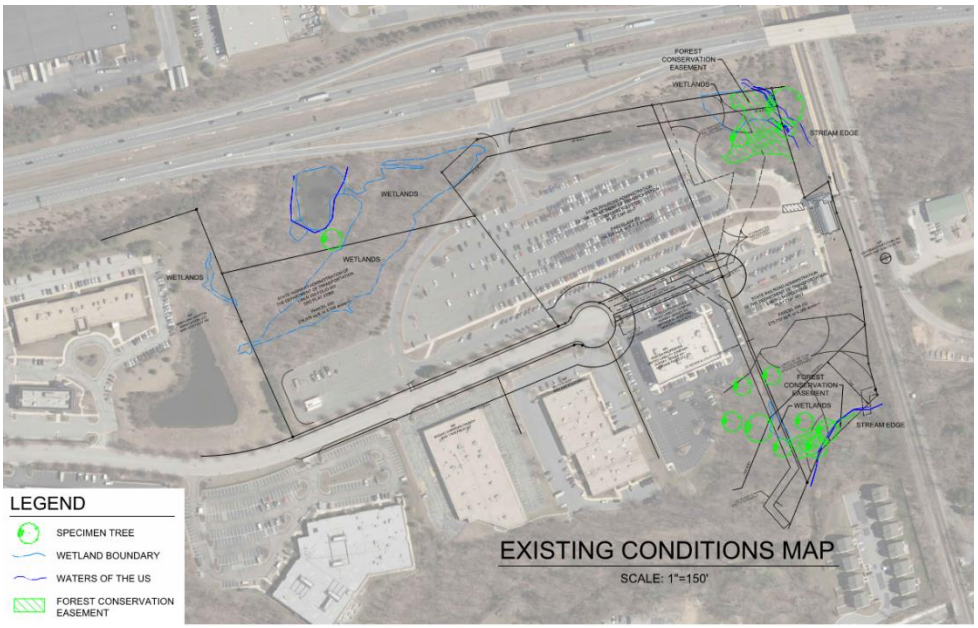
Dorsey MARC Station Transit-Oriented Development Pre-Development Services



MARYLAND DEPARTMENT OF TRANSPORTATION™

Office of Real Estate and Economic Development

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At-A-Glance

Introduction

- The Dorsey, Maryland Area Regional Commuter (MARC) Station is a commuter rail station stop along the MARC Camden Line that runs from Union Station in Washington D.C. to Camden Station in Baltimore City. The Project Area totals 18.055 acres and includes Parcels 600 and 634 - Lots F and G.
- The Dorsey MARC Station is located at the eastern edge of Howard County, Maryland and accessed via dedicated ramps from MD Route 100 east and westbound. The station is bound by MD Route 100 to the north, the MARC Camden Line tracks to the east, and the Dorsey Business Center to the south and west. The station has an 802-space commuter parking lot and a bus drop-off area.
- The purpose of this report is to provide the Maryland Department of Transportation (MDOT), Office of Real Estate and Economic Development (ORED) with an assessment of the site's redevelopment potential in order for MDOT ORED to develop the most appropriate Request for Expressions of Interest (RFEI) and Request for Proposals (RFP) for the project.

Zoning and Land Use Analysis

- The Dorsey MARC Station is located in Howard County and zoned Transit-Oriented Development (TOD). The station is also governed by the Route 1 Manual.
- The site is part of a larger TOD zoning district that includes the Dorsey Business Center immediately adjacent to the south and west, Corridor Square along Route 1, and the Mundorf Property to the east of the MARC train tracks.
- The Route 1 Manual provides Land Use Goals and Design Concepts for specific districts. The TOD area goals encourage residents and workers to use transit, to provide multi-use centers, and to encourage pedestrian-oriented redevelopment. The Route 1 Manual also provides design guidance for streetscapes, site design, and building architecture.

Developable Land Calculation

- 18.055 total acres
- 7.647 undevelopable acres
- 10.408 developable acres

Stormwater Management Assessment

- Since the project is a State-Owned property, the Maryland Department of the Environment (MDE) would be the approving agency for stormwater management requirements. The Project Area is approximately 50% impervious; therefore, the redevelopment criteria apply, since the site has existing impervious area greater than or equal to 40%.
- As a redevelopment, this project must reduce impervious area by at least 50%; implement Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP) to provide for water quality treatment for the 50% of the existing impervious area; or use a combination of impervious area reduction and ESD to provide water quality treatment for at least 50% of the existing impervious area.
- Additional stormwater management must be provided for any net increase in impervious surface (quantity).

Utility Availability

- Water, sanitary sewer, and storm drain utilities are available along/w. There are three water mains ranging from 8"-12" and three 8" sanitary main connections. Storm drains exist throughout the Project Area and make up three different systems, which all outfall to the stormwater management facility located in Parcel 634 - Lot G.
- There are existing BGE underground electric service in Deerpath Road and two transformers in the Project Area, as well as BGE street lighting conduit and appurtenances along Deerpath Road. There is also an existing high pressure BGE gas line within the Project Area along Deerpath Road.
- To obtain utility connections the developer/applicant will need to work with both private and public utility providers.

Environmental Resource Assessment

- A thorough desktop analysis and field investigation was conducted in June 2018. The Project Area is comprised of the Dorsey MARC Station and the associated parking area surrounded by undeveloped forested wetlands.
- Five wetlands were identified during the field investigation. Two were identified intersecting Parcel 600, one to the north of Parcel 600, and two in Parcel 634 - Lot G. A large stormwater detention basin occupies the majority of undeveloped area of Parcel 634 - Lot F.
- Three forest stands were identified during the field investigation. One located in Parcel 600 that includes a specimen tree within the stand but north and outside of Parcel 600. Two were identified in Parcel 634 - Lot G; one in the northern portion containing three specimen trees, and the other located in southern portion containing four specimen trees. An additional four specimen trees were identified to the east of Parcel 634 G.

Existing Conditions Base Map

- Incorporates the findings of the Environmental Resource Assessment.
- Aerial base layer identifies buildings, roadways, and paved areas. The three parcel lots are designated by a black outline on the map.
- Natural resources including wetlands, Waters of the U.S., specimen trees, Forest Conservation Easement areas, and Reforestation Areas are also included on the map.

Market Analysis

- Highlights key assets of the Project Area including: regional accessibility; excellent school system; proximity to the Arundel Mills Mall, as well as entertainment and retail operations; and development momentum with mutiple projects under construction or proposed in the area.
- Identifies deficiencies within the Project Area including: limited bicycle and no pedestrian connections; no roadway connections beyond MD 100; inadequate visibility; and significant traffic congestion.
- The residential market of the Project Area is limited primarily by the dependence on Howard County's Adequate Public Facilities Ordinace improvements and the future state of the economy.

Phase I Environmental Site Assessment

- This April 2019 assessment identified no evidence of recognized environmental conditions (RECs) or controlled RECs (CRECs) in connection with the Target Property.
- A REC is defined as the presence, or likely presence, of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substance or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.
- A CREC, which is a subset of a REC, refers to a contaminated site that has received risk-based regulatory closure where no further remediation is required but residual contamination still exists.

ALTA/NSPS Land Title Survey

- Survey fieldwork was performed between January and April 2019.
- Total site area as surveyed: 18.055 acres or 786,476 square feet (+/-).
- Survey signed and stamped July 25, 2019.

I. Introduction

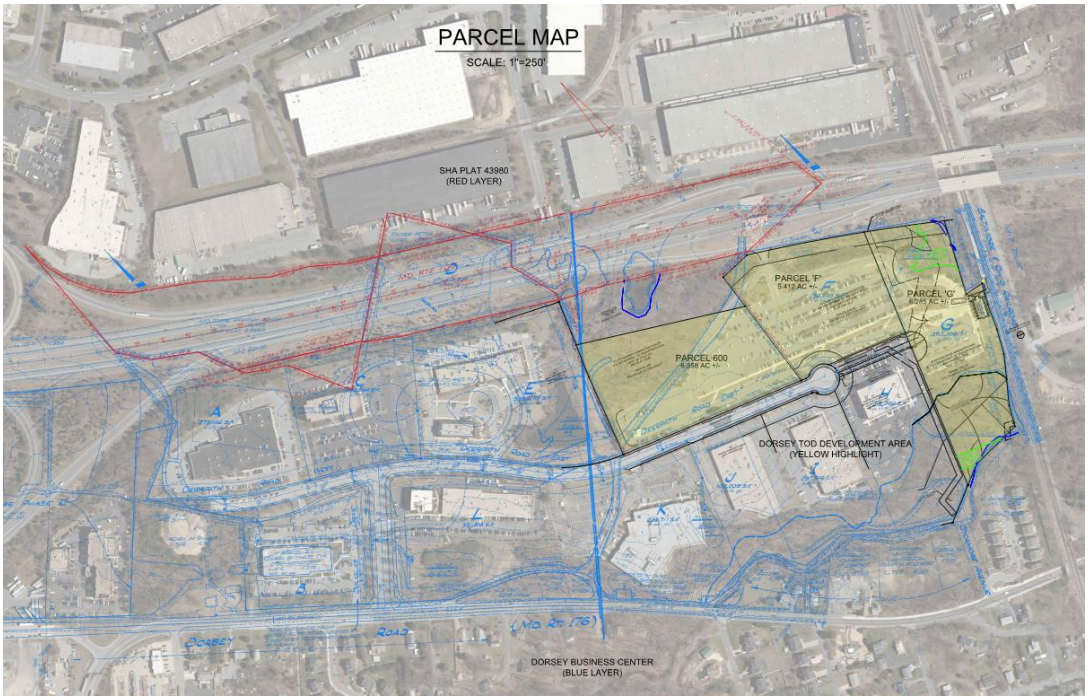
The Dorsey, Maryland Area Regional Commuter (MARC) Station is a commuter rail station stop along Maryland Department of Transportation's (MDOT) MARC Camden Line that runs from Union Station in Washington D.C. to Camden Station in Baltimore City's downtown. MDOT estimates 530 average daily boarding's at this station[1].

The Dorsey MARC Station is located at the eastern edge of Howard County, Maryland and accessed via dedicated ramps from MD Route 100 east and westbound. The station is bound by MD Route 100 to the north, the MARC Camden Line tracks to the east, and the Dorsey Business Center to the south and west. The station has an 802-space commuter parking lot and a bus drop-off area. Dorsey Station Drive, a State-owned private road runs through the site providing access to/from MD Route 100.

The Project Area totals 18.055 acres, which includes Parcels 600 and Parcel 634 - Lots F and G (**Figure 1**). Parcel 600 was a residual parcel from construction of MD Route 100 and Parcel 634 - Lots F and G were sold to the State by the Dorsey Business Center in 1991. The Project Area encompasses the Dorsey MARC Station, its developed areas, and surrounding undeveloped state land.

The purpose of this report is to provide the MDOT, Office of Real Estate and Economic Development (ORED) with an assessment of the site's redevelopment potential and to aid MDOT ORED in developing the most appropriate Request for Expressions of Interest (RFEI) and Request for Proposals (RFP) for the project area.

Figure 1: Project Location Map



[1] MDOT - Transit-Oriented Development Opportunity: Dorsey Informational Meeting Flyer (March 7, 2019)

Scope and Schedule

The initial (partial) Notice to Proceed (NTP) was issued on June 8, 2018, with subsequent NTPs issued on June 11, June 14, September 20, October 4, and October 16, 2018. The entire pre-development services task for the Dorsey MARC Station Transit-Oriented Development (TOD) consists of the following subtasks:

1. Existing Document Review
2. Zoning and Land Use Analysis
3. Developable Land Calculation
4. Stormwater Management Assessment and Plan
5. Utility Availability
6. Environmental Resource Assessment
7. Existing Conditions Base Map
8. Market Analysis
9. Draft TOD Pre-Development Services Report

Preliminary findings for Tasks 2, 4, and 6 were submitted to MDOT ORED on June 29, 2018. The draft existing conditions base map (Task 7) was submitted on August 6, 2018, while the draft developable land calculation (Task 3) was submitted on October 4, 2018. A draft report was submitted to MDOT ORED on October 26, 2018, and included all tasks listed above, except for Task 8 – Market Analysis. STV subcontractor, Partners for Economic Solutions (PES) submitted a draft market analysis to STV, which was submitted to MDOT on December 17, 2018.

Subsequent tasks included an ASTM Phase I Environmental Site Assessment to evaluate the site for potential recognized environmental concerns (RECs) and an ALTA/NSPS Land Title Survey. The draft Phase I ESA was submitted to MDOT on January 15, 2019 and the draft ALTA Survey was submitted on April 9, 2019. The results of these additional pre-development tasks have been added to the final report.

II. Zoning and Land Use Analysis

The three properties, totaling approximately 18.055 acres, are currently improved with parking lots that serve the Dorsey MARC Station (**Appendix A – Parcel Map**). The parking lot is accessed from MD Route 100 via dedicated on/off ramps and an underpass that serve only the Dorsey MARC Station parking lots. The land area surrounding the parking lots is wooded and sloped. Additionally, there is a stormwater management facility that manages runoff from MD Route 100.

The properties are located in Howard County and are zoned TOD District. The Project Area is part of a larger TOD zoning district that includes the Dorsey Business Center immediately adjacent to the west, Corridor Square along Route 1, and the Mundorf Property to the East of the MARC tracks. In addition to the TOD zoning designation, development for the site is also governed by the Route 1 Manual.

TOD Zoning

The TOD District encourages development of multi-use centers of office and high-density residential development for key parcels of land located within 3,500 feet of a MARC Station. The regulations are intended to promote safe and convenient pedestrian access for commuters using the MARC Station and other public transit links. TOD districts are to be at least 50-acres and connected internally with surrounding developments to achieve overall multi-modal connectivity. The Project Area's 18.055 acres meets this requirement when combined with the surrounding developments.

The proposed project area is well suited for office space and dense residential structures (20 units per acre), along with a variety of retail uses. It is preferred that retail uses be located on the first levels of multi-use buildings and garages.

To ensure that the TOD adopts a mixed-use nature to the design, the proposed development will adhere to the mandated limits of minimum developable parcel size, and the percent of a developable area that may be residential. At least 15% of the residential shall be Moderate Income Housing.

The TOD District also requires the provision of amenities that are a minimum of 10% of the net site area. Amenity areas could include public seating located along treed areas that will be a minimum of 0.25 acres. Pedestrian and bicycle should be designed to connect the amenity areas as well as provide a link to existing and future development.

The bulk regulations allow for buildings up to 60 feet along the building setback lines, which may in some cases, step back to a total of 100 feet.

Appendix B includes Section 127.4 TOD District and Section 133.0 Off-Street Parking and Loading Facilitates from the Howard County Zoning Regulations.

Route 1 Manual

The Route 1 Manual, approved in 2009, is principally a design manual. The purpose of this manual is to improve the appearance of the corridor, provide design standards, achieve better land use and function, increase public safety for pedestrians and traffic, and promote the use of transit and alternative modes of transportation.

To achieve this, the Manual provides Land Use Goals and Design Concepts for specific districts. The TOD area goals encourage residents and workers to use transit, to provide multi-use centers, and to encourage pedestrian oriented redevelopment. This manual also provides design guidance for streetscapes, site design, and building architecture.

Appendix C provides the Route 1 Manual. Which can also be found on Howard County's web site.

III. Developable Land Calculation

Location and Parcel Information

STV has conducted an overall site evaluation for the Dorsey MARC Station, located at N. Route 100 in Elkridge, MD 21075. The Project Area consists of three properties, listed in Maryland's State Department of Assessments and Taxation's (SDAT) real property database as:

- Parcel 600, South Route 1
- Parcel 634 - Lot F, Dorsey Business Center, and
- Parcel 634 - Lot G, Dorsey Business Center

Parcel 600 is a residual piece of land acquired by SHA as a right-of-way to create MD Route 100. This ROW acquired land is shown on SHA Plat 43980. Parcel 634 - Lots F and G, are original lots from the Dorsey Business Center Development and their acreages exist today as were when first subdivided in 1986. Gross acreage of the three parcels equates to 18.055 acres +/-.

Environmental Constraints

STV assessed environmental resources within the Project Area and surrounding landscape. Two forested wetlands intersect Parcel 600 which account for 0.85 acres of the total parcel. A third forested wetland and an open-water pond is located north of Parcel 600. A total of 2.28 acres of Parcel 600 is comprised of a hardwood forest. When the State mandated 25-foot wetland buffers are applied, there do not appear to be any contiguous areas that would be deemed accessible or developable beyond the current limit of paving. Parcel 634 - Lot F is encumbered by a storm water management facility for the Dorsey MARC Station located east of the Route 100 access road, and delineated wetlands (with buffer setbacks) to the west of the access road. Parcel 634 - Lot G, north of the Dorsey MARC Station included the eastern portion of the storm water management facility, more delineated wetlands, and a 0.473-acre forest conservation easement. To the south of the station, another 0.16-acre forest conservation easement exists near the stream bank of Deep Run. The 100-year floodplain extends all the way from Deep Run up to the Station. In general, the areas that are currently improved appear to be the only land that is developable and not otherwise environmentally constrained.

Table 1 lists the gross parcel acreage and the area within each parcel that is developable:

Table 1: Parcel Acreages

Parcel ID	Gross Acres	Developable Acres	Undevelopable Acres
Parcel 600	6.358	3.502	2.856
Parcel 634 - Lot F	5.412	4.130	1.282
Parcel 634 - Lot G	6.285	2.776	3.509
Total	**18.055**	**10.408**	**7.647**

Zoning Impact and Potential Development Program

A zoning analysis was prepared noting that the site is zoned TOD District and is subject to the Route 1 Manual. A variety of uses are permitted, with minimums and maximums for types of use, depending on the desired development program. Other bulk regulations such as setbacks, building heights and parking regulations are included in this analysis.

Ultimately, it will be up to a developer/architect to determine the development program for the site. However, to provide a rough order of magnitude to the development potential, we have provided one possible scenario (**Appendix D – Development Plan Exhibit**). Our hypothetical

scenario includes a mix of retail/office/hotel/residential uses. For the approximate 10.4 acres of developable land, zoning states that residential uses may not comprise more than 50% of the developable land (5.2 acres). And if there are residential units, the density must be greater than 20 dwelling units (DU)/acre (in our case 100 DU min). Amenity space must make up no less than ten percent of the developable land area. And in addition to providing the parking generated for the retail/office/hotel/residential program, we presume that the State would like to maintain the existing 802 parking spaces and convenient drop-off to the station.

Our hypothetical development program proposes three main buildings, while retaining station parking, as depicted on the attached development plan exhibit. It is our understanding that a vehicular separation of access, drop-off, and parking for the Dorsey MARC Station must remain isolated from the proposed TOD development. Therefore, the hypothetical layout provides a direct access from Route 100 to the train station. Along the access road, a new 6-story, 850-space parking garage would be built to replace the existing surface parking lot. The station garage would appear to be wrapped by retail/residential uses, but a "firewall" would exist between the uses. The TOD development would include a new street that parallels Deerpath Road and has nodes the draw users into the development. An active streetscape would encourage the desired TOD goals of "live, work, and play". This "spine" would include angled short-term street parking for 74 cars and would provide access to the garage parking associated with the three TOD buildings.

Building 'I' would be next to the station, and would consist of 7,200 square feet (SF) street level retail facing the station drop-off loop, 4-stories of "wrapper" office above the retail for 28,800 SF, a 5-story 329 space parking garage to the south, and two full stories of office above the entire building footprint for 58,680 SF. Totals for Building 'I' would be 7,200 SF Retail, 87,480 SF Office, and 329 parking spaces within a building mass of 7-stories. Parking demand for this building would be 325 spaces.

Building 'II' would jut in and out to create interesting outdoor spaces, while wrapping the parking garage(s) to the North. On the street level, there would be 42,200 SF of retail space, with 4-stories of residential "wrapper-style" apartment units above. This residential wrapper would consist of 178,400 SF. In the center of the site, the building would extend up three more floors, partially above the wrapper units and partially above the parking garage. This would add 60,000 SF of residential development up to a height of 8-stories. The total 238,400 SF of residential space would translate to 200 DU at approximately 1,200 SF per apartment. The parking demand for the retail/residential component would be 611 spaces. Building 'II' would wrap around a 5-story, 646 space parking garage to the North, and the 850 space Station parking garage to the northeast. Again, a "firewall" would separate the two garages.

Building 'III' would consist of office space and a hotel. The office footprint would cover 17,500 SF and be 3 stories tall (total of 50,000 SF). The hotel would require a lobby on the first floor and then be configured in a "tee" shape on 3-stories above the office and parking garage. Total hotel square footage would be 59,000 SF which would correlate to approximately 175 rooms/keys. To the west would be a 3-story parking garage containing 317 spaces. Parking demand for the office/hotel uses would be 340 spaces.

Totaling up this hypothetical program, we would have 49,400 SF retail, 137,400 SF office, 59,000 SF (175 rooms) hotel, 238,400 SF residential (200 DU), and 1,292 TOD parking spaces and 850 Dorsey MARC garage spaces. Again, this is only one possible development program scenario, but should inform the potential for developing this site into a TOD.

IV. Stormwater Management (SWM) Assessment and Plan

To determine the stormwater management (SWM) requirements for a project, the reviewing agency, must first be identified. Since the project is understood to be a State-owned property, Howard County would not have review or inspection authority on it. Therefore, the review and approval would be by the Maryland Department of the Environment (MDE).

Regardless of which agency reviews the project, there are two distinct sets of requirements for SWM. The set of requirements which a project falls under depends on the percent of existing impervious coverage within the Project Area. If less than 40% of the site is covered by impervious surfaces, than new development criteria apply. If impervious surface coverage is greater than or equal to 40%, then redevelopment criteria apply. The Project Area is more than 40% impervious area (approximately 50% impervious); therefore, the redevelopment criteria apply.

The SWM requirements for redevelopment projects are less burdensome than if the existing site was less than 40% impervious and considered new development. One of the goals of the regulations is to create an incentive for developers to reduce the footprints of development and to only develop lands that have already been developed.

The specific requirements for each are as follows:

- For new development projects (existing impervious area less than 40%), the project must implement Environmental Site Design (ESD) to the maximum extent practicable (MEP). The benchmark is to restore post-development hydrology to “woods in good condition.” This requires capturing and treating 1 inch to 2.6 inches of rainfall depending on the design and site conditions. The specific rainfall target is determined using the methods in Section 5.2 of the 2010 MD Stormwater Design Manual.
- For redevelopment projects (existing impervious area greater than or equal to 40%), the project must reduce impervious area by at least 50%; implement ESD to the MEP to provide for water quality treatment for the 50% of the existing impervious area; or use a combination of impervious area reduction and ESD to provide water quality treatment for at least 50% of the existing impervious area. Additional SWM must be provided for any net increase in impervious surface (quantity).

Since the Project Area is more than 40% impervious, it will trigger the re-development criteria. In general, these criteria lead to less costly SWM treatment and site design with more Environmental Site Design (fewer structures).

The current properties utilize an existing stormwater management infiltration basin (Pond 6) constructed during the MD Route 100 construction (MD DoT SHA Cont. No AW-890-501-070). This facility may need to be analyzed for compliance with the current MDE stormwater management regulations.

V. Utility Availability

The Project Area has existing utility available within the property frontage of Deerpath Road. **Appendix E** provides plans of the existing public utilities.

Existing Utilities

Water

Water mains exist both in Deerpath Road and along the west side of Parcel 634 - Lot F. A 12" ductile iron pipe (DIP) Water Main mains exist Deerpath Road. This water service terminates east of the cul-de-sac.

- Deerpath Road, West Side of Parcel 634 - Lot F 12" DIP
- Deerpath Road, East Side of Parcel 634 - Lot F 8" DIP
- Deerpath Road, East End 12" DIP

Sanitary Sewer

Public sanitary mains exist in Deerpath Road and along the east side of Parcel 634 - Lot H. The sewer mains are made of one of the following materials, concrete sewer pipe extra strength; DIP; vitrified clay pipe extra strength, class 2400; or poly vinyl chloride. Note that there are accessible sanitary manholes around the property and existing 8" connections to the property.

- Deerpath Road, Parcel 634 - Lot F Two 8" Connections
- Deerpath Road, Parcel 634 - Lot G One 8" Connection

Storm Drain

Storm Drains exist throughout the existing properties. All three systems outfall to an existing stormwater management facility located on the northeast side of the subject properties.

- System 1 – West Side 15"-24" reinforced concrete pipe, class 4
- System 2 – Central to Large Parking Lot 18"-30" reinforced concrete pipe, class 4
- System 3 – East Side 15"-30" reinforced concrete pipe, class 4

Electrical (BGE)

There is existing underground electric service in Deerpath Road. There are multiple transformers on the subject property. There is also BGE Street Lighting conduit and appurtenances along the north side of Deerpath Road.

- 25 kilovolt-ampere #0033A
- 500 kilovolt-ampere, 277/ 480V #0045

Gas (BGE)

There is existing 16"-wrapped steel over 200 psi system high pressure line within the property frontage along Deerpath Road.

Developers Responsibility

To obtain utility connections the developer/applicant will need to work with both private and public utility providers. For the proposed developer to obtain service from BGE for electric and for gas, an applicant submits the appropriate service request applications. BGE will assign a representative to the project and will provide a plan showing from where power and gas services

will be taken from and confirm the number of transformers required for a project. The applicant works with BGE and to a smaller extent the County to ensure sufficient conduit is available for the services requested.

The applicant may also work with the Howard County Department of Inspections, Licenses, and Permits (DILP) and the Department of Planning and Zoning (DPZ), Land Development Division during the preparation of plans for the public utility connections and building permits. This includes obtaining fire flow tests and sanitary capacity confirmation.

Site improvements such as buildings, utilities, roadway, sidewalks, bike paths, planting would be part of a Site Development Plan (SDP). This includes conduit for electric lines and gas mains, if required. The SDP review would include the engineering documents/plans, agreement and bonds that are approved by the County agencies to allow a private developer to redevelop the property. DPZ reviews both the public and private improvements as part of the normal County development review and approval process. This effort would be the developer's responsibility.

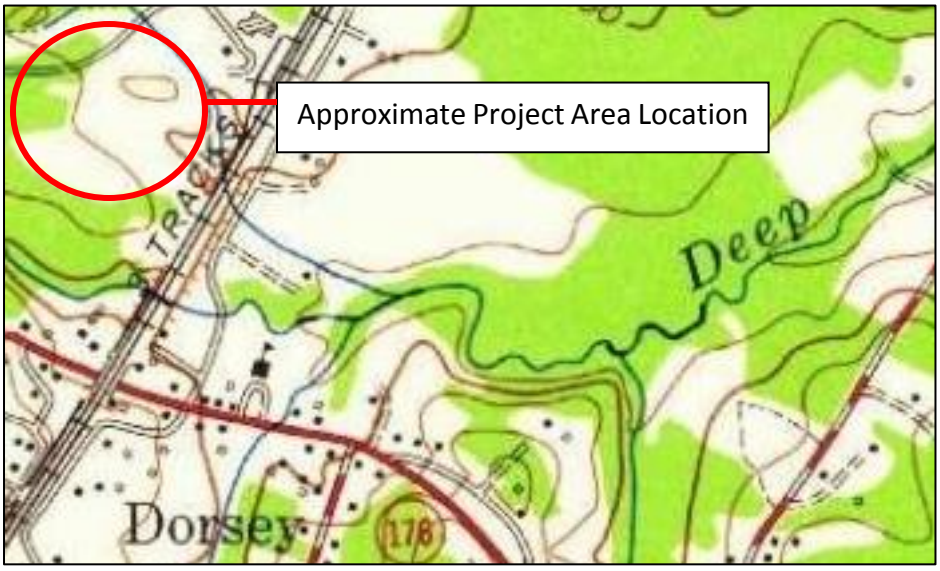
VI. Environmental Resource Assessment

Baseline Review and Desktop Survey

As part of the overall site evaluation, STV was tasked with assessing the environmental resources within the Project Area of the Dorsey MARC Station. A preliminary desktop site review was conducted prior to the field investigation. The following off-site records were reviewed as part of this effort and relevant figures are included below and in **Appendix F**:

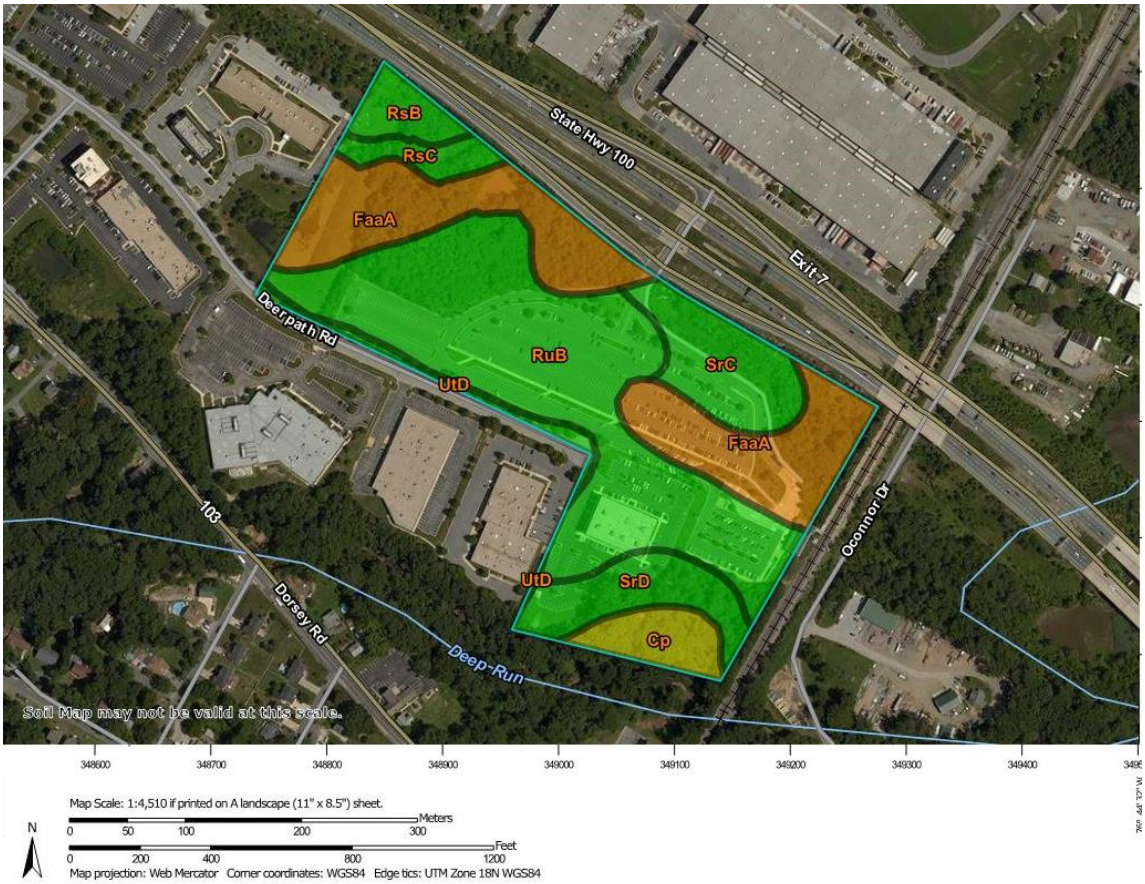
- The Laurel, MD United States Geological Survey (USGS) 7.5-minute topographical quadrangle was reviewed for local and regional environmental setting relevant to surface waters, wetlands, forest cover, and contours. Although the USGS Map (**Figure 2**) predates the Dorsey MARC Station construction, it does depict Deep Run on the south edge and an unnamed tributary to Deep Run at the north edge of the Project Area. No wetlands or topographical drainage swales were illustrated within the subject property.

Figure 2: USGS 7.5 Laurel MD



- The U.S. Department of Agriculture, Natural Resources Conservation Service's (NRCS) Web Soil Survey was sourced for soil characteristics of the project area. The results of the Web Survey (**Figure 3**) indicate that the Project Area is comprised primarily of Russett and Beltsville soils (hydric rating: 0), Fallsington sandy loams (hydric rating: 75), and Sassafras and Croom soils (hydric rating: 0). Note: the area covered in the picture below is an approximation of the Project Area.

Figure 3: USDA Soil Survey

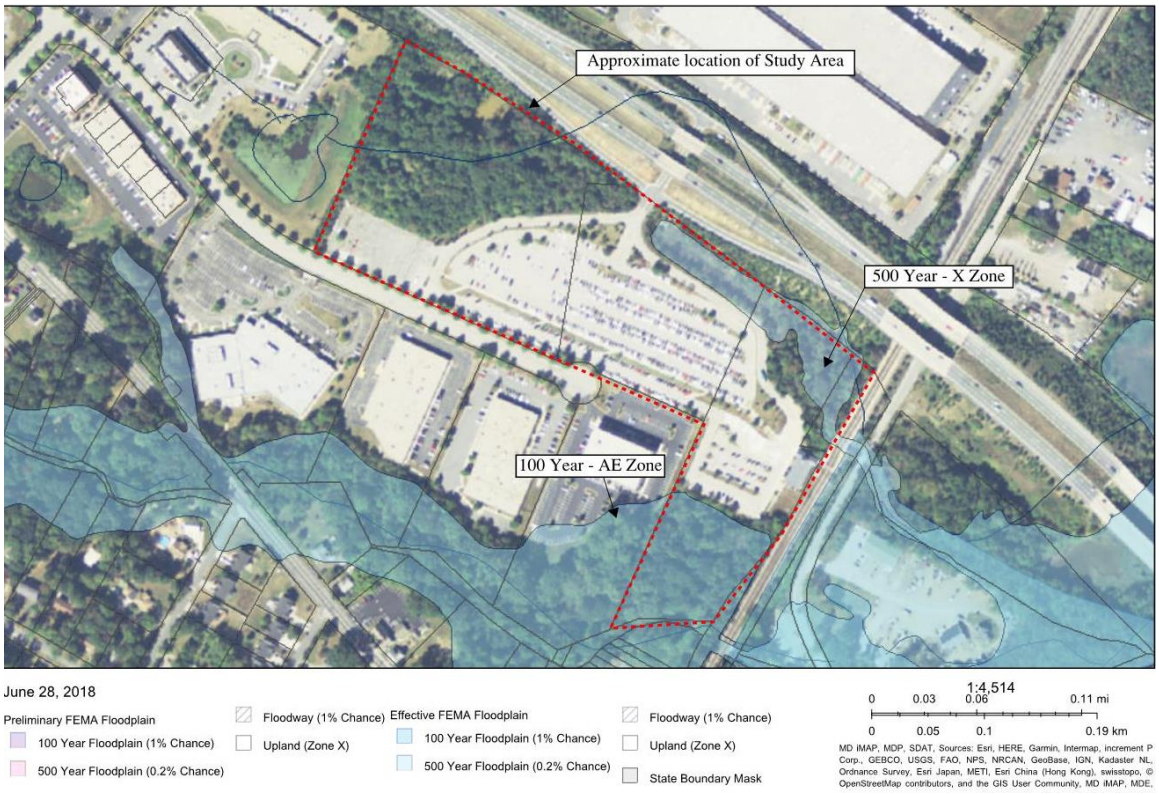


- Maryland's Environmental Resources and Land Information Network (MERLIN) was reviewed to identify wetlands listed in the National Wetland Inventory (NWI) and the Maryland Department of Natural Resources (MD DNR) Wetlands Inventory. Both the State and Federal inventories show unclassified wetlands and a palustrine open water pond to the north of and outside of Parcel 600 (**Figure 4**). Additionally, the 100-year floodplain was reviewed through MERLIN which showed a 100-year floodplain connected to the main stem of Deep Run on the southern edge of the Project Area (**Figure 5**).

- Review of aerial photographs show three large forested regions within the Project Area. Numerous singular trees are depicted on aerial photography throughout the Dorsey MARC Station parking area.

Figure 4: State and Federal Listed Wetlands

Figure 5: FEMA Floodplain



Field Investigation

Preliminary Wetland Investigation

The Project Area consists of Parcel 600 and Parcel 634 - Lot F and G within Maryland Tax Map 37. The three areas total 18.055 acres and are comprised of the Dorsey MARC Station, expansive parking areas, and large forested regions. On June 13 and 14, 2018, STV conducted a field investigation to evaluate the presence or absence of Jurisdictional Waters within the Project Area. Jurisdictional Waters are subject to regulatory jurisdiction under Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344) or Section 10 of the Rivers and Harbors Act (33 U.S.C. 403) and are specified in the regulatory programs of the United States Army Corps of Engineers' definition of "waters of the United States," and "Navigable Waters of the U.S." which are defined in the Code of Federal Regulations (CFR, 33) Parts 328 and 329. The three-parameter approach set forth in the Corps of Engineers Wetland Delineation Manual, Technical Report Y-87-01(1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain (Version 2.0) (April 2012) were implemented during this study.

A total of five (5) wetlands were identified during the site evaluation and are documented as follows:

Parcel 600

Wetland A is a large palustrine forested (PFO) wetland located in what was once the stream valley to the unnamed tributary of Deep Run which was likely altered by the construction of MD Route 100 and the Dorsey MARC Station. Hydrological influences include ground water, sheet flow, spillover from a stormwater pond, and a connection to a palustrine unconsolidated open water wetland (PUB). The vegetative strata were dominated by *Acer rubrum* (Red Maple), *Salix nigra* (Black Willow), *Viburnum dentatum* (Southern Arrowwood), and *Lindera benzoin* (Spice Bush). The density of the tree and sapling/shrub strata resulted in a sparse herbaceous level. Saturation, sediment deposits, water stained leaves, and depleted soils were observed throughout Wetland A.

Wetland C is a palustrine emergent (PEM) wetland that intersects the western edge of Parcel 600 It is located at the toe of slope of a stormwater detention pond and transitions into a PFO as it enters the tree line. Standing water, water stained leaves, saturation, and depleted soils were observed during the field study. Tire ruts near the toe of slope contained water which was influencing wetland vegetation. The PEM portion of Wetland C is dominated by *Dichanthelium clandestinum* (Deer Tongue) and *Phalaris arundinacea* (Reed Canary Grass). Although the PFO potion of Wetland C is predominantly a sparsely vegetated concave surface, perimeter species included *Nyssa sylvatica* (Black Gum) and *Acer rubrum* (Red Maple).

Parcel 634 - Lot F

This lot contains a large stormwater detention basin that was created during the construction of the Dorsey MARC Station. While the area does show characteristics indicative of a wetland, because it is a man-made feature created in and draining wholly uplands, it was deemed to be non-jurisdictional. This assessment is reflective of the 2016 meeting between Gannett Fleming (GF), Inc. and the MDE in which they concluded that the stormwater management pond was non-jurisdictional as documented in the GF 2016 Wetland Delineation Report. A small portion of Wetland A intersects the northwest corner of Lot F.

Parcel 634 - Lot G

Wetland D is a PEM/Palustrine Scrub-Shrub (PSS) wetland located at the north end of Parcel 634 - Lot G. It abuts the unnamed tributary to Deep Run which provides seasonal flood conditions. Dominant vegetation includes *Leersia oryzoides* (Rice Cutgrass), *Onoclea sensibilis* (Sensitive Fern), *Viburnum dentatum* (southern Arrowwood), and *Acer rubrum* (Red Maple). Saturation, sediment deposits, water stained leaves, and depleted soils were observed during the field study.

Wetland E is a PEM wetland located on the southwest edge of Lot G. The PEM wetland is surrounded by forested area and beneath the tree canopy. It contains standing water, saturated soils, and water stained leaves. During periods of high rainfall, it receives seasonal flooding from the nearby portion of Deep Run. Dominant vegetative species include *Persicaria hydropiperoides* (Swamp smartweed), *Carex lurida* (Sallow sedge), *Impatiens capensis* (Jewel Weed), and *Microstegium vimineum* (Nepalese Browntop). The soil sample showed a depleted matrix and encountered refusal at a depth of eight (8) inches.

Other Wetlands Identified

Wetland B is a small PFO wetland located north and outside of Parcel 600. It drains in to the PUB that connects to Wetland A. It is fed by groundwater that stems from the remains of a relic springhouse. Vegetative strata consisted of *Acer rubrum* (Red Maple), *Viburnum dentatum* (southern Arrowwood), *Toxicodendron radicans* (Poison Ivy), and *Parthenocissis quinquefolia* (Virginia Creeper). Water stained leaves and depleted soils were noted at the data collection point.

Preliminary Forest Stand Investigation

An Intermediate Forest Stand Delineation (FSD) was conducted during the field investigation and identified three forest stands within the Project Area.

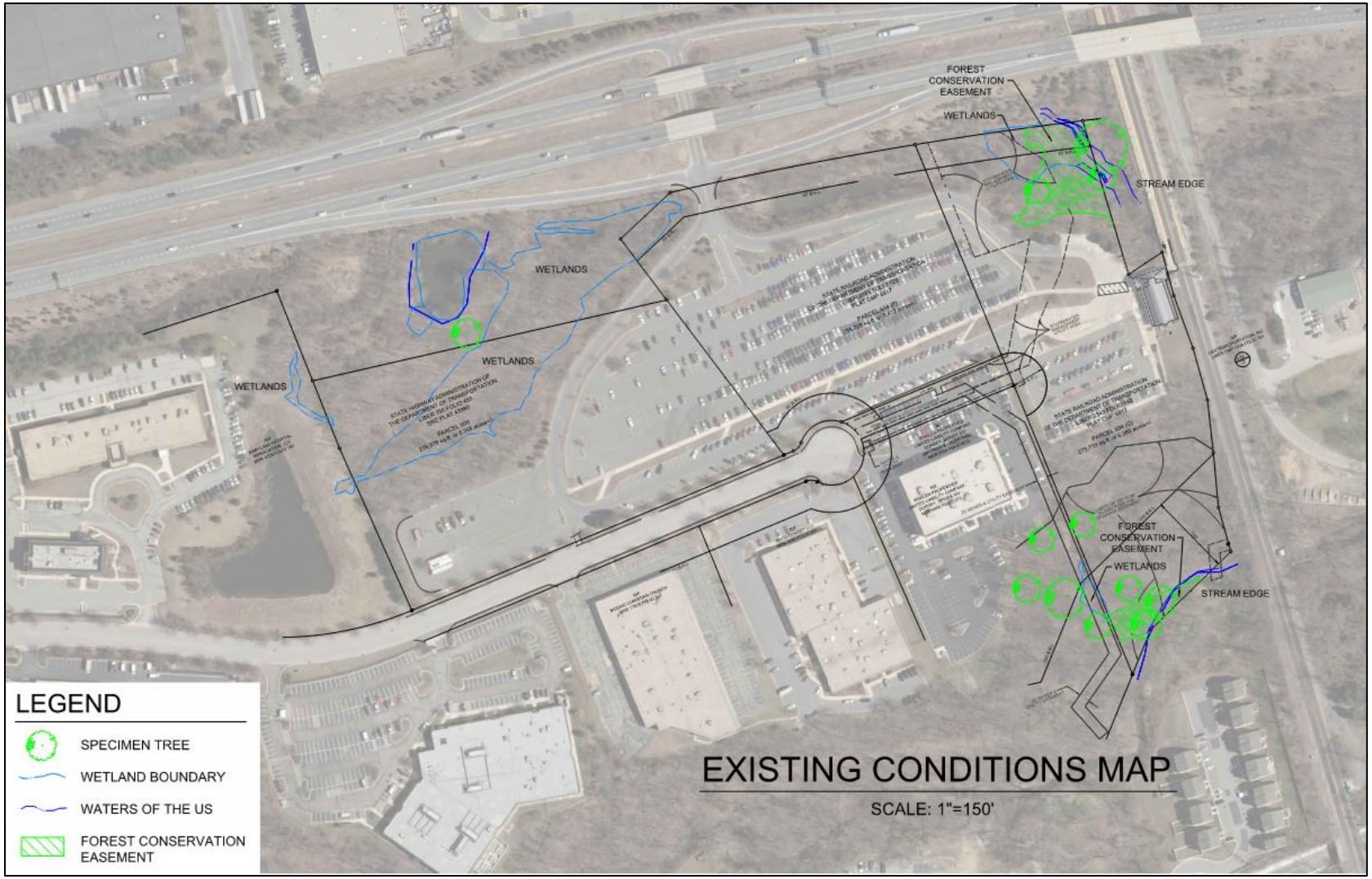
Forest Stand 1 is located in Parcel 600 and is characterized by the sprawling forested wetland landscape. It is an early successional hardwood riparian forest that is dominated by *Acer rubrum* (Red Maple). Understory species include *Carpinus caroliniana* (American hornbeam), *Viburnum dentatum* (Southern Arrowwood), *Rosa* multiflora (Multifloral Rose), and *Lindera benzoin* (Spice Bush). Herbaceous cover was dominated by *Toxicodendron radicans* (Poison Ivy), and *Parthenocissis quinquefolia* (Virginia Creeper). One specimen tree is located within the stand but north and outside of the Parcel bounds as illustrated on the Existing Conditions Base Map (**Appendix G**).

Forest Stand 2 is located in the northern portion of Parcel 634 - Lot G and is characterized as an early successional hardwood riparian forest. An unnamed tributary to Deep run courses through this forest. Dominant species include *Acer rubrum* (Red Maple), *Viburnum dentatum* (southern Arrowwood), and *Rosa* multiflora (Multifloral Rose). A Reforestation Area exists along the southern edge of this stand. An unconnected grassy area to the south is also identified as a Reforestation Area. Three specimen trees are located in this stand and are illustrated on the Existing Conditions Base Map (**Appendix G**).

Forest Stand 3 is located in the southern portion of Parcel 634 - Lot G and is characterized as a mid-succession hardwood forest. This area is dominated by large diameter Liriodendron tulipifera (Tulip Tree) and *Lindera benzoin* (Spice Bush). A Reforestation Area is identified along the northern edge of this stand. The southern portion of this stand is established as a Forest Conservation Easement. Four specimen trees are located within this stand and an additional four were documented west and outside of the Parcel bounds. Specimen tree locations are illustrated on the Existing Conditions Base Map (**Appendix G**).

VII. Existing Conditions Base Map

Figure 6: Existing Conditions Base Map



*Full sized figure included as **Appendix G***

VIII. Market Analysis

Summary of Market Analysis provided below, full report included as **Appendix H**. The market analysis reviews not only current conditions but also how the site is positioned within the competitive market. A review of the site highlights key assets:

- regional accessibility via MD 100, Maryland Route 295, US Route 1, and Interstate-95;
- excellent Howard County Public School System;
- proximity to Arundel Mills Mall and a cluster of entertainment and retail operations; and
- development momentum with projects under construction or proposed across MD 100.

However, the site also has several deficiencies:

- non-existent pedestrian environment and limited access to local bicycle trails;
- no connectivity to other roadways, except for MD 100;
- inadequate visibility (marked only by exit sign on MD 100); and
- significant traffic congestion.

A key constraint on the ability to assemble and redevelop land at the Dorsey MARC Station is the existence of the commuter surface parking lot, which requires replacement. The parking lot does not reach full capacity during the week. However, on weekends the lot is used by a local driving school and the nearby House of Worship to occupy roughly 80 percent of the surface parking lot. The potential requirement to replace the commuter parking on a one-for-one basis may undermine the financial viability of development at the Dorsey MARC Station. The cost of constructing structured parking may exceed the value of the land made available by that move from surface parking.

Currently, businesses and residents are willing to pay higher rents and prices for housing within a quarter to a half mile of transit, known as TOD. However, that transit must have sufficient frequency and reliability as well as access to multiple desirable locations to be considered a significant market distinction. Additionally, the extent to which car-sharing services make it simple and affordable to access employment centers or reduce dependence on public transit, TOD land value premiums may decline. The TOD premium is likely to persist at some level though given the aggregation of activities within walking distance.

For the Project Area, the residential market is limited primarily by the dependence on Howard County's Adequate Public Facilities Ordinance (APFO) improvements and the future state of the economy. While sufficient demand exists as price points able to support new development, current land use policies will limit proposed residential projects.

The real estate landscape continues to shift, impacting commercial development activity as the amount of office space required by many industries shifts (employers using less office space per employee because of technological advancements and changing office design) and in conjunction with economic considerations.

Also inhibiting demand for new office space at the Dorsey MARC Station site is the competition offered by properties on the outskirts of Arundel Mills and downtown Columbia. These major

infill development opportunities offer a walking environment and mix of uses on sites with more direct access to entertainment and supportive retail, restaurants, and hotels.

While there is significant unmet retail demand, that unmet demand is insufficient to support the cluster of stores that consumers seek for comparison shopping, nor the location and visibility required for neighborhood goods and services or restaurants.

IX. Phase I Environmental Site Assessment

Summary of the Phase I Environmental Site Assessment (April 2019) is provided below and the full report is included as **Appendix I**. A Phase I Environmental Site Assessment (ESA) was performed on the three contiguous parcels totaling 18.055 acres in area at Dorsey Station Drive, Elkridge, Maryland (referred to as the "Target Property") in conformance with the scope and limitations of the standard processes described in American Society for Testing and Materials (ASTM) E1527-13 (Standard Practice for Environmental Site Assessments: Phase I ESA Process). According to the SDAT real property database, the Target Property is currently owned by the State of Maryland and is zoned for exempt commercial use. However, according to a zoning analysis performed by MDOT and STV, the site is currently zoned for TOD. The Target Property currently exists as the Maryland Area Rail Commuter (MARC) Dorsey Station.

The purpose of the Phase I ESA was to identify recognized environmental conditions (RECs) in connection with the Target Property. A REC is defined as the presence, or likely presence, of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substance or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. A controlled REC (CREC), which is a subset of a REC, refers to a contaminated site that has received risk-based regulatory closure where no further remediation is required but residual contamination still exists. Therefore, the property may be subject to regulatory control (e.g., engineering control) or use restriction. This assessment has identified no evidence of RECs or CRECs in connection with the Target Property.

X. ALTA/NSPS Land Title Survey

The final ALTA/NPS Land Title Survey was signed and stamped on July 25, 2019, and the field work was performed between January and April 2019. Title exceptions, record descriptions, coordinates, and general notes are included on the ALTA Survey, attached in **Appendix J**. The total site area as surveyed is 21.334 acres as shown in Table 2.

Table 2: ALTA Survey Areas

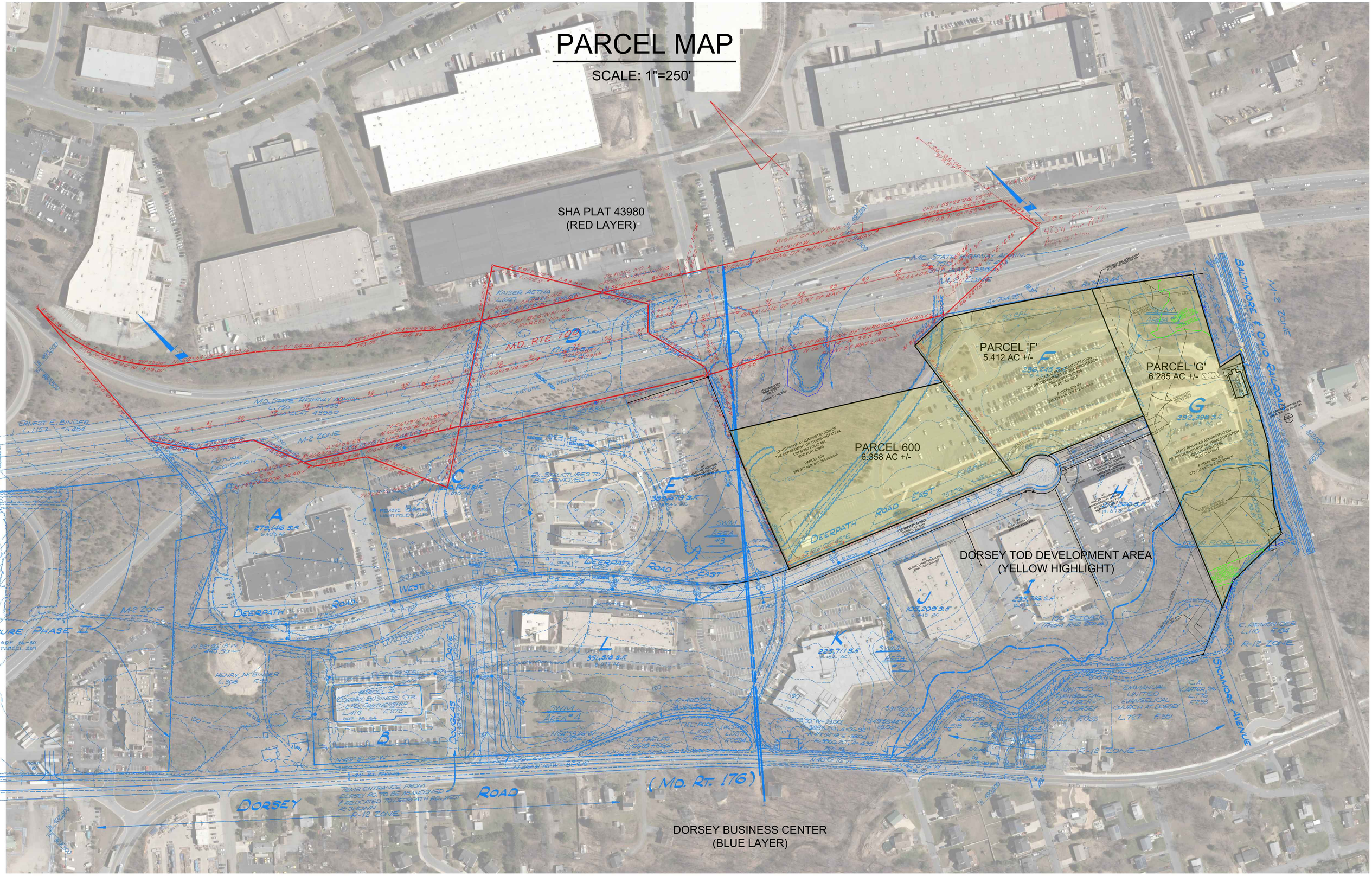
Parcel ID	Acres +/-	Square Feet +/-
Parcel 600	6.358	278,954
Parcel 634 - Lot F	5.412	235,747
Parcel 634 - Lot G	6.285	273,777
Total	**18.055**	**788,478**

Appendix A

Parcel Map

PARCEL MAP

SCALE: 1"=250'



Appendix B

Howard County Zoning Regulations (Section 127.4 and 133.0)

Section 127.4

SECTION 127.4: - TOD (Transit Oriented Development) District

A. Purpose

The TOD District provides for the development and redevelopment of key parcels of land within 3,500 feet of a MARC Station. The TOD District is intended to encourage the development of multi-use centers combining office and high-density residential development that are located and designed for safe and convenient pedestrian access by commuters using the MARC Trains and other public transit links. For sites of least 50 acres, well-designed multi-use centers combining office, high-density residential development with a diversity of dwelling unit types, and retail uses are encouraged. The requirements of this district, in conjunction with the Route 1 Manual and the vehicular and pedestrian improvements that connect internally and with surrounding developments, will result in development that makes use of the commuting potential of the MARC system, creates attractive employment or multi-use centers, and provides for safe and convenient pedestrian travel.

Many parcels in the TOD District were developed before this district was created. It is not the intent of these requirements to disallow the continued use of sites developed prior to the TOD District. Additionally, because TOD developments are most effective when comprehensively planned for larger parcels of land surrounding a MARC Station, it is neither the intent of these requirements to encourage smaller, piecemeal TOD developments nor disallow the beneficial use of undeveloped TOD District parcels during the period of time prior to a larger TOD development being assembled. The intent of this district will be achieved by bringing sites into compliance with these requirements and the standards of the Route 1 Manual as a mix of residential and nonresidential uses are redeveloped or expanded. Certain light industrial uses or lower density residential units may also be appropriate with the mix of TOD uses if properly located so as to not overly reduce the available land area for the more dense mix of uses at the core of the TOD development, closer to the MARC Station.
{ *Council Bill 1-2014(ZRA-147)Effective 4/7/2014}*

B. Uses Permitted as a Matter of Right

1. Ambulatory health care facilities, including pharmacies incidental to these uses.
2. Athletic facilities, commercial.
3. Biomedical laboratories.
4. Commercial communication antennas.
5. Conservation areas, including wildlife and forest preserves, environmental management areas, reforestation areas, and similar uses.
6. Data processing and telecommunication centers.
7. Dwellings, apartment.
8. Dwellings, single-family attached.
9. Flex space.
10. Government structures, facilities and uses, including public schools and colleges.
11. Horse racetrack facilities.
12. Hotels, motels, country inns and conference centers.
13. Industrial Uses, light, provided that: The property is at least 30 acres or greater and fronts on and has direct access to an arterial or collector highway; adjoins other properties developed with existing light industrial uses; the light industrial use is principally conducted within a building with a maximum building height of 50 feet; the proposed industrial development does not include a proposal for any dwelling units within the same project; and; the light industrial development is at the periphery of the TOD District, well separated from the MARC Station.
14. Offices, professional and business.
15. Parking facilities that serve adjacent off-site uses in accordance with Section 133.0.B.
16. Religious facilities, structures and land used primarily for religious activities.
17. Research and development establishments.
18. Restaurants, carryout, including incidental delivery services.
19. Restaurants, standard, and beverage establishments, including those serving beer, wine and liquor for consumption on premises only.

20. Schools, commercial.
21. Schools, private academic, including colleges and universities.
22. Underground pipelines; electric transmission and distribution lines; telephone, telegraph and CATV lines; mobile transformer units; telephone equipment boxes; and other similar public utility uses not requiring a Conditional Use.
23. Volunteer fire departments.
    { *Council Bill 1-2014(ZRA-147)Effective 4/7/2014}*

(Bill No. 34-2016(ZRA-163, ZRA-166), § 1, 10-9-2016)

C. Commercial Uses Permitted With Limitations

The following commercial uses are permitted as a matter of right in any multistory building or parking structure or in a single-story building or parking structure having a minimum height of 20 feet. One-story commercial uses shall be limited to a maximum of 20,000 square feet of total building area.

1. Banks, savings and loan associations, investment companies, credit unions, brokers, and similar financial institutions without a drive-through, except that single lane drive-through service shall be permitted provided that there shall be no portion of drive-through service visible from a public road.
2. Blueprinting, printing, duplicating or engraving services.
3. Child day care centers and nursery schools.
4. Laundry and dry cleaning establishments.
5. Personal service establishments.
6. Pizza delivery services and other services for off-site delivery of prepared food.
7. Restaurants, fast food without a drive-through.
8. Retail establishments, limited to convenience stores, food stores, drug and cosmetic stores, liquor stores and specialty stores.
9. Service agencies.

D. Accessory Uses

1. Any use normally and customarily incidental to any use permitted as a

matter of right in this district.

2. Private parks, swimming pools, athletic fields, exercise facilities, tennis courts, basketball courts and similar private, non-commercial recreation facilities.
3. Home occupations, subject to the requirements of Section 128.C.
4. Small Wind Energy System, building mounted, subject to the requirements of Section 128.0.L.
5. Accessory Solar Collectors.

E. Bulk Regulations

(Also see Section 128.0.A, Supplementary Bulk Regulations.)

1. Except as provided in Section 127.4.B, minimum residential density is 20 units per net acre of residential development. { *Council Bill 1-2014(ZRA-147)Effective 4/7/2014}*
2. Maximum building height
   a. Structure with minimum setback from a public street right-of-way ..... 60 feet
   b. Structure with an additional 1 foot of setback from a public street right-of-way for the portion of the structure over 60 feet for every 2 feet of additional height ..... 100 feet
3. Minimum setbacks for development complying with the Route 1 Manual

   The following minimum setback requirements apply to sites that comply fully with the Manual's requirements:

   a. Minimum setbacks from public street right-of-way
      (1) From arterial
         (a) Principal structures ..... 20 feet
         (b) All other structures and uses ..... 30 feet
      (2) From other public street right-of-way
         (a) All structures and uses (except surface parking) ..... 10 feet
         (b) Surface parking ..... 20 feet
   b. Minimum setbacks from vicinal properties:
      (1) From a residential district: All structures and uses ..... 30 feet

(2) From all other zoning districts:

(a) Structures containing residences ..... 30 feet

(b) All other structures and uses ..... 0 feet

(3) If a TOD District is separated from another zoning district by a public street right-of-way, only the setbacks from a public street right-of-way shall apply.

4. Minimum distances between residential buildings

The following minimum distances shall be maintained between any buildings containing residences (even if the buildings include other uses also):

a. Side to side ..... 15 feet

b. All other façade to façade relationships ..... 30 feet

5. Minimum setback requirements for sites not complying with the use provisions of the TOD District and the Route 1 Manual.

The following minimum setback requirements apply to sites developed prior to the creation of the TOD District that do not comply or only partially comply with the Howard County Landscape Manual and the Route 1 Manual:

a. From external public street right-of-way

(1) Structures and uses ..... 50 feet

(2) Except for parking uses and fences adjoining parking uses ..... 30 feet

b. From internal public street right-of-way

(1) Structures and uses ..... 50 feet

(2) Except for parking uses and fences adjoining parking uses ..... 10 feet

c. From any residential district: All structures and uses ..... 100 feet

d. If a residential district is separated from the TOD District by a public street right-of-way, only the setbacks from a public street right-of-way shall apply.

F. Requirements for TOD Development

1. Amenity Area

TOD developments shall include an amenity area or areas that are a minimum of 10% of the net site acreage. The amenity area shall include seating and trees. The number of seating areas and trees shall increase proportionately to the increase in size of the amenity area. No amenity area shall be smaller than 0.25 acre. Amenity areas on the site shall be connected by pedestrian and bicycle improvements that link with existing and future connections to surrounding developments.

Sites larger than 25 acres must provide well-designed recreational areas for both children's and adult's activities. On sites larger than 25 acres, one amenity area must be designed as a civic gathering place large enough to accommodate such activities as community picnics, concerts, fairs and similar events.

2. Area Requirements for Residential Uses
   a. Residences are permitted only within a development project encompassing at least 3 gross acres of TOD-zoned land.
   b. No more than 50% of the developable acreage, excluding road right-of-way and open space, shall be devoted to residential buildings and parking. For parcels that are 5 acres or less, no more than 50% of the developable acreage, excluding road-right-of-ways, open space, and structured parking, shall be devoted to residential buildings and surface parking lots.
   c. Moderate Income Housing Units

      At least 15% of the dwelling units shall be Moderate Income Housing Units.

(Bill No. 34-2016(ZRA-163, ZRA-166), § 1, 10-9-2016)

G. Compliance with Route 1 Manual

1. New Development

   New development in the TOD District shall comply with the standards of the Route 1 Manual.

2. Alterations to Existing Uses Requiring Compliance with the Route 1 Manual

a. The following minor alterations or enlargements are exempt from complying with the Route 1 Manual:

(1) Expansion of a building by 10% or less of the floor area of the building on April 13, 2004, up to a maximum of 5,000 square feet of floor area.

(2) Building repairs, repaving or restriping parking areas, and other maintenance or repair that does not enlarge a building or use.

(3) Removal of parking areas, driveways or other paved areas.

(4) A change in the use of an existing building to a use permitted in this district, if the department of planning and zoning determines, in accordance with the Subdivision and Land Development Regulations, that no changes to site improvements are required.

(5) Other minor alterations to a developed site that do not require a Site Development Plan or a revision to an approved Site Development Plan. This includes alterations approved through a waiver of the Site Development Plan requirement or a red-line revision to an existing Site Development Plan.

b. Other than the above exceptions, any alteration or enlargement of an existing use must comply with the Route 1 Manual. The following standards determine the extent to which improvements must be brought into compliance with the Route 1 Manual. Additional guidance is provided in the Manual.

(1) Expansion Of Existing Improvements

If buildings and/or site improvements are expanded, the site shall be brought into compliance with the Route 1 Manual in equal proportion to the percentage of the site impacted by the expansion. (For example, if the expansion impacts 20% of the site, 20% of the existing improved area shall be brought into compliance with the manual.) The area impacted by the expansion includes the square foot area of building additions and additional parking, loading, driveways or infrastructure, and land cleared or graded.

(2) Site Improvements That Do Not Alter Buildings

If alterations or enlargements are limited to site improvements that do not involve buildings, existing buildings are not required to be brought into compliance with the Route 1 Manual.

(3) Building Expansions

Expanded buildings shall be brought into compliance with the Route 1 Manual to the extent possible, including design and location of the addition. Relocation or reconstruction of existing buildings is not required.

c. A site that does not fully comply with the Route 1 Manual is subject to the bulk requirements in Subsection E.4 above.

H. Conditional Uses

Conditional Uses in the TOD district are subject to the detailed requirements for Conditional Uses given in Section 131.0. For the list of permitted Conditional Uses, refer to the chart in Section 131.0.

Section 133.0

SECTION 133.0: - Off-Street Parking and Loading Facilities

A. Applicability

1. Accessory off-street parking and loading facilities shall be provided in accordance with the following regulations for any new structure built or any new use established.
2. An existing structure or use shall not be enlarged and an existing use shall not be changed to another use unless off-street parking and loading spaces are provided in accordance with the following requirements for the area or capacity of such enlargement.

B. Layout and Location

1. Off-street parking and loading facilities required by these Regulations shall be provided on the same lot with such structure or land use, unless parking is provided on a different lot in accordance with this section.
2. Off-street parking and loading spaces required for structures or land uses on two or more adjoining lots may be provided in a single common facility on one or more of said lots; provided said lots are in the same zoning district and are owned in common, or are subject to recorded covenants or easements for parking. For purposes of this section, lots which are divided by a public street right-of-way are not deemed to be adjoining.
3. The location of parking for multifamily residences shall be in accordance with Section 16.120(b) of the Subdivision and Land Development Regulations.
4. Required minimum parking may be provided on a separate lot from the principal use if:
   a. For residential uses, the location and distribution of parking spaces complies with the Subdivision and Land Development Regulations;
   b. For nonresidential uses, the major point of pedestrian access to the parking facility is within 400 feet of the entrance to the building. This requirement does not apply to Downtown Revitalization;
   c. The parking facility is within a zoning district in which the use being served by the parking facility is permitted;
   d. The parking facility is not separated from the use being served by a public street. This requirement does not apply to Downtown Revitalization;
   e. The parking facility is subject to recorded covenants or easements for parking, or other proof is provided that the continued use of the parking area is guaranteed throughout the life of the land use.
5. In Downtown Columbia, no more than 10% of the required off-street parking shall be satisfied with surface parking. However, the Planning Board may approve exceptions for temporary parking as part of a phased development plan. The Planning Board may approve extensions upon submission of a revised phasing plan.

(Bill No. 54-2016(ZRA-170), § 1, 1-14-2017)

C. Design and Use of Off-Street Parking Facilities

1. Design
   a. Required off-street parking facilities may be enclosed in a structure or may be open. Structures containing off-street parking shall be subject to the structure setback requirements applicable to the district in which located. Garages and other parking structures shall not be converted to another use unless the minimum parking space requirements of this section are satisfied without the parking structure.
   b. All outdoor parking areas shall comply with the minimum parking setback requirements of the applicable zoning district unless a variance is granted. If there is no setback requirement specifically for parking, parking areas shall comply with the required setback for uses.
   c. The design of aisle widths, stall lengths and widths, entrance widths, turning radii, flow patterns, paving, etc., shall conform with standards set forth in the Howard County Design Manual.
   d. Parking provisions for the physically handicapped shall be provided pursuant to the provisions of the Americans with Disabilities Act and the Maryland Accessibility Code.
2. Use of Off-Street Parking Facilities

   The minimum requirements of Subsection D. below shall be provided in addition to any area used for parking of vehicles owned by or used in a business. Required off-street parking facilities shall not be used for the display or storage of vehicles which are for sale or rent or are being stored while awaiting repair.

4. Parking Spaces in Single-family Residential Driveways

   Driveways that serve individual single-family dwelling units must provide space for at least one vehicle to park without blocking the adjacent sidewalk or street. To accomplish this, driveways that provide access to an individual dwelling unit shall be at least 18 feet long as measured from the garage or end of the parking pad to the edge of the sidewalk. If there is no sidewalk, the driveway shall be measured to the flowline of the street curb.

D. Minimum Parking Requirements for Specific Uses

In the following text, "sf" refers to gross square feet of floor area unless net floor area is approved by the Department of Planning and Zoning. "DPZ" refers to the Department of Planning and Zoning. The parking for multiple uses shall be calculated cumulatively unless otherwise noted or unless approved in accordance with Section 133.0.F.

1. **Accessory Uses to Residences**

The following parking requirements for accessory uses shall be provided in addition to the required parking for the principal residence:

a. Accessory apartment	1.0 per apartment
b. Home-based contractors	1.0 space per nonresident employee working on the premises at the time of peak usage, plus 1.0 space for each visitor potentially present at the time of peak usage.
c. Housing by a resident of one to eight persons who are physically or mentally disabled or 62 years or age or older	One or two persons (other than family members): no spaces; 3 to 5 persons (other than family members): 1.0 space; 6 to 8 persons (other than family members) 2.0 spaces

2. **Residential Uses**

a. Single-family detached, single-family attached, and mobile homes	2.0 spaces per du in all residential zoning districts. An additional 0.5 spaces per dwelling unit must be provided for visitor parking in all residential zoning districts except RC and RR Districts.
b. Apartments	2.0 spaces per du plus 0.3 spaces per dwelling unit for visitors.
c. Age-restricted Adult Housing:	
(1) Single-family detached and Single-family attached dwellings	2.0 spaces per du in all residential zoning districts. An additional 0.3 spaces per dwelling unit must be provided for visitor parking in all residential zoning districts except RC and RR Districts.
(2) Apartments and Multi-Plexes	1.0 space per du plus 0.3 space per dwelling unit for visitors.

3. **Office Uses**

a. General office	3.3 spaces per 1,000 sf
b. Medical clinic or medical office building in which more than 50% of the floor area is used for medical offices	5.0 spaces per 1,000 sf

4. **Commercial Uses**

a. Animal hospitals	4.0 spaces per 1,000 sf
b. Banks and similar financial institutions	3.3 spaces per 1,000 sf
c. Car washes (principal or accessory use)	1 space per employee and 1 space for customers. Must always provide a minimum of 2 spaces total.
d. Commercial schools (driving, trade, business, etc.)	5 spaces per 1,000 sf
e. Convenience stores	5.0 spaces per 1,000 sf
f. Day spas and similar uses	3.3 spaces per 1,000 sf
g. Furniture or carpet store	2.5 spaces per 1,000 sf

h. Hotels, motels, bed and breakfast inns, guest houses, and country inns	1.0 space per guest room. Additional spaces provided shall be as required by this section or as determined by the Director of Planning and Zoning based on a parking needs study provided with the Site Development Plan submission (see Subsection D.8.).
i. Motor Vehicle Fueling Facilities without service bays, with or without car washes	3.0 spaces without car wash; 4.0 spaces with car wash
j. Motor Vehicle Fueling Facilities with service bays	3.0 spaces plus 3.0 spaces per service bay
k. Personal service establishments	5.0 spaces per 1,000 sf
l. Restaurants, carryout	6.0 spaces per 1,000 sf
m. Restaurants, fast food	14.0 spaces per 1,000 sf
n. Restaurants, standard, and beverage establishments	14.0 spaces per 1,000 sf
o. Restaurants, outdoor seating area	7.0 spaces per 1,000 sf for standard or carry out restaurants, 3 spaces per 1,000 for fast food
p. Retail nurseries and gardens	6.0 spaces per 1,000 sf plus 1.0 space per 1,000 sf of outdoor display area or greenhouse area—the requirement for outdoor display area shall also apply to outdoor display areas for plants or garden supplies which are accessory to a home improvement or other store.
q. Retail, general (any retail use other than those specifically listed in this section)	5.0 spaces per 1,000 sf
r. Shopping Centers	For retail areas meeting the definition of shopping center as defined in these Regulations, 6.0 spaces per 1,000 sf for all uses within the shopping center, regardless of the standards for specific uses listed in this section, except that parking for theaters and other public assembly uses and parking for any freestanding buildings on the shopping center site shall be calculated separately.
s. Vehicle sales, rental and ancillary uses	2.0 spaces per 1,000 sf of building area excluding service bays, plus 1.0 space per 1,000 sf of outdoor display area, plus 3.0 spaces per service bay

5. Industrial Uses

a. Warehouse and distribution	0.75 spaces per 1,000 sf
b. Flex Space	
Hybrid industrial/office space	For buildings meeting the definition of flex space as defined in these Regulations, 3.3 spaces per 1,000 sf
c. Manufacturing uses	2.0 spaces per 1,000 sf
d. Self-storage facility	4.0 spaces per 1,000 sf of office area
e. Research laboratories	3.3 spaces per 1,000 sf

6. Recreational Uses

a. Athletic centers, health clubs, or similar indoor uses	10 spaces per 1,000 sf of assembly area(s)
b. Clubs, lodges and similar uses	10.0 spaces per 1,000 sf of assembly area(s)
c. Golf courses	8.0 spaces per hole. Calculate spaces for ancillary uses separately.
d. Golf driving range, miniature golf course, baseball batting cages, and go-carts	1.5 spaces per tee, hole, cage, or go-cart
e. Indoor commercial recreation use	5.0 spaces per 1,000 sf
f. Swimming pool, commercial	1.0 space per 4 persons permitted in the pool at one time by the Health Department
g. Swimming pool, community—operated by a community association or nonprofit organization and open only to members and their guests	1.0 space per 7 persons permitted in the pool at one time by the Health Department
h. Swimming pool, private—in a townhouse or apartment complex	1.0 space per 10 persons permitted in the pool at one time by the Health Department
i. Theater, auditorium, stadium, conference center, banquet halls, night clubs, or other place of assembly or amusement	1.0 space per three fixed seats. If there are no fixed seats, 10.0 spaces per 1,000 sf of assembly area(s).

7. Institutional and Other Uses

a. Day care centers	3.0 spaces per 1,000 sf
b. Funeral homes	10.0 spaces per public viewing room, or 1 space per 50 square feet of floor area in public rooms (chapel, reception rooms, visitation rooms, and any flexible space adjacent to these rooms that can be used as overflow when necessary), whichever is greater, based upon a required floor plan of the proposed facility submitted with a Conditional Use petition or a Site Development Plan
c. Hospitals	7 spaces per bed
d. Museums, art galleries, and similar uses	3.3 spaces per 1,000 sf
e. Nursing homes, residential care facilities and similar uses	1.0 space per 2 beds
f. Post offices	7.0 spaces per 1,000 sf
g. Religious facilities, structures and land used primarily for religious activities	10.0 spaces per 1,000 sf in the assembly area(s). The requirement may be reduced by up to 33% if the use is located within 500 feet of the parking facility where sufficient spaces are available by permission of the owner during the time of services. The distance shall be measured between the entrance to the structure and the parking space closest to the entrance.
h. Schools, private academic—elementary and middle	1.0 space per 6 students. The Director of DPZ may require additional spaces based on the capacity of assembly areas or other facilities.

i. Schools, private academic—secondary, colleges, universities	1.0 space per 3 students. The Director of DPZ may require additional spaces based on the capacity of assembly areas or other facilities.

8. Other Uses

Reasonable and appropriate off-street parking requirements for structures and land uses which do not fall within the categories enumerated above or parking requirements which are different from the requirements listed above may be determined in writing on a case by case basis by the Department of Planning and Zoning if a proposed use is deemed to be logically similar to one of the enumerated uses in terms of parking needs.

An applicant for a Site Development Plan for a use not included in the categories enumerated above, or for a use for which the applicant proposes a parking standard different from the requirement enumerated above, shall submit a parking needs study as part of the site development application as justification for the parking quantity proposal. The parking needs study shall include:

a. An estimate of the parking needs for the use;
b. A thorough explanation of the basis of the estimate;
c. Any data used in calculating the estimate, including parking generation studies, previous experience with similar uses, or other information.
d. An assessment of the impacts attributable to the availability of public transit, vicinal employment resources, and/or pedestrian accessibility.

(Bill No. 46-2016(ZRA-159), § 1, 10-5-2016)

E. Off-street Loading Facilities

Off-street loading and unloading facilities as defined in these Regulations and located on the same site with the use to be served, shall be provided for retail and service business establishments, restaurants and other places serving food and beverages, manufacturing, wholesale business, storage warehouses and other commercial establishments. Loading facilities shall be:

1. Separate from parking spaces and driveways serving parking spaces;
2. Located and designed so as not to impede vehicular or pedestrian circulation; and
3. Located in compliance with the structure and use setback requirements for the applicable zoning district, unless a variance is granted.

F. Permitted Reductions in Off-street Parking Requirements

1. Shared Parking Adjustment

a. Two or more uses shall be permitted to share their off-street parking spaces in a common facility if the hours or days of peak parking are so different that a lower total will provide adequately for all uses served by the facility, without conflict or encroachment. To ensure that no conflict or encroachment occurs, shared parking spaces for such uses shall be provided according to the following table.

	Weekday				**Weekend**		**Night-time**
	Morning 6am-8am	Mid-day 8am-3pm	Afternoon 3pm-5pm	Evening 5pm-mid	Daytime 6am-6pm	Evening 6pm-mid	Mid-6am
Residential	80%	60%	60%	100%	100%	100%	100%
Office or industrial	80%	100%	100%	10%	10%	5%	5%
Retail	20%	60%	60%	90%	100%	70%	5%
Hotel or Motel	75%	75%	75%	100%	75%	100%	100%
Restaurant (not fast food)	50%	50%	50%	100%	100%	100%	10%

Theater, commercial recreation, nightclub, or restaurant with entertain-ment	40%	40%	40%	100%	80%	100%	10%

Shared parking for uses not included in categories listed above shall be as determined by the Department of Planning and Zoning, based on a parking needs study submitted by the applicant for a Site Development Plan as described in paragraph D.8 above.

b. Method of calculation

Step 1)—For each of the 7 time periods, multiply the minimum number of parking spaces required by Section 133.0.D for each use (including any ride sharing adjustments) by the corresponding percentage in the table.

Step 2)—Add the result of each column. The required number of off-street parking spaces shall equal the highest column total.

c. Conditions of approval

(1) Reserved or otherwise restricted parking spaces shall not be shared.

(2) The land uses served by the shared parking facility shall be in single ownership, or may be approved for multiple ownership by the Director of Planning and Zoning based on satisfactory guarantees for the continued operation and proper maintenance of the shared parking facility.

(3) Penalties for non-compliance—Failure to maintain off-street parking spaces in accordance with the requirements of (1) and (2) above is a violation of these Regulations.

2. **Trip Reduction Plans**

The required number of off-street parking spaces for an office or industrial use may be reduced according to either Subsection a or b below if all employers occupying a site have at least 100 employees on the site.

a. The number of required spaces may be reduced by 20% if all employers occupying the site are subject to trip reduction plans which have been approved by the Maryland Department of the Environment.

b. If a trip reduction plan has not been approved by the Maryland Department of the Environment, the number of required spaces may be reduced by 10% if all employers occupying the site participate in a ride sharing program which includes the following elements:

(1) Active participation in a regional ridesharing program administered by the State of Maryland or Howard County.

(2) Designation of an in-house Ride Sharing Coordinator to periodically interact with the regional ridesharing program and to promote the program internally to the employees.

(3) Establishment of an in-house carpool promotion and matching program and provision of maps, displays and materials as are necessary to inform employees of its availability.

(4) Reservation of at least 10% of all parking spaces for car pools or van pools in a location indicated on the approved Site Development Plan.

c. The parking space reductions allowed by this section shall not be granted unless the property owner demonstrates that, in the event that a trip reduction plan or ride sharing plan becomes inoperative, it will be feasible to construct or lease the additional required spaces.

d. If the criteria for reduction of the parking requirements are not being met, the property owner or lessee shall construct or lease additional parking spaces equal in number to the reduction granted.

3. **Downtown Revitalization**

Off-street parking and loading facilities for Downtown Revitalization shall be provided in accordance with the following shared parking methodology and parking ratios:

a. The methodology for determining the shared parking demand consists of the following steps and is described in the following paragraphs:

(1) Determine individual weekday and weekend peak parking ratios for each land use.

(2) Determine the number of reserved parking spaces for each use.

(3) Select time-of-day and monthly parking variation factors.

(4) Adjust parking ratios for modal split, auto occupancy, and captive market effects.

(5) Calculate the hourly parking demand for weekdays and weekends for each month.

Step 1: Determine individual weekday and weekend peak parking ratios for each land use.

Table 1 presents the base parking ratios for weekdays and weekends. These ratios must be used unless the petitioner provides reasonable justification for use of alternative ratio(s) that will not be detrimental to the public welfare. A developer may submit a parking study as justification for alternative ratio(s) for approval by the Department of Planning and Zoning prior to submission of a Site Development Plan. For land uses not listed in Table 1, data from the current edition of "Parking Generation" (ITE), "Shared Parking" (ULI), the Howard County Zoning Regulations, or other applicable sources may be used.

Step 2: Determine the number of reserved parking spaces for each use.

A significant proportion of residential parking spaces are typically reserved, due to market and security requirements. Some portion of office, retail, hotel, or other uses may require reserved spaces for some portion of the day. These reserved spaces should be outlined and specified by land use on an hourly basis.

Step 3: Select time-of-day and monthly parking variation factors.

The time-of-day adjustment factors for weekdays and weekends are shown in Tables 2 and 3, respectively. Table 4 shows the monthly adjustment factors for customer and visitor parking, while Table 5 includes the monthly adjustment factors for employees. These typical factors are taken from the ULI Shared Parking Manual and may be modified based on other published data or independent studies to ensure accuracy for specific land uses or circumstances.

Step 4: Adjust parking ratios for modal split, auto occupancy, and captive market effects.

Modal split, auto occupancy, and captive market effects will be different for each Downtown Revitalization development. Modal splits and auto occupancy can be determined through U.S. Census journey-to-work data, patron surveys, or other local data, and can be adjusted to reflect future conditions.

Non-captive adjustments reflect the proportion of users that are not already parked nearby for a primary purpose. These adjustments for captive market effects should only be applied to simultaneous trips, not sequential trips. For example, an office worker who walks across the street for a snack during the day is part of the captive market, while a couple who has dinner before a movie is not. Table 6 includes sample non-captive adjustment factors for weekdays and can be modified based on the characteristics of the land use and surroundings.

Step 5: Calculate the hourly parking demand for weekdays and weekends for each month.

The individual parking demands for each land use during each time period are then computed by multiplying the parking ratios (adjusted for modal split, auto occupancy, and captive market effects) by the time-of-day and monthly variation factors. No adjustment factors or variation factors are applied to reserved parking spaces.

The sum of the adjusted parking demands for each land use are then compared for each scenario (each hour of each day of each month), and the maximum total parking demand represents the shared parking requirement for the project.

Table 1
Howard County Shared Parking Methodology
Base Parking Ratios

Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
General Retail/Personal Service	2.90	0.70	3.20	0.80	/ksf GLA
Shopping Center	3.20	0.80	3.60	0.90	/ksf GLA
Restaurants, standard, and beverage establishments	15.25	2.75	17.00	3.00	
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA
Cinema	0.19	0.01	0.26	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Health Club	6.60	0.40	5.50	0.25	/ksf GLA

Hotel	0.90	0.25	1.00	0.18	/room
Restaurant/Lounge	10.00		10.00		/ksf GLA
Conference Ctr./Banquet (20 to 50 sq ft/guest room)	30.00		30.00		/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential(1)	0.15	1.50	0.15	1.50	/unit
General Office up to 100 ksf	0.275	3.30	0.028	0.33	/ksf GLA
General Office over 100 ksf	0.20	2.60	0.02	0.26	/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA

Note(s):	(1) 1.0 space reserved for residents' sole use; remainder may be shared.
	(2) For all other land uses, data from the current edition of "Parking Generation" (ITE), "Shared Parking" (ULI), the Howard County Zoning Regulations or other applicable sources may be used.

Table 2
Howard County Shared Parking Methodology
Time-of-Day Factors for Weekday Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
Retail/Shopping Center	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%
Restaurants, standard and beverage establishments	Customer	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%
	Employee	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%
Fast Food Restaurant	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%
Cinema	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%
	Employee	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%

Performing Arts Theater	Customer	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%
	Employee	0%	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%
Health Club	Customer	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%
	Employee	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%
Hotel	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%
Restaurant/Lounge	Customer	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%
Conference Ctr./Banquet (20 to 50 sq ft/guest room)	Customer	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%
Convention Space (>50 sq ft/guest room)	Customer	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%
General Office	Visitor	0%	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%
	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%
Medical/Dental Office	Customer	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%
	Employee	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%

Source: Shared Parking, Second Edition

Table 3
Howard County Shared Parking Methodology
Time-of-Day Factors for Weekend Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
Retail/Shopping Center	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%

Restaurants, standard, and beverage establishments	Customer	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%
	Employee	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%
Fast Food Restaurant	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%
Cinema	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%
	Employee	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%
Performing Arts Theater	Customer	0%	0%	0%	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%
	Employee	0%	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%
Health Club	Customer	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%
	Employee	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%
Hotel	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%
Restaurant/Lounge	Customer	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%
Conference Ctr./Banquet (20 to 50 sq ft/guest room)	Customer	0%	0%	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%
Convention Space (>50 sq ft/guest room)	Customer	0%	0%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%
Office	Visitor	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%
	Employee	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%
Medical/Dental Office	Customer	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	60%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%

Source: Shared Parking, Second Edition

Table 4
Howard County Shared Parking Methodology
Monthly Adjustments for Customer/Visitor Parking

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Retail/Shopping Center	56%	57%	64%	63%	66%	67%	64%	69%	64%	66%	72%	100%	80%
Restaurants, standard, and beverage establishments	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Fast Food Restaurant	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Cinema—Weekdays	27%	21%	20%	19%	27%	41%	55%	40%	15%	15%	25%	23%	100%
Cinema—Weekends	71%	59%	67%	58%	71%	82%	92%	75%	51%	62%	78%	67%	100%
Performing Arts Theater	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	100%	100%
Health Club	100%	95%	85%	70%	65%	65%	65%	70%	80%	85%	85%	90%	95%
Hotel	90%	100%	100%	100%	90%	90%	100%	100%	75%	75%	75%	50%	100%
Restaurant/Lounge	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Conference Ctr./Banquet (20 to 50 sq ft/guest room)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Convention Space (>50 sq ft/guest room)	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	0%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
General Office, Medical/Dental Office	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

Source: Shared Parking, Second Edition

Table 5
Howard County Shared Parking Methodology
Monthly Adjustments for Employee/Resident Parking

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Retail/Shopping Center	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%
Restaurants, standard, and beverage establishments	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Fast Food Restaurant	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cinema—Weekdays	50%	50%	50%	50%	50%	75%	75%	75%	50%	50%	50%	50%	100%
Cinema—Weekends	80%	80%	80%	80%	80%	100%	100%	90%	80%	80%	80%	80%	100%
Performing Arts Theater	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Health Club	100%	100%	95%	80%	75%	75%	75%	80%	90%	95%	95%	100%	100%
Hotel	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
General Office, Medical/Dental Office	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%
Retail/Shopping Center	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%
Restaurants, standard, and beverage establishments	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Fast Food Restaurant	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: Shared Parking, Second Edition

Table 6
Howard County Shared Parking Methodology
Non-Captive Adjustment Factors for Weekdays

	Non-captive Daytime
Retail/Shopping Center	90%
Employee	100%
Restaurants, standard, and beverage establishments	90%

Employee	100%
Fast Food Restaurant	50%
Employee	100%
Hotel	100%
Meeting/Banquet	60%
Employee	100%
General Office	100%
Employee	100%
Medical/Dental Office	100%
Employee	100%

Source: Shared Parking, Second Edition

(Bill No. 54-2016(ZRA-170), § 1, 1-14-2017)

Appendix C

Route 1 Manual

Corridor Employment

Transit Oriented Development

Corridor Activity Center

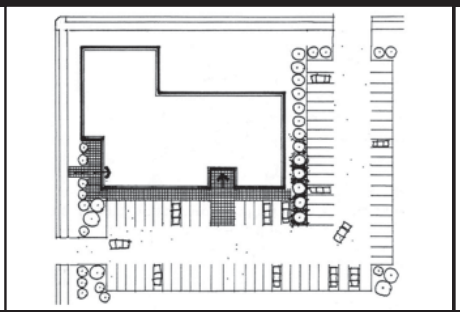
ROUTE 1 MANUAL

Howard County, Maryland

July 2009

Streetscape Design

Site Design



Building Design

Howard County
MARYLAND

County Executive

Ken Ulman

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1

INTRODUCTION

***P**urpose: This chapter provides an overview of the Manual and its purpose. The Introduction also describes the context for creating three new zoning districts. The new districts set out land use patterns that have a more urban character than currently exists in the corridor. This new character should provide a more efficient use of land and, in specific portions of the corridor, create a concentration of mixed uses that promote economic development and are pedestrian-oriented. Because the intent is to establish a more urban character in the corridor, the Manual augments the Zoning Regulations by more fully describing the desired characteristics of the new districts. This chapter also includes a summary of the key land use objectives and design concepts that are the basis of the requirements and recommendations in this Manual.*

*Figure 1.1. **Before**: Current land use patterns in many corridor locations exhibit a hodgepodge of uses, underutilized properties and inconsistent streetscape design.*

*Figure 1.2. **After**: This Manual provides guidance for achieving the land use visions of the Route 1 Corridor Revitalization Study.*

Foreward

The revisions to the Manual add clarification to certain requirements and recommendations listed in the Manual. The practical application of these requirements and recommendations and also the completion of Maryland State Highway Administration's US 1 Corridor Improvement Strategy with its recommendations spurred the update of the Manual.

Background

Howard County's Route 1 corridor has been aging and showing signs of neglect (Figure 1.1). Revitalizing this significant commercial, industrial and residential corridor, which is defined as all property in the County located east of Interstate 95, is important not only to the corridor's residents and businesses, but also to the future growth of the entire County. Revitalization means improving opportunities for new and expanding corridor businesses and promoting redevelopment of older businesses seeking to renovate and adapt for the current market. The need to enhance and expand housing opportunities in the corridor is acknowledged by providing opportunities for added housing in specific locations in the corridor and allowing housing in mixed-use districts.

General Plan 2000 established the need for the revitalization of the County's older communities. The Plan established policies and actions for community conservation and enhancement, and for balanced and phased growth that affect the corridor. Just as

the Plan has a 20-year horizon, redevelopment of the corridor, using the requirements and recommendations in this Manual, will also need a 20-year or longer time period.

The revitalization process began with a two-part study conducted by the Department of Planning and Zoning and a citizen's advisory task force appointed by the County Executive. Two Route 1 corridor workshops, open to all interested citizens, solicited the participants' visual preferences for the physical development of the corridor and expectations on likely changes in the corridor. Using their firsthand knowledge of the corridor and the results from the workshops, the Task Force made recommendations for the corridor (Figure 1.2). These recommendations are listed in the Phase 1 and Phase 2 Reports of the Route 1 Corridor Revitalization Study. These Reports are available on the County's Web site at www.howardcountymd.gov by selecting Departments > Planning and Zoning > Community Planning > Route 1 Corridor Revitalization, and from the Department of Planning and Zoning's public service counter.

One of the significant recommendations of the Phase 2 Report seeks to change land use patterns in portions of the corridor. To implement this recommendation, in 2004 the County's Comprehensive Zoning estab-

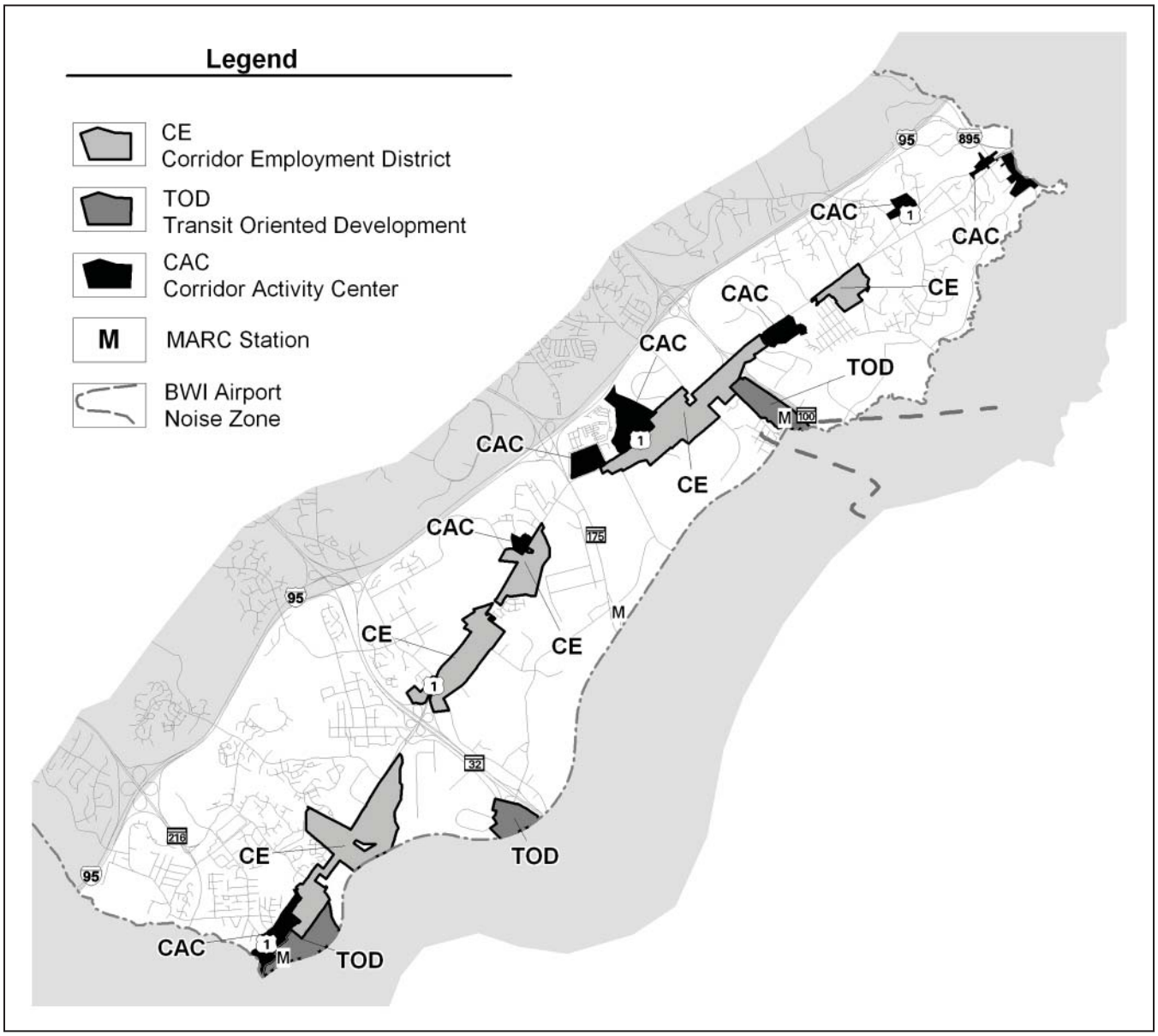


Figure 1.3. The corridor zoning districts: the CE Districts line much of the corridor, the TOD Districts are focused around three key MARC stations and the CAC Districts are located in the northern, central and southern portions of the corridor, at Elkridge, Jessup and North Laurel.

lished three corridor-specific zoning districts: the Corridor Employment (CE) District, the Transit Oriented Development (TOD) District and the Corridor Activity Center (CAC) District. These districts promote new land use patterns to better utilize the land and concentrate various uses (Figure 1.3). In addition, the Continuing Light Industrial (CLI) Overlay District was created as a companion to the CE and CAC Districts. The intent of this overlay district is to encourage new land use patterns while still accommodating the existing industrial developments on properties in the CE and CAC Districts.

Only a portion of the corridor has been rezoned using the corridor districts. Substantial areas of M-1 (Light Manufacturing) and M-2 (Heavy Manufacturing) zoning remain. Commercial retail uses (B-1 and B-2) are still provided in a few places in the corridor. Thus, the corridor will remain the location for a wide range of land uses. Although portions of the Route 1 corridor will be transformed using these corridor districts, many of the existing industrial and retail land uses will continue.

Purpose

The Route 1 Manual implements the Zoning Regulations. The Manual provides direction for preparing subdivision and site development plans for properties in the CE, TOD and CAC Districts. The Manual's intent is to enhance the image and functioning of the Route 1 corridor through clearly articulated site design and building design requirements and recommendations that apply to these three corridordistricts. Beyond site design and building design, the Manual also has streetscape requirements and recommendations that apply not only to the three corridor districts, but also to properties in other zoning districts, such as B-1, B-2, M-1 and M-2, that are located adjacent to Route 1.

The purpose of this Manual is to present requirements and recommendations to:

1. Improve the visual appearance of the corridor's streetscape.
2. Enhance the appearance and value of developments in the Route 1 corridor.
3. Establish the desired design character for new developments in the CE, TOD and CAC Districts.
4. Clarify how the Route 1 design requirements and recommendations affect the renovation and expansion of existing uses.
5. Achieve better land use and function by using land more intensively and efficiently.
6. Increase the safety of pedestrians and vehicular traffic, enhance pedestrian accommodations and connectivity, and improve pedestrian and vehicular access to shopping, services, housing and employment.
7. Promote the use of transit and alternative modes of transportation, such as bicycles.

This Manual provides illustrations of the design requirements and recommendations for mixed land uses that are envisioned in the three corridor zoning districts. These graphics and illustrations are intended to help property owners, developers and residents better understand how the proposed changes differ from the existing development patterns. At the same time, they will help guide County reviewers in analyzing development proposals.

Authority

The Howard County Zoning Regulations and Zoning Map establish the authority and basis for this Route 1 Manual. The Howard County Zoning Regulations, Subdivision and Land Development Regulations, Landscape Manual, Forest Conservation Manual and Design Manual establish site development requirements within the County. The Howard County Sign Code establishes the requirements for installing signs. These documents establish minimum requirements. This Manual establishes additional requirements and recommendations to achieve the design standards for the corridor zoning districts. Where the requirements of the Route 1 Manual exceed or are more restrictive than those of other documents, the requirements of this Manual shall apply.

State agencies also have jurisdiction and authority over development within the corridor. The State Highway Administration establishes requirements for right-of-way design and site access on State highways. The Maryland Aviation Administration establishes requirements for development within the BWI Airport height and noise zones.

In June 2008 the County Council approved the establishment of a Design Advisory Panel (DAP). The Panel's purpose is intended to encourage excellence in

architecture and site design, to improve design compatibility with surrounding development, to promote revitalization and to enhance property values. Comprised of design professionals, the Panel reviews and makes recommendations for development projects in the Route 1 Corridor.

DAP review is mandatory for all projects in areas where there is a design manual, such as the Route 1 Manual, that is adopted by the County Council. DAP review precedes the normal plan review process to allow the Panel's recommendation to influence the design of the development project at the earliest opportunity. Only a pre-submission community meeting, if required, comes before the DAP review. Subtitle 15 of the Subdivision and Land Development Regulations describes the Design Advisory Panel's functions and procedures.

Required Submission Materials

All plan submissions, beginning with the initial subdivision or site development plan, shall show all applicable streetscape, site and building designs responding to this Manual's requirements and recommendations. To show building design, schematic architectural elevations must be included on subdivision or site development plans, as applicable.

To provide context, the initial plan submissions shall include a vicinity analysis of the area within at least one-half mile radius of the development project. This analysis should include a map showing the locations of significant activity generators (such as employment, civic and retail centers and residential neighborhoods) and transit stops. Pedestrian, bicyclist and vehicular circulation should be shown on the map to identify links between the proposed development and the activity generators.

Corridor-Wide Objectives and Concepts

The character of the corridor is diverse and includes a rich mix of uses that have evolved over time. Although diversity is to be encouraged and celebrated, this Manual identifies land use objectives and design concepts that can establish a cohesive new vision and encourage better use of the land. Because the corridor has been showing signs of aging and neglect, many of the objectives are focused on transforming the negative characteristics. At the same time, the objectives and concepts also outline a strategy that

Figure 1.4. Expansion of employment uses will contribute to the economic health of the corridor and the County.

Figure 1.5. Transit oriented development means convenient access to train and bus routes with attractive train stations and bus shelters.

Figure 1.6. Successful pedestrian-oriented mixed-use development needs an attractive streetscape with wide sidewalks, street trees and street furniture.

Figure 1.7. Multistory buildings make more efficient use of scarce land. When buildings are located close to the street, with on-street parking and with parking lots to the rear or side, pedestrian access is more convenient.

Figure 1.8. Pedestrian connections among buildings and outdoor amenity spaces help make new residential and commercial developments vibrant, active places.

is intended to make the corridor a thriving and attractive place to live, work, shop and spend leisure time. Figures 1.4 through 1.8 depict many of the objectives and concepts described below.

Primary Land Use Objectives

1. Create opportunities for new economic development and for more concentrated multi-use development (Figure 1.4).

2. Recognize the need for renovation and expansion of existing businesses.

3. Institute County capital projects and economic development programs that support redevelopment and renovation.

4. Encourage land assembly by allowing more commercial uses if parcels are consolidated.

5. Through the Corridor Employment District, encourage redevelopment for areas along the Route 1 roadway that will use land more efficiently and attractively for office, flex space, technology-oriented and light industrial uses. De-emphasize truck-oriented and strip commercial uses.

6. Through the Transit Oriented Development District, offer opportunities in areas next to the MARC stations for denser, more concentrated office, residential and related commercial development to capitalize on transit access (Figure 1.5).

7. Through the Corridor Activity Center District, concentrate areas of pedestrian-oriented commercial, office and residential development in certain locations that complement nearby residential communities (Figure 1.6).

Key Design Concepts

1. Improve the Route 1 right-of-way by the addition of landscaped medians, bike lanes and streetscape elements such as sidewalks, crosswalks, street trees, street furniture and lighting.

2. Delineate specific areas, primarily in the TOD and CAC Districts, for pedestrian-oriented mixed-use developments (Figure 1.7).

3. Provide convenient vehicular and pedestrian access to transit, both MARC train and bus.

4. Orient buildings to the street, especially along Route 1. Locate parking to the side and rear of

buildings with loading and outdoor storage to the rear, out of view of Route 1.

5. Reduce setbacks and promote multistory buildings to make more efficient use of scarce land.

6. In the TOD and CAC Districts, institute on-street parking in appropriate areas. On State roads, such as Route 1, on-street parking may be permitted only with the approval of the State Highway Administration District 7 Office and only for off-peak hours. If permitted, SHA allows only parallel parking, not angle parking.

7. Create attractive and vibrant public places. Integrate amenity spaces, which are open to the public, into developments with new buildings (Figure 1.8).

8. Provide pedestrian and vehicular connections between adjacent commercial uses and to parking lots.

9. Design buildings, site features and streetscapes that will promote safety for residents, workers and visitors in the corridor.

10. Reduce direct, private vehicular access to Route 1 and instead encourage access from local streets, thereby improving access management and promoting use of the local road network for access to Route 1 land uses.

Manual Organization

As described above, this Manual establishes the general objectives for the three corridor zoning districts and then proceeds to more specific aspects of the corridor, setting forth requirements and recommendations for new development and redevelopment. The requirements for the streetscape, site and building design elements generally correspond to requirements of the Zoning Regulations. They represent the most important aspects of the new land use patterns. The recommendations for the design elements represent desired elements that should be provided wherever possible. Developers must address the requirements and are strongly encouraged to address the recommendations.

This Manual is organized by each topic in the following chapters:

Chapter 1, Introduction. The Manual begins by presenting the context for the corridor's revitalization. This chapter introduces the overall objectives and concepts for the revitalization of the corridor and the three zoning districts.

Chapter 2, Corridor Zoning Districts. This chapter describes each district's land use goals and design concepts, and offers illustrations of recommended building types and conceptual site plans that could transform properties to the new patterns.

Chapter 3, Streetscape Design. For each element of the streetscape design, a list of requirements and recommendations is included to help public and private sector developers, designers and engineers understand and achieve the desired character for rights-of-way in the corridor. Streetscape design addresses the road right-of-way, but pays primary attention to safety and amenity improvements that affect pedestrians.

Chapter 4, Site Design. This chapter presents requirements and recommendations that give the desired characteristics for site design, such as building location, parking, loading, landscaping and pedestrian amenities.

Chapter 5, Building Design. Establishing requirements and recommendations for building design is a response to citizens' great concerns about improving the appearance of the corridor. Special emphasis is placed on buildings that front on the Route 1 right-of-way.

Chapter 6, Application of these Standards. Because the corridor is substantially built, many properties will not be able to fully comply with these new requirements. Therefore, this chapter sets priorities for compliance with the requirements in this Manual.

2

CORRIDOR ZONING DISTRICTS

***P**urpose: This chapter describes the purpose, land use goals and design concepts for each of the three corridor zoning districts. Because these three districts intend to change the existing land use patterns, the text and illustrations in this chapter are meant to help developers and citizens envision the desired development that could occur in these districts.*

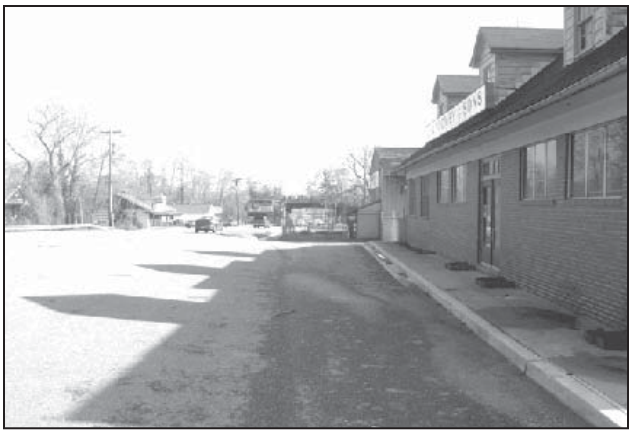


*Figure 2.1. **Before**: Existing business, manufacturing and industrial uses in the corridor will continue.*

*Figure 2.2. **After**: Over time, however, some of these uses may be expanded or redeveloped in ways that bring them into compliance with the requirements and recommendations of this Manual.*

Nonconforming Uses and Noncomplying Design

Many parcels in the corridor were developed before the Corridor Employment (CE), Transit Oriented Development (TOD) and Corridor Activity Center (CAC) Districts were created (Figure 2.1). For the CE and CAC Districts, the Continuing Light Industrial (CLI) Overlay District was created to accommodate existing warehouse and industrial buildings. Because most properties in the CE and CAC Districts are already developed, many with industrial buildings that represent substantial investments, an accommodation needed to be made so that these uses and buildings do not all become nonconforming and noncomplying with the corridor zoning districts. The CLI Overlay District is this accommodation.

Neither the Howard County Zoning Regulations nor this Manual disallow the continued use of sites developed prior to the adoption of the corridor districts. Compliance with the requirements and recommendations for these districts will be achieved over time as existing uses are expanded or redeveloped (Figure 2.2). Refer to Chapter 6, Application of These Standards, for more discussion on nonconforming uses.

Corridor Employment District

Purpose

The Corridor Employment (CE) District intends to encourage more efficient use of vacant or underutilized land adjacent to Route 1. Development in the CE District should provide for new office, flex space, technology-oriented and light industrial uses that advance the County's economic development goals, while reducing the spread of strip commercial development and encouraging consolidation of fragmented parcels. The CE District requirements should improve the appearance of the Route 1 streetscape, enhance traffic safety and better accommodate public transit and pedestrian travel.

Land Use Goals

1. Encourage redevelopment on sites adjacent to Route 1 for new office, flex space and technology oriented, light industrial employment growth.
2. Encourage renovation of older, obsolete facilities and redevelopment of underutilized land.
3. Promote multistory buildings by allowing certain retail and service commercial uses in multistory buildings.
4. Encourage land assembly by allowing some freestanding commercial uses for redevelopment projects that exceed 20 acres.
5. Reduce the spread of strip commercial development by not allowing most highway-oriented retail uses. Limit truck-oriented uses and uses that require outdoor storage.
6. Allow continuing and nonconforming uses, but define limits to the expansion of buildings and sites. Help bring existing properties into compliance with the Route 1 Manual over time.
7. Provide amenity areas for outdoor use by workers and visitors to the sites.

Design Concepts

1. Place buildings close to the street. Allow greater development intensity by establishing building setbacks of 20 feet from the street right-of-way.
2. Construct buildings with multiple stories. Allow heights up to 60 feet with the 20-foot setback from the street. Allow taller buildings with a greater setback from the street or by recessing upper stories.
3. Promote parking to the side or rear of buildings and limit the amount of frontage on Route 1 that can be devoted to parking lots. Establish a maximum building setback line to further limit the potential for parking between the building and the right-of-way.
4. Emphasize streetscape improvements with required sidewalks and street trees.
5. Encourage building facades that orient to Route 1 and have well-defined entrances along Route 1.
6. Require access improvements and circulation designs that enhance traffic safety and accommodate transit and pedestrian travel.

The photographs in Figure 2.3 show several examples of desirable building types for the CE District. Variety in architecture and the presence of multistory buildings, where possible, add visual interest. Figures 2.4 and 2.5 show before and after illustrations, and give an example of how a property could be transformed to a CE District pattern. The conceptual site plan, Figure 2.6, illustrates elements of this pattern such as reducing the building's setback from the street and placing parking to the side or rear of the building. The CE building types, before and after images, and site plan were developed with consultant ERM, Inc.

Figure 2.3 Preferred Building Types for the CE District

Figure 2.4. ***Before****: Existing patterns in the CE District are often typified by one-story buildings with deep setbacks from the road. Streetscape improvements and pedestrian access are often limited.*

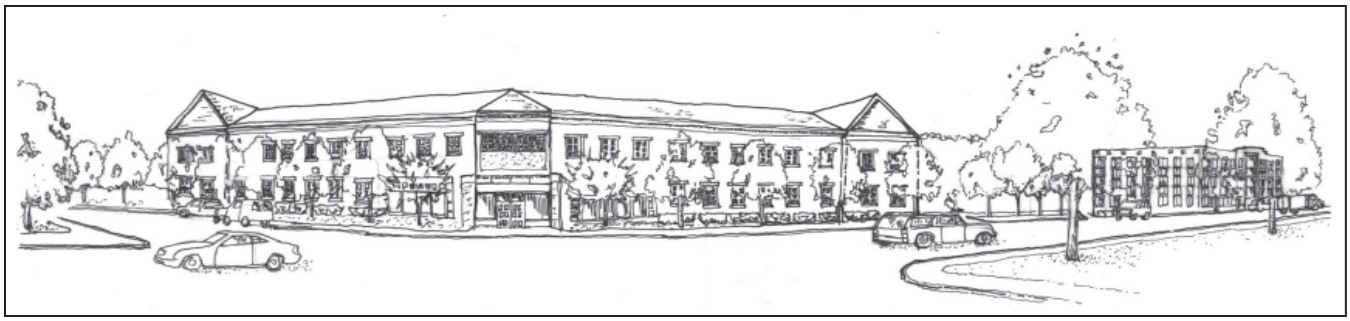
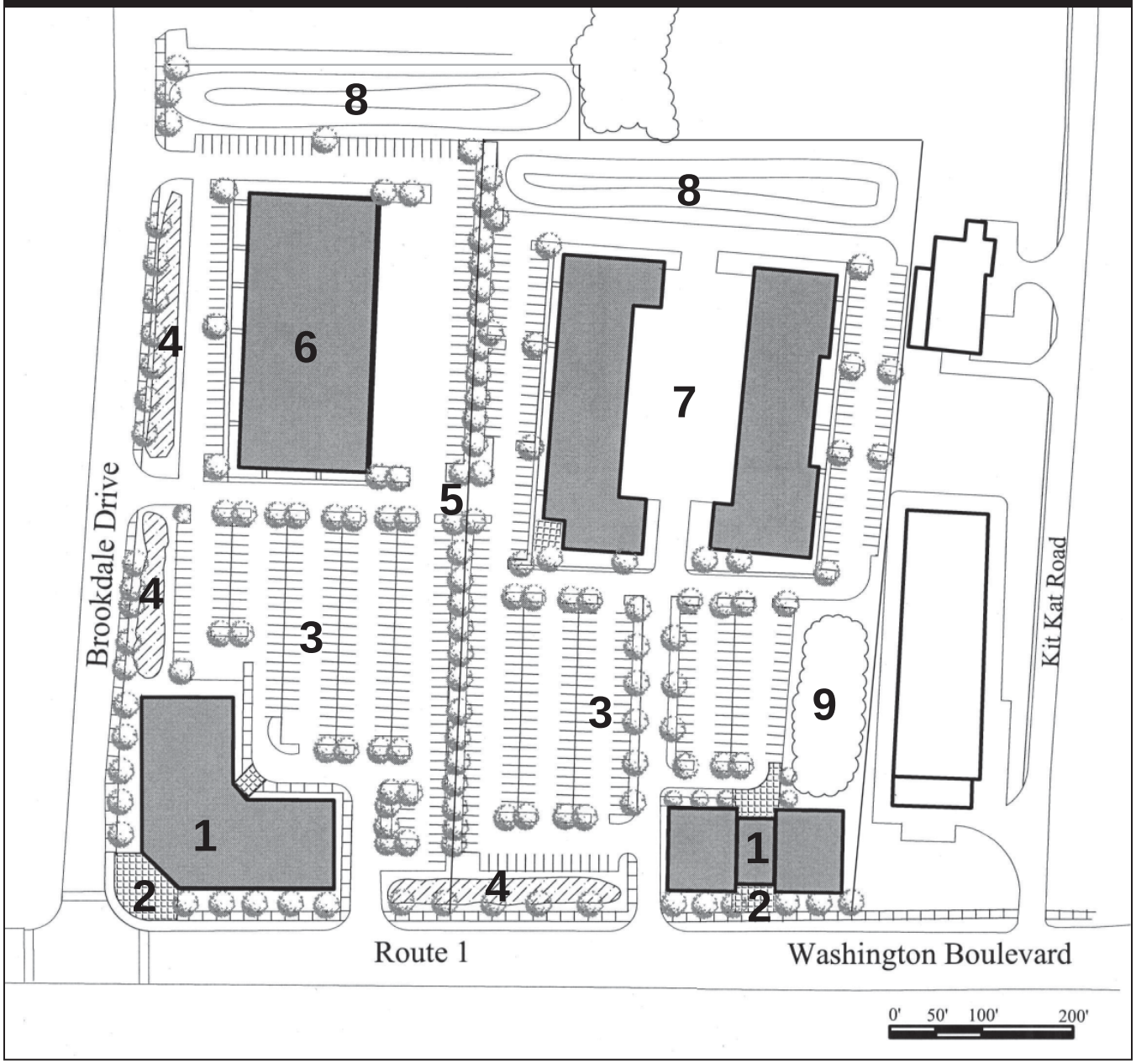


Figure 2.5. ***After****: The CE regulations are intended to foster new patterns that result in multistory buildings close to the right-of-way with parking to the side and rear. Sidewalks and street trees will contribute to an enhanced pedestrian environment.*

Figure 2.6 Concept Plan for the CE District



Legend

1. **Multistory office building with ground floor retail**
2. **Pedestrian amenity area**
3. **Parking to the side and rear of building**
4. **Infiltration or bioretention area in parking setback to street**
5. **Interconnected parking lots for access between development sites**
6. **Flex space building with single bay of parking in front and loading in back**
7. **Flex space buildings with shared rear loading areas**
8. **Stormwater management area**
9. **Existing forest retained in partial fulfillment of forest conservation requirements**

Transit Oriented Development District

Purpose

The Transit Oriented Development (TOD) District intends to encourage the development and redevelopment of key parcels of land within 3,500 feet of a MARC station. Development in the TOD District should provide for multistory office centers that are located and designed for safe and convenient pedestrian access by commuters using the MARC trains and other public transit links. For larger sites of at least three acres, well-designed multi-use centers combining office and high density residential development with ground floor retail are encouraged.

Land Use Goals

1. Encourage redevelopment on select sites that are near MARC stations so that workers and residents will use the commuting potential of the MARC line. Create attractive multi-use centers combining multistory office and residential uses.
2. Promote multistory buildings by allowing certain retail and service commercial uses in multistory buildings.
3. Preclude intensive truck-oriented uses and highway-oriented commercial uses.
4. Encourage land assembly by allowing more commercial uses for redevelopment projects that exceed 15 acres.
5. Allow residential development on up to 50% of the TOD land with a 15% moderate income housing unit requirement.

Design Concepts

1. Orient buildings and sites to the major pedestrian-oriented streets, especially those that give access to the MARC station.
2. Bring buildings close to the street through 10-foot building setbacks along public and private primary circulation routes and along public and private roads that serve as major pedestrian access routes to MARC stations. Elsewhere, including along secondary circulation routes, the setback may be zero feet.
3. Require wide sidewalks on main routes. Encourage pedestrian-oriented first floor retail uses.
4. Encourage the development of attractive and comfortable public amenity areas for workers, residents and visitors.
5. Use height, setback and parking regulations to limit density rather than establishing a maximum density.
6. Encourage safe and convenient pedestrian travel between the TOD uses and the MARC station.

The photographs in Figure 2.7 show several examples of desirable building types for the TOD District. To take advantage of the location next to MARC stations, the buildings are multistory, thus allowing denser development. The buildings have articulated facades that increase their visual interest to passers-by. Figures 2.8 and 2.9 show before and after illustrations, and give an example of how a property could be transformed to a TOD District pattern. The conceptual site plan, Figure 2.10, illustrates elements of this pattern such as reducing the building's setback from the street and placing the parking in structures or away from the street. The TOD building types, before and after images, and site plan were developed with consultant ERM, Inc.

Figure 2.7 Preferred Building Types for the TOD District

Design Collective, Inc.

d w taylor associates inc

Figure 2.8. ***Before****: Existing patterns in the TOD District are often typified by large surface parking lots and an assortment of auto-oriented uses and storage yards.*

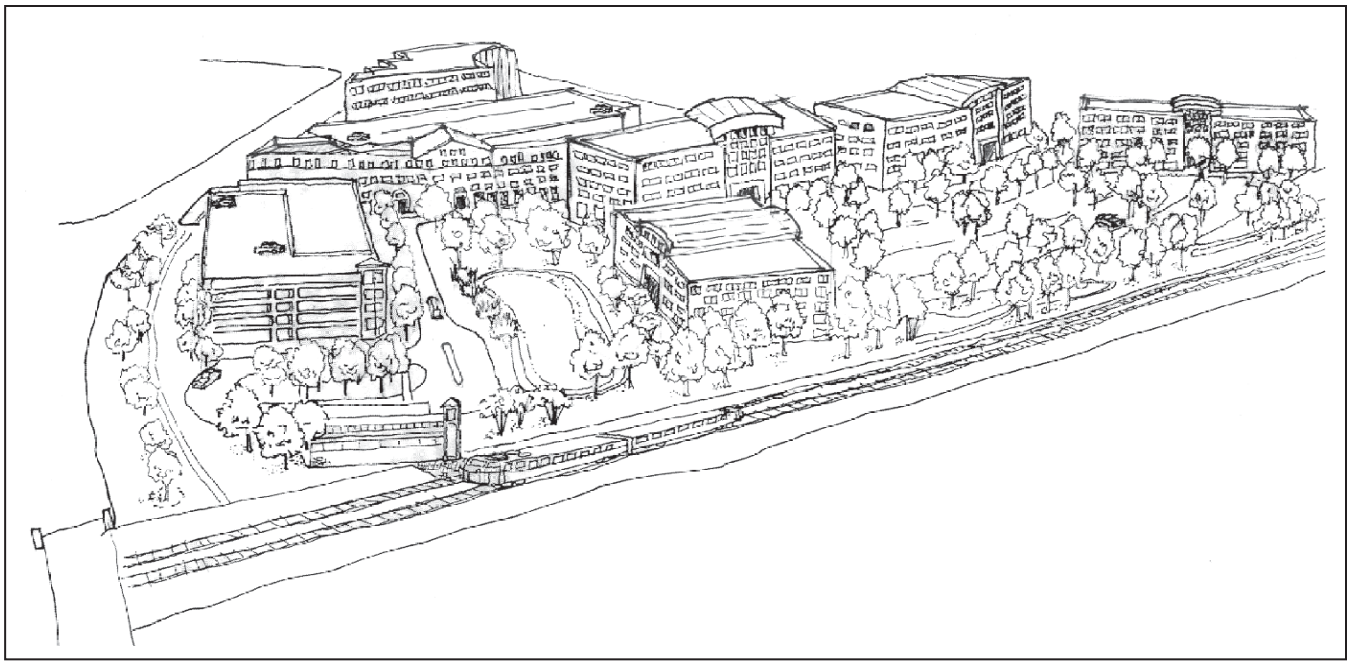
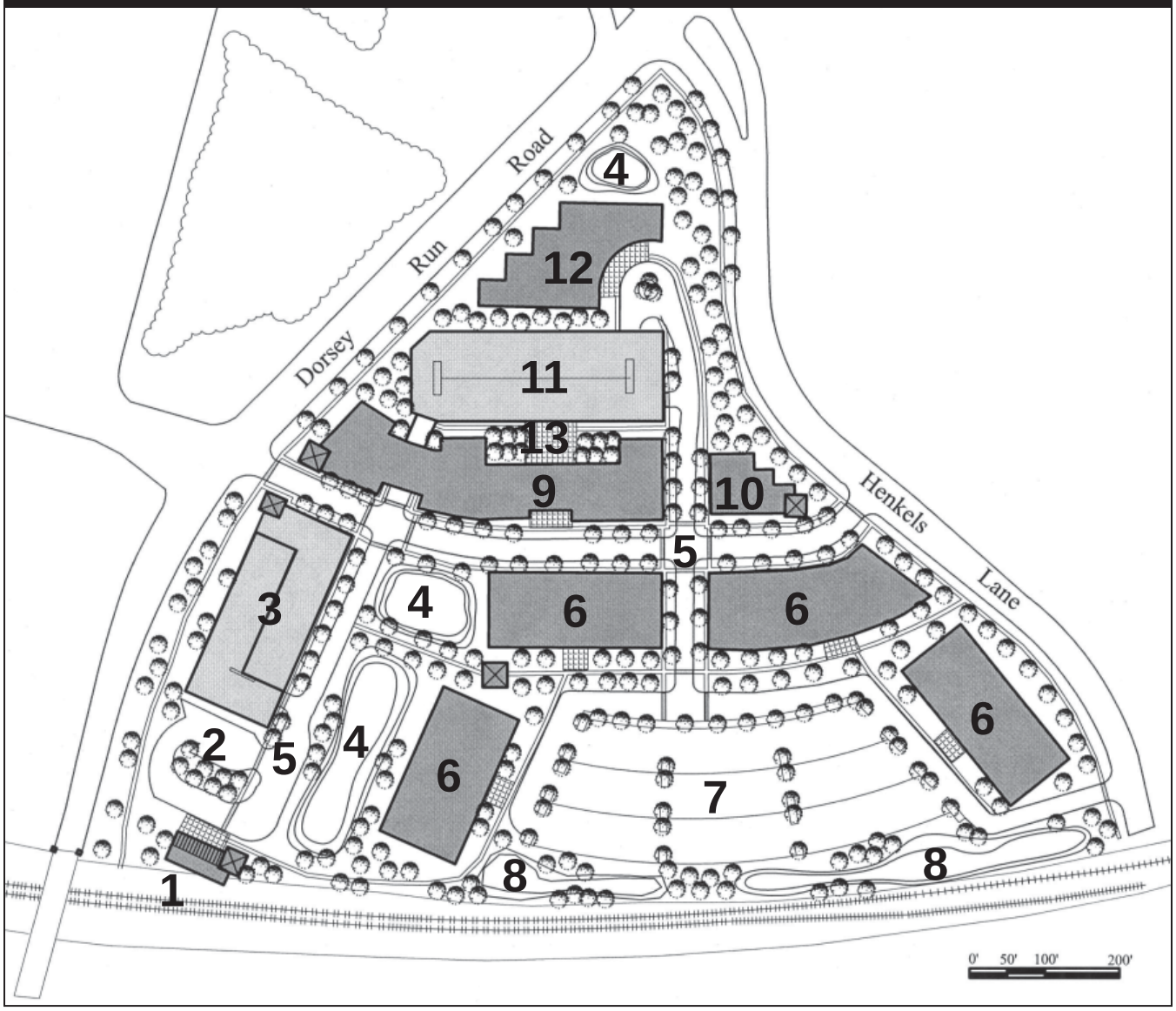


Figure 2.9. ***After****: The TOD regulations are intended to foster high density office and residential development. Structured parking and accessory retail uses, streetscape improvements and amenity outdoor areas will create attractive working and living environments.*

Figure 2.10 Concept Plan for the TOD District



Legend

1. Train station
2. Bus drop-off and "kiss and ride" parking area
3. Parking garage with ground floor retail and office use
4. Stormwater management area/amenity area
5. Pedestrian-oriented main streets with wide sidewalks and 10-foot setbacks
6. Office building with ground floor retail
7. Surface parking or potential future garage parking
8. Stormwater infiltration area
9. Residential multistory apartment building with ground floor retail and service uses
10. Restaurant with offices above
11. Parking garage
12. Office building
13. Pedestrian amenity area

Corridor Activity Center

Purpose

The Corridor Activity Center (CAC) District intends to provide for the development of pedestrian-oriented, urban activity centers with a mix of retail, service, office and residential uses. These centers should be located adjacent to Route 1 and close to residential communities that will benefit from a pedestrian-oriented local business area. The CAC District requirements should result in renovation and redevelopment that will strengthen nearby communities, provide for safe and convenient pedestrian travel, and improve the streetscape of Route 1 and intersecting streets.

Land Use Goals

1. Encourage multistory buildings that adjoin public sidewalks.
2. Promote first floor retail and service uses on the Route 1 frontages of buildings with office and housing above. At least 50% of the first floor facing Route 1 should be retail or service uses. An individual retail business cannot exceed 20,000 square feet of floor area. For parcels 20 or more acres, one food store and one commercial use greater than 20,000 square feet each would be allowed.
3. Reduce the spread of strip commercial development by not allowing most auto-oriented retail uses.
4. Limit uses that are truck-oriented and that require outdoor storage.
5. Allow for housing at a density of up to 25 units per net acre with a 15% moderate income housing requirement (or 25% if redevelopment replaces a mobile home park) on sites of at least two acres.

Design Concepts

1. Promote pedestrian-oriented streetscapes by requiring building facades that extend along at least 75% of the property's frontage along Route 1 or along other external public roads that are minor collectors or a higher classification. Provide pedestrian interest by the presence of windows, doors and architectural features. Relate the building facades to the sidewalks through a 10-foot setback from the design right-of-way. If the site includes a service road option, then the maximum setback is 65 feet.
2. Require parking to the rear and side of the buildings. Allow parking in front only if associated with the service road option. Encourage shared access and interconnected parking between adjacent properties.
3. Require pedestrian-oriented improvements that include wide sidewalks, crosswalks, street trees, street furniture and lighting.
4. In areas of distinct historic character, such as Lower Elkridge, encourage new buildings to be compatible with existing buildings in height, mass and articulation.
5. Design the exterior walls of new buildings with different building planes, colors or materials, and/or with small setbacks, indentations or other architectural means that provide visual interest at a pedestrian scale. For new buildings at prominent intersections along the Route 1 roadway, add architectural details for emphasis at the most visible corner(s).

The photographs in Figure 2.11 show several examples of desirable building types for the CAC District. The multi-use buildings and the more urban type of housing are appropriate for this district. Figures 2.12 to 2.15 show before and after illustrations, and give examples of how properties could be transformed to the CAC District pattern. The conceptual site plan, Figure 2.16, illustrates elements of the pattern such as eliminating the building's setback from the design right-of-way and placing parking away from the street.

The North Laurel Concept Plan, developed by consultant A. Nelessen Associates, is the inspiration for activity center site design and architectural massing.

Figure 2.11 Preferred Building Types for the CAC District

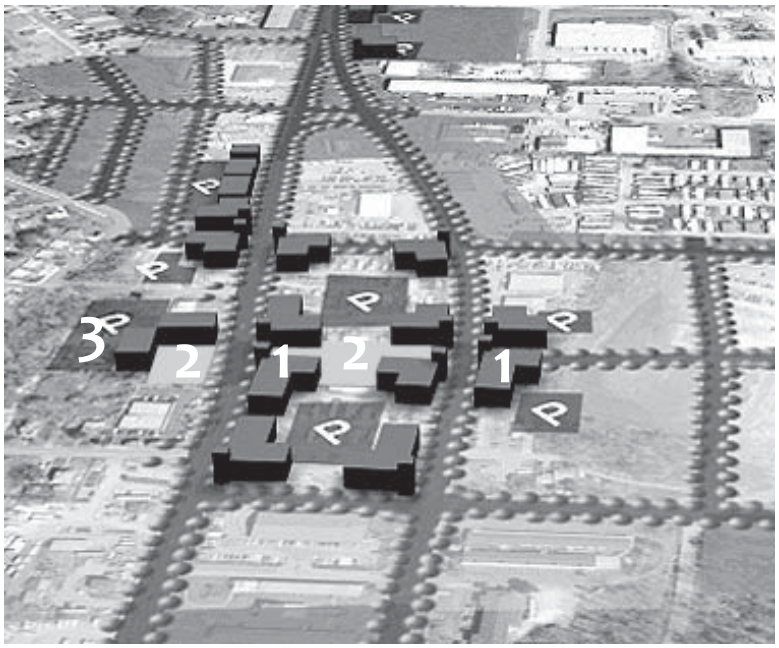
Figure 2.12. ***Before****: Over time, the commercial activity along portions of the Route 1 corridor has declined, leaving vacant sites, freestanding uses and strip centers set back from the road.*

Figure 2.13. ***After****: Concentrated areas of mixed uses with ground floor retail and upper story office and residential uses can transform parts of the corridor into vibrant activity centers.*

Figure 2.14. ***Before****: Existing restaurants and retail uses along Route 1 lack the streetscape amenities that could make them more attractive community-oriented pedestrian destinations*

Figure 2.15. ***After****: Sidewalks, street trees and on-street parking make retail and commercial areas more inviting and convenient. The introduction of multistory buildings can add to the economic viability of these areas*

Figure 2.10 Concept Plan for the TOD District



Phase 1

Phase 2

Legend

1. **Multistory building with ground floor retail and upper floors office or residential**
2. **Pedestrian amenity area centrally located**
3. **Parking (P) on street and to rear of the buildings**
4. **Multistory residential building**

Continuing Light Industrial District

Purpose

The Continuing Light Industrial Overlay District intends to allow the continuing use of existing warehouse and light industrial buildings that were developed for these uses before the CE and CAC Districts were adopted. To use the CLI Overlay District, the property must be located in the CE or CAC District and must have either single or multiple tenant warehouse or industrial buildings. Limited new development in the CLI Overlay District is permitted. Any required improvements to the streetscape and site design should enhance the appearance of the corridor.

Land Use Goals

1. Encourage the continuing use and renovation of existing warehouse and industrial facilities.
2. Allow for continuing uses, with limited expansion of buildings and sites. Help bring existing properties into compliance with the Route 1 Manual over time.

Design Concepts

1. Encourage streetscape improvements with required sidewalks and street trees.
2. Promote access improvements and circulation designs that enhance traffic safety and accommodate transit and pedestrian travel.
3. Add landscaping to parking areas and screen any outdoor storage areas.

The photographs in Figure 2.17 show several examples of warehouse and light industrial building types for the CLI Overlay District. To the extent permitted, all additions or improvements to the existing buildings or to the site are encouraged to respond to the land use goals and design concepts of the applicable CE or CAC District. These properties are subject to the Design Advisory Panel's review.

Figure 2.17 Existing Building Types in the CLI Overlay District

3

STREETSCAPE DESIGN

***P**urpose: This chapter sets forth requirements and recommendations for the design of the public right-of-way. A well-functioning road network is a key component of the revitalization of the Route 1 corridor. The appearance of the public streetscape is also of paramount importance since most people's perception of the corridor comes from travel on the roadway. Therefore, the requirements and recommendations of this chapter focus on improvements to both the function and the appearance of the public roadways. Because of the increased pedestrian orientation of the new districts, this chapter emphasizes the needs of the pedestrian. The image of the streetscape does not end at the edge of the right-of-way; private improvements along the right-of-way are an essential part of the streetscape and are discussed in subsequent chapters on Site Design and Building Design.*

Figure 3.1. Older sycamores along the roadway edge in Elkridge are the inspiration for the major street tree selected for Route 1.

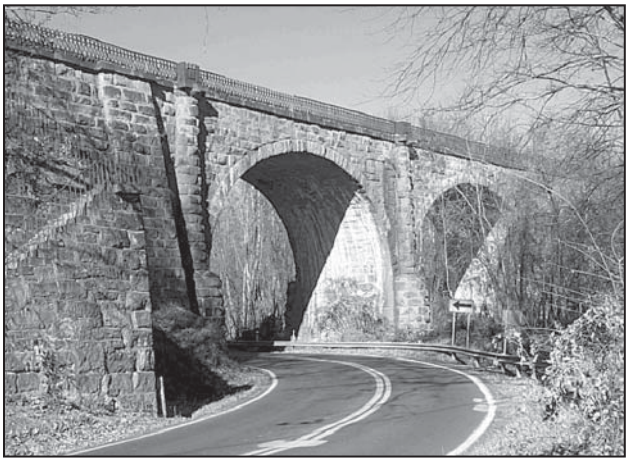


Figure 3.2. The stone work of the historic Thomas Viaduct is the inspiration for the stone patterns used along Route 1.

Design Intent

For many decades the Route 1 corridor has been seen as visually chaotic, diverse and not very attractive. The Route 1 Manual identifies design concepts that introduce some continuity and create a style that is distinctive to the corridor and is based on its best features. Many of the requirements and recommendations in this chapter are based on streetscape design ideas endorsed by the citizens' task force in the Route 1 Corridor Revitalization Study, Phase 2 Report. That study established a design theme based on three landscape materials - sycamores, stone and steel - as representative of the corridor's history. Sycamores once lined parts of the corridor. Some remnants remain; thus the smaller, healthier London Plane Tree (a relative of the sycamore) is suggested as a primary street tree (Figure 3.1). The stone of the Thomas Viaduct in Elkridge inspired the gray, stone-like pavers or paving patterns that are recommended for special edging (Figure 3.2). The Bollman Bridge, with its historic industrial ironwork, and other steel structures motivated the selection of an attractive industrial style of street furniture (Figure 3.3). The bridge's red color can be used to enliven elements of the streetscape design.

Using these design elements and materials, the County constructed four community gateway signs in the corridor and is moving forward with construction of streetscape improvements. It is hoped that these streetscape improvements and design ideas will be-

gin to establish a unique visual identity for the corridor and that future streetscape improvements will continue to foster the recommended design character. Property owners and developers throughout the corridor are therefore encouraged to consider these design ideas when they improve their properties.

In 2008 the Maryland State Highway Administration (SHA) completed its multi-year study of Route 1 in Howard County. SHA's consultants, Kittelson and Associates, Inc. and Mahan Rykiel Associates, Inc., produced the US 1 Corridor Improvement Strategy which recommends design standards for the roadway and for adjacent streetscape elements. Because of projected traffic volume, the Strategy's recommendations include having six travel lanes along the major portion of the US 1 roadway and adding a finer-grained street network with more connections within the corridor. Based on the County's vision for the corridor, the Strategy recommends streetscape improvements that help achieve a more attractive and pedestrian-friendly edge to the roadway. This report is available on the County's Web site at: *http://www.howarcountymd.gov/DPZ/Community/communityplanning.htm.*

Applicability

In this chapter, the requirements and recommendations for streets and streetscape improvements apply not only to sites in the CE, TOD and CAC Districts, but also to all sites that abut the Route 1 right-of-way. These requirements and recommendations apply to both of the following cases:

1. Public street improvements as made by the State or County government.
2. Required improvements both in the Route 1 design right-of-way and to other streets as made by private property owners. Where there is inadequate public right-of-way, improvements will be located on private property adjacent to the right-of-way.

For all public street rights-of-way, private roads and access driveways, the Howard County Subdivision and Land Development Regulations and the Design Manual, Volume III, list specific requirements for such elements as sidewalks, street trees, landscaping, access consolidation and driveway connections between parcels. This chapter articulates how these requirements should be met for developments in the three corridor districts and for all properties adjacent to the Route 1 right-of-way. Where the requirements

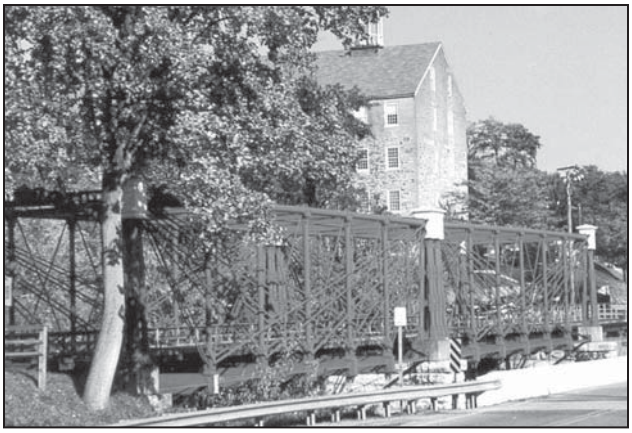


Figure 3.3. The color and historical industrial design character of the Bollman Bridge is the inspiration for street furniture along Route 1.

Figure 3.4. Where space allows, a landscaped median can control traffic movements, increase pedestrian safety and make a more attractive roadway.

of the Route 1 Manual exceed or are more restrictive than those of other documents, the requirements of this Manual shall apply. The State Highway Administration (SHA) is not responsible for the installation or the maintenance of street trees, pedestrian lighting enhancements or other streetscape improvements required by the Manual. SHA is not responsible for the maintenance of sidewalks within the State right-of-way. However, SHA will maintain the landscaping in the Route 1 medians. Property owners are responsible for the installation and maintenance of sidewalks, street trees, pedestrian lighting enhancements and other streetscape improvements such as benches and trash receptacles within County or State rights-of-way abutting their property. Property owners are responsible for paying the County for the estimated installation costs of pedestrian street lights and for the estimated costs of the first two years of their maintenance.

Road Network

Goals

The Maryland State Highway Administration's US 1 Corridor Improvement Strategy points out that building a network of road, pedestrian and bicycle connections in the corridor is essential to achieving the goals of revitalizing the Route 1 corridor. A finer-grained street network is needed to accommodate all modes of travel and to reduce circuitous travel in the corridor. The Strategy states that adding roads and paths that provide direct local circulation will reduce dependence upon Route 1 for local trips, improve options for pedestrians and bicyclists, and protect neighborhoods from excessive cut-through traffic. That means that direct, private vehicular access to US 1 should be replaced by access through local streets, thereby enhancing circulation on the local road network in the Route 1 corridor.

The Route 1 corridor should have safe vehicular and pedestrian circulation systems that are separated from each other. The safety and mobility of through traffic should be promoted by minimizing the number of access points to private property from public streets. Wherever feasible and supported by SHA and the County, medians planted with street trees should be provided to enhance the appearance and to provide safe refuge for pedestrians crossing the street (Figure 3.4).

Requirements:

1. Comply with the road design and construction requirements of the Howard County Subdivision and Land Development Regulations, Sections 16.119 and 16.132.

2. Comply with the Design Manual, Volume III, and its requirements for road construction.

3. Comply with SHA requirements for improvements needed to obtain an access permit.

4. Comply with the Route 1 design right-of-way, as established by the State Highway Administration (SHA) and the Department of Planning and Zoning (DPZ). SHA and the County will determine which of the following configurations to use based on design right-of-way, access, traffic and safety considerations:

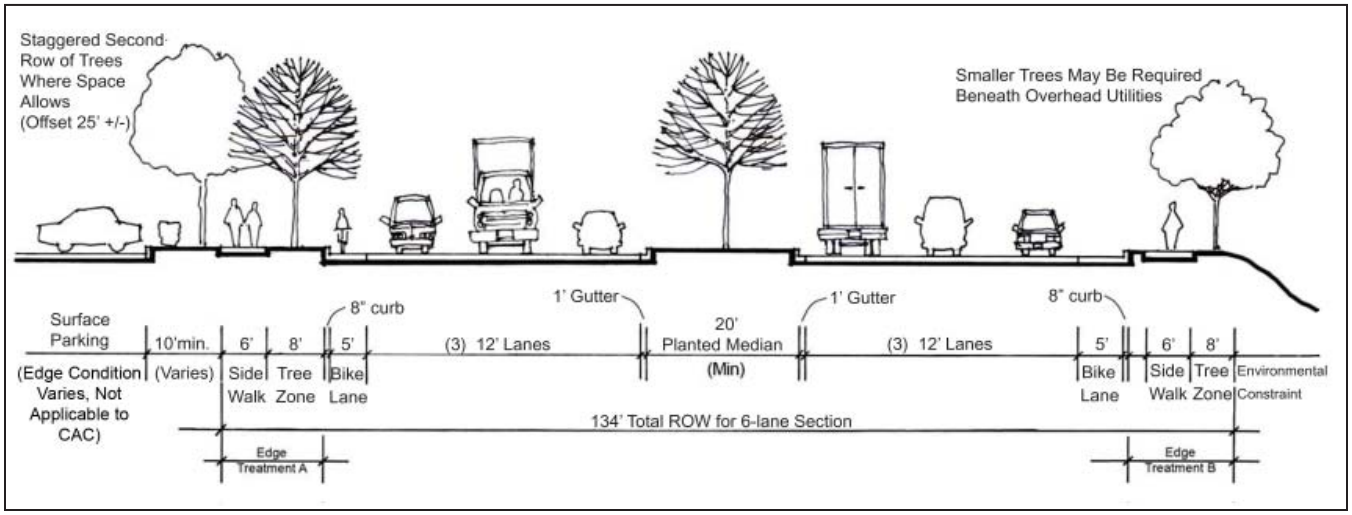


Figure 3.5. This Route 1 cross-section shows the standard 6-lane, 134-foot right of way with a 20-foot median as it might appear along the major portion of the Route 1 corridor.

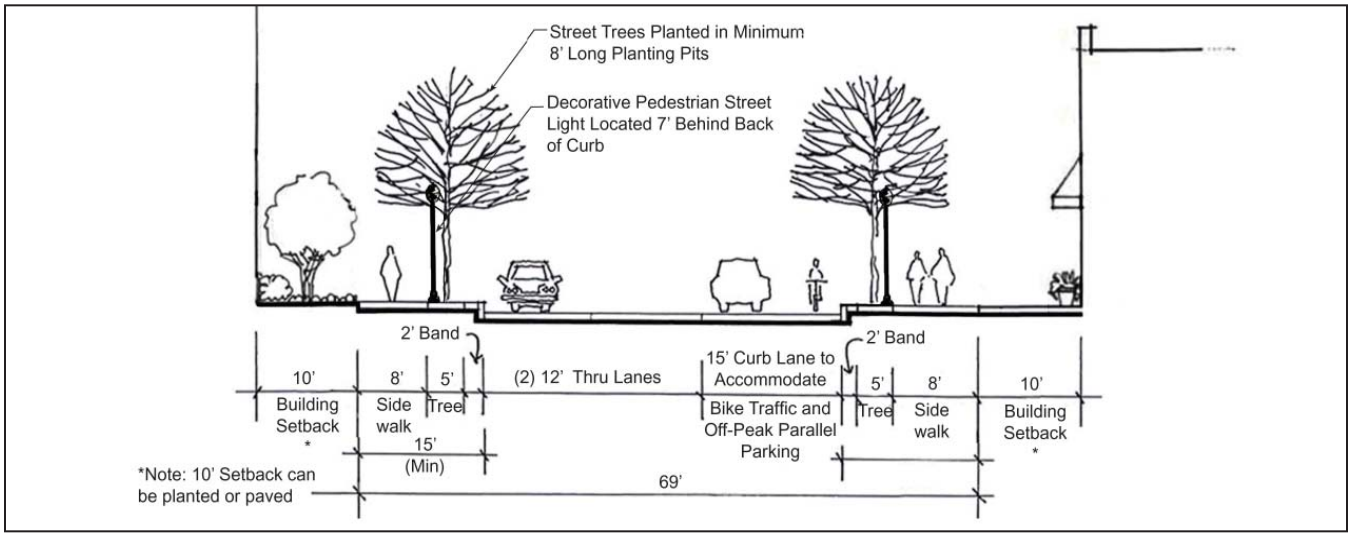


Figure 3.6. In North Laurel, where the road is bifurcated into 2 one-way sections with three lanes in each direction, off-peak parking may be allowed on the curb lane. Figure 3.12 is a plan view of the pedestrian portion of this street section.

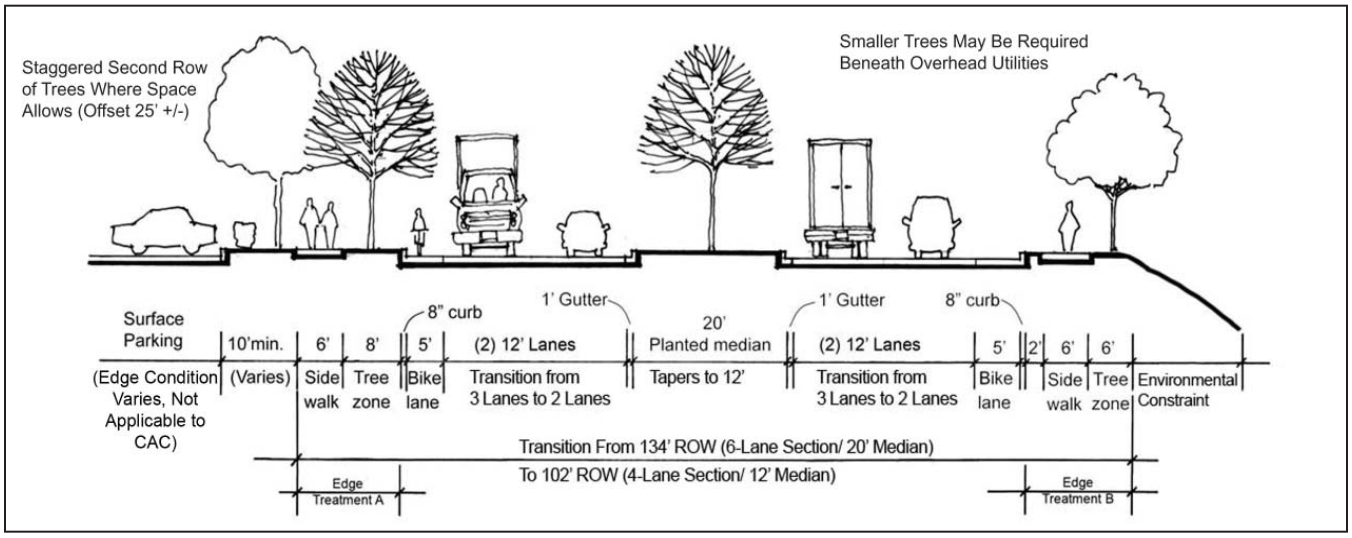


Figure 3.7. From Montgomery Road north to Bonnie View Lane, the road will transition from a 134-foot section with six lanes and a 20-foot median to a 102-foot section with four lanes and a 12-foot median.

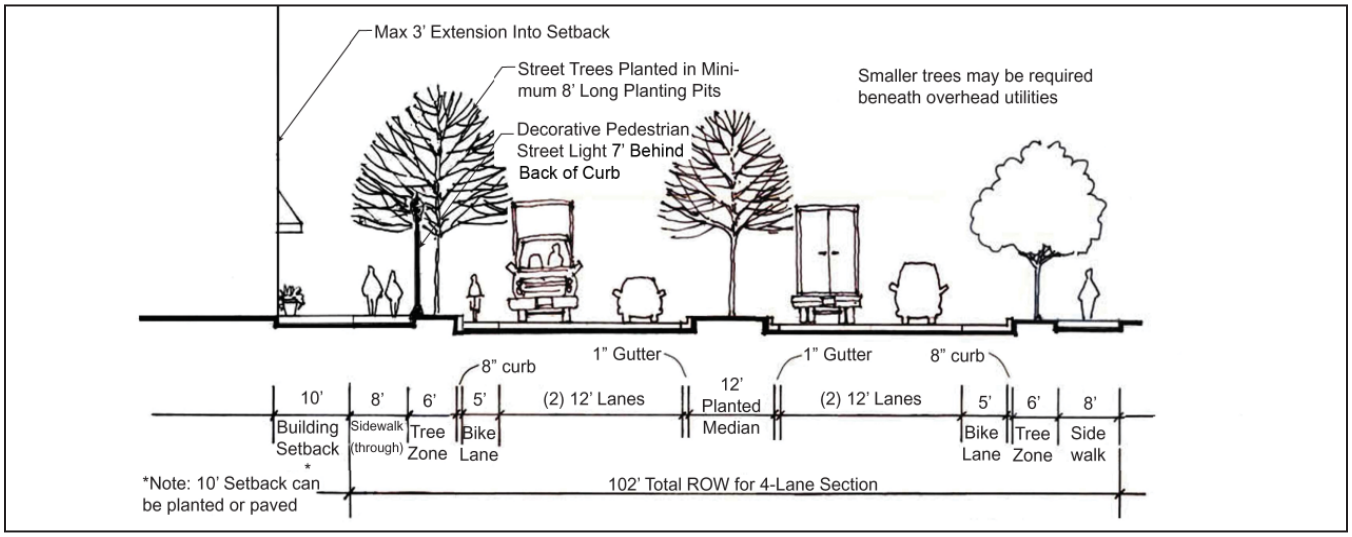


Figure 3.8. From Bonnie View Lane north to the Baltimore County Line, Route 1 will be a four-lane road with a 12-foot median. The section shows required streetscape improvements for property zoned CAC adjacent to the right-of-way.

Figure 3.9. Service roads can provide connections between adjacent commercial uses, limiting the need to travel along arterial highways.

a. Construct a six-lane cross-section with a planted 20-foot wide median within a minimum 134-foot design right-of-way, or 67 feet minimum from the US 1 center line, in the main line from Davis Avenue to Montgomery Road (Figure 3.5).

b. Construct a two-lane cross-section with off-peak parallel parking in the 69-foot minimum design right-of-way for each one-way section from the Prince George's County line to Davis Avenue (Figure 3.6).

c. Construct a six-lane cross-section with a 20-foot wide median within a minimum 134-foot design right-of-way at Montgomery Road that tapers to a four-lane cross-section with a 12-foot wide median within a minimum 102-foot minimum design right-of-way at Bonnie View Lane (Figure 3.7).

d. Construct a four-lane cross-section with a 12-foot wide median in the 102-foot minimum design right-of-way from Bonnie View Lane to the Baltimore County line (Figure 3.8).

5. If required by SHA, DPZ and/or other County agencies, provide a greater design right-of-way if the need for additional width is anticipated to accommodate acceleration/deceleration lanes, additional through lanes, added turn lanes or improvements to accommodate persons with disabilities, pedestrians, bicycles and/or transit vehicles. Also provide enough right-of-way to allow sufficient space for traffic control devices, especially at intersections to ensure compliance with ADA requirements and utility clearance guidelines.

6. Provide bike lanes that comply with the current SHA bicycle lane policy: five-foot wide bike lanes for northbound and southbound travel along Route 1 as shown in Figures 3.5 to 3.8 and 3.10 to 3.11. Dimensions are subject to change by SHA.

Recommendations:

1. In the TOD and CAC Districts where roadway improvements occur, provide on-street parking, as approved by SHA and only for parallel parking and only in off-peak hours and/or the Department of Public Works.

2. In all districts, construct interconnecting streets wherever possible and avoid using cul-de-sac streets except where environmentally sensitive features require them. A finer grained street network is needed to accommodate all forms of travel and to reduce circuitous travel. For maps on Potential Network Connections, please see the US 1 Corridor Improvement Strategy, posted on the County's Web site at: http://www.co.ho.md.us/DPZ/DPZDocs/US1J_network_connections.pdf.

3. In the TOD and CAC Districts, construct roads that connect to neighboring developments.

4. Where retail uses are concentrated, consider designing service roads (Figure 3.9).

Sidewalks and Crosswalks

Goals:

The Route 1 corridor should have a continuous street sidewalk system to enhance pedestrian use and safety. Sidewalks along the Route 1 roadway should provide a consistent appearance throughout the corridor by using the same or similar materials and designs.

Requirements:

1. Comply with sidewalk construction requirements in Section 16.134 of the Subdivision and Land Development Regulations, and the Design Manual, Volume III.

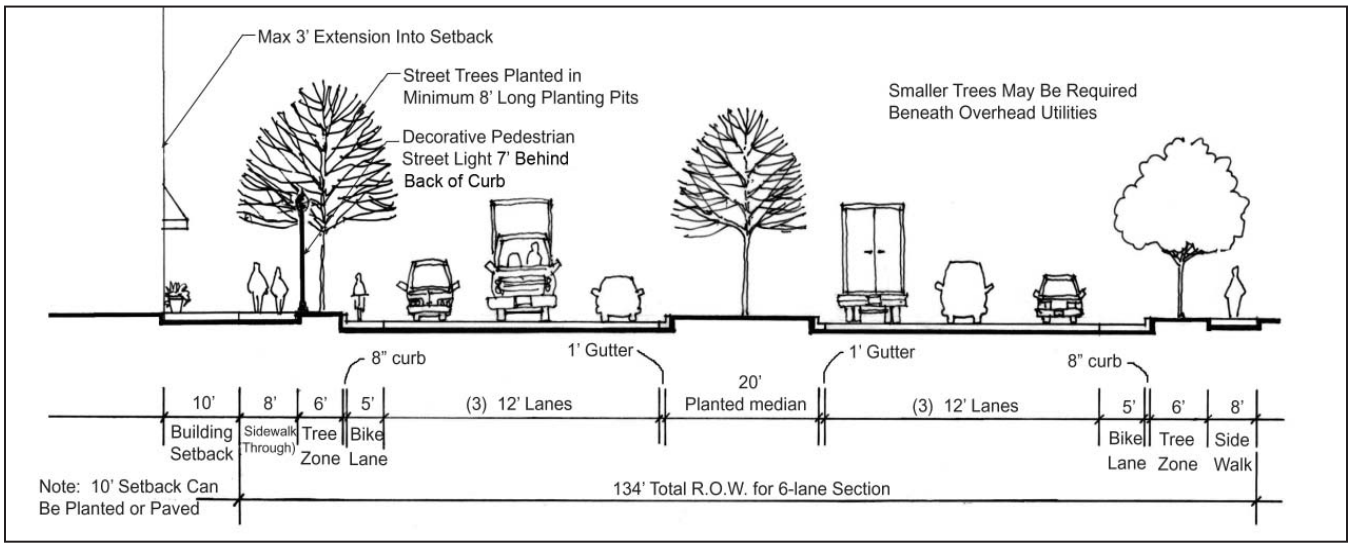


Figure 3.10. Along Route 1 in the CAC District 8-foot sidewalks and 10-foot building setbacks are required.

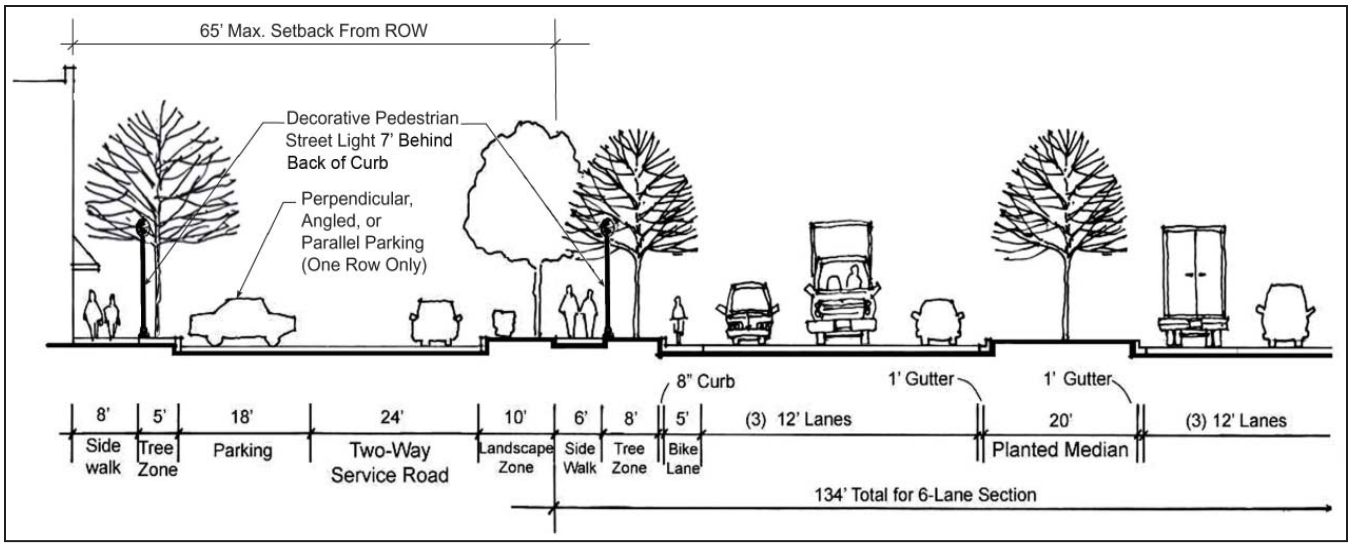


Figure 3.11. Where frontage roads are allowed in the CAC District, the required 8-foot wide sidewalk must be placed adjacent to the front of the building and a 6-foot sidewalk must be placed along Route 1.

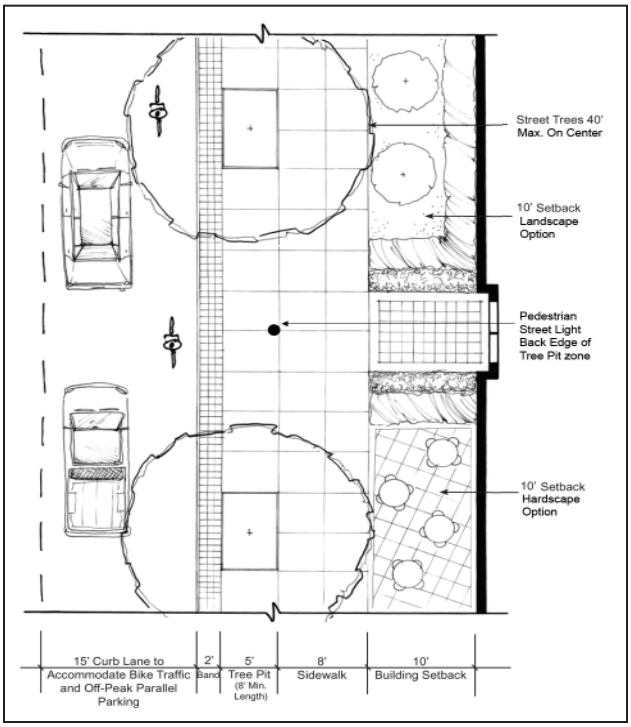


Figure 3.12. Where off-peak on-street parking may be allowed in North Laurel and in the TOD District along major pedestrian links to MARC stations, a 2-foot wide band of concrete pavers or stamped concrete located along the edge of the roadway will offer ease of access for those exiting parked cars. Figure 3.6 is a section view of this right-of-way detail.

Recommended Edging for Sidewalks & Medians

Concrete pavers: cobblestone pattern, shadow (gray) color, manufactured by Abbotsford Concrete Products, Ltd., or equal by another manufacturer.

Stamped concrete: running bond large cobblestone pattern, laid parallel to the paving edge, shale (gray) color, full depth color release, manufactured by Symons Corporation, or equal by another manufacturer.

Recommended Crosswalk Striping

White thermoplastic: all lines 1-foot wide; outside edges to be 2 parallel lines, 10 feet apart; internal striping to be perpendicular to the edge lines, 2 feet apart.

Recommended Crosswalk Paving

Stamped asphalt paving: British cobble pattern, granite color, with Texas cobble edges, concrete gray color, manufactured by StreetPrint, or equal by another manufacturer, with white thermoplastic edging.

Figure 3.13. The list of recommended paving materials for the Route 1 corridor. All decorative paving must be approved by SHA for state roads and by the County for other roads.

2. In the CAC District along the Route 1 roadway and in the TOD District along major pedestrian access roads that lead to the MARC station, install sidewalks with a minimum width of 8 feet. Provide a minimum 6-foot wide planting strip or tree zone adjacent to the curb. Include any pedestrian street lights, street signs or other such public features in this planting strip (Figure 3.10).

3. If the CAC project's design includes a service road along US 1, the minimum 8-foot wide sidewalk is closest to the building while the sidewalk closest to US 1 is a minimum of 6 feet wide. Provide a minimum 5-foot wide planting strip or tree zone between the frontage road's curb and the minimum 8-foot wide sidewalk. Include any pedestrian street lights in this planting strip. Provide a minimum 8-foot wide planting strip or tree zone between the US 1 curb and the minimum 6-foot wide sidewalk (Figure 3.11).

4. In the CE-CLI and CAC-CLI Districts along Route 1 and on side streets within the TOD and CAC Districts, install sidewalks with a minimum width of 6 feet. Where adequate right-of-way exists, a minimum 8-foot wide green strip should be located between the curb or edge of paving and the sidewalk to provide space for planting trees (Figure 3.5).

5. For the one-way sections of US 1 in North Laurel, provide the 2-foot wide stamped concrete band (Figures 3.6, 3.12 and 3.13) adjacent to both curbs. In CAC Districts where parallel on-street parking may be allowed only during off-peak hours on major public rights-of-way, provide the 2-foot wide stamped concrete band (Figures 3.6, 3.12 and 3.13).

6. Provide special crosswalk pavement treatment at intersections to enhance visibility of crossings and to distinguish the pedestrian from the automobile network.

    a. For public road rights-of-way that intersect with Route 1 where the crosswalk is parallel to and within the Route 1 right-of-way and for crosswalks perpendicular to Route 1, the approved crosswalk is white thermoplastic striping (Figure 3.13). Any decorative or textured crosswalk design must be approved by SHA.

    b. On County rights-of-way alternative materials (concrete pavers, stamped concrete, brick,

etc.) must be approved by the Departments of Public Works and Planning and Zoning (Figure 3.13).

c. Install thermoplastic crosswalk striping at the edges of all textured crosswalks.

7. In all other districts, provide a minimum 6-foot wide sidewalk along the property's entire Route 1 frontage.

8. In the TOD and CAC Districts, construct sidewalks that connect to neighboring developments.

9. Install detectable warning surfaces that comply with ADA requirements at ramps to crosswalks.

10. In the TOD Districts where major pedestrian links to MARC stations occur, 8-foot wide sidewalks and 10-foot building setbacks are required (comply with the edge condition shown in Figure 3.10). In these locations where on-street, off-peak hours parking is allowed, provide a 2-foot wide band of concrete pavers or stamped concrete along the edge of the roadway (Figure 3.12).

Street Trees

Goals:

The visual character of the corridor should be enhanced with the use of street trees along all public road rights-of-way, private roads and access driveways. Street trees define the street edge and establish a unifying element for the streetscape. Trees serve several aesthetic functions such as defining edges and spaces, directing views and strengthening vistas. Environmental functions served by trees include providing a shaded canopy for pedestrians, reducing ambient air and surface temperatures, improving air quality and reducing ground-level ozone.

Requirements:

1. Comply with the requirements for the installation of street trees in Section 16.124 of the Subdivision and Land Development Regulations, and Chapter V of the Landscape Manual. Comply with the AASHTO Guide for Transportation Landscape and Environmental Design, current edition, and with the Howard County Design Manual, Volume III, for standards for street tree setbacks, clear zones and sight lines.

Recommended Primary Street Tree

Platanus x acerifolia - London Plane Tree

Recommended Medium to Large Street Trees

*Acer rubrum - Red Maple (varieties)
Ginko biloba - Ginko (male only)
Gleditsia triacanthos inermis - Thornless Honeylocust (varieties)
*Quercus phellos - Willow Oak
*Quercus rubra - Red Oak
Quercus robur - English Oak (fastigiate form)
Zelcova serrata - Japanese Zelcova

Recommended Small to Medium Street Trees (under or immediately adjacent to power lines only)

Acer ginnala - Amur Maple
Acer campestre - Hedge Maple
Acer griseum - Paperbark Maple
*Crataegus crusgalli inermis - Thornless Cockspur Hawthorn
Malus species and hybrids - Flowering Crabapple (Adams, Centurion, Harvest Gold, Zumi, Snowdrift, etc.)

* Native Plants (recommended)

Figure 3.14. The recommended trees for Route 1 have been selected for their hardiness, tolerance of urban conditions and form. Other selections may be approved by the Department of Planning and Zoning.

Prohibited Invasive Exotic Trees

Acer platanoides - Norway Maple
Ailanthus altissima - Tree of Heaven
Albizia julibrissin - Silk Tree / Mimosa Tree
Broussonetia papyrifera - Paper Mulberry
Morus alba - White Mulberry
Paulownia tomentosa - Empress / Princess Tree
Prunus avium - Sweet Cherry / Bird Cherry
Pyrus calleryana - Bradford Pear (Including all cultivars)
Quercus acutissima - Sawtooth Oak

Other Prohibited Trees

Fraxinus species - Ash, unless allowed by DPZ
Liquidambar styraciflua - Sweetgum, unless seedles and allowed by DPZ and DPW

Figure 3.15. Planting trees that may be invasive are prohibited as Street Trees in the Route 1 corridor. Trees that pose concerns due to high maintenance or to severe disease are also prohibited. Other selections may be prohibited by DPZ.

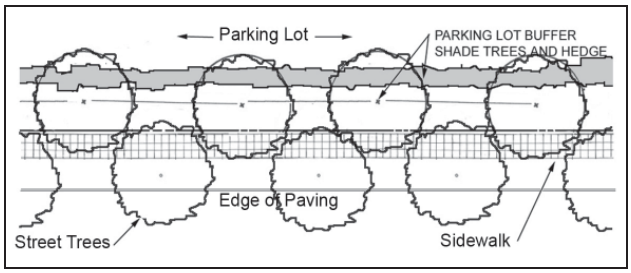


Figure 3.16 An attractive double row of staggered trees can be created along Route 1 when the placement of the required street trees is coordinated with the placement of the required on-site landscape buffer trees.

2. Install street trees along both sides of all public roadways, private roads and access driveways in the corridor.

3. In the CE, TOD and CAC Districts, use medium to large deciduous trees with ultimate heights above 40 feet. Plant the trees 40 feet maximum on center with a minimum 2.5-inch caliper.

4. Use small to medium trees with an ultimate height of 20-40 feet in areas with overhead obstructions. Plant the trees 30 feet maximum on center with a minimum 2.5-inch caliper.

5. Provide a minimum 8-foot wide tree planting strip or tree zone for the main line (excludes CAC District projects) of Route 1 (Figure 3.5).

6. Provide a minimum 5-foot wide planting strip or tree zone for the one-way sections of Route 1 in North Laurel (Figure 3.6).

7. Provide a minimum 6-foot wide planting strip or tree zone for the Route 1 section between Montgomery Road and Bonnie View Lane, and between Bonnie View Lane and the Baltimore County line (Figures 3.7 and 3.8).

8. In a CAC District project with a minimum building setback from US 1, provide a minimum 6-foot planting strip or tree zone (Figure 3.10).

9. In the CAC District project with a frontage road design, provide a minimum 5-foot planting strip or tree zone closest to the building. Adjacent to the US 1 right-of-way, the tree zone is 8 feet wide minimum (Figure 3.11).

10. Except where otherwise specified, provide a minimum 6-foot wide planting area for street trees. In any area where continuous plantings strips are not possible, the area excavated for the planting pit should be a minimum of 6 feet wide, 8 feet long and 4 feet deep.

11. Coordinate the installation of street trees and traffic control signs so that vegetation does not block signs from view and continual tree maintenance does not become an issue.

Recommendations:

1. Use the tree palette selected for the Route 1 roadway to provide consistency and to establish a distinct identity for the major roads in the corridor. Initial tree plantings by the County will be Plata-

nus x acerifolia, London Plane Tree; however, development of a tree monoculture (use of only a single species of tree) should be avoided. Figure 3.14 lists principal trees recommended for the Route 1 right-of-way and the CE, TOD and CAC Districts. The Department of Planning and Zoning may approve other trees listed in the Landscape Manual. Native trees species are strongly recommended. Invasive exotic trees are prohibited. Figure 3.15 lists the principal prohibited trees.

2. Choose plants that are suitable as street trees based on the following factors: overhead utility lines, shape of canopy, sun and shade tolerance, drought tolerance, maintenance requirements and tolerance of adverse urban conditions.

3. To provide a more formal or urban character along the Route 1 roadway, plant street trees parallel to the applicable required on-site landscape buffer trees (in the setback from the design right-of-way) to provide a staggered double row of trees (Figures 3.7 and 3.16).

Street Furniture and Pedestrian Amenities

Goals:

Street furniture, as well as street trees, can help provide continuity between project sites and help support pedestrian travel along streets and pedestrian connections to transit areas. Amenity areas in the form of open areas for the public can provide places to gather. They can also provide a distinct identity, a sense of orientation and a visual focus.

Recommendations:

1. Provide trash receptacles, benches, bicycle storage and gathering areas to serve the needs of pedestrians, and encourage walking and transit use. Recommended street furniture or equal, described below and in Figures 3.17 through 3.20, should be black or red powder-coated metal, as approved by DPZ.

2. Provide space for a bus stop or bus shelter, if requested by the Department of Planning and Zoning. This includes the potential requirement for parallel bus loading areas or pull-outs. Use the approved design, or comparable design, for bus shelters along the Route 1 right-of-way (Figure 3.17).

Figure 3.17. The recommended bus shelter for the Route 1 corridor is Slimline, 5-foot by 10-foot, black or red powder-coated metal, manufactured by Brasco International, Inc., or equal by another manufacturer.

Figure 3.15. The recommended trash receptacle for the Route 1 corridor is Ironsites series model S-42, 36-gallon capacity, manufactured by Victor Stanley, Inc., or equal by another manufacturer..

Figure 3.19. The recommended bench for the Route 1 corridor is Classic series, model cs-138, 6-foot length with center arm rest, manufactured by Victor Stanley, Inc., or equal by another manufacturer.

Figure 3.20. The recommended bollard for the Route 1 corridor is Bollard 35, BKR permanent mount, manufactured by Victor Stanley, Inc., or equal by another manufacturer. The bollard can also serve as a bicycle storage area.

3. The County or its designated agent will be responsible for the installation. DPZ will coordinate bus stops or bus shelters with the Department of Public Works and with SHA, if applicable. For information, contact:

   Department of Planning and Zoning
   Division of Transportation Planning
   3430 Court House Drive
   Ellicott City, MD 21043
   410-313-2350

4. Locate bus shelters close to existing and expected bus patronage generators such as retail centers, office and commercial uses, multi-family housing, institutional uses and major employment centers, and also at bus transfer points. The Department of Planning and Zoning's Division of Transportation Planning maintains a map showing existing and recommended bus stop locations.

5. Use the recommended trash receptacle, or equal, along the Route 1 right-of-way (Figure 3.18). Locate trash receptacles in pedestrian activity areas in the TOD and CAC Districts, and at bus stops and shelters.

6. Use the recommended bench, or equal, along the Route 1 right-of way (Figure 3.19).

7. Use the recommended bollard, or equal, along the Route 1 right-of way (Figure 3.20). Bollards may be useful for those areas where pedestrian traffic needs to be shielded from possible vehicular traffic. Bollards must be set back a reasonable distance from the right-of-way so they do not pose a hazard to vehicular traffic. Their location must not impede on ADA clearances or on the placement of automated pedestrian safety devices near ADA ramps and median cut-throughs. The recommended bollard also functions for bicycle storage.

8. Locate bicycle lockers and/or racks near MARC transit stops in highly visible and well-lit areas.

9. In the CE, TOD and CAC Districts, take advantage of the placement of buildings and walls that create opportunities for plazas, courtyards or garden/patio areas. Such areas can serve as gathering places for pedestrians and as common areas for employees. Provide seating and lighting for outdoor gathering areas. However, these outdoor gathering areas may not be located in the public right-of-way.

Pedestrian Street Lights

Goals:

Ornamental pedestrian street lights help create a distinct identity along the corridor and help promote pedestrian safety. The use of these fixtures is especially important in the pedestrian-oriented TOD and CAC Districts, but it can also be beneficial in areas of high pedestrian use such as major intersections where retail uses or high-density housing occur.

Requirements:

1. Comply with the requirements in the Outdoor Lighting section of the Zoning Regulations and Section 16.135 of the Subdivision and Land Development Regulations.

2. In the TOD and CAC Districts, provide pedestrian light fixtures. Use the required acorn fixture along the Route 1 right-of-way or along the main pedestrian routes to the MARC stations where minimum 8-foot wide sidewalks are required (Figure 3.21). The required light fixture is subject to change. Spacing of fixtures will be determined by engineering analysis.

3. For information and details on the approved pedestrian light fixture, contact:

   Department of Public Works
   Bureau of Highways
   Traffic Engineering Division
   9250 Bendix Road
   Columbia, MD 31045
   410-313-2430

Recommendation:

1. Provide pedestrian light fixtures. Use the fixtures selected for the TOD and CAC Districts and elsewhere in the corridor, particularly where concentrated pedestrian activity occurs.

Figure 3.21. The ornamental pedestrian street light selected for the Route 1 corridor is an acorn full cut-off fixture atop a 12-foot tall black finish pole with fluted shroud base. The selected light is subject to change.

Utilities

Goals:

The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar antennas and equipment should be minimized by their placement, or mitigated with planting or architectural features.

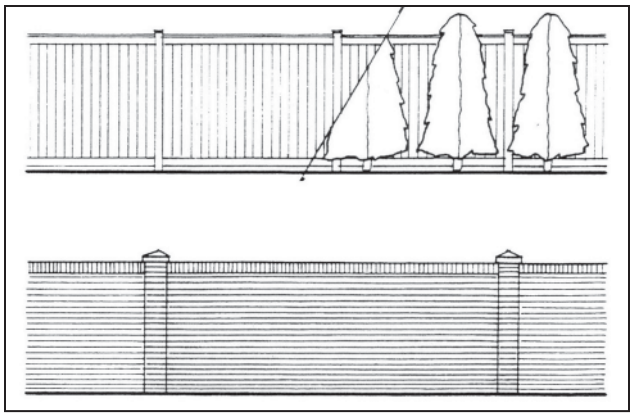


Figure 3.22. Examples of continuous, solid, opaque screening fences or walls with landscaping.

Requirements:

1. Locate transformers, telecommunications devices, equipment switching boxes and other utility cabinets away from the street, major pedestrian routes and outdoor seating areas. Locate equipment and devices away from residential areas, especially if they produce noise.

2. If transformers, telecommunications devices, equipment switching boxes and other utility cabinets must be located in an area visible from the street and pedestrian areas, then buffer with architectural fence, wall, and/or landscaping screens (Figure 3.22).

Recommendations:

1. Install all permanent utility lines underground, where feasible. Move utilities to the rear of the property to help hide them from view along the roadway. Use dark metal poles for utility lines in place of wood poles.

2. Install underground conduits where feasible, so that utilities can be moved underground in the future if cost and construction improvements allow.

4

SITE DESIGN

***P**urpose: The Route 1 corridor's three corridor zoning districts are intended to encourage new land development patterns. Most of the existing patterns are suburban in character and use large amounts of land at relatively low intensities. The new patterns intend to make more efficient use of the land and to establish a more urban character for portions of the corridor. This chapter provides guidance in achieving the new patterns.*

Figure 4.1. Buildings that line the right-of-way establish a uniform street edge and provide an inviting scale for pedestrians.

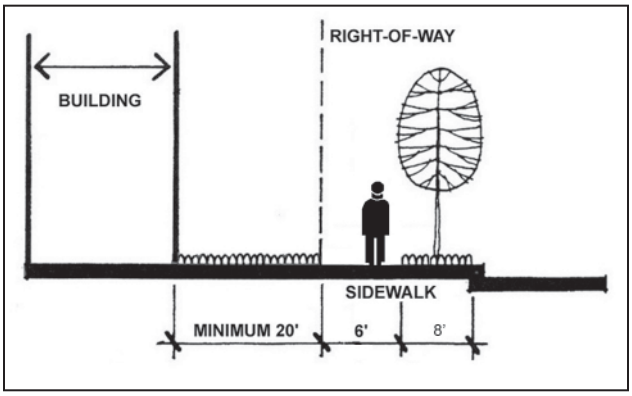


Figure 4.2. CE setback and building placement will make buildings more prominent by reducing the distance from the edge of the road.

Building Location

Goals:

The location of buildings should reinforce the street as the center of activity and take advantage of the Route 1 streetscape improvements, particularly in the CAC District. Setbacks from the street are generally experienced as part of the public realm. To produce a more urban character, the buildings should be close to the sidewalks and rights-of-way (Figure 4.1). The buildings should extend across a substantial portion of the property's frontage so that a more urban and pedestrian friendly environment can be created. Buildings should be clustered to establish a uniform street edge thereby enhancing the visual quality of the streetscape.

Requirements:

1. In the CE District, place buildings at a 20-foot setback from the Route 1 design right-of-way (Figure 4.2).

2. In the CE District, buildings shall occupy preferably 50% but not less than 30% of a property's Route 1 right-of-way frontage (Figure 4.3).

3. In the TOD District, place buildings at the minimum 10-foot setback along primary circulation roads and along public and private roads that serve as major pedestrian access routes to MARC stations (Figure 4.4). Elsewhere, including along secondary circulation routes, the setback may be zero feet.

4. In the CAC District, place buildings at the minimum 10-foot setback along Route 1. On roads

other than Route 1, the buildings may be located at a setback of zero to ten feet from the right-of-way line. If the service road option is used, the maximum setback is 65 feet.

5. In the TOD and CAC Districts, this setback may be used to accommodate amenity plantings, outdoor seating, courtyards, plazas, entries, outdoor eating areas, displays or other special features. In the TOD District, a greater than the minimum setback may also be used to meet the added setback requirements for building heights over 60 feet (see Chapter 5, Building Design).

6. In the TOD or CAC Districts, buildings shall occupy at least 75% of a property's frontage along major pedestrian roads to MARC stations or of a property's Route 1 right-of-way frontage, or other major frontage if located off Route 1, respectively (Figure 4.5). This will create a more continuous pedestrian friendly environment.

Recommendations:

1. Throughout the corridor, locate the office portion of flex-space and light manufacturing uses in the front of buildings, facing the street.

2. Unify various site components, including buildings, accessory structures, fencing, walls, signage, etc. through the use of similar design, materials and colors.

3. Establish a visual or physical link among various buildings in multi-building complexes by using site design elements such as courtyards, plazas, landscaping and walkways to unify the project.

4. Where two or more office buildings are located on a site, orient buildings toward public streets. If these buildings are set back from the street, provide a view of the building entrances from the street, possibly across a green space or through a plaza (Figure 4.6).

Vehicular Access

Goals:

Safe vehicular access is always a concern at site entrances; however, especially in the TOD and CAC Districts where pedestrian traffic is encouraged, pedestrian traffic safety is also a major concern. To increase pedestrian safety, vehicular traffic patterns need to be separated from pedestrian traffic patterns.

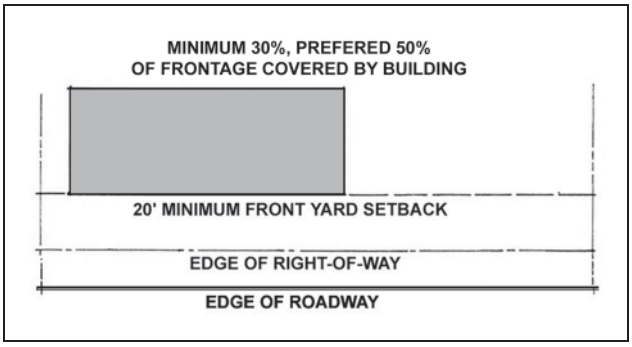


Figure 4.3. In the CE District, buildings should span a significant portion of the Route 1 right-of-way frontage.

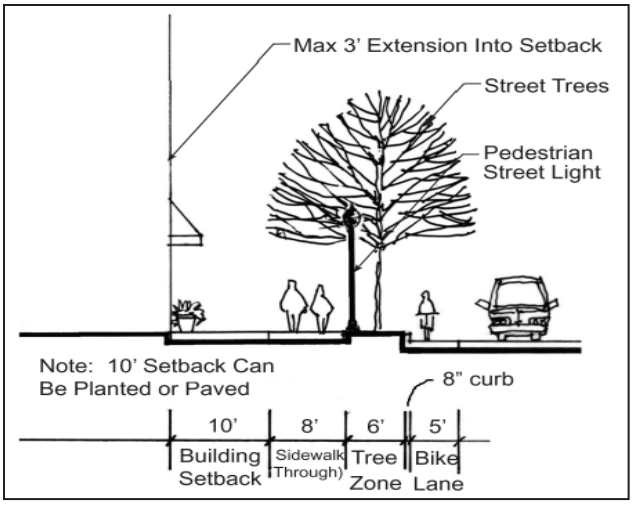


Figure 4.4. TOD and CAC setbacks and building placement will create an attractive area for pedestrians.

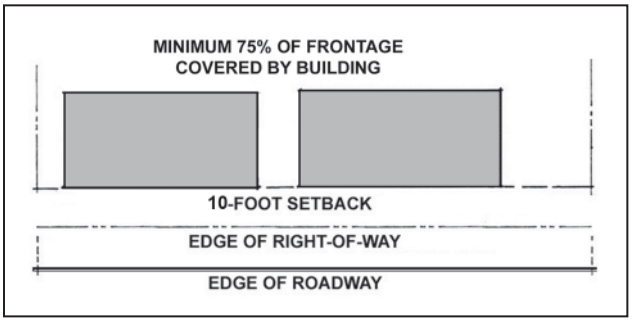


Figure 4.5. In the TOD and CAC Districts, buildings should dominate the Route 1 right-of-way frontage to produce a more urban and pedestrian friendly environment.

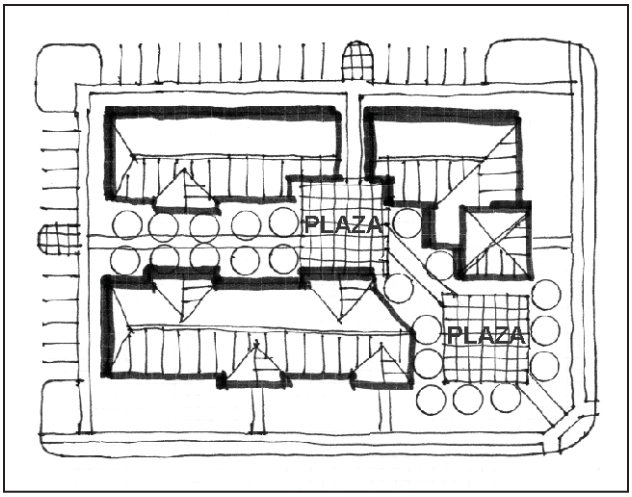


Figure 4.6. Office buildings oriented to street and to plaza or green space become important elements of the streetscape.

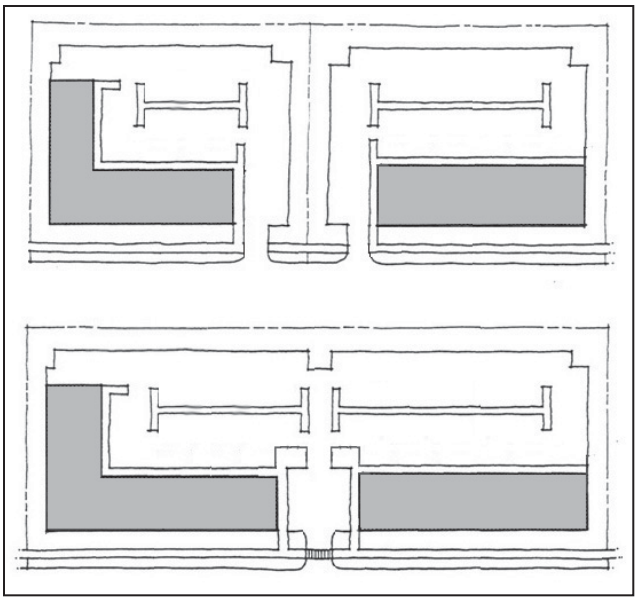


Figure 4.7. A minimum number of curb cuts reduces traffic congestion, improves safety and allows for additional parking.

For safety, properties in the Route 1 corridor should be designed to limit the number of curb cuts, consolidate entrances and articulate them for ease of identity, and ensure that pedestrian crossings are clearly marked. The Maryland State Highway Administration's US 1 Corridor Improvement Strategy states that reducing the number of driveways and creating parking access from local connecting streets, instead of from US 1, will enhance both the appearance and the safety of the corridor. Curb cuts tend to increase pedestrian exposure to moving vehicles, limit opportunities for landscaping, street trees and on-street parking spaces, and reduce the sidewalk space available for pedestrian interaction and amenities.

Requirements:

1. Comply with the access requirements in Section 16.119(b)(4) of the Subdivision and Land Development Regulations, and the Design Manual, Volume III.

2. Design access to sites with multiple frontages from the lower classification public road, especially at signalized intersections, to reduce pressure on US 1.

3. Use the minimum number and size of curb cuts to promote traffic safety, to minimize the pedestrian/vehicle conflict and to maximize building frontage (Figure 4.7).

4. Articulate site entrances through building placement, landscaping features, signage, low walls or similar structures to promote safety by making the entrances visually clear.

5. Continue the sidewalk pattern across driveways that serve as main entrances to major mixed use communities, retail and employment centers. The pattern shall be thermoplastic white striped markings, at the minimum.

Recommendations:

1. Share entrances with adjacent parcels. Shared access reduces traffic congestion (and also conflicts between pedestrians and vehicles) by consolidating entrance and exit points, and by allowing vehicular movement between properties without using the street. Especially in the CAC District, shared entrances help to achieve the 75% building frontage of properties on the Route 1 roadway.

2. In the TOD and CAC Districts, evaluate using one-way vehicular access to properties to limit the driveway width, thus reducing the distance that pedestrians must cross (although the number of curb cuts may be increased).

3. Use minimum, rather than maximum, commercial driveway widths stipulated in the Design Manual, provided an analysis of turning movements supports the minimum.

Parking Areas

Goals:

Convenient parking is necessary but the visual impact from the corridor's public street rights-of-way of parked cars in parking lots should be reduced. The locations of parking areas should be restricted and plantings that help screen the cars from view should be provided. Because prominent parking areas deaden pedestrian activity, they should be located away from pedestrian centers of activity, especially in the pedestrian-oriented TOD and CAC Districts.

Requirements:

1. In the CE, TOD and CAC Districts, locate parking areas at the side or rear of buildings (Figure 4.8).

2. In the CE District, minimize the number of parking spaces located between the primary façade of the building and the street right-of-way. The maximum building setback of 100 feet allows for a single-loaded bay of parking between the building and the design right-of-way.

3. Create landscaped islands and medians that divide the parking areas and that help define traffic patterns.

4. Provide curbs to keep vehicles from damaging buildings and landscaping. Allow wheel stops at parking edges where landscaped areas serve as bioretention or infiltration areas for stormwater management.

5. For safe pedestrian access to buildings, provide walkways and paths from parking lots to building entrances.

6. Provide landscaped areas (paved, planted or otherwise enhanced) between all parking areas and buildings, except for loading/parking areas on the

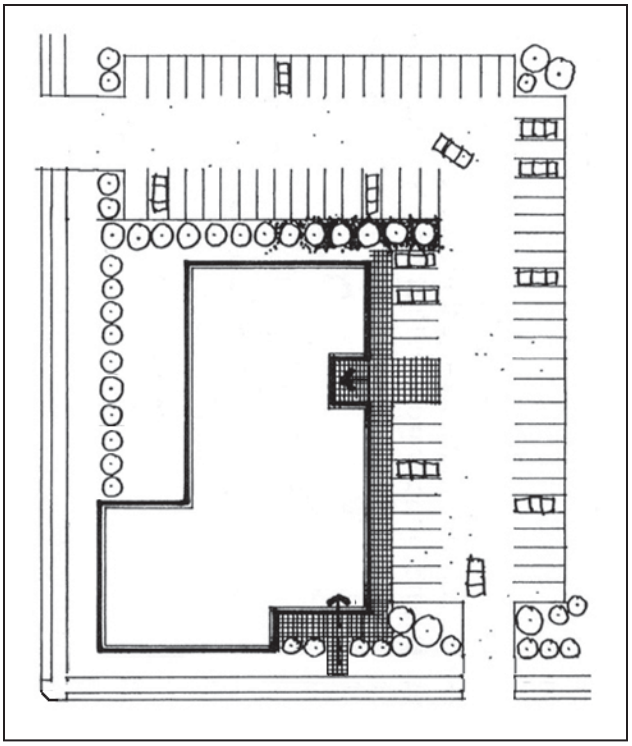


Figure 4.8. Parking areas should be located at the side and rear of buildings.

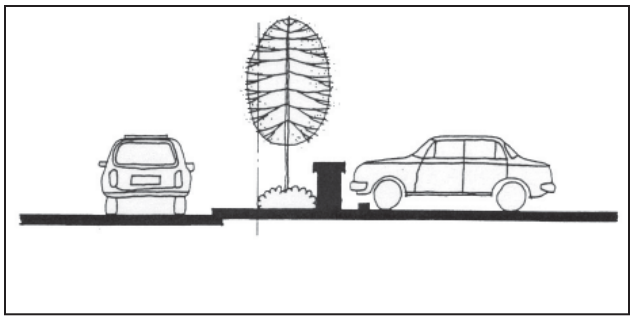


Figure 4.9. Walls and plantings along parking lots at street edge help reduce the visual impact of parking lots from the street.

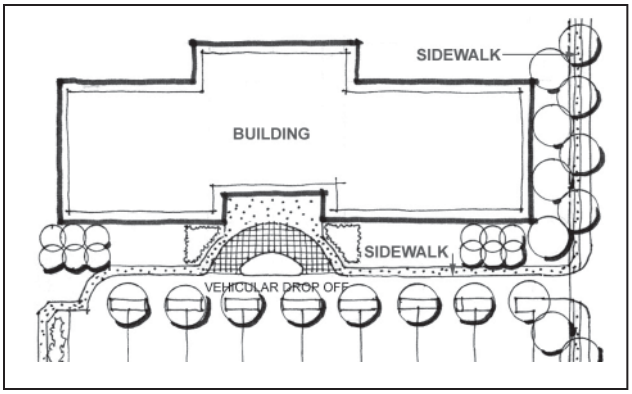


Figure 4.10. Drop-off areas and pedestrian areas with special paving and plantings make building entrances more attractive and easier to identify and access.

Figure 4.11. By providing bike racks and bike parking areas in convenient locations, people may be encourged to use bicycles and an alternative mode of transportation.

rear of flex space buildings and for loading areas in general. Increase the size of these landscaped spaces in proportion with the increased height of the building.

7. Comply with the requirements in Chapter IV of the Landscape Manual and with the requirements of this Manual for landscape buffers between parking lots and public streets. Where the requirements of this Manual exceed or are more restrictive that those of the Landscape Manual, the requirements of this Manual shall apply (see Landscape Planting & Screening, below).

Recommendations:

1. Without limiting sight distance, add architectural elements such as low walls or fences at the main entrance to a parking lot to accent the entry and to create a sense of street edge (Figure 4.9).

2. Link parking lots for adjacent commercial properties by a common drive aisle. The intent is not that parking be shared but to provide ease of access, limit curb cuts along major roads and reduce the number of trips that use major roads. Drive aisles may occur in various locations, most commonly in front of buildings as a service road or at the rear of properties or other locations.

3. Do not locate parking directly in front of main entrances to buildings. Provide drop-off areas or expanded pedestrian areas with enhanced paving and plantings (Figure 4.10).

4. Provide parking areas for bicycles in areas of concentrated pedestrian activity and also at the MARC train stations in the TOD developments (Figure 4.11).

Loading and Storage Areas

Goals:

In all parts of the Route 1 corridor, to provide an attractive image of properties, loading and storage areas should be located away from and screened from public view. A safe environment should be created by minimizing conflicts between loading areas and travelways.

Requirements:

1. Prohibit any loading at the front of a building or between the building and any adjacent public

right-of-way. Locate loading docks, outside storage and service areas away from public view, at the rear (non-street side) of buildings. If the site is constrained, these areas, if screened, may be on the side of buildings.

Comply with the requirements in Chapter IV of the Landscape Manual and with the requirements of this Manual for landscape buffers and screening of loading and storage areas. Where the requirements of this Manual exceed or are more restrictive that those of the Landscape Manual, the requirements of this Manual shall apply (see Landscape Planting & Screening, below).

Recommendations:

Combine service areas or locate them next to each other in multi-building complexes to minimize the visual and noise impacts on the surroundings.

Locate loading areas in a service yard at the rear of a multi-building complex, preferably incorporated into the design of the building (Figure 4.12).

Minimize the interaction between service vehicles and parked automobiles in service yards and loading areas. Where possible, separate parking areas from service yards and loading areas.

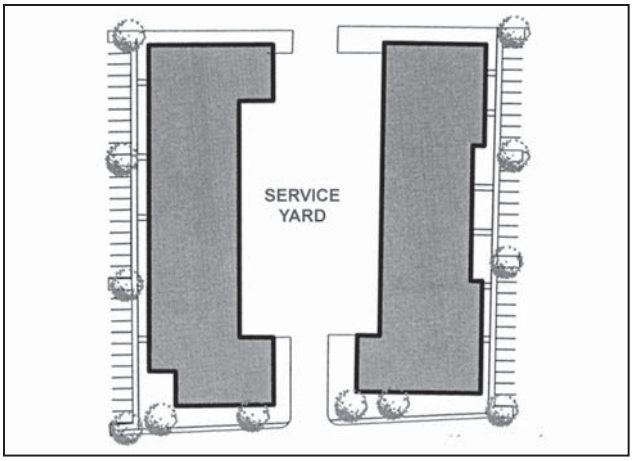


Figure 4.12. Shared loading areas can be located away from public view.

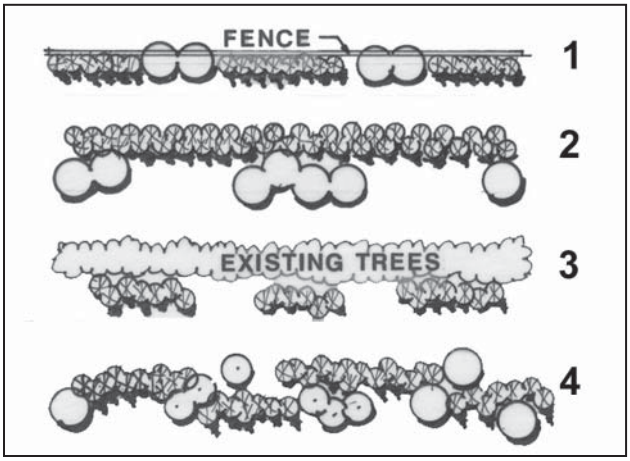


Figure 4.13. Recommended Type D perimeter screens: options 1, 2 and 3 are preferred for their formal planting layout; option 4, with its informal massings, is not desirable.

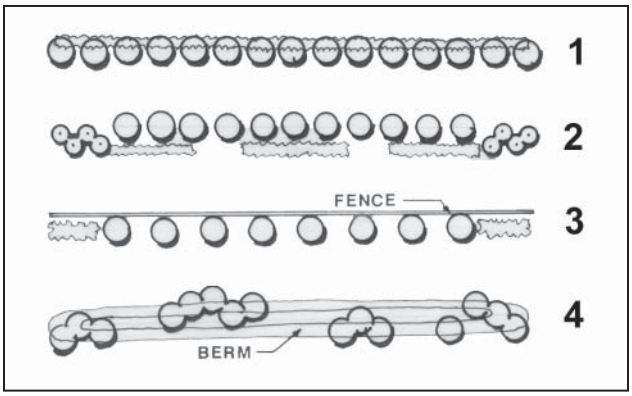


Figure 4.14. Recommended Type E perimeter buffer: options 1, 2 and 3 are preferred for their formal planting and fence or wall; option 4, with berm and informal massings, is not acceptable.

Landscape Planting and Screening

Goals:

Planting and screening should be used to improve the appearance of properties along Route 1, hiding unattractive views and buffering incompatible uses. These refinements and expansions of the requirements of the Landscape Manual are intended to establish a distinct landscape character for the Route 1 roadway. Formal landscape treatments can reinforce the desired image of a more urban character for the corridor. In the three corridor districts, where setbacks are reduced and development intensity may increase, planting can help soften and beautify the environment.

Requirements:

1. For the CE, TOD and CAC Districts, provide a Type D screen along the perimeter of all non-residential uses that adjoin residential properties (Figure 4.13). Non-residential uses include

Figure 4.15. Exposed storage areas along Route 1 enclosed with chain link fence are unsightly.

Figure 4.16. Storage yard and chain link fence can be efficiently screened with a Type D buffer. Plantings must comply with applicable setbacks, clear zones and sight lines.

Figure 4.17. This formal parking lot buffer planting features a row of evenly spaced shade trees and straight hedges. It defines a strong edge for the street, buffers the parking lots, yet does not obscure visibility into the site.

buildings, parking and loading, but do not include retained forest protected by forest conservation easements. The increased planting requirements are intended to mitigate reduced setbacks allowed in these districts.

2. In the CE, TOD and CAC Districts, screen parking lots from the street using a Type E buffer; however, the berm option is excluded. To ensure that planting patterns will be consistent along Route 1 frontage, DPZ may require the Type E buffer to be extended across the entire frontage, buffering non-residential open space as well as the parking lot (Figure 4.14).

3. Distribute landscaping throughout parking lots to reduce the effect of heat and glare from pavement.

4. Screen all service areas such as loading, trash enclosures and outside storage, using a combination of fences, walls, gates and landscaping. Integrate walls and fences into the landscape design. Fully screen outside storage areas with screen wall or fence enclosures. Stored materials may not be stacked or be visible above the enclosure height.

5. In the TOD and CAC Districts, do not use corrugated metal, corrugated fiberglass, sheet metal or wire mesh as a screening material along the Route 1 frontage. If chain link fencing is used in the TOD and CAC Districts, it must be landscaped with a Type D screen.

6. In all other Districts, if chain link, corrugated metal, corrugated fiberglass, sheet metal or wire mesh fences are needed for security purposes and if they are visible from Route 1, landscaping shall obscure the fence with a Type D screen (Figures 4.15 and 4.16).

Recommendations:

1. Use walls, fences and plantings to define boundaries, provide access control and distinguish private and public areas.

2. Use formal design layouts for plantings adjacent to the Route 1 right-of-way and in the new zoning districts. Formal plantings are in keeping with the more urban image that is envisioned for the corridor (Figure 4.17).

3. In the CE, M-1, M-2, B-1 and B-2 Districts, discourage the use of chain link, corrugated metal, corrugated fiberglass, sheet metal or wire mesh fences.

4. In all districts, encourage the use of steel picket or solid board, continuous, opaque fencing and/or landscape screening (Figure 4.18).

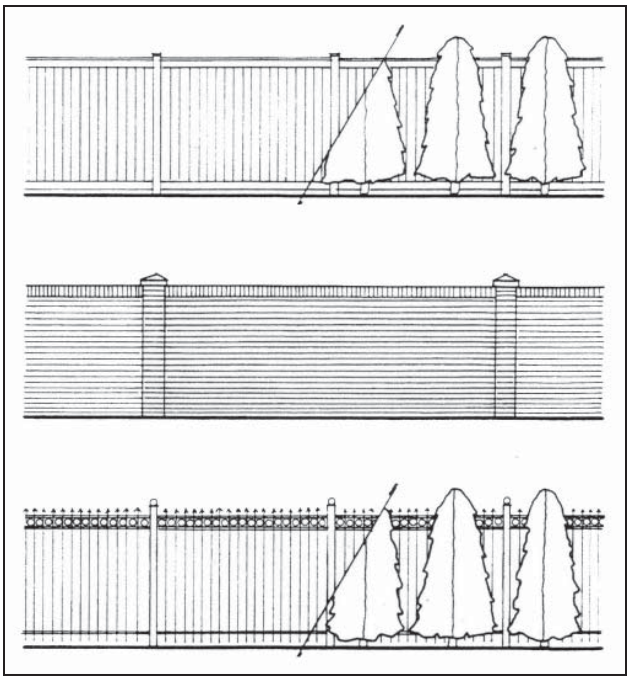


Figure 4.18. Examples of preferred screening walls and fences for loading docks, storage yards, trash enclosures and mechanical equipment include solid board fence, brick wall and steel picket fence.

Trash Enclosures

Goals:

Trash enclosures should be located so they are not visible from public rights-of-way, building entrances and amenity areas, and they should be easily accessible by collection trucks.

Requirements:

1. Enclose dumpsters with a continuous, solid, opaque wall or fence, or a Type D landscape screening treatment.

2. Buildings shall consolidate their trash collection needs in a single, central location away from public view.

Mechanical Equipment

Goals:

The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar antennas and equipment should be mitigated.

Requirements:

1. Screen mechanical equipment on the ground from view of residential developments using a continuous, solid, opaque wall or fence. Select a screen design that is compatible with the architecture of the building(s) on the site.

2. Do not locate mechanical equipment in the setback between the building and the public right-of-way. If it is not feasible to locate the equipment elsewhere, screen the mechanical equipment with a continuous, solid, opaque wall or fence that is architecturally integrated with the building.

3. If allowed by DPZ as part of an integrated landscape design, use a dense landscape screen of evergreen trees or tall shrubs as an alternative to a wall or fence if space is available and if it will not

Figure 4.19. Stormwater management facilities can be visual amenities.

Figure 4.20. Bioretention areas can be designed attractively to suit urban stormwater management conditions.

hinder the operation of mechanical equipment. If perimeter site landscape buffers already screen the mechanical equipment, DPZ may waive the requirement for additional screening.

Recommendations:

Architecturally integrate the method of screening with the structure in terms of materials, color, shape and size. Where freestanding mechanical equipment is provided, use a continuous solid screen.

Stormwater Management

Goals:

Stormwater management in the Route 1 corridor should protect the natural stream system by improving water quality and reducing the volume and velocity of stormwater entering streams.

Requirements:

1. Comply with the requirements in the Howard County Design Manual, Volume I, and the 2000 Maryland Stormwater Management Design Manual, Volumes I and II, and subsequent updates when approved by State or County legislation.

2. Integrate stormwater management facilities with other site elements through the use of landscaping.

Recommendations:

1. Utilize multistory buildings to reduce the building footprint and reduce impervious areas. Where appropriate, use parking lot islands and buffers for bioretention and infiltration.

2. Retrofit existing stormwater management facilities to the maximum extent possible.

3. Consider using underground retention facilities where space is limited.

4. Design stormwater management facilities as amenities that are visible from a building or a street (Figures 4.19 and 4.20).

5. Use green or vegetated roof technology to collect and detain runoff.

6. Explore other methods of stormwater management as listed in the 2000 Maryland Stormwater Management Design Manual, Volumes I and II.

Lighting

Goals:

Exterior lighting should be integrated with the site design so that maximum efficiency of the necessary lighting is achieved, and possible glare and spillover effects of such lighting are avoided.

Requirements:

1. Comply with the Outdoor Lighting section of the Zoning Regulations.

Recommendations:

1. Incorporate exterior light fixture design into the building design and landscape scheme of the development.

Freestanding Signs

Goals:

The Route 1 corridor, being an older commercial and industrial corridor, has many freestanding signs that have, over time, helped to create an overall chaotic appearance of the corridor. Citizens have stated that the existing signage along the Route 1 roadway contributes to the corridor's overall negative character. Providing a more consistent placement and orientation of signage should reduce this sense of visual clutter.

Requirements:

1. Comply with the requirements of the Howard County Sign Code, administered by the Department of Inspections, Licenses and Permits.

Recommendations:

1. Instead of freestanding signs, select building mounted or wall signs that are integrated into the building's architecture.

2. For wall signs, please see the chapter on Building Design and the section entitled Signs Attached to Buildings.

3. Use durable materials, subdued colors and professionally executed graphic design.

4. Select monument or low-profile, ground mounted type signs instead of freestanding pole mounted signs (Figure 4.21).

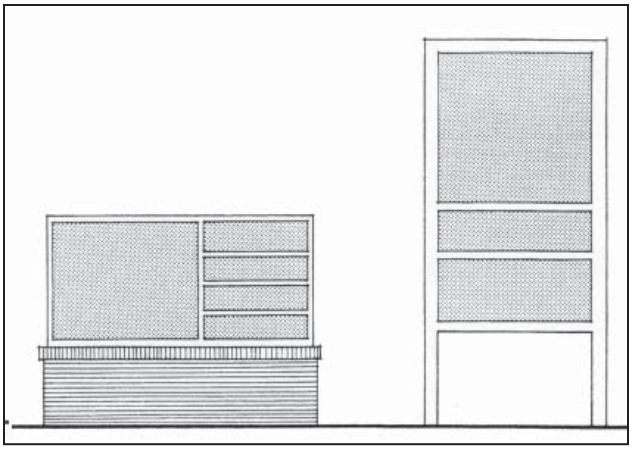


Figure 4.21. Low-profile signs are preferred over pylon signs.

Figure 4.22. Signs that use colors, materials and details derived from the site's architectural features provide an attractive and harmonious image from the street.

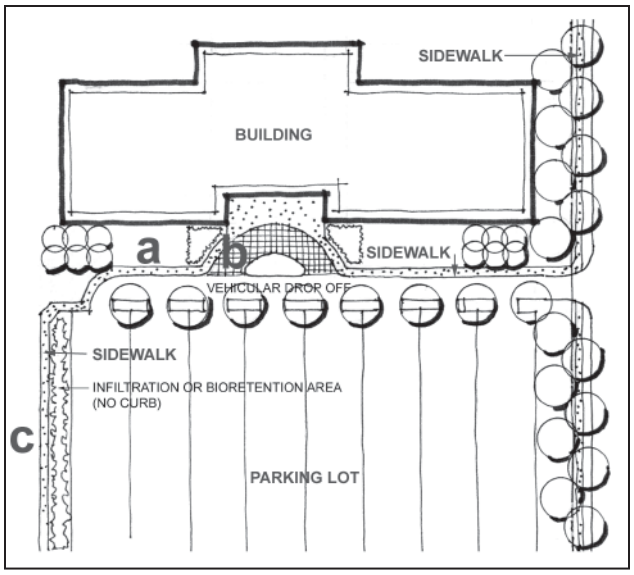


Figure 4.23. Pedestrian paths should be (a) separated from driveways by a 6-inch curb, (b) clearly defined by textured paving if pedestrians and vehicles share the same routes, and/or (c) separated from vehicular areas by a landscaped strip if no curb or no special change in paving is used.

Without limiting sight distance, place freestanding signs closer to the property line to promote a street edge appearance.

Coordinate materials and colors for freestanding signs with materials and design elements/character from the principal buildings on the site. This helps bring the identity of the building to the street edge (Figure 4.22).

Eliminate any glare visible to motorists and pedestrians from the sign's lighting source. Freestanding signs may be internally or externally lit.

On-Site Pedestrian Circulation

Goals:

Properties in the Route 1 corridor should offer safe opportunities for walking. A continuous system of sidewalks and crosswalks should be created to connect buildings to sidewalks along public street rights-of-way, link multiple buildings on sites and make connections to amenity areas. This system should provide a comfortable and inviting environment.

Requirements:

1. Make internal pedestrian walkways a minimum of 5 feet wide.

2. Provide clearly defined paved pedestrian connections:

    a. Between a public right-of-way and building entrances.

    b. Between parking lots and building entrances.

    c. Between transit stops and building entrances.

    d. Along the front facade of a building with multiple entrances for multiple tenants so that access is provided among entrances. This connection is especially important for retail and flex space buildings. In multi-building complexes, design pedestrian circulation and internal landscape areas so they connect buildings together.

3. Clearly separate pedestrian connections from vehicles by one of the following (Figure 4.23):

    a. A 6-inch vertical concrete curb.

b. Textured paving if pedestrians will share vehicular circulation, particularly in arrival/drop off areas, or where pedestrians cross vehicular lanes.

c. A continuous landscape area a minimum 3 feet wide on at least one side of the walkway.

Open Space and Pedestrian Amenity Areas

Goals:

Because of the density allowed in the CAC district, requirements for open space have been set proportional to the size of the development. Open space will provide for the protection of the environment, for recreation or for public use. Plazas, courtyards or similar visitor and employee amenities should be incorporated into site development plans for office, residential and retail uses, especially if part of a multi-building complex. Pedestrian amenity areas must be designed to be open to the public, easily accessible and comfortable for a substantial part of the year. Areas not designed in this manner could be considered to be open space. In sufficiently large developments, a centrally located public open area or focal point should be linked with other amenities through open area corridors that have paths.

To ensure that development complies with this Manual, applicants are required to include locations, designs and calculations of sizes of pedestrian amenity areas on subdivision or site development plans, as applicable, illustrating how their design responds to this Manual's requirements and recommendations.

Requirements:

1. Provide safe, comfortable places where people can stop, view, socialize and rest within the pedestrian circulation system but without impeding pedestrian traffic (Figure 4.24). The area of the sidewalk is not included in the pedestrian amenity area calculations.

2. In the CE District, for sites that are a minimum of 5 acres (not including manufacturing uses), provide 5% of the net acreage for pedestrian amenity areas.

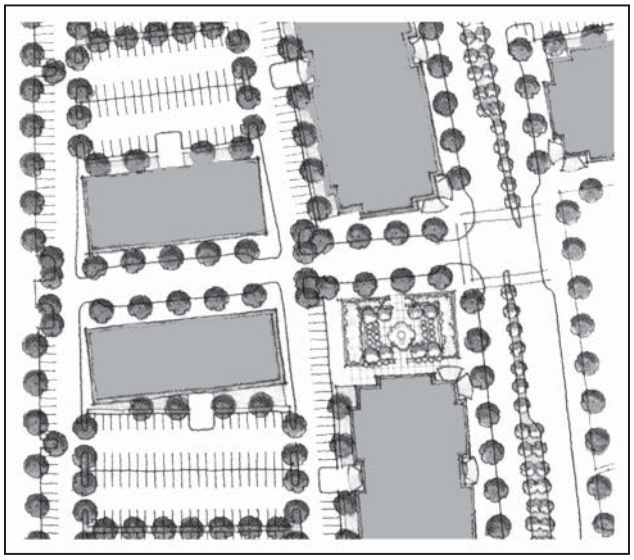


Figure 4.24. Small parks and plazas can be located along streets or within multi-building complexes to provide spaces for gathering and to serve as an attractive focal point.

Figure 4.25. Landscaped plazas can provide space for gathering and outdoor eating, and they can offer pleasant pedestrian connections between buildings.

3. In the TOD and CAC Districts, provide 10% of the net acreage as open space which must be designed as an amenity area open to the public. For sites in the CAC District that are 20 acres or larger, 25% of the net acreage must be provided as open space of which at least 50% must be designed as an amenity area open to the public. Facilities, such as club houses or pools, that are open only to residents and not to the public, cannot be included in the amenity area calculations but would be included in the open space calculations.

4. In the TOD and CAC Districts, furnish spaces with pedestrian amenities such as benches, planters, lighting, newspaper racks, transit shelters, landscaping, and/or recreational facilities. Incorporate the site furniture and fixtures into the site design.

5. Plan courtyard, plazas and other outdoor areas so that they have good physical and visual connections with the building(s).

Recommendations:

1. Refer to Chapter 3, Streetscape Design for recommended site furniture.

2. Have green space fulfill more than one function. For example, stormwater management facilities may be designed as an amenity or a visual focal point.

3. Orient open area locations with seating that receive both sun and shade.

4. In multi-building complexes, design internal landscape areas that connect the buildings. Accent the walks and open areas with landscaping that provides seasonal interest and color. Take maximum advantage of landscaping by providing outdoor eating areas and plazas between buildings (Figure 4.25). Outdoor dining areas can enhance an urban atmosphere and increase activity on the street but may not encroach into a public right-of-way or onto the required minimum dimensions for sidewalks.

5. Where appropriate, provide space for installing bicycle racks or bicycle parking spaces at a minimum of 1 space per 50,000 square feet of gross floor area in all new retail and office developments.

6. For the larger CAC development projects, especially those 20 acres or larger, design a hierarchy of amenity areas. For example, a large central amenity area could be connected by walks to several smaller amenity areas located throughout the development project.

5

BUILDING DESIGN

***P**urpose: The corridor zoning districts aim to promote new development patterns that allow for more intensive and efficient use of prime sites. The multistory and greater pedestrian orientation of these zoning districts is a departure from the current pattern found in business and manufacturing districts. Consequently, the buildings in these locations should have more urban character than buildings in the corridor do presently. The building design requirements and recommendations in this chapter are meant to aid property owners and developers in understanding and achieving the land use goals and design concepts that were agreed upon by citizens and policy makers during the Route 1 Corridor Revitalization Study.*

Figure 5.1. Building facades that have variety and visual interest, especially on the first floor, are important in pedestrian-oriented areas.

Figure 5.2. Although one-story flex space and light industrial buildings will continue in the corridor, multistory office buildings are encouraged in the corridor zoning districts.

Design Concepts

Although this chapter deals with building design, it is not the intent of this Manual to dictate architectural design. Instead, these requirements and recommendations address basic urban/suburban design concepts that relate primarily to land use and site relationships. Many of these requirements and recommendations reflect community opinions expressed in the Visual Preference Survey taken at the citizen workshop.

Because of the concern about the corridor's appearance and the establishment of pedestrian-oriented areas, increased attention should be paid to the visual interest of a building (Figure 5.1). Both for commercial and light industrial buildings, and particularly for those with Route 1 frontage, a well-designed exterior can contribute greatly to improving the appearance of the corridor.

Multistory buildings have traditionally been used to house many different uses in a compact area. Taller buildings can make more efficient use of land and increase the intensity of development, providing the potential for more jobs and more residents in a community (Figure 5.2). Multistory buildings also give a stronger presence on the street than one-story buildings.

To ensure that development complies with this Manual, applicants are required to include schematic architectural elevations on subdivision plans and more detailed elevations on site development plans, as

applicable, illustrating how building design responds to this Manual's requirements and recommendations. For sites with grade changes, include building sections to illustrate how the building and the parking structure, if applicable, relate to the grade changes.

Height

Goals:

Multistory buildings help form an edge to the street, thus defining public space and differentiating it from private space. The increased density of multistory buildings should yield more potential users for pedestrian and transit improvements. In the new corridor zoning districts, certain ground floor retail and commercial uses are allowed as incentives to encourage the construction of multistory buildings.

Requirements:

1. In the CAC District, establish a minimum height of 25 feet so that two-story buildings will be constructed (Figure 5.3). Alternatively, use steep roof lines, false fronts, clerestory windows or other such architectural devices to give the appearance of two-story height.

2. In the CE and TOD Districts, use the height provision that allows for buildings over 60 feet in height if setbacks are increased (Figure 5.4). If the building height is greater than 60 feet, the following additional setbacks shall be provided:

    a. Set the portion of the building that is higher than 60 feet back from the street design right-of-way 1 foot for every 2 feet of height above 60 feet, or

    b. Set the entire building back from the street design right-of-way 1 foot for every 2 feet of height above 60 feet.

Mass and Articulation

Goals:

1. The three corridor zoning districts in the Route 1 corridor encourage new buildings to be located nearer to the street to help form a more urban character to the corridor. In addition to its location, the building itself can add to the urban character. A building's proportion, height and width, as well

Figure 5.3. Two-story minimum building heights will improve the scale of buildings and provide opportunities for a mix of uses on upper floors in the CAC District.

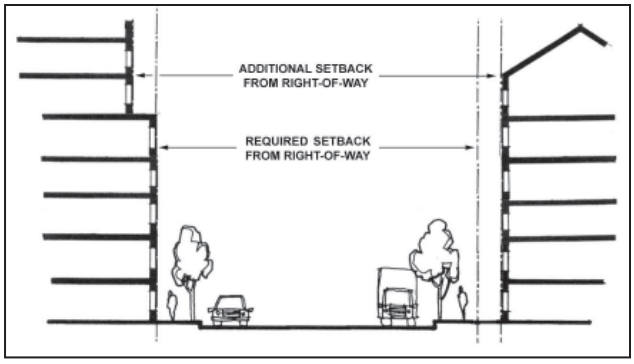


Figure 5.4. To reduce the impact of tall buildings along pedestrian-oriented streets in the CE and TOD districts, either the portion of the building that is higher than 60 feet or the building itself must be set back from the street right-of-way.

Figure 5.5. Facades should be divided into 3 parts: base, middle and top. Architectural details are important at the base.

Figure 5.6. To avoid a large undifferentiated facade, provide articulation through changes in the planes, materials and colors.

Figure 5.7. Well-designed corner entry architecture engages the pedestrians and adds visual interest.

Figure 5.8. Because of the prominence of corners of buildings, use designs such as towers that emphasize their importance.

as the relationship of various design elements, such as windows and doors, to the entire building should be carefully designed and balanced. A building's size and proportion in relation to other surrounding buildings should be evaluated to ensure a sense of harmony. A comprehensive architectural concept should be developed and maintained in multi-building complexes.

2. With the emphasis on increasing opportunities for pedestrians in the corridor, buildings will increasingly be viewed from a pedestrian's point of view. This means that greater detail and greater articulation of building features are warranted, particularly in the TOD and CAC Districts. Articulated building footprints and facades reduce the perceived volume or massing of the building and promote architectural interest.

3. Flex space buildings are common in the Route 1 corridor and are a permitted use in the CE District. Their one-story design and often long, undifferentiated building mass may not make an attractive or strong visual impact from the road. To add visual interest to this type of building, the building facades should be articulated with architectural design details.

Recommendations:

1. Design new multistory buildings with three distinct components: base, middle and top (Figure 5.5). Define each component by horizontal and/or vertical articulation. Facade articulation may consist of changes in the wall plane, use of openings and projections or protrusions from the wall plane, and material and color variations. Integrate parking structures with their associated buildings. If the parking structure is freestanding, apply the same design concepts listed here. These same design concepts also apply to multistory buildings that have "shoulders" or that sit on a low, wide base like a pedestal.

2. Introduce exterior articulation such as changes in color, material or plane for facades that are visible from public streets, if the building's function requires a basic, box-like building form. If the facade is more than 100 feet in length, use recesses and offsets, angular forms or other features to provide visual interest (Figure 5.6).

3. Articulate the corner on corner buildings. Treat corner entry architecture distinctively, to enliven

intersections and facilitate pedestrian flow around the corner. Examples of treatments include angled or rounded corners, corner entries, towers, arches, and other architectural elements (Figure 5.7 and 5.8).

4. Provide the greatest visual interest at the building base, especially in the pedestrian-oriented areas. Articulate the building materials and openings. Carefully design the rhythm, or repetition, of windows, columns, indentations or projections in the facade to create a balanced pattern. Designing for visual interest at the building base is especially important for structures used for parking. Ideally, the parking function should be hidden from the street with retail or office uses adjacent to the street. But if the parking function abuts the sidewalk, design the building base with visually interesting articulation to compensate for the lack of activity along the building base.

5. Avoid large expanses of highly reflective surface and mirror glass exterior walls, to prevent heat and glare impacts on the adjacent public streets and properties.

6. Avoid bright colors, particularly primary colors; limit them to trim and accents. Avoid bright white or off-white for nonresidential buildings.

Roof Design

Goals:

Building roofs should be an integral part of the building design. They are an important element contributing to the visual interest of a building. Roofs should also be designed to screen rooftop mechanical equipment.

Requirements:

1. Integrate parapets and roof screens into the roof design of new buildings and new additions. The material and color of roof screens shall appear identical to those in the roof or building (Figure 5.9).

2. Screen on-roof mechanical equipment by solid building elements. Wherever possible, cluster roof equipment and include in one screen.

Recommendations:

1. Break up long horizontal roof lines by providing articulations in the facades of new buildings. These articulations include change in the height

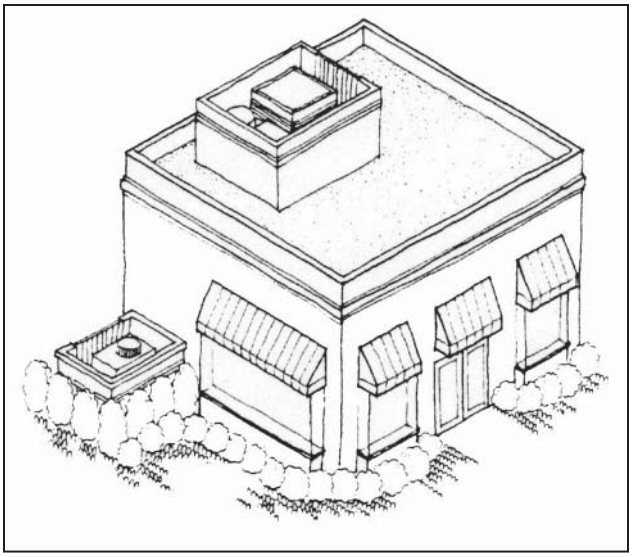


Figure 5.9. Parapets and roof screens help hide mechanical roof equipment.

Figure 5.10. Minor changes in roof heights, materials and details can break up long building facades.

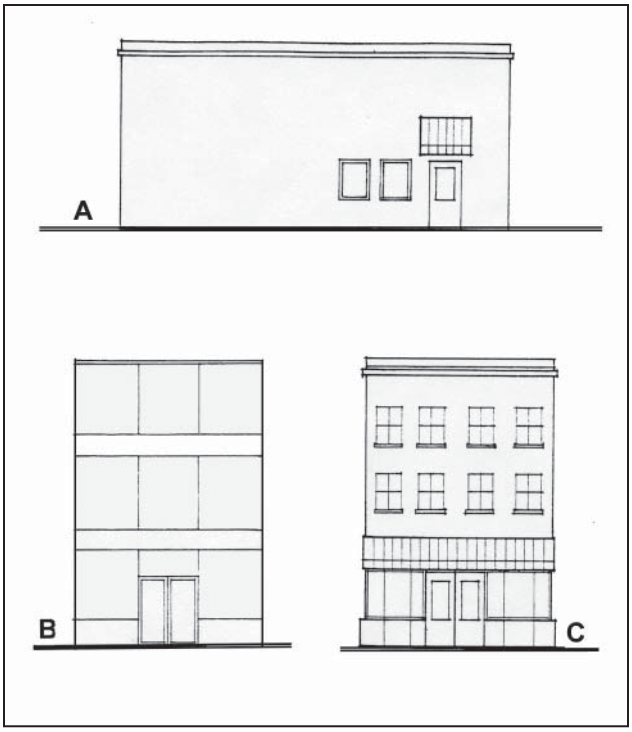


Figure 5.11. A. The doors and windows are unimportant features in this facade and are uninviting features to pedestrians. B. Although this facade offers visibility, the overall design is not animated or interesting. C. The repetition of windows and the balanced design of this facade is pleasing and attractive.

Figure 5.12. Ground floor windows with views of merchandise provide interest for pedestrians and attract customers.

or slopes of portions of roofs, or change in color, material, forms, etc. (Figure 5.10).

2. Encourage the use of equipment wells for sloped or pitched roofs.

3. Consider the use of decorative roof elements, such as projecting cornices, to enhance roof edges especially for mixed-use buildings and buildings that include retail uses.

4. For large or tall buildings, set roof-mounted mechanical equipment back from the edge of the roof so that it is not visible from the public right-of-way. Such setbacks may make roof screens unnecessary.

Door and Window Openings

Goals:

Windows and doors in the facade provide visual interest, encourage pedestrian use and improve safety. Especially in pedestrian-oriented areas, buildings should have doors and first floor windows facing the streets. People using the doors and looking at and through windows on the street sides of buildings will help to enliven the streetscape. Pedestrian activity can help make streets and the buildings that line them safer. Therefore, the placement of doors and windows is an important element for designing an attractive and well-functioning streetscape.

Requirements:

1. In the TOD and CAC Districts, provide street-oriented primary entrances (Figure 5.11). Although an entrance on the public street side of the building is preferred, this requirement may also be satisfied by placing the major entrance on the side of the building, provided the entrance is visible from the street and connected to the street by a sidewalk. Dual access is also acceptable, with entries oriented to the street and to parking at the back or side of the building.

2. In the TOD and CAC Districts, maximize transparency and windows on the ground floor for pedestrian interest (Figure 5.12).

Recommendations:

1. Avoid windowless walls along the public street.

2. Establish recesses for entries and for outdoor eating or display areas. Besides providing gathering areas, these recesses can create visual interest along the street. Planters or landscaping may be incorporated into such recesses, but must not extend into the public sidewalk or right-of-way.

Signs Attached to Buildings

Goals:

Wall and projecting signs should be integrated into the building design to minimize visual clutter and help achieve a more pleasing view from public streets (Figure 5.13).

Requirements:

1. Comply with the requirements of the Howard County Sign Code (Subtitle 5).

Recommendations:

1. Encourage the use of canopies to display the names of businesses.

2. Encourage the use of similar colors and styles in the signs and in the building facades.

3. Use durable materials; limit the use of bright colors and use professionally executed graphic design.

4. Limit signs in windows to no more than 25% of the total window glass area of each retail tenant on the first floor facing the street. Window signs are limited to retail uses only, not for office and industrial uses (Figure 5.14).

Figure 5.13. Locating signs on canopies or on special wall-mounted sign panels provides a consistent and attractive appearance.

Figure 5.14. Signs on windows need to be limited so that they don't distract from the building itself and so that store interiors remain visible to pedestrians.

6

APPLICATION OF THESE STANDARDS

***P**urpose: Because these requirements and recommendations will apply both to new developments and to existing developments as they are changed, it is important to clarify when they will apply completely and when they will apply only partially. Although it is not possible to cover all situations, this chapter provides guidance in making these distinctions.*

Introduction

The requirements and recommendations of this Manual seek to augment and amplify the Zoning Regulations for the CE, TOD and CAC Districts and for all properties abutting the US 1 right-of-way. Compliance with this Manual's requirements and recommendations will, ideally, result in a more complete realization of the intent of the Zoning Regulations.

Design Advisory Panel

In 2008, the County Council approved the establishment of a Design Advisory Panel (DAP). The Panel's purpose is intended to encourage excellence in architecture and site design, to improve design compatibility with the surrounding development, to promote revitalization and to enhance property values. Comprised of design professionals, the Panel reviews and makes recommendations for development projects in the Route 1 Corridor.

DAP review is mandatory for all projects in areas where there is a design manual, such as the Route 1 Manual, that is adopted by the County Council. DAP review precedes the normal plan review process to allow the Panel's recommendations to influence the design of the development project at the earliest opportunity. Only a pre-submission community meeting, if required, comes before the DAP review. Subtitle 15 of the Subdivision and Land Development Regulations describes the Design Advisory Panel's functions and procedures. New Development

New Development

All new development in the CE, TOD and CAC Districts must comply with the requirements listed in Chapters 3, 4 and 5 of this Manual. New development in all other districts on sites with Route 1 frontage must comply with the applicable requirements listed in Chapter 3. For both categories, compliance with applicable recommendations listed in this Manual is strongly encouraged.

Exemptions

It is not the intent of these new regulations and this Manual to impose an undue hardship on the owners of existing structures and uses who propose minor improvements. Thus, the following minor alterations or enlargements are exempt from complying with the Manual:

1. Expansion of a building by less than 10% of the floor area of the building, as existing on the effective date of this legislation, up to a maximum of 5,000 square feet of floor area.
2. Building repairs, repaving or restriping of parking areas, and other maintenance or repair that does not enlarge a building or a use.
3. Removal of parking areas, driveways or other paved areas.

4. A change in the use of an existing building (to a use permitted in the district), if the Department of Planning and Zoning determines, in accordance with the Subdivision and Land Development Regulations, that no changes to site improvements are required.

5. Other minor alterations to a developed site that do not require a site development plan or a revision to an approved site development plan. This includes alterations approved through a waiver of the site development plan requirement or a red-line revision to an existing site development plan.

Existing Improvements

Because much of the development in the corridor occurred prior to the establishment of the three corridor zoning districts, treatment of existing uses is important. Although the CE, TOD and CAC Districts are intended to encourage redevelopment, owners of existing uses may continue those uses and make some changes and enlargements without upgrading the entire site or building to meet the new standards.

Nonconforming uses and noncomplying structures cannot be modified by using the bulk regulations for the CE, TOD and CAC Districts unless the site is brought into full compliance with the requirements of this Manual as determined by the Department of Planning and Zoning (DPZ). Those sites that DPZ determines cannot be brought into full compliance should use the bulk regulations stipulated in the Zoning Regulations for sites not complying with the regulations.

Existing warehouses and industrial buildings in the CE and CAC Districts that were developed for these uses prior to the adoption of these districts may continue through the use of the Continuing Light Industrial (CLI) Overlay District. The existing warehouses or industrial buildings should be documented by property owners with an approved site development plan. If necessary, other materials such as aerial photography may be used to document the existing buildings. The CLI Overlay District allows by right expansions of up to 25% of the square foot area for warehouse and industrial uses. These expansions must meet the bulk regulations and other requirements of the Route 1 Manual for properties in the CE or CAC District.

Alterations or enlargement of existing uses, except as described above, must comply with the Manual. The

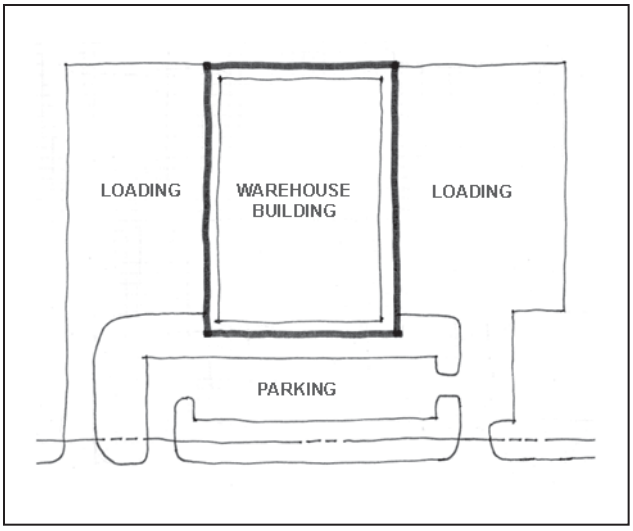


Figure 6.1. ***Before.*** *Building and parking comply with current M-1 setbacks, parking is in front of the building and multiple driveways provide site access.*

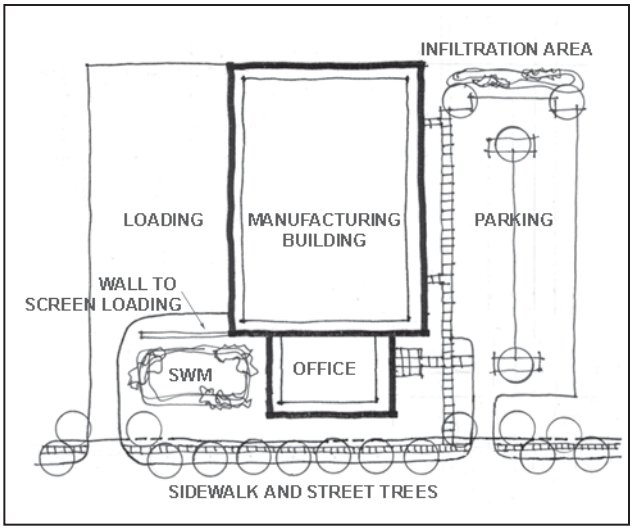


Figure 6.2. ***After.*** *Building is converted to office and manufacturing uses, building and parking comply with CE setbacks, side entrance to building is oriented to roadway, number of driveways is reduced, some loading is converted to parking and loading is screened.*

extent to which they must comply, however, will be in proportion to the extent of the expansion. If buildings or site improvements are expanded, the site shall be brought into compliance with the Route 1 Manual in equal proportion to the percentage of the site impacted by the expansion. The area impacted by the expansion includes the square foot area of building additions and additional parking, loading, driveways, infrastructure, and land cleared or graded.

Site improvements that do not change existing buildings are required to comply only with the Site Renovation and Expansion priorities listed below. Building expansions that do not change site improvements are required to comply only with the Building Renovation and Expansion priorities. When both site and building expansion occurs, compliance with both sets of priorities is required (Figures 6.1 and 6.2).

Site Renovation and Expansion

When partial improvements are made to a site, priority improvements, generally in the order given, are as follows:

1. Add a public sidewalk and construct an on-site sidewalk that links the public sidewalk to the building entrance.
2. Channelize or reduce the number of access points and provide planting, signage and other features to accent the site entrance.
3. Provide street trees.
4. Eliminate outdoor storage areas or screen the view of loading and outdoor storage areas from the Route 1 roadway, other major roads and adjacent residential properties.
5. Use planting or low walls to buffer parking areas from the street.
6. Add landscaped islands and interior planting to existing parking lots.
7. Remove pole mounted signs and replace with low profile, monument type signs.

Building Renovation and Expansion

Relocating or reconstructing existing buildings is not required, but any expansions of buildings should attempt to locate and design the addition to be consistent with the requirements and recommendations in this Manual. Priority building improvements, generally in the order given, are as follows:

1. Expand the building so that the addition brings the building closer to the Route 1 roadway or to the setback from the design right-of-way.
2. Expand the building by adding floors to the existing building or by constructing a multistory addition.
3. Provide a main entrance to the building that faces the Route 1 roadway or provide a side entrance that is visible from the Route 1 roadway.
4. Ensure that there are windows along the street facade.
5. Install new or bring existing wall mounted signage into compliance with the sign code and make it compatible with building materials and design.
6. Screen roof or ground mounted mechanical equipment or utility boxes.

Interpretation

Interpretation of this Manual is the responsibility of the Department of Planning and Zoning. Relief from any of the requirements of this Manual can be requested through an administrative process via an Alternative Compliance Request. A zoning variance is not required. Relief from any of the subdivision regulations can be requested through an administrative process via a waiver petition. Refer to Section 16.104 of the Howard County Subdivision and Land Development Regulations.

If the Department finds extraordinary hardships or practical difficulties with strict compliance with the requirements of this Manual, or if the Department determines that the purposes of this Manual may be better served by an alternate proposal, then a modification to the requirements of this Manual may be granted.

Applicants seeking modifications to these requirements shall submit a Route 1 Manual Alternative Compliance Request form to the Department of Planning and Zoning specifying the section of this Manual they propose to fulfill through alternative compliance. The request must demonstrate that:

1. Strict compliance with the requirements is not feasible or practical or

2. An attractive alternate means of compliance is beneficial or preferred.

3. An Alternative Compliance Request form is posted at http://www.co.ho.md.us/DPZ/formsfeesapplications.htm

APPENDIX A

Purpose: This appendix presents an overview of the key requirements and recommendations for properties in the CE, TOD and CAC Districts and/or that are adjacent to the Route 1 right-of-way. Please note that not all requirements and recommendations are listed in the appendix. The appendix should be used for general information only. For specific requirements and recommendations, please refer to the appropriate chapter in this Manual.

Summary Matrix

Key Requirements and Recommendations	CE	TOD	CAC	OTHER*
STREETSCAPE DESIGN				
With roadway improvements, provide off-peak on-street parking, if allowed		❍	❍	
Construct interconnecting streets; avoid cul-de-sacs	❍	❍	❍	❍
Along Route 1 and pedestrian access roads to MARC stations, install 8' wide sidewalks and pedestrian street lights		●	●	
Install 6' wide sidewalks and, where adequate r-o-w exists, provide 6' wide green strip next to sidewalk (for streets where 8' wide sidewalks are not required)	●	●	●	●
Provide crosswalk pavement treatment	●	●	●	●
Where off-peak on-street parking is allowed, place 2' wide band of concrete pavers next to curb	❍	❍	❍	❍
Along Route 1, provide trash receptacles, benches and bollards and provide space for bus shelters if requested	❍	❍	❍	❍
Create plazas, courtyards and gardens	❍	❍	❍	
Locate utility cabinets and mechanical equipment away from streets and residential areas; otherwise, screen them	●	●	●	●
Place utility lines underground or provide underground conduits for future utility location	❍	❍	❍	❍
Plant medium/large shade street trees 40' apart	●	●	●	❍
Establish a 134' r-o-w for the main line of Route 1, except where it must be greater, as determined by SHA & DPZ	●	●	●	●
SITE DESIGN				
Establish a 10 foot build-to line where applicable		●	●	
Occupy 75% of applicable frontage with buildings		●	●	
Occupy at least 30% of Route 1 frontage with buildings	●			
Minimize curb cuts	●	●	●	❍

LEGEND: ● Required ❍ Recommended

*** OTHER:** Properties in all districts that abut the Route 1 right-of-way.

Key Requirements and Recommendations	CE	TOD	CAC	OTHER*
SITE DESIGN, Continued				
Share entrances	❍	❍	❍	❍
Locate parking at the side or rear of buildings	●	●	●	❍
Link adjacent commercial properties by common drive aisle	❍	❍	❍	❍
Provide walkways from parking lots to building entrances	●	●	●	❍
Create a pedestrian amenity area with at least 5% of the net site area in CE and 10% in TOD and CAC	●	●	●	
Add low walls at main entrance to parking lot	❍	❍	❍	
Distribute landscaping throughout parking lot; landscape islands and medians	●	●	●	
Screen all outside storage areas	●	●	●	❍
Provide pedestrian amenities such as benches, planters, etc.	❍	●	●	
Prohibit loading at front of building	●	●	●	❍
BUILDING DESIGN				
Build to a minimum height of 25’			●	
Articulate building facades to provide visual interest	❍	❍	❍	
Integrate mechanical equipment screens into roof design	●	●	●	
Provide street-oriented primary entrances	❍	●	●	
Provide windows on the ground floor	❍	●	●	

LEGEND: ● Required ❍ Recommended

*** OTHER:** Properties in all districts that abut the Route 1 right-of-way.

Credits:

The following publications and consultants were sources for images and text used in this document:

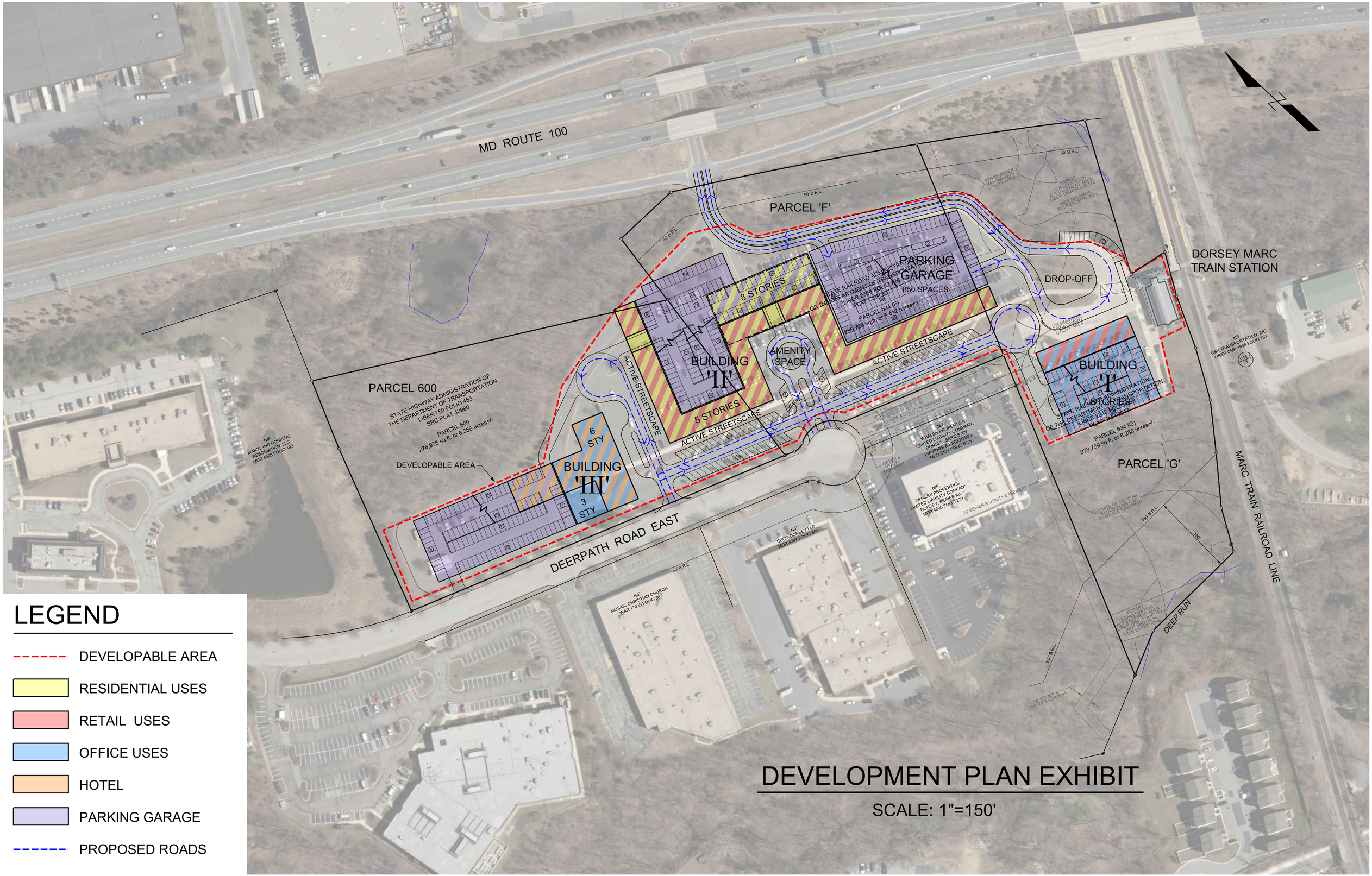
American Planning Association, PAS Report 468, Creating Transit-Supportive Land-Use Regulations
A. Nelessen Associates, Inc.
City of San Carlos, Downtown Urban Design Guidelines
College Park US 1 Corridor Sector Plan, Prince George's County, M-NCPPC
Design Collective, Inc. / Maple Lawn, Maryland, developed by Greenebaum and Rose, Associates
ERM, Inc.
d. w. taylor associates inc.
Greenman-Pedersen, Inc.
Internet Web Sites
URS Corporation
Visions for a New American Dream, A.C. Nelessen, APA Planners Press

For information or alternative formats contact:

DEPARTMENT OF PLANNING AND ZONING

3430 Court House Drive
Ellicott City, Maryland 21043
410-313-2350
www.howardcountymd.gov

Appendix D
Development Plan Exhibit

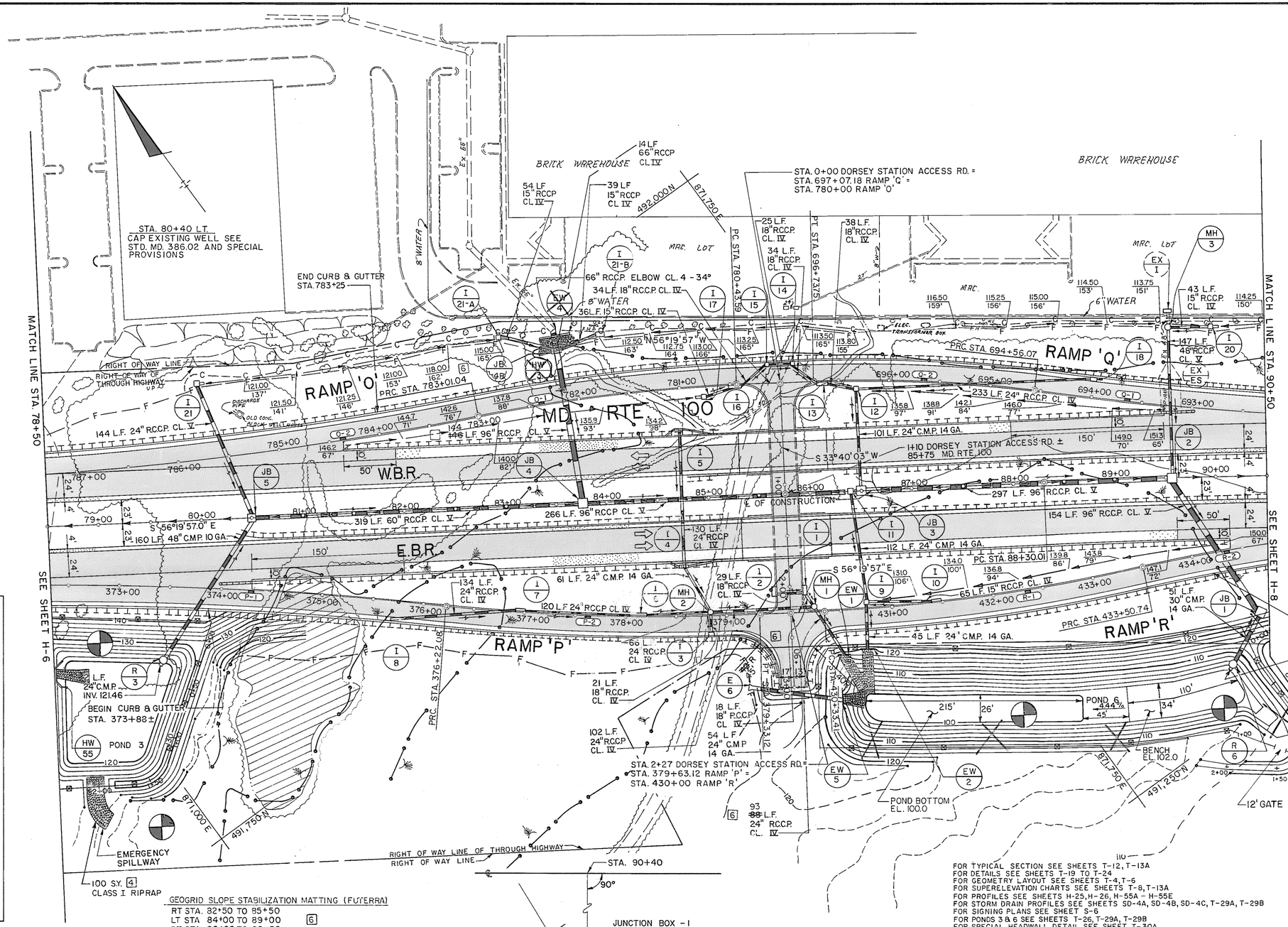

MD ROUTE 100
PARCEL 'F'
50' B.R.L.
PARKING GARAGE
850 SPACES
STATE RAILROAD ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION
LIBER 2369 FOLIO 128
PLAT CMP 5317
PARCEL 634 (F)
239,728 sq.ft. or 5.432 acres+/-
8 STORIES
BUILDING 'II'
5 STORIES
AMENITY SPACE
ACTIVE STREETSCAPE
DROP-OFF
DORSEY MARC TRAIN STATION
BUILDING 'I'
7 STORIES
STATE RAILROAD ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION
LIBER 2345 FOLIO 0001
PLAT CMP 5317
PARCEL 634 (G)
273,759 sq.ft. or 6.285 acres+/-
PARCEL 'G'
PARCEL 600
STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION
LIBER 750 FOLIO 453
SRC PLAT 43980
PARCEL 600
276,976 sq.ft. or 6.358 acres+/-
DEVELOPABLE AREA
BUILDING 'III'
6 STY
3 STY
DEERPATH ROAD EAST
MARC TRAIN RAILROAD LINE
DEEP RUN
N/F MARYLAND HOSPITAL ASSOCIATION, LLC MDR 4328 FOLIO 192
N/F CSX TRANSPORTATION, INC LIBER CMP 1938 FOLIO 181
N/F WHALEN PROPERTIES LIMITED LIABILITY COMPANY, DORSEY, SERIES XIV (SAVINGS & EXCEPTING) MDR 5104 FOLIO 672
N/F WHALEN PROPERTIES LIMITED LIABILITY COMPANY, DORSEY, SERIES XIV MDR 4800 FOLIO 273
N/F BECO DORSEY LLC MDR 4297 FOLIO 301
N/F MOSAIC CHRISTIAN CHURCH WAR 17035 FOLIO 367
20' SEWER & UTILITY EASEMENT
WATER & UTILITY EASEMENT
LIMITS OF 100 YEAR FLOOD PLAIN AND DRAINAGE EASEMENT
FOREST CONSERVATION ACT EASEMENT AREA LIBER 18046 FOLIO 172 (NOT SHOWN IN TITLE EXCEPTIONS)
STORMWATER MANAGEMENT UTILITY AREA
LEGEND
DEVELOPABLE AREA
RESIDENTIAL USES
RETAIL USES
OFFICE USES
HOTEL
PARKING GARAGE
PROPOSED ROADS
DEVELOPMENT PLAN EXHIBIT
SCALE: 1"=150'

Appendix E
Existing Public Utilities Map

F. H. WA. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	SEE TITLE SHEET	38A	475

BM. 131 S.H.A. SPIKE IN 8" MAPLE 3' ± RT. OF MD. RTE. 100 ℄ OF CONSTR. STA. 83+00 ± ELEV. 112.80

BM. 138 S.H.A. SPIKE IN 14" BIRCH 63' ± LT. OF MD. RTE. 100 ℄ OF CONSTR. STA. 89+70 ± ELEV. 103.80



NOTE: PONDS 3 AND 6 ARE INFILTRATION BASINS (SEE SPECIAL PROVISIONS).

6 NOTE: FOR REVISED GRADING OF POND 6 SEE SHEET H-4A

CURVE DATA

O-2		P-1	
Δ =	8°55'12.29"	Δ =	8°07'07.29"
Dc =	1°46'36.54"	Dc =	1°18'18.32"
R =	3,224.63'	R =	4,390.18'
L =	502.03'	L =	622.08'
T =	251.52'	T =	311.56'
E =	9.79'	E =	11.04'

O-1		P-2	
Δ =	8°55'12.29"	Δ =	8°07'07.29"
Dc =	3°27'53.23"	Dc =	2°36'36.65"
R =	1,653.66'	R =	2,195.09'
L =	257.45'	L =	311.04'
T =	128.99'	T =	155.78'
E =	5.02'	E =	5.52'

Q-2		R-1	
Δ =	10°01'40.31"	Δ =	10°39'11.37"
Dc =	4°36'24.51"	Dc =	3°21'25.67"
R =	1,243.72'	R =	1,706.69'
L =	217.67'	L =	317.33'
T =	109.12'	T =	159.12'
E =	4.78'	E =	7.40'

Q-1		R-2	
Δ =	6°41'25.49"	Δ =	14°06'11.19"
Dc =	1°28'01.06"	Dc =	3°52'13.80"
R =	3,905.75'	R =	1,480.32'
L =	456.07'	L =	364.37'
T =	228.30'	T =	183.11'
E =	6.67'	E =	11.28'

GEOGRID SLOPE SOIL STABILIZATION MATTING

RT STA 80+00 TO 82+50
LT. STA. 82+50 TO 84+00 6
LT STA 89+00 TO 90+50

GEOGRID SLOPE SOIL STABILIZATION MATTING (FUTERRA)

RT STA. 82+50 TO 85+50
LT STA 84+00 TO 89+00 6
RT STA 90+00 TO 90+50

FOR TYPICAL SECTION SEE SHEETS T-12, T-13A
FOR DETAILS SEE SHEETS T-19 TO T-24
FOR GEOMETRY LAYOUT SEE SHEETS T-4, T-6
FOR SUPERELEVATION CHARTS SEE SHEETS T-8, T-13A
FOR PROFILES SEE SHEETS H-25, H-26, H-55A - H-55E
FOR STORM DRAIN PROFILES SEE SHEETS SD-4A, SD-4B, SD-4C, T-29A, T-29B
FOR SIGNING PLANS SEE SHEET S-6
FOR PONDS 3 & 6 SEE SHEETS T-26, T-29A, T-29B
FOR SPECIAL HEADWALL DETAIL SEE SHEET T-30A
FOR CONSTRUCTION SCHEDULE SEE SHEET H-4A
FOR MEETS & BOUNDS SEE PLATS 51078, 51079, 51080
FOR TRAFFIC BARRIER 'W' BEAM END TREATMENT SEE SHEETS T-30C - T-30G

LOW SATURATED AREA

A LOW SATURATED AREA EXISTS FROM STATION 72 ± TO STATION 113 ±, MARYLAND ROUTE 100, REFER TO THE SPECIAL PROVISIONS FOR MATERIAL RECOMMENDATIONS.

H-7A OF H-55

KCI TECHNOLOGIES, INC.
1020 Cromwell Bridge Road
Baltimore, Maryland 21286
(410) 321-5500

REVISIONS

4 NEW SHEET REVISION NO 4 5-10-93

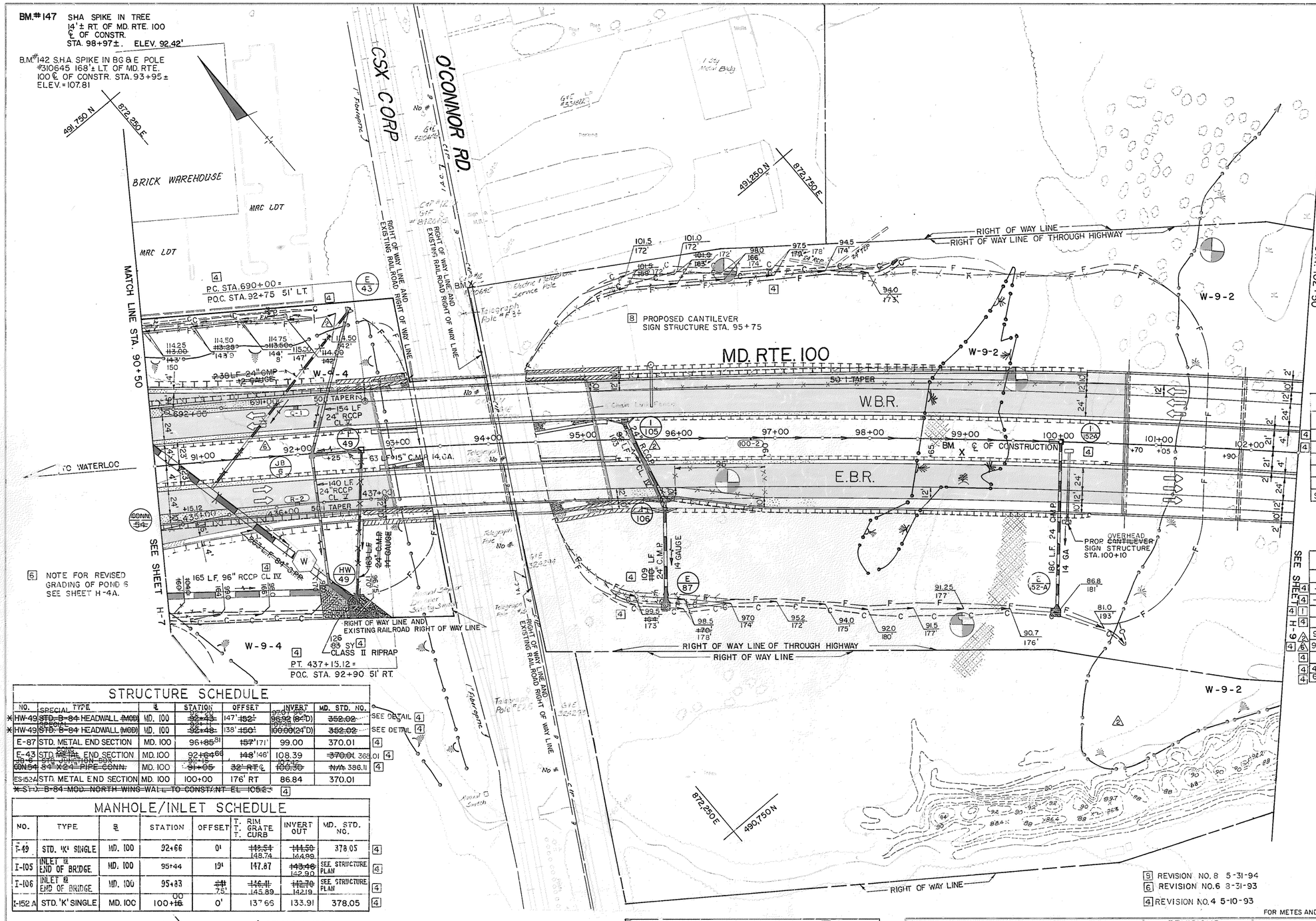
6 REVISION NO. 6 8-31-93

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MD. ROUTE 100 PLAN SHEET

CONT NO AW 090-501-070 F.A.P. NO SEE TITLE SHEET SHEET NO 38A OF 475

PREL TRAC BY _____ FINAL TRAC BY W.H.J.

F. H. WA. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	SEE TITLE SHEET	39	475



FOR TYPICAL SECTION SEE SHEETS T-12, T-13A 4
FOR DETAILS SEE SHEETS T-19 TO T-24
FOR GEOMETRY LAYOUT SEE SHEETS T-4, T-6
FOR SUPERELEVATION CHARTS SEE SHEETS, T-8, T-13A 4
FOR PROFILES SEE SHEETS H-26, H-27, H-55C, H-55D
FOR STORM DRAIN PROFILES SEE SHEETS SD-4, SD-5, SD-12
4 FOR SPECIAL HEADWALL SEE SHEET T-30 B.
FOR STRUCTURES SEE SHEETS, S2-1, TO S2-28

FOR SIGNING PLANS SEE SHEETS S-7
FOR DIVERSION CHANNELS SEE SHEETS MS-6, MS-7

6' CHAIN LINK FENCE

STATION	L.F.	NO. OF TERM. POSTS	REMARKS
MD 100 90+50 TO 93+25 LT	355	3	
MD 100 94+00 TO 100+70 LT	1000	4	
MD 100 90+50 TO 93+50 RT	410	2	
MD 100 94+25 TO 100+70 RT	930	3	

5" CONCRETE GUTTER

STATION		S.Y.	REMARKS
92+66	M	4	MD. 100
100+00	M	4	MD. 100

DITCH SCHEDULE

LOCATION	℄	TYPE	LINING	D	BOTTOM WIDTH	S.Y.
4 STA. 90+50 TO 92+62 M	MD. 100	V	SSM	0.5' ~~1.0'~~	N/A	192 ~~386~~
4 STA. 90+50 TO 92+25 LT.	MD. 100	V ~~TRAP~~	SSM	1.0'	N/A ~~2.0'~~	87 ~~117~~
STA. 90+50 TO 92+43 RT.	MD. 100	TRAP	SSM	1.0'	2.0'	129
STA. 95+00 TO 98+00 LT.	MD. 100	TRAP	SSM	1.0'	2.0'	200
STA. 95+50 TO 100+50 RT.	MD. 100	TRAP	SSM	1.0'	2.0'	360
STA. 95+30 TO 100+16 M.	MD. 100	V	SSM	1.0'	N/A	870

TRAFFIC BARRIER 'W' BEAM

STATION 453	L.F.	END TREATMENT	REMARKS
4 ~~90+50 TO 92+45 LT.~~	~~195~~	~~661.01~~	~~MD. 100~~ 5
4 ~~90+50 TO 92+65 RT.~~	~~215~~	~~661.01~~	~~MD. 100~~ 5
4 1 95+40 TO 100+26 LT.	~~486~~ 540	~~661.01~~ 660.41-661.01	MD. 100 5
4 95+62 TO 100+35 RT.	~~474~~ 440	~~661.01~~ 660.41	MD. 100 5
5 90+50 TO PARAPET LT.	230	4 ~~661.01~~ 660.41	MEDIAN 5
4 6 90+50 TO PARAPET RT.	~~230~~ 197	2 661.01	MEDIAN 5
4 95+38 TO 100+53 M.	~~1030~~ 954	4 - 661.01, 2 - 660.41	MEDIAN 5
4 434+75 TO 436+90 RT	215	661.01	RAMP 'R'
4 690+30 TO 692+25 RT	195	660.41	RAMP 'Q'

5

STRUCTURE SCHEDULE

NO.	SPECIAL TYPE	℄	STATION	OFFSET	INVERT	MD. STD. NO.	
* HW-49	~~STD. B-84 HEADWALL (MOD)~~ (SEE DETAIL)	MD. 100	~~92+43~~ 92+41	147' ~~152'~~	~~96.92 (24"D)~~ 96.92 (24"D)	~~352.02~~	SEE DETAIL 4
* HW-49	~~STD. B-84 HEADWALL (MOD)~~	MD. 100	~~92+48~~ 92+41	138' ~~150'~~	~~100.00 (24"D)~~ 100.00 (24"D)	~~352.02~~	SEE DETAIL 4
E-87	STD. METAL END SECTION	MD. 100	96+85 81	~~157'~~ 171'	99.00	370.01	4
E-43	STD. METAL END SECTION	MD. 100	92+64 66	~~148'~~ 146'	108.39	~~370.01~~ 368.01	4
~~JB-6 CON.54~~	~~STD. JUNCTION BOX 24" X 24" PIPE CONN.~~	MD. 100	~~91+05~~ 92+12	~~32' RT.~~	~~100.50~~ 102.12	~~N/A~~ 386.11	4
ES-152A	STD. METAL END SECTION	MD. 100	100+00	176' RT	86.84	370.01	
~~* STD. B-84 MOD. NORTH WING WALL TO CONSTRUCT EL. 105.2~~							4

MANHOLE/INLET SCHEDULE

NO.	TYPE	℄	STATION	OFFSET	T. RIM T. GRATE T. CURB	INVERT OUT	MD. STD. NO.	
I-49	STD. 'K' SINGLE	MD. 100	92+66	0'	~~142.54~~ 148.74	~~141.50~~ 146.89	378.05	4
I-105	INLET @ END OF BRIDGE	MD. 100	95+44	19'	147.87	~~143.46~~ 142.90	SEE STRUCTURE PLAN	4
I-106	INLET @ END OF BRIDGE	MD. 100	95+83	~~11~~ 7.5'	~~146.11~~ 145.89	~~142.70~~ 142.19	SEE STRUCTURE PLAN	4
I-152 A	STD. 'K' SINGLE	MD. 100	100+~~16~~ 00	0'	137.65	133.91	378.05	4

GEOGRID SLOPE SOIL STABILIZATION MATTING
5 LT. STA. 90+50 TO 93+00
RT. STA. 91+50 TO 93+00

6 GEOGRID SLOPE SOIL STABILIZATION MATTING (FUTERRA)
RT. STA 90+50 TO 91+50

STD TYPE 'A' COMB CURB & GUTTER		4
STATION	L.F.	REMARKS
434+75 TO 436+90 R	215	RAMP 'R'
690+30 TO 692+25 R	195	RAMP 'Q'

A LOW SATURATED AREA EXISTS FROM STATION 72± TO STATION 113±, MARYLAND ROUTE 100. REFER TO SPECIAL PROVISIONS FOR MATERIAL RECOMMENDATIONS.

SURFACE DUMPS

SURFACE DUMPS EXIST FROM STATION 99+50± TO STATION 99+50±, MARYLAND ROUTE 100, FROM ℄ CONSTRUCTION TO THE PROPOSED R/W LINE ON THE RIGHT, CONTAINING SOIL, CONCRETE, AND/OR MISCELLANEOUS TRASH. SEE SPECIAL PROVISIONS

5 REVISION NO. 8 5-31-94
6 REVISION NO. 6 8-31-93
4 REVISION NO. 4 5-10-93

FOR METES AND BOUNDS SEE PLATS 51079, 51080

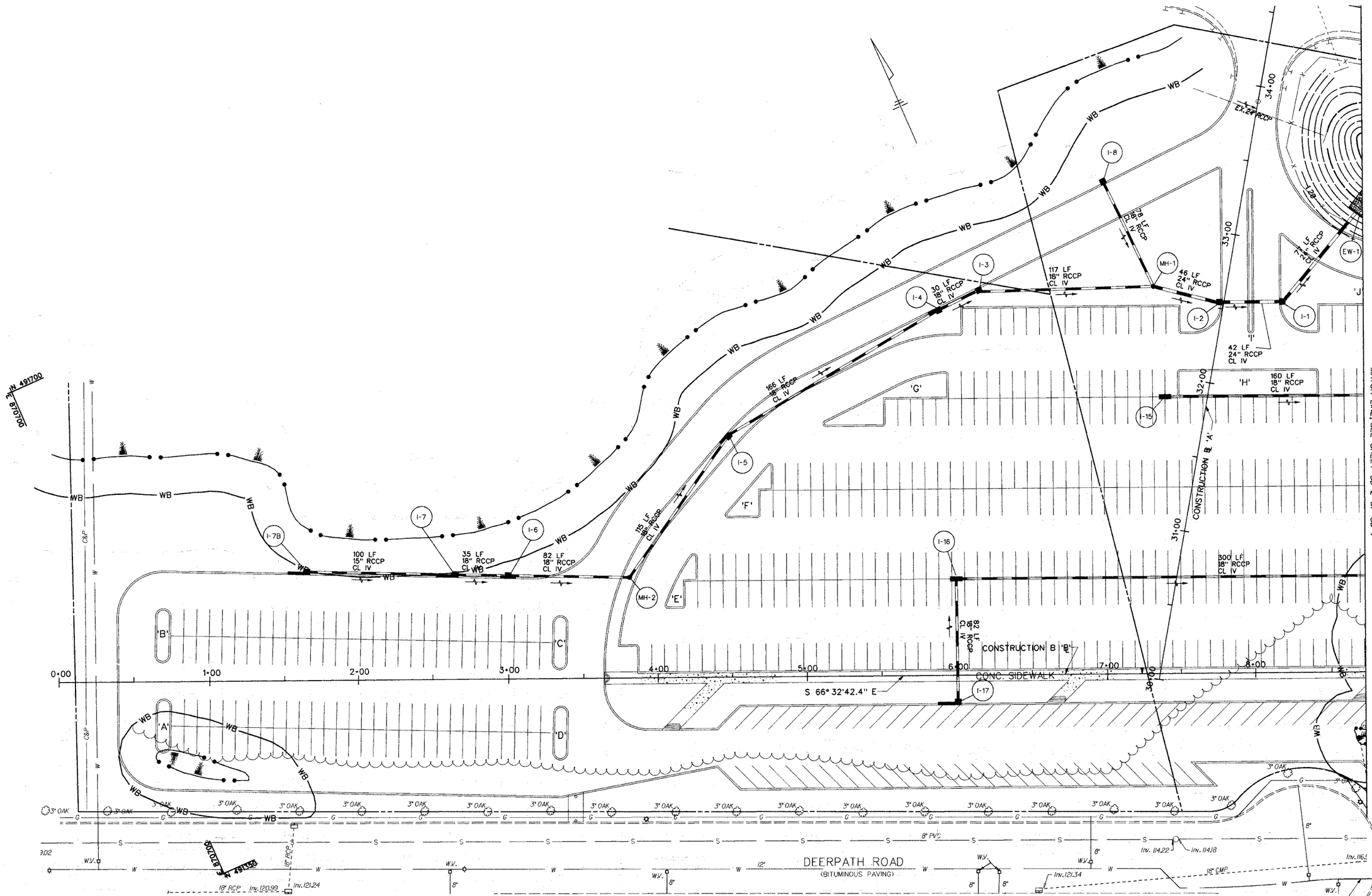
H-8 OF H-55

KIDDE CONSULTANTS, INC.
ENGINEERS · PLANNERS · SURVEYORS
1020 CROMWELL BRIDGE ROAD
TOWSON, MARYLAND 21204
(301) 321-5500

REVISIONS
2 ADDENDUM NO. 2 12/19/91
6 ADDENDUM NO. 6 4/7/92
8 ADDENDUM NO. 8 5-13-92
1 REVISION No. 1 9-23-92

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
MD. ROUTE 100 PLAN SHEET

CONT. NO. AW 880-501-070 F. A. P. NO. SEE TITLE SHEET SHEET NO. 39 OF 475
PRELIM. TRAC. BY J.T.W. FINAL TRAC. BY L.A.A., W.C.B., R.L.B.



SD-1 OF SD-7

Drafting	RWC
Check	JGK
Design	TJW
Check	KBR

DATE	REVISIONS

KCI TECHNOLOGIES, INC.
ENGINEERS o PLANNERS o SURVEYORS
10 NORTH PARK DRIVE, HUNT VALLEY, MARYLAND 21030, (410)316-7800

MARC

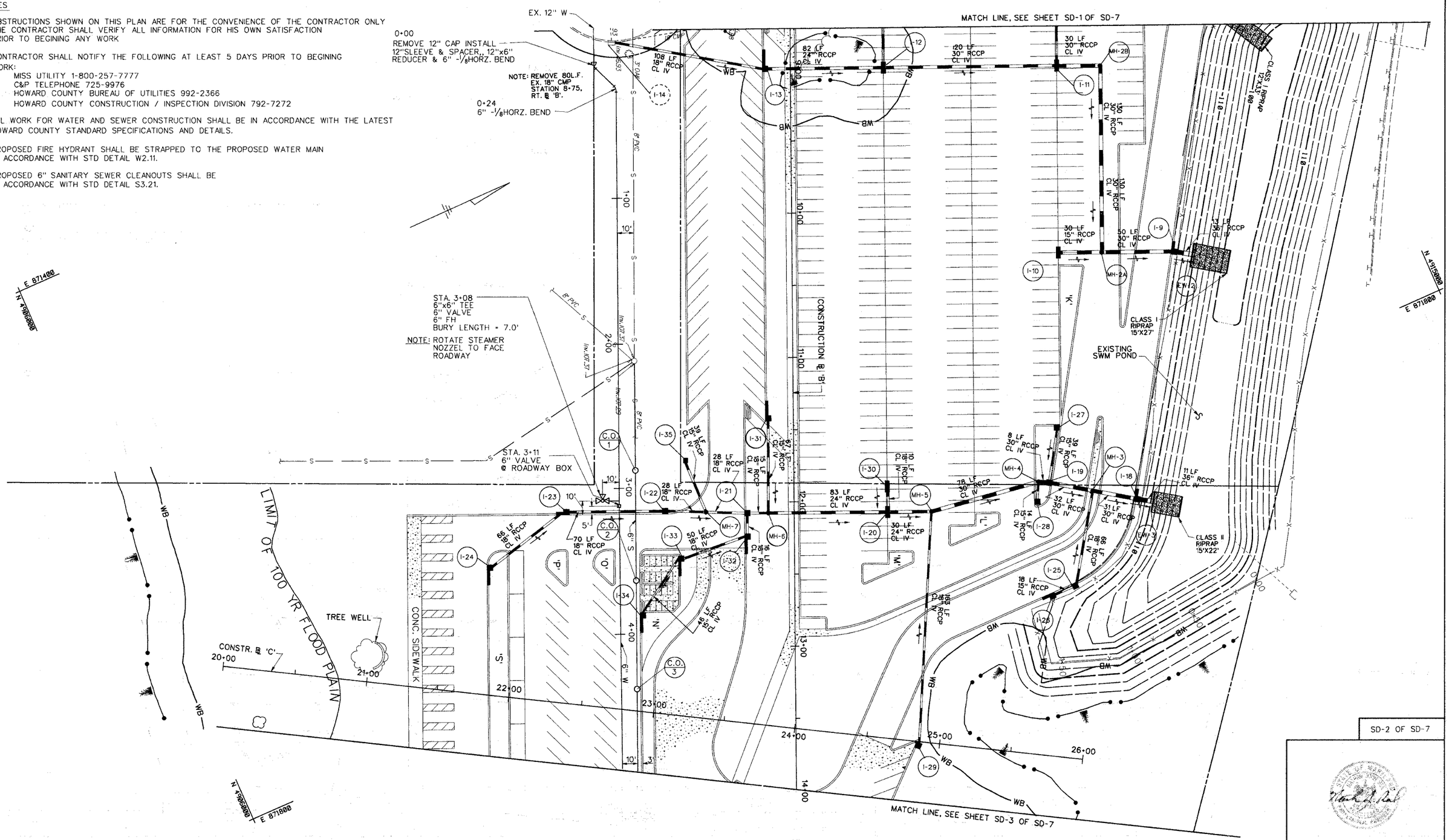
MDOT
MASS TRANSIT ADMINISTRATION
CONTRACT NO. MTA-4443-110

DORSEY COMMUTER RAIL STATION
STORM DRAIN, WATER & SEWER PLAN

SHEET	DATE	JOB
14 OF 101	MARCH, 1994	NUMBER 01-86388
	SCALE 1"=30'	

NOTES

1. OBSTRUCTIONS SHOWN ON THIS PLAN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY THE CONTRACTOR SHALL VERIFY ALL INFORMATION FOR HIS OWN SATISFACTION PRIOR TO BEGINING ANY WORK
2. CONTRACTOR SHALL NOTIFY THE FOLLOWING AT LEAST 5 DAYS PRIOR TO BEGINING WORK:
   MISS UTILITY 1-800-257-7777
   C&P TELEPHONE 725-9976
   HOWARD COUNTY BUREAU OF UTILITIES 992-2366
   HOWARD COUNTY CONSTRUCTION / INSPECTION DIVISION 792-7272
3. ALL WORK FOR WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST HOWARD COUNTY STANDARD SPECIFICATIONS AND DETAILS.
4. PROPOSED FIRE HYDRANT SHALL BE STRAPPED TO THE PROPOSED WATER MAIN IN ACCORDANCE WITH STD DETAIL W2.11.
5. PROPOSED 6" SANITARY SEWER CLEANOUTS SHALL BE IN ACCORDANCE WITH STD DETAIL S3.21.



SD-2 OF SD-7

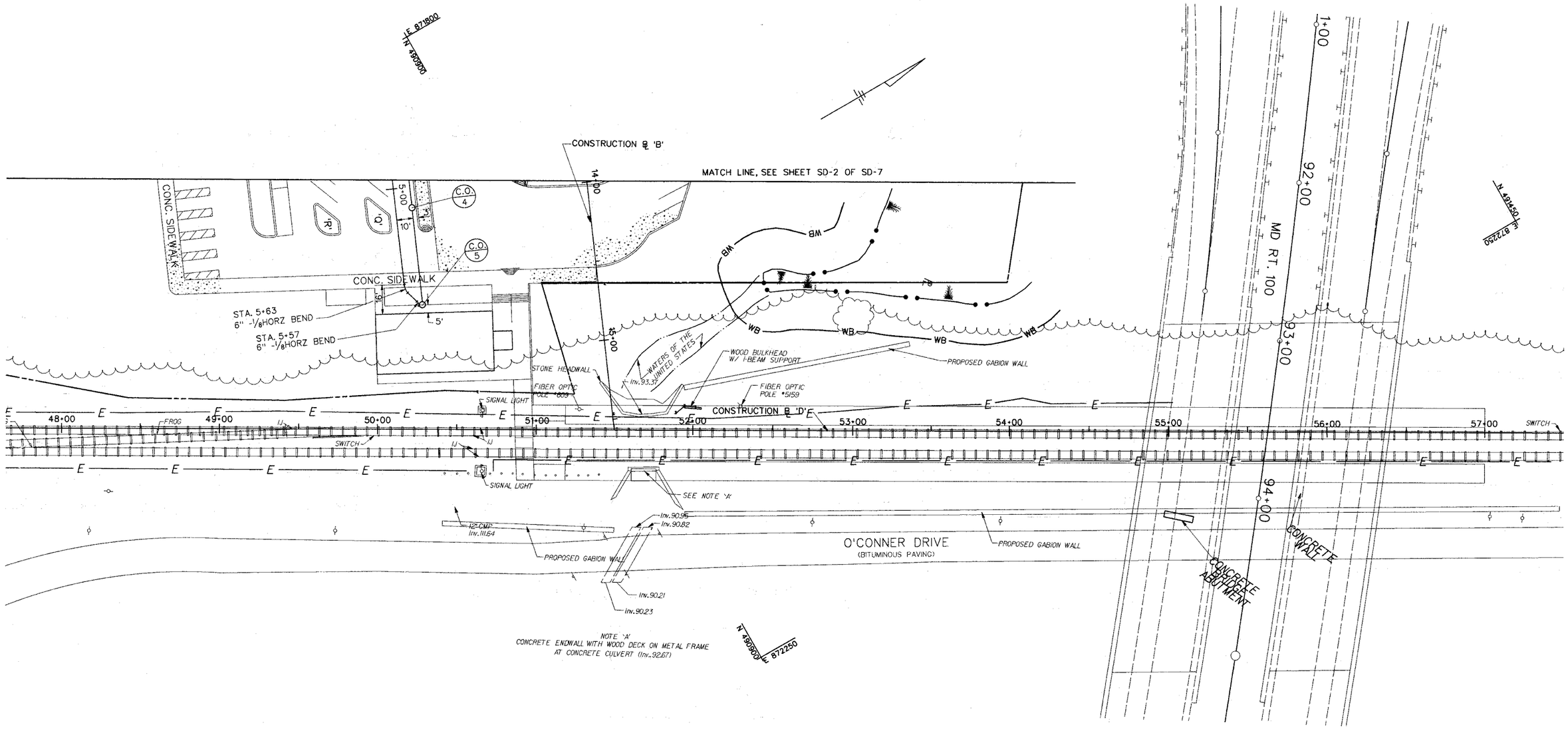
Drafting RWC	DATE	REVISIONS
Check JGK		
Design TJW		
Check KBR		

KCI TECHNOLOGIES, INC.
ENGINEERS o PLANNERS o SURVEYORS
10 NORTH PARK DRIVE, HUNT VALLEY, MARYLAND 21030, (410)316-7800

MARC
MDOT
MASS TRANSIT ADMINISTRATION
CONTRACT NO. MTA-4443-110

DORSEY COMMUTER RAIL STATION
STORM DRAIN, WATER & SEWER PLAN

SHEET	DATE	JOB NUMBER
15 OF 101	MARCH, 1994	01-86388
	SCALE 1"=30'	



SD-3 OF SD-7

Drafting	RWC	
Check	JGK	
Design	JGK	
Check	KER	

DATE	REVISIONS

KCI TECHNOLOGIES, INC.
ENGINEERS o PLANNERS o SURVEYORS
10 NORTH PARK DRIVE, HUNT VALLEY, MARYLAND 21030, (410)316-7800

MDOT
MASS TRANSIT ADMINISTRATION
CONTRACT NO. MTA-4443-110

DORSEY COMMUTER RAIL STATION
STORM DRAIN, WATER & SEWER PLAN

SHEET	DATE	JOB NUMBER
16 OF 101	MARCH, 1994	01-86388
	SCALE 1"=30'	

M:\01B6388.D\HH-03.DGN\HHSD3A.PRF

NOTE: STATION AND OFFSET FOR COG AND COS INLET GIVEN AT FACE OF CURB AT CENTER OF INLET CHAMBER. TOP OF CURB GIVEN AT INLET STATION AND OFFSET.

INLET AND MANHOLE SCHEDULE

NO.	TYPE	℄	STATION	OFFSET	TOP OF CURB/RIM	INVERT OUT	MD. STD. NO.
I-1	5' COG INLET	A	32+61	37' RT	120.21	112.71	MD-374.51
I-2	5' COG INLET	A	32+54	1' LT	120.08	113.12	MD-374.51
I-3	5' COS INLET	A	32+37	164' LT	122.32	115.22	MD-374.61
I-4	10' COG INLET	A	32+18	188' LT	122.52	115.72	MD-374.51
I-5	10' COG INLET	A	31+12	313' LT	123.76	116.92	MD-374.51
I-6	10' COS INLET	B	3+00	67' LT	124.41	118.30	MD-374.61
I-7	15' COG INLET	B	2+65	68' LT	124.61	118.67	MD-374.51
I-7B	15' COG INLET	B	1+66	70' LT	125.09	119.42	MD-374.51
I-8	5' COG INLET	A	33+18	93' LT	123.24	117.57	MD-374.51
I-9	10' COG INLET	B	10+29	262' LT	116.51	108.09	MD-374.51
I-10	TRIPLE WR INLET	B	10+30	184' LT	115.20	111.70	MD-374.08
I-11	TRIPLE WR INLET	B	9+00	184' LT	116.87	110.34	MD-374.08
I-12	TRIPLE WR INLET	B	9+00	64' LT	116.27	111.54	MD-374.08
I-13	15' COG INLET	B	9+00	20' LT	118.32	112.65	MD-374.51
I-15	TRIPLE WR INLET	B	7+40	184' LT	118.95	115.45	MD-374.08
I-16	TRIPLE WR INLET	B	6+00	64' LT	120.17	115.94	MD-374.08
I-17	15' COG INLET	B	6+00	20' RT	122.22	116.55	MD-374.51
I-18	10' COG INLET	B	12+01	208' LT	113.83	104.99	MD-374.51
I-19	5' COG INLET	B	11+89	180' LT	114.13	106.01	MD-374.51
I-20	TRIPLE WR INLET	B	12+08	64' LT	112.27	107.64	MD-374.08
I-21	5' COS INLET	B	12+08	33' RT	114.62	108.87	MD-374.61
I-22	10' COG INLET	B	12+08	91' RT	115.79	110.10	MD-374.51
I-23	10' COG INLET	B	12+08	158' RT	117.13	111.46	MD-374.51
I-24	15' COG INLET	B	12+44	213' RT	118.63	112.96	MD-374.51
I-25	5' COS INLET	B	12+50	193' LT	113.13	107.32	MD-374.61
I-26	10' COG INLET	B	12+65	178' LT	113.33	107.66	MD-374.51
I-27	5' COG INLET	B	11+48	185' LT	114.31	108.60	MD-374.51
I-28	5' COG INLET	B	12+02	168' LT	113.80	108.00	MD-374.51
I-29	5' COS INLET	B	13+69	80' LT	115.17	109.50	MD-374.61
I-30	TRIPLE WR INLET	B	11+90	64' LT	112.47	108.97	MD-374.08
I-31	15' COG INLET	B	10+42	20' RT	115.17	109.50	MD-374.51
I-32	15' COG INLET	B	12+24	33' RT	114.82	109.15	MD-374.51
I-33	10' COG INLET	B	12+38	81' RT	115.87	110.20	MD-374.51
I-34	15' COG INLET	B	12+78	109' RT	116.87	111.20	MD-374.51
I-35	STD. SINGLE TYPE K	B	11+71	76' RT	113.50	109.75	MD-378.05
MH-1	SHALLOW MANHOLE TYP. D	A	32+57	49' LT	121.35	113.55	MD-383.00
MH-2	SHALLOW MANHOLE TYP. D	B	3+81	67' LT	124.55	117.69	MD-383.00
MH-2A	SHALLOW MANHOLE TYP. A	B	10+29	214' LT	115.78	109.14	MD-383.00
MH-2B	SHALLOW MANHOLE TYP. A	B	9+00	214' LT	117.47	109.99	MD-383.00
MH-3	SHALLOW MANHOLE TYP. D	B	11+94	208' LT	114.48	105.65	MD-383.00
MH-4	SHALLOW MANHOLE TYP. D	B	11+88	171' LT	114.00	106.25	MD-383.00
MH-5	SHALLOW MANHOLE TYP. A	B	12+08	94' LT	112.88	106.84	MD-383.00
MH-6	SHALLOW MANHOLE TYP. D	B	12+08	18' RT	114.41	108.26	MD-383.00
MH-7	SHALLOW MANHOLE TYP. A	B	12+07	62' RT	114.53	109.30	MD-383.00

END TREATMENT SCHEDULE

NO.	TYPE	℄	STATION	OFFSET	INVERT	MD. STD. NO.
EW-1	TYPE C ENDWALL, 24"	A	33+30	76' RT	111.56	MD-354.01
EW-2	TYPE C ENDWALL, 36"	B	10+30	277' LT	108.03	MD-354.01
EW-3	TYPE C ENDWALL, 36"	B	12+02	250' LT	104.88	MD-354.01

SD-4 OF SD-7

Drafting TJW	DATE	REVISIONS
Check JGK		
Design TJW		
Check KBR		

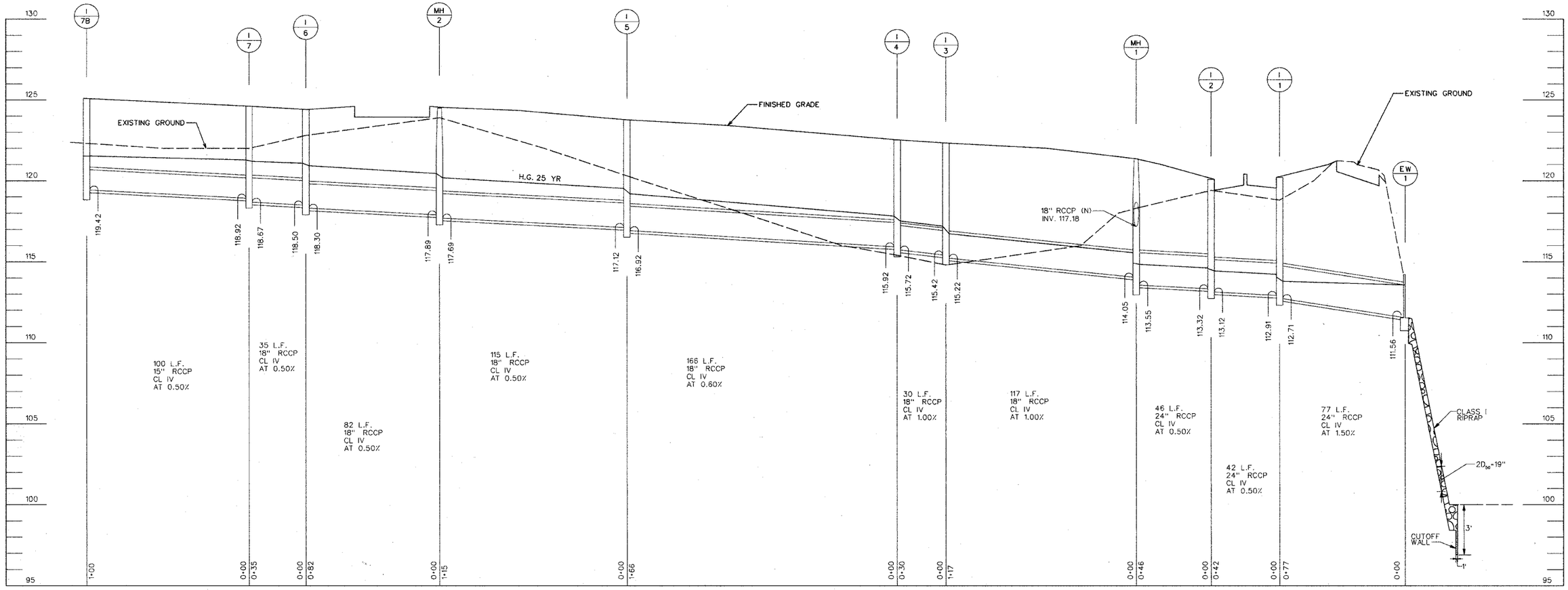
KCI TECHNOLOGIES, INC.
ENGINEERS • PLANNERS • SURVEYORS
10 NORTH PARK DRIVE, HUNT VALLEY, MARYLAND 21030, (410)316-7800

MARC
MDOT
MASS TRANSIT ADMINISTRATION
CONTRACT NO. MTA-4443-110

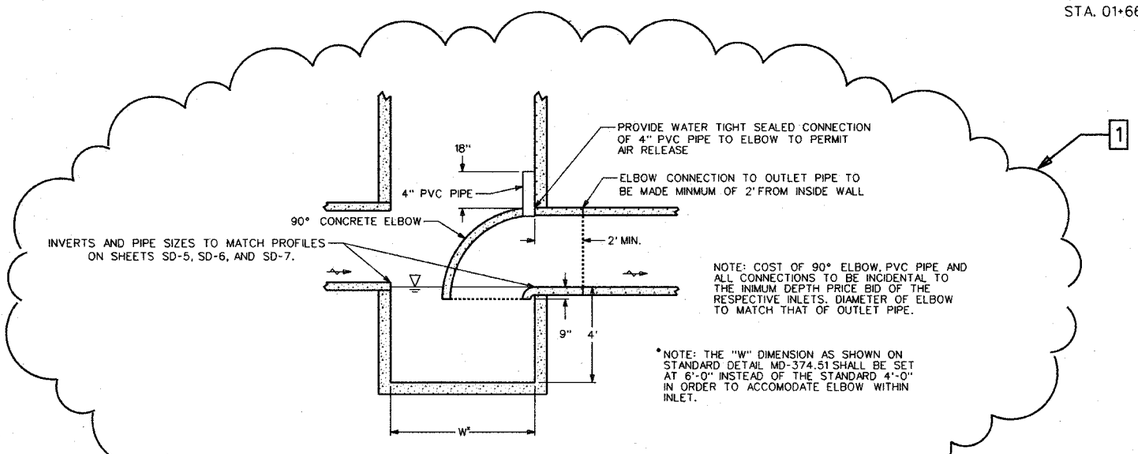
DORSEY COMMUTER RAIL STATION
STORM DRAIN SCHEDULES

SHEET 17 OF 101 | DATE MARCH, 1994 | SCALE | JOB NUMBER 01-86388

STRMDRN4.DGN



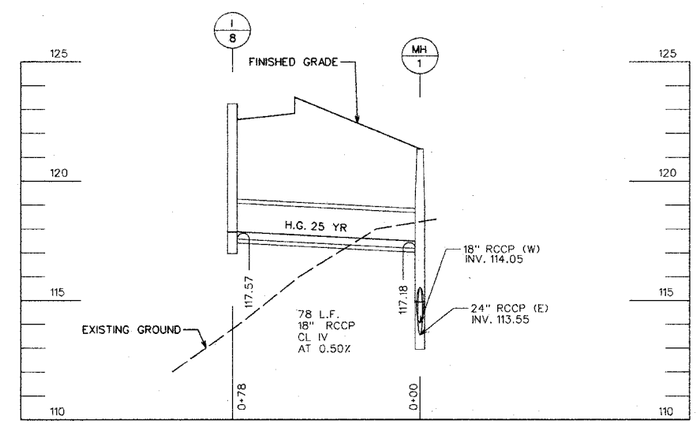
STA. 01+66 (LT.) TO STA. 8+65 (LT.) ℄ B



MODIFIED INLET DETAIL

FOR INLETS I-1, I-9, AND I-18

N.T.S.

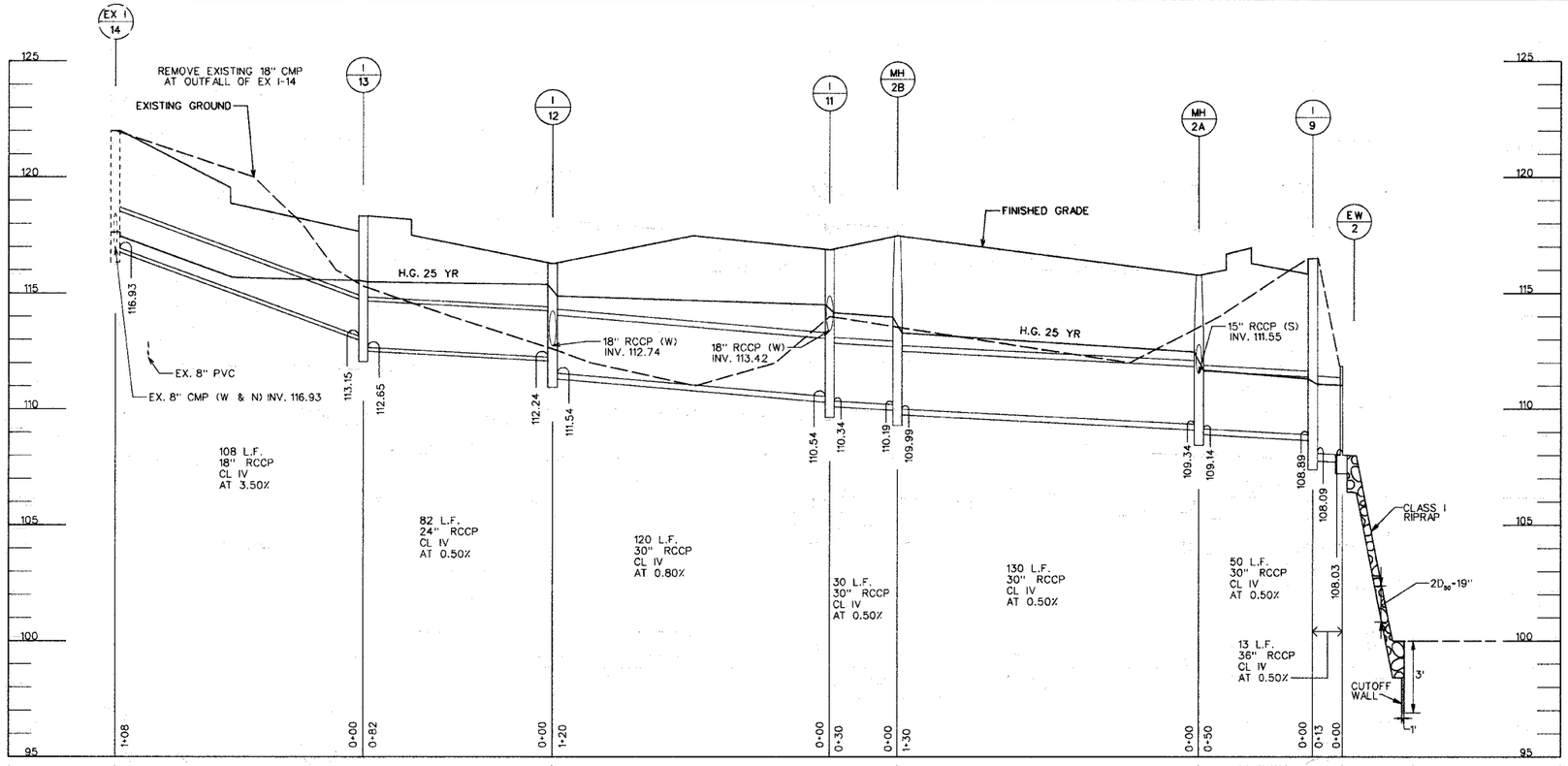


STA. 32+57 (LT.) TO STA. 33+18 (LT.) ℄ A

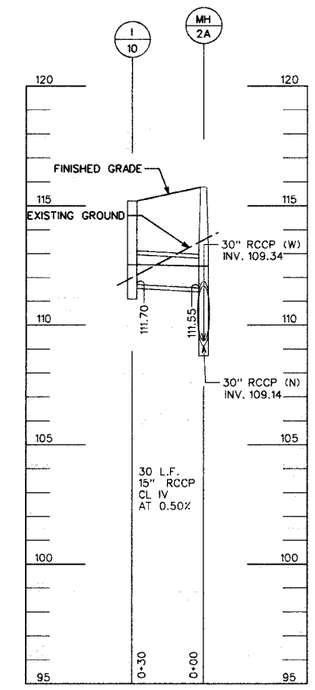
SD-5 OF SD-7

Drafting TJW	DATE	REVISIONS	KCI TECHNOLOGIES, INC. ENGINEERS o PLANNERS o SURVEYORS 10 NORTH PARK DRIVE, HUNT VALLEY, MARYLAND 21030, (410)316-7800	MDOT MASS TRANSIT ADMINISTRATION CONTRACT NO. MTA-4443-110	STORM DRAIN PROFILES	SHEET 18 OF 101	DATE	JOB NUMBER
Check JGK	6-8-94	1 REVISION NO. 1 - NEW SHEET					SCALE 1"=30' HORZ. 1"=3' VERT.	
Design TJW								
Check KBR								

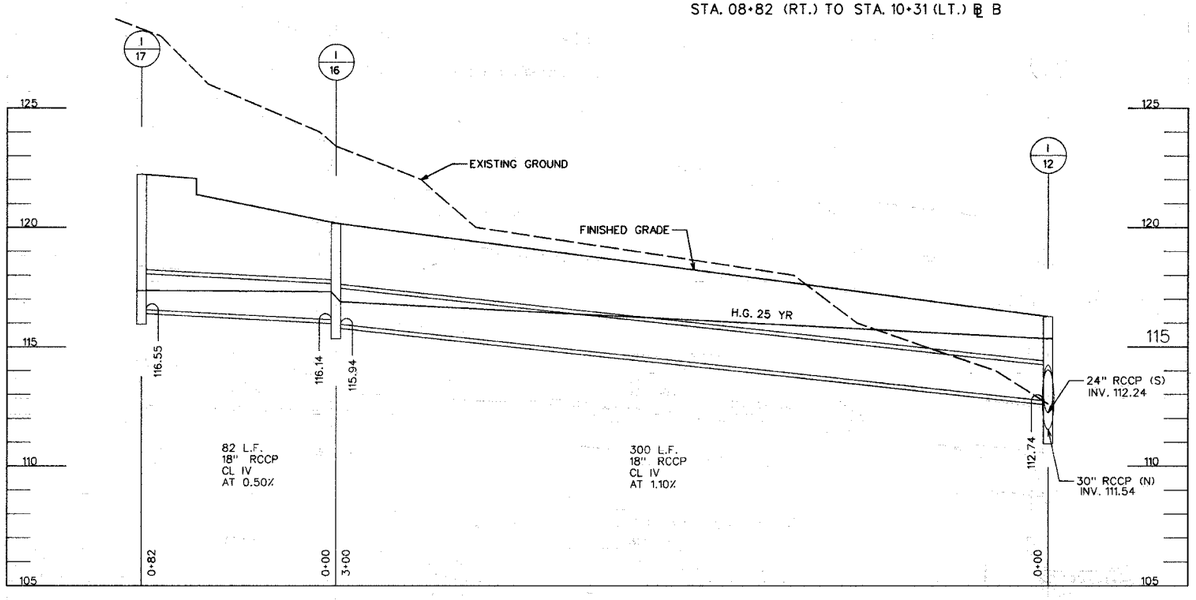
STRMDRN1.DGN



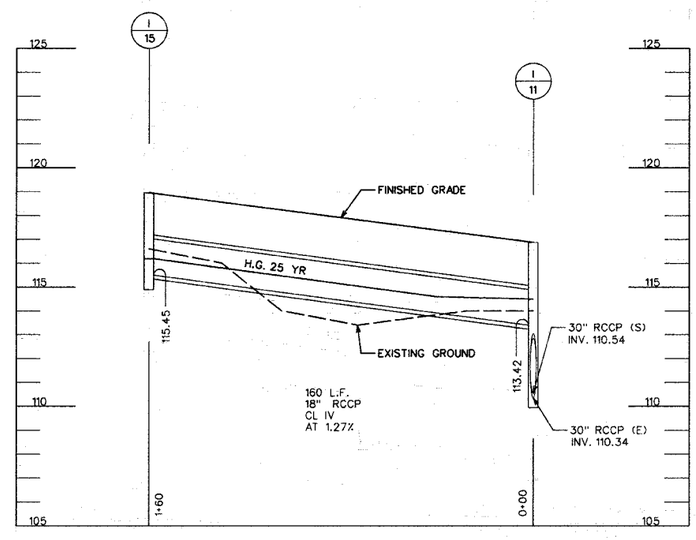
STA. 08+82 (RT.) TO STA. 10+31 (LT.) ℄ B



STA. 10+29 (LT.) ℄ B



STA. 06+00 (RT.) TO STA. 09+00 (LT.) ℄ B



STA. 07+40 (LT.) TO STA. 09+00 (LT.) ℄ B

SD-6 OF SD-7

Drafting TJW	DATE	REVISIONS
Check JGK		
Design TJW		
Check KBR		

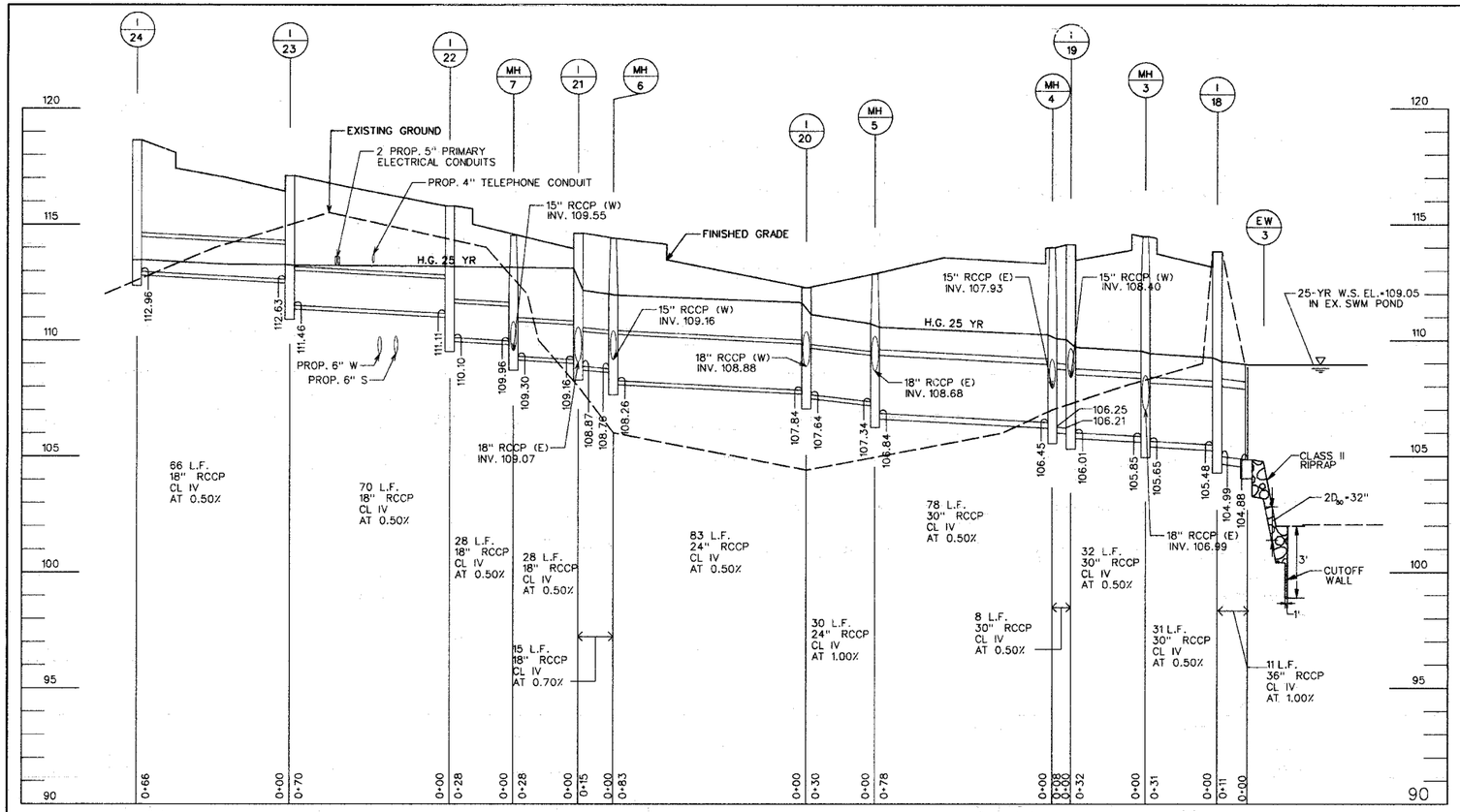
KCI TECHNOLOGIES, INC.
ENGINEERS o PLANNERS o SURVEYORS
10 NORTH PARK DRIVE, HUNT VALLEY, MARYLAND 21030, (410)316-7800

MARC
MDOT
MASS TRANSIT ADMINISTRATION
CONTRACT NO. MTA-4443-110

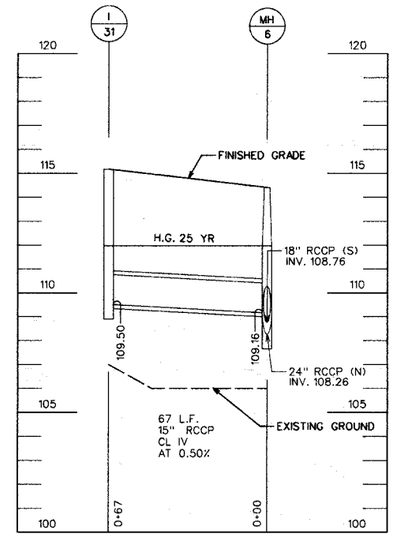
DORSEY COMMUTER RAIL STATION
STORM DRAIN PROFILES

SHEET	DATE	JOB NUMBER
19 OF 101	MARCH, 1994	01-86388
	SCALE 1" - 30' HORIZ. 1" - 3' VERT.	

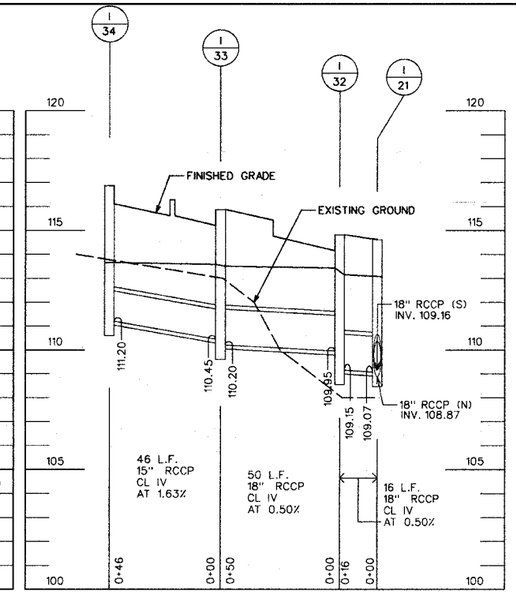
STRMDRN2.DGN



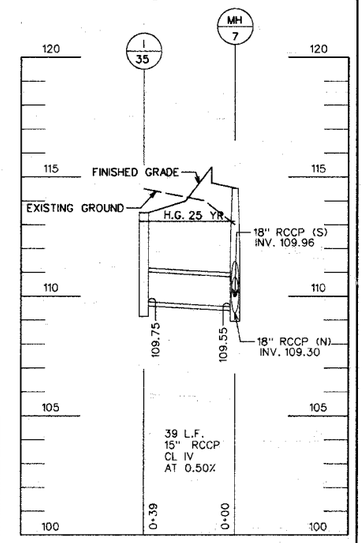
STA. 21+78 (LT.) TO STA. 26+00 (LT.) ℄ C



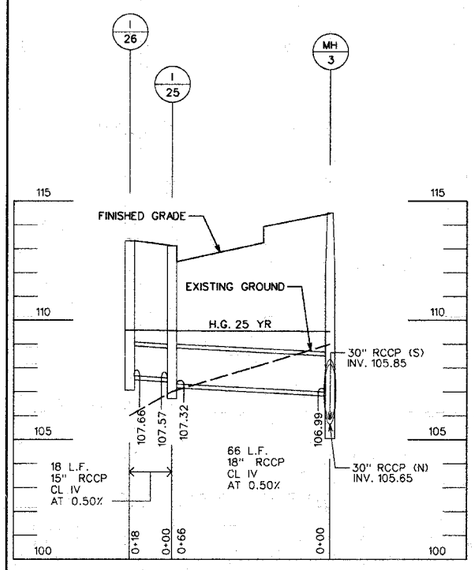
STA. 11+41 (RT.) TO STA. 12+08 (RT.) ℄ B



STA. 12+08 (RT.) TO STA. 12+78 (RT.) ℄ B



STA. 11+70 (RT.) TO STA. 12+07 (RT.) ℄ B



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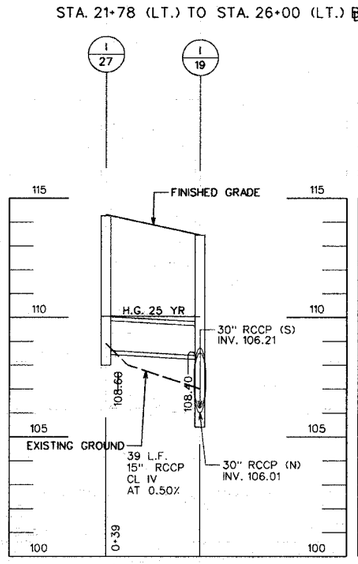

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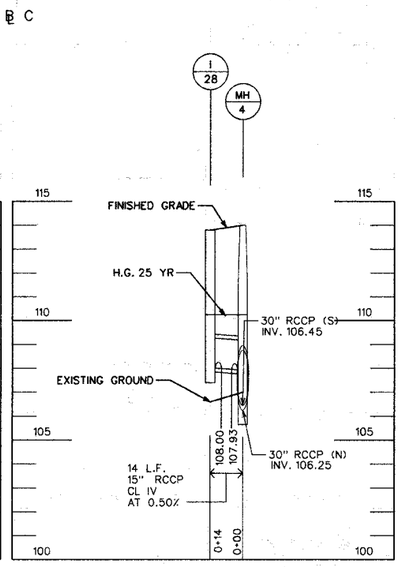

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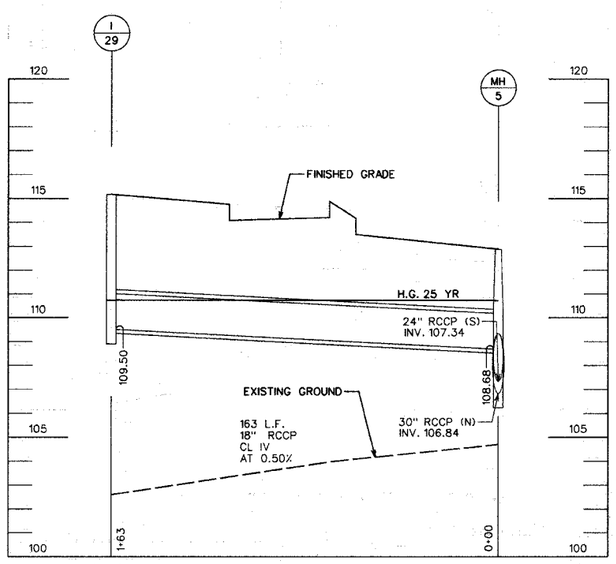

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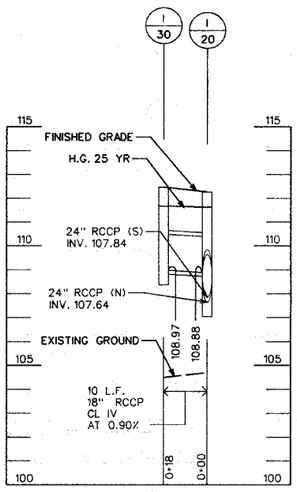

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SD-7 OF SD-7

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Design TJW		
Check KBR		

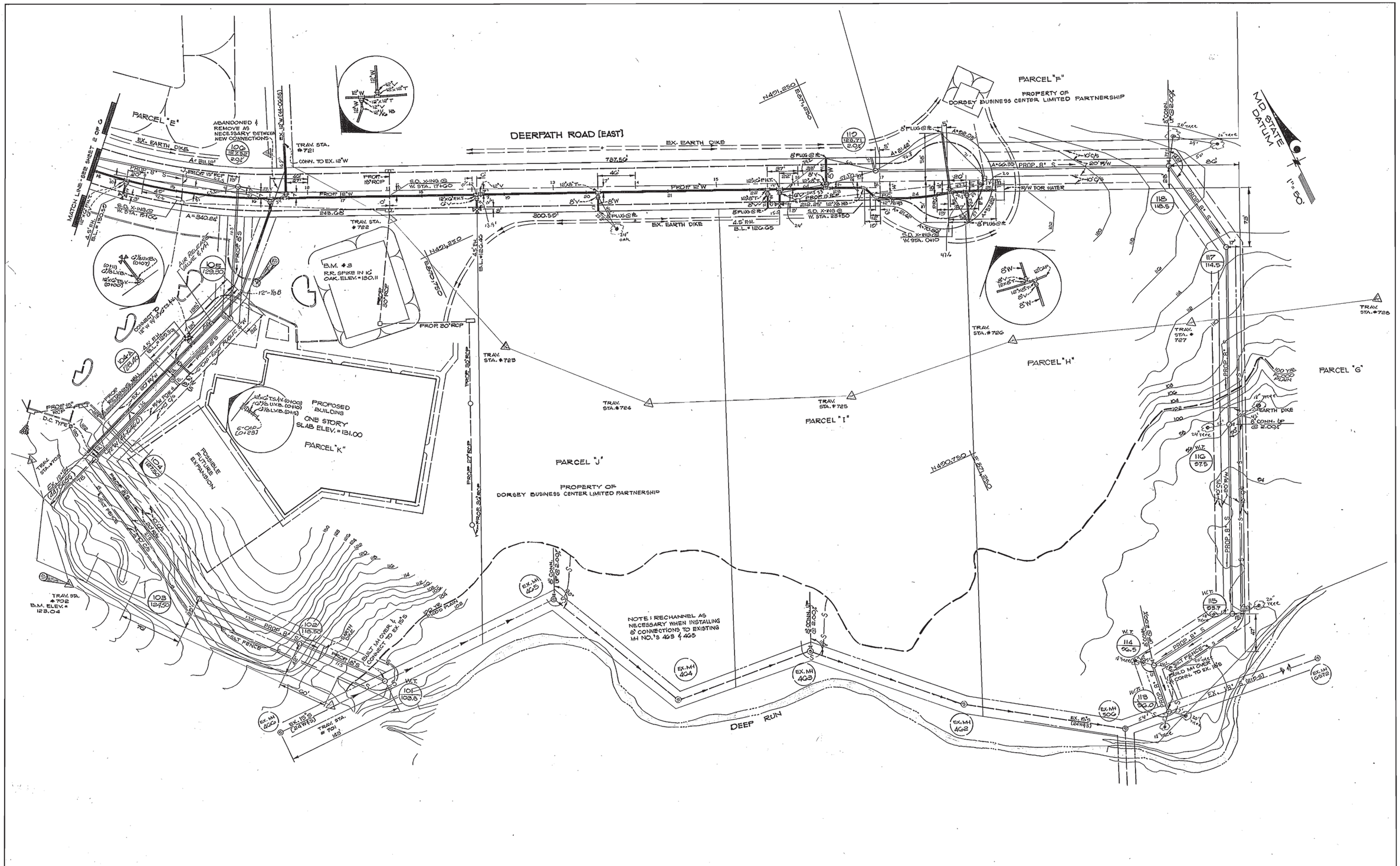
KCI TECHNOLOGIES, INC.
ENGINEERS o PLANNERS o SURVEYORS
10 NORTH PARK DRIVE, HUNT VALLEY, MARYLAND 21030, (410)316-7800

MARC

MDOT
MASS TRANSIT ADMINISTRATION
CONTRACT NO. MTA-4443-110

DORSEY COMMUTER RAIL STATION
STORM DRAIN PROFILES

SHEET	DATE	JOB NUMBER
20 OF 101	MARCH, 1994	01-86388
	SCALE 1" = 30' HORIZ. 1" = 3' VERT.	



DEPARTMENT OF PUBLIC WORKS HOWARD COUNTY, MARYLAND	ENGINEERS · ARCHITECTS · PLANNERS · SCIENTISTS SURVEYORS · PHOTOGRAMMETRISTS GREENHORNE & O'MARA, INC. 2 RESEARCH PLACE ROCKVILLE, MARYLAND 20850-3291 (301) 948-0900	DES: TAD DRN: CAD TTL TAD CHK: RHM DATE: 2-86	BY	NO.	REVISION	DATE	PLAN FOR WATER AND SEWER	DORSEY BUSINESS CENTER SECTION 1 1ST ELECTION DISTRICT PARCELS A, B, C, J, E, F, G, H, I, K & L CONTRACT NO. 14-1447-D	SCALE 1" = 50' SHEET 3 OF 6
DIRECTOR OF PUBLIC WORKS DATE 7-28-86 CHIEF, BUREAU OF UTILITIES DATE 7-22-86	CHIEF, BUREAU OF ENGINEERING DATE 7-23-86 CHIEF, LAND DEVELOPMENT DIVISION DATE		JDP	3	MODIFIED PAR. "K" WATERLINE PER 14-1446-D	5-20-87	600' SCALE MAP NO. 37,43 BLOCK NO. 23,24,42		
			GEO	2	ADD SILT FENCE IN 100-YEAR FLOOD PLAIN	4/21/87			
			JWC	1	DRAFTING CORR. AS PER MD. HEALTH DEPT	8-86			

AS-BUILT 7/31/87 R1267X

BGE
An Exelon Company

Electric Primary & Subtransmission Map

Sixteenth Square

Print Date: 10/19/2018

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Appendix F

Environmental Resource Assessment Figures

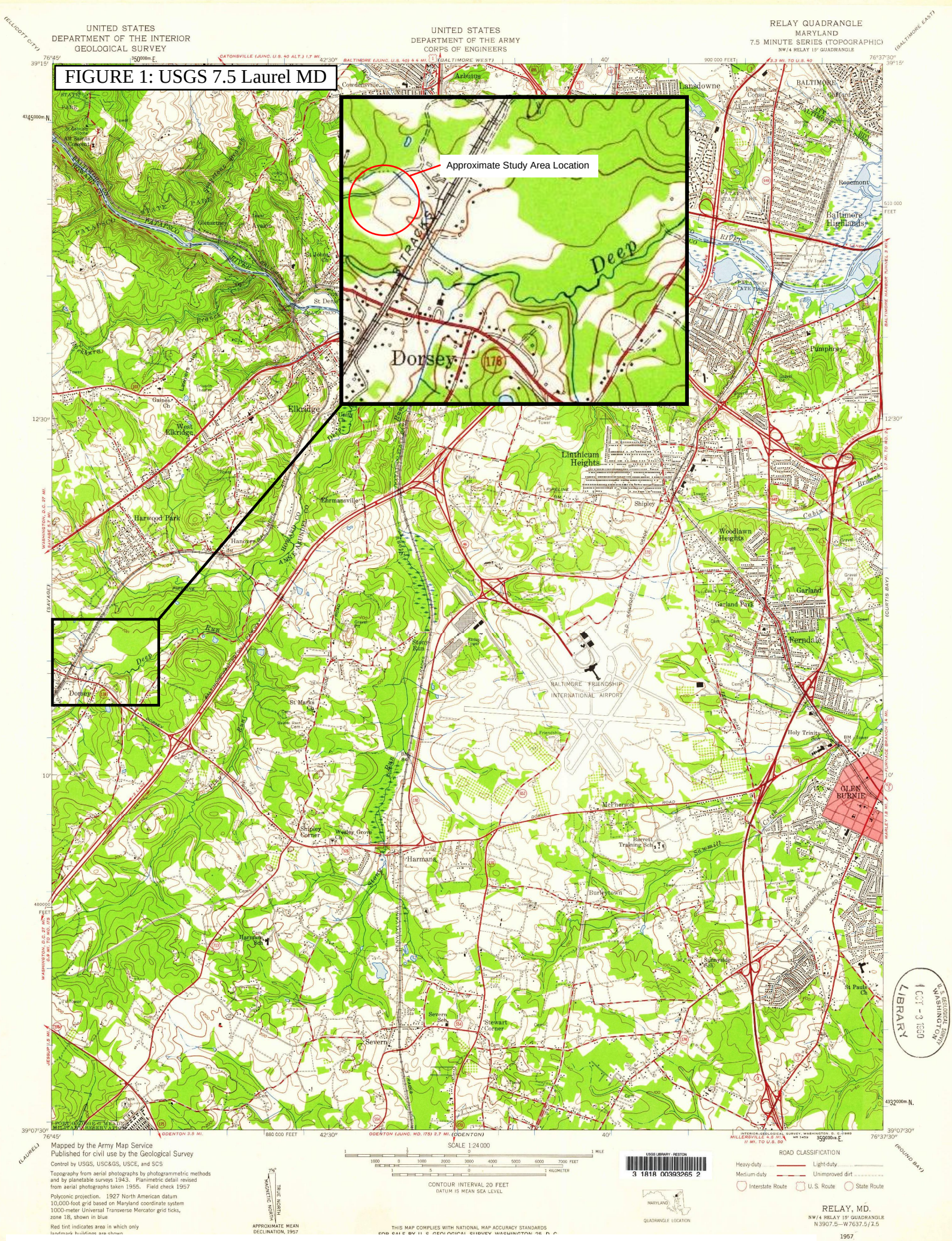

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FIGURE 2: USDA Soil Survey

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Cp	Codorus and Hatboro soils, 0 to 2 percent slopes, frequently flooded	35	1.3	4.5%
FaaA	Fallsington sandy loams, 0 to 2 percent slopes, Northern Coastal Plain	75	8.0	27.1%
RsB	Russett fine sandy loam, 2 to 5 percent slopes	0	1.0	3.4%
RsC	Russett fine sandy loam, 5 to 10 percent slopes	0	0.9	3.0%
RuB	Russett and Beltsville soils, 2 to 5 percent slopes	0	12.6	42.9%
SrC	Sassafras and Croom soils, 5 to 10 percent slopes	0	2.7	9.1%
SrD	Sassafras and Croom soils, 10 to 15 percent slopes	0	2.3	7.7%
UtD	Urban land-Udorthents complex, 0 to 15 percent slopes	0	0.7	2.3%
Totals for Area of Interest			**29.4**	**100.0%**

Map Scale: 1:4,510 if printed on A landscape (11" x 8.5") sheet.

Meters: 0 50 100 200 300

Feet: 0 200 400 800 1200

N

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MERLIN Maryland's Environmental Resources and Land Information Network

June 28, 2018

State Boundary Mask

Lakes - Detailed

Rivers and Streams - Detailed

Wetlands - Polygon - Department of Natural Resources

Estuarine

Lacustrine

Marine

Palustrine

Riverine

1:4,514

0 0.03 0.06 0.11 mi

0 0.05 0.1 0.19 km

MD iMAP, DNR, USFW, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community, MD iMAP, DNR,

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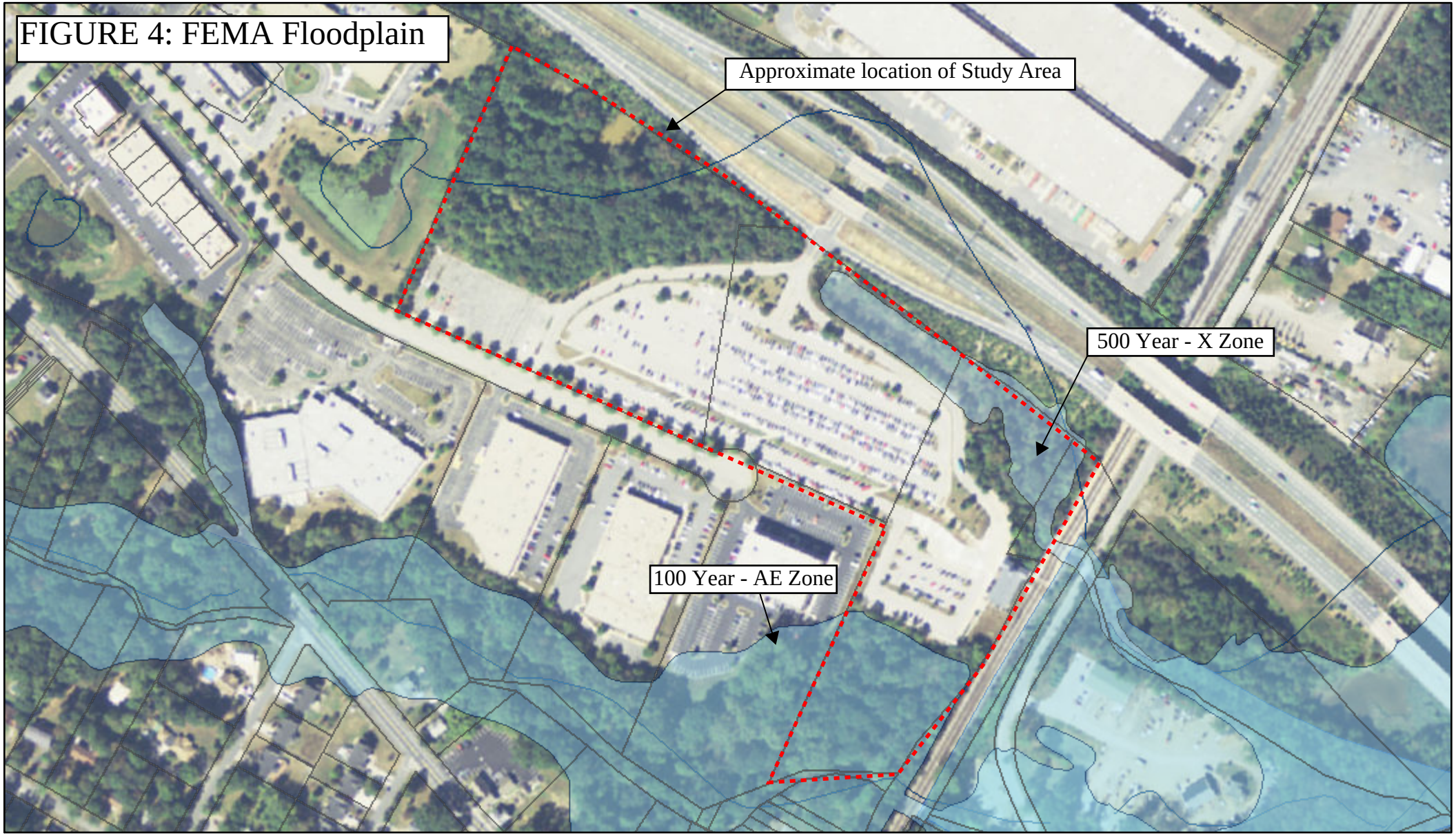
rine Sciences, Worcester Regional GIS Program, Sarbanes Cooperative Oxford Laboratory | MD iMAP, DNR | MD iMAP, DoIT, MDP, MDOT, MDOT SHA | MD iMAP, MDP, SDAT | MD iMAP, SHA, DoIT | MD iMAP, MHEC, PSCP, MSDE, MDP, DoIT | MD iMAP, ESRI | MD iMAP, SDAT, MDP | Esri, HERE |

MERLIN Maryland's Environmental Resources and Land Information Network



June 28, 2018

1:4,514

0 0.03 0.06 0.11 mi

0 0.05 0.1 0.19 km

Preliminary FEMA Floodplain

- 100 Year Floodplain (1% Chance)
- 500 Year Floodplain (0.2% Chance)
- Floodway (1% Chance)
- Upland (Zone X)

Effective FEMA Floodplain

- 100 Year Floodplain (1% Chance)
- 500 Year Floodplain (0.2% Chance)
- Floodway (1% Chance)
- Upland (Zone X)
- State Boundary Mask

MD iMAP, MDP, SDAT, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community, MD iMAP, MDE, Maryland Department of Natural Resources

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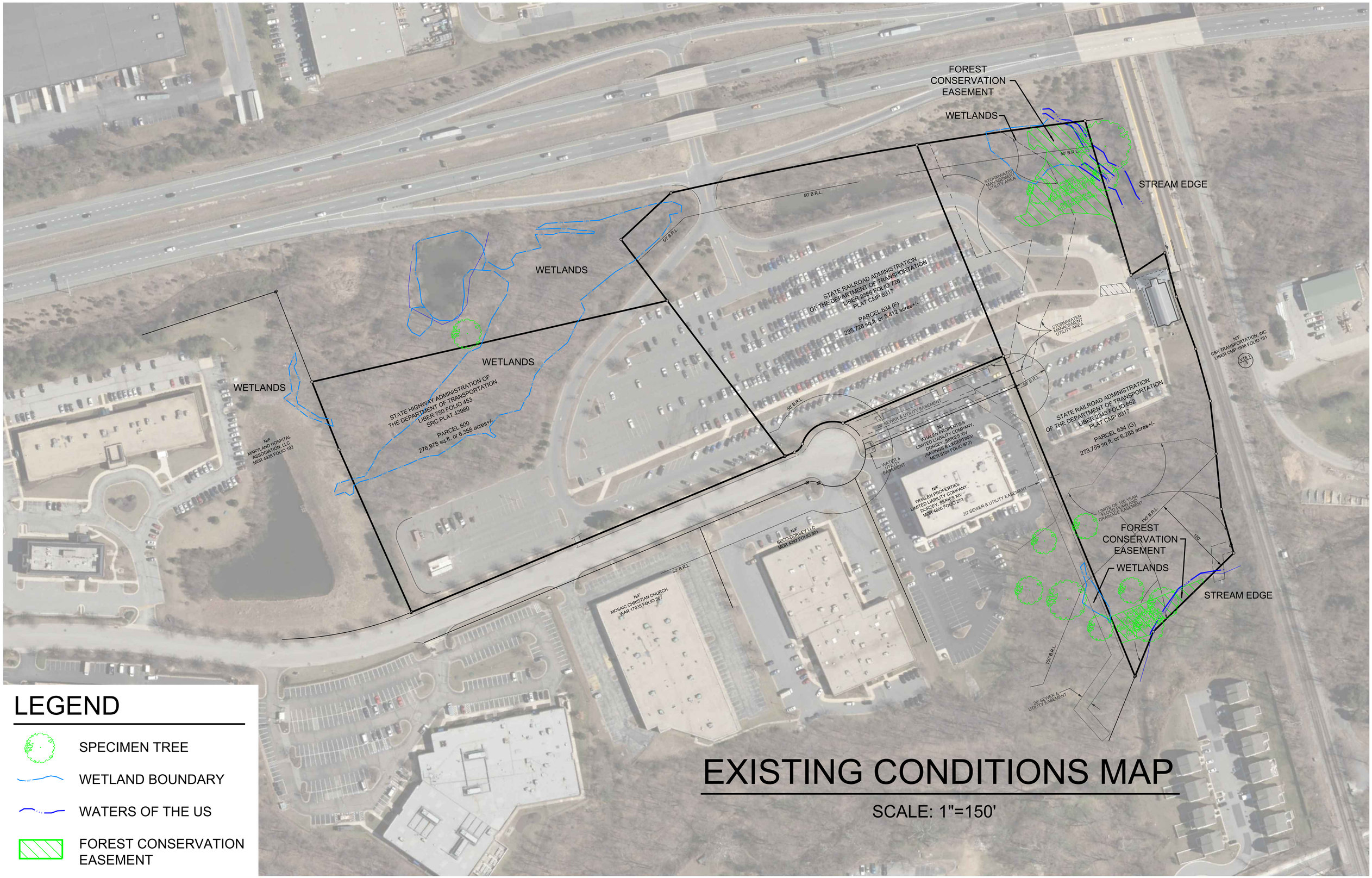
Appendix G
Existing Conditions Map


FOREST CONSERVATION EASEMENT
WETLANDS
STREAM EDGE
WETLANDS
WETLANDS
WETLANDS
STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION
LIBER 750 FOLIO 453
SRC PLAT 43980
PARCEL 600
276,976 sq.ft. or 6.358 acres+/-
STATE RAILROAD ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION
LIBER 2386 FOLIO 729
PLAT CMP 6917
PARCEL 634 (F)
235,728 sq.ft. or 5.412 acres+/-
STATE RAILROAD ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION
LIBER 2343 FOLIO 662
PLAT CMP 6917
PARCEL 634 (G)
273,759 sq.ft. or 6.285 acres+/-
N/F
MARYLAND HOSPITAL ASSOCIATION, LLC
MDR 4326 FOLIO 192
N/F
MOSAIC CHRISTIAN CHURCH
NAR 17035 FOLIO 367
N/F
SECO-DORSEY LLC
MDR 4297 FOLIO 391
N/F
WHALEN PROPERTIES LIMITED LIABILITY COMPANY, DORSEY, SERIES XIV (SAVINGS & EINDUSTRING)
MDR 5104 FOLIO 672
N/F
WHALEN PROPERTIES LIMITED LIABILITY COMPANY, DORSEY, SERIES XIV
MDR 4800 FOLIO 273
N/F
CSX TRANSPORTATION, INC
LIBER CMP 1938 FOLIO 161
50' B.R.L.
150' B.R.L.
20' SEWER & UTILITY EASEMENT
WATER & UTILITY EASEMENT
STORMWATER MANAGEMENT UTILITY AREA
LIMITS OF 100 YEAR FLOODPLAIN AND DRAINAGE EASEMENT
FOREST CONSERVATION EASEMENT
WETLANDS
STREAM EDGE
LEGEND
SPECIMEN TREE
WETLAND BOUNDARY
WATERS OF THE US
FOREST CONSERVATION EASEMENT
EXISTING CONDITIONS MAP
SCALE: 1"=150'

Appendix H
Market Analysis

Market Analysis for the Dorsey MARC Station Transit-Oriented Development

Submitted to:

Maryland Department of Transportation
Office of Real Estate and Economic Development

April 10, 2019

PES
Partners for Economic Solutions

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Partners for Economic Solutions

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- **Site Characteristics 1**

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I. Introduction

The Dorsey MARC Station property, located at 7000 Deerpath Road, at Maryland Route 100 (MD 100) at Howard County's eastern edge, comprises a surface parking lot, with roughly 802 parking spaces. The 20-acre site represents a hidden location without connectivity to surrounding commercial land uses. This analysis explores the potential for redevelopment of the parking lot and the surrounding excess land.

MARC Operations

The MARC train service operates on a Monday through Friday schedule to service regional commuters. According to the current schedule, the east/westbound MARC Camden Line train makes 21 stops per day at the Dorsey MARC Station; its frequency depends on the time of day. Trains are most frequent during the morning and evening commute.

Site Characteristics

This market analysis reviews not only current conditions but also how the site is positioned within the competitive market. A review of the site highlights key assets:

- superior regional accessibility via MD 100, Maryland Route 295 (MD 295), US Route 1 (US 1), and Interstate-95 (I-95);
- excellent Howard County Public School System;
- proximity to Arundel Mills Mall and a cluster of entertainment and retail operations; and
- development momentum with multiple projects under construction or proposed across MD 100.

However, the site also has several deficiencies:

- non-existent pedestrian environment;
- limited access to local bicycle trails;
- no connectivity to other roadways;
- inadequate visibility (marked only by exit sign on MD 100); and
- significant traffic congestion.

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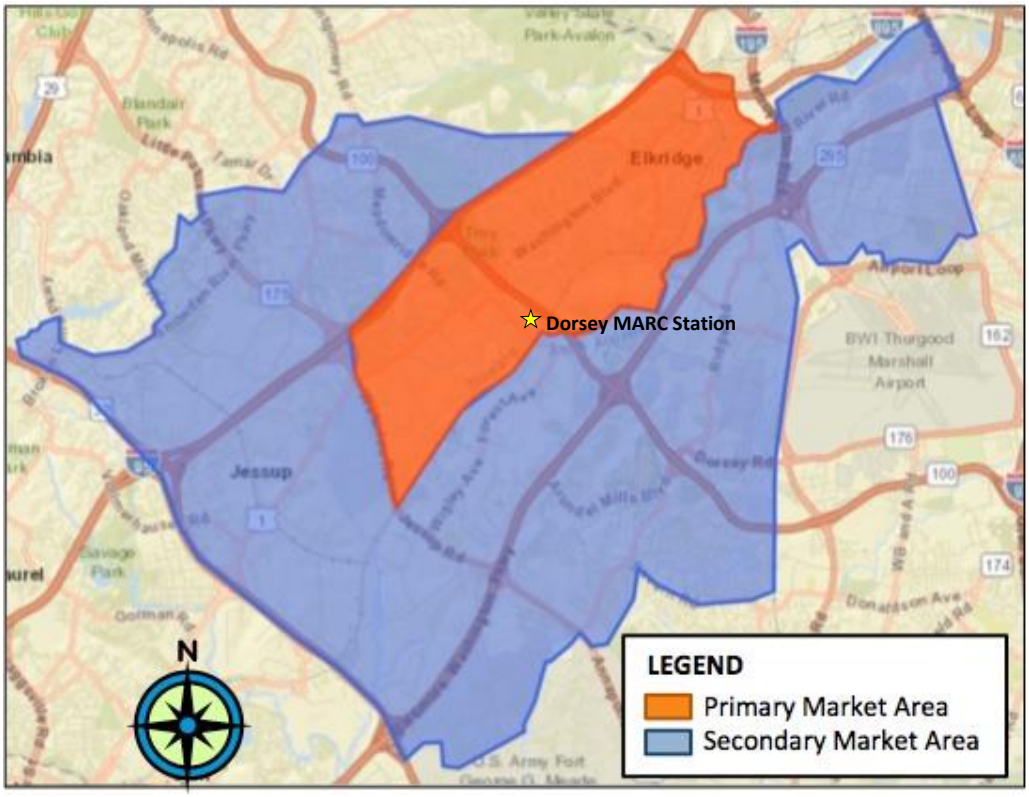
II. Area Demographics

Demographics of residents within the site's core Census Tract, as well as residents in the broader secondary market area, provide insights as to the site's market potentials. The review of significant demographic characteristics and trends highlights the socio-economic factors used by residential developers to determine the viability of investing in specific areas.

Population and Households

Figure 1 shows the Primary Market Area (PMA) and Secondary Market Area (SMA). The PMA consists of roughly 23,000 residents and 8,000 households, compared to 68,000 residents and 23,200 households in the SMA, based on estimates prepared by ESRI (a national demographic data provider). The PMA will provide the majority of market support to on-site businesses. The SMA represents the larger area within which development on the site will compete.

Figure 1: Primary and Secondary Market Areas



Different mixes of commercial office and residential land uses characterize the small areas within each of the market areas, including mid-rise office buildings and single-family housing.

Of most relevance to the market opportunities for the Dorsey MARC Station site are the PMA and SMA growth trends. Infill development resulted in more than 35-percent gains in both residents and households for the PMA from 2010 to 2018, reflecting recent townhouse and multi-family developments. Population growth in the PMA, SMA and Baltimore-Washington Corridor outpaced the Metro Area's growth, with a gain of 6,383 residents and 2,260 new households from 2010 to 2018 within the PMA.

Table 1: Population and Household Trends, 2000-2018

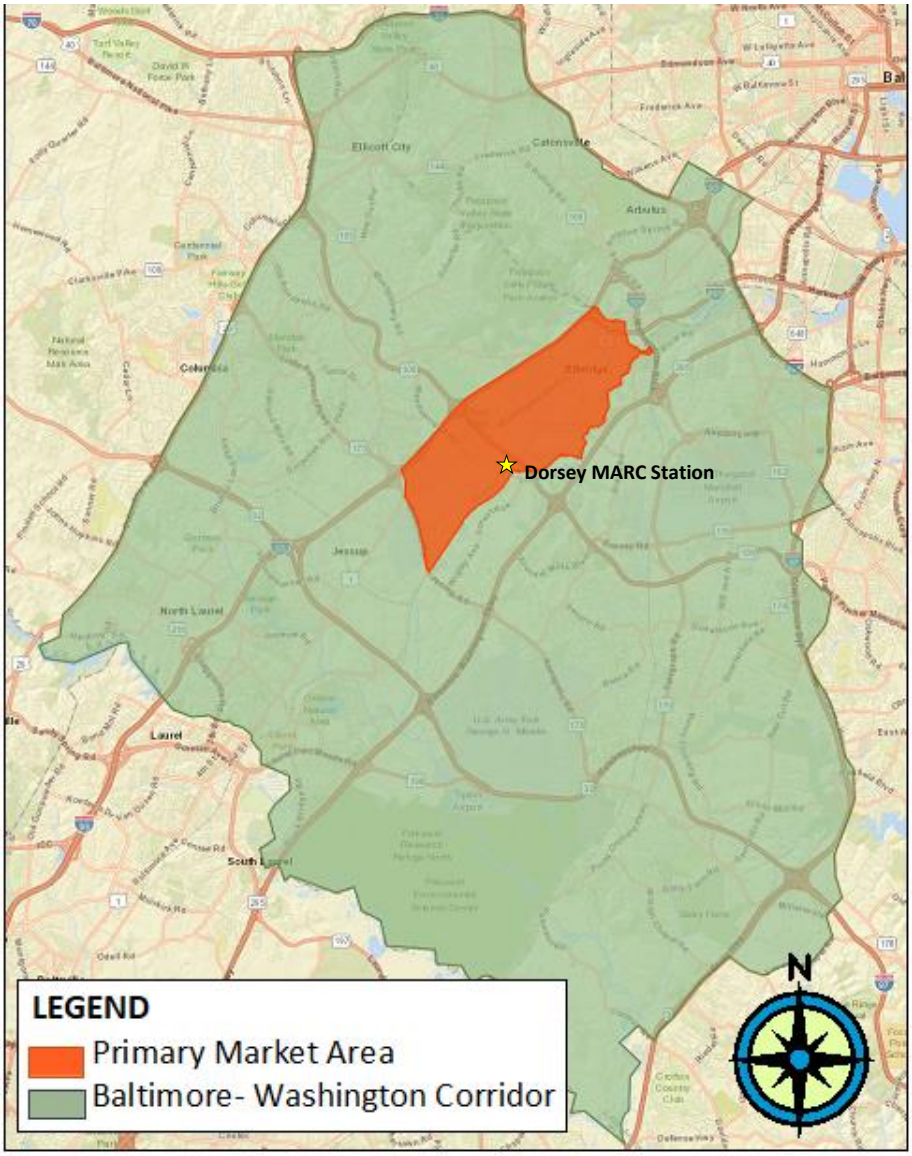
Year(s)	Primary Market Area [1]		Secondary Market Area[2]		Baltimore-Washington Corridor[3]		Metro Area[4]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Population								
2000	12,340		49,213		301,438		2,552,994	
2010	16,666		55,069		347,177		2,710,489	
2018	23,049		68,239		394,653		2,847,927	
2000-2018 Change	10,709	86.8%	19,026	38.7%	93,215	30.9%	294,933	11.6%
2000-2010 Change	4,326	35.1%	5,856	11.9%	45,739	15.2%	157,495	6.2%
2010-2018 Change	6,383	38.3%	13,170	23.9%	47,476	13.7%	137,438	5.1%
Households								
2000	4,225		15,714		107,350		974,071	
2010	5,743		18,636		125,199		1,038,765	
2018	8,003		23,256		141,223		1,082,017	
2000-2018 Change	3,778	89.4%	7,542	48.0%	33,873	31.6%	107,946	11.1%
2000-2010 Change	1,518	35.9%	2,922	18.6%	17,849	16.6%	64,694	6.6%
2010-2018 Change	2,260	39.4%	4,620	24.8%	16,024	12.8%	43,252	4.2%

Note:[1] Primary Market Area includes Census Tracts 12.01, 12.03 and 12.04. [2] Secondary Market Area includes Census Tracts 1.02, 1.03, 4.00, 6.01 and 12.00 in Anne Arundel County and 11.03, 11.07, 11.08, 67.06, 67.07 and 69.01 in Howard County. [3]Bounded by I-695, I-97, MD 3, Patuxent River, US 29 and I-70. [4]Baltimore-Columbia-Towson metro area includes the City of Baltimore and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties.

Source: ESRI, Community Profile, 2018; Partners for Economic Solutions, 2018.

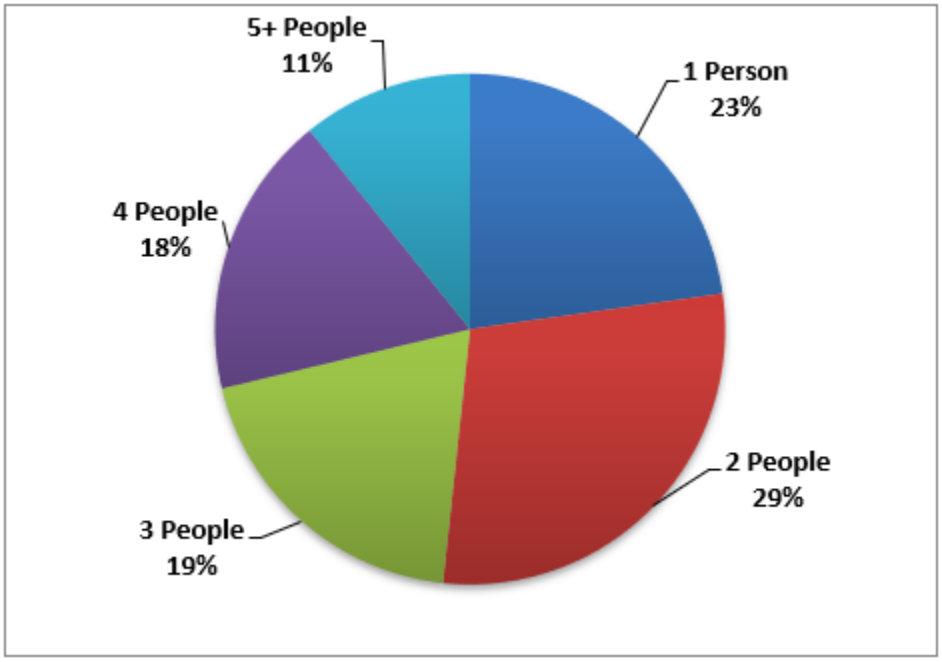
For both the PMA and SMA, population is concentrated in the 25 to 44 years age group, with a median age of 34.6 in the PMA and 37.1 in the SMA. Interestingly, the new developments have increased the number of children (under the age of 19) to 27.4 percent in the PMA. In the SMA, roughly 24.7 percent of all residents are under the age of 19. The Metro Area and Baltimore-Washington Corridor have a higher number of seniors with 16.1 percent and 12.6 percent of residents aged 65 or older, respectively. This compares to only 7.1 percent of residents aged 65 or older in the PMA (Appendix Table A-1).

Figure 2: Baltimore-Washington Corridor Area



Baby boomers born from 1946 to 1964 have impacted markets for all of their lives due to their sheer numbers in comparison with the much smaller cohort of babies born during the Depression and World War II. The oldest Baby Boomers are now 69 and large numbers move into retirement age every year. Over the last eight years, Baltimore-Washington Corridor residents continue to age in place with a 50.9-percent (16,729 residents) growth in those aged 65 to 84 years (Appendix Table A-2).

Figure 3: Primary Market Area Household by Size, 2010



One- or two-person households represented 51.7 percent of PMA households in 2010. This mirrors the percentage of one- to two-person households in the SMA and Baltimore-Washington corridor during the same year (53.6 percent and 54.5 percent, respectively). In the PMA, 28.7 percent of households consisted of four or more people per household. Similarly, both the SMA and Baltimore-Washington corridor had an estimated 27 percent of households with four or more people in the household.

Households were larger in 2018 with an average household size of 2.78 people in the PMA and 2.71 people in both the SMA and the Baltimore-Washington corridor (Appendix Table A-3). ESRI growth projections show a continued increase in average household size with the PMA reaching 2.80 by 2023.

Interestingly, the household tenure split continues to change with significant new multi-family rental development in both the PMA and SMA. In 2010, PMA households were 29 percent renters, which climbed to 32.8 percent by 2018 (Appendix Table A-4).

Households within the PMA, SMA and Baltimore-Washington Corridor had high median household incomes ranging from $96,757 in the PMA to $102,915 in the SMA in 2018. Compared to the Metro Area, household incomes reflect a relatively small number of low-income households, with less than nine percent of households earning less than $25,000 among the PMA, SMA and Baltimore-Washington Corridor (shown in Appendix Table A-5). Median household incomes for the Metro Area reached $76,055 in 2018, with 19.2 percent of households earning more than $150,000. In the PMA and SMA, these higher-income households constituted 25.4 percent and 27.6 percent of all households, respectively.

Emerging Trends

Demographic shifts within the United States show several new trends that impact the demand for residential development. Since the 1970s the share of households that consists of married couples with children has dropped by half to 20 percent of all US households. Demographers project that roughly 14 percent of all households will consist of families with children by the year 2030.

Young professionals and families represent a large group of new residents in both the PMA and SMA. These groups prefer accessible neighborhoods with good schools and nearby retail and entertainment options.

According to the U.S. Census Bureau's American Housing Survey, almost 10 percent of households aged 55 and older in cities lived in condos in 2011, up from 7.3 percent in 2005 despite a shortage of condos.

III. Residential Market Analysis

The potential for new residential development construction on the Dorsey MARC Station site depends on the character and prospective changes in area households as well as the competition offered by the existing and future housing stock. However, one of the most important factors for the site's future is Howard County's potential moratorium on new residential development.

Adequate Public Facilities Ordinance

An Adequate Public Facilities Ordinance (APFO) provides a mechanism to tie development approvals to the availability of current and future public facilities by requiring that new projects meet baseline standards for existing and future residents and businesses. These public facilities may include public water, sewer, public schools, roadways and other infrastructure. An APFO provides more structure than legislative moratoriums and usually relates to local comprehensive planning efforts. APFOs are touted as important growth management tools for rapidly growing counties and municipalities. Typically, an APFO slows the pace of development until the public infrastructure within a specific area reaches an adequate service level. However, developers often argue that too strict rules limit tax base growth, especially in instances where new development would pose no serious public harm or a threat to public health or welfare.

In Maryland, State enabling legislation drafted in 1978 allowed municipalities and no-charter counties to adopt adequate public facilities ordinances. Each local jurisdiction establishes specific and quantifiable levels of service for public facilities and services as the baseline for APFO.

Within Howard County, the current APFO adopted in 1992 provides a baseline of standards for new development. Prior to the adoption of the APFO, roughly 3,000 new housing units were built each year. Howard County's APFO is updated based on the County's 2000 General Plan and Plan Howard 2030. In particular, the standard limits construction in areas facing school overcrowding and inadequate road capacity.

In 2018, an online petition requesting a further moratorium on construction in Hanover and Elkridge resulted in placing additional restrictions on development on the Dorsey MARC Station. The petition cited school overcrowding and infrastructure inadequacies.

Given the potential for a moratorium to address school and infrastructure issues, the only type of residential development likely to be approved would be age-restricted housing limited to people age 55 or older, which would not generate school-aged children. This could include either a rental or for-sale housing option.

Annual development activity reports for Howard County show a large number of approvals for residential development with 2,147 residential units approved in 2017, half of which were apartments. This marks a large increase in the number of total units relative to the average of 1,716 units annually over the five-year period from 2013 to 2017. Additionally, an estimated 38 percent of new units were apartments with 32 percent single-family detached

residences and 28 percent as attached townhouses. Howard County's growth and approved residential development have focused on the eastern side of the county in Elkridge, Hanover and Jessup as well as downtown Columbia over the last decade.[1]

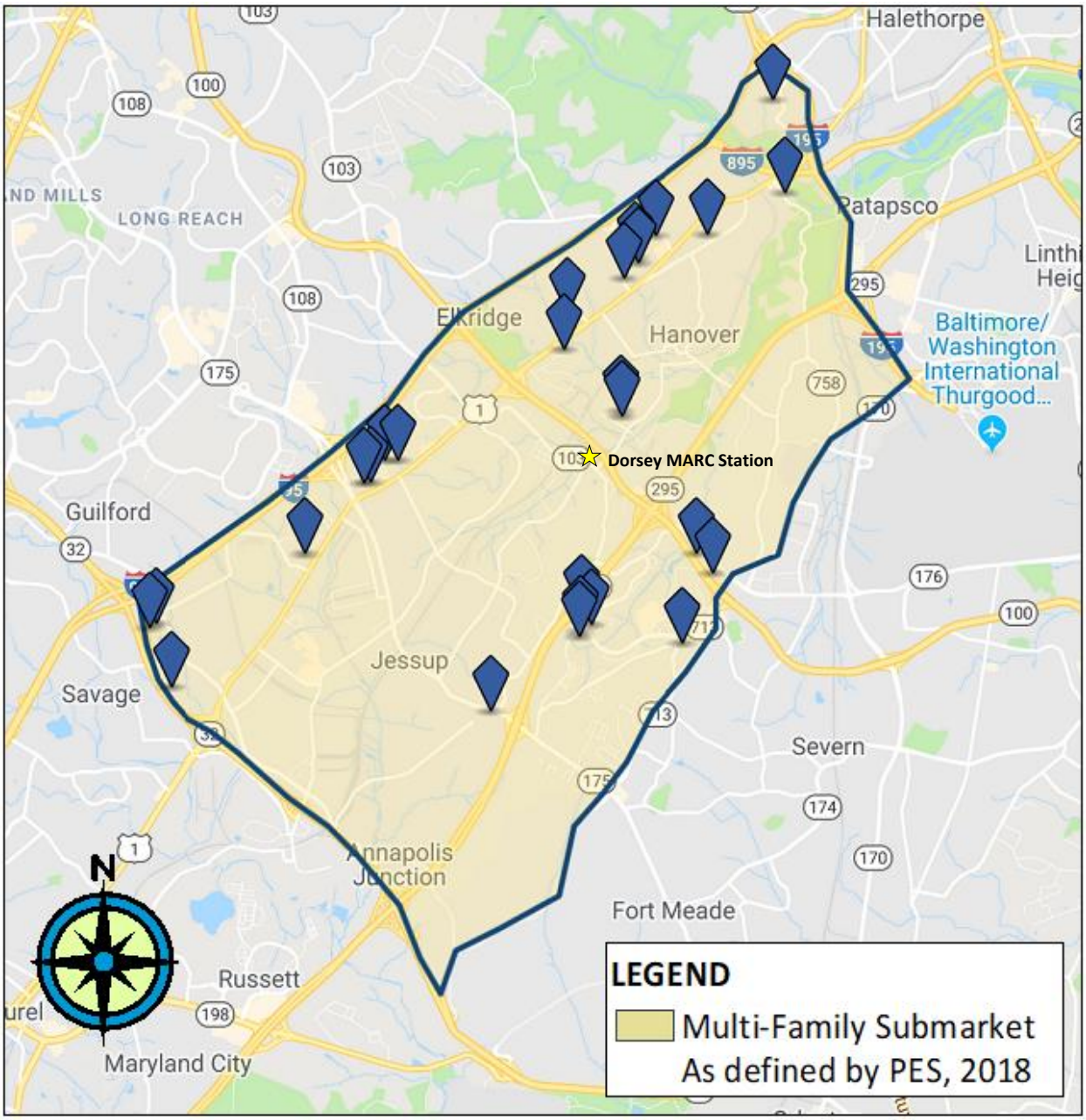
Rental Housing Market

Typically, renters do not distinguish housing choice based on political boundaries with the exception of families concerned with school district boundaries. To get a better indication of potential demand and discern multi-family residential market conditions and development trends, this analysis looked at an area wider than the PMA that represented key competitive multi-family properties that would be considered by prospective tenants. Shown on Figure 4 on the following page, the rental housing market area includes submarkets in both Howard and Anne Arundel counties including Jessup, Elkridge, Savage-Guilford and outer west Anne Arundel County.[2] Interestingly, much of the new multi-family housing is within roughly three miles of the Dorsey MARC Station.

[1] Howard County Department of Planning and Zoning, "Development Monitoring System Report Howard County, Maryland, April 2018.

[2] Submarkets as defined by CoStar, Inc.

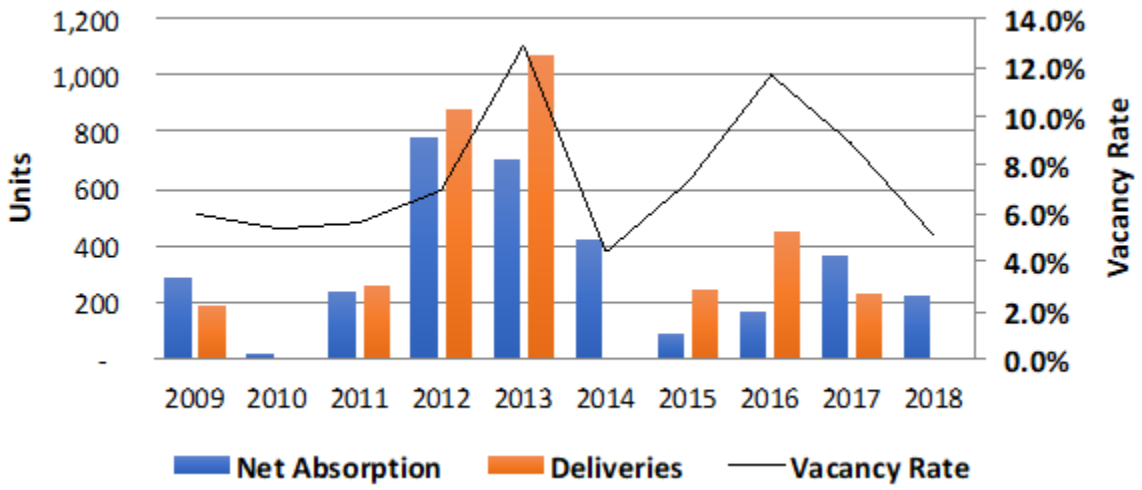
Figure 4: Dorsey Rental Housing Market Area



The rental market area has an estimated 27 multi-family properties inventoried by CoStar, a real estate data provider, including 6,464 units as of the third quarter of 2018. These properties range from older garden apartments with minimal amenities to luxury complexes with a wide array of offerings. Over the last six years the multi-family vacancy rate within the area has fluctuated between 4.5 to 13.0 percent, rising as new units entered the market and dropping as those new units were absorbed. The average size per unit increased slightly

from 1,009 to 1,017 square feet with an average asking rent of $1.74 per square foot as of the third quarter of 2018. Development trends for these multi-family units highlight growth with the addition of 928 units since 2015 and another 602 units under construction according to CoStar. The fact that the market is now experiencing a 5.1-percent vacancy rate following these large additions of new units is a good indication of a market in balance between supply and demand. The market's ability to absorb so many units demonstrates the high level of demand.

Figure 5: Multi-Family Rental Apartment Trends, Dorsey MARC Rental Area



New Rental Developments

PES profiled select apartments under construction or recently completed within the Dorsey MARC rental market area to highlight key characteristics of the competitive rental environment.

1. **Arundel Preserve** – This 300-acre project includes 738 apartments, 390 townhouses (standard and stacked), 47 single-family homes and additional commercial space. It is located east of MD 295 and south of MD 100, approximately four miles east of the Dorsey MARC Station. These projects have held stable occupancies as the full development project continues to expand. Palisades at Arundel Preserve, built in 2013, rents studios for $1,480 per month, one-bedroom units for $1,725 to $2,020 and two-bedroom units for $2,320 to $2,910. This compares with the 15-story The Arundel built in 2017, which rents studios from $1,580, one-bedroom units for $1,932 and two-bedroom units for $2,595.

2. **Villas at Dorsey Ridge** – This 25-acre community just outside Arundel Mills Mall includes luxury one-, two- and three-bedroom units. The property, which opened in 2013, offers many features, including a new dog park, game salon, outdoor grills and a business center. The one-bedroom units rent for $1,474 to $1,937 monthly with units ranging from 686 to 814 square feet as compared to two-bedroom units renting

for $1,999 to $2,411 per month for 1,094 to 1,249 square feet. The few three-bedroom units range from $2,776 to $2,899 for 1,415 square feet. The property has controlled access, full-size washer and dryers, granite countertops and other luxury features within the apartments.

3. **Serenity at Dorsey Ridge –** This second component of the Dorsey Ridge apartment community offers units that are slightly larger than the Villas with one-bedroom units ranging from 770 to 949 square feet and renting for $1,539 to $1,881 per month. The two-bedroom units rent for $2,070 to $2,298 and are sized at 1,117 to 1,248 square feet. The featured amenities included in the Villas at Dorsey Ridge are shared with Serenity residents.
4. **Verde At Howard Square –** A large development on 72.5 acres, this project's multiple phases of development include a total of 1,139 apartments and 206 townhouses. Verde West opened the initial phase of development with one- and two-bedroom apartments. Verde East will begin leasing in January 2019 as the first LEED Platinum-certified community. The communities' main amenities include a 24-hour fire pit, business and fitness centers, dog-washing rooms, outdoor lounge and grilling areas.
5. **Dartmoor Place Apartments—** This five-story apartment project will feature 258 new units with 104 one-bedroom units, 131 two-bedroom units and 23 three-bedroom units. Developed by Preston Scheffenacker Properties approximately 1.2 miles from the Dorsey MARC Station, the project currently under construction should be complete by the spring of 2019.

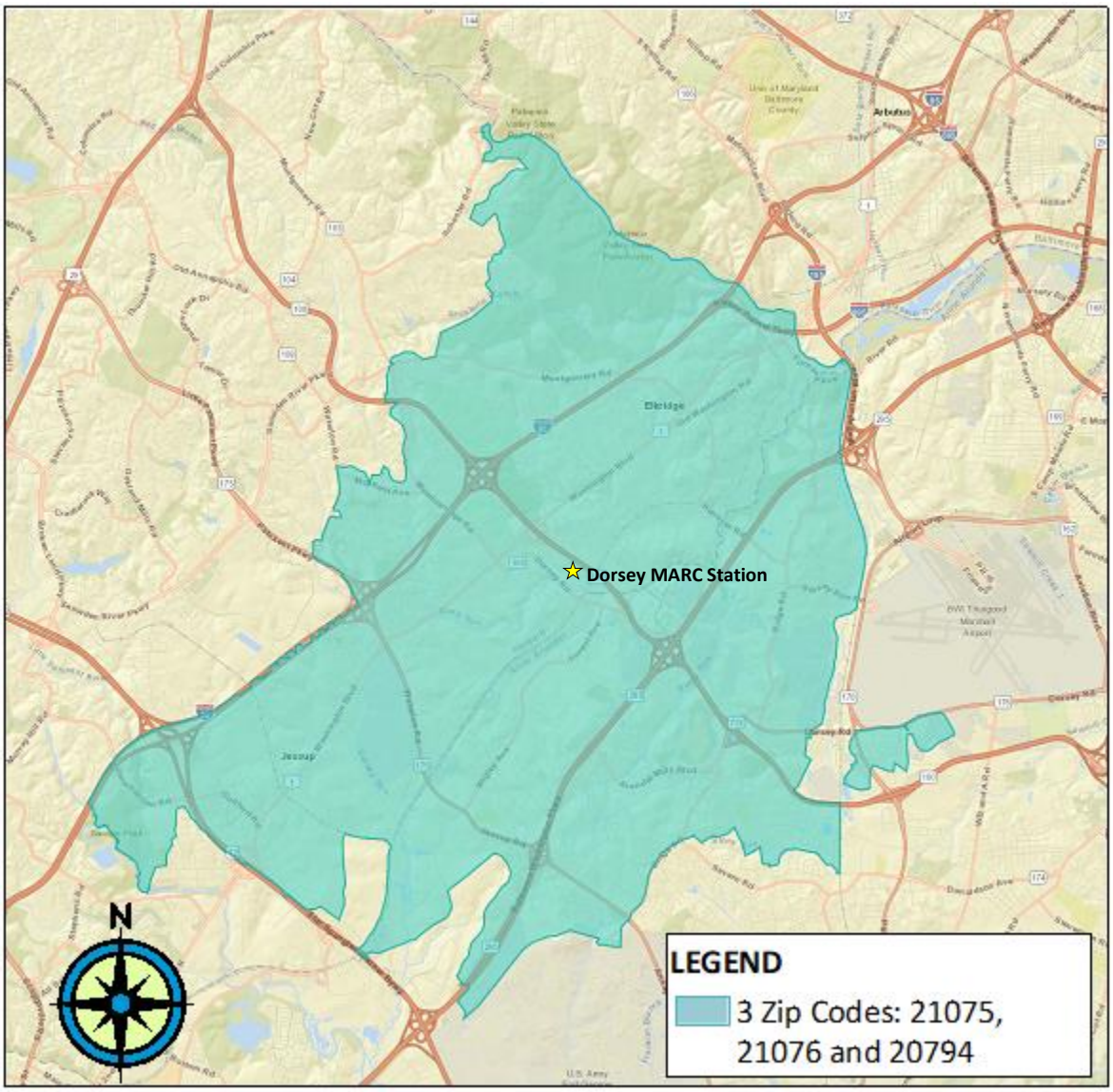
A review of rental housing trends for those area projects built since 2013 shows a recent increase in rents of $154 or 9.7 percent from an effective rent of $1,591 in 2013 to $1,745 in 2018.

For-Sale Residential

Prospective homebuyers will consider a large range of choices when selecting the appropriate housing unit for their needs. Within the senior housing market many homebuyers must first make the choice to sell their current home and also consider other factors such as price, design, proximity to public transportation, accessibility to services and entertainment, neighborhood amenities and quality of life (e.g., parks, street lighting, etc.). Largely these empty nesters want to downsize in an amenity-rich environment with a reduced home maintenance burden.

Data from Real Estate Business Information and Multiple Listing Service data (reported by Redfin.com) shows for-sale real estate activity with the sale of 348 units from June 2018 to November 2018 in a three-zip-code area: 21075, 20176 and 20794. These sales include 167 single-family detached houses and 147 townhouses sold in the three area zip codes. This compares with 2,630 housing units sold in Howard County and 5,876 housing units sold in Anne Arundel County from June 2018 to November 2018.

Figure 6: For-Sale Residential Market Area



The data highlight the lower sales prices for attached single-family units averaging $346,879 as compared to $428,274 for detached homes. A total of 35 condominium units sold during the six months from June to November 2018 with an average sales price of $229,149.

A review of data by zip code shows that those units in the 20794 area further east sold for an average of $430,500 for single-family homes and roughly $110,000 less for attached homes with an average of $320,000 for townhouses. These attached townhouses in zip code 20794 had one less bedroom representing mostly three-bedroom homes with an average of 1,920 square feet. The single-family homes averaged four bedrooms and two and a half bathrooms with somewhat more space, reaching an average of 2,160 square feet. This compares to

townhouses in 21076, which reached an average of 2,240 square feet for three-bedroom units. In zip code 21076, townhouses sold for an average of $385,000 compared to $420,000 for four-bedroom detached homes. The 21075 zip code featured slightly smaller single-family homes with an average of 1,992 square feet and sales prices averaging $402,000 over the last six months.

Single-Family Attached Houses Competition

The pent-up demand for townhouses and detached single-family houses continues to grow as the unmet need for investment in area schools and infrastructure limits residential development.

PES profiled select infill single-family developments:

1. **The Pointe at Arundel Preserve** — Construction began in 2011 for the 10-acre property within a mixed-use community. The property includes 116 townhouse lots.
2. **Riverwalk** — The small 7.5-acre site in Elkridge offers 58 new three-bedroom townhomes with six Moderate-Income Housing Units (MIHUs).
3. **Shipley Far** — Originally approved in 2014, the 42-acre property off Wigley Avenue in Jessup provides single-family houses on 45 quarter- to half-acre lots.
4. **Hanover Landing** — Peterson Companies and Dreyfuss Investment propose development of 67.3 acres along Ridge Road between MD 295 and I-195 for 200 to 300 townhouses. The majority of the development includes apartments with a total of 900 new housing units.

Sales prices varied by unit size with higher prices generally associated with larger units, as one would expect. Trends for the sales of homes built demonstrated demand for larger-scale townhomes. A review of those townhouse units built since 2011 showed an average price of $396,700, with an average size of 2,141 square feet.

Residential Demand

In general, demand for new residential development relates to the projected growth in households and turnover among existing households.

The rental market remains strong with almost all properties performing at 95-percent occupancy or better. Given the nature of the Dorsey MARC Station site and the mid-rise construction required for visibility, the most likely residential product would be mid-rise apartments or a mixture of for-sale and rental townhouses.

Residential Potential

The market for housing on the Dorsey site includes primarily households relocating to be close to Fort Meade and downtown Columbia employment centers as well as new residents attracted by a quality community in an amenity-rich environment.

Not surprisingly, the area's recent surge in residential development includes new multi-family apartment complexes with small retail components, responding to demographic shifts

of more households being formed by Millennials who prefer walkable mixed-use communities. Most new residential projects are infill development.

The unit sizes for recently-built apartment complexes within the PMA and SMA vary but reflect larger rental apartments, with between 150 to 200 square feet per bedroom compared to comparable urban projects. For empty-nesters, the larger two- and even three-bedroom units are preferred. This target audience seeking to downsize still requires sufficient space for existing furniture and frequent guests. In many instances, these apartment buildings emphasize expansive common space with unique experiences for resident interaction. These amenities include lounges, game rooms, business centers and washrooms for pets.

To compete in the market, the development would need to offer an array of unit and project amenities. The development would need a community room, rooftop terrace, fitness center, package receiving, and parking. Individual units should be designed with an open floor plan, ability to adapt or personalize, and equipped with granite countertops, stainless steel appliances, washer/dryers, walk-in closets and balconies. Parking should be provided at a minimum of 1.0 space per unit with the potential for market pressure to build 1.125 spaces per unit.

As of 2016, mobility statistics for Baltimore-Washington Corridor households indicate that 1.6 percent of all owner households and 10 percent of renter households moved into their homes since 2010.

In general, demand for new residential development relates to the projected growth in households. With assistance from County staff, the Baltimore Metropolitan Council (BMC) prepares household and employment projections. These projections reflect recent growth trends and approved development plans as well as the existing zoning and available land within a specific area typically referred to as a defined Transportation Analysis Zone (TAZ).

The BMC growth projections indicate the potential addition of 32,545 new annual households, which represents the new demand for housing in the Baltimore region. Within Anne Arundel and Howard Counties, gains of 7,782 and 8,514 new households, are anticipated, respectively. For the area surrounding the Dorsey MARC Station, specific TAZs were identified and reviewed for the Baltimore-Washington Corridor geography. This provided an estimate of the baseline household growth, totaling 4,079 new households within the Baltimore-Washington Corridor by 2030.

Table 2: Baltimore Metropolitan Council Household Growth by Jurisdiction, 2020-2030

Jurisdiction	Household		Change
	2020	2030	2020-2030
Baltimore-Washington Corridor	92,954	97,032	4,079
Anne Arundel County	218,994	226,776	7,782
Howard County	124,642	133,156	8,514
Baltimore Region	1,092,312	1,124,857	32,545

Sources: CoStar; Partners for Economic Solutions, 2018.

These baseline projections do not account for the increase in demand associated with developing a quality mixed-use neighborhood in close proximity to the transit station but do incorporate the 2016 adopted BRAC Zone overlay in Anne Arundel County that allows a mix of uses, including residential and retail, in business park areas.

Demand for rental housing in close proximity to the Dorsey MARC Station is projected to average 75 new housing units annually from 2020 to 2030. This represents an estimated total demand for 700 to 750 housing units. We would recommend a development mix of roughly 60 percent rental apartment flats and 40 percent dense for-sale townhouses. Because these units would address the needs of the full market and not just those associated with households aged 55 and over, the ability to develop these units would depend on the County meeting the school and road standards required by the APFO ordinance.

Assuming the APFO restrictions limit development, the Dorsey MARC Station site could compete for an age-restricted condominium development. A larger share of the Baltimore-Washington Corridor's empty-nester owner households would be attracted to an ownership option rather than rental apartments. The site could support development of 100 to 120 age-restricted condominiums developed over a multi-year period in buildings of 50 units or less.

The recommended unit mix shown in the following table presents the best mix of floor plans given current demographic trends and market conditions. It is based on the nature of recent residential activity of new and existing developments in the local area, prevailing household incomes and attributes unique to the broader community. All pricing is shown in current 2018 dollars.

Table 3: Characteristics of Market Area Demand

Unit Type	Square Feet			Mix	Rent Per Square Foot			Supportable Monthly Rents		
Apartments										
1 Bedroom / 1 Bath	750	-	800	25%	$2.00	-	$2.05	$1,500	-	$1,640
2 Bedroom / 2 Bath	1,150	-	1,250	50%	$1.85	-	$1.90	$2,130	-	$2,380
3 Bedroom / 2 Bath	1,375	-	1,425	25%	$1.75	-	$1.80	$2,410	-	$2,570
Unit Type	**Square Feet**			**Mix**	**Price Per Square Foot**			**Supportable Sales Prices**		
Townhouses										
2 Bedroom / 2 Bath	1,500	-	1,625	30%	$195	-	$205	$293,000	-	$333,000
3 Bedroom / 2 Bath	1,825	-	2,125	70%	$190	-	$195	$347,000	-	$414,000

Source: Partners for Economic Solutions, 2018.

IV. Commercial Office Market

The following section describes the market support for office space based on historic absorption and development data for the region and the Hanover, Elkridge and BWI submarket. PES has assessed the site's ability to compete for office development based on its competitive advantages and disadvantages including access, proximity to major employment centers, workforce, office environment, cost, support services and other factors.

In general, the site provides a competitive opportunity for commercial development. The site's outstanding access to highways and the airport is attractive in itself. The area benefits from excellent access to the regional road network, including I-95, I-97, I-695, MD 295; and other major routes such as US 1, MD 100 and MD 103. The additional value of the MARC commuter rail service provides a competitive advantage for business travelers, commuters and others. Transit service is becoming increasingly important as road congestion complicates auto commutes. The larger context includes the Arundel Mills regional outlet mall and entertainment complex with strong residential neighbors, such as Elkridge, and a growing base of industrial activity.

Existing Office Conditions

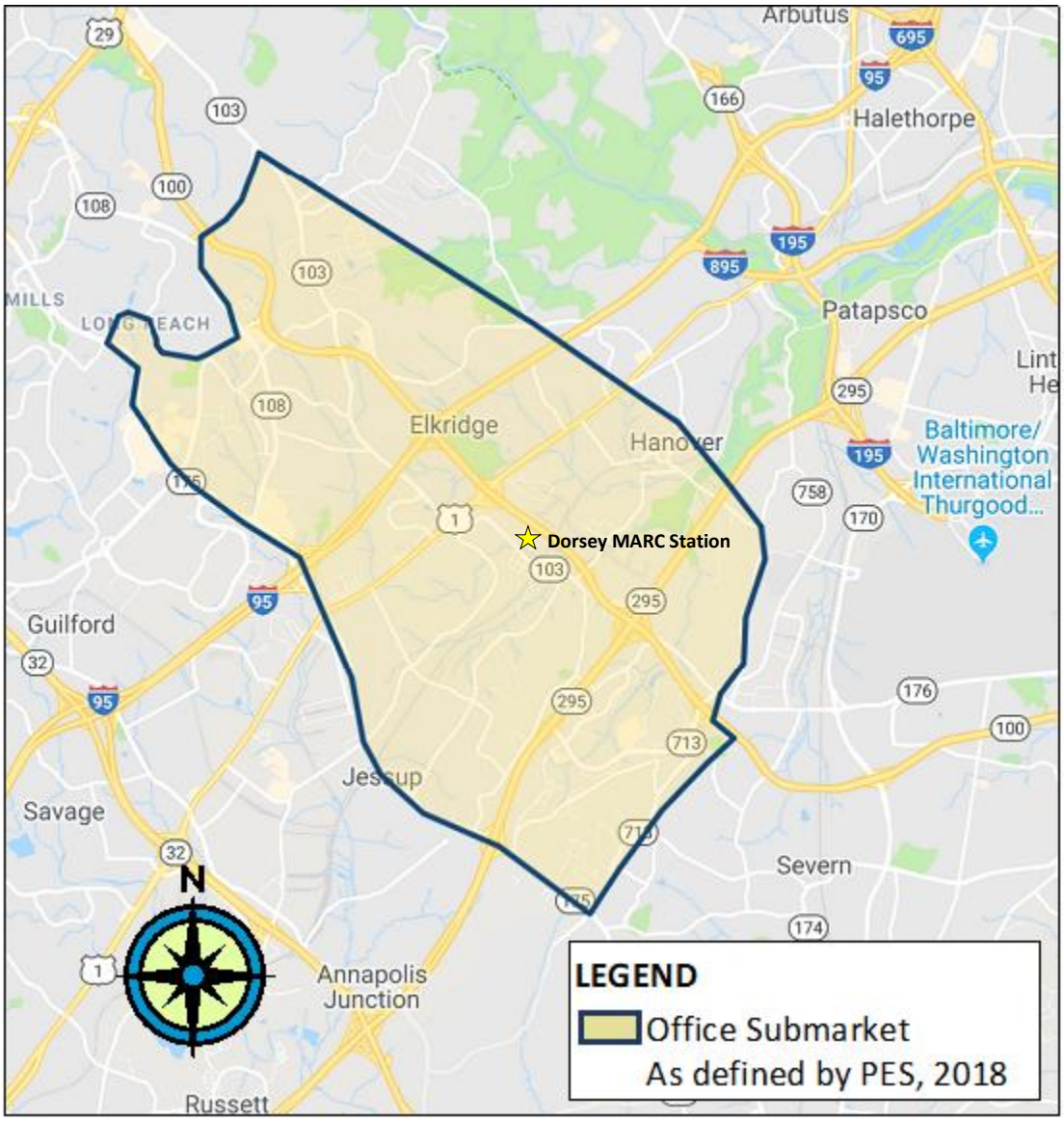
At its base, office demand is driven by growth in the number of employees who need a place to work. Focusing specifically on industries that tend to locate in office buildings provides more specific insight into the demand for office space. Industries that use office space most heavily include information, financial activities, professional and business services, and government. The first three are most important for the general occupancy office market, excluding owner-occupied buildings. Of course, all of the other industries also generate office demand (e.g., utility companies, physicians), but for a smaller share of their total employment base.

The Baltimore/Washington region's office market depends heavily on professional and business services, health care, education and government. In the Dorsey MARC Station office area, the dominant driver of office space demand has been overflow from Fort Meade and the National Security Agency, generating demand by defense contractors and related companies. Also represented are many small to mid-sized manufacturing firms.

Overall, the Baltimore regional office market continues to slowly improve with a decline in office vacancy rates reaching 12.7 percent in the third quarter of 2018 according to Mackenzie's Local Outlook. The few upticks in development activity were led by new projects in Baltimore City and the suburban submarkets of BWI and Columbia. In the four most relevant submarkets — BWI Anne Arundel County, BWI Howard County, BWI North Linthicum and Columbia North — vacancy rates improved since 2011. The activity in these suburban submarkets reflects expansions by educational institutions, defense-related office and other institutional users.

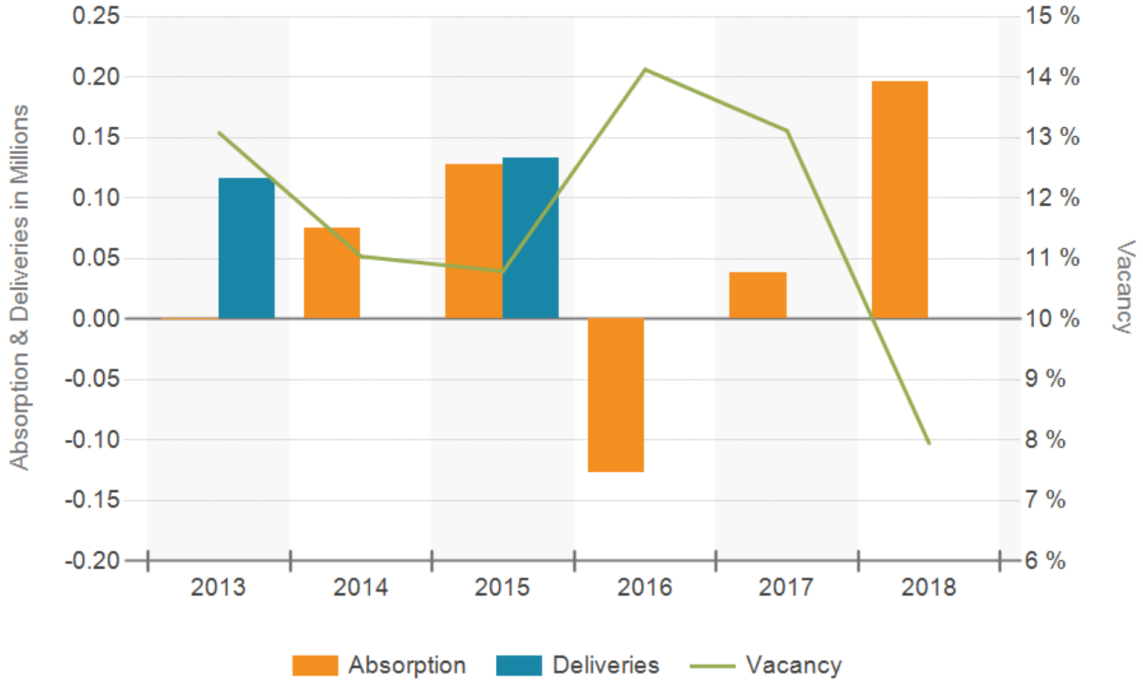
Office development on the Dorsey MARC Station site would compete most directly with other office developments along MD 100 in the area shown on Figure 7. The Dorsey MARC Station office area includes 102 buildings with roughly 4.3 million square feet of office space.

Figure 7: Dorsey Office Area



Based on data from CoStar, the current vacancy rate of 7.6 percent reflects a significant decline in vacancy from 21.6 percent in 2010. Since 2013, a net total of 113,234 square feet has been absorbed in the Dorsey MARC Station office area, including space in both existing and new buildings. Figure 8 provided by CoStar shows the dynamics of the Dorsey MARC Station office market over the last six years:

Figure 8: Dorsey MARC Station Office Conditions



Almost half of the office space (47 percent) is classified as Class B, 46 percent as Class A, and 7 percent as Class C. Classing of commercial space helps to properly evaluate existing supply by differentiating buildings by physical condition and operating performance. Class A represents space in those buildings that command the highest rents, and Class C represents space in those properties in fair to average condition receiving lower than average rents.

The office market does not consist of one type of office space; rather, distinct users create space needs, which vary greatly in character and construction type, impacting rents and location. The larger BWI corridor between Washington's and Baltimore's Beltways continues to gain more new tenants and development compared to the regional market. This reflects the expanding military and intelligence agency presence at Fort Meade, as well as renewed interest in less expensive space along the same heavily traveled transportation corridors.

The area is attracting new development with plans for the construction of roughly 120,000 square feet by St. John's Properties near West Nursery Road. In Hanover, an institutional user took 177,940 square feet of space at 7231 Parkway Drive, absorption that helped the Corridor outpace that of the rest of the region.

The Buckingham Office project, developed and leased by Merritt Properties, will contain nearly 300,000 square feet of commercial space at build-out. The 32-acre property is situated along Telegraph Road (MD 170) and MD 100. Initial development consisted of 53,500 square feet of office space with 13,700 square feet of retail on pad sites at the entrance of the property. Buckingham Office II proposed to open in 2019, will continue this mixed-use development. Future plans include 100 townhouse units and a Merritt Athletic Club.

Future Office Potentials

Using baseline projections from the Metropolitan Washington Council of Governments (MWCOG) and Baltimore Metropolitan Council (BMC), historical trends and an inventory of recently approved office development provide a starting point for estimating future office growth. The Dorsey MARC Station area is anticipated to increase its share of Howard and Anne Arundel counties' employment and its share of the regional employment base. With anticipated growth, the number of jobs in the Baltimore-Washington Corridor is projected to grow by more than 45 percent over the next 25 years.

Table 4: Baltimore Metropolitan Council Employment Growth by Jurisdiction, 2020-2030

Jurisdiction	Employment		Change
	2020	2030	2020-2030
Baltimore-Washington Corridor	272,534	292,620	20,087
Anne Arundel County	428,800	452,000	23,200
Howard County	235,200	258,200	23,000
Baltimore Region	1,846,400	1,943,100	96,700

Sources: CoStar; Partners for Economic Solutions, 2018.

Total employment growth reflects all industry sectors. For this section of both Anne Arundel and Howard counties the percentage of employment likely to be in industries requiring office space is 40 percent. The expected growth for office employment multiplied by the estimated average square feet per office employee provides a baseline of projected office growth. Based on a review of information used by the Anne Arundel County Economic Development Corporation and comparable office developments, PES calculated the average square footage per employee at 180 square feet. This suggests potential support for 2.1 million square feet of additional office space in the Baltimore-Washington Corridor by 2030.

Much of the already developed Baltimore-Washington Corridor exists in large part because of the excellent access from the local highway network, the ability to access both the Baltimore and Washington markets, the availability of executive housing in the surrounding communities and the failure of other locations to support continued development (including downtown Baltimore's higher development cost burden and parking shortage).

While the current lack of visibility from nearby highways and arterials will constrain somewhat the station location's ability to compete, its location at a MARC station with easy access to the airport should allow the property to attract office demand in the mid-term as other locations fill newly constructed office space. New construction of a 60- to 75-foot office tower (five to seven stories) would provide visibility from both MD 100 and MD 103.

The demand for new Class A and B office product will favor locations closer to Fort Meade and/ or near Arundel Mills. The Dorsey office market could capture roughly 1 percent of the Baltimore-Washington office demand with 40,000 to 50,000 square feet of office development over a two-year period and an additional amount every two to three years depending heavily on stable economic conditions.

V. Hotel Market

Hotel travel typically relates to business activity but also includes visitors to the region for a variety of reasons (e.g., passing through, visiting family, tourism, visiting higher education facilities, etc.). The hotel market links closely with the economy and follows its highs and lows, especially as it relates to business travel.

Hotel development needs close proximity to its customer base and tends to locate on well-traveled routes or near employment centers and tourist attractions, depending on the market segment of the particular hotel. For example, airport hotels serve business travelers and are typically located within three miles or less of an airport terminal. Accessibility, visibility from the highway, proximity to activity generators, aesthetics of the area and perceived safety rank top in factors considered by hotel operators when selecting a new hotel location. For these reasons interstate hotels, unlike resort hotel operations, cluster around highway exits with easy access. Collocation with retail, restaurants and entertainment enhances a hotel's appeal to potential customers.

Hotel operations segment based primarily on size and price. These distinctions by price include: economy (for lower priced lodging options), graduating to midscale, upper midscale and upscale as price and associated hotel features increase. Hotel performance varies based on the segment and operating style of each hotel. Often these categories reflect both the age and investment in specific properties. In addition, some hotels serve special niches, including extended stay facilities that serve business travelers or new residents still searching for a permanent home. Other specialty hotel operations, such as a lifestyle hotel or a boutique hotel, create subcategories.

The hotel cluster centered near the Dorsey MARC Station, more than seven miles from the airport, comprises a series of hotels across hotel segments that serve as second-tier locations for airport-generated demand. The most competitive hotels consist of upper midscale hotels from national chains— Best Western, Hilton, Choice and Marriott International. The nearby BWI airport cluster consists of more than 27 hotels with over 4,400 rooms. The competitive inventory of Dorsey MARC Station area hotels consists of 602 rooms in five mid-scale to upper mid-scale hotels (Appendix Table A-6).

STR Global, a hospitality data provider, details growth in the BWI airport cluster with the addition of both the Fairfield Inn & Suites and Home2Suites in 2015 and 2016, respectively. Much of the recent hotel development expanded beyond the tight airport market cluster to take advantage of the Arundel Mills amenities.

Near the Dorsey MARC Station, average daily room rates range from a low of $89 up to $125 per night. Given its location near the airport, Arundel Mills Mall and LIVE Casino, and Fort Meade, this grouping of hotels tends to serve business travelers and visitors.

Occupancy and average daily room rate trends are shown in Table 5 for these specific Dorsey MARC Station hotels. They achieved a 77-percent occupancy rate in 2018, +12.2 percentage points from 2012. Average daily room rates fluctuated reflecting shifts in the business

climate and competitive offerings to $102.58 in 2017, showing the high levels of demand and lessening of pressure to reduce room rates to achieve higher occupancies.

Table 5: Dorsey Hotel Trends, 2012-2018

Year	Occupancy Rate	Average Daily Rate	Revenue per Available Room
2012	65%	$103.89	$67.46
2013	69%	$97.56	$67.09
2014	77%	$99.39	$76.33
2015	74%	$104.75	$77.46
2016	78%	$102.24	$79.58
2017	78%	$102.58	$79.82
2018	77%	$99.86	$76.97
2012-2018 Change			
Amount	**12.1%**	**-$4.03**	**$9.51**
Percent	**15.6%**	**-3.9%**	**12.0%**

Source: STR Global; Partners for Economic Solutions, 2018.

The occupancy performance for these hotels further demonstrates the strength of business travel activity during the week and the boost from the Arundel Mills entertainment cluster for Saturday evening hotel demand. Over the course of the last three years, data suggest that high weeknight occupancy rates remained high into Friday and Saturday nights.

Table 6: Dorsey Hotel Occupancy by Day of the Week

Day of the Week	Occupancy Rate			Three-Year Average
	2016	2017	2018	
Sunday	58.6%	61.5%	60.4%	60.1%
Monday	73.7%	75.1%	73.5%	74.1%
Tuesday	78.2%	80.7%	80.4%	79.8%
Wednesday	79.6%	82.3%	80.5%	80.8%
Thursday	74.6%	77.2%	73.2%	75.0%
Friday	74.9%	76.8%	75.6%	75.8%
Saturday	81.6%	82.0%	80.9%	81.5%
Average	**74.4%**	**76.5%**	**74.9%**	**75.3%**

Source: STR Global; Partners for Economic Solutions, 2018.

Many of the existing airport hotels invested in upgrades to remain competitive as new hotels opened, all of which built on the BRAC-related expansions at Fort Meade and the airport's continued success. These trends highlight the potential within this segment to grow in the near term, but that potential will be closely tied to overall economic conditions.

Hotel Potentials

As with all real estate, location criteria for a hotel relate to its ability to draw customers. A hotel must be convenient to its client base and have supportable types of surrounding land uses. As mentioned previously, hotels select their locations based on visibility and accessibility, usually along major highways or in business or industrial districts. The

aesthetics of an area, noise levels and safety also rank highly in factors considered when selecting a location. The Dorsey MARC Station site has excellent access from MD 100 and other major arteries, but visibility is limited due to topography with the parking lot site 30 or more feet below the MD 100 roadway.

A hotel at the Dorsey MARC Station would compete with existing facilities and new hotels to be developed over the next three to five years. Hotel operators suggest that an available site located near the Arundel Mills entertainment cluster would need to offer slightly reduced room rates to entice a reasonable number of weekly guests. Although the Dorsey MARC Station site is not immediately visible, a new structure in excess of 50 feet with reasonable proximity to the restaurants and amenities of Arundel Mills may be feasible. Nowadays hotel guests may arrive via shuttle, taxi, Uber or Lyft and use those car-sharing services to access nearby amenities. In addition, weekday MARC service to Washington and Baltimore could give the hotel a marketing advantage over other hotels.

VI. Retail Market

This section discusses the retail environment and estimates potentials for the Dorsey MARC Station site.

Existing Retail Conditions

The success of retail in any market area depends on the income levels and spending patterns of its residents, daytime employees and visitors. Indicators of household spending help to determine the need for supplementary types of retail and services based on consumer preferences. The typical retail analysis begins with the definition of a primary trade area, from which 80 to 90 percent of customers will be drawn. These trade areas consider competition, drive times, physical and sociological boundaries, and other issues. Projections of population and employment growth in the trade areas are the key input to the analysis. Finally, the identification of where the retail spending currently occurs provides a basis for estimating future capture rates. In general, the capture rates represent the share of potential spending that comes to an individual store or shopping area from trade area residents or daytime employees. While this capture of current and prospective households/employees informs standard retail decisions, the creation of a vibrant, active place has the potential to attract destination retail able to draw customers from the broader region.

Retail potentials at the Dorsey MARC Station will be affected by four major factors:

- the competition posed by existing retailers;
- the demographics of the close-in residential population;
- the demand generated by nearby employees; and
- the extent and nature of visitor/commuter demand.

Residents do not travel far to find a variety of food establishments and general neighborhood services. These customers seek locations that are either convenient to their homes or work. In contrast, residents in need of shoppers' goods (general merchandise, apparel and accessories, furniture and furnishings, and other), also known as GAFO, prefer the

opportunity to comparison shop for such items and will travel to a shopping center or district with a variety of retail options. Due to the large or unique nature of these purchases, shoppers are willing to search the Internet and drive further to find what they want.

The competitive retail environment within which a Dorsey retail development would operate consists of several large retail groupings and a series of commercial corridors around residential neighborhoods. The larger group of retail offerings includes four malls, one of which is a super-regional mall or outlet mall attracting from a broader trade area. The descriptions below highlight the composition of major competitive retail offerings.

1. **Arundel Mills** –The Arundel Mills regional mall, completed in 2000, offers more than 242 stores with seven restaurants and a series of pad sites and off-site suburban strip commercial options within an estimated 1.4 million square feet. The mall, which includes entertainment venues, is a tourist destination attracting residents from Maryland and beyond. New residential and commercial developments either recently completed, under construction or planned for the area, reflect the successful creation of place at Arundel Mills. A noticeably different location without access to rail, Arundel Mills serves the auto-oriented suburban customers with a sea of surface parking. The development surrounding the mall includes a set of big-box stores, major retailers, and restaurants including Wal-Mart, Costco, Staples, Safeway, Men's Wearhouse, Potbelly Sandwich Works, LIVE Casino, T.G.I. Friday's, and Panera Bread.
2. **The Mall at Columbia-** The Mall at Columbia, built originally in 1971, has expanded several times to include approximately 200 stores and an open area plaza which connects to an AMC Theater and several restaurant options. The mall's location within the heart of downtown Columbia's town center offers access to not only the residential neighborhoods in and around the town center but also the large number of daytime employees within less than a quarter-mile walk to the mall stores.
3. **Gateway Overlook—** This large power center offers several anchor tenants including Lowes and Costco in a total of 526,000 gross square feet. Construction began in 2007 with the out-parcels such as Houlihan's Restaurant and Bar and a smaller shopping center anchored by Trader Joe's completed in 2010. The property is owned by Washington Real Estate Investment Trust and has minimal vacancies.
4. **Columbia Crossing and Columbia Crossing II—** These two side-by-side shopping centers located along MD 175 provide more than 477,000 gross square feet of convenience and shoppers goods stores with Target, TJ Maxx, Bob's Discount Furniture, Pier One, Old Navy and Dick's Sporting Goods. The two shopping centers offer a variety of restaurants including La Madeleine, Mission BBQ, and Famous Dave's BBQ.

Future Retail Potential

The demand for retail facilities relates to the ultimate sales potential, estimated based on expenditures by residents within reasonable proximity as well as visitors to the Elkridge / Hanover area. Baseline data on total retail demand by retail category for the PMA are shown in Table 7. These tables show annual expenditures by area residents. The amount of these expenditures that could be captured by stores at the Dorsey MARC Station would vary based on the competition and existing supply of retail stores by category. Capture rates measure the share of potential expenditures that come to an individual store or shopping area from each market source (i.e., residents, workers or visitors). Typically, local retailers capture a higher share of PMA residents' spending on convenience goods (e.g., drugstore items and groceries) than general merchandise sales because most consumers do not need to travel far to find the types of food and goods they are seeking. Consumers need to purchase such goods more frequently than they do clothing or gifts and value convenience more than being able to comparison shop.

PMA households and total expenditures are relatively vast, capturing the large draw from out-of-area residents to the regional shopping amenities on the outskirts of the PMA. PMA households with an average household income of $96,757 spend roughly $77.4 million on neighborhood goods and services, compared to $36 million on food and beverage away from home. As would be expected the largest expenditure by major retail category is for shoppers goods, totaling $121.8 million in annual expenditures. These retail expenditures reflect all of the residents' spending whether from home, near work, on vacation or elsewhere.

The data provide a calculation of supportable retail expenditures based on potential leakage or surplus of retail space by category. They summarize total potential expenditures from residents, workers and visitors captured by area retailers (i.e., total demand). Leakage (shown as a positive number) represents the dollars that these residents spend outside the area. The negative values represent inflow or categories for which PMA retailers' sales exceed the spending by residents by attracting shoppers from outside the area. If the total demand exceeds the corridor retail sales, the result is an unmet demand, shown as a retail gap. It should be noted that the existence of a retail gap may be insufficient to support a new store based on store-specific criteria.

Table 7:Primary Market Area Sales and Expenditures by Retail Category, 2018

NAICS	Industry Group	Demand (Retail Potential)	Supply (Existing Retail Sales)	Retail Gap
Neighborhood Goods and Services				
445	Food & Beverage Stores	$58,464,000	$15,196,000	$43,268,000
4451	*Grocery Stores*	*$49,163,000*	*$6,591,000*	*$42,572,000*
4452	*Specialty Food Stores*	*$2,912,000*	*$5,030,000*	*-$2,118,000*
4453	*Beer, Wine & Liquor Stores*	*$6,389,000*	*$3,576,000*	*$2,813,000*
446, 4461	Health & Personal Care Stores	$18,930,000	$4,909,000	$14,021,000
	Total Neighborhood Goods and Services	**$77,394,000**	**$20,105,000**	**$57,289,000**
Eating and Drinking				
722	Food Services & Drinking Places	$36,066,000	$27,528,000	$8,538,000
7225	*Restaurant and Eating Places*	*$33,861,000*	*$27,528,000*	*$6,333,000*
7223	*Special Food Services*	*$1,150,000*	*$5,415,000*	*-$4,265,000*
7224	*Drinking Places - Alcoholic Beverages*	*$1,056,000*	*$614,000*	*$442,000*
	Total Eating and Drinking	**$36,066,000**	**$27,528,000**	**$8,538,000**
Shoppers Goods (General Merchandise, Apparel and Accessories, Furniture and Furnishings and Other)				
452	General Merchandise Stores	$52,424,000	$4,966,868	$47,457,132
448	Clothing & Clothing Accessories Stores	$23,006,000	$4,593,428	$18,412,572
442	Furniture & Home Furnishings Stores	$11,881,000	$20,193,105	-$8,312,105
443	Electronics & Appliance Stores	$12,763,000	$89,038,400	-$76,275,400
451	Sporting Goods, Hobby, Book & Music Stores	$9,880,000	$858,975	$9,021,025
453	Miscellaneous Store Retailers	$11,851,000	$30,279,000	-$18,428,000
	Total Shoppers Goods	**$121,805,000**	**$149,929,776**	**-$28,124,776**

Source: ESRI, Retail Marketplace Profile, 2018; Partners for Economic Solutions, 2018.

Shown in Table 7, the expenditure data suggest that there is unmet demand for a grocery store, a drugstore and several restaurants. This is likely over-stated due to the presence of competitive grocery and drugstores in close proximity to PMA neighborhoods but located outside the PMA boundaries. The cluster of restaurants in and around Arundel Mills, which offers greater variety and easy parking, draws a good share of PMA residents. The gaps in shoppers' goods are unlikely to be filled by new stores on the Dorsey Station site given the presence of Arundel Mills.

Employee Potential Expenditures

Nearby employees represent a second important market source, numbering roughly 23,109 PMA employees. Though Arundel Mills Mall, Maryland LIVE Casino, the airport and Fort Meade have roughly 68,000 employees, few leave their work to eat or run errands at lunchtime. Though many work in buildings with cafeterias, more traditional office employees are more likely to leave work for lunch and/or stop for food after work.

The International Council on Shopping Centers frequently conducts surveys of how much office workers spend during the way while at or near work. In general, office workers spend primarily on retail categories such as eating and drinking and health and personal care. In total the PMA has 23,109 workers in the area that would support additional sales of $1.6 million in neighborhood goods and services and $790,000 in restaurants. Finally, additional visitors to an area also contribute to the total potential expenditures, measured as an inflow amount based on total residential sales and expected to reflect a marginal increase in total sales potential.

Oversupply of Retail

An oversupplied retail market can be reflected by the number of vacancies in older commercial strip shopping centers unable to compete with newly constructed options. While the population continues to expand within Elkridge and Hanover, the supply of neighborhood goods and services retail space has grown as well. That results in customer expenditures being distributed among more stores than can be reasonably supported. The quality of stores and restaurants in this submarket does not meet high consumer standards. Retail leasing rates are lower than market rents in nearby and comparable communities. Turnover and business failure rates are high, as retailers and restaurateurs struggle with narrow or negative margins.

In the Dorsey MARC Station area these oversupplied retail conditions reflect the influx of strong retail competition to the west (Columbia) and east (Arundel Mills). In addition, the topography of the Dorsey MARC Station site and the poor visibility it engenders would further hamper a retailer's visibility and its ability to attract shoppers from MD 100, US 1, MD 103, MD 295 and I-95. Other sites exist with better visibility and accessibility from local roads (other than MD 100). Any retail attracted to the station site would be limited to convenience retail serving some rail passengers and the immediately surrounding office employees and/or residents.

VII. Conclusions

A key constraint on the ability to assemble and redevelop land at the Dorsey MARC Station is the existence of the commuter surface parking lot, which require replacement. The parking lot does not reach full capacity during the week. However, on weekends the lot is used by a local driving school and the nearby House of Worship to occupy roughly 80 percent of the surface parking lot. The potential requirement to replace the commuter parking on a one-for-one basis may undermine the financial viability of development at the Dorsey MARC Station. The cost of constructing structured parking may exceed the value of the land made available by that move from surface parking.

Currently, businesses and residents are willing to pay higher rents and prices for housing within a quarter to a half mile of transit, known as Transit Oriented Development (TOD). However, that transit must have sufficient frequency and reliability as well as access to multiple desirable locations to be considered a significant market distinction. Additionally, the extent to which car-sharing services make it simple and affordable to access employment centers or reduce dependence on public transit, TOD land value premiums may decline. The TOD premium is likely to persist at some level though given the aggregation of activities within walking distance.

For the Dorsey MARC Station site, the residential market is limited primarily by the dependence on Howard County's APFO improvements and the future state of the economy. While sufficient demand exists as price points able to support new development, current land use policies will limit proposed residential projects.

The real estate landscape continues to shift impacting commercial development activity as the amount of office space required by many industries shifts (employers using less office space per employee as a result of technological advancements and changing office design) and in conjunction with economic considerations.

Also inhibiting demand for new office space at the Dorsey MARC Station site is the competition offered by properties on the outskirts of Arundel Mills and downtown Columbia. These major infill development opportunities offer a walking environment and mix of uses on sites with more direct access to entertainment and supportive retail, restaurants and hotels.

While there is significant unmet retail demand, that unmet demand is not sufficient to support the cluster of stores that consumers seek for comparison shopping, nor the location and visibility required for neighborhood goods and services or restaurants.

Appendix A. Tables

Table A-1. Population by Age, 2018								
Age Range	Primary Market Area[1]		Secondary Market Area[2]		Baltimore-Washington Corridor[3]		Metro Area[4]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0 to 19 Years	6,324	27.4%	16,822	24.7%	102,320	25.9%	683,048	24.0%
20 to 24 Years	1,488	6.5%	4,050	5.9%	24,984	6.3%	186,434	6.5%
25 to 34 Years	3,854	16.7%	10,838	15.9%	57,360	14.5%	398,272	14.0%
35 to 44 Years	4,085	17.7%	11,086	16.2%	56,954	14.4%	356,064	12.5%
45 to 54 Years	3,347	14.5%	9,757	14.3%	54,986	13.9%	379,761	13.3%
55 to 64 Years	2,320	10.1%	7,927	11.6%	48,454	12.3%	386,280	13.6%
65 to 74 Years	1,086	4.7%	5,010	7.3%	30,841	7.8%	267,383	9.4%
75 to 84 Years	385	1.7%	2,065	3.0%	13,551	3.4%	129,839	4.6%
85 Years and over	160	0.7%	684	1.0%	5,203	1.3%	60,846	2.1%
Total	**23,049**	**100.0%**	**68,239**	**100.0%**	**394,653**	**100.0%**	**2,847,927**	**100.0%**
Median Age	**34.6**		**37.1**		**37.1**		**39.2**	

Note:[1] Primary Market Area includes Census Tracts 12.01, 12.03 and 12.04. [2] Secondary Market Area includes Census Tracts 1.02, 1.03, 4.00, 6.01 and 12.00 in Anne Arundel County and 11.03, 11.07, 11.08, 67.06, 67.07 and 69.01 in Howard County. [3]Bounded by I-695, I-97, MD 3, Patuxent River, US 29 and I-70. [4]Baltimore-Columbia-Towson metro area includes the City of Baltimore and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties.

Source: ESRI, Demographic and Income Profile, 2018; Partners for Economic Solutions, 2018.

Table A-2. Population by Age, 2010-2023						
Age	Baltimore-Washington Corridor[1]					
	2010		2018		2023	
	Number	Percent	Number	Percent	Number	Percent
0 to 19 Years	94,132	27.1%	102,320	25.9%	105,748	25.0%
20 to 24 Years	22,556	6.5%	24,984	6.3%	24,183	5.7%
25 to 34 Years	52,616	15.2%	57,360	14.5%	63,646	15.0%
35 to 44 Years	53,261	15.3%	56,954	14.4%	62,373	14.7%
45 to 54 Years	53,778	15.5%	54,986	13.9%	54,790	13.0%
55 to 64 Years	37,968	10.9%	48,454	12.3%	51,003	12.1%
65 to 74 Years	19,345	5.6%	30,841	7.8%	36,890	8.7%
75 to 84 Years	9,885	2.8%	13,551	3.4%	18,337	4.3%
85 Years and Over	3,636	1.0%	5,203	1.3%	5,961	1.4%
Total Population	**347,177**	**100.0%**	**394,653**	**100.0%**	**422,931**	**100.0%**
Median Age	**35.8**		**37.1**		**37.8**	
Age	Metro Area[2]					
	2010		2018		2023	
	Number	Percent	Number	Percent	Number	Percent
0 to 19 Years	700,167	25.8%	683,048	24.0%	679,297	23.2%
20 to 24 Years	189,981	7.0%	186,434	6.5%	173,749	5.9%
25 to 34 Years	362,245	13.4%	398,272	14.0%	406,622	13.9%
35 to 44 Years	362,510	13.4%	356,064	12.5%	393,771	13.4%
45 to 54 Years	423,553	15.6%	379,761	13.3%	356,248	12.2%
55 to 64 Years	329,522	12.2%	386,280	13.6%	382,146	13.0%
65 to 74 Years	183,047	6.8%	267,383	9.4%	307,811	10.5%
75 to 84 Years	110,458	4.1%	129,839	4.6%	164,695	5.6%
85 Years and Over	49,006	1.8%	60,846	2.1%	64,291	2.2%
Total Population	**2,710,489**	**100.0%**	**2,847,927**	**100.0%**	**2,928,630**	**100.0%**
Median Age	**38.0**		**39.2**		**40.0**	

Note: [1]Bounded by I-695, I-97, MD 3, Patuxent River, US 29 and I-70. [2]Baltimore-Columbia-Towson metro area includes the City of Baltimore and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties.

Source: ESRI, Demographic and Income Profile, 2018; Partners for Economic Solutions, 2018.

Table A-3. Households by Size, 2010								
Households by Size	Primary Market Area [1]		Secondary Market Area[2]		Baltimore-Washington Corridor[3]		Metro Area[4]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1 Person	1,308	22.8%	4,274	22.9%	29,483	23.5%	284,677	27.4%
2 People	1,661	28.9%	5,710	30.6%	38,782	31.0%	330,657	31.8%
3 People	1,124	19.6%	3,556	19.1%	23,016	18.4%	176,473	17.0%
4 People	1,028	17.9%	3,073	16.5%	20,147	16.1%	141,866	13.7%
5 People	404	7.0%	1,274	6.8%	8,563	6.8%	63,874	6.1%
6 People	141	2.5%	473	2.5%	3,168	2.5%	24,518	2.4%
7+ People	77	1.3%	276	1.5%	2,040	1.6%	16,700	1.6%
Total Households	**5,743**	**100.0%**	**18,636**	**100.0%**	**125,199**	**100.0%**	**1,038,765**	**100.0%**
Average Household Size	**2.72**		**2.69**		**2.67**		**2.54**	

Note:[1] Primary Market Area includes Census Tracts 12.01, 12.03 and 12.04. [2] Secondary Market Area includes Census Tracts 1.02, 1.03, 4.00, 6.01 and 12.00 in Anne Arundel County and 11.03, 11.07, 11.08, 67.06, 67.07 and 69.01 in Howard County. [3]Bounded by I-695, I-97, MD 3, Patuxent River, US 29 and I-70. [4]Baltimore-Columbia-Towson metro area includes the City of Baltimore and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties.

Source: 2010 U.S. Census; Partners for Economic Solutions, 2018.

Table A-4. Households by Tenure, 2000-2018								
Owner vs. Renter	Primary Market Area[1]		Secondary Market Area[2]		Baltimore-Washington Corridor[3]		Metro Area[4]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Tenure, 2000								
Owner	3,244	76.8%	11,964	76.1%	89,307	83.2%	651,885	66.9%
Renter	981	23.2%	3,750	23.9%	18,043	16.8%	322,186	33.1%
Tenure, 2010								
Owner	4,077	71.0%	13,899	74.6%	89,307	71.3%	691,805	66.6%
Renter	1,666	29.0%	4,737	25.4%	35,892	28.7%	346,960	33.4%
Tenure, 2018								
Owner	5,375	67.2%	15,740	67.7%	97,622	69.1%	710,009	65.6%
Renter	2,628	32.8%	7,516	32.3%	43,601	30.9%	372,008	34.4%

Note:[1] Primary Market Area includes Census Tracts 12.01, 12.03 and 12.04. [2] Secondary Market Area includes Census Tracts 1.02, 1.03, 4.00, 6.01 and 12.00 in Anne Arundel County and 11.03, 11.07, 11.08, 67.06, 67.07 and 69.01 in Howard County. [3]Bounded by I-695, I-97, MD 3, Patuxent River, US 29 and I-70. [4]Baltimore-Columbia-Towson metro area includes the City of Baltimore and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties.

Source: ESRI, 2018; Partners for Economic Solutions, 2018.

Table A-5. Households by Income, 2018								
Household Income	Primary Market Area[1]		Secondary Market Area[2]		Baltimore-Washington Corridor[3]		Metro Area[4]	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than $25,000	622	7.8%	1,854	8.0%	11,820	8.4%	176,185	16.3%
$25,000 to $34,999	341	4.3%	978	4.2%	5,996	4.2%	75,060	6.9%
$35,000 to $49,999	566	7.1%	1,498	6.4%	10,573	7.5%	108,386	10.0%
$50,000 to $74,999	1,376	17.2%	3,544	15.2%	21,196	15.0%	173,307	16.0%
$75,000 to $99,999	1,220	15.2%	3,215	13.8%	20,739	14.7%	143,836	13.3%
$100,000 to $149,999	1,846	23.1%	5,747	24.7%	33,135	23.5%	197,126	18.2%
$150,000 or more	2,032	25.4%	6,420	27.6%	37,749	26.7%	208,053	19.2%
Total	**8,003**	**100.0%**	**23,256**	**100.0%**	**141,208**	**100.0%**	**1,081,953**	**100.0%**
Median Household Income	**$96,757**		**$102,915**		**$100,255**		**$76,055**	

Note:[1] Primary Market Area includes Census Tracts 12.01, 12.03 and 12.04. [2] Secondary Market Area includes Census Tracts 1.02, 1.03, 4.00, 6.01 and 12.00 in Anne Arundel County and 11.03, 11.07, 11.08, 67.06, 67.07 and 69.01 in Howard County. [3]Bounded by I-695, I-97, MD 3, Patuxent River, US 29 and I-70. [4]Baltimore-Columbia-Towson metro area includes the City of Baltimore and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties.

Source: ESRI, Housing Income Profile, 2018; Partners For Economic Solutions, 2018.

Table A-6. Dorsey Selected Hotel Inventory			
Name	Number of Rooms	Year Built	Chain Scale
Best Western Plus BWI Airport Hotel Arundel Mills	133	2011	Upper Midscale
TownePlace Suites Arundel Mills BWI Airport	109	2008	Upper Midscale
Candlewood Suites Arundel Mills BWI Airport	100	2012	Midscale
Clarion Hotel BWI Airport Arundel Mills	130	1970	Upper Midscale
Hampton Inn & Suites Baltimore Arundel Mills Baltimore	130	2002	Upper Midscale
Total	602		

Source: STR Global; Partners for Economic Solutions, 2018.

349 Cedar Street, NW
Washington, DC 20012
www.PESconsult.com

Appendix I

Phase I Environmental Site Assessment

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Dorsey MARC Station
7000 Deerpath Road at Maryland Route 100
Elkridge, Maryland 21075

Prepared for:

MARYLAND DEPARTMENT OF TRANSPORTATION

MDOT – Office of Real Estate and Economic Development
7201 Corporate Center Drive
Hanover, Maryland 21076

Prepared by:

Applying Practical Science to Improve Communities

Chesapeake Environmental Management, Inc.
42 N. Main Street
Bel Air, Maryland 21014

As Subconsultant to:

STV 100 Years

STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, Maryland 21244

APRIL 2019

Phase I Environmental Site Assessment
Dorsey MARC Station
7000 Deerpath Road at Maryland Route 100
Elkridge, Maryland 21075

Prepared for:

Maryland Department of Transportation
Office of Real Estate and Economic Development
7201 Corporate Center Drive
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April 2019

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EXECUTIVE SUMMARY

Chesapeake Environmental Management, Inc. (CEM) performed a Phase I Environmental Site Assessment (ESA) of three contiguous parcels totaling 20.92 acres in area at 7000 Deerpath Road at Maryland Route 100, Elkridge, Maryland 21075 (referred to as the "Target Property") in conformance with the scope and limitations of the standard processes described in American Society for Testing and Materials (ASTM) E1527-13 (Standard Practice for Environmental Site Assessments: Phase I ESA Process). According to the Maryland State Department of Assessments and Taxation (SDAT) real property database, the Target Property is currently owned by the State of Maryland and is zoned for exempt commercial use. However, according to a zoning analysis performed by the Maryland Department of Transportation (MDOT) and STV, the site is currently zoned for transit-oriented development (TOD). The Target Property currently exists as the Dorsey Maryland Area Rail Commuter (MARC) Station.

The purpose of this Phase I ESA was to identify recognized environmental conditions (RECs) in connection with the Target Property. A REC is defined as the presence, or likely presence, of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substance or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. A controlled REC (CREC), which is a subset of a REC, refers to a contaminated site that has received risk-based regulatory closure where no further remediation is required but residual contamination still exists. Therefore, the property may be subject to regulatory control (e.g., engineering control) or use restriction.

This assessment has identified no evidence of RECs or CRECs in connection with the Target Property.

1.0 INTRODUCTION

1.1 Purpose

The purpose of this Phase I Environmental Site Assessment (ESA) was to identify, to the extent feasible and pursuant to the process prescribed in American Society for Testing and Materials (ASTM) E1527-13, recognized environmental conditions (RECs) in connection with three contiguous parcels located at 7000 Deerpath Road at Maryland Route 100, Elkridge, Maryland 21075 (herein referred to as the "Target Property"). A REC is defined by ASTM as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to a release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions." The ASTM E1527-13 process constitutes all appropriate inquiries for the purpose of Landowner Liability Protections under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This report reflects the observations, information, and data collected by Chesapeake Environmental Management, Inc. (CEM) associated with the Target Property.

1.2 Detailed Scope of Services

CEM prepared this ESA in accordance with CEM's proposal submitted on May 24, 2018 and the Notice to Proceed provided by STV Incorporated (STV) on December 10, 2018. This Phase I ESA was conducted in accordance with ASTM E1527-13 (Standard Practice for ESAs: Phase I ESA Process). The Phase I ESA consisted of a review of current and historical activities and conditions at the Target Property and surrounding properties, including a non-intrusive visual inspection of the Target Property; review of local, state, and federal regulatory database records; review of available historical records; and a survey of adjacent land uses. This Phase I ESA did not include a review of non-scope items such as lead-based paint or asbestos containing materials nor did it include sampling or chemical analysis of soils, soil vapor, surface water, or groundwater. A list of acronyms used throughout this report is provided in **Appendix A**.

1.3 Significant Assumptions

In expressing the opinions stated in this report, CEM has exercised the degree of skill and care ordinarily exercised by a reasonable, prudent Environmental Professional in the same community and in the same time frame given the same or similar facts and circumstances. CEM assumes that STV and the Maryland Department of Transportation (MDOT) Office of Real Estate and Economic Development (ORED), as set forth in the contractual agreement, are the Users as defined by ASTM E1527-13. All documentation and data provided by STV, MDOT ORED, designated representatives thereof, other interested third parties, or from the public domain, and referred to in the preparation of this assessment, were used and referenced accordingly. Consequently, CEM assumes no responsibility or liability for the accuracy of such documentation or data.

The independent conclusions in this report represent CEM's professional judgment based on information and data available to CEM during the course of our investigation. The factual information regarding operations, conditions, and test data provided by STV, MDOT ORED, property owners, or their representatives are assumed to be correct and complete. The conclusions presented are based on the data provided and reviewed by CEM, observations made by CEM, and conditions that existed on the date of the on-site visit.

1.4 Limitations and Exceptions

CEM does not warrant that there are no toxic or hazardous materials or contamination associated with the Target Property, nor does CEM accept any liability if such are found at some future time, or could have

been found if sampling or additional studies were conducted. CEM does not assume responsibility for other environmental issues that may be associated with the Target Property. In view of the rapidly changing status of environmental laws, regulations, and guidelines, CEM cannot be responsible for changes in laws, regulations, or guidelines that occur after the study has been completed that may affect the Target Property.

This report is not intended to serve as a bidding document nor as a project specification document and actual site conditions and quantities should be field-verified. Additionally, the passage of time may result in a change in the environmental characteristics at this site. The results, findings, conclusions, and recommendations expressed in this report are based only on conditions that were observed during CEM's inspection of the Target Property.

This report has been prepared for the exclusive use of STV and MDOT ORED and is based, in part, on third-party information not within the control of STV, MDOT ORED, or CEM. While it is believed that the third-party information contained herein is reliable according to the conditions and limitations described in this report, neither STV, MDOT ORED, nor CEM guarantee the accuracy of the third-party information.

1.5 Special Terms and Conditions

There are no Special Terms and Conditions associated with this investigation.

1.6 User Reliance

This report is exclusively for the use and benefit of STV and MDOT ORED (the Users), as shown on the cover page of this report. This report is not for the use or benefit of, nor may it be relied upon by, any other person or entity without the advance written consent of CEM. According to the Users, the Phase I ESA has been prepared as part of the due diligence process prior to redeveloping the property.

2.0 SITE DESCRIPTION

2.1 Location and Legal Description

The Target Property is located at 7000 Deerpath Road at Maryland Route 100 in Elkridge, Maryland 21075 (see **Appendix B – Figure 1**). According to the Maryland State Department of Assessments and Taxation (SDAT) real property database, the Target Property consists of three contiguous parcels currently zoned for exempt commercial use. However, according to a zoning analysis performed by MDOT and STV, the site is currently zoned for transit-oriented development (TOD). Additionally, STV provided information that stated portions of Parcel 600 were converted into an easement on behalf of the MDOT State Highway Administration (SHA) to facilitate the construction of Route 100, resulting in a total area for the three Target Property parcels of 20.92 acres. The parcel information associated with the Target Property is listed below in **Table 2-1**. A Copy of the SDAT sheets for the Target Property is provided in **Appendix C1**.

Table 2-1: Target Property Parcel Information

Mailing Address	Parcel ID	Current Owner
South Route 1	Map 37, Grid 24, Parcel 600	State of Maryland Commission of MD
North Route 100	Map 37, Grid 24, Parcel 634, Lot F	State Railroad Administration Dept of Transportation
Route 100	Map 37, Grid 24, Parcel 634, Lot G	State Railroad Admin c/o Mass Transit Admin

2.2 Current Use of the Target Property

The Target Property is currently owned by the State of Maryland and currently utilized primarily as a passenger terminal and associated asphalt paved parking areas for the Dorsey Maryland Area Rail Commuter (MARC) Station.

2.3 Description of On-Site Structures, Roads and Improvements

The Target Property consists of a passenger terminal, an access road, and asphalt paved parking areas associated with the Dorsey MARC Station (located along the eastern edge of the Target Property). The Target Property is bounded by Route 100 to the north, commercial properties to the south, commercial properties to the west, and railroad tracks to the east.

2.4 Description of Adjoining Properties

The Target Property is located in a mixed-use area of Elkridge, Maryland that consists of parcels primarily zoned for residential, commercial, exempt commercial, and industrial uses. Adjoining parcels contain the following structures and improvements (see **Appendix B – Figure 2**).

- North – Large industrial warehouse(s) (north of Route 100);
- South – Multiple commercial properties located along Deerpath Road;
- East – CSX Transportation, Inc. owned railroad tracks; and
- West – Multiple commercial properties located along Deerpath Road.

3.0 USER PROVIDED INFORMATION

A User Questionnaire was submitted to Ms. Kathy Robertson (MDOT ORED) via email on December 20, 2018. Ms. Robertson forwarded the User Questionnaire to representatives of the MDOT State Highway Administration (SHA), as well as the MDOT Maryland Transit Administration (MTA).

Mashel Wakil (MDOT SHA Real Estate) completed the questionnaire on April 3, 2019 and returned the document to MDOT. Robert Frazier (MTA Environmental Manager) completed the questionnaire on April 4, 2019 and returned the document to MDOT. A copy of both the User Questionnaires is provided in **Appendix C2**. The information provided to CEM as part of the completed User Questionnaires has been included in the summary below.

3.1 Title Records

CEM obtained limited history of ownership information for the Target Property through SDAT. Copies of the SDAT sheets are attached as **Appendix C1**. To supplement the deed information obtained through SDAT, CEM performed a limited chain-of-title search using the Maryland land records online database. The findings of the limited chain-of-title search are summarized in **Table 3-1**. As part of the User Questionnaire, MDOT SHA provided a copy of the deed (dated October 30, 1975 and included as part of **Appendix C2**) associated with Parcel 600 that references the same parcels that were identified by CEM during the limited chain-of-title search.

Table 3-1: Chain-of-Title Summary			
Grantor(s)	**Grantee**	**Purchase Date**	**Deed Book/Page**
Target Property – Parcel 600			
Howard County	State of Maryland Commission of MD	10/30/1975	750/453
Albert V. Williams	Kaiser Aetna	1/3/1972	581/281
The same six parcels were then recorded on a plat entitled as "Property of Albert V. Williams" dated March 24, 1965 and revised April 6, 1966 and contained 191.583 acres of land.			
John H. Mears, Jr.	Albert V. Williams	2/6/1963	395/710
Dawse C. Wolf	Albert V. Williams	6/15/1955	269/24
Howard H. Mollman et ux	Albert V. Williams	4/21/1953	243/53
Andrew P. O'Connor	Albert V. Williams	4/2/1953	242/419
Albert Ozminski et ux	Albert V. Williams	4/2/1953	242/316
Edward I. Breitschwerdt	Albert V. Williams	3/21/1953	242/91
Target Property – LOT F			
S/K Dorsey Associates Limited Partnership	State Railroad Administration of the Department of Transportation (State of Maryland) – LOT F	7/19/1991	2386/726
Dorsey Business Center Limited Partnership	S/K Dorsey Associates Limited Partnership	10/9/1987	1733/655
Target Property was subdivided into multiple parcels as designated on the plat entitled "Dorsey Business Center, Section One, Parcels A through K" Sheet 3 of 3, dated March 1, 1986.			
John H. Eppler and William B. Eppler (trustees under the Will of John Brandt Eppler)	Dorsey Business Center Limited Partnership	7/15/1985	1366/630
Eppler Realty Corporation	John H. Eppler and William B. Eppler (trustees under the Will of John Brandt Eppler)	1/19/1979	924/664
Harry H. Eppler and John B. Eppler	Eppler Realty Corporation	5/31/1957	300/141
Moris Lacritz, Celia Lacritz, Jake Adler, and Goldie Adler	Harry H. Eppler and John B. Eppler	11/14/1950	221/172

Table 3-1: Chain-of-Title Summary (Con't)			
Grantor(s)	**Grantee**	**Purchase Date**	**Deed Book/Page**
Target Property – LOT G			
Dorsey Business Center Limited Partnership	State Railroad Administration of the Department of Transportation (State of Maryland) – LOT G	6/6/1991	2343/662
Target Property was subdivided into multiple parcels as designated on the plat entitled "Dorsey Business Center, Section One, Parcels A through K" Sheet 3 of 3, dated March 1, 1986.			
John H. Eppler and William B. Eppler (trustees under the Will of John Brandt Eppler)	Dorsey Business Center Limited Partnership	7/15/1985	1366/630
Dorsey Enterprises, Inc.	Dorsey Business Center Limited Partnership	11/8/1984	1300/547
Myrtle V. Dunkerly	Dorsey Enterprises, Inc.	3/14/1964	415/267
Leroy D. Binder	Dorsey Enterprises, Inc.	1/8/1964	412/602
The Lennox Realty Company	Dorsey Enterprises, Inc.	5/13/1960	352/432
S. Chaplin Davis (surviving receiver or The Howard Refractories Company)	Dorsey Enterprises, Inc.	5/11/1960	352/86
Mary Grace Greutman, et. al.	Dorsey Enterprises, Inc.	9/25/1958	321/70
V.M. Sterling	Dorsey Enterprises, Inc.	4/26/1957	297/189

3.2 Environmental Liens or Activity and Use Limitations

Representatives of MDOT SHA and MDOT MTA indicated, to the best of their knowledge, that there are no environmental liens or activity and use limitations (AUL) associated with the Target Property. Additionally, a review of regulatory records conducted by CEM found that there were no environmental cleanup liens associated with the Target Property discovered or recorded under federal, tribal, state, or local law.

3.3 Specialized Knowledge

No specialized knowledge was provided by the Users as part of this assessment.

3.4 Commonly Known or Reasonably Ascertainable Information

There was no additional commonly known or reasonably ascertainable information provided to CEM for review associated with this investigation.

3.5 Owner, Property Manager and Occupant Information

According to the SDAT real property database, and the information provided by the Users, the Target Property is currently owned by the State of Maryland. The Target Property is currently utilized as a passenger terminal and associated asphalt paved parking areas for the Dorsey MARC Station. No additional owner, property manager and/or occupant information was provided to CEM as part of this investigation.

3.6 Reason for Performing the Phase I ESA

This Phase I ESA is being performed per the request of MDOT ORED to assist in the future planning activities associated with the Dorsey MARC Station Transit Oriented Development (TOD) project, as well as provide due diligence documentation for the proposed redevelopment of the Target Property.

4.0 PHYSICAL SETTING SOURCES

4.1 Topography

The Target Property is located on the 2014 United States Geological Survey (USGS) Relay and Savage 7.5-minute Topographic Quadrangle Maps (**Appendix C3**). Site elevation is relatively flat at approximately 120 feet above mean sea level (amsl). In general, surface topography across the Target Property slopes gently from northwest to southeast towards the existing passenger terminal. Local topography of the area consists of higher elevations to the north-northwest of the Target Property and lower elevations to the south-southeast (towards Deep Run). The nearest surface water features, as noted on the topographic map, is Deep Run that traverses along the southern edge of the Target Property and an unnamed tributary of Deep Run that traverses through the northeast edge of the Target Property and appears to have been altered or displaced by the construction of Route 100. Deep Run generally flows south towards the Patapsco River and is a tributary of the Patapsco River.

4.2 Geology

Review of the Geologic Map of Howard County, Maryland, compiled by the Maryland Geological Survey (MGS), and dated 1968, indicates the Target Property is underlain predominately by the Late Precambrian – Early Paleozoic age Relay Quartz Diorite. The northern edge of the Target Property is underlain by the Potomac Group. The Relay Quartz Diorite consists of "*intensely foliated, fine-grained, light colored; ranges from quartz diorite to albite granite…*" The Potomac Group consist of the Patapsco Formation, Arundel Clay, and Patuxent Formation with varying degrees of fine to coarse grained sands as well as variegated and lignitic clays and silt (often lenticular or cross-bedded).

According to the 2008 Physiographic Map of Maryland, the western portion of the Target Property is characterized by the "*Piedmont Plateau Province, Piedmont Upland Section, Fall Zone Region, Perry Hall Upland District*". The eastern portion of the Target Property is characterized by the "*Atlantic Coastal Plain Province, Embayed Section, Western Shore Uplands Region, Glen Bernie Rolling Upland District.*" This area marks the transition between the crystalline piedmont and unconsolidated coastal plain.

- Lithology of the Piedmont Upland Section is generally characterized by mixed metamorphics as well as unconsolidated sands, gravels, silts and clays overlying crystalline bedrock. Geologic features of the area are southeast dipping unconformity between crystalline bedrock and overlying, southeast thickening wedge of coastal plain sediments.
- Lithology of the Atlantic Coastal Plain Embayed Section is generally characterized by quartzitic sands, gravels, silts, and clays, often micaceous and indicative of the Potomac Group. Geologic features of the area are flat-lying to gently southeast-dipping sedimentary beds.

4.3 Soils

According to the National Resources Conservation Service (NRCS), a division of the United States Department of Agriculture (USDA), the Target Property is underlain predominately by Fallsington sandy loams as well as Russett and Beltsville soils with lesser amounts of several different soil types (presented as **Appendix C4**). The Fallsington sandy loam consists of peat, sandy loam, sandy clay loam, loamy sand, and sand derived from loamy fluviomarine deposits. The Russett and Beltsville soils consists of find sandy loam, loam, clay loam, sandy clay loam, and silty clay loam derived from loamy fluviomarine deposits. It should be noted that soil composition as well as drainage and infiltration rates may vary and are dependent upon urbanization and redevelopment activities. Given the heavy urbanization activities in the vicinity of the Target Property, portions of the site likely consist of fill material.

4.4 Groundwater

The average depth to groundwater across the Target Property is anticipated to be 10 feet or more below ground surface (bgs); however, depth to shallow groundwater may fluctuate given the close proximity of the Target Property to Deep Run. Based on topography and local hydrologic features, regional groundwater flow direction is anticipated to be to the south towards Deep Run. However, local surface features, as well as urbanization and redevelopment activities may affect depth to water and/or the localized groundwater flow direction.

4.5 Wetlands

According to the previously published National Wetland Inventory (NWI) maps (presented as **Appendix C5**), there are wetlands mapped at the Target Property. The southeast, northeast, and northwest edges of the Target Property are characterized by a riverine wetland likely associated with Deep Run and an unnamed tributary of Deep Run. The northwest edge of the Target Property also contains a freshwater pond.

4.6 Floodplain

According to the Flood Insurance Rate Map (FIRM) panels 24027C0170D and 24027C0190D (presented as **Appendix C6**), the majority of the Target Property is located in the unshaded Zone X. The Federal Emergency Management Agency (FEMA) describes the unshaded Zone X as areas determined to be located outside of the 0.2% annual chance floodplain areas. The northeast portion of the Target Property is located within the shaded Zone X. FEMA describes the shaded Zone X as areas that have a 0.2% chance of flooding annually, a 1% annual chance of flooding with average depths of less than one foot, or with drainage areas of less than one square mile. The southeast portion of the Target Property is located within Zone AE. FEMA describes Zone AE as special flood hazard areas with a measured base flood elevation. The areas of the Target Property that are subject to flooding appear to be associated with Deep Run and the stormwater management facility at the Target Property (which leads to the unnamed tributary of Deep Run).

5.0 HISTORICAL RECORDS REVIEW

Historical records and mapping were reviewed for the purpose of compiling information regarding previous land usage or site activities that have taken place at the Target Property or surrounding area. According to all available historical data reviewed by CEM, the Target Property was part of a larger parcel that had been utilized for agricultural or industrial purposes as early as 1907. The Target Property consisted of an unpaved or partially paved driveway that extended through the western portion of the property and continued north. In 1986, the larger property (that included the Target Property) was apparently subdivided into multiple lots. The subdivided portion of the property that now makes up the boundaries of the Target Property was redeveloped into a MARC passenger terminal and asphalt paved parking areas sometime between 1993 and 1998. The Target Property has been utilized as a MARC passenger terminal, and associated asphalt paved parking areas, since redevelopment.

5.1 Historical Topographic Maps

CEM reviewed historical topographic maps provided by EDR for the following years: 1894, 1907, 1908, 1942, 1944, 1950, 1957, 1966, 1974, and 2014. Copies of the topographic maps are presented as **Appendix D**. The results of the historical topographic map review are summarized below in **Table 5-1**.

Table 5-1: Topographic Map Summary

Year	Source	Observations
1894	EDR	The Target Property appears undeveloped. "Licking Run" appears to traverse through the southern portion of the Target Property. The surrounding area appears to be largely undeveloped; however, there are roads to the south of the Target Property and the Target Property is bounded to the east by the "Baltimore and Ohio Rail Road – Washington Branch."
1907	EDR	The Target Property appears to contain a paved or partially paved driveway that extends through the western portion of the Target Property; however, there are no buildings depicted on the Target Property. There appears to be development within the surrounding area to the north and south-southeast of the Target Property. The development appears to be associated with the existing rail road that adjoins the Target Property to the east.
1908	EDR	The Target Property and surrounding area appears similar to the 1907 topographic map.
1942	EDR	The Target Property may contain at least one structure along the northern portion of the property. The structure is situated along the partially paved road that now extends through the western portion of the Target Property and continues to the north. The surrounding area appears to have undergone heavy development to the south and southwest including increased road construction, as well as several structures.
1944	EDR	The Target Property appears similar to the 1942 topographic map; however, the partially paved road and potential structure along the western and northern portion of the Target Property is no longer depicted. The previously depicted "Licking Run" is now labeled as "Deep Run." The surrounding area appears to be heavily developed with residential and commercial properties (primarily to the south-southeast of the Target Property). Development to the southwest appears to be primarily residential.

Table 5-1: Topographic Map Summary		
Year	**Source**	**Observations**
1950	EDR	The partially paved driveway and structure previously depicted in the 1942 topographic map is shown in the 1950 topographic map. The partially paved road and structure may be associated with a larger property (possibly a farm) located to the north and northwest of the Target Property (west of the existing railroad tracks). The surrounding area appears similar to the 1944 topographic map.
1957	EDR	The Target Property appears similar to the 1950 topographic map; however, the structure is no longer depicted. There appears to be increased development to the west of the Target Property.
1966	EDR	The Target Property and surrounding area appear similar to the 1957 topographic map.
1974	EDR	The Target Property appears similar to the 1966 topographic map. There has been increased development to the west and north of the Target Property. The development appears to be associated with commercial and/or industrial properties including railroad spurs that extend to the development north of the Target Property.
2014	EDR	There is less detail provided in the 2014 topographic map; however, the Target Property and surrounding area are heavily developed. The Target Property contains new road construction and the driveway depicted in previous topographic maps is no longer present. Route 100 now bounds the Target Property on the north and increased development has occurred north of Route 100. Additional road construction now bounds the Target Property to the south.

5.2 Historical Aerial Photographs

CEM reviewed historical aerial maps provided by EDR from the following years: 1938, 1943, 1957, 1963, 1971, 1974, 1980, 1993, 1998, 2006, 2009 and 2017. Copies of the aerial photographs are presented as **Appendix E**. The results of the aerial map review are summarized below in **Table 5-2**.

Table 5-2: Historical Aerial Photograph Summary		
Year	**Source**	**Observations**
1938	EDR	The Target Property appears to be associated with a larger industrial or agricultural property (west of the existing railroad tracks). Unpaved or partially paved access roads traverse through the western portion of the Target Property and extend towards a structure located north of the Target Property. The structure to the north of the Target Property is accessed via several unpaved or partially paved roads and is serviced by the railroad to the east. At least five (5) grain silos or large tanks are located in close proximity to the structure and train tracks. The remainder of the surrounding area consists primarily of residential properties to the south and agricultural to the east and west.
1943	EDR	The Target Property and surrounding areas appear similar to the 1938 aerial photograph.

Table 5-2: Historical Aerial Photograph Summary		
Year	**Source**	**Observations**
1957	EDR	The Target Property appears similar to the 1943 aerial photograph; however, partial clearing has occurred along the northwest corner of the Target Property. The surrounding area appears similar to the 1943 aerial photograph; however, extensive clearing has occurred north of the structure located north of the Target Property and the tanks/silos are no longer present. Additional residential development has occurred to the south of the Target Property and extensive clearing has occurred to the west. The clearing to the west of the Target Property appears to be associated with the construction of a racetrack.
1963	EDR	The Target Property appears similar to the 1957 aerial photograph. A racetrack now adjoins the Target Property to the west. Additional structures have been constructed to the north of the Target Property and appear to be associated with the previously depicted industrial/agricultural structure to the north. There appears to be increased production at the property to the north with several new staging/laydown areas. In general, there is less agricultural activities within the surrounding area and several residential properties are no longer located to the south and southeast of the Target Property.
1971	EDR	The Target Property and surrounding areas appear similar to the 1963 aerial photograph; however, there appears to be less production at the property to the north.
1974	EDR	The Target Property appears similar to the 1971 aerial photograph. There has been heavy clearing and redevelopment to the north of the Target Property. Several large warehouses appear to have been constructed to the north. The structures previously depicted to the north of the Target Property are still present; however, the property may be vacant or in the process of being demolished.
1980	EDR	The Target Property and surrounding areas appear similar to the 1974 aerial photograph; however, additional warehouses have been constructed to the north.
1993	EDR	The Target Property appears similar to the 1980 aerial photograph. The surrounding area has been developed with additional commercial buildings. The former structures to the north have been demolished and two large warehouses have been constructed. The Target Property is now adjoined to the south by several commercial buildings. The racetrack to the west is no longer present and appears to have been redeveloped into commercial properties.
1998	EDR	The Target Property has been redeveloped and appears to consist of asphalt paved parking and a train station along the east end of the Target Property. The majority of the Target Property appears to consist of asphalt paved parking; however, the southern portion of the Target Property near Deep Run still consists of woodlands. A new highway has been constructed which now bounds the Target Property to the north.
2006	EDR	The Target Property and surrounding areas appear similar to the 1998 aerial photograph.
2009	EDR	The Target Property and surrounding areas appear similar to the 2006 aerial photograph.
2017	EDR	The Target Property and surrounding areas appear similar to the 2009 aerial photograph.

5.3 Sanborn Fire Insurance Maps

EDR was contacted regarding the availability of Sanborn® fire insurance maps for the Target Property. EDR confirmed that there was no Sanborn fire insurance map coverage for the Target Property. Therefore,

no Sanborn maps were made available for review. A copy of the Sanborn® fire insurance map report generated by EDR illustrating no coverage for the Target Property is provided as **Appendix F**.

5.4 City Directory Abstract

CEM obtained a City Directory report from EDR to identify if there were any additional occupants of the Target Property, prior to MDOT taking ownership of the Target Property. However, the Target Property was not listed in any of the city directories provided by EDR. A copy of the City Directory report generated by EDR is included as **Appendix C7**.

5.5 Previous Environmental Reports

No previous environmental reports were provided to CEM as part of this investigation.

6.0 REGULATORY RECORDS REVIEW

A Radius Map Report with Geocheck® was obtained from EDR for use in preparation of this Phase I ESA report. The EDR report was obtained to fulfill the research requirements pertaining to standard environmental record sources, as well as supplementary information sources considered to constitute additional environmental records. Occasionally, the Target Property (or adjacent properties) may be listed under different names and may be included in multiple databases, due to changes in ownership or land use. Explanations of the content of the databases are provided directly within the EDR report in **Appendix G**. The Users are encouraged to review **Appendix G** of this report to supplement information presented herein pertaining to surrounding properties. The database search was performed according to the appropriate ASTM search radius distances for each regulatory database. The following federal, state, and tribal records were reviewed as part of this Phase I ESA.

- Federal National Priorities List (NPL)
- Federal Delisted NPL site list
- Federal Facility Index System (FINDS)
- Federal Superfund Enterprise Management System (SEMS) – formerly known as Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list
- Federal SEMS-ARCHIVE – formerly known as Federal CERCLIS-No Further Remedial Action Planned (NFRAP) site list
- Federal Resource Conservation and Conservation Act (RCRA) Corrective Action Sites (CORRACTS) facilities list
- Federal RCRA non-CORRACTS Treatment, Storage, and Disposal (TSD) facilities list
- Federal RCRA generators list
- Federal Institutional Control/Engineering Control registries
- Federal Emergency Response Notification System (ERNS)
- State and Tribal lists of hazardous waste sites (SHWS)
- State and Tribal-equivalent NPL
- State and Tribal-equivalent CERCLIS
- State and Tribal Landfill and/or Solid Waste Disposal sites (SWF/LF) lists
- State and Tribal Leaking Underground Storage Tanks (LUST) list
- State and Tribal Registered Underground Storage Tanks (UST) list
- State and Tribal Institutional Control/Engineering Control registries
- State and Tribal Voluntary Cleanup Program (VCP) sites
- State and Tribal Brownfield sites.
- Local Brownfield lists
- Local Landfill/Solid Waste Disposal sites
- Local Hazardous Waste/Contaminated sites
- Local Registered Storage Tanks (MD Historical [HIST] UST)
- Local Land Records
- Records of Emergency Release Reports
- Other Ascertainable Records (refer to the EDR report in **Appendix G** for details)
- EDR High Risk Historical Records
- EDR Recovered Government Archives
- Other Databases (refer to the EDR report in **Appendix G** for details)

6.1 Environmental Database Findings

Database findings indicate that there were 45 listings located within the ASTM recommended search radius of the Target Property. Only those databases that contained sites within the recommended search radius of the Target Property are summarized below in **Table 6-1**. The remaining databases searched by EDR did not identify sites within the recommended search radius.

Table 6-1: Summary of Environmental Database Findings

Database	ASTM Search Distance (Miles)	Mappable Sites						Orphan Sites
		Target Property	< 1/8 mile	1/8 - 1/4 mile	1/4 - 1/2 mile	1/2 - 1 mile	>1 mile	
State Databases								
MD DRYCLEANERS	0.25	0	0	1	NR	NR	NR	0
MD MANIFEST	0.25	0	0	1	NR	NR	NR	0
MD OCPCASES	0.5	0	1	3	14	NR	NR	6
MD UST	0.25	0	0	3	NR	NR	NR	0
MD HIST UST	0.25	0	0	3	NR	NR	NR	0
MD INST CONTROL	0.5	0	0	1	0	NR	NR	2
MD LRP	0.5	0	0	1	0	NR	NR	2
MD SHWS	1.0	0	0	1	0	1	NR	1
MD VCP	0.5	0	0	1	0	NR	NR	2
Federal Databases								
CORRACTS	1.0	0	0	1	0	0	NR	0
PA MANIFEST	0.25	0	1	3	NR	NR	NR	0
NY MANIFEST	0.25	0	0	2	NR	NR	NR	0
RCRA-SQG	0.25	0	0	1	NR	NR	NR	0
RCRA-LQG	0.25	0	0	1	NR	NR	NR	0
RCRA NonGen/NLR	0.25	0	0	0	NR	NR	NR	1
RCRA-CESQG	0.25	0	2	1	NR	NR	NR	0
SEMS-ARCHIVE	0.5	0	0	1	0	NR	NR	1
2020 COR ACTION	0.25	0	0	1	NR	NR	NR	0

NOTES:
NR = Not requested at this Search Distance
Sites may be listed in more than one database.

Due to the number of database findings (45), only those that pertain to the Target Property, adjoin the Target Property, or present a potential environmental concern to the Target Property are discussed below. The remaining database findings listed in the EDR database report are not anticipated to have an adverse environmental impact on the Target Property based on various factors such as distance from the Target Property, topography, estimated groundwater flow, and/or regulatory status (i.e., closed). Database findings that may be considered RECs or CRECs are discussed in detail in **Section 10**.

6.1.1 Database Findings – Target Property

According to the EDR report, the Target Property was not identified in any environmental databases searched by EDR.

6.1.2 Database Findings – Adjoining Sites and Surrounding Area

Several database findings were identified in the regulatory databases searched by EDR that were associated with adjoining properties and the surrounding area. Due to the proximity of these sites to the target property and/or the potential for presenting an environmental impact to the target property, the records identified as being associated with these sites are discussed below.

"Dorsey Cleaners" (EDR Site 5) – The site is located at 6801 Douglas Legum Drive (approximately 550 feet west of the Target Property). According to the EDR report, the site was listed in the RCRA-CESQG and DRYCLEANERS databases.

- ***RCRA-CESQG*** – The site was identified as a conditionally exempt small quantity generator of spent halogenated solvents including tetrachloroethylene (which is associated with the previous on-site dry cleaning activities). According to the EDR report, no violations have been reported.
- ***DRYCLEANERS*** – The site was identified as a drycleaner; however, according to the EDR report, the site contains a facility status of "inactive".

"Chesapeake Finished Metals Inc/Precoat Metals (MD)/Precoat Metals Division of Sequa" (EDR Sites 14-19) – The site is located 6754 Santa Barbara Court (approximately 1,250 feet northeast of the Target Property). According to the EDR report, the site was listed in multiple database including the following: LRP, VCP, MD SHWS, FINDS, CORRACTS, RCRA-LQG, US AIRS, 2020 COR ACTION, ICIS, ECHO, SEMS-ARCHIVE, OCPCASES, INST CONTROL, NPDES, UST, and Financial Assurance.

- ***MD LRP/VCP/SHWS*** – According to the MDE fact sheet, the site was developed sometime between 1957 and 1963 for manufacturing including metal plating. In 1975, the current production facility and chemical storage shed were constructed. Since 1988, process water has been treated onsite. In 2007, a Phase I ESA was conducted at the site that identified multiple RECs including a potential for groundwater impacts associated with historical releases from fuel oil USTs. Several Phase II ESAs were conducted at the site between 2006 and 2007 that documented the presence of elevated levels of petroleum contaminated groundwater. After completion of the Phase II ESAs, Chicago Metallic Corporation and the Sequa Corporation submitted VCP applications seeking no further requirements determination (NFRD). MDE issued a NFRD to both parties on December 20, 2007 with a prohibition of groundwater use beneath the property for any purpose.
- ***RCRA LQG*** – The site was identified as a large quantity generator of hazardous wastes including various ignitable wastes, corrosive wastes, spent non-halogenated solvents, chromium, and methyl ethyl ketone (MEK) since 1980. According to the EDR report, the site has received numerous violations between the years of 1990 and 2013; however, all violations have been resolved and the site was listed as being in compliance.
- ***MD OCPCASES*** – The site was identified as having three OCP cases opened for unreported reasons, between 1986 and 1994. However, there were no reported cleanup activities associated with these cases and all three cases have been closed.
- ***MD UST*** – The site was identified as having two 20,000-gallon heating oil tanks listed as being permanently out of use.

6.1.3 Database Findings – Unmappable Sites

There were nine (9) sites identified in the regulatory databases that were unable to be mapped by EDR due to poor or inadequate address information. EDR refers to these sites as "Orphan Sites." After review of the available information, CEM determined that these sites are not associated with the Target Property and are not anticipated to have adverse environmental impacts on the Target Property based on various factors such as distance from the Target Property, topography, estimated groundwater flow, and/or regulatory status.

6.2 Public Information Act Requests

6.2.1 Maryland Department of the Environment

CEM submitted a Public Information Act (PIA) request to the Maryland Department of the Environment (MDE) regarding the storage and release of hazardous materials and/or petroleum products or other environmental issues associated with the Target Property. MDE acknowledged the PIA request (MDE Tracking Number 2018-03626) via letter dated December 20, 2018 and responded by stating that there were no files identified that were associated with the Target Property. The file request correspondence with state agencies is included in **Appendix H** of this report.

6.2.2 Howard County Government

CEM submitted a PIA request to the Howard County Government regarding the storage and release of hazardous materials and/or petroleum products or other environmental issues associated with the Target Property. The Howard County Government responded to the PIA request via letter dated December 18, 2018 indicating that the Howard County Government is not tasked with monitoring the environmental condition of all properties within Howard County.

The Howard County Government provided a second response letter to CEM regarding the previously submitted PIA request on January 2, 2019. According to the Howard County Government, the following departments did not have any records associated with the Target Property: Fire and Rescue Services; Inspections, Licenses and Permits; Planning and Zoning; Public Works; Bureau of Environmental Services Operations; and Stormwater Management. The file request correspondence with state agencies is included in **Appendix H** of this report.

6.3 Freedom of Information Act Request

CEM submitted a formal FOIA request to the EPA on December 17, 2018 regarding the storage and release of hazardous materials and/or petroleum products or other environmental issues associated with the Target Property. The EPA acknowledged the FOIA request (Tracking Number EPA-HQ-2019-002250) via email dated December 17, 2018. The EPA responded to the request via letter dated December 21, 2018 and stated that the information included in the FOIA request was publicly available through the EPA's MyProperty database. Therefore, CEM performed a search using the MyProperty portal website using the address information obtained from the appropriate SDAT sheets. According to the MyProperty portal website, no records were found pertaining to the Target Property. The file request correspondence with the EPA, as well as the "no records" certificates obtained from the MyProperty database, are included in **Appendix I** of this report.

7.0 SITE RECONNAISSANCE

7.1 Methodology and Limiting Conditions

CEM conducted a non-intrusive visual inspection of the accessible areas of the Target Property and adjoining properties. On-site activities were conducted on January 3, 2019 by Mr. Steven Wicker of CEM. Mr. Wicker was accompanied by Mr. Joseph Kopajtic of STV during the site reconnaissance. Observations made during the onsite inspection are depicted in **Appendix B – Figure 2**, and are summarized below. Photographs documenting observations made at the Target Property and adjoining properties are presented in **Appendix J**. Weather conditions at the time of the site reconnaissance were overcast skies with an approximate temperature of 45°F.

7.2 Current Use of the Target Property

The Target Property is currently utilized as a parking lot and passenger terminal for the Dorsey MARC Station. Access to the parking lot is provided via Deerpath Road from Route 100. The majority of the Target Property consists of asphalt paved parking, several stormwater management features, and the passenger terminal. Woodland/underbrush areas were observed along the northwest, northeast, and southeast edges of the Target Property.

7.3 Past Use(s) of the Target Property

The Target Property was part of a larger parcel that had been utilized for agricultural or industrial purposes as early as 1907. The Target Property consisted of a partially paved driveway that extended through the western portion of the property and continued north. In 1986, the larger property (that included the Target Property) was apparently subdivided into multiple lots. The subdivided portion of the property that now comprises the boundaries of the Target Property was redeveloped into asphalt paved parking and MARC passenger terminal sometime between 1993 and 1998. The Target Property has been utilized for asphalt paved parking and MARC passenger terminal since redevelopment. No evidence regarding past uses of the Target Property was observed during the site reconnaissance.

7.4 Stains or Corrosion

De minimis amounts of staining was observed throughout the asphalt paved parking lot areas located at the Target Property. The staining appeared to be associated with the passenger vehicles parked throughout the Target Property.

7.5 Solid Waste

Minimal amounts of municipal waste was observed along the roadways/access roads, the stormwater maintenance feature(s), and the wooded areas located at the Target Property. The municipal waste consisted predominately of household waste with no visible evidence of dumping associated with petroleum products or hazardous substances. Additionally, no apparent staining or stressed vegetation associated with the municipal waste was observed during the site reconnaissance.

7.6 Polychlorinated Biphenyls

One pad-mounted transformer was observed along the southern exterior wall of the passenger terminal. No labeling regarding the contents of the transformer was observed during the site reconnaissance; however, the transformer appeared to be in good working condition with no apparent signs of a release.

One pad-mounted transformer was observed at the adjoining property to the south (UMUC Dorsey Station Center). The pad-mounted transformer was observed to be in close proximity to the southern border of the Target Property. No labeling regarding the contents of the transformer was observed during the site reconnaissance; however, the transformer appeared to be in good working conditions with no

apparent signs of a release. No other transformers were observed at adjoining properties in close proximity to the Target Property.

7.7 Surface Water Features

Deep Run traverses through the southeast portion of the Target Property. Additionally, an unnamed tributary of Deep Run traverses through the northeast portion of the Target Property. Two stormwater management features are located along the north and northwest portion of the Target Property. Stormwater management features were also observed at the adjoining properties to the west of the Target Property.

7.8 Heating and Cooling

The passenger terminal located on the Target Property appears to utilize electric heat and air conditioning. Wall mounted heaters were observed inside the terminal and an air compressor was observed along the south exterior wall of the terminal building the during the site reconnaissance.

7.9 Other

As part of the standard Phase I ESA process, the following items were searched for but were not observed within the Target Property (or adjoining properties) during the site reconnaissance:

- Mounded areas
- Septic systems
- Stressed vegetation or stained soil
- Solid waste
- Storage tanks, hazardous substances, and petroleum products
- Unidentified substance containers
- Pools of liquid
- Odors
- Wells
- Wastewater

8.0 INTERVIEWS

8.1 Property Owners and Occupants

A User Questionnaire was submitted to Ms. Kathy Robertson (MDOT ORED) via email on December 20, 2018. Ms. Robertson forwarded the User Questionnaire to representatives of the MDOT SHA and MDOT MTA. Details regarding the information provided within the completed questionnaires is provided in **Section 3** of this report.

No other property owners or occupants were interviewed as part of this assessment.

8.2 State or Local Government Officials

In lieu of conducting interviews with local government officials, CEM submitted FOIA and PIA requests to applicable state and local government offices which might contain environmental information regarding the Target Property (**Sections 6.2 and 6.3**). Correspondence with state and local government officials in reference to the associated PIA and FOIA requests are provided as **Appendix H and I**.

8.3 Interviews with Others

No other interviews were conducted as part of this assessment.

9.0 DATA GAPS

A data gap is defined by ASTM E 1527-13 as a lack of, or inability to obtain, information required by this process despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this process including, but not limited to, the site reconnaissance, interviews, and historical research. Failure to achieve the historical research objectives identified in the standard is termed a data failure and is a type of data gap. The data gaps associated with this investigation are summarized below.

- **Section 5.1 (Historical Topographic Maps)** – Spans exceeding 5 years or more were observed during review of historical topographic maps of the Target Property. However, historical aerial photographs of the Target Property provided sufficient coverage to determine general use of the Target Property and surrounding area. As such, the data gap is not anticipated to require further investigation.

10.0 EVALUATION

The findings presented below identify *de minimis* conditions, known or suspected historical RECs, known or suspected controlled RECs, and known or suspected RECs. The rationale used to evaluate each finding presented in this section is individually discussed below.

10.1 De Minimis Conditions

The findings noted below are not considered RECs, but are rather considered to be *de minimis* conditions where no additional assessment or regulatory action is currently warranted. However, the information is provided for the purpose of awareness.

- Minimal amounts of staining was observed throughout the asphalt paved parking lot areas located at the Target Property. The staining appeared to be associated with passenger vehicles parked at the Target Property.
- One pad-mounted transformer was observed along the southern exterior wall of the passenger terminal. No labeling regarding the contents of the transformer was observed during the site reconnaissance. Any electrical transformers installed at residential and commercial properties prior to 1978 may contain polychlorinated biphenyls (PCBs). However, the pad-mounted transformer at the Target Property was likely installed in 1997 when the passenger terminal was constructed and was observed to be in good condition with no signs of leaking.
- Minimal amounts of municipal waste was observed along the roadways/access roads, the stormwater maintenance feature(s), and the wooded areas located at the Target Property. The municipal waste consisted predominately of household waste. No staining or stressed vegetation was observed in the vicinity of the municipal waste.

10.2 Historical Recognized Environmental Conditions

A Historical Recognized Environmental Condition (HREC) refers to a past release that has been remediated and given regulatory closure by the applicable regulatory authority with no use restrictions or controls (i.e., property use restrictions, activity and use limitations, institutional controls, or engineering controls). This ESA has revealed no evidence of HRECs in connection with the Target Property.

10.3 Controlled Recognized Environmental Conditions

A Controlled Recognized Environmental Condition (CREC) refers to conditions that have received risk-based regulatory closure where no further remediation is required. However, residual contamination may still exist. Therefore, the conditions may be subject to regulatory control (i.e., engineering controls) or use restrictions. This ESA has revealed no evidence of CRECs in connection with the Target Property.

10.4 Recognized Environmental Conditions

A REC is defined as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to a release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." This ESA has revealed no evidence of RECs in connection with the Target Property.

10.5 Conclusions

CEM has performed this Phase I ESA of the Target Property in conformance with the scope and limitations of the ASTM E1527-13 standard. Any exceptions to, or deletions from, this practice are described in **Section 11 (Deviations)**. This ESA has revealed no evidence of RECs in connection with the Target Property.

11.0 DEVIATIONS

There were no deviations from the ASTM standard practices associated with this investigation.

12.0 ADDITIONAL SERVICES

There were no additional services performed by CEM associated with this investigation.

13.0 SIGNATURE(S) OF THE ENVIRONMENTAL PROFESSIONAL(S)

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professionals as defined in Section 312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and expertise to assess a property of the nature, history, and setting of the Target Property. We have developed and performed All Appropriate Inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Kevin DiMartino / Vice President April 2019

Steven Wicker / Environmental Scientist April 2019

APPENDIX A

LIST OF ACRONYMS

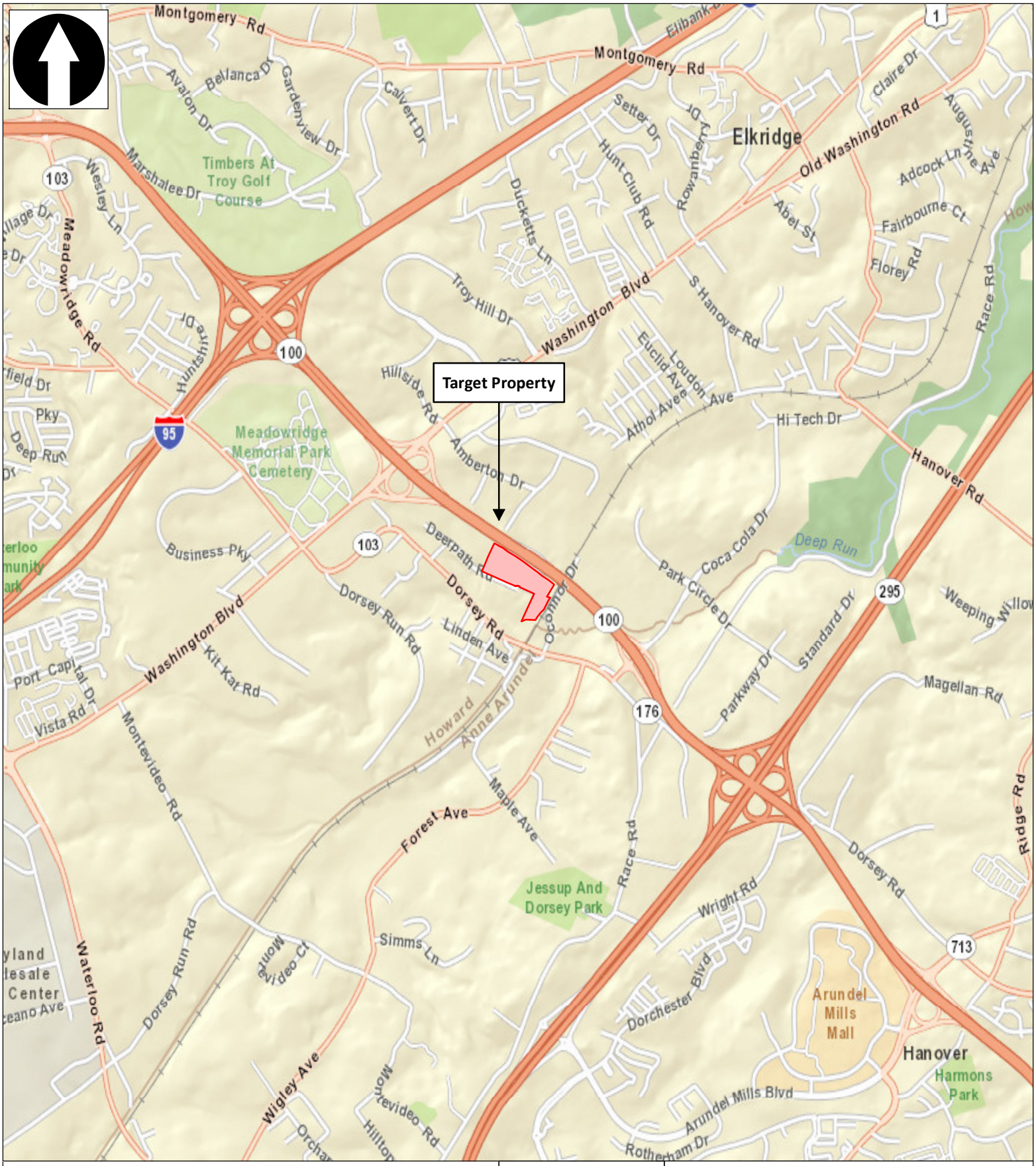
LIST OF ACRONYMS

AMSL	Above Mean Sea Level
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
AUL	Activity and Use Limitation
BGS	Below Ground Surface
CEM	Chesapeake Environnemental Management, Inc.
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERCLIS	CERCLA Information System
CFR	Code of Federal Regulations
CORRACTS	RCRA Corrective Action Sites
CREC	Controlled REC
EDR	Environmental Data Resources, Inc.
ENG	Engineering Controls
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FINDS	Facility Index System/Facility Registry System
FIRM	Flood Insurance Rate Map
FOIA	Freedom of Information Act
HIST	Historical
HREC	Historical REC
LUST	Leaking Underground Storage Tank
MD	Maryland
MDE	Maryland Department of the Environment
MDOT	Maryland Department of Transportation
MGS	Maryland Geological Survey
MTA	Maryland Transit Administration
NFRAP	No Further Remedial Action Planned
NFRD	No Further Requirements Determination
NPL	National Priority List
NRCS	National Resources Conservation Service
NWI	National Wetland Inventory
OCP	Oil Control Program
ORED	Office of Real Estate and Economic Development
PCB	Polychlorinated Biphenyls
PIA	Public Information Act
RCRA	Resource Conservation and Recovery Act of 1976
REC	Recognized Environmental Condition
SEMS	Federal Superfund Enterprise Management System
SDAT	State Department of Assessments and Taxation
SHWS	State Hazardous Waste Site
SQG	Small Quantity Generator
STV	STV Incorporated
SWF/LF	Sold Waste Facilities/Landfill Sites
SWRCY	State Waste Recycling Facilities
TSD	Treatment, Storage, and Disposal
USDA	United States Department of Agriculture
USGS	United States Geological Survey
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program

APPENDIX B

FIGURES

Figure 1 – Location Map
Figure 2 – Observations Map



LEGEND:

Target Property Boundary

0.5 0 1

Miles

MARYLAND DEPARTMENT OF TRANSPORTATION

CEM

Applying Practical Science to Improve Communities

DORSEY MARC STATION

7000 DEERPATH RD AT MD 100, ELKRIDGE, MD

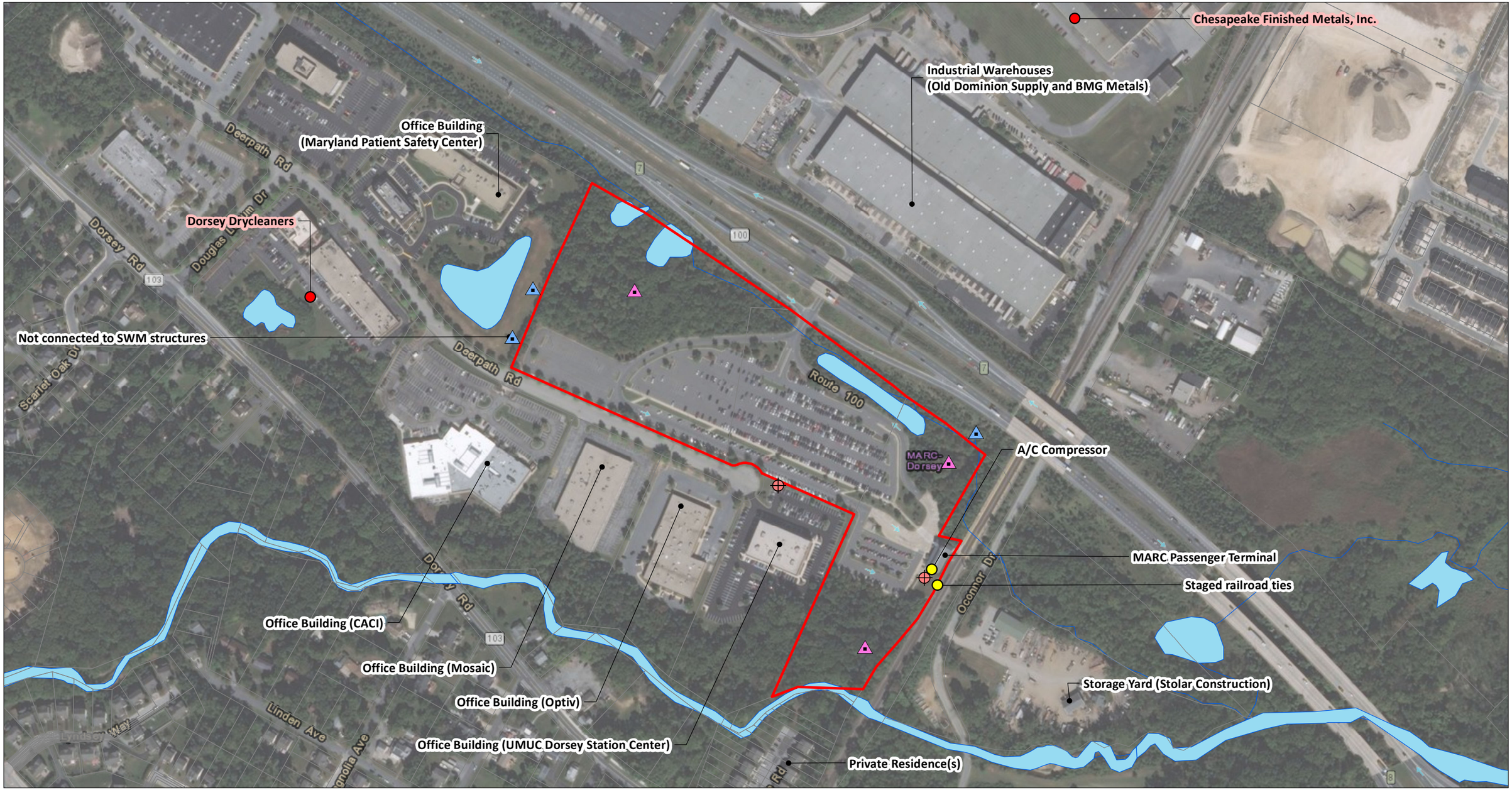
PHASE I ENVIRONMENTAL SITE ASSESSMENT

Map Title:
Figure 1
Target Property Location Map

Data Source:
ESRI World Street Map (2016)

Date: April 2019

Scale: 1" = 0.5 mile



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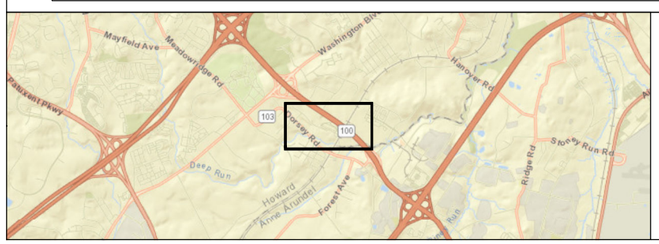
300 0 600
Feet



LEGEND:

- Target Property Boundary
- Parcel Boundary
- Hydrologic Feature
- EDR Site
- Pad-Mounted Transformer
- Non-Hazardous Dumping
- Concrete Drainage Culvert
- Site Observation

MARYLAND DEPARTMENT OF TRANSPORTATION

CEM
Applying Practical Science to Improve Communities

DORSEY MARC STATION
7000 DEERPATH RD AT MD 100, ELKRIDGE, MD
PHASE I ENVIRONMENTAL SITE ASSESSMENT

Map Title:
Figure 2
Target Property Overview Map

Data Source:
ESRI
Site Inspection Data

Date: April 2019

Scale: 1 inch = 300 feet

APPENDIX C

SUPPORTING DOCUMENTS

Appendix C1 – Target Property SDAT Data Sheet
Appendix C2 – Completed User Questionnaire
Appendix C3 – Target Property Topographic Map
Appendix C4– Target Property Soils Map
Appendix C5– Target Property Wetlands Map
Appendix C6 – Target Property Floodplain Map
Appendix C7 – EDR City Directory Report

APPENDIX C1

SDAT Data Sheet

Real Property Data Search (w4)

Search Result for HOWARD COUNTY

View Map | View GroundRent Redemption | View GroundRent Registration

Tax Exempt: **Special Tax Recapture:**
Exempt Class: NONE

Account Identifier: **District -** 01 **Account Number -** 186795

Owner Information

Owner Name:	STATE OF MARYLAND COMMISSION OF MD	**Use:**	EXEMPT COMMERCIAL
		Principal Residence:	NO
Mailing Address:	301 W PRESTON ST BALTIMORE MD 21201-2305	**Deed Reference:**	/00750/ 00453

Location & Structure Information

Premises Address:	S ROUTE 1 ELKRIDGE 21075-0000	**Legal Description:**	24.533 AR ROUTE 1

Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0037	0024	0600		0000				2018	Plat Ref:

Special Tax Areas:		**Town:**	NONE
		Ad Valorem:	103
		Tax Class:	

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			24.5300 AC	

Stories	Basement	Type	Exterior	Full/Half Bath	Garage	Last Major Renovation

Value Information

	Base Value	Value As of 01/01/2018	Phase-in Assessments As of 07/01/2018	As of 07/01/2019
Land:	5,342,600	5,342,600		
Improvements	0	0		
Total:	5,342,600	5,342,600	5,342,600	5,342,600
Preferential Land:	0			0

Transfer Information

Seller:	**Date:**	**Price:**
Type:	**Deed1:**	**Deed2:**
Seller:	**Date:**	**Price:**
Type:	**Deed1:**	**Deed2:**
Seller:	**Date:**	**Price:**
Type:	**Deed1:**	**Deed2:**

Exemption Information

Partial Exempt Assessments:	Class	07/01/2018	07/01/2019
County:	380	5,342,600.00	5,342,600.00
State:	380	5,342,600.00	5,342,600.00
Municipal:	380	0.00|0.00	0.00|0.00

Tax Exempt: **Special Tax Recapture:**
Exempt Class: NONE

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Real Property Data Search (w4)

Search Result for HOWARD COUNTY

View Map | View GroundRent Redemption | View GroundRent Registration

Tax Exempt: **Special Tax Recapture:**
Exempt Class: NONE

Account Identifier: **District -** 01 **Account Number -** 209566

Owner Information

Owner Name:	STATE RAILROAD ADMINISTRATION DEPT OF TRANSPORTATION	**Use:**	EXEMPT COMMERCIAL
		Principal Residence:	NO
Mailing Address:	6 SAINT PAUL ST BALTIMORE MD 21202-6806	**Deed Reference:**	/02386/ 00726

Location & Structure Information

Premises Address:	N ROUTE 100 ELKRIDGE 21075-0000	**Legal Description:**	PAR F 5.42344 A. ROUTE 100 DORSEY BUSINESS CTR S 1

Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:	6917
0037	0024	0634		0000			F	2018	Plat Ref:	

Special Tax Areas: **Town:** NONE
Ad Valorem: 103
Tax Class:

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			5.4200 AC	

Stories	Basement	Type	Exterior	Full/Half Bath	Garage	Last Major Renovation

Value Information

	Base Value	Value As of 01/01/2018	Phase-in Assessments As of 07/01/2018	As of 07/01/2019
Land:	1,180,400	1,180,400		
Improvements	282,700	264,600		
Total:	1,463,100	1,445,000	1,445,000	1,445,000
Preferential Land:	0			0

Transfer Information

Seller: S/K DORSEY ASSOCIATES LIMITED PART **Date:** 08/21/1991 **Price:** $1,548,350
Type: ARMS LENGTH IMPROVED **Deed1:** /02386/ 00726 **Deed2:**

Seller: DORSEY BUSINESS CTR LTD PARTSP **Date:** 10/13/1987 **Price:** $1,161,000
Type: ARMS LENGTH IMPROVED **Deed1:** /01733/ 00655 **Deed2:**

Seller: **Date:** **Price:**
Type: **Deed1:** **Deed2:**

Exemption Information

Partial Exempt Assessments:	Class	07/01/2018	07/01/2019
County:	350	1,445,000.00	1,445,000.00
State:	350	1,445,000.00	1,445,000.00
Municipal:	350	0.00|0.00	0.00|0.00

Tax Exempt: **Special Tax Recapture:**
Exempt Class: NONE

Homestead Application Information

Homestead Application Status: No Application

Real Property Data Search (w4)

Search Result for HOWARD COUNTY

View Map | View GroundRent Redemption | View GroundRent Registration

Tax Exempt: **Special Tax Recapture:**
Exempt Class: NONE

Account Identifier: **District -** 01 **Account Number -** 209574

Owner Information

Owner Name:	STATE RAILROAD ADMIN C/O MASS TRANSIT ADMIN	**Use:** **Principal Residence:**	EXEMPT COMMERCIAL NO
Mailing Address:	6 SAINT PAUL ST BALTIMORE MD 21202-1631	**Deed Reference:**	/02343/ 00662

Location & Structure Information

Premises Address:	ROUTE 100 ELKRIDGE 21075-0000	**Legal Description:**	PAR G 6.30 A. ROUTE 100 DORSEY BUSINESS CTR S 1

Map:	Grid:	Parcel:	Sub District:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:	6917
0037	0024	0634		0000			G	2018	Plat Ref:	

Special Tax Areas: **Town:** NONE
Ad Valorem: 102
Tax Class:

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
1997	3200		6.3000 AC	

Stories	Basement	Type	Exterior	Full/Half Bath	Garage	Last Major Renovation
		PASSENGER TERMINAL				

Value Information

	Base Value	Value As of 01/01/2018	Phase-in Assessments As of 07/01/2018	As of 07/01/2019
Land:	1,372,100	1,372,100		
Improvements	514,100	473,000		
Total:	1,886,200	1,845,100	1,845,100	1,845,100
Preferential Land:	0			0

Transfer Information

Seller: DORSEY BUSINESS CTR LTD PARTSP	**Date:** 06/19/1990	**Price:** $1,108,041
Type: ARMS LENGTH IMPROVED	**Deed1:** /02343/ 00662	**Deed2:**
Seller:	**Date:**	**Price:**
Type:	**Deed1:**	**Deed2:**
Seller:	**Date:**	**Price:**
Type:	**Deed1:**	**Deed2:**

Exemption Information

Partial Exempt Assessments:	Class	07/01/2018	07/01/2019
County:	360	1,845,100.00	1,845,100.00
State:	360	1,845,100.00	1,845,100.00
Municipal:	360	0.00|0.00	0.00|0.00

Tax Exempt: **Special Tax Recapture:**
Exempt Class: NONE

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

APPENDIX C2

Completed User Questionnaire

Phase I Environmental Site Assessment

MARC Dorsey Parking Lot - 7000 Deerpath Road

Elkridge, Maryland 21075

USER QUESTIONNAIRE

The questionnaire is intended to assist the User in performing specific tasks outlined in the ASTM E1527-13 "All Appropriate Inquiries" Final Rule (40 CFR Part 312), which are required to be performed by or on behalf of a party seeking certain federal liability protections. The "User" may include, but is not limited to, a potential tenant, an owner, a lender, or a property manager. The "User," as defined by the Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-13), is the party seeking to use ASTM E1527-13 to complete an environmental site assessment of the property located at 7000 Deerpath Road at MD 100 between U.S. 1 and MD 295, Elkridge, MD 21075.

The purpose of this questionnaire is to assist the User and the environmental professional in gathering information that may identify recognized environmental conditions (RECs) associated with the property, as well as ensure that the environmental professional is made aware of any relevant documentation pertaining to the property. If applicable, please indicate whether the documents listed below are available for review by the project team.

1. To the best of your knowledge, are there any environmental liens against the property? If so, are these liens recorded in judicial or land title records?

   No

2. To the best of your knowledge, are there any activity and/or use limitations, such as engineering controls, land use restrictions or institutional controls that are in place and/or have been filed or recorded in a registry under federal, state, or local law?

   None

3. As the User of this ESA, do you have any specialized knowledge or experience related to operations on the property or adjoining properties (e.g., historic and current land use)? If so, are there any specialized chemicals or processes used by this type of business?

   No

4. To the best of your knowledge, does the current fair market value of the property reflect historical conditions of the property? If you conclude there is a difference, have you considered whether the lower purchase price is related to known or suspected contamination associated with the property?

   Unknown

5. Are you aware of any commonly known or reasonably ascertainable information regarding environmental issues currently impacting or that could potentially impact the property in the future (e.g., UST, AST, oil/water separator, chemical storage, etc.)?

   No

6. To the best of your knowledge, what specific chemicals have been or are currently stored, used or are otherwise present at the property?

   no known use

7. To the best of your knowledge, have there been any spills or chemical releases at the property (provide approximate size of spill/release)?

   no

8. To the best of your knowledge, has there ever been an environmental clean-up at the property?

   unknown

9. Based on your knowledge of the property, are there any indications of a release or contamination at the property?

   no

As part of this assessment, please indicate which documentation you are providing for review by checking YES or NO:

1. Previous environmental site assessment reports. **YES** ☐ or **NO** ☑
2. Environmental compliance audit reports. **YES** ☐ or **NO** ☑
3. Environmental permits (e.g., solid waste, haz waste disposal, wastewater, NPDES, drinking wells). **YES** ☐ or **NO** ☑
4. Registration for underground and aboveground storage tank systems. **YES** ☐ or **NO** ☑
5. Material safety data sheets. **YES** ☐ or **NO** ☑
6. Preparedness and prevention plans (e.g., SWPP, SPCC, etc.). **YES** ☑ or **NO** ☐
7. Notices or other correspondence from government agencies relating to past or current violations of environmental laws with respect to the property or relating to environmental liens. **YES** ☐ or **NO** ☑
8. Hazardous waste generator notices or reports. **YES** ☐ or **NO** ☑
9. Recorded activity and use limitations (AULs). **YES** ☐ or **NO** ☑
10. Current title report and/or copy of the current deed. **YES** ☐ or **NO** ☑
11. Other documents pertaining to environmental conditions at the property. **YES** ☐ or **NO** ☑

Please sign and return the completed questionnaire to CEM via mail or email to kdmartino@cemscience.com

Completed by (print name/title): Robert Frazier, Environmental Manager

Signature: _____

Company: MTA

Relationship to the property (lender, purchaser, owner, operator): Owner

Date questionnaire was completed: 4/5/2019

Phase I Environmental Site Assessment

MARC Dorsey Parking Lot - 7000 Deerpath Road

Elkridge, Maryland 21075

USER QUESTIONNAIRE

The questionnaire is intended to assist the User in performing specific tasks outlined in the ASTM E1527-13 "All Appropriate Inquiries" Final Rule (40 CFR Part 312), which are required to be performed by or on behalf of a party seeking certain federal liability protections. The "User" may include, but is not limited to, a potential tenant, an owner, a lender, or a property manager. The "User," as defined by the Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-13), is the party seeking to use ASTM E1527-13 to complete an environmental site assessment of the property located at 7000 Deerpath Road at MD 100 between U.S. 1 and MD 295, Elkridge, MD 21075.

The purpose of this questionnaire is to assist the User and the environmental professional in gathering information that may identify recognized environmental conditions (RECs) associated with the property, as well as ensure that the environmental professional is made aware of any relevant documentation pertaining to the property. If applicable, please indicate whether the documents listed below are available for review by the project team.

1. To the best of your knowledge, are there any environmental liens against the property? If so, are these liens recorded in judicial or land title records?
   Not to our knowledge

2. To the best of your knowledge, are there any activity and/or use limitations, such as engineering controls, land use restrictions or institutional controls that are in place and/or have been filed or recorded in a registry under federal, state, or local law?
   Not to our knowledge

3. As the User of this ESA, do you have any specialized knowledge or experience related to operations on the property or adjoining properties (e.g., historic and current land use)? If so, are there any specialized chemicals or processes used by this type of business?
   The adjoining property is used as a MARC train station. To our knowledge, there are no specialized chemicals or processes used by them.

4. To the best of your knowledge, does the current fair market value of the property reflect historical conditions of the property? If you conclude there is a difference, have you considered whether the lower purchase price is related to known or suspected contamination associated with the property?
   We do not know the fair market value of the property since it has not been appraised as of yet.

5. Are you aware of any commonly known or reasonably ascertainable information regarding environmental issues currently impacting or that could potentially impact the property in the future (e.g., UST, AST, oil/water separator, chemical storage, etc.)?
   Not that we are aware

6. To the best of your knowledge, what specific chemicals have been or are currently stored, used or are otherwise present at the property?
   None to our knowledge

7. To the best of your knowledge, have there been any spills or chemical releases at the property (provide approximate size of spill/release)?
   None to our knowledge

8. To the best of your knowledge, has there ever been an environmental clean-up at the property?
   Not to our knowledge

9. Based on your knowledge of the property, are there any indications of a release or contamination at the property?
   Not to our knowledge

As part of this assessment, please indicate which documentation you are providing for review by checking YES or NO:

1. Previous environmental site assessment reports. **YES** ☐ or **NO** ☑
2. Environmental compliance audit reports. **YES** ☐ or **NO** ☑
3. Environmental permits (e.g., solid waste, haz waste disposal, wastewater, NPDES, drinking wells). **YES** ☐ or **NO** ☑
4. Registration for underground and aboveground storage tank systems. **YES** ☐ or **NO** ☑
5. Material safety data sheets. **YES** ☐ or **NO** ☑
6. Preparedness and prevention plans (e.g., SWPP, SPCC, etc.). **YES** ☐ or **NO** ☑
7. Notices or other correspondence from government agencies relating to past or current violations of environmental laws with respect to the property or relating to environmental liens. **YES** ☐ or **NO** ☑
8. Hazardous waste generator notices or reports. **YES** ☐ or **NO** ☑
9. Recorded activity and use limitations (AULs). **YES** ☐ or **NO** ☑
10. Current title report and/or copy of the current deed. **YES** ☑ or **NO** ☐
11. Other documents pertaining to environmental conditions at the property. **YES** ☐ or **NO** ☑

Please sign and return the completed questionnaire to CEM via mail or email to kdmartino@cemscience.com

Completed by (print name/title): Mashel Wakil

Signature: _____

Company: MDOT SHA - Office of Real Estate

Relationship to the property (lender, purchaser, owner, operator): Owner

Date questionnaire was completed: 04/03/2019

HOWARD COUNTY CIRCUIT COURT (Land Records) CMP 750, p. 0453, MSA_CE53_740. Date available 11/03/2003. Printed 05/30/2017.

.13ER0750 PUL0453 10262 (3)

FORM RW 25 (Revised 7/1/71) LEGAL DEPARTMENT 300 West Preston Street Baltimore, Maryland 21201 Mail Address – P. O. Box 717 Baltimore, Maryland 21203	**DEED** TO THE STATE OF MARYLAND TO THE USE OF THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION	PAGE 1 Right of Way Item No. 68755 State Highway Administration Project No. Ho 362-3-771

This Deed, Made this 30 day of October in the year 75

(A) WHEREAS, the State Highway Administration of the Department of Transportation, acting for and on behalf of the State of Maryland, finds it necessary to acquire the land, easements, rights and/or controls, shown and/or indicated on State Highway Administration's Plats Numbered 43980

which are duly recorded, or intended to be recorded, among the Land Records of

Howard County (ies) in the State of Maryland in order JAN -5-76 A 423495 *****12.00

to lay out, open, establish, construct, extend, widen, straighten, grade and improve as a part of the State Roads System of Maryland, a highway and/or bridge, together with the appurtenances thereto belonging, under its Contract Number Ho 362-3-771 and known as the

Maryland 100 - From U.S. 1 to Anne Arundel Co. Line

and to thereafter use, maintain and/or further improve said highway and/or bridge, as a part of the Maryland State Roads System.

(B) NOW, THEREFORE, THIS DEED AND RELEASE WITNESSETH: That for and in consideration of the above premises, One Dollar ($1.00) and other good and valuable considerations, the receipt whereof is hereby acknowledged, we do hereby grant and convey unto the STATE OF MARYLAND, TO THE USE OF THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION, its successors and assigns, FOREVER IN FEE SIMPLE, all our right, title and interest, free and clear of all liens and encumberances, in and to

(C) ALL THE LAND, together with the appurtenances thereto belonging, or in anywise appertaining, lying between the outermost lines designated "Right of Way Line," as shown and/or indicated on the hereinbefore mentioned plats, all of which plats are made a part hereof, so far as our property and/or our rights may be affected by the said proposed highway and/or bridge, and the appurtenances thereto belonging, or in anywise appertaining.

~~(D) AND THE GRANTORS DO FURTHER GRANT unto the State of Maryland, to the use of the State Highway Administration of the~~ Department of Transportation, its successors and assigns, the right to create, use and maintain on the area of the land shown hatched thus on the above designated plats, such slopes as are necessary to retain and support the highway and/or adjacent property; it being agreed between the parties hereto, however, that at such time as the contour of the land over which this slope easement is granted is changed so that the easement required for slopes is no longer necessary to retain, support or protect the highway construction within the area conveyed in fee simple, then said easement for slopes shall cease to exist.

(E) AND THE GRANTORS DO FURTHER GRANT unto the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, its successors and assigns, the perpetual right to create, use and maintain on the area of the land shown cross-hatched thus on the above designated plats, such stream changes, side ditches, inlet ditches, outlet ditches, pipes, culverts and all other drainage facilities as are necessary in the opinion of the State Highway Administration to adequately drain the highway or adjacent property and/or control the flow of water through those drainage structures to be built to protect said highway.

(F) AND THE GRANTORS DO FURTHER GRANT unto the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, its successors and assigns, the perpetual right to discharge the flow of water from such stream changes, side ditches, inlet ditches, outlet ditches, pipes, culverts and all other drainage facilities as are necessary in the opinion of the State Highway Administration to adequately drain the highway or adjacent property and/or control the flow of water through those drainage structures to be built to protect said highway (either within the areas shown cross-hatched thus or within the limits of the areas hereinbefore conveyed in the fee simple) into existing waterways or natural drainage courses, as indicated by the symbol and/or upon the existing ground, as indicated by the symbol , at the outlet end of the drainage facilities so created by the State Highway Administration, all of which are shown graphically and indicated by appropriate symbols and explanatory notations on the aforesaid plats.

(G) AND THE GRANTORS DO FURTHER GRANT unto the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, its successors and assigns, ANY AND ALL RIGHT WHATSOEVER of the GRANTORS, their heirs, successors and assigns, of any means whatsoever of ingress or egress between the THROUGH HIGHWAY and their remaining property across the lines which are designated "Right of Way Line of Through Highway," to the end that there never will be any vehicular, pedestrian and/or animal access to or from said Through Highway and their remaining property across those lines which are so marked on the above mentioned plats, except by means of such public road connections as are authorized by law.

(H) AND THE GRANTORS DO FURTHER GRANT unto the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, its successors and assigns, ANY AND ALL RIGHT WHATSOEVER of the GRANTORS, their heirs, successors and assigns, of vehicular ingress or egress between their remaining property and the highway across those portions of the right of way lines which are marked "THROUGHOUT THIS PORTION OF THE RIGHT OF WAY LINE ALL VEHICULAR ACCESS IS DENIED," to the end that there never will be any vehicular access to or from said highway and their remaining property across those portions of the said right of way lines which are so marked on the above mentioned plats.

CONTINUED ON PAGE 2

12.00

[redacted] Department of Transportation, its successors and assigns, the perpetual right [redacted] between October 1st and April 1st of each year, snow fences within [redacted] hereby granted in fee simple, [redacted] shall not interfere with [redacted]

(J) AND THE GRANTORS HEREIN do hereby covenant and agree, on behalf of themselves, their heirs, successors and assigns, to abide by and respect each and every control or restriction set forth in this instrument of writing, it being the intention of this conveyance to perpetuate all the rights and privileges granted to the State of Maryland, to the use of the State Highway Administration, by this deed. It is expressly understood and agreed that these covenants shall run with and bind upon the GRANTORS, their heirs, successors and assigns, forever.

(K) IT BEING part of the same property conveyed by Albert V. Williams, to Kaiser Aetna(a General Partnership), by Deed dated 1/3/72 and recorded on 1/6/72, in Liber CMP, No. 581, Folio 281, among the Land Records of Howard County, Maryland.

AND for the same consideration as hereinbefore set forth the Grantors do further grant and convey in fee simple unto the State of Maryland, to the use of the State Roads Commission of the State Highway Administration, its successors and assigns, all that irregular shaped land shown outlined by shading on aforesaid Plat No. 43980, containing 9.206 Acres Extra Land.

It is distinctly understood and agreed between the Grantor and the Grantee herein that the execution of this Deed shall in no wise vitiate the terms of the Option Contract between the parties dated September 30, 1970 but that the terms of said Option shall remain in full force and effect as if this Deed had never been executed....

CONTINUED ON PAGE 3

BINDING MARGIN
DO NOT WRITE IN THIS SPACE

HOWARD COUNTY CIRCUIT COURT (Land Records) CMP 750, p. 0454, MSA_CE53_740. Date available 11/03/2003. Printed 05/30/2017.

BINDING MARGIN
DO NOT WRITE IN THIS SPACE

(V) TOGETHER with the buildings and improvements thereupon erected, made or being and all and every the rights, roads, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging, or anywise appertaining.

(W) IT IS UNDERSTOOD AND AGREED that the State Highway Administration shall have no further obligation or liability for the results of construction, reconstruction, maintenance or further construction of said highway and/or bridge.

(X) TO HAVE AND TO HOLD the land and premises above described and mentioned and hereby intended to be conveyed unto the proper use and benefit of the State of Maryland, to the use of the State Highway Administration of the Department of Transportation, its successors and assigns forever in fee simple, together with the rights, easements, privileges and controls hereinbefore mentioned.

The property conveyed in fee simple by this instrument is 24,536 Acres, including extra land.

(Y) AND the grantors covenant that they have neither done, nor suffered to be done, anything to encumber the property, easements and/or rights, etc., hereby conveyed, and that they will execute such other and further assurance of same as may be requisite.

(Z) AND _____
join in this conveyance for the purpose of releasing the land, easements and/or rights herein conveyed from the operation and effect and any mortgage and/or lien which they hold upon the property of the grantors, retaining their rights as mortgagees and/or lienors in and to the remainder of the land of the grantor not affected by this conveyance.

IN WITNESS WHEREOF we have hereunto set our hands and seals.

LEGAL R.M.G. APPROVAL

WITNESS	Robert M. Goldman	Kaiser Aetna By: Richard G. Sim, Regional Manager, Business Centers Division	(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)
WITNESS			(SEAL)

SEE PAGE 4 FOR ACKNOWLEDGMENTS

HOWARD COUNTY CIRCUIT COURT (Land Records) CMP 750, p. 0455. MSA_CE53_740. Date available 11/03/2003. Printed 05/30/2017.

Mailed to
State Highway Admin.
300 West Preston St

LIBER 0750 FOLIO 455

STATE OF MARYLAND - ~~COUNTY~~ CITY OF...... BALTIMORE .... PAGE 4-FORM RV-25

I hereby certify that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for Baltimore City .... XXXXX personally appeared.. RICHARD G. SIM, who acknowledged himself to be the authorized agent of KAISER ÆTNA, being authorized to execute the foregoing Deed, ...
and XXXXXXXXX acknowledged the aforegoing deed XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX XXXXXX to be the act of the said XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX Partnership.

AS WITNESS MY HAND AND NOTARIAL SEAL, this 29th day of.... October .... in the year. 1975..

DOTTI CLAIRE LIBERLES ..Dotti Claire Liberles.... NOTARY PUBLIC.
Notary Public, Baltimore City, Md. My Commission expires July 1, 1978
Commission Expires

NOTARY SEAL
NOTARY PUBLIC
BALTIMORE CITY

REC'D FOR RECORD JAN 5 1976 AT 2:30 O'CLK P. M. SAME DAY RECORDED & EX'D PER C. MERRITT PUMPHREY.

STATE OF MARYLAND, COUNTY OF.................................

I hereby certify that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for

11

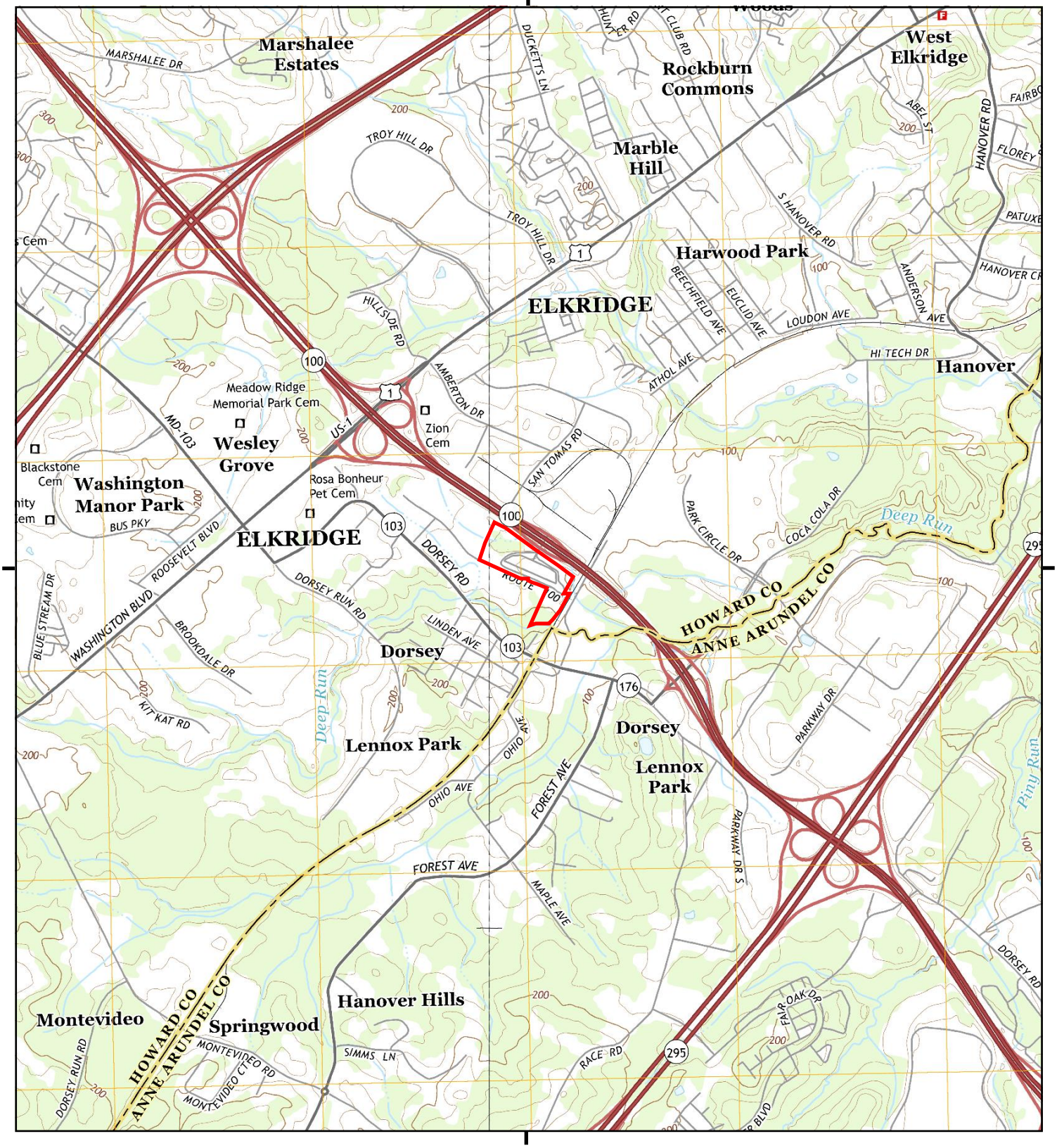
HOWARD COUNTY CIRCUIT COURT (Land Records) CMP 750, p. 0456, MSA_CE53_740. Date available 11/03/2003. Printed 05/30/2017.

APPENDIX C3

Target Property Topographic Map

Historical Topo Map

2014



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Relay, 2014, 7.5-minute
W, Savage, 2014, 7.5-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

APPENDIX C4

Target Property Soils Map

Soil Map—Anne Arundel County, Maryland, and Howard County, Maryland
(MARC Dorsey Phase I ESA)

Map Scale: 1:3,850 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Anne Arundel County, Maryland
Survey Area Data: Version 17, Sep 10, 2018

Soil Survey Area: Howard County, Maryland
Survey Area Data: Version 13, Sep 11, 2018

Your area of interest (AOI) includes more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in map unit symbols, soil properties, and interpretations that do not completely agree across soil survey area boundaries.

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 5, 2014—Aug 15, 2014

MAP LEGEND

MAP INFORMATION

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
CHA	Codorus and Hatboro soils, 0 to 2 percent slopes, frequently flooded	0.0	0.1%
Subtotals for Soil Survey Area		**0.0**	**0.1%**
Totals for Area of Interest		**22.2**	**100.0%**

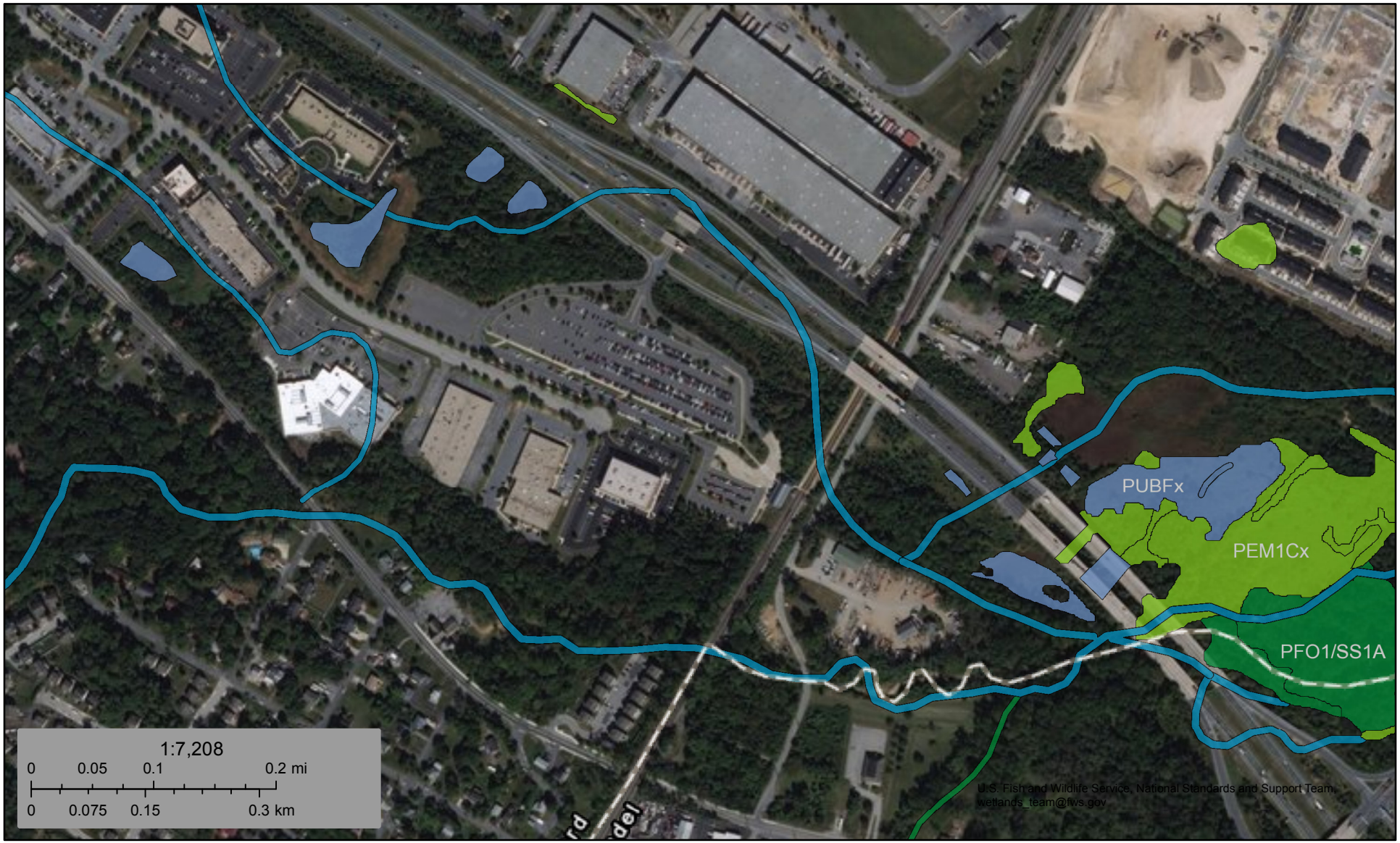
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Cp	Codorus and Hatboro soils, 0 to 2 percent slopes, frequently flooded	1.6	7.3%
FaaA	Fallsington sandy loams, 0 to 2 percent slopes, northern coastal plain	6.3	28.5%
RsB	Russett fine sandy loam, 2 to 5 percent slopes	0.0	0.1%
RsC	Russett fine sandy loam, 5 to 10 percent slopes	0.3	1.5%
RuB	Russett and Beltsville soils, 2 to 5 percent slopes	10.0	45.1%
SrC	Sassafras and Croom soils, 5 to 10 percent slopes	2.6	11.8%
SrD	Sassafras and Croom soils, 10 to 15 percent slopes	0.9	4.0%
UtD	Urban land-Udorthents complex, 0 to 15 percent slopes	0.4	1.7%
Subtotals for Soil Survey Area		**22.2**	**99.9%**
Totals for Area of Interest		**22.2**	**100.0%**

APPENDIX C5

Target Property Wetlands Map

U.S. Fish and Wildlife Service
National Wetlands Inventory

Dorsey MARC Phase I ESA



December 19, 2018

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

APPENDIX C6

Target Property Floodplain Map

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NGVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 18. The **horizontal datum** was NAD 83, GRS 80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282

To obtain current elevation, description, and/or location information about the **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit their website at www.ngs.noaa.gov.

Base map imagery is from the National Agriculture Imagery Program (NAIP). NAIP acquires digital ortho imagery during the agricultural growing seasons in the continental U.S. at a scale of 1:40,000 for the purpose of producing natural color digital orthophotos at a 1 meter pixel resolution.

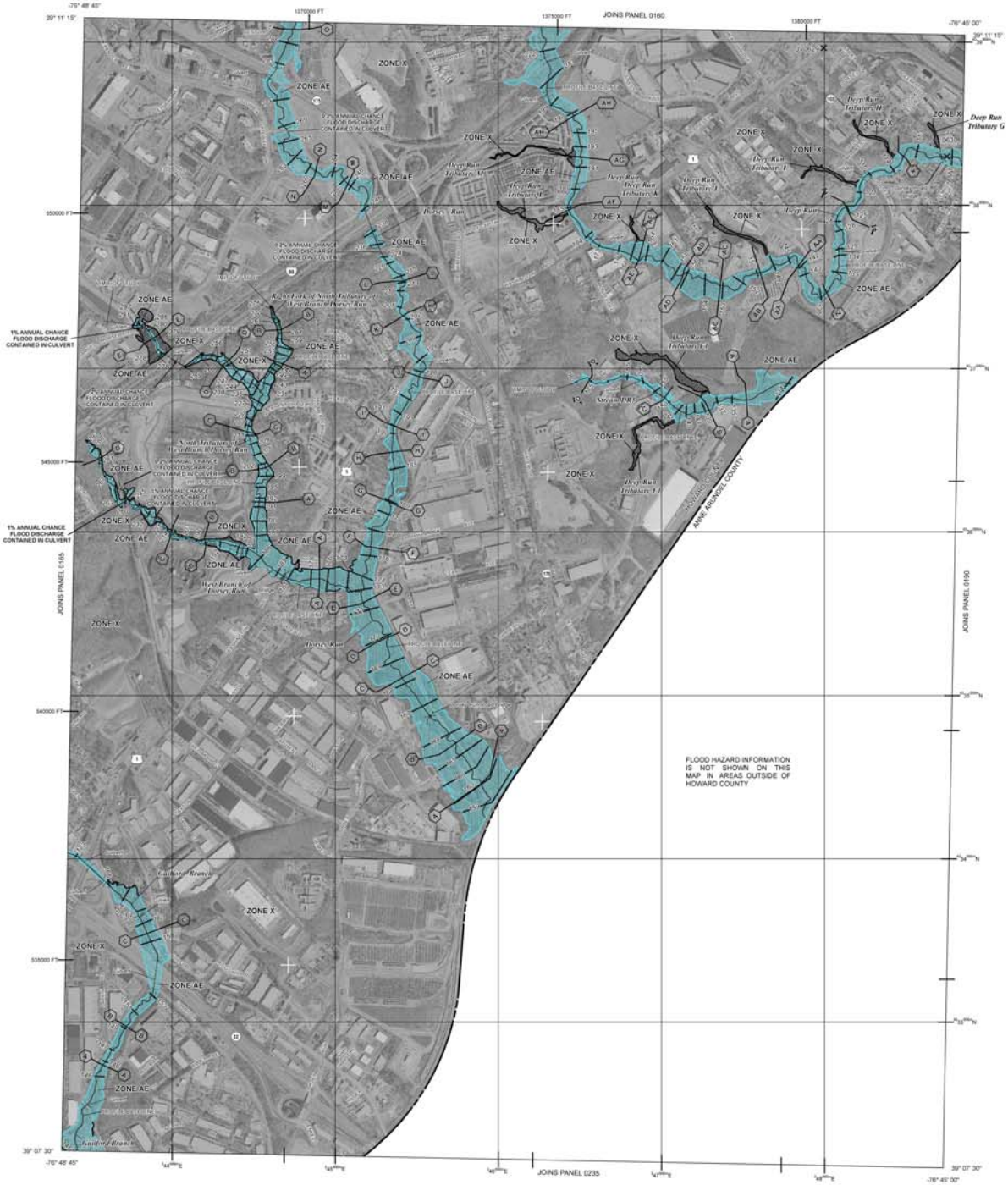
Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables in the *Flood Insurance Study* report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map. Also, the road to floodplain relationships for unrevised streams may differ from what is shown on previous maps.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information on available products associated with this FIRM, visit the **Map Service Center (MSC)** website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange (FMIX)** at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Areas of 0.2% annual chance flood; areas of future conditions 1% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAS)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
513 — Base Flood Elevation line and value; elevation in feet*
(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

A — A Cross section line
23 — 23 Transect line
Bridge
Footbridge
Culvert
87°07'45", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
4°23'000"N — 1000-meter Universal Transverse Mercator grid ticks, zone 18
600000 FT — 5000-foot grid values: Maryland State Plane coordinate system (FIPSZONE 1900), Lambert Conformal Conic projection
DX5510 x — Bench mark (see explanation in Notes to Users section of this FIRM panel)
● M1.5 — River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
NOVEMBER 6, 2013

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0170D

FIRM
FLOOD INSURANCE RATE MAP

HOWARD COUNTY, MARYLAND
AND INCORPORATED AREAS

PANEL 170 OF 235

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HOWARD COUNTY	240044	0170	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
24027C0170D

EFFECTIVE DATE
NOVEMBER 6, 2013

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NGVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 18. The **horizontal datum** was NAD 83, GRS 80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282

To obtain current elevation, description, and/or location information about the **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit their website at www.ngs.noaa.gov.

Base map imagery is from the National Agriculture Imagery Program (NAIP). NAIP acquires digital ortho imagery during the agricultural growing seasons in the continental U.S. at a scale of 1:40,000 for the purpose of producing natural color digital orthophotos at a 1 meter pixel resolution.

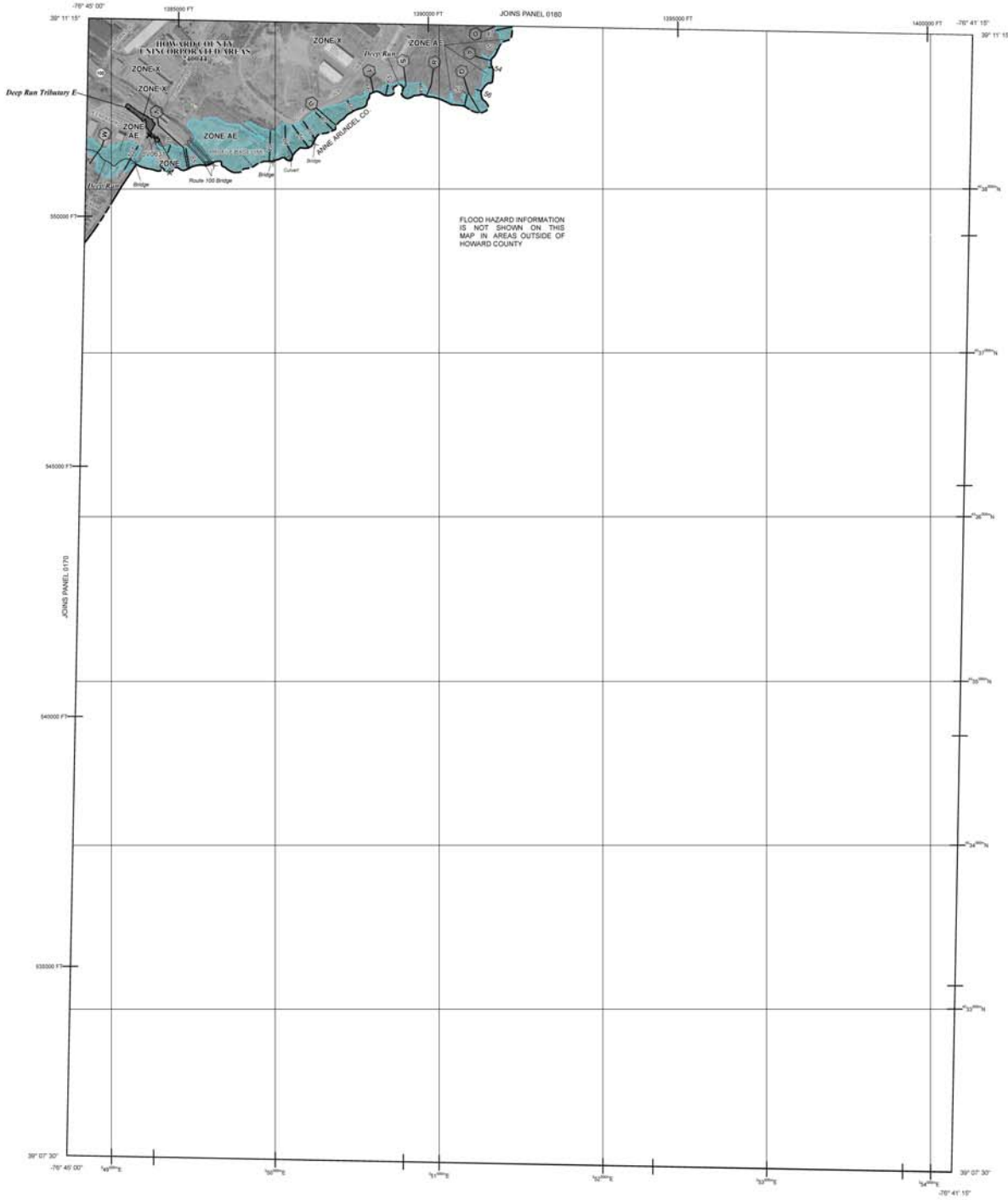
Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables in the *Flood Insurance Study* report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map. Also, the road to floodplain relationships for unrevised streams may differ from what is shown on previous maps.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information on available products associated with this FIRM, visit the **Map Service Center (MSC)** website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange (FMIX)** at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of future conditions 1% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAS)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

(A)———(A)	Cross section line
(23)- - - - -(23)	Transect line
	Bridge
	Footbridge
	Culvert
87°07'45", 32°22'30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
4223000 N	1000-meter Universal Transverse Mercator grid ticks, zone 18
600000 FT	5000-foot grid values: Maryland State Plane coordinate system (FIPSZONE 1900), Lambert Conformal Conic projection
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
● M1.5	River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
NOVEMBER 6, 2013

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0190D

FIRM
FLOOD INSURANCE RATE MAP

HOWARD COUNTY, MARYLAND
AND INCORPORATED AREAS

PANEL 190 OF 235

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HOWARD COUNTY	240044	0190	D

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
24027C0190D

EFFECTIVE DATE
NOVEMBER 6, 2013

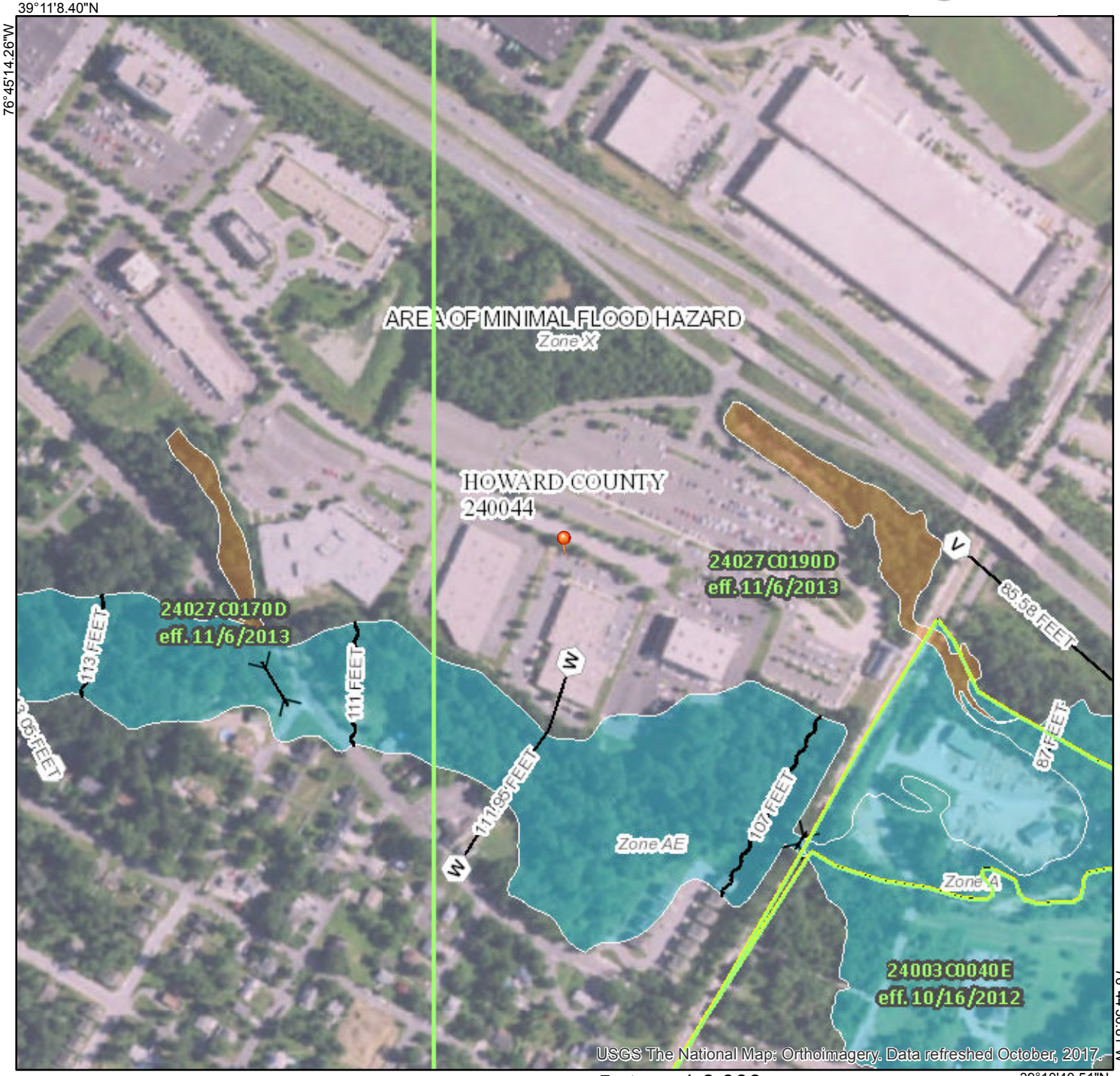
Federal Emergency Management Agency

National Flood Hazard Layer FIRMette

FEMA

39°11'8.40"N

76°45'14.26"W



76°44'36.81"W

39°10'40.51"N

Feet 1:6,000

0 250 500 1,000 1,500 2,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS

- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES

- B 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 12/19/2018 at 3:57:49 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX C7

EDR City Directory Report

Dorsey MARC
6859-6899 Deerpath Rd
Elkridge, MD 21075

Inquiry Number: 5514312.5
December 19, 2018

The EDR-City Directory Image Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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Data by infoUSA®

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	Target Street	Cross Street	Source
2014	☑	☐	EDR Digital Archive
2010	☑	☐	EDR Digital Archive
2005	☑	☐	EDR Digital Archive
2000	☑	☐	EDR Digital Archive
1995	☑	☐	EDR Digital Archive
1992	☑	☐	EDR Digital Archive
1985	☐	☐	Stewart's Criss-Cross Directory
1980	☐	☐	Stewart's Criss-Cross Directory
1975	☐	☐	Stewart's Criss-Cross Directory
1970	☐	☐	Stewart's Criss-Cross Directory
1966	☐	☐	Stewart's Criss-Cross Directory
1961	☐	☐	Stewart's Criss-Cross Directory
1953	☐	☐	Stewart's Criss-Cross Directory

FINDINGS

TARGET PROPERTY STREET

6859-6899 Deerpath Rd
Elkridge, MD 21075

Year	CD Image	Source	
DEER PATH RD			
1995	pg A5	EDR Digital Archive	
1992	pg A6	EDR Digital Archive	
DEERPATH RD			
2014	pg A1	EDR Digital Archive	
2010	pg A2	EDR Digital Archive	
2005	pg A3	EDR Digital Archive	
2000	pg A4	EDR Digital Archive	
1992	pg A7	EDR Digital Archive	
1985	-	Stewart's Criss-Cross Directory	Street not listed in Source
1980	-	Stewart's Criss-Cross Directory	Street not listed in Source
1975	-	Stewart's Criss-Cross Directory	Street not listed in Source
1970	-	Stewart's Criss-Cross Directory	Street not listed in Source
1966	-	Stewart's Criss-Cross Directory	Street not listed in Source
1961	-	Stewart's Criss-Cross Directory	Street not listed in Source
1953	-	Stewart's Criss-Cross Directory	Street not listed in Source
RTE 100			
2014	-	EDR Digital Archive	Street not listed in Source
2010	-	EDR Digital Archive	Street not listed in Source
2005	-	EDR Digital Archive	Street not listed in Source
2000	-	EDR Digital Archive	Street not listed in Source
1995	-	EDR Digital Archive	Street not listed in Source
1992	-	EDR Digital Archive	Street not listed in Source
1985	-	Stewart's Criss-Cross Directory	Street not listed in Source
1980	-	Stewart's Criss-Cross Directory	Street not listed in Source
1975	-	Stewart's Criss-Cross Directory	Street not listed in Source
1970	-	Stewart's Criss-Cross Directory	Street not listed in Source

FINDINGS

Year	***CD Image***	***Source***	
1966	-	Stewart's Criss-Cross Directory	Street not listed in Source
1961	-	Stewart's Criss-Cross Directory	Street not listed in Source
1953	-	Stewart's Criss-Cross Directory	Street not listed in Source

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DEERPATH RD 2014

6800	GOLDLEAF ASSOCIATES LLC
	JAMES RIVER ASSOCIATES LLP
	MARYLAND AVENUE PROPERTIES LLC
6810	ARMY UNITED STATES DEPT OF
	DORSEY IV LLC
	HADRON INC
	SWOOSH K INC
6820	CENTER FOR PRFMCE SCIENCES INC
	CHESAPEAKE HEALTHCARE FORUM
	MARYLAND ASSN HOSP AUXILIARIES
	MARYLAND HOSPITAL ASSN INC
	MARYLAND HOSPITAL EDU & RES
	MARYLAND PTIENT SAFETY CTR INC
6845	AIR FORCE US DEPT OF
	MARINE CORPS UNITED STATES
	STATE FARM INSURANCE
6855	ACCUVANT
	ACCUVANT FEDERAL SOLUTIONS INC
6865	DANIEL KIM DDS LLC
	JONES, DIONTAE
	JONES-LAPER LINDA DDS PC
	RICHARDSONS CNTR ORAL FCL SRGY
	UMUC DORSEY STATION CENTER

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DEERPATH RD 2010

6800	ACS/MARYLAND DHR
	GOLDLEAF ASSOCIATES LLC
	MARYLAND AVENUE PROPERTIES LLC
6810	ARMY UNITED STATES DEPT OF
	DORSEY IV LLC
	EMBEDDED SYSTEMS DESIGN
	HADRON INC
	MOSBY LIFELINE
	PRIORITY ONE STAFFING SERVICES
	SWOOSH K INC
6820	CENTER FOR PRFMCE SCIENCES INC
	CHESAPEAKE HEALTHCARE FORUM
	LOGICQUAL RESEARCH INSTITUTE
	MARYLAND HLTHCARE HUMN RSOURCE
	MARYLAND HOSPITAL ASSN INC
	MARYLAND HOSPITAL EDU & RES
	MARYLAND PTIENT SAFETY CTR INC
6835	BECO MANAGEMENT INC
	MAXIM HEALTHCARE SERVICES INC
	QUESTECH RESEARCH DIVISION
6845	AIR FORCE US DEPT OF
	ARMY UNITED STATES DEPT OF
	COAST GUARD UNITED STATES
	DEPARTMENT OF MARINES
	JACITA-DEPT OF DEFENSE
	MARINE CORPS UNITED STATES
	SECRETARY OF DEFENSE OFFICE OF
6855	6855 DEERPATH ROAD ENTERPRISES
	ADT SECURITY SERVICES INC
6865	ELKRIDGE LANGUAGES INC
	ICA
	JONES-LAPER LINDA DDS PC
	LAPER, LINDA
	ONLINE TRADING ACADEMY
	RICHARDSONS CNTR ORAL FCL SRGY
	SANTIS EDUCATIONAL SERVICES
	WHALEN PROPERTIES
	WHALEN PRPTS DORSEY SERIES XIV

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DEERPATH RD 2005

6810	NEW WORLD DELI
	NORTHROP, GRUMMAN
6820	CENTER FOR PRFMCE SCIENCES INC
	CHESAPAKE HEALTHCARE FORUM INC
	LOGICQUAL RESEARCH INST INC
	MARYLAND HOSPITAL ASSN INC
	MARYLND HSPTL EDCTN/RSRCH FNDT
6835	ELPHANT WIRELESS MD
	ENTEK CORPORATION
	MAXIM HEALTHCARE SERVICES INC
6845	AIR FORCE US DEPT OF
	COAST GUARD UNITED STATES
	JACITA-DEPT OF DEFENSE
	MARINE CORPS UNITED STATES
	PUBLIC AFFAIRS MAR CORPS OFF
6855	JCITA

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DEERPATH RD 2000

6810	INTERNATIONAL LIMOUSINE S
	NEW WORLD DELI
	SYCOM SERVICES INC
6820	MARYLAND HOSPITAL ASSN INC
6835	CACI INC FEDERAL
	CACI TECHNOLOGIES INC
6845	AIR FORCE MEPS LIASON
	BALTIMORE MEP
	COAST GUARD UNITED STATES
	MACK RICHARD
	MARINE CORPS UNITED STATES
	PUBLIC AFFAIRS MAR CORPS OFF
6855	MICROWAVE INSTRUMENTATION TECH

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DEER PATH RD 1995

6810	CARTER, FRED
	DORSEY CENTER INC
	JAGUAR AIR SERVICES INC
	LEGUM DOUGLAS DEVELOPMENT
	SYCOM SERVICES
	THE ARC OF MARYLAND INC
	VSE CORPORATION
6835	AEROTEK INC
	BURNS PHILP FOOD INC
	ONSITE ENGINEERING & MGT
	QUESTECH INC
6845	FONSECA, CARLOS
	SCHEDULED ARLN TRAFFIC OFFS
	UNITED STATES MARINE CORPS
6855	ADT SECURITY SYSTEMS INC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DEER PATH RD 1992

6810	BOB BELL VOLKSWAGEN INC
	JAGUAR AIR SERVICES INC
	WILLIS DELI
6835	LORNWOOD SCHOOL/CHILD DEV
	MEDCALL MEDICAL STAFFING SVCS
	QUESTECH INC
6845	UNITED STATES DEPARTMENT DEF

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DEERPATH RD 1992

6810 LEGUM DOUGLAS DEVELOPMENT
6835 AEROTEK INC
MED CALL MEDICAL STAFFING SVC

APPENDIX D

HISTORICAL DATA – TOPOGRAPHIC MAPS

Dorsey MARC

6859-6899 Deerpath Rd

Elkridge, MD 21075

Inquiry Number: 5514312.4

December 17, 2018

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

12/17/18

Site Name:	Client Name:
Dorsey MARC	Chesapeake Environmental
6859-6899 Deerpath Rd	42 North Main Street
Elkridge, MD 21075	Bel Air, MD 21014
EDR Inquiry # 5514312.4	Contact: Kevin Dimartino

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Chesapeake Environmental were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# MDOT.13001.0028

Project: Dorsey MARC ESA

Coordinates:

Latitude:	39.180971 39° 10' 51" North
Longitude:	-76.746358 -76° 44' 47" West
UTM Zone:	Zone 18 North
UTM X Meters:	349161.00
UTM Y Meters:	4338311.99
Elevation:	114.15' above sea level

Maps Provided:

2014	1926
1974	1908
1966	1907
1957	1897
1950	1894
1949	1892
1944	
1942, 1947	

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2014 Source Sheets

Savage
2014
7.5-minute, 24000

Relay
2014
7.5-minute, 24000

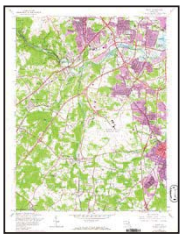
1974 Source Sheets

Savage
1974
7.5-minute, 24000
Aerial Photo Revised 1974

Relay
1974
7.5-minute, 24000
Aerial Photo Revised 1974

1966 Source Sheets

Savage
1966
7.5-minute, 24000
Aerial Photo Revised 1966



Relay
1966
7.5-minute, 24000
Aerial Photo Revised 1966

1957 Source Sheets

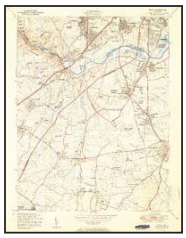
Savage
1957
7.5-minute, 24000
Aerial Photo Revised 1955

Relay
1957
7.5-minute, 24000
Aerial Photo Revised 1955

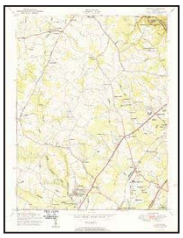
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1950 Source Sheets



Relay
1950
7.5-minute, 24000
Aerial Photo Revised 1947



Savage
1950
7.5-minute, 24000
Aerial Photo Revised 1948

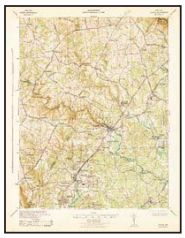
1949 Source Sheets

Laurel
1949
15-minute, 62500
Aerial Photo Revised 1948

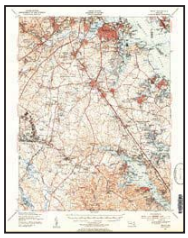
1944 Source Sheets

Relay
1944
7.5-minute, 31680
Aerial Photo Revised 1943

1942, 1947 Source Sheets



Laurel
1942
15-minute, 62500
Aerial Photo Revised 1938



Relay
1947
15-minute, 62500
Aerial Photo Revised 1947

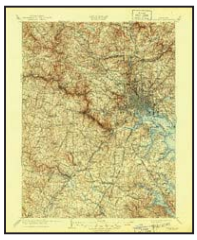
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1926 Source Sheets

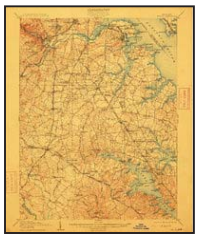
Laurel
1926
15-minute, 62500

1908 Source Sheets

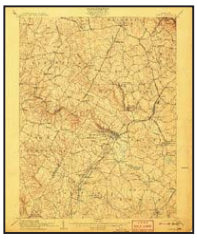


Patapsco
1908
30-minute, 125000

1907 Source Sheets



Relay
1907
15-minute, 62500



Laurel
1907
15-minute, 62500

1897 Source Sheets

Laurel
1897
15-minute, 62500

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1894 Source Sheets

Laurel
1894
15-minute, 62500

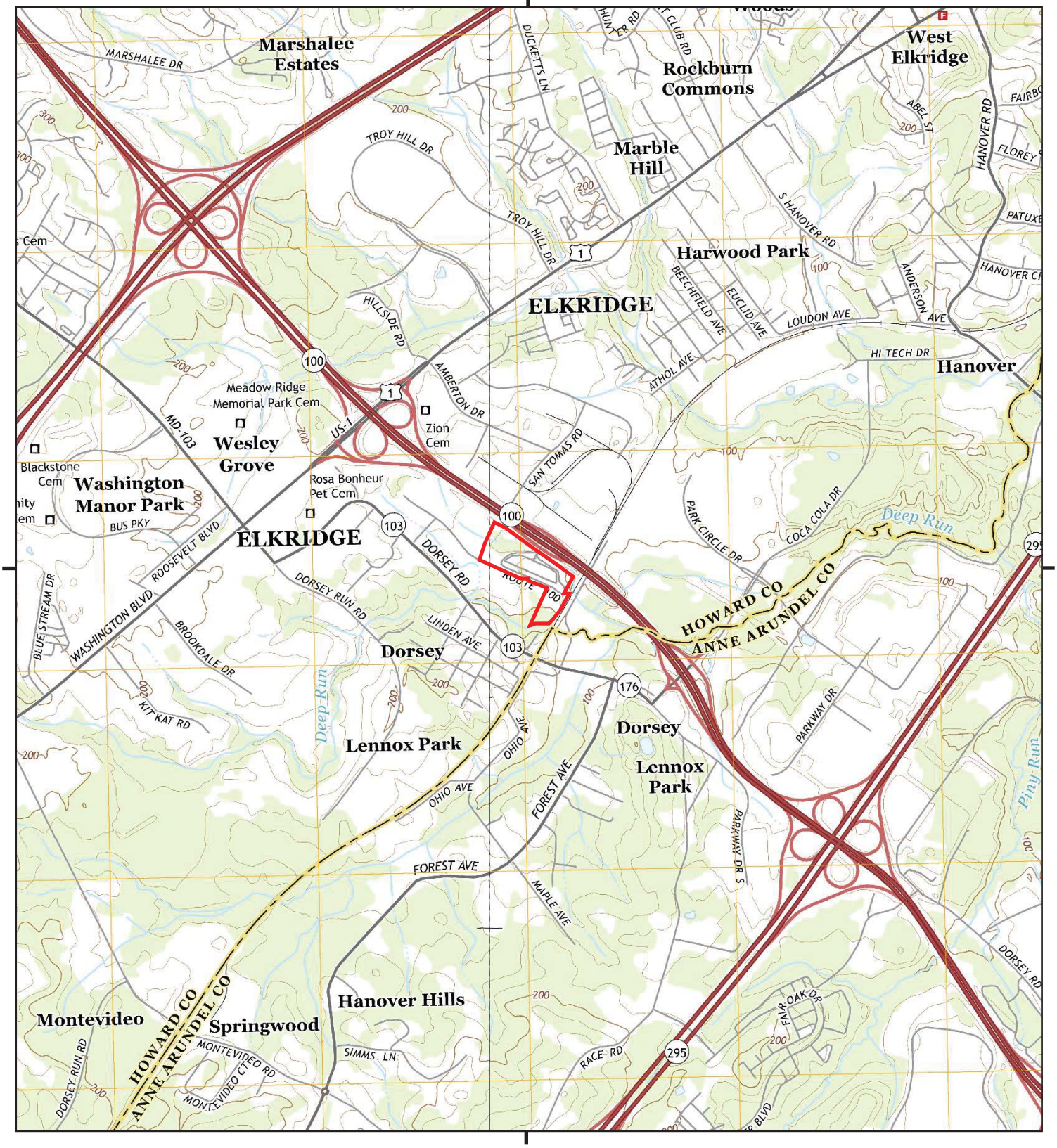
Relay
1894
15-minute, 62500

1892 Source Sheets

Laurel
1892
15-minute, 62500

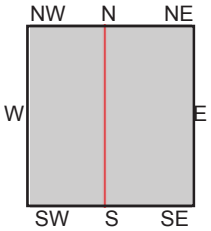
Historical Topo Map

2014



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



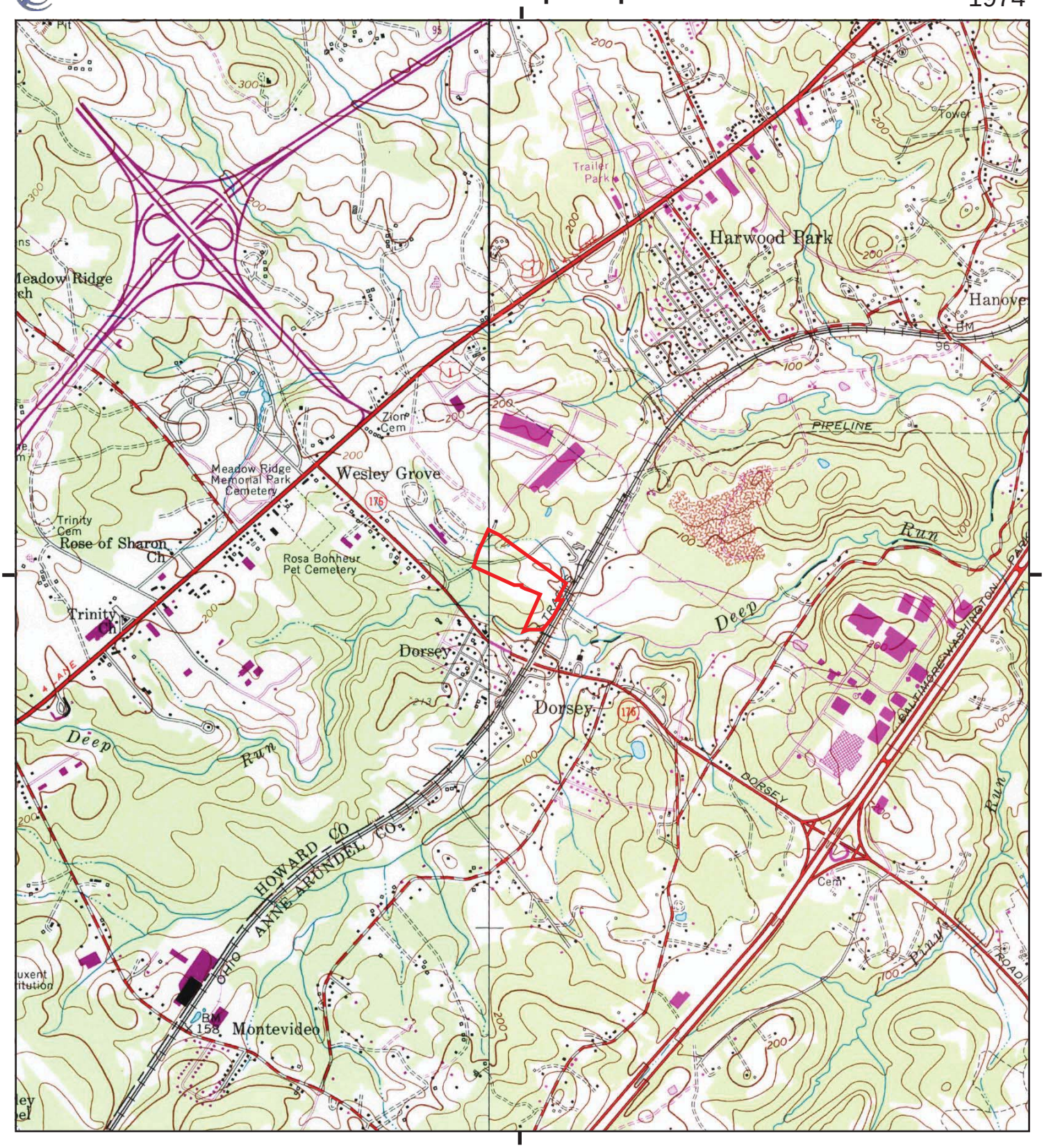
TP, Relay, 2014, 7.5-minute
W, Savage, 2014, 7.5-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

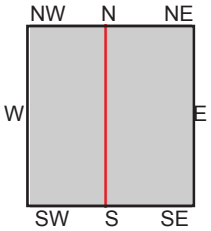
Historical Topo Map

1974



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



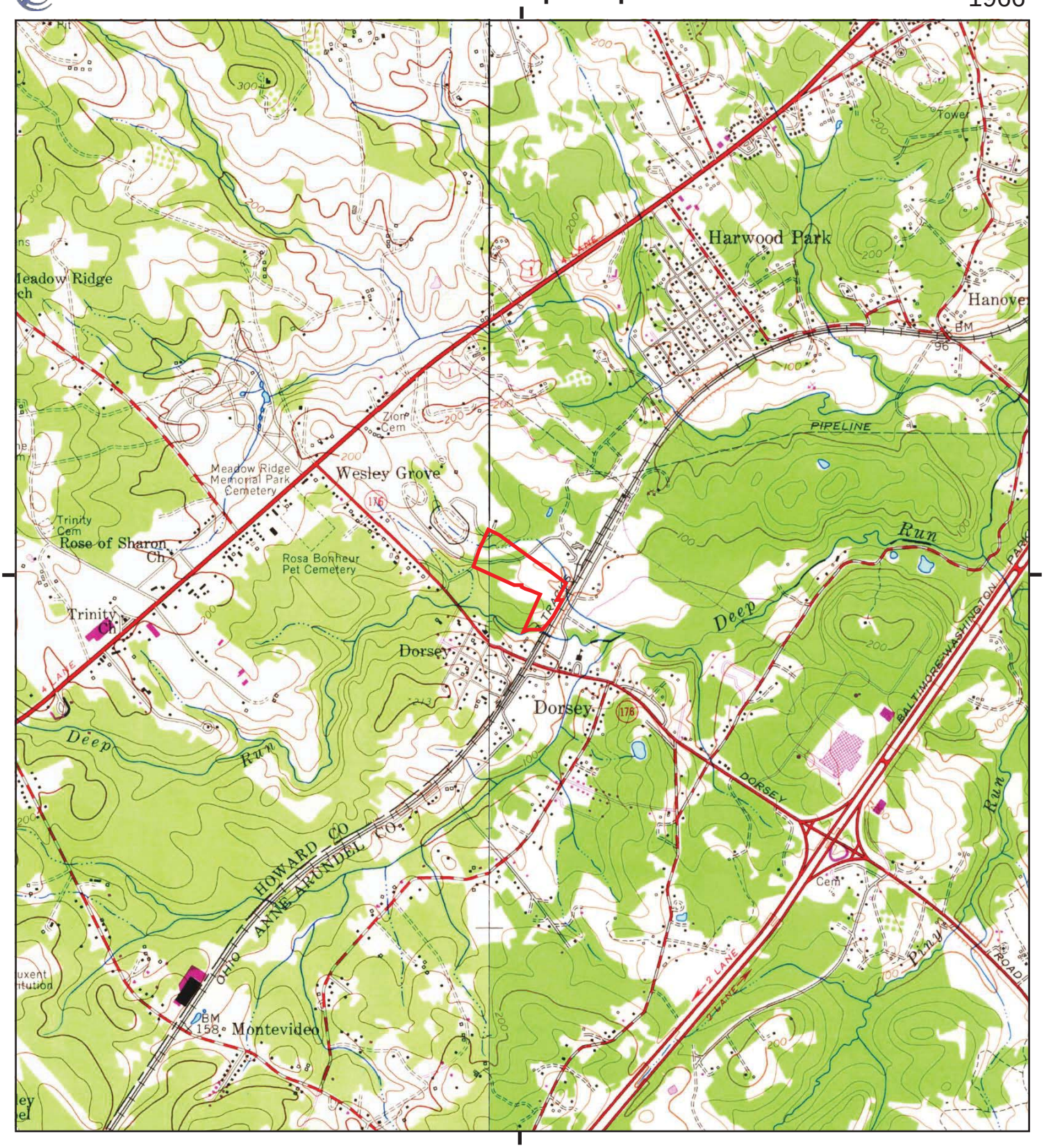
TP, Relay, 1974, 7.5-minute
W, Savage, 1974, 7.5-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

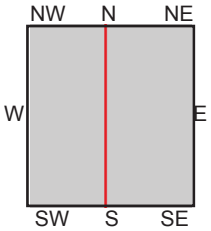
Historical Topo Map

1966



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



TP, Relay, 1966, 7.5-minute
W, Savage, 1966, 7.5-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

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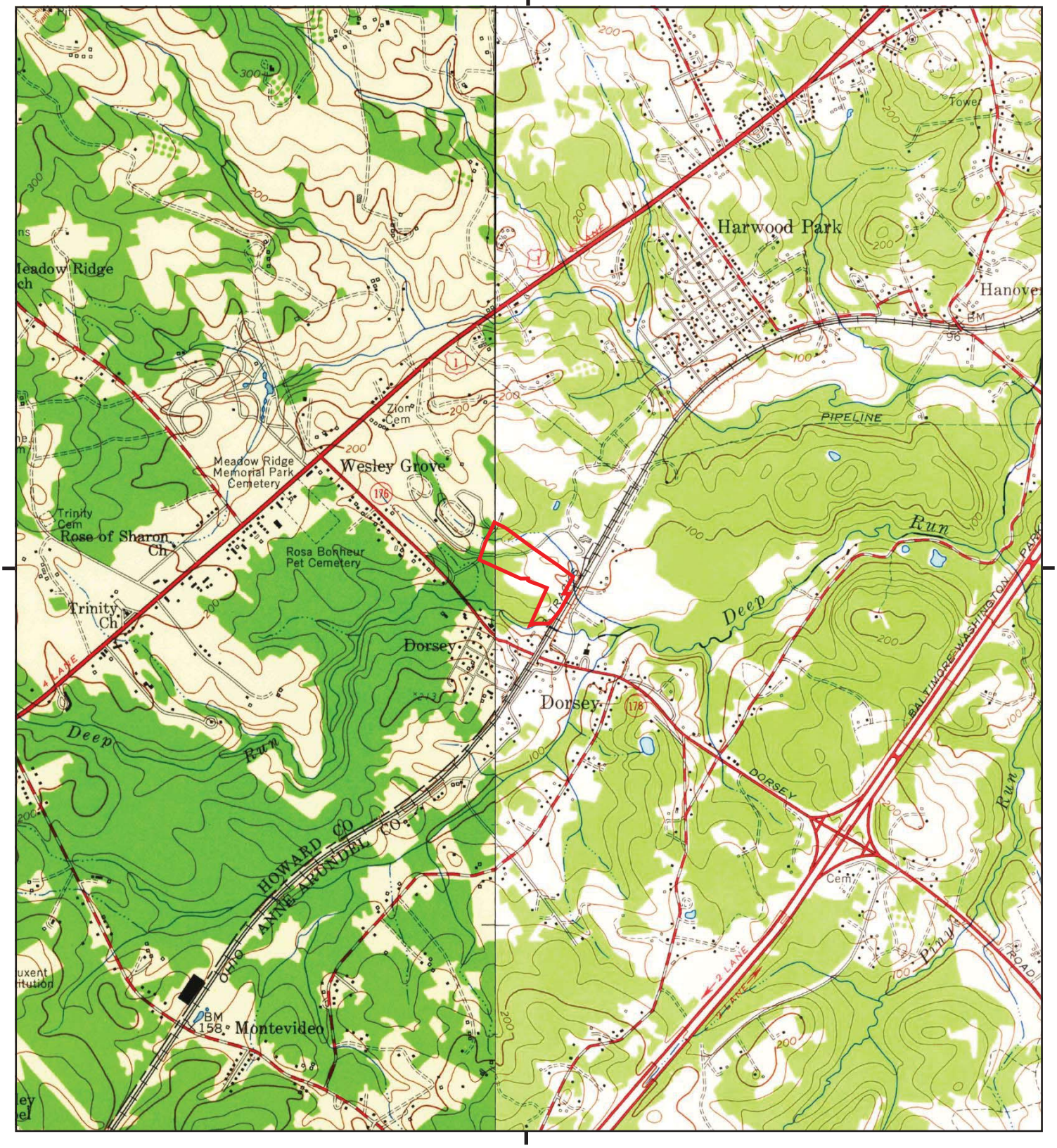
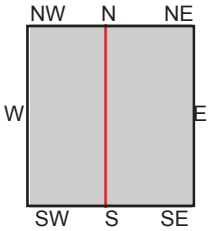
Historical Topo Map

1957



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



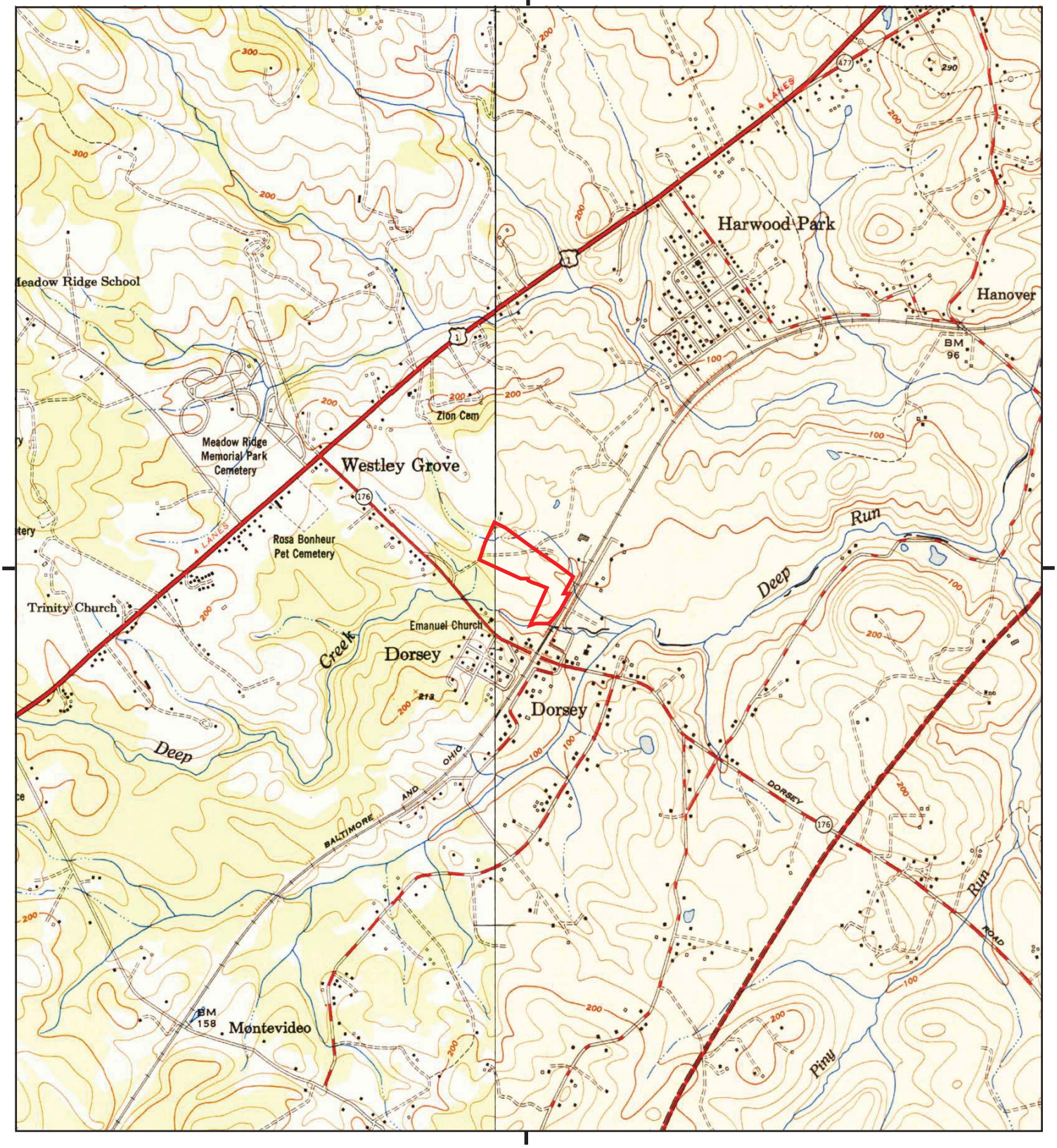
TP, Relay, 1957, 7.5-minute
W, Savage, 1957, 7.5-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

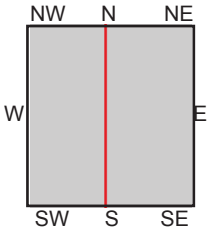
Historical Topo Map

1950



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



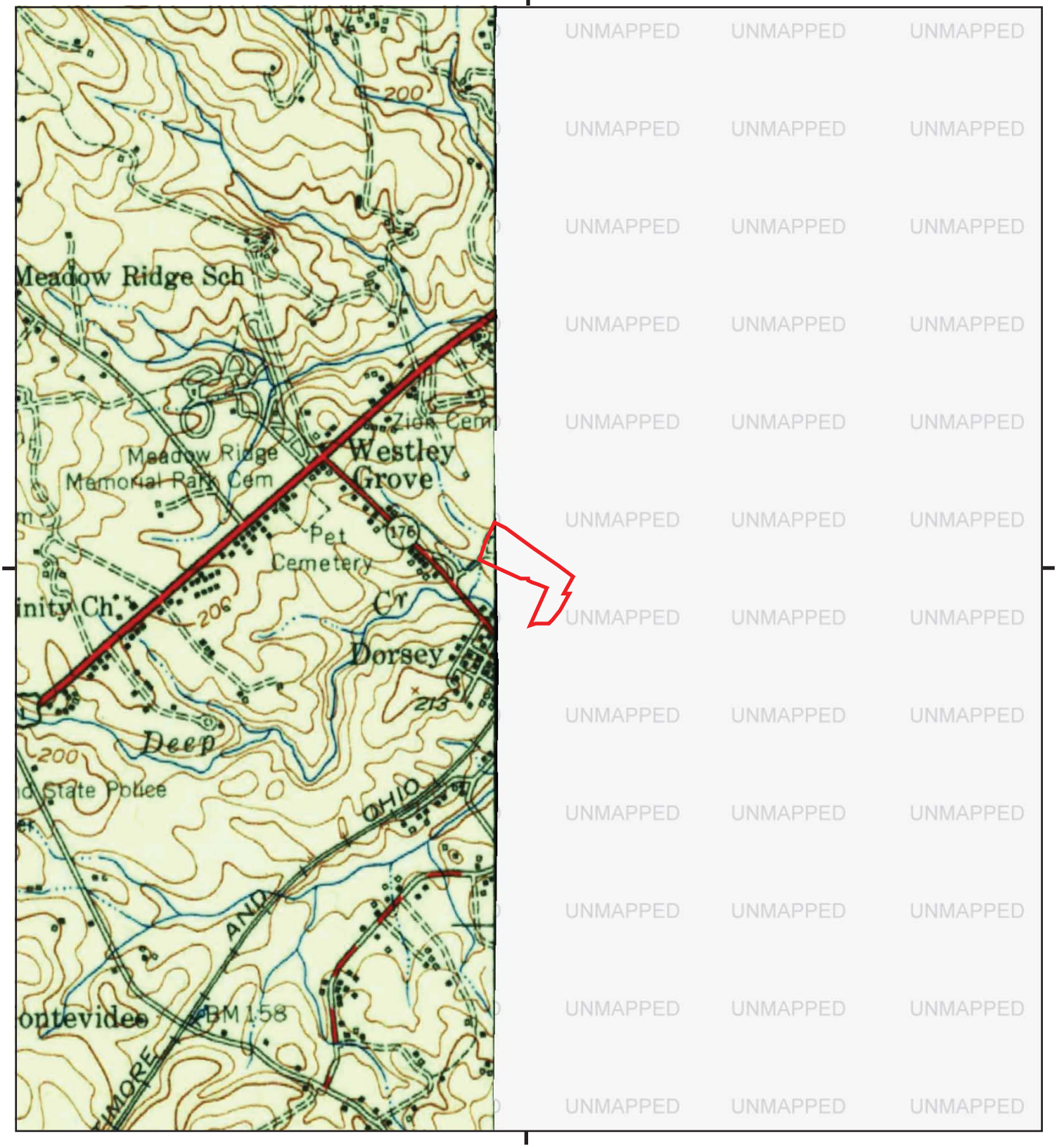
TP, Relay, 1950, 7.5-minute
W, Savage, 1950, 7.5-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

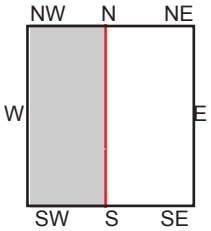
Historical Topo Map

1949



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



SW, Laurel, 1949, 15-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

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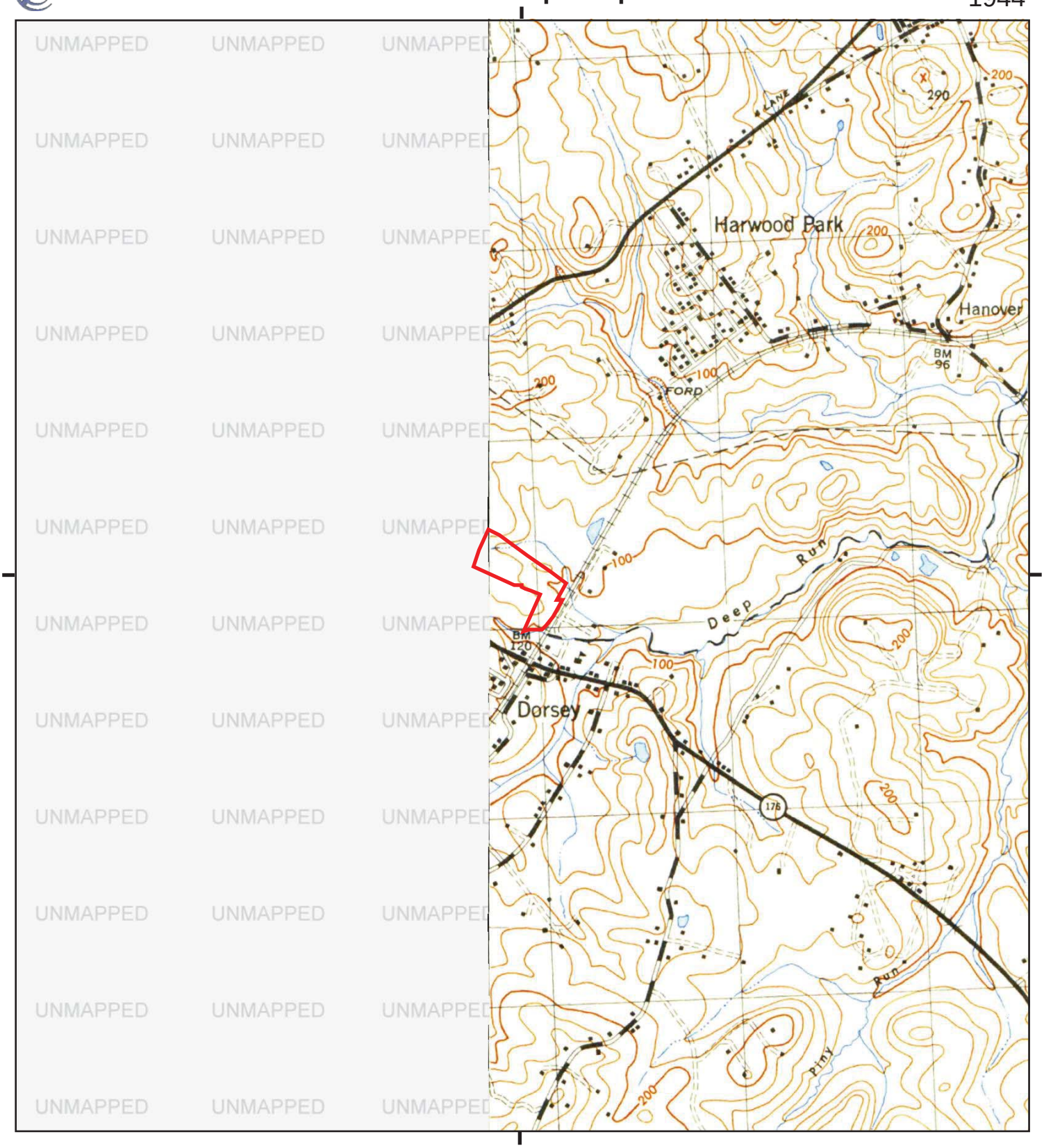
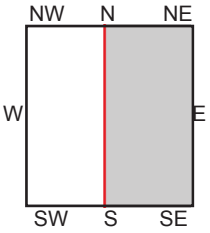
Historical Topo Map

1944



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



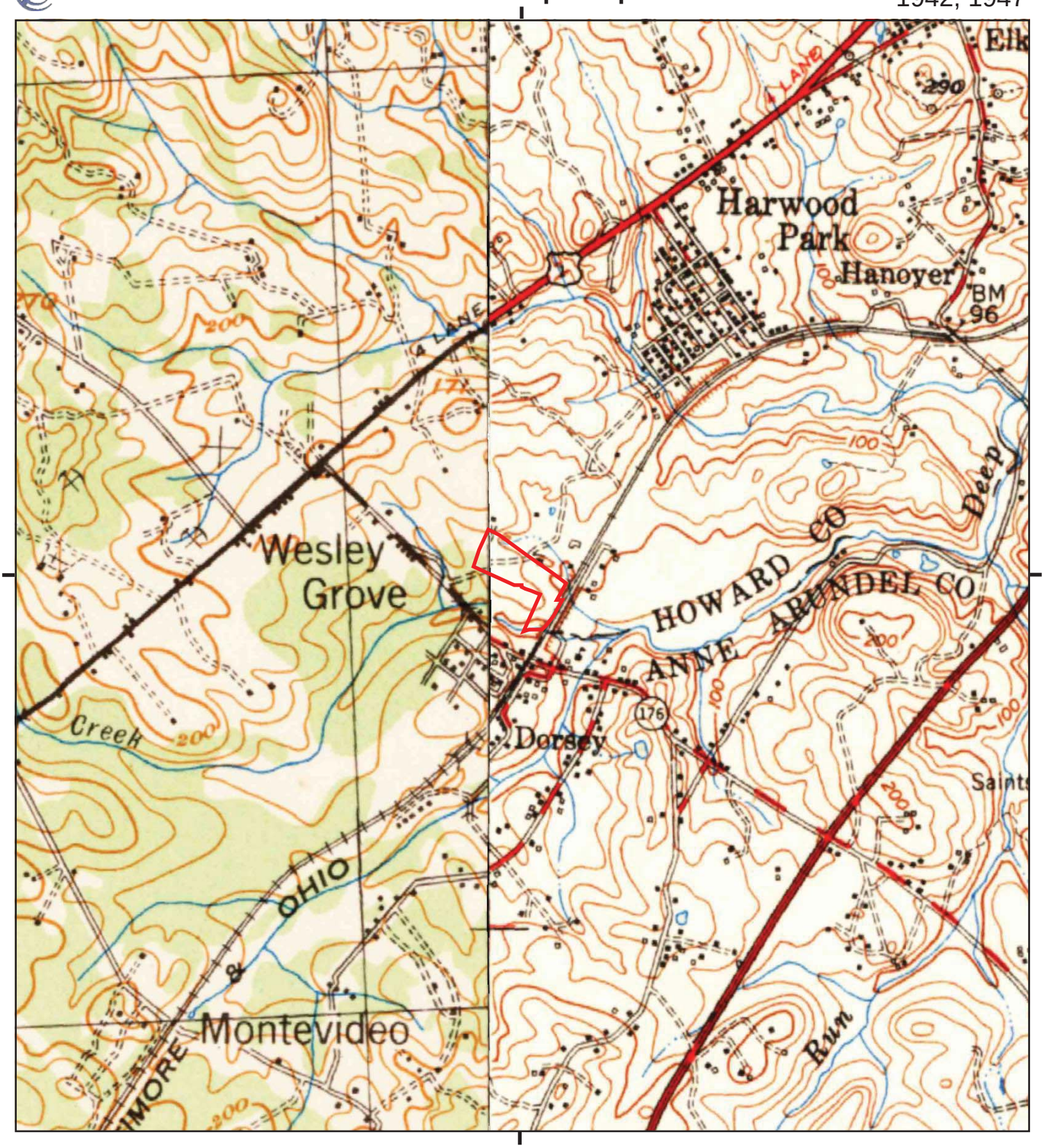
TP, Relay, 1944, 7.5-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

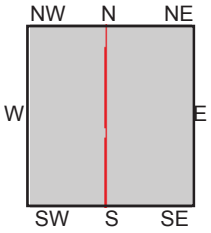
Historical Topo Map

1942, 1947



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



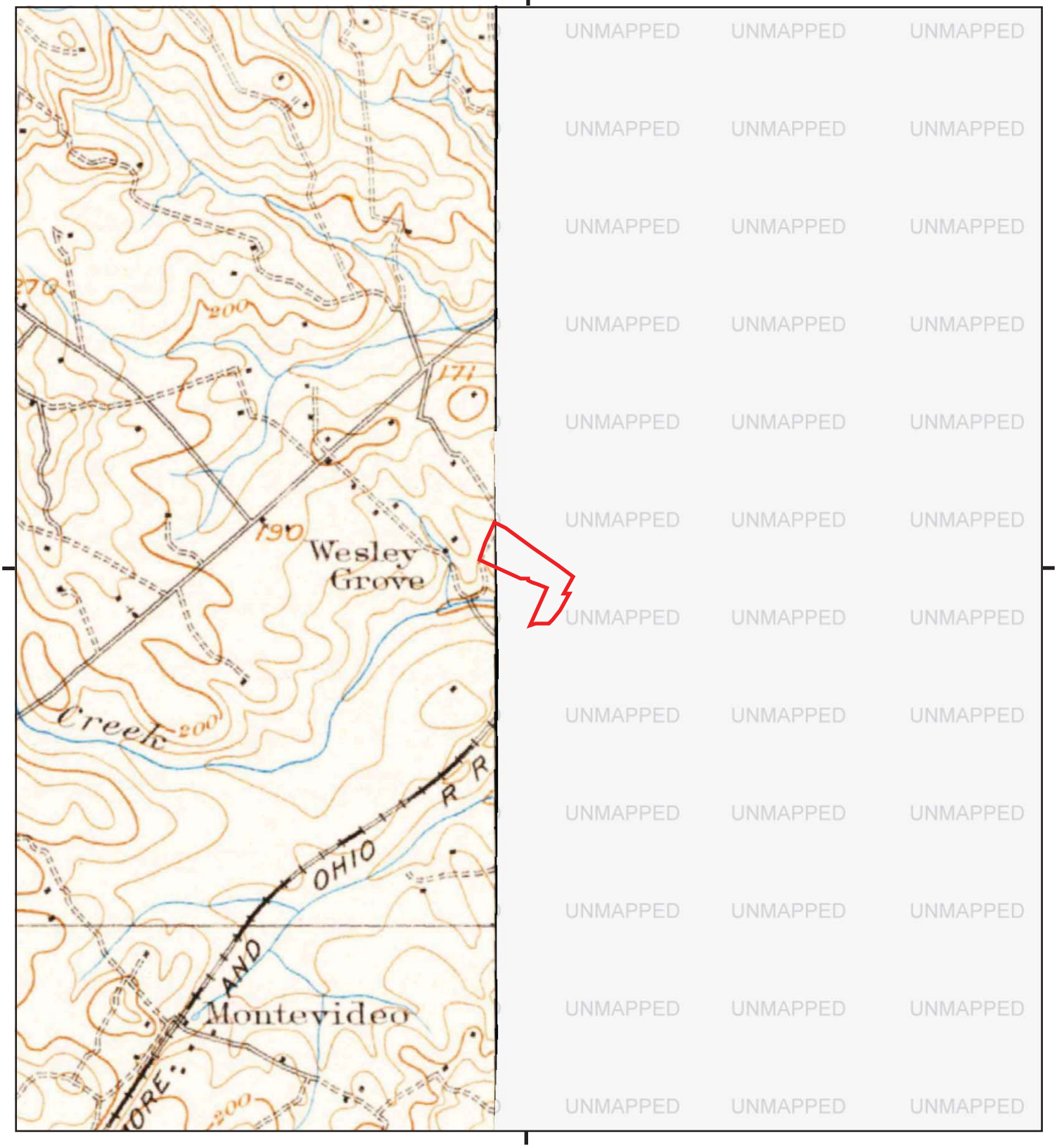
TP, Relay, 1947, 15-minute
SW, Laurel, 1942, 15-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

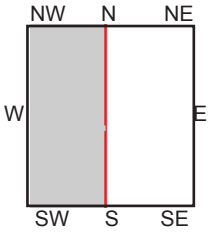
Historical Topo Map

1926



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



SW, Laurel, 1926, 15-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

Historical Topo Map

1908

This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

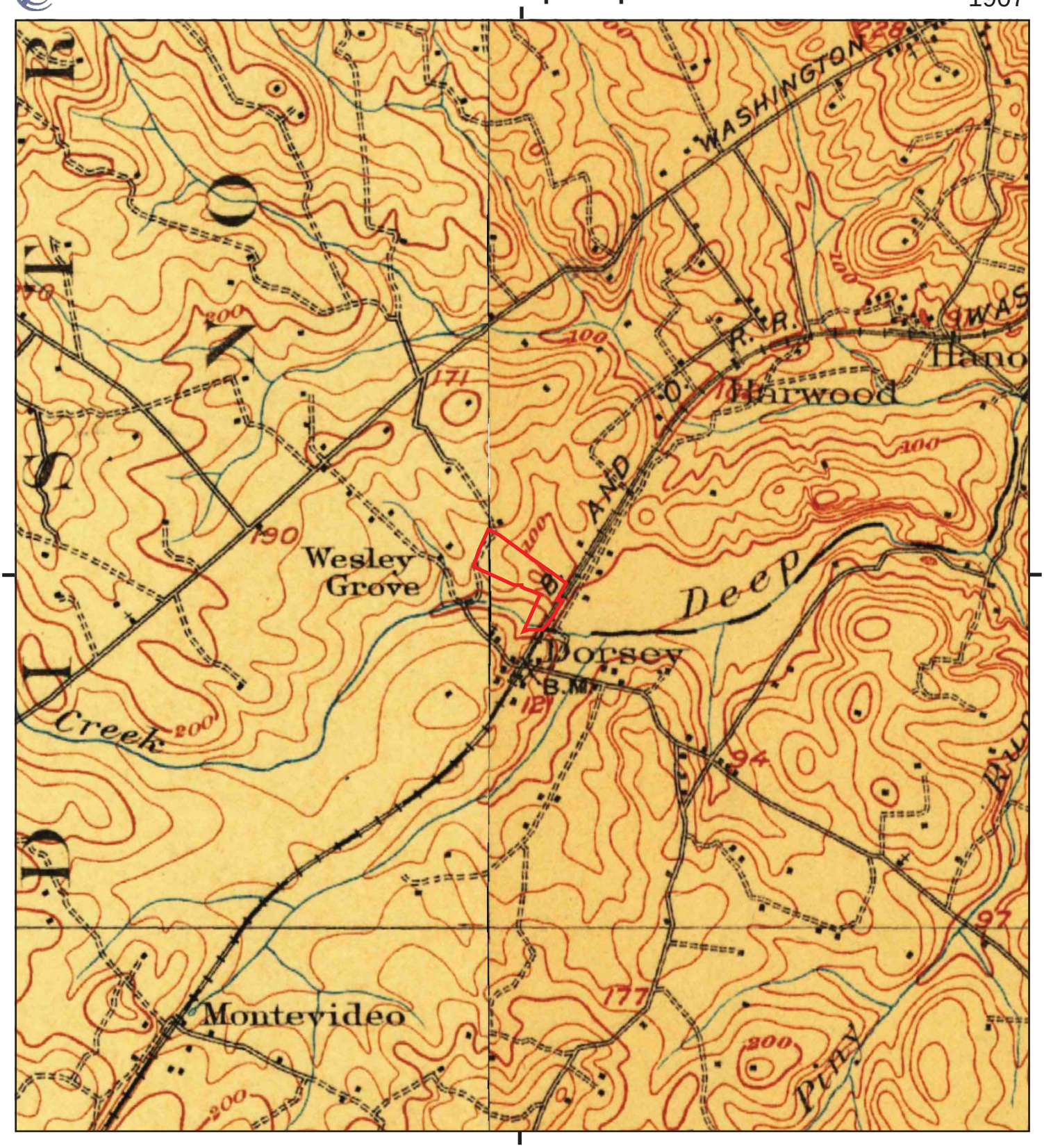
TP, Patapsco, 1908, 30-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

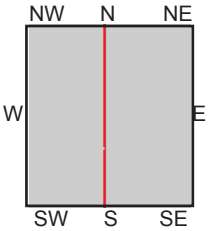
Historical Topo Map

1907



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



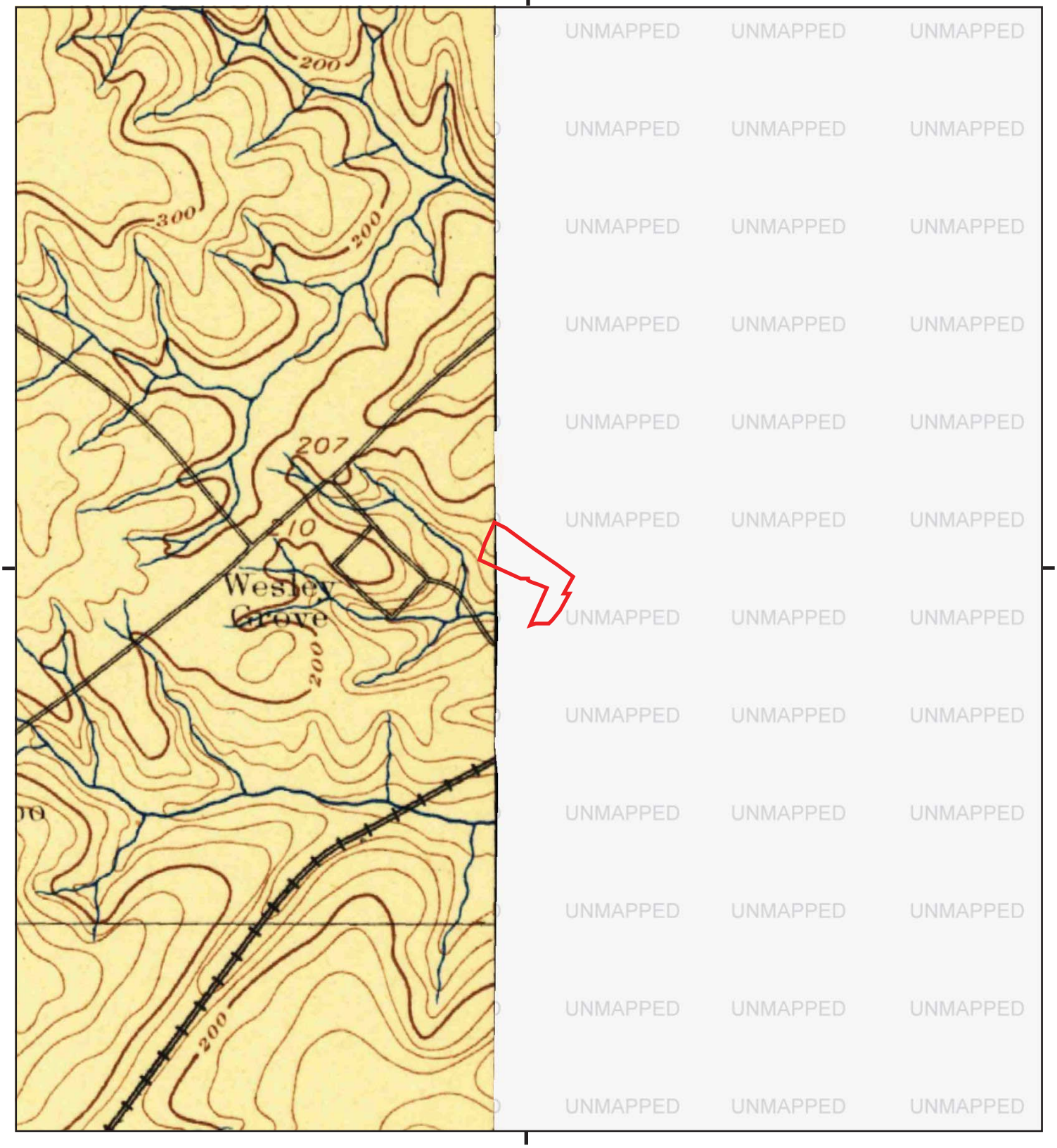
TP, Relay, 1907, 15-minute
SW, Laurel, 1907, 15-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

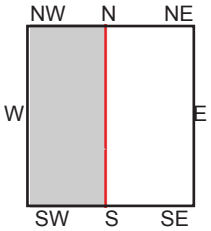
Historical Topo Map

1897



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



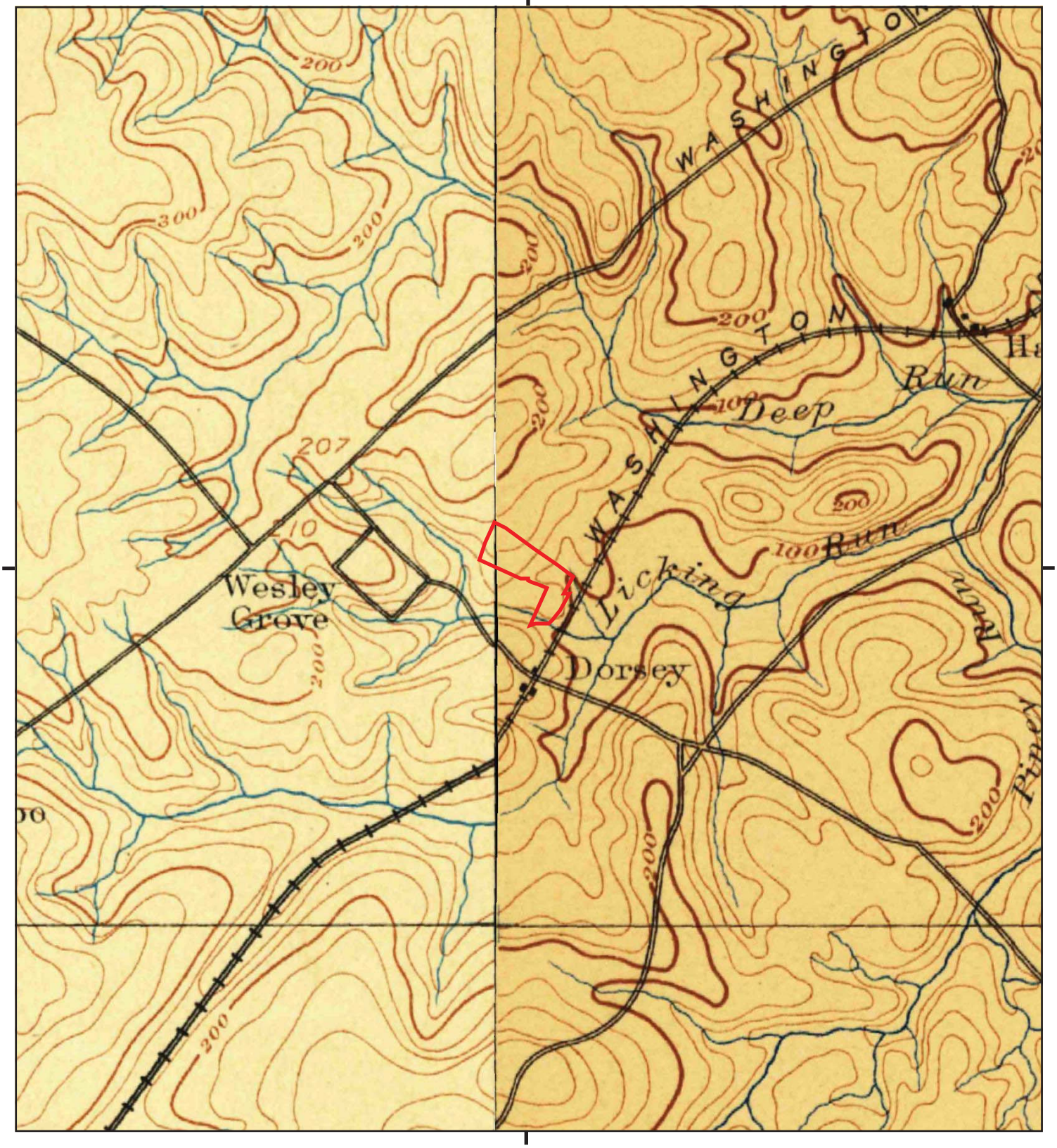
SW, Laurel, 1897, 15-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

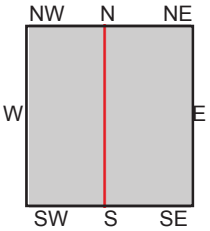
Historical Topo Map

1894



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



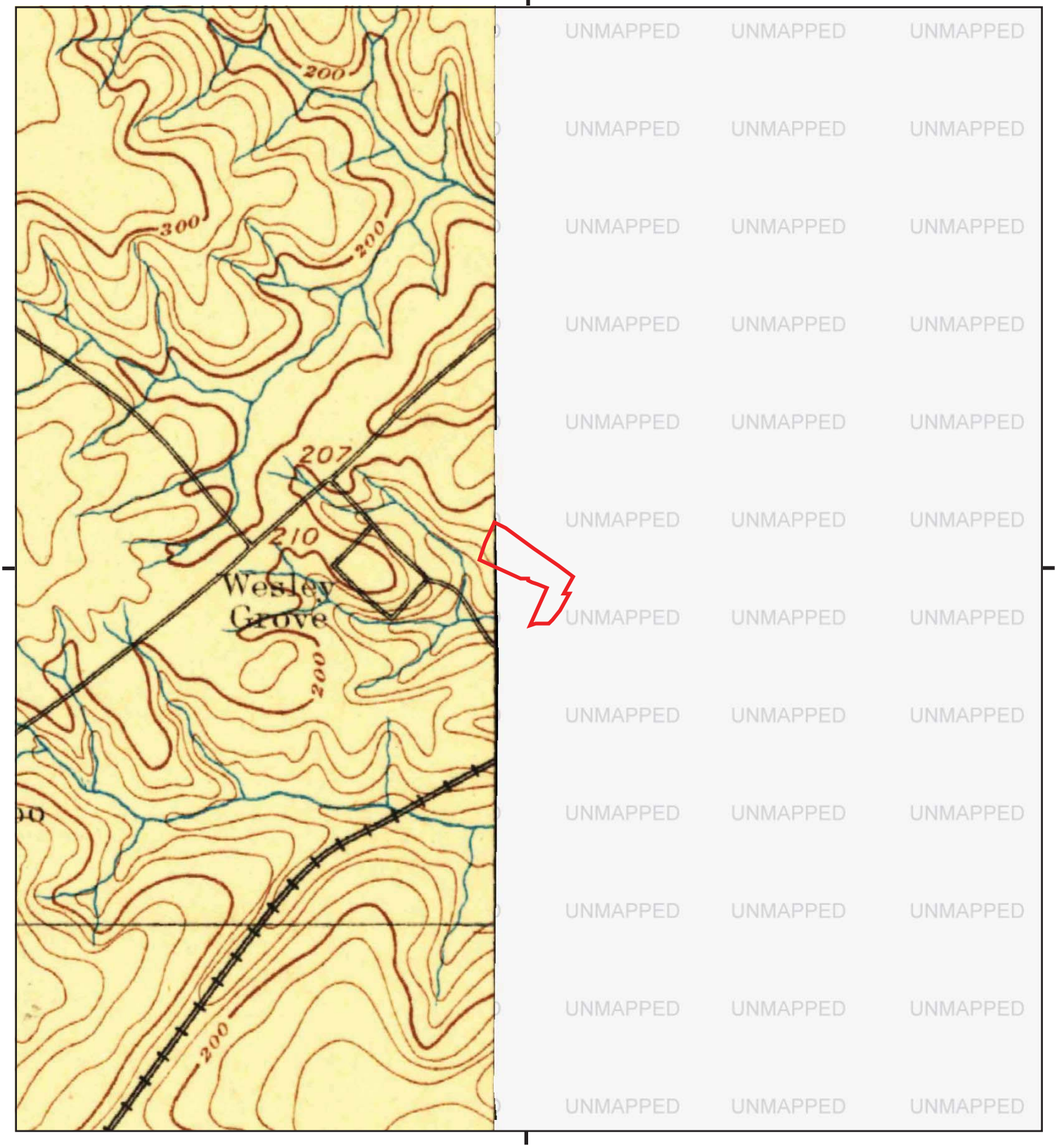
TP, Relay, 1894, 15-minute
SW, Laurel, 1894, 15-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

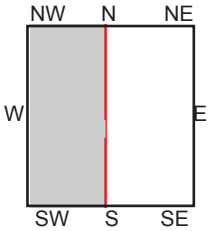
Historical Topo Map

1892



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



SW, Laurel, 1892, 15-minute

SITE NAME: Dorsey MARC
ADDRESS: 6859-6899 Deerpath Rd
Elkridge, MD 21075
CLIENT: Chesapeake Environmental

N

APPENDIX E

HISTORICAL DATA – AERIAL PHOTOGRAPHS

Dorsey MARC

6859-6899 Deerpath Rd

Elkridge, MD 21075

Inquiry Number: 5514312.8

December 18, 2018

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

12/18/18

Site Name:

Dorsey MARC
6859-6899 Deerpath Rd
Elkridge, MD 21075
EDR Inquiry # 5514312.8

Client Name:

Chesapeake Environmental
42 North Main Street
Bel Air, MD 21014
Contact: Kevin Dimartino

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	***Scale***	***Details***	***Source***
2017	1"=500'	Flight Year: 2017	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1998	1"=750'	Flight Date: February 09, 1998	USGS
1993	1"=500'	Acquisition Date: April 08, 1993	USGS/DOQQ
1980	1"=500'	Flight Date: May 05, 1980	USDA
1974	1"=500'	Flight Date: April 01, 1974	USGS
1971	1"=500'	Flight Date: October 12, 1971	USDA
1963	1"=500'	Flight Date: October 14, 1963	USDA
1957	1"=500'	Flight Date: May 25, 1957	USDA
1943	1"=500'	Flight Date: April 25, 1943	USDA
1938	1"=500'	Flight Date: April 12, 1938	USDA

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INQUIRY #: 5514312.8
YEAR: 2017
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 2009
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 2006
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 1998
= 750'
N
EDR

INQUIRY #: 5514312.8
YEAR: 1993
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 1980
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 1974
= 500'
N
EDR

INQUIRY #: 5514312.8

YEAR: 1971

= 500'

N

EDR

INQUIRY #: 5514312.8
YEAR: 1963
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 1957
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 1943
= 500'
N
EDR

INQUIRY #: 5514312.8
YEAR: 1938
= 500'
N
EDR

APPENDIX F

HISTORICAL DATA – SANBORN MAPS (NO COVERAGE)

Dorsey MARC

6859-6899 Deerpath Rd

Elkridge, MD 21075

Inquiry Number: 5514312.3

December 17, 2018

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

12/17/18

Site Name:	Client Name:
Dorsey MARC	Chesapeake Environmental
6859-6899 Deerpath Rd	42 North Main Street
Elkridge, MD 21075	Bel Air, MD 21014
EDR Inquiry # 5514312.3	Contact: Kevin Dimartino

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Chesapeake Environmental were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 2415-47EF-ACD8

PO # MDOT.13001.0028

Project Dorsey MARC ESA

UNMAPPED PROPERTY

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- ✔ Library of Congress
- ✔ University Publications of America
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APPENDIX G

ENVIRONMENTAL DATA RESOURCES DATABASE REPORT

Dorsey MARC
6859-6899 Deerpath Rd
Elkridge, MD 21075

Inquiry Number: 5514312.2s
December 17, 2018

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

6859-6899 DEERPATH RD
ELKRIDGE, MD 21075

COORDINATES

Latitude (North):	39.1809710 - 39˚ 10' 51.49''
Longitude (West):	76.7463580 - 76˚ 44' 46.88''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	349157.1
UTM Y (Meters):	4338103.5
Elevation:	113 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	6050577 RELAY, MD
Version Date:	2014
West Map:	6050581 SAVAGE, MD
Version Date:	2014

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20150724
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
6859-6899 DEERPATH RD
ELKRIDGE, MD 21075

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	STRUCTURAL PRESERVAT	6955 SAN TOMAS ROAD	PA MANIFEST	Higher	466, 0.088, NNW
A2	STRUCTURAL PRESERVAT	6955 SAN TOMAS RD	RCRA-CESQG	Higher	466, 0.088, NNW
A3	UNITED STATES CAN CO	6935 SAN TOMAS DR	RCRA-CESQG	Higher	488, 0.092, NNW
4	F L NEWBURG PROPERTY	6940 O'CONNOR DR	MD OCPCASES	Lower	494, 0.094, NE
5	DORSEY CLNRS	6801 DOUGLAS LEGUM D	RCRA-CESQG, MD DRYCLEANERS	Higher	670, 0.127, WNW
B6	COURT OF APPEALS	1788 DORSEY RD.	MD HIST UST	Lower	872, 0.165, SSE
B7	COURT OF APPEALS (DO	1788 DORSEY ROAD	MD UST, MD Financial Assurance	Lower	872, 0.165, SSE
B8	BOULEVARD AUTO BODY	1797 DORSEY ROAD	PA MANIFEST	Lower	908, 0.172, SSE
B9	BOULEVARD COLLISON	1797 DORSEY ROAD	MD UST, MD Financial Assurance	Lower	908, 0.172, SSE
B10	BOULEVARD AUTO BODY	1797 DORSEY RD	RCRA-SQG, FINDS, ECHO, NY MANIFEST, PA MANIFEST	Lower	908, 0.172, SSE
B11	BOULEVARD COLLISION	1797 DORSEY RD	MD OCPCASES	Lower	908, 0.172, SSE
B12	BALLANTINE, INC., RO	1797 DORSEY RD	MD HIST UST	Lower	908, 0.172, SSE
13	MCDONALD RESIDENCE	6929 LINDEN AVE	MD OCPCASES, MD LEAD	Higher	935, 0.177, SW
C14	CHESAPEAKE FINISHED	6754 SANTA BARBARA C	SEMS-ARCHIVE, CORRACTS, RCRA-LQG, MD SHWS, 2020...	Higher	1269, 0.240, NNE
C15	PRECOAT METALS (MD)	6754 SANTA BARBARA C	MD MANIFEST	Higher	1269, 0.240, NNE
C16	PRECOAT METALS DIV O	6754 SANTA BARBARA C	NY MANIFEST	Higher	1269, 0.240, NNE
C17	CHESAPEAKE FINISHED	6754 SANTA BARBARA C	MD OCPCASES, MD UST, MD INST CONTROL, MD VCP, MD..	Higher	1269, 0.240, NNE
C18	CHESAPEAKE FINISHED	6754 SANTA BARBARA C	PA MANIFEST	Higher	1269, 0.240, NNE
C19	PRECOAT METALS DIVIS	6754 SANTA BARBARA C	MD HIST UST, MD NPDES	Higher	1269, 0.240, NNE
20	TEXAS INSTRUMENTS	6675 AMBERTON DR	MD OCPCASES, MD HIST UST	Higher	1442, 0.273, North
21	LINDA SCOTT	7142 OHIO AVE	MD OCPCASES	Higher	1601, 0.303, SSW
D22	D H EXPRESS	6610 AMBERTON DR, SU	MD OCPCASES	Higher	1895, 0.359, NNW
D23	PARTY PERFECT	6610 AMERTON DR	MD OCPCASES	Higher	1895, 0.359, NNW
D24	AGAM	6601 AMBERTON DR	MD OCPCASES	Higher	1957, 0.371, NNW
E25	FORMER RYDER TRUCK	6748 DORSEY RD	MD OCPCASES	Higher	2017, 0.382, WNW
E26	MABEY BRIDGE AND SHO	6748 DORSEY RD	MD OCPCASES	Higher	2017, 0.382, WNW
27	SAN TOMAS LP (IRON C	6905 SAN TOMAS RD	MD OCPCASES, MD HIST UST	Higher	2087, 0.395, North
28	JAMES MCGREGOR RESID	6975 OLD DORSEY RD	MD OCPCASES	Higher	2173, 0.412, SW
F29	KAISER 3	6660 SANTA BARBARA R	MD OCPCASES, MD HIST UST	Higher	2211, 0.419, North
30	ENTENMANN'S BAKERY I	6730 SANTA BARBARA C	MD OCPCASES, MD UST, MD Financial Assurance	Higher	2246, 0.425, NNE
F31	MUNTER'S MOISTURE SE	6671 SANTA BARBARA C	MD OCPCASES	Higher	2320, 0.439, North
32	SAVAL FOODS	6740 DORSEY RD	MD OCPCASES	Higher	2418, 0.458, West
33	CPIP-I PRESIDENT DR	6685 SANTA BARBARA C	MD OCPCASES	Higher	2446, 0.463, NNE
34	OLGA NELSON ENTERPRI	7269 WASHINGTON BLVD	MD SHWS	Higher	3477, 0.659, WNW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing
SEMS ..... Superfund Enterprise Management System

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ..... RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ..... Land Use Control Information System
US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls

Federal ERNS list

ERNS ..... Emergency Response Notification System

State and tribal landfill and/or solid waste disposal site lists

MD SWF/LF ..... Permitted Solid Waste Disposal Facilities

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
MD HIST LUST ..... Recovery Sites

EXECUTIVE SUMMARY

State and tribal registered storage tank lists

FEMA UST..... Underground Storage Tank Listing
MD AST..... Permitted Aboveground Storage Tanks
INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal institutional control / engineering control registries

MD ENG CONTROLS..... Engineering Controls Site listing

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

MD BROWNFIELDS..... Eligible Brownfields Properties

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

MD SWRCY..... Recycling Directory
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
ODI..... Open Dump Inventory
IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register
US CDL..... National Clandestine Laboratory Register

Local Land Records

LIENS 2..... CERCLA Lien Information

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
MD SPILLS 90..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR..... RCRA - Non Generators / No Longer Regulated
FUDS..... Formerly Used Defense Sites
DOD..... Department of Defense Sites
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR..... Financial Assurance Information

EXECUTIVE SUMMARY

EPA WATCH LIST	EPA WATCH LIST
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
MD AIRS	Permit and Facility Information Listing
MD ASBESTOS	Asbestos Notification Listing
MD COAL ASH	Coal Ash Disposal Site Listing
MD UIC	Underground Injection Wells Database

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants
EDR Hist Auto	EDR Exclusive Historical Auto Stations
EDR Hist Cleaner	EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

MD RGA HWS	Recovered Government Archive State Hazardous Waste Facilities List
MD RGA LF	Recovered Government Archive Solid Waste Facilities List
MD RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 11/14/2018 has revealed that there is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED Site ID: 0303435 EPA Id: MDD069380657	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C14***	***35***

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED EPA ID:: MDD069380657	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C14***	***35***

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED EPA ID:: MDD069380657	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C14***	***35***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BOULEVARD AUTO BODY EPA ID:: MDD985384916	***1797 DORSEY RD***	***SSE 1/8 - 1/4 (0.172 mi.)***	***B10***	***23***

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 03/01/2018 has revealed that there are 3 RCRA-CESQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STRUCTURAL PRESERVAT EPA ID:: MDR000011528	6955 SAN TOMAS RD	NNW 0 - 1/8 (0.088 mi.)	A2	10
UNITED STATES CAN CO EPA ID:: MDD985409259	6935 SAN TOMAS DR	NNW 0 - 1/8 (0.092 mi.)	A3	12
DORSEY CLNRS EPA ID:: MDD985388644	***6801 DOUGLAS LEGUM D***	***WNW 1/8 - 1/4 (0.127 mi.)***	***5***	***14***

State- and tribal - equivalent CERCLIS

MD SHWS: The State Hazardous Waste Sites records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. The data come from the Department of the Environment's Notice of Potential Hazardous Waste Sites list.

A review of the MD SHWS list, as provided by EDR, and dated 10/01/2009 has revealed that there are 2 MD SHWS sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED Facility Id: (MD-274) Facility Status: Formerly Investigated Site	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C14***	***35***
OLGA NELSON ENTERPRI Facility Id: (MD-272) Facility Status: Formerly Investigated Site	7269 WASHINGTON BLVD	WNW 1/2 - 1 (0.659 mi.)	34	91

State and tribal leaking storage tank lists

MD OCPCASES: Cases monitored by the Oil Control Program.

A review of the MD OCPCASES list, as provided by EDR, and dated 10/03/2018 has revealed that there are 18 MD OCPCASES sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MCDONALD RESIDENCE Date Closed: 09/21/2004 Facility Status: CLOSED Facility Id: 04-1430HO	***6929 LINDEN AVE***	***SW 1/8 - 1/4 (0.177 mi.)***	***13***	***34***
CHESAPEAKE FINISHED Date Closed: 04/14/1986 Date Closed: 09/06/1994 Facility Status: CLOSED Facility Id: 6-1395HO Facility Id: 94-2525HO	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C17***	***73***
TEXAS INSTRUMENTS Date Closed: 09/03/1993 Facility Status: CLOSED Facility Id: 94-0759HO	***6675 AMBERTON DR***	***N 1/4 - 1/2 (0.273 mi.)***	***20***	***83***
LINDA SCOTT Date Closed: 06/26/2004 Facility Status: CLOSED Facility Id: 02-1099AA2	7142 OHIO AVE	SSW 1/4 - 1/2 (0.303 mi.)	21	84
D H EXPRESS Date Closed: 10/04/1995 Facility Status: CLOSED Facility Id: 96-0659HO	6610 AMBERTON DR, SU	NNW 1/4 - 1/2 (0.359 mi.)	D22	84
PARTY PERFECT	6610 AMERTON DR	NNW 1/4 - 1/2 (0.359 mi.)	D23	84

Date Closed: 12/14/2005 Facility Status: CLOSED Facility Id: 06-0125HO				
AGAM Date Closed: 02/11/2000 Facility Status: CLOSED Facility Id: 00-0918HO	6601 AMBERTON DR	NNW 1/4 - 1/2 (0.371 mi.)	D24	85
FORMER RYDER TRUCK Date Closed: 05/16/1997 Facility Status: CLOSED Facility Id: 97-2128HO	6748 DORSEY RD	WNW 1/4 - 1/2 (0.382 mi.)	E25	85
MABEY BRIDGE AND SHO Date Closed: 10/16/1991 Date Closed: 05/22/2006 Facility Status: CLOSED Facility Id: 91-2490HO Facility Id: 06-0909HO	6748 DORSEY RD	WNW 1/4 - 1/2 (0.382 mi.)	E26	85
SAN TOMAS LP (IRON C Date Closed: 01/07/1994 Date Closed: 07/27/1992 Facility Status: CLOSED Facility Id: 94-1813HO Facility Id: 93-0193HO	***6905 SAN TOMAS RD***	***N 1/4 - 1/2 (0.395 mi.)***	***27***	***86***
JAMES MCGREGOR RESID Date Closed: 04/17/2002 Facility Status: CLOSED Facility Id: 02-0547HO	6975 OLD DORSEY RD	SW 1/4 - 1/2 (0.412 mi.)	28	87
KAISER 3 Date Closed: 07/03/1991 Facility Status: CLOSED Facility Id: 91-2159HO	***6660 SANTA BARBARA R***	***N 1/4 - 1/2 (0.419 mi.)***	***F29***	***87***
ENTENMANN'S BAKERY I Date Closed: 05/06/1991 Date Closed: 01/30/2013 Facility Status: CLOSED Facility Id: 91-2114HO Facility Id: 91-2115HO Facility Id: 92-2162HO	***6730 SANTA BARBARA C***	***NNE 1/4 - 1/2 (0.425 mi.)***	***30***	***88***
MUNTER'S MOISTURE SE Date Closed: 09/20/1995 Facility Status: CLOSED Facility Id: 96-0581HO	6671 SANTA BARBARA C	N 1/4 - 1/2 (0.439 mi.)	F31	90
SAVAL FOODS Date Closed: 03/12/1997 Facility Status: CLOSED Facility Id: 97-1624HO	6740 DORSEY RD	W 1/4 - 1/2 (0.458 mi.)	32	90
CPIP-I PRESIDENT DR Date Closed: 06/09/1992 Facility Status: CLOSED Facility Id: 92-2576HO	6685 SANTA BARBARA C	NNE 1/4 - 1/2 (0.463 mi.)	33	91

Lower Elevation	Address	Direction / Distance	Map ID	Page
F L NEWBURG PROPERTY	6940 O'CONNOR DR	NE 0 - 1/8 (0.094 mi.)	4	14

Date Closed: 11/20/1996 Facility Status: CLOSED Facility Id: 97-0957HO				
BOULEVARD COLLISION Date Closed: 11/04/1993 Date Closed: 01/22/2007 Facility Status: CLOSED Facility Id: 92-2032AA1 Facility Id: 07-0094AA	1797 DORSEY RD	SSE 1/8 - 1/4 (0.172 mi.)	B11	33

State and tribal registered storage tank lists

MD UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of the Environment's Listing of Underground Storage Tanks Reported in Maryland.

A review of the MD UST list, as provided by EDR, and dated 09/30/2018 has revealed that there are 3 MD UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED Facility Id: 2977 Tank Status: Permanently Out of Use	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C17***	***73***

Lower Elevation	Address	Direction / Distance	Map ID	Page
COURT OF APPEALS (DO Facility Id: 17970 Tank Status: Permanently Out Of Use	***1788 DORSEY ROAD***	***SSE 1/8 - 1/4 (0.165 mi.)***	***B7***	***16***
BOULEVARD COLLISON Facility Id: 16774 Tank Status: Permanently Out of Use	***1797 DORSEY ROAD***	***SSE 1/8 - 1/4 (0.172 mi.)***	***B9***	***22***

State and tribal institutional control / engineering control registries

MD INST CONTROL: Sites included in the Voluntary Cleanup Program Applicants/Participants listing that have Deed Restrictions.

A review of the MD INST CONTROL list, as provided by EDR, and dated 09/13/2018 has revealed that there is 1 MD INST CONTROL site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C17***	***73***

State and tribal voluntary cleanup sites

MD VCP: The Voluntary Cleanup Program, administrated by the Dept. of the Environment, streamlines the environmental cleanup process for sites, usually industrial or commercial properties that are contaminated, or perceived to be contaminated, by hazardous substances. Developers and lenders are provided with certain limitations on liability and particpants in the program are provided certainty in the process by knowing exactly what will be required.

A review of the MD VCP list, as provided by EDR, and dated 09/13/2018 has revealed that there is 1 MD VCP site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C17***	***73***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

MD HIST UST: Historical UST Registered Database.

A review of the MD HIST UST list, as provided by EDR, and dated 11/21/1996 has revealed that there are 3 MD HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRECOAT METALS DIVIS Facility Id: 6007552 Tank Status: CURRENTL	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C19***	***81***

Lower Elevation	Address	Direction / Distance	Map ID	Page
COURT OF APPEALS Facility Id: 6014159 Tank Status: CURRENTL	1788 DORSEY RD.	SSE 1/8 - 1/4 (0.165 mi.)	B6	16
BALLANTINE, INC., RO Facility Id: 3000948 Tank Status: CURRENTL Tank Status: REMOVED	1797 DORSEY RD	SSE 1/8 - 1/4 (0.172 mi.)	B12	34

Other Ascertainable Records

2020 COR ACTION: The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

A review of the 2020 COR ACTION list, as provided by EDR, and dated 09/30/2017 has revealed that

there is 1 2020 COR ACTION site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED EPA ID:: MDD069380657	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C14***	***35***

MD DRYCLEANERS: A listing of registered drycleaning facilities.

A review of the MD DRYCLEANERS list, as provided by EDR, and dated 10/12/2018 has revealed that there is 1 MD DRYCLEANERS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DORSEY CLNRS Facility Status: I Facility Id: 027-0247	***6801 DOUGLAS LEGUM D***	***WNW 1/8 - 1/4 (0.127 mi.)***	***5***	***14***

MD MANIFEST: Hazardous waste manifest information for the state of Maryland. Maryland regulations require the generator to submit a copy of the manifest to the Maryland Department of the Environment.

A review of the MD MANIFEST list, as provided by EDR, and dated 12/31/2017 has revealed that there is 1 MD MANIFEST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRECOAT METALS (MD)	6754 SANTA BARBARA C	NNE 1/8 - 1/4 (0.240 mi.)	C15	69

MD LRP: A listing of Land Restoration Program sites. Site types included in the database are: Voluntary Cleanup Program, National Priority List, Brownfields, Site Assessment, Formerly Used Defense Site, State Master List, Non Master List, Groundwater Investigation and Federal Facility.

A review of the MD LRP list, as provided by EDR, and dated 11/09/2018 has revealed that there is 1 MD LRP site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHESAPEAKE FINISHED	***6754 SANTA BARBARA C***	***NNE 1/8 - 1/4 (0.240 mi.)***	***C17***	***73***

NY MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the NY MANIFEST list, as provided by EDR, and dated 07/01/2018 has revealed that there are 2 NY MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRECOAT METALS DIV O EPA ID: MDD069380657	6754 SANTA BARBARA C	NNE 1/8 - 1/4 (0.240 mi.)	C16	71

Lower Elevation	Address	Direction / Distance	Map ID	Page
BOULEVARD AUTO BODY	***1797 DORSEY RD***	***SSE 1/8 - 1/4 (0.172 mi.)***	***B10***	***23***

EXECUTIVE SUMMARY

EPA ID: MDD985384916

PA MANIFEST: Hazardous waste manifest information.

A review of the PA MANIFEST list, as provided by EDR, and dated 12/31/2017 has revealed that there are 4 PA MANIFEST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
STRUCTURAL PRESERVAT Generator EPA Id: MDR000011528	6955 SAN TOMAS ROAD	NNW 0 - 1/8 (0.088 mi.)	A1	8
CHESAPEAKE FINISHED Generator EPA Id: MDD069380657	6754 SANTA BARBARA C	NNE 1/8 - 1/4 (0.240 mi.)	C18	78

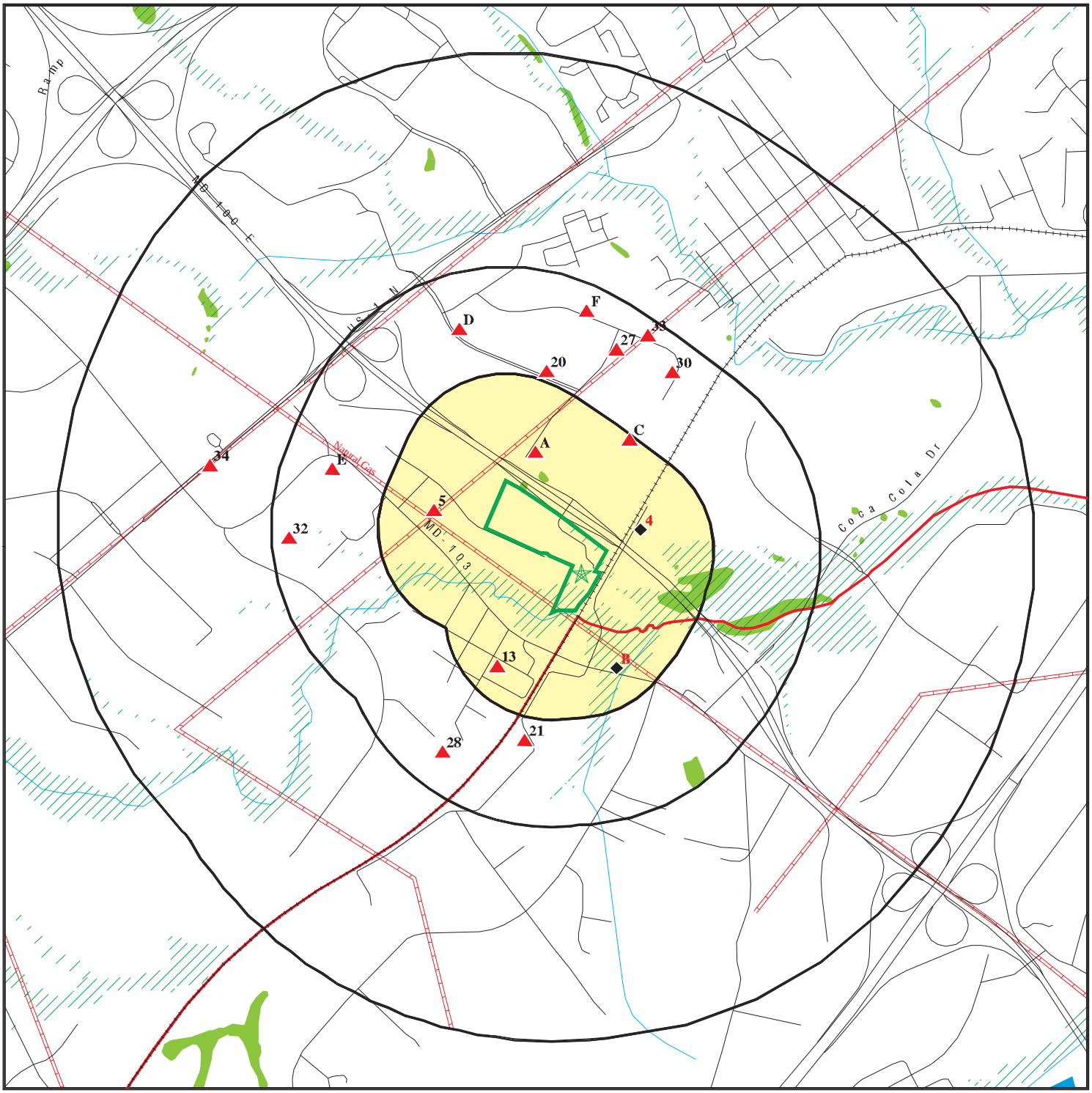
Lower Elevation	Address	Direction / Distance	Map ID	Page
BOULEVARD AUTO BODY Generator EPA Id: MDD985384916	1797 DORSEY ROAD	SSE 1/8 - 1/4 (0.172 mi.)	B8	17
BOULEVARD AUTO BODY Generator EPA Id: MDD985384916	***1797 DORSEY RD***	***SSE 1/8 - 1/4 (0.172 mi.)***	***B10***	***23***

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 9 records.

Site Name	Database(s)
CEMETERY LANE WEST	MD INST CONTROL, MD VCP, MD LRP
PECORARO PROPERTY/AUGUSTINE VALLEY	MD INST CONTROL, MD VCP, MD LRP
LONG LIFE TREATED WOOD INC	SEMS-ARCHIVE, MD SHWS, RCRA NonGen / NLR
HARKINS BUILDERS - SPILL	MD OCPCASES
ALLIED VAN LINES	MD OCPCASES
BFI INC - LEAKING VEHICLE	MD OCPCASES
DORSEY ROAD BUSINESS PARK	MD OCPCASES
STATE HWY WETLAND MITIGATION SITE	MD OCPCASES
ROBERT BALLANINE	MD OCPCASES

OVERVIEW MAP - 5514312.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

County Boundary

Pipelines

100-year flood zone

500-year flood zone

National Wetland Inventory

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Dorsey MARC	CLIENT: Chesapeake Environmental
ADDRESS: 6859-6899 Deerpath Rd Elkridge MD 21075	CONTACT: Kevin Dimartino INQUIRY #: 5514312.2s
LAT/LONG: 39.180971 / 76.746358	DATE: December 17, 2018 3:21 pm

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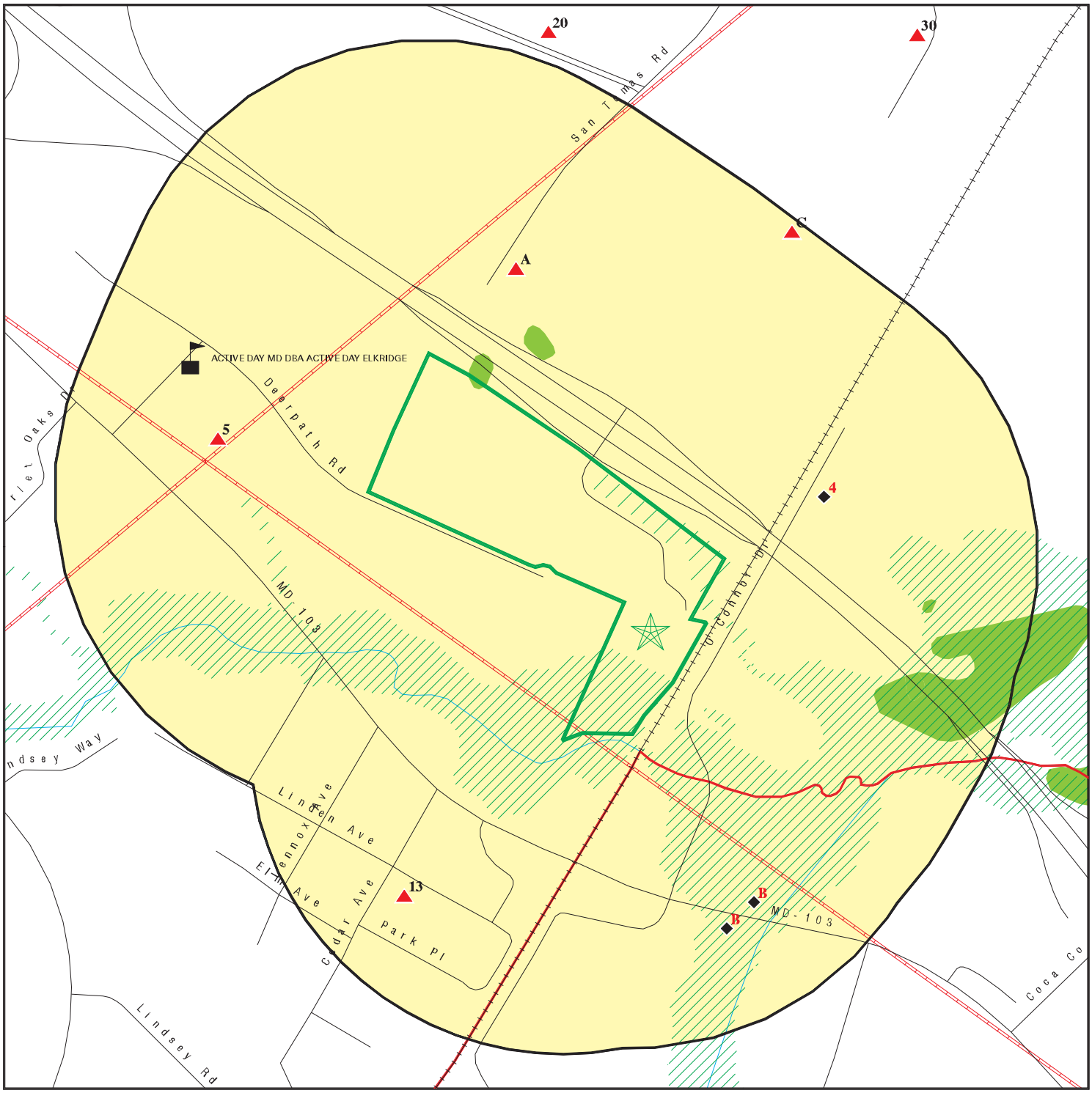
DETAIL MAP - 5514312.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

County Boundary

Pipelines

100-year flood zone

500-year flood zone

National Wetland Inventory

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Dorsey MARC	CLIENT: Chesapeake Environmental
ADDRESS: 6859-6899 Deerpath Rd Elkridge MD 21075	CONTACT: Kevin Dimartino INQUIRY #: 5514312.2s
LAT/LONG: 39.180971 / 76.746358	DATE: December 17, 2018 3:22 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	1	0	NR	NR	1
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	1	0	0	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	1	NR	NR	NR	1
RCRA-CESQG	0.250		2	1	NR	NR	NR	3
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent CERCLIS								
MD SHWS	1.000		0	1	0	1	NR	2
State and tribal landfill and/or solid waste disposal site lists								
MD SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
INDIAN LUST	0.500		0	0	0	NR	NR	0
MD OCPCASES	0.500		1	3	14	NR	NR	18
MD HIST LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
MD UST	0.250		0	3	NR	NR	NR	3
MD AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
MD ENG CONTROLS	0.500		0	0	0	NR	NR	0
MD INST CONTROL	0.500		0	1	0	NR	NR	1
State and tribal voluntary cleanup sites								
MD VCP	0.500		0	1	0	NR	NR	1
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
MD BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
MD SWRCY	0.500		0	0	0	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
MD HIST UST	0.250		0	3	NR	NR	NR	3
Local Land Records								
LIENS 2	0.001		0	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
MD SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	1	NR	NR	NR	1
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
MD AIRS	0.001		0	NR	NR	NR	NR	0
MD ASBESTOS	0.001		0	NR	NR	NR	NR	0
MD COAL ASH	0.500		0	0	0	NR	NR	0
MD DRYCLEANERS	0.250		0	1	NR	NR	NR	1
MD Financial Assurance	0.001		0	NR	NR	NR	NR	0
MD MANIFEST	0.250		0	1	NR	NR	NR	1
MD LEAD	0.001		0	NR	NR	NR	NR	0
MD LRP	0.500		0	1	0	NR	NR	1
NY MANIFEST	0.250		0	2	NR	NR	NR	2
PA MANIFEST	0.250		1	3	NR	NR	NR	4
MD NPDES	0.001		0	NR	NR	NR	NR	0
MD UIC	0.001		0	NR	NR	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
MD RGA HWS	0.001		0	NR	NR	NR	NR	0
MD RGA LF	0.001		0	NR	NR	NR	NR	0
MD RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	4	26	14	1	0	45

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 NNW < 1/8 0.088 mi. 466 ft. | **STRUCTURAL PRESERVATION SYSTEMS LLC** | **PA MANIFEST** | **S111430415**
6955 SAN TOMAS ROAD | **N/A**
ELKRIDGE, MD 21227

Site 1 of 3 in cluster A

Relative: Higher

Actual: 136 ft.

Manifest Details:

Year:	2009
Manifest Number:	004183115JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDR000011528
Generator Date:	02/10/2009
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-5000
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	2
Waste Number:	D002
Container Number:	1
Container Type:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	30
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2009
Manifest Number:	004183115JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDR000011528
Generator Date:	02/10/2009
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-5000
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	2
Waste Number:	D001
Container Number:	1
Container Type:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	30
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported

STRUCTURAL PRESERVATION SYSTEMS LLC (Continued) **S111430415**

Date TSP Sig:	Not reported

Year:	2009
Manifest Number:	004183115JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDR000011528
Generator Date:	02/10/2009
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-5000
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D001
Container Number:	4
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	220
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2009
Manifest Number:	004183115JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDR000011528
Generator Date:	02/10/2009
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-5000
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	3
Waste Number:	D002
Container Number:	1
Container Type:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	30
Unit:	Pounds
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

A2 NNW < 1/8 0.088 mi. 466 ft.	**STRUCTURAL PRESERVATION SYSTEMS LLC 6955 SAN TOMAS RD ELKRIDGE, MD 21227**	**RCRA-CESQG**	**1004720698 MDR000011528**

Site 2 of 3 in cluster A

Relative: Higher

Actual: 136 ft.

RCRA-CESQG:

Date form received by agency:	07/29/2009
Facility name:	STRUCTURAL PRESERVATION SYSTEMS LLC
Facility address:	6955 SAN TOMAS RD ELKRIDGE, MD 21227
EPA ID:	MDR000011528
Contact:	KEITH EBERHARDT
Contact address:	6955 SAN TOMAS RD ELKRIDGE, MD 21227
Contact country:	US
Contact telephone:	410-796-5000
Telephone ext.:	266
Contact email:	KEBERHARDT@STRUCTURAL.NET
EPA Region:	03
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	SAN TOMAS RD LLLP
Owner/operator address:	TEXAS STATION CT ELKRIDGE, MD 21075
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	05/01/2002
Owner/Op end date:	Not reported
Owner/operator name:	SPS LLC
Owner/operator address:	SAN TOMAS RD ELKRIDGE, MD 21075
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private

STRUCTURAL PRESERVATION SYSTEMS LLC (Continued) **1004720698**

Owner/Operator Type: Operator
Owner/Op start date: 05/01/2002
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/21/1996
Site name: MATERIALS HANDLING SYS INC
Classification: Conditionally Exempt Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D018
. Waste name: BENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLOROETHYLENE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL

STRUCTURAL PRESERVATION SYSTEMS LLC (Continued) **1004720698**

BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

A3 NNW < 1/8 0.092 mi. 488 ft. | **UNITED STATES CAN COMPANY** | **RCRA-CESQG** | **1004529046**
6935 SAN TOMAS DR | **MDD985409259**
ELKRIDGE, MD 21227

Site 3 of 3 in cluster A

Relative: Higher
Actual: 133 ft.

RCRA-CESQG:

Date form received by agency:	04/06/1992
Facility name:	UNITED STATES CAN COMPANY
Facility address:	6935 SAN TOMAS DR ELKRIDGE, MD 21227
EPA ID:	MDD985409259
Contact:	RON PROSKEY
Contact address:	6935 SAN TOMAS DR ELKRIDGE, MD 21227
Contact country:	US
Contact telephone:	410-379-5660
Contact email:	Not reported
EPA Region:	03
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	UNITED STATES CAN COMPANY
Owner/operator address:	900 COMMERCE DR OAK BROOK, IL 60521
Owner/operator country:	US
Owner/operator telephone:	708-571-2500
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

UNITED STATES CAN COMPANY (Continued) **1004529046**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

4
NE
< 1/8
0.094 mi.
494 ft.

F L NEWBURG PROPERTY
6940 O'CONNOR DR
HANOVER, MD 21076

MD OCPCASES **S105583638**
N/A

Relative:
Lower

Actual:
102 ft.

OCPCASES:

Facility ID:	97-0957HO
Facility Status/Code:	CLOSED/Other (Specify)
Date Open:	11/20/1996
Date Closed:	11/20/1996
Release:	YES
Cleanup:	YES
Registration Number:	Not reported

5
WNW
1/8-1/4
0.127 mi.
670 ft.

DORSEY CLNRS
6801 DOUGLAS LEGUM DR NO E
BALTIMORE, MD 21075

RCRA-CESQG **1004528407**
MD DRYCLEANERS **MDD985388644**

Relative:
Higher

Actual:
117 ft.

RCRA-CESQG:

Date form received by agency:	05/29/1991
Facility name:	DORSEY CLNRS
Facility address:	6801 DOUGLAS LEGUM DR NO E BALTIMORE, MD 21075
EPA ID:	MDD985388644
Contact:	YOUNG CHUNG
Contact address:	6801 DOUGLAS LEGUM DR NO E BALTIMORE, MD 21075
Contact country:	US
Contact telephone:	410-796-4568
Contact email:	Not reported
EPA Region:	03
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	OPERNAME
Owner/operator address:	OPERSTREET OPERCITY, AK 99999
Owner/operator country:	US
Owner/operator telephone:	215-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

DORSEY CLNRS (Continued) **1004528407**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CHUNG YOUNG
Owner/operator address: 6801 DOUGLAS LEGUM DR NO E
BALTIMORE, MD 21227
Owner/operator country: US
Owner/operator telephone: 410-796-4568
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

Drycleaners:
Facility ID: 027-0247
SIC Code: 7216
Fstatus Decode: Inactive
Facility Status: Inactive

B6
SSE
1/8-1/4
0.165 mi.
872 ft.

COURT OF APPEALS
1788 DORSEY RD.
DORSEY, MD 21076

MD HIST UST **S104641167**
N/A

Site 1 of 7 in cluster B

Relative:
Lower

Actual:
91 ft.

Historical UST:

Facility ID:	6014159
Tank ID:	001
Age:	36
Capacity:	550
Tank Status:	Currently in use
Product:	Heating Oil

B7
SSE
1/8-1/4
0.165 mi.
872 ft.

COURT OF APPEALS (DORSEY ANNEX)
1788 DORSEY ROAD
DORSEY, MD 21076

MD UST **U004106159**
MD Financial Assurance **N/A**

Site 2 of 7 in cluster B

Relative:
Lower

Actual:
91 ft.

UST:

Facility Id:	17970
Oper Name:	Harry Hornberger
Form Name:	Harru Hornberger
Form Title:	Fuel System Mechanic
Form Date:	05/21/1990
Owner Id:	13067

Owner:

Owner Name:	Anne Arundel County Government
Owner Address:	425 Maxwell Frye Road
Owner City:	Millersville
Owner State:	MD
Owner Zip:	21108
Owner Phone:	(410) 222-8748
Owner Contact:	Fred Miller (Fuel System Manager)

Tanks:

Tank ID:	1
Tank Status:	**Permanently Out Of Use**
Tank Capacity:	550
Substance Description:	Heating Oil
Tank Compartment:	False
Compartment Compartment:	A
Date Intalled:	05/01/1960
Tank Material Desc:	Asphalt Coated or Bare Steel
Pipe Material Desc:	Unknown

MD Financial Assurance 2:

Region:	2
Facility ID:	17970
Self Insured:	False
Insurance:	False
Risk Retention Group:	False
Guarantee:	False
Surety Bonds:	False
Letter of Credit:	False
State Fund:	False

COURT OF APPEALS (DORSEY ANNEX) (Continued) **U004106159**

Other Finance: False
Finacnce Comments: Not reported
FR Not Listed: False

B8
SSE
1/8-1/4
0.172 mi.
908 ft.

BOULEVARD AUTO BODY
1797 DORSEY ROAD
HANOVER, MD 21076

Site 3 of 7 in cluster B

PA MANIFEST **S109244984**
N/A

Relative:
Lower

Actual:
95 ft.

Manifest Details:

Year:	2008
Manifest Number:	000845701JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	01/22/2008
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	2
Waste Number:	x99x
Container Number:	1
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	100
Unit:	Pounds
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2008
Manifest Number:	000845701JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	01/22/2008
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	F003
Container Number:	2

BOULEVARD AUTO BODY (Continued) **S109244984**

Container Type:	Metal drums, barrels, kegs
Waste Quantity:	100
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2008
Manifest Number:	000845701JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	01/22/2008
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	F005
Container Number:	2
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	100
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2008
Manifest Number:	000845701JJK
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	01/22/2008
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D001
Container Number:	2
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	100
Unit:	Gallons (liquids only)

BOULEVARD AUTO BODY (Continued) **S109244984**

Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2007
Manifest Number:	000747134JJK
Manifest Type:	Not reported
Generator EPA Id:	MDD985384916
Generator Date:	01/04/2007
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D001
Container Number:	4
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	220
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2007
Manifest Number:	000747134JJK
Manifest Type:	Not reported
Generator EPA Id:	MDD985384916
Generator Date:	01/04/2007
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	2
Waste Number:	NONE
Container Number:	1
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	75
Unit:	Pounds
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

BOULEVARD AUTO BODY (Continued) **S109244984**

Year:	2007
Manifest Number:	000849343JJK
Manifest Type:	Not reported
Generator EPA Id:	MDD985384916
Generator Date:	07/17/2007
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	3
Waste Number:	NONE
Container Number:	1
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	55
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2007
Manifest Number:	000849343JJK
Manifest Type:	Not reported
Generator EPA Id:	MDD985384916
Generator Date:	07/17/2007
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D001
Container Number:	2
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	110
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2007
Manifest Number:	000849343JJK
Manifest Type:	Not reported

BOULEVARD AUTO BODY (Continued) **S109244984**

Generator EPA Id:	MDD985384916
Generator Date:	07/17/2007
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	F005
Container Number:	2
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	110
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2007
Manifest Number:	000849343JJK
Manifest Type:	Not reported
Generator EPA Id:	MDD985384916
Generator Date:	07/17/2007
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	2
Waste Number:	NONE
Container Number:	1
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	100
Unit:	Pounds
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Click this hyperlink while viewing on your computer to access
4 additional PA_MANIFEST: record(s) in the EDR Site Report.

B9
SSE
1/8-1/4
0.172 mi.
908 ft.

BOULEVARD COLLISON
1797 DORSEY ROAD
HANOVER, MD 21076

Site 4 of 7 in cluster B

MD UST **U004065981**
MD Financial Assurance **N/A**

Relative:
Lower

Actual:
95 ft.

UST:

Facility Id:	16774
Oper Name:	William Wall
Form Name:	Charles Palmer
Form Title:	Remover
Form Date:	07/27/2006
Owner Id:	11211

Owner:

Owner Name:	William R. Wall, Jr.
Owner Address:	1797 Dorsey Road
Owner City:	Hanover
Owner State:	MD
Owner Zip:	21076
Owner Phone:	(410) 796-1888
Owner Contact:	Not Listed

Tanks:

Tank ID:	1
Tank Status:	**Permanently Out of Use**
Tank Capacity:	10000
Substance Description:	Diesel
Tank Compartment:	False
Compartment Compartment:	A
Date Intalled:	04/01/1981
Tank Material Desc:	Asphalt Coated or Bare Steel
Pipe Material Desc:	Bare or Galvanized Steel

Tank ID:	2
Tank Status:	**Permanently Out of Use**
Tank Capacity:	550
Substance Description:	Heating Oil
Tank Compartment:	False
Compartment Compartment:	A
Date Intalled:	04/01/1981
Tank Material Desc:	Asphalt Coated or Bare Steel
Pipe Material Desc:	Bare or Galvanized Steel

Tank ID:	3
Tank Status:	**Permanently Out of Use**
Tank Capacity:	10000
Substance Description:	Gasoline
Tank Compartment:	False
Compartment Compartment:	A
Date Intalled:	04/01/1979
Tank Material Desc:	Asphalt Coated or Bare Steel
Pipe Material Desc:	Bare or Galvanized Steel

Tank ID:	4
Tank Status:	**Permanently Out of Use**
Tank Capacity:	2000
Substance Description:	Gasoline
Tank Compartment:	False

BOULEVARD COLLISON (Continued) **U004065981**

Compartment Compartment: A
Date Intalled: 04/01/1979
Tank Material Desc: Cathodically Protected Steel (Coating w/CP - Galvanic)
Pipe Material Desc: No Piping

MD Financial Assurance 2:
Region: 2
Facility ID: 16774
Self Insured: False
Insurance: False
Risk Retention Group: False
Guarantee: False
Surety Bonds: False
Letter of Credit: False
State Fund: False
Other Finance: False
Finacnce Comments: Not reported
FR Not Listed: False

B10
SSE
1/8-1/4
0.172 mi.
908 ft.

BOULEVARD AUTO BODY
1797 DORSEY RD
HANOVER, MD 21076

Site 5 of 7 in cluster B

RCRA-SQG **1000458869**
FINDS **MDD985384916**
ECHO
NY MANIFEST
PA MANIFEST

Relative:
Lower

Actual:
95 ft.

RCRA-SQG:
Date form received by agency: 03/29/2010
Facility name: BOULEVARD AUTO COLLISION , INC
Facility address: 1797 DORSEY RD
HANOVER, MD 21076
EPA ID: MDD985384916
Mailing address: DORSEY RD
HANOVER, MD 21076
Contact: WILLIAM R WALL JR
Contact address: DORSEY RD
HANOVER, MD 21076
Contact country: US
Contact telephone: 410-796-7555
Contact email: BLVDCOLLISION@VERIZON.NET
EPA Region: 03
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: BOULEVARD AUTO COLLISION, INC
Owner/operator address: 1797 DORSEY ROAD
HANOVER, MD 21076
Owner/operator country: US
Owner/operator telephone: 410-796-7555
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported

BOULEVARD AUTO BODY (Continued) **1000458869**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 05/21/2002
Owner/Op end date: Not reported

Owner/operator name: WILLIAM WALL SR.
Owner/operator address: 5160 TALBOT'S LANDING
ELLICOTT CITY, MD 21043
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 05/21/2002
Owner/Op end date: Not reported

Owner/operator name: WILLIAM WALL SR.
Owner/operator address: DORSEY RD
HANOVER, MD 21076
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 05/21/2002
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

BOULEVARD AUTO BODY (Continued) **1000458869**

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Historical Generators:
Date form received by agency: 04/07/2008
Site name: BOULEVARD AUTO COLLISION , INC
Classification: Small Quantity Generator

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 03/18/1993

BOULEVARD AUTO BODY (Continued) **1000458869**

Site name: BOULEVARD AUTO BODY
Classification: Not a generator, verified

Date form received by agency: 02/06/1991
Site name: BOULEVARD AUTO BODY
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110003525123

Environmental Interest/Information System
AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is

BOULEVARD AUTO BODY (Continued) **1000458869**

used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

MD-RCRA (Maryland - Resource Conservation And Recovery Act Information System) houses state information relating to the Resource Conservation and Recovery Act (RCRA).

MD-PEMIS (Maryland - Permanent (Air) Emission) database houses data related to Air Emissions. Also known to the EPA as National Emissions Inventory (NEI).

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

AIR MINOR

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000458869
Registry ID:	110003525123
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110003525123

NY MANIFEST:

Country:	USA
EPA ID:	MDD985384916
Facility Status:	Not reported
Location Address 1:	1797 DORSEY ROAD
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	HANOVER
Location State:	MD
Location Zip:	21076
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	MDD985384916
Mailing Name:	BOULEVARD AUTO BODY
Mailing Contact:	BOULEVARD AUTO BODY
Mailing Address 1:	1797 DORSEY ROAD
Mailing Address 2:	Not reported
Mailing City:	HANOVER
Mailing State:	MD
Mailing Zip:	21076
Mailing Zip 4:	Not reported
Mailing Country:	USA

BOULEVARD AUTO BODY (Continued) **1000458869**

Mailing Phone: 3017967555

NY MANIFEST:

Document ID:	NYC1255937
Manifest Status:	K
seq:	Not reported
Year:	1991
Trans1 State ID:	DC4230
Trans2 State ID:	Not reported
Generator Ship Date:	10/03/1991
Trans1 Recv Date:	10/03/1991
Trans2 Recv Date:	10/09/1991
TSD Site Recv Date:	10/11/1991
Part A Recv Date:	10/17/1991
Part B Recv Date:	10/31/1991
Generator EPA ID:	MDD985384916
Trans1 EPA ID:	ILD051060408
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD980753784
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	F005 - UNKNOWN
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00192
Units:	P - Pounds
Number of Containers:	002
Container Type:	DM - Metal drums, barrels
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	100

Click this hyperlink while viewing on your computer to access
-1 additional NY MANIFEST: record(s) in the EDR Site Report.

Manifest Details:

Year:	2006
Manifest Number:	PAH289171
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	03/15/2006
Mailing Address:	Not reported

BOULEVARD AUTO BODY (Continued) **1000458869**

Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	1
Waste Number:	F005
Container Number:	3
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	165
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	PAH289171
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	03/15/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	2
Waste Number:	NONE
Container Number:	1
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	55
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	PAH290167
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	05/15/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported

BOULEVARD AUTO BODY (Continued) **1000458869**

TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	1
Waste Number:	F003
Container Number:	2
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	110
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	PAH289171
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	03/15/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	1
Waste Number:	D001
Container Number:	3
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	165
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	PAH289171
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	03/15/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC

BOULEVARD AUTO BODY (Continued) **1000458869**

TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	1
Waste Number:	F003
Container Number:	3
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	165
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	PAH290167
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	05/15/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	1
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Container Number:	2
Container Type:	Metal drums, barrels, kegs
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Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	PAH290167
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	05/15/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA

BOULEVARD AUTO BODY (Continued) **1000458869**

Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	1
Waste Number:	D001
Container Number:	2
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	110
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2006
Manifest Number:	PAH289171
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	03/15/2006
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	Not reported
TSD EPA Id:	PAD067098822
TSD Date:	Not reported
TSD Facility Name:	CYCLE CHEM INC
TSD Facility Address:	550 INDUSTRIAL DRIVE
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	410-796-7555
Page Number:	1
Line Number:	3
Waste Number:	NONE
Container Number:	1
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	100
Unit:	Pounds
Handling Code:	Not reported
TSP EPA Id:	Not reported
Date TSP Sig:	Not reported

Year:	2005
Manifest Number:	PAH198479
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	04/29/2005
Mailing Address:	1797 DORSEY RD
Mailing City,St,Zip:	HANOVER, MD 21076
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	04/29/2005
TSD Facility Name:	CYCLE CHEM
TSD Facility Address:	550 INDUSTRIAL DR
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1

BOULEVARD AUTO BODY (Continued) **1000458869**

Waste Number:	F005
Container Number:	3
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	165
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	NJ0000027193
Date TSP Sig:	04/29/2005

Year:	2005
Manifest Number:	PAH198479
Manifest Type:	TSD Copy
Generator EPA Id:	MDD985384916
Generator Date:	04/29/2005
Mailing Address:	1797 DORSEY RD
Mailing City,St,Zip:	HANOVER, MD 21076
Contact Name:	Not reported
Contact Phone:	410-796-7555
TSD EPA Id:	PAD067098822
TSD Date:	04/29/2005
TSD Facility Name:	CYCLE CHEM
TSD Facility Address:	550 INDUSTRIAL DR
TSD Facility City:	LEWISBERRY
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	F003
Container Number:	3
Container Type:	Metal drums, barrels, kegs
Waste Quantity:	165
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	NJ0000027193
Date TSP Sig:	04/29/2005

Click this hyperlink while viewing on your computer to access
6 additional PA_MANIFEST: record(s) in the EDR Site Report.

B11 **BOULEVARD COLLISION INC** **MD OCPCASES** **S104609021**
SSE **1797 DORSEY RD** **N/A**
1/8-1/4 **HANOVER, MD 21076**
0.172 mi.
908 ft. **Site 6 of 7 in cluster B**

Relative:
Lower

Actual:
95 ft.

OCPCASES:

Facility ID:	92-2032AA1
Facility Status/Code:	CLOSED/
Date Open:	03/23/1992
Date Closed:	11/04/1993
Release:	Not reported
Cleanup:	Not reported
Registration Number:	16774

Facility ID:	07-0094AA
Facility Status/Code:	CLOSED/Tank Closure - Commercial Heating Oil
Date Open:	07/27/2006
Date Closed:	01/22/2007

BOULEVARD COLLISION INC (Continued) **S104609021**

Release: YES
Cleanup: YES
Registration Number: 16774

B12
SSE
1/8-1/4
0.172 mi.
908 ft.

BALLANTINE, INC., ROBERT A.
1797 DORSEY RD
HANOVER, MD 21076

MD HIST UST **S104629099**
N/A

Site 7 of 7 in cluster B

Relative:
Lower

Actual:
95 ft.

Historical UST:

Facility ID: 3000948
Tank ID: 001
Age: 14
Capacity: 10,000
Tank Status: Currently in use
Product: Diesel

Facility ID: 3000948
Tank ID: 002
Age: 14
Capacity: 10,000
Tank Status: Removed
Product: Gasoline

Facility ID: 3000948
Tank ID: 003
Age: Not reported
Capacity: UNKNOWN
Tank Status: Removed
Product: Diesel

Facility ID: 3000948
Tank ID: 004
Age: Not reported
Capacity: UNKNOW
Tank Status: Removed
Product: Empty

13
SW
1/8-1/4
0.177 mi.
935 ft.

MCDONALD RESIDENCE
6929 LINDEN AVE
ELKRIDGE, MD 21075

MD OCPCASES **S107238998**
MD LEAD **N/A**

Relative:
Higher

Actual:
159 ft.

OCPCASES:

Facility ID: 04-1430HO
Facility Status/Code: CLOSED/Aboveground Tank - Residential Heating Oil
Date Open: 02/20/2004
Date Closed: 09/21/2004
Release: NO
Cleanup: NO
Registration Number: Not reported

MD LEAD:

Facility ID: 14159658

MCDONALD RESIDENCE (Continued) **S107238998**

Cert Number:	170739
Unit ID:	Not reported
Inspection Date:	04/24/2002
Limit Date:	Not reported
Invalid:	F
Company No:	4086
Company Name:	Aero EH & S, Inc.
ReInspection Date:	/ /
Option:	William Wall
Inspection Category:	Full Risk Reduction Standard Dust Inspection
Pass/Fail:	F
Inspector Number:	4693
Inspector Name:	Cross Chad E
Property Number:	14159658

C14
NNE
1/8-1/4
0.240 mi.
1269 ft.

Relative:
Higher

Actual:
128 ft.

CHESAPEAKE FINISHED METALS INC
6754 SANTA BARBARA CT
BALTIMORE, MD 21227

Site 1 of 6 in cluster C

SEMS-ARCHIVE **1000377016**
CORRACTS **MDD069380657**
RCRA-LQG
MD SHWS
2020 COR ACTION
ICIS
US AIRS
FINDS
ECHO

SEMS Archive:

Site ID:	303435
EPA ID:	MDD069380657
Cong District:	3
FIPS Code:	24005
FF:	N
NPL:	Not on the NPL
Non NPL Status:	Deferred to RCRA (Subtitle C)
Latitude:	39.283332999999999
Longitude:	-76.688333

SEMS Archive Detail:

Region:	3
Site ID:	303435
EPA ID:	MDD069380657
Site Name:	CHESAPEAKE FINISHED METALS INC
NPL:	N
FF:	N
OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1996-01-23 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	3
Site ID:	303435
EPA ID:	MDD069380657
Site Name:	CHESAPEAKE FINISHED METALS INC
NPL:	N
FF:	N

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1988-09-13 00:00:00
Finish Date:	1988-09-13 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf

Region:	3
Site ID:	303435
EPA ID:	MDD069380657
Site Name:	CHESAPEAKE FINISHED METALS INC
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1990-10-30 00:00:00
Finish Date:	1990-10-30 00:00:00
Qual:	D
Current Action Lead:	St Perf

CORRACTS:

EPA ID:	MDD069380657
EPA Region:	3
Area Name:	ENTIRE FACILITY
Actual Date:	20020326
Action:	CA800YE
NAICS Code(s):	332812 Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date:	Not reported
Schedule end date:	Not reported

EPA ID:	MDD069380657
EPA Region:	3
Area Name:	ENTIRE FACILITY
Actual Date:	20020326
Action:	CA999NF - Corrective Action Process Terminated, No Further Action
NAICS Code(s):	332812 Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date:	Not reported
Schedule end date:	Not reported

EPA ID:	MDD069380657
EPA Region:	3
Area Name:	ENTIRE FACILITY
Actual Date:	20020326
Action:	CA900NC
NAICS Code(s):	332812 Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date:	Not reported

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 20020326
Action: CA400 - Date For Remedy Selection (CM Imposed)
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 20020326
Action: CA550NR
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 20010718
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 20010718
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 20000929
Action: CA100 - RFI Imposition
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 19980923
Action: CA725IN - Current Human Exposures Under Control, More information is needed to make a determination
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 19980923
Action: CA750IN - Migration of Contaminated Groundwater under Control, More information is needed to make a determination
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 19980922
Action: CA070YE - RFA Determination Of Need For An RFI, RFI is Necessary
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 19980922
Action: CA100 - RFI Imposition
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: MDD069380657
EPA Region: 3
Area Name: ENTIRE FACILITY
Actual Date: 19911201
Action: CA075HI - CA Prioritization, Facility or area was assigned a high corrective action priority
NAICS Code(s): 332812
Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Original schedule date: Not reported
Schedule end date: Not reported

RCRA-LQG:

Date form received by agency:	01/21/2016
Facility name:	PRECOAT METALS
Facility address:	6754 SANTA BARBARA COURT ELKRIDGE, MD 21075
EPA ID:	MDD069380657
Mailing address:	SANTA BARBARA COURT ELKRIDGE, MD 21075
Contact:	ROBERT L TAYLOR
Contact address:	SANTA BARBARA COURT ELKRIDGE, MD 21075
Contact country:	US
Contact telephone:	410-567-9807
Contact email:	BOB_TAYLOR@PRECOAT.COM
EPA Region:	03
Land type:	Private
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	PRECOAT METALS DIV SEQUA CORPORATION
Owner/operator address:	PAPIN STREET SAINT LOUIS, MO 63103
Owner/operator country:	US
Owner/operator telephone:	314-436-7010
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	10/01/2007
Owner/Op end date:	Not reported

Owner/operator name:	PRECOAT METALS
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Owner/Operator Type: Operator
Owner/Op start date: 10/01/2007
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Universal Waste Summary:
Waste type: Batteries
Accumulated waste on-site: Yes
Generated waste on-site: No

Waste type: Lamps
Accumulated waste on-site: Yes
Generated waste on-site: No

Waste type: Thermostats
Accumulated waste on-site: Yes
Generated waste on-site: No

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Historical Generators:
Date form received by agency: 05/18/2014
Site name: PRECOAT METALS
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: U112
. Waste name: ACETIC ACID ETHYL ESTER (I)

. Waste code: U161
. Waste name: METHYL ISOBUTYL KETONE (I)

Date form received by agency: 10/21/2013
Site name: PRECOAT METALS DIVISION OF SEQUA CORPORATION
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D005
. Waste name: BARIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 03/01/2012
Site name: PRECOAT METALS A DIVISION OF SEQUA CORP.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/25/2010
Site name: PRECOAT METALS A DIVISION OF SEQUA CORP INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Date form received by agency: 03/03/2008
Site name: CHESAPEAKE FINISHED METALS INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/21/2006
Site name: CHESAPEAKE FINISHED METALS INC.

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/24/2004
Site name: CHESAPEAKE FINISHED METALS, INC.
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/15/2002
Site name: CHESAPEAKE FINISHED METALS
Classification: Large Quantity Generator

Date form received by agency: 02/22/2000
Site name: CHESAPEAKE FINISHED METALS
Classification: Large Quantity Generator

Date form received by agency: 02/24/1998
Site name: CHESAPEAKE FINISHED METALS INC
Classification: Large Quantity Generator

Date form received by agency: 02/26/1996
Site name: CHESAPEAKE FINISHED METALS INC
Classification: Large Quantity Generator

Date form received by agency: 02/27/1994
Site name: CHESAPEAKE FINISHED METALS INC
Classification: Large Quantity Generator

Date form received by agency: 02/28/1992
Site name: CHESAPEAKE FINISHED METALS
Classification: Large Quantity Generator

Date form received by agency: 03/30/1990
Site name: CHESAPEAKE FINISHED METALS
Classification: Large Quantity Generator

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Date form received by agency: 11/19/1980
Site name: CHESAPEAKE FINISHED METALS INC
Classification: Not a generator, verified

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS

. Waste code: F017
. Waste name: Not Defined

. Waste code: F018
. Waste name: Not Defined

Date form received by agency: 08/18/1980
Site name: CHESAPEAKE FINISHED METALS INC
Classification: Large Quantity Generator

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F006
. Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS

. Waste code: F008
. Waste name: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS WHERE CYANIDES ARE USED IN THE PROCESS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS WHERE CYANIDES ARE USED IN THE PROCESS.

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

. Waste code: F017
. Waste name: Not Defined

. Waste code: F018
. Waste name: Not Defined

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 95480.5

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 95480.5

Waste code: D035
Waste name: METHYL ETHYL KETONE
Amount (Lbs): 86340.5

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 87990.5

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 86340.5

Corrective Action Summary:

Event date: 12/01/1991
Event: CA PRIORITIZATION-HIGH CA PRIORITY

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Event date: 09/22/1998
Event: DETERMINATION OF NEED FOR AN INVESTIGATION-INVESTIGATION IS NECESSARY

Event date: 09/22/1998
Event: INVESTIGATION IMPOSITION

Event date: 09/23/1998
Event: HUMAN EXPOSURES CONTROLLED DETERMINATION-MORE INFORMATION NEEDED

Event date: 09/23/1998
Event: RELEASE TO GW CONTROLLED DETERMINATION-MORE INFORMATION NEEDED

Event date: 09/29/2000
Event: INVESTIGATION IMPOSITION

Event date: 07/18/2001
Event: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 07/18/2001
Event: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 03/26/2002
Event: REMEDY CONSTRUCTION-NO REMEDY CONSTRUCTED

Event date: 03/26/2002
Event: CA PROCESS IS TERMINATED-NO FURTHER ACTION

Event date: 03/26/2002
Event: CA PERFORMANCE STANDARDS ATTAINED - NO CONTROLS NECESSARY

Event date: 03/26/2002
Event: READY FOR ANTICIPATED USE DETERMINATION - READY FOR ANTICIPATED USE

Event date: 03/26/2002
Event: REMEDY DECISION

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State
Enforcement action: FIELD CITATION - MD NOV
Enforcement action date: 09/05/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 1500
Final penalty amount: 750
Paid penalty amount: 750

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Enforcement action: SITE COMPLAINT
Enforcement action date: 07/08/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Universal Waste - Small Quantity Handlers
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State
Enforcement action: FIELD CITATION - MD NOV
Enforcement action date: 09/05/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 1500
Final penalty amount: 750
Paid penalty amount: 750

Regulation violated: Not reported
Area of violation: TSD - General Facility Standards
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State
Enforcement action: SITE COMPLAINT
Enforcement action date: 07/08/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Universal Waste - Small Quantity Handlers
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State
Enforcement action: SITE COMPLAINT
Enforcement action date: 07/08/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General Facility Standards
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State
Enforcement action: FIELD CITATION - MD NOV

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Enforcement action date: 09/05/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 1500
Final penalty amount: 750
Paid penalty amount: 750

Regulation violated: Not reported
Area of violation: TSD - Container Use and Management
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State
Enforcement action: FIELD CITATION - MD NOV
Enforcement action date: 09/05/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 1500
Final penalty amount: 750
Paid penalty amount: 750

Regulation violated: Not reported
Area of violation: TSD - Container Use and Management
Date violation determined: 07/08/2013
Date achieved compliance: 08/02/2013
Violation lead agency: State
Enforcement action: SITE COMPLAINT
Enforcement action date: 07/08/2013
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 03/18/2009
Date achieved compliance: 09/21/2009
Violation lead agency: EPA
Enforcement action: SINGLE SITE CA/FO
Enforcement action date: 09/29/2009
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: 31750
Paid penalty amount: 31750

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 03/18/2009
Date achieved compliance: 09/29/2009
Violation lead agency: EPA
Enforcement action: SINGLE SITE CA/FO
Enforcement action date: 09/29/2009

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: 31750
Paid penalty amount: 31750

Regulation violated: SR - COMAR 26.13.03.05(E)(1)(f)(ii)
Area of violation: Generators - Pre-transport
Date violation determined: 03/21/2006
Date achieved compliance: 04/04/2008
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: SR - COMAR 26.13.05.E(1)(e)
Area of violation: Generators - Pre-transport
Date violation determined: 03/21/2006
Date achieved compliance: 04/04/2008
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: SR - COMAR 26.13.05.09H
Area of violation: Generators - General
Date violation determined: 03/21/2006
Date achieved compliance: 04/04/2008
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: SR - COMAR 26.13.03.05E(3)
Area of violation: Generators - Pre-transport
Date violation determined: 03/21/2006
Date achieved compliance: 04/04/2008
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: LDR - General
Date violation determined: 11/20/1990
Date achieved compliance: 01/30/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/20/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 11/20/1990
Date achieved compliance: 10/02/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/27/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 08/02/2013
Evaluation: FOLLOW-UP INSPECTION
Area of violation: Universal Waste - Small Quantity Handlers
Date achieved compliance: 08/02/2013
Evaluation lead agency: State

Evaluation date: 08/02/2013
Evaluation: FOLLOW-UP INSPECTION
Area of violation: Generators - Pre-transport
Date achieved compliance: 08/02/2013
Evaluation lead agency: State

Evaluation date: 08/02/2013
Evaluation: FOLLOW-UP INSPECTION
Area of violation: TSD - General Facility Standards
Date achieved compliance: 08/02/2013
Evaluation lead agency: State

Evaluation date: 08/02/2013
Evaluation: FOLLOW-UP INSPECTION
Area of violation: TSD - Container Use and Management
Date achieved compliance: 08/02/2013

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Evaluation lead agency: State

Evaluation date: 07/08/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Universal Waste - Small Quantity Handlers
Date achieved compliance: 08/02/2013
Evaluation lead agency: State

Evaluation date: 07/08/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 08/02/2013
Evaluation lead agency: State

Evaluation date: 07/08/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General Facility Standards
Date achieved compliance: 08/02/2013
Evaluation lead agency: State

Evaluation date: 07/08/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Container Use and Management
Date achieved compliance: 08/02/2013
Evaluation lead agency: State

Evaluation date: 09/29/2009
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 06/04/2009
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 03/18/2009
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 09/29/2009
Evaluation lead agency: EPA

Evaluation date: 03/18/2009
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 09/21/2009
Evaluation lead agency: EPA

Evaluation date: 04/04/2008
Evaluation: FOLLOW-UP INSPECTION
Area of violation: Generators - General
Date achieved compliance: 04/04/2008
Evaluation lead agency: State

Evaluation date: 04/04/2008

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Evaluation: FOLLOW-UP INSPECTION
Area of violation: Generators - Pre-transport
Date achieved compliance: 04/04/2008
Evaluation lead agency: State

Evaluation date: 03/21/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 04/04/2008
Evaluation lead agency: State

Evaluation date: 03/21/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 04/04/2008
Evaluation lead agency: State

Evaluation date: 09/23/1998
Evaluation: FOCUSED COMPLIANCE INSPECTION
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 07/07/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 01/30/1991
Evaluation: COMPLIANCE SCHEDULE EVALUATION
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 11/20/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/02/1991
Evaluation lead agency: State

Evaluation date: 11/20/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: LDR - General
Date achieved compliance: 01/30/1991
Evaluation lead agency: State

SHWS:
Facility ID: (MD-274)
Alias Name: NONE
Status: Formerly Investigated Site
Facility Type: Formerly Investigated Sites

2020 COR ACTION:
EPA ID: MDD069380657
Region: 3
Action: Remedy Construction

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

ICIS:

Enforcement Action ID:	03-2009-0262
FRS ID:	110000340024
Action Name:	SEQUA COATINGS, LLC
Facility Name:	PRECOAT METALS INC
Facility Address:	6754 SANTA BARBARA CT. ELKRIDGE, MD 21075
Enforcement Action Type:	RCRA 3008A AO For Comp And/Or Penalty
Facility County:	HOWARD
Program System Acronym:	ICIS
Enforcement Action Forum Desc:	Administrative - Formal
EA Type Code:	3008A
Facility SIC Code:	3449
Federal Facility ID:	Not reported
Latitude in Decimal Degrees:	39.187669
Longitude in Decimal Degrees:	-76.742255
Permit Type Desc:	Not reported
Program System Acronym:	1800009573
Facility NAICS Code:	Not reported
Tribal Land Code:	Not reported

Facility Name:	PRECOAT METALS
Address:	6754 SANTA BARBARA CT.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	3449

Facility Name:	PRECOAT METALS
Address:	6754 SANTA BARBARA CT.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	3449

Facility Name:	PRECOAT METALS
Address:	6754 SANTA BARBARA CT.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	3449

Facility Name:	PRECOAT METALS
Address:	6754 SANTA BARBARA CT.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	3449

Facility Name:	PRECOAT METALS
Address:	6754 SANTA BARBARA CT.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	3449

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Facility Name: PRECOAT METALS
Address: 6754 SANTA BARBARA CT.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 3449

Facility Name: PRECOAT METALS
Address: 6754 SANTA BARBARA CT.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 3449

Facility Name: PRECOAT METALS
Address: 6754 SANTA BARBARA CT.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 3449

Facility Name: PRECOAT METALS
Address: 6754 SANTA BARBARA CT.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 3449

Facility Name: PRECOAT METALS
Address: 6754 SANTA BARBARA CT.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 3449

US AIRS (AFS):
Envid: 1000377016
Region Code: 03
County Code: MD027
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
D and B Number: Not reported
Facility Site Name: PRECOAT METALS DIVISION OF SEQUA CORPORATION
Primary SIC Code: Not reported
NAICS Code: 332812
Default Air Classification Code: SMI
Facility Type of Ownership Code: Not reported
Air CMS Category Code: SMI
HPV Status: Not reported

US AIRS (AFS):
Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Activity Date:	2015-05-07 00:00:00
Activity Status Date:	2015-05-29 11:33:03
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Active
Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2016-04-06 00:00:00
Activity Status Date:	2016-04-27 09:54:43
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Active
Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1983-04-22 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1984-02-29 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1984-11-16 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1985-11-20 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1987-03-02 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1987-08-06 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1987-10-06 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1988-04-19 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 1989-08-25 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 1990-09-30 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 1990-10-10 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 1991-10-04 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 1992-09-08 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1992-12-04 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1993-11-17 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1995-01-13 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1995-05-23 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Activity Date:	1996-04-25 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1996-11-06 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1996-11-20 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1997-07-15 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1998-03-26 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1999-03-03 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	1999-10-21 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2000-11-14 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2003-03-06 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2005-02-23 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2005-03-15 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2006-03-20 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2007-04-04 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2008-02-21 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 03
Programmatic ID: AIR MD0000002402700080
Facility Registry ID: 110000340024
Air Operating Status Code: OPR
Default Air Classification Code: SMI
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2008-04-17 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2009-03-31 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2010-03-25 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2011-03-25 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2012-04-13 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Activity Date:	2012-12-11 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2013-03-25 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2014-05-09 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	Stratospheric Ozone Protection
Activity Date:	2006-02-08 00:00:00
Activity Status Date:	2006-02-13 14:50:13
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Active

Region Code:	03
Programmatic ID:	AIR MD0000002402700080
Facility Registry ID:	110000340024
Air Operating Status Code:	OPR
Default Air Classification Code:	SMI
Air Program:	Stratospheric Ozone Protection
Activity Date:	2006-02-08 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

FINDS:

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

Registry ID: 110000340024

Environmental Interest/Information System

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

AIR EMISSIONS CLASSIFICATION UNKNOWN

AIR SYNTHETIC MINOR

CRITERIA AIR POLLUTANT MAJOR

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

US National Pollutant Discharge Elimination System (NPDES) module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

MD-PEMIS (Maryland - Permanent (Air) Emission) database houses data related to Air Emissions. Also known to the EPA as National Emissions Inventory (NEI).

HAZARDOUS WASTE BIENNIAL REPORTER

STATE MASTER

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This

CHESAPEAKE FINISHED METALS INC (Continued) **1000377016**

information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000377016
Registry ID:	110000340024
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110000340024

C15
NNE
1/8-1/4
0.240 mi.
1269 ft.

PRECOAT METALS (MD)
6754 SANTA BARBARA COURT
ELKRIDGE, MD 21075

Site 2 of 6 in cluster C

MD MANIFEST **S121869399**
N/A

Relative:
Higher

Actual:
128 ft.

MANIFEST:

EPAID:	MDD069380657
Manifest Number:	000204701MWI
Transporter 1:	S J TRANS
Transporter 2:	Not reported
Generator Certifier:	NICHOLAS LAMANTIA
Date Shipped Out:	05/30/2017
Destination Facility Certifier:	JENNIFER L. ROOS
Date Arrived at Destingation Facility:	06/07/2017
Quantity:	37537
Unit:	Pounds

EPAID:	MDD069380657
Manifest Number:	000255039MWI
Transporter 1:	S J TRANSPORTATION CO INC.
Transporter 2:	Not reported
Generator Certifier:	NICHOLAS RAMANTIA
Date Shipped Out:	03/07/2017
Destination Facility Certifier:	MICHAEL DYE
Date Arrived at Destingation Facility:	03/08/2017
Quantity:	44655
Unit:	Pounds

EPAID:	MDD069380657
Manifest Number:	008990676FLE
Transporter 1:	US ENVIRONMENTAL INCORPORATED
Transporter 2:	JAMES TOWNSELY
Generator Certifier:	ED JEFFERSON JR
Date Shipped Out:	07/11/2017
Destination Facility Certifier:	Not reported
Date Arrived at Destingation Facility:	07/11/2017
Quantity:	25
Unit:	Yards

PRECOAT METALS (MD) (Continued) **S121869399**

EPAID:	MDD069380657
Manifest Number:	008990678FLE
Transporter 1:	US ENVIRONMENTAL INCORPORATED
Transporter 2:	Not reported
Generator Certifier:	SHAWN C MC CLUSKEY
Date Shipped Out:	07/12/2017
Destination Facility Certifier:	DENISE JENKINS
Date Arrived at Destingation Facility:	07/12/2017
Quantity:	25
Unit:	Yards

EPAID:	MDD069380657
Manifest Number:	000198471MWI
Transporter 1:	HAZMAT ENVIRONMENTAL GROUP
Transporter 2:	Not reported
Generator Certifier:	ROBERT L. TAYLOR JR
Date Shipped Out:	02/16/2015
Destination Facility Certifier:	DEBBIE COOPER
Date Arrived at Destingation Facility:	02/17/2015
Quantity:	20038
Unit:	POUNDS

EPAID:	MDD069380657
Manifest Number:	000203775MWI
Transporter 1:	HAZMAT ENVIRONMENTAL GROUP
Transporter 2:	Not reported
Generator Certifier:	ROBERT L. TAYLOR JR
Date Shipped Out:	05/13/2015
Destination Facility Certifier:	DEBBIE COOPER
Date Arrived at Destingation Facility:	05/14/2015
Quantity:	25190
Unit:	POUNDS

EPAID:	MDD069380657
Manifest Number:	000203776MWI
Transporter 1:	HAZMAT ENVIRONMENTAL GROUP
Transporter 2:	Not reported
Generator Certifier:	ROBERT L. TAYLOR JR
Date Shipped Out:	08/07/2015
Destination Facility Certifier:	DEBBIE COOPER
Date Arrived at Destingation Facility:	08/10/2015
Quantity:	37650
Unit:	POUNDS

EPAID:	MDD069380657
Manifest Number:	000217485MWI
Transporter 1:	S J TRANSPORATION CO INC
Transporter 2:	Not reported
Generator Certifier:	ROBERT TAYLOR
Date Shipped Out:	11/03/2015
Destination Facility Certifier:	DAVID ARVIN
Date Arrived at Destingation Facility:	11/04/2015
Quantity:	4015
Unit:	GALLONS

EPAID:	MDD069380657
Manifest Number:	007881329FLE

PRECOAT METALS (MD) (Continued) **S121869399**

Transporter 1:	TRIUMVIRATE ENVIRONMENTAL INC
Transporter 2:	SJ TRANSPORATION CO INC
Generator Certifier:	ROBERT L. TAYLOR JR
Date Shipped Out:	04/08/2015
Destination Facility Certifier:	MIKE MUSEAL
Date Arrived at Destingation Facility:	04/23/2015
Quantity:	4290
Unit:	POUNDS

EPAID:	MDD069380657
Manifest Number:	000204033MWI
Transporter 1:	S J TRANSPORATION
Transporter 2:	Not reported
Generator Certifier:	FRANK ZIEGLER
Date Shipped Out:	06/28/2016
Destination Facility Certifier:	JERRY MCINTYRE
Date Arrived at Destingation Facility:	06/29/2016
Quantity:	32002
Unit:	Pounds

EPAID:	MDD069380657
Manifest Number:	000217997MWI
Transporter 1:	SJ TRANSPORTATION
Transporter 2:	DC SUPERIOR TRANSPORTATION LOGISTICS, LLC
Generator Certifier:	SHAWN C. MCCLUSKEY
Date Shipped Out:	04/01/2016
Destination Facility Certifier:	DEBBIE COOPER
Date Arrived at Destingation Facility:	04/12/2016
Quantity:	20185
Unit:	Pounds

Click this hyperlink while viewing on your computer to access
4 additional MD_MANIFEST: record(s) in the EDR Site Report.

C16 **PRECOAT METALS DIV OF SEQUA** **NY MANIFEST** **S120957016**
NNE **6754 SANTA BARBARA COURT** **N/A**
1/8-1/4 **ELKRIDGE, MD 21075**
0.240 mi.
1269 ft. **Site 3 of 6 in cluster C**

Relative:
Higher

Actual:
128 ft.

NY MANIFEST:

Country:	USA
EPA ID:	MDD069380657
Facility Status:	Not reported
Location Address 1:	6754 SANTA BARBARA COURT
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	ELKRIDGE
Location State:	MD
Location Zip:	21075
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	MDD069380657
Mailing Name:	PRECOAT METALS DIV OF SEQUA
Mailing Contact:	PATRICK PHELAN
Mailing Address 1:	6754 SANTA BARBARA COURT

PRECOAT METALS DIV OF SEQUA (Continued) **S120957016**

Mailing Address 2:	Not reported
Mailing City:	ELKRIDGE
Mailing State:	MD
Mailing Zip:	21075
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	Not reported

NY MANIFEST:

Document ID:	Not reported
Manifest Status:	Not reported
seq:	Not reported
Year:	2013
Trans1 State ID:	MAC300016672
Trans2 State ID:	NJD071629976
Generator Ship Date:	06/14/2013
Trans1 Recv Date:	06/14/2013
Trans2 Recv Date:	06/17/2013
TSD Site Recv Date:	07/05/2013
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	MDD069380657
Trans1 EPA ID:	Not reported
Trans2 EPA ID:	Not reported
TSDF ID 1:	NYD077444263
TSDF ID 2:	Not reported
Manifest Tracking Number:	004998317FLE
Import Indicator:	N
Export Indicator:	N
Discr Quantity Indicator:	N
Discr Type Indicator:	N
Discr Residue Indicator:	N
Discr Partial Reject Indicator:	N
Discr Full Reject Indicator:	N
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	H141
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	487
Units:	P - Pounds
Number of Containers:	1
Container Type:	DF - Fiberboard or plastic drums (glass)
Handling Method:	L Landfill.
Specific Gravity:	1
Waste Code:	D002
Waste Code 1_2:	D007
Waste Code 1_3:	Not reported
Waste Code 1_4:	Not reported
Waste Code 1_5:	Not reported
Waste Code 1_6:	Not reported

PRECOAT METALS DIV OF SEQUA (Continued) **S120957016**

Click this hyperlink while viewing on your computer to access
-1 additional NY MANIFEST: record(s) in the EDR Site Report.

C17
NNE
1/8-1/4
0.240 mi.
1269 ft.

Relative:
Higher

Actual:
128 ft.

CHESAPEAKE FINISHED METALS, INC.
6754 SANTA BARBARA COURT
ELKRIDGE, MD 21227

Site 4 of 6 in cluster C

MD OCPCASES **U003735143**
MD UST **N/A**
MD INST CONTROL
MD VCP
MD Financial Assurance
MD LRP
MD NPDES

OCPCASES:

Facility ID:	6-1395HO
Facility Status/Code:	CLOSED/
Date Open:	04/14/1986
Date Closed:	04/14/1986
Release:	Not reported
Cleanup:	Not reported
Registration Number:	2977

Facility ID:	94-2525HO
Facility Status/Code:	CLOSED/
Date Open:	03/30/1994
Date Closed:	09/06/1994
Release:	Not reported
Cleanup:	Not reported
Registration Number:	2977

Facility ID:	94-2525HO
Facility Status/Code:	CLOSED/
Date Open:	03/30/1994
Date Closed:	09/06/1994
Release:	Not reported
Cleanup:	Not reported
Registration Number:	2977

UST:

Facility Id:	2977
Oper Name:	Not reported
Form Name:	Patrick M. Phelan
Form Title:	Environmental & Safety Coordinator
Form Date:	05/12/1997
Owner Id:	1916

Owner:

Owner Name:	Chesapeake Finished Metals, Inc.
Owner Address:	6754 Santa Barbara Court
Owner City:	Elkridge
Owner State:	MD
Owner Zip:	21227
Owner Phone:	(410) 796-4770
Owner Contact:	Patrick M. Phelan

Tanks:

Tank ID:	1
Tank Status:	**Permanently Out of Use**
Tank Capacity:	20000

CHESAPEAKE FINISHED METALS, INC. (Continued) **U003735143**

Substance Description:	Heating Oil
Tank Compartment:	False
Compartment Compartment:	A
Date Intalled:	01/01/1975
Tank Material Desc:	Asphalt Coated or Bare Steel
Pipe Material Desc:	Other

Tank ID:	2
Tank Status:	**Permanently Out of Use**
Tank Capacity:	20000
Substance Description:	Heating Oil
Tank Compartment:	False
Compartment Compartment:	A
Date Intalled:	01/01/1975
Tank Material Desc:	Asphalt Coated or Bare Steel
Pipe Material Desc:	Other

INST CONTROL:

Site Alias:	Not reported
App Name:	Chicago Metallic Corporation
Type Name:	NFRD
Low Freq Recreational:	False
Medium Freq Recreational:	False
High Freq Recrreation:	False
Other Rest:	False
Other Rest Notes:	Recorded at 11034, pp. 102-108.
Shape Length:	0
Shape Area:	0
Property Account Id:	1401311077
Issue Date:	12/20/2007
Covenant:	False
Date Covenant Recorded:	Not reported
Residential Land Use Unrestricted:	False
Residential Land Use Restricted:	False
Recreational Land Use Unrestricted:	No
Recreational Land Use Restricted:	No
Commercial Land Use Unrestricted:	False
Commercial Land Use Restricted:	False
Industrial Land Use Unrestricted:	False
Industrial Land Use Restricted:	True
Groundwater(GW) Use Restriction?:	True
GW Encountered During Excavation Rqmnts?:	False
Continued GW Remediation?:	False
Long Term Monitoring For GW?:	False
Excavation Notification Restriction?:	False
Vapor Barrier Required?:	False
Vapor System Required?:	False
Long Term Monitoring Of Indoor Air?:	False
Active Dry Cleaner Restrictions?:	False
Paving Maintenance Required?:	False
Future Construction Testing Required?:	False
Slab Maintenance Required?:	False
Excavated Material Disposal Requirement?:	False

Site Alias:	Not reported
App Name:	Sequa Corporation

CHESAPEAKE FINISHED METALS, INC. (Continued) **U003735143**

Type Name:	NFRD
Low Freq Recreational:	False
Medium Freq Recreational:	False
High Freq Recrreation:	False
Other Rest:	False
Other Rest Notes:	Recorded at 11034, pp. 109-115.
Shape Length:	0
Shape Area:	0
Property Account Id:	1401311077
Issue Date:	12/20/2007
Covenant:	False
Date Covenant Recorded:	Not reported
Residential Land Use Unrestricted:	False
Residential Land Use Restricted:	False
Recreational Land Use Unrestricted:	No
Recreational Land Use Restricted:	No
Commercial Land Use Unrestricted:	False
Commercial Land Use Restricted:	False
Industrial Land Use Unrestricted:	False
Industrial Land Use Restricted:	True
Groundwater(GW) Use Restriction?:	True
GW Encountered During Excavation Rqmnts?:	False
Continued GW Remediation?:	False
Long Term Monitoring For GW?:	False
Excavation Notification Restriction?:	False
Vapor Barrier Required?:	False
Vapor System Required?:	False
Long Term Monitoring Of Indoor Air?:	False
Active Dry Cleaner Restrictions?:	False
Paving Maintenance Required?:	False
Future Construction Testing Required?:	False
Slab Maintenance Required?:	False
Excavated Material Disposal Requirement?:	False

VCP:

Acreage:	13.08
Applicants Name:	Chicago Metallic Corporation
Applicants Address:	4849 South Austin Avenue
Applicants City:	Chicago
Applicants Zip:	60638
Initial RAP submitted on:	Not reported
RAP accepted on:	Not reported
Sign posted on:	Not reported
Date withdrawn:	Not reported
Application submitted on:	08/10/2007
Application accepted on:	08/10/2007
Date issued:	12/20/2007
Withdrawn:	False
VCP:	True
Public Meeting Date:	Not reported
Site Alias:	Not reported
Type Name:	NFRD

Acreage:	13.08
Applicants Name:	Sequa Corporation
Applicants Address:	c/o Precoat Metals, 1310 Papin Street
Applicants City:	St. Louis

CHESAPEAKE FINISHED METALS, INC. (Continued) **U003735143**

Applicants Zip:	63103
Initial RAP submitted on:	Not reported
RAP accepted on:	Not reported
Sign posted on:	Not reported
Date withdrawn:	Not reported
Application submitted on:	08/14/2007
Application accepted on:	12/20/2007
Date issued:	12/20/2007
Withdrawn:	False
VCP:	True
Public Meeting Date:	Not reported
Site Alias:	Not reported
Type Name:	NFRD

MD Financial Assurance 2:

Region:	2
Facility ID:	2977
Self Insured:	False
Insurance:	False
Risk Retention Group:	False
Guarantee:	False
Surety Bonds:	False
Letter of Credit:	False
State Fund:	False
Other Finance:	False
Finacnce Comments:	Not reported
FR Not Listed:	False

MD LRP:

Factsheet URL:	http://mde.maryland.gov/programs/Land/MarylandBrownfieldVCP/Documents/ www.mde.state.md.us/assets/document/Chesapeake%20Finished%20Metals.pdf
Voluntary Cleanup Program:	Yes
Brownfield Assesment Complete:	No
NPL:	No
Federal Facility:	No
Alias:	Not reported
Groundwater:	No
Assessment On-Going:	No
Remediation On-Going:	No
Withdrawn:	No
GW Chlorinated:	No
GW Petroleum:	No
GW Metals:	Yes
GW Pesticides:	No
GW PCB:	No
GW PAH:	No
Soil Chlorinated:	No
Soil Metals:	No
Soil Pesticides:	No
Soil PCB:	No
Soil PAH:	No
Soil Petroleum:	No
Sediment Chlorinated:	No
Sediment Petroleum:	No
Sediment Metals:	No
Sediment Pesticides:	No

CHESAPEAKE FINISHED METALS, INC. (Continued) **U003735143**

Sediment PCB:	No
Sediment PAH:	No
SW Chlorinated:	No
SW Petroleum:	No
SW Metals:	No
SW Pesticides:	No
SW PCB:	No
SW PAH:	No
Site Assessment:	Yes
Tax Map Number:	Not reported
File Available:	No
BMI Number:	MD0274
Archived:	Yes
Table Site ID:	369
Parcel Number:	Not reported
Block:	Not reported
Lot Number:	Not reported
Tax ID:	Not reported
Det Issued:	Yes
Enfor congo:	No
CHS Oversig:	No
EPAID:	MDD069380657
Regulatory:	Not reported
FY Open:	2008
FY_Closed:	2008

NPDES:

Facility Status:	Not reported
Bay Trib Number:	Not reported
Watershed:	Not reported
Permit Type:	Not reported
Description:	Not reported
Sic Number:	Not reported
Permit Number:	Not reported
Npdes Number:	Not reported
App Description:	Not reported
Latitude/Longitude:	Not reported
Last Issued:	Not reported
Expiration Date:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City:	Not reported
Owner State:	Not reported
Owner Zip:	Not reported
Received:	Received_September2012
Comments:	Application received for 2012 027-0080 Ren S-M SPTO for (1) Metal Coil Coating facility
AI ID:	Not reported
Address 2:	Not reported
SIC Description:	Not reported
SIC Code2:	Not reported
SIC Description 2:	Not reported
SIC Code 3:	Not reported
SIC Description 3:	Not reported
Status Date:	Not reported

CHESAPEAKE FINISHED METALS, INC. (Continued) **U003735143**

State Number: Not reported
Approval Issued Date: Not reported
Effective End Date: Not reported

C18 NNE 1/8-1/4 0.240 mi. 1269 ft. **CHESAPEAKE FINISHED METALS INC** **PA MANIFEST** **S113738588**
6754 SANTA BARBARA CT **N/A**
ELKRIDGE, MD 21075

Site 5 of 6 in cluster C

Relative: Higher

Actual: 128 ft.

Manifest Details:

Year:	2017
Manifest Number:	008990676FLE
Manifest Type:	TSD Copy
Generator EPA Id:	MDD069380657
Generator Date:	07/11/2017
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-564-0430
TSD EPA Id:	Not reported
TSD Date:	Not reported
TSD Facility Name:	Envirite of Pennsylvania Inc
TSD Facility Address:	730 Vogelsong Rd
TSD Facility City:	York
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D007
Container Number:	1
Container Type:	Metal boxes, cartons, cases (including roll-offs)
Waste Quantity:	25
Unit:	Cubic Yards
Handling Code:	Not reported
TSP EPA Id:	PAD010154045
Date TSP Sig:	Not reported

Year:	2017
Manifest Number:	008990678FLE
Manifest Type:	TSD Copy
Generator EPA Id:	MDD069380657
Generator Date:	07/12/2017
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-564-0430
TSD EPA Id:	Not reported
TSD Date:	Not reported
TSD Facility Name:	Envirite of Pennsylvania Inc
TSD Facility Address:	730 Vogelsong Rd
TSD Facility City:	York
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D007
Container Number:	1
Container Type:	Metal boxes, cartons, cases (including roll-offs)

CHESAPEAKE FINISHED METALS INC (Continued) **S113738588**

Waste Quantity:	25
Unit:	Cubic Yards
Handling Code:	Not reported
TSP EPA Id:	PAD010154045
Date TSP Sig:	Not reported

Year:	2012
Manifest Number:	000115418MWI
Manifest Type:	TSD Copy
Generator EPA Id:	MDD069380657
Generator Date:	07/13/2012
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-564-0430
TSD EPA Id:	Not reported
TSD Date:	Not reported
TSD Facility Name:	Envirite of Pennsylvania Inc
TSD Facility Address:	730 Vogelsong Rd
TSD Facility City:	York
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D002
Container Number:	1
Container Type:	Cargo tanks (tank trucks)
Waste Quantity:	4209
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	PAD010154045
Date TSP Sig:	Not reported

Year:	2012
Manifest Number:	000115417MWI
Manifest Type:	TSD Copy
Generator EPA Id:	MDD069380657
Generator Date:	07/13/2012
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-564-0430
TSD EPA Id:	Not reported
TSD Date:	Not reported
TSD Facility Name:	Envirite of Pennsylvania Inc
TSD Facility Address:	730 Vogelsong Rd
TSD Facility City:	York
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D002
Container Number:	1
Container Type:	Cargo tanks (tank trucks)
Waste Quantity:	3800
Unit:	Gallons (liquids only)
Handling Code:	Not reported

CHESAPEAKE FINISHED METALS INC (Continued) **S113738588**

TSP EPA Id:	PAD010154045
Date TSP Sig:	Not reported
Year:	2012
Manifest Number:	000115415MWI
Manifest Type:	TSD Copy
Generator EPA Id:	MDD069380657
Generator Date:	07/16/2012
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-564-0430
TSD EPA Id:	Not reported
TSD Date:	Not reported
TSD Facility Name:	Envirite of Pennsylvania Inc
TSD Facility Address:	730 Vogelsong Rd
TSD Facility City:	York
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D007
Container Number:	1
Container Type:	Cargo tanks (tank trucks)
Waste Quantity:	4607
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	PAD010154045
Date TSP Sig:	Not reported
Year:	2012
Manifest Number:	000115415MWI
Manifest Type:	TSD Copy
Generator EPA Id:	MDD069380657
Generator Date:	07/16/2012
Mailing Address:	Not reported
Mailing City,St,Zip:	Not reported
Contact Name:	Not reported
Contact Phone:	410-564-0430
TSD EPA Id:	Not reported
TSD Date:	Not reported
TSD Facility Name:	Envirite of Pennsylvania Inc
TSD Facility Address:	730 Vogelsong Rd
TSD Facility City:	York
TSD Facility State:	PA
Facility Telephone:	Not reported
Page Number:	1
Line Number:	1
Waste Number:	D002
Container Number:	1
Container Type:	Cargo tanks (tank trucks)
Waste Quantity:	4607
Unit:	Gallons (liquids only)
Handling Code:	Not reported
TSP EPA Id:	PAD010154045
Date TSP Sig:	Not reported

C19 NNE 1/8-1/4 0.240 mi. 1269 ft. | **PRECOAT METALS DIVISION OF SEQUA CORPORATION**
6754 SANTA BARBARA CT
ELKRIDGE, MD 21075 | **MD HIST UST** **S104638274**
MD NPDES **N/A**

Site 6 of 6 in cluster C

Relative: Higher

Actual: 128 ft.

Historical UST:

Facility ID:	6007552
Tank ID:	001
Age:	21
Capacity:	20,000
Tank Status:	Currently in use
Product:	Heating Oil

Facility ID:	6007552
Tank ID:	002
Age:	21
Capacity:	20,000
Tank Status:	Currently in use
Product:	Heating Oil

NPDES:

Facility Status:	Issued
Bay Trib Number:	Not reported
Watershed:	Patapsco River - Lower North Branch - 02130906
Permit Type:	General Permit
Description:	Not reported
Sic Number:	3479
Permit Number:	Not reported
Npdes Number:	MDR002005
App Description:	Not reported
Latitude/Longitude:	Not reported
Last Issued:	01/16/2015
Expiration Date:	12/31/2018
Owner Name:	Not reported
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City:	Not reported
Owner State:	Not reported
Owner Zip:	Not reported
Received:	Not reported
Comments:	Not reported

AI ID:	3349
Address 2:	Not reported
SIC Description:	Sector AA, Coating, Engraving, & Allied Services,
SIC Code2:	3479
SIC Description 2:	Not reported
SIC Code 3:	Not reported
SIC Description 3:	Not reported
Status Date:	01/16/2016
State Number:	12SR2005
Approval Issued Date:	01/16/2016
Effective End Date:	12/31/2018
Facility Status:	Issued
Bay Trib Number:	Not reported
Watershed:	Patapsco River - Lower North Branch - 02130906
Permit Type:	General Permit
Description:	Not reported

PRECOAT METALS DIVISION OF SEQUA CORPORATION (Continued) **S104638274**

Sic Number:	3479
Permit Number:	Not reported
Npdes Number:	MDR002005
App Description:	Not reported
Latitude/Longitude:	Not reported
Last Issued:	01/16/2015
Expiration Date:	12/31/2018
Owner Name:	Not reported
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City:	Not reported
Owner State:	Not reported
Owner Zip:	Not reported
Received:	Not reported
Comments:	Not reported

AI ID:	3349
Address 2:	Not reported
SIC Description:	Sector AA, Coating, Engraving, & Allied Services,
SIC Code2:	3479
SIC Description 2:	Not reported
SIC Code 3:	Not reported
SIC Description 3:	Not reported
Status Date:	01/16/2016
State Number:	12SR2005
Approval Issued Date:	01/16/2016
Effective End Date:	12/31/2018
Facility Status:	History
Bay Trib Number:	Not reported
Watershed:	Patapsco River - Lower North Branch - 02130906
Permit Type:	General Permit
Description:	Not reported
Sic Number:	3479
Permit Number:	Not reported
Npdes Number:	MDR002005
App Description:	Not reported
Latitude/Longitude:	Not reported
Last Issued:	12/05/2006
Expiration Date:	11/30/2007
Owner Name:	Not reported
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City:	Not reported
Owner State:	Not reported
Owner Zip:	Not reported
Received:	Not reported
Comments:	Not reported

AI ID:	3349
Address 2:	Not reported
SIC Description:	Coating, Engraving, & Allied Services, NEC
SIC Code2:	Not reported
SIC Description 2:	Not reported
SIC Code 3:	Not reported
SIC Description 3:	Not reported
Status Date:	12/05/2006
State Number:	02SW2005

PRECOAT METALS DIVISION OF SEQUA CORPORATION (Continued) **S104638274**

Approval Issued Date:	12/05/2006
Effective End Date:	01/15/2015
Facility Status:	Issued
Bay Trib Number:	Not reported
Watershed:	Patapsco River - Lower North Branch - 02130906
Permit Type:	General Permit
Description:	Not reported
Sic Number:	3479
Permit Number:	Not reported
Npdes Number:	MDR002005
App Description:	Not reported
Latitude/Longitude:	Not reported
Last Issued:	01/16/2015
Expiration Date:	12/31/2018
Owner Name:	Not reported
Owner Address:	Not reported
Owner Address 2:	Not reported
Owner City:	Not reported
Owner State:	Not reported
Owner Zip:	Not reported
Received:	Not reported
Comments:	Not reported

AI ID:	3349
Address 2:	Not reported
SIC Description:	Sector AA, Coating, Engraving, & Allied Services,
SIC Code2:	3479
SIC Description 2:	Not reported
SIC Code 3:	Not reported
SIC Description 3:	Not reported
Status Date:	01/16/2016
State Number:	12SR2005
Approval Issued Date:	01/16/2016
Effective End Date:	12/31/2018

20
North
1/4-1/2
0.273 mi.
1442 ft.

TEXAS INSTRUMENTS
6675 AMBERTON DR
ELKRIDGE, MD 21075

MD OCPCASES **S104638404**
MD HIST UST **N/A**

Relative:
Higher

Actual:
150 ft.

OCPCASES:

Facility ID:	94-0759HO
Facility Status/Code:	CLOSED/
Date Open:	09/03/1993
Date Closed:	09/03/1993
Release:	Not reported
Cleanup:	Not reported
Registration Number:	10798

Facility ID:	94-0759HO
Facility Status/Code:	CLOSED/
Date Open:	09/03/1993
Date Closed:	09/03/1993
Release:	Not reported
Cleanup:	Not reported
Registration Number:	10798

TEXAS INSTRUMENTS (Continued) **S104638404**

Historical UST:

Facility ID:	6007743
Tank ID:	001
Age:	23
Capacity:	550
Tank Status:	Removed
Product:	Used Oil

21
SSW
1/4-1/2
0.303 mi.
1601 ft.

LINDA SCOTT
7142 OHIO AVE
DORSEY, MD 21076

MD OCPCASES **S105509060**
N/A

Relative:
Higher

Actual:
131 ft.

OCPCASES:

Facility ID:	02-1099AA2
Facility Status/Code:	CLOSED/Aboveground Tank - Residential Heating Oil
Date Open:	03/07/2002
Date Closed:	06/26/2004
Release:	YES
Cleanup:	YES
Registration Number:	Not reported

D22
NNW
1/4-1/2
0.359 mi.
1895 ft.

D H EXPRESS
6610 AMBERTON DR, SUITE 300
ELKRIDGE, MD 21075

Site 1 of 3 in cluster D

MD OCPCASES **S104598321**
N/A

Relative:
Higher

Actual:
203 ft.

OCPCASES:

Facility ID:	96-0659HO
Facility Status/Code:	CLOSED/
Date Open:	10/04/1995
Date Closed:	10/04/1995
Release:	Not reported
Cleanup:	Not reported
Registration Number:	Not reported

D23
NNW
1/4-1/2
0.359 mi.
1895 ft.

PARTY PERFECT
6610 AMERTON DR
ELKRIDGE, MD 21075

Site 2 of 3 in cluster D

MD OCPCASES **S107176843**
N/A

Relative:
Higher

Actual:
203 ft.

OCPCASES:

Facility ID:	06-0125HO
Facility Status/Code:	CLOSED/Dumping
Date Open:	08/09/2005
Date Closed:	12/14/2005
Release:	NO
Cleanup:	NO
Registration Number:	Not reported

D24 NNW 1/4-1/2 0.371 mi. 1957 ft. | **AGAM 6601 AMBERTON DR ELKRIDGE, MD 21075** | **MD OCPCASES** | **S104617987 N/A**

Site 3 of 3 in cluster D

Relative: Higher

Actual: 202 ft.

OCPCASES:

Facility ID:	00-0918HO
Facility Status/Code:	CLOSED/B-9
Date Open:	11/18/1999
Date Closed:	02/11/2000
Release:	NO
Cleanup:	NO
Registration Number:	9751

E25 WNW 1/4-1/2 0.382 mi. 2017 ft. | **FORMER RYDER TRUCK 6748 DORSEY RD ELKRIDGE, MD 21075** | **MD OCPCASES** | **S120842738 N/A**

Site 1 of 2 in cluster E

Relative: Higher

Actual: 159 ft.

OCPCASES:

Facility ID:	97-2128HO
Facility Status/Code:	CLOSED/Other - Motor/Lube Oil
Date Open:	05/16/1997
Date Closed:	05/16/1997
Release:	YES
Cleanup:	YES
Registration Number:	10405

E26 WNW 1/4-1/2 0.382 mi. 2017 ft. | **MABEY BRIDGE AND SHORE 6748 DORSEY RD ELKRIDGE, MD 21075** | **MD OCPCASES** | **S104616786 N/A**

Site 2 of 2 in cluster E

Relative: Higher

Actual: 159 ft.

OCPCASES:

Facility ID:	91-2490HO
Facility Status/Code:	CLOSED/
Date Open:	06/19/1991
Date Closed:	10/16/1991
Release:	Not reported
Cleanup:	Not reported
Registration Number:	10405

Facility ID:	06-0909HO
Facility Status/Code:	CLOSED/Transfer Accident Motor/Lube Oil
Date Open:	04/26/2006
Date Closed:	05/22/2006
Release:	YES
Cleanup:	YES
Registration Number:	Not reported

27 North 1/4-1/2 0.395 mi. 2087 ft. | **SAN TOMAS LP (IRON CITY SASH AND DOOR)**
6905 SAN TOMAS RD
ELKRIDGE, MD 21075 | **MD OCPCASES** | **S104638292**
MD HIST UST | **N/A**

Relative: Higher

Actual: 168 ft.

OCPCASES:

Facility ID:	94-1813HO
Facility Status/Code:	CLOSED/
Date Open:	01/03/1994
Date Closed:	01/07/1994
Release:	Not reported
Cleanup:	Not reported
Registration Number:	2908

Facility ID:	94-1813HO
Facility Status/Code:	CLOSED/
Date Open:	01/03/1994
Date Closed:	01/07/1994
Release:	Not reported
Cleanup:	Not reported
Registration Number:	2908

Facility ID:	93-0193HO
Facility Status/Code:	CLOSED/
Date Open:	07/27/1992
Date Closed:	07/27/1992
Release:	Not reported
Cleanup:	Not reported
Registration Number:	2908

Historical UST:

Facility ID:	6007574
Tank ID:	001
Age:	16
Capacity:	Not reported
Tank Status:	Currently in use
Product:	Heating Oil

Facility ID:	6007574
Tank ID:	002
Age:	16
Capacity:	1000
Tank Status:	Removed
Product:	Gasoline

Facility ID:	6007574
Tank ID:	003
Age:	16
Capacity:	2000
Tank Status:	Removed
Product:	Diesel

28 SW 1/4-1/2 0.412 mi. 2173 ft. | **JAMES MCGREGOR RESIDENCE**
6975 OLD DORSEY RD
DORSEY, MD 21227 | **MD OCPCASES** | **S105508592**
N/A

Relative: Higher
Actual: 145 ft.

OCPCASES:

Facility ID:	02-0547HO
Facility Status/Code:	CLOSED/Tank Closure - Motor/Lube Oil
Date Open:	10/18/2001
Date Closed:	04/17/2002
Release:	NO
Cleanup:	NO
Registration Number:	Not reported

F29 North 1/4-1/2 0.419 mi. 2211 ft. | **KAISER 3**
6660 SANTA BARBARA RD
ELKRIDGE, MD 21227 | **MD OCPCASES**
MD HIST UST | **S104638312**
N/A

Site 1 of 2 in cluster F

Relative: Higher
Actual: 183 ft.

OCPCASES:

Facility ID:	91-2159HO
Facility Status/Code:	CLOSED/
Date Open:	05/13/1991
Date Closed:	07/03/1991
Release:	Not reported
Cleanup:	Not reported
Registration Number:	18705

Historical UST:

Facility ID:	6007598
Tank ID:	001
Age:	21
Capacity:	1,000
Tank Status:	Currently in use
Product:	Heating Oil

Facility ID:	6007598
Tank ID:	002
Age:	21
Capacity:	1,000
Tank Status:	Currently in use
Product:	Heating Oil

Facility ID:	6007598
Tank ID:	003
Age:	21
Capacity:	1,000
Tank Status:	Currently in use
Product:	Heating Oil

Facility ID:	6007598
Tank ID:	004
Age:	21
Capacity:	1,000
Tank Status:	Currently in use
Product:	Heating Oil

KAISER 3 (Continued) **S104638312**

Facility ID: 6007598
Tank ID: 005
Age: 21
Capacity: 1,000
Tank Status: Currently in use
Product: Heating Oil

Facility ID: 6007598
Tank ID: 006
Age: 21
Capacity: 1,000
Tank Status: Currently in use
Product: Heating Oil

Facility ID: 6007598
Tank ID: 007
Age: 21
Capacity: 1,000
Tank Status: Currently in use
Product: Heating Oil

Facility ID: 6007598
Tank ID: 008
Age: 21
Capacity: 1,000
Tank Status: Currently in use
Product: Heating Oil

Facility ID: 6007598
Tank ID: 009
Age: 21
Capacity: 1,000
Tank Status: Permanently out of use
Product: Heating Oil

Facility ID: 6007598
Tank ID: 010
Age: 21
Capacity: 1,000
Tank Status: Permanently out of use
Product: Heating Oil

30
NNE
1/4-1/2
0.425 mi.
2246 ft.

ENTENMANN'S BAKERY INC.
6730 SANTA BARBARA COURT
ELKRIDGE, MD 21227

MD OCPCASES **U004068641**
MD UST **N/A**
MD Financial Assurance

Relative:
Higher

Actual:
145 ft.

OCPCASES:
Facility ID: 91-2114HO
Facility Status/Code: CLOSED/
Date Open: 05/06/1991
Date Closed: 05/06/1991
Release: Not reported
Cleanup: Not reported
Registration Number: 17229

Facility ID: 91-2115HO

ENTENMANN'S BAKERY INC. (Continued) **U004068641**

Facility Status/Code: CLOSED/
Date Open: 05/06/1991
Date Closed: 05/06/1991
Release: Not reported
Cleanup: Not reported
Registration Number: 17229

Facility ID: 92-2162HO
Facility Status/Code: CLOSED/Tank Closure - Motor/Lube Oil
Date Open: 04/13/1992
Date Closed: 01/30/2013
Release: YES
Cleanup: YES
Registration Number: 17229

UST:
Facility Id: 17229
Oper Name: Bruce Carroll
Form Name: Josie Kaminski
Form Title: Property Manager
Form Date: 09/13/1993
Owner Id: 11578

Owner:
Owner Name: Entenmann's Bakery inc.
Owner Address: 6730 Santa Barbara Court
Owner City: Elkridge
Owner State: MD
Owner Zip: 21227
Owner Phone: (301) 796-0018
Owner Contact: Bruce Carroll

Tanks:
Tank ID: 1
Tank Status: Permanently Out of Use
Tank Capacity: 2000
Substance Description: Gasoline
Tank Compartment: False
Compartment Compartment: A
Date Intalled: 04/01/1976
Tank Material Desc: Asphalt Coated or Bare Steel
Pipe Material Desc: Bare or Galvanized Steel

Tank ID: 2
Tank Status: Permanently Out of Use
Tank Capacity: 12000
Substance Description: Diesel
Tank Compartment: False
Compartment Compartment: A
Date Intalled: 04/01/1976
Tank Material Desc: Asphalt Coated or Bare Steel
Pipe Material Desc: Bare or Galvanized Steel

Tank ID: 3
Tank Status: Permanently Out of Use
Tank Capacity: 550
Substance Description: Used Oil

ENTENMANN'S BAKERY INC. (Continued) **U004068641**

Tank Compartment: False
Compartment Compartment: A
Date Intalled: 04/01/1976
Tank Material Desc: Asphalt Coated or Bare Steel
Pipe Material Desc: Bare or Galvanized Steel

MD Financial Assurance 2:
Region: 2
Facility ID: 17229
Self Insured: False
Insurance: False
Risk Retention Group: False
Guarantee: False
Surety Bonds: False
Letter of Credit: False
State Fund: False
Other Finance: False
Finacnce Comments: Not reported
FR Not Listed: False

F31
North
1/4-1/2
0.439 mi.
2320 ft.

MUNTER'S MOISTURE SERVICE
6671 SANTA BARBARA CT
ELKRIDGE, MD 21075

Site 2 of 2 in cluster F

MD OCPCASES **S104598263**
N/A

Relative:
Higher

Actual:
194 ft.

OCPCASES:
Facility ID: 96-0581HO
Facility Status/Code: CLOSED/Dumping
Date Open: 09/20/1995
Date Closed: 09/20/1995
Release: Not reported
Cleanup: Not reported
Registration Number: Not reported

32
West
1/4-1/2
0.458 mi.
2418 ft.

SAVAL FOODS
6740 DORSEY RD
ELKRIDGE, MD 21075

MD OCPCASES **S104601266**
N/A

Relative:
Higher

Actual:
165 ft.

OCPCASES:
Facility ID: 97-1624HO
Facility Status/Code: CLOSED/Other (Specify)
Date Open: 03/12/1997
Date Closed: 03/12/1997
Release: YES
Cleanup: YES
Registration Number: 2983

33
NNE
1/4-1/2
0.463 mi.
2446 ft.

CPIP-I PRESIDENT DR INC
6685 SANTA BARBARA CT
ELKRIDGE, MD 21075

MD OCPCASES

S104609486
N/A

Relative:
Higher

Actual:
162 ft.

OCPCASES:

Facility ID:	92-2576HO
Facility Status/Code:	CLOSED/
Date Open:	06/09/1992
Date Closed:	06/09/1992
Release:	Not reported
Cleanup:	Not reported
Registration Number:	19352

34
WNW
1/2-1
0.659 mi.
3477 ft.

OLGA NELSON ENTERPRISES
7269 WASHINGTON BLVD
BALTIMORE, MD 21227

MD SHWS

1000142944
N/A

Relative:
Higher

Actual:
186 ft.

SHWS:

Facility ID:	(MD-272)
Alias Name:	NONE
Status:	**Formerly Investigated Site**
Facility Type:	Formerly Investigated Sites

Count: 9 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
DORSEY	1000232000	LONG LIFE TREATED WOOD INC	DORSEY RACEWAY ROAD	21076	SEMS-ARCHIVE, MD SHWS, RCRA NonGen / NLR
ELKRIDGE	S104614680	HARKINS BUILDERS - SPILL	RT 1 & MEADOWRIDGE RD	21075	MD OCPCASES
ELKRIDGE	S104603838	ALLIED VAN LINES	6800 BLK WASHINGTON BLVD	21075	MD OCPCASES
ELKRIDGE	S104598663	BFI INC - LEAKING VEHICLE	DORSEY RD	21075	MD OCPCASES
ELKRIDGE	S109485689	CEMETERY LANE WEST	OFF MEADOWRIDGE ROAD, NORTHWES	21075	MD INST CONTROL, MD VCP, MD LR
ELKRIDGE	S113390691	PECORARO PROPERTY/AUGUSTINE VALLEY	OLD WASHINGTON BOULEVARD	21075	MD INST CONTROL, MD VCP, MD LR
HANOVER	S104594343	DORSEY ROAD BUSINESS PARK	7020 DORSEY RD & RT 295	21076	MD OCPCASES
HANOVER	S104600639	STATE HWY WETLAND MITIGATION SITE	OFF O'CONNOR DR	21076	MD OCPCASES
HOWARD COUNTY	S113768911	ROBERT BALLANINE	O'CONNOR LANE		MD OCPCASES

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/28/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 9

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 800-438-2474
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 800-438-2474
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 800-438-2474
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 800-438-2474
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 10/17/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 43

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 07/31/2018
Date Data Arrived at EDR: 08/28/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 17

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 07/31/2018
Date Data Arrived at EDR: 08/28/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 17

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 45

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

SHWS: Notice of Potential Hazardous Waste Sites
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 10/01/2009
Date Data Arrived at EDR: 12/11/2009
Date Made Active in Reports: 12/14/2009
Number of Days to Update: 3

Source: Department of the Environment
Telephone: 410-537-3000
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Semi-Annually

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: Permitted Solid Waste Disposal Facilities
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 11/02/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 35

Source: Department of the Environment
Telephone: 410-537-3375
Last EDR Contact: 10/29/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Annually

State and tribal leaking storage tank lists

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

OCPCASES: Oil Control Program Cases
Cases monitored by the Oil Control Program. these cases can be leaking underground storage tanks and other belowground releases, leaking aboveground storage tanks, spills and inspections.

Date of Government Version: 10/03/2018
Date Data Arrived at EDR: 10/05/2018
Date Made Active in Reports: 11/06/2018
Number of Days to Update: 32

Source: Department of Environment
Telephone: 410-537-3433
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Semi-Annually

HIST LUST: Recovery Sites

In 1999, the Department of the Environment stopped adding new sites to its Recovery Sites Database. Current leaking underground storage tank information maybe found in the OCPCASES database.

Date of Government Version: 03/01/1999
Date Data Arrived at EDR: 03/22/1999
Date Made Active in Reports: 04/16/1999
Number of Days to Update: 25

Source: Department of the Environment
Telephone: 410-537-3433
Last EDR Contact: 02/19/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 10/10/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Varies

UST: Registered Underground Storage Tank List

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 11/08/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 29

Source: Department of the Environment
Telephone: 410-537-3433
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

AST: Permitted Aboveground Storage Tanks

Registered Aboveground Storage Tanks.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 10/05/2018
Date Made Active in Reports: 11/06/2018
Number of Days to Update: 32

Source: Department of The Environment
Telephone: 410-537-3000
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Semi-Annually

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

State and tribal institutional control / engineering control registries

ENG CONTROLS: Engineering Controls Site listing
Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 11/10/2008
Date Data Arrived at EDR: 11/21/2008
Date Made Active in Reports: 12/17/2008
Number of Days to Update: 26

Source: Department of the Environment
Telephone: 410-537-3422
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

INST CONTROL: Voluntary Cleanup Program Applicants/Participants
Sites included in the Voluntary Cleanup Program Applicants/Participants listing that have Deed Restrictions.

Date of Government Version: 09/13/2018
Date Data Arrived at EDR: 09/19/2018
Date Made Active in Reports: 10/04/2018
Number of Days to Update: 15

Source: Department of the Environment
Telephone: 410-537-3493
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Semi-Annually

State and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/24/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Applicants/Participants
The Voluntary Cleanup Program, administrated by the Dept. of the Environment, streamlines the environmental cleanup process for sites, usually industrial or commercial properties, that are contaminated, or perceived to be contaminated, by hazardous substances. Developers and lenders are provided with certain limitations on liability and participants in the program are provided certainty in the process by knowing exactly what will be required.

Date of Government Version: 09/13/2018
Date Data Arrived at EDR: 09/19/2018
Date Made Active in Reports: 10/04/2018
Number of Days to Update: 15

Source: Dept. of the Environment
Telephone: 410-537-3000
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Semi-Annually

State and tribal Brownfields sites

BROWNFIELDS: Eligible Brownfields Properties
The Site Assessment Section of the State Superfund Division is responsible for conducting federally funded assessments of eligible brownfields properties. These assessments are undertaken to determine whether there are environmental cleanup requirements at these sites.

Date of Government Version: 07/02/2018
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 10/04/2018
Number of Days to Update: 23

Source: Department of Environment
Telephone: 410-537-3000
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 09/18/2018
Date Data Arrived at EDR: 09/18/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/18/2018
Next Scheduled EDR Contact: 12/31/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: Recycling Directory
A listing of recycling facilities.

Date of Government Version: 07/30/2018
Date Data Arrived at EDR: 07/31/2018
Date Made Active in Reports: 08/27/2018
Number of Days to Update: 27

Source: Department of the Environment
Telephone: 410-631-3314
Last EDR Contact: 12/11/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/02/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 09/21/2018
Date Data Arrived at EDR: 09/21/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 49

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/21/2018
Date Data Arrived at EDR: 09/21/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 49

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

Historical UST: Historical UST Registered Database

In 1997 the Department of the Environment sent out registration forms to all the owner's listed in the UST database. Once they got the registration forms back they entered the information into a new UST database. we call this database UST. Because not all owners returned their forms, we kept the old UST database and labeled it HIST UST so that we would not be missing any past UST records. This listing is no longer updated or maintained by the agency. It is current through November 1996.

Date of Government Version: 11/21/1996
Date Data Arrived at EDR: 09/10/1997
Date Made Active in Reports: 10/22/1997
Number of Days to Update: 42

Source: Department of Environment
Telephone: 410-537-3433
Last EDR Contact: 05/15/2000
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 07/15/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/06/2013
Number of Days to Update: 62

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 800-438-2474
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/12/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/12/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 08/31/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/09/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/21/2018
Next Scheduled EDR Contact: 12/31/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/24/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 43

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2018
Date Data Arrived at EDR: 08/22/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 36

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 10/04/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/14/2018
Date Data Arrived at EDR: 10/11/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 57

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/11/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/11/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/02/2018
Date Data Arrived at EDR: 10/03/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 10/03/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 56

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 10/01/2018
Next Scheduled EDR Contact: 12/31/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 11/21/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 12/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/01/2018
Date Data Arrived at EDR: 08/29/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 37

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing
This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing
Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines
An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/06/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/07/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 30

Source: EPA
Telephone: (215) 814-5000
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/02/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 9

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 12/31/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 06/19/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 87

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/22/2018
Date Data Arrived at EDR: 08/22/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 44

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

AIRS: Permit and Facility Information Listing

A listing of permitted facilities and emissions information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 45

Source: Department of the Environment
Telephone: 410-537-3220
Last EDR Contact: 09/24/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Annually

ASBESTOS: Asbestos Notification Listing
Asbestos sites

Date of Government Version: 09/15/2018
Date Data Arrived at EDR: 10/02/2018
Date Made Active in Reports: 11/06/2018
Number of Days to Update: 35

Source: Department of the Environment
Telephone: 410-537-3809
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Varies

COAL ASH: Coal Ash Disposal Site Listing
Coal combustion byproduct site locations.

Date of Government Version: 08/13/2010
Date Data Arrived at EDR: 01/05/2011
Date Made Active in Reports: 01/31/2011
Number of Days to Update: 26

Source: Department of the Environment
Telephone: 410-537-3507
Last EDR Contact: 09/21/2018
Next Scheduled EDR Contact: 12/31/2018
Data Release Frequency: Varies

DRYCLEANERS: Registered Drycleaning Facilities
A listing of registered drycleaning facilities.

Date of Government Version: 10/12/2018
Date Data Arrived at EDR: 10/16/2018
Date Made Active in Reports: 11/08/2018
Number of Days to Update: 23

Source: Department of the Environmental
Telephone: 410-537-3220
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information.

Date of Government Version: 06/15/2018
Date Data Arrived at EDR: 08/08/2018
Date Made Active in Reports: 08/27/2018
Number of Days to Update: 19

Source: Department of the Environment
Telephone: 410-537-3345
Last EDR Contact: 10/29/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for storage tank sites.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 11/08/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 29

Source: Department of the Environment
Telephone: 410-537-3461
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

MANIFEST: Hazardous Waste Manifest Information Listing
Hazardous waste manifest information for the state of Maryland. Maryland regulations require the generator to submit a copy of the manifest to the Maryland Department of the Environment.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 03/15/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 99

Source: Department of the Environment
Telephone: 410-537-3314
Last EDR Contact: 11/15/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Annually

LEAD: Lead Inspection Database
The Childhood Lead Poisoning Prevention Program data of lead inspection for the state.

Date of Government Version: 10/03/2018
Date Data Arrived at EDR: 10/19/2018
Date Made Active in Reports: 11/06/2018
Number of Days to Update: 18

Source: Department of Environment, Lead Poisoning Prevention Program
Telephone: 410-537-3000
Last EDR Contact: 09/24/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Annually

LRP: Land Restoration Program

A listing of Land Restoration Program sites. Site types included in the database are: Voluntary Cleanup Program, National Priority List, Brownfields, Site Assessment, Formerly Used Defense Site, State Master List, Non Master List, Groundwater Investigation and Federal Facility.

Date of Government Version: 11/09/2018
Date Data Arrived at EDR: 12/05/2018
Date Made Active in Reports: 12/12/2018
Number of Days to Update: 7

Source: Department of the Environment
Telephone: 410-537-3000
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

NPDES: Wastewater Permit Listing

A listing of wastewater permit locations.

Date of Government Version: 11/19/2018
Date Data Arrived at EDR: 11/19/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 18

Source: Department of the Environment
Telephone: 410-537-3507
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Semi-Annually

UIC: Underground Injection Wells Database

A listing of underground injection well locations. The UIC Program is responsible for regulating the construction, operation, permitting, and closure of injection wells that place fluids underground for storage or disposal.

Date of Government Version: 02/07/2018
Date Data Arrived at EDR: 02/16/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 27

Source: Department of the Environment
Telephone: 410-537-3507
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of the Environment in Maryland.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/03/2014
Number of Days to Update: 186

Source: Department of the Environment
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of the Environment in Maryland.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/16/2014
Number of Days to Update: 199

Source: Department of the Environment
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of the Environment in Maryland from 1995-1999..

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/03/2014
Number of Days to Update: 186

Source: Department of the Environment
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 11/12/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/04/2018
Number of Days to Update: 20

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/01/2018
Number of Days to Update: 19

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 08/01/2018
Date Made Active in Reports: 08/31/2018
Number of Days to Update: 30

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/31/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/27/2018
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Providers
Source: Department of Human Resources
Telephone: 410-767-7805

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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APPENDIX H

PUBLIC INFORMATION ACT CORRESPONDENCE
WITH STATE AND LOCAL AGENCIES

Applying Practical Science to Improve Communities

December 17, 2018

Ms. Amanda Redmiles
PIA Coordinator
Maryland Department of the Environment
1800 Washington Blvd.
Baltimore, Maryland 21230

Re: Request for information concerning the parcels that comprise the MARC Dorsey Station parking lot located along MD 100 between U.S. 1 and MD 295 in Elkridge, Maryland

Dear Ms. Redmiles,

We are currently contracted to perform a Phase I Environmental Site Assessment that includes a review of available data regarding pollution/contamination incidents that may have occurred at the following three contiguous parcels located in Elkridge, Maryland 21075.

- South Route 1 (Map 37 / Grid 24 / Parcel 600 / Tax ID 01-186795)
- North Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot F / Tax ID 01-209566)
- Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot G / Tax ID 01-209574)

Collectively, the parcels consist of the parking lot for the MARC Dorsey Station located near 7000 Deerpath Road, Elkridge, MD (see attached figure). Under the Public Information Act, I would like to request regulatory records published for the above referenced parcels in order to search for information you may have regarding air, land, or water pollution incidents, including:

- LMA: Emergency Planning & Community Right to Know
- LMA: Land Restoration Program (Voluntary Cleanup Program and Remediation)
- LMA: Hazardous Waste
- LMA: Solid Waste
- LMA: Oil Control
- ARMA: Air Quality Compliance
- WSA: Emergency Operations (Emergency Response Division)
- WSA: Water Compliance
- WSA: Water Supply

Thank you very much for your time and consideration. I would appreciate your permission to review this information as soon as possible. If the costs related to this file review will exceed $25, please contact me. If you have any other questions, please do not hesitate to contact me at our offices at (410)-893-9016 at any time, or you can email me at swicker@cemscience.com.

Best Regards,

Steven Wicker
Project Manager
CEM

42 North Main Street | Bel Air, Maryland 21014
410-893-9016 | info@cemscience.com | cemscience.com
@cemscience | cemscience | Chesapeake Environmental Management, Inc.

ATTACHMENT 1: Target Property Study Area

Maryland
Department of
the Environment

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Ben Grumbles, Secretary
Horacio Tablada, Deputy Secretary

1800 Washington Boulevard | Baltimore, MD 21230 | 1-800-633-6101 | 410-537-3000 | TTY Users 1-800-735-2258 | www.mde.maryland.gov

December 20, 2018

Mr. Steven Wicker
CEM Science
42 N. Main Street
Bel Air, MD 21014

RE: Tracking Number: 2018-03626
Request Received December 20, 2018
6899-7000 Deerpath Road

Dear Mr. Wicker:

The Maryland Department of the Environment (MDE) received your recent request for information under the Public Information Act (PIA).

Your request has been assigned the tracking number listed above. Please use this tracking number in all communications referring to this request. Your request has been reviewed and distributed to all appropriate MDE programs.

In reviewing your request, we anticipate that it will take 30 calendar days or less to identify, locate, review, and produce the record(s) you seek. MDE receives numerous PIA requests daily and this time is necessary to sufficiently search for and collect the record(s) responsive to your request from appropriate MDE administrations and applicable field offices. MDE shall conduct its search and prepare your request with all practicable speed.

There may be charges associated with the search for, preparation of (including staff and any attorney review), and reproduction (including any postage) of the record(s) responsive to your request. The charges reflect the actual costs incurred by MDE to process your PIA request. There is no charge for the first two hours needed to search for and prepare a record for inspection. An estimated range of fees that may be charged by MDE to comply with this request is between $0 and $350. This range of fees represents our best estimate of costs at this time.

We will notify you in writing of any responsive record(s) available for inspection and/or exempt from disclosure pursuant to the PIA and any specific charges for processing your request.

When requesting information regarding this request, please cite the tracking number referenced above. If you have any questions, please call me at (410)537-4120.

Sincerely,

Amanda Redmiles

Amanda Redmiles
PIA Coordinator
Office of Communications

Maryland
Department of
the Environment

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Ben Grumbles, Secretary
Horacio Tablada, Deputy Secretary

1800 Washington Boulevard | Baltimore, MD 21230 | 1-800-633-6101 | 410-537-3000 | TTY Users 1-800-735-2258 | www.mde.maryland.gov

January 07, 2019

Mr. Steven Wicker
CEM Science
42 N. Main Street
Bel Air, MD 21014

RE: Tracking Number: 2018-03626
Request Received December 20, 2018
6899-7000 Deerpath Road

Dear Mr. Wicker:

The Maryland Department of the Environment (MDE) received your recent request for information under the Public Information Act (PIA).

After conducting a thorough search of our files, MDE has no records responsive to your request. There were no charges incurred as a result of this search.

When requesting information regarding this request, please cite the tracking number referenced above. If you have any questions, please call me at (410)537-4120.

Sincerely,

Amanda Redmiles

Amanda Redmiles
PIA Coordinator
Office of Communications

Applying Practical Science to Improve Communities

December 17, 2018

Howard County Government
Office of Public Information
Attn: Adminstrator
3430 court House Drive,
Ellicott City, Maryland 21043

Re: Request for information concerning the parcels that comprise the MARC Dorsey Station parking lot located along MD 100 between U.S. 1 and MD 295 in Elkridge, Maryland

To Whom It May Concern,

We are currently contracted to perform a Phase I Environmental Site Assessment that includes a review of available data regarding pollution/contamination incidents that may have occurred at the following three contiguous parcels located in Elkridge, Maryland 21075.

- South Route 1 (Map 37 / Grid 24 / Parcel 600 / Tax ID 01-186795)
- North Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot F / Tax ID 01-209566)
- Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot G / Tax ID 01-209574)

Collectively, the parcels consist of the parking lot for the MARC Dorsey Station located near 7000 Deerpath Road, Elkridge, MD (see attached figure). Under the Public Information Act, I would like to request regulatory records published for the above referenced parcels in order to search for information you may have regarding air, land, or water pollution incidents, including:

- Chemical or Petroleum releases
- Underground Storage Tanks (USTs)
- Aboveground Storage Tanks (ASTs)
- RCRA Generators
- Asbestos or lead paint information
- CERCLA or Superfund haz-waste sites
- Hazardous or Toxic materials/waste spills
- Clean Air Act, RCRA, TSCA, or SARA violations

Thank you very much for your time and consideration. I would appreciate your permission to review this information as soon as possible. If the costs related to this file review will exceed $25, please contact me. If you have any other questions, please do not hesitate to contact me at our offices at (410)-893-9016 at any time, or you can email me at swicker@cemscience.com.

Best Regards,

Steven Wicker
Project Manager
CEM

ATTACHMENT 1: Target Property Study Area

HOWARD COUNTY DEPARTMENT OF COUNTY ADMINISTRATION
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2022
Lonnie R. Robbins, Chief Administrative Officer Voice/Relay
Scott Peterson, Director of Communications FAX 410-313-3390
speterson@howardcountymd.gov

December 18, 2018

Chesapeake Environmental Management
Attn: Steven Wicker, Project Manager
42 N. Main Street
Bel Air, MD 21014
SWicker@cemscience.com

Dear Mr. Wicker:

This letter is to confirm receipt of your email to Howard County Government's Office of Public Information, requesting information in accordance with the Maryland Public Information Act, 4-101 *et seq.* of the General Provisions Article of the Annotated Code of Maryland (the "PIA"), which this office received on December 17, 2018.

Specifically, you have asked for records "… regarding pollution/contamination incidents that may have occurred at the following three contiguous parcels located in Elkridge, Maryland 21075.

- "South Route 1 (Map 37 / Grid 24 / Parcel 600 / Tax ID 01-186795)
- "North Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot F / Tax ID 01-209566)
- "Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot G / Tax ID 01-209574)

"Collectively, the parcels consist of the parking lot for the MARC Dorsey Station located near 7000 Deerpath Road, Elkridge, MD (see attached figure). Under the Public Information Act, I would like to request regulatory records published for the above referenced parcels in order to search for information you may have regarding air, land, or water pollution incidents, including:

- "Chemical or Petroleum releases
- "Underground Storage Tanks (USTs)
- "Aboveground Storage Tanks (ASTs)
- "RCRA Generators
- "Asbestos or lead paint information
- "CERCLA or Superfund haz-waste sites
- "Hazardous or Toxic materials/waste spills
- "Clean Air Act, RCRA, TSCA, or SARA violations"

Please note, the County is not tasked with monitoring all the environmental condition of all properties within Howard County; there are two State agencies that maintain such records and could possibly have records on the property in question. They are the Maryland Department of the Environment and the

Howard County Health Department (the latter agency is a State agency, despite its name); you will need to contact them directly.

Upon receipt of your request, the County has up to 10 working days to respond, unless we notify you in writing or by email within that time period that additional time is required for us to respond. Under the PIA, Howard County has the right to charge for search time exceeding two hours as the first two are free; this fee is based on the hourly salary of the individual(s) carrying out the search. In addition, while Howard County has the right to charge a copying fee of $0.25 per page for a black and white paper copy, as mentioned on page 10 of Howard County Council Resolution No. 61-2018, if electronic copies of the responsive records exist, they are free of charge. However, per page 10 of the Council Resolution, when an electronic response, or portion therefore, is too large to send electronically, the Public Information Office shall convert the response, or portion thereof, to paper, CD, DVD or flash drive, as the requestor specifies. The cost of a CD/DVD is $10 per disk and a flash drive is $20 per drive.

For more information on the PIA, please visit Maryland's Office of the Attorney General website at http://www.marylandattorneygeneral.gov/Pages/OpenGov/pia.aspx.

Sincerely,

Alexandra Bresani
Office of Public Information

HOWARD COUNTY DEPARTMENT OF COUNTY ADMINISTRATION
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2022
Lonnie R. Robbins, Chief Administrative Officer Voice/Relay
Scott Peterson, Director of Communications FAX 410-313-3390
speterson@howardcountymd.gov

January 2, 2019

Chesapeake Environmental Management
Attn: Steven Wicker, Project Manager
42 N. Main Street
Bel Air, MD 21014
SWicker@cemscience.com

Dear Mr. Wicker:

The following is in response to your email to Howard County Government's Office of Public Information, requesting information in accordance with the Maryland Public Information Act, 4-101 *et seq.* of the General Provisions Article of the Annotated Code of Maryland (the "PIA"), which this office received on December 17, 2018.

Specifically, you have asked for records "… regarding pollution/contamination incidents that may have occurred at the following three contiguous parcels located in Elkridge, Maryland 21075.

- "South Route 1 (Map 37 / Grid 24 / Parcel 600 / Tax ID 01-186795)
- "North Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot F / Tax ID 01-209566)
- "Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot G / Tax ID 01-209574)

"Collectively, the parcels consist of the parking lot for the MARC Dorsey Station located near 7000 Deerpath Road, Elkridge, MD (see attached figure). Under the Public Information Act, I would like to request regulatory records published for the above referenced parcels in order to search for information you may have regarding air, land, or water pollution incidents, including:

- "Chemical or Petroleum releases
- "Underground Storage Tanks (USTs)
- "Aboveground Storage Tanks (ASTs)
- "RCRA Generators
- "Asbestos or lead paint information
- "CERCLA or Superfund haz-waste sites
- "Hazardous or Toxic materials/waste spills
- "Clean Air Act, RCRA, TSCA, or SARA violations"

The County's Departments of Fire and Rescue Services, Inspections, Licenses and Permits, Planning and Zoning and Public Works' Bureau of Environmental Services Operations and Stormwater Management Divisions have no records responsive to your request.

While Howard County has the right under the Public Information Act to charge you for search time in excess of two hours, no more than two hours was expended on your request per Department.

As noted in my previous letter, dated December 18, 2018, the County is not tasked with monitoring all the environmental condition of all properties within Howard County; there are two State agencies that maintain such records and could possibly have records on the property in question. They are the Maryland Department of the Environment and the Howard County Health Department (the latter agency is a State agency, despite its name); you will need to contact them directly.

Pursuant to MPIA § 4-362, you are entitled to seek judicial review of this decision by filing a complaint in the Circuit Court for Howard County or the Circuit Court in Maryland in the County where you reside or maintain a principal place of business. You may also refer any concerns about this decision to the Public Access Ombudsman pursuant to MPIA § 4-1B-01 et seq.

Sincerely,

Alexandra Bresani
Office of Public Information

APPENDIX I

FREEDOM OF INFORMATION ACT CORRESPONDENCE
WITH FEDERAL AGENCIES

Applying Practical Science to Improve Communities

December 17, 2018

Freedom of Information Officer
U.S. EPA Region 3
1650 Arch Street (3CG10)
Philadelphia, Pennsylvania 19103-2029

Re: Request for information concerning the parcels that comprise the MARC Dorsey Station parking lot located along MD 100 between U.S. 1 and MD 295 in Elkridge, Maryland

To Whom It May Concern,

We are currently contracted to perform a Phase I Environmental Site Assessment that includes a review of available data regarding pollution/contamination incidents that may have occurred at the following three contiguous parcels located in Elkridge, Maryland 21075.

- South Route 1 (Map 37 / Grid 24 / Parcel 600 / Tax ID 01-186795)
- North Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot F / Tax ID 01-209566)
- Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot G / Tax ID 01-209574)

Collectively, the parcels consist of the parking lot for the MARC Dorsey Station located near 7000 Deerpath Road, Elkridge, MD (see attached figure). Under the Freedom of Information Act, I would like to request regulatory records published for the above referenced parcels in order to search for information you may have regarding air, land, or water pollution incidents, including:

- Chemical or Petroleum releases
- Underground Storage Tanks (USTs)
- Aboveground Storage Tanks (ASTs)
- RCRA Generators
- Asbestos or lead paint information
- CERCLA or Superfund haz-waste sites
- Hazardous or Toxic materials/waste spills
- Clean Air Act, RCRA, TSCA, or SARA violations

Thank you very much for your time and consideration. I would appreciate your permission to review this information as soon as possible. If the costs related to this file review will exceed $25, please contact me. If you have any other questions, please do not hesitate to contact me at our offices at (410)-893-9016 at any time, or you can email me at swicker@cemscience.com.

Best Regards,

Steven Wicker
Project Manager
CEM

ATTACHMENT 1: Target Property Study Area

From: admin@foiaonline.gov
To: Wicker, Steven
Subject: FOIA Request EPA-R3-2019-002250 Submitted
Date: Monday, December 17, 2018 4:37:37 PM

This message is to confirm your request submission to the FOIAonline application: View Request. Request information is as follows:

- Tracking Number: EPA-R3-2019-002250
- Requester Name: Mr. Steven Wicker
- Date Submitted: 12/17/2018
- Request Status: Submitted
- Description: Please see attachment.

From: admin@foiaonline.gov
To: Wicker, Steven
Subject: FOIA Tracking Number Change for request EPA-R3-2019-002250 (to EPA-HQ-2019-002250)
Date: Tuesday, December 18, 2018 12:41:52 PM

The FOIA request EPA-R3-2019-002250 has had its Tracking Number changed to EPA-HQ-2019-002250. This is normally due to the request being transferred to another agency (for example, EPA to Dept. of Commerce) or to a sub-agency to process it. Additional details for this request are as follows:

- Old Tracking Number: EPA-R3-2019-002250
- New Tracking Number: EPA-HQ-2019-002250
- Requester Name: Mr. Steven Wicker
- Date Submitted: 12/17/2018
- Long Description: Please see attachment.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Washington, D.C. 20460

DEC 21 2018

OFFICE OF
GENERAL COUNSEL

Mr. Steven Wicker
Chesapeake Environmental Management
42 North Main Street
Bel Air, MD 21014

RE: Request Number EPA-HQ-2019-002250

Dear Mr. Wicker:

This letter is in response to your Freedom of Information Act (FOIA) request, identified above, that you submitted to the U.S. Environmental Protection Agency (EPA). Your request is seeking records concerning:

South Route 1 (Map 37 / Grid 24 / Parcel 600 / Tax ID 01-186795)
North Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot F / Tax ID 01-209566)
Route 100 (Map 37 / Grid 24 / Parcel 634 / Lot G / Tax ID 01-209574)

The information that you are seeking about a specific property is publicly available through the EPA's MyProperty online database.

The MyProperty database below will provide you with information concerning records the EPA has about a specific property, and it can be accessed at the website at the link below:

http://www.epa.gov/myproperty/

Because the information you requested is publicly available, your FOIA request for this information will be closed. Agencies are not required to provide FOIA requesters with records that fall within the proactive disclosure provision of the FOIA, subsection (a)(2), and which are already made available to the public, typically on the agency's website. See, 5 U.S.C. § 552(a)(3); 40 C.F.R. § 2.101(c).

If no responsive records are identified, MyProperty will generate a "No Records Certificate."

If MyProperty identifies responsive records that you cannot retrieve them through MyProperty or if you need help with the MyProperty website, please contact EPA's FOIA Public Liaison at hq.foia@epa.gov or (202) 566-1667.

This letter concludes our response to your request. You may appeal this response by email at hq.foia@epa.gov, or by mail to the EPA's National FOIA Office, U.S. EPA, 1200 Pennsylvania Avenue, N.W. (2310A), Washington, DC 20460 or through FOIAonline if you are an account holder. If you are submitting your appeal by hand delivery, courier service, or overnight delivery, you must address your correspondence to 1200 Pennsylvania Avenue, N.W., Room 5315, Washington, DC 20460. Your appeal must be in writing, and it must be received no later than 90 calendar days from the date of this letter. The Agency will not consider appeals received after the 90-calendar-day limit. Appeals received after 5:00 p.m. EST will be considered received the next business day. The appeal letter should include the FOIA tracking number listed above. For quickest possible handling, the subject line of your email, the appeal letter, and its envelope, if applicable, should be marked "Freedom of Information Act Appeal." Additionally, you may seek dispute resolution services from EPA's FOIA Public Liaison at hq.foia@epa.gov or (202) 566-1667, or from the Office of Government Information Services (OGIS). You may contact OGIS in any of the following ways: by mail, Office of Government Information Services, National Archives and Records Administration, Room 2510, 8610 Adelphi Road, College Park, MD 207406001; email, ogis@nara.gov; telephone, (202) 741-5770 or (877) 684-6448; or fax, (202) 741-5769.

Sincerely,

Larry F. Gottesman
National FOIA Officer

U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address:	Dorsey Station Drive
City, State:	Elkridge, MD
Query executed on:	01/07/2019 01:29 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

The MyProperty reports are provided solely for informational purposes. They do not provide legal advice, have legally binding effect, or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. EPA maintains the application to enhance public access to environmental information. This service has continual data updates, and we will correct errors brought to our attention, as appropriate.

U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address: N Route 100
City, State: Elkridge, MD
Query executed on: 01/07/2019 12:03 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

The MyProperty reports are provided solely for informational purposes. They do not provide legal advice, have legally binding effect, or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. EPA maintains the application to enhance public access to environmental information. This service has continual data updates, and we will correct errors brought to our attention, as appropriate.

U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address: Route 100
City, State: Elkridge, MD
Query executed on: 01/07/2019 12:02 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

The MyProperty reports are provided solely for informational purposes. They do not provide legal advice, have legally binding effect, or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. EPA maintains the application to enhance public access to environmental information. This service has continual data updates, and we will correct errors brought to our attention, as appropriate.

U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address: S Route 1
City, State: Elkridge, MD
Query executed on: 01/07/2019 12:04 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

The MyProperty reports are provided solely for informational purposes. They do not provide legal advice, have legally binding effect, or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. EPA maintains the application to enhance public access to environmental information. This service has continual data updates, and we will correct errors brought to our attention, as appropriate.

U.S. Environmental Protection Agency

MyProperty

Environmental Databases Search

The search of EPA's Facility Registry System did not locate any records for the search criteria provided below:

Search Criteria:

Street Address: 7000 Deerpath Road
City, State: Elkridge, MD
Query executed on: 01/07/2019 12:00 PM **EST**

Contact the appropriate state, tribal or local agencies if you seek additional information.

Disclaimer

The MyProperty reports are provided solely for informational purposes. They do not provide legal advice, have legally binding effect, or expressly or implicitly create, expand, or limit any legal rights, obligations, responsibilities, expectations, or benefits in regard to any person. EPA maintains the application to enhance public access to environmental information. This service has continual data updates, and we will correct errors brought to our attention, as appropriate.

APPENDIX J

PHOTOGRAPH LOG

Photo 1 - Entrance to Target Property

Photo 2 - MARC Passenger Terminal

Photo 3 - Interior of Passenger Terminal

Photo 4 - Railroad Tracks - Facing South

Photo 5 - Target Property - Facing East

Photo 6 - Target Property - Facing North

Photo 7 - Culvert staged on the Target Property

Photo 8 - Drainage culvert that discharges to the Target Property

Photo 9 - Stormwater Management Pond

Photo 10 - Representative staining at the Target Property

Photo 11 - Railroad ties staged at the Target Property

Photo 12 - Representative municipal waste

Photo 13 - Pad-mounted transformer at the Target Property

Photo 14 - Representative commercial properties to the south

Photo 15 - Adjoining stormwater management feature

Photo 16 - Representative industrial properties to the north

Appendix J

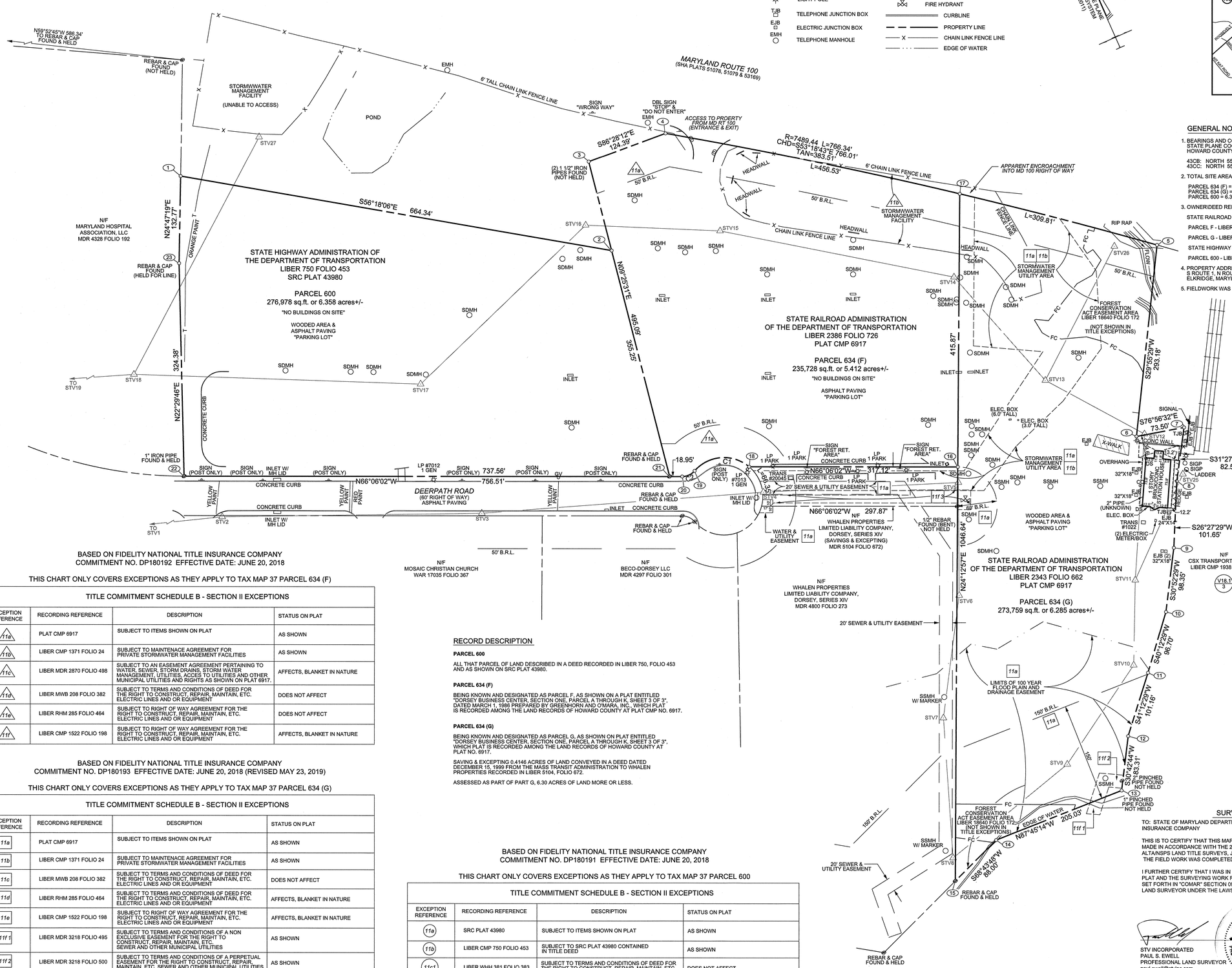
ALTA/NSPS Land Title Survey

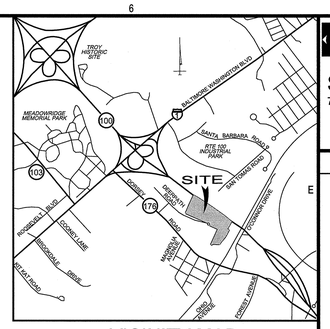
CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD DISTANCE	TANGENT
C1	59.00'	92.04'	N70°30'13"W	82.99'	58.36'
C2	25.00'	21.42'	S89°21'05"W	20.77'	11.42'

LEGEND

- SDMH — STORM DRAIN MANHOLE
- SSMH — SANITARY SEWER MANHOLE
- WM — WATER METER
- LIGHT POLE
- TJB — TELEPHONE JUNCTION BOX
- EJB — ELECTRIC JUNCTION BOX
- EMH — TELEPHONE MANHOLE
- SIGN
- SURVEY TRAVERSE
- GV — GAS VALVE
- UNKNOWN MANHOLE
- FIRE HYDRANT
- CURBLINE
- PROPERTY LINE
- CHAIN LINK FENCE LINE
- EDGE OF WATER

MARYLAND STATE PLANE COORDINATE SYSTEM (NAD 83/2011)





VICINITY MAP
SCALE: 1"=2,000'

GENERAL NOTES:

1. BEARINGS AND COORDINATES AS SHOWN HEREON ARE BASED ON THE MARYLAND STATE PLANE COORDINATE SYSTEM AS REFERENCED FROM THE FOLLOWING HOWARD COUNTY SURVEY DIVISION TRAVERSE/CONTROL STATIONS:

   43CB: NORTH 552,084.214 EAST 1,382,282.508 (STAMPED DISC SET IN CONCRETE)
   43CC: NORTH 553,201.436 EAST 1,381,152.910 (STAMPED DISC SET IN CONCRETE)

2. TOTAL SITE AREA AS SURVEYED: 18.055 ACRES or 786,466 SQ. FT.+/-

   PARCEL 634 (F) = 5.412 ACRES OR 235,728 SQ. FT. +/-
   PARCEL 634 (G) = 6.285 ACRES OR 273,759 SQ. FT. +/-
   PARCEL 600 = 6.358 ACRES OR 276,978 SQ. FT. +/-

3. OWNER\DEED REFERENCE:

   STATE RAILROAD ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

   PARCEL F - LIBER 2386 FOLIO 726

   PARCEL G - LIBER 2343 FOLIO 662

   STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

   PARCEL 600 - LIBER 750 FOLIO 453

4. PROPERTY ADDRESS:
   S ROUTE 1, N ROUTE 100 & ROUTE 100
   ELKRIDGE, MARYLAND 21075

5. FIELDWORK WAS PERFORMED IN APRIL 2019.

TRAVERSE COORDINATES		
POINT	NORTH	EAST
43CB	552,084.214	1,382,282.508
43CC	553,201.436	1,381,152.910
STV1	552,288.835	1,382,477.191
STV2	552,095.689	1,383,075.138
STV3	551,941.043	1,383,438.191
STV4	551,797.495	1,383,842.120
STV5	551,691.106	1,384,119.115
STV6	551,533.493	1,384,050.651
STV7	551,372.263	1,383,953.192
STV8	551,171.426	1,383,880.336
STV9	551,231.701	1,384,096.677
STV10	551,328.975	1,384,250.116
STV11	551,446.543	1,384,304.585
STV12	551,644.373	1,384,407.513
STV13	551,780.022	1,384,302.640
STV14	551,979.956	1,384,239.296
STV15	552,188.034	1,383,942.551
STV16	552,278.571	1,383,759.419
STV17	552,158.531	1,383,432.707
STV18	552,348.203	1,383,040.433
STV19	552,460.619	1,382,729.270
STV20	552,784.844	1,382,422.493
STV21	552,529.630	1,381,913.649
STV25	551,564.903	1,384,436.128
STV26	551,924.314	1,384,480.946
STV27	552,602.199	1,383,360.256

BOUNDARY COORDINATES		
POINT	NORTH	EAST
1	552,595.867	1,383,227.134
2	552,227.276	1,383,779.849
3	552,365.233	1,383,802.750
4	552,357.574	1,383,926.904
5	551,899.916	1,384,541.167
6	551,645.822	1,384,394.911
7	551,629.216	1,384,466.511
8	551,558.834	1,384,423.451
9	551,467.830	1,384,378.162
10	551,383.417	1,384,327.692
11	551,309.567	1,384,265.266
12	551,233.462	1,384,198.623
13	551,161.836	1,384,156.074
14	551,169.871	1,383,951.202
15	551,137.948	1,383,869.196
16	551,713.216	1,384,127.922
17	552,092.489	1,384,298.499
18	551,841.689	1,383,837.996
19	551,869.385	1,383,759.769
20	551,869.150	1,383,738.998
21	551,876.826	1,383,721.674
22	552,175.635	1,383,047.354
23	552,475.331	1,383,171.467

BASED ON FIDELITY NATIONAL TITLE INSURANCE COMPANY
COMMITMENT NO. DP180192 EFFECTIVE DATE: JUNE 20, 2018

THIS CHART ONLY COVERS EXCEPTIONS AS THEY APPLY TO TAX MAP 37 PARCEL 634 (F)

TITLE COMMITMENT SCHEDULE B - SECTION II EXCEPTIONS			
EXCEPTION REFERENCE	RECORDING REFERENCE	DESCRIPTION	STATUS ON PLAT
11a	PLAT CMP 6917	SUBJECT TO ITEMS SHOWN ON PLAT	AS SHOWN
11b	LIBER CMP 1371 FOLIO 24	SUBJECT TO MAINTENACE AGREEMENT FOR PRIVATE STORMWATER MANAGEMENT FACILITIES	AS SHOWN
11c	LIBER MDR 2870 FOLIO 498	SUBJECT TO AN EASEMENT AGREEMENT PERTAINING TO WATER, SEWER, STORM DRAINS, STORM WATER MANAGEMENT, UTILITIES, ACCES TO UTILITIES AND OTHER MUNICIPAL UTILITIES AND RIGHTS AS SHOWN ON PLAT 6917.	AFFECTS, BLANKET IN NATURE
11d	LIBER MWB 208 FOLIO 382	SUBJECT TO TERMS AND CONDITIONS OF DEED FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	DOES NOT AFFECT
11e	LIBER RHM 285 FOLIO 464	SUBJECT TO RIGHT OF WAY AGREEMENT FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	DOES NOT AFFECT
11f	LIBER CMP 1522 FOLIO 198	SUBJECT TO RIGHT OF WAY AGREEMENT FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	AFFECTS, BLANKET IN NATURE

BASED ON FIDELITY NATIONAL TITLE INSURANCE COMPANY
COMMITMENT NO. DP180193 EFFECTIVE DATE: JUNE 20, 2018 (REVISED MAY 23, 2019)

THIS CHART ONLY COVERS EXCEPTIONS AS THEY APPLY TO TAX MAP 37 PARCEL 634 (G)

TITLE COMMITMENT SCHEDULE B - SECTION II EXCEPTIONS			
EXCEPTION REFERENCE	RECORDING REFERENCE	DESCRIPTION	STATUS ON PLAT
11a	PLAT CMP 6917	SUBJECT TO ITEMS SHOWN ON PLAT	AS SHOWN
11b	LIBER CMP 1371 FOLIO 24	SUBJECT TO MAINTENACE AGREEMENT FOR PRIVATE STORMWATER MANAGEMENT FACILITIES	AS SHOWN
11c	LIBER MWB 208 FOLIO 382	SUBJECT TO TERMS AND CONDITIONS OF DEED FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	DOES NOT AFFECT
11d	LIBER RHM 285 FOLIO 464	SUBJECT TO TERMS AND CONDITIONS OF DEED FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	AFFECTS, BLANKET IN NATURE
11e	LIBER CMP 1522 FOLIO 198	SUBJECT TO RIGHT OF WAY AGREEMENT FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	AFFECTS, BLANKET IN NATURE
11f1	LIBER MDR 3218 FOLIO 495	SUBJECT TO TERMS AND CONDITIONS OF A NON EXCLUSIVE EASEMENT FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. SEWER AND OTHER MUNICIPAL UTILITIES	AS SHOWN
11f2	LIBER MDR 3218 FOLIO 500	SUBJECT TO TERMS AND CONDITIONS OF A PERPETUAL EASEMENT FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. SEWER AND OTHER MUNICIPAL UTILITIES	AS SHOWN
11f3	LIBER MDR 3218 FOLIO 504	SUBJECT TO TERMS AND CONDITIONS OF A PERPETUAL EASEMENT FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. WATER LINES AND OTHER MUNICIPAL UTILITIES	AS SHOWN

RECORD DESCRIPTION

PARCEL 600

ALL THAT PARCEL OF LAND DESCRIBED IN A DEED RECORDED IN LIBER 750, FOLIO 453 AND AS SHOWN ON SRC PLAT 43980.

PARCEL 634 (F)

BEING KNOWN AND DESIGNATED AS PARCEL F, AS SHOWN ON A PLAT ENTITLED "DORSEY BUSINESS CENTER, SECTION ONE, PARCEL A THROUGH K, SHEET 3 OF 3", DATED MARCH 1, 1986 PREPARED BY GREENHORN AND O'MARA, INC., WHICH PLAT IS RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY AT PLAT CMP NO. 6917.

PARCEL 634 (G)

BEING KNOWN AND DESIGNATED AS PARCEL G, AS SHOWN ON PLAT ENTITLED "DORSEY BUSINESS CENTER, SECTION ONE, PARCEL A THROUGH K, SHEET 3 OF 3", WHICH PLAT IS RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY AT PLAT NO. 6917.

SAVING & EXCEPTING 0.4146 ACRES OF LAND CONVEYED IN A DEED DATED DECEMBER 15, 1999 FROM THE MASS TRANSIT ADMINISTRATION TO WHALEN PROPERTIES RECORDED IN LIBER 5104, FOLIO 672.

ASSESSED AS PART OF PART G, 6.30 ACRES OF LAND MORE OR LESS.

BASED ON FIDELITY NATIONAL TITLE INSURANCE COMPANY
COMMITMENT NO. DP180191 EFFECTIVE DATE: JUNE 20, 2018

THIS CHART ONLY COVERS EXCEPTIONS AS THEY APPLY TO TAX MAP 37 PARCEL 600

TITLE COMMITMENT SCHEDULE B - SECTION II EXCEPTIONS			
EXCEPTION REFERENCE	RECORDING REFERENCE	DESCRIPTION	STATUS ON PLAT
11a	SRC PLAT 43980	SUBJECT TO ITEMS SHOWN ON PLAT	AS SHOWN
11b	LIBER CMP 750 FOLIO 453	SUBJECT TO SRC PLAT 43980 CONTAINED IN TITLE DEED	AS SHOWN
11c1	LIBER WHH 381 FOLIO 383	SUBJECT TO TERMS AND CONDITIONS OF DEED FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	DOES NOT AFFECT
11c2	LIBER CMP 631 FOLIO 579	SUBJECT TO TERMS AND CONDITIONS OF DEED FOR THE RIGHT TO CONSTRUCT, REPAIR, MAINTAIN, ETC. ELECTRIC LINES AND OR EQUIPMENT	BLANKET IN NATURE

SURVEYOR'S CERTIFICATION

TO: STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION AND FIDELITY NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADAPTED BY THE ALTA AND NSPS., THE FIELD WORK WAS COMPLETED MARCH & APRIL 2019.

I FURTHER CERTIFY THAT I WAS IN RESPONSIBLE CHARGE OVER THE PREPARATION OF THIS PLAT AND THE SURVEYING WORK REFLECTED IN IT, ALL IN COMPLIANCE WITH REQUIREMENTS SET FORTH IN "COMAR" SECTION 09.13.06.12 AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 21116.

STV INCORPORATED
PAUL S. EWELL
PROFESSIONAL LAND SURVEYOR
paul.ewell@stvinc.com
EXPIRATION DATE 1/18/20.

STATE OF MARYLAND · PAUL S. EWELL · No. 21116 · PROFESSIONAL LAND SURVEYOR

7/25/19
DATE

1"=60' 60' 0 60' 120'

STV 100 Years
STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, Maryland 21244
www.stvinc.com
PH.: (410) 944-9112
FAX: (410)298-2794

CONSULTANTS

SEAL

PROJECT IDENTIFICATION

TAX MAP 37 GRID 24
PARCELS 600, 634 (F), 634 (G)

ELKRIDGE
MARYLAND 21075

MARK	DATE	DESCRIPTION	BY
#1	7/25/2019	REVISE MD 100 ROW AND NEW UPDATED TITLE	JTM

ISSUE BLOCK

PROJECT NO.:	4016382
SCALE:	1"=60'
DATE:	APRIL 9, 2019
FIELDWORK BY:	GG, GB
DRAWN BY:	JTM
CHECKED BY:	PSE
APPROVED BY:	
COPYRIGHT: STV INCORPORATED	

ALTA/NSPS LAND TITLE SURVEY

DORSEY STATION

4016382

1 of 1

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