

(1) ONE SLIP FOR EACH 50 FEET OF SHORELINE IN A SUBDIVISION LOCATED IN AN INTENSE OR LIMITED DEVELOPMENT AREA, AND ONE SLIP FOR EACH 300 FEET OF SHORELINE IN A SUBDIVISION LOCATED IN A RESOURCE CONSERVATION AREA; OR

(2) A DENSITY OF SLIPS TO PLATTED LOTS OR DWELLINGS WITHIN A SUBDIVISION IN THE CRITICAL AREA IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:

PLATTED LOTS OR DWELLINGS IN THE CRITICAL AREA	SLIPS
UP TO 15	1 FOR EACH LOT
16 - 40	15 OR 75%, WHICHEVER IS GREATER
41 - 100	30 OR 50%, WHICHEVER IS GREATER
101 - 300	50 OR 25%, WHICHEVER IS GREATER
MORE THAN 300	75 OR 15%, WHICHEVER IS GREATER

(E) A LOCAL JURISDICTION MAY GRANT A VARIANCE FROM THE PROVISIONS OF THIS SECTION IN ACCORDANCE WITH REGULATIONS ADOPTED BY THE COMMISSION CONCERNING VARIANCES AS PART OF LOCAL PROGRAM DEVELOPMENT SET FORTH IN COMAR 27.01.11 AND NOTIFICATION OF PROJECT APPLICATIONS SET FORTH IN COMAR 27.03.01.

(F) ON OR BEFORE DECEMBER 31, 1994, A LOCAL JURISDICTION SHALL AMEND ITS LOCAL CRITICAL AREA PROTECTION PROGRAM TO MEET THE PROVISIONS OF THIS SECTION.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 1994.

May 26, 1994

The Honorable Casper R. Taylor, Jr.
Speaker of the House of Delegates
State House
Annapolis, Maryland 21401

Dear Mr. Speaker:

In accordance with Article II, Section 17 of the Maryland Constitution, I have today vetoed House Bill 374.

House Bill 374 would authorize the Maryland Motor Vehicle Administration (MVA) to issue special registration numbers for motorcycles (class D vehicles) to eligible tax-exempt motorcyclist organizations.

In 1982, MVA adopted procedures for the issuance of special registrations for passenger cars, trucks, and multipurpose vehicles (class A, E, and M vehicles, respectively). These special registration plates generally depict the name, initials, or abbreviation of the organizations for which they are issued. Usually, all available plate space is utilized for the incorporation of the group name and/or design logo.