situation. The proposed plan is based on some level of need. The defined conditions in the proposal cannot address all future needs, of which growth would be one undefined future concern. This is of concern to us because it is known that growth in a business is an essential aspect for its continued success.

Was growth included in the proposal that was submitted? Could future demands be met without unduly stressing the designed trucking plan? Would the increase in the number of trucks needed to transport the water be able to satisfy the need of expanded operations? Would the corresponding increase in risks associated with the increased truck traffic be acceptable? Are the roads in the area able to physically accommodate the traffic. These are but a few of the concerns that need to be considered in the sustaining of the issued permit.

If this approval was upheld it would become a precedent setting case of unparalleled magnitude. In essence, this would allow the construction of any facility anywhere in the county regardless of available water resources. Any developer could argue that arrangements were being made to truck water to the site regardless of the impacts that the trucking would have on the community.

P.O. Box 117 Reisterstown, Maryland 21136

Concurrence of the zoning commissioner approval would strip the County of one of its most important development management tools. Current growth development plans are intimately tied to the availability of public water and sewerage. The sustaining of this approval would allow development in virtually any sector of the County. As a precedent setting action, this could lead to a similar opening for unlimited development based on septic capacity of a parcel of land. If the argument is upheld that water can be trucked in to a site, it would be equally logical to argue that wastewater could be removed in a similar fashion. Again, this would eliminate the County's ability to limit development where the resources are limiting.

The concern with having inadequate onsite resources is based on the ultimate growth that will occur as a result of taking away this limiting factor. Although limiting development is not in of itself a goal, the concern with development in rural areas that is dependent on offsite resources will ultimately lead to delivery problems. When the transportation of the resource to or from the site becomes too costly, or it imposes undue safety problems, what then happens to the site? Does it then stand as a hollow monument to improper planning? Does it then beg for the extension of water and sewer service, which then opens the area for further development?

Once opened, the door to allowing development without adequate resources can, and in all probability will, lead to more development that may run counter to the overall planning set forth in the County's Master Plan. It would, in effect, force the Master Plan to evolve around the Zoning Commissioner's decision. This would then place the office of the Zoning Commissioner in position of formulating zoning plans rather than making decisions regarding the appropriateness of zoning law.

In consideration of the above concerns, we would request your reversal of the Zoning Commissioner's decision that would allow for the development of the car wash facility without adequate onsite resources.

Sincerely,

George Harman, President

cc: Peter Zimmerman, People's Counsel

Elizabeth H. Lehmann
4104 Green Glade Road
Phoenix, MD 21131

February 16, 1998

Lawrence E. Schmidt, Zoning Commissioner
County Courts Building
401 Bosley Avenue
Towson, Md 21204

Dear Mr. Schmidt:

I am writing to oppose any special exception that might allow AMOCO to build a brushless carwash in Jacksonville (Case # 98-106-SPHXA). There are numerous reasons against this carwash including, but not limited to the following:

1) environmental concerns in a very critical well - water sensitive area.

2) Traffic problems - roads are already overburdened and the Four Corners intersection is a nightmare in rush hour.

3) Any deviation from the existent setbacks would add to an already difficult traffic and safety situation.

My employment will not permit me to attend Friday's hearing. I hope this letter will express my firm objection to any special zoning exception. As I understand it, the Greater Jacksonville Association as well as the county zoning and environmental officials also have expressed opposition to this request.

Thank you for your consideration of these opinions.

Sincerely,

Elizabeth H. Lehmann

CC Randy Javins, President
Greater Jacksonville Association

Remember:
stapled items —
first page only

4 Valleygreen Ct.
Phoenix, MD 21131-2002
June 16, 1998

Mr. Arnold Jablon, Director
Dept. Permits and Development
111 W. Chesapeake Ave.
Towson, MD 21204

Re: Case #98-106-SPHXA

Dear Mr. Jablon:

Please add my name as an additional appellant to case #98-106-SPHXA.

Please notify me of all meetings to be held relevant to this case.

Thank you

Norma R. Bergeron

Norma R. Bergeron
4 Valleygreen Ct.
Phoenix, MD 21131-2002

RECEIVED
JUN 18 1998
98-2470
PDM

6/18/98
P loop File

4 Valleygreen Ct.
Phoenix, MD 21131-2002
June 16, 1998

Mr. Arnold Jablon, Director
Dept. Permits and Development
111 W. Chesapeake Ave.
Towson, MD 21204

Re: Case #98-106-SPHXA

Dear Mr. Jablon:

Please add my name as an additional appellant to case #98-106-SPHXA.

Please notify me of all meetings to be held relevant to this case.

Thank you

William F. Bergeron

William F. Bergeron
4 Valleygreen Ct.
Phoenix, MD 21131-2002

RECEIVED
JUN 18 1998
98-2470
PDM

Lloyd & Debbie Collins
3531 Southside Avenue
Phoenix, MD 21131
April 28, 1998

Lawrence E. Schmidt
Zoning Commissioner
County Courts Bldg.
401 Bosley Avenue
Towson, MD 21204

APR 30

Dear Mr. Schmidt:

The purpose of this letter is to notify you that we oppose the construction of a brushless carwash at the present AMOCO station at the corner of Jarrettsville Pike and Sweet Air Road in Phoenix, MD. As residents and homeowners of this community we are concerned about the impact this proposed addition will have on our environment in terms of well water quality, the probable increase in traffic congestion and resulting accidents at the Four Corners area, the likelihood of a certain amount of water run-off to two main thoroughfares in Jacksonville and the repercussion of this run-off in cold weather.

Furthermore, we oppose the request for the special zoning exemption regarding the easements and setbacks. We realize that our concerns are merely speculation at this point, however our community has seen and lived through the assumption that businesses were responsible enough to protect our environment and community, only to find years later they were not, damage had been done, and it took years to prove their negligence and obtain remuneration. We do not want this to happen again in our community. Despite the fact that the establishment will have a holding tank for the chemical laden water, a certain amount will still make its way onto the parking lot and surrounding roads as run-off from the cars and ultimately will seep into the ground. This is not a desirable or tolerable situation. There is no guarantee that the holding tanks will not leak, nor is there a "watch dog" to see that the tanks are pumped off in a timely manner, or at all.

Thank you for your time and we look forward to receiving your denial to this proposed car wash in our community.

Sincerely,

Debbie & Lloyd Collins

Lloyd & Debbie Collins

FEB 19
ZONING COMMISSIONER

Lawrence E. Schmidt
County Courts Bldg, 401 Bosley Ave.
Towson, MD 21204

Dear Sir;

This letter is in protest of Case #98-106-SPHXA scheduled for hearing on Feb 20th at 1:30 PM in Room 407, for a special zoning to construct a car wash at the intersection of Jarrettsville Pike and Sweet Air Rd. We are, as are all the residents of this area, violently opposed to such a zoning exception.

The reasons are numerous. The water table is dwindling because of increased home building in this area. Some wells used by those of us who live on Jarrettsville Pike are already polluted by salt runoff caused by County road salting during winter months. But the worst problems would be caused by traffic tieups caused by carwash patrons trying to get in or out of a carwash, particularly during certain time periods, when traffic is backed up past our house (we live over 1/2 mile south of Jacksonville).

Lets have Baltimore County solve the existing problems before dumping even more on us. This stupid proposal should never have gotten this far.

Yours very truly;

Douglas A. Weber & Mary Jane Weber

Douglas A. & Mary Jane Weber
13940 Jarrettsville Pike
Phoenix, MD 21131-1412

RECEIVED
COUNTY BOARD OF APPEALS

98 AUG 28 PM 3: 33

8/27/98
8
WCR

File

3631 Southside Avenue
Phoenix, MD 21131
August 25, 1998

Mr. Arnold Jablon, Director
Department of Permits and Development
111 West Chesapeake Avenue
Towson, MD 21204

Dear Mr. Jablon;

Please register my name as appellate for Case 98106, SPHXA, and include me on the mailing list so that I will be kept informed regarding current action taking place on the Car Wash Bay that is being purposed for the intersection at Sweet Air Road and Jarrettsville Pike in Jacksonville, MD.

Thank you.

Sincerely,

E. William Ensor, Jr.

RECEIVED
2 7 1998
98-3286

TELEPHONE 592-3257

SAUL L. LINDENBAUM, PH.D.
CLINICAL PSYCHOLOGIST
4307 ROUNDNOLL ROAD
BALDWIN, MD 21013

RECEIVED
OCT 20 1997

October 18, 1997

Lawrence E. Schmidt, Zoning Commissioner
County Courts Building, 401 Bosley Ave.
Towson, MD 21204

RE: CASE# 98-106-SPHXA

Dear Mr. Schmidt,

I'm writing to tell you that my wife and I are both OPPOSED to the idea of letting the Amoco Station build a carwash, of any sort, at Sweet Air Rd. and Jarrettsville Pike. This intersection is already crowded and dangerous at the best of times, and the idea of filling it with a line of cars that will inevitably block traffic, just makes no sense. Since this will occur with special intensity after a snow storm, when lane width is already reduced, the plan simply defies logic.

Thank you for your attention to this matter.

Sincerely,

Saul Lindenbaum

Saul Lindenbaum

Frank C. Jerbi
6 Valley Green Ct
Phoenix, MD 21131-2002

Arnold Jablon, Director
Dept. of Permits and Division
111 West Chesapeake Ave.
Towson,MD, 21204

8/14/98
SCR

Dear Sir,

Please add my name as an additional appellant on Case # 98-106-SPHXA.

Thank you,

Frank C Jerbi
FrankC. Jerbi

RECEIVED
COUNTY BOARD OF APPEALS
98 AUG 18 PM 4:05

RECEIVED
POST-APPEAL

RECEIVED
AUG 13 1998
98-3288
PDM

Arnold Jablon, Director
Dept. of Permits and Division
111 West Chesapeake Ave.
Towson,MD, 21204

Dear Sir,

Please add my name as an additional appellant on Case # 98-106-SPHXA.

Thank you,

Edward Jerki

[redacted]
6 Valleygreen Ct.
Phoenix, Md. 21131

RECEIVED
POST-APPEAL

6/24/98
8
WCR

23 Glenbrook Drive
Phoenix, MD 21131
6/22/98

Mr Arnold Jablon
Department of Permits
111 W. Chesapeake Ave
Towson, MD 21204

Case # 98-106- SPHXA

Dear Mr Jablon,

We would again like to register our objection to the proposed carwash at Jarrettsville Pike and Sweetair Roads in Jacksonville. There is already too much traffic and a carwash would make the area impossible at certain times of the day.

Sincerely,

Karl + Melanie Kellner.

Karl & Melanie Kellner

RECEIVED
COUNTY BOARD OF APPEALS
98 JUL -7 PM 12:02

Kathi 6/29

This case was just sent over last week for an appeal

Sophia

More Than Merely A Secretary
SLIGHTLY LESS THAN A GOD

P-929 © 1989 3M

RECEIVED
POST-APPEAL

RECEIVED
2 4 1998
98-2578

23 Glenbrook Drive
Phoenix, MD 21131
6/22/98

Mr Arnold Jablon
Department of Permits
111 W. Chesapeake Ave
Towson, MD 21204

Case # 98-106- SPHXA

Dear Mr Jablon,

We would again like to register our objection to the proposed carwash at Jarrettsville Pike and Sweetair Roads in Jacksonville.
We feel that it would add too much traffic to the already clogged roads.

Sincerely,

Gerd + Helen Petrich

Dr & Mrs Gerd Petrich

RECEIVED
2/4 1998
98-2578

Leslie R. Rush
14204 Robcaste Rd.
Phoenix, Maryland 21131
410-527-0626

February 16, 1998

Lawrence E. Schmidt, Zoning Commissioner
County Courts Building
401 Bosley Ave.
Towson, MD 21204

Subject: Case 98-106-SPHXA
Amoco Car Wash

Dear Mr. Schmidt,

As a resident of Jacksonville, and one who lives very close to the Four Corners intersection, I am writing to say that I oppose the construction of the proposed car wash at the Amoco station.

The traffic in the morning and evening is already too heavy without adding an enterprise that would have to increase traffic and create back-ups on Jarrettsville Pike in order to do the volume of business necessary to be successful.

I request that you deny the zoning exception.

Sincerely,

Leslie R. Rush

RECEIVED
FEB 20

February 13, 1998

RECEIVED
FEB 18
ZONING COMMISSIONER

Mr. Lawrence E. Schmidt, Zoning Commissioner
County Courts Building
401 Bosley Avenue
Twoson, Maryland 21204

Reference: Case #98-016-SPHXA
Proposed AMOCO Carwash

Dear Sir:

As residents of the Jacksonville area for 43 years, we protest proposed exceptions to zoning which would permit constructing a brushless carwash next to the Amoco station at Sweet Air Road and Jarrettsville Pike.

No additional traffic hazards should be introduced for at least 50 yards in any direction from the center of the intersection of Jarrettsville Pike, Sweet Air Road and Paper Mill Road.
This is already one of the most dangerous intersections in Baltimore County. There are too many entrances and exits to various establishments side by side for at least one hundred yards in all four directions. It is now perilous and incredibly congested. It seems ludicrous to deliberately attract hundreds of more vehicles to the existing traffic mess in this vicinity, further endangering public safety.

There is no doubt that chemicals emanating from this operation <u>will</u> contaminate the ground water, as there is no place for the run-off to go except <u>into the ground</u>.

The volume of water used also will greatly reduce the available water supply in the area. We understand a proposal exists to truck in the water supply, but there are no covenants that say this <u>must</u> be done. Therefore, what guarantee do we have that this method of water supply must be done in perpetuity until a city, county or other reservoir type of water supply is available?

We pray that reason will prevail and steps will be taken to squash this request for zoning exceptions.

Very truly yours,

John L. Zeman

Melva A. Zeman

14000 Jarrettsville Pike
Phoenix, Maryland 21131
401-666-1708

Rec'd 2/17/98

Edward S. Palanker

2900 Paper Mill Rd.
Phoenix Md. 21131
410-527-0734
palanker@aol.com
February 10, 1998

Mr. Lawrence E. Schmidt
Zoning Commissioner
County Courts Building
401 Bosley Ave.
Towson MD 21204

Dear Mr. Schmidt,

Because I am unable to attend the hearing on the proposed zoning exception for a carwash in Jacksonville on Friday the 20th at 1:30 pm, I felt it necessary to write you about my feelings.

We here in Jacksonville have been plagued with well water problems for years. We have water pumped to a dozed homes because of contamination from the Nike sights and have had years of trouble from the Exxon leaks at Four Corners. What this area does not need is another potential problem. This proposed car wash will be using many chemicals. Several gallons of water and chemicals will seek into our ground water from every car washed, over time that will become tens of thousands of gallons seeping into our ground water and wells. Where will it all end.

We also have the problem of traffic at four corners. I've seen the long lines of cars outside of car washers on York Rd. after a snow storm, lines of traffic going for blocks long. That sight is already greatly congested and that will create an enormous problem for our community. I urge you with all my heart to reject this proposal for the exception to the zoning request. Please leave the zoning as it is. I am deeply sorry that I can not attend to make my case in person.

Sincerely,

Edward Palanker

Date: October 21, 1997

Lawrence E. Schmidt, Zoning Commissioner
401 Bosley Ave.
Towson, MD 21204

Dear Mr. Schmidt:

Re: Case #98-106 - SPHXA

As nearby residents of the Jacksonville area we would like to express our strong opposition to the proposed Special Exception and variances requested by the Amoco Oil Co to build a car wash at Four Corners in Jacksonville. Some of our major concerns are:

1) Lack of adequate water supply - the new Jacksonville elementary school has been forced to abandon their drinking fountains and use bottled water because of polluted ground water.

2) Introduction of soap and other chemicals which would require removal from the site or an enlarged drain field.

3) Add more traffic to an already heavily congested intersection.

4) Having lived in the area for over twenty-five years we are having trouble seeing a true need for this facility.

We would appreciate your consideration of our concerns and rule against these requests.

Sincerely yours,

William & Cynthia Brown
14824 Jarrettsville Pike
Monkton, MD 21111

Erich & Ellen Herwig
14820 Jarrettsville Pike
Monkton, MD 21111

23 Glenbrook Drive
Phoenix, MD 21131
October 17, 1997

RECEIVED
OCT 21 1997
ZONING COMMISSIONER

Lawrence E. Schmidt
Zoning Commissioner
County Courts Building.
401 Bosley Ave
Towson, MD 21204

#98-106-SPHXA

Dear Mr Schmidt,

We would like to add our objections to the proposed Amoco Carwash in Jacksonville. The area used to be rural with little commercial development and has changed a great deal in the thirty years that we have lived here.

The traffic between 4and 6pm is horrendous and would be worse if even more congestion were caused on Jarrettsville Pike or Sweet Air Roads by cars waiting to get to the carwash. These roads cannot absorb waiting cars.

The Amoco lot seems small and appears to have an office trailer there already.

All services are available along the York Road Corridor, including several carwashes, about seven miles away. Another one in the area would be totally redundant and a hazard to the already precarious water table.

Sincerely,

Gerd H Petrich

Dr & Mrs Gerd H Petrich

25 Glenbrook Drive
Phoenix, MD 21131

17 October, 1997

Lawrence E. Schmidt
Zoning Commissioner
County Courts Building
401 Bosley Ave
Towson, MD 21204

RECEIVED
OCT 21 1997
ZONING COMMISSIONER

#98-106-SPHXA

Dear Mr Schmidt,

My family moved to Jacksonville in 1969 so we could have a rural upbringing.
In recent years commerce and residential housing has encroached on the area and the traffic on Jarrettsville Pike at rush hours is very bad.

I feel that an Amoco Carwash would be detrimental to the flow of traffic and add to the sewer and water table problems which already exist. Anyone can come home via the York Road Corridor to use an existing carwash, driving only a few extra miles.

Sincerely,

Karl H Kellner

Karl H. Kellner

6/16 Jun 16, 1998

WCR

MR. ARNOLD JABLON, DIRECTOR
DEPT. OF PERMITS AND DEVELOPMENT
111 W. CHESAPEAKE AVENUE
TOWSON, MD. 21204

RE: CASE #98-106 SPHXA
(JACKSONVILLE AMOCO CAR WASH)

DEAR SIR:

PLEASE ADD MY NAME AS AN ADDITIONAL APPELLANT TO THE ABOVE CASE.

RHEA O'M. WRIGHT
3901 ALLENDALE COURT
HONKTON, MD. 21111

RECEIVED
JUN 17 1998
98-2455
PDM

Rhea O'M. Wright

98-106-SPHXA

Oct 19, 1997
5765 Edgepark Rd.
Balto. Md. 21239

Lawrence E. Schmidt
County Courts Bldg.
401 Bosley Ave.
Towson Md. 21204

RECEIVED
OCT 21 1997
ZONING COMMISSIONER

Dear Mr. Schmidt,

I am writing to protest the building of a car wash at the Amoco Station at Jarrettsville Pike and Sweet Air Rd.

First, environmentally; chemicals from the car wash will flow into sewers and possible drilling of a well could affect other wells in the area.

I am a teacher at Jacksonville Elementary and we are presently drinking bottled water because of current water problems in the area.

Second, I object from a safety viewpoint due to increased traffic congestion.

My school already has 18 busses carrying children to & from the school. There is enough traffic congestion already on Jarrettsville Pike.

I often have to wait 5 to 10 minutes before I can pull out of the school driveway & make a left onto the Pike when I am going home at night because the traffic flow is so heavy.

I add my voice to that of the Greater Jacksonville Assn. in opposing the Amoco car wash.

Deane H. York

1400 2 Quinn Ln.,
Baldwin, MD 21013
Oct. 20, 1997

Dear Mr. Schmidt,

Case # 98-106-SPHXA

My family & I oppose this special exception to construct a bulkhead car wash. We fear water contamination and traffic problems

Nila J. Kramer

RECEIVED
OCT 21 1997
ZONING COMMISSIONER

10-14-97 10:13

Dennis Werty, OPCC (3480), called re: item 106, taken in by MJK. Dennis got a phone call from Mary Locher (410-561-3000), attorney for one of the other owners. Apparently there are 4 owners (see xerox copy of plat). Only one owner signed the petition form, without the knowledge or consent of the others. Hearing is scheduled for 10-22 at 10:30 AM in Rm 407. Dennis wants to know if this makes the petition invalid + what we are going to do about it.

10/15 - TC to Bill Monk to notify him of the above. Bill said he would call both Dennis + the attorney

— SOPHIA

1/98

Mr Lawrence E Schmidt
County Court B. Clg
Towson, Md 21204

FEB 19
COUNTY COMMISSIONER

Dear Sir-

I am opposed to the ~~[illegible]~~ wash at Amos on Jarrettsville Pike and Sweet Air Road. for the simple reason there is no justification for it.

There are only scattered residences in the entire Jacksonville area. Consequently, every car owner in the area has their driveway available to them and therefore should use it and thereby minimize any contam. water effect.

Very truly yours
[illegible]
26 Sunnyside Dr.
Phoenix Md
21131

14616 Manor Road
Phoenix, MD 21131
February 17, 1998

RECEIVED
FEB 19
ZONING COMMISSIONER

Mr. Lawrence E. Schmidt
County Courts Building
Towson, MD 21204

Dear Mr. Schmidt:

I would like to register my opposition to the construction of a carwash at Jacksonville's 4 Corners. The traffic at the 4 Corners light is lined up under existing conditions, and as one who drives through those corners daily I do not imagine what it would be like with a carwash there also.

I live in the area, and I know that 3 wells in the area have gone dry recently. In 1992 my own well went dry and 5 dry holes were dug until water was found in a 6th hole. With all the new developments there is too much affect on our wells. The carwash should be banned.

Sincerely yours,
Rose Anna Kottler

6/25/98 June 24, 1998
WCR

Gentlemen:

Please add my name as an additional appellant to:

Case #98-106 SPHXA

Margaret Albers
36 Club View Lane
Phoenix, MD 21131

RECEIVED
COUNTY BOARD OF APPEALS
98 JUL -7 PM 12:03

RECEIVED
POST-APPEAL

RECEIVED
JUN 25 1998
98-2590
PDM

RECEIVED
POST-APPEAL

Soph File - 98-106 SPHXA
7/10/98 na

50 Club View Lane
Phoenix, Md. 21131
July 8, 1998

Mr. Arnold Jablon, Director
Dept. of Permits Division
111 W. Chesapeake Ave.
Towson, MD. 21204

Dear Mr. Jablon

Please add my wife's and my names as additional appelants on case #98-106-SPHXA.

We are residents of the Jacksonville area in Baltimore County for the last 18 years. We are adamantly opposed to the proposed car wash on Sweet Air Road. We and our neighbors do not need it; we don't want it; it cheapens our neighborhood and we feel that this is being shoved down our throats. If this car wash goes through, we will remember all those now in office at the next election -- negatively!

Sincerely yours,

Joseph T. Studrna
Mary R. Studrna

RECEIVED
9 1998
98-2774

SKudrna

Sop 4

Dear Sir;

Please add my name as an additional appellant to case

98-106-SPHA

Angela M. Valle
940 Clubview Ln
Phoenix, Md. 21131

Amount to file as "Protestant" KLS

RECEIVED
POST-APPEAL

RECEIVED
JUL 1 1998
98-2906
PDM

RECEIVED
COUNTY BOARD OF APPEALS
98 JUL 23 PM 3:33

Patricia A. Egan
14012 Fox Land Rd
Phoenix MD 21131

Laurence E. Schmidt
Zoning Commissioner
County Courts Bldg.
401 Bosley Ave.
Towson MD 21204

RECEIVED
OCT 21 1997
ZONING COMMISSIONER

re: Case # 98-106-SPHXA

Mr. Schmidt:

I am unable to attend the hearing on Wednesday, Oct. 22nd regarding the construction of a car wash at the Amoco station. As a resident of 21 years, I am opposed to said construction.

We, in the Jacksonville area are on well water. This includes the town of Jacksonville (which to some is beginning to resemble "old Towson"). Water, when one lives on a well, becomes a commodity that is priceless. After a summer of no rain, the water usuage is limited at best. We don't water lawns out here, because that would be wasting the commodity. With the increased traffic in our area, due to building, and

the Harford County residents using Jacksonville as the cut through to Town and the Dent Valley area for work, our environment is in jeopardy already. Adding a car wash would only add to this by contamination and congestion.

Another consideration is the back up of traffic at an intersection that is already over-taxed due to the previously mentioned increased traffic using our corridor as a means to get from point A to point B.

Jacksonville has built up considerably over the last 20 years, and the residential burden on well water availability is scary enough. To operate a car wash would be a needless waste of water, and it is not needed. There are at least 5 car washes in Cockeysville/Timonium/Towson which is only 8 to 10 minutes away.

Thank you for your consideration.

Steven A. Gorr

Nancy R. Simms
14305 Cobcaste Rd.
Phoenix, Md. 21131

Lawrence E. Schmidt, Zoning Commissioner
County Courts Building, 401 Bosley Ave
Towson, Md 21204

October 20, 1997

RECEIVED
OCT 23 1997
ZONING COMMISSIONER

Dear Mr Schmidt,

This letter is to let you know I am opposed to the special zoning exception to construct a brushless carwash at the Amoco gas station on Jarrettsville Pike and Sweet Air Rds.
As a resident of the immediate area, I am most concerned about the environmental impact on the area, specifically water contamination due to chemicals used in the carwash.
Additionally, there is no regulation keeping Amoco from drilling a well that could affect other wells in the area. It has also come to my attention that easements and setbacks are contrary to special regulations for C.R. regulations.
I would be remiss to not mention the traffic congestion potential at that particular intersection in addition to water & chemicals dripping off cars onto the street and freezing causing hazardous conditions. I urge a strong "no" vote to this rezoning effort.

Sincerely,
Nancy R. Simms

MEMO

Sir 10/17/97

Item:

Amoco Car Wash - Jarrettsville & Sweet Air
Jacksonville, MD
Balt. County

OPPOSED.

This is no need for this installation - it provides no value to area - doesn't do a thing for safety, health, enjoy, etc.

if anything it offers an attack on the safety of the citizens of the area

Regard

[signature]

RECEIVED
OCT 23 1997
ZONING COMMISSIONER

14103 Jarrettsville Pike
Phoenix, MD 21131

17th October 1997

RECEIVED
OCT 21 1997
ZONING COMM.

Lawrence E. Schmidt, Zoning Commissioner
County Courts Building
401 Bosley Ave
Towson, MD 21204

CASE #98-106 SPHXA

Dear Sir,

I strongly oppose the special zoning exception sought by Amoco to construct a brushless carwash.

We do not need such a service in this area and were it to be allowed at 4 Corners it would cause even more congestion than there is already. In addition, it could well cause a drain on the water table and be a possible source of contamination, due to the chemicals used in a car wash.

Please do not allow this to happen.

Yours truly,

Wilys A. Williams

6/17/98 to SPH
98-106
WOR JUNE 17, 1998

ARNOLD JABLON, DIRECTOR
DEPT. OF PERMITS AND DEVELOPMENT
MANAGEMENT
111 W. CHESAPEAKE AVE.
TOWSON, MARYLAND 21204

PLEASE INCLUDE OUR NAMES AS
APPELLANTS IN CASE NO. 98-106-SPHXA
(AMOCO CAR WASH - JACKSONVILLE)

A.H. III.

MR. & MRS. ALFRED HERMANN, III.
13813 ANSARI LANE
BALDWIN, MD. 21013

RECEIVED
JUN 1998
98-2493
PDM

TELEPHONE 592-3257

SAUL L. LINDENBAUM, PH.D.
CLINICAL PSYCHOLOGIST
4307 ROUNDNOLL ROAD
BALDWIN, MD 21013

RECEIVED
OCT 20 1997
ZONING COMMISSIONER

October 18, 1997

Lawrence E. Schmidt, Zoning Commissioner
County Courts Building, 401 Bosley Ave.
Towson, MD 21204

RE: CASE# 98-106-SPHXA

Dear Mr. Schmidt,

I'm writing to tell you that my wife and I are both OPPOSED to the idea of letting the Amoco Station build a carwash, of any sort, at Sweet Air Rd. and Jarrettsville Pike. This intersection is already crowded and dangerous at the best of times, and the idea of filling it with a line of cars that will inevitably block traffic, just makes no sense. Since this will occur with special intensity after a snow storm, when lane width is already reduced, the plan simply defies logic.

Thank you for your attention to this matter.

Sincerely,

Saul Lindenbaum

Saul Lindenbaum

6/23/98
8
WCR

June 20, 1998

Arnold Jablon Director
Dept of Permits + Inspections
111 W. Chesapeake ave
Towson, Md 21204

Dear Sir
Please add my name as an additional appellant on Case # 98-106-SPHXA.
Thank you.

Marjorie Gerwig
4 Glenbrooks Dr
Phoenix, Md 21131

RECEIVED
JUN 23 1998
98-2549
PDM

Elizabeth H. Lehmnann
4104 Green Glade Road
Phoenix, MD 21131

6/17/98
8
WCR

June 15, 1998

Arnold Jablon, Esq.
Director
Dept. Of Permits and Development
111 W. Chesapeake Avenue
Towson, MD 21204

Dear Mr. Jablon:

Please add my name as an additional appellant to the following case:
Case # SPHXA, 98-106 the Amoco carwash in Jacksonville.

Thank you.

Sincerely,

Elizabeth H. Lehmann

RECEIVED
JUN 17 1998
98-2456
PDM

98-106-SPHXA

Lloyd & Debora A. Collins
3531 Southside Avenue
Phoenix, MD 21131
April 28, 1998

Lawrence E. Schmidt
Zoning Commissioner
County Courts Bldg.
401 Bosley Avenue
Towson, MD 21204

RECEIVED
APR 30
ZONING

Dear Mr. Schmidt:

The purpose of this letter is to notify you that we oppose the construction of a brushless carwash at the present AMOCO station at the corner of Jarrettsville Pike and Sweet Air Road in Phoenix, MD. As residents and homeowners of this community we are concerned about the impact this proposed addition will have on our environment in terms of well water quality, the probable increase in traffic congestion and resulting accidents at the Four Corners area, the likelihood of a certain amount of water run-off to two main thoroughfares in Jacksonville and the repercussion of this run-off in cold weather.

Furthermore, we oppose the request for the special zoning exemption regarding the easements and setbacks. We realize that our concerns are merely speculation at this point, however our community has seen and lived through the assumption that businesses were responsible enough to protect our environment and community, only to find years later they were not , damage had been done, and it took years to prove their negligence and obtain remuneration. We do not want this to happen again in our community. Despite the fact that the establishment will have a holding tank for the chemical laden water, a certain amount will still make its way onto the parking lot and surrounding roads as run-off from the cars and ultimately will seep into the ground. This is not a desirable or tolerable situation. There is no guarantee that the holding tanks will not leak, nor is there a "watch dog" to see that the tanks are pumped off in a timely manner, or at all.

Thank you for your time and we look forward to receiving your denial to this proposed car wash in our community.

Sincerely,

Debbie & Lloyd Collins

Lloyd & Debbie Collins

Leslie R. Rush
14204 Robcaste Rd.
Phoenix, Maryland 21131
410-527-0626

February 16, 1998

Lawrence E. Schmidt, Zoning Commissioner
County Courts Building
401 Bosley Ave.
Towson, MD 21204

Subject: Case 98-106-SPHXA
Amoco Car Wash

Dear Mr. Schmidt,

As a resident of Jacksonville, and one who lives very close to the Four Corners intersection, I am writing to say that I oppose the construction of the proposed car wash at the Amoco station.

The traffic in the morning and evening is already too heavy without adding an enterprise that would have to increase traffic and create back-ups on Jarrettsville Pike in order to do the volume of business necessary to be successful.

I request that you deny the zoning exception.

Sincerely,

Leslie R. Rush

RECEIVED
FEB 20
ZONING COMMISSIONER

PLEASE PRINT CLEARLY

PETITIONER(S) SIGN-IN SHEET

NAME	ADDRESS
Robert N. Francis, Jr.	3900 Allendale Ct. Monkton 21111
June B. Francis	3900 Allendale Ct. Monkton 21111
June Simpson	3905 Allendale Ct. Monkton 21111
Jeanne Ayler	40066 Green Glade 21131
Shawne E. Woodzik	14118 Garrettsville Pike 21131
Dr. Jane Elkington	3629 Southside Ave 21131
Mae W. Scott	14308 Rabcastle Rd. 21131
William A. Scott	14308 Rabcastle Rd 21131
Cecil Asnes	4010 Grn. Glade Rd.
Jim McCoy	3912 Sweet Air Rd Jacksonville 21131
Pete McCinter	3805 Blenheim Rd. 21131
MICHAEL DALY	13807 ANSARI LN
Rosemary Barry	3701 Stanbury Mill 21131
ALFRED HERMAND	13813 ANSARI LANE 21013
Barbara Borig	13321 Redcoat Lane 21131
Dorothy Helmuth	3728 Manor Mill 21131
D. Bass	2619 Meadowview Mill 21131
J. Jerbi	6 Valleygreen Ct 21131
A. Jerbi	" " " 21131
Norma R. Bergeron	4 Valleygreen Ct. 21131
Wm. F. Bergeron	4 " " 21131
TOM McGRATH	4306 GREENGLADE Rd 21131
A. M. Valle	40 Glebrieu 21131
M. L. Gerwig	4 Glenbrooke Dr 21131
Bill Malotrous	15 Edgarwood CT 21131
John T. Rainey	13404 Cambria Farm 21131
Helen Earl	13404 Cambria Farm 21131

Printed with Soybean Ink on Recycled Paper

PLEASE PRINT CLEARLY

PETITIONER(S) SIGN-IN SHEET

X12

NAME	ADDRESS
Carol MALSTROM	15 Edgarwood 21131
ELLEN HERWIG	14820 JARRETTSVILLE PK 21111
William CLARKE	3906 Sweet Air Rd 21131
Marion Clarke	3906 Sweet Air Rd 21131
Richard Gemmill	2 Sunnyview Dr. Phoenix 21131
RHEA WRIGHT	3901 ALLENDALE CT MONKTON 21111
592 8322 MARK KRUG	14236 SAWMILL Ct. PHOENIX MD. 21131
Bill ENZOR	3631 South Side Ave 21131
Pat Yardley	Phoenix, Md. 21131
Alan Clark	Phoenix Md 21131
W. Schmitz	Baldwin, MD 21013
BARRY KUHNE	8 BROCSTER Ct PHOENIX MD 21131
Leslie HABKIN	5 GREEN GLADE CT 21131
Lynn C Martin	14415 Manor Rd. 21131
Camille Medinger	15120 Jarettsville Pike 21111
Tom Shank	3509 Sweet Air
Gil Fielding	13711 Manda Mill Ln 21131
David R. Dudelmyer	3816 Doneen Way Phoenix MD. 21131
Mark Nabritt	5 Green Glade Ct Phoenix 21131
Beverly C. Cook	2829 Merryman's Mill Rd Phoenix 21131
Debbie Collins	3531 Southside Ave 21131
Robert T. Gilmore	3421 Sweet Air Rd 21131
Willa Hodson	3726 Dance Mill Rd 21131
Arthur C. Burleigh Jr	13719 Manda Mill Ln 21131
SARAH ANN RYCKIS	3306 PAPER MILL ROAD PHOENIX 21131

Printed with Soybean Ink on Recycled Paper

PLEASE PRINT CLEARLY

PETITIONER(S) SIGN-IN SHEET

NAME	ADDRESS
RANDY JAVINS	24 SUNNYVIEW DR Phoenix, Md 21131
Sarah Libby	9 Brocster Ct Phoenix, Md 21131
BARRY KUHNZ	8 BROCSTER CT. PHOENIX MD. 21131
EIIEN HERWIG	14820 JARRETTSVILLE PIKE MONKTON 21111

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Protestants

PLEASE PRINT CLEARLY

~~PETITIONER~~(S) SIGN-IN SHEET

NAME	ADDRESS
RANDY JAVINS	24 Sunnyview Drive, 21131
Pete McEntee	3805 Blenheim Rd., Jacksonville
JIM McCoy	3912 SWEET AIR RD, JACKSONVILLE 21131
MITCHELL DALY	13807 ANSARI LANE BALDWIN, MD
PETE PAICOPOLIS	3500 HAMPSHIRE, JACK, 21131
Tom Shaw	3509 Sweet Air Rd
Bill Malstrom	15 Edgarwood CT 21131
GLEN THOMAS	3806 DONERIN WAY 21131
Bill Enzor	3631 South Side Ave 21131
* Wray McCurdy	3607 Jackson Cabin Rd. 21131
Amy Kreutzer	3530 Sweet Air Rd 21131

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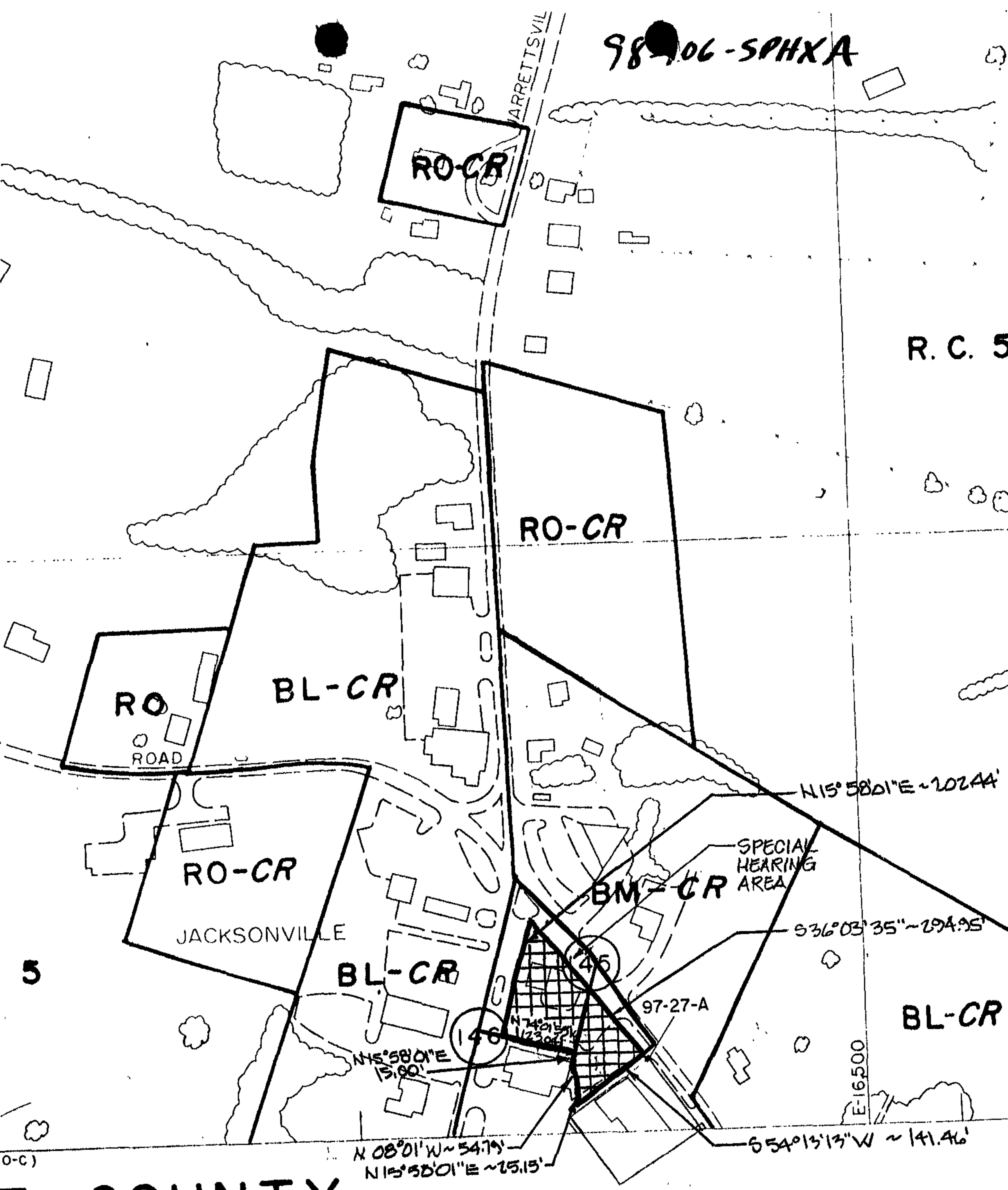
on Recycled Paper

98-106-SPHXA



E COUNTY
NING AND ZONING

SCALE: 1" = 200'
MAP NE 21C

#106

The Traffic Group

September 15, 1998

Amoco Oil Company
Marketing Business Development
Mr. Marty Stumbroski
62 Brakeman Drive
Stewartstown, Pennsylvania 17363

RE: Amoco Four Corners
Car Wash
Baltimore County, Maryland
Our Job No.: 970621

Dear Mr. Stumbroski:

As requested, The Traffic Group, Inc. has undertaken an analysis to determine the impact of the addition of a car wash to the existing gasoline service station located in the southeast quadrant of MD 145 and MD 146 in the Four Corners area (Jacksonville) of Baltimore County. (The site location is shown on Exhibit 1.)

Existing Conditions

The existing lane use at the intersection is shown on Exhibit 2 which shows two access points to the gasoline station along MD 146 (Jarrettsville Pike) and one access along MD 145 (Sweet Air Road).

The Traffic Group, Inc. undertook turning movement counts in 1997 at the site. The existing peak hour traffic volumes are shown on Exhibit 3. (The summaries for the driveways are in Appendix A.)

The Traffic Group, Inc.
Suite 600
40 W. Chesapeake Avenue
Towson, Maryland 21204
410-583-8405
Fax 410-321-8458

The Traffic Group, Inc. reviewed the Baltimore County Basic Services Maps and determined that the existing intersection of MD 145 and MD 146 is currently operating at Level of Service "D" during peak hours. ***This means that it is not a failing intersection and is operating satisfactorily.***

Projected Traffic

The first method used to approximate car washes is based upon existing vehicles using the gas station. Exhibit 4 shows the existing traffic generated by the existing car wash during the morning peak hour, evening peak hour and Saturday peak hour. This Exhibit also shows that we have projected 10% of the existing trips as being *new trips* generated by the car wash. You will see from this Exhibit that we are projecting 5-6 cars generated during each of the peak hours for the new car wash. We have also assumed that 75% of the car washes will be a result of cars that are currently travelling along either MD 145 or MD 146. It is highly unlikely that there will be more than 25% of the car wash users during the peak hour would be destination trips. Destination trips to the car wash are likely to occur mid-day or on the weekends. As a result, you will see that Line 4 of Exhibit 4 shows that the net new trips potentially generated by the car wash and through the intersection of MD 145 and MD 146 averages between 1 and 3 cars.

It is clear that car washes have their peak uses during winter months after snow fall. Thus, peak use of the car wash will likely occur in January and February with average conditions occurring throughout much of the rest of the year. ***January and February conditions could result in a 2 or 3 times increase over average conditions. Based upon studies of other car wash facilities including a sample study of a facility in the Metro D.C. area.***

The second method of determining car wash use is based upon gas sales. Existing gasoline sales at the Amoco Station are approximately 140,000 gallons/month. Average sales of gasoline per day is 4,666 gallons per day (based on 30 days). Average consumption is 10 gallons per car resulting in approximately 466 cars per day. It is estimated that 10% of the cars will use the car wash resulting in approximately 47 cars utilizing the car wash each day on the average. This corresponds to previous testimony indicating that the Amoco dealer expects approximately 50 to 55 cars per day using the car wash. If 10% of the cars arrive during the peak hour, this would result in approximately 5 to 6 cars being washed during the peak hour. This figure corresponds to line 2 on Exhibit 4. The Traffic Group, Inc. undertook traffic counts and data collection at three other gasoline service stations (with car washes) in the area in 1998.

- Amoco Oil Station - York Road in the Govens area (Baltimore City) (Appendix B)
- Amoco Oil Station - York Road and Scott Adam Road in Cockeysville (Appendix C)
- Amoco Oil Station - York Road and Shawan Road in Hunt Valley (Appendix D)

The data from the above 3 facilities also corresponds to our projections detailed above.

Results and Conclusions

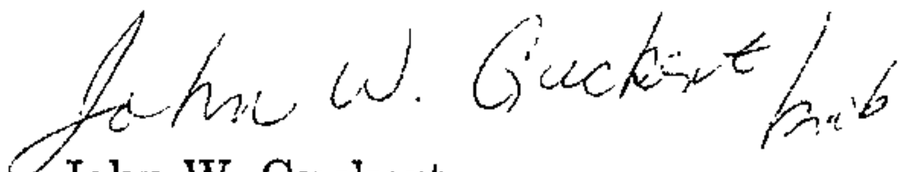
Based upon the information that we collected (and contained in Appendix B, C, D) we determined that the utilization of the car wash is minimal and corresponds with the projections that are detailed above. We have determined that the maximum queue length at any of the three car washes observed was one vehicle (based on Appendix B, C, D).

Under peak conditions during the winter time, after a snow storm, you could expect that 3 or 4 cars could logically be queued outside the car wash. The proposed car wash has stacking for nine vehicles and thus, it is my opinion that there is more than adequate on-site queuing available to accommodate the anticipated generation of vehicles.

In conclusion, it is my opinion that the proposed car wash will not create an adverse effect on traffic conditions and the additional cars generated will not result in a change in the level of service at the intersection of MD 145 and MD 146.

I have carefully examined the internal circulation and access for the car wash and find it to be comparable to other gasoline service stations. It has been discussed and agreed that the operator of the station will have on-site personnel during all times of the year to insure that vehicle queuing does not occur onto the public road system.

Sincerely,

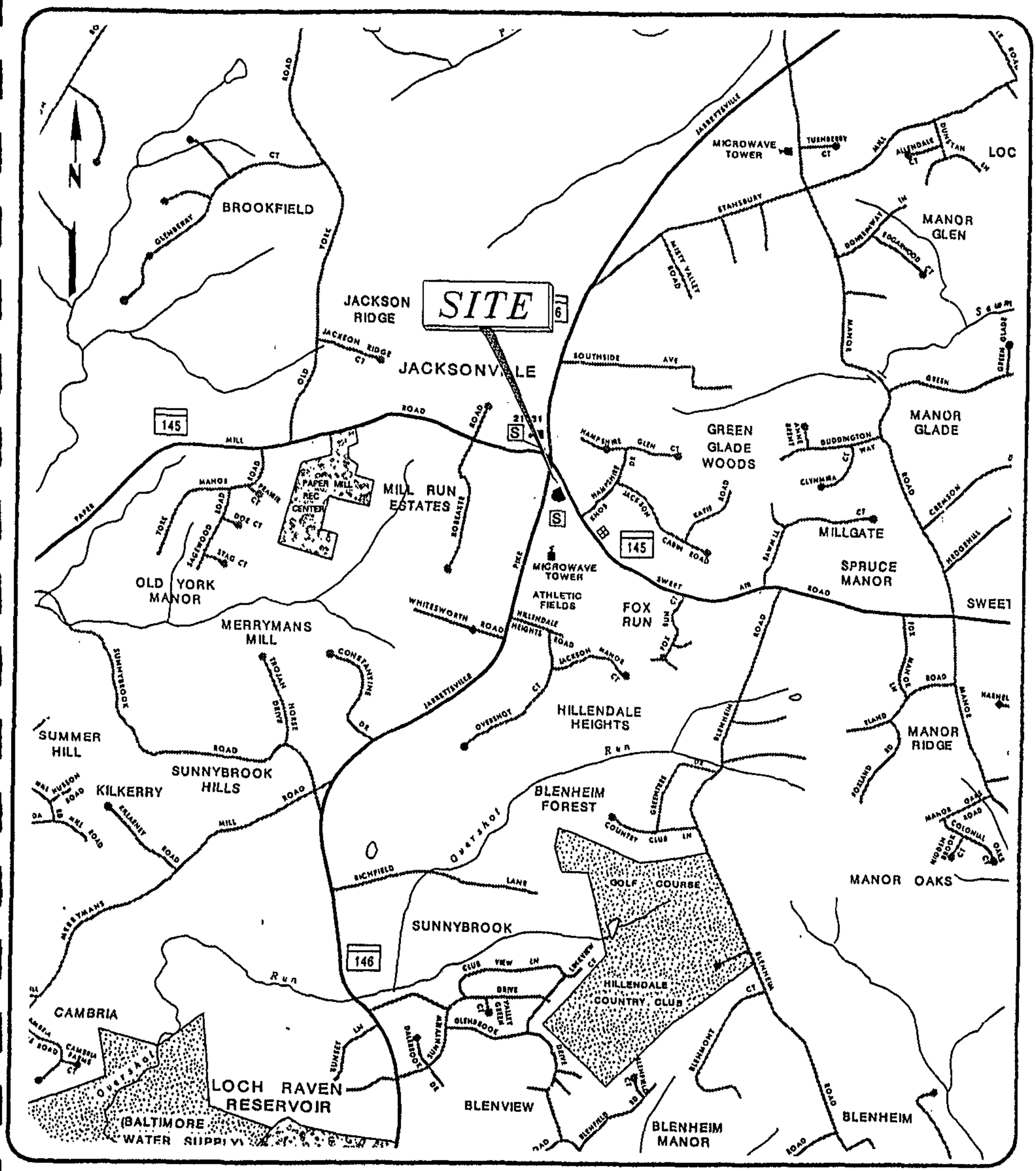


John W. Guckert
President

JWG:smb

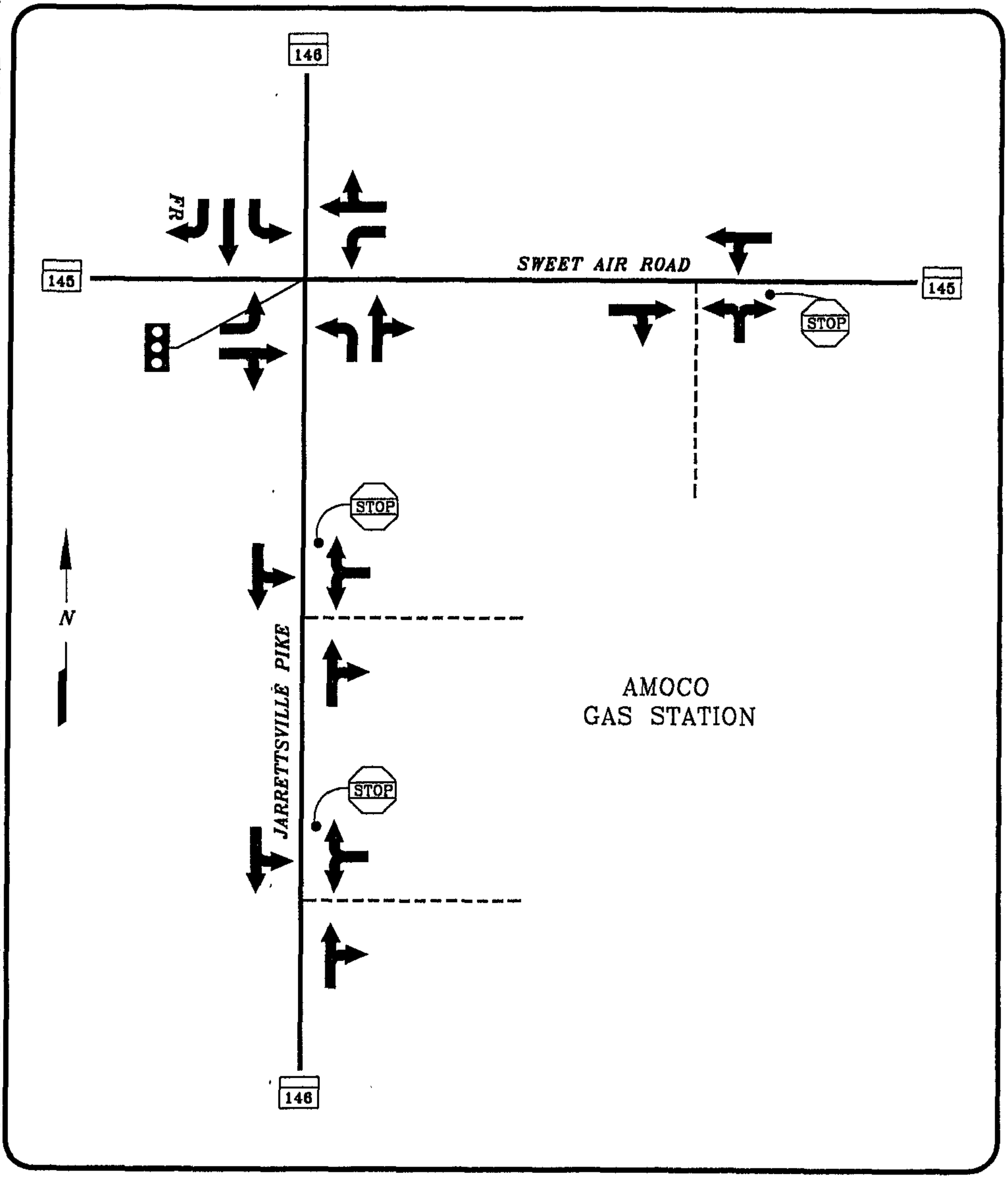
cc: Stanley Fine
Bill Monk

(970621/wp/Stumbro2)



SCALE: 1"=2000'

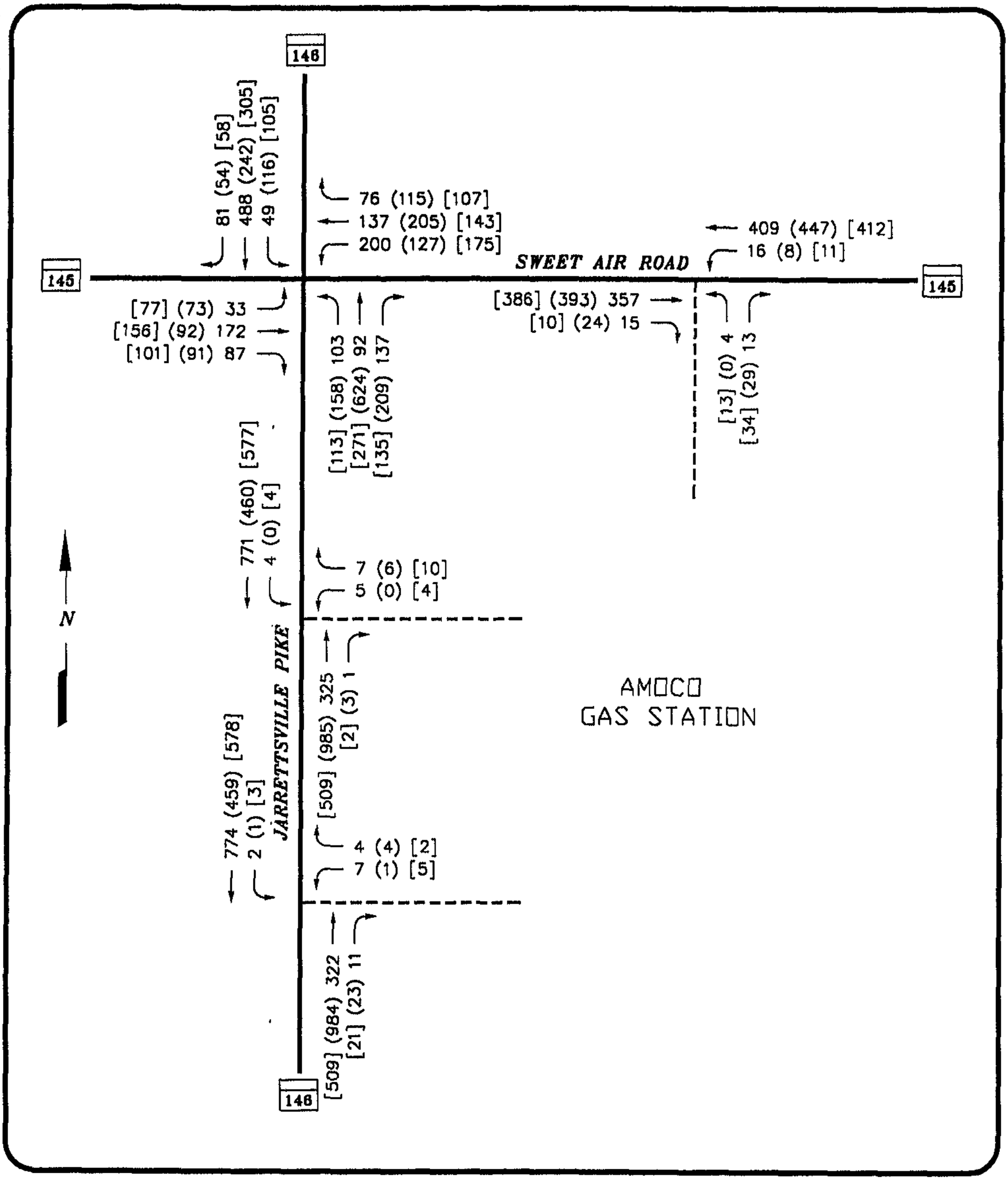
EXHIBIT 1
SITE LOCATION MAP



NOT TO SCALE

THE TRAFFIC GROUP, INC.

EXHIBIT 2
EXISTING LANE USE



NOT TO SCALE

THE TRAFFIC GROUP, INC.

EXHIBIT 3
EXISTING PEAK HOUR
TRAFFIC VOLUMES

00 – MORNING PEAK HOUR
(00) – EVENING PEAK HOUR
[00] – SATURDAY PEAK HOUR

TRIP GENERATION ANALYSIS
FOR THE PROPOSED AMOCO CAR WASH

LINE	CONDITION	MORNING PEAK HOUR IN	MORNING PEAK HOUR OUT	MORNING PEAK HOUR TOTAL	EVENING PEAK HOUR IN	EVENING PEAK HOUR OUT	EVENING PEAK HOUR TOTAL	SATURDAY PEAK HOUR IN	SATURDAY PEAK HOUR OUT	SATURDAY PEAK HOUR TOTAL
1.	Existing Trips	49	40	89	59	40	99	51	68	119
2.	Additional Trips for Car Wash (10% of existing)	5	4	9	6	4	10	5	7	12
3.	Car Wash Passby Trips (75%)	3	3	6	3	3	6	4	4	8
4.	Net New Trips Generated by Car Wash	2	1	3	3	1	4	1	3	4

The Traffic Group

EXHIBIT 4
TRIP GENERATION FOR
THE PROPOSED CAR WASH

RV 0899

APPENDIX A

1997 Traffic Counts at

Amoco Driveways

The Traffic Group

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Counted by: MH

Intersection of: Md.145
and: Amoco Access
Location: Balto.Co.,Md.

Date: July 10, 1997
Weather: Fair,Hot
ntered by: SB

Day: Thursday

The Traffic Group

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Amoco Access					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15					0		2		0	2			3		3				2	2	7
15-30					0		0		1	1			2		2				1	1	4
30-45					0		1		4	5			2		2				8	8	15
45-00					0		0		2	2			4		4				2	2	8
08:0-15					0		2		3	5			5		5				4	4	14
15-30					0		1		4	5			5		5				1	1	11
30-45					0		1		2	3			2		2				5	5	10
45-00					0		0		4	4			1		1				4	4	9
2 Hr Totals	0	0	0	0	0	0	7	0	20	27	0	0	24	0	24	0	0	0	27	27	78
1 Hr Totals																					
07-08	0	0	0	0	0	0	3	0	7	10	0	0	11	0	11	0	0	0	13	13	34
715-815	0	0	0	0	0	0	3	0	10	13	0	0	13	0	13	0	0	0	15	15	41
730-830	0	0	0	0	0	0	4	0	13	17	0	0	16	0	16	0	0	0	15	15	48
745-845	0	0	0	0	0	0	4	0	11	15	0	0	16	0	16	0	0	0	12	12	43
08-09	0	0	0	0	0	0	4	0	13	17	0	0	13	0	13	0	0	0	14	14	44
PEAK HOUR																					
730-830	0	0	0	0	0	0	4	0	13	17	0	0	16	0	16	0	0	0	15	15	48
PM																					
04:0-15					0		2		3	5			1		1				3	3	9
15-30					0		4		7	11			3		3				2	2	16
30-45					0		3		2	5			2		2				3	3	10
45-00					0		4		5	9			0		0				3	3	12
05:0-15					0		0		10	10			2		2				6	6	18
15-30					0		0		6	6			2		2				5	5	13
30-45					0		0		7	7			2		2				8	8	17
45-00					0		0		6	6			2		2				5	5	13
2 Hr Totals	0	0	0	0	0	0	13	0	46	59	0	0	14	0	14	0	0	0	35	35	108
1 Hr Totals																					
04-05	0	0	0	0	0	0	13	0	17	30	0	0	6	0	6	0	0	0	11	11	47
415-515	0	0	0	0	0	0	11	0	24	35	0	0	7	0	7	0	0	0	14	14	56
430-530	0	0	0	0	0	0	7	0	23	30	0	0	6	0	6	0	0	0	17	17	53
445-545	0	0	0	0	0	0	4	0	28	32	0	0	6	0	6	0	0	0	22	22	60
05-06	0	0	0	0	0	0	0	0	29	29	0	0	8	0	8	0	0	0	24	24	61
PEAK HOUR																					
05-06	0	0	0	0	0	0	0	0	29	29	0	0	8	0	8	0	0	0	24	24	61
12 Hr Count																					
07-08					0		3		7	10			11		11				13	13	34
08-09					0		4		13	17			13		13				14	14	44
09-10					0		4		8	12			11		11				12	12	35
10-11					0		5		6	11			14		14				6	6	31
11-12					0		7		17	24			12		12				6	6	42
12-01					0		9		14	23			11		11				8	8	42
01-02					0		5		18	23			14		14				8	8	45
02-03					0		5		16	21			12		12				9	9	42
03-04					0		8		16	24			8		8				10	10	42
04-05					0		13		17	30			6		6				11	11	47
05-06					0		0		29	29			8		8				24	24	61
06-07					0		7		27	34			15		15				5	5	54
12 Hr Total	0	0	0	0	0	0	70	0	188	258	0	0	135	0	135	0	0	0	126	126	519

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

The Traffic Group

Counted by: MH

Intersection of: Md.146
and: Amoco North Access
Location: Balto.Co.,Md.

Date: July 10, 1997
Weather: Fair,Hot
ntered by: SB

Day: Thursday

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Amoco North Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15			0		0				0	0	1		2		3					0	3
15-30			0		0				0	0	0		3		3					0	3
30-45			0		0				0	0	2		2		4					0	4
45-00			1		1				0	0	1		2		3					0	4
08:0-15			0		0				0	0	1		2		3					0	3
15-30			1		1				0	0	3		0		3					0	4
30-45			2		2				1	1	2		1		3					0	6
45-00			0		0				0	0	4		0		4					0	4
2 Hr Totals	0	0	4	0	4	0	0	0	1	1	14	0	12	0	26	0	0	0	0	0	31
1 Hr Totals																					
07-08	0	0	1	0	1	0	0	0	0	0	4	0	9	0	13	0	0	0	0	0	14
715-815	0	0	1	0	1	0	0	0	0	0	4	0	9	0	13	0	0	0	0	0	14
730-830	0	0	2	0	2	0	0	0	0	0	7	0	6	0	13	0	0	0	0	0	15
745-845	0	0	4	0	4	0	0	0	1	1	7	0	5	0	12	0	0	0	0	0	17
08-09	0	0	3	0	3	0	0	0	1	1	10	0	3	0	13	0	0	0	0	0	17
PEAK HOUR																					
745-845	0	0	4	0	4	0	0	0	1	1	7	0	5	0	12	0	0	0	0	0	17
PM																					
04:0-15			0		0				0	0	2		0		2					0	2
15-30			0		0				0	0	0		0		0					0	0
30-45			0		0				1	1	2		0		2					0	3
45-00			0		0				0	0	2		0		2					0	2
05:0-15			0		0				1	1	1		0		1					0	2
15-30			0		0				1	1	1		0		1					0	2
30-45			0		0				1	1	1		0		1					0	2
45-00			0		0				1	1	0		0		0					0	1
2 Hr Totals	0	0	0	0	0	0	0	0	5	5	9	0	0	0	9	0	0	0	0	0	14
1 Hr Totals																					
04-05	0	0	0	0	0	0	0	0	1	1	6	0	0	0	6	0	0	0	0	0	7
415-515	0	0	0	0	0	0	0	0	2	2	5	0	0	0	5	0	0	0	0	0	7
430-530	0	0	0	0	0	0	0	0	3	3	6	0	0	0	6	0	0	0	0	0	9
445-545	0	0	0	0	0	0	0	0	3	3	5	0	0	0	5	0	0	0	0	0	8
05-06	0	0	0	0	0	0	0	0	4	4	3	0	0	0	3	0	0	0	0	0	7
PEAK HOUR																					
430-530	0	0	0	0	0	0	0	0	3	3	6	0	0	0	6	0	0	0	0	0	9
12 Hr Count																					
07-08			1		1				0	0	4		9		13					0	14
08-09			3		3				1	1	10		3		13					0	17
09-10			1		1				1	1	1		2		3					0	5
10-11			1		1				1	1	1		4		5					0	7
11-12			0		0				2	2	4		3		7					0	9
12-01			1		1				1	1	8		3		11					0	13
01-02			1		1				1	1	6		4		10					0	12
02-03			2		2				0	0	5		6		11					0	13
03-04			1		1				2	2	2		2		4					0	7
04-05			0		0				1	1	6		0		6					0	7
05-06			0		0				4	4	3		0		3					0	7
06-07			1		1				0	0	2		0		2					0	3
12 Hr Total	0	0	12	0	12	0	0	0	14	14	52	0	36	0	88	0	0	0	0	0	114

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.146
and: Amoco South Access
Location: Balto.Co.,Md.

Counted by: MH
Date: July 10, 1997
Weather: Fair,Hot
ntered by: SB

Day: Thursday

The Traffic Group

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Amoco South Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15			0		0				1	1	0		0		0					0	1
15-30			1		1				0	0	0		1		1					0	2
30-45			0		0				3	3	0		2		2					0	5
45-00			0		0				1	1	1		3		4					0	5
08:0-15			0		0				3	3	1		1		2					0	5
15-30			0		0				1	1	0		1		1					0	2
30-45			1		1				2	2	1		2		3					0	6
45-00			1		1				5	5	2		3		5					0	11
2 Hr Totals	0	0	3	0	3	0	0	0	16	16	5	0	13	0	18	0	0	0	0	0	37
1 Hr Totals																					
07-08	0	0	1	0	1	0	0	0	5	5	1	0	6	0	7	0	0	0	0	0	13
715-815	0	0	1	0	1	0	0	0	7	7	2	0	7	0	9	0	0	0	0	0	17
730-830	0	0	0	0	0	0	0	0	8	8	2	0	7	0	9	0	0	0	0	0	17
745-845	0	0	1	0	1	0	0	0	7	7	3	0	7	0	10	0	0	0	0	0	18
08-09	0	0	2	0	2	0	0	0	11	11	4	0	7	0	11	0	0	0	0	0	24
PEAK HOUR																					
08-09	0	0	2	0	2	0	0	0	11	11	4	0	7	0	11	0	0	0	0	0	24
PM																					
04:0-15			0		0				7	7	1		0		1					0	8
15-30			0		0				5	5	3		0		3					0	8
30-45			1		1				4	4	0		1		1					0	6
45-00			0		0				7	7	0		0		0					0	7
05:0-15			0		0				3	3	1		0		1					0	4
15-30			0		0				3	3	2		2		4					0	7
30-45			3		3				0	0	0		1		1					0	4
45-00			0		0				2	2	0		0		0					0	2
2 Hr Totals	0	0	4	0	4	0	0	0	31	31	7	0	4	0	11	0	0	0	0	0	46
1 Hr Totals																					
04-05	0	0	1	0	1	0	0	0	23	23	4	0	1	0	5	0	0	0	0	0	29
415-515	0	0	1	0	1	0	0	0	19	19	4	0	1	0	5	0	0	0	0	0	25
430-530	0	0	1	0	1	0	0	0	17	17	3	0	3	0	6	0	0	0	0	0	24
445-545	0	0	3	0	3	0	0	0	13	13	3	0	3	0	6	0	0	0	0	0	22
05-06	0	0	3	0	3	0	0	0	8	8	3	0	3	0	6	0	0	0	0	0	17
PEAK HOUR																					
04-05	0	0	1	0	1	0	0	0	23	23	4	0	1	0	5	0	0	0	0	0	29
12 Hr Count																					
07-08			1		1				5	5	1		6		7					0	13
08-09			2		2				11	11	4		7		11					0	24
09-10			2		2				4	4	2		5		7					0	13
10-11			1		1				6	6	3		5		8					0	15
11-12			4		4				17	17	5		2		7					0	28
12-01			3		3				19	19	3		3		6					0	28
01-02			4		4				16	16	3		8		11					0	31
02-03			1		1				19	19	1		4		5					0	25
03-04			1		1				12	12	4		8		12					0	25
04-05			1		1				23	23	4		1		5					0	29
05-06			3		3				8	8	3		3		6					0	17
06-07			1		1				16	16	1		1		2					0	19
12 Hr Total	0	0	24	0	24	0	0	0	156	156	34	0	53	0	87	0	0	0	0	0	267

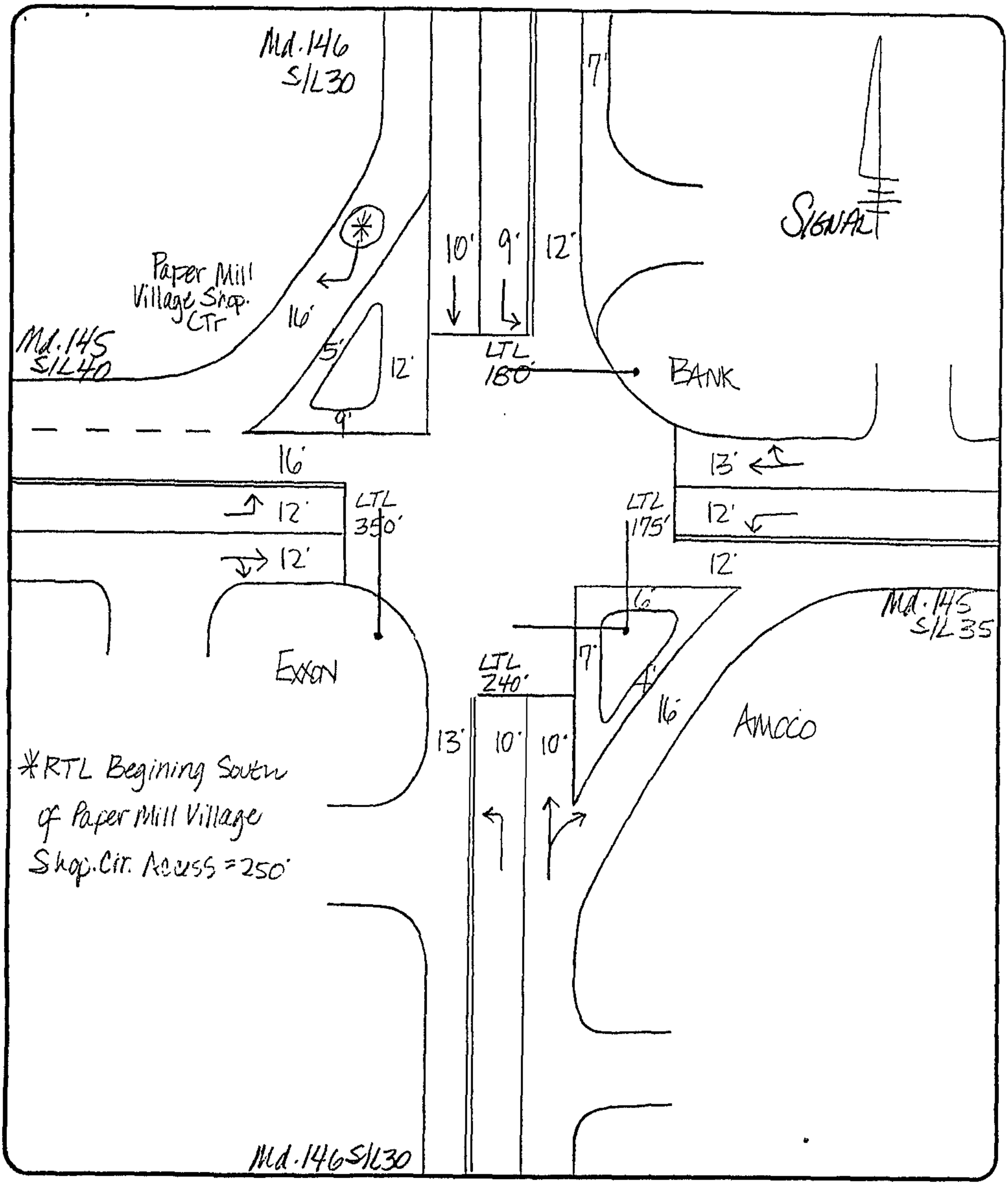
VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Site: Amoco Gas Station
MD 145 & MD 146
Location: Jacksonville, MD

Counted by: IM
Date: 6/28/97
Weather:
Entered by:
Day: Saturday

The Traffic Group

TIME	West Entrance on: MD 146				East Entrance on: MD 146				South Entrance on: MD 145				TOTAL TRAFFIC VOLUMES		
	INBOUND		OUTBOUND		INBOUND		OUTBOUND		INBOUND		OUTBOUND				
	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	INBOUND	OUTBOUND	TOTAL
AM															
10:0-15	1	2	1					1	2	3	1	2	8	5	13
15-30	1	1	2				1	3	1	7	3	1	10	10	20
30-45	1	4	1	1			1	1	2	1	1	3	8	8	16
45-00	2	4	2	1	1			2	3	1	1	3	11	9	20
11:0-15	2	4	1		3			1	4	2	3	6	15	11	26
15-30		5	2	1		1	1	2	4	3	2	4	13	12	25
30-45		5	1		1		2	2	1	1	2	3	8	10	18
45-00	1	7	1	1		1	1	1	2	4	6	5	15	15	30
12:0-15	1	4	1	2		1	1	4	4	3	1	3	13	12	25
15-30		1	1	2		1	2	2	3		2	3	5	12	17
30-45		1		2				1	5	2	1	1	8	5	13
45-00		1		1				1	1	2	1	3	4	6	10
01 0-15	1	3		2		1		2	2	1	2	4	8	10	18
15-30		2			1			3	2	2	1	3	7	7	14
30-45	1	1					1	2	2	3	1	2	7	6	13
45-00		2					1		3	1		4	6	5	11
02:0-15		1		1		1		2	3	2	5	2	7	10	17
15-30	1	1	1	2	2		1	4	2	4	1	4	10	13	23
30-45		2	1		2			2	2	4		5	10	8	18
45-00	1	5	1	1		1			1	2	4	6	10	12	22
03:0-15	1			3	2			4	5	2	1	5	10	13	23
15-30		6		1			1	1	2		1	4	8	8	16
30-45		2		1		1		1		4	1	6	7	9	16
45-00		2			1			1	1			3	4	4	8
6 Hr Totals	14	66	16	22	13	8	13	43	57	54	41	85	212	220	432
1 Hr Totals															
10-11	5	11	6	2	1	0	2	3	8	12	6	26	37	45	82
1015-1115	6	13	6	2	4	0	2	6	10	11	8	29	44	53	97
1030-1130	5	17	6	3	4	1	2	7	13	7	7	27	47	52	99
1045-1145	4	18	6	2	5	1	3	9	12	7	8	27	47	55	102
11-12	3	21	5	2	4	2	4	10	11	10	13	34	51	68	119
1115-1215	2	21	5	4	1	3	5	9	11	11	11	33	49	67	116
1130-1230	2	17	4	5	1	3	6	10	10	8	11	29	41	65	106
1145-1245	2	13	3	7	0	3	4	7	14	9	10	33	41	64	105
12-01	1	7	2	7	0	2	3	5	13	7	5	25	30	47	77
1215-0115	1	6	1	7	0	2	2	4	11	5	6	22	25	42	67
1230-0130	1	7	0	5	1	1	0	2	10	7	5	22	27	34	61
1245-0145	2	7	0	3	1	1	1	3	7	8	5	20	26	32	58
01-02	2	8	0	2	1	1	2	4	9	7	4	20	28	32	60
0115-0215	1	6	0	1	1	1	2	4	10	8	7	25	27	39	66
0130-0230	2	5	1	3	2	1	3	6	10	10	7	27	30	47	77
0145-0245	1	6	2	3	4	1	2	7	10	11	6	27	33	47	80
02-03	2	9	3	4	4	2	1	7	8	12	10	30	37	55	92
0215-0315	3	8	3	6	6	1	1	8	10	12	6	28	40	52	92
0230-0330	2	13	2	5	4	1	1	6	10	8	6	24	38	44	82
0245-0345	2	13	1	6	2	2	1	5	8	8	7	23	35	43	78
03-04	1	10	0	5	3	1	1	5	8	6	3	17	29	31	60
PEAK HOUR															
11-12	3	21	5	2	4	2	4	10	11	10	13	34	51	68	119



THE TRAFFIC GROUP, INC.

BY SB SUBJECT Four Corners - Klein JOB NO. 960227

DATE 3/96 SHEET NO. 5. OF 6

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.146
and: Md.145
Counted by: SB,SS

Location : Balto.Co.,Md.
Date : March 28, 1996 Day: Thursday
Weather : Fair,Cold
Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15	18	74	12		104		21	18	20	59	18	19	38		75		8	27	15	50	288
15-30	17	84	11		112		25	21	21	67	21	23	44		88		7	31	14	52	319
30-45	17	96	10		123		32	18	23	73	21	23	43		87		7	30	18	55	338
45-00	21	98	9		128		23	18	27	68	14	25	45		84		6	31	23	60	340
08:0-15	18	107	11		136		27	23	33	83	15	38	50		103		9	40	21	70	392
15-30	23	115	15		153		24	25	31	80	19	35	53		107		7	45	19	71	411
30-45	21	135	12		168		31	27	38	96	21	31	51		103		9	46	21	76	443
45-00	19	131	11		161		21	17	35	73	21	33	46		100		8	41	26	75	409
AM 2 HOUR TOTALS	154	840	91	0	1085	0	204	167	228	599	150	227	370	0	747	0	61	291	157	509	2940
1 HOUR TOTALS																					
07-08	73	352	42	0	467	0	101	75	91	267	74	90	170	0	334	0	28	119	70	217	1285
715-815	73	385	41	0	499	0	107	80	104	291	71	109	182	0	362	0	29	132	76	237	1389
730-830	79	416	45	0	540	0	106	84	114	304	69	121	191	0	381	0	29	146	81	256	1481
745-845	83	455	47	0	585	0	105	93	129	327	69	129	199	0	397	0	31	162	84	277	1586
08-09	81	488	49	0	618	0	103	92	137	332	76	137	200	0	413	0	33	172	87	292	1655
PEAK HOUR 08-09	81	488	49	0	618	0	103	92	137	332	76	137	200	0	413	0	33	172	87	292	1655
PM																					
11:0-15	14	93	12		119		20	23	18	61	15	25	31		71		11	42	17	70	321
15-30	11	85	14		110		23	28	19	70	19	22	31		72		14	43	14	71	323
30-45	11	83	12		106		24	31	21	76	16	28	27		71		11	38	14	63	316
45-00	9	91	12		112		21	33	25	79	15	27	25		67		11	44	18	73	331
12:0-15	15	98	10		123		23	36	25	84	15	31	27		73		8	46	21	75	355
15-30	18	93	15		126		27	38	23	88	13	25	32		70		11	39	19	69	353
30-45	18	98	12		128		25	33	29	87	18	22	33		73		9	48	21	78	366
45-00	16	91	11		118		21	35	17	73	13	22	30		65		9	33	17	59	315
PM 2 HOUR TOTALS	112	732	98	0	942	0	184	257	177	618	124	202	236	0	562	0	84	333	141	558	2680
1 HOUR TOTALS																					
11-12	45	352	50	0	447	0	88	115	83	286	65	102	114	0	281	0	47	167	63	277	1291
1115-1215	46	357	48	0	451	0	91	128	90	309	65	108	110	0	283	0	44	171	67	282	1325
1130-1230	53	365	49	0	467	0	95	138	94	327	59	111	111	0	281	0	41	167	72	280	1355
1145-1245	60	380	49	0	489	0	96	140	102	338	61	105	117	0	283	0	39	177	79	295	1405
12-01	67	380	48	0	495	0	96	142	94	332	59	100	122	0	281	0	37	166	78	281	1389
PEAK HOUR 1145-1245	60	380	49	0	489	0	96	140	102	338	61	105	117	0	283	0	39	177	79	295	1405
PM																					
04:0-15	9	45	23		77		25	131	33	189	15	38	25		78		17	13	20	50	394
15-30	9	48	25		82		28	118	43	189	19	43	23		85		17	17	19	53	409
30-45	11	53	27		91		33	145	48	226	28	44	28		100		19	14	18	51	468
45-00	13	55	24		92		38	148	53	239	26	46	31		103		21	21	17	59	493
05:0-15	14	58	28		100		43	155	49	247	25	51	33		109		19	20	25	64	520
15-30	18	63	31		112		45	158	51	254	31	53	28		112		17	23	28	68	546
30-45	9	66	33		108		32	163	56	251	33	55	35		123		16	28	21	65	547
45-00	8	63	38		109		29	141	52	222	28	50	22		100		14	21	14	49	480
PM 2 HOUR TOTALS	91	451	229	0	771	0	273	1159	385	1817	205	380	225	0	810	0	140	157	162	459	3857
1 HOUR TOTALS																					
04-05	42	201	99	0	342	0	124	542	177	843	88	171	107	0	366	0	74	65	74	213	1764
415-515	47	214	104	0	365	0	142	566	193	901	98	184	115	0	397	0	76	72	79	227	1890
430-530	56	229	110	0	395	0	159	606	201	966	110	194	120	0	424	0	76	78	88	242	2027
445-545	54	242	116	0	412	0	158	624	209	991	115	205	127	0	447	0	73	92	91	256	2106
05-06	49	250	130	0	429	0	149	617	208	974	117	209	118	0	444	0	66	92	88	246	2093
PEAK HOUR 445-545	54	242	116	0	412	0	158	624	209	991	115	205	127	0	447	0	73	92	91	256	2106

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.146
and: Md.145
Counted by: SB,SS

Location : Balto.Co.,Md.
Date : March 30, 1996 Day: Saturday
Weather : Fair,Cool
Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
10:0-15	17	74	14		105		22	47	23	92	21	23	28		72		8	21	20	49	318
15-30	7	92	23		122		20	58	30	108	23	27	32		82		9	27	15	51	363
30-45	7	98	27		132		26	65	29	120	26	26	33		85		10	25	18	53	390
45-00	11	99	37		147		21	53	24	98	33	34	42		109		9	34	23	66	420
11:0-15	13	94	17		124		23	69	33	125	31	22	36		89		12	34	18	64	402
15-30	9	90	26		125		22	78	29	129	36	25	44		105		17	40	25	82	441
30-45	16	72	26		114		20	75	21	116	29	28	51		108		14	29	27	70	408
45-00	16	95	24		135		29	70	29	128	21	26	47		94		12	34	33	79	436
12:0-15	13	72	34		119		34	66	38	138	25	44	44		113		18	32	20	70	440
15-30	17	87	28		132		26	56	34	116	30	35	48		113		19	38	19	76	437
30-45	10	73	24		107		25	66	32	123	21	31	45		97		17	45	35	97	424
45-00	18	73	19		110		28	83	31	142	31	33	38		102		23	41	27	91	445
01:0-15	19	71	23		113		23	59	20	102	26	28	35		89		23	40	26	89	393
15-30	20	68	22		110		26	74	32	132	35	32	41		108		21	35	24	80	430
30-45	17	67	21		105		21	61	26	108	28	28	36		92		23	33	23	79	384
45-00	20	66	24		110		24	64	31	119	36	36	38		110		20	30	20	70	409
02:0-15	13	55	21		89		19	53	20	92	30	26	28		84		32	28	15	75	340
15-30	7	75	14		96		21	81	23	125	28	26	34		88		17	45	16	78	387
30-45	3	77	24		104		15	59	16	90	32	28	34		94		25	47	18	90	378
45-00	6	77	25		108		16	90	29	135	29	24	39		92		17	37	15	69	404
03:0-15	2	50	21		73		16	88	42	146	31	29	36		96		18	22	14	54	369
15-30	9	60	16		85		23	66	21	110	41	34	29		104		24	36	24	84	383
30-45	11	75	21		107		18	83	23	124	31	37	35		103		16	26	19	61	395
45-00	10	73	19		102		21	65	28	114	32	28	31		91		15	28	21	64	371
PM																					
6 HOUR TOTALS	291	1833	550	0	2674	0	539	1629	664	2832	706	710	904	0	2320	0	419	807	515	1741	9567
1 HOUR TOTALS																					
10-11	42	363	101	0	506	0	89	223	106	418	103	110	135	0	348	0	36	107	76	219	1491
1015-1115	38	383	104	0	525	0	90	245	116	451	113	109	143	0	365	0	40	120	74	234	1575
1030-1130	40	381	107	0	528	0	92	265	115	472	126	107	155	0	388	0	48	133	84	265	1653
1045-1145	49	355	106	0	510	0	86	275	107	468	129	109	173	0	411	0	52	137	93	282	1671
11-12	54	351	93	0	498	0	94	292	112	498	117	101	178	0	396	0	55	137	103	295	1687
1115-1215	54	329	110	0	493	0	105	289	117	511	111	123	186	0	420	0	61	135	105	301	1725
1130-1230	62	326	112	0	500	0	109	267	122	498	105	133	190	0	428	0	63	133	99	295	1721
1145-1245	56	327	110	0	493	0	114	258	133	505	97	136	184	0	417	0	66	149	107	322	1737
12-01	58	305	105	0	468	0	113	271	135	519	107	143	175	0	425	0	77	156	101	334	1746
1215-0115	64	304	94	0	462	0	102	264	117	483	108	127	166	0	401	0	82	164	107	353	1699
1230-0130	67	285	88	0	440	0	102	282	115	499	113	124	159	0	396	0	84	161	112	357	1692
1245-0145	74	279	85	0	438	0	98	277	109	484	120	121	150	0	391	0	90	149	100	339	1652
01-02	76	272	90	0	438	0	94	258	109	461	125	124	150	0	399	0	87	138	93	318	1616
0115-0215	70	256	88	0	414	0	90	252	109	451	129	122	143.	0	394	0	96	126	82	304	1563
0130-0230	57	263	80	0	400	0	85	259	100	444	122	116	136	0	374	0	92	136	74	302	1520
0145-0245	43	273	83	0	399	0	79	257	90	426	126	116	134	0	376	0	94	150	69	313	1514
02-03	29	284	84	0	397	0	71	283	88	442	119	104	135	0	358	0	91	157	64	312	1509
0215-0315	18	279	84	0	381	0	68	318	110	496	120	107	143	0	370	0	77	151	63	291	1538
0230-0330	20	264	86	0	370	0	70	303	108	481	133	115	138	0	386	0	84	142	71	297	1534
0245-0345	28	262	83	0	373	0	73	327	115	515	132	124	139	0	395	0	75	121	72	268	1551
03-04	32	258	77	0	367	0	78	302	114	494	135	128	131	0	394	0	73	112	78	263	1518
PEAK HOUR																					
12-01	58	305	105	0	468	0	113	271	135	519	107	143	175	0	425	0	77	156	101	334	1746

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APPENDIX B

Govens Site

The Traffic Group

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
Car Wash Study
Saturday - August 22, 1998
11am - 4pm

The Traffic Group

TIME	GAS ONLY	CAR WASH ONLY	GAS AND CAR WASH	STORE ONLY	TOTAL
AM					
11:0-15	12	0	1	4	17
15-30	16	2	0	5	23
30-45	6	1	0	3	10
45-00	11	1	0	3	15
12:0-15	10	0	2	4	16
15-30	12	0	2	2	16
30-45	11	0	0	2	13
45-00	11	0	0	5	16
01:0-15	12	0	1	2	15
15-30	10	0	1	3	14
30-45	11	0	0	4	15
45-00	12	1	1	3	17
02:0-15	12	1	1	2	16
15-30	9	0	0	4	13
30-45	11	0	0	4	15
45-00	9	0	0	3	12
03:0-15	11	0	0	3	14
15-30	11	1	0	4	16
30-45	9	1	1	5	16
45-00	10	0	0	3	13
5 Hr Totals	216	8	10	68	302
1 Hr Totals					
11-12	45	4	1	15	65
1115-1215	43	4	2	15	64
1130-1230	39	2	4	12	57
1145-1245	44	1	4	11	60
12-01	44	0	4	13	61
1215-115	46	0	3	11	60
1230-130	44	0	2	12	58
1245-145	44	0	2	14	60
01-02	45	1	3	12	61
115-215	45	2	3	12	62
130-230	44	2	2	13	61
145-245	44	2	2	13	61
02-03	41	1	1	13	56
215-315	40	0	0	14	54
230-330	42	1	0	14	57
245-345	40	2	1	15	58
03-04	41	2	1	15	59
PEAK HOUR					
11-12	45	4	1	15	65

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
11: 01	0
11: 02	0
11: 03	0
11: 04	1
11: 05	1
11: 06	0
11: 07	0
11: 08	0
11: 09	0
11: 10	0
11: 11	0
11: 12	0
11: 13	0
11: 14	0
11: 15	0
11: 16	0
11: 17	0
11: 18	0
11: 19	0
11: 20	0
11: 21	0
11: 22	0
11: 23	0
11: 24	0
11: 25	0
11: 26	1
11: 27	1
11: 28	1
11: 29	0
11: 30	0
11: 31	0
11: 32	0
11: 33	0
11: 34	1

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
11: 35	0
11: 36	0
11: 37	0
11: 38	0
11: 39	0
11: 40	0
11: 41	0
11: 42	0
11: 43	0
11: 44	0
11: 45	0
11: 46	0
11: 47	0
11: 48	0
11: 49	0
11: 50	0
11: 51	0
11: 52	0
11: 53	0
11: 54	1
11: 55	0
11: 56	0
11: 57	0
11: 58	0
11: 59	0
12: 00	0
12: 01	1
12: 02	0
12: 03	0
12: 04	0
12: 05	0
12: 06	1
12: 07	0
12: 08	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
12: 09	0
12: 10	0
12: 11	0
12: 12	0
12: 13	0
12: 14	0
12: 15	0
12: 16	0
12: 17	0
12: 18	0
12: 19	0
12: 20	0
12: 21	0
12: 22	1
12: 23	0
12: 24	0
12: 25	0
12: 26	0
12: 27	0
12: 28	0
12: 29	0
12: 30	1
12: 31	0
12: 32	0
12: 33	0
12: 34	0
12: 35	0
12: 36	0
12: 37	0
12: 38	0
12: 39	0
12: 40	0
12: 41	0
12: 42	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
12: 43	0
12: 44	0
12: 45	0
12: 46	0
12: 47	0
12: 48	0
12: 49	0
12: 50	0
12: 51	0
12: 52	0
12: 53	0
12: 54	0
12: 55	0
12: 56	0
12: 57	0
12: 58	0
12: 59	0
01: 00	0
01: 01	0
01: 02	1
01: 03	0
01: 04	0
01: 05	0
01: 06	0
01: 07	0
01: 08	0
01: 09	0
01: 10	0
01: 11	0
01: 12	0
01: 13	0
01: 14	0
01: 15	0
01: 16	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
01: 17	0
01: 18	0
01: 19	0
01: 20	0
01: 21	0
01: 22	0
01: 23	0
01: 24	0
01: 25	0
01: 26	1
01: 27	0
01: 28	0
01: 29	0
01: 30	0
01: 31	0
01: 32	0
01: 33	0
01: 34	0
01: 35	0
01: 36	0
01: 37	0
01: 38	0
01: 39	0
01: 40	0
01: 41	0
01: 42	0
01: 43	0
01: 44	0
01: 45	0
01: 46	0
01: 47	0
01: 48	0
01: 49	0
01: 50	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
01: 51	0
01: 52	1
01: 53	1
01: 54	1
01: 55	1
01: 56	1
01: 57	1
01: 58	0
01: 59	0
02: 00	0
02: 01	0
02: 02	0
02: 03	0
02: 04	0
02: 05	0
02: 06	0
02: 07	0
02: 08	1
02: 09	0
02: 10	0
02: 11	0
02: 12	0
02: 13	0
02: 14	1
02: 15	0
02: 16	0
02: 17	0
02: 18	0
02: 19	0
02: 20	0
02: 21	0
02: 22	0
02: 23	0
02: 24	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
02: 25	0
02: 26	0
02: 27	0
02: 28	0
02: 29	0
02: 30	0
02: 31	0
02: 32	0
02: 33	0
02: 34	0
02: 35	0
02: 36	0
02: 37	0
02: 38	0
02: 39	0
02: 40	0
02: 41	0
02: 42	0
02: 43	0
02: 44	0
02: 45	0
02: 46	0
02: 47	0
02: 48	0
02: 49	0
02: 50	0
02: 51	0
02: 52	0
02: 53	0
02: 54	0
02: 55	0
02: 56	0
02: 57	0
02: 58	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
02: 59	0
03: 00	0
03: 01	0
03: 02	0
03: 03	0
03: 04	0
03: 05	0
03: 06	0
03: 07	0
03: 08	0
03: 09	0
03: 10	0
03: 11	0
03: 12	0
03: 13	0
03: 14	0
03: 15	0
03: 16	1
03: 17	0
03: 18	0
03: 19	0
03: 20	0
03: 21	0
03: 22	0
03: 23	0
03: 24	0
03: 25	0
03: 26	0
03: 27	0
03: 28	0
03: 29	0
03: 30	0
03: 31	0
03: 32	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Saturday - August 22, 1998
10am - 4pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
03: 33	0
03: 34	0
03: 35	0
03: 36	0
03: 37	1
03: 38	0
03: 39	1
03: 40	1
03: 41	1
03: 42	0
03: 43	0
03: 44	0
03: 45	0
03: 46	0
03: 47	0
03: 48	0
03: 49	0
03: 50	0
03: 51	0
03: 52	0
03: 53	0
03: 54	0
03: 55	0
03: 56	0
03: 57	0
03: 58	0
03: 59	0

Avg. Queue Length (Cars) At Car Wash: 0.1
Max. Queue Length (Cars) At Car Wash: 1

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
Car Wash Study
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

TIME	GAS ONLY	CAR WASH ONLY	GAS AND CAR WASH	STORE ONLY	TOTAL
PM					
04:0-15	13	1	3	4	21
15-30	8	0	2	4	14
30-45	10	0	0	3	13
45-00	7	0	0	3	10
05:0-15	12	1	3	5	21
15-30	8	0	1	4	13
30-45	15	2	1	6	24
45-00	10	1	0	4	15
2 Hr Totals	83	5	10	33	131
1 Hr Totals					
04-05	38	1	5	14	58
415-515	37	1	5	15	58
430-530	37	1	4	15	57
445-545	42	3	5	18	68
05-06	45	4	5	19	73
PEAK HOUR					
05-06	45	4	5	19	73

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
04: 01	0
04: 02	0
04: 03	0
04: 04	1
04: 05	1
04: 06	1
04: 07	0
04: 08	0
04: 09	1
04: 10	2
04: 11	1
04: 12	1
04: 13	1
04: 14	1
04: 15	2
04: 16	1
04: 17	1
04: 18	1
04: 19	0
04: 20	0
04: 21	0
04: 22	0
04: 23	1
04: 24	0
04: 25	0
04: 26	0
04: 27	0
04: 28	0
04: 29	0
04: 30	0
04: 31	0
04: 32	0
04: 33	0
04: 34	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
04: 35	0
04: 36	0
04: 37	0
04: 38	0
04: 39	0
04: 40	0
04: 41	0
04: 42	0
04: 43	0
04: 44	0
04: 45	0
04: 46	0
04: 47	0
04: 48	0
04: 49	0
04: 50	0
04: 51	0
04: 52	0
04: 53	0
04: 54	0
04: 55	0
04: 56	0
04: 57	0
04: 58	0
04: 59	0
05: 00	0
05: 01	0
05: 02	0
05: 03	0
05: 04	0
05: 05	0
05: 06	2
05: 07	1
05: 08	1

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
05: 09	2
05: 10	1
05: 11	1
05: 12	1
05: 13	1
05: 14	1
05: 15	1
05: 16	1
05: 17	0
05: 18	0
05: 19	1
05: 20	1
05: 21	1
05: 22	0
05: 23	0
05: 24	0
05: 25	0
05: 26	0
05: 27	0
05: 28	0
05: 29	0
05: 30	0
05: 31	0
05: 32	0
05: 33	0
05: 34	0
05: 35	1
05: 36	0
05: 37	0
05: 38	1
05: 39	0
05: 40	0
05: 41	0
05: 42	0

AMOCO OIL
5700 Block York Rd.
Baltimore City, Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
05: 43	0
05: 44	0
05: 45	1
05: 46	0
05: 47	0
05: 48	0
05: 49	0
05: 50	1
05: 51	0
05: 52	0
05: 53	0
05: 54	0
05: 55	0
05: 56	0
05: 57	0
05: 58	0
05: 59	0

Avg. Queue Length (Cars) At Car Wash: 0.3
Max. Queue Length (Cars) At Car Wash: 2

APPENDIX C

Cockeysville Site

The Traffic Group

AMOCO OIL
York Rd. & Scott Adams Rd.
Baltimore Co., Maryland
Car Wash Study
Thursday - August 20, 1998
4pm - 6pm

The Traffic Group

TIME	GAS ONLY	CAR WASH ONLY	GAS AND CAR WASH	STORE ONLY	TOTAL
PM					
04:0-15	16	0	1	1	18
15-30	13	0	1	4	18
30-45	13	0	2	3	18
45-00	12	0	0	4	16
05:0-15	16	1	1	5	23
15-30	11	0	2	5	18
30-45	10	0	2	1	13
45-00	8	1	2	2	13
2 Hr Totals	99	2	11	25	137
1 Hr Totals					
04-05	54	0	4	12	70
415-515	54	1	4	16	75
430-530	52	1	5	17	75
445-545	49	1	5	15	70
05-06	45	2	7	13	67
PEAK HOUR					
415-515	54	1	4	16	75

AMOCO OIL
York Rd. & Scott Adams Rd.
Baltimore Co., Maryland
CAR WASH QUE
Thursday - August 20, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
04: 01	0
04: 02	0
04: 03	0
04: 04	0
04: 05	0
04: 06	0
04: 07	0
04: 08	0
04: 09	1
04: 10	0
04: 11	0
04: 12	0
04: 13	0
04: 14	0
04: 15	0
04: 16	1
04: 17	0
04: 18	0
04: 19	0
04: 20	0
04: 21	0
04: 22	0
04: 23	0
04: 24	0
04: 25	0
04: 26	0
04: 27	0
04: 28	0
04: 29	0
04: 30	0
04: 31	0
04: 32	0
04: 33	1
04: 34	0

AMOCO OIL
York Rd. & Scott Adams Rd.
Baltimore Co., Maryland
CAR WASH QUE
Thursday - August 20, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
04: 35	0
04: 36	1
04: 37	1
04: 38	0
04: 39	0
04: 40	0
04: 41	0
04: 42	0
04: 43	0
04: 44	0
04: 45	0
04: 46	0
04: 47	0
04: 48	0
04: 49	0
04: 50	0
04: 51	0
04: 52	0
04: 53	0
04: 54	0
04: 55	0
04: 56	0
04: 57	0
04: 58	0
04: 59	0
05: 00	0
05: 01	0
05: 02	0
05: 03	0
05: 04	0
05: 05	0
05: 06	0
05: 07	0
05: 08	0

AMOCO OIL
York Rd. & Scott Adams Rd.
Baltimore Co., Maryland
CAR WASH QUE
Thursday - August 20, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
05: 09	0
05: 10	1
05: 11	0
05: 12	0
05: 13	0
05: 14	1
05: 15	0
05: 16	0
05: 17	0
05: 18	1
05: 19	0
05: 20	0
05: 21	1
05: 22	1
05: 23	1
05: 24	0
05: 25	0
05: 26	0
05: 27	0
05: 28	0
05: 29	0
05: 30	0
05: 31	0
05: 32	0
05: 33	0
05: 34	0
05: 35	0
05: 36	0
05: 37	0
05: 38	0
05: 39	1
05: 40	0
05: 41	0
05: 42	0

AMOCO OIL
York Rd. & Scott Adams Rd.
Baltimore Co., Maryland
CAR WASH QUE
Thursday - August 20, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
05: 43	1
05: 44	0
05: 45	0
05: 46	0
05: 47	0
05: 48	0
05: 49	1
05: 50	1
05: 51	1
05: 52	1
05: 53	1
05: 54	0
05: 55	0
05: 56	0
05: 57	0
05: 58	1
05: 59	0

Avg. Queue Length (Cars) At Car Wash: 0.2
Max. Queue Length (Cars) At Car Wash: 1

APPENDIX D

Hunt Valley Site

The Traffic Group

AMOCO OIL
York Rd. & Shawan Rd.
Baltimore Co., Maryland
Car Wash Study
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

TIME	GAS ONLY	CAR WASH ONLY	GAS AND CAR WASH	STORE ONLY	TOTAL
PM					
04:0-15	20	1	0	2	23
15-30	15	0	3	4	22
30-45	14	0	0	6	20
45-00	13	0	1	7	21
05:0-15	16	0	0	4	20
15-30	20	0	3	4	27
30-45	19	1	1	6	27
45-00	19	0	0	4	23
2 Hr Totals	136	2	8	37	183
1 Hr Totals					
04-05	62	1	4	19	86
415-515	58	0	4	21	83
430-530	63	0	4	21	88
445-545	68	1	5	21	95
05-06	74	1	4	18	97
PEAK HOUR					
05-06	74	1	4	18	97

AMOCO OIL
York Rd. & Shawan Rd.
Baltimore Co., Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
04: 01	0
04: 02	0
04: 03	0
04: 04	0
04: 05	1
04: 06	0
04: 07	0
04: 08	0
04: 09	0
04: 10	0
04: 11	0
04: 12	0
04: 13	0
04: 14	0
04: 15	0
04: 16	0
04: 17	1
04: 18	0
04: 19	1
04: 20	1
04: 21	2
04: 22	1
04: 23	1
04: 24	1
04: 25	1
04: 26	0
04: 27	0
04: 28	0
04: 29	0
04: 30	0
04: 31	0
04: 32	0
04: 33	0
04: 34	0

AMOCO OIL
York Rd. & Shawan Rd.
Baltimore Co., Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
04: 35	0
04: 36	0
04: 37	0
04: 38	0
04: 39	0
04: 40	0
04: 41	0
04: 42	0
04: 43	0
04: 44	0
04: 45	0
04: 46	0
04: 47	0
04: 48	0
04: 49	0
04: 50	0
04: 51	0
04: 52	0
04: 53	0
04: 54	0
04: 55	0
04: 56	0
04: 57	0
04: 58	0
04: 59	1
05: 00	0
05: 01	0
05: 02	0
05: 03	0
05: 04	0
05: 05	0
05: 06	0
05: 07	0
05: 08	0

AMOCO OIL
York Rd. & Shawan Rd.
Baltimore Co., Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
05: 09	0
05: 10	0
05: 11	0
05: 12	0
05: 13	0
05: 14	0
05: 15	0
05: 16	0
05: 17	1
05: 18	0
05: 19	0
05: 20	0
05: 21	0
05: 22	1
05: 23	0
05: 24	0
05: 25	1
05: 26	1
05: 27	0
05: 28	0
05: 29	0
05: 30	0
05: 31	0
05: 32	1
05: 33	0
05: 34	0
05: 35	0
05: 36	0
05: 37	0
05: 38	0
05: 39	1
05: 40	0
05: 41	0
05: 42	0

AMOCO OIL
York Rd. & Shawan Rd.
Baltimore Co., Maryland
CAR WASH QUE
Wednesday - August 19, 1998
4pm - 6pm

The Traffic Group

Time	Queue Length (Cars) at Car Wash
05: 43	0
05: 44	0
05: 45	0
05: 46	0
05: 47	1
05: 48	0
05: 49	0
05: 50	1
05: 51	1
05: 52	0
05: 53	0
05: 54	0
05: 55	0
05: 56	0
05: 57	0
05: 58	0
05: 59	0

Avg. Queue Length (Cars) At Car Wash: 0.2
Max. Queue Length (Cars) At Car Wash: 2

The Traffic Group

Suite 600
40 W. Chesapeake Avenue
Towson, Maryland 21204
410-583-8405
Fax 410-321-8458

Prot Exh #2

The Traffic Group

Traffic Impact Analysis

for

Klein's Supermarket - Four Corners

Baltimore County, Maryland

Prepared for

Klein's Supermarkets

May 9, 1996

Traffic Impact Analysis

for

Klein's Supermarket - Four Corners

Baltimore County, Maryland

Prepared for

Klein's Supermarkets

The Traffic Group, Inc.

May 9, 1996

40 W. Chesapeake Avenue, Suite 600, Towson, Maryland 21204

(410) 583-8405

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APPENDIX B - INTERSECTION CAPACITY WORKSHEETS

INTRODUCTION

As requested, The Traffic Group, Inc. has conducted a Traffic Impact Analysis for the proposed rezoning of a parcel of land that would allow for the development of a Klein's Supermarket to be located in the northwest quadrant of the MD 146 (Jarrettsville Pike) and MD 145 (Paper Mill Road/Sweet Air Road) intersection in the Jacksonville area of Baltimore County, Maryland. The primary purpose of this analysis is to determine what impact the proposed development of a 49,000 sq.ft. supermarket would have on the nearby road system.

The principal scope of services undertaken as part of this report was as follows:

- Field investigation to collect physical information concerning the nearby road system to include condition diagrams and a photo survey.
- Conduct intersection turning movement counts from 7 to 9 AM, 11 AM to 1 PM, and 4 to 6 PM on a weekday and from 10 AM to 4 PM on a Saturday at the key intersections in the vicinity of the subject property.
- Conduct intersection turning movement counts at the existing access points to the shopping centers located in the southeast and northwest quadrant of the subject intersection to be used for determining the distribution of the site generated traffic.
- Projection of traffic to account for regional growth along the adjacent roadway.
- Projection of traffic to be generated by the subject property and assignment to the nearby road system.
- Conduct intersection capacity analyses to determine existing and projected levels of service at the key intersection.

The results of our analysis indicate that the intersection of MD 146 (Jarrettsville Pike) and MD 145 (Paper Mill Road/Sweet Air Road) is projected to operate at an unsatisfactory level of service during the evening peak hour ***with or without*** the development of the subject property. The analysis indicates that with the construction of a northbound right-turn lane along MD 146 (Jarrettsville Pike), this intersection would operate at a satisfactory level of service during all of the peak periods. Therefore, with the implementation of this improvement, it is our opinion that the proposed development of the 49,000 sq.ft. Klein's Supermarket would not have an adverse affect on the nearby road system.

The methodology used to undertake our analysis is contained in the sections that follow.

BASE CONDITIONS

The subject property is located in the northwest quadrant of the MD 146 (Jarrettsville Pike) and MD 145 (Paper Mill Road/Sweet Air Road) intersection as shown on Exhibit 1. Access to the subject property is planned at two locations along MD 146 (Jarrettsville Pike) and at one location along MD 145 (Paper Mill Road). The access along MD 145 presently exists

MD 146 (Jarrettsville Pike) is a two-lane, north/south roadway in the vicinity of the subject property. Turn lanes are provided at the major intersections. The posted speed limit along MD 146 is 30 MPH.

MD 145 (Paper Mill Road/Sweet Air Road) is a two-lane, east/west roadway in the vicinity of the subject property. Turn lanes are also provided at the major intersections along MD 145. The posted speed limit along MD 145 is 40 MPH. The intersection of MD 146 and MD 145 is presently signalized.

Exhibit 2 has been prepared to show the existing lane use at the MD 146 and MD 145 intersection, as well as, at the access points to the shopping centers in the vicinity of the subject property. Copies of condition diagrams for each intersection are contained in Appendix A.

The Traffic Group, Inc. conducted intersection turning movement counts from 7 to 9 AM, 11 AM to 1 PM, and from 4 to 6 PM on a weekday, and from 10 AM to 4 PM on a Saturday at the following locations:

- MD 146 (Jarrettsville Pike) and MD 145 (Paper Mill Road/Sweet Air Road) - Thursday, March 28, 1996 and Saturday, March 30, 1996

- MD 146 (Jarrettsville Pike) and Paper Mill Village Shopping Center access - Saturday, April 6, 1996 and Thursday, April 11, 1996
- MD 145 (Paper Mill Road) and Paper Mill Village Shopping Center Entrance access - Saturday, April 6, 1996 and Thursday, April 11, 1996
- MD 146 (Jarrettsville Pike) and Manor Shopping Center access - Saturday, April 6, 1996 and Thursday, April 11, 1996
- MD 145 (Sweet Air Road) and Manor Shopping Center access - Saturday, April 6, 1996 and Thursday, April 11, 1996

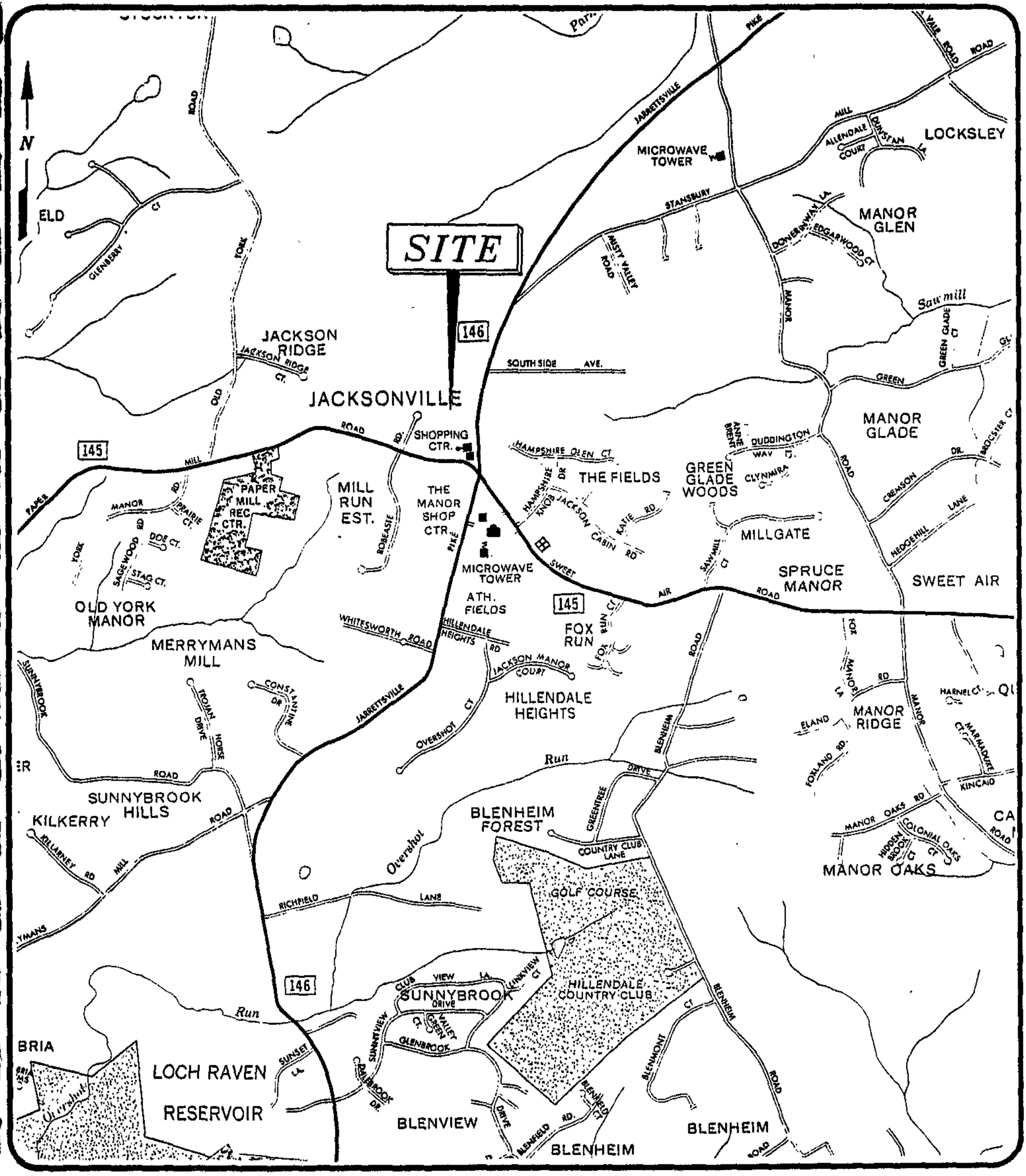
The total vehicles observed during these counts are shown on the summary sheets contained in Appendix A to this report. The existing peak hour volumes are shown on Exhibit 3.

It should be pointed out that the turning movement counts conducted at the access points to the shopping centers in the northwest and southeast quadrants were conducted in order to establish the distribution patterns for traffic in the vicinity of the subject property.

An intersection capacity analysis was conducted for the existing peak hour volumes at the MD 146 (Jarrettsville Pike) and MD 145 (Paper Mill Road/Sweet Air Road) intersection, and the results are shown on Exhibit 8. A copy of the capacity worksheet is contained in Appendix B to this report.

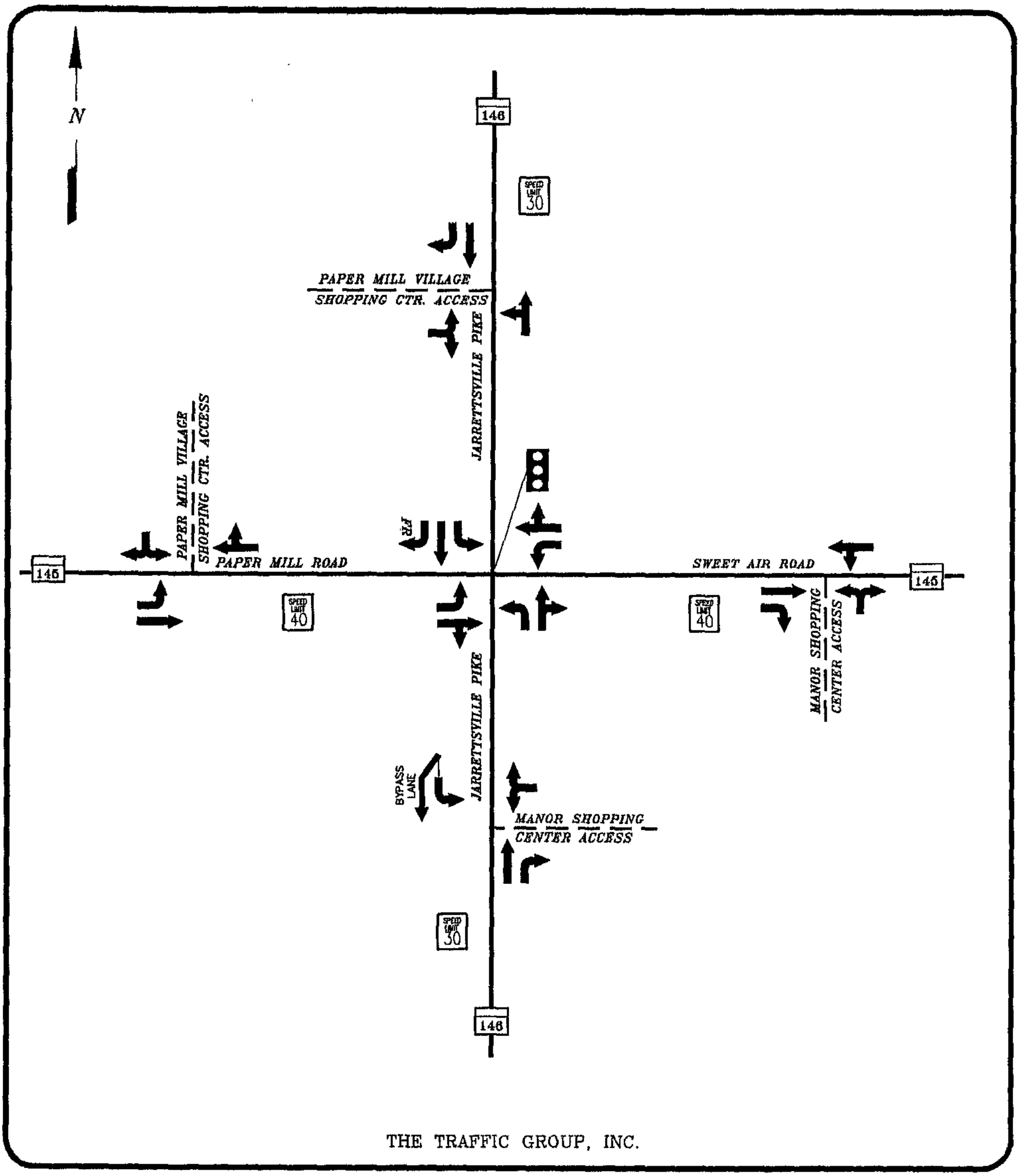
For the purposes of this analysis, it is anticipated that the subject property would be developed by the year 2000. Therefore, in order to project the base traffic conditions in the year 2000, the existing peak hour volumes shown on Exhibit 3 have been adjusted to reflect a 3% growth per year for a four year period to account for regional growth. The year 2000 base (background) peak hour volumes are shown on Exhibit 4.

Intersection capacity analyses were conducted for the year 2000 background peak hour volumes and the results are shown on Exhibit 8. A copy of the capacity worksheet is contained in Appendix B to this report.



SCALE: 1"=2000'

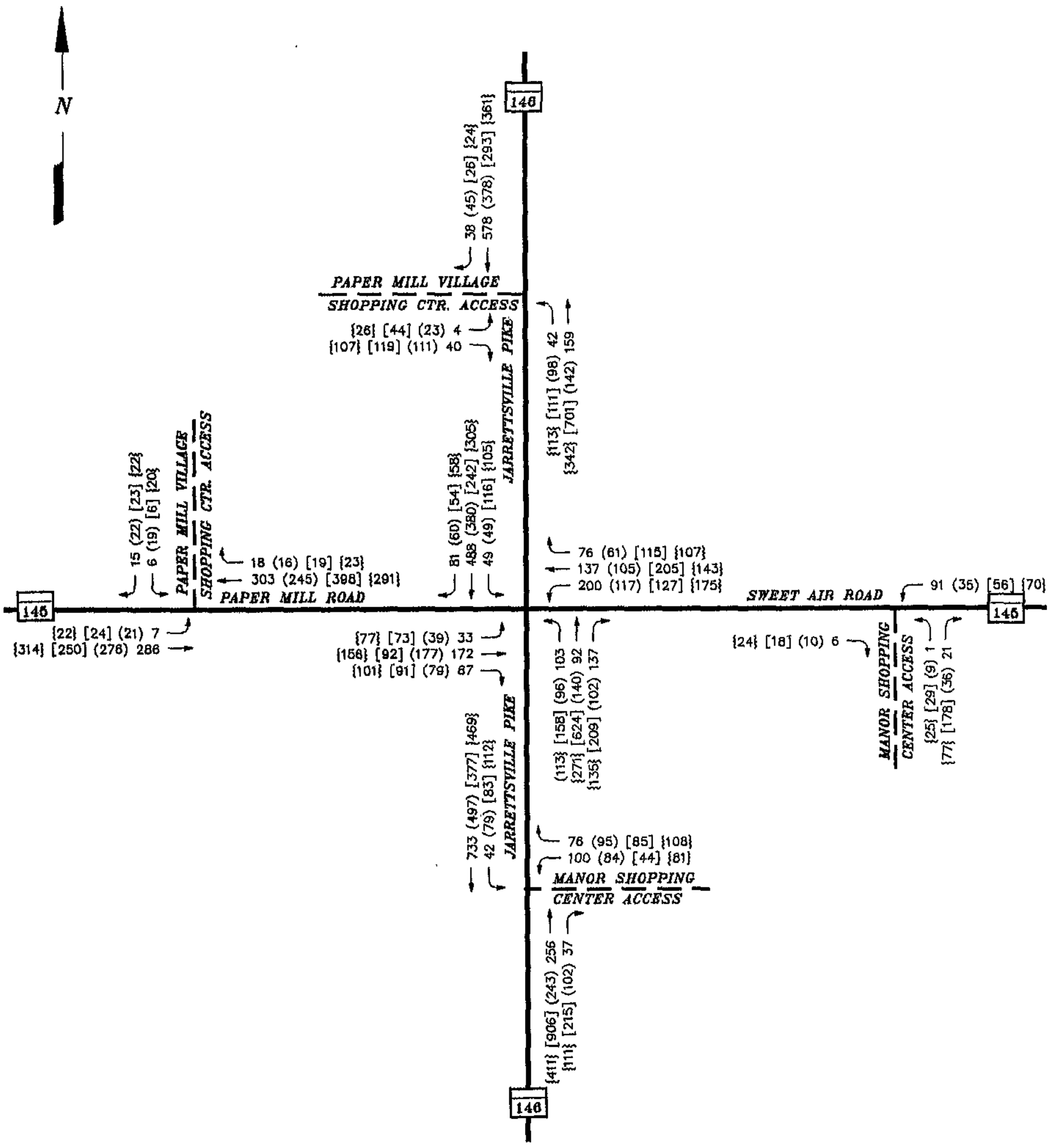
EXHIBIT 1
SITE LOCATION MAP



THE TRAFFIC GROUP, INC.

NOT TO SCALE

EXHIBIT 2
EXISTING LANE USE

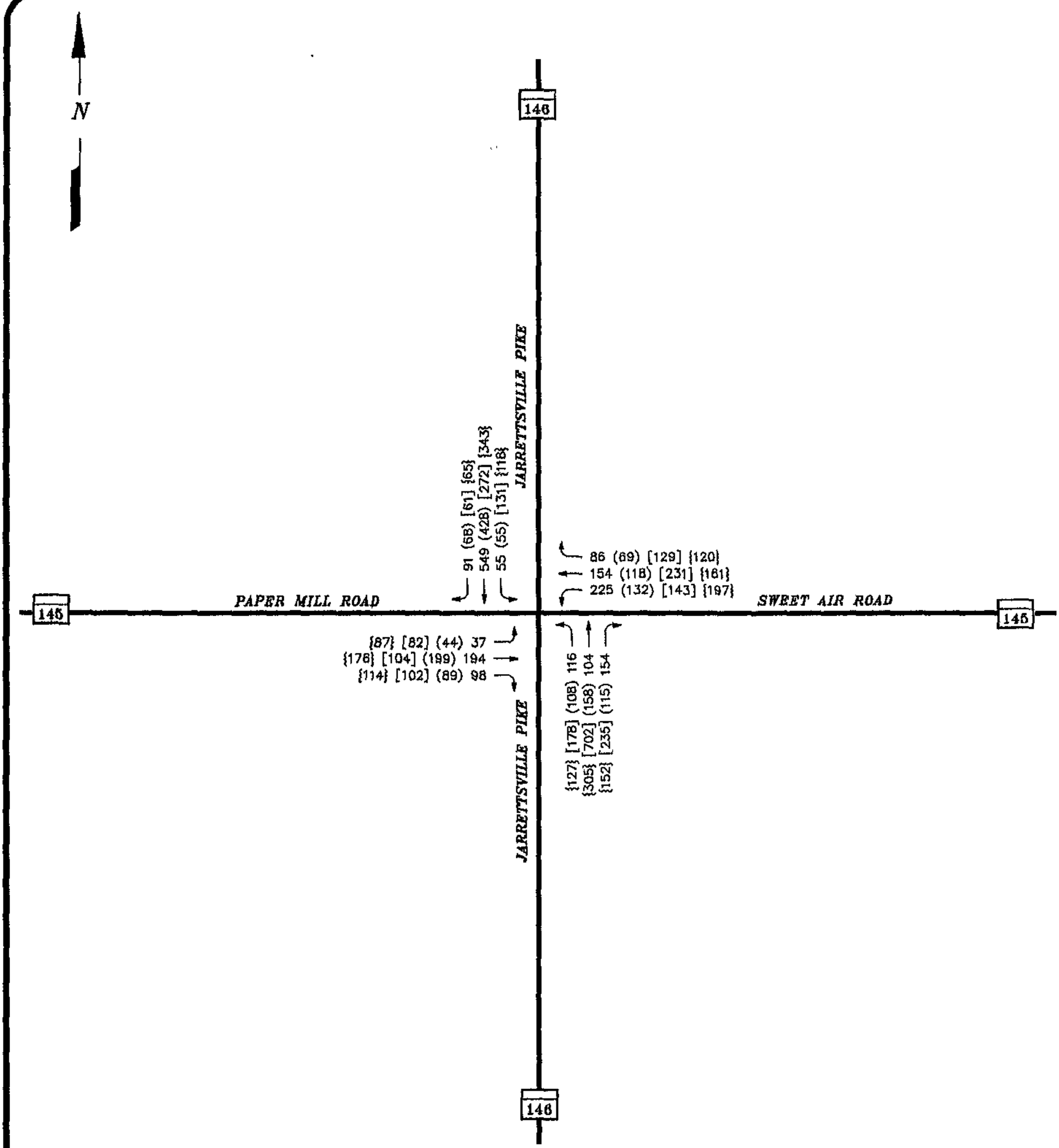


THE TRAFFIC GROUP, INC.

NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - MID-DAY PEAK HOUR
[00] - EVENING PEAK HOUR
{00} - SATURDAY PEAK HOUR

EXHIBIT 3
EXISTING PEAK HOUR
TRAFFIC VOLUMES



THE TRAFFIC GROUP, INC.

NOT TO SCALE

00 - *MORNING PEAK HOUR*
(00) - *MID-DAY PEAK HOUR*
[00] - *EVENING PEAK HOUR*
{00} - *SATURDAY PEAK HOUR*

EXHIBIT 4
2000 BASE PEAK HOUR
TRAFFIC VOLUMES

TRAFFIC TO BE GENERATED BY KLEIN'S SUPERMARKET

As previously discussed, the subject property is located in the northwest quadrant of the MD 146 (Jarrettsville Pike) and MD 145 (Paper Mill Road/Sweet Air Road) intersection. Access to the subject property is planned at two locations along MD 146 and at one existing location along MD 145. This property, if rezoned, is planned to be developed with a 49,000 sq.ft. supermarket.

We consulted the Institute of Transportation Engineers' Trip Generation Report (Fifth Edition) to prepare Exhibit 5 which shows the trip generation rates and total trips projected to be generated by a 49,000 sq.ft. shopping center.

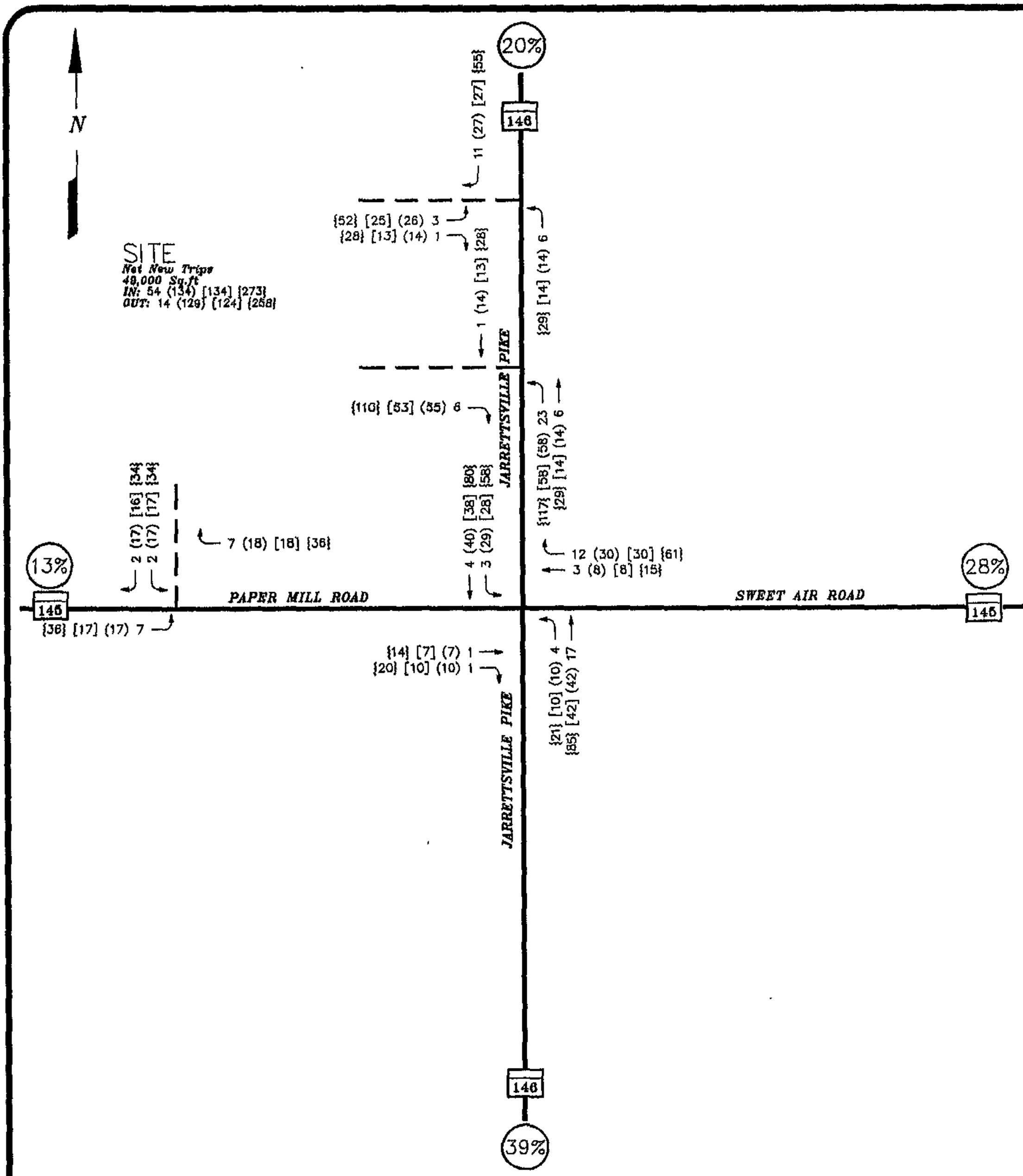
As previously discussed, turning movement counts were conducted at the access points to several of the shopping centers located in the immediate vicinity of the subject property. These turning movement counts are shown on Exhibit 3. Using the distribution of traffic established from the other turning movement counts, the "new" peak hour traffic projected to be generated by the subject property was then distributed and assigned to the road system as shown on Exhibit 6. Studies have indicated that shopping centers generate "pass-by" traffic from the adjacent roadways. These are people that patronize the center on their way to and from work, school, etc. These vehicles do not constitute "new" trips on the road system. The adjustments to reflect the "pass-by" traffic are shown on Exhibit 6a. Exhibit 7 was prepared to shown the year 2000 total peak hour volumes which combines the year 2000 base peak hour volumes and the trips projected to be generated by the subject property.

Intersection capacity analyses were conducted for the year 2000 total peak hour volumes and the results are shown on Exhibit 8. Copies of the capacity worksheets are contained in Appendix B to this report.

SUMMARY OF TRIP GENERATION CALCULATION

	MORNING PEAK HOUR IN	OUT	TOTAL		MID-DAY PEAK HOUR IN	OUT	TOTAL
Trips/1000 Sq.ft	1.41	0.6	2.01		3.88	3.78	7.66
Trips/49,000 Sq.ft	69	29	98		190	185	375
Less Passby trips 50%	15	15	30	30%	56	56	112
Net New Trips	54	14	68		134	129	263
	EVENING PEAK HOUR IN	**OUT**	**TOTAL**		**SATURDAY PEAK HOUR IN**	**OUT**	**TOTAL**
Trips/1000 Sq.ft	5.27	5.07	10.34		7.82	7.51	15.33
Trips/49,000 Sq.ft	258	248	507		383	368	751
Less Passby trips 50%	124	124	248	30%	110	110	220
Net New Trips	134	124	259		273	258	531

EXHIBIT 5
TRIP GENERATION RATES AND
TOTALS FOR THE PROPOSED SUPERMARKET

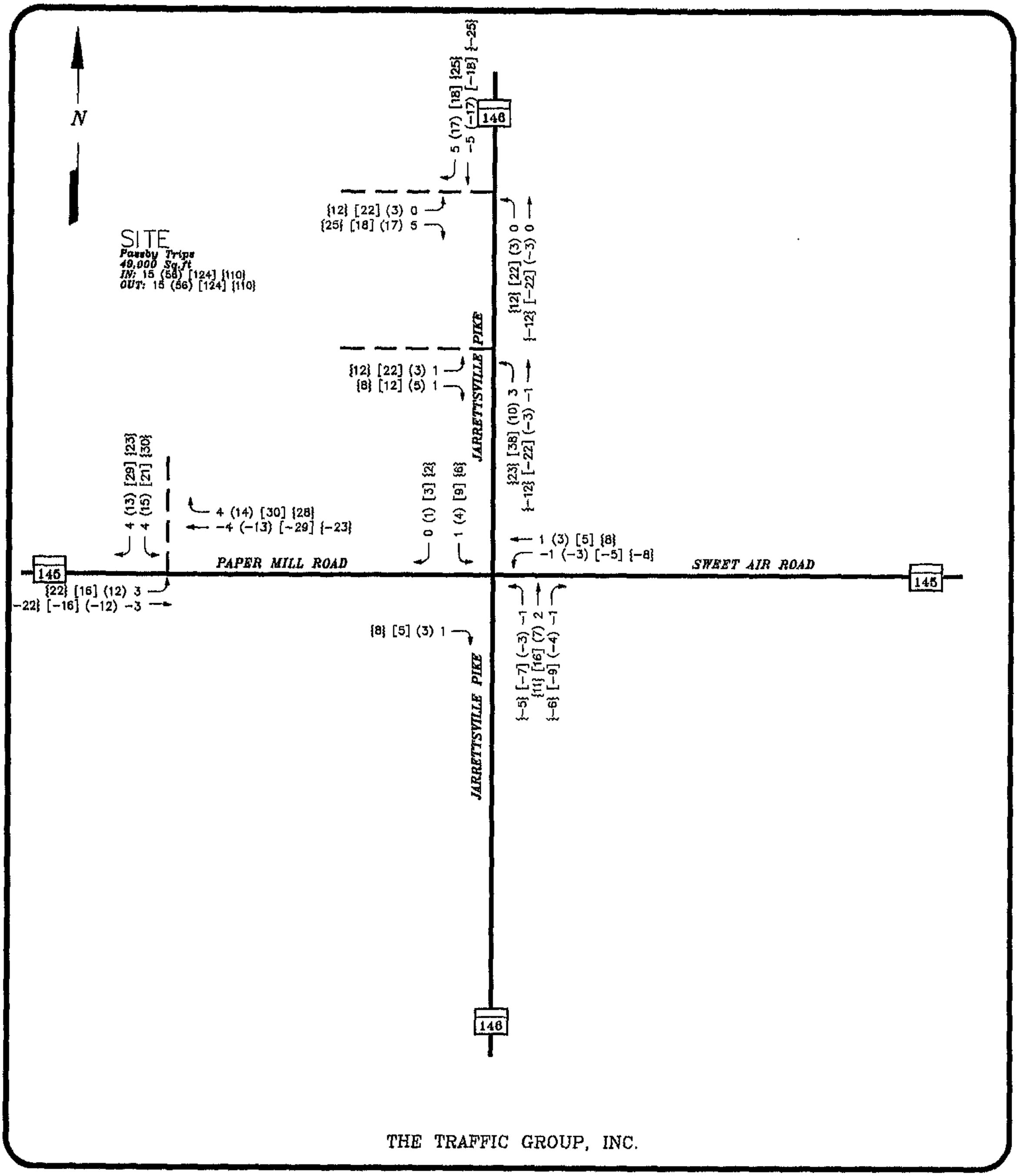


THE TRAFFIC GROUP, INC.

NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - MID-DAY PEAK HOUR
[00] - EVENING PEAK HOUR
{00} - SATURDAY PEAK HOUR

EXHIBIT 6
TRIP DISTRIBUTION AND ASSIGNMENT OF THE NEW TRIPS FOR THE PROPOSED SUPERMARKET

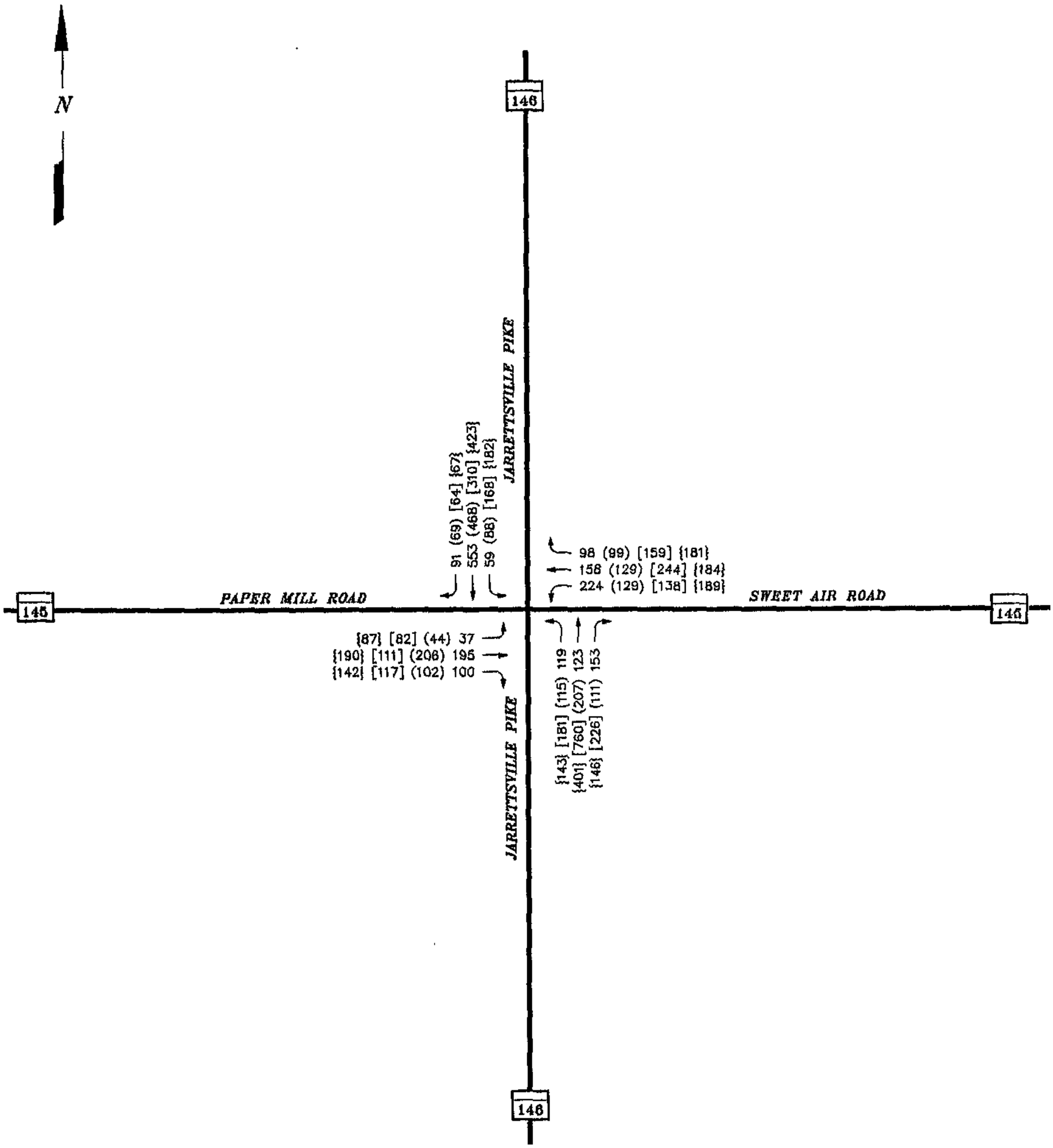


THE TRAFFIC GROUP, INC.

NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - MID-DAY PEAK HOUR
[00] - EVENING PEAK HOUR
{00} - SATURDAY PEAK HOUR

EXHIBIT 6a
PASS-BY TRIP DISTRIBUTION
FOR THE PROPOSED SUPERMARKET



THE TRAFFIC GROUP, INC.

NOT TO SCALE

00 - *MORNING PEAK HOUR*
(00) - *MID-DAY PEAK HOUR*
[00] - *EVENING PEAK HOUR*
{00} - *SATURDAY PEAK HOUR*

EXHIBIT 7
2000 TOTAL PEAK
HOUR TRAFFIC VOLUMES

RESULTS, RECOMMENDATIONS AND CONCLUSIONS

As previously discussed, the primary purpose of this analysis is to determine what impact the proposed rezoning would have if the property was developed with a 49,000 sq.ft. Klein's Supermarket. This analysis focused on the existing traffic, traffic projected to be generated by growth in the region, as well as, traffic to be generated by the subject property.

The results of our analysis indicate that the intersection of MD 146 and MD 145 is projected to operate at a satisfactory level of service during all of the peak periods with the exception of the evening peak hour. The results of the analysis for the evening peak hour indicate that this intersection is projected to operate at an unsatisfactory level of service ***with*** or ***without*** the development of the subject property. In order to "mitigate" the impact of the development of the subject site, it is recommended that a northbound right-turn lane be constructed along MD 146 (Jarrettsville Pike). In addition, a continuous acceleration/deceleration lane should be provided along the property frontage along MD 146. Bypass lanes should also be provided at the access points along MD 146.

Sight distance measurements were made at the proposed access points along MD 146. At the southern-most access, the sight distance to and from the south is approximately 385 feet. To and from the north, the sight distance is approximately 605 feet. At the northern-most access, the sight distance to and from the north is approximately 345 feet and from the south, the sight distance is approximately 755 feet.

In summary, based on the data contained in this report, it would appear that with the construction of the northbound right-turn lane along MD 146 (Jarrettsville Pike), the proposed development of the Klein's Supermarket would not have an adverse affect on the nearby road system.

Report prepared by: Glenn Cook
Reddy Venna
Wes Guckert

(960227\klein.rpt)

INTERSECTION OF MD 146 & MD 145

	EXISTING TRAFFIC	BACKGROUND TRAFFIC	TOTAL TRAFFIC
Morning Peak Hour	B / 1050	C / 1182	C / 1191
Midday Peak Hour	A / 849	A / 956	B / 1020
Evening Peak Hour	D / 1342	E / 1510	F / 1639
Saturday Peak Hour	A / 943	B / 1062	C / 1250
(With Improvements)			
Morning Peak Hour	-----	-----	C / 1191
Midday Peak Hour	-----	-----	B / 1020
Evening Peak Hour	-----	-----	D / 1413
Saturday Peak Hour	-----	-----	B / 1104

NOTE:-

CAPACITY ANALYSIS USING CRITICAL LANE VOLUME METHODOLOGY FOR MARYLAND STATE HIGHWAY ADMINISTRATION.

EXHIBIT 8
RESULTS OF INTERSECTION
CAPACITY ANALYSIS

APPENDIX A
TURNING MOVEMENT COUNTS AND CONDITION DIAGRAMS

The Traffic Group

VEHICLE TURNING MOVEMENT COUNT - SUMMARY
Intersection of: Md.146
and: Md.145
Counted by: SB,SS

Location : Balto.Co.,Md.
Date : March 28, 1996 Day: Thursday
Weather : Fair,Cold
Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15	18	74	12		104		21	18	20	59	18	19	38		75		8	27	15	50	288
15-30	17	84	11		112		25	21	21	67	21	23	44		88		7	31	14	52	319
30-45	17	96	10		123		32	18	23	73	21	23	43		87		7	30	18	55	338
45-00	21	98	9		128		23	18	27	68	14	25	45		84		6	31	23	60	340
08:0-15	18	107	11		136		27	23	33	83	15	38	50		103		9	40	21	70	392
15-30	23	115	15		153		24	25	31	80	19	35	53		107		7	45	19	71	411
30-45	21	135	12		168		31	27	38	96	21	31	51		103		9	46	21	76	443
45-00	19	131	11		161		21	17	35	73	21	33	46		100		8	41	26	75	409
AM 2 HOUR TOTALS	154	840	91	0	1085	0	204	167	228	599	150	227	370	0	747	0	61	291	157	509	2940
1 HOUR TOTALS																					
07-08	73	352	42	0	467	0	101	75	91	267	74	90	170	0	334	0	28	119	70	217	1285
715-815	73	385	41	0	499	0	107	80	104	291	71	109	182	0	362	0	29	132	76	237	1389
730-830	79	416	45	0	540	0	106	84	114	304	69	121	191	0	381	0	29	146	81	256	1481
745-845	83	455	47	0	585	0	105	93	129	327	69	129	199	0	397	0	31	162	84	277	1586
08-09	81	488	49	0	618	0	103	92	137	332	76	137	200	0	413	0	33	172	87	292	1655
PEAK HOUR																					
08-09	81	488	49	0	618	0	103	92	137	332	76	137	200	0	413	0	33	172	87	292	1655
PM																					
11:0-15	14	93	12		119		20	23	18	61	15	25	31		71		11	42	17	70	321
15-30	11	85	14		110		23	28	19	70	19	22	31		72		14	43	14	71	323
30-45	11	83	12		106		24	31	21	76	16	28	27		71		11	38	14	63	316
45-00	9	91	12		112		21	33	25	79	15	27	25		67		11	44	18	73	331
12:0-15	15	98	10		123		23	36	25	84	15	31	27		73		8	46	21	75	355
15-30	18	93	15		126		27	38	23	88	13	25	32		70		11	39	19	69	353
30-45	18	98	12		128		25	33	29	87	18	22	33		73		9	48	21	78	366
45-00	16	91	11		118		21	35	17	73	13	22	30		65		9	33	17	59	315
PM 2 HOUR TOTALS	112	732	98	0	942	0	184	257	177	618	124	202	236	0	562	0	84	333	141	558	2680
1 HOUR TOTALS																					
11-12	45	352	50	0	447	0	88	115	83	286	65	102	114	0	281	0	47	167	63	277	1291
1115-1215	46	357	48	0	451	0	91	128	90	309	65	108	110	0	283	0	44	171	67	282	1325
1130-1230	53	365	49	0	467	0	95	138	94	327	59	111	111	0	281	0	41	167	72	280	1355
1145-1245	60	380	49	0	489	0	96	140	102	338	61	105	117	0	283	0	39	177	79	295	1405
12-01	67	380	48	0	495	0	96	142	94	332	59	100	122	0	281	0	37	166	78	281	1389
PEAK HOUR																					
1145-1245	60	380	49	0	489	0	96	140	102	338	61	105	117	0	283	0	39	177	79	295	1405
PM																					
04:0-15	9	45	23		77		25	131	33	189	15	38	25		78		17	13	20	50	394
15-30	9	48	25		82		28	118	43	189	19	43	23		85		17	17	19	53	409
30-45	11	53	27		91		33	145	48	226	28	44	28		100		19	14	18	51	468
45-00	13	55	24		92		38	148	53	239	26	46	31		103		21	21	17	59	493
05:0-15	14	58	28		100		43	155	49	247	25	51	33		109		19	20	25	64	520
15-30	18	63	31		112		45	158	51	254	31	53	28		112		17	23	28	68	546
30-45	9	66	33		108		32	163	56	251	33	55	35		123		16	28	21	65	547
45-00	8	63	38		109		29	141	52	222	28	50	22		100		14	21	14	49	480
PM 2 HOUR TOTALS	91	451	229	0	771	0	273	1159	385	1817	205	380	225	0	810	0	140	157	162	459	3857
1 HOUR TOTALS																					
04-05	42	201	99	0	342	0	124	542	177	843	88	171	107	0	366	0	74	65	74	213	1764
415-515	47	214	104	0	365	0	142	566	193	901	98	184	115	0	397	0	76	72	79	227	1890
430-530	56	229	110	0	395	0	159	606	201	966	110	194	120	0	424	0	76	78	88	242	2027
445-545	54	242	116	0	412	0	158	624	209	991	115	205	127	0	447	0	73	92	91	256	2106
05-06	49	250	130	0	429	0	149	617	208	974	117	209	118	0	444	0	66	92	88	246	2093
PEAK HOUR																					
445-545	54	242	116	0	412	0	158	624	209	991	115	205	127	0	447	0	73	92	91	256	2106

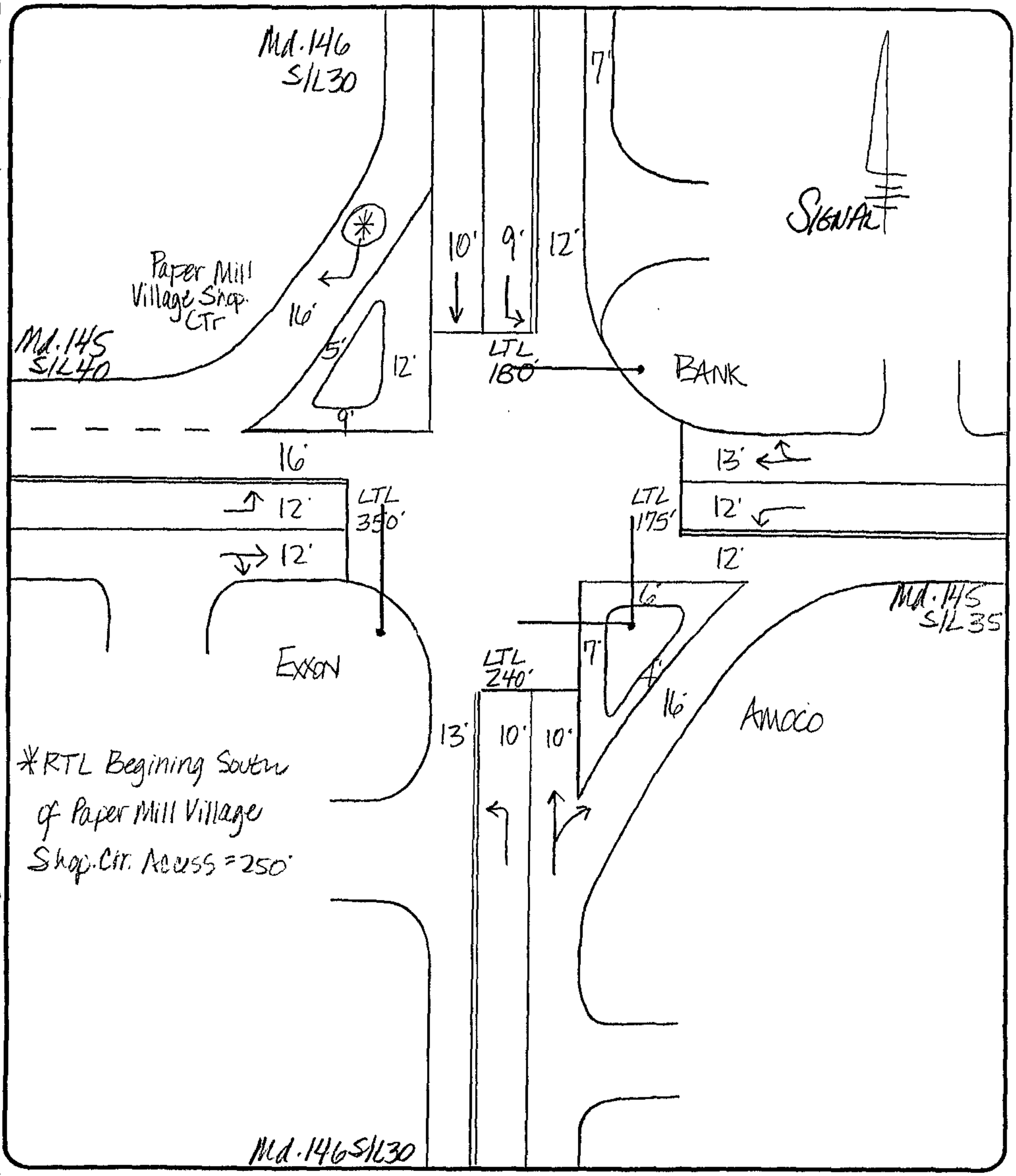
VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.146
and: Md.145
Counted by: SB,SS

Location : Balto.Co.,Md.
Date : March 30, 1996 Day: Saturday
Weather : Fair,Cool
Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
10:0-15	17	74	14		105		22	47	23	92	21	23	28		72		8	21	20	49	318
15-30	7	92	23		122		20	58	30	108	23	27	32		82		9	27	15	51	363
30-45	7	98	27		132		26	65	29	120	26	26	33		85		10	25	18	53	390
45-00	11	99	37		147		21	53	24	98	33	34	42		109		9	34	23	66	420
11:0-15	13	94	17		124		23	69	33	125	31	22	36		89		12	34	18	64	402
15-30	9	90	26		125		22	78	29	129	36	25	44		105		17	40	25	82	441
30-45	16	72	26		114		20	75	21	116	29	28	51		108		14	29	27	70	408
45-00	16	95	24		135		29	70	29	128	21	26	47		94		12	34	33	79	436
12:0-15	13	72	34		119		34	66	38	138	25	44	44		113		18	32	20	70	440
15-30	17	87	28		132		26	56	34	116	30	35	48		113		19	38	19	76	437
30-45	10	73	24		107		25	66	32	123	21	31	45		97		17	45	35	97	424
45-00	18	73	19		110		28	83	31	142	31	33	38		102		23	41	27	91	445
01:0-15	19	71	23		113		23	59	20	102	26	28	35		89		23	40	26	89	393
15-30	20	68	22		110		26	74	32	132	35	32	41		108		21	35	24	80	430
30-45	17	67	21		105		21	61	26	108	28	28	36		92		23	33	23	79	384
45-00	20	66	24		110		24	64	31	119	36	36	38		110		20	30	20	70	409
02:0-15	13	55	21		89		19	53	20	92	30	26	28		84		32	28	15	75	340
15-30	7	75	14		96		21	81	23	125	28	26	34		88		17	45	16	78	387
30-45	3	77	24		104		15	59	16	90	32	28	34		94		25	47	18	90	378
45-00	6	77	25		108		16	90	29	135	29	24	39		92		17	37	15	69	404
03:0-15	2	50	21		73		16	88	42	146	31	29	36		96		18	22	14	54	369
15-30	9	60	16		85		23	66	21	110	41	34	29		104		24	36	24	84	383
30-45	11	75	21		107		18	83	23	124	31	37	35		103		16	26	19	61	395
45-00	10	73	19		102		21	65	28	114	32	28	31		91		15	28	21	64	371
PM																					
6 HOUR TOTALS	291	1833	550	0	2674	0	539	1629	664	2832	706	710	904	0	2320	0	419	807	515	1741	9567
1 HOUR TOTALS																					
10-11	42	363	101	0	506	0	89	223	106	418	103	110	135	0	348	0	36	107	76	219	1491
1015-1115	38	383	104	0	525	0	90	245	116	451	113	109	143	0	365	0	40	120	74	234	1575
1030-1130	40	381	107	0	528	0	92	265	115	472	126	107	155	0	388	0	48	133	84	265	1653
1045-1145	49	355	106	0	510	0	86	275	107	468	129	109	173	0	411	0	52	137	93	282	1671
11-12	54	351	93	0	498	0	94	292	112	498	117	101	178	0	396	0	55	137	103	295	1687
1115-1215	54	329	110	0	493	0	105	289	117	511	111	123	186	0	420	0	61	135	105	301	1725
1130-1230	62	326	112	0	500	0	109	267	122	498	105	133	190	0	428	0	63	133	99	295	1721
1145-1245	56	327	110	0	493	0	114	258	133	505	97	136	184	0	417	0	66	149	107	322	1737
12-01	58	305	105	0	468	0	113	271	135	519	107	143	175	0	425	0	77	156	101	334	1746
1215-0115	64	304	94	0	462	0	102	264	117	483	108	127	166	0	401	0	82	164	107	353	1699
1230-0130	67	285	88	0	440	0	102	282	115	499	113	124	159	0	396	0	84	161	112	357	1692
1245-0145	74	279	85	0	438	0	98	277	109	484	120	121	150	0	391	0	90	149	100	339	1652
01-02	76	272	90	0	438	0	94	258	109	461	125	124	150	0	399	0	87	138	93	318	1616
0115-0215	70	256	88	0	414	0	90	252	109	451	129	122	143	0	394	0	96	126	82	304	1563
0130-0230	57	263	80	0	400	0	85	259	100	444	122	116	136	0	374	0	92	136	74	302	1520
0145-0245	43	273	83	0	399	0	79	257	90	426	126	116	134	0	376	0	94	150	69	313	1514
02-03	29	284	84	0	397	0	71	283	88	442	119	104	135	0	358	0	91	157	64	312	1509
0215-0315	18	279	84	0	381	0	68	318	110	496	120	107	143	0	370	0	77	151	63	291	1538
0230-0330	20	264	86	0	370	0	70	303	108	481	133	115	138	0	386	0	84	142	71	297	1534
0245-0345	28	262	83	0	373	0	73	327	115	515	132	124	139	0	395	0	75	121	72	268	1551
03-04	32	258	77	0	367	0	78	302	114	494	135	128	131	0	394	0	73	112	78	263	1518
PEAK HOUR																					
12-01	58	305	105	0	468	0	113	271	135	519	107	143	175	0	425	0	77	156	101	334	1746



THE TRAFFIC GROUP, INC.

BY SB SUBJECT Four Corners - Klein JOB NO. 960227

DATE 3/96 SHEET NO. 5. OF 6

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.146

and: Paper Mill Village Shopping Ctr.Access

Counted by: SS

Location : Balto.Co.,Md.

Date : April 11, 1996 Day: Thursday

Weather : Fair,Cool

Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Paper Mill Village Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15	4				4		3			3					0		1		5	6	13
15-30	2				2		3			3					0		0		3	3	8
30-45	5				5		0			0					0		0		1	1	6
45-00	7				7		4			4					0		2		6	8	19
08:0-15	6				6		10			10					0		1		9	10	26
15-30	11				11		7			7					0		0		8	8	26
30-45	12				12		13			13					0		0		15	15	40
45-00	9				9		12			12					0		3		8	11	32
AM 2 HOUR TOTALS	56	0	0	0	56	0	52	0	0	52	0	0	0	0	0	0	7	0	55	62	170
1 HOUR TOTALS																					
07-08	18	0	0	0	18	0	10	0	0	10	0	0	0	0	0	0	3	0	15	18	46
715-815	20	0	0	0	20	0	17	0	0	17	0	0	0	0	0	0	3	0	19	22	59
730-830	29	0	0	0	29	0	21	0	0	21	0	0	0	0	0	0	3	0	24	27	77
745-845	36	0	0	0	36	0	34	0	0	34	0	0	0	0	0	0	3	0	38	41	111
08-09	38	0	0	0	38	0	42	0	0	42	0	0	0	0	0	0	4	0	40	44	124
PEAK HOUR 08-09	38	0	0	0	38	0	42	0	0	42	0	0	0	0	0	0	4	0	40	44	124
PM																					
11:0-15	9				9		20			20					0		3		21	24	53
15-30	13				13		23			23					0		6		26	32	68
30-45	11				11		27			27					0		8		34	42	80
45-00	10				10		27			27					0		5		24	29	66
12:0-15	11				11		21			21					0		4		27	31	63
15-30	4				4		26			26					0		8		28	36	66
30-45	7				7		17			17					0		7		26	33	57
45-00	13				13		17			17					0		6		22	28	58
PM 2 HOUR TOTALS	78	0	0	0	78	0	178	0	0	178	0	0	0	0	0	0	47	0	208	255	511
1 HOUR TOTALS																					
11-12	43	0	0	0	43	0	97	0	0	97	0	0	0	0	0	0	22	0	105	127	267
1115-1215	45	0	0	0	45	0	98	0	0	98	0	0	0	0	0	0	23	0	111	134	277
1130-1230	36	0	0	0	36	0	101	0	0	101	0	0	0	0	0	0	25	0	113	138	275
1145-1245	32	0	0	0	32	0	91	0	0	91	0	0	0	0	0	0	24	0	105	129	252
12-01	35	0	0	0	35	0	81	0	0	81	0	0	0	0	0	0	25	0	103	128	244
PEAK HOUR 1115-1215	45	0	0	0	45	0	98	0	0	98	0	0	0	0	0	0	23	0	111	134	277
PM																					
04:0-15	11				11		27			27					0		8		29	37	75
15-30	5				5		30			30					0		12		27	39	74
30-45	9				9		31			31					0		8		35	43	83
45-00	6				6		24			24					0		12		19	31	61
05:0-15	6				6		26			26					0		12		38	50	82
15-30	6				6		19			19					0		13		28	41	66
30-45	5				5		25			25					0		7		23	30	60
45-00	1				1		16			16					0		13		19	32	49
PM 2 HOUR TOTALS	49	0	0	0	49	0	198	0	0	198	0	0	0	0	0	0	85	0	218	303	550
1 HOUR TOTALS																					
04-05	31	0	0	0	31	0	112	0	0	112	0	0	0	0	0	0	40	0	110	150	293
415-515	26	0	0	0	26	0	111	0	0	111	0	0	0	0	0	0	44	0	119	163	300
430-530	27	0	0	0	27	0	100	0	0	100	0	0	0	0	0	0	45	0	120	165	292
445-545	23	0	0	0	23	0	94	0	0	94	0	0	0	0	0	0	44	0	108	152	269
05-06	18	0	0	0	18	0	86	0	0	86	0	0	0	0	0	0	45	0	108	153	257
PEAK HOUR 415-515	26	0	0	0	26	0	111	0	0	111	0	0	0	0	0	0	44	0	119	163	300

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.146

and: Paper Mill Village Shopping Ctr.Access

Counted by: SS

Location : Balto.Co.,Md.

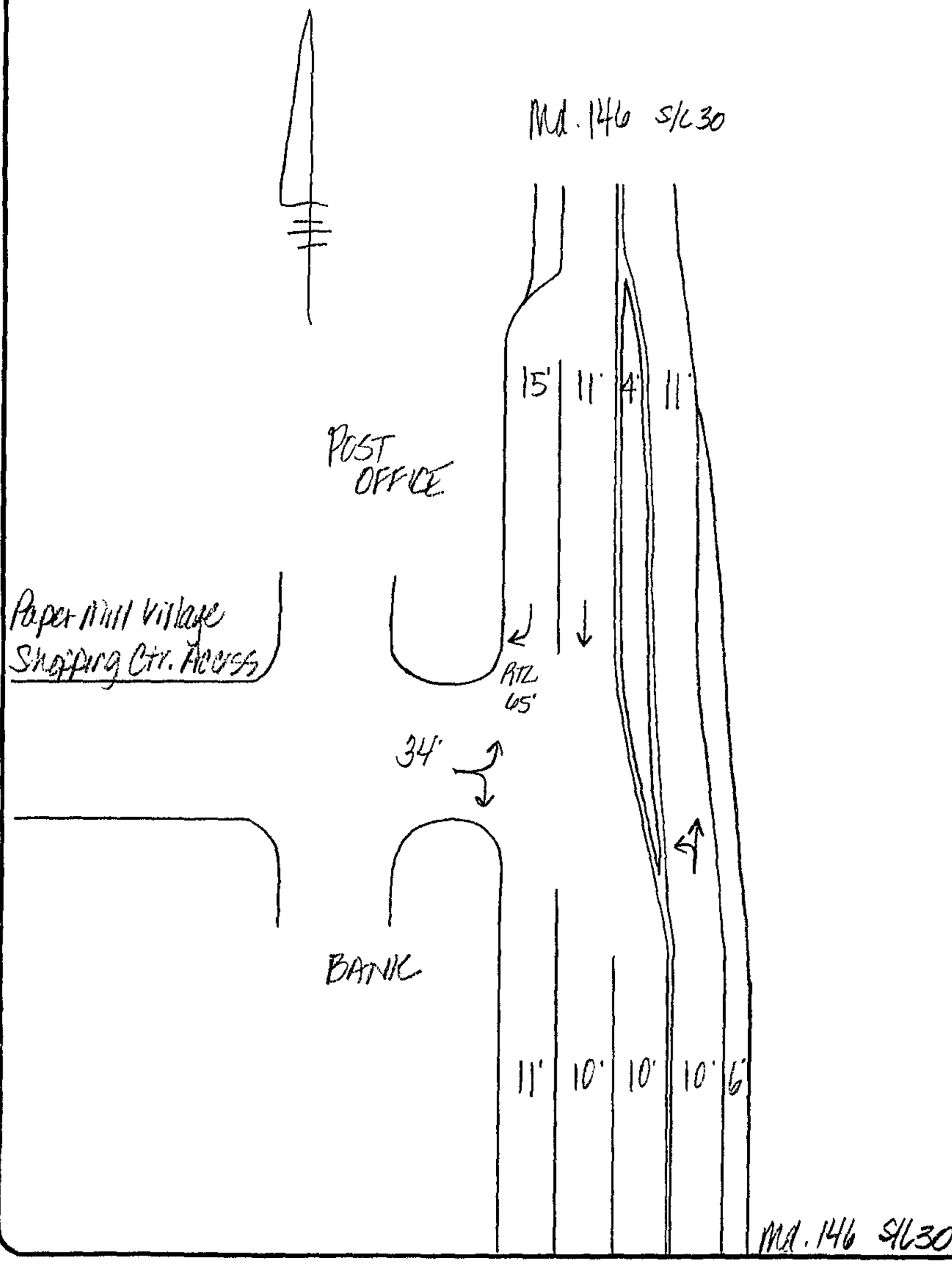
Date : April 6, 1996 Day: Saturday

Weather : Fair,Cold

Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Paper Mill Village Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
10:0-15	5				5		21			21					0		5		26	31	57
15-30	5				5		19			19					0		3		21	24	48
30-45	7				7		28			28					0		2		30	32	67
45-00	5				5		21			21					0		2		16	18	44
11:0-15	7				7		25			25					0		6		20	26	58
15-30	4				4		25			25					0		5		20	25	54
30-45	5				5		36			36					0		7		33	40	81
45-00	8				8		27			27					0		8		34	42	77
12:0-15	6				6		22			22					0		7		16	23	51
15-30	0				0		11			11					0		5		9	14	25
30-45	3				3		14			14					0		3		14	17	34
45-00	1				1		6			6					0		3		9	12	19
01:0-15	3				3		15			15					0		5		18	23	41
15-30	2				2		13			13					0		3		12	15	30
30-45	2				2		7			7					0		2		8	10	19
45-00	3				3		11			11					0		4		10	14	28
02:0-15	2				2		21			21					0		3		16	19	42
15-30	4				4		14			14					0		3		19	22	40
30-45	9				9		21			21					0		5		26	31	61
45-00	10				10		15			15					0		7		18	25	50
03:0-15	4				4		31			31					0		2		20	22	57
15-30	2				2		13			13					0		3		17	20	35
30-45	4				4		19			19					0		3		21	24	47
45-00	3				3		15			15					0		2		14	16	34
PM																					
6 HOUR TOTALS	104	0	0	0	104	0	450	0	0	450	0	0	0	0	0	0	98	0	447	545	1099
1 HOUR TOTALS																					
10-11	22	0	0	0	22	0	89	0	0	89	0	0	0	0	0	0	12	0	93	105	216
1015-1115	24	0	0	0	24	0	93	0	0	93	0	0	0	0	0	0	13	0	87	100	217
1030-1130	23	0	0	0	23	0	99	0	0	99	0	0	0	0	0	0	15	0	86	101	223
1045-1145	21	0	0	0	21	0	107	0	0	107	0	0	0	0	0	0	20	0	89	109	237
11-12	24	0	0	0	24	0	113	0	0	113	0	0	0	0	0	0	26	0	107	133	270
1115-1215	23	0	0	0	23	0	110	0	0	110	0	0	0	0	0	0	27	0	103	130	263
1130-1230	19	0	0	0	19	0	96	0	0	96	0	0	0	0	0	0	27	0	92	119	234
1145-1245	17	0	0	0	17	0	74	0	0	74	0	0	0	0	0	0	23	0	73	96	187
12-01	10	0	0	0	10	0	53	0	0	53	0	0	0	0	0	0	18	0	48	66	129
1215-0115	7	0	0	0	7	0	46	0	0	46	0	0	0	0	0	0	16	0	50	66	119
1230-0130	9	0	0	0	9	0	48	0	0	48	0	0	0	0	0	0	14	0	53	67	124
1245-0145	8	0	0	0	8	0	41	0	0	41	0	0	0	0	0	0	13	0	47	60	109
01-02	10	0	0	0	10	0	46	0	0	46	0	0	0	0	0	0	14	0	48	62	118
0115-0215	9	0	0	0	9	0	52	0	0	52	0	0	0	0	0	0	12	0	46	58	119
0130-0230	11	0	0	0	11	0	53	0	0	53	0	0	0	0	0	0	12	0	53	65	129
0145-0245	18	0	0	0	18	0	67	0	0	67	0	0	0	0	0	0	15	0	71	86	171
02-03	25	0	0	0	25	0	71	0	0	71	0	0	0	0	0	0	18	0	79	97	193
0215-0315	27	0	0	0	27	0	81	0	0	81	0	0	0	0	0	0	17	0	83	100	208
0230-0330	25	0	0	0	25	0	80	0	0	80	0	0	0	0	0	0	17	0	81	98	203
0245-0345	20	0	0	0	20	0	78	0	0	78	0	0	0	0	0	0	15	0	76	91	189
03-04	13	0	0	0	13	0	78	0	0	78	0	0	0	0	0	0	10	0	72	82	173
PEAK HOUR																					
11-12	24	0	0	0	24	0	113	0	0	113	0	0	0	0	0	0	26	0	107	133	270



THE TRAFFIC GROUP, INC.

BY CH SUBJECT Four Corners - Klein JOB NO. 960229

DATE 3/96 SHEET NO. 1 OF 6

VEHICLE TURNING MOVEMENT COUNT - SUMMARY
Intersection of: Md.145
and: Paper Mill Village Shopping Ctr.Access
Counted by: SB

Location : Balto.Co.,Md.
Date : April 11, 1996 Day: Thursday
Weather : Fair,Cool
Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Paper Mill Village Access					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15	2		1		3					0	1				1		0			0	4
15-30	1		2		3					0	3				3		2			2	8
30-45	2		2		4					0	1				1		0			0	5
45-00	2		1		3					0	2				2		1			1	6
08:0-15	4		1		5					0	4				4		2			2	11
15-30	4		1		5					0	6				6		2			2	13
30-45	4		2		6					0	4				4		2			2	12
45-00	3		2		5					0	4				4		1			1	10
AM 2 HOUR TOTALS	22	0	12	0	34	0	0	0	0	0	25	0	0	0	25	0	10	0	0	10	69
1 HOUR TOTALS																					
07-08	7	0	6	0	13	0	0	0	0	0	7	0	0	0	7	0	3	0	0	3	23
715-815	9	0	6	0	15	0	0	0	0	0	10	0	0	0	10	0	5	0	0	5	30
730-830	12	0	5	0	17	0	0	0	0	0	13	0	0	0	13	0	5	0	0	5	35
745-845	14	0	5	0	19	0	0	0	0	0	16	0	0	0	16	0	7	0	0	7	42
08-09	15	0	6	0	21	0	0	0	0	0	18	0	0	0	18	0	7	0	0	7	46
PEAK HOUR 08-09	15	0	6	0	21	0	0	0	0	0	18	0	0	0	18	0	7	0	0	7	46
PM																					
11:0-15	9		3		12					0	1				1		2			2	15
15-30	2		1		3					0	4				4		5			5	12
30-45	4		2		6					0	4				4		8			8	18
45-00	7		5		12					0	3				3		6			6	21
12:0-15	5		7		12					0	4				4		4			4	20
15-30	6		3		9					0	1				1		4			4	14
30-45	4		4		8					0	8				8		7			7	23
45-00	5		5		10					0	6				6		3			3	19
PM 2 HOUR TOTALS	42	0	30	0	72	0	0	0	0	0	31	0	0	0	31	0	39	0	0	39	142
1 HOUR TOTALS																					
11-12	22	0	11	0	33	0	0	0	0	0	12	0	0	0	12	0	21	0	0	21	66
1115-1215	18	0	15	0	33	0	0	0	0	0	15	0	0	0	15	0	23	0	0	23	71
1130-1230	22	0	17	0	39	0	0	0	0	0	12	0	0	0	12	0	22	0	0	22	73
1145-1245	22	0	19	0	41	0	0	0	0	0	16	0	0	0	16	0	21	0	0	21	78
12-01	20	0	19	0	39	0	0	0	0	0	19	0	0	0	19	0	18	0	0	18	76
PEAK HOUR 1145-1245	22	0	19	0	41	0	0	0	0	0	16	0	0	0	16	0	21	0	0	21	78
PM																					
04:0-15	5		2		7					0	3				3		5			5	15
15-30	3		1		4					0	1				1		3			3	8
30-45	6		1		7					0	5				5		9			9	21
45-00	6		1		7					0	4				4		5			5	16
05:0-15	6		3		9					0	7				7		7			7	23
15-30	5		1		6					0	3				3		3			3	12
30-45	4		1		5					0	5				5		3			3	13
45-00	7		4		11					0	4				4		7			7	22
PM 2 HOUR TOTALS	42	0	14	0	56	0	0	0	0	0	32	0	0	0	32	0	42	0	0	42	130
1 HOUR TOTALS																					
04-05	20	0	5	0	25	0	0	0	0	0	13	0	0	0	13	0	22	0	0	22	60
415-515	21	0	6	0	27	0	0	0	0	0	17	0	0	0	17	0	24	0	0	24	68
430-530	23	0	6	0	29	0	0	0	0	0	19	0	0	0	19	0	24	0	0	24	72
445-545	21	0	6	0	27	0	0	0	0	0	19	0	0	0	19	0	18	0	0	18	64
05-06	22	0	9	0	31	0	0	0	0	0	19	0	0	0	19	0	20	0	0	20	70
PEAK HOUR 430-530	23	0	6	0	29	0	0	0	0	0	19	0	0	0	19	0	24	0	0	24	72

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.145

and: Paper Mill Village Shopping Ctr.Access

Counted by: AC

Location : Balto.Co.,Md.

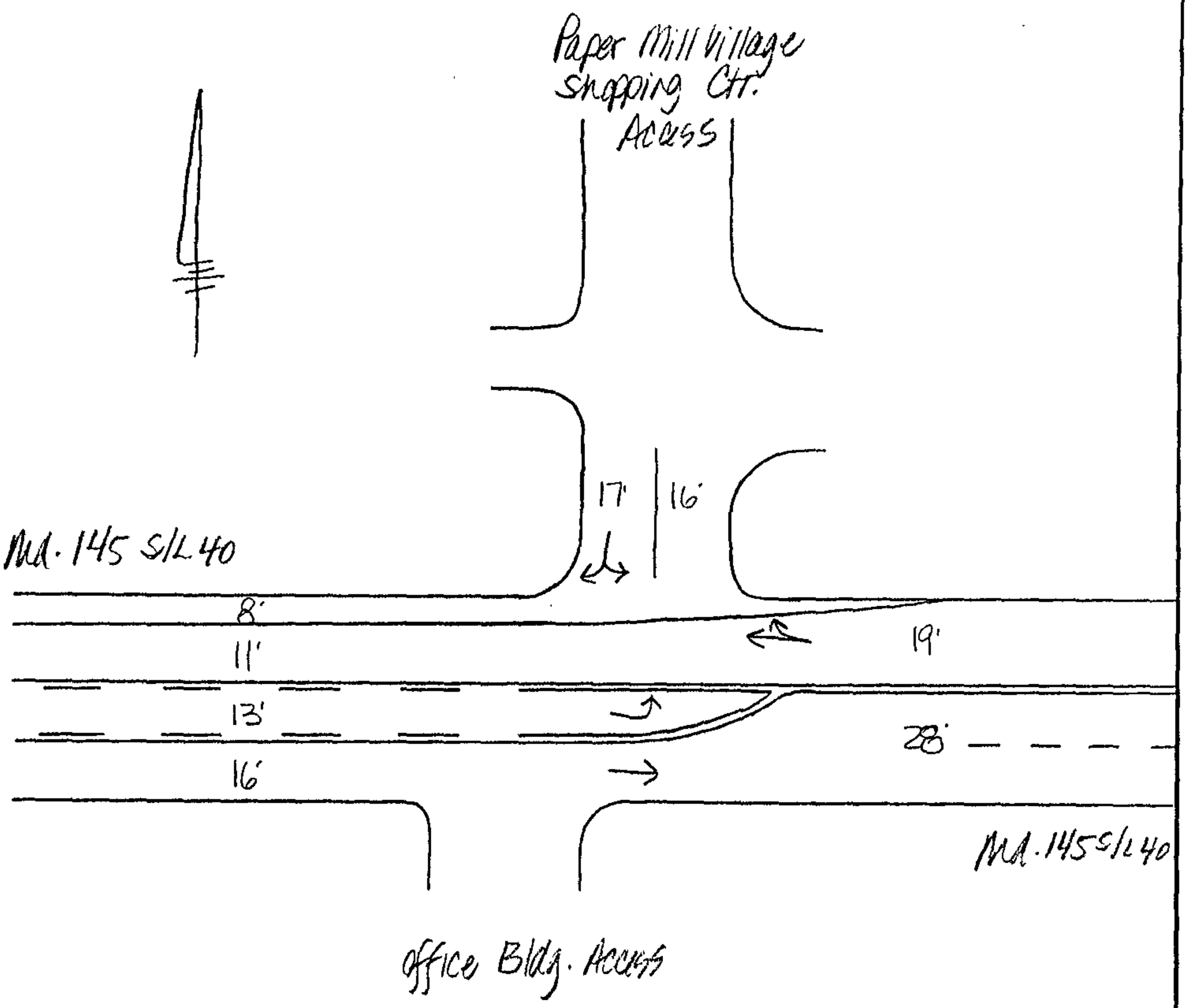
Date : April 6, 1996 Day: Saturday

Weather : Fair,Cold

Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Paper Mill Village Access					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
10:0-15	4		3		7					0	7				7		7			7	21
15-30	5		2		7					0	1				1		5			5	13
30-45	6		3		9					0	4				4		7			7	20
45-00	5		3		8					0	2				2		5			5	15
11:0-15	5		4		9					0	5				5		1			1	15
15-30	3		6		9					0	4				4		3			3	16
30-45	6		9		15					0	5				5		4			4	24
45-00	7		8		15					0	4				4		3			3	22
12:0-15	3		5		8					0	2				2		1			1	11
15-30	7		3		10					0	4				4		3			3	17
30-45	5		7		12					0	6				6		9			9	27
45-00	7		6		13					0	8				8		5			5	26
01:0-15	4		3		7					0	5				5		3			3	15
15-30	6		4		10					0	4				4		5			5	19
30-45	3		2		5					0	4				4		1			1	10
45-00	2		1		3					0	1				1		1			1	5
02:0-15	4		5		9					0	3				3		1			1	13
15-30	4		2		6					0	6				6		4			4	16
30-45	4		1		5					0	5				5		3			3	13
45-00	5		2		7					0	5				5		2			2	14
03:0-15	6		6		12					0	4				4		3			3	19
15-30	5		5		10					0	3				3		2			2	15
30-45	3		5		8					0	7				7		1			1	16
45-00	4		4		8					0	4				4		3			3	15
PM																					
6 HOUR TOTALS	113	0	99	0	212	0	0	0	0	0	103	0	0	0	103	0	82	0	0	82	397
1 HOUR TOTALS																					
10-11	20	0	11	0	31	0	0	0	0	0	14	0	0	0	14	0	24	0	0	24	69
1015-1115	21	0	12	0	33	0	0	0	0	0	12	0	0	0	12	0	18	0	0	18	63
1030-1130	19	0	16	0	35	0	0	0	0	0	15	0	0	0	15	0	16	0	0	16	66
1045-1145	19	0	22	0	41	0	0	0	0	0	16	0	0	0	16	0	13	0	0	13	70
11-12	21	0	27	0	48	0	0	0	0	0	18	0	0	0	18	0	11	0	0	11	77
1115-1215	19	0	28	0	47	0	0	0	0	0	15	0	0	0	15	0	11	0	0	11	73
1130-1230	23	0	25	0	48	0	0	0	0	0	15	0	0	0	15	0	11	0	0	11	74
1145-1245	22	0	23	0	45	0	0	0	0	0	16	0	0	0	16	0	16	0	0	16	77
12-01	22	0	21	0	43	0	0	0	0	0	20	0	0	0	20	0	18	0	0	18	81
1215-0115	23	0	19	0	42	0	0	0	0	0	23	0	0	0	23	0	20	0	0	20	85
1230-0130	22	0	20	0	42	0	0	0	0	0	23	0	0	0	23	0	22	0	0	22	87
1245-0145	20	0	15	0	35	0	0	0	0	0	21	0	0	0	21	0	14	0	0	14	70
01-02	15	0	10	0	25	0	0	0	0	0	14	0	0	0	14	0	10	0	0	10	49
0115-0215	15	0	12	0	27	0	0	0	0	0	12	0	0	0	12	0	8	0	0	8	47
0130-0230	13	0	10	0	23	0	0	0	0	0	14	0	0	0	14	0	7	0	0	7	44
0145-0245	14	0	9	0	23	0	0	0	0	0	15	0	0	0	15	0	9	0	0	9	47
02-03	17	0	10	0	27	0	0	0	0	0	19	0	0	0	19	0	10	0	0	10	56
0215-0315	19	0	11	0	30	0	0	0	0	0	20	0	0	0	20	0	12	0	0	12	62
0230-0330	20	0	14	0	34	0	0	0	0	0	17	0	0	0	17	0	10	0	0	10	61
0245-0345	19	0	18	0	37	0	0	0	0	0	19	0	0	0	19	0	8	0	0	8	64
03-04	18	0	20	0	38	0	0	0	0	0	18	0	0	0	18	0	9	0	0	9	65
PEAK HOUR																					
1230-0130	22	0	20	0	42	0	0	0	0	0	23	0	0	0	23	0	22	0	0	22	87



THE TRAFFIC GROUP, INC.

BY CB SUBJECT Four Corners - Klein JOB NO. 960227

DATE 3/96 SHEET NO. 2 OF 6

VEHICLE TURNING MOVEMENT COUNT - SUMMARY
Intersection of: Md.146
and: Manor Shopping Ctr.Access
Counted by: KJ

Location : Balto.Co.,Md.
Date : April 11, 1996 Day: Thursday
Weather : Fair,Cool
Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Manor Shopping Ctr.Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15			10		10				5	5	15		13		28					0	43
15-30			13		13				10	10	10		18		28					0	51
30-45			11		11				9	9	14		20		34					0	54
45-00			13		13				11	11	26		32		58					0	82
08:0-15			7		7				5	5	19		32		51					0	63
15-30			8		8				7	7	16		18		34					0	49
30-45			14		14				14	14	15		18		33					0	61
45-00			7		7				16	16	11		17		28					0	51
AM 2 HOUR TOTALS	0	0	83	0	83	0	0	0	77	77	126	0	168	0	294	0	0	0	0	0	454
1 HOUR TOTALS																					
07-08	0	0	47	0	47	0	0	0	35	35	65	0	83	0	148	0	0	0	0	0	230
715-815	0	0	44	0	44	0	0	0	35	35	69	0	102	0	171	0	0	0	0	0	250
730-830	0	0	39	0	39	0	0	0	32	32	75	0	102	0	177	0	0	0	0	0	248
745-845	0	0	42	0	42	0	0	0	37	37	76	0	100	0	176	0	0	0	0	0	255
08-09	0	0	36	0	36	0	0	0	42	42	61	0	85	0	146	0	0	0	0	0	224
PEAK HOUR 745-845	0	0	42	0	42	0	0	0	37	37	76	0	100	0	176	0	0	0	0	0	255
PM																					
11:0-15			13		13				13	13	19		16		35					0	61
15-30			19		19				14	14	18		23		41					0	74
30-45			20		20				18	18	14		13		27					0	65
45-00			17		17				13	13	23		18		41					0	71
12:0-15			15		15				21	21	26		16		42					0	78
15-30			21		21				32	32	16		20		36					0	89
30-45			21		21				25	25	26		19		45					0	91
45-00			22		22				24	24	27		29		56					0	102
PM 2 HOUR TOTALS	0	0	148	0	148	0	0	0	160	160	169	0	154	0	323	0	0	0	0	0	631
1 HOUR TOTALS																					
11-12	0	0	69	0	69	0	0	0	58	58	74	0	70	0	144	0	0	0	0	0	271
1115-1215	0	0	71	0	71	0	0	0	66	66	81	0	70	0	151	0	0	0	0	0	288
1130-1230	0	0	73	0	73	0	0	0	84	84	79	0	67	0	146	0	0	0	0	0	303
1145-1245	0	0	74	0	74	0	0	0	91	91	91	0	73	0	164	0	0	0	0	0	329
12-01	0	0	79	0	79	0	0	0	102	102	95	0	84	0	179	0	0	0	0	0	360
PEAK HOUR 12-01	0	0	79	0	79	0	0	0	102	102	95	0	84	0	179	0	0	0	0	0	360
PM																					
04:0-15			18		18				44	44	17		8		25					0	87
15-30			19		19				56	56	14		11		25					0	100
30-45			24		24				52	52	24		15		39					0	115
45-00			20		20				49	49	25		11		36					0	105
05:0-15			20		20				58	58	22		7		29					0	107
15-30			15		15				57	57	18		10		28					0	100
30-45			9		9				60	60	12		9		21					0	90
45-00			16		16				59	59	19		5		24					0	99
PM 2 HOUR TOTALS	0	0	141	0	141	0	0	0	435	435	151	0	76	0	227	0	0	0	0	0	803
1 HOUR TOTALS																					
04-05	0	0	81	0	81	0	0	0	201	201	80	0	45	0	125	0	0	0	0	0	407
415-515	0	0	83	0	83	0	0	0	215	215	85	0	44	0	129	0	0	0	0	0	427
430-530	0	0	79	0	79	0	0	0	216	216	89	0	43	0	132	0	0	0	0	0	427
445-545	0	0	64	0	64	0	0	0	224	224	77	0	37	0	114	0	0	0	0	0	402
05-06	0	0	60	0	60	0	0	0	234	234	71	0	31	0	102	0	0	0	0	0	396
PEAK HOUR 415-515	0	0	83	0	83	0	0	0	215	215	85	0	44	0	129	0	0	0	0	0	427

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.146

and: Manor Shopping Ctr.Access

Counted by: SB

Location : Balto.Co.,Md.

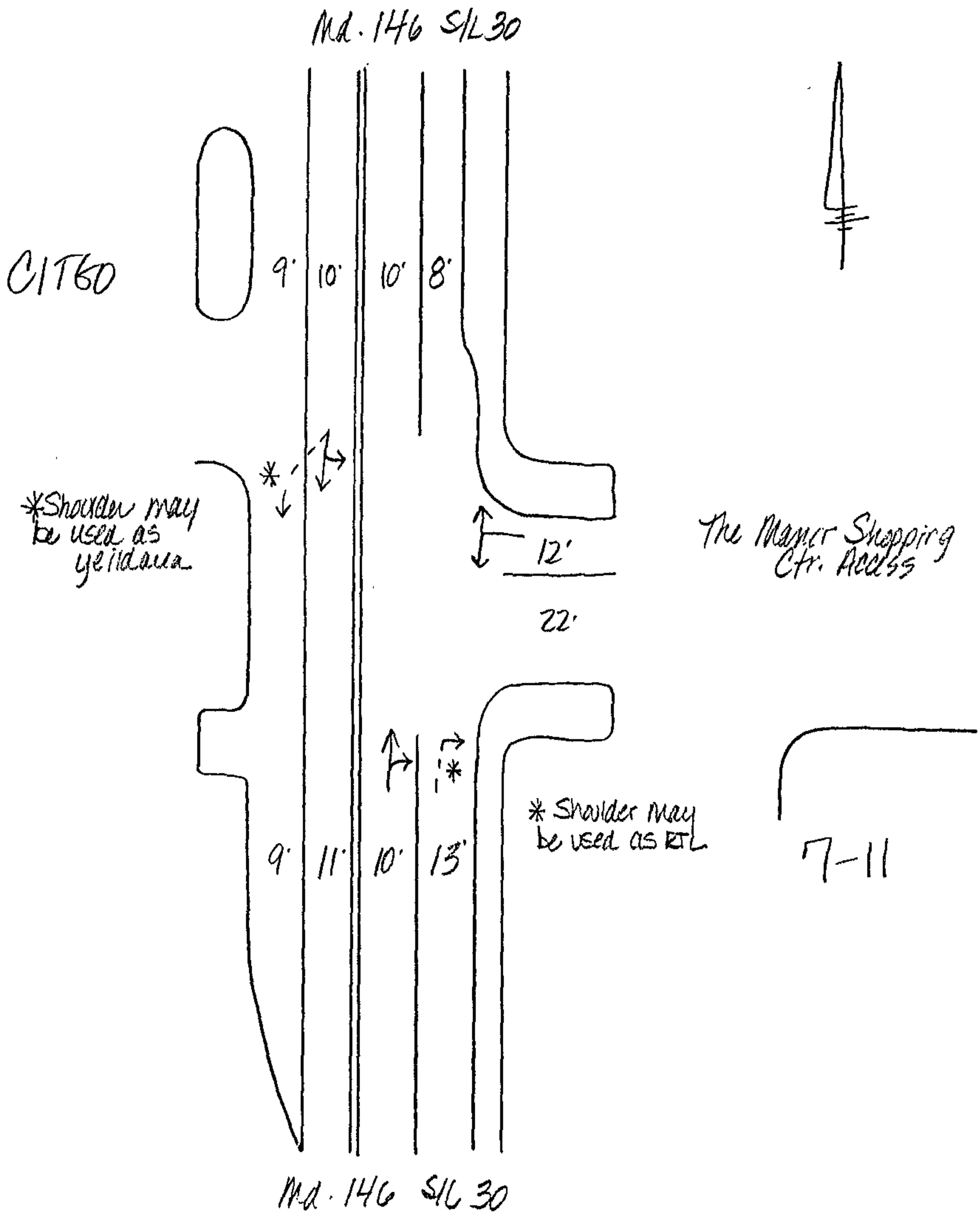
Date : April 6, 1996 Day: Saturday

Weather : Fair,Cold

Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on: Md.146					TRAFFIC FROM SOUTH on: Md.146					TRAFFIC FROM EAST on: Manor Shopping Ctr.Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
10:0-15			15		15				21	21	25		18		43					0	79
15-30			23		23				23	23	24		23		47					0	93
30-45			19		19				15	15	22		29		51					0	85
45-00			17		17				21	21	32		16		48					0	86
11:0-15			26		26				24	24	21		14		35					0	85
15-30			27		27				15	15	25		32		57					0	99
30-45			22		22				18	18	34		21		55					0	95
45-00			30		30				25	25	35		15		50					0	105
12:0-15			31		31				27	27	19		21		40					0	98
15-30			31		31				27	27	31		14		45					0	103
30-45			20		20				32	32	23		31		54					0	106
45-00			23		23				30	30	23		22		45					0	98
01:0-15			23		23				23	23	20		20		40					0	86
15-30			15		15				14	14	31		27		58					0	87
30-45			12		12				11	11	25		25		50					0	73
45-00			14		14				21	21	27		15		42					0	77
02:0-15			21		21				21	21	28		18		46					0	88
15-30			14		14				24	24	21		15		36					0	74
30-45			27		27				29	29	22		19		41					0	97
45-00			17		17				25	25	24		17		41					0	83
03:0-15			12		12				32	32	15		14		29					0	73
15-30			15		15				17	17	18		17		35					0	67
30-45			9		9				26	26	17		14		31					0	66
45-00			12		12				21	21	19		15		34					0	67
PM																					
6 HOUR TOTALS	0	0	475	0	475	0	0	0	542	542	581	0	472	0	1053	0	0	0	0	0	2070
1 HOUR TOTALS																					
10-11	0	0	74	0	74	0	0	0	80	80	103	0	86	0	189	0	0	0	0	0	343
1015-1115	0	0	85	0	85	0	0	0	83	83	99	0	82	0	181	0	0	0	0	0	349
1030-1130	0	0	89	0	89	0	0	0	75	75	100	0	91	0	191	0	0	0	0	0	355
1045-1145	0	0	92	0	92	0	0	0	78	78	112	0	83	0	195	0	0	0	0	0	365
11-12	0	0	105	0	105	0	0	0	82	82	115	0	82	0	197	0	0	0	0	0	384
1115-1215	0	0	110	0	110	0	0	0	85	85	113	0	89	0	202	0	0	0	0	0	397
1130-1230	0	0	114	0	114	0	0	0	97	97	119	0	71	0	190	0	0	0	0	0	401
1145-1245	0	0	112	0	112	0	0	0	111	111	108	0	81	0	189	0	0	0	0	0	412
12-01	0	0	105	0	105	0	0	0	116	116	96	0	88	0	184	0	0	0	0	0	405
1215-0115	0	0	97	0	97	0	0	0	112	112	97	0	87	0	184	0	0	0	0	0	393
1230-0130	0	0	81	0	81	0	0	0	99	99	97	0	100	0	197	0	0	0	0	0	377
1245-0145	0	0	73	0	73	0	0	0	78	78	99	0	94	0	193	0	0	0	0	0	344
01-02	0	0	64	0	64	0	0	0	69	69	103	0	87	0	190	0	0	0	0	0	323
0115-0215	0	0	62	0	62	0	0	0	67	67	111	0	85	0	196	0	0	0	0	0	325
0130-0230	0	0	61	0	61	0	0	0	77	77	101	0	73	0	174	0	0	0	0	0	312
0145-0245	0	0	76	0	76	0	0	0	95	95	98	0	67	0	165	0	0	0	0	0	336
02-03	0	0	79	0	79	0	0	0	99	99	95	0	69	0	164	0	0	0	0	0	342
0215-0315	0	0	70	0	70	0	0	0	110	110	82	0	65	0	147	0	0	0	0	0	327
0230-0330	0	0	71	0	71	0	0	0	103	103	79	0	67	0	146	0	0	0	0	0	320
0245-0345	0	0	53	0	53	0	0	0	100	100	74	0	62	0	136	0	0	0	0	0	289
03-04	0	0	48	0	48	0	0	0	96	96	69	0	60	0	129	0	0	0	0	0	273
PEAK HOUR																					
1145-1245	0	0	112	0	112	0	0	0	111	111	108	0	81	0	189	0	0	0	0	0	412



THE TRAFFIC GROUP, INC.

BY S.S. SUBJECT Four Corners - Klein JOB NO. 960227

DATE 8/3/96 SHEET NO. 3. OF 6

VEHICLE TURNING MOVEMENT COUNT - SUMMARY
Intersection of: Md.145
and: Manor Shopping Ctr.Access
Counted by: LC

Location : Balto.Co.,Md.
Date : April 11, 1996 Day: Thursday
Weather : Fair,Cool
Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Manor Shopping Ctr.Access					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
07:0-15					0		0		3	3			28		28				1	1	32
15-30					0		1		3	4			8		8				3	3	15
30-45					0		0		5	5			21		21				3	3	29
45-00					0		0		4	4			29		29				1	1	34
08:0-15					0		0		8	8			32		32				0	0	40
15-30					0		1		4	5			9		9				2	2	16
30-45					0		0		2	2			11		11				3	3	16
45-00					0		1		8	9			17		17				3	3	29
AM 2 HOUR TOTALS	0	0	0	0	0	0	3	0	37	40	0	0	155	0	155	0	0	0	16	16	211
1 HOUR TOTALS																					
07-08	0	0	0	0	0	0	1	0	15	16	0	0	86	0	86	0	0	0	8	8	110
715-815	0	0	0	0	0	0	1	0	20	21	0	0	90	0	90	0	0	0	7	7	118
730-830	0	0	0	0	0	0	1	0	21	22	0	0	91	0	91	0	0	0	6	6	119
745-845	0	0	0	0	0	0	1	0	18	19	0	0	81	0	81	0	0	0	6	6	106
08-09	0	0	0	0	0	0	2	0	22	24	0	0	69	0	69	0	0	0	8	8	101
PEAK HOUR 730-830	0	0	0	0	0	0	1	0	21	22	0	0	91	0	91	0	0	0	6	6	119
PM																					
11:0-15					0		1		10	11			8		8				2	2	21
15-30					0		2		11	13			9		9				2	2	24
30-45					0		1		10	11			5		5				0	0	16
45-00					0		1		7	8			6		6				5	5	19
12:0-15					0		2		9	11			9		9				4	4	24
15-30					0		4		10	14			10		10				2	2	26
30-45					0		2		9	11			7		7				2	2	20
45-00					0		1		8	9			9		9				2	2	20
PM 2 HOUR TOTALS	0	0	0	0	0	0	14	0	74	88	0	0	63	0	63	0	0	0	19	19	170
1 HOUR TOTALS																					
11-12	0	0	0	0	0	0	5	0	38	43	0	0	28	0	28	0	0	0	9	9	80
1115-1215	0	0	0	0	0	0	6	0	37	43	0	0	29	0	29	0	0	0	11	11	83
1130-1230	0	0	0	0	0	0	8	0	36	44	0	0	30	0	30	0	0	0	11	11	85
1145-1245	0	0	0	0	0	0	9	0	35	44	0	0	32	0	32	0	0	0	13	13	89
12-01	0	0	0	0	0	0	9	0	36	45	0	0	35	0	35	0	0	0	10	10	90
PEAK HOUR 12-01	0	0	0	0	0	0	9	0	36	45	0	0	35	0	35	0	0	0	10	10	90
PM																					
04:0-15					0		5		26	31			9		9				4	4	44
15-30					0		5		36	41			12		12				2	2	55
30-45					0		7		40	47			10		10				4	4	61
45-00					0		9		31	40			13		13				6	6	59
05:0-15					0		9		48	57			7		7				4	4	68
15-30					0		3		43	46			18		18				4	4	68
30-45					0		8		56	64			18		18				4	4	86
45-00					0		3		30	33			12		12				1	1	46
PM 2 HOUR TOTALS	0	0	0	0	0	0	49	0	310	359	0	0	99	0	99	0	0	0	29	29	487
1 HOUR TOTALS																					
04-05	0	0	0	0	0	0	26	0	133	159	0	0	44	0	44	0	0	0	16	16	219
415-515	0	0	0	0	0	0	30	0	155	185	0	0	42	0	42	0	0	0	16	16	243
430-530	0	0	0	0	0	0	28	0	162	190	0	0	48	0	48	0	0	0	18	18	256
445-545	0	0	0	0	0	0	29	0	178	207	0	0	56	0	56	0	0	0	18	18	281
05-06	0	0	0	0	0	0	23	0	177	200	0	0	55	0	55	0	0	0	13	13	268
PEAK HOUR 445-545	0	0	0	0	0	0	29	0	178	207	0	0	56	0	56	0	0	0	18	18	281

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md.145

and: Manor Shopping Ctr.Access

Counted by: DK

Location : Balto.Co.,Md.

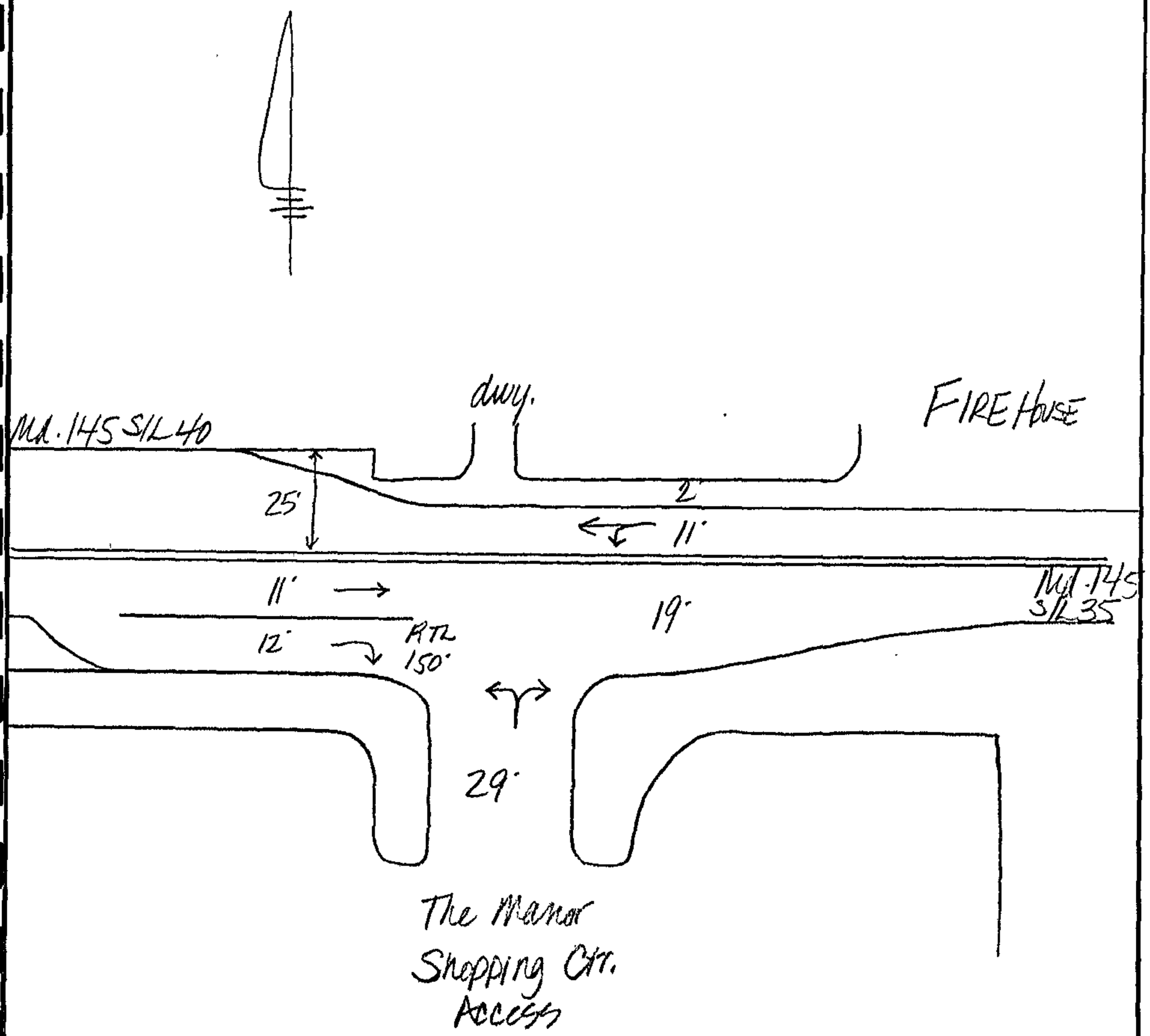
Date : April 6, 1996 Day: Saturday

Weather : Fair,Cold

Entered by: SB

THE TRAFFIC GROUP INC

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Manor Shopping Ctr.Access					TRAFFIC FROM EAST on: Md.145					TRAFFIC FROM WEST on: Md.145					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	U-TN	LEFT	THRU	RIGHT	TOTAL	
AM																					
10:0-15					0		5		11	16			17		17				5	5	38
15-30					0		6		11	17			28		28				6	6	51
30-45					0		9		16	25			21		21				2	2	48
45-00					0		7		14	21			24		24				2	2	47
11:0-15					0		6		15	21			13		13				2	2	36
15-30					0		7		23	30			19		19				7	7	56
30-45					0		6		16	22			11		11				5	5	38
45-00					0		5		15	20			19		19				10	10	49
12:0-15					0		7		23	30			21		21				2	2	53
15-30					0		9		17	26			21		21				2	2	49
30-45					0		8		12	20			15		15				1	1	36
45-00					0		17		15	32			6		6				3	3	41
01:0-15					0		6		11	17			14		14				2	2	33
15-30					0		11		15	26			10		10				3	3	39
30-45					0		5		18	23			12		12				3	3	38
45-00					0		3		13	16			17		17				2	2	35
02:0-15					0		2		16	18			24		24				3	3	45
15-30					0		8		14	22			19		19				2	2	43
30-45					0		7		13	20			17		17				2	2	39
45-00					0		7		14	21			22		22				2	2	45
03:0-15					0		8		21	29			22		22				0	0	51
15-30					0		5		18	23			16		16				2	2	41
30-45					0		8		18	26			24		24				4	4	54
45-00					0		6		15	21			17		17				3	3	41
PM																					
6 HOUR TOTALS	0	0	0	0	0	0	168	0	374	542	0	0	429	0	429	0	0	0	75	75	1046
1 HOUR TOTALS																					
10-11	0	0	0	0	0	0	27	0	52	79	0	0	90	0	90	0	0	0	15	15	184
1015-1115	0	0	0	0	0	0	28	0	56	84	0	0	86	0	86	0	0	0	12	12	182
1030-1130	0	0	0	0	0	0	29	0	68	97	0	0	77	0	77	0	0	0	13	13	187
1045-1145	0	0	0	0	0	0	26	0	68	94	0	0	67	0	67	0	0	0	16	16	177
11-12	0	0	0	0	0	0	24	0	69	93	0	0	62	0	62	0	0	0	24	24	179
1115-1215	0	0	0	0	0	0	25	0	77	102	0	0	70	0	70	0	0	0	24	24	196
1130-1230	0	0	0	0	0	0	27	0	71	98	0	0	72	0	72	0	0	0	19	19	189
1145-1245	0	0	0	0	0	0	29	0	67	96	0	0	76	0	76	0	0	0	15	15	187
12-01	0	0	0	0	0	0	41	0	67	108	0	0	63	0	63	0	0	0	8	8	179
1215-0115	0	0	0	0	0	0	40	0	55	95	0	0	56	0	56	0	0	0	8	8	159
1230-0130	0	0	0	0	0	0	42	0	53	95	0	0	45	0	45	0	0	0	9	9	149
1245-0145	0	0	0	0	0	0	39	0	59	98	0	0	42	0	42	0	0	0	11	11	151
01-02	0	0	0	0	0	0	25	0	57	82	0	0	53	0	53	0	0	0	10	10	145
0115-0215	0	0	0	0	0	0	21	0	62	83	0	0	63	0	63	0	0	0	11	11	157
0130-0230	0	0	0	0	0	0	18	0	61	79	0	0	72	0	72	0	0	0	10	10	161
0145-0245	0	0	0	0	0	0	20	0	56	76	0	0	77	0	77	0	0	0	9	9	162
02-03	0	0	0	0	0	0	24	0	57	81	0	0	82	0	82	0	0	0	9	9	172
0215-0315	0	0	0	0	0	0	30	0	62	92	0	0	80	0	80	0	0	0	6	6	178
0230-0330	0	0	0	0	0	0	27	0	66	93	0	0	77	0	77	0	0	0	6	6	176
0245-0345	0	0	0	0	0	0	28	0	71	99	0	0	84	0	84	0	0	0	8	8	191
03-04	0	0	0	0	0	0	27	0	72	99	0	0	79	0	79	0	0	0	9	9	187
PEAK HOUR																					
1115-1215	0	0	0	0	0	0	25	0	77	102	0	0	70	0	70	0	0	0	24	24	196



THE TRAFFIC GROUP, INC.

BY SS SUBJECT Four Corners - Klein SHEET NO. 4 OF 6

DATE 3/96

JOB NO. 960227

APPENDIX B

INTERSECTION CAPACITY WORKSHEETS

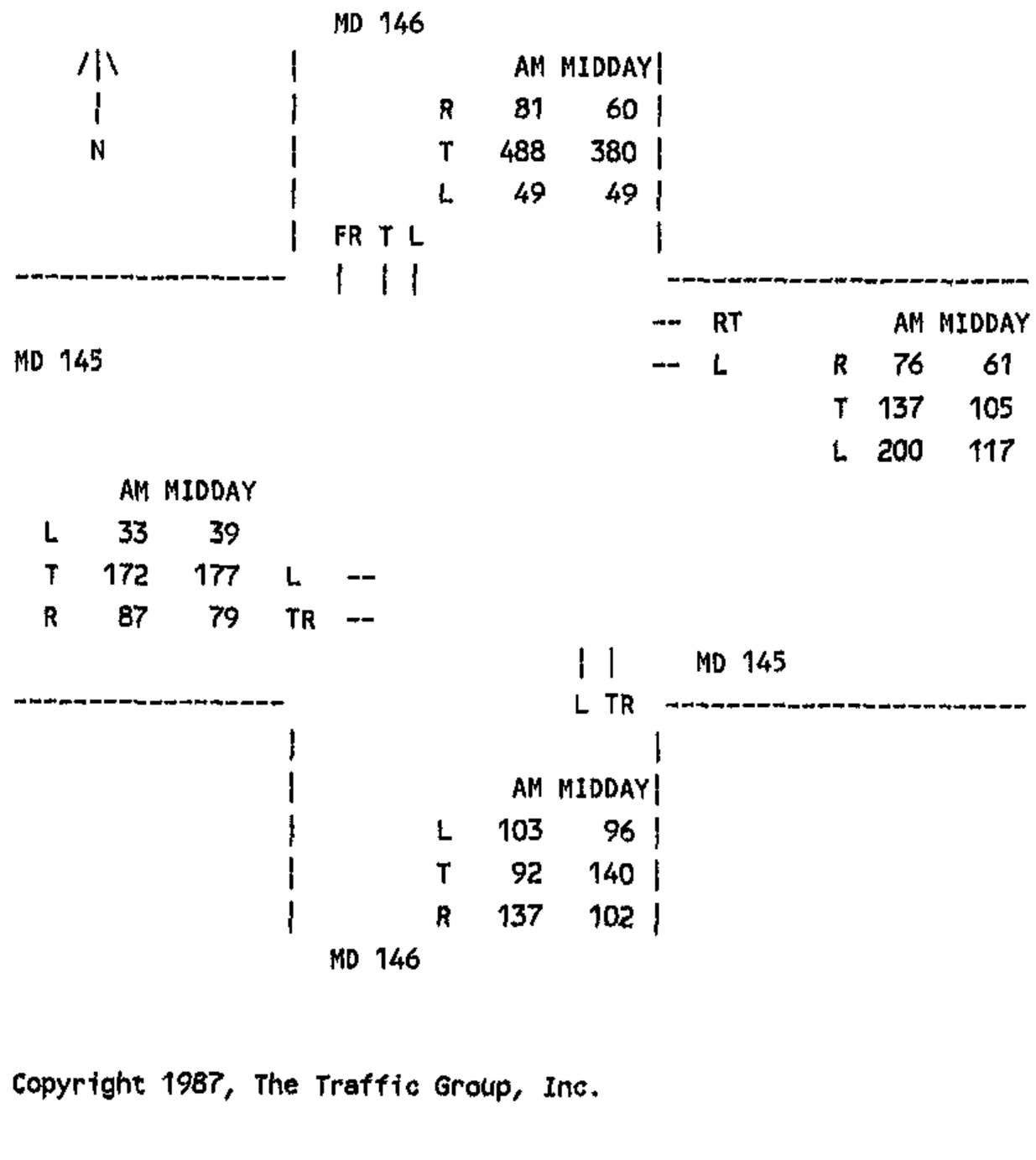
The Traffic Group

23-Apr-96

THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146 — Date of Count: March 28, 1996
and: MD 145 — Day of Week: Thursday
Conditions: EXISTING TRAFFIC — Entered by: REDDY VENNA

DIRECTION	MOVEMENT	VOLUMES AM	VOLUMES MIDDAY	# of LANES	
Northbound	Left	103	(96)	Left	1
	Thru	92	(140)	Thru-Right	1
	Right	137	(102)		
Southbound	Left	49	(49)	Left	1
	Thru	488	(380)	Thru	1
	Right	81	(60)	Free Right	1
Eastbound	Left	33	(39)	Left	1
	Thru	172	(177)	Thru-Right	1
	Right	87	(79)		
Westbound	Left	200	(117)	Left	1
	Thru	137	(105)	Thru-Right	1
	Right	76	(61)		



DIR	VOL	x LUF	Thru Volume + Opposing Lefts VOL	x LUF	= Total	Sub-CLV	
AM						AM	
NB	229	1	49	1	278		NB
SB	488	1	103	1	591	591	SB
EB	259	1	200	1	459	459	EB
WB	213	1	33	1	246		WB

LEVEL OF SERVICE= B CLV TOTAL= 1050

MIDDAY						MIDDAY	
NB	242	1	49	1	291		NB
SB	380	1	96	1	476	476	SB
EB	256	1	117	1	373	373	EB
WB	166	1	39	1	205		WB

LEVEL OF SERVICE= A CLV TOTAL= 849

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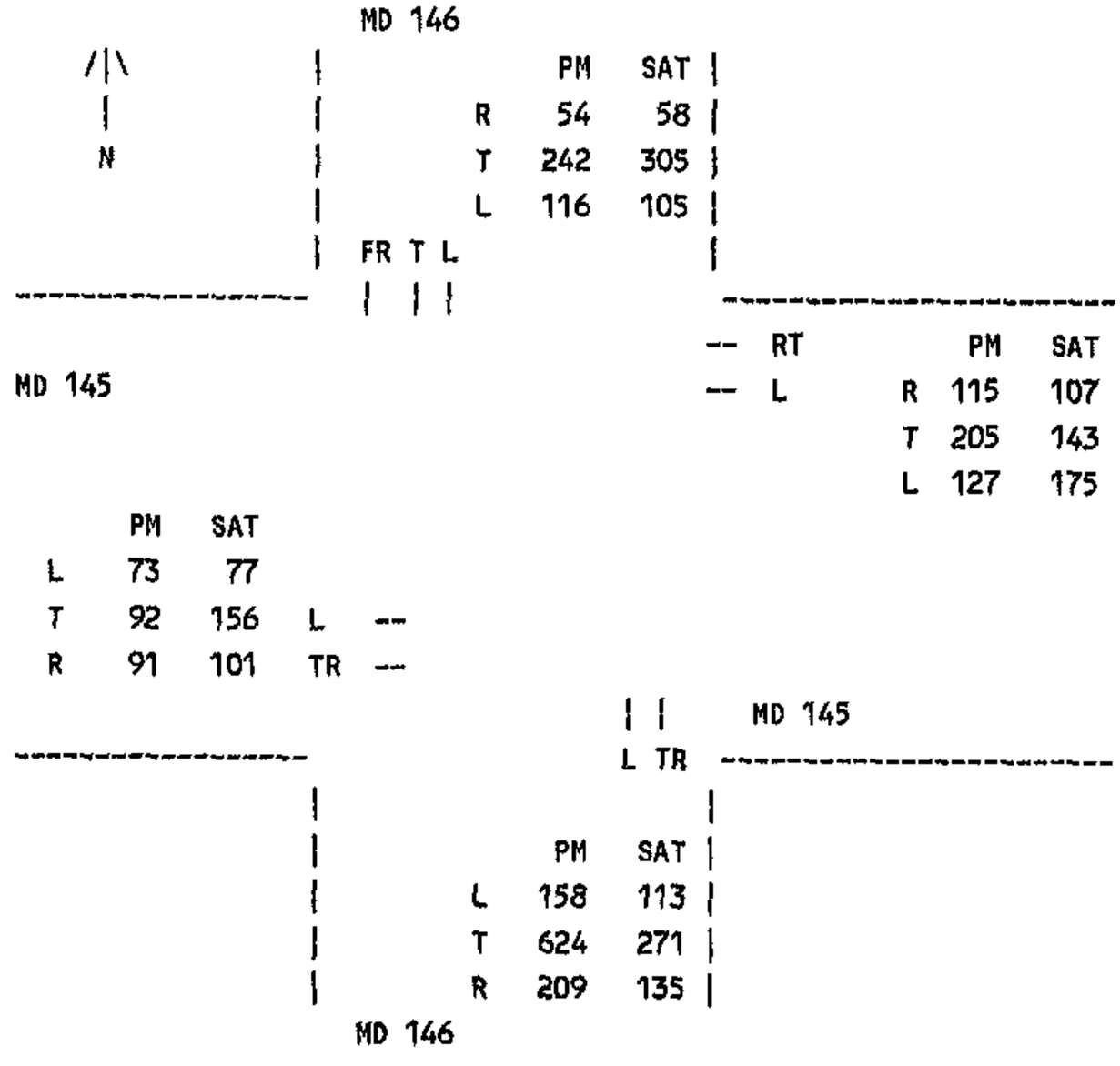
23-Apr-96

THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146 — Date of Count: March 28, 1996
and: MD 145 — Day of Week: Thursday
Conditions: EXISTING TRAFFIC — Entered by: REDDY VENNA

DIRECTION	MOVEMENT	VOLUMES PM	SAT	# of LANES	
Northbound	Left	158	(113)	Left	1
	Thru	624	(271)	Thru-Right	1
	Right	209	(135)		
Southbound	Left	116	(105)	Left	1
	Thru	242	(305)	Thru	1
	Right	54	(58)	Free Right	1
Eastbound	Left	73	(77)	Left	1
	Thru	92	(156)	Thru-Right	1
	Right	91	(101)		
Westbound	Left	127	(175)	Left	1
	Thru	205	(143)	Thru-Right	1
	Right	115	(107)		



DIR	VOL	x LUF	Thru Volume + Opposing Lefts VOL	x LUF	= Sub-Total	CLV	
PM						PM	
NB	833	1	116	1	949	949	NB
SB	242	1	158	1	400		SB
EB	183	1	127	1	310		EB
WB	320	1	73	1	393	393	WB

LEVEL OF SERVICE= D CLV TOTAL= 1342

SAT						SAT	
NB	406	1	105	1	511	511	NB
SB	305	1	113	1	418		SB
EB	257	1	175	1	432	432	EB
WB	250	1	77	1	327		WB

LEVEL OF SERVICE= A CLV TOTAL= 943

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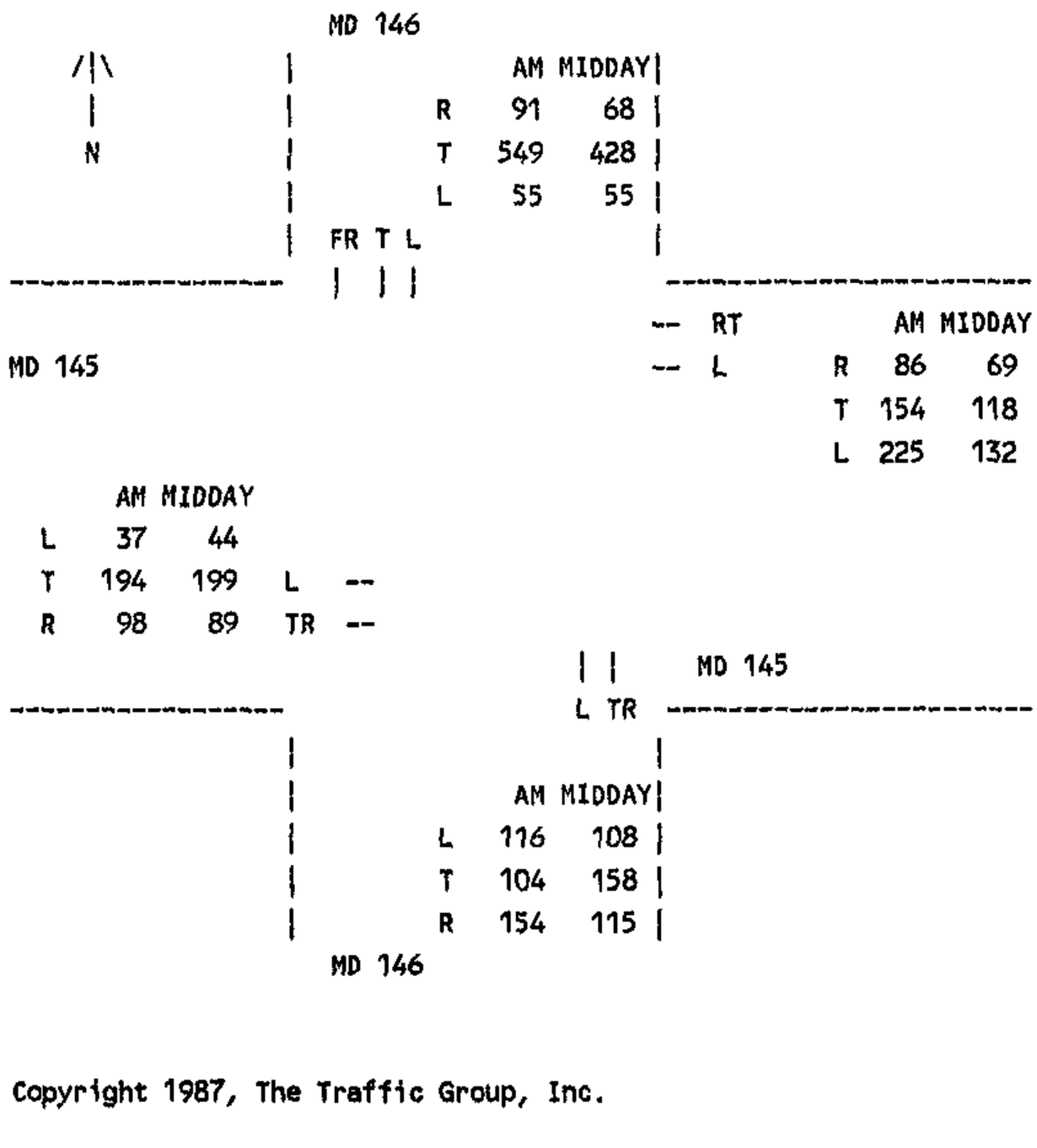
23-Apr-96

THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146 — Date of Count: March 28, 1996
and: MD 145 — Day of Week: Thursday
Conditions: BACKGROUND TRAFFIC — Entered by: REDDY VENNA

DIRECTION	MOVEMENT	VOLUMES AM	MIDDAY	# of LANES	
Northbound	Left	116	(108)	Left	1
	Thru	104	(158)	Thru-Right	1
	Right	154	(115)		
Southbound	Left	55	(55)	Left	1
	Thru	549	(428)	Thru	1
	Right	91	(68)	Free Right	1
Eastbound	Left	37	(44)	Left	1
	Thru	194	(199)	Thru-Right	1
	Right	98	(89)		
Westbound	Left	225	(132)	Left	1
	Thru	154	(118)	Thru-Right	1
	Right	86	(69)		



DIR	Thru Volume VOL	x LUF	Opposing Lefts VOL	x LUF	= Sub-Total	CLV	
AM						AM	
NB	258	1	55	1	313		NB
SB	549	1	116	1	665	665	SB
EB	292	1	225	1	517	517	EB
WB	240	1	37	1	277		WB

LEVEL OF SERVICE= C CLV TOTAL= 1182

MIDDAY						MIDDAY	
NB	273	1	55	1	328		NB
SB	428	1	108	1	536	536	SB
EB	288	1	132	1	420	420	EB
WB	187	1	44	1	231		WB

LEVEL OF SERVICE= A CLV TOTAL= 956

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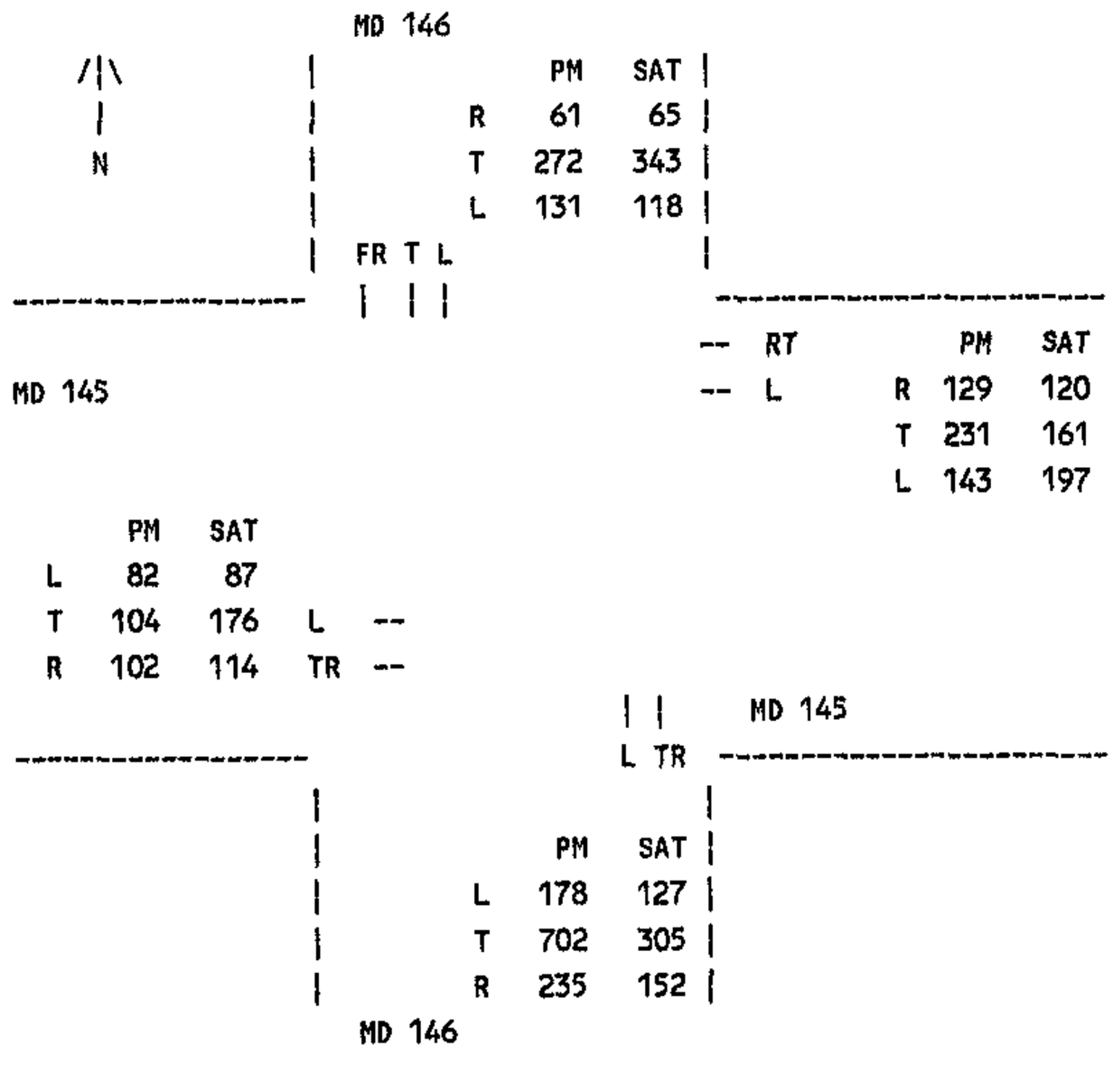
THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146 — Date of Count: March 28, 1996
and: MD 145 — Day of Week: Thursday
Conditions: BACKGROUND TRAFFIC — Entered by: REDDY VENNA

DIRECTION	MOVEMENT	VOLUMES PM	SAT	# of LANES	
Northbound	Left	178	(127)	Left	1
	Thru	702	(305)	Thru-Right	1
	Right	235	(152)		
Southbound	Left	131	(118)	Left	1
	Thru	272	(343)	Thru	1
	Right	61	(65)	Free Right	1
Eastbound	Left	82	(87)	Left	1
	Thru	104	(176)	Thru-Right	1
	Right	102	(114)		
Westbound	Left	143	(197)	Left	1
	Thru	231	(161)	Thru-Right	1
	Right	129	(120)		



DIR PM	Thru Volume VOL	x LUF	+ Opposing Lefts VOL	x LUF	= Sub-Total	CLV PM	
NB	937	1	131	1	1068	1068	NB
SB	272	1	178	1	450		SB
EB	206	1	143	1	349		EB
WB	360	1	82	1	442	442	WB

LEVEL OF SERVICE= E CLV TOTAL= 1510

SAT						SAT	
NB	457	1	118	1	575	575	NB
SB	343	1	127	1	470		SB
EB	290	1	197	1	487	487	EB
WB	281	1	87	1	368		WB

LEVEL OF SERVICE= B CLV TOTAL= 1062

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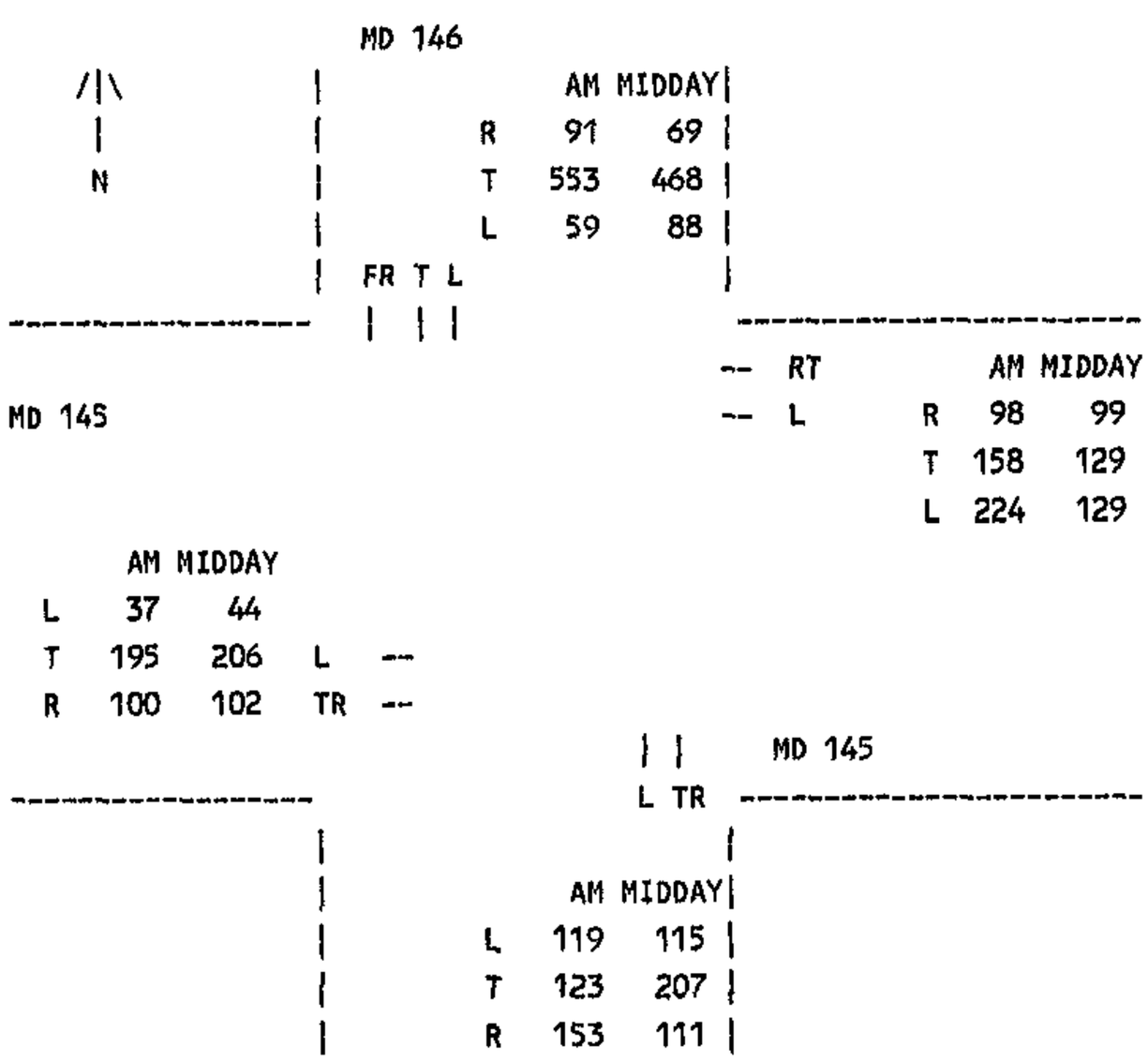
THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146 — Date of Count: March 28, 1996
and: MD 145 — Day of Week: Thursday
Conditions: TOTAL TRAFFIC — Entered by: REDDY VENNA

DIRECTION	MOVEMENT	VOLUMES AM	VOLUMES MIDDAY	# of LANES	
Northbound	Left	119	(115)	Left	1
	Thru	123	(207)	Thru-Right	1
	Right	153	(111)		
Southbound	Left	59	(88)	Left	1
	Thru	553	(468)	Thru	1
	Right	91	(69)	Free Right	1
Eastbound	Left	37	(44)	Left	1
	Thru	195	(206)	Thru-Right	1
	Right	100	(102)		
Westbound	Left	224	(129)	Left	1
	Thru	158	(129)	Thru-Right	1
	Right	98	(99)		



DIR	Thru Volume VOL	x LUF	+ Opposing Lefts VOL	x LUF	= Sub-Total	CLV	
AM						AM	
NB	276	1	59	1	335		NB
SB	553	1	119	1	672	672	SB
EB	295	1	224	1	519	519	EB
WB	256	1	37	1	293		WB

LEVEL OF SERVICE= C CLV TOTAL= 1191

MIDDAY						MIDDAY	
NB	318	1	88	1	406		NB
SB	468	1	115	1	583	583	SB
EB	308	1	129	1	437	437	EB
WB	228	1	44	1	272		WB

LEVEL OF SERVICE= B CLV TOTAL= 1020

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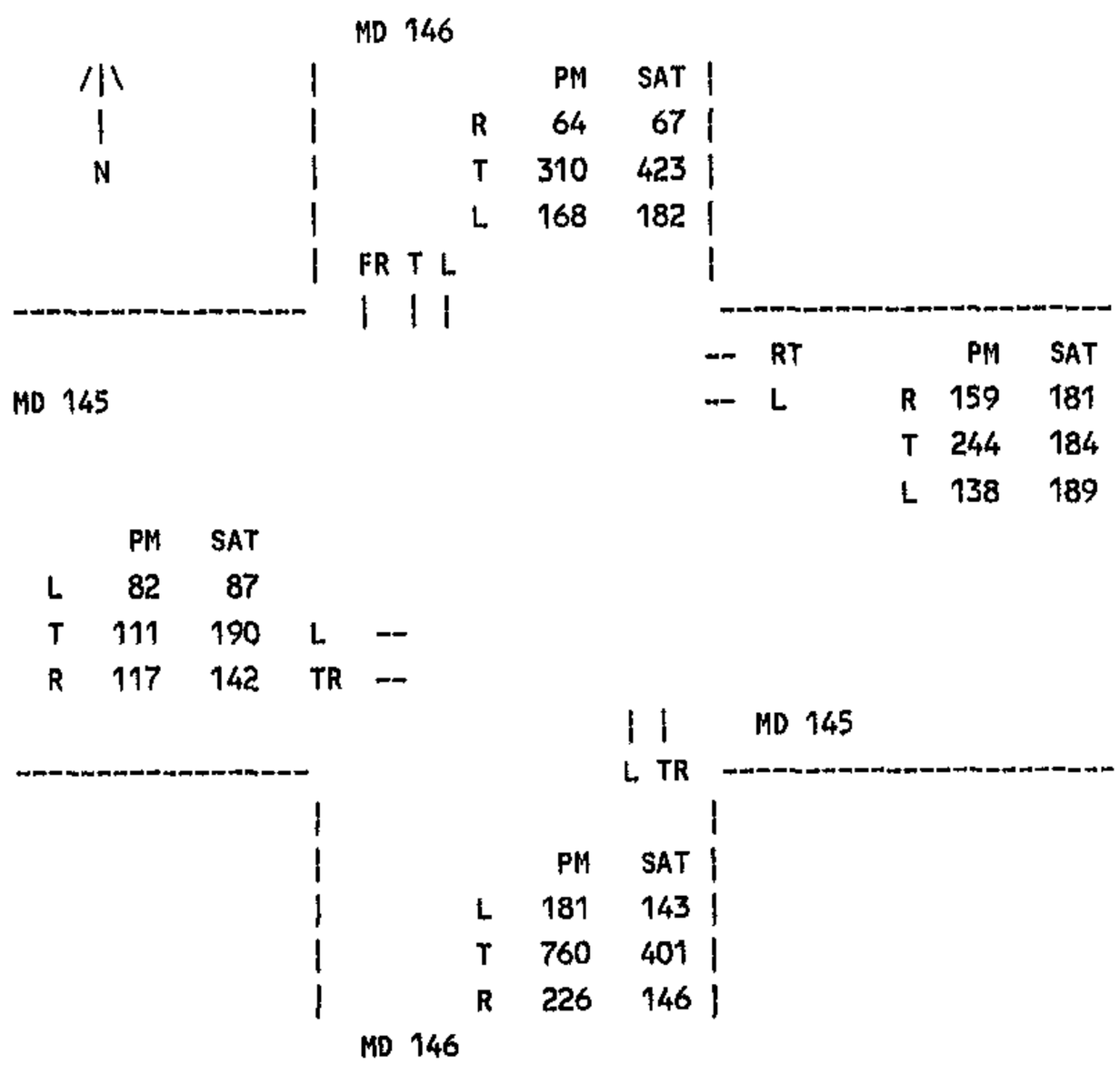
THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146 — Date of Count: March 28, 1996
and: MD 145 — Day of Week: Thursday
Conditions: TOTAL TRAFFIC — Entered by: REDDY VENNA

DIRECTION	MOVEMENT	VOLUMES PM	SAT	# of LANES	
Northbound	Left	181	(143)	Left	1
	Thru	760	(401)	Thru-Right	1
	Right	226	(146)		
Southbound	Left	168	(182)	Left	1
	Thru	310	(423)	Thru	1
	Right	64	(67)	Free Right	1
Eastbound	Left	82	(87)	Left	1
	Thru	111	(190)	Thru-Right	1
	Right	117	(142)		
Westbound	Left	138	(189)	Left	1
	Thru	244	(184)	Thru-Right	1
	Right	159	(181)		



DIR	Thru Volume VOL	x LUF	Opposing Lefts VOL	x LUF	= Sub-Total	CLV	
PM						PM	
NB	986	1	168	1	1154	1154	NB
SB	310	1	181	1	491		SB
EB	228	1	138	1	366		EB
WB	403	1	82	1	485	485	WB

LEVEL OF SERVICE= F CLV TOTAL= 1639

SAT						SAT	
NB	547	1	182	1	729	729	NB
SB	423	1	143	1	566		SB
EB	332	1	189	1	521	521	EB
WB	365	1	87	1	452		WB

LEVEL OF SERVICE= C CLV TOTAL= 1250

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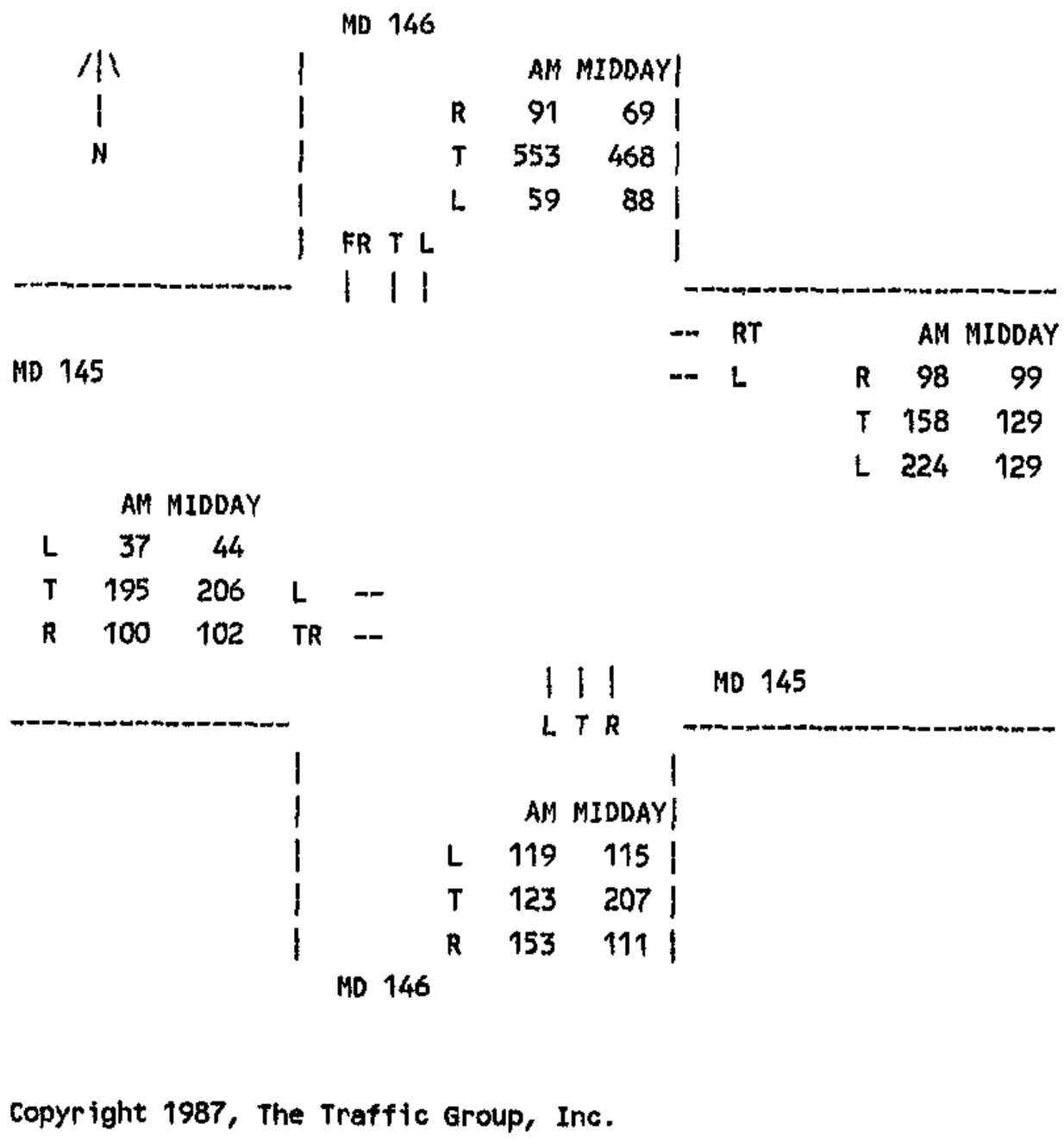
THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146
and: MD 145
Conditions: TOTAL TRAFFIC W/IMPROVEMENTS

Date of Count: March 28, 1996
Day of Week: Thursday
Entered by: REDDY VENNA

DIRECTION	MOVEMENT	VOLUMES AM	MIDDAY	# of LANES	
Northbound	Left	119	(115)	Left	1
	Thru	123	(207)	Thru	1
	Right	153	(111)	Right	1
Southbound	Left	59	(88)	Left	1
	Thru	553	(468)	Thru	1
	Right	91	(69)	Free Right	1
Eastbound	Left	37	(44)	Left	1
	Thru	195	(206)	Thru-Right	1
	Right	100	(102)		
Westbound	Left	224	(129)	Left	1
	Thru	158	(129)	Thru-Right	1
	Right	98	(99)		



DIR	Thru Volume VOL	x LUF	Opposing Lefts VOL	x LUF	= Sub-Total	CLV	
AM						AM	
NB	123	1	59	1	182		NB
SB	553	1	119	1	672	672	SB
EB	295	1	224	1	519	519	EB
WB	256	1	37	1	293		WB

LEVEL OF SERVICE= C CLV TOTAL= 1191

MIDDAY						MIDDAY	
NB	207	1	88	1	295		NB
SB	468	1	115	1	583	583	SB
EB	308	1	129	1	437	437	EB
WB	228	1	44	1	272		WB

LEVEL OF SERVICE= B CLV TOTAL= 1020

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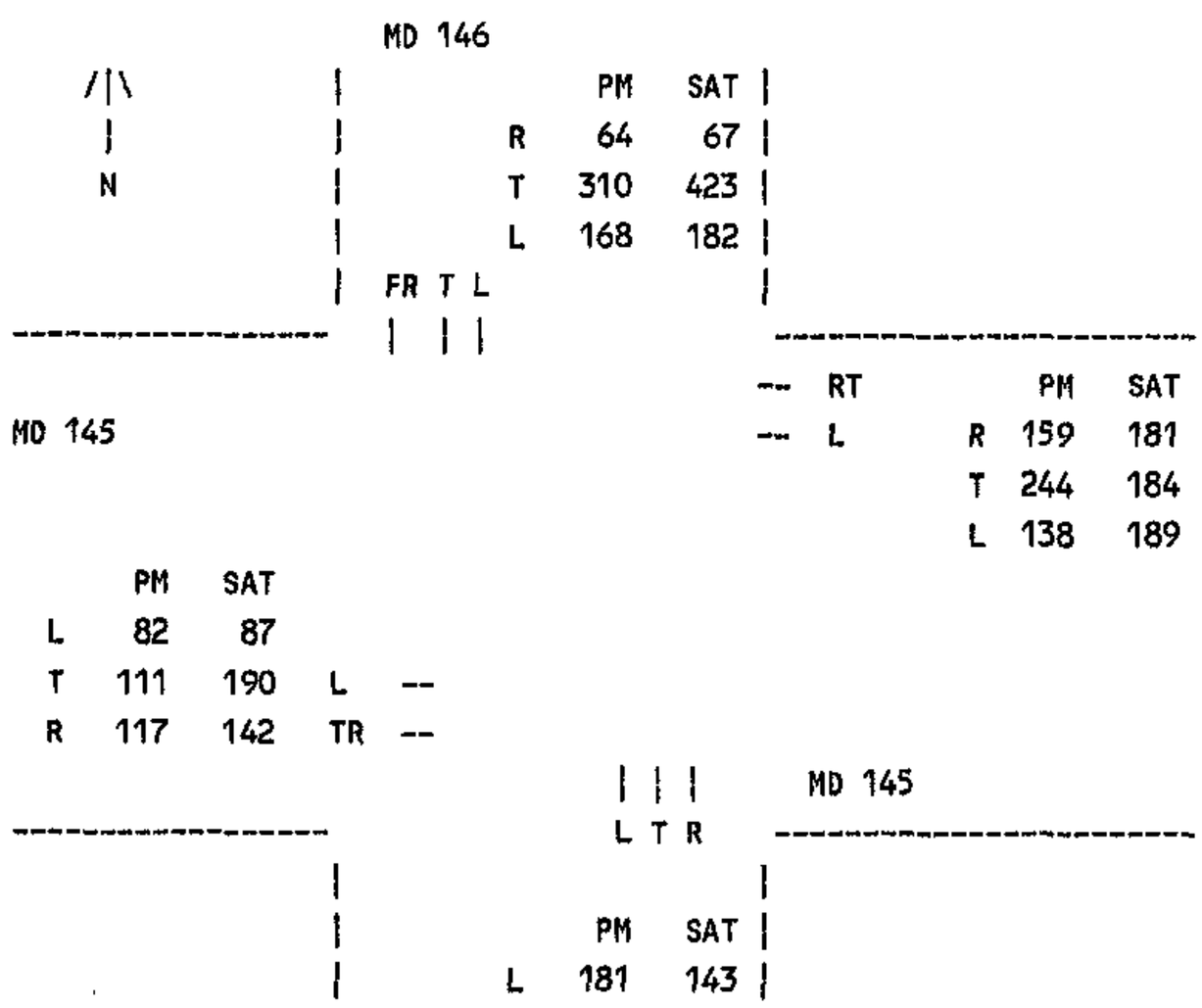
02-May-96

THE TRAFFIC GROUP, INC.- CAPACITY CALCULATIONS
- for STATE HIGHWAY ADMINISTRATION

Intersection of: MD 146 — Date of Count: March 28, 1996
and: MD 145 — Day of Week: Thursday
Conditions: TOTAL TRAFFIC W/IMPROVEMENTS — Entered by: REDDY VENNA

VOLUMES

DIRECTION	MOVEMENT	PM	SAT	# of LANES	
Northbound	Left	181	(143)	Left	1
	Thru	760	(401)	Thru	1
	Right	226	(146)	Right	1
Southbound	Left	168	(182)	Left	1
	Thru	310	(423)	Thru	1
	Right	64	(67)	Free Right	1
Eastbound	Left	82	(87)	Left	1
	Thru	111	(190)	Thru-Right	1
	Right	117	(142)		
Westbound	Left	138	(189)	Left	1
	Thru	244	(184)	Thru-Right	1
	Right	159	(181)		



DIR	Thru Volume x LUF		+ Opposing Lefts VOL	x LUF	= Sub-Total	CLV	
PM						PM	
NB	760	1	168	1	928	928	NB
SB	310	1	181	1	491		SB
EB	228	1	138	1	366		EB
WB	403	1	82	1	485	485	WB
LEVEL OF SERVICE=	D		CLV TOTAL=		1413		
SAT						SAT	
NB	401	1	182	1	583	583	NB
SB	423	1	143	1	566		SB
EB	332	1	189	1	521	521	EB
WB	365	1	87	1	452		WB
LEVEL OF SERVICE=	B		CLV TOTAL=		1104		

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The Traffic Group

Suite 600
40 W. Chesapeake Avenue
Towson, Maryland 21204
410-583-8405
Fax 410-321-8458

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

BOA '5'

PETITIONER'S EXHIBIT

EXISTING AMOCO SERVICE STATION

AREA PROPOSED FOR CAR WASH
VIEW FROM SWEET AIR ROAD

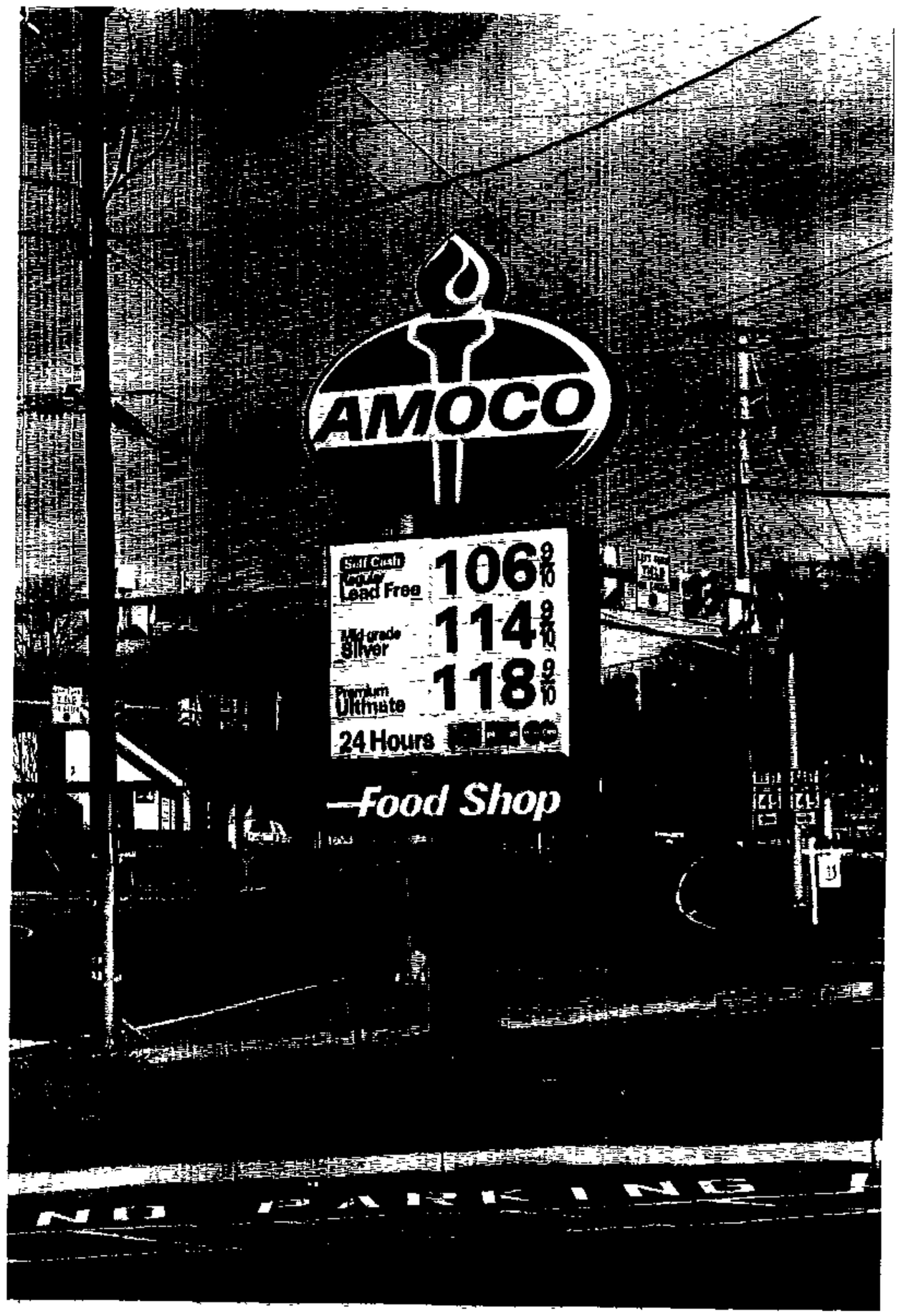
COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

PETITIONER'S EXHIBIT 6

B of A
Pet Exh #7



EXISTING AMOCO SIGN

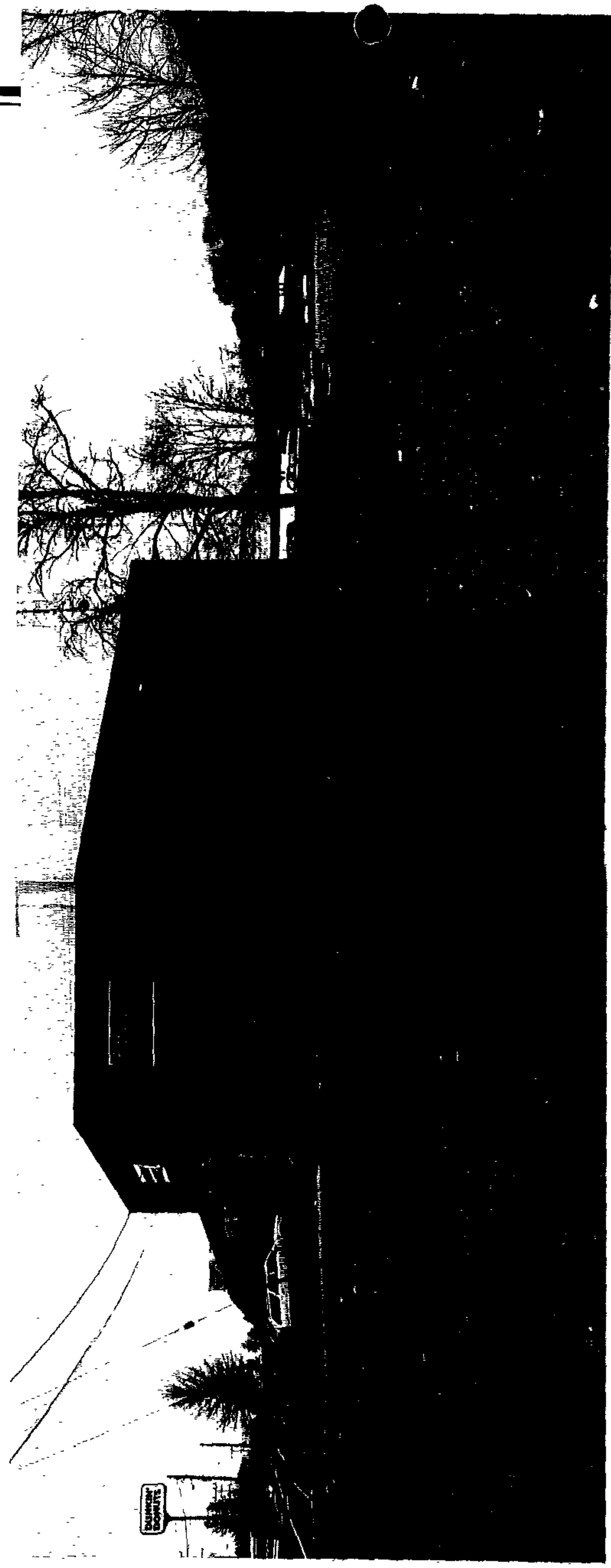
(APPROVED PER CASE No.85-238 XA-ALLOW 158.38 SQ.FT.)

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

B of A
Pet Ex 10 • A B & C
PETITIONER'S EXHIBIT



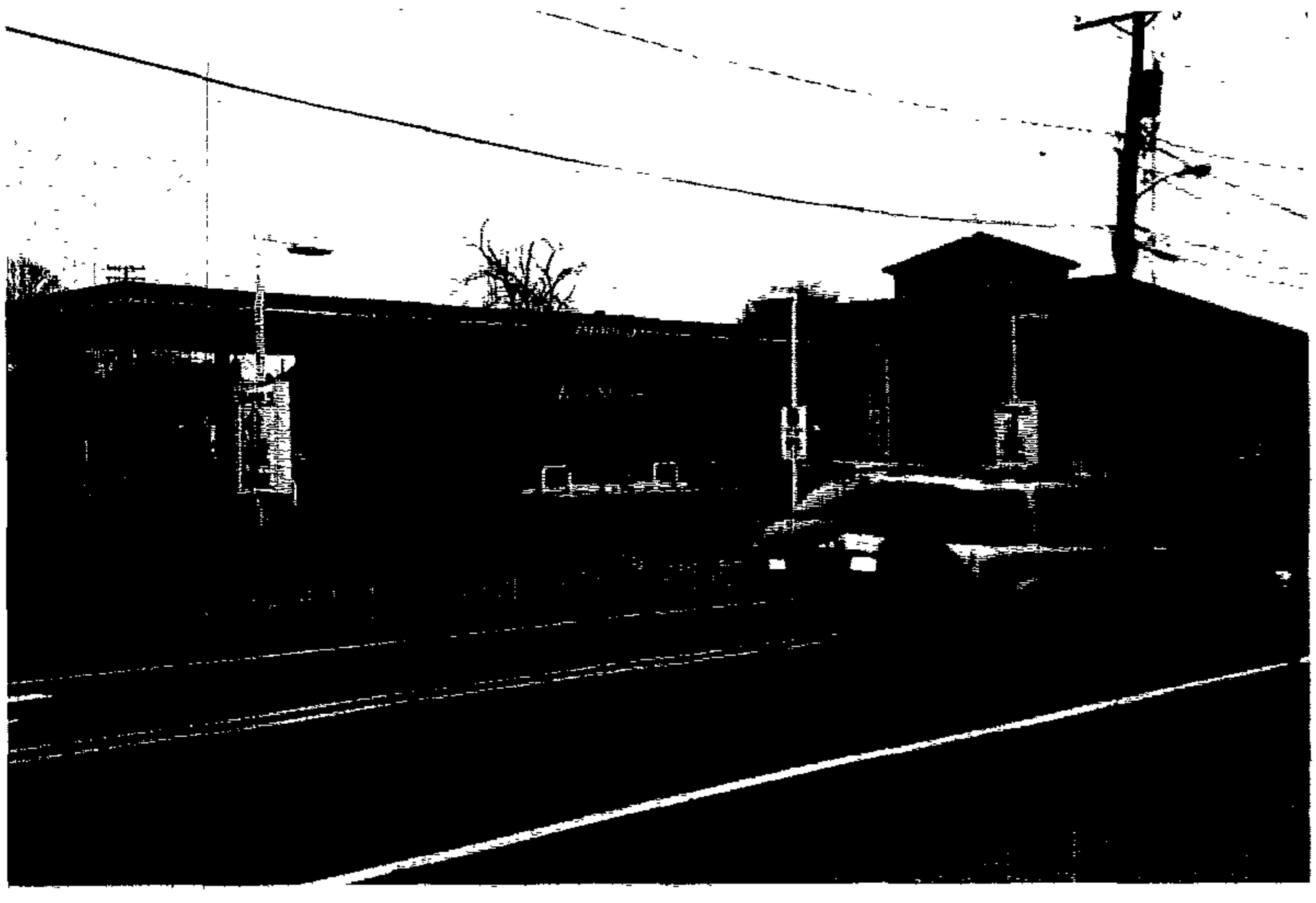
COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

12-B

PETITIONER'S EXHIBIT



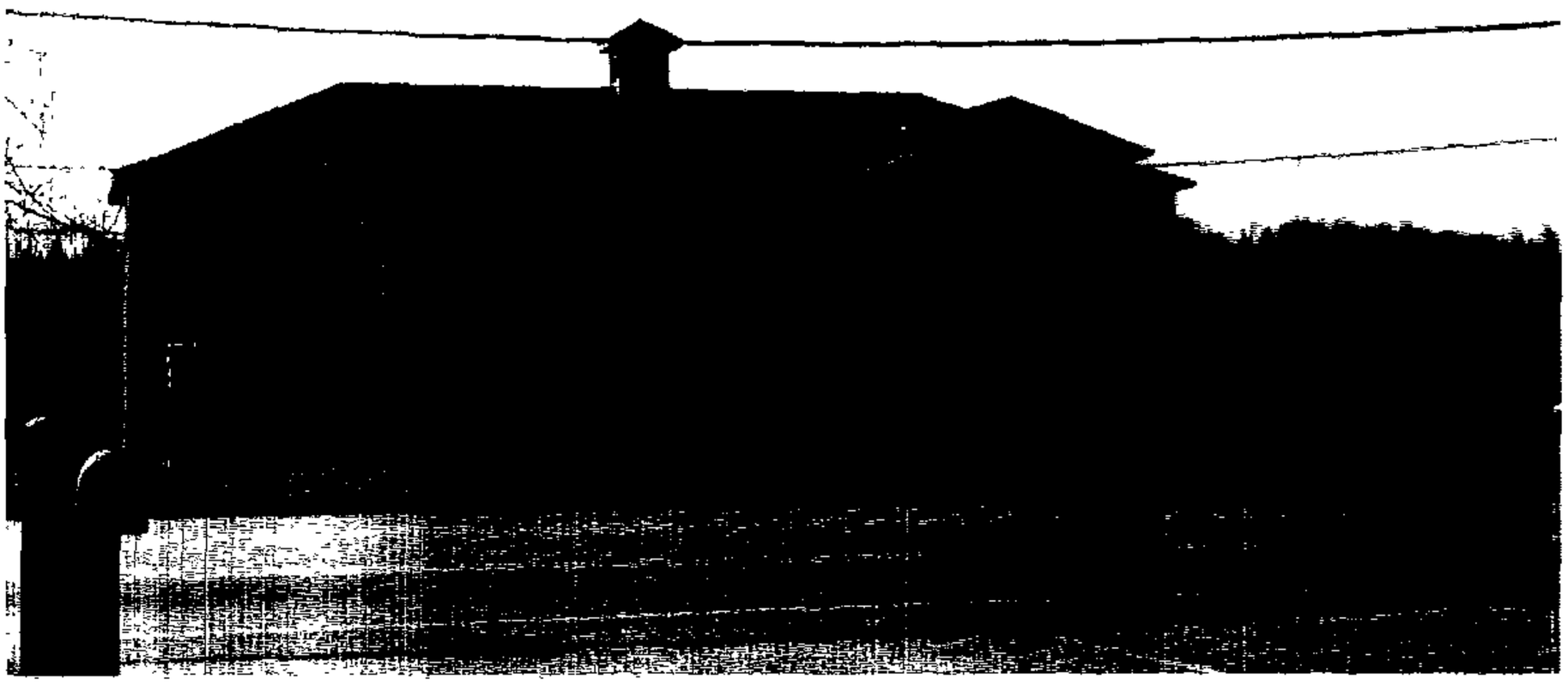
COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

10 C

PETITIONER'S EXHIBIT ____



COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

(over)

5A

B of A
Pet Ex 6A

RE: PETITION FOR SPECIAL EXCEPTION : BEFORE THE COUNTY BOARD OF APPEALS
PETITION FOR VARIANCE
SE Corner of Jarrettsville : OF BALTIMORE COUNTY
Pike and Sweet Air Rd. (Paper
Mill Rd.), 10th District :

AMOCO OIL COMPANY, Petitioner : Case No. 85-238-XA

: : : : : : :

ORDER

Upon consideration of evidence in open hearing and comment of counsel for all parties, it is, this 20th day of November, 1985,

ORDERED that the Petition for Special Exception to allow a use in combination (food store) with an existing service station, the conversion of a full service station to a gas and go and an expansion of the site area of an existing service station, and the Petition for Zoning Variance to allow erection of signs containing 158.38 square feet in lieu of the allowable 100 square feet, as amended, be and hereby are, GRANTED, subject to the following conditions:

1. Petitioner shall comply with the revised site plan dated April 16, 1984, (rev. 10/22/85) entered in the record as Exhibit 1.

2. At such future date as the State of Maryland calls for widening of the section of Jarrettsville Pike adjacent to the subject property, the Petitioner shall set its curb lines back as required at the Petitioner's own expense.

3. Compliance with all requirements of the State Highway Administration, the Baltimore County Department of Health, and Section 405, BCZR.

4. Landscaping shall meet all standards of the Baltimore County Landscape Manual and shall be approved by the Current Planning and Development Division.

5. Parking spaces and their location shall meet the requirements of and be approved by the Current Planning and Development Division.

6. The Amoco logo sign shall be no larger than 60" x 100" in size.

7. At any such time as the Amoco Oil Company is no longer associated with the site, the total square footage for signs shall be limited to that permitted by the BCZR in effect at the time.

Any appeal from this decision must be in accordance with Rules B-1 through B-13 of the Maryland Rules of Procedure.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

William R. Evans, Acting Chairman

Lawrence E. Schmidt

CLIENT AMOCO OIL COMPANY	[redacted]			
PROJECT JACKSONVILLE	MADE	CHK.	REV.	JOB NO. 97-27
SUBJECT WATER BALANCE ASSESSMENT	PCR			SHT. NO.
	4/8/97		4/13/98	1 OF 2

Bo7A
Cat. Sy4L #16

SITE DATA

AREA OF SITE = 35,170 SF
PERVIOUS AREA = ~~10,990~~ SF
10 700 SF

NORMAL RECHARGE – 800 gal/ac/day

$= \frac{\cancel{10990}\ 10700}{43560} \times 800 = \cancel{202}\ 196$ gal/day

DROUGHT CONDITION RECHARGE – 400 gal/ac/day

$= \frac{\cancel{10990}\ 10700}{43560} \times 400 = \cancel{101}\ 98$ gal/day

CONSUMPTION –

ASSUME 50 CARS WASHED/DAY ON AVG
RECYCLED WASH REQUIRES 12gal/WASH OF FRESH WATER

∴ 600 gpd REQUIRED

GAS STATION : 616 SF X 0.18 gpd/SF = 110 gpd
(SERVICE STATION)

WATER BALANCE

RECHARGE : NORMAL ~~202~~ 196 gpd
DROUGHT ~~101~~ 98 gpd
SEPTIC (80%) 88 gpd (= 110 X 80%)

NORMAL RECHARGE = ~~290~~ 284 gpd (~~202~~ 196 + 88)

DROUGHT RECHARGE = ~~189~~ 186 gpd (~~101~~ 98 + 88)

WATER USE 600 + 110 = 710 gpd

WATER BALANCE – $\frac{\cancel{290}\ 284}{710} = \cancel{0.41}\ 0.40$ (DROUGHT $\frac{\cancel{189}\ 186}{710} = \cancel{0.27}\ 0.26$)

CLIENT AMOCO OIL COMPANY	[redacted]			
PROJECT JACKSONVILLE	MADE	CHK.	REV.	JOB NO. 97-27
SUBJECT WATER BALANCE ASSESSMENT	PCR			SHT. NO. 2 OF 2
	4/8/97			

USE ROOFTOP INFILTRATION

94' x 32' CANOPY = 3008 SF
22' x 44' CAR WASH = 968 SF
3976 SF

ASSUME HOLDING TANK FOR WATER OF 6000 gal (= 802 CF)

802 CF ÷ 3976 SF = 0.20 FT OR 2.4" RAIN EVENT CAN BE CAPTURED. ASSUMING 90% OF ALL STORMS ARE BELOW THIS EVENT. OF 41" AVG RAINFALL, 90% OR 37" WOULD BE CAPTURED. 37" ÷ 12 × 3976 ft² = 12,259 CF × 7.48 = 91,700 GAL

ASSUMING CAR WASH IS USED 300* DAYS PER YEAR, THIS IS EQUIVALENT TO 305 gpd RECHARGE,

WATER BALANCE INCLUDING ROOFTOP UTILIZATION

$$= \frac{595}{710} = 0.84$$

* ASSUMES CAR WASH NOT OPEN HOLIDAYS, RAINY DAYS, OR SEVERLY COLD DAYS

PETITIONERS' EXHIBIT 19

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

1. The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein;

2. There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area;

3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Michelle Lane	16367 Markoe rd
Mike Lane	16367 Markoe rd
Joyce Lane	16367 Markoe rd
John Pochal	2402 LADY MARGARET
Louis Renew	4427 LANGTRY DR.
DARIN WATSON	3328 Hess RD
Bob Hayden	13502 ALLISTON DR.
Donald Stevenson	13804 Summer Hill Drive 21131
Barb Stevenson	13804 Summer Hill Drive 21131
[illegible]	13604 DUNISTON DR
Betty Gardner	17334 Trayer Rd. Monkton Md. 21111
Don Hewson	13804 Summer hill Dr Phoenix
Elaine Everett	14002 Foxland Rd
[illegible]	4009 Manor Oaks Rd Phoenix

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

1. The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein;

2. There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area;

3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Seamus walsh	23333 MONKTON RD
Harold Pillert	4 Hamel ct Baldwin
Carrie W. Frederick	21013
[illegible]	4809 Long Green Rd. Long Green
Steve Haley	617 Fox Bow Dr Bel Air, MD 21014
Chuck Pelsogart	2900 Calliston Ct Jarrettsville 210 84
G. Wesley Freeman II	15831 Carroll Rd Monkton 21111
Bart Dorsey	1920 Twin Lakes Dr Jarrettsville MD 21084
Bayce Riebel	3713 Stansbury Mill Rd Phoenix 21131
[illegible]	13600 ALLISTON DR, BALDWIN MD 21013
Suzanne Donnelly	2912 Paper Mill RD Phoenix 21131
BRIAN FORD	7912 32ND Street Rosedale 21237
D.G. Foster	5618 JACKSON CABIN Rd.
Michelle McGarvey	2301 Paper Mill Rd 21131
[illegible]	13100 Jarrettsville PK
	13952 Jarrettsville PK

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to *14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in* combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a *landscape* transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

1. The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein;

2. There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area;

3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Don Stevenson	13804 Summer Hill Dr Phoenix 21131
Randy J Merzbacher	10404 Barretts Delight Dr. Cockeysville 21030
Juliette Kolb	12811 Dulaney Valley Rd Glen Arm MD 21057
[illegible]	18 Control Ct.
[illegible] III	4410 Langley Dr Glen Arm MD 21057
Bryan Boone	3300 UNIONTOWN RD WESTMINSTER MD 21158
Carolyn Yowell	163 Clubhouse Road Delta PA 17314
Katie Gaukatz	13947 JARRETTSVILLE PIKE
J Haine	Fallston Md
Sheri Barrett	13952 Jarrettsville Pike
Bob Rossi	1 HARRIEL CT BALDWIN, MD 21013
L Mcaddi	18 Evergreen dr. Aberdeen Pa.
Rick Sanner	Box 267-A Monkton MD 21111
[illegible]	[illegible]
Vickie Sutton	14407 Jarrettsville Pk Phoenix MD 21131

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

1. The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein;

2. There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area;

3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Rod Jingle	2005 Corbett Rd Monkton MD.
James Kim	4800 Hyde Rd Hydes md 21082
Neil Thunk	1106 Cowpens Ave
Mindy Bell	2500 Carnival Mill Rd.
Jud MacGregor	9 Holly Branch ct
Ed Akehurst	2633 Monkton Rd. 21111
Kristine Kingston	15020 Manor Rd. 21111
Connie Nash	3900 Stansbury Mill Rd Monkton MD 21111
Robert Cavanaugh	3912 Jarrettsville Mill Rd 21151
Clark Enzor	14210 Manor Rd. Phoenix Md. 21131
Jerry Tano	4919 Carroll Ct.
Noelle Brummett	5318 Patterson Rd. Baldwin,

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike. 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 89-238-XA to reflect the proposed improvements and to establish all existing site improvements, and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 5 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because

1 The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein,

2 There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area,

3 Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted

NAME	ADDRESS
Robert J Agiosa	
W. Dale Fess	
Joe M. Jutt II	10 Prentis Mill Rd O.M. Md
D M Flumm	921 Joppa Farm Rd. 21085
Ellen Wagner	812 Common Ridge Pl
Michael Rodgers	
Robert Kaufman	4303 Merkwood Rd. #2105
Dean Rickber	31 Sylvan Park Ct. 21230
George Franklin	8203 Berryfield Dr 21236
Michael Auerbach	17 JACKSON MANOR CT 21131
Joseph Solimine	2005 POT SPRING RD

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

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NAME	ADDRESS
Martin Mach	12801 STONE HILL RD. PHOENIX 21131.
Marin Hamett	9120 Topwood Rd BALTIMORE, Md. 21234
[illegible]	1402 Chippendale Rd Lutherville MD 21093
Jim Cycle	4 Quaker Ct SPARKS 21152
Wm. R. [illegible]	9501 Ridgely Ave. Balt MD 21234
David A. [illegible]	6 Pebble Ln 21093
Bob [illegible]	7010 BELAIR RD 21206
Donna Doss	1838 Glen Ridge Rd 21234
Mike Clark	5902 Harford Rd 21214

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station, 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238 XA to reflect the proposed improvements and to establish all existing site improvements, and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because

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2 There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area,

3 *Due to special conditions unique to the property known as 14243 Jarrettsville Pike,* a practical difficulty or unreasonable hardship would result if the variances are not granted

NAME	ADDRESS
Thomas S. Basford	10329 M Malcolm Cir. Cockeysville MD 21030
[illegible]	711 Reisterstown DR Timonium 21093
Al Jance	10710 Potspring Rd 21030
Timothy Bolton	12801 Stonehill Rd 21030
[illegible]	12801 Stone Hill Rd. Phoenix MD. 21131

5

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

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3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Phil Moravski	17 Huxley Cir. 21009
Todd Wright	2811 Monkton Rd. 21111
Jay Andrews	4407 Sweet Air Rd.
Michael McCall	17 Blenheim Farm Lane
Janice L. Henry	5125 Jolly Acres Rd.
Jon Peeler	9E Nutmeg Knoll Ct.
Daniel L. Rhynes	3505 Stansbury Mill Rd.
Maria Hamilton	4008 Stansbury Mill Rd.
David Pline	4 Fairway Ct 21111
James Francis	11 Fourlong Ln.
Tom Kingsdon	15020 Manor Rd 21111
Kelly Todd	2202 Aquilas Delight Fallston MD 21047
Nicole L. Mason	14205 Green Rd.
L. Sudekum	2920 Whitemans Mill Road

(10)

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

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3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Kath Constable	2300 Shepperd Rd, 21111
Justin Dearing	14223 Sawmill Ct. 21131
Greg Ledoux	3321 JoAnn La. 21047
Laura Marx	Jappa, Md 21085
Joe Bradley	2117 Brookhaven Ct., Fallston
Kenny Hagley	3420 SWEET AIR ROAD
Charles Fox	31 N. Atwood Rd, Bel Air, MD
Howard Galer	51 Lauren Knoll Ct
JOE SPARROW	3431 ELM Ave.
Steven L. Blood	1729 Amuskai Rd, Parkville
Ed. Riley	4402 Delaney CT Glen Arm MD 21057
Denise Kleczynski	14117 Manor Rd Baldwin
Frank Marx	6134 Rolland Ave Baltimore
PAUL WARNK	14316 MANOR RD PHOENIX MD
Michael Smith TAL	12153 BELL SAWMILL Phoenix Md

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

1. The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein;

2. There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area;

3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Kathy McGinley	4207 Sweet Air Rd
Sarah Going	4001 Mildale Ct.
Michael Furniere	3847 Norrisville Rd
Barbara Hobbs	4909 Carroll Ct.
Bud Leduinte.	11119 McCormick Rd
R C Davis	13400 Cambria Farms Rd
Mike Phillips	13580 Fork Rd.
Regina Tolle	319 Limestone Valley Dr.
Penny Miller	14308 Cooper Rd.
Brian D. McCarthy	2121 Corbitt Rd. Monkton
George Benting	10028 Old York Rd
Todd Whittle	2621 Monkton Rd
Ray Hummel	14433 Jarrettsville
Daryl Otto	15815 Irish ave

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

1. The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein;

2. There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area;

3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
Leslie Johnson	1931 Nelson Mill Rd
MARK OLIVARI	6409 CARROLL CT.

PETITION

We, the undersigned, request the County Board of Appeals of Baltimore County to grant the Petitions of Marvin Goldberg, et al, Owners and Amoco Oil Company, Contract Lessee as to 14243 Jarrettsville Pike: 1) for Special Exception to permit a roll over car wash as a use in combination with a gasoline service station; 2) for Special Hearing to approve an amendment to the previously approved site plan in prior Case No. 85-238-XA to reflect the proposed improvements and to establish all existing site improvements; and 3) for Variance to permit a landscape transition area of 2 feet in lieu of the required 6 feet and to permit a setback for parking abutting a public right-of-way (Sweet Air Road) of 0 feet in lieu of the required 10 feet because:

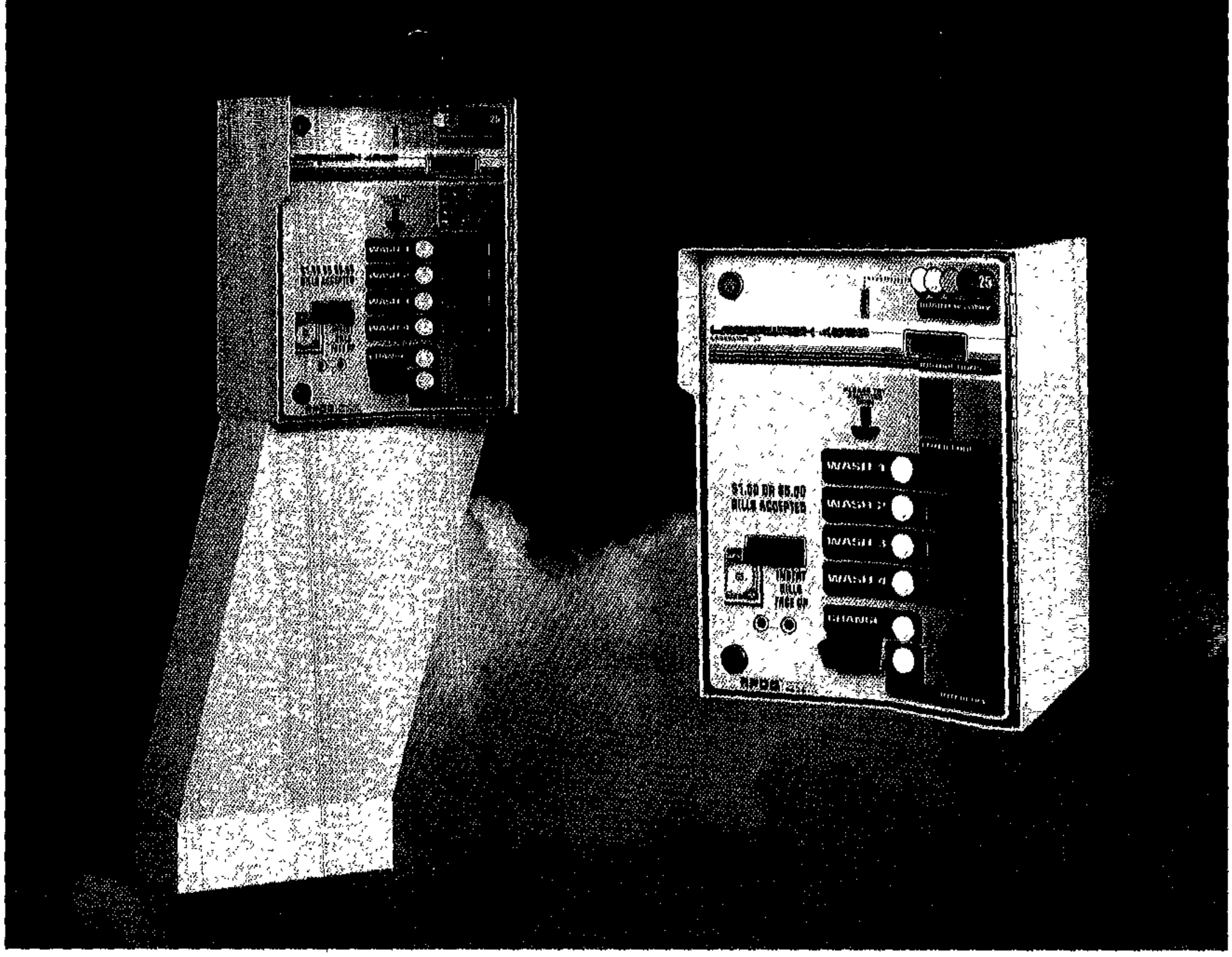
1. The proposed car wash will not be detrimental to the health, safety, or general welfare of the locality, nor tend to create congestion in roads, streets or alleys therein;

2. There is a need for the proposed car wash, i.e., there are no other such car wash facilities in the immediate area, and the use will not be detrimental to adjacent uses or the immediate area;

3. Due to special conditions unique to the property known as 14243 Jarrettsville Pike, a practical difficulty or unreasonable hardship would result if the variances are not granted.

NAME	ADDRESS
J. Beam	2509 Clentree Lane Fallston Md

(1)



LASERLINK™ LT

Car Wash Entry System

Laserlink™ LT is a complete Car Wash Entry System designed specifically for the *Laserwash® 4000*. Performing as a cash management and sales tool, *Laserlink™ LT* features instructional voice capability, central cash management, and the ability to be utilized with the site controller. *LT* also accepts car wash purchases from the gas pump, at cash registers, or from the wash entrance. A high-speed printer, located within the cashier area, is standard. *Laserlink™* cabinetry completes the visual package and compliments the architecture of the *Laserwash®* product line.

Professional, concise voice instructions guide your customers through transactions and into the wash bay. An assist button and customer-supplied intercom system enables a two-way conversation with your site manager or cashier. Wash entry time is accelerated and customer concerns are eased.

Laserlink™ LT has a large capacity acceptance system. It accepts and exchanges one and five dollar bills or quarters. It carries a rugged, long lasting outdoor telephone style keypad and utilizes the latest in LCD technology, allowing your customers to read the presentation with ease, day or night.

High level security. Contemporary appearance. *Laserlink™ LT* is the sensible choice.

Leading the Vehicle Wash Industry into a New Century and Beyond

Manufactured by: **PDQ Manufacturing, Inc.**

PDQ

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http://www.pdqinc.com

Pet No 20 19

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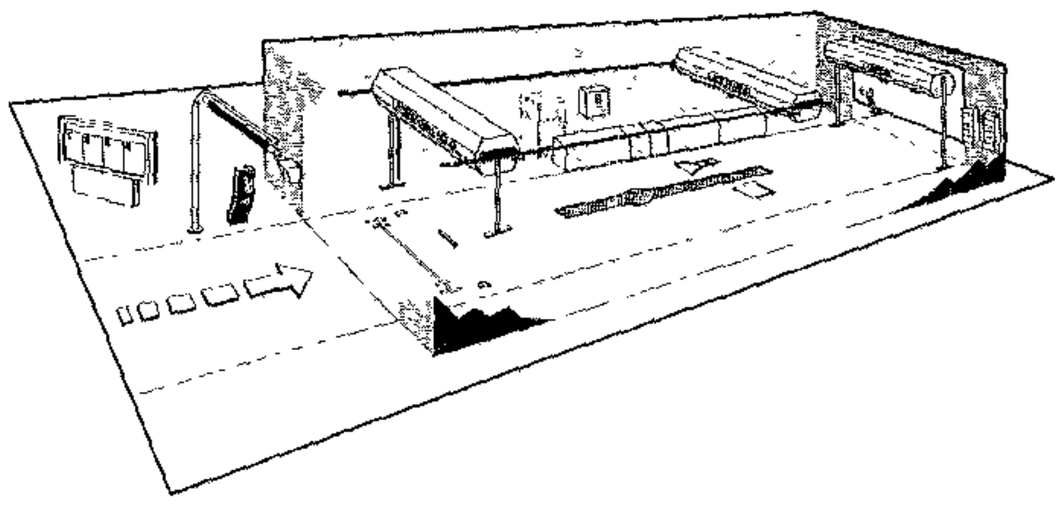
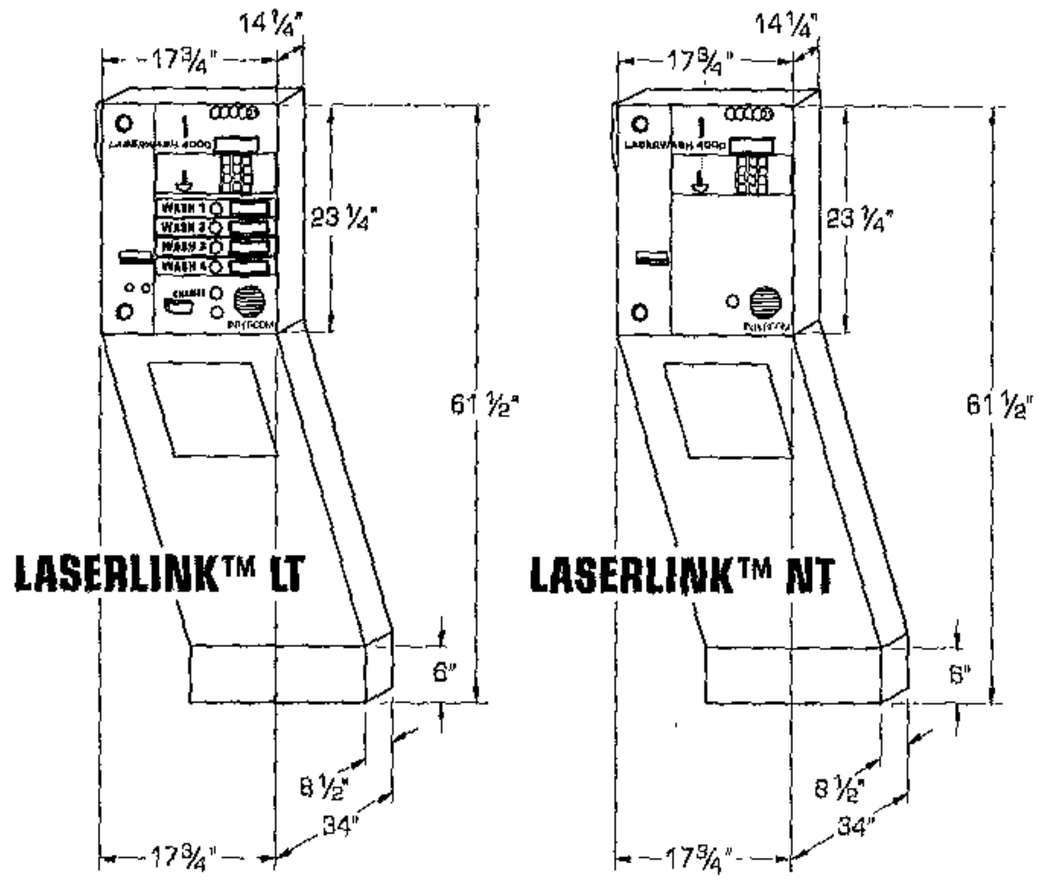
LASERLINK™ LT & NT

MODELS L4629 & L4630





* This page contains general information only.
For system specifications consult your distributor.

SYSTEM DESCRIPTION

Laserlink™ LT is a complete car wash interface system. It is designed specifically for the *Laserwash® 4000* to operate on sites that require central cash management and multiple points of purchase. With appropriate vendor software, car wash purchases may be transacted at a gas pump or cash register using a credit or debit card, or from the wash entrance console with coin and cash. *Laserlink™ LT* also utilizes professional voice instructions to accelerate wash entry time and ease customer concerns.

SYSTEM FEATURES

- Security locks and stainless steel construction offer high level cash security
- Individual backlit Liquid Crystal Displays feature customer information, wash names and prices
- Accommodates multi-bay and fleet accounts
- Convenient and durable metal telephone style keypad
- Cash acceptor and exchanger allows payment to be made with one and five dollar bills or quarters
- Overpayment change in quarters
- Customer assist button allows two-way conversation* with site cashier or manager
  ** with customer-supplied intercom unit*
- System lightning strike protection

SYSTEM BENEFITS

- Accounting information is easily accessed from the *POS 4000* which gauges wash sales from the *Laserlink™* entry unit, the pump, and cashier area
- Professional, concise voice instructions guide customers through the car wash transaction
- LCD display makes for easy readability day or night
- Sell features vary from a basic wash purchase to a full three (L4628) or four wash (L4629) menu
- Attractive console offers a modern state-of-the-art presentation
- Vendor support software allows the car wash sale to be made at a store site cash register, including coded wash ticket printing
- Enables washes to be purchased with credit or debit cards from the gas pump and cash register, or with coin and cash from the wash entrance console

SYSTEM INCLUDES

- *Laserlink™ LT* wash entry system is composed of a powder-coated stainless steel cabinet, cash acceptor, and exchanger with high security locking
- Dot matrix high-speed printer with starter paper to be located elsewhere on site
- Programmer unit
- Standard voice instruction
- 250 ft. of 2 conductor shielded cable for store hook up to wash entry unit
- One vehicle drive up sensor for voice activation
- One high quality 3" marine grade speaker for optimum voice annunciation

SYSTEM OPTIONS

- Pedestal cabinet - Model L4625
- Pedestal extension (for curbless sites) - Model L4626
- *Laserlink™ NT* offers many features similar to the *LT*, without vioce instruction or coin exchanger. It features a single backlit LCD screen and optional bill acceptor - Model L4630

PDQ

PET. EXH. 19
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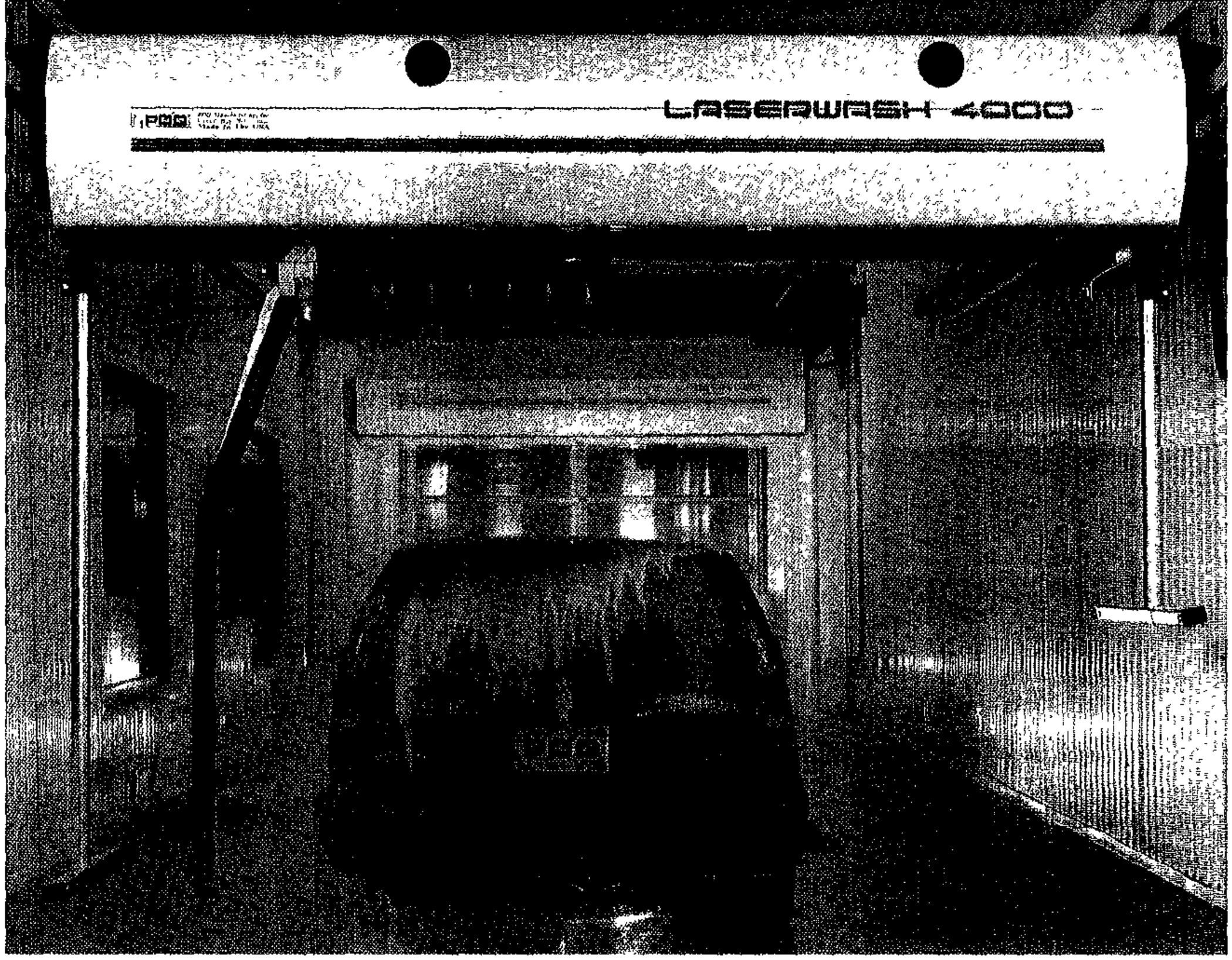

LASERWASH® 4000

The Ultimate Frictionless In-Bay Automatic Vehicle Wash

Flagship of the World Class *Laserline*™ from PDQ Manufacturing. Capable of generating World Class revenue in each of the 38 countries it calls home. Sophisticated and solid.

Laserwash® technology has advanced beyond the 20th century. *Lasermind*™, the powerful computer presence behind all activity, enables *Laserwash*® *4000* to perform many tasks at once. It tracks money, produces valuable management reports, remains self-diagnostic and user-friendly. Owners can easily program lucrative special services and wash cycles.

Laserwash® *4000* pioneered the process of electronically measuring each vehicle, large or small, and adjusting itself to the optimum cleaning distance for each. PDQ's powerful friction-free technology sweeps consistently across each vehicle, cleaning indiscriminately and going where no other vehicle wash can go. Its open, airy bay attracts customers and makes them feel safe, completing a quality wash experience.

Trusted. Reliable in all weather, even extreme climactic conditions. *Laserwash*® *4000* remains open and operational, raising revenue while servicing your valued vehicle wash customers.

Leading the Vehicle Wash Industry into a New Century and Beyond

PETITIONERS' EXHIBIT 21

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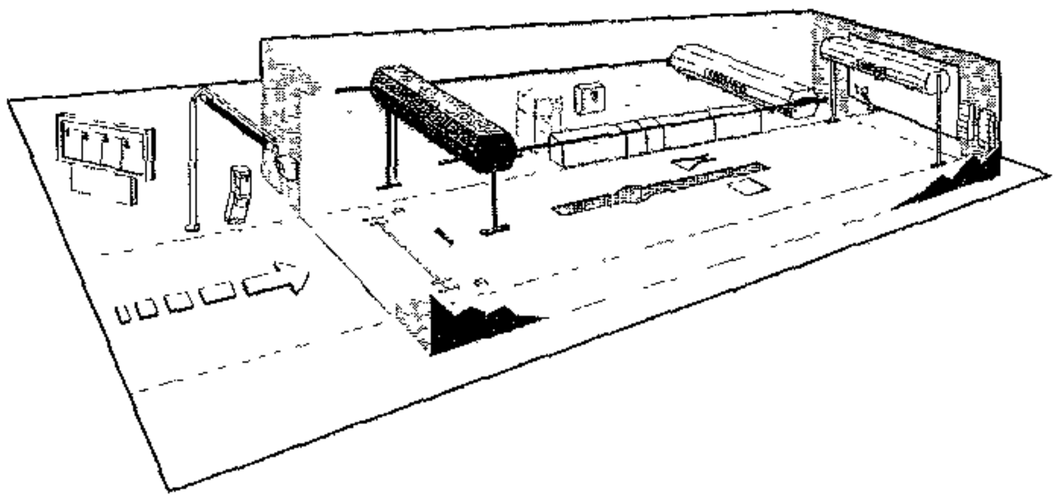
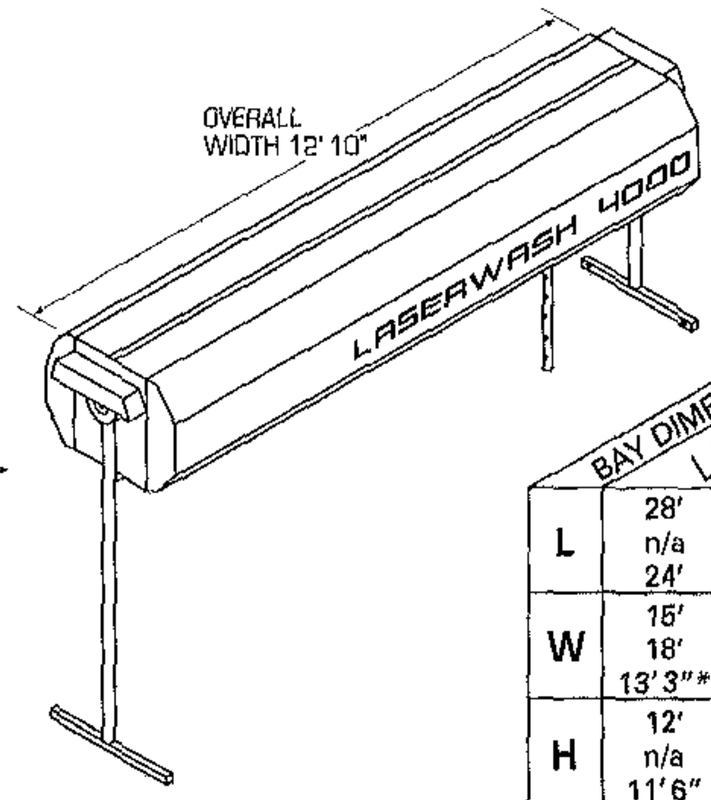
LASERWASH® 4000

MODEL L4000





BAY DIMENSIONS	LASERWASH® 4000	With LASERDRI™	With LASERWIND™	
L	28′	42′	30′	Preferred
	n/a	n/a	n/a	Max.
	24′	29′ 6″	28′	Min.
W	15′	15′	15′	Preferred
	18′	18′	16′ 8″	Max.
	13′ 3″*	14′*	14′*	Min.
H	12′	12′	12′	Preferred
	n/a	n/a	n/a	Max.
	11′ 6″	11′ 6″	11′ 6″	Min.

** For wall-mounted & free-standing units. Allow 14′ 10″ minimum for leg assembly.*

*** This page contains general information only. For system specifications consult your distributor.**

SYSTEM DESCRIPTION

Laserwash® 4000 is a programmable, fully automatic, frictionless in-bay vehicle wash. It is designed to take advantage of the best cleaning and vehicle protection solutions. Superior cleaning is achieved by electronically measuring the vehicle, assuring optimum spray distance on all sides.

Our user-friendly computer intelligence operates the wash, repeatedly diagnoses itself, performs safety checks, and provides valuable management reports on demand.

SYSTEM FEATURES

- ETL approved
- All solution services use post pump injection
- No hydrominders or chemical pumps
- Owner programmable speeds and services
- Direct drive
- Technologically advanced, user friendly financial auditing and management report system
- Climate-proof elevated bridge

SYSTEM BENEFITS

- Compact, accessible pump station
- Includes control cabinet, housing printer, keyboard and display
- Wall mount rail kit and elevated bridge assembly
- 25 hp motor driving a ceramic plunger pump
- Wheel guides and treadle assembly
- Basic image package standard

vvasntech
Charlottesville, Virginia
800-448-4735

Proud Distributors of:
PDQ Laserwash 4000™
CSI GinSun

SYSTEM SPECIFICATIONS

- Consult your PDQ distributor for actual specifications in regards to building size, water and electrical requirements; these may vary by location and/or system options
- Control cabinet with 48k memory
- Air: 80-120 psi
- Air consumption: 5 cfm

SYSTEM OPTIONS

- *Laserlink*™ wash entry system - Model L4621
- *Laserdri*™ or *Laserwind*™ dryer (will change minimum electrical and building requirements)
- Undercarriage, rocker and wheel blaster with optional rust inhibitor - Model L4069
- Spot-free delivery system with RO - Models VP0042, VP0045 - VP0048
- On-board soap heater - Model L4098
- Wheel cleaner - Model L4065
- Water saver - Model L4705
- Heat & weep freeze protection - Model L4310
- Modem with pager feature - Model L4100
- Indep. assignable alarm inputs (8) - Model L4101
- Free-standing frame - Model L4011
- *Clearwater*™ *II* water reclaim system - Model L4456
- Door controls - Models L4305, 6, 7
- Image package - Model L4506
- Deluxe image package - Model L4505
- Custom backlit bridge sign - Model L4509
- Solution package: including high pressure soap, foam wax, high pressure wax, rust inhibitor or drying agent - Model L4095

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PDQ *SERVICE what we sell!*

LASERDRI™

Featuring the:

COANDA EFFECT DRYING SYSTEM™

Attractive form, advanced function, and high performance efficiency. Nothing touches or extends in front of the vehicle. The environment remains open and inviting. With its wide stance and small footprint, the sides are clear, giving customers confidence to drive slowly under the cones.

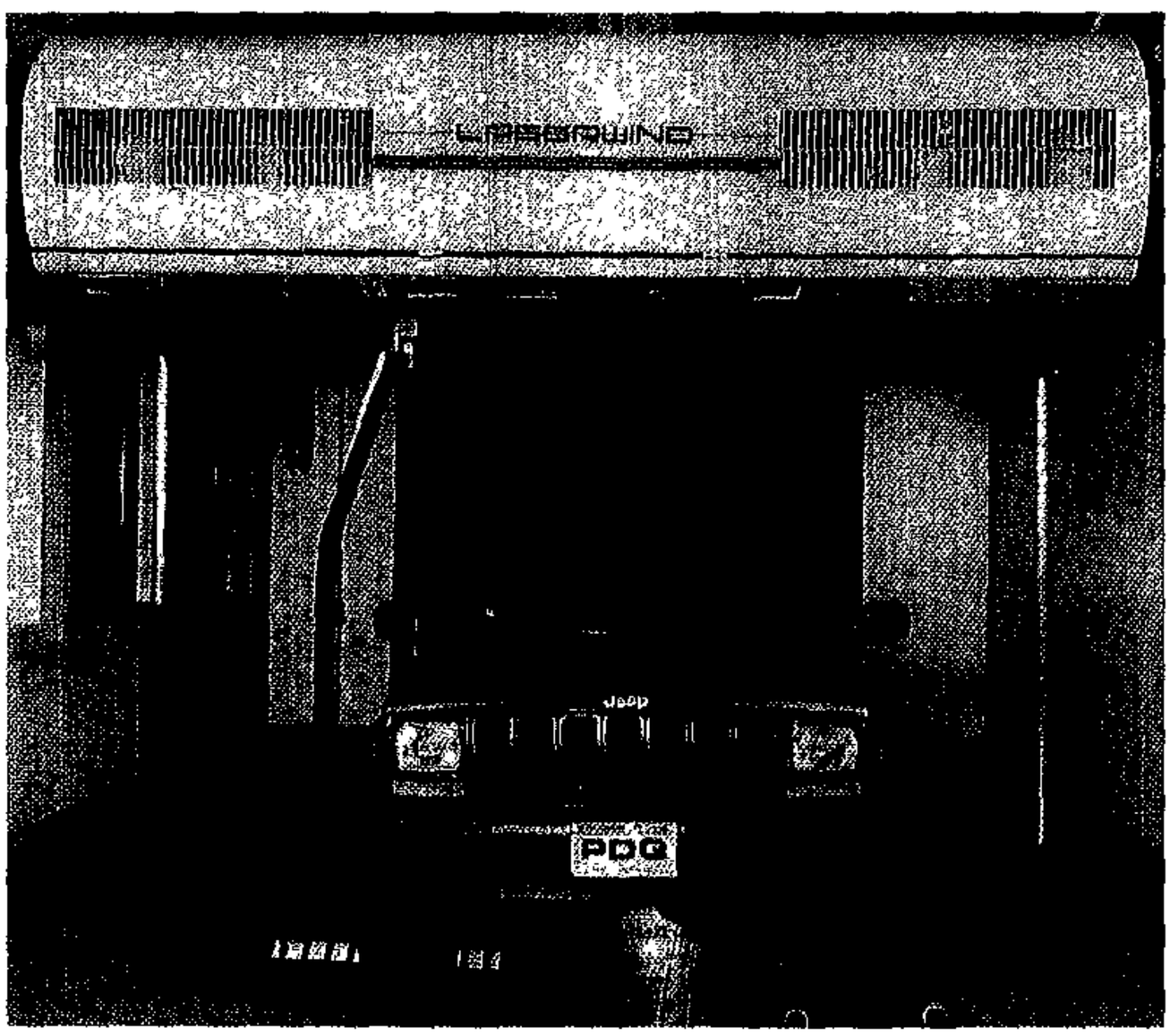
Laserdri™ harnesses the *Coanda Effect*™. Using original engineering, PDQ has developed this method of focusing the trajectory and increasing the speed of rushing air, causing it to dry vehicles to the ground.

Like *Laserwind*™, its observation powers enable the middle focus cone to throttle back on air speed when tall vehicles pass beneath it.

LASERWIND™

Featuring the:

COANDA EFFECT DRYING SYSTEM™



Essentially more agile, PDQ's *Laserwind*™ Docking Dryer raises the level of drying excellence without compromising productivity. Swift and smooth, *Laserwind*™ is powered up and operational moments before docking with *Laserwash*® *4000.*

Powerful electro-magnets lock the overhead bridges together for smooth and immediate drying passes. The *Coanda Effect*™ Thruster Cones are fully operational, drying vehicles with advanced efficiency. Programmable speeds give you vital flexibility to adjust to current market needs.

Leading the Vehicle Wash Industry into a New Century and Beyond

Advanced In-Bay Vehicle Drying Technology

Manufactured by: **PDQ Manufacturing, Inc.**

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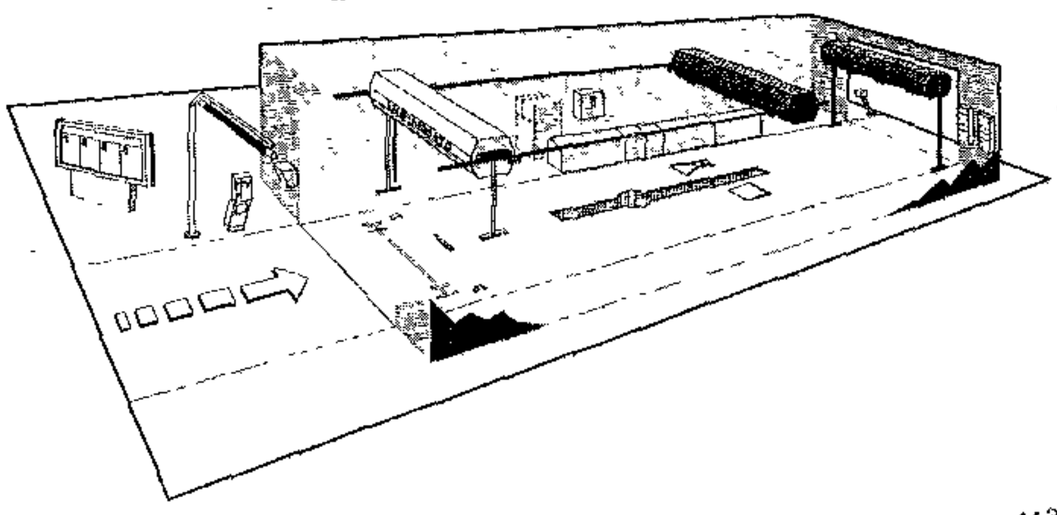
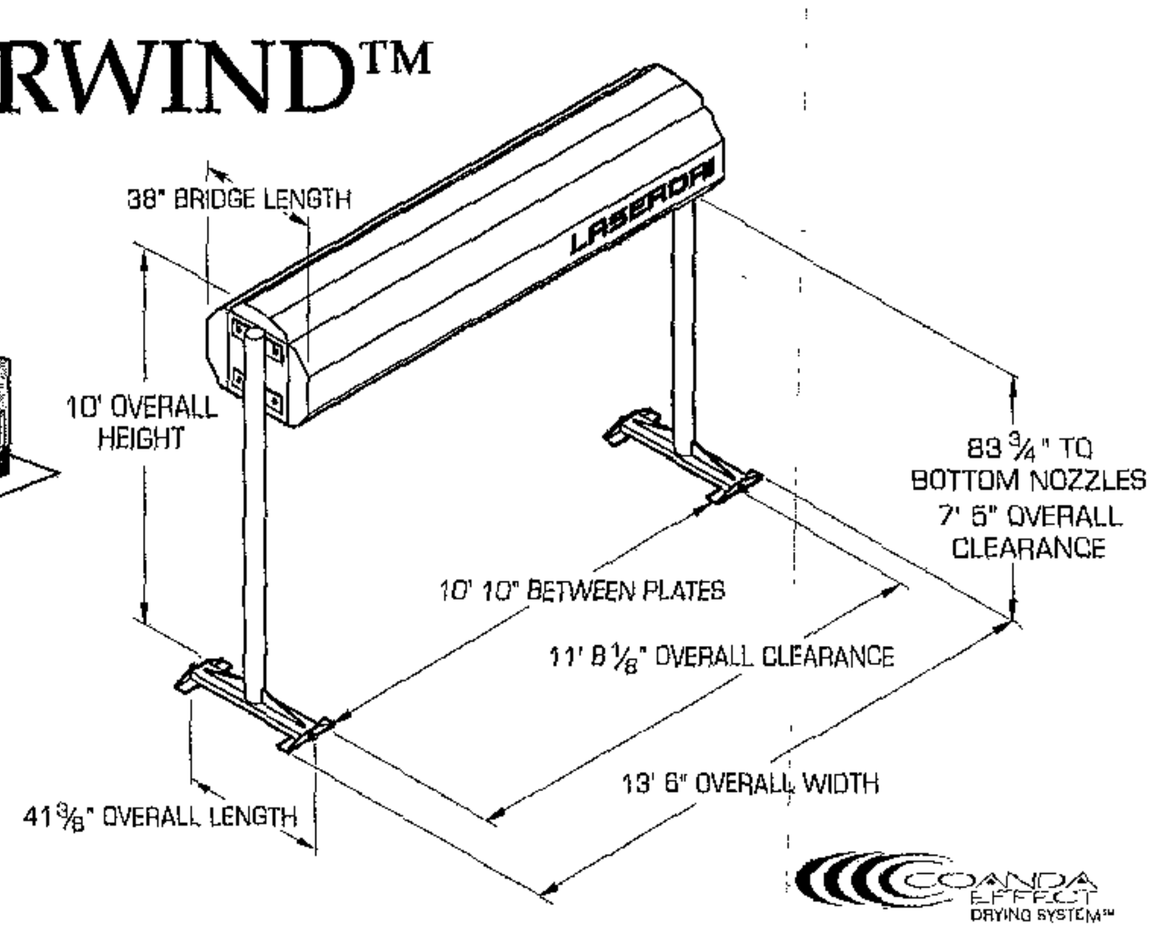
LASERDRI™ & LASERWIND™

MODELS L4971





*** This page contains *general information only.* For system specifications consult your distributor.**

SYSTEM DESCRIPTION

PDQ's *Laserdri*™ and *Laserwind*™ docking dryers outperform existing dryers by using the *Coanda Effect*™ to boost efficiency and productivity. Both models combine its own intelligence with the *Lasermind*™. Air velocity is adjusted to a vehicle's height, offering customers a safe and efficient drying experience without harming today's sensitive factory options and add-ons. The open efficient design is enhanced by small space requirements and an attractive form which leaves a positive final impression on wash customers.

** Features of the Laserwind™*

*** Features of the Laserdri™*

SYSTEM FEATURES

- ETL listed
- Easy maintenance access
- Low operating cost
- Stainless steel fasteners and high protection coating system
- Fully enclosed in molded fiberglass panels

SYSTEM BENEFITS

- Fully enclosed fiberglass housing with state-of-the-art imagery to protect your investment from the car wash environment
- Air power is provided by two 15 horsepower aerofoil fans
- Top center thruster cone has automatic air flow control to dry hoods and trunks effectively and throttle back for the roof
- Application of the *Coanda Effect*™ principals ensure that vans get the same drying performance offered to your car owners
- Compact construction offers high production in even very short car wash bays
- Customizable drying times can be used to optimize wash revenue
- Open efficient design is free of threatening side and top contour protrusions
- Utilizes a proven and reliable on board sensor to automatically adjust to the height of each vehicle, resulting in a safe and efficient drying performance that is unmatched in the marketplace
- ** Wash packages may be independently programmed for dryer speed and number of passes*

SYSTEM INCLUDES

- *Laserdri*™ or *Laserwind*™ bridge assembly
- On board electrical control cabinet containing contactors, overloads and low voltage circuit protection
- Installation fasteners and manual
- ** Festoon cable with wall mounted junction box*
- ** Magnetic field docking system and controls*
- *** Mounting hardware and materials*

SYSTEM OPTIONS

- On board freeze package for cold climate operation - Model L4966 and L4967
- Noise control package - Model L4941
- Available with two 20 hp aerofoil fans - Model L4981
- *** Countdown timer displays drying time - Model L4900*
- *** Guiderails - Model L4070*

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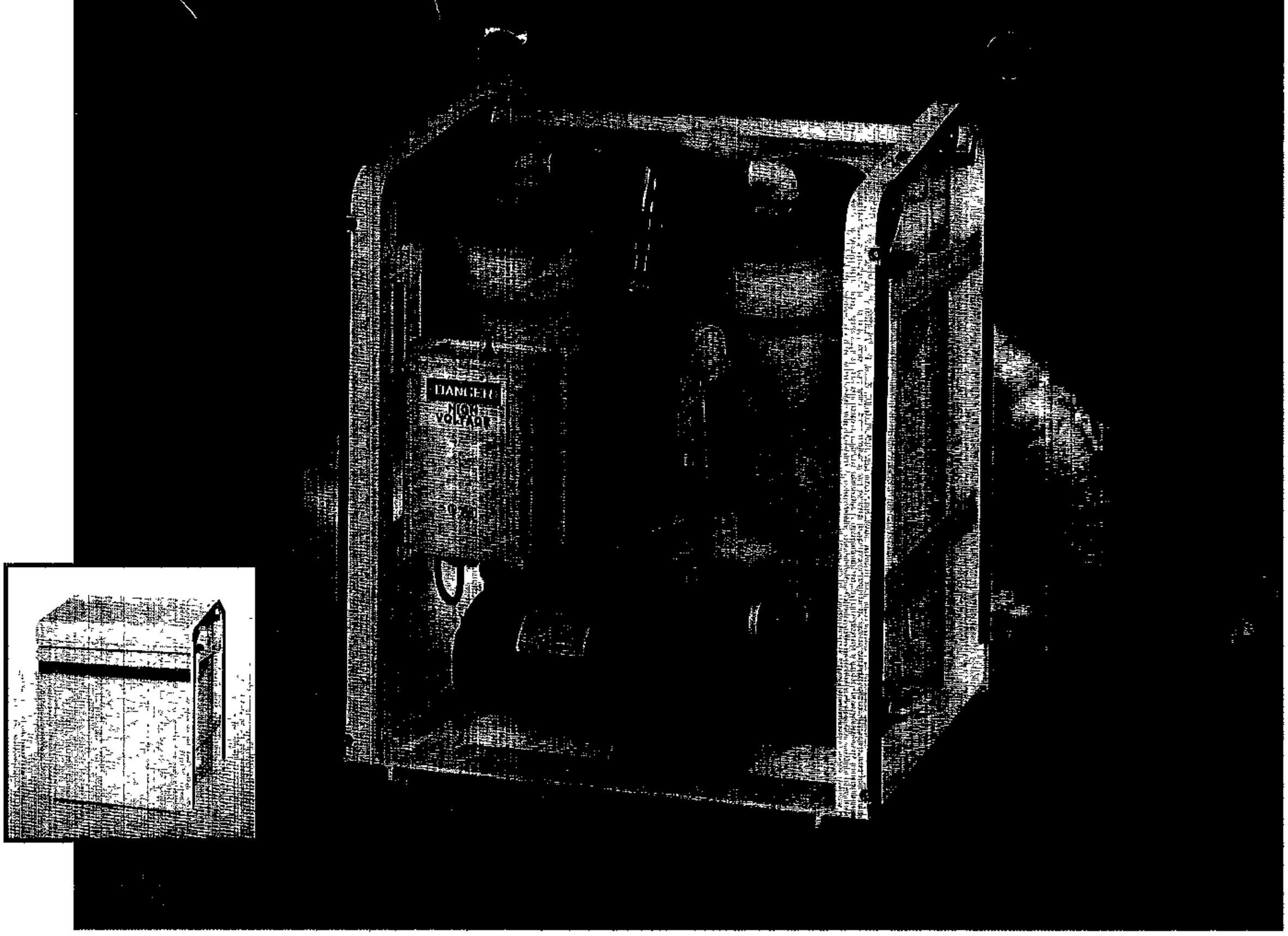

CLEARWATER™ II

Environmentally Friendly Water Recovery System

Increase your profit margin by reducing your water costs. Meet today's strict water use regulations. Economically fulfill your environmental requirements.

At PDQ, we know we have a responsibility to preserve and protect the earth and its water resources. *Clearwater™ II* Water Reclaim System is our contribution towards lowering your *Laserwash's®* water consumption and, most importantly, lowering your operating costs.

Clearwater™ II is the vehicle wash industries' undisputed champion that cleanses impurities from your waste water as well as dramatically reduces bacterial odors. Oil, wax, and dirt particles are filtered from reclaimed water, providing cleansing action for each vehicle while reducing your dependency on nature's precious water supply.

At one-fifth the size of competing equipment, *Clearwater™ II* is this century's solution to chemical-free, compact filtering systems. Its simple construction is easy to operate and drastically reduces fresh water costs by recycling up to 80% of your wash's water. The results are an economical clear water supply with excellent vehicle washing and drying performance.

Clearwater™ II. Environmentally innovative technology that maximizes your profits.

Leading the Vehicle Wash Industry into a New Century and Beyond

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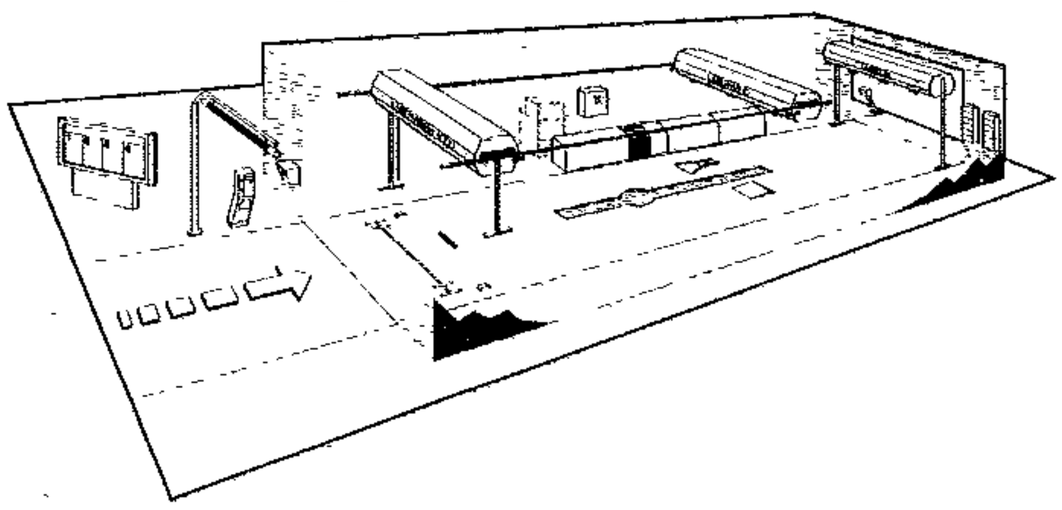
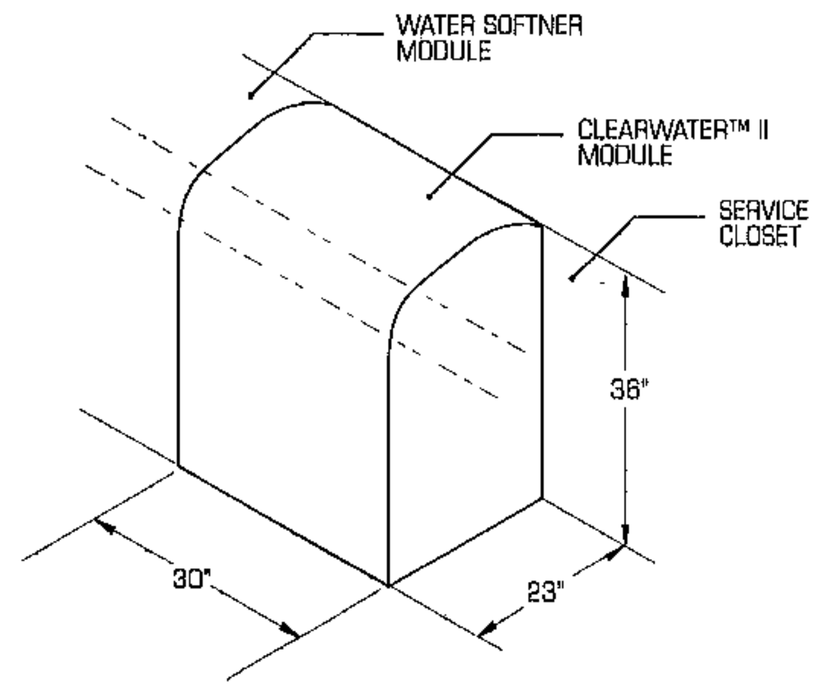
CLEARWATER™ II

MODELS L4456 & L4756





*** This page contains general information only. For system specifications consult your distributor.**

SYSTEM DESCRIPTION

The PDQ *Clearwater™ II* Water Reclamation System offers an economical method of meeting today's water use regulations by reducing wash water consumption up to 80%. The system is designed to destroy bacteria and control associated reclaim odors as well as remove oils, waxes and small particulates that would otherwise reduce pump and nozzle life. Two models are available, designed specifically to meet your requirements for in-bay or equipment room installation.

PDQ *Clearwater™ II* is the premier water reclamation product built specifically for frictionless car washing by the leading frictionless car wash manufacturer, PDQ.

SYSTEM FEATURES

- *Clearwater™ II* models L4456 & L4756 are shipped ready for installation, requiring only power and water connection for start-up
- Pump intake check valves are readily accessible for servicing
- Disposable filters
- O^3 ozonation system reduces odors
- Flotation device provides system recycled water
- Removes oils, waxes, and suspended solids without risk of flow restriction

SYSTEM BENEFITS

- Disposable filters ensure that suspended contaminants are not only easily extracted from the water system, but are easily disposed of as well
- Programmable to supply reclaimed fresh water in any high pressure service, offering unparalleled flexibility
- O^3 ozonation system accelerates the clarification of the recycled water, providing increased water quality for the wash process, leaving your customers with cleaner vehicles
- O^3 ozonation system kills bacteria to reduce odor and clarifies the water by oxidizing organic material
- Pontoon flotation device draws water from six inches below the surface; this technique maximizes water quality and prolongs equipment life
- Automatic fresh water back-up system is available to keep your *Laserwash®* on-line and busy

SYSTEM SPECIFICATIONS

- Delivery Flow: 45 gpm
- Circulation Flow: 10 gpm
- Dimensions: 30" wide, 23" deep, and 36" high

SYSTEM OPTIONS

- Available in 60 and 50 Hz

Manufactured by: **PDQ Manufacturing, Inc.**

PDQ®

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Section 12. Ecological Information

No data available on this mixture. All surfactant components are biodegradable. This product DOES NOT contain Phosphates.

Section 13. Disposal Considerations

Follow all Federal, State, and Local Regulations appropriate for this material. Neutralize pH with dilute acid before disposal.

Section 14. Transportation Information

D.O.T. Hazardous Material Class: Sodium Hydroxide Solution, Class 8, PG II
UN Number: UN1824 NA Number: Not Applicable.

Section 15. Regulatory Information

Facilities storing more than 38,000 gallons of this material must file a SARA Title III report for Sodium Hydroxide.

Section 16. Other Information

** Hazard Ratings provided for use by trained individuals only.

HMIS Ratings (0=Minimal, 1=Slight, 2=Moderate, 3=Serious, 4=Severe Hazard)
For Concentrate: Health 2, Flammability 0, Reactivity 0.

NFPA Ratings (0=Minimal, 1=Slight, 2=Moderate, 3=Serious, 4=Severe Hazard)
For Concentrate: Health 2, Flammability 0, Reactivity 0.
Dilution's over 1:40: Health 2, Flammability 0, Reactivity 0.

The information relates to this specific material. It may not be valid for this material if used in combination with any other materials or in any process. CSI (Cleaning Systems, Incorporated) makes no warranty, express or implied, as to the accuracy or completeness or adequacy of information herein, except that such information is to the best of CSI's belief, accurate as of the date indicated. CSI assumes no responsibility for injury from the use of the product described herein.

Cleaning Systems, Inc., P.O. Box 5606, De Pere, WI 54115-5606, (800) 225-2231.

MATERIAL SAFETY DATA SHEET

24 Hour Emergency Phone: CHEMTREC 1-800-424-9300

Pit Sol #24

Advantage®

(Phosphate Free)

Cleaning Systems, Inc., De Pere, WI

Effective Date: 09/17/97 ***Supersedes: 03/25/97***

Section 1. Chemical Product & Company Identification

Product Name: **Advantage® (Phosphate Free)** Product Number: 1221

Product Description: Liquid Alkaline Detergent Mixture.

Manufacturer: Cleaning Systems, Inc.
P.O. Box 5606
De Pere, WI 54115-5606

Phone: (800) 225-2231

Section 2. Composition/Information on Ingredients

Hazardous Ingredients	Effect	CAS #	Percent
Liquid Sodium Hydroxide	Corrosive to Skin & Eyes	1310-73-2	< 6.0
Proprietary Surfactant Blend	Eye Irritant	Not Applicable	< 8.0
EDTA (37%)	Eye Irritant	64-02-8	< 5.0
NTA Na_3	Eye Irritant	5064-31-3	< 5.0
Sodium Silicate	Irritating to Skin & Eyes	1344-09-8	< 5.0

Hazardous Ingredients	Exposure Limits of Ingredients	
	OSHA PEL	ACGIH TLV
Liquid Sodium Hydroxide	2 mg/m^3	2 mg/m^3
Surfactant Blend	Not Established	Not Established
EDTA (37%)	Not Established	Not Established
NTA Na_3	Not Established	Not Established
Sodium Silicate	Not Established	Not Established

Section 3. Hazards Identification

********** Emergency Overview **********

Very Irritating to eyes. Inhalation of mists may be irritating to throat and respiratory tract. Repeated contact with skin can remove natural oils and cause dryness and irritation.
Note: NTA is listed on the NTP list as a suspected carcinogen based on animal studies.
****

Section 4. First Aid Measures

Eyes: Flush with clear water for at least 15 minutes.
Get immediate medical attention.

Skin: Rinse well with water. Remove contaminated clothing.

Ingestion: Give water if conscious. Do not induce vomiting, although vomiting may occur naturally. Get immediate medical attention.

Inhalation: Move to fresh air. If irritation persists, get medical attention.

Section 5. Fire Fighting Measures

Flammable Properties: Flash Point: None
Method Used: Not Applicable

Product will not burn. No know hazardous decomposition products.

Unusual Fire & Explosion Hazards: Upon contact with dusts of Al, Sn or Zn, may produce Hydrogen gas, which is flammable.

Fire Fighting Procedures: Appropriate for surrounding materials.

Section 6. Accidental Release Measures

Spills and Leaks: Small spills - Rinse to drain.
Large spills - Contain for reclamation or disposal.

Caution: Spills of this material may cause floor to become slippery.

Section 7. Handling & Storage

Store in original container at temperatures below 120°F.
Product is best when used within 6 months of date of purchase.

Section 8. Exposure Controls / Personal Protection

Eyes: Wear Chemical Goggles
Skin: Neoprene Gloves. Rubber Apron if greater exposure is likely.
Respiratory: Good General Ventilation. Respirator not normally required.

Section 9. Physical & Chemical Properties

Appearance & Odor: Clear, green liquid with mild odor.
Solubility in Water: Complete.
Freezing Point: Near Water.
% Volatile (w/w): >75, mostly water
Specific Gravity: 1.08
pH full strength: 13.5

Section 10. Stability & Reactivity

Stability: This is a stable material.
Conditions to Avoid: None known.
Materials to Avoid: Strong Acids. Dusts of Aluminum, Tin, or Zinc.

Hazardous Polymerization will NOT occur.

Section 11. Toxicological Information

No data available on this mixture. For information on ingredients, write to the address listed in Section 16 of this MSDS.

Section 12. Ecological Information

No data available on this mixture. All surfactant components are biodegradable. This product DOES NOT contain Phosphates.

Section 13. Disposal Considerations

Follow all Federal, State, and Local Regulations appropriate for this material.

Section 14. Transportation Information

D.O.T. Hazardous Material Class: Not a D.O.T. hazardous Material.
UN Number: Not Applicable. NA Number: Not Applicable.

Section 15. Regulatory Information

This material is not SARA Title III reportable.

Section 16. Other Information

** Hazard Ratings provided for use by trained individuals only.

HMIS Ratings (0=Minimal, 1=Slight, 2=Moderate, 3=Serious, 4=Severe Hazard)
For Concentrate: Health 2, Flammability 0, Reactivity 0.

NFPA Ratings (0=Minimal, 1=Slight, 2=Moderate, 3=Serious, 4=Severe Hazard)
For Concentrate: Health 2, Flammability 0, Reactivity 0.
Dilution's over 1:50: Health 1, Flammability 0, Reactivity 0.

The information relates to this specific material. It may not be valid for this material if used in combination with any other materials or in any process. CSI (Cleaning Systems, Incorporated) makes no warranty, express or implied, as to the accuracy or completeness or adequacy of information herein, except that such information is to the best of CSI's belief, accurate as of the date indicated. CSI assumes no responsibility for injury from the use of the product described herein.

Cleaning Systems, Inc., P.O. Box 5606, De Pere, WI 54115-5606, (800) 225-2231.

MATERIAL SAFETY DATA SHEET

24 Hour Emergency Phone: CHEMTREC 1-800-424-9300

LustraFoam®

Cleaning Systems, Inc., De Pere, WI

Effective Date: 09/17/97 ***Supersedes: 03/13/97***

Section 1. Chemical Product & Company Identification

Product Name: **LustraFoam®**
Product Number: 2506, 2507

Product Description: Cationic Surfactants and dye in water.

Manufacturer: Cleaning Systems, Inc.
P.O. Box 5606
De Pere, WI 54115-5606

Phone: (800) 225-2231

PETITIONERS' EXHIBIT 25

Section 2. Composition/Information on Ingredients

Hazardous Ingredients	Effect	CAS #	Percent
Cationic Surfactant Mix	Skin & Eye Irritant	Not Applicable	< 25

Hazardous Ingredients	Exposure Limits of Ingredients	
	OSHA PEL	ACGIH TLV
Cationic Surfactant Mixture	Not Determined	Not Determined

Section 3. Hazards Identification

********** Emergency Overview **********
Irritating to skin and eyes. Inhalation of mists may be irritating to throat and respiratory tract. May cause irritation to skin with prolonged exposure.
****

Section 4. First Aid Measures

Eyes: Flush with clear water for at least 15 minutes. Get immediate medical attention.

Skin: Wash with soap and water. Remove contaminated clothing.

Ingestion: Give water if conscious. Do not induce vomiting, although vomiting may occur naturally. Get immediate medical attention.

Inhalation: Move to fresh air. If irritation persists, get medical attention.

Section 5. Fire Fighting Measures

Flammable Properties: Flash Point: Not Determined
Method Used: Not Applicable

Product is mostly water and will not burn.

Unusual Fire & Explosion Hazards: None known.

Fire Fighting Procedures: Appropriate for surrounding materials.

Section 6. Accidental Release Measures

Spills and Leaks: Small spills - Rinse to drain.
Large spills - Contain for reclamation or disposal.

Caution: Spills of this material may cause floor to become slippery.

Section 7. Handling & Storage

Store in original container at temperatures below 120°F.
Product is best when used within 6 months of date of purchase.

Section 8. Exposure Controls / Personal Protection

Eyes: Wear Chemical Goggles
Skin: Neoprene Gloves. Rubber Apron if greater exposure is likely.
Respiratory: Good General Ventilation. Respirator not normally required.

Section 9. Physical & Chemical Properties

Appearance & Odor: Dark pink liquid with mild odor, or with cherry scent.
Solubility in Water: Complete.
Freezing Point: Near Water.
% Volatile (w/w): >75, mostly water
Specific Gravity: 0.99
pH full strength: 6.5 - 8.5

Section 10. Stability & Reactivity

Stability: This is a stable material.
Conditions to Avoid: None known.
Materials to Avoid: Strong Oxidizing Agents.

Hazardous Polymerization will NOT occur.

Section 11. Toxicological Information

No data available on this mixture. For information on ingredients, write to the address listed in Section 16 of this MSDS.

Section 12. Ecological Information

No data available on this mixture. All surfactant components are biodegradable. This product DOES NOT contain Phosphates.

Section 13. Disposal Considerations

Follow all Federal, State, and Local Regulations appropriate for this material.

Section 14. Transportation Information

D.O.T. Hazardous Material Class: Not a D.O.T. hazardous Material.
UN Number: Not Applicable. NA Number: Not Applicable.

Section 15. Regulatory Information

This material is not SARA Title III reportable.

Section 16. Other Information

** Hazard Ratings provided for use by trained individuals only.

HMIS Ratings (0=Minimal, 1=Slight, 2=Moderate, 3=Serious, 4=Severe Hazard)
For Concentrate: Health 2, Flammability 0, Reactivity 0.

NFPA Ratings (0=Minimal, 1=Slight, 2=Moderate, 3=Serious, 4=Severe Hazard)
For Concentrate: Health 2, Flammability 0, Reactivity 0.
Dilutions over 1:150: Health 1, Flammability 0, Reactivity 0.

The information relates to this specific material. It may not be valid for this material if used in combination with any other materials or in any process. CSI (Cleaning Systems, Incorporated) makes no warranty, express or implied, as to the accuracy or completeness or adequacy of information herein, except that such information is to the best of CSI's belief, accurate as of the date indicated. CSI assumes no responsibility for injury from the use of the product described herein.

Cleaning Systems, Inc., P.O. Box 5606, De Pere, WI 54115-5606, (800) 225-2231.

MATERIAL SAFETY DATA SHEET

24 Hour Emergency Phone: CHEMTREC 1-800-424-9300

ProShield™ Reclaim Formula

Cleaning Systems, Inc., De Pere, WI

Effective Date: 09/17/97 ***Supersedes: 03/13/97***

Section 1. Chemical Product & Company Identification

Product Name. **ProShield™ Reclaim Formula**
Product Number: 2405

Product Description: Quaternary amine/mineral oil emulsion in water.

Manufacturer: Cleaning Systems, Inc.
P.O. Box 5606
De Pere, WI 54115-5606

Phone: (800) 225-2231

PETITIONERS' EXHIBIT 2 6

04/08/98 WED 13:06 FAX 920 337 9410 CLEANING SYSTEMS, INC 002

04/08/98 WED 13:06 FAX 920 337 9410 CLEANING SYSTEMS, INC 003

Section 2. Composition/Information on Ingredients

Hazardous Ingredients	Effect	CAS #	Percent
Quaternary Amine Mixture	Corrosive to Eyes	68604-75-1	< 10
2-Butoxyethanol	Eye Irritant	111-76-2	< 5

Hazardous Ingredients	Exposure Limits of Ingredients OSHA PEL	ACGIH TLV
Quaternary Amine Mixture	Not Determined	Not Determined
2-Butoxyethanol	25 ppm (Skin)	25 ppm (Skin)

Section 3. Hazards Identification

********** Emergency Overview **********

Can be Corrosive to eyes. Inhalation of mists may be irritating to throat and respiratory tract. May cause irritation to skin with prolonged exposure.

****

Section 4. First Aid Measures

Eyes. Flush with clear water for at least 15 minutes. Get immediate medical attention.

Skin: Wash with soap and water. Remove contaminated clothing.

Ingestion: Give water if conscious. Do not induce vomiting, although vomiting may occur naturally. Get immediate medical attention.

Inhalation: Move to fresh air. If irritation persists, get medical attention.

Section 5. Fire Fighting Measures

Flammable Properties: Flash Point: Not Determined
Method Used: Not Applicable

Product is mostly water and will not burn. Incomplete combustion of vapors may produce carbon monoxide, which is poisonous.

Unusual Fire & Explosion Hazards: None known.

Fire Fighting Procedures: Appropriate for surrounding materials.

Section 6. Accidental Release Measures

Spills and Leaks: Small spills - Rinse to drain.
Large spills - Contain for reclamation or disposal.

Caution: Spills of this material may cause floor to become slippery.

Section 7. Handling & Storage

Store in original container at temperatures below 120°F.
Product is best when used within 6 months of date of purchase.

Section 8. Exposure Controls / Personal Protection

Eyes. Wear Chemical Goggles
Skin: Neoprene Gloves. Rubber Apron if greater exposure is likely.
Respiratory. Good General Ventilation. Respirator not normally required.

Section 9. Physical & Chemical Properties

Appearance & Odor: Clear yellow liquid emulsion with fruity scent.
Solubility in Water: Emulsion.
Freezing Point: Near Water.
% Volatile (w/w): >70, mostly water
Specific Gravity: 0.99
pH full strength: 5-7

Section 10. Stability & Reactivity

Stability: This is a stable material.
Conditions to Avoid: None known.
Materials to Avoid: Strong Oxidizing Agents.

Hazardous Polymerization will NOT occur.

Section 11. Toxicological Information

No data available on this mixture. For information on ingredients, write to the address listed in Section 16 of this MSDS.

Pet. Exh. #28

ROBERT W. SHEESLEY
ECO SENSE, INC.
8354 Chestnut Farm Lane
Ellicott City, Maryland 21043

BACKGROUND

Mr. Sheesley has over twenty eight years of experience in government, regulatory ,and permitting processes with a specialty in environmental matters. During the past eight years Mr. Sheesley has acted as a private consultant to real estate developers, banking institutions, non profit institutions, and local and state governments providing assistance on land use issues, government regulation, permitting requirements and negotiation, and natural resource identification and characterization.

In most of the positions that Mr Sheesley has held, he was responsible for, or participated in, public forums, community involvement, consensus building, and working with many competing interests. Such involvement includes building a Department, establishing a regional solid waste recycling program, siting solid and hazardous waste facilities, establishing watershed management policy, alternative road and highway alignments, waterway dredging projects, and regional environmental management strategies.

QUALIFICATIONS

- Seven years as a private consultant.
- Over twenty eight years of experience in environmental protection and resource management.
- Proven skills in program planning, personnel supervision, and budget management.
- Demonstrated political interaction skills and consensus building.
- Skilled in legislative and regulatory processes.
- Skilled in effecting public participation, consensus building, addressing competing interests, conflict resolution, problem solving

GOVERNMENT AND REGULATORY EXPERIENCE

- Planned, developed, and administered the Baltimore County, Maryland Department of Environmental Protection and Resource Management.
- Coordinated the development of Baltimore County Programs in the following disciplines:

  Watershed Management
  Wetland Protection
  Coastal Waterway Improvement
  Groundwater Protection
  Forest Management Strategy
  Solid Waste Recycling
  Agricultural Protection
- In Howard County, Maryland, reorganized, staffed, and administered the Bureau of Environmental Health, Maryland Department of Health.
- President of the Maryland Conference of Environmental Health Directors Association (1984 - 1987).
- Coordinated statewide effort to provide consistency and standardization of local environmental health programs in the State of Maryland.
- Member, Governors Task Force:

  Maryland Non Tidal Wetlands Act;
  Forestry Management Regulation;
  Greenways Program.
- Member of the Board of Directors Chesapeake Bay Trust
- Member, Maryland Association of County's Subcommittees:

  Managing Municipal Sewage Sludge
  Maryland Solid Waste Regulation
- Member , Governor's Council on Toxic Substances (assisted the Deputy State Health Officer for Baltimore County.

PETITIONERS' EXHIBIT 28

EDUCATION

B.S. Health and Biology, Towson State University, Towson, Md.

Master of Health Science, Environmental Sciences, Johns Hopkins University, School of Hygiene and Public Health, Baltimore, Md.

Master of Administrative Science, Johns Hopkins University, Homewood Campus, Baltimore, Md.

EMPLOYMENT HISTORY

Present: **Private Consultant,**
Performs consulting services related to government process; land use and construction issues; natural resource identification, value and function; environmental site assessments; stream restoration, watershed evaluation, storm water management and sediment control; addressing regulatory issues, alternative analysis, negotiation of permit conditions; site design; private sewage and water systems; waste management issues; groundwater contamination problems; project management, and dispute resolution

1987 - 1990: **Director**, Baltimore County Department of Environmental protection and Resource Management, Baltimore County, Maryland.

1984 - 1987: **Director,** Bureau of Environmental Health, Howard County, Md. Maryland State Department of Health.

1981 - 1984: **Chief,** Water Quality and Waste Management, Baltimore County Bureau of Environmental Service, Department of Health.

1979 - 1981: **Supervisor,** Land Development Review Section, Baltimore County Bureau of Environmental Services, Department of Health.

1970 - 1979: **Sanitarian,** Baltimore County Bureau of Environmental Services, Department of Health. Resolved community environmental health concerns, conducted assessments of private water and sewage systems, landfills, groundwater contamination problems, air pollution, food establishments, and land use issues; initiated regulatory action as required.

PROFESSIONAL REGISTRATION

Registered Sanitarian - State of Maryland

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

PETITIONERS' EXHIBIT 18A

1

ROLL-OVER CAR WASH
YORK ROAD @ SHAWAN ROAD
BALTIMORE CO., MD

ZONED BM-IM

6 MILES FROM 4 CORNERS

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE B-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

1B3

2

WAND CAR WASH
YORK ROAD NORTH OF WARREN ROAD
BALTIMORE CO., MD

ZONED BL-AS

6.15 MILES FROM 4 CORNERS

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE B-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

PETITIONERS' EXHIBIT 18E

3

ROLL OVER CAR WASH
YORK ROAD @ SCOTT ADAM ROAD
BALTIMORE CO., MD

ZONED BL-AS

6.3 MILES FROM 4 CORNERS

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE B-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

PETITIONERS' EXHIBIT 18D

4

TUNNEL CAR WASH
YORK ROAD @ GALLOWS ROAD
BALTIMORE CO., MD

ZONED BM-CCC

7.1 MILES FROM 4 CORNERS

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE B-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

PETITIONERS' EXHIBIT 18E

5

TUNNEL CAR WASH
YORK ROAD NORTH OF TIMONIUM ROAD
BALTIMORE CO., MD

ZONED BR-AS

7.9 MILES FROM 4 CORNERS

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE B-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

PETITIONERS' EXHIBIT 18E

6

TUNNEL CAR WASH
YORK ROAD NEAR FAIRMOUNT AVENUE
(TOWSON)
BALTIMORE CO., MD

ZONED BR

9.7 MILES FROM 4 CORNERS

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE B-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

PETITIONERS' EXHIBIT 18G

7

ROLL-OVER CAR WASH
MD RTE. 165 @ MD RTE. 24
HARFORD CO., MD

12.3 MILES FROM 4 CORNERS

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE B-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

Baltimore County Government
Planning Board

401 Bosley Avenue
Towson, MD 21204

(410) 887-3211
Fax (410) 887-5862

July 1, 1993

Crit. Spl #5
+ B.C.

The Honorable C.A. "Dutch" Ruppersberger, III
Chairman, Baltimore County Council
Court House
Towson, MD 21204

Re: Proposed Amendments to the BCZR
Regarding Service Stations and
Car Washes

Dear Councilman Ruppersberger:

Enclosed is a Final Report of the Baltimore County Planning Board, adopted June 17, 1993, which I am submitting to you in accordance with Section 26-123(c) of the Baltimore County Code, 1988.

The report recommends updating the regulations that govern service stations and car wash operations.

Sincerely,

P. David Fields, Secretary
Baltimore County Planning Board

PDF/KEB/mjm
FINAL.RPT/TXTMJM

Enclosures.

cc: The Honorable Roger B. Hayden, County Executive
Members, Baltimore County Council
Merreen E. Kelly, Administrative Officer
Thomas Peddicord, Legislative Counsel/Secretary
Lawrence Schmidt, Zoning Commissioner
H. Emslie Parks, County Attorney
Louis Waidner, Executive Assistant
Patrick Roddy, Director, Legislative Relations
Arnold Jablon, Director, ZADM
Peter Max Zimmerman, People's Counsel

Printed on Recycled Paper

Staff Report April 1, 1993
Public Hearing May 20, 1993
Changes to Staff Report June 10, 1993

Legislative Project #93-1

Prior Exhibit and PC #5

PROPOSED AMENDMENTS TO THE BALTIMORE COUNTY ZONING REGULATIONS REGARDING FUEL SERVICE STATIONS AND CAR WASHES

A Final Report of the Baltimore County Planning Board
Adopted June 17, 1993

PROJECT DESCRIPTION

The purpose of this project is to update zoning and landscaping regulations which concern automotive service stations and car wash operations.

SUMMARY

Zoning regulations affecting automotive service stations were adopted in 1967. They are outdated, confusing and difficult to administer. Today's service stations provide an array of uses different from those of the 1960's. For example, stations tend to provide small convenience stores rather than service bays. The present regulations do not reflect contemporary needs. Developing a new service station, expanding an existing one or simply adding a different use is cumbersome and can require multiple hearings. Yet, the process does not ensure that the design and development will provide adequate protection to neighboring residences and an attractive site design in terms of landscaping, buffering and screening.

About 80% of all service station projects involve modernization of existing sites. These projects upgrade the appearance of the County's commercial corridors and can stimulate investment by neighboring businesses. The existing Zoning Regulations frustrate rather than encourage these projects because they are not designed for the uses which developers of service stations want to provide.

One goal of this project is to give service stations the flexibility needed. Another goal is to eliminate duplication and inconsistencies in the regulations which govern them. Also proposed are stricter performance standards which would result in a more attractive site design. In addition to improving the appearance of the commercial corridors, these standards would provide more effective buffers to protect residential properties. Finally, this project seeks to modernize the regulations pertaining to car washes with regard to location and design. (Pages 30-33 present tables summarizing the locational requirements for service stations, including those with convenience stores or car washes.)

BACKGROUND

The service station regulations date back to Bill 40, 1967. The bill was a two-tiered attempt to control a complex and often controversial form of land use. The regulations provide for six commercial and one industrial district that permit gasoline stations either by right or by special exception: Commercial, Neighborhood Shopping (C.N.S.), Commercial, Community Core (C.C.C.), Commercial, Town-Center Core (C.T.), Commercial Supporting Area (C.S.A.), Commercial Strip (C.S.1 and C.S.2) and Industrial Major (I.M.). The C.R. district was added in 1979 to control service stations and other commercial uses in rural areas. All district classifications serve as overlays to land zoned B.L., B.M., B.R., M.L.R., M.L., M.H. or, in the case of C.R. districts, R.C.5.

Except for the C.T. district where they are permitted by special exception, service stations are permitted by right in a planned shopping center, in a planned industrial park of at least 50 acres and within a parking garage, on land zoned B.L.,B.M., B.R., M.L.R., M.L. or M.H. On individual sites, service stations require a district designation and are permitted by special exception. However, in the C.S.A. district they are permitted by right and in the C.T. district they are not permitted on individual sites.

The concept of Class I and Class II Commercial Motorways was also included in Bill 40-67. The two types of roads are defined in Section 101 and identified on the Commercial Motorway Classification Map. Frontage to a Class I Commercial Motorway is required in C.S.-1 districts, as well as for service stations and certain other commercial uses located in I.M. districts with M.L. base zoning. Frontage to Class II Commercial Motorways is required only in C.S.-2 districts.

In addition to providing locational standards and regulations, Section 405 also specifies the related businesses permitted at a service station. The Zoning Regulations differentiate between "ancillary" uses which are permitted by right and "uses in combination with" a service station, which are permitted by special exception. Examples of ancillary uses include activities that range from vehicle repair services, automobile or truck rental, tire sales, and the sale of cigarettes, soft drinks and candy from vending machines. "Uses in combination with" service stations involve the sale of automotive glass and its installation, carry-out food shops, car wash operations, drug stores, food stores with less than 5,000 square feet, muffler sales and installation, and restaurants.

At the time Bill 40-67 was adopted, most service stations were located on individual sites. Many provided repair and maintenance services and cigarettes, candy or soft drinks were generally sold via vending machines. As a rule, service stations lacked landscaping and structures and signage were frequently unsightly. Stations that included service bays tended to be noisy, smelly operations and residents often objected to having them as neighbors. Another problem was the sheer number of new service stations that were being built during that time. With gasoline prices low and "gas guzzling" cars

that required frequent fill-ups abundant, the oil industry built many new stations. Existing stations considered unproductive were often abandoned which contributed greatly to urban blight. The combination of problems required special zoning tools that controlled the location of new service stations. Such tools were found in the form of overlay districts, commercial motorways, and special regulations for service stations.

During the last two decades, however, the number of new fuel service stations has been steadily declining. High development costs and the saturation of the market produced few new stations and the trend is to upgrade existing stations rather than build new facilities. Industry representatives estimate that roughly 80 percent of today's service station projects are redevelopments - a finding that was corroborated by Planning and Zoning staff. The upgraded sites tend to be well designed with ample landscaped areas. Instead of individual pumps dispensing single fuel types, automotive fuels are sold from multi- product dispensers (M.P.D.) The new type of pumps are a more efficient way of dealing with vehicular circulation on the site, thereby reducing the potential for traffic spilling into the street. M.P.D.s also provide a cleaner, less cluttered look.

Another trend is the decline of service stations that offer repair or maintenance services. Repairing contemporary cars requires sophisticated equipment and considerable investment. Also, minor servicing jobs like changing oil and tuning engines are increasingly performed by businesses that specialize in such tasks.

The rise in self-service stations changed the way business is being conducted at service stations. Instead of staying in the car and paying an attendant, the patron must leave the car, fill the tank, walk to the cashier's kiosk and pay. Service station operators saw the potential for customers to buy other items while paying for the gasoline. At the same time, the lifestyle of American families changed. The two-income family became more common and saving time whenever possible created demand for convenience. To accommodate consumers who prefer to complete several "chores" at one place, service stations started adding other uses, especially convenience stores and car washes.

The effect of the combined changes is that more and more of the services provided are geared to the driver instead of the car, i.e. the businesses have become "fueling" stations that offer a range of incidental uses. However, the Zoning Regulations make it difficult to add a convenience store or a car wash. No service station located in an integral planned shopping center can add uses permitted "in combination with" a service station (both convenience stores and car washes are categorized as such). Likewise, service stations which existed prior to 1967 and which had not requested the proper district designation, are presently not permitted to add such uses. As a result, business owners who wish to modernize have to petition for the appropriate district classification within the comprehensive zoning map process - this is a lengthy and expensive process not commensurate with the impact of the land use. Another choice is to abandon the site. Considering that many of the existing fuel service

stations abut residential uses and that in most instances redevelopment constitutes an improvement, it is in the public interest to facilitate upgrading.

PROPOSED CHANGES TO THE FUEL SERVICE STATION REGULATIONS

Review of the the regulations that govern service stations indicates the need for significant amendments. Provisions considered still applicable, such as the language regulating abandoned service stations, would be retained.

Location When Bill 40-67 was drafted the intent was to eventually require district designation for other uses, but none were ever added. Among the districts, the C.T., the C.C.C., the C.R. and the I.M., have specific use and bulk regulations that make each classification unique. These districts should be maintained. On the other hand, the C.N.S., the C.S.A., the C.S-1 and C.S.-2 district have no purpose beyond controlling the location of service stations. The Planning Board recommends consolidating the remaining commercial districts into one - the Automotive Services (A.S.) district. The A.S. district would be applied within the U.R.D.L. on land zoned B.L., B.M. and B.R. and would permit service stations to locate on individual sites by special exception. All sites presently classified as one of the districts to be deleted would automatically be reclassified as A.S.

The C.S.A. District raises a special issue because it permits service stations by right. The C.S.A. classification was generally assigned to service stations that existed prior to 1967. The main concern of the service station industry is that these stations be permitted to update, that is, add a convenience store and/or a car wash. This issue would be addressed by the revision described below and the Planning Board therefore recommends including the C.S.A. District in the new A.S. classification.

As proposed, service stations would be permitted by right in all planned shopping centers including those in the C.T. district where they are now permitted by special exception. Fuel service stations would continue to be prohibited from locating on an individual site in the C.T. district.

In any manufacturing zone (except MR), service stations would continue to be permitted by right if located in an industrial park. They could locate on an individual site in these same zones with an I.M. district by special exception.

The requirement for location along a Class I and Class II Commercial Motorway as well as the Commercial Motorway Classification Map would be eliminated. The rationale for that recommendation is that over the years Commercial Motorways proved less of an effective zoning tool than initially anticipated. Not having been updated since 1967, the Commercial Motorway Classification Map has become obsolete. With the deletion of the C.S-1 and C.S.-2 district, both of which require frontage to that type of road, a commercial motorways map is no longer needed.

Site Standards The minimum site requirement of 15,000 square feet for basic service stations would be retained, but setbacks would be increased to allow for more planting. Additional site area would be required for uses added. The landscape requirements propose that the entire perimeter be planted and improved buffers be provided where fuel service stations abut residential uses. The overall appearance of fuel service stations would be further enhanced by requiring that the site have a unifying architectural theme and that the rear of buildings which abut residential uses be finished with materials that resemble those of the front. Further safeguards intended to minimize potential negative impact would grant the Zoning Commissioner such discretionary powers as requiring changes to the site plan and limiting the hours of operation.

Adding Convenience Stores Permitting convenience stores by right requires examination of the potential impact of such a land use. The scenario most commonly found is the conversion of existing service bays (repair facilities) to a convenience store or a car wash. In some instances, change may require an expansion, in others the existing structure is adequate to accommodate the new use. Since automotive repair facilities are often unattractive, a conversion from service bays to convenience store may render the use more compatible with neighboring properties. In cases where the service station was permitted by special exception, a conversion (or simply the closing of the service bays) requires a special hearing because it is a change to the approved special exception.

As proposed, the addition of a convenience store would require compliance with extra performance standards, such as improved buffering from residential properties, the upgrading of existing structures and landscaping along the perimeter of the site. Also, ancillary convenience stores, i.e. stores permitted by right, would be limited to an area of 1,500 square feet. Convenience stores larger than 1,500 square feet would continue to be permitted by special exception as a use "in combination with" a fuel service station.

The recommendation to differentiate between "smaller" and "larger" convenience stores is based on traffic impact studies which find that service stations with ancillary convenience stores generate twice as many trips to purchase fuel than items from the convenience store. On the other hand, convenience stores which are a principal use but which provide fuel pumps, generate twice as many trips to purchase sundries than gasoline. ("Trip Generation Studies of Gas/ Convenience Stores," ITE Journal, January 1991, p. 34-37).

Adding Car Washes Oil industries view the addition of a car wash as a marketing tool that may give a service station a competitive edge at locations where several stations compete for business. Car washes at service stations are generally offered at reduced cost or free of charge with a fill-up. There are three type of car wash operations on the market, full service, self-service and roll-over car washes. The first type is the traditional car wash where exterior as well as interior cleaning is performed either by machines or by hand. Full service car washes are rarely found at fuel service stations. Self-service car washes provide patrons with equipment and space to clean their vehicles manually. They tend to consist of

multiple tunnels and like the former, are rarely developed at service station sites.

The kind of car wash generally found at a fuel service station consists of a single tunnel and provides automatic washing or waxing services on a roll-over basis.

As far as traffic impact is concerned, a car wash is the most intensive use permitted in combination with a fuel service station. The impact varies depending on the season, i.e. whether it snowed, the day in the week and the type of car wash. Among the three kinds of car wash facilities, the roll-over type car wash tends to have the least negative impact on traffic and adjacent properties. Service stations that include such facilities hand out tokens with the purchase of gas. The tokens are generally good for a week and can be used at the convenience of the customer. This practice gives customers the opportunity to come back at a later time and makes the forming of lines which block driveways or spill into the street less likely. Since, primarily, only customers buying gasoline use the car wash, additional traffic is not generated.

As proposed, roll-over car washes would be permitted as an ancillary use by right in an integral planned shopping center and as a use in combination with a fuel service station by special exception on individual sites. Full service car washes would be permitted as a use in combination with a fuel service station by special exception in a planned shopping center and on individual sites. Self-service car washes in combination with a fuel service station would be permitted only in a planned shopping center by special exception.

PROPOSED CHANGES TO THE CAR WASH REGULATIONS

The regulations for car washes are found in Section 419. Adopted in 1964, these provisions also do not recognize changes in the modern car wash industry.

Stacking requirements are intended to prevent vehicles from blocking driveways and spilling into streets. Existing regulations require a minimum of 40 on-site stacking spaces, or a total equaling the number of vehicles that can be processed during one-half hour, plus ten. These requirements are in excess of what is needed to prevent spillage into roadways and do not recognize that stacking needs differ among car wash types. They also create unnecessary paved areas that contribute to the unsightliness of car wash sites and excessive stormwater run-off.

The Planning Board proposes a significant reduction in the number of required stacking spaces. Each car wash category would have different stacking requirements, that is, full-service car washes would have to provide nineteen spaces per tunnel while self-service car washes would require four spaces for the first tunnel and two spaces for each additional tunnel. Roll-over car washes, which are generally only found as a use in combination with a service station would have to provide a minimum of nine spaces per tunnel.

Also proposed are standards that would improve the appearance of car wash sites and provide better protection for residential properties. These added provisions would require landscaping along the perimeter as well as fences or walls in combination with landscaping for car washes that are located next to homes.

As discussed above, when the District regulations were initially drafted, the intent was to eventually require district designation for other land uses. Revisions to Section 419 led the Planning Board to consider a district requirement for principal use car washes. Existing regulations permit car washes in B.L., B.M., B.R. and M.L. zones by special exception. Like service stations, car washes warrant close examination regarding the appropriateness of a site. Because of potential noise and traffic generation communities frequently object to locating car wash operations in proximity to residential uses. Subjecting car washes to a district requirement would enable communities as well as the car wash industry to determine early in the development process whether that type of use may be developed at a specific site.

As proposed, freestanding full-service and self-service car washes, like those "in combination with" a fuel service station, would require Automotive Services ("A.S.") district designation and would be permitted by special exception in B.L., B.M., and B.R. zones. In the industrial zones car washes would be permitted by right in a planned industrial park and by special exception on individual sites in M.L.R., M.L. and M.H. zones with I.M. district.

Stacking requirements, performance standards and the idea of requiring district designation were discussed with several representatives of different car wash types. The industry representatives were in full support of the proposed amendments.

COMMENTS FROM PLANNING BOARD PUBLIC HEARING

On May 20, the Planning Board held a public hearing on the report concerning service stations and car washes. No comments were made regarding car wash operations. Letters were received within the comment period following the public hearing about a particular service station. These letters were forwarded to ZADM as the problem is a violation of existing regulations, new legislation would not effect this service station.

Several spokesmen for oil companies expressed their general support for the report, but suggested the following changes:

1. One speaker mentioned that his client would prefer to have no district requirement for a service station. Divorcing service stations from the district requirement had been seriously considered during report preparations. However, it became apparent that in some cases Business zoning had been applied with the express intent of not permitting service stations. Eliminating the district requirement, which would have made service stations permissible on such sites, would have been contrary to the goal of the zoning map changes.

2. The suggestion was made to delete the phrase "market data" from the language of Subsection 405.3. (page 9). That paragraph requires proof of need in cases where one or more abandoned service stations exist in the vicinity of a proposed site. Unless refuted by "market data", the Zoning Commissioner can decline granting a special exception. The Planning Board considers "market data" an appropriate term for describing the type of information necessary to prove that the proposed use is needed.

3. Subsection 405.4.C.1.e., (p. 12) grants the Zoning Commissioner discretionary power to change the building or site plan design. The intent of that provision is to ensure optimal compatibility with surrounding buildings or to promote the attractiveness of the site. A comment was made that the Zoning Commissioner's discretion should be limited or the paragraph deleted. The Planning Board considers the provision, which is currently part of the BCZR, important especially where abutting residential properties are involved.

4. Another comment was with regard to a technical change that concerns the term "gross square feet", as corrected in Section 405.A.D.2 (page 14).

5. The speakers were concerned about the proposal to delete "restaurant" as a use in combination with a service station. This is a use which is currently permitted but which staff of the Office of Planning and Zoning recommended deleting because there has been no development of restaurants in conjunction with a service station in the County. However, recent trends in the industry show that service stations are adding fast food restaurants (often drive-through only) in other parts of the country. The Planning Board supports a restaurant in combination with a service station provided it is permitted by special exception and has an additional site area of six times the gross square footage of the restaurant available, as is currently required.

6. The final comment concerned a provision which exempts existing structures on sites that are being expanded from meeting the newly proposed setback requirements. The speaker considered the provision vague and was concerned that the exemption would not apply to fuel dispensers and other ancillary structures. The Planning Board is proposing language that would consider all structures which had been approved prior to passage of this Bill to be in compliance.

RECOMMENDATION

The Baltimore County Zoning Regulations, 1955, as amended should be further amended. {Brackets} means text to be deleted, **bold** means text to be added. For Section 405, substantial deletions of existing text are not shown. Please see Section 405 of the BCZR to review this text.

NEW SECTION 405

{AUTOMOTIVE} FUEL SERVICE STATIONS

405.1--Statement of Legislative Findings and Policy.

A. Bill 40-1967 enacted six commercial districts (C.N.S., C.C.C., C.T., C.S.A., C.S.-1 and C.S.-2) and one industrial district (I.M.). One of the main purposes of the new commercial districts was to control the location of service stations and the uses associated with them. In 1975 the C.R. district was added to govern service stations and other commercial uses in rural areas.

B. While the C.T., the C.C.C., the C.R. and the I.M. district have special use and bulk regulations which make each one unique, the remaining districts (C.N.S., C.S.A., C.S-1 and C.S-2) do not include provisions which make them distinct. As a consequence, the C.S.A., C.N.S., C.S.-1 and C.S.-2 district are consolidated into the Automotive Services (A.S.) district.

C. The design and operation of service stations has changed significantly and the provisions set forth in Bill 40 no longer reflect contemporary business practices. Due to the rise of self-service stations, the number of businesses that "service" motor-vehicles by providing repair facilities has been steadily declining, while the number of stations with convenience stores or car wash operations has been increasing. To better reflect the evolving role of this use, the name of Automotive Service Station is being changed to Fuel Service Station and regulations which govern the permitted ancillary uses are being amended to reflect contemporary business practices and to facilitate the upgrading of existing stations.

D. It is the intent of this Section to permit fuel service stations in accordance with the goals of the Master Plan and duly adopted Community Plans by requiring performance standards that will regulate their location and appearance as well as the additional uses which may be developed at such sites.

405.2--Locations in which fuel service stations are permitted.

A. A fuel service station is permitted by right subject to Subsection 405.4, provided that no part of the lot is within 100 feet of a residentially zoned property and is integrated with and located:

1. In a planned shopping center of which at least 20 percent has been constructed at the time the building permit for the fuel service station is issued, but not to exceed one station for each 60,000 square feet of gross floor area of the planned shopping center; or

2. In an approved planned industrial park of a minimum net area of 50 acres, but not to exceed one for each 50 acres of net area; or

3. In a planned drive-in cluster.

B. Fuel service stations on individual sites which do not comply with the requirements of Paragraph 405.2.A are permitted by special exception as provided below and subject to Subsections 405.3 and 405.4.

1. Within the Urban Rural Demarcation Line (URDL), in C.C.C., A.S. or I.M. districts, provided no part of the lot is in an M.R. zone.

2. Outside the URDL with C.R. District designation only in B.L., B.M. or B.R. zones subject to Section 259.3.B.2.

405.3--In addition to the findings required under Subsection 502.1, the Zoning Commissioner, prior to granting any special exception for a fuel service station, shall consider the presence of abandoned fuel service stations in the vicinity of the proposed site. A finding by the Zoning Commissioner of the presence of one abandoned fuel service station, as defined in Section 405.7, within a one-half mile radius, or two such stations within a one mile radius of the proposed fuel service station establishes that there is no need for the proposed use, unless rebutted to the Zoning Commissioner's satisfaction by market data.

405.4--Standards

A. Site Development

1. Site Dimensions.

The area of any fuel service station site shall be no less than 15,000 square feet or 1,500 times the number of fuel service spaces (as defined in Section 101), whichever is greater. If any use permitted under Section 405.4.D. or 405.4.E. is added to the fuel service station, the area of the site shall be increased in accordance with the provisions of those paragraphs.

2. Setbacks:

a. No main structure of a service station shall be set back less than 35 feet from any street right-of-way; no fuel pump shall be set back less than 25 feet from any street right-of-way; no canopy shall be set back less than 15 feet from any street right-of-way.

b. Except at the required access driveways, a landscape transition area shall be provided along the entire perimeter of fuel service stations. Such area shall have a minimum width of 10 feet where the fuel service station abuts a public right-of-way, and six feet in all side and rear yards abutting non-residentially zoned land, except that service stations located within 50 feet of any residentially zoned property (other than a residential zone line in a public right-of-way), shall provide a buffer measuring no less than 15 feet from that property line.

c. The landscape transition area shall be vegetated and screened in accordance with the Landscape Manual requirements for automotive uses.

d. Other setbacks shall be as required by these Regulations.

3. Access, Internal Circulation and Vehicle Reservoir Capacity.

a. The number and location of access driveways shall be determined by the Hearing Officer or Zoning Commissioner based upon the recommendations of the Director of Public Works and the Office of Planning and Zoning.

b. All internal paved areas of a fuel service station site used for parking, driveway, aisles and stacking purposes shall comply with Section 409 and shall be laid out to preclude vehicles waiting on the street or blocking the right-of-way before gaining entrance.

c. In addition to the fuel service space, at least one stacking space shall be provided per:

1. pump island side, at pump islands that contain multi-product dispensers (MPD) and where a bypass lane serves each MPD;

2. MPD in cases where there is no bypass lane or where a convenience store is located on the same lot; or

3. pump, if the pump dispenses a single fuel type.

d. Parking spaces on the site of any fuel service station shall be provided as follows:

1. One space per employee on the largest shift; and

2. Three spaces per 1,000 square feet of gross floor area for a convenience store up to 1,500 square feet. (Convenience stores larger than 1,500 square feet shall be subject to the parking requirements for retail uses in accordance with Section 409 including the first 1,500 square feet); and

3. Three spaces per service bay, not counting service spaces in the bays; and

4. One space per self-service air or vacuum cleaner unit; and

5. One space per Automatic Teller Machine.

B. All fuel service stations shall provide a restroom facility, water and compressed air for customers.

C. Appearance

1. General Design

a. Any structure on the site that is converted to an ancillary use or to a use in combination with a fuel service station, must be upgraded to create a unifying architectural theme with other structures on the site.

b. The rear and sides of buildings on lots abutting residentially zoned properties shall be finished with materials that in texture and color resemble the front of the building. The type of facade treatment shall be indicated on the site plan or an accompanying elevation drawing and is subject to review by the Director of the Office of Planning and Zoning.

c. Except for the temporary outdoor sale of items permitted under Section 230.9, the outside display of merchandise shall be permitted only under the canopy, or if there is no canopy, on or between the pump island or in an area immediately adjacent to the cashier's kiosk. Such goods may not block access drives, stacking spaces or interfere with the site's circulation pattern.

d. If the fuel service station is located within 50 feet of a residentially zoned property, lighting standards on site shall not exceed a height of 18 feet and shall be directed away from any residentially zoned properties.

e. To increase compatibility with surrounding buildings or to enhance the attractiveness of the site of fuel service stations for which a special exception is required, the Zoning Commissioner, may specify additional requirements including:

1. Changes in building or site plan design;

2. Restrictions on hours of operations;

3. Other requirements deemed necessary for compliance with this subsection.

2. Signs. Portable "A" or "sandwich board" type signs are prohibited. In all other respects, the regulations of Section 413 shall apply.

3. Maintenance. At all times the premises shall be maintained in a clean and orderly condition. All landscaped areas shall be irrigated as needed and dead plants replaced. The responsibility for compliance with these provisions shall lie with all parties that individually or collectively have a lease or ownership interest in the fuel service station.

D. Ancillary Uses.

The uses listed below, only, are permitted by right in conjunction with any fuel service station. The minimum area of the site as determined under Subparagraph 405.4.A.1 shall be increased for each ancillary use, by at least the number of square feet indicated below, which includes land for required parking and stacking spaces.

1. Minor vehicle repair or diagnostic services to vehicles except those which are unlicensed or which have a State Motor Vehicle Administration transporter or dealer license. Additional site area of 1,300 feet per service bay.

   a. Type of service and repairs include but are not limited to the sale and installation of mufflers, small auto parts and accessories and shall remain accessory to the fuel service station operation.

   b. All service and repairs shall take place within completely enclosed buildings.

   c. The combined area for sales, display and customer waiting room shall not exceed 500 square feet.

   d. Storage of tow trucks, damaged or disabled vehicles or parts is subject to Section 405.A.

2. Convenience store with a sales area of up to 1,500 square feet inclusive of accessory storage. An additional site area of four times the square footage of the convenience store's sales area must be provided.

3. Automatic Teller Machines, but no drive-through facilities. Additional site area of 1,000 square feet for each device.

4. Self-service vacuum stations. All such stations shall be located at least 30 feet from a residentially zoned property. No additional site area required.

5. Temporary outdoor sale of Christmas trees, firewood, cut flowers or live plants as limited by section 230.9. No additional site area required.

6. The sale of cigarettes, candy, drinks, snacks and similar items from vending machines or the cashier's kiosk. No additional site area required if vending machines do not exceed a total of five machines, otherwise the area shall be considered a convenience store.

7. The retail sale of automotive service items such as motor oil, antifreeze or allied products. No additional site area required.

E. Uses in Combination with Fuel Service Stations. The minimum area of the site as determined by Subparagraph 405.4.A.1. shall be increased for each use in combination with a fuel service station by at least the number of square feet indicated below.

Type of Use	Integral Planned Development	Individual Site
1. Convenience store with a sales area larger than 1,500 square feet inclusive of accessory storage. Additional site area of four times the square footage of the convenience store's sales area.	SE	SE
2. Roll-Over Car Wash. No specific additional site area required provided the stacking, parking and buffer requirements of Section 419 are met.	P	SE
3. Full Service Car Wash. No specific additional site area required provided the stacking, parking and buffer requirements of Section 419 are met.	SE	SE
4. Service Garages providing services other than those listed in Section 405.4.D. subject to the provisions of Section 405.4.C.a. through e.	SE	SE
5. Automobile rental, with a maximum stock of 12 cars. Additional site area of 4,000 square feet.	SE	SE

Type of Use	Integral Planned Development	Individual Site
6. Trailer rental, for trailers not exceeding 3/4-ton chassis weight, with a maximum stock of 20 trailers. Additional site area of 5,000 square feet.	SE	SE
7. Light-truck rental, including rental of trucks equipped with campers, for trucks not exceeding 1-1/2 ton capacity, with a maximum stock of 8 trucks. Additional site area of 4,000 square feet.	SE	SE
8. Parking of not more than six school busses. Additional site area of 2,600 square feet.	SE	SE
9. Self Service Car Washes. No additional site area required provided the stacking, parking and buffer requirements of Section 419 are met.	SE	Not permitted
10. Restaurant. Additional site area of six times the gross square footage of the restaurant must be provided.	SE	SE

SE: special exception P: permitted by right

405.{7} 5--Plan Approvals

A. Conversion of any conforming fuel service station building to another use, permitted in the basic zone {and/} or district in which the site is located, shall require approval of the overall plan of the entire site by the Directors of Planning and Zoning, Public Works, and Zoning Administration and Development Management.

B. For all service station sites requiring a special exception, any amended plan shall constitute a new plan and be subject to the same requirements of these regulations.

405.{8} 6--Fuel Service Stations existing {on December 31, 1967} before [date of passage of this bill].

A. Expansion, Reconstruction or Addition of Uses

1. Any fuel service station which legally existed by right or by special exception on [date of passage of this bill] may be expanded or reconstructed and any ancillary use listed in paragraph 405.4.D. may be added, provided the project is confined to the limits of the site as it existed on [the date of the passage of Bill] and:

a. conforms with a plan for the entire site as reviewed by the Directors of Planning and Zoning, Public Works and Zoning Administration and Development Management; and

b. is located in a B.L., B.R., B.M., M.L., M.H. Zone or a PUD; and

c. meets the requirements set forth in paragraph 405.4 or, in the judgement of the Director of Zoning Administration and Development Management would be done in such a manner that the station would be improved to be more in keeping with the purposes of Subsection 405.4; and

d. in cases where a provision of Bill _____ conflicts with the terms or conditions of a prior special exception, the project may be subject to special hearing at the discretion of the Director of Zoning Administration and Development Management.

2. After a public hearing, the Zoning Commissioner may authorize expansion of the station beyond the confines of the site, subject to the provisions of 405.6.A.1 above.

3. Any of the "uses in combination with" fuel service stations listed in paragraph 405.4.E may be added to any such station, provided a special exception is granted and the provisions of Subsection 405.4 are met.

4. {The location of existing buildings or structures on the site shall not be required to be modified to meet the requirements of Section 405.4.} Any structure or expansion of the use that is shown on a plan approved prior to [date of passage of this bill] shall be considered as being in compliance with Section 405.4.A.2.a.

{D.} B. {Service stations not in compliance with the main tenance regulations of Subparagraph 405.4.B.3, shall comply therewith within three months of the adoption of this provision; service stations not in compliance with the screening and landscaping regulations of this section shall comply within six months; however,} **Portable "A" or "sandwich board" signs shall be removed within three months of the adoption of this provision.**

405.{6} **7** Abandoned **Fuel** Service Stations.

A. {In general} **Finding:** The County Council {of Baltimore County} recognizes that at times the public need for {automotive} **fuel** service stations at particular locations ceases {to exist} and, {as a result} those stations become abandoned. **An abandoned fuel service station is one which, intentionally, is not in actual and continuous operation as defined in Subsection 405.7.B.** The County Council further recognizes that an abandoned **fuel** service station which is left to deteriorate can become a threat to the health, safety and welfare of the community, can have a blighting influence on surrounding properties and can cause a deterioration of the use, value and enjoyment of property in the immediate neighborhood.

B. Notice of {Abandonment-} Presumption of Abandonment. Whenever the owner **or agent** of any **fuel** service station has ceased or terminated the use of the premises as a **fuel** service station, {he} **the owner or agent** shall notify the {zoning commissioner} **Director of Zoning Administration and Development Management,** within thirty (30) days after the termination. Notwithstanding the failure of the owner to so notify the {zoning commissioner} **Director, any fuel** service station which has not been in actual and continuous operation as a station for a period of twelve consecutive months shall be presumed to be abandoned and **the right to resume** the use is **thereby** terminated. For purposes of this subsection, "continuous operation" shall mean operation as {automotive} **fuel** service station at least eight hours per day, five days per week.

C. Termination of Special Exception. Any special exception for the operation of a **fuel** service station shall become void upon notice of abandonment by the owner or upon proof of abandonment after notice and hearing pursuant to Section 500.7 of the zoning regulations {by the zoning commissioner}. Any special exception for a **fuel** service station {which has been converted to another use} shall terminate {as of} **at the time of the conversion to another use.**

D. The premises (including landscaping) of any **fuel** service station which is not in continuous operation or which is abandoned shall be continuously maintained in the same manner as is required under these regulations for operating **fuel** service stations.

E. Proceedings to Require Removal.

1. Whenever it shall be determined by the {zoning commissioner} **Director of Zoning Administration and Development Management** that a {automotive} **fuel** service station has not been in continuous operation and that the premises have not been continuously maintained, the {zoning commissioner} **Director** shall issue a notice to the owner or {operator} **agent** to repair, correct, or take other appropriate action to remedy the specific deficiencies enumerated in the notice. {and}

2. If the deficiencies have not been corrected within a period of 90 days following the date of the notice, **the Director of Zoning Administration and Development Management shall refer the matter to the Zoning Commissioner for** {proceed with a} hearing, **pursuant to Section 500.7,** to require removal.

3. If, after notice and hearing pursuant to Section 500.7 of the zoning regulations, it is determined that a **fuel** service station has not been in continuous operation and not continuously maintained and corrected according to prior notice, and if it is further found that by reason of the continued vacancy, the structure and grounds result in lack of reasonable or adequate maintenance thereby causing deterioration and blighting influence on nearby properties and thereby depreciating the enjoyment, use or value of the property in the immediate vicinity to such an extent that it is harmful to the public health, welfare, safety, comfort or convenience of the neighborhood in which the station is situated, the Zoning Commissioner shall order the station's removal. For purposes of this subsection, removal shall mean the removal by the owner of all above ground structures, including paving, and removal or abandonment in place of underground tanks **in compliance with the provisions of COMAR 26.10.10.02 and Section 14-300 (b) of the County Code.**

405.8 **Conversions of Abandoned Stations.** {It is} One of the purposes of this subsection is to promote the conversion of vacated fuel service stations to other uses; therefore, if a fuel service station has been abandoned as such, but is converted to another use, no fuel service station structure, equipment, or appurtenances necessary or appropriate to the new use need be removed.

419.1--Roll-Over, Full-Service and Self-Service Car Washes as defined in Section 101, are permitted by special exception in the following districts: C.R. (provided no part of the lot is in R.C. 5), C.C.C., A.S. or I.M. (provided no part of the site is in M.R.). Car washes are also permitted as a use in combination with a service station subject to the provisions of Section 405.

419.2--A site plan shall be submitted showing the location of the car wash and zone classification of adjacent properties, the location {means} of ingress and egress, the manufacturer's rated hourly production capacity of the equipment to be installed, if available, or other evidence of the capacity of the equipment, the proposed {waiting line capacity} stacking spaces as required by Section 419.2 below, the proposed landscape and buffer treatment, and such other information as may be required by the reviewing agencies { Office of Planning and Zoning}. All site plans shall be subject to review by the Directors of the Department of Public Works, Office of Planning and Zoning, and Zoning Administration and Development Management who shall provide written comments to the approval authority.

419.4--{The lot on which the car wash is to be located shall be sufficient to provide on-site waiting line storage for a total number of vehicles equal to the number capable of being processed during one-half hour, plus ten additional vehicles; where the equipment used is of an assembly line nature with labor supplied by the car wash operator, there shall be a minimum of 40 on-site storage spaces} All internal paved areas of a car wash site used for stacking, parking and driveway purposes shall comply with Section 409.1 and shall be laid out to allow automobile circulation in a manner that precludes vehicles from waiting on the street or blocking the right-of way before gaining entrance.

A. All stacking spaces for car washes shall be single-file at the entrance of the tunnel. The space for the car being washed shall not be counted as a stacking space. A minimum of the following stacking spaces shall be provided:

   1. Nine per roll-over car wash tunnel;

   2. Nineteen per full-service car wash tunnel;

   3. Four spaces for the first tunnel of a self-service car wash, and two waiting spaces for each additional tunnel.

B. All parking spaces shall be located to avoid conflict with on-site circulation patterns. The following minimum number of parking spaces shall be provided:

   1. To dry vehicles, two for each tunnel of a roll-over or a self-service car wash and six for each tunnel of a full-service car wash; and

419.4 (continued)

2. One per vacuum cleaner unit; and

3. Two additional spaces at a roll-over car wash; or

4. Four additional spaces at a full-service car wash.

419.3--{The site plan must be approved by the Traffic Engineer of Baltimore County, the Department of Public Works, and the Office of Planning and Zoning of Baltimore County.} Notwithstanding the provisions of the zone in which the car wash is located, all facilities are subject to the following requirements:

A. Locational standards

1. Roll-Over and Full-Service car wash buildings shall be set back at least 50 feet from the lot line of any residentially used or zoned property. Except for the landscape buffers, no part of a Self-Service Car Wash shall be within 100 feet of a residentially used or zoned property.

2. The tunnel exit of car wash facilities shall be set back at least 50 feet from the nearest exit drive.

B. General Design

1. No tunnel entrance or exit of a car wash operation shall face an adjacent residentially used or zoned property not including those across a street;

2. The rear and sides of buildings facing residentially used or zoned properties shall be finished with materials that in texture and color resemble the front of the building. The type of facade treatment shall be indicated on the site plan and shall be subject to review by the Director of the Office of Planning and Zoning, who shall provide written comments to the approval authority.

3. Except for the required access drives, a landscaped transition area shall be provided along the perimeter of all car wash operations. Such area shall have a minimum width of 10 feet where the car wash fronts a public right-of-way, and six feet in all side and rear yards abutting non-residentially zoned land. Car wash operations located within 50 feet of any residentially zoned or used property (other than a residential zone line in a public right-of-way), shall provide a buffer that measures no less than 15 feet from that property line.

4. The landscape transition area shall be planted and screened in accordance with the Landscape Manual requirements for automotive uses.

419.3.B (continued)

5. **To increase compatibility with surrounding buildings or to enhance the attractiveness of the site, the Zoning Commissioner may require changes in building or site plan design or hours of operation for car washes for which a special exception is required.**

{419.3--The site plan must be approved by the Traffic Engineer of Baltimore County, the Department of Public Works, and the Office of Planning and Zoning of Baltimore County.}

419.4.--The regulations contained in this Section 419 entitled "Car Wash" shall not apply to car washes **legally** existing {on the effective date thereof} **before [date of passage of this bill].**

LANDSCAPE MANUAL AMENDMENTS

1. On page 5 of the Baltimore County Landscape Manual, add the following paragraph to Section III.-- Definitions:

   Screening, Class "C"--One planting unit per 10 linear feet of the area to be buffered. Minimum height of screen at installation shall be 35 inches for shrubs and seven feet for trees.

   In addition to the required plantings, a six foot high berm, or masonry, wood-on-wood fence or sound barrier wall may be required. Such berm, fence or wall shall be set back at least five feet from the property line. A planting strip between such berm or fence and the property line may be required.

   Automotive Uses: The term "automotive use" includes fuel service stations and car wash operations.

2. On page 44 of the Baltimore County Landscape Manual, add the following paragraph to Section IX.C.--Landscape Standards for Commercial, Office (including RO Zones), Industrial, High Rise Residential (including RAE 1 and 2) and Public Development:

   (5) Except for the required access drives, a planting area is required along the perimeter of an automotive use. Setbacks shall be in compliance with the underlying zone or the special regulations of the use. Landscaping along the public right-of-way shall comply with Class "B" screening requirements. All side and rear yards abutting commercially or industrially zoned land shall be vegetated at the rate of one planting unit per 10 feet. A property line that abuts or is within 50 feet of a residentially zoned or used property shall be landscaped in accordance with Class "C" screening requirements.

SUPPLEMENTAL AMENDMENTS

1. In Section 101 Definitions, amend:

   {Automotive} **Fuel** Service Station **(formerly known as Automotive Service Station)**: A structure or land used or intended to be used {primarily} for the retail sale of automotive fuel, but not a truck stop. **For the purpose of these Regulations, any establishment which sells auto fuel retail shall be considered a fuel service station, unless it is classified as a truck stop or trucking facility.**

   Car Wash: An area of land and/or a structure with machine or hand-operated facilities used {principally} for the cleaning, washing, polishing, or waxing of motor vehicles **as a principal or accessory use.**

2. In Section 101, add the following definitions:

   Car Wash, Roll-Over: A car wash where exterior-only cleaning, washing or waxing services are provided on a roll-over basis with the vehicle in a stationary position during the servicing.

   Car Wash, Full-Service: A car wash providing automated exterior washing or waxing services, or which provides cleaning, washing, waxing, drying or interior cleaning by hand. For the purpose of these Regulations, a facility which provides complete interior and exterior detail cleaning that takes more than approximately two hours per car shall not be considered a full-service car wash.

   Car Wash, Self-Service: A car wash where equipment or facilities are provided for the self-service cleaning and washing of motor vehicles.

3. In Section 101, delete the definitions of Commercial Motorway Class I and Class II and which read as follows:

   {<u>Commercial Motorway, Class I</u>: A motorway, or portion thereof of at least one mile in length, with at least 70% of all frontage thereon (the sum of the lengths of both sides), excluding land publicly owned for highway right-of-way purposes, zoned as B.L., B.M., B.R., and/or M.L., and designated as a Class I commercial motorway under ordinance of the county council. No portion of a motorway shall be considered as a Class I commercial motorway unless such portion is bounded at its ends by intersections with freeways, expressways, arterial streets, town-center boundaries, political-subdivision boundaries, the urban-rural demarcation line, or major streams or rivers.}

{Commercial Motorway, Class II: Same as Class I commercial motorway in all respects except that less than 70% of the frontage considered, but at least 20% of such frontage, is zoned B.L., B.M., B.R., and/or M.L., and except that it is designated as Class II commercial motorway under ordinance of the county council.}

4. In Section 101.1.B.2--Districts, amend:

A.S. District	**Automotive Services**
C.R. District	Commercial, rural
{C.N.S. District	Commercial, neighborhood shopping}
C.C.C. District	Commercial, community core
C.T. District	Commercial, town-center core
{C.S.A. District	Commercial, supporting area
C.S.-1 District	Commercial, strip
C.S.-2 District	Commercial, strip}
I.M. District	Industrial, major

5. Create a new Sub-section:

100.3.B--The district as created in Section 101.1.B.2., change the present district designations as follows:

C.N.S. District to A.S. District
C.S.A. District to A.S. District
C.S.-1 District to A.S. District
C.S.-2 District to A.S. District

6. In Section 1B01--Uses permitted in D.R. zones, delete:

{c. automotive-service stations, but only within community garages}

7. In Section 230.9--Uses permitted by right in B.L. zones, add:

Fuel Service Stations in a planned shopping center or drive-in cluster only, subject to Section 405.

8. In Section 248.3.-Uses permitted by right in M.L.R zones, add:

Car Wash in a planned industrial park only, subject to Section 419.

Fuel Service Stations in a planned industrial park only, subject to Section 405.

9. In Section 253.123.C.26.--Auxiliary retail and service uses permitted by right in M.L. zones, add:

7a. Car Wash in a planned industrial park only, subject to Section 419.

17a. Fuel Service Station in a planned industrial park only, subject to Section 405.

10. In Section 253.1.C.--Auxiliary retail or service uses permitted by right in an I.M. District, delete the requirement for access to a Class I Commercial Motorway.

253.1.C. The following auxiliary retail or service uses or semi-industrial uses, provided that any such use is located in a planned industrial park at least 25 acres in net area or in an I.M. district {in neither case with any direct access to an arterial street other than a Class I Commercial Motorway}:

11. In Section 253.2.B, Auxiliary retail or service uses permitted by special exception in an I.M. District, delete the requirement for access to a Class I Commercial Motorway.

253.2.B. The following auxiliary service uses, provided that any such use shall be located in a planned industrial park at least 25 acres in net area or in an I.M. district, {in neither case with any direct access to an arterial street other than a Class I Commercial Motorway, and,} provided, further, that it is shown that any such use will serve primarily {in} the industrial uses and related activities in the surrounding industrial area.....

12. In Section 256.1. Uses permitted by right in M.H. zones, add:

Car Wash in a planned industrial park only, subject to Section 419.

Fuel Service Station, in a planned industrial park only, subject to Section 405.

13. In Section 259.2, delete paragraphs B (C.N.S. District), E (CSA District), F (C.S-1 District) and G (C.S-2 District).

[B. C.N.S. District--Commercial, Neighborhood Shopping. C.N.S. districts may be applied only to certain existing or proposed centers of business activity which are on land zoned B.L., B.M., B.R., and/or M.L., any one of which centers must be intended to: include at least one supermarket or grocery store; have less than 15 retail stores in total;

have no department store, junior department store, nor, ordinarily, variety (dime) store; and serve a resident neighborhood population of approximately 10,000 persons or less. A planned shopping center having such characteristics may lie wholly or partially within a C.N.S. district.]

[E. C.S.A. District--Commercial, Supporting Area. C.S.A. Districts may be applied only to areas which: are contiguous with C.C.C. or C.T. districts; are service commercial areas for community or town-center commercial cores; overlie the basic zones of B.L., B.M., B.R., and/or M.L.; and are individually limited as follows:

1. not extending more than 500 feet outward from a C.C.C. district boundary;

2. not extending more than 750 feet outward from a C.T. district boundary.]

[F. C.S-1 District--Commercial, Strip. C.S.-1 districts must be applied only to certain strips of land which are zoned B.L., B.M., B.R., and/or M.L., on both sides of the street, any one of which strips may be at least 1500 feet in length, front on a Class I commercial motorway, and not be greater than 250 feet in depth from either side of the right of way, and on which roadside commercial usage has so developed that traffic flow has become impeded to the extent that application of highly restrictive site-accessibility standards would serve no useful purpose.]

[G. C.S-2 District--Commercial, Strip. C.S-2 districts may be applied only to certain strips of land which are zoned B.L., B.M., B.R., and/or M.L., on both sides of the street, any one of which strips must be at least 1500 feet but not more than 7500 feet in length, must front on a Class II commercial motorway and not be greater than 250 feet in depth from either side of the right of way, and on which roadside commercial usage has not developed to an extent precluding the usefulness of restrictive site-accessibility standards.]

14. In Section 259.2, add a new Paragraph B as follows:

A.S. - Automotive Services District. The A.S. district may be applied within the Urban Rural Demarcation Line (URDL) to certain parcels of land zoned B.L, B.M., or B.R., which are appropriate for uses dominated by the parking and servicing of automobiles or characterized by frequent parking turnover, such as fuel service stations and car wash operations. Any land heretofore classified as C.N.S., C.S.A., C.S-1 or C.S-2 on the date of adoption of Bill _____ shall hereby be classified an A.S. district.

15. Amend Subsection 259.3.B.2--Special Regulations for C.R. districts:

Any use permitted (by right or by special exception) within the C.R. district but which is not permitted in the underlying zone and which meets the bulk regulations of Paragraph 1 of 259.3C is permitted by special exception **except that service stations and car wash operations are only permitted in a C.R. district with B.L., B.M., or B.R. as a base zone.**

16. In Section 402D.2 and 402E.2--Conversion of Dwellings, amend as follows a re-letter the subsequent paragraphs:

402D.2--The converted dwelling shall be:

[A. Situated on a lot with frontage on a Class I commercial motorway; or

B. Situated on a lot with frontage on a Class II commercial motorway; or]

A. Situated on a lot with frontage on a principal arterial.

17. In Section 502.3, delete the third paragraph, which would be included in Section 405:

[Anyone having a Special Exception for an automotive service station shall have such exception automatically extended for a period of five (5) years after said property is designated a district in accordance with the automotive service stations regulations of Baltimore County. [Bill No. 85, 1967.]]

ATTACHMENT 1

Table 1

EXISTING REGULATIONS
PERMITTED LOCATIONS FOR "AUTOMOTIVE SERVICE STATIONS"

BUSINESS ZONES (BL, BM, BR)

	"Planned Shopping Center*"	Individual Site
Business Zones (without any District)	R	X
Business Zones with CR, CCC CNS, CS-1, CS-2 District**	R	SE
Business Zone with CSA District	R	R
Business Zone with CT District	SE	X

INDUSTRIAL ZONES

	(Min. 50 Acre) "Planned Industrial Park"	Individual Site
MR	X	X
MLR, ML, MH (without District)	R	X
BR, BM, MLR, ML, MH with IM District***	R	SE

* Also permitted in a parking garage, see p. 2 of report

** CS-1 and CS-2 require Commercial Motorway designation

*** Access to Commercial Motorway required

X - not permitted
R - permitted by right
SE - permitted by special exception

Table 2

PROPOSED REGULATIONS
PERMITTED LOCATIONS FOR "FUEL SERVICE STATIONS"

BUSINESS ZONES (BL, BM, BR)

	"Planned Shopping Center"	Individual Site
Business Zones (without any District)	R	X
Business Zones with CR, CCC, AS* District	R	SE
Business Zone with CT District	R	X

INDUSTRIAL ZONES

	(Min. 50 Acre) "Planned Industrial Park"	Individual Site
MR	X	X
MLR, ML, MH	R	X
BR, BM, MLR, ML, MH with IM District**	R	SE

* New district consolidating CSA, CNS, CS-1 and CS-2 and eliminating Commercial Motorway requirement.

** Commercial Motorway requirement would be eliminated.

X - not permitted
R - permitted by right
SE - permitted by special exception

Table 3

EXISTING REGULATIONS
CONVENIENCE STORE AND CAR WASH AT SERVICE STATIONS

BUSINESS ZONES (BL, BR, BM)

	"Planned Shopping Center"	Individual Service Station Site (with CR, CCC, CSA CNS, CS-1, CS-2 District)	
		Conforming	Legal Non-Conforming
Convenience Store Up to 5,000 sq. ft.	X	SE	X
Car Wash Any Type	X	SE	X

INDUSTRIAL ZONES (MLR, ML, MH)

	"Planned Industrial Park"	Individual Service Station Site (with IM District)*	
		Conforming	Legal Non-Conforming
Convenience Store Up to 5,000 sq. ft.	X	SE	X
Car Wash Any type	X	SE	X

* - IM district may be overlayed on BM or BR in addition to MH, ML, MLR and MR

X - not permitted

SE - permitted by special exception

Table 4

PROPOSED REGULATIONS
CONVENIENCE STORE AND CAR WASH AT SERVICE STATIONS

BUSINESS ZONES (BL, BR, BM)

	"Planned Shopping Center"	Individual Service Station Site (with CR, CCC, AS* District)
	Conforming and Legal ** Non-Conforming	Conforming and Legal ** Non-Conforming
Convenience Store		
< 1,500 sq. ft.	R	R
> 1,500 sq. ft.	SE	SE
Car Wash		
Roll-Over	R	SE
Full Service	SE	SE
Self Service	SE	X

INDUSTRIAL ZONES (MLR, ML, MH)

	Industrial Park	Individual Site with IM District**
	Conforming and Legal ** Non-Conforming	Conforming and Legal *** Non-Conforming
Convenience Store		
< 1,500 sq. ft.	R	R
> 1,500 sq. ft.	SE	SE
Car Wash		
Roll-Over	R	R
Full Service	R	SE
Self Service	R	SE

* New district consolidating CSA, CNS, CS-1 and CS-2 and eliminating Commercial Motorway requirement.

** IM district may be overlayed on BM or BR in addition to MH, ML, MLR and MR.

*** Hearing may be required to establish legal non-conforming status and will be required if expansion will be beyond site limits.

X - not permitted
R - permitted by right
SE - permitted by special exception

ATTACHMENT 2

ADVISORY GROUP - SERVICE STATIONS

REVISION OF SECTION 405 (AUTOMOTIVE SERVICE STATIONS) AND SECTION 259 (DISTRICTS)

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COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND

LEGISLATIVE SESSION 1994, LEGISLATIVE DAY NO. 14

BILL NO. 127-94

Cont. + P.C. Exh #6

MR. WILLIAM A. HOWARD, IV, COUNCILMAN

BY THE COUNTY COUNCIL, JULY 5, 1994

A BILL

ENTITLED

AN ACT concerning

Overlay Districts

FOR the purpose of amending the Baltimore County Code and the Baltimore County Zoning Regulations in order to clarify the role of overlay districts; remov the restriction against multiple layers of districts and generally relating to overlay districts.

BY repealing and re-enacting with amendments,

Section 26-122

Title 26 - Planning, Zoning and Subdivision Control

Baltimore County Code, 1988

Sections 100.1B.1, 100.1C and 259.1

Baltimore County Zoning Regulations, as amended

WHEREAS, the Baltimore County Council has received a final report, dated April 21, 1994, from the Planning Board concerning the subject legislation and hel a public hearing on June 6, 1994, now, therefore,

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter stricken from existing law.
Strike-out indicates matter stricken from bill.
Underlining indicates amendments to bill.

1. SECTION 1. BE IT ENACTED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND
2. that Section 26-122 of Title 26 - Planning, Zoning and Subdivision Control, of the
3. Baltimore County Code, 1988, be and it is hereby repealed and re-enacted, with
4. amendments, to read as follows:
5. Sec. 26-122. Division of county into districts, etc.; uniformity of
6. regulations.
7. For all or any of the purposes referred to in section 26-116 of this Code,
8. the county shall be divided into districts, divisions, or zones of such number,
9. shape, and area as may be deemed best suited to carry out the purposes of this
10. title, and within such districts, divisions, or zones the erection, construction,
11. reconstruction, alteration, repair, and use of buildings, structures, and land may
12. be regulated and restricted. All such regulations shall be uniform for each class
13. or kind of building or structure throughout each district, division, or zone, but
14. the regulations in one (1) district, division, or zone, may differ from those in
15. other districts, divisions, or zones. FOR THE PURPOSES OF THIS TITLE, THE
16. SUPERIMPOSITION OF A DISTRICT ONTO ONE OR MORE ZONES OR OTHER DISTRICTS SHALL HAVE
17. THE SAME EFFECT AND SHALL BE REGARDED AS IF A NEW ZONE HAD BEEN ESTABLISHED
18. ENCOMPASSING THE AREA COVERED BY THE DISTRICT AND GOVERNED BY THE ZONE REGULATIONS
19. EXCEPT AS THOSE MAY BE ENLARGED, MODIFIED OR LIMITED BY THE DISTRICT REGULATIONS.

20. SECTION 2. AND BE IT FURTHER ENACTED, that Sections 100.1B.1, 100.1C and
21. 259.1 of the Baltimore County Zoning Regulations, as amended, be and they are hereby
22. repealed and re-enacted with amendments, to read as follows:
23. Section 100 - Zones and Districts: Boundaries
24. 1B. Districts
25. 1. To further the purposes of zones, districts are intended to
26. provide greater refinement in land-use regulation [for critical areas of development
27. within the County]. Districts are superimposed upon zones.

1. 1C. No zone shall be superimposed upon any other zone, [and no] BUT A
2. district [shall] MAY be superimposed upon [any other] ANOTHER district.
3. Section 259 - Districts
4. 259.1 - General. In any district, the use, height, [and] area AND OTHER
5. regulations applicable in the [zone] UNDERLYING ZONE(S) OR DISTRICT(S) upon which
6. the district is superimposed shall govern except as may [be] specifically [provided
7. otherwise.] BE ENLARGED, MODIFIED OR LIMITED BY THE DISTRICT REGULATIONS IN THIS
8. SECTION. IN THE CASE OF CONFLICT BETWEEN THE PROVISIONS OF AN UNDERLYING ZONE AND
9. OVERLAYING DISTRICT(S), THE MOST RECENTLY ENACTED PROVISION SHALL PREVAIL.

10. SECTION 3. AND BE IT FURTHER ENACTED, that this Act is hereby declared to be
11. an emergency measure affecting the public health, safety or welfare, and having been
12. passed by the affirmative vote of five members of the County Council, the same shall
13. take effect from the date of its enactment.

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND

LEGISLATIVE SESSION 1988, LEGISLATIVE DAY NO. 14

BILL NO. 103-88

MR. C.A. DUTCH RUPPERSBERGER, III, COUNCILMAN

BY THE COUNTY COUNCIL, JULY 5, 1988

A BILL ENTITLED

Cont Echo
C.C. & L #7

AN ACT concerning

Rural Business Zones

FOR the purpose of amending the Baltimore County Zoning Regulations in order to establish a Resource Conservation-Commercial Zone, stating the purpose of the zone and specifying the uses permitted, establishing the Commercial Rural District, providing for the permitted uses therein, and amending the Baltimore County Development Regulations in order to specify the requirements for development of property in an R.C.C. Zone or C.R. District, and generally relating to the establishment of rural business zones in Baltimore County, and providing for the uses permitted therein and the limitations imposed thereon.

BY repealing and re-enacting, with amendments,

Section 100.1.A.2.

Baltimore County Zoning Regulations, as amended

BY adding

Section 1A06

Baltimore County Zoning Regulations, as amended

BY repealing and re-enacting, with amendments,

Section 259.2.A.

Baltimore County Zoning Regulations, as amended

BY adding

Section 259.3

Baltimore County Zoning Regulations, as amended

BY adding

Section 22-104(c)

Title 22 - Planning, Zoning and Subdivision Control

Article IV. Development Regulations of Baltimore County

Baltimore County Code, 1978, 1986 Supplement

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter stricken from existing law.
~~Strike-out~~ indicates matter stricken from bill.
<u>Underlining</u> indicates amendments to bill.

WHEREAS, the Baltimore County Council has received a final report from the Planning Board concerning this subject legislation and has held a public hearing thereon, now, therefore,

SECTION 1. BE IT ENACTED BY THE COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND, that Section 100.1.A.2 of the Baltimore County Zoning Regulations, as amended, be and it is hereby repealed and re-enacted, with amendments, to read as follows:

Article I--General Provisions

Section 100--Zones and Districts: Boundaries.

100.1--Baltimore County is hereby divided into zones and districts in accordance with this subsection.

A. Zones.

2. Zones are classified as follows:

R.C. 2	(Resource Conservation--agriculture)
R.C. 3	(Resource Conservation--deferral of planning and development)
R.C. 4	(Resource Conservation--watershed protection)
R.C. 5	(Resource Conservation--rural-residential)
R.C.C.	(RESOURCE CONSERVATION --COMMERCIAL)
D.R. 1	(Density Residential, 1.0 dwelling unit per acre)
D.R. 2	(Density Residential, 2.0 dwelling units per acre)
D. R. 3.5	(Density Residential, 3.5 dwelling units per acre)
D.R. 5.5	(Density Residential, 5.5 dwelling units per acre)
D.R. 10.5	(Density Residential, 10.5 dwelling units per acre)
D.R. 16	(Density Residential, 16.0 density units per acre)
R.A.E. 1	(Residential, 40.0 density units per acre)
R.A.E. 2	(Residential, 80.0 density units per acre)
R-O	(Residential-Office, 5.5 dwelling units per acre)
O-1	(Office Building)
O-2	(Office Park)
O.T.	(Office and Technology)
B.L.	(Business, Local)
B.M.	(Business, Major)
B.R.	(Business, Roadside)
M.R.	(Manufacturing, Restricted)
M.L.R.	(Manufacturing, Light, Restricted)
M.L.	(Manufacturing, Light)
M.H.	(Manufacturing, Heavy)

SECTION 2. And be it further enacted that Section 1A06 be and it is hereby added to the Baltimore County Zoning Regulations, as amended, to read as follows:

SECTION 1A06 - R.C.C. — RESOURCE CONSERVATION --COMMERCIAL

1A06.1--GENERAL PROVISIONS.

A. LEGISLATIVE STATEMENT OF FINDINGS.

1. DECLARATION OF FINDINGS. IT IS FOUND THAT:

A. THERE IS A DEMAND FOR COMMERCIAL DEVELOPMENT IN THE RURAL AREAS OF BALTIMORE COUNTY TO SERVE THE NEEDS OF RURAL RESIDENTIAL AND AGRICULTURAL COMMUNITIES AS WELL AS TOURISTS; AND

B. THE EXISTING BUSINESS ZONING DESIGNATIONS (B.L., B.M., B.R.) PERMIT USES THAT ARE NOT DESIRABLE IN THE RURAL PARTS OF THE COUNTY AND THE HEIGHT, BULK, FLOOR AREA AND SETBACK REQUIREMENTS OF THESE ZONES PERMIT AN INTENSITY OF DEVELOPMENT THAT IS NOT APPROPRIATE IN SCALE OR APPEARANCE WITH THE CHARACTER OF A RURAL SETTING; AND

C. THE RURAL AREAS LACK THE ROAD, WATER AND SEWERAGE CAPACITY TO HANDLE THE INTENSITY OF DEVELOPMENT PERMITTED BY THE EXISTING BUSINESS ZONES.

2. PURPOSES: THE R.C.C. ZONING CLASSIFICATION IS ESTABLISHED PURSUANT TO THE LEGISLATIVE FINDINGS STATED ABOVE TO:

A. PROVIDE SMALL AREAS OF COMMERCIAL DEVELOPMENT FOR A LIMITED RANGE OF RURAL, RESIDENTIAL AND TOURIST-RELATED NEEDS; ~~THAT WILL MEET THE SHOPPING AND PERSONAL SERVICE NEEDS OF RURAL RESIDENTS AND TOURISTS;~~

B. PERMIT SUCH FACILITIES, BUT ONLY AT AN INTENSITY AND SCALE APPROPRIATE TO RURAL AREAS.

1A06.2--USE REGULATIONS. THE FOLLOWING USES ARE PERMITTED SUBJECT TO THE LIMITATIONS SET FORTH IN SECTION 1A06.3.

A. USES PERMITTED AS OF RIGHT.

1. AGRICULTURALLY RELATED RETAIL, OFFICE AND SERVICES USES:

AGRICULTURAL SUPPLY AND FEED STORE;
AUCTION BUILDING;
FARMERS' CO-OP;
FARMERS' MARKET;
GARDEN CENTER;
VETERINARIAN'S OFFICE;
VETERINARIUM.

2. COMMERCIAL AND SERVICE USES:

RETAIL ESTABLISHMENTS SELLING SUCH ITEMS AS GIFTS, JEWELRY, HARDWARE, DRUGS, GROCERIES, SPORTING EQUIPMENT (EXCEPT BOATS AND VEHICLES), ANTIQUES;
ARTS AND CRAFTS STUDIOS;
BARBER SHOPS, BEAUTY SHOPS AND OTHER PERSONAL SERVICE ESTABLISHMENTS;
BANKS;
~~OFFICES, PROVIDED THAT MEDICAL OFFICES ARE LIMITED TO 25% OF THE TOTAL FLOOR AREA,~~ OFFICES AND MEDICAL OFFICES;
RESTAURANTS AND BARS (EXCEPT DRIVE-IN OR DRIVE-THROUGH FACILITIES);
SMALL APPLIANCE REPAIR.

3. RESIDENTIAL, LODGING AND INSTITUTION USES:

SINGLE-FAMILY DETACHED DWELLINGS;
RESIDENCES ABOVE THE FIRST FLOOR OF COMMERCIAL BUILDINGS;
BED AND BREAKFASTS, TOURISTS HOMES;
EDUCATIONAL AND SOCIAL SERVICE FACILITIES;
CLASS A AND CLASS B CHILD CARE CENTERS.

B. USES PERMITTED BY SPECIAL EXCEPTION:

AGRICULTURAL MACHINERY AND EQUIPMENT REPAIR;
PUBLIC UTILITIES, PUBLIC UTILITY SERVICE CENTERS;
VOLUNTEER FIRE COMPANIES;
~~CONVERSIONS OF EXISTING BUILDINGS WHICH DO NOT CONFORM TO THE BULK REGULATIONS OF 1A06.4.~~

C. ACCESSORY USES OR STRUCTURES. THE FOLLOWING USES, ONLY, ARE PERMITTED AS AN ACCESSORY USE:

1. AGRICULTURAL RELATED USES.
FARMERS' ROADSIDE STANDS;
INTERMITTENT OUTDOOR SALES;
CUT FLOWER OR LIVE PLANTS;
FARMERS' CO-OP ROADSIDE STAND;

FISH, SHELLFISH AND MEAT;
FRUIT AND VEGETABLE.

2. AMUSEMENT DEVICES (SUBJECT TO PROVISIONS OF SECTION 422);
PICNIC GROVES;
SATELLITE RECEIVING DISH (SUBJECT TO PROVISIONS OF SECTION 429).

3. HOME OCCUPATIONS.

4. PARKING TO BE LOCATED TO THE SIDE AND REAR OF THE BUILDING ONLY, BUT NOT IN THE REQUIRED SETBACK AND MUST BE LOCATED WITHIN THE R.C.C. ZONE.

5. SIGNS.

6. OUTSIDE STORAGE OF MATERIAL OR EQUIPMENT.

1A06.3 -- USE LIMITATIONS. ALL OF THE USES IN SECTION 1A06.2 ARE SUBJECT TO THE FOLLOWING LIMITATIONS:

A. THE APPLICANT SHALL PROVE TO THE SATISFACTION OF THE DIRECTOR OF THE DEPARTMENT OF ENVIRONMENTAL PROTECTION AND RESOURCE MANAGEMENT THAT THE LAND CAN SUPPORT THE PROPOSED DEVELOPMENT WITHOUT OVERBURDENING THE REQUIRED PRIVATE SEWERAGE DISPOSAL SYSTEM, THE POTABLE WATER SUPPLY, ENDANGERING THE METROPOLITAN DISTRICT RESERVOIRS OR ~~CREATE~~ CREATING A HEALTH OR ENVIRONMENTAL NUISANCE FOR NEIGHBORING PROPERTIES.

B. OUTSIDE STORAGE. OUTSIDE STORAGE OF EQUIPMENT AND MATERIAL SHALL BE PERMITTED ONLY ON THE LOT SUBJECT TO THE FOLLOWING REQUIREMENTS:

1. THE STORAGE AREA MUST BE LOCATED TO THE SIDE OR REAR OF THE BUILDING, OUTSIDE OF THE REQUIRED SETBACKS.

2. THE STORAGE AREA SHALL NOT COVER MORE THAN 10% OF THE LOT, EXCEPT AS DETERMINED BY THE ZONING COMMISSIONER IN A SPECIAL EXCEPTION HEARING.

~~3. ALL OUTSIDE STORAGE OF FUELS, CHEMICALS OR OTHER POTENTIALLY HARMFUL MATERIALS MUST BE LOCATED ON IMPERVIOUS PAVEMENT AND~~

~~COMPLETELY-ENCLOSED-BY-AN-IMPERVIOUS-WALL-HIGH-ENOUGH-TO-CONTAIN-THE-TOTAL VOLUME-OF-LIQUIDS-KEPT-IN-THE-STORAGE-AREA,-PLUS-ACCUMULATED-RAINFALL.~~

~~4~~ 3. THE STORAGE AREA SHALL BE SCREENED BY A FENCE IN ASSOCIATION WITH PLANTINGS.

C. SIGNS AND DISPLAYS. IN ADDITION TO SIGNS PERMITTED UNDER SUBSECTION 413.1, THE FOLLOWING ARE ALSO PERMITTED:

1. ONE STATIONARY OUTSIDE IDENTIFICATION SIGN WHICH DOES NOT PROJECT MORE THAN 6 INCHES FROM THE BUILDING AND DOES NOT HAVE A SURFACE AREA EXCEEDING 8 SQUARE FEET;

2. ONE FREE-STANDING SIGN WITH A SURFACE AREA OF NO MORE THAN ~~15~~ 25 SQUARE FEET PER SIDE; THE SIGN SHALL BE INTEGRATED WITH THE LANDSCAPING, AND THE LOCATION SHALL BE APPROVED BY THE DIRECTOR OF THE OFFICE OF PLANNING AND ZONING;

3. NO SIGN SHALL BE ILLUMINATED, UNLESS APPROVED BY THE ZONING COMMISSIONER AFTER HEARING.

4. DISPLAY OF GOODS, VEHICLES AND EQUIPMENT IS PERMITTED IN THE FRONT YARD, BUT NOT MORE THAN FIVE FEET IN FRONT OF THE REQUIRED FRONT BUILDING LINE.

D. RELATIONSHIP TO SURROUNDING NEIGHBORHOODS. NEW BUILDINGS OR ADDITIONS SHALL BE APPROPRIATE PURSUANT TO SECTION 22-104(c) OF THE BALTIMORE COUNTY CODE, AS AMENDED.

E. PRODUCTION RESTRICTIONS.

1. NOT MORE THAN 5 PERSONS SHALL BE ENGAGED IN THE REPAIR OR FABRICATION OF GOODS ON THE PREMISES;

2. NOT MORE THAN 5 HORSEPOWER SHALL BE EMPLOYED IN THE OPERATION OF ANY ONE MACHINE USED IN REPAIR OR FABRICATION, AND NOT MORE THAN 15 HORSEPOWER IN THE OPERATION OF ALL SUCH MACHINES;

1A06.4 -- BULK REGULATIONS OF R.C.C. ZONES.

A. USES PERMITTED IN R.C.C. ZONES ARE GOVERNED BY THE FOLLOWING BULK REGULATIONS, EXCEPT THAT THE FOLLOWING SETBACK, HEIGHT AND FLOOR AREA RESTRICTIONS DO NOT APPLY TO EXISTING BUILDINGS:

1. FRONT YARD SETBACK: THE FRONT BUILDING LINE SHALL BE NOT LESS THAN 15 FEET FROM THE RIGHT OF WAY LINE OF THE STREET AND NOT MORE THAN THE AVERAGE SETBACK OF THE ADJACENT LOTS;

2. MINIMUM SIDE AND REAR YARD SETBACK: 15 FEET;

3. MAXIMUM HEIGHT OF NEW BUILDINGS OR ADDITIONS: 30 FEET;

4. FLOOR AREA RESTRICTIONS. THE GROSS FLOOR AREA OF ALL BUILDINGS ON THE LOT SHALL NOT EXCEED 3,000 SQUARE FEET;

5. MAXIMUM LOT SIZE. 2 ACRES;

6. COVERAGE. NO MORE THAN 20 PERCENT OF ANY LOT MAY BE COVERED BY IMPERVIOUS SURFACE, INCLUDING BUILDINGS, PARKING FACILITIES AND STORAGE AREAS.

B. LANDSCAPE AREAS. IN KEEPING WITH THE RURAL CHARACTER THE FRONT, SIDE AND REAR YARDS SHALL BE LANDSCAPED TO ADEQUATELY SCREEN THE PARKING AREA FROM THE ROADWAY AND ADJACENT USES, IN ACCORDANCE WITH THE LANDSCAPE MANUAL REQUIREMENTS FOR COMMERCIAL ZONES.

SECTION 3. AND BE IT FURTHER ENACTED THAT SECTION 259.2.A. OF THE BALTIMORE COUNTY ZONING REGULATIONS, AS AMENDED, BE AND IT IS HEREBY REPEALED AND RE-ENACTED, WITH AMENDMENTS, TO READ AS FOLLOWS:

259.2 -- Statements of Legislative Intent for Districts.

(Compliance with a statement of legislative intent shall not, in itself, be sufficient cause to classify property within the district to which such statement applies.)

(A. C.R. District -- Commercial Rural. C.R. Districts may be applied only to certain areas of contiguous commercial development which are on land zoned B.L., B.M., B.R., and/or M.L. at intersections of paved roads each at least 2 miles in length, and which lie beyond the urban-rural demarcation line, or to certain other commercially or industrially zoned areas of substantial, established business activity beyond the urban-rural demarcation line.)

A. C.R. DISTRICT - COMMERCIAL RURAL

1. THE C.R. DISTRICT IS ESTABLISHED TO PROVIDE OPPORTUNITIES FOR CONVENIENCE SHOPPING AND PERSONAL SERVICES THAT ARE CUSTOMARILY AND FREQUENTLY NEEDED BY THE RURAL RESIDENTIAL AND AGRICULTURAL POPULATION AND TOURISTS. IT IS INTENDED THAT THE C.R. DISTRICT BE APPLIED ONLY TO AREAS WHERE SUCH FACILITIES ARE NOT AVAILABLE WITHIN A REASONABLE DISTANCE; WHERE SEWERAGE TREATMENT AND A POTABLE WATER SUPPLY CAN BE PROVIDED WITHOUT AN ADVERSE EFFECT ON THE ENVIRONMENT AND NEIGHBORING USES AND WHERE PUBLIC ROADS ARE CAPABLE OF HANDLING THE ANTICIPATED INCREASE IN TRAFFIC WITHOUT ADVERSE IMPACTS ON SURROUNDING AREAS. THE COMMERCIAL CENTERS WITHIN C.R. DISTRICTS ARE NOT INTENDED TO BE REGIONAL FACILITIES PROVIDING SPECIALTY GOODS TO A POPULATION OUTSIDE OF THE RURAL AREA.

2. C.R. DISTRICTS MAY BE ASSIGNED TO AREAS OF COMMERCIAL DEVELOPMENT BEYOND THE URBAN-RURAL DEMARCATION LINE FOR WHICH C.R. DISTRICT DESIGNATION IS RECOMMENDED IN THE MASTER PLAN. THE UNDERLYING ZONE MAY BE ~~ZONED~~ B.L., B.M., B.R., OR R.O. THE C.R. DISTRICT MAY ALSO BE APPLIED TO LAND ZONED R.C. 5 WHICH IS ADJACENT TO A C.R. DISTRICT PROVIDED THAT THE LOCATION, CONFIGURATION AND PHYSICAL CHARACTERISTICS OF THE SITE AND THE POTENTIAL FOR ACCESS TO AN ADEQUATE PUBLIC ROAD MAKE THE LAND SUITABLE FOR COMMERCIAL DEVELOPMENT.

1. SECTION 4. And be it further enacted that Section 259.3 be and it is
2. hereby added to the Baltimore County Zoning Regulations, as amended, to read as
3. follows:

4. 259.3 -- SPECIAL REGULATIONS FOR C.R. DISTRICTS

5. A. USES PERMITTED BY RIGHT. ANY USE PERMITTED BY RIGHT IN THE
6. UNDERLYING ZONE ON WHICH THE C.R. DISTRICT IS APPLIED AND WHICH MEETS THE BULK
7. REGULATIONS OF PARAGRAPH 1 OF 259.3.C. IS PERMITTED BY RIGHT.

8. B. USES PERMITTED BY SPECIAL EXCEPTION.

9. 1. ANY USE PERMITTED BY SPECIAL EXCEPTION IN THE UNDERLYING
10. ZONE ON WHICH THE C.R. DISTRICT DESIGNATION IS APPLIED AND WHICH MEETS THE BULK
11. REGULATIONS OF PARAGRAPH 1 OF 259.3.C. IS PERMITTED BY SPECIAL EXCEPTION.

12. 2. ANY USE PERMITTED (BY RIGHT OR BY SPECIAL EXCEPTION)
13. WITHIN THE C.R. DISTRICT BUT WHICH IS NOT PERMITTED IN THE UNDERLYING ZONE AND
14. WHICH MEETS THE BULK REGULATIONS OF PARAGRAPH 1 OF 259.3.C. IS PERMITTED BY
15. SPECIAL EXCEPTION.

16. 3. BUILDINGS WHICH EXCEED THE REQUIREMENTS OF PARAGRAPH 1
17. OF 259.3.C MAY BE PERMITTED BY SPECIAL EXCEPTION ONLY WHEN THE PROPOSED
18. DEVELOPMENT IS IN COMPLIANCE WITH SITE DESIGN GUIDELINES AND PERFORMANCE
19. STANDARDS WHICH ARE PART OF A DULY ADOPTED MASTER PLAN FOR THE DISTRICT.

20. 4. IN ADDITION TO THE REQUIREMENTS GENERALLY IMPOSED BY
21. 502.1, ANY USE PERMITTED BY SPECIAL EXCEPTION IN C.R. DISTRICTS SHALL MEET THE
22. REQUIREMENTS OF PARAGRAPH E BELOW.

23. C. USE RESTRICTIONS

24. 1. BULK REGULATIONS.

A. THE GROSS FLOOR AREA FOR ALL BUILDINGS ON A LOT SHALL NOT EXCEED 8,800 SQUARE FEET OF WHICH NO MORE THAN ~~4,400~~ 6,600 SQUARE FEET SHALL BE ON THE GROUND FLOOR.

B. THE FLOOR AREA RATIO SHALL NOT EXCEED 0.20.

C. BUILDING HEIGHT SHALL NOT EXCEED 30 FEET.

2. SETBACKS

A. THE FRONT YARD SETBACK SHALL BE NOT LESS THAN 15 FEET FROM THE STREET RIGHT-OF-WAY LINE, AND NOT MORE THAN THE AVERAGE OF THE SETBACKS OF ADJACENT BUILDINGS.

B. THE REAR AND SIDE YARD SETBACKS SHALL BE ~~NO~~ NOT LESS THAN 15 FEET.

3. LANDSCAPING. IN ADDITION TO THE REQUIREMENTS OF THE LANDSCAPE MANUAL FOR COMMERCIAL ZONES, THE FOLLOWING LANDSCAPE STANDARDS SHALL APPLY TO USES IN C.R. DISTRICTS:

A. THE ENTIRE REQUIRED FRONT, SIDE AND REAR SETBACKS SHALL BE LANDSCAPED.

B. A MINIMUM OF 7% OF THE PARKING LOT SHALL BE PERVIOUS SURFACE WITH A MINIMUM OF ONE TREE PER EIGHT PARKING SPACES PROVIDED.

4. PARKING. PARKING SHALL BE LOCATED IN A MANNER APPROPRIATE AND CONSISTENT WITH ADJOINING DEVELOPMENT AND MUST BE LOCATED WITHIN THE C.R. DISTRICT. ACCESS ONTO ROADWAYS SHALL BE LIMITED TO NO MORE THAN TWO LOCATIONS. EXCEPT WHERE PHYSICAL CONSTRAINTS, SITE CONFIGURATION OR SAFETY PRECLUDE COMPLIANCE, PARKING MUST BE ACCESSIBLE TO THE PARKING LOTS OF ADJACENT NON-RESIDENTIAL USES AND ZONES.

5. ENVIRONMENTAL HOLDING CAPACITY. THE APPLICANT SHALL PROVE TO THE SATISFACTION OF THE DIRECTOR OF THE DEPARTMENT OF ENVIRONMENTAL

PROTECTION AND RESOURCE MANAGEMENT THAT THE LAND CAN SUPPORT THE PROPOSED DEVELOPMENT WITHOUT OVERBURDENING THE REQUIRED PRIVATE SEWERAGE DISPOSAL SYSTEM, THE POTABLE WATER SUPPLY, ENDANGERING THE METROPOLITAN DISTRICT RESERVOIRS OR ~~CREATE~~ CREATING A HEALTH OR ENVIRONMENTAL NUISANCE FOR NEIGHBORING PROPERTIES.

6. OUTSIDE STORAGE. OUTSIDE STORAGE OF EQUIPMENT AND MATERIAL SHALL BE PERMITTED ONLY ON THE LOT SUBJECT TO THE FOLLOWING REQUIREMENTS:

A. THE STORAGE AREA MUST BE LOCATED TO THE SIDE OR REAR OF THE BUILDING, OUTSIDE OF THE REQUIRED SETBACKS;

B. THE STORAGE AREA SHALL NOT COVER MORE THAN 15% OF THE LOT, EXCEPT AS DETERMINED BY THE ZONING COMMISSIONER IN A SPECIAL EXCEPTION HEARING;

C. THE STORAGE AREA SHALL BE SCREENED BY A FENCE IN ASSOCIATION WITH PLANTINGS;

~~D.--ALL-OUTSIDE-STORAGE-OF-FUELS,-CHEMICALS-OR-OTHER POTENTIALLY-HARMFUL-MATERIALS-MUST-BE-LOCATED-ON-IMPERVIOUS-PAVEMENT-AND COMPLETELY-ENCLOSED-BY-AN-IMPERVIOUS-WALL-HIGH-ENOUGH-TO-CONTAIN-THE-TOTAL VOLUME-OF-LIQUIDS-KEPT-IN-THE-STORAGE-AREA,-PLUS-ACCUMULATED-RAINFALL.~~

7. SIGNS AND DISPLAYS. IN ADDITION TO SIGNS PERMITTED UNDER SUBSECTION 413.1, THE FOLLOWING ARE ALSO PERMITTED:

A. ONE STATIONARY OUTSIDE IDENTIFICATION SIGN WHICH DOES NOT PROJECT MORE THAN 6 INCHES FROM THE BUILDING AND DOES NOT HAVE A SURFACE AREA EXCEEDING 8 SQUARE FEET;

B. ONE FREE-STANDING SIGN WITH A SURFACE AREA OF NO MORE THAN 25 SQUARE FEET PER SIDE; THE SIGN SHALL BE INTEGRATED WITH THE LANDSCAPING AND THE LOCATION SHALL BE APPROVED BY THE DIRECTOR OF THE OFFICE OF PLANNING AND ZONING;

C. NO SIGN SHALL BE ILLUMINATED, UNLESS APPROVED BY THE ZONING COMMISSIONER AFTER HEARING.

D. DISPLAY OF GOODS, VEHICLES AND EQUIPMENT IS PERMITTED IN THE FRONT YARD, BUT NOT MORE THAN FIVE FEET IN FRONT OF THE REQUIRED FRONT BUILDING LINE.

8. RELATIONSHIP TO SURROUNDING NEIGHBORHOODS. NEW BUILDINGS OR ADDITIONS SHALL BE APPROPRIATE PURSUANT TO SECTION 22-104(c) OF THE BALTIMORE COUNTY CODE, AS AMENDED.

9. AUTO SERVICE STATIONS ARE SUBJECT TO THE PROVISIONS OF SECTION 405.

D. PROCEDURE FOR OBTAINING PLAN APPROVAL IN A C.R. DISTRICT.

1. ~~A CRG~~ IF A CRG PLAN IS REQUIRED, THE PLAN SHALL BE APPROVED PRIOR TO THE GRANTING OF A SPECIAL EXCEPTION IN A C.R. DISTRICT.

2. WHEN A SPECIAL EXCEPTION IS REQUIRED, THE CRG SHALL ALSO FIND THAT THE PROPOSED DEVELOPMENT SATISFIES THE REQUIREMENTS OF PARAGRAPH E BELOW.

E. ADDITIONAL REQUIREMENTS FOR THE GRANTING OF A SPECIAL EXCEPTION IN A C.R. DISTRICT. IN ADDITION TO THE REQUIREMENTS GENERALLY IMPOSED IN THE ISSUANCE OF SPECIAL EXCEPTIONS BY 502.1, THE FOLLOWING REQUIREMENTS SHALL APPLY TO THE GRANTING OF SPECIAL EXCEPTIONS IN C.R. DISTRICTS.

1. THE PETITIONER SHALL DOCUMENT THE NEED FOR THE DEVELOPMENT AT THE PROPOSED LOCATION. ~~; THAT THE COMMERCIAL SERVICES PROPOSED ARE NOT DUPLICATED ELSEWHERE AND THAT THERE IS A POPULATION WITHIN THE TRADE AREA WITH ADEQUATE BUYING POWER TO SUPPORT THE PROPOSED FACILITY.~~

2. THE PROPOSED DEVELOPMENT SHALL TAKE INTO ACCOUNT EXISTING AND PROPOSED ROADS, TOPOGRAPHY, EXISTING VEGETATION, SOIL TYPES AND

THE CONFIGURATION OF THE SITE. THE PROPOSED DEVELOPMENT WILL NOT DISTURB SLOPES WITH GRADES EXCEEDING 25%; WILL MINIMIZE DISTURBANCE TO VEGETATED AREAS, WETLANDS AND STREAMS AND WILL NOT RESULT IN UNDUE SITE DISTURBANCE OR EXCESSIVE EROSION AND SEDIMENT LOSS. INFILTRATION WILL BE MAXIMIZED AND STORMWATER MANAGEMENT DISCHARGE WILL BE DECENTRALIZED.

3. ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT BUILDINGS AND THEIR SETTINGS SHALL BE PRESERVED AND INTEGRATED INTO THE SITE PLAN.

~~4. THE EXISTING ROADS SHALL ACCOMMODATE THE ANTICIPATED TRAFFIC WITHOUT THE ADDITION OF NEW TRAFFIC LANES, EXCEPT AS NEEDED FOR SAFE INGRESS AND EGRESS.~~

~~5~~ 4. THE BUILDINGS SHALL BE SITED TO PROTECT SCENIC VIEWS FROM PUBLIC ROADS AND SO THAT THE NATURAL RURAL FEATURES, INCLUDING BUT NOT LIMITED TO PASTURES, CROPLANDS, MEADOWS AND TREES ARE PRESERVED TO THE EXTENT POSSIBLE. ADDITIONAL OPEN SPACE MAY BE REQUIRED TO PRESERVE AND ENHANCE THE ENJOYMENT OF THE NATURAL AMENITIES AND VISUAL QUALITY OF THE SITE.

~~6~~ 5. THE PROPOSED DEVELOPMENT WILL NOT BE DETRIMENTAL TO NEIGHBORING USES AND THE TRANQUILITY OF THE RURAL AREA THROUGH EXCESSIVE NOISE, ~~OR WILL~~ AND WILL NOT RESULT IN A NUISANCE OR AIR POLLUTION FROM DUST, FUMES, VAPORS, GASES AND ODORS.

F. ANY CONTRARY PROVISION OF THESE REGULATIONS NOTWITHSTANDING, THE PROVISIONS OF SUBSECTION 259.2.A AND 259.3 SHALL NOT APPLY TO ANY BUILDING, USE OR STRUCTURE IN EXISTENCE OR FOR WHICH A CRG PLAN HAS BEEN APPROVED AS OF THE DATE OF THE ENACTMENT OF BILL NO. 103-88 OR TO ANY M.L. ZONE WITH C.R. DISTRICT DESIGNATION.

Section 5. And be it further enacted, that Section 22-104(c) be and it is hereby added to Title 22 - Planning, Zoning and Subdivision Control, Article IV. Development Regulations of Baltimore County, Baltimore County Code, 1978, 1986 Supplement, to read as follows:

Sec. 22-104. Development in R.C.C., R-O, O-1, O-2, or O-T Zone and C.R. DISTRICTS.

(C) DEVELOPMENT OF PROPERTY IN AN R.C.C. ZONE AND C.R. DISTRICT:

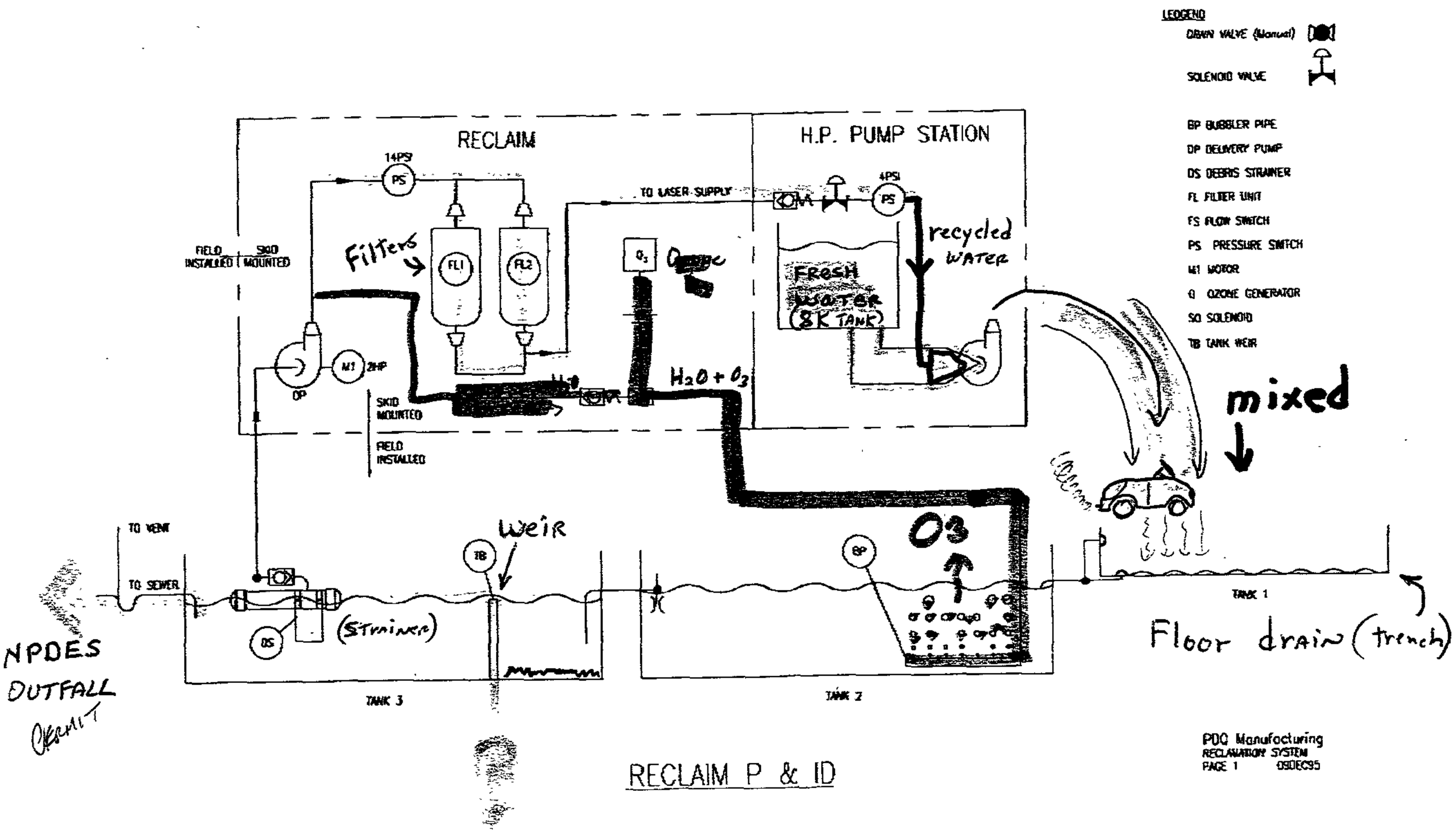
(1) DEVELOPMENT SHALL BE APPROPRIATE TO THE SPECIFIC CIRCUMSTANCES OF THE SITE TAKING INTO ACCOUNT SURROUNDING USES; TREE PRESERVATION; PROTECTION OF WATERCOURSES AND BODIES OF WATER FROM EROSION AND SILTATION; PROTECTION OF GROUNDWATER RESOURCES; SAFETY, CONVENIENCE, AND AMENITY FOR THE SURROUNDING NEIGHBORHOOD.

(2) IN DETERMINING THE APPROPRIATENESS OF BUILDINGS, DESIGN ELEMENTS OF PROPOSED BUILDINGS AND SIGNS SHALL BE EVALUATED IN RELATION TO EXISTING ADJACENT OR SURROUNDING BUILDINGS. NEW BUILDINGS SHALL BE RURAL IN CHARACTER. UNLESS DETERMINED OTHERWISE BY THE DIRECTOR OF THE OFFICE OF PLANNING AND ZONING, NEW BUILDINGS SHALL BE SIMILAR TO EXISTING BUILDINGS IN THE FOLLOWING RESPECTS:

(i) HEIGHT;
(ii) BULK AND GENERAL MASSING;
(iii) MAJOR DIVISIONS OR RHYTHMS OF THE FACADE;
(iv) PROPORTION OF OPENINGS, I.E. WINDOW TO WALL RELATIONSHIPS;
(v) ROOF TREATMENT;
(vi) MATERIALS, COLORS, AND TEXTURES OF BUILDINGS AND SIGNAGE: IN GENERAL, NATURAL MATERIALS SUCH AS STONE, BRICK, WOODSIDING, SHINGLES, SLATE, ETC. ~~ARE PREFERRED TO INDUSTRIAL OR ARTIFICIAL MATERIALS SUCH AS RAW OR EXPOSED AGGREGATE CONCRETE, ANNODIZED OR GALVANIZED METAL, TINTED GLASS, PLASTICS, VINYLS, ETC.~~
~~(vii) GENERAL ARCHITECTURAL CHARACTER:~~
~~a) HORIZONTAL OR VERTICAL EMPHASIS;~~
~~b) SCALE;~~
~~c) STYLISTIC FEATURES AND THEMES I.E. PORCHES, COLONNADES, PEDIMENTS, CUPOLAS, CORNICES, COINS, DETAIL AND ORNAMENT;~~
~~(viii) RELATION TO STREET;~~
~~(ix) EXCEPT WHERE PHYSICAL CONSTRAINTS, SITE CONFIGURATION OR SAFETY CONSIDERATIONS PRECLUDE STRICT COMPLIANCE, ALL PARKING MUST BE ACCESSIBLE BY DRIVEWAY TO THE PARKING LOTS TO ADJACENT NON-RESIDENTIAL USES AND LAND ZONED FOR NON-RESIDENTIAL USES;~~

SECTION 6. And be it further enacted, that this Act shall take effect forty-five days after its enactment.

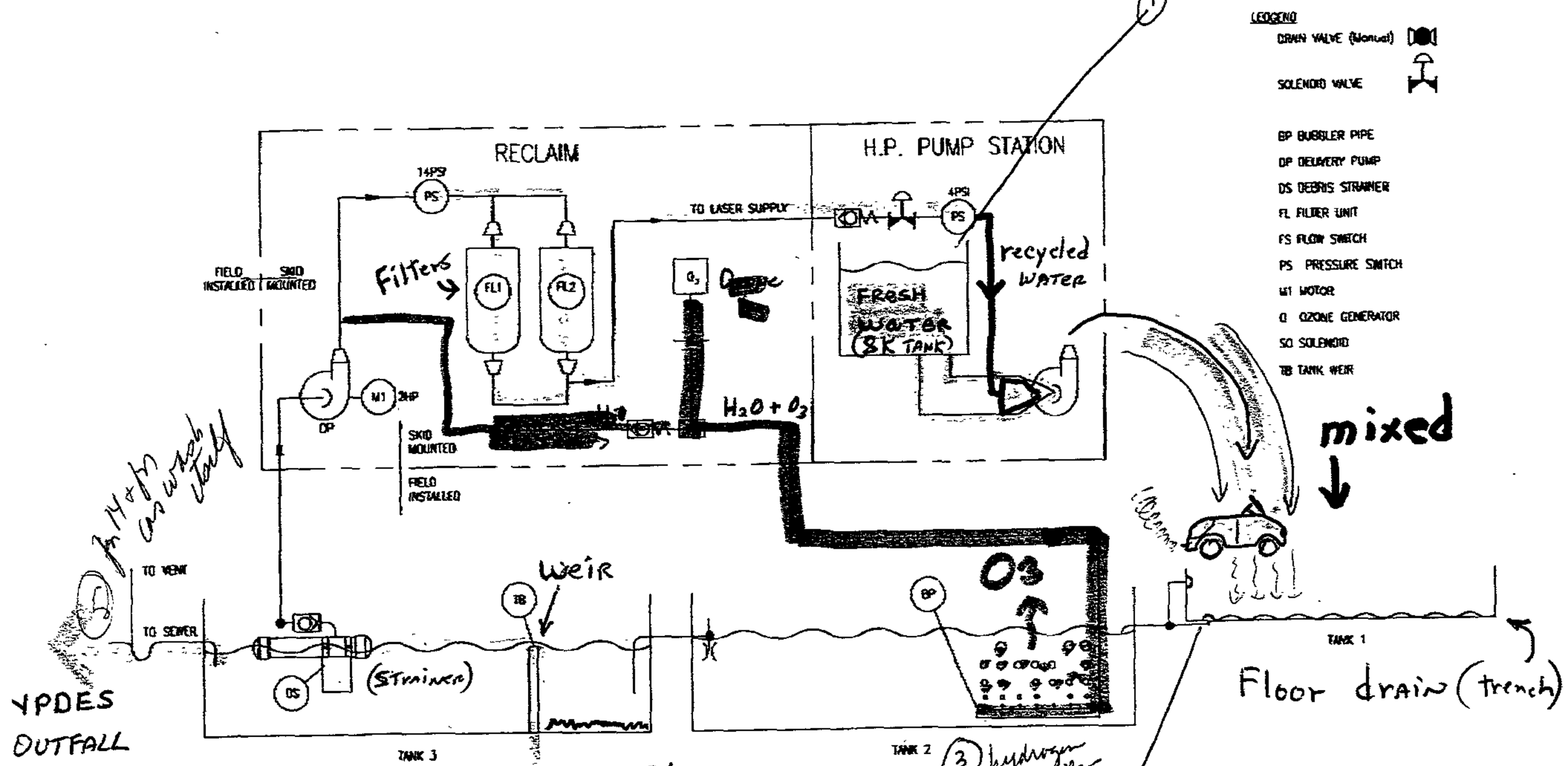
Google + Counsel #8



RECLAIM P & ID

Testing Ref. Ex. 14

(1) No prob.



(5) for M+P as wash tank

(4) pontoon strainer to avoid reintroducing the dirtiest water in the bottom

RECLAIM P & ID

(3) hydrogen peroxide - bactericide + phys. separator for unsponded particles

(2) probs. - what has been introd into H_2O + activity of ozonator

P.C. Ex. 8

Prot. Exh #9
10/21/98

THE GREATER JACKSONVILLE ASSOCIATION, INC.

RESOLVED: That at the SPECIAL meeting of the GREATER JACKSONVILLE Association held on 11 SEPTEMBER, 19 98, it was decided by the Association that responsibility for review and action on all zoning matters for the period SEPTEMBER THROUGH DEC 1998 be placed in the (Board of Directors) ~~(Zoning Committee)~~ consisting of the following members:

RANDY JAVINS, PRES.
MITCHELL DALY, VICE PRES
SARAH RYCKIS, SECRETARY
GARRY HERMAND, TREASURER
WILLIAM LEAMAN
DAVID PALMER
PETER MCENTEE
JAMES MCCOY

AS WITNESS OUR HANDS AND SEAL THIS 11TH day of SEPTEMBER, 19 98.

ATTEST: GREATER JACKSONVILLE Association, INC.

Sarah Ann Ryckis
Secretary

Allen R. Jarvis
President

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) ~~(Zoning Committee)~~ of the GREATER JACKSONVILLE Association, INC.

James V McCoy

ATTEST: GREATER JACKSONVILLE Association, INC.

Secretary

Allen R. Jarvis
President

DATE: 11 September 1998

GREATER JACKSONVILLE ASSOCIATION, INC.

RESOLVED: That the position of the GREATER JACKSONVILLE Association as adopted by the (Board of Directors) ~~(Zoning Committee)~~ on the zoning matter known as:
CASE No. 98-106-SPHXA

is that:

THE FINDINGS OF FACT AND CONCLUSIONS OF LAW OF THE BALTIMORE COUNTY ZONING COMMISSIONER DATED 29 MAY 1998 IN THE ABOVE ENTITLED CASE ARE NOT IN ACCORDANCE WITH ACCEPTED STANDARDS IN RESPECT TO PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE

AS WITNESS OUR HANDS AND SEAL THIS 11TH day of SEPTEMBER, 19 98.

ATTEST: GREATER JACKSONVILLE Association, INC.

Secretary

President

WILLIAM MONK, INC.

ENGINEERS • PLANNERS

April 23, 1997

Baltimore County
Department of Environmental Protection and Resourse Management
400 Bosley Avenue, Suite 400
Towson, Maryland 21204

Prot. Exh #12

Attention: Mr. Bill Ensor

Reference: Amoco Oil Company
14243 Jarrettsville Pike at Sweet Air Road
Car Wash Addition

Dear Mr. Ensor:

Enclosed please find information to support our clients desire to construct a car wash at this site. The site is currently developed with a gas station and C-store. The site has an open area along the Sweet Air Road side of the property. This area is grass now, but would have the car wash constructed and be paved to provide access to the car wash as shown on the attached plan.

The current well has been tested and the results are enclosed herein. The well has adequate water for the current operation since the only water use is the employee bathroom.

The proposed car wash would be expected to serve 50 cars per day on average. Historical data from Amoco shows that the wash is heavily used on the weekends and lightly used during the week. The car wash would use the latest technology in recycling, and would use 12 gallons of fresh water per wash. Of this water, approximately 1/2 is lost to evaporation and carry off on the car. The other half will be sent to the storm drain system as directed by Rob Powell of your office.

The water use for this site including the car wash is quantified on the attached sheets. It shows that a water balance would not be achieved by using conventional or enhanced infiltration methods. Therefore, Amoco is proposing to install an underground tank on the site and truck in water for the car wash use. The car wash building would not be connected to the current water well supply system This would assure that they would not use the well for the purposes of the car wash.

We would like your opinion as to the feasability of this arrangement of operating the car wash. Please call me at your convenience, if you have any questions.

Very truly yours,

William Monk, Inc.

Rick Richardson

Patrick C. Richardson, Jr., PE

Enclosures as noted

COURTHOUSE COMMONS • 222 BOSLEY AVENUE • SUITE C-6 • TOWSON, MD 21204-4300 • 410-494-8931 • FAX 410-494-9903

Baltimore County
Department of Environmental Protection
and Resource Management

BUREAU OF RESOURCE MANAGEMENT
AND ENGINEERING SERVICES
Ground Water Management
401 Bosley Avenue, Suite 416
Towson, Maryland 21204
(410) 887-2762
Fax: (410) 887-4804

May 30, 1997

Prot. Sub # 13

Mr. Patrick C. Richardson, Jr., P.E.
William Mark, Inc.
222 Bosley Avenue, Suite C-6
Towson, MD 21204-4300

Re: Car Wash Addition
Amoco Oil Company
14243 Jarrettsville Pike, E.D.

Dear Mr. Richardson:

I have reviewed the preliminary development proposal and supporting data for the proposed expansion of the above-referenced facility. Your computations as included in the Water Balance Assessment (WBA) reveal that under the proposed conditions, ground water usage will exceed recharge on this site even when enhanced infiltration (i.e. rooftop infiltration from existing pump island and car wash canopies) is incorporated into the design.

The intent of the WBA is to insure that new development is self supporting with respect to ground water demands. Your proposal to supplement on-site recharge with a holding tank which would be supplied by imported water is not consistent with the intent of the WBA.

Therefore, this office would not be in support of this project as submitted.

Please contact me at 410-887-2762 should you have any questions concerning this matter.

Sincerely,

Kevin Koepenick

Kevin W. Koepenick
Geohydrologist II

KWK:pj

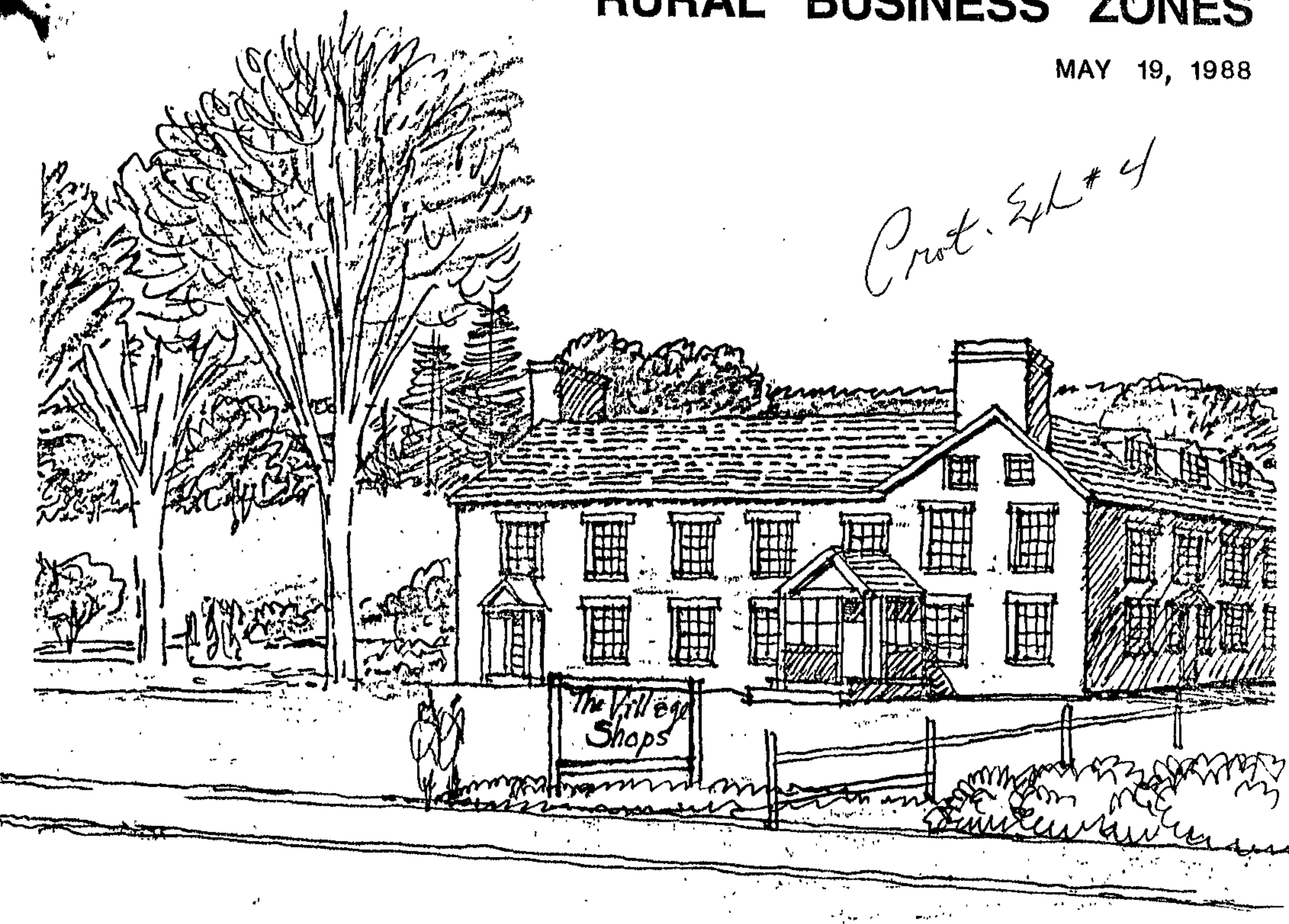
d:14243JP

Printed with Soybean Ink
on Recycled Paper

RURAL BUSINESS ZONES

MAY 19, 1988

Prot. Exh. # 4



A FINAL REPORT OF THE BALTIMORE COUNTY PLANNING BOARD REGARDING THE C.R. DISTRICT AND A NEW RESOURCE CONSERVATION COMMERCIAL ZONE

BALTIMORE COUNTY OFFICE OF PLANNING AND ZONING

Dennis F. Rasmussen
County Executive

Published by the Baltimore County Office of Planning and Zoning
Towson, Maryland 21204

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PROPOSED AMENDMENTS TO THE BALTIMORE COUNTY ZONING REGULATIONS AND THE DEVELOPMENT REGULATIONS CONCERNING THE C.R. DISTRICT AND NEW RESOURCE CONSERVATION COMMERCIAL ZONE

A Final Report of the Baltimore County Planning Board
(Adopted May 19, 1988)

Project Description

Subject: Resolution No. 17-88, requests the Baltimore County Planning Board to consider amendments to the Baltimore County Zoning Regulations in order to create a rural commercial zone.

Attachments: Attachment A - Proposed Rural Conservation Commercial Zone and Commercial Rural District
Attachment B - Resolution No. 17-88
Attachment C - Illustrations

Introduction

In 1979 the urban/rural demarcation line was created to address special land-use needs in the rural area. Resource conservation zones were developed to protect agricultural land and watershed areas, to reserve areas for future use, and to allow for limited rural residential development.

It was also recognized that there was need for commercial zoning in rural areas to meet the needs of residents and tourists. In the absence of a rural commercial zoning category, Business Local (B.L.), Business Major (B.M.) and Business Roadside (B.R.) were applied to rural areas. These zones, provided in larger centers such as Hereford and Jacksonville, at smaller crossroads or strip centers and on "spot" locations scattered throughout the rural areas are the same zones that are applied to urban areas of the County.

The range of permitted uses in these zones and the floor area ratios allowed (B.L. 3.0, B.M. 4.0, and B.R. 2.0) are inappropriate for rural areas.* Full utilization of the zone has been physically impossible to achieve, however, due to physical constraints such as streams and soil types, the requirement that water and sewerage systems be required on-site and inadequate road capacity. The lack of effective market demand due to the low density of the rural population also reduces the size of developments.

As long as development is limited to sites of one acre or less, the environmental constraints, development regulations and market factors result in a scale generally in keeping with surrounding development (see site plan for Four Corners Craftsman Village). However, once larger lots are developed and parking for commercial uses are permitted in adjacent R.C. zones (see site plan for Monkton Center) the pattern of building begins to disappear and any local sense of identity is lost.

In order to permit development for commercial use at an appropriate intensity and scale in rural areas, the proposed R.C.C. zone and the revised C.R. District both propose strict limitations on lot size and building area compared to the existing Business zones. Parking for commercial uses would not be permitted in adjacent R.C. zones. In the C.R. District buildings which exceed the proposed limits could only be built by special exception and only if in accord with site specific guidelines or standards which are part of an approved Master Plan for the area.

*Permitted Development on One Acre of Land

B.R.	87,120 square feet
B.L.	130,680 square feet
B.M.	174,240 square feet

function as commercial service centers. These areas which provide a wider range of commercial services then the R.C.C. zone, are now in danger of losing their local identities due to rapid development, permitted by existing zoning patterns.

It is essential that if growth is to occur it should only do so in a manner appropriate to local scale and tradition and within the context of a duly adopted Master Plan.

The C.R. District may be applied to land zoned B.L., B.M., B.R., R.O. and to adjacent land zoned R.C. 5. Application of the District designation will not change the base zoning. However, all uses permitted in any zone in the district may be allowed in a base zone subject to the following conditions:

1. Uses permitted as of right in the base zone will be limited by the bulk regulations and site design controls set out in this legislation.

2. Uses permitted in the District, but not in the base zone may only be permitted by Special Exception as limited by the bulk regulations and site design controls.

3. Development larger than that allowed by the bulk and site design regulations may only be permitted by special exception and only in accordance with site specific design guidelines and performance standards which are included in an adopted Master Plan for the District.

4. The criteria for granting special exceptions will be strengthened to include firmer environmental and design standards and "proof of need" for the uses proposed.

Recommendations

The Baltimore County Planning Board recommends that the Baltimore County Zoning Regulations, 1955, as amended, and the Baltimore County Code, 1978, as amended, be further amended as set forth below.

1. In Section 1A00, Resource Conservation Zones, add a new Subsection 1A06, Resource Conservation, Commercial:

Section 1A06 - R.C.C. -- Resource Conservation, Commercial

1A06.1 -- General Provisions

A. Legislative Statement of Findings.

1. Declaration of Findings. It is found that:

a. there is a demand for commercial development in the rural areas of Baltimore County to serve the needs of rural residential and agricultural communities as well as tourists; and

b. the existing Business zoning designations (B.L., B.M., B.R.) permit uses at a scale that are not desirable in the rural parts of the County and the height, bulk, floor area and setback requirements of these zones permit an intensity of development that is not appropriate in scale or appearance with the character of a rural setting; and

c. the rural areas lack the road, water and sewerage capacity to handle the intensity of development permitted by the existing Business zones.

2. Purposes: The R.C.C. zoning classification is established pursuant to the legislative findings stated above to:

a. provide small areas of commercial development that will meet the shopping and personal service needs of rural residents and tourists;

b. permit such facilities, but only at an intensity and scale appropriate to rural areas.

1A06.2 -- Use Regulations. The following uses are permitted subject to the limitations set forth in Section 1A06.3.

A. Uses permitted as of right.

1. Agriculturally related retail, office and services uses:

Agricultural supply and feed store;
Auction building;
Farmers' co-op;
Farmers' market;
Garden Center;
Veterinary Services;

A. The applicant shall prove to the satisfaction of the Director of the Department of Environmental Protection and Resource Management that the land can support the proposed development without overburdening the required private sewerage disposal system, the potable water supply, endangering the Metropolitan District reservoirs or adversely affecting neighboring properties.

B. Outside Storage. Outside storage of equipment and material shall be permitted only on the lot subject to the following requirements:

1. The storage area must be located to the side or rear of the building, outside of the required setbacks.

2. The storage area shall not cover more than 10% of the lot, except as determined by the Zoning Commissioner in a special exception hearing.

3. All outside storage of fuels, chemicals or other potentially harmful materials must be located on impervious pavement and completely enclosed by an impervious wall high enough to contain the total volume of liquids kept in the storage area, plus accumulated rainfall.

4. The storage area shall be screened by a fence in association with plantings.

C. Signs and Displays. In addition to signs permitted under subsection 413.1, the following are also permitted:

1. one stationary outside identification sign which does not project more than 6 inches from the building and does not have a surface area exceeding 8 square feet;

2. one free-standing sign with a surface area of no more than 15 square feet per side; the sign shall be integrated with the landscaping, and the location shall be approved by the Director of the Office of Planning and Zoning;

3. no sign shall be illumuninated.

D. Relationship to Surrounding Neighborhoods. New buildings or additions shall be appropriate pursuant to Section 22-104(c) of the Baltimore County Code, as amended.

E. Production Restrictions.

1. Not more than 5 persons shall be engaged in the repair or fabrication of goods on the premises;

2. Not more than 5 horsepower shall be employed in the operation of any one machine used in repair or fabrication, and not more than 15 horsepower in the operation of all such machines;

1A06.4 -- Bulk Regulations of R.C.C. Zones.

A. Uses permitted in R.C.C. zones are governed by the following bulk regulations:

1. Front yard setback: the front building line shall be not less than 15 feet from the right of way line of the street and not more than the average setback of the adjacent lots;

2. Minimum side and rear yard setback: 15 feet;

3. Maximum height of new buildings or additions: 25 feet;

4. Floor Area Restrictions. The gross floor area of all buildings on the lot shall not exceed 3,000 square feet;

5. Maximum lot size: 2 acres;

6. Coverage. No more than 20 per cent of any lot may be covered by impervious surface, including buildings, parking facilities and storage areas.

B. Landscape Areas. In keeping with the rural character the front, side and rear yards shall be landscaped to adequately screen the parking area from the roadway and adjacent uses, in accordance with the Landscape Manual requirements for commercial zones.

2. Delete Paragraph A in Subsection 259.2, "C.R. Districts".

   A. C.R. District--Commercial, Rural. C.R. Districts may be applied only to certain areas of contiguous commercial development which are on land zoned B.L., B.M., B.R., and/or M.L. at intersections of paved roads each at least 2 miles in length, and which lie beyond the urban-rural demarcation line, or to certain other commercially or industrially zoned areas of substantial, established business activity beyond the urban-rural demarcation line.

3. Add a new paragraph A to Subsection 259.2 and a new Subsection 259.3 "Special Regulations for C.R. Districts".

259.2 Statement of Legislative Intent for Districts

A. C.R. District - Commercial Rural

The C.R. District is established to provide opportunities for convenience shopping and personal services that are customarily and frequently needed by the rural residential and agricultural population and tourists. It is intended that the C.R. District be applied only to areas where such facilities are not available within a reasonable distance; where sewerage treatment and a potable water supply can be provided without an adverse affect on the environment and neighboring uses and where public roads are capable of handling the anticipated increase in traffic without adverse impacts on surrounding areas. The commercial centers within C.R. Districts are not intended to be regional facilities providing specialty goods to a population outside of the rural area.

C.R. Districts may be assigned to areas of commercial development beyond the urban-rural demarcation line zoned as of the date of this legislation as B.L., B.M., B.R., or R.O. Effective with this legislation, the uses permitted in an M.L. zone will no longer be permitted in a C.R. District except if the underlying zone is M.L. The C.R. District may also be applied to land zoned R.C. 5 which is adjacent to a C.R. District provided that the location, configuration and physical characteristics of the site and the potential for access to an adequate public road make the land suitable for commercial development.

259.3 -- Special Regulations for C.R. Districts

A. Uses Permitted by Right. Any use permitted by right in the underlying zone on which the C.R. District is applied and which meets the bulk regulations of Paragraph 1 of 259.3.C. is permitted by right.

B. Uses Permitted By Special Exception.

   1. Any use permitted by special exception in the underlying zone on which the C.R. district designation is applied and which meets the bulk regulations of Paragraph 1 of 259.3.C. is permitted by special exception.

   2. Any use permitted (by right or by special exception) within the C.R. district but which is not permitted in the underlying zone and which meets the bulk regulations of Paragraph 1 of 259.3.C. is permitted by special exception.

3. Buildings which exceed the requirements of Paragraph 1 of 259.3.C may be permitted by special exception only when the proposed development is in compliance with site design guidelines and performance standards which are part of a duly adopted Master Plan for the District.

4. In addition to the requirements generally imposed by 502.1, any use permitted by special exception in C.R. Districts shall meet the requirements of Paragraph E below.

C. Use Restrictions

1. Bulk Regulations.

   a. The gross floor area for all buildings on a lot shall not exceed 8,800 square feet of which no more than 4,400 square feet shall be on the ground floor.

   b. The floor area ratio shall not exceed 0.20.

   c. Building height shall not exceed 25 feet.

2. Setbacks

   a. The front yard setback shall be not less than 15 feet from the street right-of-way line, or greater than the average of the setbacks of adjacent buildings.

   b. The rear and side yard setbacks shall be not less than 15 feet.

3. Landscaping. In addition to the requirements of the Landscape Manual for commercial zones, the following landscape standards shall apply to uses in C.R. Districts:

   a. The entire required front, side and rear setbacks shall be landscaped.

   b. A minimum of 7% of the parking lot shall be pervious surface with a minimum of one tree per eight parking spaces provided.

4. Parking. Parking shall be located in a manner appropriate and consistent with adjoining development and must be located within the C.R. district. Access onto roadways shall be limited to no more than two locations. Except where physical constraints, site configuration or safety preclude compliance, parking must be accessible to the parking lots of adjacent non-residential uses and zones.

5. Environmental Holding Capacity

   The applicant shall prove to the satisfaction of the Director of the Department of Environmental Protection and Resource Management that the land can support the proposed development without overburdening the required private sewerage disposal system, the potable water supply, endangering the Metropolitan District reservoirs or adversely affecting neighboring properties.

6. Outside Storage. Outside storage of equipment and material shall be permitted only on the lot subject to the following requirements:

   a. the storage area must be located to the side or rear of the building, outside of the required setbacks;

   b. the storage area shall not cover more than 15% of the lot, except as determined by the Zoning Commissioner in a special exception hearing;

   c. the storage area shall be screened by a fence in association with plantings;

   d. all outside storage of fuels, chemicals or other potentially harmful materials must be located on impervious pavement and completely enclosed by an impervious wall high enough to contain the total volume of liquids kept in the storage area, plus accumulated rainfall.

7. Signs and Displays. In addition to signs permitted under subsection 413.1, the following are also permitted:

   a. one stationary outside identification sign which does not project more than 6 inches from the building and does not have a surface area exceeding 8 square feet;

   b. one free-standing sign with a surface area of no more than 25 square feet per side; the sign shall be integrated with the landscaping and the location shall be approved by the Director of the Office of Planning and Zoning;

   c. no sign shall be illuminated.

8. Relationship to Surrounding Neighborhoods. New buildings or additions shall be appropriate pursuant to Section 22-104(c) of the Baltimore County Code, as amended.

D. Procedure for Obtaining Plan Approval in a C.R. District.

   1. A CRG plan shall be approved prior to the granting of a special exception in a C.R. district.

   2. When a special exception is required, the CRG shall also find that the proposed development satisfies the requirements of Paragraph E below.

E. Additional requirements for the granting of a special exception in a C.R. district. In addition to the requirements generally imposed on the issuance of special exceptions by 502.1, the following requirements shall apply to the granting of special exceptions in C.R. Districts.

   1. The petitioner shall document the need for the development at the proposed location; that the commercial services proposed are not duplicated elsewhere and that there is a population

within the trade area with adequate buying power to support the proposed facility.

2. The proposed development shall take into account topography, existing vegetation, soil types and the configuration of the site. The proposed development will not disturb slopes with grades exceeding 25%; will minimize disturbance to vegetated areas, wetlands and streams and will not result in undue site disturbance or excessive erosion and sediment loss. Infiltration will be maximized and stormwater management discharge will be decentralized.

3. Architecturally or historically significant buildings and their settings shall be preserved and integrated into the site plan.

4. The existing roads shall accommodate the anticipated traffic without the addition of new traffic lanes.

5. The buildings shall be sited to protect scenic views from public roads and so that the natural rural features, including but not limited to pastures, croplands, meadows and trees are preserved to the extent possible. Additional open space may be required to preserve and enhance the enjoyment of the natural amenities and visual quality of the site.

6. The proposed development will not be detrimental to neighboring uses and the tranquility of the rural area through excessive noise, or the emission of dust, fumes, vapors, gases and odors.

4. Amend Section 22-104 of the Baltimore County Code 1978 as amended, as follows: (underlining shows text to be added)

Section 22-104. Development in R.C.C., R-O, O-1, O-2, or OT zone and C.R. districts.

Add a new Subparagraph (c) as follows:

(c) Development of property in an R.C.-C. zone:

(1) Development shall be appropriate to the specific circumstances of the site taking into account surrounding uses; tree preservation; protection of watercourses and bodies of water from erosion and siltation; protection of groundwater resources; safety, convenience, and amenity for the surrounding neighborhood.

(2) In determining the appropriateness of buildings, design elements of proposed buildings shall be evaluated in relation to existing adjacent or surrounding buildings. In most cases, to be considered appropriate, new buildings shall be rural in character and similar to existing buildings in the following respects:

(i) Height;
(ii) Bulk and general massing;

(iii) Major divisions or rhythms of the facade;
(iv) Proportion of openings, i.e. window to wall relationships;
(v) Roof treatment;
(vi) Materials, colors, and textures of buildings and signage: In general, natural materials such as stone, brick, wood-siding, shingles, slate, etc. are preferred to industrial or artificial materials such as raw or exposed aggregate concrete, annodized or galvanized metal, tinted glass, plastics, vinyls, etc.
(vii) General architectural character:
a) Horizontal or vertical emphasis;
b) Scale;
c) Stylistic features and themes i.e. porches, colonades, pediments, cupolas, cornices, coins, detail and ornament;
(viii) Relation to street.
(ix) Except where physical constraints, site configuration or safety considerations preclude strict compliance, all parking must be accessible by driveway to the parking lots to adjacent non-residential uses and land zoned for non-residential uses.

5. In Paragraph 100.1.A. (Zones) revise subparagraph 2 by adding a new zone as follows:

R.C.C. (Resource Conservation, Commercial)

ATTACHMENT B

COUNTY COUNCIL OF BALTIMORE COUNTY, MARYLAND

LEGISLATIVE SESSION 1988, LEGISLATIVE DAY NO. 7

RESOLUTION NO. 17-88

MR. C. A. DUTCH RUPPERSBERGER, III, COUNCILMAN

BY THE COUNTY COUNCIL, APRIL 4, 1988

A RESOLUTION to request the Planning Board to consider proposing amendments to the Baltimore County Zoning Regulations in order to create a rural business zone.

WHEREAS, the Baltimore County Planning Board from time to time considers certain revisions to the Baltimore County Zoning Regulations; and

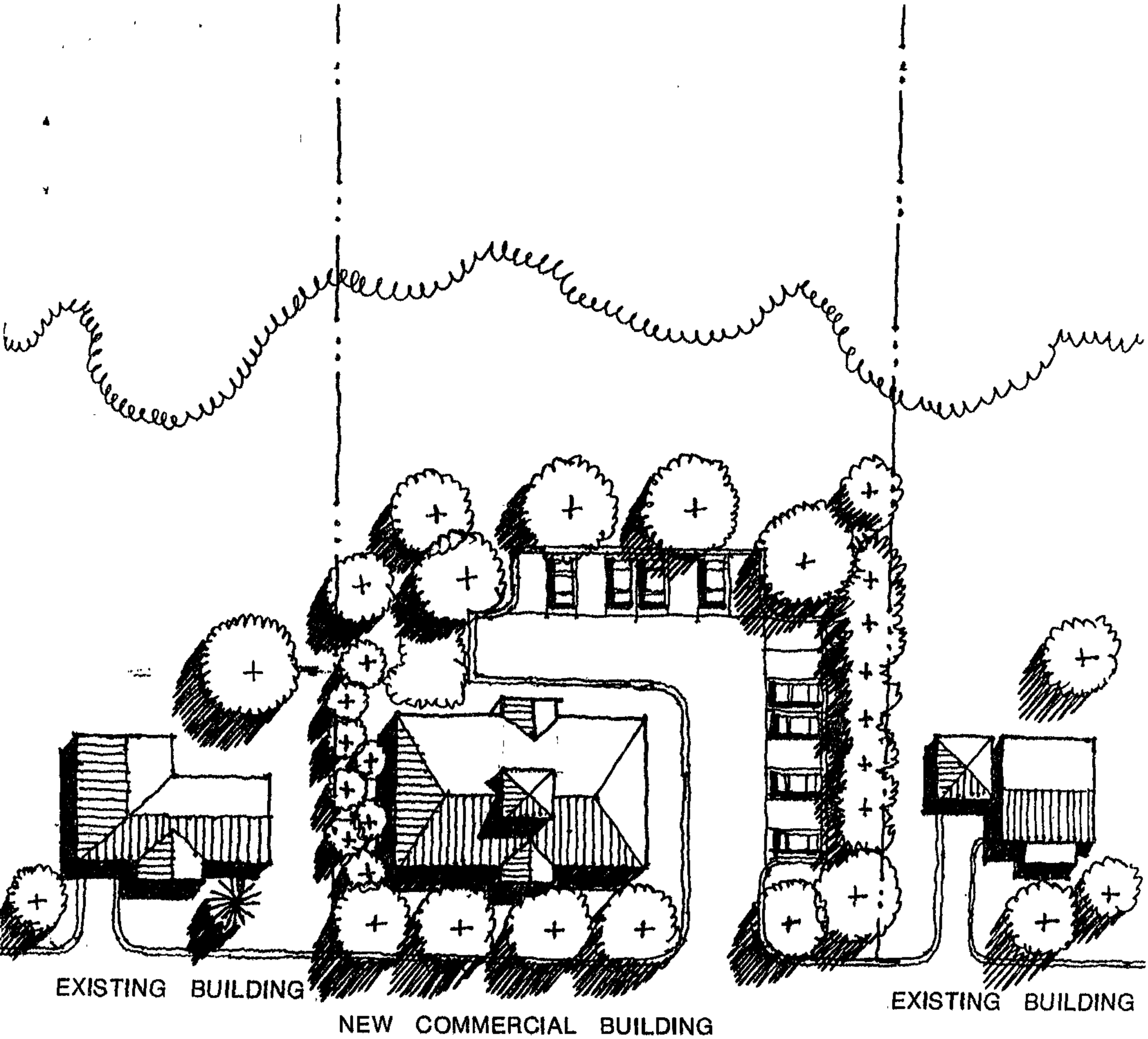
WHEREAS, a recurring problem which Baltimore County faces is that the Baltimore County Zoning Regulations do not provide for a business zone which permits only those uses and buildings which are compatible with the agricultural uses, and scenic beauty of the surrounding area; and

WHEREAS, the present practice of designating Business-Local zones beyond the urban rural demarcation line to provide land to meet the retail and service needs of the rural population permits uses and buildings which are incompatible with the surrounding area; and

WHEREAS, the rural areas require specific types of retail and service uses to meet their needs and these uses could be permitted in such a way as to promote and protect the surrounding rural area.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Baltimore County, Maryland, that the Baltimore County Planning Board be and it is hereby requested to consider proposing amendments to the Baltimore County Zoning Regulations in order to create a rural business zone which will provide for the retail, business and service needs of these areas while protecting and promoting agricultural uses and their scenic beauty, and create a village atmosphere reminiscent of New England.

ATTACHMENT C



TYPICAL SITE PLAN
RURAL COMMERCIAL ZONE

MAXIMUM FLOOR AREA 3000 SQ FT

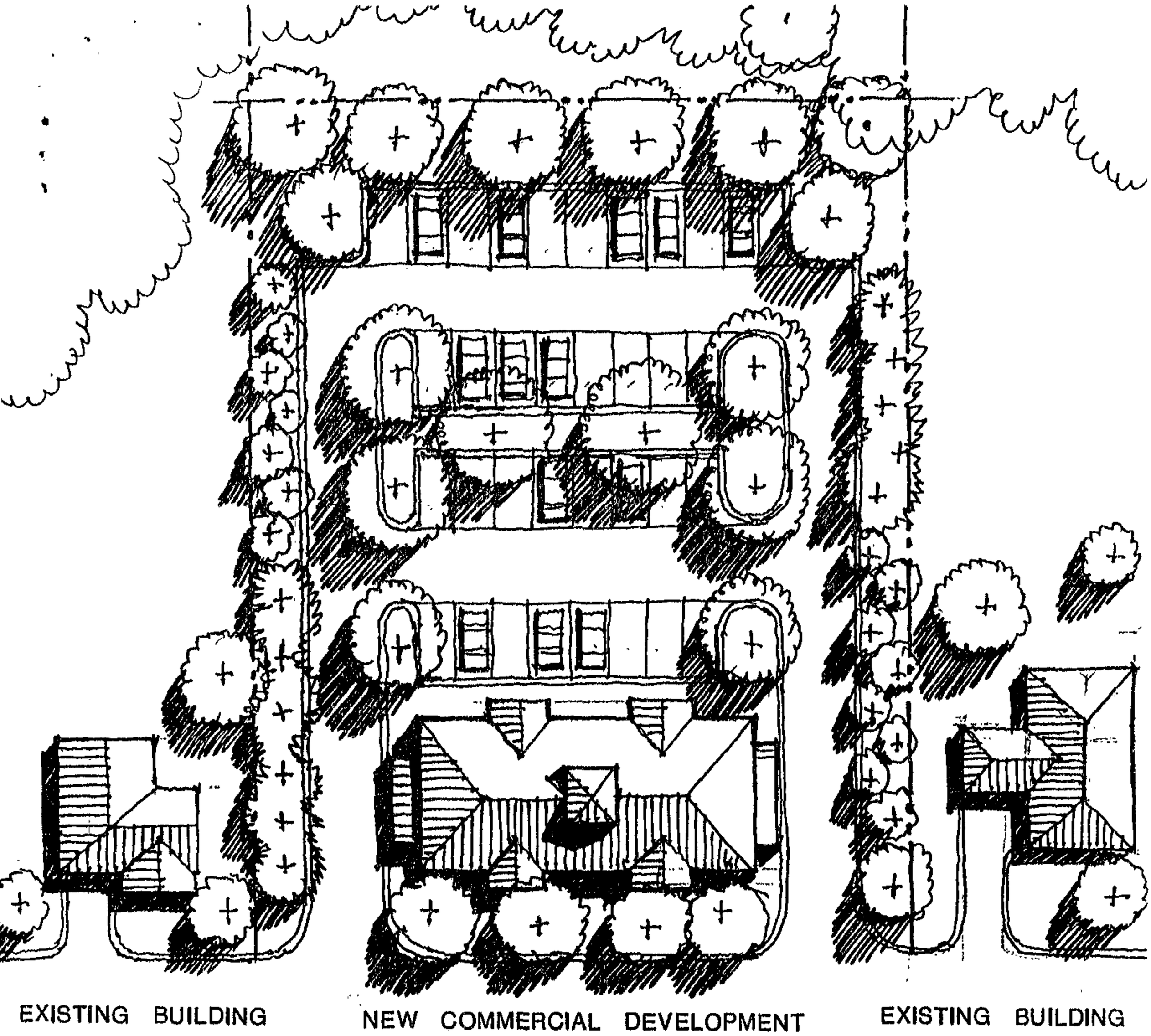
1 INCH = 40 FEET

FRONT SET BACK; 15 FT FROM R.O.W. OR

AVERAGE OF ADJACENT SET BACKS

SIDE AND REAR SET BACKS 15 FT

PARKING AT SIDE AND REAR OF BUILDING



TYPICAL SITE PLAN

MAXIMUM FLOOR AREA 8800 SQ FT

RURAL COMMERCIAL DISTRICT

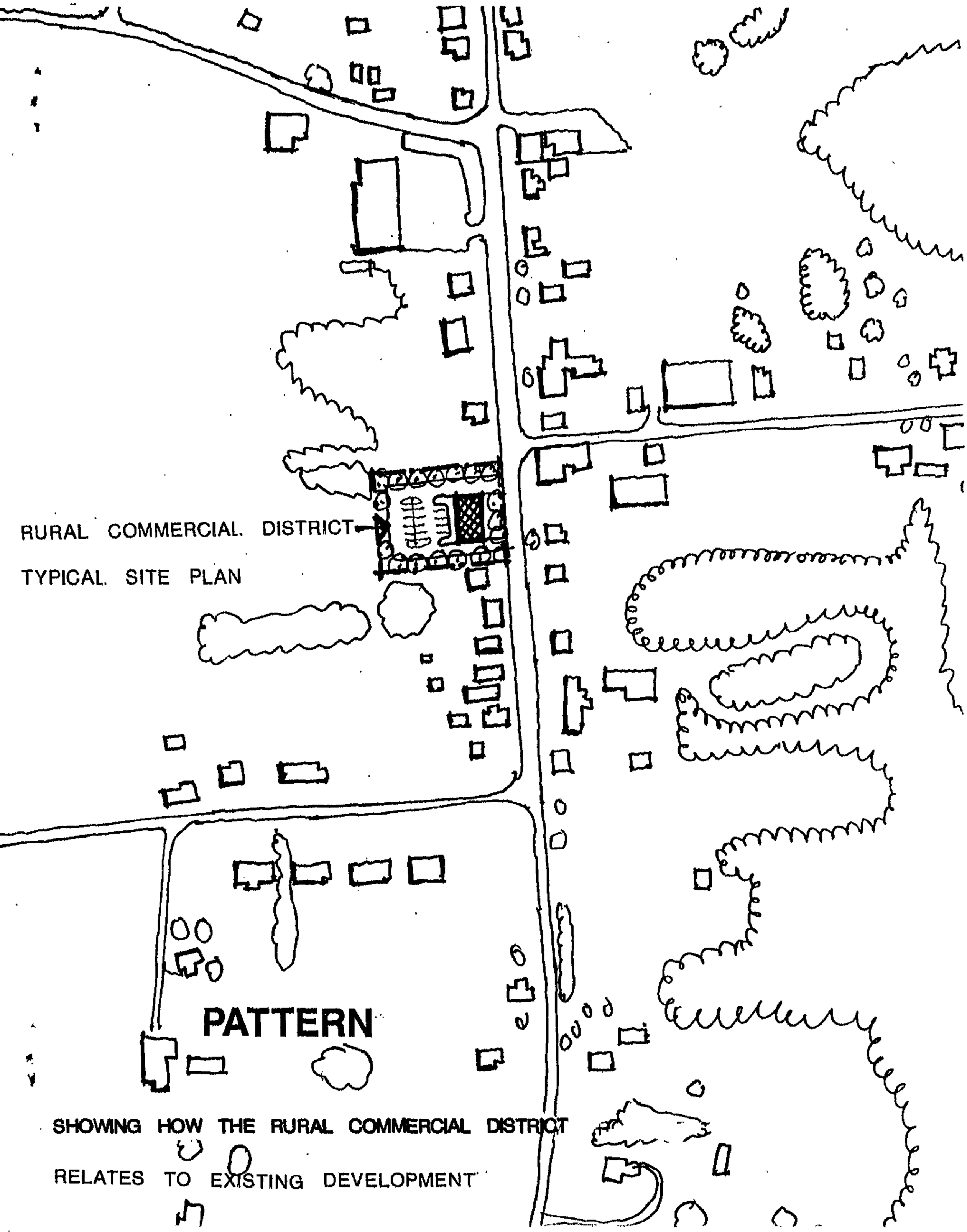
1 INCH = 40 FEET

FRONT SET BACK; 15 FT FROM R.O.W OR

AVERAGE OF ADJACENT SET BACKS

SIDE AND REAR SET BACKS 15 FT

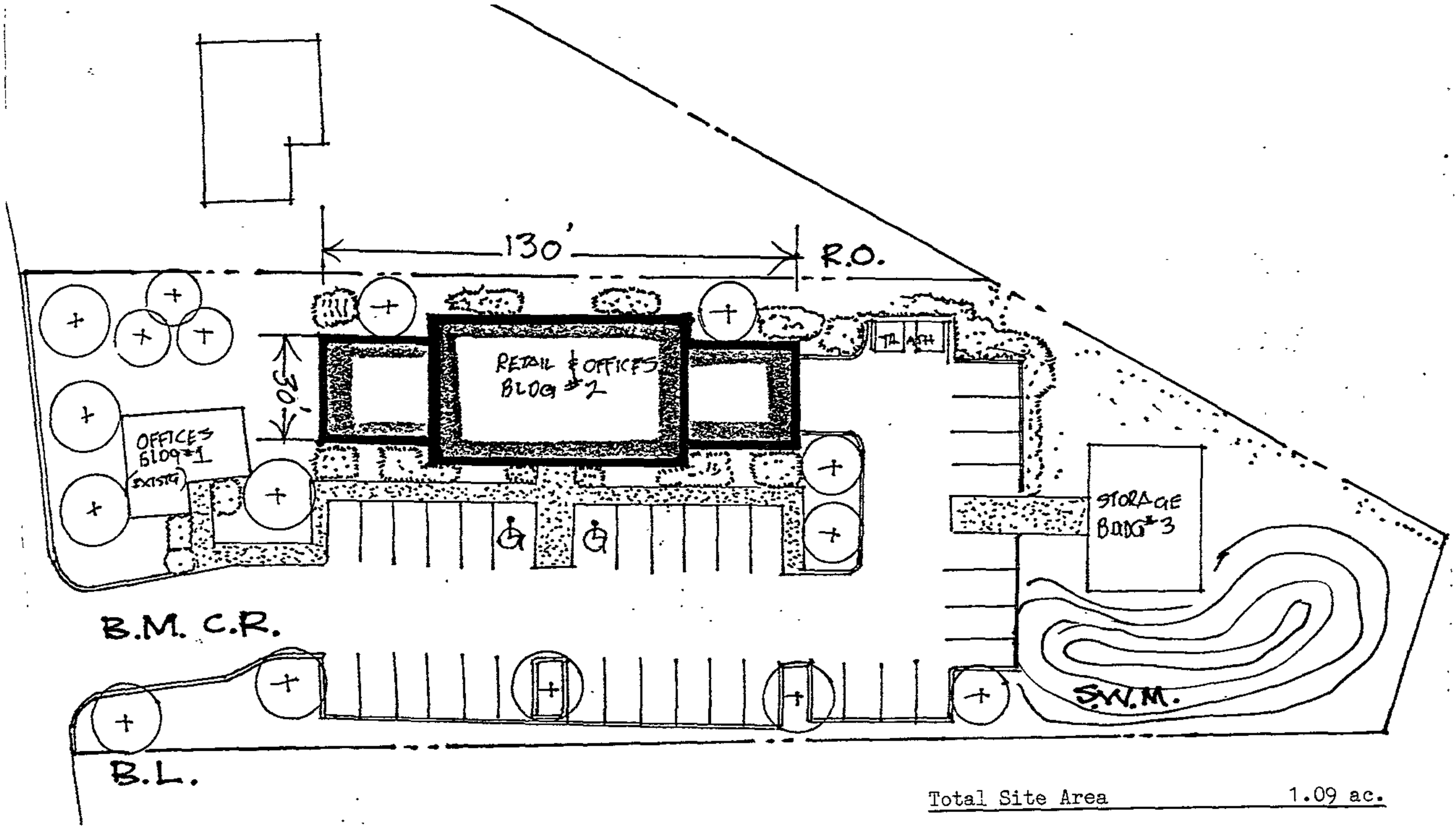
PARKING AT SIDE AND REAR OF BUILDING



PATTERN

SHOWING HOW THE RURAL COMMERCIAL DISTRICT

RELATES TO EXISTING DEVELOPMENT



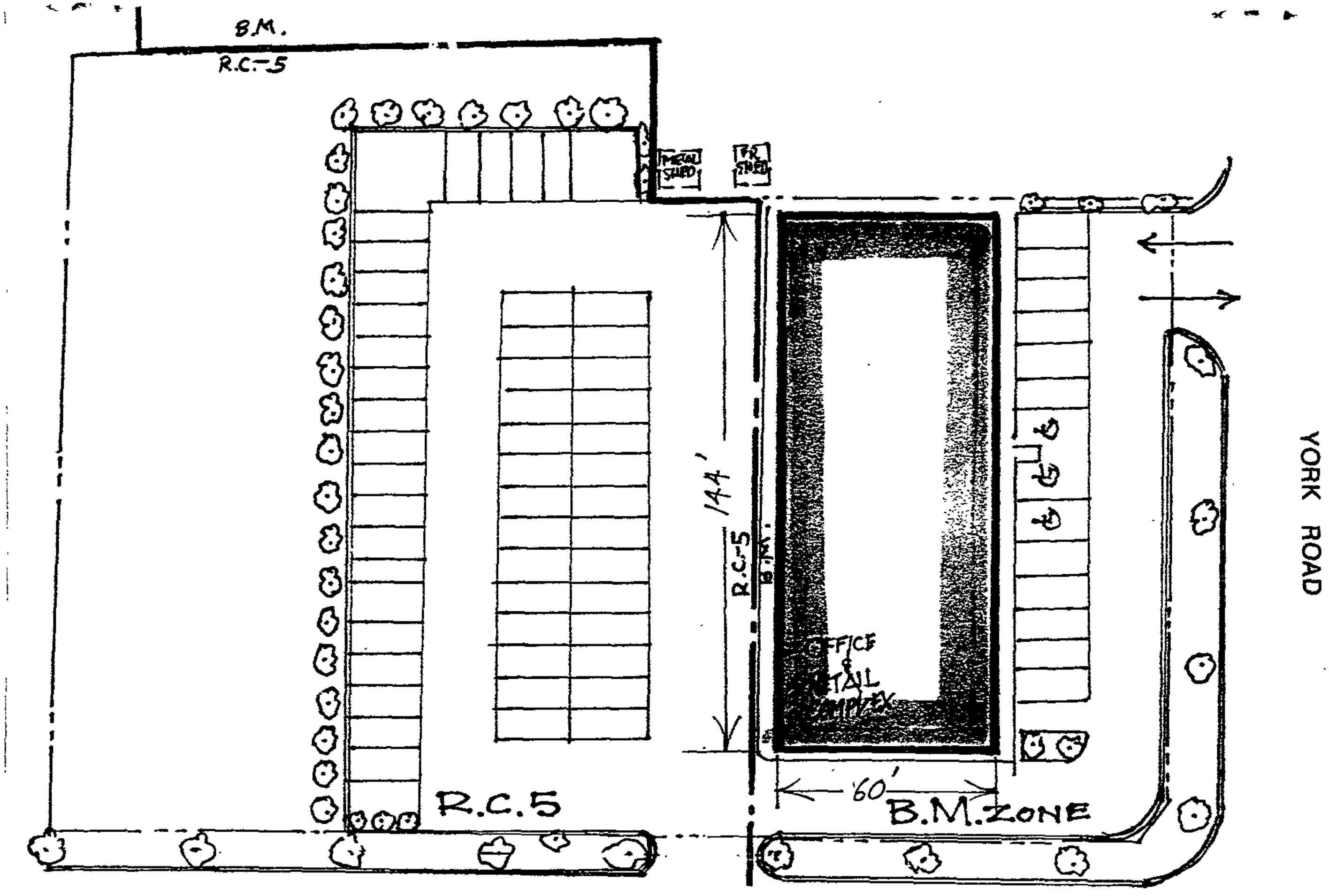
JARRETTSVILLE PIKE

Total Site Area	1.09 ac.
Zoning B.M.-CR	1.09 ac.
Permitted F.A.R.	4.0
Total Permitted Building	189,920 sq. ft.
Proposed F.A.R.	0.19
Proposed Building	9,300 sq. ft.
Proposed Parking	33 spaces (all on site)

PROPOSED C.R.G. PLAN

FOUR CORNERS CRAFTSMAN VILLAGE

NO SCALE



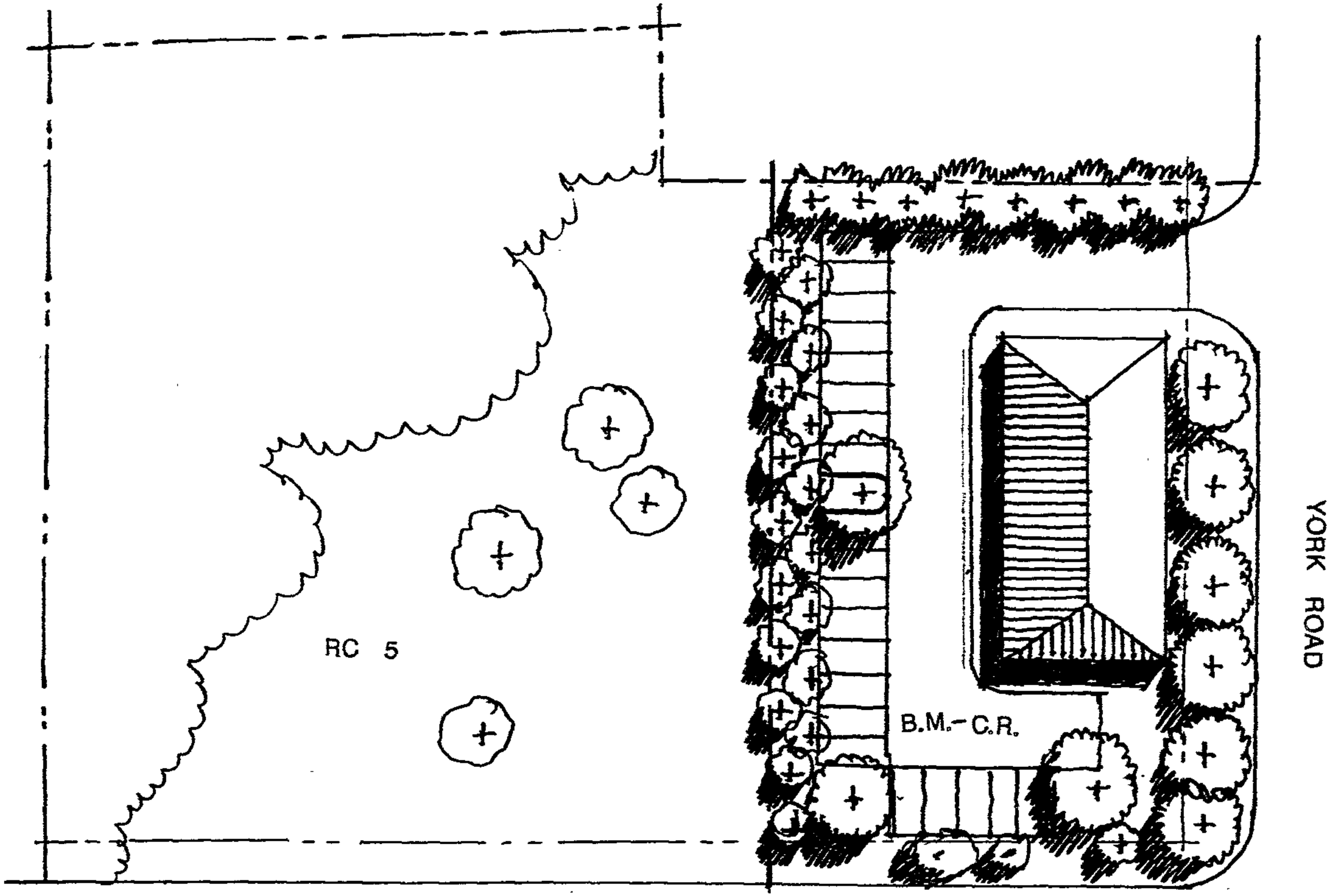
EVERETT AVENUE

Total Site Area	1.38 ac.
B.M.	0.48 ac.
R.C.5	0.90 ac.
Proposed Building	17,280 sq. ft.
Proposed Parking	67 spaces
Proposed Parking in R.C.5	52 spaces

PROPOSED C.R.G. PLAN

MONKTON CENTER : HEREFORD

NO SCALE



EVERETT AVENUE

TOTAL SITE AREA 1.38 AC

B.M.-C.R. 0.48 AC

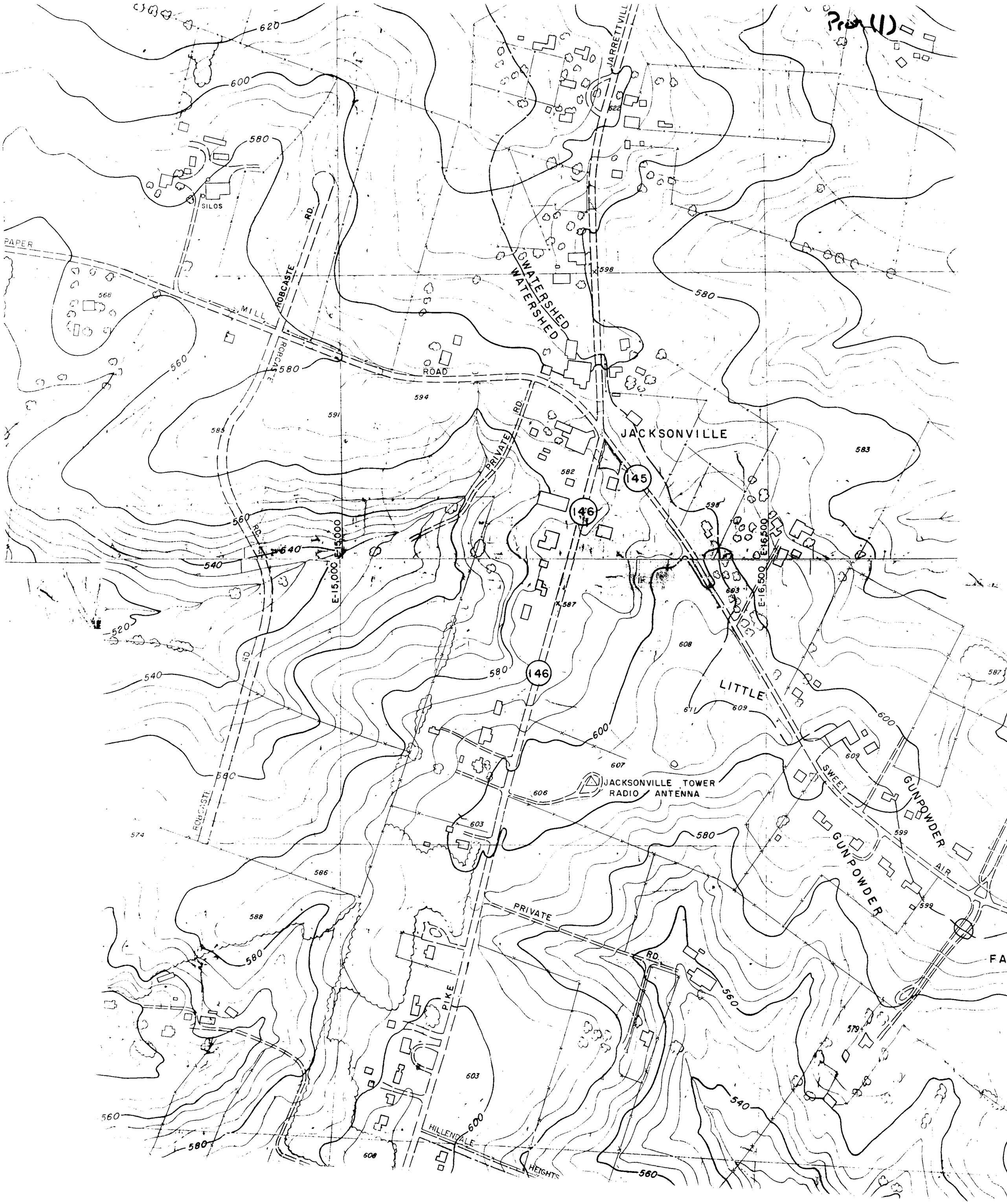
RC. 5. 0.90 AC

PPOPOSED CRG PLAN C.R. DISTRICT CRITERIA

PROPOSED BLDG 4179 SQ FT

PROPOSED PARKING 20 CARS

MONKTON CENTER HERFORD


Prop (1)
JARRETTVILL
WATERSHED
WATERSHED
ROBCASTE RD.
ROBCASTE
MILL
ROAD
PAPER
SILOS
JACKSONVILLE
PRIVATE RD.
145
146
146
E-15,000
E-15,500
E-16,500
LITTLE
SWEET
GUNPOWDER
GUNPOWDER
AIR
JACKSONVILLE TOWER
RADIO ANTENNA
PRIVATE
RD.
PIKE
HILLENDALE
HEIGHTS
620
600
580
560
540
520
568
594
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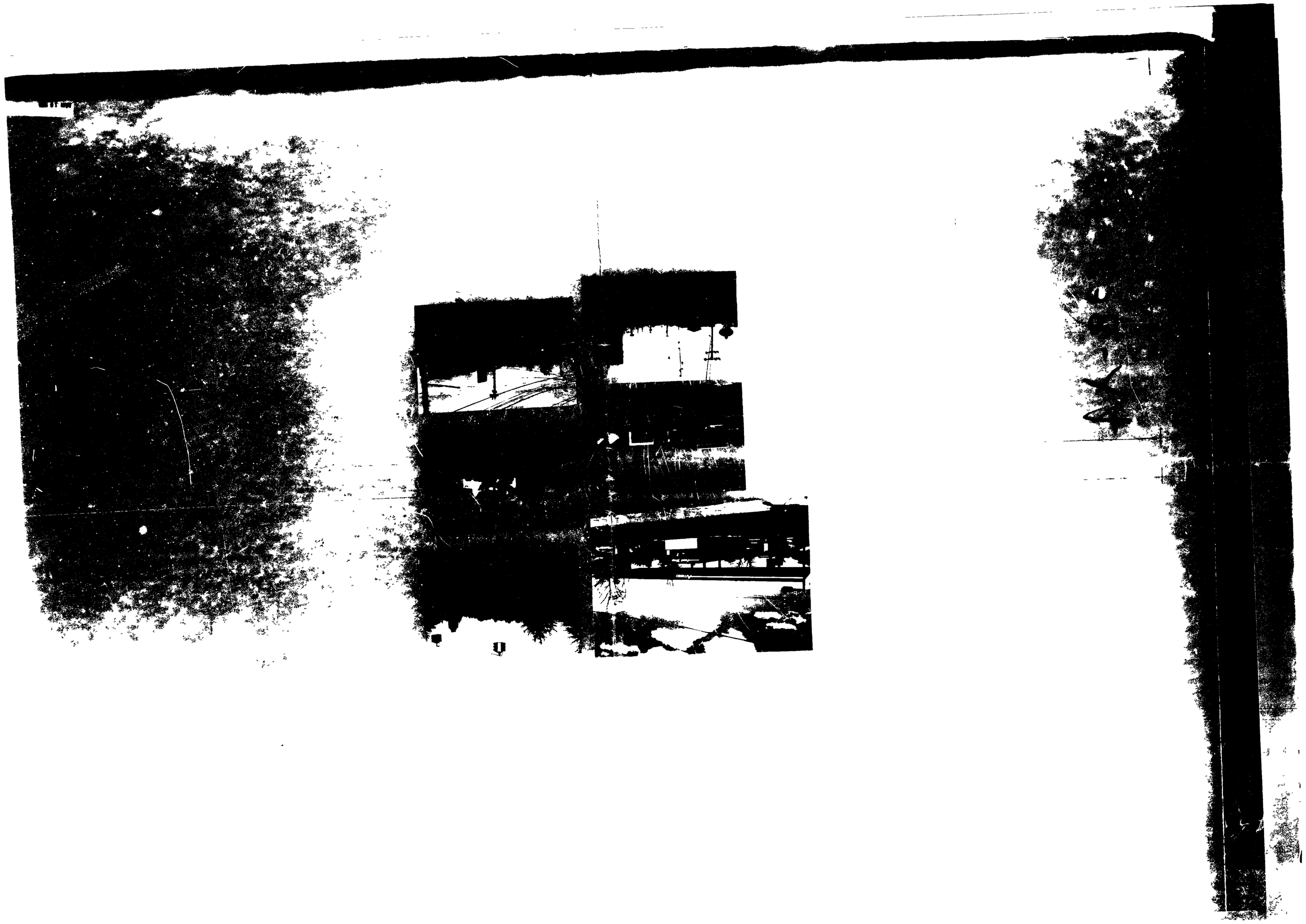
587



Property is to be posted and advertised as prescribed [illegible]

I or we agree to pay expenses of above advertising, posting, etc. and further agree to and are bound by the zoning regulations of Baltimore County adopted pursuant to the Zoning Law for Baltimore County.

Long Term Lessee:
~~Contract Purchaser~~

AMOCO OIL COMPANY
(Type or Print Name)

By: [signature]
Signature E R O'Brien-Manager Projects

P O Box 507
Address

Baltimore, Maryland 21203
City and State

Attorney for Petitioner

Joseph K. Pokorny
(Type or Print Name)

[signature]
Signature

408 Jefferson Bldg
Address

Towson, Maryland 21204
City and State

Attorney's Telephone No. 823-2000

Owner

Mark F. [illegible]
(Type or Print Name)

[illegible]
(Type or Print Name)

Signature

Abraham Goldberg

Box 41
Address

[illegible]
Phone No.

Cockeysville Maryland 21030
City and State

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

William F. Mosner Esq
Name

21 Susquehanna Avenue
Address

Towson, Maryland 21204
City and State

823 1250
Phone No.

1/22

ORDERED By The Zoning Commissioner of Baltimore County this 22nd day of January 1985 that the subject matter of this petition be advertised as required by the Zoning Law of Baltimore County in two newspapers of general circulation through out Baltimore County that property be posted and that the public hearing be had before the Zoning Commissioner of Baltimore County in Room 106 County Office Building in Towson, Baltimore County on the 27th day of February 1985 at 10:30 o'clock A.M.

Zoning Commissioner of Baltimore County

(over)

ORDER RECEIVED FOR FILING
DATE [illegible]
BY [illegible]

Amoco Oil Company
SE/cor Jarrettsville Pike and Sweet Air Road (Paper Mill Road) 10th Dist.

85-238-XA

[illegible]

Attorney for Petitioner

[signature]
Signature

[illegible] Building
Address

Towson, Maryland 21204
City and State

Attorney's Telephone No. [illegible]

ORDERED By The Zoning Commissioner of Baltimore County this [illegible] day of January 1985 that the subject matter of this petition be advertised as required by the Zoning Law of Baltimore County in two newspapers of general circulation through out Baltimore County that property be posted and that the public hearing be had before the Zoning Commissioner of Baltimore County in Room 106 County Office Building in Towson, Baltimore County on the [illegible] day of [illegible] 19[illegible] at [illegible] o'clock A.M.

Zoning Commissioner of Baltimore County

(over)

[illegible] ASSIGNMENT

NO POSTPONEMENT WILL BE GRANTED WITHOUT GOOD AND SUFFICIENT REASONS. REQUESTS FOR POSTPONEMENTS MUST BE IN WRITING AND IN STRICT COMPLIANCE WITH BOARD RULE 2(b). ABSOLUTELY NO POSTPONEMENTS WILL BE GRANTED WITHIN FIFTEEN (15) DAYS OF SCHEDULED HEARING DATE IN ACCORDANCE WITH RULE 2(c), COUNTY COUNCIL BILL #59-79.

[illegible]

James Dyer

[illegible]

Peter Max Zimmerman

[illegible] Holmen, Secretary

County Board of Appeals of Baltimore County
Room 200 Court House
Towson, Maryland 21204
(301) 494-3180

November 20, [illegible]

Phyllis C. Friedman
People's Counsel for Baltimore County
Court House
Towson, Md. 21204

Dear Mrs. Friedman

[illegible]

Enclosed herewith is a copy of the opinion and order passed today by the County Board of Appeals in the above entitled matter.

Very truly yours,

[signature]
June Holmen, Secretary

Encl.
cc: Joseph K. Pokorny, Esq.
Amoco Oil Company
William F. Mosner, Esq.
Frank Jerbi, D.D.S.
Norman Gerber
James Hoswell
Arnold Jablon
Jean Jung
James Dyer

RE: PETITION FOR SPECIAL EXCEPTION
PETITION FOR VARIANCE
SE Corner of Jarretts ville Pike and Sweet Air Rd. (Paper Mill Rd.) 10th District

AMOCO OIL COMPANY, Petitioner

BEFORE THE COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

Case No. 85-238-XA

ORDER

Upon consideration of evidence in open hearing and comment of counsel for all parties, it is, this [illegible] day of November, 1985

ORDERED that the Petition for Special Exception to allow a use in combination (food store) with an existing service station, the conversion of a full service station to a gas and go and an expansion of the site area of an existing service station, and the Petition for Zoning Variance to allow erection of signs containing 158.38 square feet in lieu of the allowable 100 square feet, as amended, be and hereby are GRANTED, subject to the following conditions:

1. Petitioner shall comply with the revised site plan dated [illegible], entered in the record as Exhibit 1.

2. At such future date as the State of Maryland calls for widening of the section of Jarrettsville Pike adjacent to the subject property, the Petitioner shall set its curb lines back as required at the Petitioner's own expense.

3. Compliance with all requirements of the State Highway Administration, the Baltimore County Department of Health, and Section 405, BCZR.

4. Landscaping shall meet all standards of the Baltimore County Landscape Manual and shall be approved by the Current Planning and Development Division.

- 2 -

Parking spaces and their location shall meet the requirements of and be approved by the Current Planning and Development Division.

6. The Amoco logo sign shall be no larger than 60" x 100" in size.

7. At any such time as the Amoco Oil Company is no longer associated with the site, the total square footage for signs shall be limited to that permitted by the BCZR in effect at the time.

Any appeal from this decision must be in accordance with Rules B-1 through B-13 of the Maryland Rules of Procedure.

COUNTY BOARD OF APPEALS
OF BALTIMORE COUNTY

William D. Evans, Acting Chairman

Lawrence E. Schmidt

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

ARNOLD JABLON
ZONING COMMISSIONER

JEAN M. H. JUNG
DEPUTY ZONING COMMISSIONER

July 2, 1985

Joseph K. Pokorny, Esquire
408 Jefferson Building
Towson, Maryland 21204

RE: Petitions for Special Exception and Variance
SE/corner of Jarrettsville Pike and Sweet Air Road (Paper Mill Road) - 10th Election District
Amoco Oil Company, Petitioner
Case No. 85-238-XA (Item 156)

Dear Mr. Pokorny:

Please be advised that an appeal has been filed by the People's Counsel of Baltimore County from the decision rendered by the Deputy Zoning Commissioner of Baltimore County in the above referenced matter.

You will be notified of the date and time of the appeal hearing when it is scheduled by the County Board of Appeals.

Very truly yours,

ARNOLD JABLON
Zoning Commissioner

AJ:bg

cc: Amoco Oil Company
E.R. O'Brien, Manager/Projects
P.O. Box 507
Baltimore, Maryland 21204

IN RE: PETITION FOR SPECIAL EXCEPTION AND VARIANCE
SE/corner of Jarrettsville Pike and Sweet Air Road (Paper Mill Road) - 10th Election District
Amoco Oil Company,
Petitioners

* BEFORE THE
* DEPUTY ZONING COMMISSIONER
* OF BALTIMORE COUNTY
* Case No. [illegible]

* * * * * * * * * * * * * * *

The Petitioners herein request a Special Exception [illegible] combination (food store) with an existing service station, [illegible] full service station to a gas and go, and an expansion [illegible] existing service station; and, additionally, a Variance [illegible] signs containing 182.78 square feet in lieu of the allowable [illegible] square feet.

Testimony by and on behalf of the Petitioners indicates that an automobile service station was built in accordance with the plan submitted and special exception granted for a gasoline service station by order of July 8, 1964, Case 66-S. Signs were installed and the site area expanded at an unknown date. The two service bays have had little utilization in recent years. A photograph, Petitioner's Exhibit 1, shows the present station and signs. The Amoco Oil Company proposes to eliminate service, raze the present structure and construct a modern building for a gas and go station in combination with a 617.6 square foot food store. The site will provide a canopy, signs and layout similar to that shown in the photograph marked Petitioner's Exhibit 2. New underground fiberglass tanks have been installed. The company plans two points of access on Jarrettsville Pike (Maryland Route 146) and one on Sweet Air Road (Maryland Route 145). The property is served by a well and septic system. The requested signs include a 6' x 10' Amoco logo sign with a total square footage of 94 square feet for both sides. The logo sign is also available in a 60" x 100" size. The price signs are available only in one size. There will also be a store sign.

ORDER RECEIVED FOR FILING
DATE June 7, 1985
BY Barbara A. Schlenk
ADMINISTRATIVE ASSISTANT

[illegible]

[illegible] and the Variance should be granted in part.

Therefore, IT IS ORDERED by the Deputy Zoning Commissioner of Baltimore County, this [illegible] day of June, 1985, that the herein Petition for Special Exception to allow a use in combination (food store) with an existing service station, the conversion of a full service station to a gas and go and an expansion of the site area of an existing service station, and the Petition for Zoning Variance to allow erection of signs containing 158.38 square feet in lieu of the allowable 100 square feet, in accordance with the base site plan and attached overlay marked "STATE", submitted and marked Petitioner's Exhibit 8, is GRANTED from and after the date of this Order, subject to the following:

1. Compliance with all requirements of the State Highway Administration, the Baltimore County Department of Health, and Section 405, BCZR.
2. Landscaping shall meet all standards of the Baltimore County Landscape Manual and shall be approved by the Current Planning and Development Division.

ORDER RECEIVED FOR FILING
DATE June 7, 1985
BY Barbara A. Schlenk
ADMINISTRATIVE ASSISTANT

[illegible] and their location shall meet the [illegible] be approved by the Current Planning [illegible]

[illegible] shall be larger than 60" x 100"

[illegible] the Amoco Oil Company is no longer [illegible] the total square footage for [illegible] permitted by the BCZR in [illegible]

Deputy Zoning Commissioner
of Baltimore County

ORDER RECEIVED FOR FILING
DATE June 7, 1985
BY Barbara A. Schlenk
ADMINISTRATIVE ASSISTANT

apr associates, inc.
surveyors-engineers

AMOCO OIL COMPANY
DESCRIPTION OF PROPERTY
JARRETTSVILLE PIKE AND SWEET AIR ROAD
TENTH ELECTION DISTRICT, BALTIMORE COUNTY, MARYLAND

BEGINNING FOR THE SAME at a point in the centerline of Jarrettsville Pike (Maryland Route 146) and in bed of Sweet Air Road (Maryland Route 145), formerly known as Paper Mill Road; said point being situate at the end of the fourth or North 31 degrees 57 minutes West 165.86 foot line of land which by Deed dated February 10, 1952, and recorded among the Land Records of Baltimore County in Liber 2644, page 383 was conveyed by Kathryn R. Purcell to Abraham Goldberg, Leon Goldberg, and Charles Goldberg; said point of beginning being also situate at the beginning of a parcel of land which by Deed dated May 19, 1947, and recorded in Liber 1575, page 180 was conveyed by Claude A. Haully to Abraham Goldberg, Leon Goldberg, and Charles Goldberg; thence leaving said point of beginning and binding reversely along the fourth and a part of the third lines of the firstly hereinmentioned Deed and reversely along the fifth and fourth lines of the secondly hereinmentioned Deed and running in bed of Sweet Air Road, referring all courses to the True Meridian as established for the Baltimore County Metropolitan District, South 39 degrees 59 minutes 00 seconds East 165.81 feet and South 32 degrees 18 minutes 17 seconds East 33.71 feet to a point; thence leaving Sweet Air Road and running for a new line of division South 15 degrees 58 minutes 01 seconds West 156.44 feet to the end of the second or South 66 degrees 00 minutes East 162.54 foot line of a parcel of land which by Deed dated August 10, 1977, and recorded in Liber 5791, page 088 was conveyed by Abraham Goldberg et al. to Joseph S. Schapiro and Oscar H. Schapiro; thence binding reversely along said

7427 harford road baltimore, md. 21234 tel: 301 444 4942
206 east main street eldon, md. 21001 301 398 7788

Page 2

AMOCO OIL COMPANY
DESCRIPTION OF PROPERTY
JARRETTSVILLE PIKE AND SWEET AIR ROAD
TENTH ELECTION DISTRICT, BALTIMORE COUNTY, MARYLAND

line North 74 degrees 01 minutes 59 seconds West 162.54 feet to a point in the centerline of Jarrettsville Pike and to intersect the last line of the firstly hereinmentioned Deed and the first line of the secondly hereinmentioned Deed; thence running in or near the centerline of Jarrettsville Pike North 15 degrees 58 minutes 01 seconds East 271.72 feet to the point of beginning; containing 35,170 square feet or 0.8073 acres more or less.

BEING part of the land described in the two hereinmentioned Deed conveyed to Abraham Goldberg et al. and recorded among the Land Records of Baltimore County: 1) from Kathryn R. Purcell, dated February 10, 1955, and recorded in Liber 2644, page 383 and 2) from Claude A. Haully, dated May 19, 1947, and recorded in Liber 1575, page 180.

10/12/1984

STATE OF MARYLAND
JOHN W. MOSNER
No. 10788
REGISTERED
PROFESSIONAL
LAND SURVEYOR

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

ARNOLD JABLON
ZONING COMMISSIONER

February 21, 1985

Joseph K. Pokorny, Esquire
408 Jefferson Building
Towson, Maryland 21204

RE: Petition for Special Exception and Variance
SE/cor. Jarrettsville Pike and Sweet Air Road (Paper Mill Road)
Amoco Oil Company-Petitioner
Case No. 85-238-XA

Dear Mr. Pokorny:

This is to advise you that $61.68 is due for advertising and posting of the above property.

This fee must be paid and our zoning sign and post returned on the day of the hearing before an Order is issued. Do not remove sign until day of hearing.

Please make the check payable to Baltimore County, Maryland, and remit to Mrs. Arlene January, Zoning Office, Room 113, County Office Building, Towson, Maryland 21204, before the hearing.

Sincerely,

ARNOLD JABLON
Zoning Commissioner

BALTIMORE COUNTY, MARYLAND
OFFICE OF FINANCE - REVENUE DIVISION
MISCELLANEOUS CASH RECEIPT
No. 005302
DATE [illegible] ACCOUNT [illegible]
AMOUNT $61.68
RECEIVED [illegible]
FOR [illegible]
B [illegible]
VALIDATION OR SIGNATURE OF CASHIER

January 28, 1985

Joseph K. Pokorny, Esquire
408 Jefferson Building
Towson, Maryland 21204

NOTICE OF HEARING

RE: Petition for Special Exception and Variance
SE/cor. Jarrettsville Pike and Sweet Air Road (Paper Mill Road)
Amoco Oil Company - Petitioner
Case No. 85-238-XA

TIME: 10:30 a.m.

DATE: Wednesday, February 27, 1985

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

cc: William F. Mosner, Esquire
21 Susquehanna Avenue
Towson, Maryland 21204

[illegible] Commissioner
[illegible] County

BALTIMORE COUNTY ZONING PLANS ADVISORY COMMITTEE

January 2, 1985

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

c/o
Nicholas B. Commodari
Chairman

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

Joseph K. Pokorny, Esquire
408 Jefferson Building
Towson, Maryland 21204

RE: Item No. 156
Petitioner - Marvin Goldberg, et al
Special Exception & Variance

Dear Mr. Pokorny:

Recently, a meeting was held with [illegible] this Committee is order to discuss the [illegible] petition. At that time, it was [illegible] revised site plans, reflecting comments [illegible] department(s), would be required.

Traffic Engineering - Mr. Mike [illegible]

Health Department - Mr. Steve [illegible]

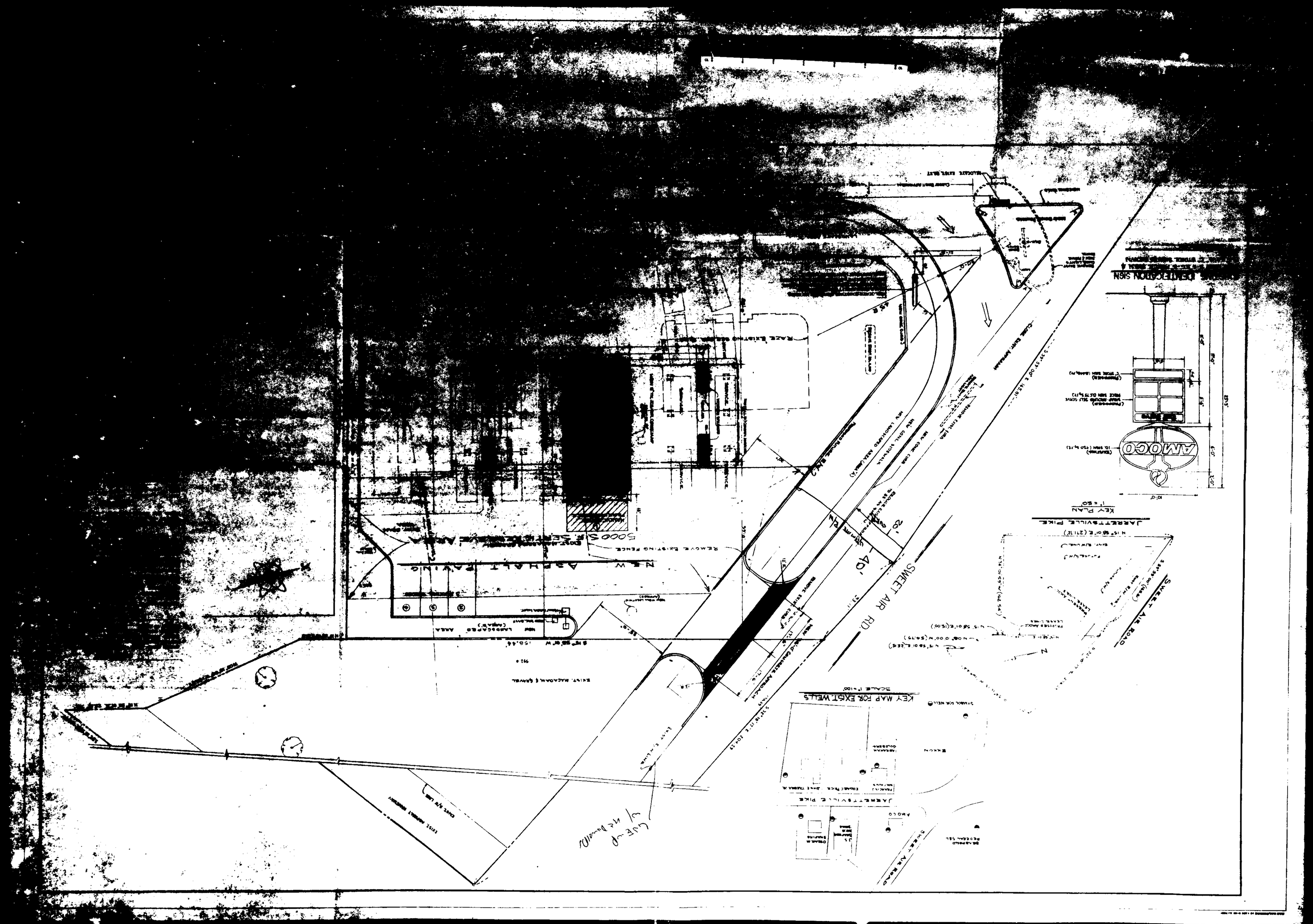
State Highway Adm. - Mr. George [illegible]

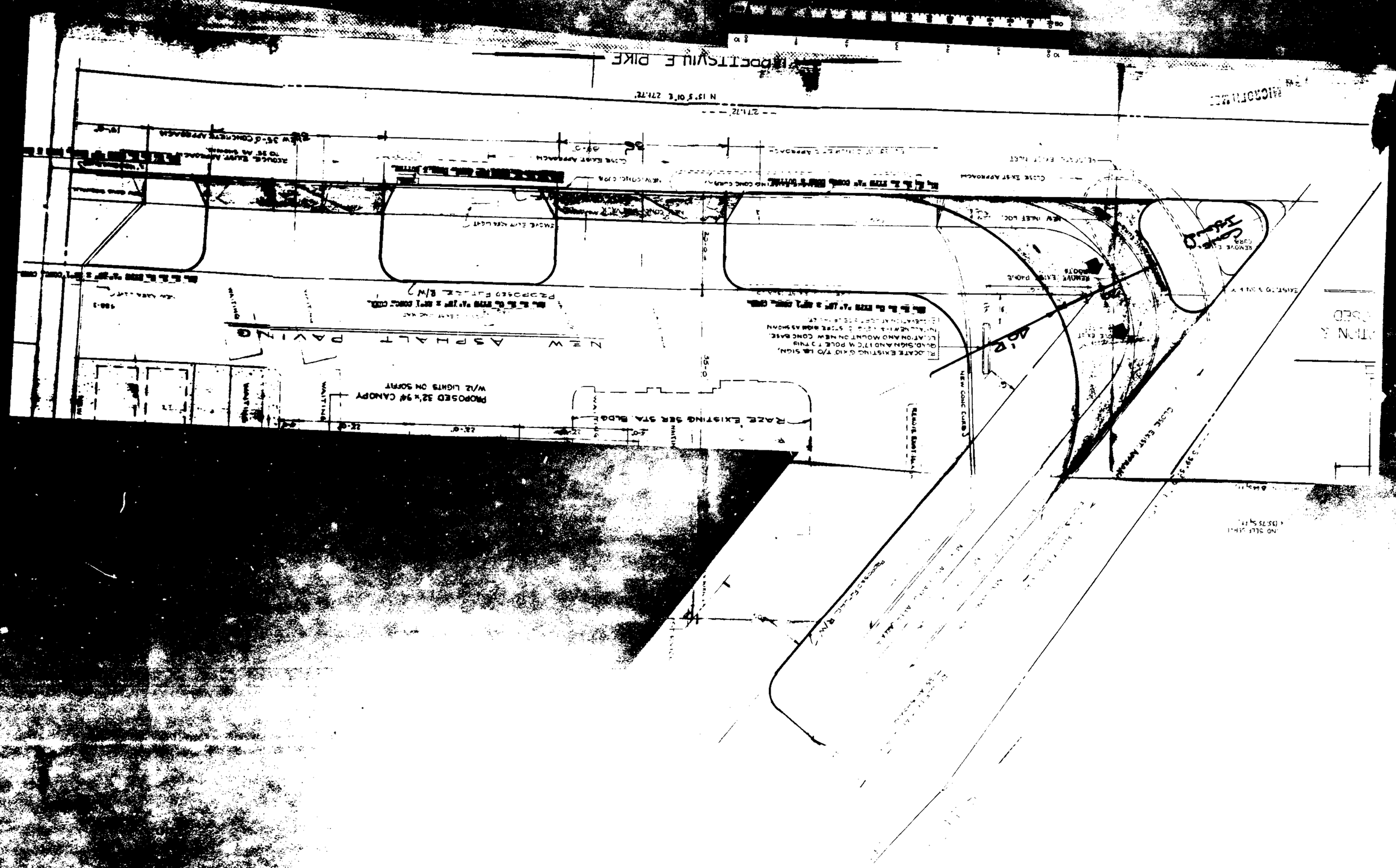
In order to avoid any [illegible] this petition, I urge you to [illegible] representative(s) from the [illegible] the required revisions [illegible] it should be [illegible] it will save you [illegible] of your position.

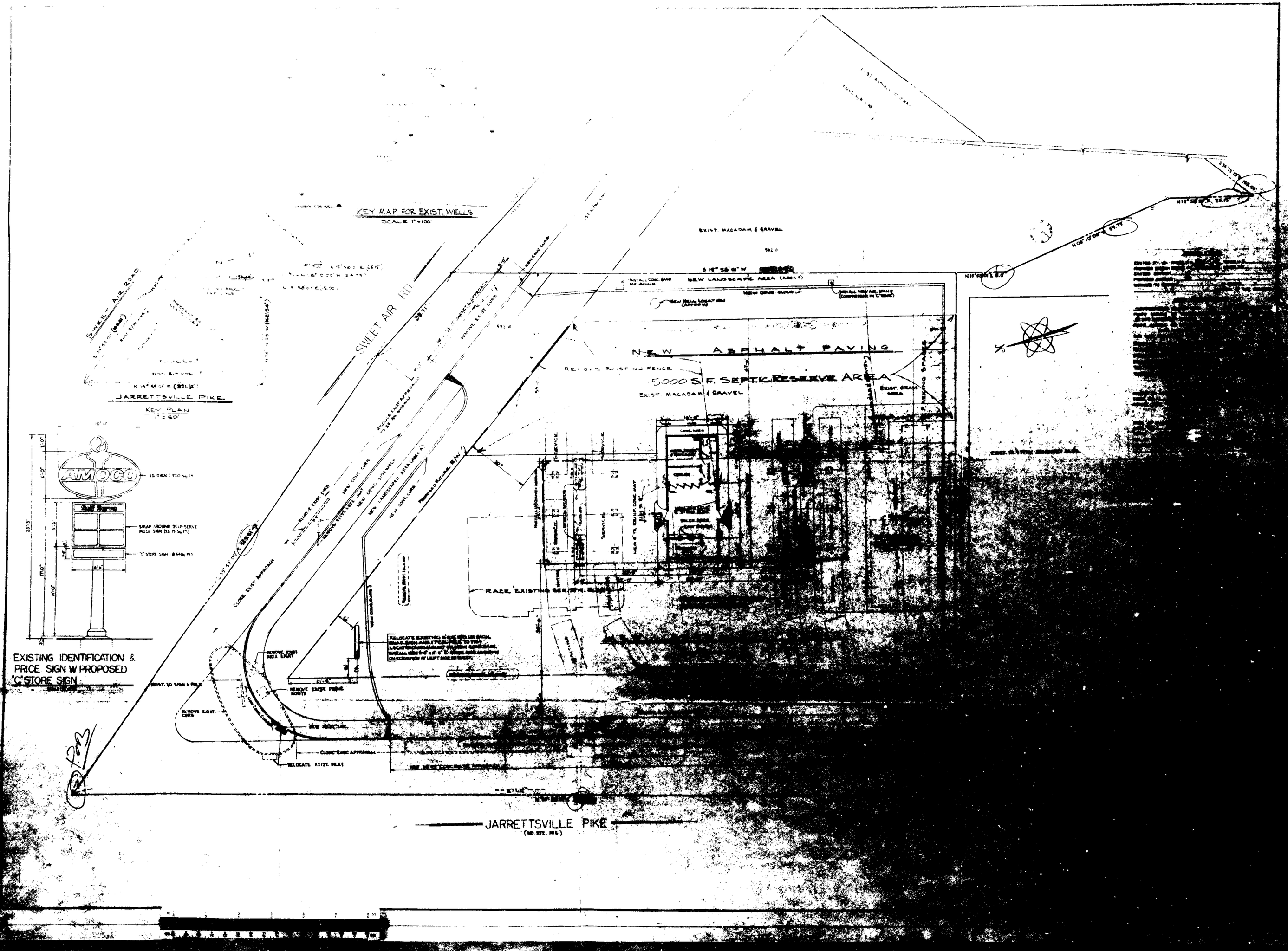
After discussion [illegible] Oil [illegible]

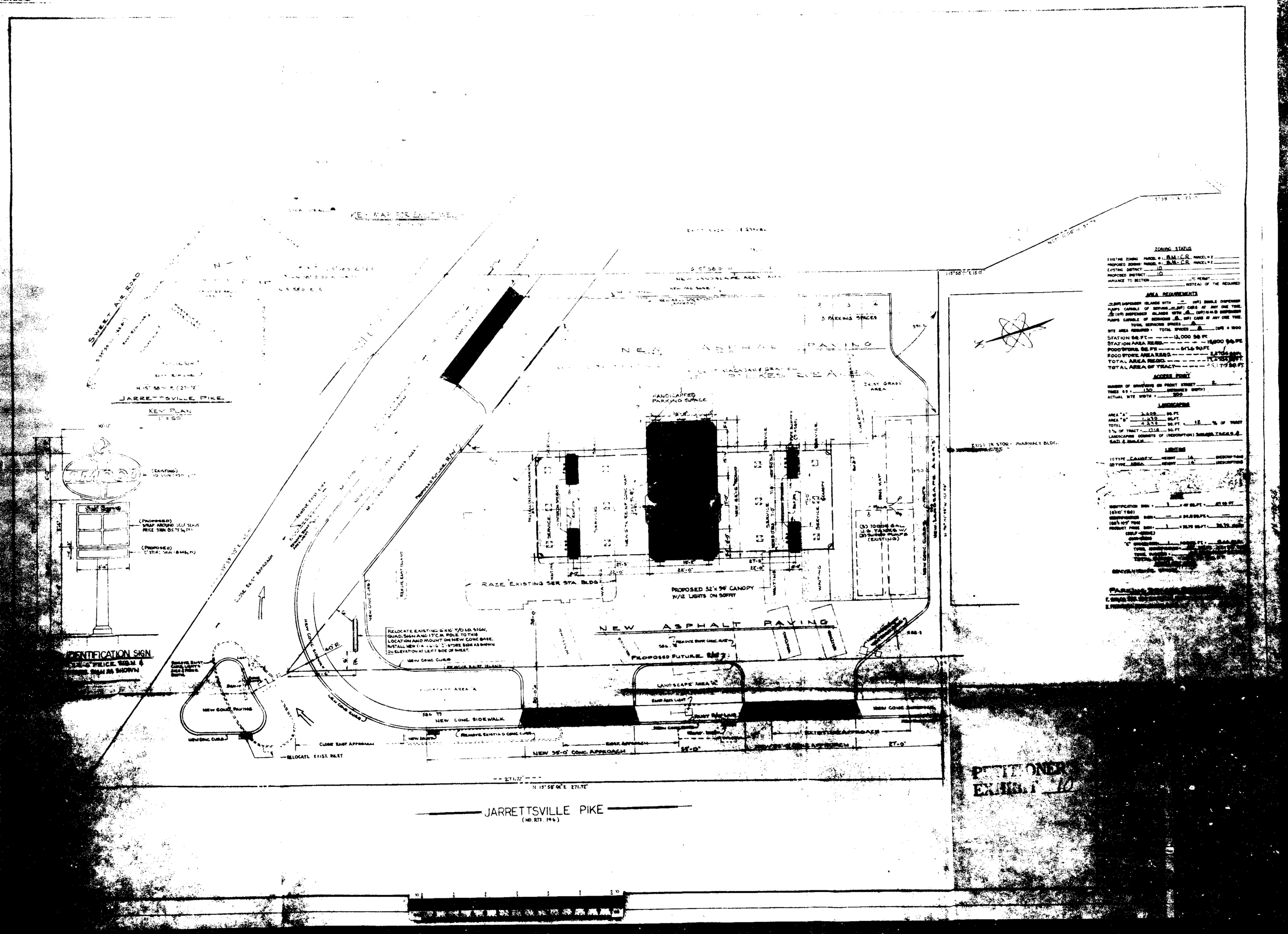
NBC:bsm

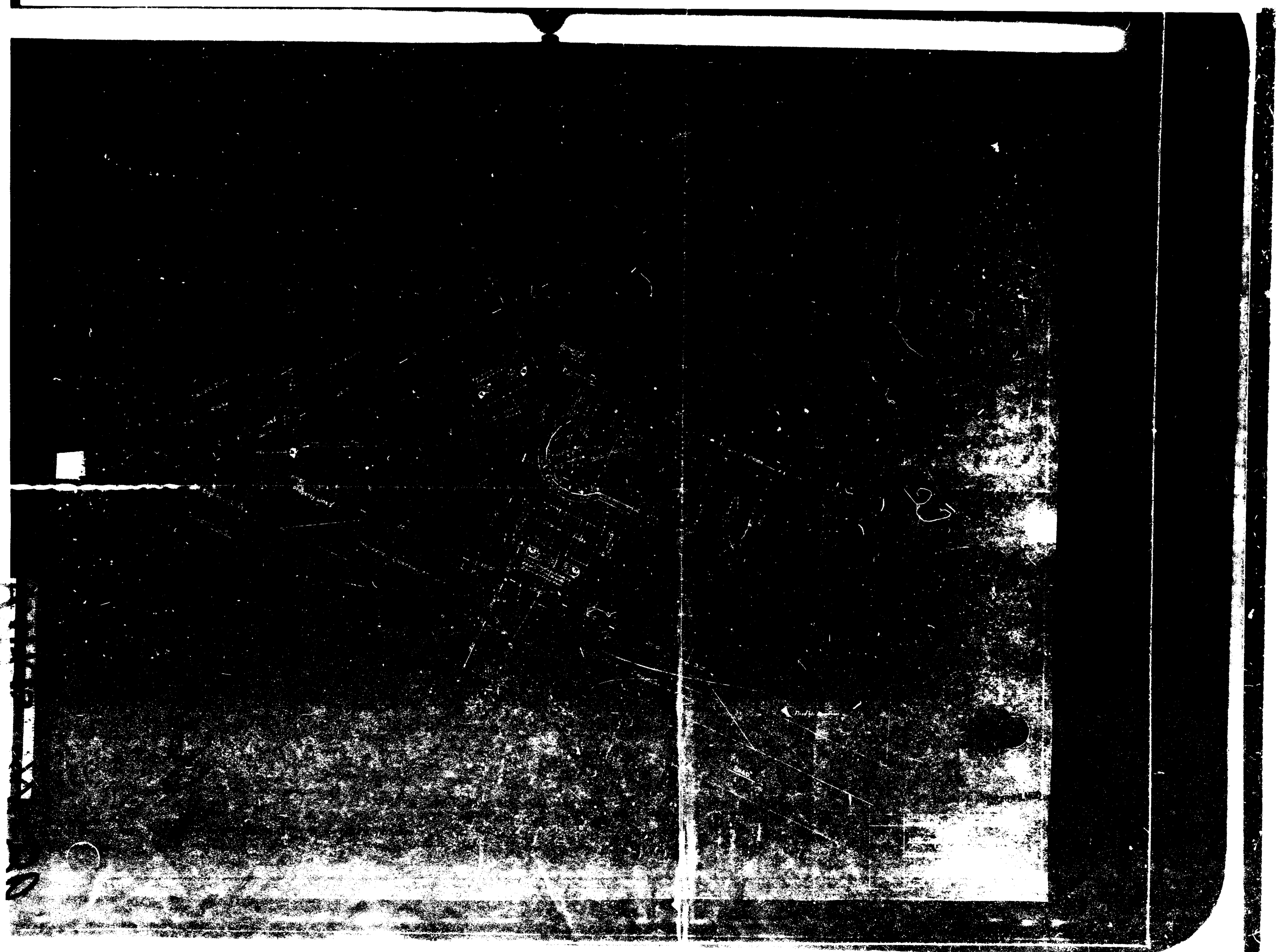
cc: William F. [illegible]


SWEET AIR RD.
JARRETTSVILLE PIKE
AMOCO
NEW ASPHALT PAVING
EXIST. MACADAM & GRAVEL
REMOVE EXISTING FENCE
KEY MAP FOR EXIST. WELLS
SCALE 1"=100'
KEY PLAN
1"=50'
DESIGNATION SIGN
CLOSE EXIST. DRIVEWAY
BLOCKED EXIST. DRIVE
Close up in back


Pottsville Pike
N 13° 5' 01" E 271.72'
271.72'
NEW ASPHALT PAVING
PROPOSED 32'x9' CANOPY
W/12 LIGHTS ON SOFFIT
RAZE EXISTING 3RR STA BLDG
NEW CONC CURB
CLOSE EXIST APPROACH
REMOVE EXIST POLE
NEW INLET LOC
NEW CONC CURB
CLOSE EXIST APPROACH
NEW INLET LOC
CLOSE EXIST APPROACH
CLOSE EXIST APPROACH
NEW CONC CURB
PROPOSED FUTURE S/W
NEW CONC CURB
NEW CONC CURB
NEW CONC CURB


KEY MAP FOR EXIST. WELLS
SCALE 1"=100'
SWEET AIR ROAD
JARRETTSVILLE PIKE
KEY PLAN
1"=50'
AMOCO
EXISTING IDENTIFICATION & PRICE SIGN W PROPOSED "C" STORE SIGN
EXIST. MACADAM & GRAVEL
NEW LANDSCAPE AREA (AREA 5)
NEW ASPHALT PAVING
5000 S.F. SEPTIC RESERVE AREA
EXIST. MACADAM & GRAVEL
RAISE EXISTING SERVICE BOX
JARRETTSVILLE PIKE


ZONING STATUS
EXISTING ZONING PARCEL #1 B-M-C-R PARCEL #2
PROPOSED ZONING PARCEL #1 B-M-C-R PARCEL #2
EXISTING DISTRICT 10
PROPOSED DISTRICT 10
VARIANCE TO SECTION
AREA REQUIREMENTS
STATION SQ. FT. 13,000 SQ. FT.
STATION AREA REQD.
FOOD STORE SQ. FT. 6716 SQ. FT.
FOOD STORE AREA REQD.
TOTAL AREA REQD.
TOTAL AREA OF TRACT
ACCESS POINT
TRIES 60' 150
ACTUAL SITE WIDTH 300
LANDSCAPING
AREA "A" 2,609 SQ. FT.
AREA "B" 1,630 SQ. FT.
TOTAL 4,239 SQ. FT. 12 % OF TRACT
5% OF TRACT 1,058 SQ. FT.
LIGHTING
IDENTIFICATION SIGN
JARRETTSVILLE PIKE
KEY PLAN
1" = 50'
NEW ASPHALT PAVING
3 PARKING SPACES
HANDICAPPED PARKING SPACE
EXIST. GRASS AREA
RAZE EXISTING SER. STA. BLDG.
PROPOSED 32'x 96' CANOPY W/12 LIGHTS ON SOFFIT
EXIST. IN STORE PHARMACY BLDG.
NEW CONC. SIDEWALK
NEW CONC. CURB
NEW 36'-0" CONC. APPROACH
CLOSE EXIST. APPROACH
RELOCATE EXIST. INLET
JARRETTSVILLE PIKE
(MD. RTE. 146)
PETITIONER'S EXHIBIT 10


property line
road

Approved: County Commissioners of Baltimore County

By _____
President.

Date: _____

Time 1:45 p.m.

Filed

RECEIVED of Ave Saltzberg, the sum of [illegible] Building being cost of petition and [illegible] Posting, advertising and posting of property, [illegible] expense of Jacobsville Film and Phoenix Bank [illegible] of Baltimore County.

_____,

Hearing

Hearing July 8, 1946
at 10 o'clock A.M.

PAID
JUN 14 1946
COUNTY COMMISSIONERS
OF BALTIMORE COUNTY
BY [illegible]

CEPTIFICATE OF PUBLICATION

THE AVE PENNSMAN

ZONING DEPARTMENT—BALTIMORE COUNTY, MD. 6666

Certificate of Posting of Re-Classification of Special Permit Notice

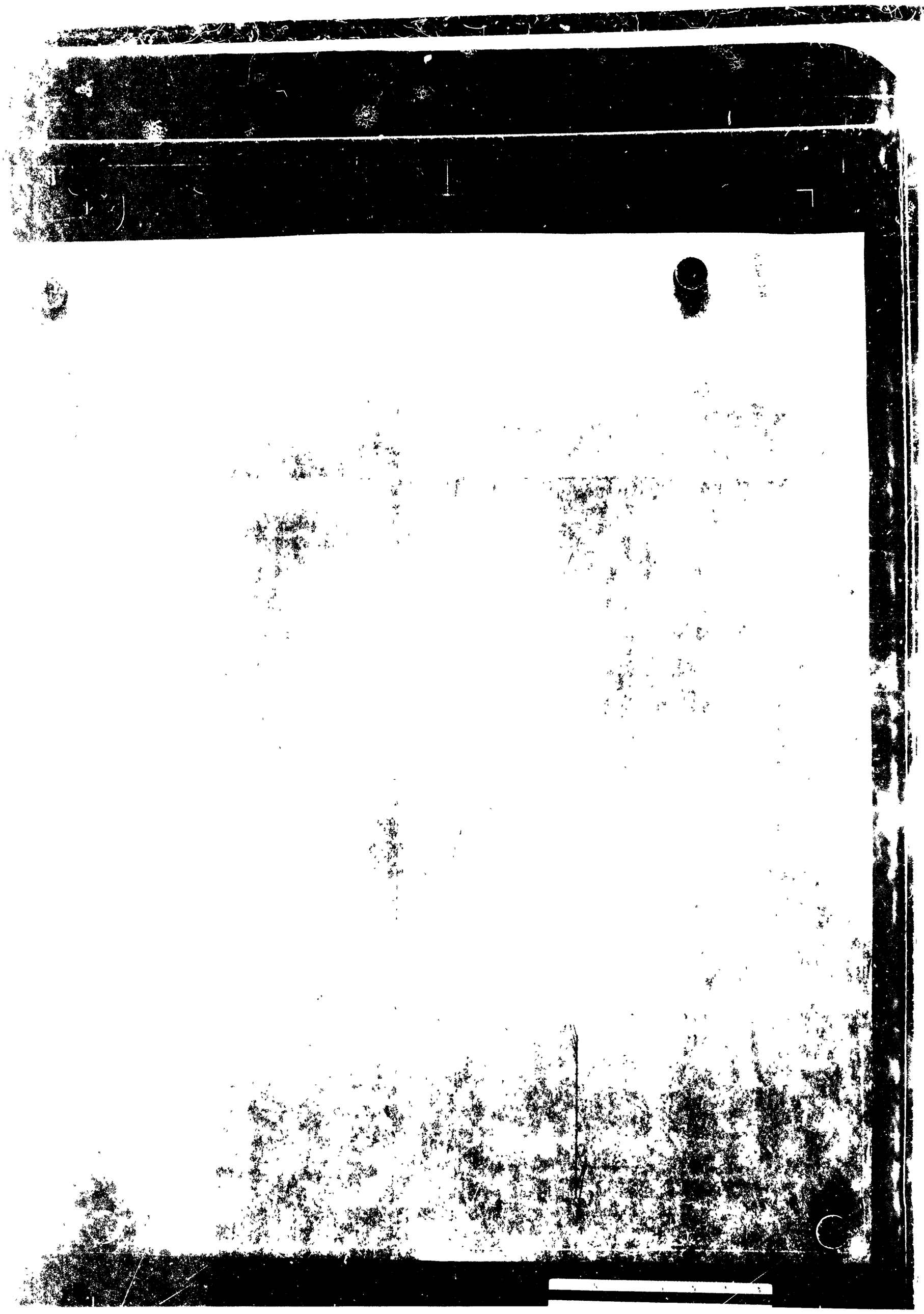
10 [illegible] June 29 1946

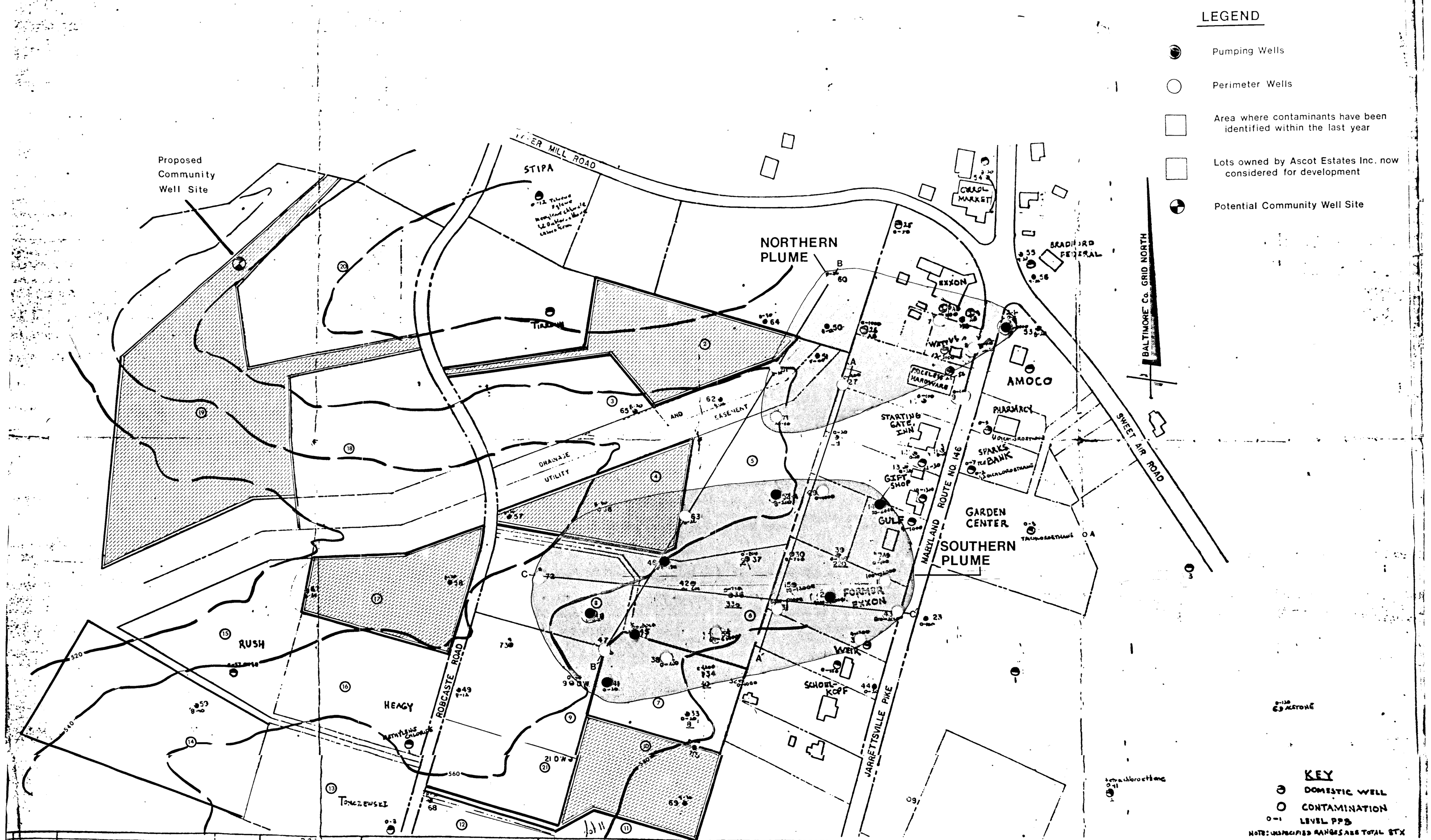
June 27/46
10
South eastcorner of Jacobsville Pike
and Hurst Mill Rd

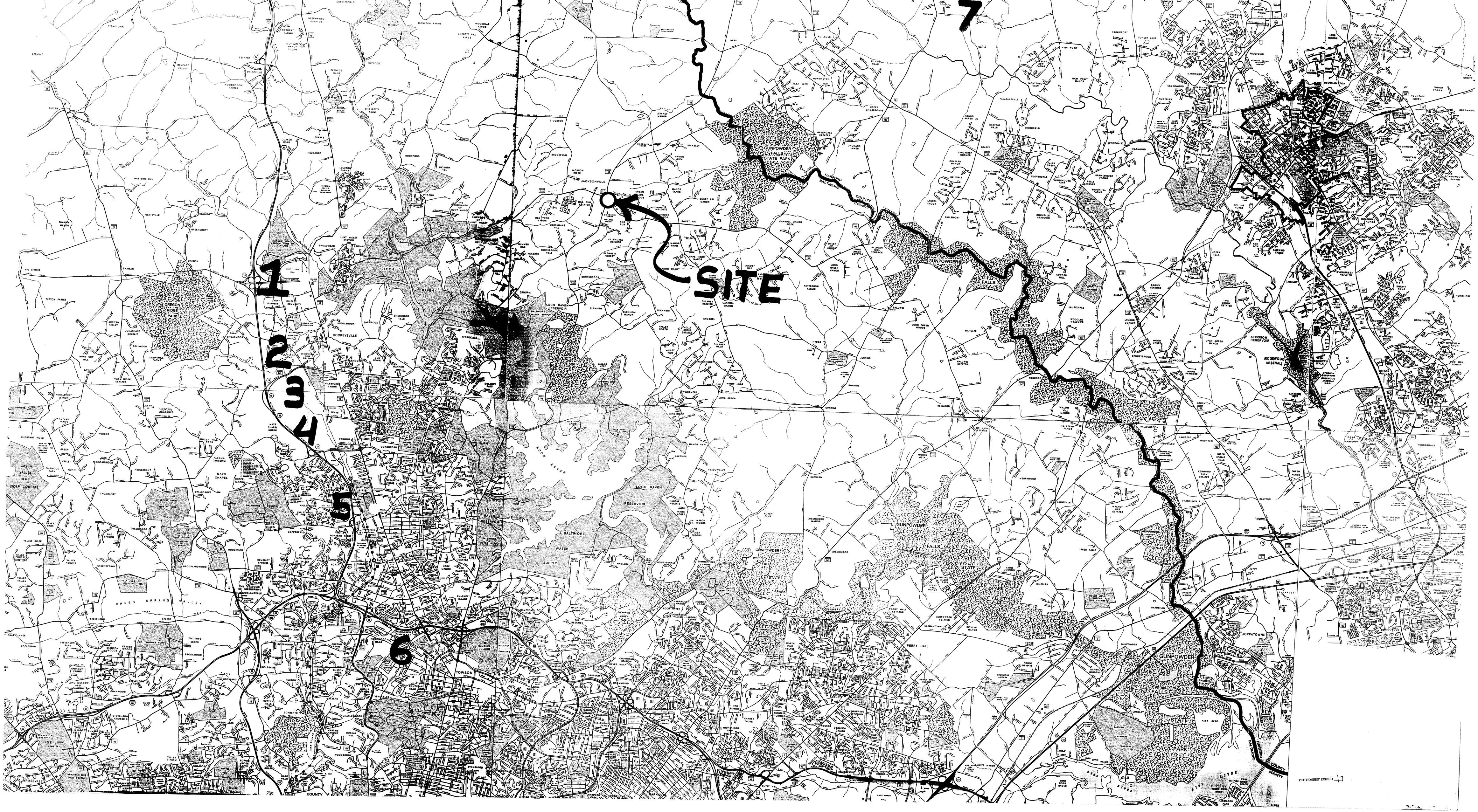
Eastern

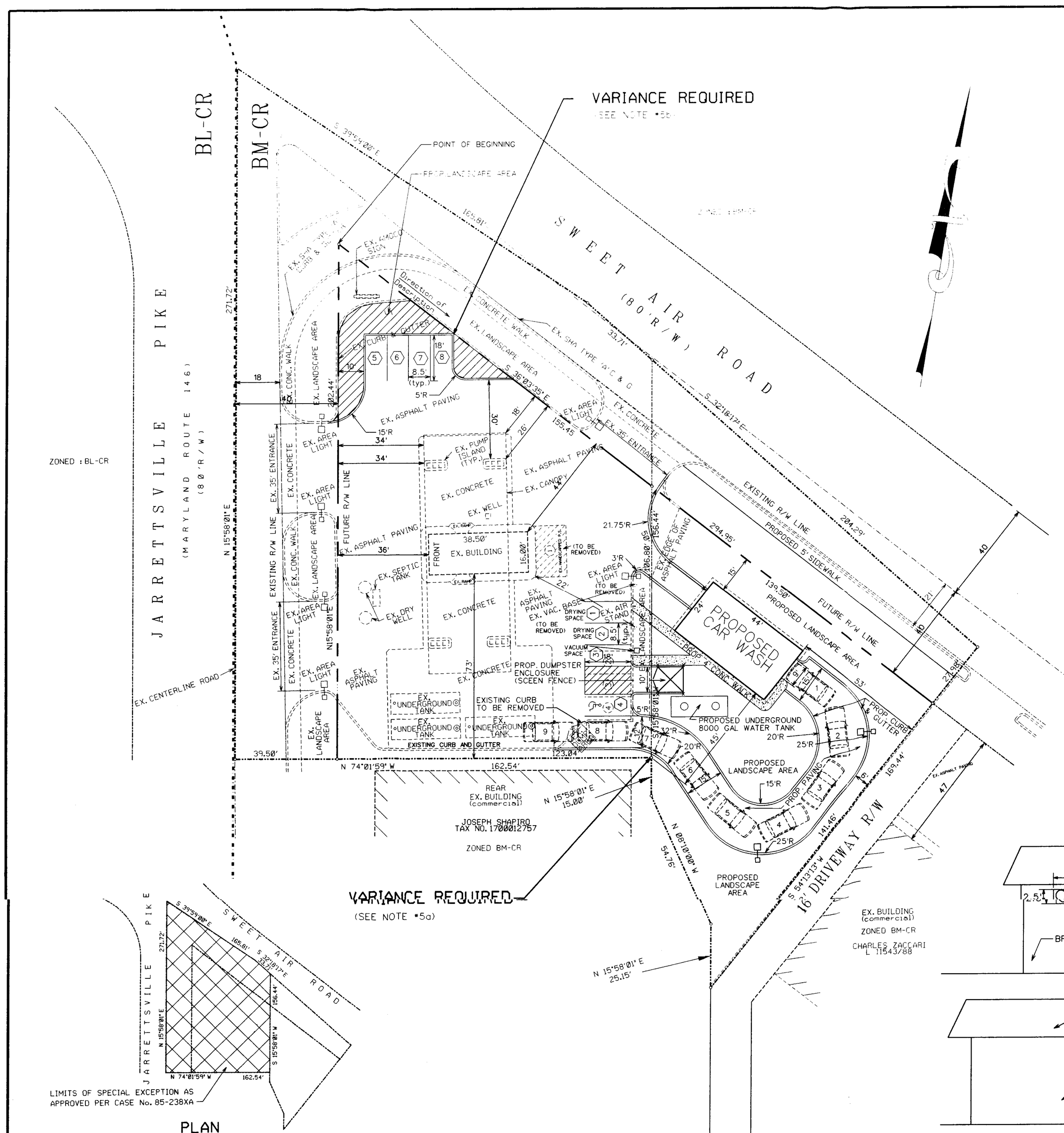
Avenue Station
Post Office

Harry E. Jackson



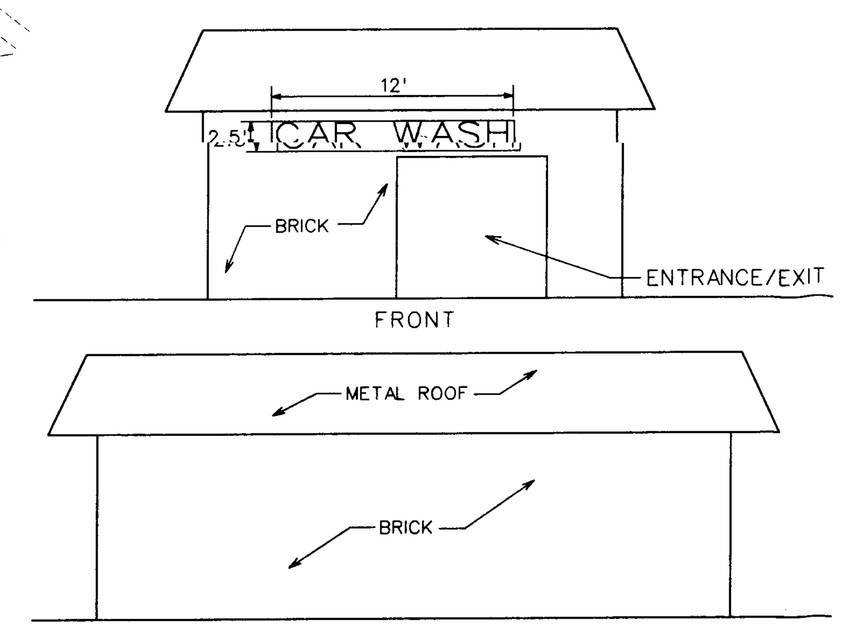

LEGEND
Pumping Wells
Perimeter Wells
Area where contaminants have been identified within the last year
Lots owned by Ascot Estates Inc. now considered for development
Potential Community Well Site
Proposed Community Well Site
NORTHERN PLUME
SOUTHERN PLUME
STIPA
TIRONE
RUSH
HEAGY
TONCZEWSKI
ROBCASTE ROAD
JARRETTSVILLE PIKE
MARYLAND ROUTE NO 146
SWEET AIR ROAD
BALTIMORE Co. GRID NORTH
EXXON
AMOCO
FREELSEN'S HARDWARE
STARTING GATE INN
GIFT SHOP
GULF
GARDEN CENTER
SPARKS BANK
PHARMACY
BRADFORD FEDERAL
CARROL MARKET
FORMER EXXON
SCHOEL-KOPF
DRAINAGE UTILITY
AND EASEMENT
KEY
DOMESTIC WELL
CONTAMINATION LEVEL PPB
NOTE: UNSPECIFIED RANGES ARE TOTAL BTX
PRC Engineering
CONSULTING ENGINEERS
FOUR CORNERS JACKSONVILLE CASE
JACKSONVILLE, BALTIMORE COUNTY
MARYLAND
SCALE
1" = 100'-0"
COMBINED BTX CONCENTRATION (ppb)
APR 3, 1982 – APR 29, 1982
REVISIONS
DRAWN
CHECK
DATE


SITE
1
2
3
4
5
6
7
GUNPOWDER FALLS STATE PARK
LOCH RAVEN RESERVOIR
BALTIMORE WATER SUPPLY
TOWSON
BELAIR
JOPPATOWNE
ROGERSWOOD ARSENAL
ATKISSON RESERVOIR
GREEN SPRING VALLEY
CAVES VALLEY CLUB (GOLF COURSES)
COCKEYSVILLE
JACKSONVILLE
FERRY HALL
PETITIONERS' EXHIBIT 17



PLAN
NOT-TO-SCALE

NOTE :
PLAN IS BASED ON EXISTING INFORMATION SUPPLIED BY THE PROPERTY OWNER



PROPOSED BUILDING ELEVATION
NOT TO SCALE

NOTES:

1.ZONING: BM-CR

2.GROSS AREA: 1.0243 ac +/-
NET AREA: 0.9243 ac +/-

3.SPECIAL EXCEPTION: Section 425.4E.1 and 419.1 to permit a roll over car wash as a use in combination with a gasoline service station.

4.SPECIAL HEARING: To amend the previously approved site plan per Case #85-238 XA to permit a roll over car wash as a use in combination and to establish all nonconforming site improvements as previously approved per Section 425.2E.4 and 419.6E2A.

5.VARIANCE: a) Section 419.4B(1)(b)2A to permit a landscape transition area of 0' in lieu of the required 6'.

b) Section 409.6A.4 to permit a 0' Setback for Parking abutting a public right of way (Sweet Air Road) in lieu of the required 10'.

6.EXISTING USE: Gas station and convenience store/kiosk

7.PROPOSED USE: Gas station, convenience store/kiosk, and rollover car wash

8.PREVIOUS COMMERCIAL PERMITS: None located in county records

9.EXISTING BUILDING AREA: C-Store/kiosk - 616 SF (38.5'X16')

10.PROPOSED BUILDING AREA: Car Wash 1056 SF (44'X24')

11.OWNERSHIP INFORMATION: Goldberg, Abraham/Leon
Pearce, Susanne G/Goldberg, Barbara
c/o Amoco Oil Co.; MC 2408
200 E. Randolph
Chicago, IL 60601-7125

12.DEED REFERENCE: 10606/401

13.TAX MAP: 35 GRID: 24 PARCEL: 217

14.CENSUS TRACT: 4102

15.TAX ACCOUNT #: 1007047100

16.ELECTION DISTRICT NO.: 10

17.COUNCILMANIC DISTRICT NO.: 6

18.REQUIRED SITE AREA : Fuel service station: = 15,000 SF
Food store:(Existing) = 2,468 SF (617 SF x 4)
Total required: = 17,468 SF
Total provided = 29,882 SF

19.PARKING NOTES: Parking Required : 1 space per employee (1 employee) = 1 space
Convenience store 616 SF x 3/1000 = 2 spaces
Air & vacuum = 1 space
2 spaces/tunnel for drying (1 tunnel) = 2 spaces
2 additional spaces = 2 spaces
Total required = 8 spaces

Parking Provided : 8 spaces

20.UTILITIES: Site is served by existing well and septic.

21.SIGNS: All existing signs to remain as previously approved in Case #85-238XA. Proposed signage on car wash building to be permitted by right per section 413 BCZR.

22.PREVIOUS ZONING CASES: Case #666-S; Reclassification of site from Class E residential to Class A commercial and special permit for a gasoline service station, Approved July 16, 1946.

Case #85-238XA - Special exception to convert the existing full service gas station to a gas-n-go with c-store and signage variance to permit 158.38 SF, Approved by Board of Appeals November 20, 1985.

23.The proposed car wash will have an 8,000 gallon holding tank installed for all supply water for washing cars. The water in the system will be recycled to the fullest extent possible to reduce water consumption.

24.APPLICANT: Amoco Oil Company
One Pennsylvania Avenue
Suite 900
Towson, MD 21204

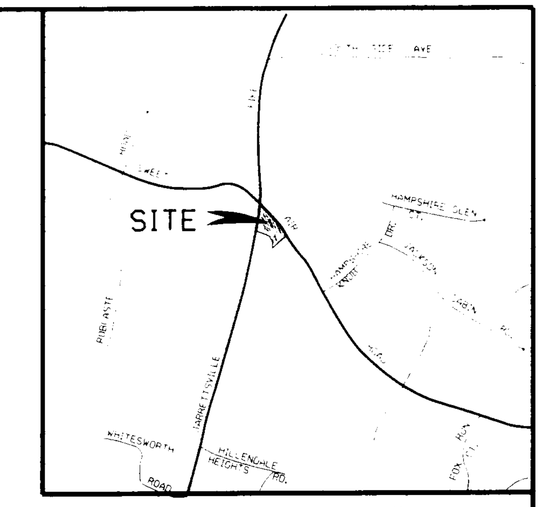
25.FLOOR AREA RATIO: 1673 SF/29,882 = 0.06

26.All landscape transition areas shall be planted and screened in accordance with the Baltimore County Landscape Manual (per Section 419.4B(4).

27.Car wash rated hourly production capacity: 18 vehicles/hour

28.Roll over car wash stacking lane:
Required - 9 spaces
Provided - 9 spaces

98-106-SPHXA



VICINITY MAP
SCALE: 1"=2000'

William Monk, Inc.
ENGINEERS - PLANNERS
Courthouse Commons
222 Bosley Avenue, Suite C-6
Towson, Maryland 21204
Phone: 410-494-8931 Fax: 410-494-9903

PLAN TO ACCOMPANY SPECIAL EXCEPTION, SPECIAL HEARING AND VARIANCE APPLICATION

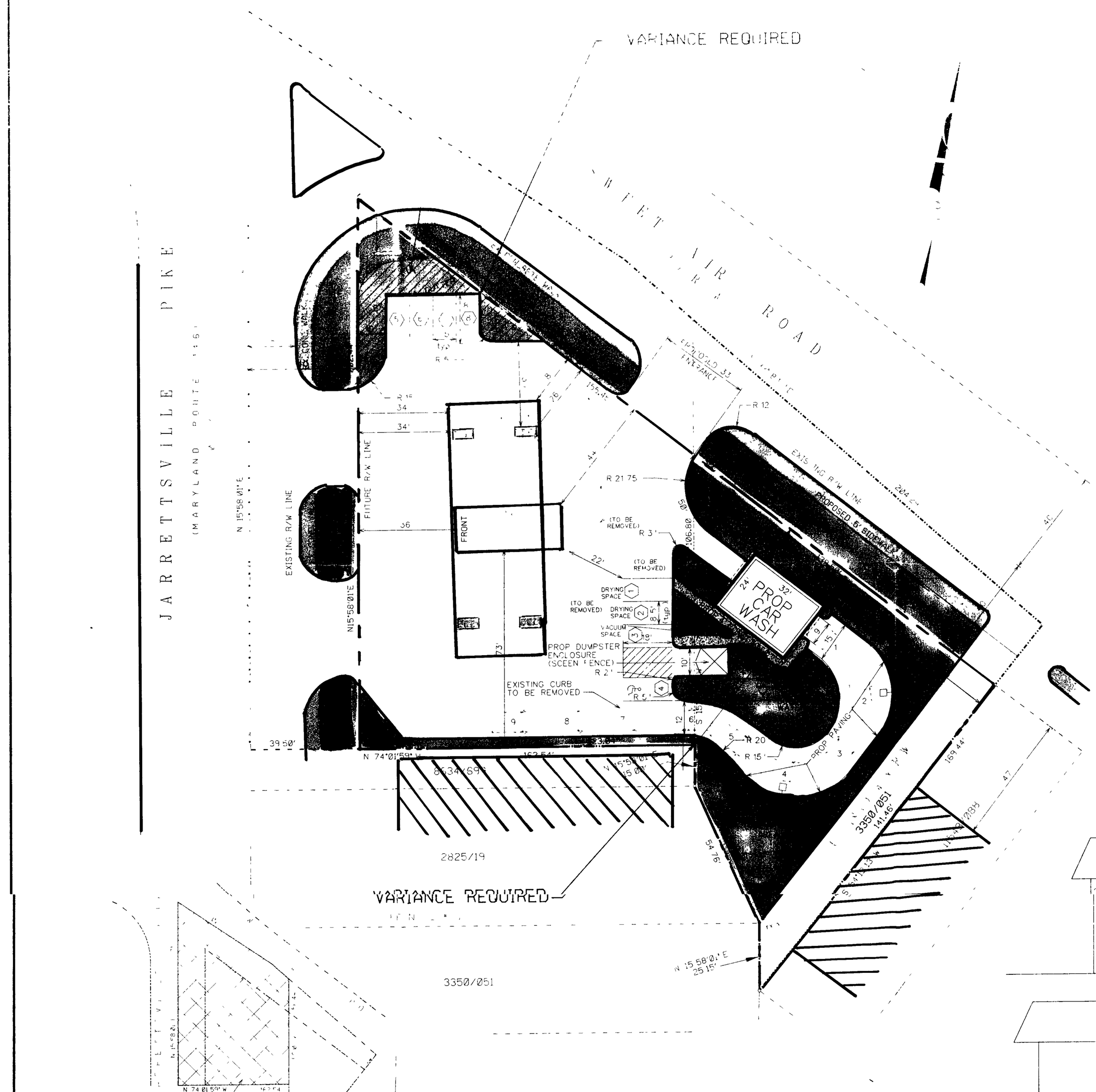
AMOCO OIL COMPANY

14243 JARRETTSVILLE PIKE @ SWEET AIR ROAD

#106

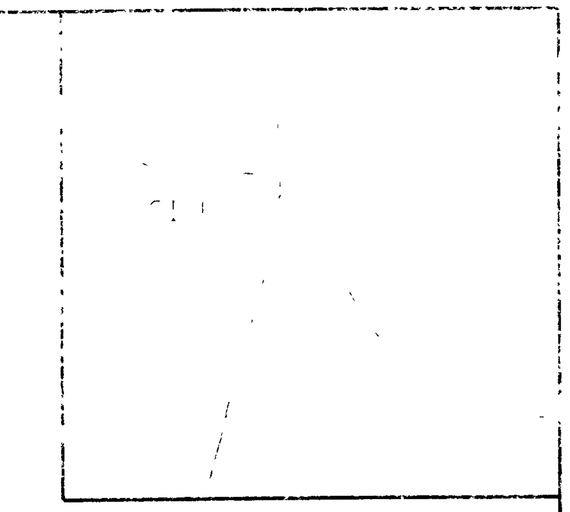
BALTIMORE COUNTY, MARYLAND

REVISIONS	DRAWN BY: JRG	DESIGNED BY: PCR	SCALE: 1"=20'
	DATE: 9/97	JOB NO.: 97-27	SHEET NO.: 1 OF 1



PLAN
NOT-TO-SCALE

NOTE
PLAN IS BASED ON EXISTING INFORMATION SUPPLIED BY THE PROPERTY OWNER



VICINITY MAP

20 UTILITIES Site is served by existing water and septic

21 SIGNS All existing signs to remain as previously approved in Case #85-238XA. Proposed signage on car wash building to be permitted by right per section 450 BCZR

22 PREVIOUS ZONING CASES Case #86E-S Reclassification of site from Class E residential to Class A commercial and special permit for a gasoline service station. Approved July 16, 1986

Case #85-238XA - Special Exception to convert the existing full service gas station to a gasmart with a store and signage variance to remain 158.38 SF. Approved by Board of Appeals November 20, 1985

23 The proposed car wash will have an 8,000 gallon holding tank installed for all supply water for washing cars. The water in the system will be recycled to the fullest extent possible to reduce water consumption

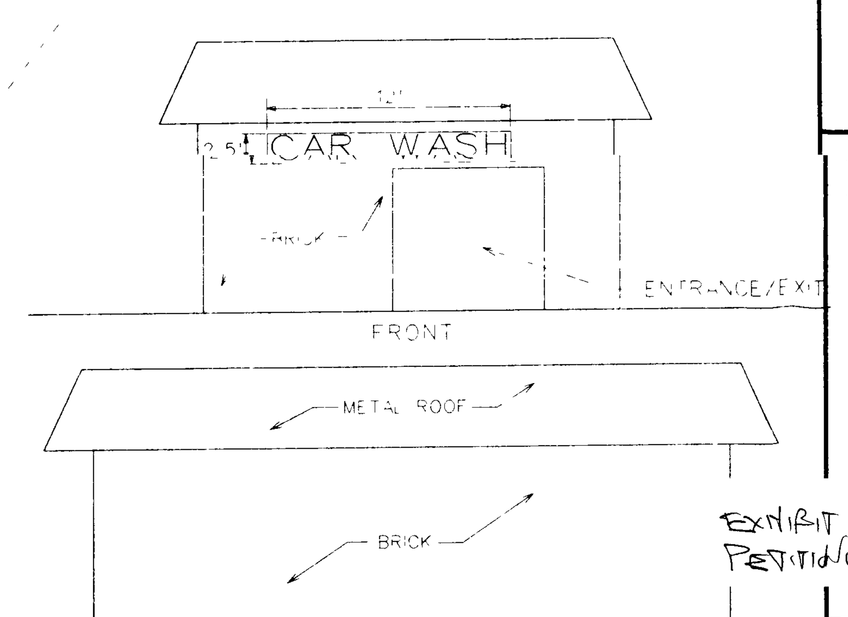
24 APPLICANT Amoco Oil Company
One W. Pennsylvania Avenue
Suite 900
Towson, MD 21204

25 FLOOR AREA RATIO 1673 SF/25,882 = .06

26 All landscape transition areas shall be planted and screened in accordance with the Baltimore County Landscape Manual (per Section 419.4B(4)

27 Car wash rated hourly production capacity 18 vehicles/hour

28 Roll over car wash stacking lane
Required 9 spaces
Provided 9 spaces



SIDE
PROPOSED BUILDING ELEVATION
NOT TO SCALE

STATE OF MARYLAND
PROFESSIONAL ENGINEER
3/3/98

AMOCO OIL COMPANY
1 W PENNSYLVANIA AVENUE SUITE 900
TOWSON MARYLAND 21204
PHONE 410 494 3700 FAX 410 494 3725

William Monk, Inc.
ENGINEERS - PLANNERS
Courthouse Commons
222 Bosley Avenue, Suite C-6
Towson, Maryland 21204
Phone 410-494 8931 Fax 410-494-9903

PLAN TO ACCOMPANY SPECIAL EXCEPTION, SPECIAL HEARING AND VARIANCE APPLICATION

AMOCO OIL COMPANY

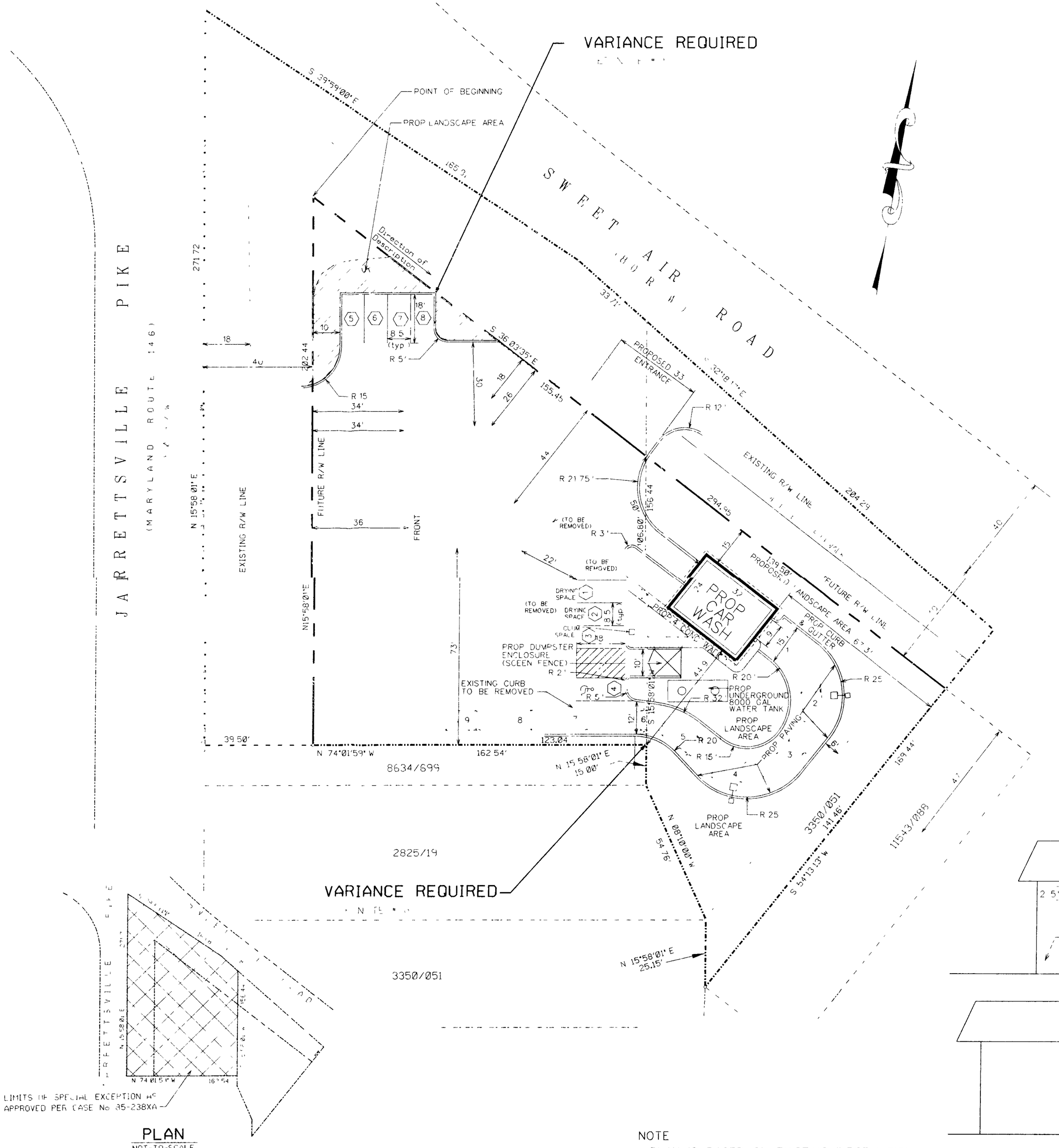
14243 JARRETTSVILLE PIKE @ SWEET AIR ROAD

BALTIMORE COUNTY, MARYLAND

EXHIBIT 15
PETITIONERS

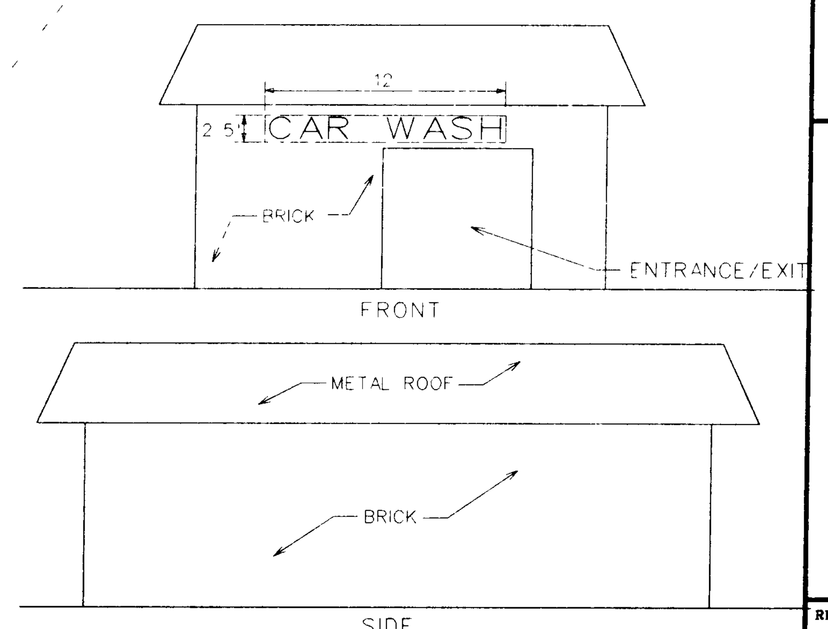
REVISIONS	DRAWN BY	DESIGNED BY	SCALE
REV 12/29/97 REV 3/3/98	JRG	PCR	1"=20'
	DATE 9/97	JOB NO 97-27	SHEET NO 1 OF 1

ST009727 DCN



NOTE

PLAN IS BASED ON EXISTING INFORMATION SUPPLIED BY THE PROPERTY OWNER



SIDE
PROPOSED BUILDING ELEVATION
NOT TO SCALE

EXISTING ZONING [illegible]

LOT AREA [illegible]
NET LOT AREA 0.635 Ac ±

2. SPECIAL EXCEPTION Section 405.1E(5) and 414.1 to permit a roll over car wash as a use in combination with a gasoline service station.

4. SPECIAL HEARING To amend the previously approved development plan Case #85-238-XA to permit a roll over car wash as a use in combination and to establish all nonconforming site improvements as previously approved under Section 405.6C(4) and 414.9C2B

5. VARIANCE a) Section 419.4B(3)BCZR to permit a landscape transition area of 2' in lieu of the required 6'

b) Section 409.6A.4 to permit a 0 Setback for fence abutting a public right of way (Sweet Air Road) in lieu of the required 10'

6. EXISTING USE Car station and convenience store/car wash

7. PROPOSED USE Gas station, convenience store, car wash and roll over car wash

8. PREVIOUS COMMERCIAL PERMITS NONE

9. EXISTING BUILDING AREA (Store/car wash) 616 SF (38'-8" X 16')

10. PROPOSED BUILDING AREA Car Wash 768 SF (32 X 24)

11. OWNERSHIP INFORMATION Marvin Goldberg, Wanda Schneider, Bernie Pearson & Barbara Goldberg
[illegible] Amoco Oil Co MC 2408
200 E Randolph St
Chicago, IL 60601-6436

12. DEED REFERENCE 10847/401

13. TAX MAP 95 GRID 6 PARCEL 61

14. CENSUS TRACT 4102

15. TAX ID NUMBER 1000047100

16. ELECTION DISTRICT NO 10

17. COUNCILMANIC DISTRICT NO 6

18. REQUIRED SITE AREA Fuel service station = 15,000 SF
Food store (Existing) = 2,468 SF (617 SF x 4)
Total required = 17,468 SF
Total provided = 27,682 SF

19. PARKING NOTES Parking Required: 1 space per employee (1 employee) = 1 space
Convenience store 616 SF x 3/1000 = 2 spaces
Air & vacuum = 1 space
2 spaces/tunnel for drying (1 tunnel) = 2 spaces
2 additional spaces = 2 spaces
Total required = 8 spaces

Parking Provided 8 spaces

20. UTILITIES Site is served by existing well and septic

21. SIGNS All existing signs to remain as previously approved in Case #85-238XA
Proposed signage on car wash building to be permitted by right per section 450 BCZR

22. THE PRIOR ZONING HISTORY Case #66-5 request location of site for Class C residential to Class B commercial and special permit for a gasoline service station, Approved July 16, 1966

Case #85-238XA - Special exception to convert the existing full service car station to a gas mart with [illegible] and signage
Variance to permit [illegible] approved by Board of Appeals
No [illegible]

23. The proposed car wash will have a 6,000 gallon holding tank installed for all supply water for washing cars. The water in the system will be recycled to the fullest extent possible to reduce water consumption

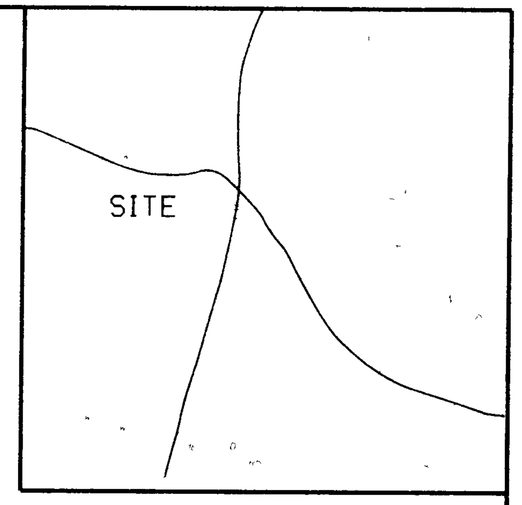
24. APPLICANT Amoco Oil Company
One W Pennsylvania Avenue
Suite 400
Towson, MD 21222

25. FLOOR AREA RATIO 1673 SF/29,882 = 0.06

26. All landscape transition areas shall be planted and maintained in accordance with the Baltimore County Landscape Manual (per Section 419.4B(4)

27. Car wash rated hourly production capacity
18 vehicles/hour

28. Roll over car wash stacking lane
Required 9 spaces
Provided 9 spaces



VICINITY MAP
SCALE 1"=2000'

JLL - Lewis is in the 3/23
will do a hearing on this
Could you submit revised plan
submitted at hearing — [illegible]
PLANNER [illegible]
Carl [illegible]

STATE OF MARYLAND
MICHAEL C. SCHMIDT
No. 14884
REGISTERED
PROFESSIONAL ENGINEER
3/5/98

AMOCO OIL COMPANY
1 W. PENNSYLVANIA AVENUE SUITE 400
TOWSON, MARYLAND 21204
PHONE 410-494-3700 FAX 410-494-3722

Lewis OK JLL/LCR 3/25/98

William Monk, Inc.
ENGINEERS - PLANNERS
Courthouse Commons
222 Bosley Avenue, Suite C-6
Towson, Maryland 21204
Phone 410-494-8931 Fax 410-494-9903

Revised

98-106SPHXA

PLAN TO ACCOMPANY SPECIAL EXCEPTION, SPECIAL HEARING AND VARIANCE APPLICATION

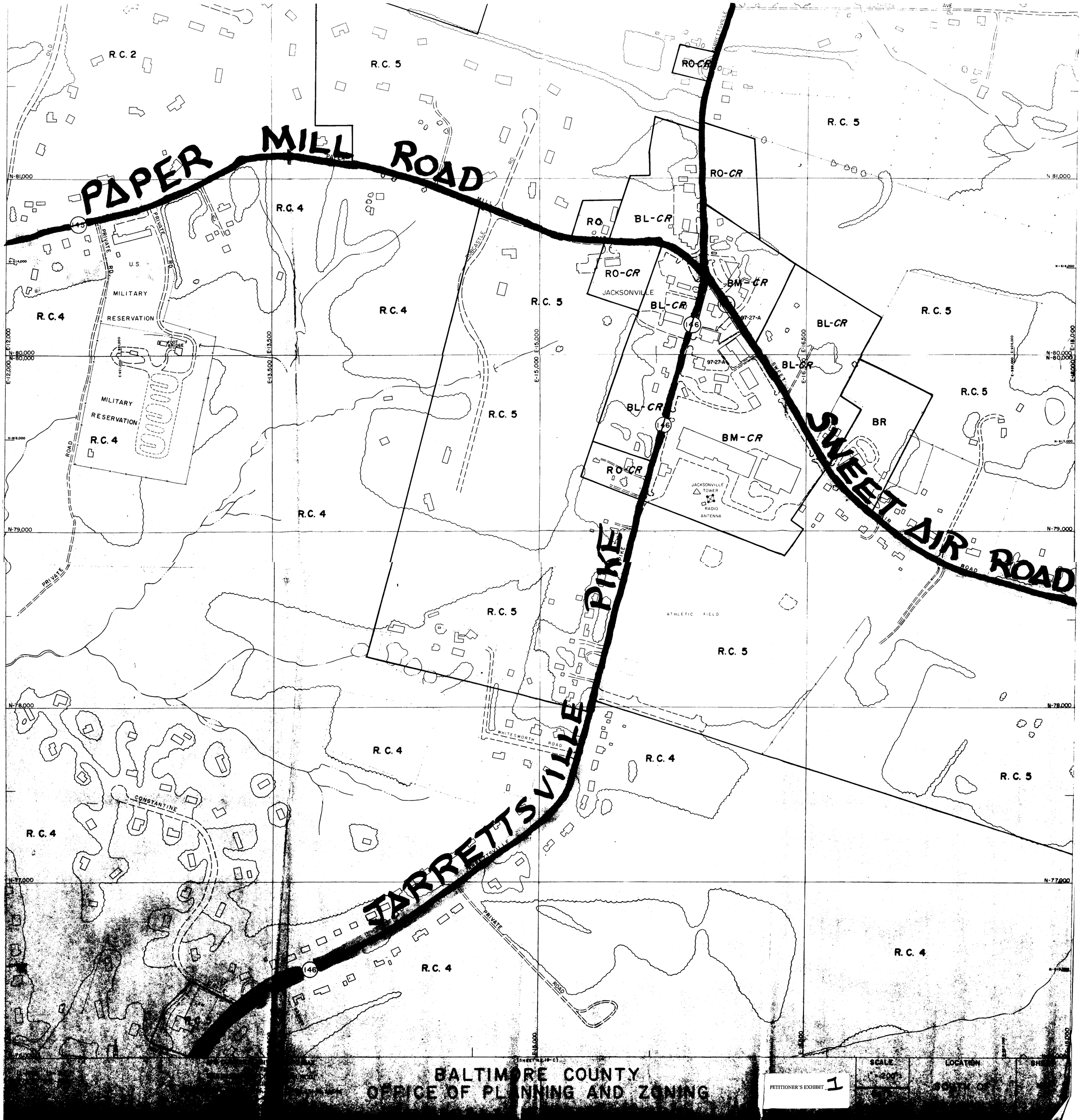
AMOCO OIL COMPANY

14243 JARRETTSVILLE PIKE @ SWEET AIR ROAD

BALTIMORE COUNTY, MARYLAND

REVISIONS	DRAWN BY	DESIGNED BY	SCALE
REV 12/29/97 REV 3/3/98	JRG	PCR	1"=20'
	DATE 9/97	JOB NO 97-27	SHEET NO 1 OF 1

ST069727.DGN

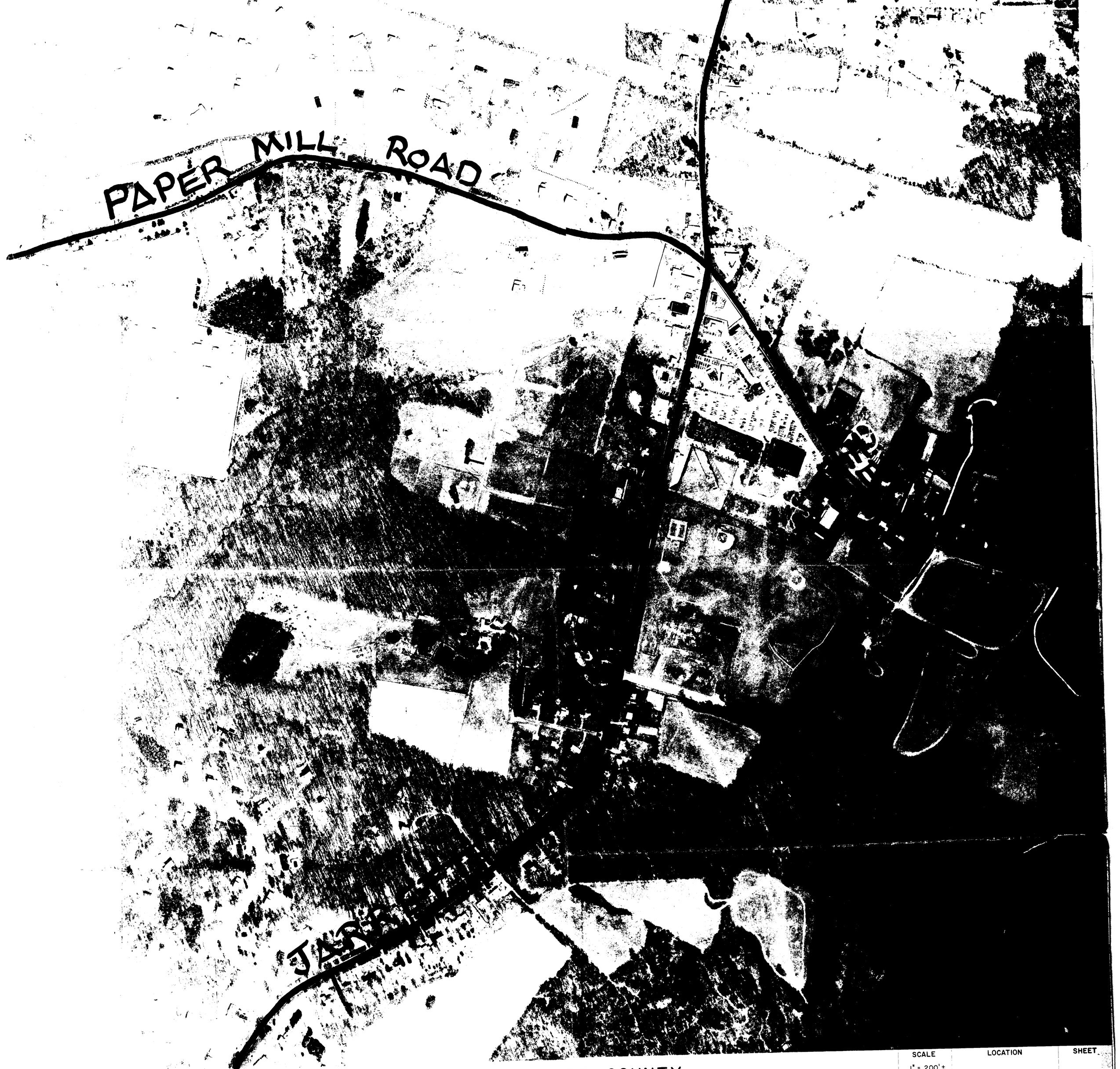


BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING

PETITIONER'S EXHIBIT 1

SCALE 1" = 200'

LOCATION SOUTH OF



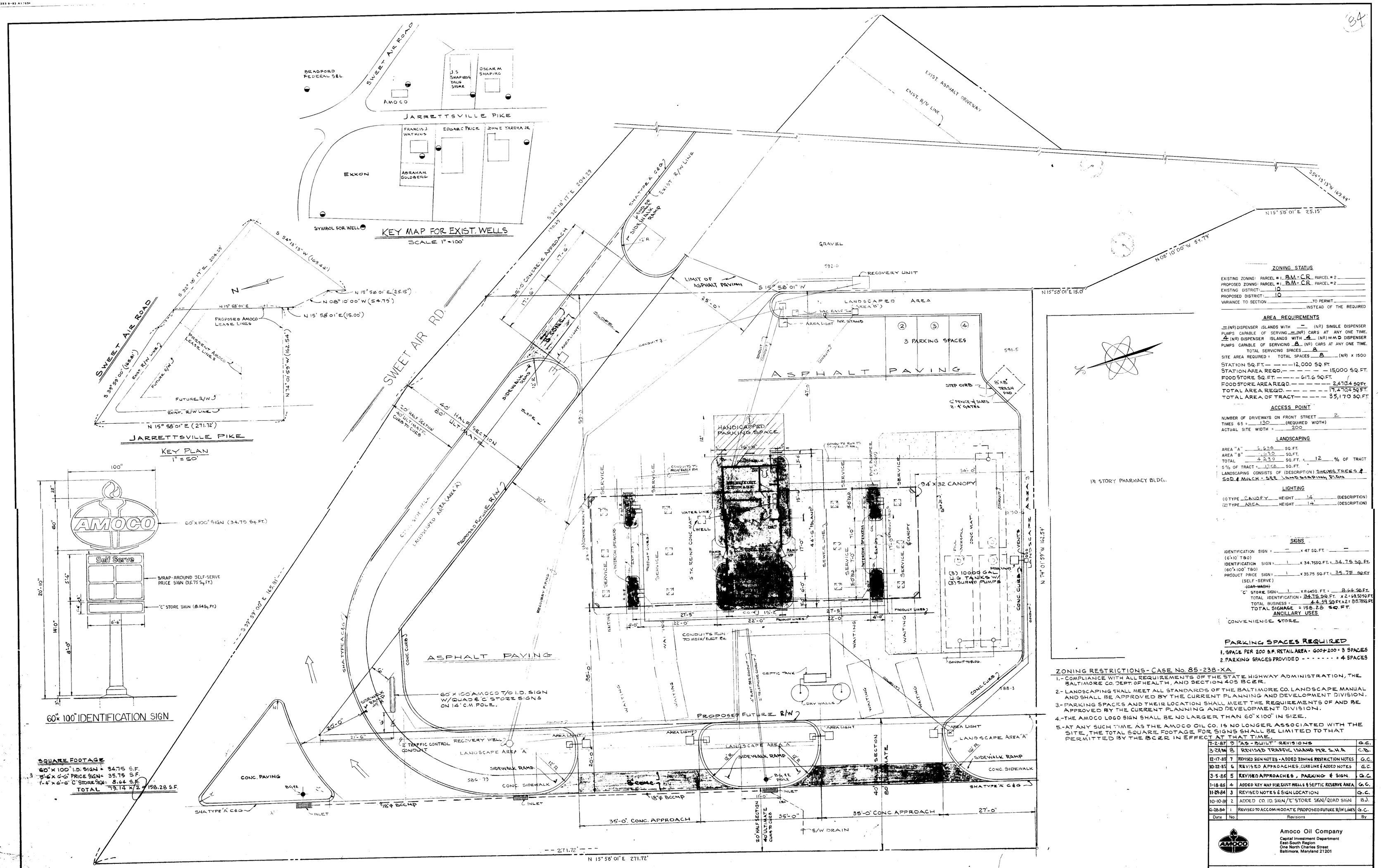
BALTIMORE COUNTY
OFFICE OF PLANNING AND ZONING
PHOTOGRAPHIC MAP

PETITIONER'S EXHIBIT 2

SCALE	LOCATION	SHEET
1" = 200'±	SOUTH OF JACKSONVILLE	N. E. 20-C
DATE OF PHOTOGRAPHY JANUARY 1986		

H&E BALTIMORE 19 1253 9-83 A1.763*

54



ZONING STATUS

EXISTING ZONING: PARCEL # 1: BM-CR PARCEL # 2: ____
PROPOSED ZONING: PARCEL # 1: BM-CR PARCEL # 2: ____
EXISTING DISTRICT: 10
PROPOSED DISTRICT: 10
VARIANCE TO SECTION ____ TO PERMIT ____ INSTEAD OF THE REQUIRED

AREA REQUIREMENTS

— (NR) DISPENSER ISLANDS WITH — (NR) SINGLE DISPENSER PUMPS CAPABLE OF SERVICING — (NR) CARS AT ANY ONE TIME.
4 (NR) DISPENSER ISLANDS WITH 4 (NR) M.M.D. DISPENSER PUMPS CAPABLE OF SERVICING 8 (NR) CARS AT ANY ONE TIME.
TOTAL SERVICING SPACES 8
SITE AREA REQUIRED ÷ TOTAL SPACES 8 (NR) x 1500
STATION SQ. FT. — 12,000 SQ. FT.
STATION AREA REQ'D. — 15,000 SQ. FT.
FOOD STORE SQ. FT. — 617.6 SQ. FT.
FOOD STORE AREA REQ'D. — 2,470.4 SQ. FT.
TOTAL AREA REQ'D. — 17,470.4 SQ. FT.
TOTAL AREA OF TRACT — 35,170 SQ. FT.

ACCESS POINT

NUMBER OF DRIVEWAYS ON FRONT STREET 2
TIMES 65 = 130 (REQUIRED WIDTH)
ACTUAL SITE WIDTH = 200

LANDSCAPING

AREA "A" = 3,620 SQ. FT.
AREA "B" = 830 SQ. FT.
TOTAL = 4,250 SQ. FT. = 12 % OF TRACT
5% OF TRACT = 1758 SQ. FT.
LANDSCAPING CONSISTS OF (DESCRIPTION) SHRUBS, TREES & SOD & MULCH - SEE LANDSCAPING PLAN

LIGHTING

(1) TYPE CANOPY HEIGHT 14 (DESCRIPTION)
(2) TYPE AREA HEIGHT 14' (DESCRIPTION)

SIGNS

IDENTIFICATION SIGN = — x 47 SQ. FT. —
(6'x10' T&O)
IDENTIFICATION SIGN = 1 x 34.75 SQ. FT. = 34.75 SQ. FT.
(60"x100" T&O)
PRODUCT PRICE SIGN = 1 x 35.75 SQ. FT. = 35.75 SQ. FT.
(SELF-SERVE)
(CAR-WASH)
"C" STORE SIGN = 1 x 8.6450 FT. = 8.64 SQ. FT.
TOTAL IDENTIFICATION = 34.75 SQ. FT. x 2 = 69.5050 FT.
TOTAL BUSINESS = 44.39 SQ. FT. x 2 = 88.7850 FT.
TOTAL SIGNAGE = 158.28 SQ. FT.

ANCILLARY USES

CONVENIENCE STORE

PARKING SPACES REQUIRED

1. SPACE PER 200 S.F. RETAIL AREA - 600÷200 = 3 SPACES
2. PARKING SPACES PROVIDED - - - - - - - = 4 SPACES

ZONING RESTRICTIONS - CASE No. 85-238-XA

1.- COMPLIANCE WITH ALL REQUIREMENTS OF THE STATE HIGHWAY ADMINISTRATION, THE BALTIMORE CO. DEPT. OF HEALTH, AND SECTION 405 BCZR.
2.- LANDSCAPING SHALL MEET ALL STANDARDS OF THE BALTIMORE CO. LANDSCAPE MANUAL AND SHALL BE APPROVED BY THE CURRENT PLANNING AND DEVELOPMENT DIVISION.
3.- PARKING SPACES AND THEIR LOCATION SHALL MEET THE REQUIREMENTS OF AND BE APPROVED BY THE CURRENT PLANNING AND DEVELOPMENT DIVISION.
4.- THE AMOCO LOGO SIGN SHALL BE NO LARGER THAN 60" X 100" IN SIZE.
5.- AT ANY SUCH TIME AS THE AMOCO OIL CO. IS NO LONGER ASSOCIATED WITH THE SITE, THE TOTAL SQUARE FOOTAGE FOR SIGNS SHALL BE LIMITED TO THAT PERMITTED BY THE BCZR IN EFFECT AT THAT TIME.

NOTES:

1.- IN CONSIDERATION OF BALTIMORE COUNTY APPROVING THE PROPOSED CHANGES TO THE SUBJECT PROPERTY AS SET FORTH IN THE PLAN DATED 4-16-84 AND REVISED 10-22-85, AMOCO OIL COMPANY HEREBY AGREES THAT, AS SUCH TIME AS A WIDENING OF JARRETSVILLE PIKE AT THIS INTERSECTION IS UNDERTAKEN, AMOCO WILL SET BACK ITS CURB LINES ALONG JARRETSVILLE PIKE, THE NECESSARY TEN (10) FEET AT AMOCO'S EXPENSE.
2.- LANDSCAPE TO BE IN ACCORDANCE WITH BALTIMORE COUNTY ZONING & PLANNING DEPARTMENT REQUIREMENTS.

Date	No.	Revisions	By
7-2-87	9	"AS-BUILT" REVISIONS	G.C.
3-24-86	8	REVISED TRAFFIC ISLAND PER S.H.A.	C.B.
12-17-85	7	REVISED SIGN NOTES - ADDED ZONING RESTRICTION NOTES	G.C.
10-22-85	6	REVISED APPROACHES, CURB LINE & ADDED NOTES	G.C.
3-5-85	5	REVISED APPROACHES, PARKING & SIGN	G.C.
1-18-85	4	ADDED KEY MAP FOR EXIST. WELLS & SEPTIC RESERVE AREA	G.C.
11-29-84	3	REVISED NOTES & SIGN LOCATION	G.C.
10-10-84	2	ADDED CO. ID. SIGN/"C" STORE SIGN/QUAD SIGN	B.J.
6-28-84	1	REVISED TO ACCOMMODATE PROPOSED FUTURE R/W LINES	G.C.

Amoco Oil Company
Capital Investment Department
East-South Region
One North Charles Street
Baltimore, Maryland 21201

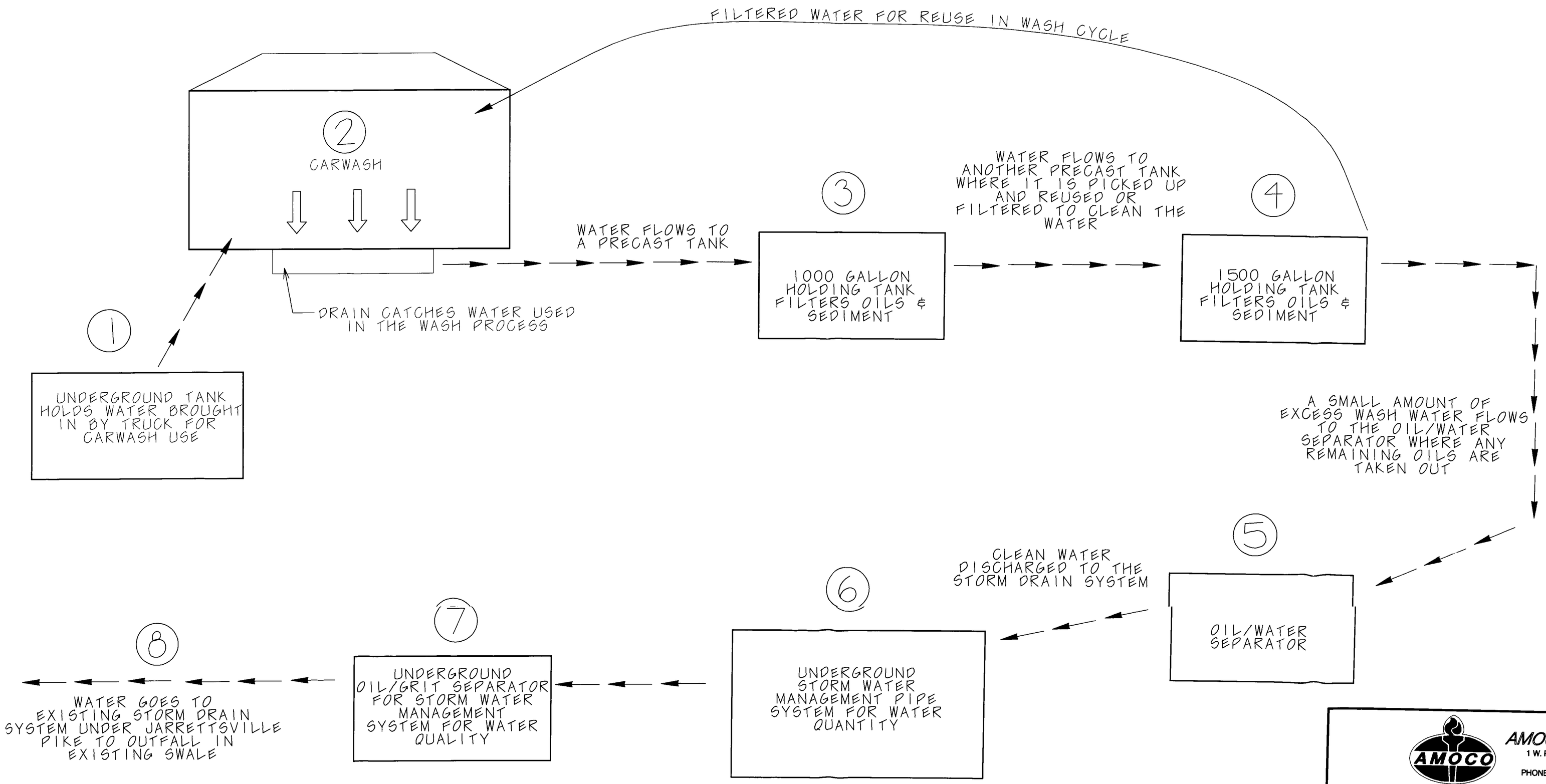
PLOT PLAN
JARRETTSVILLE PIKE & SWEET AIR ROAD
JACKSONVILLE, MD.

Scale 1" = 10'-0"
Drawn By R.A. Jones
Checked By ____
WASH. District
Net usable frontage
Date 4-16-84
No. SS-3033

Do not scale, use dimensions only

PETITIONER'S EXHIBIT 5-B

14



AMOCO OIL COMPANY
1 W. PENNSYLVANIA AVENUE, SUITE 900
TOWSON, MARYLAND 21204
PHONE: 410-494-3700 FAX : 410-494-3722

William Monk, Inc.
ENGINEERS - PLANNERS
Courthouse Commons
222 Bosley Avenue, Suite B-6
Towson, Maryland 21204
Phone: 410-494-8931 Fax: 410-494-9903

CARWASH WATER FLOW DIAGRAM

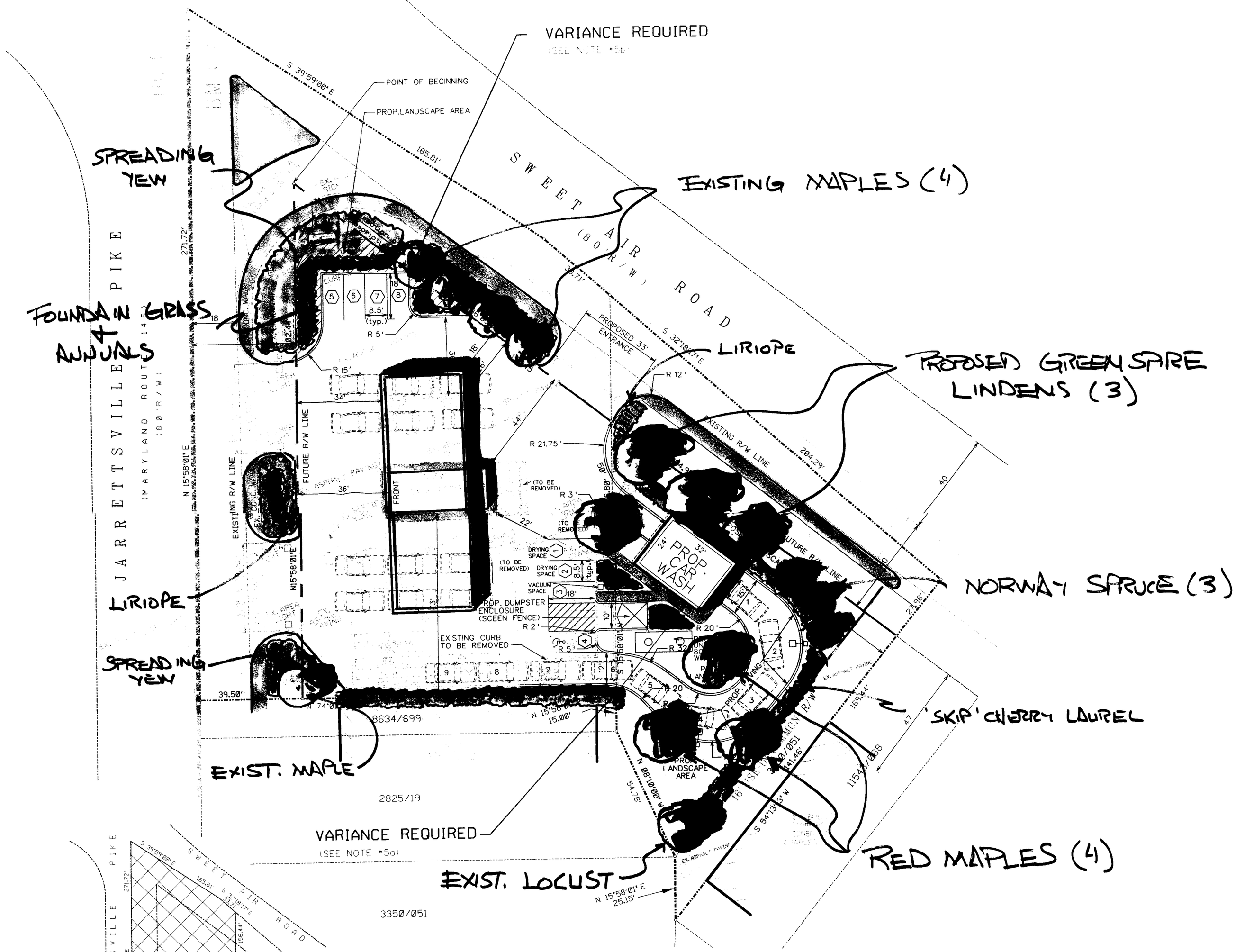
AMOCO OIL COMPANY

14243 JARRETTSVILLE PIKE
@ SWEET AIR ROAD

BALTIMORE COUNTY, MARYLAND

REVISIONS	DRAWN BY: JRG	DESIGNED BY: PCR	SCALE: AS SHOWN
	DATE: 9/15/98	JOB NO.: 97-27	SHEET NO.: 1 OF 1

PETITIONERS' EXHIBIT 14



PLAN
NOT-TO-SCALE

NOTE :
PLAN IS BASED ON EXISTING INFORMATION SUPPLIED BY THE PROPERTY OWNER

VICINITY MAP
SCALE: 1"=2000'

PETITIONERS EXHIBIT 11

AMOCO OIL COMPANY
1 W. PENNSYLVANIA AVENUE, SUITE 900
TOWSON, MARYLAND 21204
PHONE: 410-494-3700 FAX: 410-494-3722

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Courthouse Commons
222 Bosley Avenue, Suite C-6
Towson, Maryland 21204
Phone: 410-494-8931 Fax: 410-494-9903

CONCEPTUAL LANDSCAPE PLAN

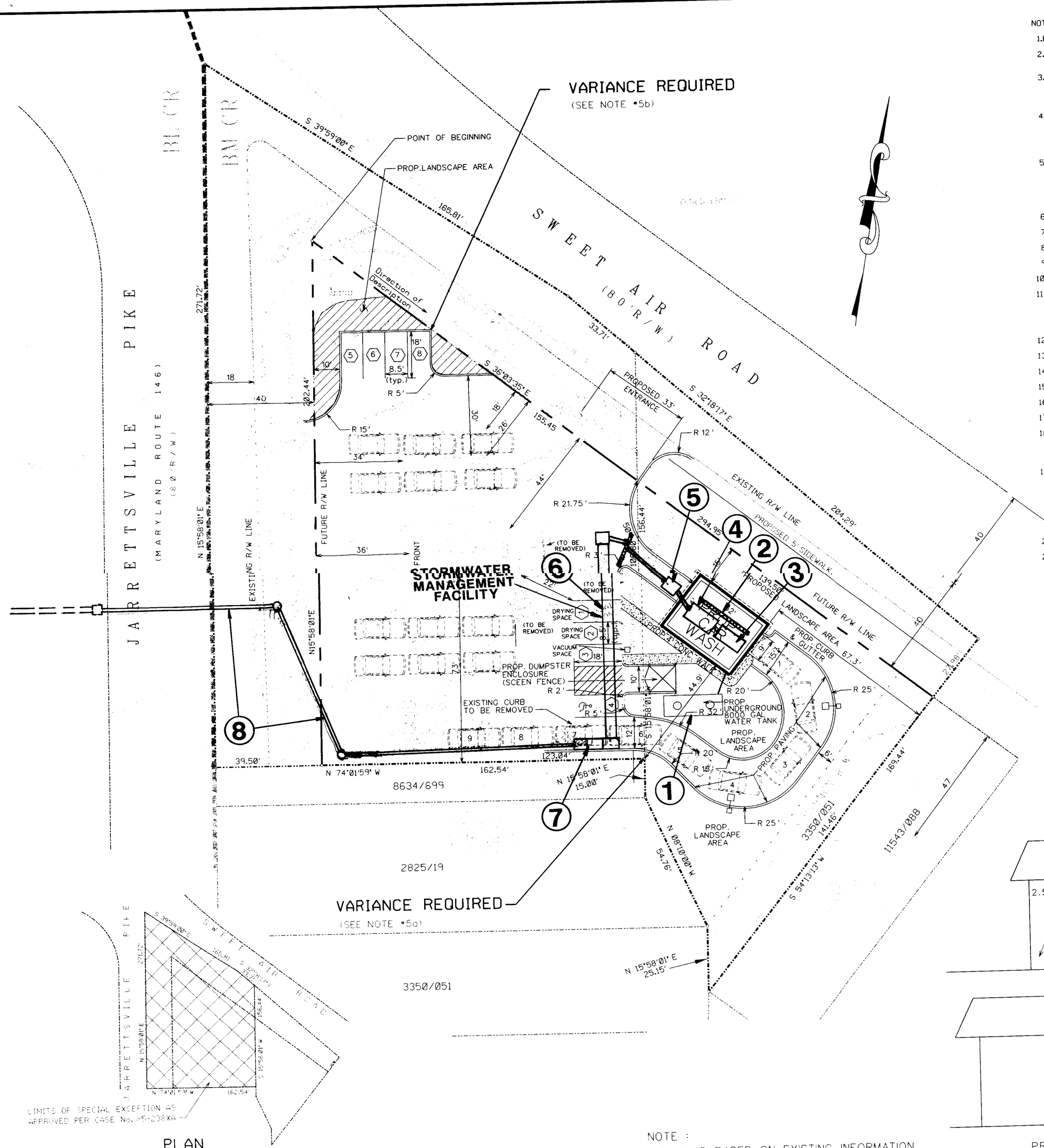
AMOCO OIL COMPANY

14243 JARRETTSVILLE PIKE @ SWEET AIR ROAD

BALTIMORE COUNTY, MARYLAND

REVISIONS	DRAWN BY:	DESIGNED BY:	SCALE:
REV.: 12/29/97 REV.: 3/3/98	JRG	JH/PCR	1"=20'
	DATE: 9/97	JOB NO.: 97-27	SHEET NO.: 1 OF 1

ST009727.DGN



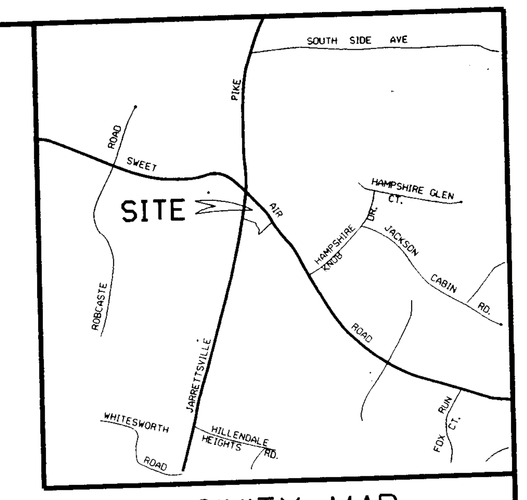
PLAN
NOT TO SCALE

NOTES:

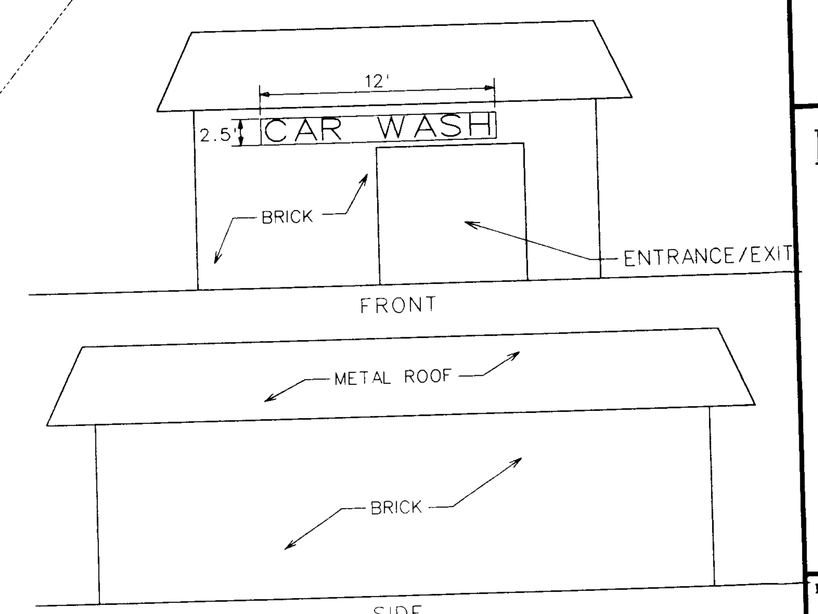
1. EXISTING ZONING: BM-CR
2. GROSS LOT AREA: 1.03 Ac +/-
   NET LOT AREA: 0.686 Ac +/-
3. SPECIAL EXCEPTION: Section 405.4E(2) and 419.1 to permit a roll over car wash as a use in combination with a gasoline service station.
4. SPECIAL HEARING: To amend the previously approved plan, per Case #85-238 XA to permit a roll over car wash as a use in combination and to establish all non-conforming site improvements (as previously approved) per Section 405.6C(4) and 419 BCZR.
5. VARIANCE: a) Section 419.4B(3) BCZR to permit a landscape transition area of 2' in lieu of the required 6'.
   b) Section 409.8A 4 to permit a 0' Setback for Parking abutting a public right of way (Sweet Air Road) in lieu of the required 10'.
6. EXISTING USE: Gas station and convenience store/kiosk
7. PROPOSED USE: Gas station, convenience store/kiosk, and rollover car wash
8. PREVIOUS COMMERCIAL PERMITS: NONE
9. EXISTING BUILDING AREA: C-Store/kiosk - 616 SF (38.5'X16')
10. PROPOSED BUILDING AREA: Car Wash 768 SF (32'X24')
11. OWNERSHIP INFORMATION: Marvin Goldberg, Wanda Schneider, Susanne Pearce & Barbara Goldberg
    c/o Amoco Oil Co.; MC 2408
    200 E. Randolph
    Chicago, IL 60601-7125
12. DEED REFERENCE: 10606/401
13. TAX MAP: 35 GRID: 24 PARCEL: 217
14. CENSUS TRACT: 4102
15. TAX ACCOUNT #: 1007047100
16. ELECTION DISTRICT NO.: 10
17. COUNCILMANIC DISTRICT NO.: 6
18. REQUIRED SITE AREA : Fuel service station: = 15,000 SF
    Food store:(Existing) = 2,468 SF (617 SF x 4)
    Total required: = 17,468 SF
    Total provided = 29,882 SF
19. PARKING NOTES: Parking Required : 1 space per employee (1 employee) = 1 space
    Convenience store 616 SF x 3/1000 = 2 spaces
    Air & vacuum = 1 space
    2 spaces/tunnel for drying (1 tunnel) = 2 spaces
    2 additional spaces = 2 spaces
    Total required = 8 spaces

    Parking Provided : 8 spaces
20. UTILITIES: Site is served by existing well and septic.
21. SIGNS: All existing signs to remain as previously approved in Case #85-238XA. Proposed signage on car wash building to be permitted by right per section 450, BCZR.
22. PREVIOUS ZONING CASES: Case #666-S; Reclassification of site from Class E residential to Class A commercial and special permit for a gasoline service station. Approved July 16, 1946.

    Case #85-238XA - Special exception to convert the existing full service gas station to a gas-n-go with c-store and signage variance to permit 158.38 SF, Approved by Board of Appeals November 20, 1985.
23. The proposed car wash will have an 8,000 gallon holding tank installed for all supply water for washing cars. The water in the system will be recycled to the fullest extent possible to reduce water consumption.
24. APPLICANT: Amoco Oil Company
    One W. Pennsylvania Avenue
    Suite 900
    Towson, MD 21204
25. FLOOR AREA RATIO: 1673 SF/29,882 = 0.06
26. All landscape transition areas shall be planted and screened in accordance with the Baltimore County Landscape Manual (per Section 419.4B(4).
27. Car wash rated hourly production capacity: 18 vehicles/hour
28. Roll over car wash stacking lane:
    Required - 9 spaces
    Provided - 9 spaces



VICINITY MAP
SCALE: 1"=2000'



PROPOSED BUILDING ELEVATION
NOT TO SCALE

NOTE :
PLAN IS BASED ON EXISTING INFORMATION SUPPLIED BY THE PROPERTY OWNER

AMOCO OIL COMPANY
1 W. PENNSYLVANIA AVENUE, SUITE 900
TOWSON, MARYLAND 21204
PHONE: 410-494-3700 FAX : 410-494-3722

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222 Bosley Avenue, Suite C-6
Towson, Maryland 21204
Phone: 410-494-8931 Fax: 410-494-9903

PLAN TO ACCOMPANY SPECIAL EXCEPTION, SPECIAL HEARING AND VARIANCE APPLICATION

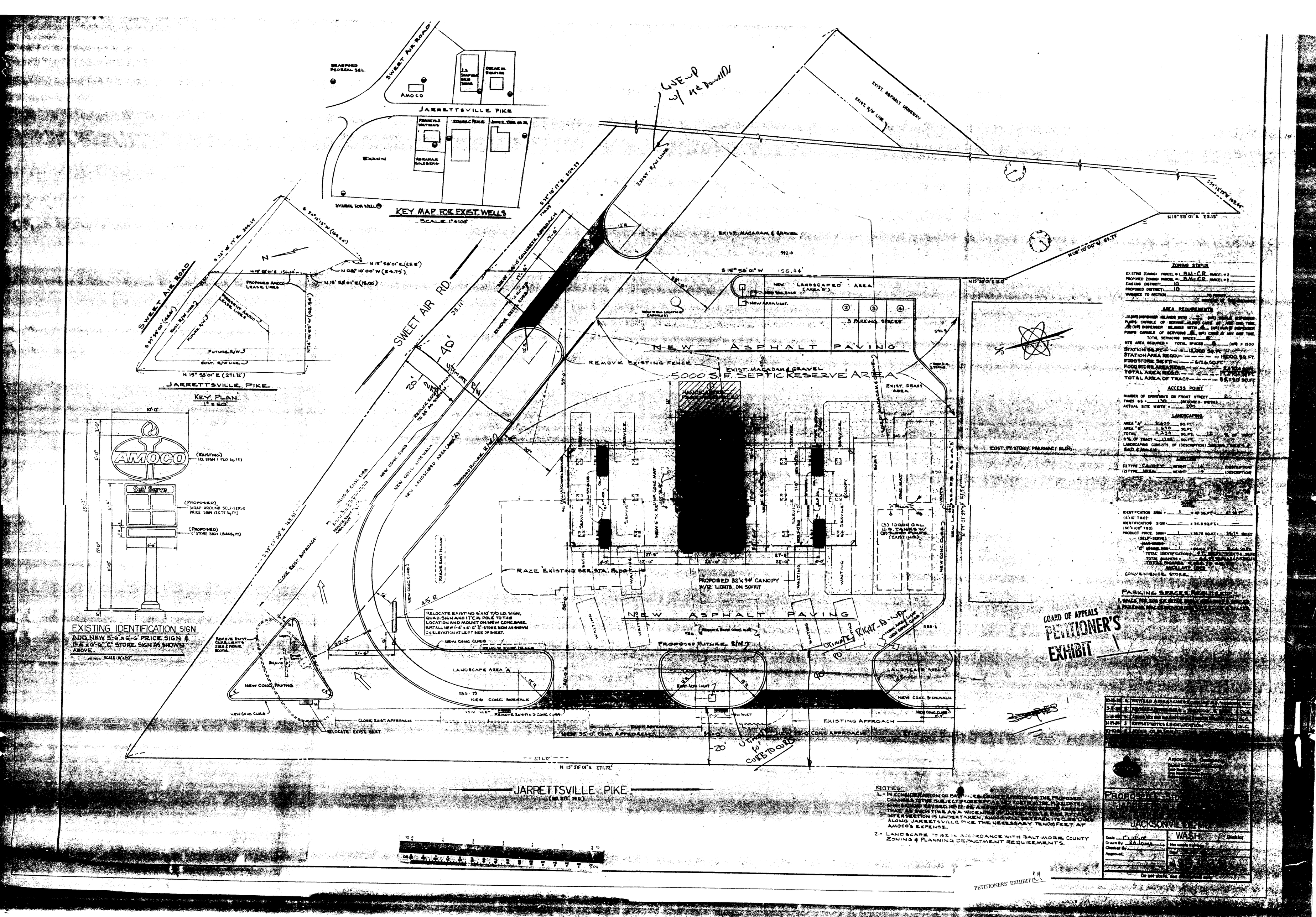
AMOCO OIL COMPANY

14243 JARRETTSVILLE PIKE @ SWEET AIR ROAD

BALTIMORE COUNTY, MARYLAND

REVISIONS	DRAWN BY:	DESIGNED BY:	SCALE:
REV.: 12/29/97 REV.: 3/3/98	JRG	PCR	1"=20'
	DATE: 9/97	JOB NO.: 97-27	SHEET NO.: 1 OF 1

PETITIONERS' EXHIBIT 15



PETITIONERS' EXHIBIT 29

conceded that Amoco had taken special steps to ameliorate the contamination, but testified that the steps taken did not mean it is not still a "hot spot", i.e., an environmental area in which the storm water contains toxic constituents or pollutants above what one would normally expect to find in storm water.

Mr. Ensor of DEPRM further elaborated on the contamination issue in Jacksonville in the early 1980s and the EPA's involvement with both the Exxon/Chevron station and the Amoco station in terms of remediation. He testified that the Amoco site was not able to conduct as aggressive a remediation effort because of the space limitations as well as the fact that a business presently was operating on the property. The State of Maryland signed off and terminated the remediation because the time for compliance had expired. The tanks thus were removed regardless of whether or not the contamination had been eliminated. Indeed, Mr. Ensor indicated that in 1985, when Amoco sought to turn the service station into a convenience store as well, the County permitted them to keep their old well and septic system rather than digging a new well based on the premise there was contaminated water on the site. He characterized the problem of effluent discharge in terms of this particular site as placing effluent into a swale which parallels an area of known contamination and thus placing additional stressors on an area that already is taxed.

Mr. Adamski explained that the proposed water recycling system is one that he has recommended for all Baltimore County car washes on the public water and sewerage system, because Back River

The R.C.C. zoning classification could be placed on any land included in the 1988 Log of Issues if the County Council enacts the proposed R.C.C. zone in time for the 1988 Comprehensive Rezoning. The proposed amendments to the C.R. District would apply to all existing C.R. Districts. The designation could also be applied to any land in the 1988 Log of Issues if the Council enacts the legislation before the maps are adopted.

R.C.C. - Resource Conservation-Commercial Zone.

In response to the need for small commercial developments in the rural areas, staff is proposing the creation of the R.C.C. zone in which development and uses would be strictly limited. The proposed zone includes a range of retail and personal service uses designed to serve agricultural needs, residential communities and tourists. The size and scale of the development allowed would also determine, to a certain extent, the types of uses that would locate in the zone.

The total building area permitted on a lot is to be limited to 3,000 square feet, which provides sufficient area for the type of uses proposed, while ensuring a degree of compatibility with existing buildings in rural areas. Compatibility will be achieved by the provision of setbacks and landscaped buffers; the location of parking to the rear and side of buildings; control over the design and materials of buildings and signs; and limits on the area of outside storage (10% of total lot area) and on impervious surface (20% of total lot area). In addition, maximum lot size will be restricted to two acres to ensure that adequate provision is made for on-site water supply and sewage disposal, while limiting the extent of outside storage and impervious surfaces to appropriate proportions of the site. Although lot size requirements for adequate environmental controls vary with soils, slopes, streams, vegetation and other physical characteristics of the site, the two acre limit will provide efficient use of land both for commercial development and for effective environmental protection.

In summary, the R.C.C. zone proposes to:

(1) limit development to 3,000 square feet of building and 10% of lot area for outside storage;

(2) limit impervious surface to 20% of lot area;

(3) provide an acceptable range of uses for agricultural, rural residential and tourists needs;

(4) ensure that sites, buildings and signs are designed in a manner consistent with rural character;

(5) provide for effective environmental protection for the site and adjacent properties.

C.R. Districts

While the proposed R.C.C. zone is aimed primarily at addressing the needs of small scale, scattered commercial enterprises in a variety of locations throughout the rural area of the County, the C.R. District is intended for use in those rural locations, usually villages or small towns which already

2. Commercial and Service Uses:

Retail establishments selling such items as gifts, jewelry, hardware, drugs, groceries, sporting equipment (except boats and vehicles), antiques;
Arts and crafts studios;
Barber shops, beauty shops and other personal service establishments;
Banks;
Offices, provided that medical offices are limited to 25% of the total floor area;
Restaurants and bars (except drive-in or drive-through facilities);
Small appliance repair.

3. Residential, Lodging and Institutional Uses:

Single-family detached dwellings;
Residences above the first floor of commercial buildings;
Bed and breakfasts, tourists homes;
Educational and social service facilities;
Class A and Class B child care centers.

B. Uses permitted by special exception:

Agricultural machinery and equipment repair;
Public utilities, public utility service centers;
Volunteer fire companies;
Conversions of existing buildings which do not conform to the use limitations of 1A06.3.

C. Accessory Uses or Structures. The following uses, only, are permitted as an accessory use:

1. Agricultural related uses.
   Farmers roadside stands;
   Intermittent outdoor sales;
     Cut flower or live plants;
     Farmer's Co-op roadside stand;
     Fish, shellfish and meat;
     Fruit and vegetable.

2. Amusement devices (subject to provisions of Section 422);
   Picnic groves;
   Satellite receiving dish (subject to provisions of Section 429).

3. Home occupations.

4. Parking to be located to the side and rear of the building only, but not in the required setback and must be located within the R.C.C. Zone.

5. Signs.

6. Outside storage of material or equipment.

1A06.3 -- Use Limitations. All of the uses in Section 1A06.2 are subject to the following limitations.