

WORCESTER COUNTY PLANNING COMMISSION AGENDA

Thursday, June 5, 2025

Worcester County Government Center

One West Market St., Room 1102

Snow Hill, Maryland 21863

The public is invited to view this meeting live: <https://worcestercountymd.swagit.com/live>

I. Call to Order (1:00 p.m.)

II. Administrative Matters

- A.** Planning Commission Meeting Minutes – May 1, 2025
- B.** Planning Commission Work Session Meeting Minutes – May 8, 2025
- C.** Board of Zoning Appeals Agenda – June 12, 2025
- D.** Technical Review Committee Agenda – June 11, 2025

III. Zoning Map Amendments

- A.** Rezoning Case No. 447 – 22.86 acres from C-2 General Commercial District to R-3 Multi-family residential District, Tax Map 21, P/O Parcel 66, Lot 1 and Revised Parcel B, Racetrack Road (Maryland Route 589), Ocean Pines, MD, Maryland Medical Owners II, LLC and Maryland Medical Owners III, LLC, Property Owners and Hugh Cropper, IV, Attorney

IV. Adjournment

**WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – May 1, 2025**

Meeting Date: May 1, 2025

Time: 1:00 P.M.

Location: Worcester County Government Office Building, Room 1102

Attendance:

Planning Commission

Jerry Barbierri, Chair

Betty Smith

Ken Church

Phyllis Wimbrow

Marlene Ott

Kathy Drew

Mary Knight

Staff

Jennifer Keener, Director, DRP

Matt Laick, Deputy Director, DRP

Kristen Tremblay, Zoning Administrator, DRP

Roscoe Leslie, County Attorney

Robert Mitchell, Director, Environmental Programs

Ben Zito, DRP Specialist, DRP

I. Call to Order

II. Administrative Matters

A. Review and approval of minutes, April 3, 2025.

As the first item of business, the Planning Commission reviewed the minutes of the April 3, 2025 meeting.

Following the review, a motion was made by Ms. Ott to approve the minutes as written, Ms. Smith seconded the motion, and the motion carried unanimously.

B. Review and approval of work session minutes, April 10, 2025.

As the next item of business, the Planning Commission reviewed the work session minutes of the April 10, 2025, meeting.

Following the review, a motion was made by Ms. Ott to approve the minutes as written, Ms. Drew seconded the motion, and the motion carried unanimously.

C. Board of Appeals Agenda, May 8, 2025.

As the next item of business, the Planning Commission reviewed the agenda for the Board of Zoning Appeals meeting scheduled for April 10, 2025. Ms. Tremblay was present for the review to answer questions and address concerns of the Planning Commission.

Following the review, a motion was made by Ms. Wimbrow, and seconded by Ms. Ott, to provide the following comments to the Board:

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- 1) The 5.3-foot side yard setback variance for Case No. 25-27 was excessive.
- 2) The 31-foot front yard setback variance for Case No. 25-32 was excessive.

No were no additional comments were forwarded to the Board.

D. Technical Review Committee Agenda, May 14, 2025.

As the next item of business, the Planning Commission reviewed the agenda for the Technical Review Committee meeting scheduled for May 14, 2025. Ms. Tremblay was present for the review to answer questions and address concerns of the Planning Commission.

No comments were forwarded to the Committee.

III. Miscellaneous

A. Irrigation Waiver Request – Buas Hill House, LLC Boat Storage

Ms. Meaghan Poulin approached the table. Ms. Poulin provided an overview of the project and explained the need for the irrigation waiver request.

A motion was made by Ms. Knight, and seconded by Ms. Ott, to approve the landscaping irrigation waiver request. The motion passed unanimously.

IV. Site Plan Review

A. Riverview Park, LLC – Major Site Plan Review and Landscaping Irrigation Waiver Request

Mark Cropper, James Cook, and Keith Latchum approached the table. Mr. Cook provided an overview of the proposed site plan, as well as the history of the community and wastewater treatment facility that is being replaced. Mr. Cropper explained that the Board of Zoning Appeals, per case #24-69, approved the replacement of the existing wastewater treatment plant.

Mr. Cook further explained the need for the landscaping irrigation waiver request. Ms. Wimbrow inquired about the trash collection, and Mr. Cook clarified that there will be a private trash collection system.

A motion was by Ms. Wimbrow to approve the site plan as submitted, as well as to grant a waiver to the landscaping irrigation requirement. The motion was seconded by Ms. Ott, and the motion carried unanimously.

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B. Delmarva Aces Expansion – Major Site Plan Review

Hugh Cropper, IV, David Whigham, Frank Lynch, Jr. and Chris McCabe approached the table. Mr. Cropper provided an overview of the site plan and the waivers to the Worcester County Design Guidelines and Standards for Commercial Uses (“*Design Guidelines*”).

Mr. Whigham provided an overview of the Delmarva Aces business and facility and for the need for its expansion. Mr. Whigham further clarified that the color of the proposed building will match the color of the existing building. Mr. McCabe provided an overview of the wetlands permitting process that has taken place.

After discussion regarding the proposed building and the requested waivers to the Design Guidelines, a motion was made by Ms. Wimbrow, and seconded by Mr. Church, to approve the site plan as submitted, as well as grant the requested waivers to the Design Guidelines.

The approval was contingent upon the following conditions:

- 1) A decorative entranceway shall be constructed over the new door on the westerly side of the proposed building;
- 2) Fake decorative windows, or other details to break up the building façade, shall be installed.

V. Zoning Map Amendment

A. Rezoning Case No. 449 – 18.67 acres from R-2 Suburban Residential District to R-4 General Residential District, Tax Map 26, Parcel 476, Lot C-1, Old Bridge Road, Ocean City, MD, Mark Odachowski, Property Owner and Hugh Cropper, IV, Attorney

In attendance were Hugh Cropper, IV, attorney for the applicant; Mark Odachowski, property owner; Reid Odachowski; Frank Lynch, Jr., Maryland Registered Land Surveyor; and Chris McCabe, environmental consultant.

Mr. Cropper stated that the request is primarily based on a change in the character of the neighborhood since November 3, 2009, rather than a mistake. The applicant seeks to rezone the property to R-4 General Residential District to facilitate infill development consistent with the existing Salt Life Park manufactured home community. This upzoning would allow the continued development of the manufactured home park, extending Salt Life Park into a new Phase 3.

Mark Odachowski currently owns both the original Greenridge Trailer Park—renamed Salt Life Park Phase 1—and the adjacent Phase 2, which is under development. The rezoning would enable the expansion of the community onto the petitioned parcel. Mr. Odachowski explained that he purchased the former Greenridge Park when it was in disrepair and has since made significant improvements. To illustrate this transformation, the applicant submitted several exhibits: Applicant’s Exhibit No. 1 included photographs of the original mobile units; Applicant’s Exhibit No. 2 showed photographs of the renovated units in Phases 1 and new

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units in Phase 2; Applicant's Exhibit No. 3 featured photographs of the community spaces under construction in Phase 2; and Applicant's Exhibit No. 4 presented photographs of the interiors of the new manufactured homes. While on separate parcels and developed independently, Mr. Odachowski stated that all three phases are intended to share these community amenities.

Regarding existing and proposed infrastructure improvements, Mr. Odachowski outlined the improvements required by the Maryland Department of Transportation State Highway Administration (MDOT SHA), which included a long deceleration lane, sidewalks, bike lanes, stormwater management facilities draining to the Phase 2 park that were capable of handling significant storm events, and upgraded roadway construction extending to the center of MD Route 707 (Old Bridge Road). These improvements were designed by the applicant to potentially accommodate future development on the petitioned parcel and are expected to help reduce traffic along Greenridge Lane Road.

Mr. Cropper noted that the original Greenridge Trailer Park (Phase 1) contained many non-conforming units that required variances for replacement, particularly those along Greenridge Lane Road. With respect to public sewer, the subject parcel is located within the Mystic Harbour Sanitary Service Area, and the existing dwelling on the petitioned area is already connected to public sewer and water. He submitted Applicant's Exhibit No. 5, a zoning map defining the neighborhood boundaries as Herring Creek, Sea Oaks RPC, MD Route 611 to US Route 50, and the commercial corridor west of US Route 50. Mr. Lynch agreed with this boundary, noting it reflects a reasonable five-to-ten-minute drive within the service area. Because the subject parcel is adjacent to existing R-4 District zoning, the proposal does not constitute spot zoning. Applicant's Exhibit No. 6 included an aerial map of the parcel as provided in the staff report.

Pertaining to the applicant's allegation of a mistake in the existing zoning, Applicant's Exhibit No. 7 included a Temporary Declaration of Consolidation from July 2002 showing that Salt Life Park and the petitioned property had previously been functionally consolidated. Therefore, it is Mr. Cropper's assertion that the temporary consolidation should have resulted in both parcels being zoned R-4 District, rather than being divided by a zoning line.

Mr. Cropper emphasized that changes to the sanitary service area further support the case for rezoning. Specifically, Salt Life Park Phase 2 was granted EDUs within the Mystic Harbour Service Area, partially through an agreement that transferred EDU allocations from the Alamo Motel. Applicant's Exhibit No. 8 were the County Commissioner minutes from September 15, 2020, documenting the expansion of the Mystic Harbour service area and its overlap with the West Ocean City service area. These changes reflect evolving infrastructure and development priorities in the neighborhood.

There has also been a noticeable increase in residential development within the neighborhood, with strong demand for manufactured housing. The applicant submitted Applicant's Exhibit No. 9, updated Critical Area maps, which showed that a portion of the petitioned area is proposed to be removed from the Critical Area designation. The remainder would be classified

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as Intensely Developed Area (IDA), with no increase in impervious surface coverage. This represents a scaling back of previously proposed impacts and supports the argument that meaningful environmental changes are underway—a point with which Mr. Lynch concurred.

Applicant's Exhibit No. 10 were Findings of Fact from four recent rezonings in the neighborhood (Cases 408, 417, 431, and 437), including the conversion of residential zoning to commercial use and the near completion of the Sea Oaks townhouse project. Additional development is in progress at Crepe Myrtle Court, a Residential Planned Community (RPC) that has been reviewed by the Planning Commission and is set for County Commissioner consideration. Mr. McCabe provided context on the Critical Area remapping project, which used updated environmental data to revise the original 2002–2003 maps. The new mapping, via a recent code update, more accurately reflects current site conditions. There are no known challenges to the updated boundaries, which have been confirmed in the field and supported by the Maryland Department of the Environment (MDE). When Mr. Odachowski first developed the area in 2002, it was largely agricultural. The recently re-delineated wetlands boundary—submitted as Applicant's Exhibit No. 11—shows wetland modifications along the wooded areas and behind the existing residence.

Mr. Lynch affirmed that the parcel is located in an Existing Developed Area (EDA) and is adjacent to the commercial corridor along MD Route 707. He referenced Chapter 2 of the Comprehensive Plan, which encourages maintaining the rural character while allowing infill development. The goals and objectives of the plan promote growth within established communities without overwhelming their character. The proposed density increase is minor, and although the homes are HUD-certified manufactured units, they visually resemble compact cottages or tiny homes. Accordingly, R-4 District zoning is consistent with the Comprehensive Plan.

Mr. Cropper referenced a summary of findings he prepared and attached to the original application. Mrs. Knight asked about the proposed age restriction for residents, which is 50 years and older and self-imposed. The community only permits year-round rentals; short-term rentals are not allowed. A brief discussion followed regarding allowable density: R-4 zoning permits up to 8 units per acre, but manufactured home parks are limited to 6 units per acre. Ms. Smith asked about the availability of nearby commercial amenities, while Mrs. Wimbrow stressed the importance of confirming adequate public facilities. Although the site is located within the W-1/S-1 classification, no EDUs are currently available. Mr. Mitchell explained that the site also falls within an overlay zone, opening the possibility of acquiring sewer service from West Ocean City and water from Mystic Harbour. Mrs. Wimbrow expressed support for the manufactured home park, citing high demand and its value in meeting local workforce housing needs. Mrs. Drew inquired whether block foundations would be required for the new units. Mr. Church stated that he visited the existing Salt Life Park development and found it to be a step above.

Following the discussion, a motion was made by Mrs. Knight, seconded by Ms. Ott, and carried unanimously to find the proposed amendment to rezone the petitioned area from R-2 Suburban Residential District to R-4 General Residential District consistent with the

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Comprehensive Plan based on a change in the character of the neighborhood, and forward a favorable recommendation to the Worcester County Commissioners.

VI. Adjournment

On a motion made by Ms. Wimbrow and seconded by Ms. Knight, the Planning Commission adjourned.

Mary Knight, Secretary

Ben Zito, DRP Specialist

**WORCESTER COUNTY PLANNING COMMISSION
WORK SESSION
MEETING MINUTES – May 8, 2025**

Meeting Date: May 8, 2025

Time: 1:00 P.M.

Location: Worcester County Government Office Building, Room 1102

Attendance:

Planning Commission

Jerry Barbierri, Chair
Phyllis Wimbrow, Vice Chair
Kathy Drew
Marlene Ott
Betty Smith
Mary Knight

Staff

Jennifer Keener, Director, DRP
Matt Laick, Deputy Director, DRP
Ben Zito, DRP Specialist III, DRP
Bob Mitchell, Director, EP
Katherine Munson, Planner, EP
Lily Wagner, Planner, EP

- I. Call to Order**
- II. Comprehensive Plan Work Session**

As the next item of business, the Planning Commission met with Michael Bayer and Ainsley Pressl from Wallace Montgomery to discuss the draft Water Resources Element (WRE). Using the 2011 WRE as the basis, they have been working with Wayne Martin of the Wallace Montgomery team as well as Worcester County staff to update the document. Mr. Bayer noted that the chapter is very much a working draft which still needs a lot of data inputs, so the discussion at this meeting will be a broad overview, and it will be brought back at a future meeting with more refined detail and will go section by section to explain it.

Mr. Bayer explained how Nick Walls used the Planning Commission's decisions about the future growth areas at the last two meetings to run the algorithms for the potential build-out scenario, which is based on the current underlying zoning. Applying the assumptions that were previously discussed, a determination on the total number of equivalent dwelling units (EDUs) to be accommodated were input into the WRE model. As shown in the draft, the calculations assume a population increase of 4,859 people*. The chart assumes 250 gallons per day per EDU (gpd/EDU) which is a baseline figure generally used across Maryland for this calculation. Those EDUs were then evaluated by growth area and watershed. Overall, the model shows that the growth areas will generate 2.08 million gpd of demand. The 2011 Element was 1.9 million gpd, which is not far off.

Mr. Bayer discussed that the next steps were to use the inputs to evaluate the 10- and 20-year planning horizons, using different build-out scenarios that could lead to different values. The state has a tool that will be used to identify those scenarios.

*Note: Overall population growth could be affected by potential upzoning to residential densities within growth areas, such as the Agricultural zoning in the Snow Hill growth area, or the Industrial zoning of the Showell growth area. Additionally, these numbers do not account for existing remaining infill potential within the municipalities, nor the amount of residential growth that Worcester County experiences outside of growth areas.

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Mr. Barbierri inquired about the spread of potential growth over a 20-year period. Mr. Bayer noted that this is a ground-up model, so it assumes the overall growth potential based on the areas identified and the current underlying zoning, without considering the overall timeframe. The Planning Commission discussed the growth area chart, which was simply labeled by number at this time. Mr. Bayer explained that they will identify the location of those growth areas and make the labeling more intuitive. They will also provide a map as an exhibit.

Mr. Mitchell explained to the Planning Commission how the 2011 element came to be an amendment to the Comprehensive Plan. He noted that the element attempts to answer the question of whether the county can fit development in a respective watershed; addresses nutrient loading and stormwater management and plant capacity or overcapacity. He stated that not all growth occurs in the growth areas, and some will be in towns, but it will likely be in the areas that the Planning Commission has defined. Growth will meet the nutrient budgets for the wastewater treatment plants, and some of this growth may be on septic and well. However, larger subdivisions are required to be on public facilities. With strict agricultural zoning, property owners cannot develop more than five lots/ units per parcel on septic systems. Mr. Mitchell also discussed how the county was working towards interconnections of existing water and sewer resources. Much of the data is predictive, subject to the modeling, and will be dependent upon densities and groundtruthing of the data.

Mr. Bayer noted that his team will be working to finalize the numbers in the WRE, as well as finalize the Land Use chapter, and will send it to the Planning Commission for review in the next month or so. He again noted that once all draft chapters have been developed, the team can decide where certain sections would be most appropriate for placement, as there are some overlaps. The final draft will likely move things around for organizational purposes. Certain elements are required by the state; however they allow leeway on where it goes in the plan.

As this is a preliminary draft, there were no recommendations made at this juncture.

III. Priority Preservation Area Element

As the next item of business, the Planning Commission met with Bob Mitchell and Katherine Munson of the Department of Environmental Programs and Mrs. Keener of DRP to discuss the updates that will need to occur to the Priority Preservation Area (PPA) Element. Mrs. Keener provided an introduction and explained that the consultant has considered the updated PPA as “comp. plan adjacent”, meaning it was not included in their scope of work. Environmental Programs staff has prepared a framework for the PPA to be included potentially as an agricultural chapter to be drafted by county staff. Mr. Mitchell and Ms. Munson explained the history of the PPA element. There was brief discussion on the inclusion of topics such as agritourism and solar farms.

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IV. Adjourn

Mary Knight, Secretary

Jennifer Keener, Director

**NOTICE OF PUBLIC HEARING
WORCESTER COUNTY
BOARD OF ZONING APPEALS
AGENDA**

THURSDAY JUNE 12, 2025

Pursuant to the provisions of the Worcester County Zoning Ordinance, notice is hereby given that a public hearing will be held in-person before the Board of Zoning Appeals for Worcester County, in the Board Room (Room 1102) on the first floor of the Worcester County Government Center, One West Market Street, Snow Hill, Maryland. Audio and video recording will take place during this public hearing.

The public is invited to view this meeting live online at - <https://worcestercountymd.swagit.com/live>

6:30 p.m.

Case No. 25-36, on the lands of Anthony and Janice Casazza, requesting a variance to the rear yard setback from 30 feet to 22.39 feet (to encroach 7.61 feet) for a proposed deck with steps in the R-2 Suburban Residential District, pursuant to Zoning Code §§ ZS 1-116(c)(4), ZS 1-206(b)(2) and ZS 1-305, located at 7 Links Lane, Tax Map 16, Parcel 105, Section 12, Lot 56, Tax District 3, Worcester County, Maryland.

6:35 p.m.

Case No. 25-38, on the lands of Theresa Williams, on the application of Spencer Ayres Cropper, requesting a variance to the side lot line setback from 6 feet to 2.8 feet (to encroach 3.2 feet) for a proposed piling in the R-3 Multi-family Residential District, pursuant to Zoning Code §§ ZS 1-116(n)(3), ZS 1-207(d)(6), and ZS 1-335, and Natural Resources Code §§ NR 2-102(e)(2), located at 32 Seabreeze Lane, Tax Map 16, Parcel 38, Section 1, Lot 308, Tax District 3, Worcester County, Maryland.

6:40 p.m.

Case No. 25-37, on the lands of Donald and Caren Crouthamel, on the application of Brian P. Cosby, requesting two variances to the rear yard setback from 30 feet to 21.95 feet (to encroach 8.05 feet) and from 30 feet to 22.50 feet (to encroach 7.50 feet) for two proposed decks with steps in the R-2 Suburban Residential District, pursuant to Zoning Code §§ ZS 1-116(c)(4), ZS 1-206(b)(2), 1-122(c)(1) and ZS 1-305, located at 12624 Balte Road, Tax Map 21, Parcel 8, Section A, Block 1, Lot 12, Tax District 10, Worcester County, Maryland.

6:45 p.m.

Case No. 25-35, on the lands of Hofman Group Inc., requesting two (2) special exceptions for an agritourism facility and the accessory use of a principal agricultural structure or use of land for the commercial hosting of non-agricultural functions and events in the A-1 Agricultural District, pursuant to Zoning Code §§ ZS 1-116(c)(3), ZS 1-201(c)(9), ZS 1-201(c)(32) and ZS 1-305, located at 10959 Worcester Highway, Tax Map 20, Parcel 344, Tax District 3, Worcester County, Maryland.

Administrative Matters

**WORCESTER COUNTY TECHNICAL REVIEW COMMITTEE
AGENDA**

Wednesday, June 11, 2025 at 1:00 p.m.

**Worcester County Government Center, Room 1102, One West Market Street,
Snow Hill, Maryland 21863**

I. Call to Order

II. Site Plan Review (§ ZS 1-325)

A. WO27 – Major Site Plan Review

Proposed large solar energy system. Located at 9251 Peerless Road, Bishopville, MD 21813. Tax Map 8, Parcel 5, Tax District 1, A-1 Agricultural District. Dana West & Sharon Baker Irrevocable Trust, owner / TPE MD WO27, LLC, applicant / Kimley-Horn & Associates, Inc., engineer.

B. WO60 Solar – Major Site Plan Review

Proposed large solar energy system. Located at 9223 Peerless Road, Bishopville, MD 21813. Tax Map 8, Parcel 6, Tax District 1, A-1 Agricultural District. David & Crystal Baker, owner / TPE MD WO60, LLC, applicant / Kimley-Horn & Associates, Inc., engineer.

C. Snow Hill Property, LLC – Minor Site Plan Review

Proposed mosque and parking spaces. Located on Ocean Gateway, Ocean City, MD 21842. Tax Map 26, Parcel 130, Tax District 10, C-2 General Commercial District. Snow Hill Property, LLC, owner / Frank Lynch Jr., engineer/surveyor.

D. Pocomoke Storage, LLC – Major Site Plan Review

Proposed parking lot for RV and boat storage. Located at 1757 Worcester Highway, Pocomoke City, MD 21851. Tax Map 84, Parcel 50, Tax District 10, C-2 General Commercial District. Pocomoke Storage, LLC, owner and applicant / Wilkins-Noble, LLC, surveyor/engineer.

E. Lighthouse Business Park – Minor Site Plan Review

Proposed 2,000 s.f. expansion of Building No. 9 in Lighthouse Business Park. Located at 13203 Handy Lane, Bishopville, MD 21813. Tax Map 9, Parcel 370, Tax District 5, A-2 Agricultural District. Douglas & Tammara Clark, owner and applicant / J.W. Salm Engineering, Inc., engineer.

III. Adjourn

STAFF REPORT

REZONING CASE NO. 447

SUPPLEMENTAL COMMENTS

On May 12, 2025, the applicant submitted an email request to modify the application. Specifically, the applicant is requesting R-3 Multi-family Residential District, rather than R-4 General Residential District. Since the original staff report had been previously distributed, this document shall serve as a supplement to address the revisions.

REQUESTED ZONING CLASSIFICATION: R-3 Multi-family Residential District. The maximum density for this zoning district is six units per net acre, or six units per gross acre if the development will be a major Residential Planned Community.

As defined in the Zoning Code, the intent of this district is to protect and preserve existing residential subdivisions throughout the County and to provide for compatible infill development in those areas. Furthermore, as contemplated by the Comprehensive Plan, this district can serve as the core of a traditional neighborhood development, where the highest densities are desired. Projects of more than twenty dwelling units which are proposed after the effective date of this Title are required to be developed as residential planned communities in order to encourage traditional neighborhood development and utilization of conservation design principles. Therefore, new development in this district may be at densities higher than that cited below as the maximum density, provided adequate sewer service is available, while infill development in existing developed areas shall be at densities consistent with those allowed by the primary district regulations.

SUPPLEMENTAL COMMENTS:

- The difference in the change in density is a reduction of two units per acre.
- The Ocean Pines subdivision contains R-3 District zoning along Ocean Parkway. However, the petitioned areas adjoin the R-2 Suburban Residential District (density of four units per acre) in Ocean Pines.
- The traffic analysis was conducted assuming an R-4 District zoning classification, therefore a reduction in density would correlate to a potential reduction in traffic. However, staff still notes that the focus of the analysis appears to be limited to the impacts to MD Route 589 at the existing intersection only and does not mention other effects that this additional traffic would have along other segments of MD Route 589 (Racetrack Road), especially to the north of the petitioned areas.

From: [Hugh Cropper](#)
To: [Jennifer Keener](#)
Cc: [Wayne Yetman](#); malcolm@sinacompanies.com; [Robert Sina](#)
Subject: Route 589 Rezoning
Date: Monday, May 12, 2025 2:30:50 PM

Jennifer:

I would like to amend the Maryland Route 589 Rezoning request from R-4, General Residential District, to R-3, Multi-Family Residential District.

I believe the materials that I submitted previously will apply to both zoning districts.

Please let me know if something more formal is required. Thank you and have a great day.

Hugh

Hugh Cropper IV
Booth Cropper & Marriner, P.C.
9927 Stephen Decatur Highway, F-12
Ocean City, Maryland 21842
410-213-2681

Office Hours

Monday through Thursday 8:30-4:30

Friday – 8:30 to 1:00

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STAFF REPORT

REZONING CASE NO. 447

PROPERTY OWNERS: Maryland Medical Owners II, LLC
Maryland Medical Owners III, LLC
5220 Hood Road, Suite 100
Palm Beach Gardens, FL 33418

ATTORNEY: Hugh Cropper, IV
9927 Stephen Decatur Highway, F-12
Ocean City, Maryland 21842

TAX MAP/PARCEL INFO: Tax Map 21, Parcel 66, Lot 1 and Tax Map 21, Parcel 66, Revised Parcel B, Tax District 3

SIZE: Lot 1 consists of 7.62 acres, and Revised Parcel B consists of 15.24 acres.

LOCATION: Easterly side of MD Route 589 (Racetrack Road), Berlin, opposite Taylorville Lane.

CURRENT USE OF PETITIONED AREA: Both parcels are currently unimproved.

CURRENT ZONING CLASSIFICATION: C-2 General Commercial District.

As defined in the Zoning Code, the intent of this district is to provide for more intense commercial development serving populations of three thousand or more within an approximate ten- to twenty-minute travel time. These commercial centers generally have higher parking demand and greater visibility. The Code also states, in part, that site layout and design features within this district shall be compatible with the community and the County's character.

REQUESTED ZONING CLASSIFICATION: R-4 General Residential District. The maximum density for this zoning district is eight units per net acre, or eight units per gross acre if the development will be a major Residential Planned Community.

As defined in the Zoning Code, the intent of this district is to protect the existing residential subdivisions throughout the County that are currently developed in accordance with its provisions while also providing for compatible infill development and is meant to accommodate the most diverse housing types and range of affordability. While this district can serve as the core of a traditional neighborhood development, it is not limited to usage only in areas designated for growth by the Comprehensive Plan.

APPLICANT'S BASIS FOR REZONING: The application indicates that there has been a substantial change in the character of the neighborhood since the Comprehensive Rezoning on November 3, 2009, as well as since the property was rezoned from A-1 Agricultural District to C-2 General Commercial District in Rezoning Case No. 392 in 2012.

ZONING HISTORY: At the time zoning was first established in 1964, the petitioned area was given an A-1 Agricultural District classification, which was retained in the subsequent 1978 and 1992 comprehensive rezonings. Due to existing road conditions along MD Route 589 (Racetrack Road), the Worcester County Commissioners voted to maintain the existing zoning classifications along the 589 corridor during the 2009 Comprehensive Rezoning, though staff and the Planning Commission had recommended an R-1 Rural Residential District classification consistent with those properties found along Gum Point Road (density of one unit per net acre). In 2012, the petitioned areas and the lot to the south were rezoned to C-2 General Commercial District under Rezoning Case No. 392.

SURROUNDING ZONING: Adjoining properties to the west are zoned A-2 Agricultural District; to the south C-2 General Commercial District; to the east R-1 Rural Residential District; and to the north R-2 Suburban Residential District. The Ocean Pines subdivision consists of R-2 and R-3 Residential zoning. The nearest properties with an R-4 District classification are the Lake Haven mobile home park on Griffin Road, and the lots on the northerly side of Grays Corner Road, south of the Riddle Farm subdivision.

IN REGARD TO THE APPLICANT'S ARGUMENT FOR CHANGE IN THE CHARACTER OF THE NEIGHBORHOOD: The applicant is arguing that there has been a substantial change in the character of the neighborhood since the Comprehensive Rezoning on November 3, 2009, as well as substantial changes that have occurred since the petitioned areas were last rezoned in 2012 from A-1 Agricultural District to C-2 General Commercial District, that support a rezoning classification to R-4 General Residential District. As outlined in the application, they are as follows:

- Rezoning Case No. 396, approved in 2016 for the change from A-1 Agricultural District to C-2 General Commercial District for the tract immediately south of the Atlantic General Hospital (AGH) outpatient facility.
- Sectional rezoning of properties along MD Route 589 and McAllister Road, as adopted by Resolution No. 19-2, from E-1 Estate District to C-2 General Commercial District.
- Comprehensive Plan Amendment. It is assumed the applicant is referencing the Land Use Map revision for the 589/ McAllister properties from Agricultural to Commercial Center completed in 2024.
- Text amendment creating a Casino Entertainment District floating zone in 2020. The Casino at Ocean Downs would qualify for the floating zone but has not requested its establishment to date.
- Approval of the AGH medical campus, a project that has been significantly scaled down since the original proposal.

Staff notes that the rezoning classifications and text amendment that occurred since the 2012 rezoning took into consideration that the petitioned areas were already zoned for commercial uses and still found it appropriate to increase the amount of commercial zoning in the corridor. Therefore, it is not mandatory as the applicant alleges that the property be rezoned to residential, especially with a density that is significantly higher than any in the immediate vicinity.

COMPREHENSIVE PLAN:

The County's Comprehensive Plan was adopted by the County Commissioners on March 7, 2006, and is intended to be a general guide for future development in the County. Whether a proposed rezoning is compatible with the recommendations of the Comprehensive Plan is one of the criteria that is considered in all rezoning requests, as listed in Section 1-113(c)(3) of the Zoning Ordinance and as summarized at the end of this Staff Report.

According to Chapter 2 – Land Use of the Comprehensive Plan and the associated land use map, the petitioned area lies within the Existing Developed Area Land Use Category. Regarding the Existing Developed Area Land Use Category, the Comprehensive Plan states the following:

“This category identifies existing residential and other concentrations of development in unincorporated areas and provides for their current development character to be maintained. Recognizing existing development and neighborhood character is the purpose of this designation. **Appropriate zoning providing for densities and uses consistent with this character should be instituted.**” (Page 13)

“Not designated as growth areas, these areas should be limited to infill development. **Density, height, bulk, and site design standards should also be consistent with the EDA's existing character.**” (Pages 13-14)

As illustrated on the Land Use Map, the Existing Developed Area (EDA) consists of the Ocean Pines subdivision (R-2 and R-3 residential zoning classifications) the area along Gum Point Road (R-1 residential zoning classification) and the westerly side of MD Route 589 (A-2 Agricultural District).

While the staff and Planning Commission supported an R-1 Rural Residential zoning classification in 2009, the density of that zoning is one unit per net/gross acre. The requested rezoning for R-4 General Residential would allow eight units per net/gross acre, a significantly higher density than what was considered in 2009.

The Planning Commission and County Commissioners should evaluate whether residential zoning is appropriate for the petitioned area and then consider the appropriate zoning category based upon the permitted density.

Pertinent objectives cited in Chapter 2 – Land Use state the following:

3. Maintain the character of the county's existing population centers.
4. Provide for appropriate residential, commercial, institutional, and industrial uses.
5. Locate new development in or near existing population centers and within planned growth centers.
6. Infill existing population centers without overwhelming their existing character.

8. Regulate development to minimize consumption of land, while continuing the county's rural and coastal character.
9. Minimize conflicts among land uses due to noise, smoke, dust, odors, lighting, and heavy traffic.
11. Set high environmental standards for new development, especially in designated growth areas.
15. Balance the supply of commercially zoned land with anticipated year-round residents and seasonal visitors.

(Page 12)

In Chapter 4 – Economy, the Plan notes that “[y]ear-round and seasonal population growth has provided a growing market for the county’s businesses” (Page 58).

Pertinent objectives cited in the construction and real estate section of Chapter 4 – Economy state the following:

1. Provide through the land use plan sufficient land for planned growth to meet expected demand for housing, commercial and support services. (Page 59)

Pertinent objectives cited in the commercial services section of Chapter 4 – Economy state the following:

1. Locate commercial and service centers in major communities.
2. Provide for suitable locations for commercial centers able to meet the retailing and service needs of population centers.
3. Encourage mixed-use commercial, office and residential development.
4. Bring into balance the amount of zoned commercial locations, with the anticipated need with sufficient surplus to prevent undue land price escalation.
5. Locate commercial uses so they have arterial roadway access and are designed to be visually and functionally integrated into the community. (Page 60)

In Chapter 5 – Housing, the Plan states: “Housing in Worcester County is actually two housing markets: permanent year-round housing and second homes...Housing production and availability in absolute terms has been sufficient, yet affordability and location are issues.” (Page 65). This is reflected in the high number of units (56,263) compared to the total number of households (22,871). As of the 2020 Decennial Census, Worcester County reported an overall vacancy rate of 59%.

It is acknowledged that current home prices, redevelopment of older properties, as well as the intrusion of seasonal housing into traditionally local housing areas has caused housing to be financially unattainable for many residents, especially workforce housing. Workforce housing is housing that is affordable for households that make between 60% and 120% of the area median

income (AMI) for homeownership. The applicant states that there is a strong demand for housing, particularly workforce housing in the neighborhood. This is an accurate statement; however, it is not clear whether the applicant is actually proposing a project that will address the workforce housing needs of the area.

Chapter 6 – Public Infrastructure acknowledges the county’s policy to have developers provide all on-site infrastructure relative to new development. In addition, “infrastructure costs should be borne by those who directly benefit; developers will remain responsible for the services required by new development” (Page 70). Sewer service is identified as “one of the county’s most powerful growth management tools” (Page 74).

Pertinent objectives cited in Chapter 6 – Public Infrastructure - General state the following:

2. Permit development to occur only as rapidly as services can be provided.
3. Ensure adequate public facilities are available to new development.
4. Require new development to “pay its way” by providing adequate public facilities to meet the infrastructure demands it creates. (Page 70)

Parks and Recreation: Worcester County has adopted a Trails and Greenways Master Plan, which developed recommendations for trail and bikeway connectivity throughout the county. Developers are encouraged to construct portions of the network or make connections to the existing network as part of the development review process.

Pertinent objectives cited in Chapter 6 – Public Infrastructure – Parks and Recreation state the following:

6. Plan for region-wide trail and bikeway system to link existing and new communities.
7. Integrate walking trails and bikeways into new developments’ greenway system.
9. Continue to require new development to provide for its internal passive and active recreation needs. (Page 71)

In Chapter 7 – Transportation, the Comprehensive Plan identifies the MD Route 589 corridor as reaching “an unsatisfactory level-of-service” (Page 80). Therefore, the plan implies that land use should not be intensified in the area, and that the policy shall remain until road capacity is suitably improved. Additionally, Chapter 2 states that “[f]or this planning period, the location of growth has been shifted away from the MD 589 corridor to avoid more transportation problems” (Page 27). As further explained below, while traffic impacts remain a concern in this corridor, especially on the northern end of the highway, capacity has been slowly improving.

Road improvements that have occurred since the 2006 Comprehensive Plan include:

- The addition of a signalized intersection at MD Route 589 and McAllister Road with road lane upgrades in approximately 2011 with the development of the casino at the Ocean Downs racetrack.

- An additional left turn lane was constructed from US Route 50 onto MD Route 589 in 2020 that also included an additional travel lane extending from US Route 50 to the McAllister Road intersection.
- A signalized intersection with lane upgrades was installed in 2023 in front of the new Atlantic General Hospital outpatient facility, accessible by the petitioned areas.

During the 2024 Land Use Map Amendment that changed the land use designation of the 15 parcels adjacent to MD Route 589 and McAllister Road from Agricultural to Commercial Center, the Planning Commission found that in the very limited scope of those parcels, sufficient road improvements have been made to support the proposed land use designation change.

However, members of the Planning Commission strongly recommended that any further land use changes along this corridor should be postponed until further analysis can be conducted during the current comprehensive planning process.

A traffic analysis has been submitted by The Traffic Group dated March 6, 2025. The analysis was conducted assuming a rezoning to R-4 District developed with the maximum density of 182 residential units. The focus of the analysis appears to be limited to the impacts to MD Route 589 at the existing intersection only and does not mention other effects that this additional traffic would have along other segments of MD Route 589 (Racetrack Road), especially to the north of the petitioned areas. The results indicate that commercial uses would result in higher trip counts than residential uses, and that adequate levels of service are maintained under existing conditions for both AM and PM peak periods. The analysis also states that the current Level of Service (LOS) A during the AM peak and LOS B for the PM peak at the intersection would remain in place.

Chapter 7 includes a section on MD Route 589 and identifies it as a Two Lane Secondary Highway/ Major Collector Highway and contains the following recommendations (Page 85):

- Limit development in the corridor until capacity increases.
- Conduct scenic and transportation corridor planning.
- Dualize after the US 113 project is completed.
- Continue to deflect US 113 traffic to MD 90 rather than MD 589.
- Introduce interparcel connectors and service roads where feasible.

In this same chapter, under the heading General Recommendations – Roadways, it states the following (page 87):

1. Acceptable Levels of Service—It is this plan’s policy that the minimal acceptable level of service for all roadways be LOS C. Developers shall be responsible for maintaining this standard.
3. Traffic studies--Developers should provide traffic studies to assess the effect of each major development on the LOS for nearby roadways.
4. Impacted Roads--Roads that regularly have LOS D or below during weekly peaks are considered “impacted.” Areas surrounding impacted roads should be planned

for minimal development (infill existing lots). Plans and funding for improving such roads should be developed.

17. Bike and Pedestrian Mobility--Bike and pedestrian mobility should be given higher priority and designed into new development. A countywide plan should be developed.

The applicant provided a copy of the Findings of Fact for Rezoning Case No. 392 (2012), which rezoned the petitioned area and adjoining parcel from A-1 Agricultural District to C-2 General Commercial District. A condition of approval was made to deny a road connection from what is now known as the Triple Crown Estates subdivision and MD Route 589 through the petitioned areas. **Staff would recommend that this condition be carried forward should the outcome of the rezoning be favorable.**

The testimony included in the findings for Rezoning Case No. 392 state that “this area constitutes one of the most heavily developed areas within the County’s jurisdiction... Furthermore, [Mr. Hand] contended that residential use was also inappropriate due to the proximity of the roadway corridor.” (Page 3, paragraph 1 of the Findings of Fact). **Ultimately, the County Commissioners determined “that residential use is not desirable”.**

WATER AND WASTEWATER: According to the attached response memo from Mr. Mitchell, the subject properties have a planning designation of S-1/ W-1 (Immediate to 2 years) in the *Master Water and Sewerage Plan* and are within the Ocean Pines Sanitary District planning area. No capacity has been assigned to the subject properties at this time. Furthermore, Mr. Mitchell notes that the allocation of sewer and water capacity would need to occur along with installation and perhaps upgrading of connecting infrastructure for sewer collection and water distribution.

The primary soil types on the petitioned areas according to the Worcester County Soil Survey are HbA – Hambrook sandy loam; WddA – Woodstown sandy loam; RoA – Rosedale loamy sand; and MuA – Mullica-Berryland complex. As illustrated on the attached soil map, the property contains predominantly well drained and moderately well drained soils, with an area of very poorly drained soils in the wooded area of the southeast corner of the petitioned areas.

EMERGENCY SERVICES: Fire and ambulance service are available from the Berlin Volunteer Fire Company, located approximately 2 miles away. No comments were received from the fire company regarding this review. Police protection will be available from the Maryland State Police Barracks in Berlin, 4.7 miles away, and the Worcester County Sheriff’s Office in Snow Hill, approximately 20 miles away. No comments were received from the Sheriff’s Office or the Maryland State Police.

ROADWAYS AND TRANSPORTATION: The petitioned areas have frontage on MD Route 589 (Racetrack Road), a State-owned and maintained road. The entrance improvements that currently serve the AGH outpatient facility are currently located on Lot B of the petitioned area. Interparcel connectors have been provided to serve AGH and Lot 1 (petitioned area). The Maryland Department of Transportation State Highway Administration (MDOT SHA) has no objection to the request. Any future development will be required to be reviewed, approved and permitted by District 1 Access Management. No comments were received from the County

Roads Division of the Department of Public Works. A copy of the traffic analysis conducted by The Traffic Group is attached to this report.

SCHOOLS: The petitioned area is within Zone 1 of the Worcester County Public School Zones and is served by the following schools: Showell Elementary, Berlin Intermediate, and Stephen Decatur Middle and High Schools. Chapter 6 – Public Infrastructure of the Comprehensive Plan calls for the county to conduct long-term planning for educational facilities. The 2024-2025 Educational Master Facilities Plan prepared by the Worcester County Board of Education states that continued growth is expected in the north end of the county, specifically Berlin and Showell as residential developments build-out, and new subdivisions are proposed. No comments were received from the Worcester County Board of Education (WCBOE).

CHESAPEAKE/ATLANTIC COASTAL BAYS CRITICAL AREAS: The petitioned areas are not located within the Critical Area.

FOREST CONSERVATION LAW: The petitioned areas are subject to the Forest Conservation Law. Forest Conservation easements have been recorded on both parcels as illustrated on the plat dated July 15, 2021 (Liber 250 folio 40), abutting the Ocean Pines subdivision to the north and east.

FLOOD ZONE: The FIRM map (24047C0160H, effective July 16, 2015) indicates that the petitioned areas are located outside of the floodplain in Zone X (Area of Minimal Flood Hazard).

PRIORITY FUNDING AREAS: The petitioned areas are not within a designated Priority Funding Area (PFA). The closest PFA is Ocean Pines immediately north and east.

INCORPORATED TOWNS: The petitioned areas are approximately two miles from the Town of Berlin.

ADDITIONAL COMMENTS RECEIVED: The following agencies submitted responses:

- Email from Mark Crampton, District Engineer, MDOT SHA.
- Email from Will Dyer, DNR.
- Memo from Bob Mitchell, Director, Department of Environmental Programs

SUPPLEMENTAL DOCUMENTS RECEIVED: The following items were submitted to be considered part of the application package (attached):

- Traffic Analysis dated March 6, 2025, by The Traffic Group.

!!**IMPORTANT**!!

THE PLANNING COMMISSION MUST MAKE FINDINGS OF FACT IN EACH SPECIFIC CASE, INCLUDING BUT NOT LIMITED TO THE FOLLOWING MATTERS:

1. What is the applicant's definition of the neighborhood in which the subject property is located? (Not applicable if request is based solely on a claim of mistake in existing zoning.)
2. Does the Planning Commission concur with the applicant's definition of the neighborhood? If not, how does the Planning Commission define the neighborhood?
3. Relating to population change.
4. Relating to availability of public facilities.
5. Relating to present and future transportation patterns.
6. Relating to compatibility with existing and proposed development and existing environmental conditions in the area, including having no adverse impact on waters included on the State's impaired waters list or having an established total maximum daily load requirement.
7. Relating to compatibility with the Comprehensive Plan.
8. Has there been a substantial change in the character of the neighborhood where the property is located since the last zoning of the property (November 3, 2009) or is there a mistake in the existing zoning of the property?
9. Would a change in zoning be more desirable in terms of the objectives of the Comprehensive Plan?

Memorandum

To: Jennifer Keener, Director, DDRP

From: Robert J. Mitchell 
Director, Environmental Programs

Subject: **EP Staff Comments on Rezoning Case No. 447**
Worcester County Tax Map 21, P/O Parcel 66, Lot 1 and Revised Parcel B
Reclassify approximately 22.86 Acres of
C-2 Commercial District to R-4 General Residential District

Date: 3/21/24

This response to your request for comments is prepared for the map amendment application associated with the above referenced property. The Worcester County *Zoning and Subdivision Control Article*, Section §ZS 1-113(c)(3), states that the applicant must affirmatively demonstrate that there has been a substantial change in the character of the neighborhood since the last zoning of the property or that a mistake has been made in the existing zoning classification. The applicant contends a change in the character of the neighborhood exists. The Code requires that the Commissioners find that the proposed “change in zoning” would be more desirable in terms of the objectives of the *Comprehensive Plan*.

The Department of Environmental Programs has the following comments:

1. These properties have an Existing Developed land use designation in the Land Use Map in the Worcester County *Comprehensive Plan* (*Comprehensive Plan*), as do all the surrounding properties. While the 2006 *Plan* provides the Existing Developed land designation, the 1989 *Plan* was Suburban Residential.
2. The 2006 *Plan*’s Existing Developed land use category identifies existing residential and other concentrations of development in unincorporated areas and provides for their current development character to be maintained. Recognizing existing development and neighborhood character is the purpose of this designation. Appropriate zoning providing for densities and uses consistent with this character should be instituted. The land use category further describes that within these areas density, height, bulk, and site design standards should also be consistent with the EDA’s existing character. There are no properties in the entire Racetrack Road (Rt 589) corridor that are classified R-4. The adjacent community, Ocean Pines, is the largest community in the county and carries only R-2 and R-3 classifications. There are several relevant objectives from the current *Plan*’s Chapter 2 on Land Use regarding this application that could be addressed more thoroughly by the applicant:
 - a. Maintaining the character of the county’s existing population centers.
 - b. Infill existing population centers without overwhelming their existing character.
 - c. Minimize conflicts among land uses due to noise, smoke, dusts, odors, lighting, and heavy traffic.
3. The subject properties have a designation for a Sewer Service Planning Category of S-1/W-1 (Immediate to 2 years) in the *Master Water and Sewerage Plan*. The properties are within the Ocean Pines Sanitary District planning area. No capacity has been assigned to the properties at this time. Allocation of sewer and water

capacity would need to occur along with installation and perhaps upgrading of connecting infrastructure for sewer collection and water distribution.

4. On Page 80, in the *Comprehensive Plan*, the *Plan* notes traffic concerns on Rt 589 with the following :” For this reason, MD 589 is impacted from a traffic standpoint. This implies that land use should not intensify in this area.” The applicant should be prepared to address this item before the Planning Commission.
5. These properties are located outside the Critical Area and would be required to comply with the requirements of the Forest Conservation Act at the time of development. We would note the presence of Forest Conservation Easements along the entire eastern edge of these properties.

If you have any questions regarding these comments, please do not hesitate to contact me.

From: [Will Dyer -DNR-](#)
To: [Jennifer Keener](#)
Subject: Rezoning case #447
Date: Monday, March 17, 2025 10:33:55 AM

The MD DNR Forest Service has no opinion on the rezoning of the property in this case.

Thank you

--

Will Dyer
Forester / Lower Shore Project Manager
Department of Natural Resources
Forest Service
6095 Sixty Foot Road
Parsonsburg, MD 21849
[410-543-1950](tel:410-543-1950) (Office)
will.dyer@maryland.gov

Jennifer Keener

From: Mark Crampton <mcrampton1@mdot.maryland.gov>
Sent: Wednesday, February 12, 2025 6:22 AM
To: Jennifer Keener
Cc: Daniel Wilson; Jeffrey Fritts
Subject: FW: Agency Memo Case #447
Attachments: Agency Memo Case #447.doc; Application #447.pdf; CaseNo447_RezoningPACKET.pdf

Ms. Keener,

Thanks for the opportunity to review the materials for this parcel. We do not have any objections to the zoning change. However, since the parcel fronts MD 589, we will assume it will trigger the need for an access permit to access the state route. If or when that package comes into the county we ask that you alert us for the access permit process.

Thanks, Mark



Mark W. Crampton
District Engineer
Maryland Department of Transportation
660 West Road, Salisbury MD 21801
Phone: 410-677-4006
Email: mcrampton1@mdot.maryland.gov

From: April Mariner <amariner@co.worcester.md.us>
Sent: Wednesday, February 5, 2025 12:36 PM
To: agrunden@berlinfire.com; jwidgeon25@gmail.com; Chris Clasing <cclasing@co.worcester.md.us>; Dallas Baker <dbaker@co.worcester.md.us>; Daniel Wilson <DWilson12@mdot.maryland.gov>; Garth McCabe <garth.mccabe@usda.gov>; Kevin Lynch <klynch@co.worcester.md.us>; Lou Taylor (LHtaylor@worcesterk12.org) <LHtaylor@worcesterk12.org>; Lt. Earl Starnier <earl.starnier@maryland.gov>; Mark Crampton <mcrampton1@mdot.maryland.gov>; Matt Owens <mowens@co.worcester.md.us>; Matthew Crisafulli <mcrisafulli@co.worcester.md.us>; Melanie Pursel <mpursel@co.worcester.md.us>; Rebecca Jones <rjones@maryland.gov>; Robert Mitchell <bmittchell@co.worcester.md.us>; Will Dyer <Will.Dyer@maryland.gov>
Subject: Agency Memo Case #447

Good Afternoon, please find attached a request for comment on Rezoning Case #447. Please send comments to Jennifer Keener at jkeener@co.worcester.md.us by 3/21/2025. Thank you and have a great day.

April L. Mariner

Office Assistant V
Development Review & Permitting
Worcester County Government
1 W Market Street, Room 1201
Snow Hill, MD 21863
Email: amariner@co.worcester.md.us



DEPARTMENT OF
DEVELOPMENT REVIEW AND PERMITTING

Worcester County

GOVERNMENT CENTER
ONE WEST MARKET STREET, ROOM 1201
SNOW HILL, MARYLAND 21863
TEL: 410.632.1200 / FAX: 410.632.3008

<http://www.co.worcester.md.us/departments/drp>

ZONING DIVISION
BUILDING DIVISION
DATA RESEARCH DIVISION

ADMINISTRATIVE DIVISION
CUSTOMER SERVICE DIVISION
TECHNICAL SERVICES DIVISION

MEMORANDUM

TO: Robert Mitchell, Director, Worcester County Environmental Programs
Matt Owens, Director, Worcester County Emergency Services & Fire Marshal
Matthew Crisafulli, Sheriff, Worcester County Sheriff's Office
Dallas Baker, P.E., Director, Worcester County Public Works Department
Chris Classing, P.E., Deputy Director, Worcester County Public Works Department
Kevin Lynch, Roads Superintendent, Worcester County Public Works Department
Melanie Pursel, Director of Tourism & Economic Development
Louis H. Taylor, Superintendent, Worcester County Board of Education
Daniel Wilson, Assistant District Engineer - Traffic, Maryland State Highway Administration
Lt. Earl W. Starner, Commander, Barracks V, Maryland State Police
Mark Crampton, District Engineer, Maryland State Highway Administration
Rebecca L. Jones, Health Officer, Worcester County Health Department
Luke Marcek, Project Manager, Maryland Forest Service
Garth McCabe, District Conservationist, Worcester County NRCS
Richard Bowers, Fire Chief, Ocean City Fire Department
Andrew Grunden, Fire Chief, Berlin Fire Department
Joe Widgeon, Fire Chief, Ocean Pines Fire Department

FROM: Jennifer Keener, Director

DATE: February 5, 2025

RE: Rezoning Case No. 447 – Tax Map 21, P/O Parcel 66, Lot 1 and Revised Parcel B, Racetrack Road (Maryland Route 589), Ocean Pines, MD, Maryland Medical Owners II, LLC and Maryland Medical Owners III, LLC, Property Owners and Hugh Cropper, IV, Attorney

This application seeks to rezone approximately **22.86 acres** of land shown on Tax Map 21, P/O Parcel 66, Lot 1 and Revised Parcel B from **C-2 General Commercial District** to **R-4 General Residential District**. The property is currently vacant. For your reference I have attached a copy of the rezoning application package, location and zoning maps showing the property requested to be rezoned.

The applicant is alleging a **substantial change in the character of the neighborhood since the last comprehensive rezoning in 2009** at which time the parcels were zoned A-1 Agricultural District, **and even more so since Rezoning Case No. 392 in 2012**, when it was rezoned to C-2 General Commercial District, as the justification for the proposed rezoning from a commercial designation to a residential designation. The Planning Commission must consider if: 1. There was a mistake made in assigning the property a C-2 District zoning classification in 2012; and/or 2. There has been a significant change based upon a comparison of the current conditions to the neighborhood in 2009 and 2013 at the time of the last Comprehensive Rezoning and individual rezoning.

By Friday, March 21, 2025, the Planning Commission is requesting any comments, thoughts or insights that you or your designee might offer with regard to past and present conditions in the delineated neighborhood, as well as the effect that this application and potential subsequent development of the site under the proposed zoning classification may have on plans, facilities, or services for which your agency is responsible. Your response is requested even if you determine that the proposed rezoning will have no effect on your agency, that the application is compatible with your agency's plans, and that your agency has or will have adequate facilities and resources to serve the property and its potential land uses. ***If no comments are received, we will document such and assume that you have no objection to the Planning Commission stating this information in its report to the Worcester County Commissioners.***

General Zoning Information:

The purpose and intent of the C-2 General Commercial District is "to provide for more intense commercial development serving populations of three thousand or more within an approximate ten- to twenty-minute travel time. These commercial centers generally have higher parking demand and greater visibility. Consequently, design standards and careful attention to signage, landscaping, perimeter buffers, site layout and architectural design are imperative. Commercial structures and uses must be compatible with the community and the County's character. Strip commercial forms of development are strongly discouraged."

The C-2 District allows uses such as Hotels/ Motels, Retail and Service Establishments, Contractor Shops, Warehousing, Self-Storage Facilities, Vehicle/ Watercraft repair shops and various other types of commercial establishments by right. Additionally, uses such as outdoor recreation establishments, dwelling units contained in or part of a commercial structure, dormitories, and dredge spoil disposal sites are some of the uses allowed by special exception. For a complete list, please use the following link: <https://ecode360.com/14019708>.

The purpose and intent of the R-4 General Residential District is "to protect the existing residential subdivisions throughout the County that are currently developed in accordance with its provisions while also providing for compatible infill development. Additionally, this district is meant to accommodate the most diverse housing types and range of affordability. Projects of greater than twenty dwelling units which are proposed after the effective date of this Title are required to be developed as residential planned communities in order to encourage traditional neighborhood development and utilization of conservation design principles. While this district can serve as the core of a traditional neighborhood development, it is not limited to usage only in areas designated for growth by the Comprehensive Plan."

The R-4 District allows uses such as Single-Family Dwellings, Manufactured Homes, Two-Family & Multi-Family Dwellings, Townhouses, Group Homes, and Firehouses by right. Additionally, uses such as Assisted Living Facilities, Schools, Day-care centers, and Private Noncommercial Marinas are allowed by special exception. For a complete list, please use the following link: <https://ecode360.com/14019607>

If you have any questions or require further information, please do not hesitate to reach me by phone at (410) 632-1200, ext. 1123 or via email at jkeener@co.worcester.md.us. On behalf of the Planning Commission, thank you for your attention to this matter.

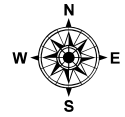
Attachments

WORCESTER COUNTY, MARYLAND

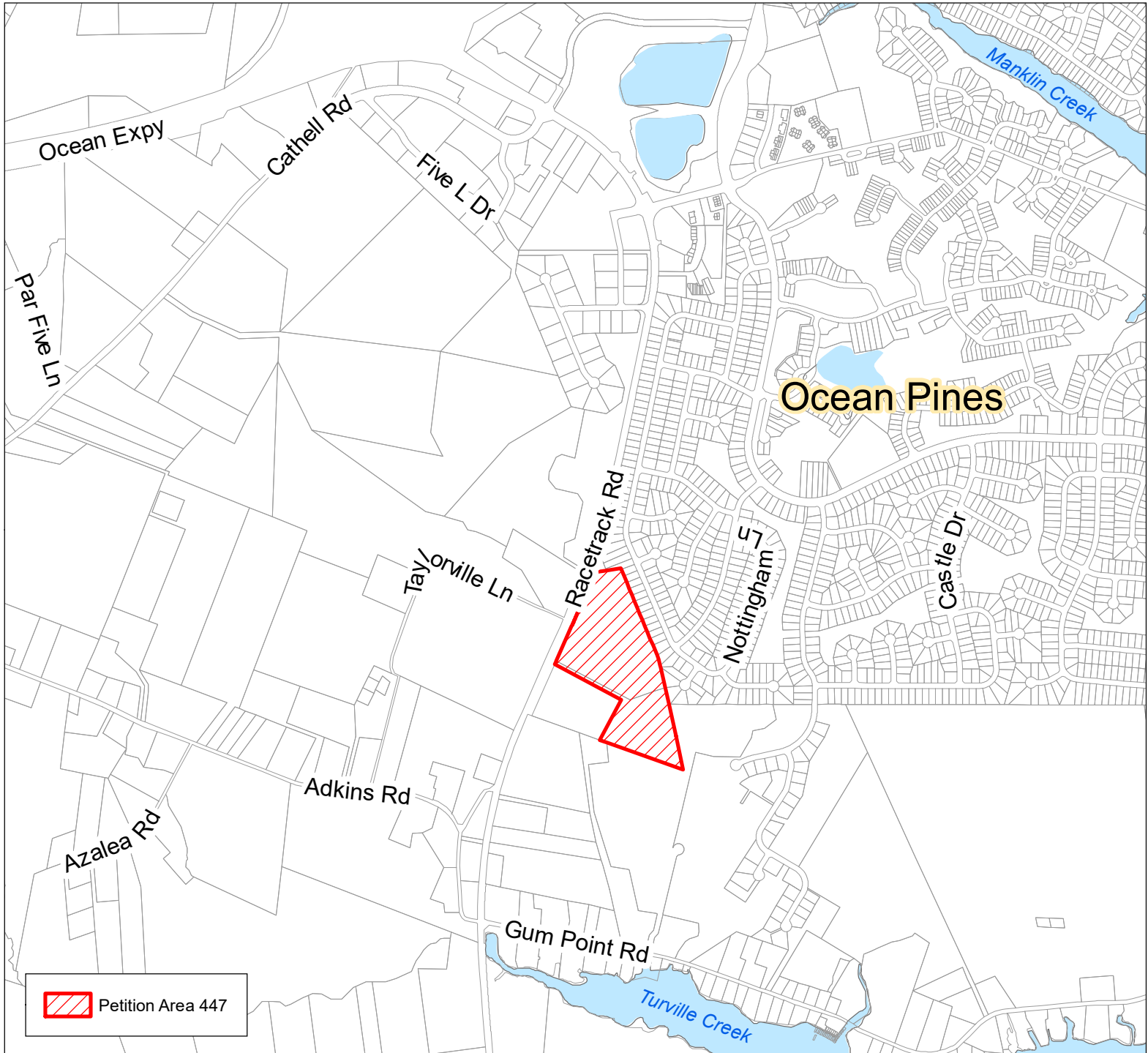


REZONING CASE NO. 447

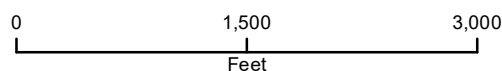
C-2 General Commercial to R-4 General Residential
Tax Map: 21, P/O Parcel 66, Lot 1 & Revised Parcel B



LOCATION MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division



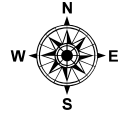
Prepared: January 2025
Source: County GIS Parcel Layer

Drawn By: KLH Reviewed By: JKK

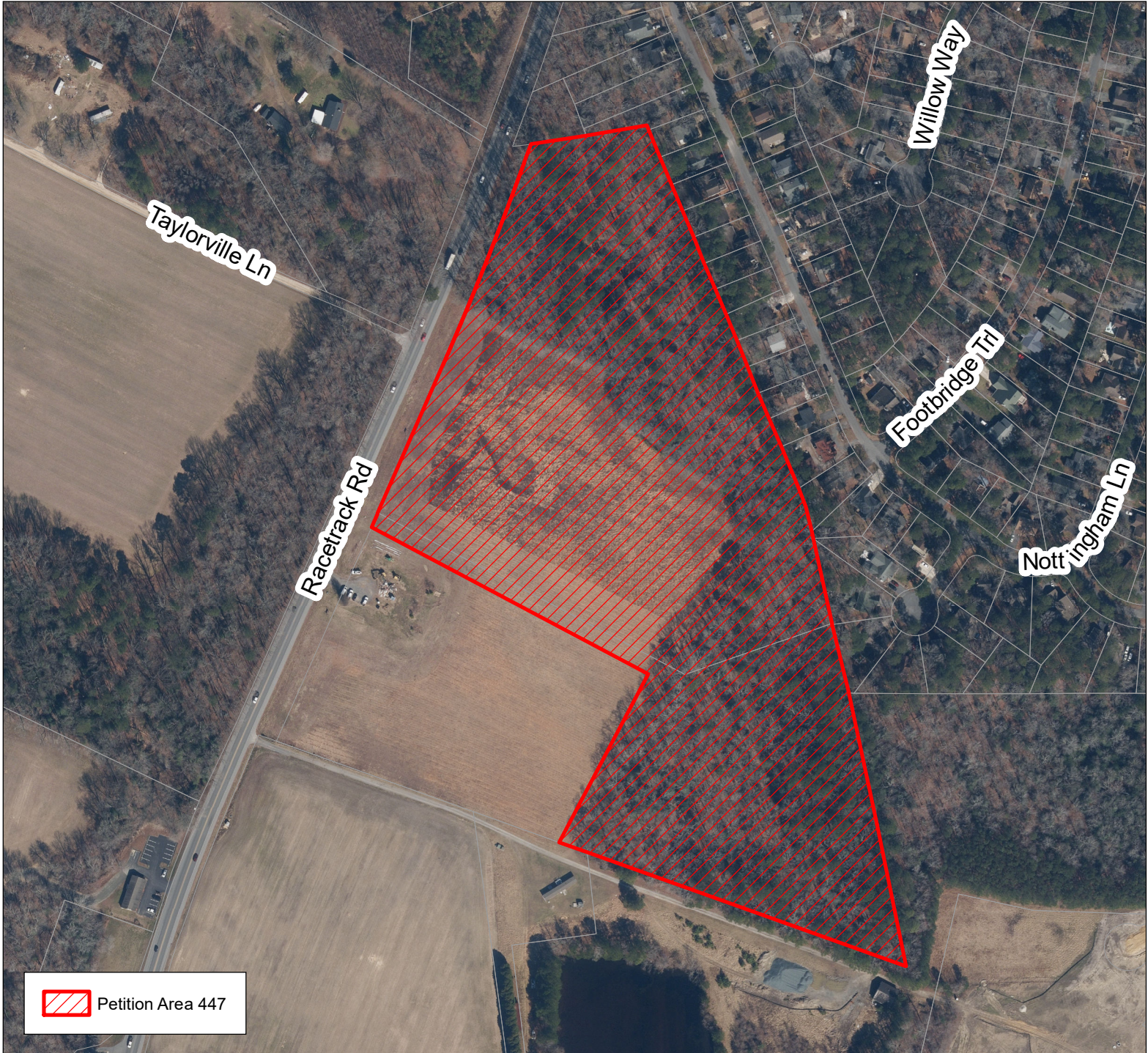
WORCESTER COUNTY, MARYLAND



REZONING CASE NO. 447
C-2 General Commercial to R-4 General Residential
Tax Map: 21, P/O Parcel 66, Lot 1 & Revised Parcel B



AERIAL MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division

0 300 600
Feet

Prepared: January 2025
Source: 2022 Aerials

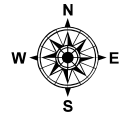
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WORCESTER COUNTY, MARYLAND

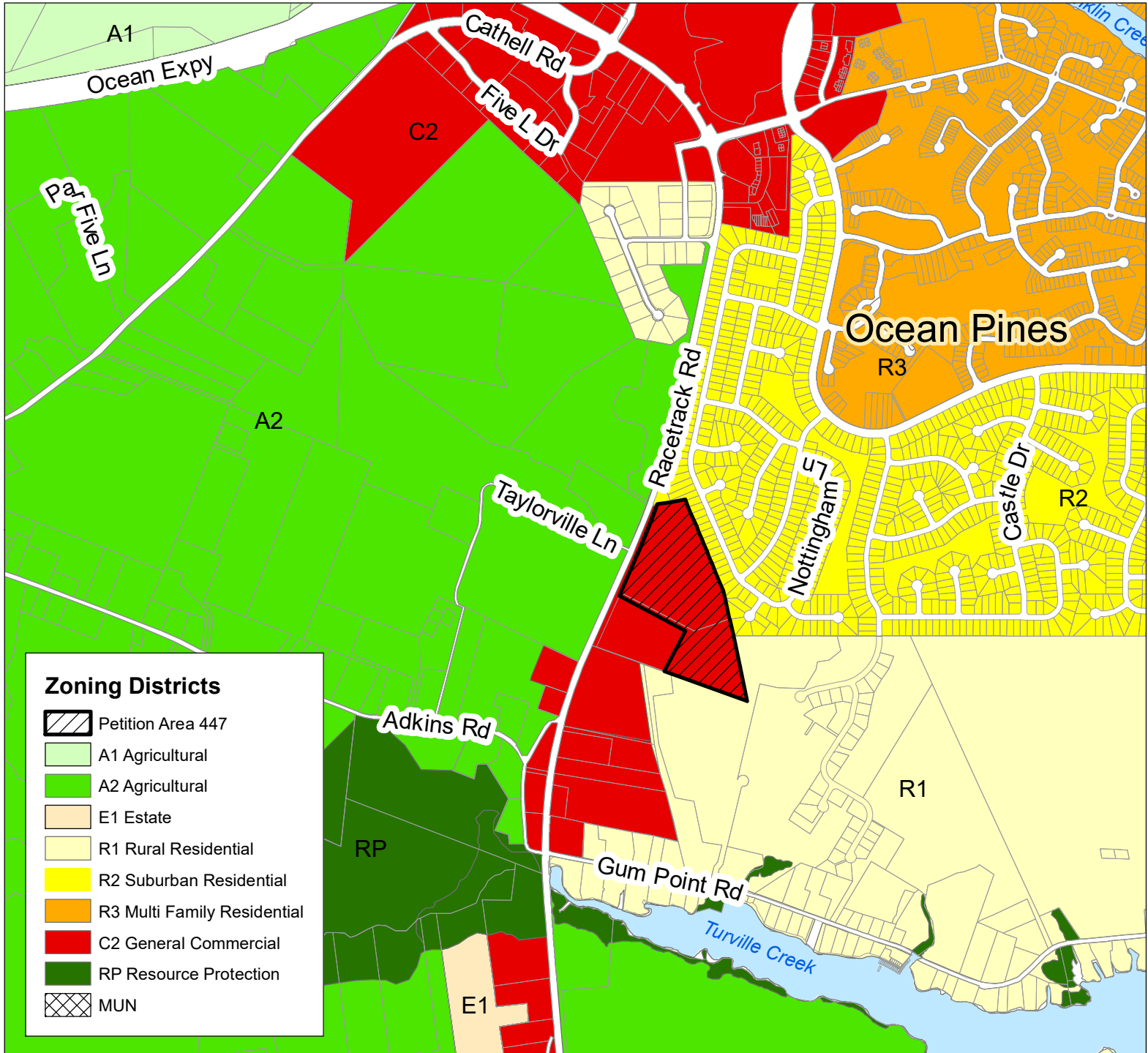


REZONING CASE NO. 447

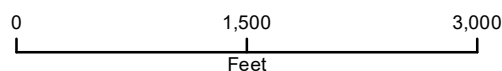
C-2 General Commercial to R-4 General Residential
Tax Map: 21, P/O Parcel 66, Lot 1 & Revised Parcel B



ZONING MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division



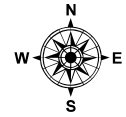
Prepared: January 2025
Source: 2006 Official Zoning Map

Drawn By: KLH Reviewed By: JKK

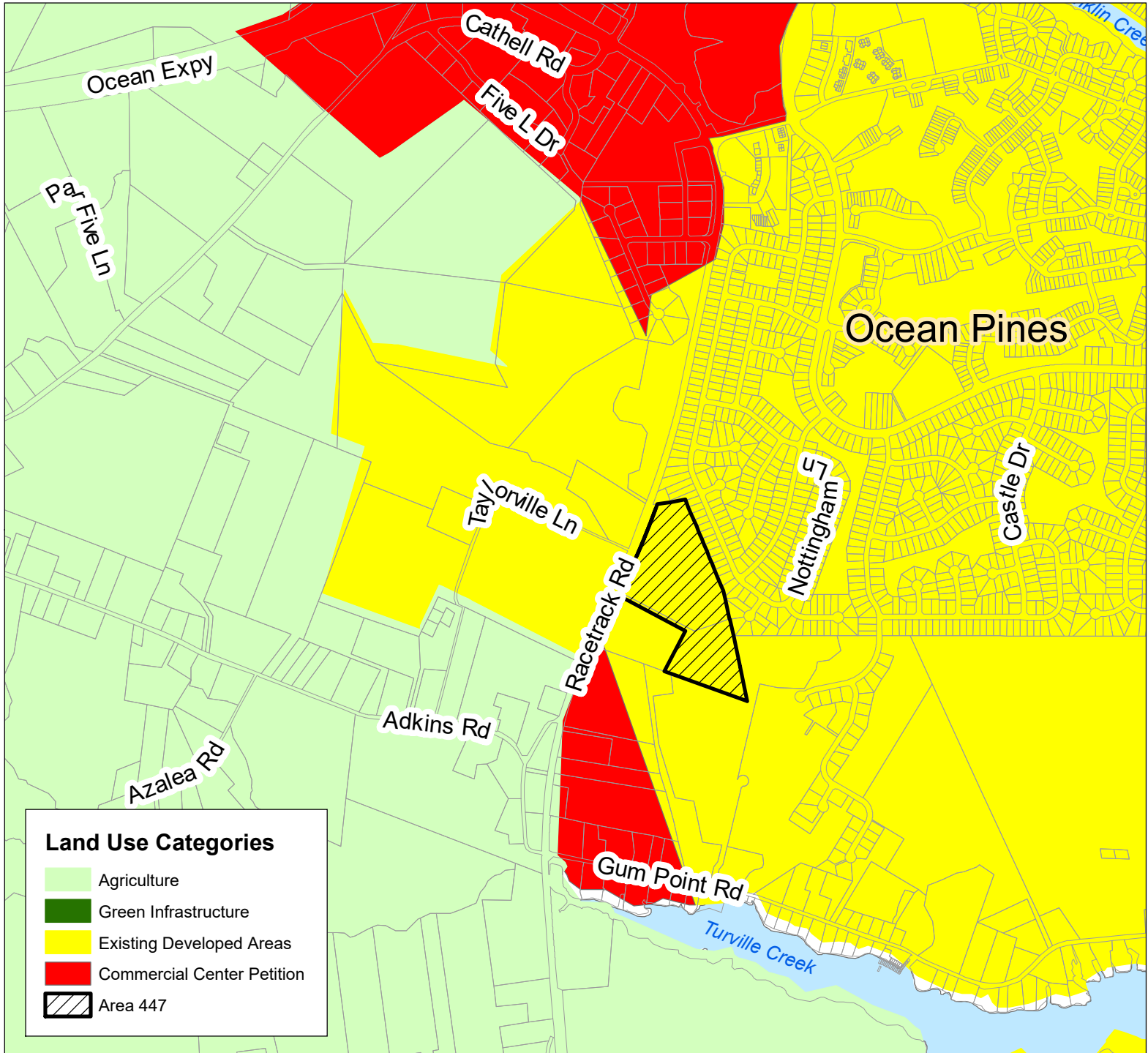
WORCESTER COUNTY, MARYLAND



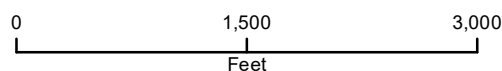
REZONING CASE NO. 447
C-2 General Commercial to R-4 General Residential
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LAND USE PLAN MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division



Prepared: January 2025
Source: 2009 Official Land Use Plan Map

Drawn By: KLH Reviewed By: JKK

WORCESTER COUNTY, MARYLAND

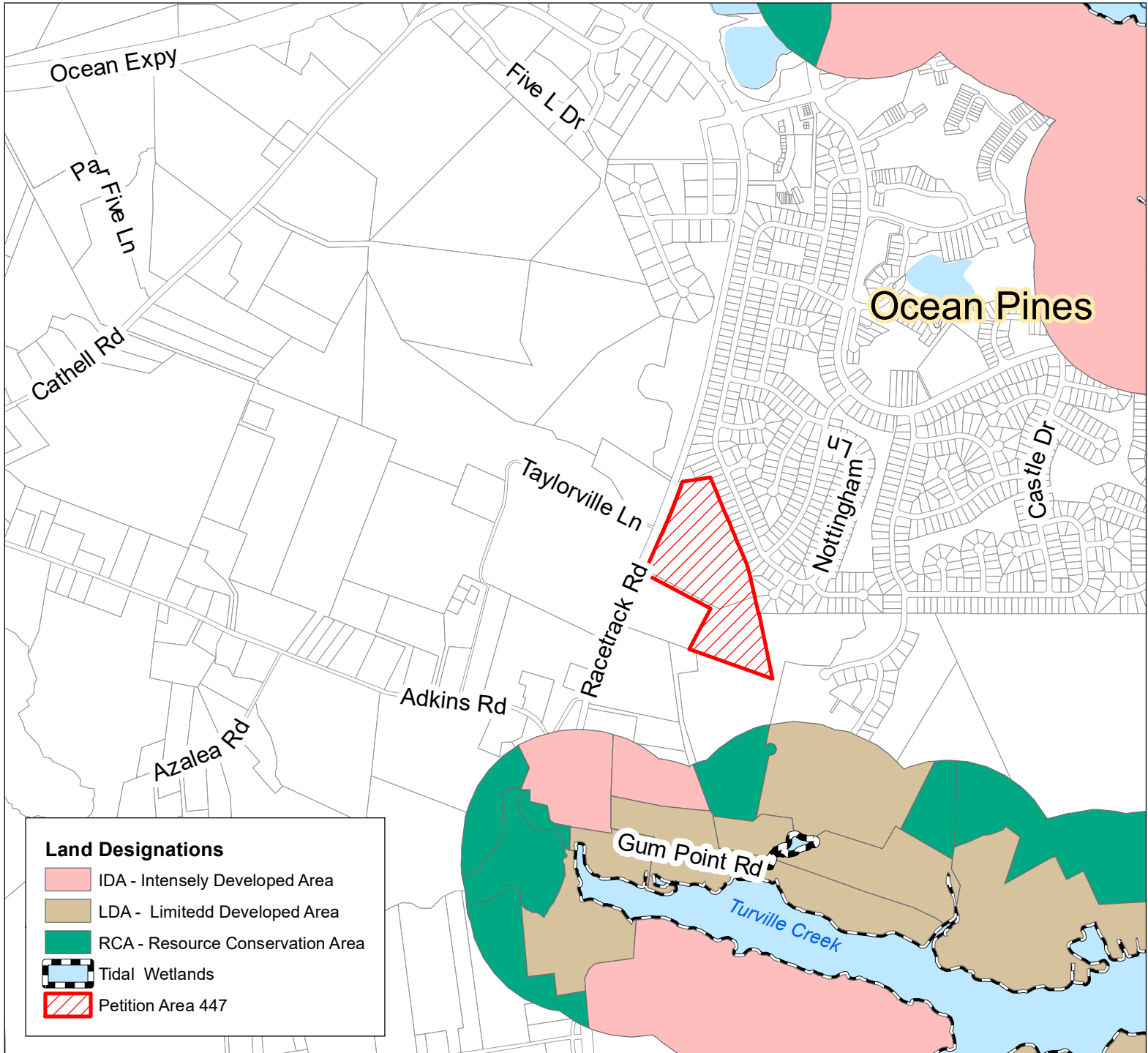


REZONING CASE NO. 447

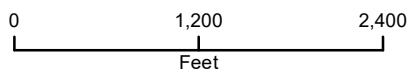
C-2 General Commercial to R-4 General Residential
Tax Map: 21, P/O Parcel 66, Lot 1 & Revised Parcel B



CRITICAL AREA MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division



Prepared: January 2025
Source: Official Coastal Bay Critical Area Map

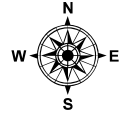
Drawn By: KLH Reviewed By: JKK

WORCESTER COUNTY, MARYLAND

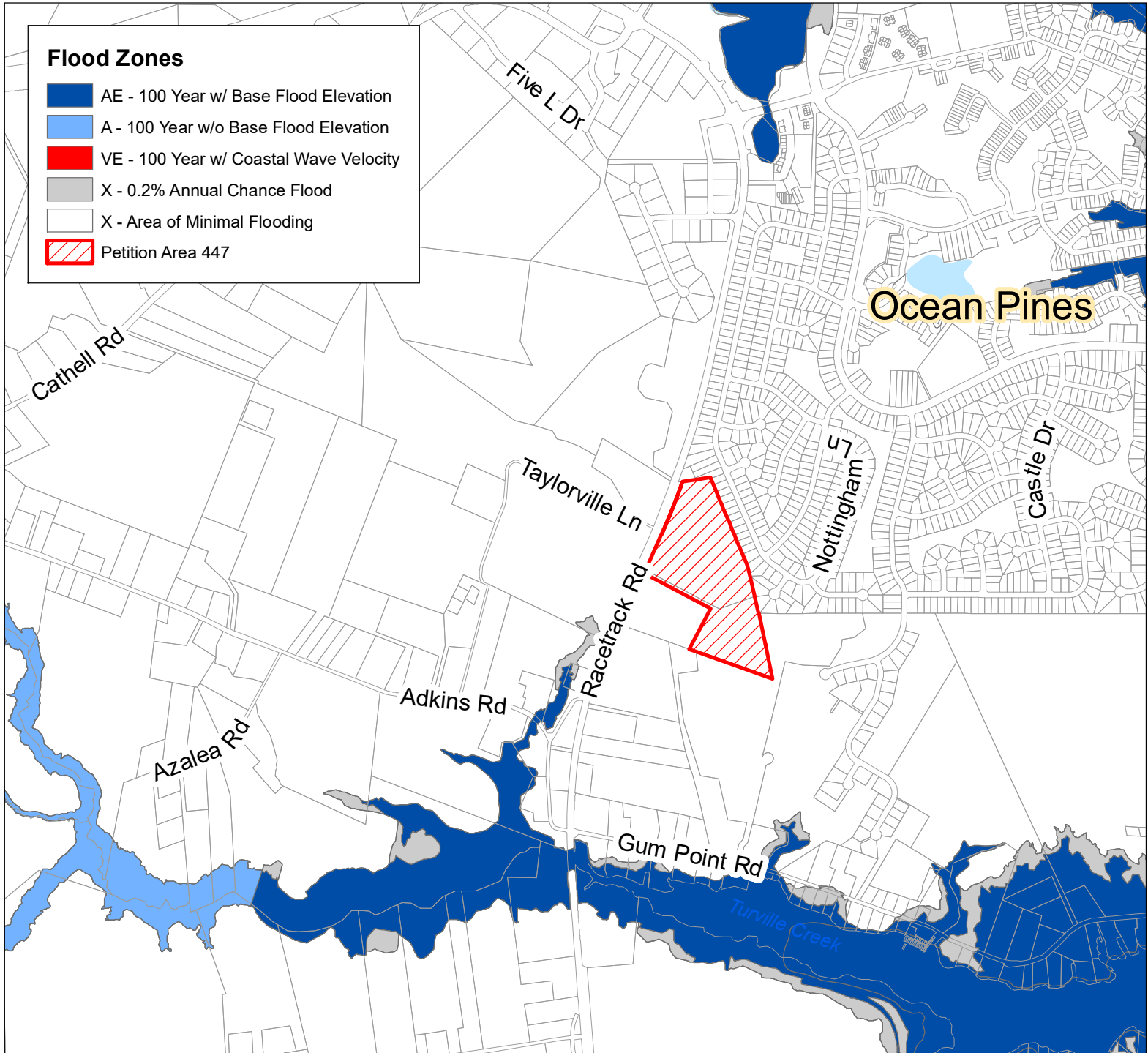


REZONING CASE NO. 447

C-2 General Commercial to R-4 General Residential
Tax Map: 21, P/O Parcel 66, Lot 1 & Revised Parcel B



FLOODPLAIN MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division

0 1,200 2,400
Feet

Prepared: January 2025
Source: 2015 FEMA Flood Insurance Rate Map

Drawn By: KLH Reviewed By: JKK

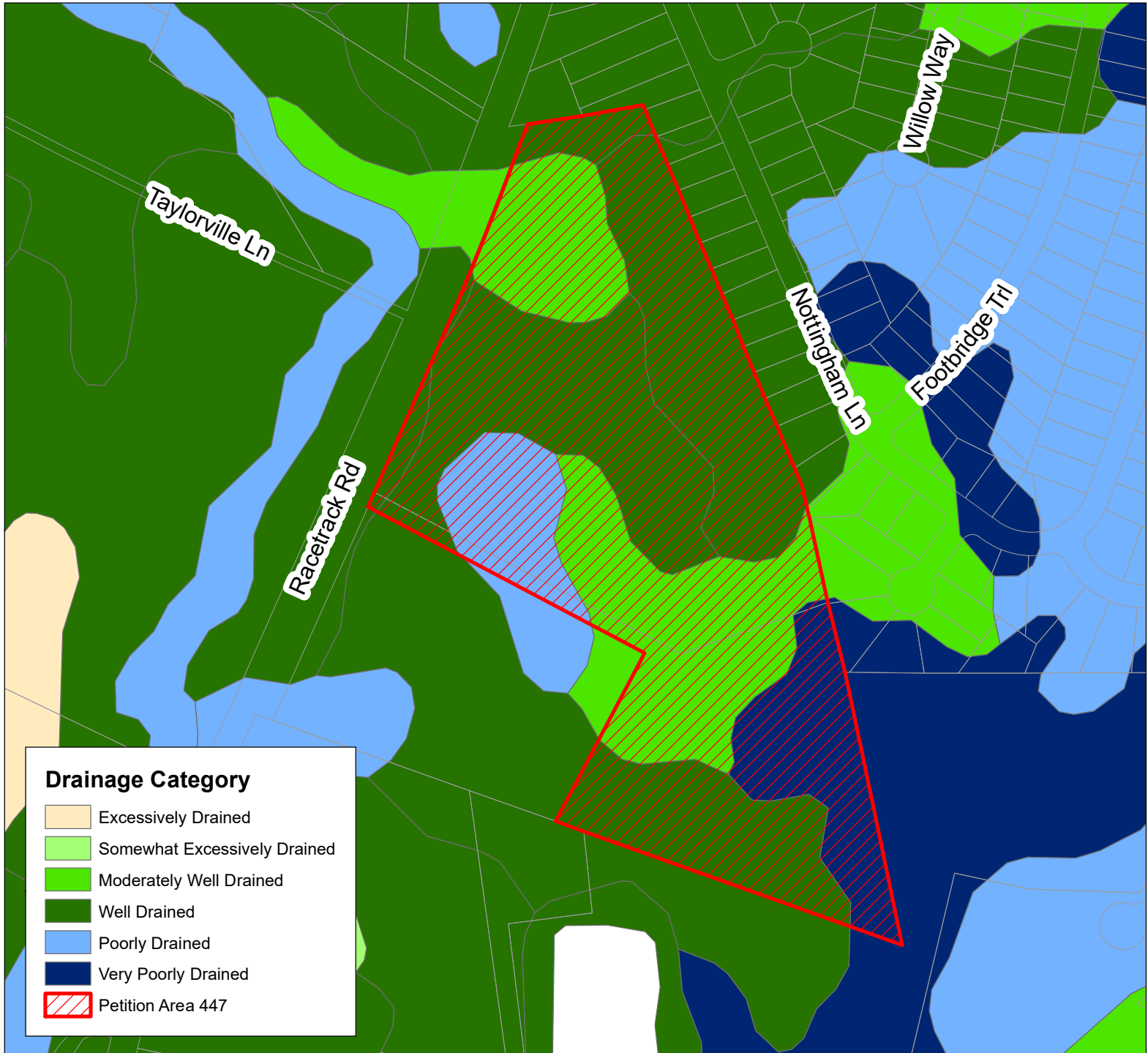
WORCESTER COUNTY, MARYLAND



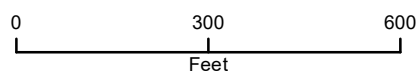
REZONING CASE NO. 447
C-2 General Commercial to R-4 General Residential
Tax Map: 21, P/O Parcel 66, Lot 1 & Revised Parcel B



SOILS MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division



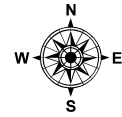
Prepared: January 2025
Source: 2007 Soil Survey

Drawn By: KLH Reviewed By: JKK

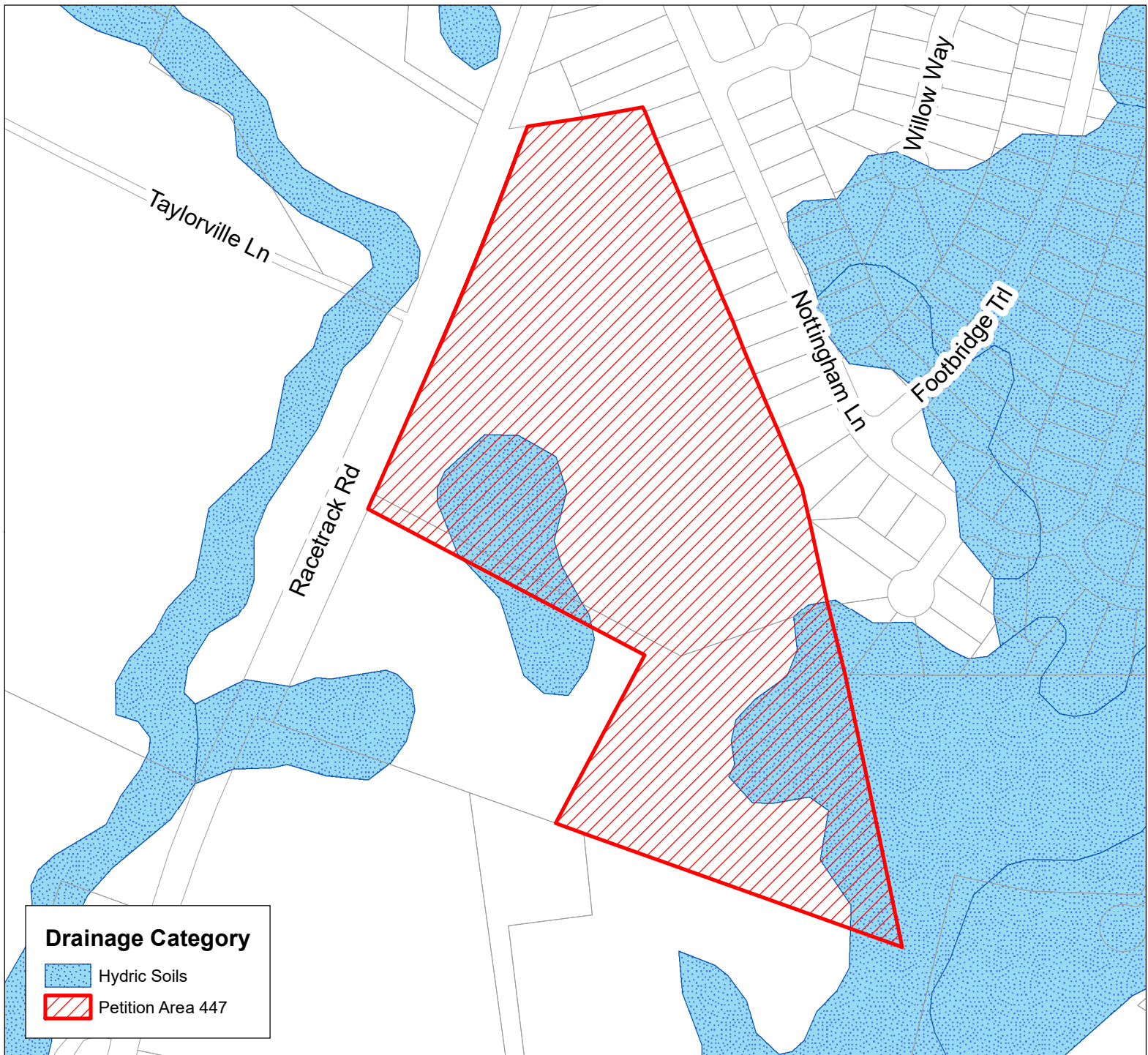
WORCESTER COUNTY, MARYLAND



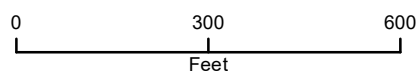
REZONING CASE NO. 447
C-2 General Commercial to R-4 General Residential
Tax Map: 21, P/O Parcel 66, Lot 1 & Revised Parcel B



HYDRIC SOILS MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division



Prepared: January 2025
Source: 2007 Soil Survey

Drawn By: KLH Reviewed By: JKK



Worcester County Commissioners
Worcester County Government Center
One W. Market Street, Room 1103
Snow Hill, Maryland 21863

APPLICATION FOR AMENDMENT OF THE OFFICIAL ZONING MAP

(For Office Use Only – Please Do Not Write in this Space)

Rezoning Case No. 447

Date Received by Office of the County Commissioners _____

Date Received by Development Review and Permitting 12/11/2024

Date Reviewed by the Planning Commission _____

- I. Application: Proposals for amendments to the Official Zoning Maps may be made only by the property owner, contract purchaser, option holder, lease, or their attorney or agent of the property to be directly affected by the proposed amendment. Check applicable status below:

- A. Governmental Agency: _____
B. Property Owner: _____
C. Contract Purchaser: _____
D. Option Holder: _____
E. Leasee: _____
F. Attorney for X (insert A, B, C, D or E) B
G. Agent for _____ (insert A, B, C, D or E) _____

II. Legal Description of Property

- A. Tax Map/Zoning Map Number(s): 21
B. Parcel Number(s): P/O 66
C. Lot Number(s), if applicable: Lot 1 and Revised Parcel B ✓
D. Tax District Number: 03

1

Revised July 5, 2016

III. Physical Description of Property

- A. Located on the east side of Racetrack Road,
approximately _____ to the _____ side of _____ Road.
- B. Consisting of a total of 22.86 acres of land.
- C. Other descriptive physical features or characteristics necessary to
accurately locate the petitioned area: _____
- D. Petitions for map amendments shall be accompanied by a plat drawn to
scale showing property lines, the existing and proposed district boundaries
and other such information as the Planning Commission may need in order
to locate and plot the amendment on the Official Zoning Maps.

IV. Requested Change to Zoning Classification(s)

- A. Existing zoning classification(s): C-2, General Commercial District
(name and zoning district)
- B. Acreage of zoning classification(s) in "A" above: 22.86
- C. Requested zoning classification(s): R-4, General Residential District ✓
(name and zoning district)
- D. Acreage of zoning classification(s) in "C" above: 22.86

****Application amended via email on 5/12/2025 to request R-3 Multi-family Residential District**

V. Reasons for Requested Change

The County Commissioners may grant a map amendment based upon a finding that there:
(a) has been a substantial change in the character of the neighborhood where the property
is located since the last zoning of the property, or (b) is a mistake in the existing zoning
classification and a change in zoning would be more desirable in terms of the objectives
of the Comprehensive Plan.


- A. Please list reasons or other information as to why the zoning change is requested,
including whether the request is based upon a claim of change in the character of
the neighborhood or a mistake in existing zoning:

VI. Filing Information and Required Signatures

A. Every application shall contain the following information:

1. If the application is made by a person other than the property owner, the application shall be co-signed by the property owner or the property owner's attorney.
2. If the applicant is a corporation, the names and mailing addresses for the officers, directors and all stockholders owning more than 20 percent of the capital stock of the corporation.
3. If the applicant is a partnership, whether a general or limited partnership, the names and mailing addresses of all partners who own more than 20 percent of the interest in the partnership.
4. If the applicant is an individual, his/her name and mailing address.
5. If the applicant is a joint venture, unincorporated association, real estate investment trust or other business trust, the names and mailing addresses of all persons holding an interest of more than 20 percent in the joint venture, unincorporated association, real estate investment trust or other business trust.

B. Signature of Applicants in Accordance with VI.A. above.

Signature(s): 

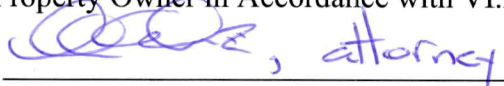
Printed Name(s): Hugh Cropper IV

Mailing Address: 9927 Stephen Decatur Hwy, F-12, Ocean City, MD 21842

Phone Number: 410-213-2681 Email: hcropper@bbcmlaw.com

Date: _____

C. Signature of Property Owner in Accordance with VI.A. above.

Signature(s):  , attorney

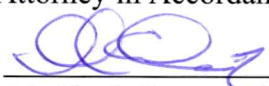
Printed Name(s): Maryland Medical Owners II, LLC and Maryland Medical Owners III, LLC

Mailing Address: 5220 Hood Road, Suite 110, Palm Beach Gardens, FL 33418

Phone Number: 561-627-8724 Email: malcolm@sinacompanies.com

Date: _____

D. Signature of Attorney in Accordance with VI.A. above.

Signature(s): 

Printed Name(s): Hugh Cropper IV

Mailing Address: 9927 Stephen Decatur Highway, F-12, Ocean City, MD 21842

Phone Number: 410-213-2681 Email: hcropper@bbcmlaw.com

Date: _____

(Please use additional pages and attach to the application if more space is required.)

VII. General Information Relating to the Rezoning Process

- A. Applications shall only be accepted from January 1st to January 31st, May 1st to May 31st, and September 1st to September 30th of any calendar year.
- B. Applications for Map Amendments shall be addressed to and filed with the Office of the County Commissioners. The required filing fee must accompany the application.
- C. Any officially filed amendment or other change shall first be referred by the County Commissioners to the Planning Commission for an investigation and recommendation. The Planning Commission may make such investigations as it deems appropriate or necessary and for the purpose may require the submission of pertinent information by any person concerned and may hold such public hearings as are appropriate in its judgment.

The Planning Commission shall formulate its recommendation on said amendment or change and shall submit its recommendation and pertinent supporting information to the County Commissioners within 90 days after the Planning Commission's decision of recommendation, unless an extension of time is granted by the County Commissioners.

After receiving the recommendation of the Planning Commission concerning any such amendment, and before adopting or denying same, the County Commissioners shall hold a public hearing in reference thereto in order that parties of interest and citizens shall have an opportunity to be heard. The County Commissioners shall give public notice of such hearing.

- D. Where the purpose and effect of the proposed amendment is to change the zoning classification of property, the County Commissioners shall make findings of fact in each specific case, including but not limited to the following matters: population change; availability of public facilities; present and future transportation patterns; compatibility with existing and proposed development and existing environmental conditions for the area including having no adverse impact on waters included on the State's Impaired Waters List or having an established total maximum daily load requirement; the recommendation of the Planning Commission; and compatibility with the County's Comprehensive Plan. The County Commissioners may grant the map amendment based upon a finding that (a) there was a substantial change in the character of the neighborhood where the property is located since the last zoning of the property or (b) there is a mistake in the existing zoning classification and a change in zoning would be more desirable in terms of the objectives of the Comprehensive Plan.

The fact that an application for a map amendment complies with all of the specific requirements and purposes set forth above shall not be deemed to create a presumption that the proposed reclassification and resulting development would in fact be compatible with the surrounding land uses and is not, in itself, sufficient to require the granting of the application.

- E. No application for a map amendment shall be accepted for filing by the office of the County Commissioners if the application is for the reclassification of the whole or any part of the land for which the County Commissioners have denied reclassification within the previous 12 months as measured from the date of the County Commissioners' vote of denial. However, the County Commissioners may grant reasonable continuance for good cause or may allow the applicant to withdraw an application for map amendment at any time, provided that if the request for withdrawal is made after publication of notice of public hearing, no application for reclassification of all or any part of the land which is the subject of the application shall be allowed within 12 months following the date of such withdrawal, unless the County Commissioners specify by formal resolution that the time limitation shall not apply.

BASIS FOR REZONING

This is an application to rezone approximately 7 22.86 acres of land known as Worcester County Tax Map 21, Part of Parcel 66, Lot 1, 7.62 acres, and Revised Parcel B, 15.24 acres, located on the east side of Racetrack Road (Maryland Route 589) from C-2, General Commercial District to R-4, General Residential District.

The petitioned area was originally part of a larger parcel known as Parcel 66, 30.9 acres, which consisted of Parcel A, 14.89 acres, and Parcel B, 16.01 acres.

During the November 3, 2009 Comprehensive Rezoning, the property was zoned A-1, Agricultural District.

It is important to note, however, that during the November 3, 2009 Comprehensive Rezoning, the Department and the Planning Commission recommended that the entire 30.9 acres be zoned R-1, Rural Residential District.

The former property owner filed an application to rezone the entire 30.9 acres from A-1, Agricultural District to C-2, General Commercial District. The Worcester County Commissioners on August 7, 2012 held an advertised public hearing on the rezoning, known as Rezoning Case No. 392.

The County Commissioners voted to grant the rezoning, and the Findings of Fact, dated September 4, 2012, as well as Zoning Reclassification Resolution 12-01, are attached hereto.

Since that time, Lot 2, 6.78 acres, adjacent to the petitioned area has been developed with a medical campus by Atlantic General Hospital.

This is an application to rezone (again) a portion of the original parcel from C-2, General Commercial District, to R-4, General Residential District.

This rezoning is based upon a substantial change in the character of the neighborhood since the last comprehensive rezoning on November 3, 2009, and even more substantial changes to the character of the neighborhood since Rezoning Case No. 392 which was adopted on September 4, 2012.

Those subsequent changes in the character of the neighborhood mandate that a high-density residential zoning district is more appropriate for the petitioned area.

1. DEFINITION OF THE NEIGHBORHOOD – The applicant adopts the definition of the neighborhood set forth in Rezoning Case No. 392 as shown on the Exhibit attached hereto and incorporated herein by reference. This includes the area north of Route 50, east of Herring Creek and Assawoman Bay, south of Route 90, and areas on both sides of Racetrack Road (Maryland Route 589).

The property just south of, and adjacent to, the original 30.9 acres, Tax Map 21, Parcel 72, 11.5 acres, was also rezoned from A-1, Agricultural District to C-2, General Commercial District, by virtue of Findings of Fact in Rezoning Case No. 396, on March 15, 2016, a copy of which are attached. That rezoning also adopted the same definition of the neighborhood.

This definition has been adopted twice by the Planning Commission and the County Commissioners, and it is consistent with the Comprehensive Plan, which defines a community center as serving populations of 3,000 or more within about a 10 to 20 minute travel time (Comprehensive Plan, p. 17).

2. SUBSTANTIAL CHANGES IN THE CHARACTER OF THE NEIGHBORHOOD –

A. Rezoning Case No. 396 – As stated previously, on March 15, 2016, the

Worcester County Commissioners rezoned approximately 11.5 acres from A-1, Agricultural District, to C-2, General Commercial District adjacent to the original 30.9 acre parcel. This added an additional 11.5 acres of commercial land along Maryland Route 589 and, as of the date of this application, it remains completely undeveloped.

B. Resolution No. 19-2 – Several applications were filed in Rezoning Case No. 415, Rezoning Case No. 402, Rezoning Case No. 399, Rezoning Case No. 401, and Rezoning Case No. 400, to rezone numerous parcels from E-1, Estate District to C-2, General Commercial District or, alternatively, C-1, Neighborhood Business District.

On April 3, 2018, the Worcester County Commissioners reviewed and approved the recommendation of the Planning Commission to initiate a sectional rezoning of these properties west of Maryland Route 589 and north of Grays Corner Road, which took in these properties, as well as other properties.

The Planning Commission discussed the proposed sectional rezoning in a number of meetings including May 10, 2018, July 5, 2018, August 2, 2018, September 6, 2018, and October 4, 2018. After considerable discussion and investigation, the Worcester County Commissioners, by virtue of Resolution No. 19-2, a copy of which is attached, on January 8, 2019, rezoned many of those parcels along Racetrack Road to C-2, General Commercial District. These parcels are located just a few hundred feet south of the petitioned area.

C. Comprehensive Plan Amendment –

D. Casino Entertainment District - On October 20, 2020, by virtue of Bill No. 20-7, the Worcester County Commissioners added Section ZS 1-352, Casino Entertainment District, to the Worcester County Zoning Code.

The Casino Entertainment District, or CED, is permitted in the A-2, Agricultural District upon review and approval by the Planning Commission. The minimum required lot area for a CED is 50 acres.

The Ocean Downs Casino, located just south of the petitioned area, is 160 acres, and qualifies for a CED.

Among other things, the following uses and structures maybe permitted in a CED: fairgrounds and commercial racetracks, gaming facilities and casinos, parking garage, restaurants, bars, nightclubs, banquet halls, a single motel or hotel, not to exceed 150 guest rooms, retail or service establishments, stadiums and arenas for outdoor entertainment, theaters, including movie and/or performing arts, health clubs, and fitness centers, places of assembly for exhibitions, and other public commercial, cultural, social and recreational areas.

This is essentially a commercial zoning district, which is directly applicable to 160 acres in close proximity to the petitioned area.

E. Atlantic Geneal Hospital proposed medical campus – At the time of the original 2012 rezoning, Atlantic General Hospital (“AGH”) considered a medical campus of 100,000 square feet, with four independent operating rooms. The plans for that original proposal are attached hereto and incorporated herein by reference. In order to comply with State and Federal limitations on the gross income of the main hospital campus, and in order to consolidate its medical services, AGH proposed a much larger medical campus.

Unfortunately, circumstances changed, and although AGH has built a beautiful medical campus, it does not include any operating rooms. It was originally designed as two stories, but the actual medical campus is one story. It is a much scaled-down facility from what was originally proposed.

Although not a land planning issue, it was originally contemplated that the entire 30.9 acres would be consumed by the AGH medical campus, and ancillary services such as pharmacies, restaurants, markets to serve the patients, families, and other customers of the AGH facility.

Due to a change in circumstances, this did not come to fruition.

F. Summary – Since the 2012 rezoning of the entire 30.9 acres, substantial additional commercial property has been added along Maryland Route 589. If you consider the 160 acre casino property, almost 200 acres of commercial zoning has been added.

Compare this with recent housing shortages, and the loss of the Estate zone by virtue of the sectional rezoning.

These substantial changes in the character of the neighborhood mandate a residential zoning for the property; it is no longer suitable for commercial zoning.

3. **CONSISTENCY WITH THE COMPREHENSIVE PLAN** – Although the Worcester County Planning Commission is currently considering a new or updated Comprehensive Plan, the current Comprehensive Plan is dated March 14, 2006. Comprehensive Plans are typically updated every ten years.

Although the County Commissioners originally found commercial zoning was consistent with the Comprehensive Plan back in 2012, residential zoning was also consistent, as well.

The Department and the Planning Commission originally recommended residential zoning for the petitioned area.

The southerly portion of the 30.9 acre parcel was designated Commercial Center by virtue of the March 7, 2006 Land Use Map associated with the Comprehensive Plan. The

Although the County Commissioners originally found commercial zoning was consistent with the Comprehensive Plan back in 2012, residential zoning was also consistent, as well.

The Department and the Planning Commission originally recommended residential zoning for the petitioned area.

The southerly portion of the 30.9 acre parcel was designated Commercial Center by virtue of the March 7, 2006 Land Use Map associated with the Comprehensive Plan. The petitioned area does not include this Commercial Center category, and the entirety is designated Existing Developed Area.

Existing Developed Areas, or EDA's, identify "existing residential and other concentrations of developed and unincorporated areas" and provides for the current development character to be maintained.

EDA's should be used for infill growth; density, height, bulk and site design should be consistent with the character of the community. In this case, the EDA abuts Ocean Pines, an established residential community. (Comprehensive Plan, Pages 13-14).

Those portion of the Findings of Fact in Rezoning Case No. 392, and 396, relating to consistency of the Comprehensive Plan, are incorporated herein by reference.

With respect to the specific required findings, please consider the following:

1. Population Change – The applicant asserts that there has been a significant residential population increase within the neighborhood. The Ocean Pines Subdivision continues to develop, and re-develop, and infill for existing lots. Triple Crown Estates, immediately east of the subject property, has been developed into a residential subdivision. The applicant asserts that there is a strong demand for housing, particularly work-force housing in the neighborhood. Residential zoned properties are necessary to serve this housing shortfall.

2. Availability of Public Facilities – By virtue of an Amendment to the Worcester County Comprehensive Water and Sewerage Plan, as well as a Service Area update, the property has been included in the Greater Ocean Pines Sanitary Service Area and, as such, is eligible for connection to the Ocean Pines public water and sewer. The property is also served by other public utilities, all of which are present at the property.

3. Present and future transportation patterns – The applicant asserts that a Residential Planned Community, or RPC, would be the appropriate development for the site, if zoned Residential. The applicant asserts that the traffic entering and exiting the property will be the same as, or possibly less than, a commercial development on the property. At the very least, trip generation will be scattered throughout the day, as opposed to peak hours generated by an intense commercial use. An intense commercial use, such as the Atlantic General Hospital Medical Campus, requires numerous employees, all of whom enter and exit during shifts at the same time. The property is also served by a new traffic light on Maryland Route 589, which was planned for with this development in mind. In summary, given the configuration and size of the property, interior traffic flow should be appropriate. The ingress and egress should not increase, but should actually decrease, and be spread throughout the day, with a residential development.

4. Compatibility with existing and proposed development – Work-force housing is needed to serve the new commercial uses in the area, such as the Casino expansion, AGH Medical Campus, and other commercial uses. The property is adjacent to the Ocean Pines Subdivision, the largest subdivision in Worcester County. A Residential Planned Community, or RPC, will be compatible with existing and proposed development in every respect.

5. Existing environmental conditions for the area, including having no adverse impact

on waters included on State's impaired waters list or having an established total maximum daily load requirement – The property is not in the Critical Area. The majority of the area is well-drained uplands, and all run-off will be collected by virtue of stormwater management.

6. The recommendation of the Planning Commission -

7. Compatibility with the County's Comprehensive Plan – Please see Section 3 hereof, which is incorporated herein by reference.

Respectfully submitted,



Hugh Cropper IV, Attorney for
Property Owner

SINA-REZONING-SUMMARY (12/10/24)

A RESOLUTION OF THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, PURSUANT TO SECTION ZS 1-113 OF THE ZONING AND SUBDIVISION CONTROL ARTICLE OF THE CODE OF PUBLIC LOCAL LAWS OF WORCESTER COUNTY, MARYLAND, CHANGING THE ZONING CLASSIFICATION OF A CERTAIN PARCEL OF LAND SHOWN ON TAX MAP 21 FROM A-1 AGRICULTURAL DISTRICT TO C-2 GENERAL COMMERCIAL DISTRICT.

WHEREAS, pursuant to Section ZS 1-113 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, Silver Fox, LLC and Burbage/Melson, Inc., applicants, filed a petition for the rezoning of approximately 30.90 acres of land shown on Tax Map 21, located on the easterly side of MD Rt. 589 and south of Manklin Creek Road, requesting a change in zoning classification thereof from A-1 Agricultural District to C-2 General Commercial District; and

WHEREAS, the Worcester County Planning Commission gave the said petition a favorable recommendation during its review on May 3, 2012; and

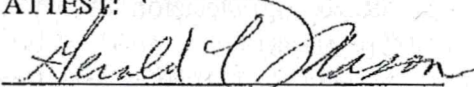
WHEREAS, subsequent to a public hearing held on August 7, 2012, following due notice and all procedures as required by Sections ZS 1-113 and 1-114 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, the County Commissioners made findings of fact pursuant to the provisions of Section ZS 1-113 of the Worcester County Zoning Ordinance and found that there has been a substantial change to the character of the neighborhood where the property is located since the last zoning of the property (November 3, 2009) and also made findings of fact relative to the other criteria as required by law;

NOW, THEREFORE, BE IT RESOLVED by the County Commissioners of Worcester County, Maryland that the land petitioned by Silver Fox, LLC and Burbage/Melson, Inc. and shown on Tax Map 21 as Parcels A and B of Parcel 66, are hereby reclassified from A-1 Agricultural District to C-2 General Commercial District subject to the condition proffered by the applicants that no access will be provided to or from the petitioned area from King Richard Road in Ocean Pines.

AND, BE IT FURTHER RESOLVED that this Resolution shall take effect upon its passage.

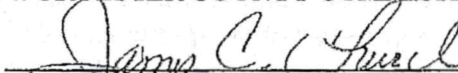
EXECUTED this 4th day of September, 2012.

ATTEST:

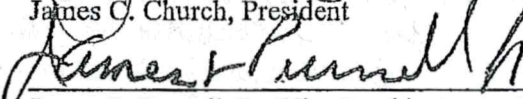


Gerald T. Mason
Chief Administrative Officer

WORCESTER COUNTY COMMISSIONERS

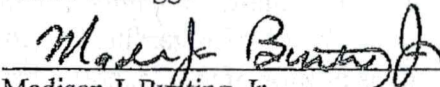


James O. Church, President



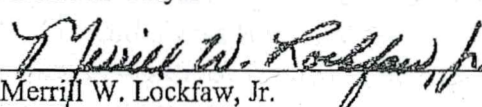
James L. Purnell, Jr., Vice President

Judith O. Boggs



Madison J. Bunting, Jr.

Louise L. Gulyas



Merrill W. Lockfaw, Jr.

Virgil J. Shockley

IN THE MATTER OF

*

THE REZONING APPLICATION OF

*

SILVER FOX, L. L. C. AND

*

REZONING CASE NO. 392

BURBAGE/MELSON, INC.

*

BERLIN, MARYLAND

*

FINDINGS OF FACT

Subsequent to a public hearing held on August 7, 2012 and after a review of the entire record, all pertinent plans and all testimony, the Worcester County Commissioners hereby adopt the findings of the Worcester County Planning Commission and also make the following additional findings of fact as the County Commissioners' complete findings of fact pursuant to the provisions of Section ZS 1-113 of the Worcester County Zoning Ordinance.

Regarding the definition of the neighborhood: The neighborhood was defined by the applicants as being bound on the north by MD Rt. 90, on the east by the Isle of Wight Bay and Herring Creek, on the south by US Rt. 50, including the commercially zoned properties on the southerly side of that roadway to the west of Samuel Bowen Boulevard, including the WalMart, Home Depot and Ocean Landings II site which is currently under development, and on the west by MD Rt. 589, including those properties on the westerly side of the corridor that are commercially or residentially zoned as well as a number of properties in the vicinity of Griffin Road and McAllister Road. The Planning Commission concluded that those properties on the southerly side of US Rt. 50 should not be included within the defined neighborhood but concurred with the other boundaries cited by the applicants. By excluding those properties to the south of US Rt. 50 the petitioned area lies squarely in the middle of the neighborhood. Additionally, this revised definition takes into account major dividing lines such as MD Rt. 90, US Rt. 50 and Herring Creek. The County Commissioners find that the Planning Commission's definition of the neighborhood is appropriate and adopt it as their definition as well.

Regarding population change in the area: The County Commissioners concur with the Planning Commission's conclusion that the development of the petitioned area if rezoned will not have a significant impact on the neighborhood's population but would instead provide services to other developments in the vicinity. The County Commissioners find that the proposed 60 lot subdivision on an adjacent property to the east which is owned by Steen Associates, Inc. has been granted growth allocation approval by the State's Critical Area Commission to go from Resource Conservation Area to a Limited Development Area and has furthermore received approval for a Comprehensive Water and Sewer Plan amendment. These approvals are necessary to bring the project to fruition and to enable construction of infrastructure and homes to begin. The County Commissioners conclude that new homes located within the Baypoint Plantation subdivision at the easternmost end of Gum Point Road have also contributed to an increase in the residential population of the neighborhood and will continue to do so as more homes are constructed within that development as well. Based upon their review the County Commissioners conclude that the residential population living in the neighborhood has increased since the comprehensive rezoning was adopted on November 3, 2009.

Regarding availability of public facilities: Based upon the Planning Commission's findings and the testimony of the applicants' design engineer, John Salm, at the public hearing the County Commissioners find that there is available onsite septic disposal capacity to serve 9,552 gallons per day of wastewater. Mr. Salm testified that this would be adequate to serve the 80,000 to 130,000

square feet of commercial space anticipated by the applicants for the site. He also testified that there is also the possibility of public sewer service from the Ocean Pines Service Area if the current water and sewer designation in the County's Water and Sewer Plan is amended. Likewise, potable water could be obtained either on site or via connection to a public water system. Additionally, the County Commissioners note that both the Worcester County Sheriff's Office and the County's Roads Department indicated to the Planning Commission that they have no concerns with regard to the proposed rezoning. Furthermore, there will be no impact to public schools as this request is for a C-2 General Commercial District classification which does not permit residential uses of other than an owner's and/or caretaker nature. In consideration of their review, the County Commissioners find that public facilities and services are adequate to serve the petitioned area and anticipate that private on-site wastewater disposal and well systems can also satisfactorily serve the property if rezoned from A-1 Agricultural District to C-2 General Commercial District. The County Commissioners conclude that the proposed rezoning will not have an adverse impact on these facilities and services.

Regarding present and future transportation patterns: The County Commissioners find that Betty Tustin, a traffic engineer for the Traffic Group, determined that with minor traffic configuration changes at one intersection all the intersections in the defined neighborhood would operate at a minimum of Level of Service C under various design scenarios for the subject property. The County Commissioners conclude that Level of Service C is acceptable under both the Worcester County Comprehensive Plan and the State Highway Administration guidelines. Mrs. Tustin testified to the County Commissioners that these conclusions were based upon traffic counts which included data collected in July 2011 and that all data collected and analyzed was based on a worst case scenario and presumes all new trips. Based upon personal knowledge, the County Commissioners conclude that the objections of the protestants with regard to current traffic levels are unfounded and any future impacts will be within acceptable levels of service and are mitigated by the potential jobs to be created as a result of the rezoning. Noting that a connection through the property owned by Steen Associates, Inc. to King Richard Road within Ocean Pines had been discussed by the applicants, the County Commissioners believe that this direct connection to Ocean Pines would have a significant adverse impact upon the residential neighborhoods directly affected by the connection and therefore should not be permitted. Based upon their review, the County Commissioners find that the proposed rezoning and potential subsequent development of the petitioned area under the requested C-2 General Commercial District will not conflict with or have any greater adverse impact on present and future transportation patterns provided the necessary road improvements are made.

Regarding compatibility with existing and proposed development and existing environmental conditions in the area, including having no adverse impact to waters included on the State's impaired waters list or having an established total maximum daily load requirement: Based upon the staff report included in the Planning Commission's findings of fact and various exhibits placed into the record, the County Commissioners note that at present the petitioned area consists of tilled cropland, with a small seasonally utilized produce stand, and wooded areas along the northerly and easterly perimeters, adjacent to Ocean Pines. Furthermore, the County Commissioners find that the petitioned area is not within either the Atlantic Coastal Bays Critical Area or the Chesapeake Bay Critical Area. Ed Launay of Environmental Resources, Inc. testified before the County Commissioners that he had performed soil borings on the site which indicated a predominance of upland soils with few, if any, development limitations. He stated that while resource mapping indicates that there are hydric soils in depressed areas of the tilled portion of the site, the site investigation indicated that these soils are actually upland soils and are therefore mapped erroneously. Additionally, Mr. Launay stated that there are approximately 15 acres of woodlands on the petitioned area, 6.6 acres of which would be required to be protected under the Forest Conservation Law. This area would therefore provide a buffer between the adjacent residences and the petitioned area. He also noted that the forested area is rather isolated and of insufficient size to provide habitat for forest interior dwelling birds. Mr. Launay also testified that the soils on the site drain well, making them ideal for commercial use. R. D. Hand, a land planner representing the applicants, testified to the County Commissioners that the neighborhood wherein

the petitioned area is located displays a mixed use character, with commercial areas being prevalent along MD Rt. 589 while residential uses predominate within Ocean Pines and Pennington Estates as well as along the Gum Point Road corridor, including Baypoint Plantation. He asserted that the petitioned area is not suitable for viable agriculture because the limited amount of tillable farmland is not conducive to profitable farming due to economies of scale and because large farm implements have difficulty accessing the site from busy MD Rt. 589. Mr. Hand also maintained that this area constitutes one of the most heavily developed areas within the County's jurisdiction and that agricultural use is not compatible with that character, particularly since many uses permitted by the A-1 Agricultural District would conflict with dense residential usage such as that found at Ocean Pines. Furthermore, he contended that residential use was also inappropriate due to the proximity of the roadway corridor. Steve Soule, also representing the applicants, testified that the 60 lot subdivision on the property owned by Steen Associates, Inc. will now be able to move forward to construction since the necessary award of growth allocation has been granted by the State's Critical Area Commission and the Comprehensive Water and Sewer Plan has been amended to allow for a sewer service connection to the site from the Ocean Pines system. Based upon their review, the County Commissioners agree with the applicants' assertion that the petitioned area's agricultural zoning is inappropriate because it is too small to be productively farmed and access for typical farm equipment would be difficult and conflict with traffic on MD Rt. 589 and that residential use is also not desirable. The County Commissioners find that the neighborhood of the petitioned area is one of mixed uses, the majority of which are commercial or residential in nature and that the A-1 Agricultural District zoning on the petitioned area is inappropriate and could result in land uses which are not compatible with the more prevalent uses in the neighborhood. The County Commissioners conclude that the proposed rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District is more in keeping with the character of the neighborhood and is more compatible with its existing and proposed development. Furthermore, the County Commissioners conclude that the proposed rezoning will have no significantly greater impact on existing environmental conditions in the area than would development of the site in accordance with its existing A-1 Agricultural District zoning category because all the same environmental regulations such as for forest conservation, etc. would be applicable to construction regardless of the zoning district.

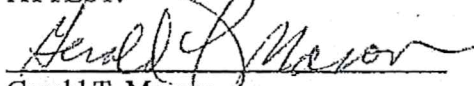
Regarding compatibility with the County's Comprehensive Plan: The County Commissioners find that according to the 2006 Comprehensive Plan and associated land use map, the petitioned area lies within the Existing Developed Area Land Use Category. With regard to this category, the Comprehensive Plan states that this category identifies existing residential and other concentrations of development in unincorporated areas and provides for their current development character to be maintained, that recognizing existing development and neighborhood character is the purpose of this designation, and that appropriate zoning providing for densities and uses consistent with this character should be instituted. The County Commissioners recognize that the Comprehensive Plan states that development along the MD Rt. 589 corridor should be limited until capacity increases but note that the traffic study provided by the applicant indicates that MD Rt. 589 will still operate at at least a Level of Service C or greater, the threshold called for by both the County's Comprehensive Plan and State Highway guidelines, if the petitioned area is rezoned and developed commercially. R. D. Hand testified to the County Commissioners that the area to the south of the petitioned area is within the Commercial Center Land Use Category according to the 2006 Comprehensive Plan and land use map and asserted that a portion of this Commercial Center designation extends onto the petitioned area. He maintained that the petitioned area is therefore mapped erroneously and should be within that land use category and therefore zoned for commercial purposes. The County Commissioners find that the petitioned area is in a segment of the MD Rt. 589 corridor which has long been used for commercial and residential purposes, that the area in general is unlikely to be utilized for viable and profitable agricultural purposes, and that the petitioned area itself is too small and difficult to access to be productively farmed. Based upon their review the County Commissioners find that the proposed rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District is compatible with the Comprehensive Plan and in keeping with its goals and objectives.

Regarding the recommendation of the Planning Commission: The County Commissioners find that the Planning Commission gave a favorable recommendation to the rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District. Having made the above findings of fact, the County Commissioners concur with the recommendation of the Planning Commission.

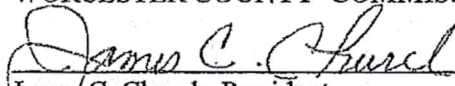
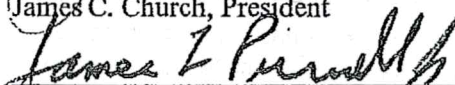
As a result of the testimony and evidence presented before the Commissioners and the findings as set forth above, the County Commissioners find that there has been a substantial change in the character of the neighborhood since the comprehensive rezoning adopted on November 3, 2009 due to the opening of the Ocean Downs Casino, the anticipated 60 lot residential subdivision to be constructed on lands adjacent to the petitioned area, and the Planning Commission's granting of site plan approval for a proposed movie theater and bowling alley for property along the MD Rt. 589 corridor to the south of the petitioned area. The County Commissioners conclude that the casino resulted from the approval of legislation by the Maryland General Assembly to permit slots in certain facilities, an action that was discretionary in nature and therefore not planned for. The site plan approval for the bowling alley and movie theater would not have been possible without the Planning Commission's granting of a number of waivers to site plan and design guidelines, decisions which are also discretionary. Likewise, the awarding of Critical Area growth allocation and the approval of a Comprehensive Water and Sewer Plan amendment for the Steen Properties, Inc. 60 lot subdivision were discretionary decisions that could not have been foreseen. Without those approvals the subdivision could not move forward. The County Commissioners concur with the applicants' assertion that each of those approvals constitutes a change to the character of the neighborhood because they are discretionary in nature and allow development that would not otherwise be permitted. The County Commissioners find, however, that any roadway connection to Ocean Pines via King Richard Road would be obtrusive and detrimental to the residential neighborhood. The County Commissioners therefore accept the applicants' proffer to not provide any such connection. In consideration of their findings the County Commissioners hereby approve Rezoning Case No. 392 and thus reclassify the petitioned area, shown on Tax Map 21 as Parcels a and B of Parcel 66, from A-1 Agricultural District to C-2 General Commercial District subject to the condition proffered by the applicants that no access will be provided to or from the petitioned area from King Richard Road in Ocean Pines.

PASSED AND ADOPTED this 4th day of September, 2012.


ATTEST:


Gerald T. Mason
Chief Administrative Officer

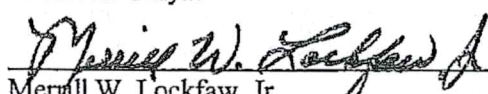
WORCESTER COUNTY COMMISSIONERS


James C. Church, President

James L. Purnell, Jr., Vice President

Judith O. Boggs


Madison J. Bunting, Jr.

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Merrill W. Lockfaw, Jr.

Virgil L. Shockley



DEPARTMENT OF
DEVELOPMENT REVIEW AND PERMITTING

Worcester County

GOVERNMENT CENTER
ONE WEST MARKET STREET, ROOM 1201
SNOW HILL, MARYLAND 21863
TEL: 410-632-1200 / FAX: 410-632-3008

BOARD OF APPEALS
PLANNING COMMISSION
AGRICULTURAL PRESERVATION

ELECTRICAL BOARD
SHORELINE COMMISSION
LICENSE COMMISSIONERS

FORMAL NOTICE OF ZONING ACTION

March 22, 2016

RE: Rezoning Case No.: 396

Date of Public Hearing: March 1, 2016

Applicant(s): The Estate of Mildred L. Parsons, Margaret P. Bunting, Personal Representative

Attorney: Hugh Cropper, IV

Location: Approximately 11.5 acres of land located to the easterly side of MD Rt. 589 to the north of Gum Point Road

This is to advise that the County Commissioners of Worcester County, Maryland, after public hearing, have voted to:

Approve the rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District

A formal Resolution and Findings of Fact have been signed by the County Commissioners. Pursuant to the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, copies of the County Commissioners' Resolution and Findings of Fact are being sent to those requesting same on the public hearing attendance roster and to those listed in the County tax records as owners of properties adjoining the subject property and of properties opposite any intervening road from the subject property.

Pursuant to § ZS 1-119 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, the time for appeal shall run from the date of the mailing of the decision, Resolution and Findings of Fact to the applicant and all other parties who have requested the decision, Resolution and Findings of Fact in writing at the hearing.

Sincerely,
Phyllis H. Wimbrow
Phyllis H. Wimbrow
Deputy Director

Enclosures
cc: Kelly L. Henry
Maryland Department of Assessments and Taxation

Citizens and Government Working Together

3/24/16

ZONING RECLASSIFICATION RESOLUTION NO. 16-01

A RESOLUTION OF THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, PURSUANT TO SECTION ZS 1-113 OF THE ZONING AND SUBDIVISION CONTROL ARTICLE OF THE CODE OF PUBLIC LOCAL LAWS OF WORCESTER COUNTY, MARYLAND, CHANGING THE ZONING CLASSIFICATION OF A CERTAIN PARCEL OF LAND SHOWN ON TAX MAP 21 AS PARCEL 72 FROM A-1 AGRICULTURAL DISTRICT TO C-2 GENERAL COMMERCIAL DISTRICT.

WHEREAS, pursuant to Section ZS 1-113 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, The Estate of Mildred L. Parsons, Margaret P. Bunting, Personal Representative, applicant, and Hugh Cropper, IV, applicant's attorney, filed a petition for the rezoning of approximately 11.5 acres of land shown on Tax Map 21 as Parcel 72, located on the easterly side of MD Route 589 to the north of Gum Point Road, requesting a change in zoning classification thereof from A-1 Agricultural District to C-2 General Commercial District; and

WHEREAS, the Worcester County Planning Commission gave said petition a favorable recommendation during its review on December 3, 2015; and

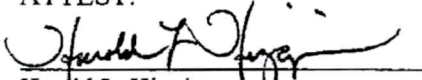
WHEREAS, subsequent to a public hearing held on March 1, 2016, following due notice and all procedures as required by Sections ZS 1-113 and 1-114 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, the County Commissioners made findings of fact and found that there has been a substantial change in the character of the neighborhood of the petitioned area and also made findings of fact relative to the other criteria as required by law;

NOW, THEREFORE, BE IT RESOLVED by the County Commissioners of Worcester County that the land petitioned by The Estate of Mildred L. Parsons, Margaret P. Bunting, Personal Representative, applicant, and Hugh Cropper, IV, applicant's attorney, and shown on Tax Map 21 as Parcel 72, is hereby reclassified from A-1 Agricultural District to C-2 General Commercial District.

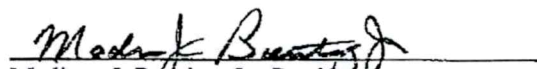
BE IT FURTHER RESOLVED that the effective date of this Resolution shall be nunc pro tunc, March 1, 2016.

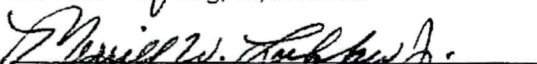
EXECUTED this 15th day of March, 2016.

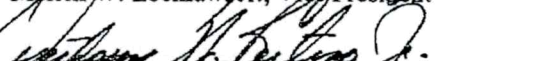
ATTEST:

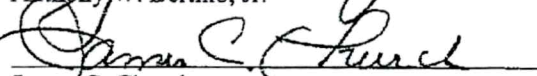

Harold L. Higgins
Chief Administrative Officer

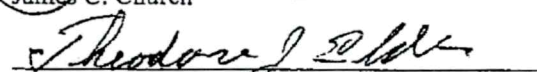
WORCESTER COUNTY COMMISSIONERS



Madison J. Bunting, Jr., President

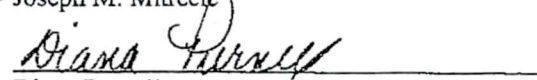

Merrill W. Lockfaw, Jr., Vice President


Anthony W. Bertino, Jr.


James C. Church


Theodore J. Elder


Joseph M. Mitrecic


Diana Purnell

IN THE MATTER OF *
 THE REZONING APPLICATION OF *
 THE ESTATE OF MILDRED L. * REZONING CASE NO. 396
 PARSONS, MARGARET P. BUNTING, *
 PERSONAL REPRESENTATIVE *

FINDINGS OF FACT

Subsequent to a public hearing held on March 1, 2016 and after a review of the entire record, all pertinent plans and all testimony, the Worcester County Commissioners hereby adopt the findings of the Worcester County Planning Commission and also make the following additional findings of fact as the County Commissioners' complete findings of fact pursuant to the provisions of Section ZS 1-113 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland.

Regarding the specifics of Rezoning Case No. 396: This case seeks to rezone approximately 11.5 acres of land (hereinafter referred to as the petitioned area) located on the easterly side of MD Route 589 to the north of Gum Point Road from A-1 Agricultural District to C-2 General Commercial District. The petitioned area is shown as Parcel 72 on Tax Map 21.

Regarding the definition of the neighborhood: Mr. Cropper entered that Planning Commission's findings of fact and recommendation on Rezoning Case No. 396 into the record as Applicant's Exhibit No. 1. He then entered into the record as Applicant's Exhibit No. 2 a large scale full color zoning map showing the petitioned area, the zoning of all properties and the limits of the neighborhood as defined by the applicant. The neighborhood was defined on behalf of the applicant by R. D. Hand, landscape architect for R. D. Hand and Associates, Inc., as being that area bound on the north by MD Route 90, on the east by the Isle of Wight Bay, on the south by US Route 50, and on the west by those properties on the westerly side of MD Route 589. As did the Planning Commission, the County Commissioners agree that this is an appropriate definition of the neighborhood because it contains similar uses and zoning, primarily residential and commercial in nature.

Regarding population change in the area: Mr. Hand testified before the Planning Commission and the County Commissioners that there had not been a substantial change in the neighborhood's population since the comprehensive rezoning of 2009, with most resulting from infill development of vacant lots in the neighborhood. The County

Commissioners concur with the Planning Commission's conclusion there has been a general increase, though not a substantial one, in the population of the neighborhood since the comprehensive rezoning of 2009 as vacant lots in residential subdivisions in the neighborhood have been constructed upon, leading to infill development. Additionally, the County Commissioners agree with the Planning Commission's finding that the population of visitors to the neighborhood has escalated as patrons at the Casino at Ocean Downs and at commercial facilities in the neighborhood have increased.

Regarding availability of public facilities: Based upon the Planning Commission's findings, the County Commissioners find that as it pertains to wastewater disposal and the provision of potable water, the petitioned area itself is not within an area which receives public sewer or water service at the present time. The County Commissioners find that Robert J. Mitchell, Director of the Department of Environmental Programs, by memo included in the staff report attached to the Planning Commission's findings of fact, stated that the petitioned area has a designation of Sewer Service Category S-6 (No Planned Service). Mr. Mitchell also stated that his department has no well or septic records or soil evaluation records in the property file indicating any onsite capacity exists to support construction that would require water and sewerage be supplied. Mr. Mitchell further noted that if the applicant is intending to utilize public water and sewer for the development of this property, there are currently 24 excess sewer Equivalent Dwelling Units (EDUs) remaining as of the date of his memo (November 17, 2015) in the Ocean Pines Sanitary Service Area. The County Commissioners find that Edward Launay, an environmental consultant with Environmental Resources, Inc., testified on behalf of the applicant that he had conducted a site evaluation of the petitioned area and performed soil borings. Applicant's Exhibit No. 3 was entered into the record and is comprised of a large full color aerial soils map and two smaller aerial maps showing elevation mapping. Mr. Launay testified that based upon his evaluation he had determined that the site is well drained, has good depth to groundwater and its soils are suitable for on-site septic disposal if need be. Based upon the comments of Mr. Mitchell and the testimony of Mr. Launay, the County Commissioners find that adequate wastewater disposal facilities of some type, be they on-site or public wastewater, may be available to serve the petitioned area if rezoned. The County Commissioners find that fire and ambulance service will be available from the Ocean Pines and Berlin Volunteer Fire Company, located approximately five and ten minutes away respectively while police protection will be available from the Maryland State Police Barracks in Berlin, approximately ten minutes away, and the Worcester County Sheriff's Department in Snow Hill, approximately thirty minutes away. Chief Deputy J. Dale Smack 3rd of the Worcester County Sheriff's Office by memo included in the staff report attached to the Planning Commission's findings of fact stated that he had reviewed the application and spoken with Sheriff Mason and with Lt. Starnier of the State Police relative to the rezoning case and they saw no issues with the proposed rezoning and concluded that it will not interfere with law enforcement activities. The petitioned area is within the area served by the following schools: Ocean City

Commission's finding and adopt said finding that although there will impacts to the present and future transportation patterns arising from the proposed rezoning of the 11.5 acre petitioned area, they will not be as substantial as those arising from the previously approved rezoning (Case No. 392) of 33 acres and will have to be dealt with at some future point.

Regarding compatibility with existing and proposed development and existing environmental conditions in the area, including having no adverse impact to waters included on the State's impaired waters list or having an established total maximum daily load requirement: The County Commissioners concur with the Planning Commission's conclusion that the neighborhood displays a mixture of land uses, with residential subdivisions and commercial uses being the predominant ones. The Casino at Ocean Downs is a predominant feature. Although the petitioned area and the adjoining property to the north are currently tilled cropland, there is virtually no other agricultural use in the neighborhood. It is essentially the agricultural use that is the blatant anomaly in the neighborhood, not commercial or residential use. The County Commissioners note that Edward Launay, professional wetlands scientist, testified that his examination of the petitioned area showed that there are no wetlands on the site, it is well-drained and has no archeological sites or endangered species. He also asserted that the proposed rezoning and anticipated development of the site will not have an adverse impact on impaired waters or increase the Total Maximum Daily Loads (TMDLs). Based upon their review the County Commissioners find that the proposed rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District is compatible with existing and proposed development and existing environmental conditions in the area.

Regarding compatibility with the County's Comprehensive Plan: According to the 2006 Comprehensive Plan and associated land use map, the petitioned area lies within the Commercial Center and Existing Developed Area Land Use Categories. With regard to the Commercial Center Land Use Category, the Comprehensive Plan states that this category designates sufficient area to provide for anticipated needs for business, light industry, and other compatible uses. Retail, offices, cultural/entertainment, services, mixed uses, warehouses, civic, light manufacturing and wholesaling would locate in commercial centers. The Comprehensive Plan also states that commercial areas by their nature locate on prominent sites and can visually dominate a community. For this reason, special attention must be given to the volume, location and design of these uses. The Comprehensive Plan states that the first step is to balance supply with demand and that strip commercial centers are discouraged. Commercial areas provide important services but they should be developed to enhance community character, according to the Comprehensive Plan. With regard to the Existing Developed Area (EDA) category, the Comprehensive Plan states that this category identifies existing residential and other concentrations of development in unincorporated areas and provides for their current development character to be maintained, that recognizing existing development

and neighborhood character is the purpose of this designation, and that appropriate zoning providing for densities and uses consistent with this character should be instituted. The Plan furthermore states that the EDAs are anticipated to remain as mapped at least until the next plan review period and that this will provide for orderly infill development within EDAs and new community-scale growth in the growth areas. The Plan also states that, not designated as growth areas, these areas should be limited to infill development and that density, height, bulk and site design standards should also be consistent with the EDA's existing character. The Planning Commission found that certain pertinent objectives were also cited in the Land Use chapter of the Comprehensive Plan and state that the character of the County's existing population centers should be maintained, that the County should provide for appropriate residential, commercial, institutional, and industrial uses, that new development should be located in or near existing population centers and within planned growth centers, and that existing population centers should be infilled without overwhelming their existing character. Other objectives state that development should be regulated to minimize consumption of land, while continuing the County's rural and coastal character, that the supply of commercially zoned land should be balanced with anticipated demand of year-round residents and seasonal visitors, that major commercial and all industrial development should be located in areas having adequate arterial road access or near such roads, and that highway strip development should be discouraged to maintain roadway capacity, safety, and character. The Planning Commission found that the Transportation chapter of the Comprehensive Plan states that Worcester's roadways experience morning and evening commuter peaks; however, they are dwarfed by summer resort traffic and that resort traffic causes the most noticeable congestion on US 50, US 113, US 13, MD 528, MD 589, MD 611, and MD 90. The Plan further states that of special note is the fact that the MD Route 589 corridor has experienced significant development, has reached an unsatisfactory level-of-service and congestion has become a daily occurrence regardless of season. The Plan asserts that for this reason, MD Route 589 is considered impacted from a traffic standpoint. The Comprehensive Plan states that this implies that land use should not intensify in this area, that infill development of existing platted lots should be the extent of new development, and that this policy shall remain until road capacity is suitably improved. This chapter also states that commercial development will have a significant impact on future congestion levels and that commercial uses generate significant traffic, so planning for the proper amount, location and design will be critical to maintain road capacity. Additionally, the Planning Commission found that the Comprehensive Plan states that it is the Plan's policy that the minimal acceptable Level of Service (LOS) for all roadways be LOS C and that developers shall be responsible for maintaining this standard. Mr. Hand on behalf of the applicant testified that as part of the previous rezoning of the adjacent Silver Fox property in Case No. 392, at 33 acres approximately three times the size of the now petitioned area, a traffic study was submitted into evidence and upheld which indicated that although traffic impacts would arise after development of that site with commercial uses, a Level of Service C would still be maintained on MD Route 589, a level which the Comprehensive Plan considers acceptable.

As did the Planning Commission, the County Commissioners find that although there will most likely be adverse impacts to MD Route 589 arising from commercial development of the 11.5 acre petitioned area, they will be much less significant than those anticipated to arise from the previous rezoning and will have to be dealt with at the time of development.

Based upon their review, the County Commissioners adopt the findings of the Planning Commission and find that the proposed rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District is compatible with the Comprehensive Plan and in keeping with its goals and objectives.

Regarding the recommendation of the Planning Commission: The County Commissioners find that the Planning Commission gave a favorable recommendation to the rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District. Having made the above findings of fact, the County Commissioners concur with the recommendation of the Planning Commission and adopt its findings.

As a result of the testimony and evidence presented before the Commissioners and the findings as set forth above, the County Commissioners find that there has been a change in the character of the neighborhood since the 2009 comprehensive rezoning. As did the Planning Commission, the County Commissioners concur with the applicant's assertion that the most predominant change is the approval of Rezoning Case No. 392 which reclassified the adjacent property to the north from A-1 Agricultural District to C-2 General Commercial District in 2012. That rezoning has left the petitioned area as an island of A-1 Agricultural District zoning. Other changes to the character of the neighborhood include the significant expansion of the Casino at Ocean Downs, its connection to public sewer service, and the expansion of the Ocean Pines wastewater and water service areas. Furthermore, the County Commissioners conclude that the proposed development of the adjacent property to the east into a residential subdivision constitutes a change to the character of the neighborhood because the granting of Atlantic Coastal Bays Critical Area growth allocation by the Worcester County Commissioners and the Critical Area Commission was necessary to allow the subdivision to occur. Additionally, the County Commissioners agree with the applicant's argument that although the Casino is located on an agriculturally zoned property, it is truly not an agricultural use and is in fact commercial in nature, given its size of approximately 10,000 square feet and the extensive expanse of parking lots associated with the use. Like the Planning Commission, the County Commissioners agree with the applicant's contention that because Rezoning Case No. 392 was upheld in court it is only equitable to give the petitioned area the same zoning. The County Commissioners find that the existing A-1 Agricultural District zoning is inconsistent with the Comprehensive Plan, particularly in regards to the Land Use Categories placed on the petitioned area, and with existing zoning and development in the area and that the proposed rezoning of the petitioned area from A-1 Agricultural District to C-2 General Commercial District is more desirable in terms of the Comprehensive Plan. In consideration of their findings the County Commissioners hereby approve Rezoning Case



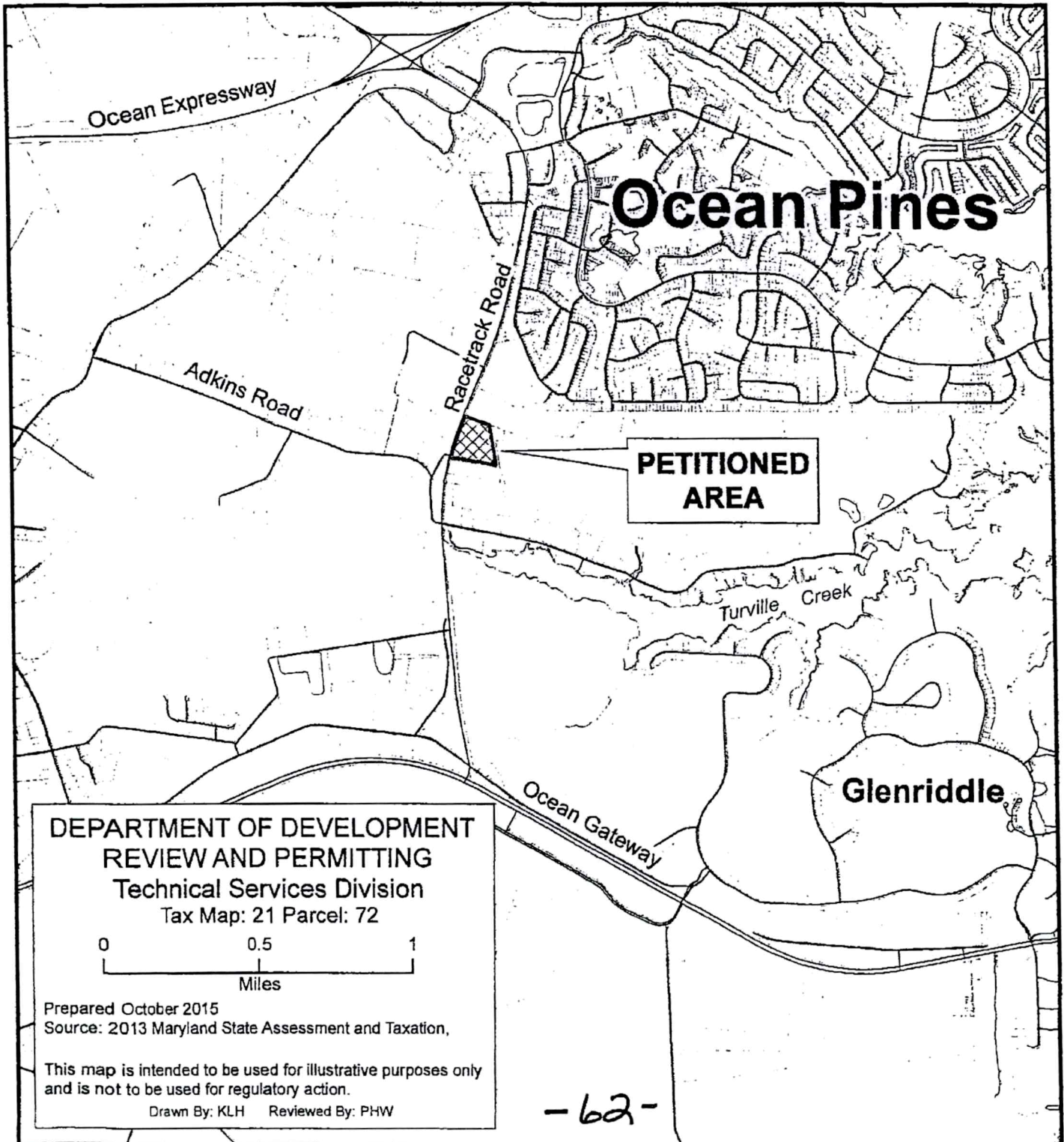
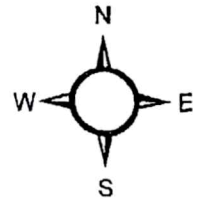
WORCESTER COUNTY, MARYLAND

REZONING CASE NO. 396

MAP AMENDMENT REQUEST

A-1 Agricultural District to C-2 General Commercial District

LOCATION MAP



RESOLUTION NO. 19 - 2

**SECTIONAL REZONING OF MARYLAND ROUTE 589 (RACETRACK ROAD) AREA
NORTH OF U.S. ROUTE 50 (OCEAN GATEWAY)**

A RESOLUTION OF THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, PURSUANT TO SECTION ZS 1-113 OF THE ZONING AND SUBDIVISION CONTROL ARTICLE OF THE CODE OF PUBLIC LOCAL LAWS OF WORCESTER COUNTY, MARYLAND, ADOPTING A COMPREHENSIVE (SECTIONAL) REZONING OF CERTAIN PARCELS OF LAND SHOWN ON TAX MAP 21 FROM E-1 ESTATE DISTRICT AND A-1 AGRICULTURAL DISTRICT TO C-2 GENERAL COMMERCIAL DISTRICT.

WHEREAS, on November 3, 2009, by Resolution No. 09-24, the County Commissioners of Worcester County, Maryland adopted comprehensive rezoning maps for Worcester County, Maryland referenced as the "Official Zoning Maps of Worcester County, Maryland Numbers 1 - 102"; and

WHEREAS, Section ZS 1-113(c)(6) of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, provides for comprehensive (sectional) reclassification map amendments; and

WHEREAS, the County Commissioners of Worcester County, Maryland found it desirable and necessary to conduct a comprehensive (sectional) reclassification map amendment of Worcester County on those properties zoned E-1 Estate District and A-1 Agricultural District that are located to the north of Grays Corner Road, on the easterly and westerly sides of McAllister Road, northerly and southerly sides of Griffin Road, and the westerly side of MD Route 589 (Racetrack Road) to ensure that the zoning maps for Worcester County are compatible with the 2006 Comprehensive Plan for Worcester County; and

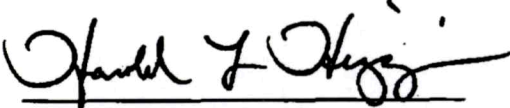
WHEREAS, the County Commissioners of Worcester County, Maryland have complied with all requirements for said comprehensive (sectional) reclassification map amendment, including the holding of a public hearing on December 18, 2018 to hear public comment on the potential comprehensive (sectional) map amendment.

NOW, THEREFORE, BE IT RESOLVED by the County Commissioners of Worcester County, Maryland that the land shown on Tax Map 21 as Parcels 32, 71, 83, 84, 87, 88, 94, 97, 110, 111, 114, 219, 265, 276, and those portions of Parcels 79 and 151 which were zoned E-1 Estate District or A-1 Agricultural District are hereby reclassified to C-2 General Commercial District.

AND, BE IT FURTHER RESOLVED that the effective date of this Resolution shall be nunc pro tunc, December 18, 2018.

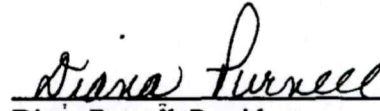
PASSED AND ADOPTED this 8th day of January, 2019.

ATTEST:



Harold L. Higgins
Chief Administrative Officer

COUNTY COMMISSIONERS OF
WORCESTER COUNTY, MARYLAND

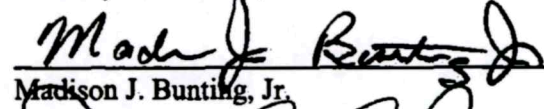


Diana Purnell, President

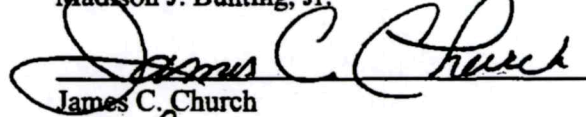
Absent

Joseph M. Mitrecic, Vice President

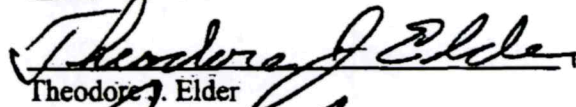
Anthony W. Bertino, Jr.



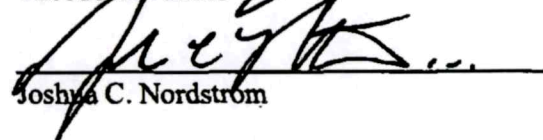
Madison J. Bunting, Jr.



James C. Church



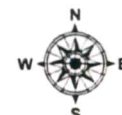
Theodore J. Elder



Joshua C. Nordstrom

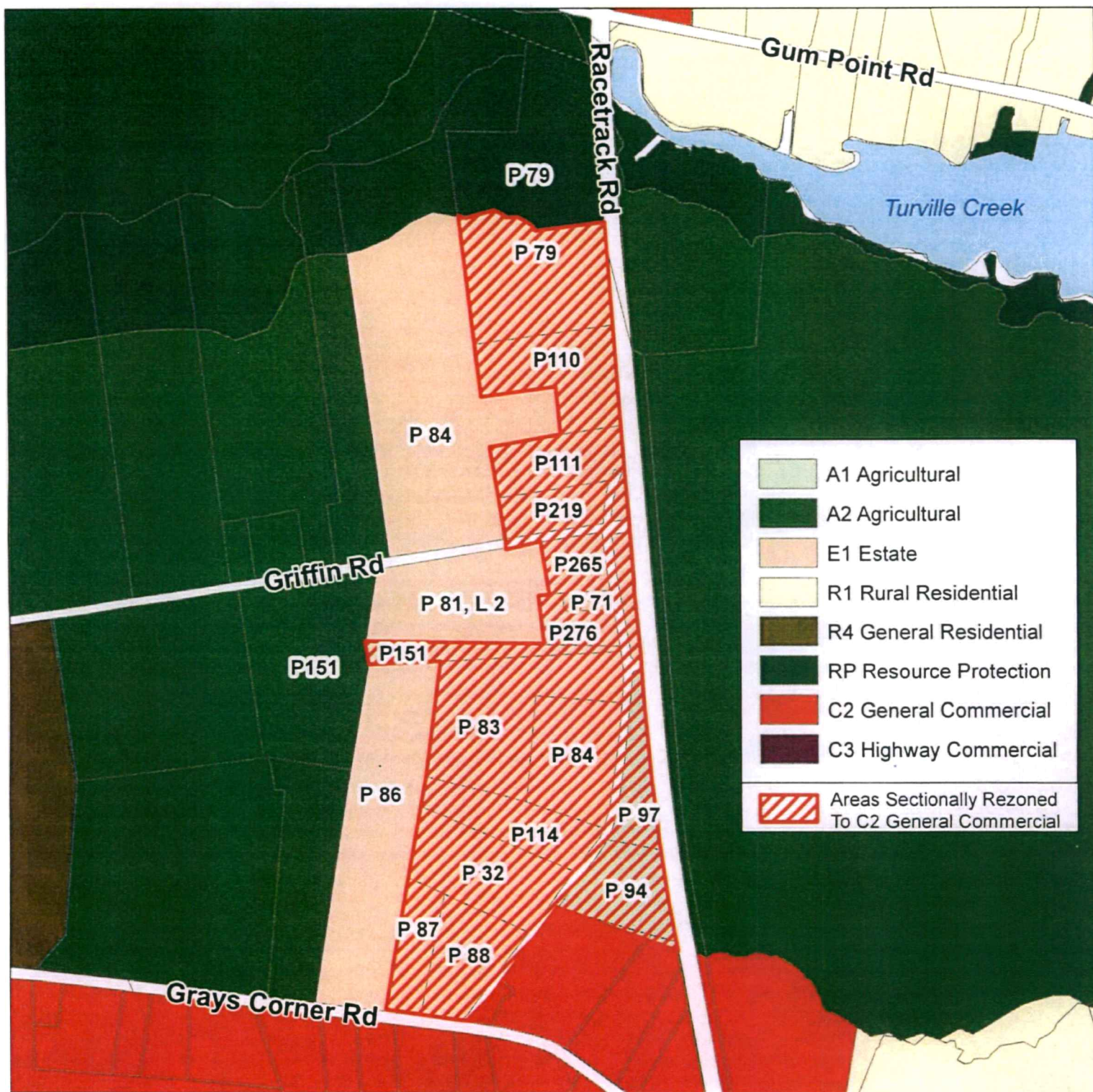


WORCESTER COUNTY, MARYLAND



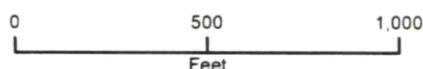
SECTIONAL REZONING MD ROUTE 589 / RACETRACK ROAD SOUTH

ZONING MAP



DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
Technical Services Division

Prepared: December 2018
Source: 2009 Official Zoning Map



Drawn By: KLH Reviewed By: PHW

This map is intended to be used for illustrative purposes only and is not to be used for regulatory action.

RESOLUTION NO. 24 - 13

**RESOLUTION AMENDING THE WORCESTER COUNTY COMPREHENSIVE PLAN
LAND USE MAP.**

WHEREAS, the County Commissioners adopted a Comprehensive Plan and associated Land Use Map for the County on March 7, 2006; and

WHEREAS, the County received a request for a change in the land use designation of the Land Use Map for fifteen parcels identified on Tax Map 21 as Parcels 32, 71, 79, 83, 84, 87, 88, 94, 97, 110, 111, 114, 219, 265 and 276; and

WHEREAS, the Planning Commission, after holding a duly advertised public hearing in accordance with all the requirements of Md. Land Use Code Ann. § 3-203, provided a favorable recommendation for the adoption of the change in land use designation for the specified parcels from Agricultural to Commercial Center; and

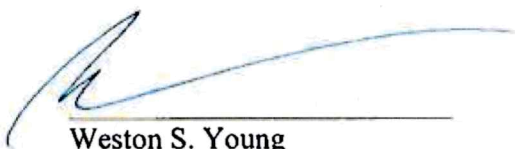
WHEREAS, the County Commissioners considered the recommendations of the staff and the Planning Commission and have found that adoption of the amended Land Use Map in the County's Comprehensive Plan is more desirable to provide sufficient area for business, light industry and other compatible uses that will serve the surrounding residential areas.


NOW, THEREFORE, BE IT RESOLVED by the County Commissioners of Worcester County, Maryland that the Land Use Map, Figure 2-3, is hereby adopted as an amendment to the 2006 Worcester County Comprehensive Plan.

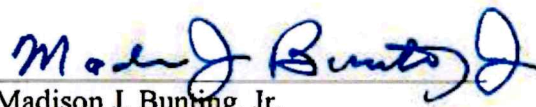
PASSED AND ADOPTED this 17th day of September, 2024.


Attest:

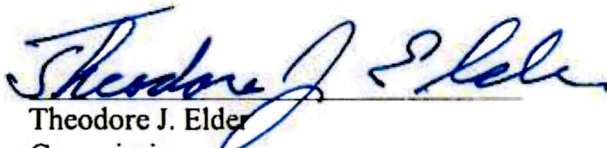
Worcester County Commissioners


Weston S. Young
Chief Administrative Officer


Anthony W. Bertino, Jr.
President

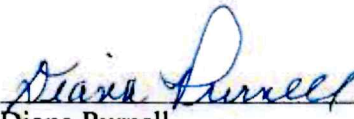

Madison J. Bunting, Jr.
Vice President


Caryn G. Abbott
Commissioner


Theodore J. Elder
Commissioner


Eric J. Fiori
Commissioner


Joseph M. Mitrecic
Commissioner


Diana Purnell
Commissioner



LAND USE MAP

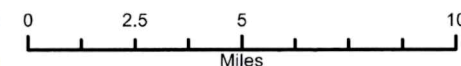
Worcester County, Maryland

LEGEND

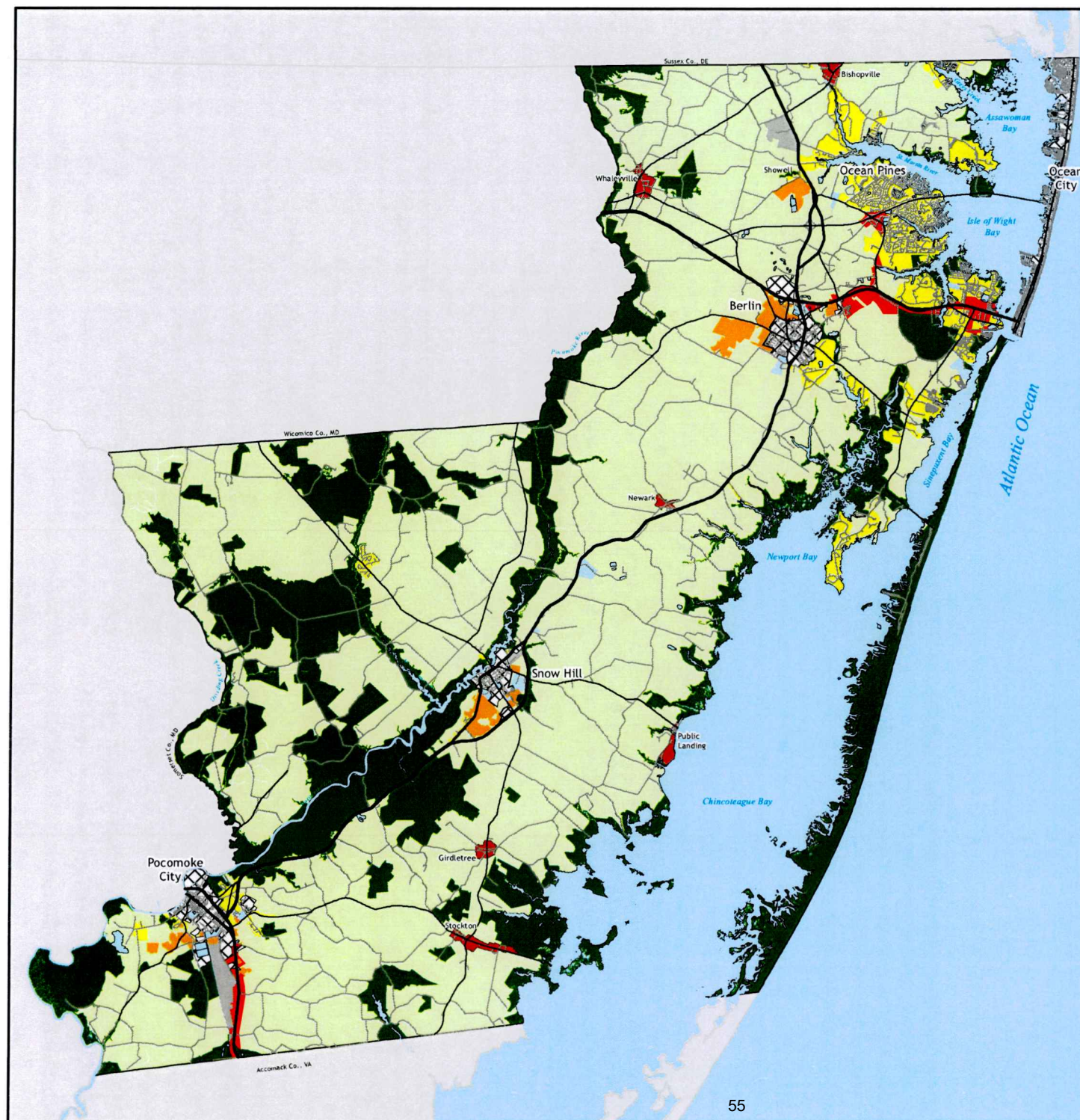
- Agriculture
- Green Infrastructure
- Village
- Existing Developed Centers
- Growth Area
- Institutional
- Commercial Center
- Industry
- Municipality



Department of Development
Review & Permitting
Technical Services Division
2024



Source: 2006 Land Use Map and
Municipal Annexations



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OWNER:
SINA COMPANIES, LLC

HOSPITAL:
ATLANTIC GENERAL

PROJECT:
OCEAN PINES MEDICAL
OFFICE BUILDING -
FIT-OUT

PARCEL # 66-A , TAX MAP #21, ROUTE
589 - RACE TRACK ROAD
OCEAN PINES, MD 21811

NO	DESCRIPTION	DATE
REVISIONS/ISSUES		

SHEET TITLE:

OVERALL FIRST
FLOOR PLAN

DRAWN:GB **CHECKED:**BB
CON/REF No.
PROJECT No. 5277
DATE:XX.XX.XXXX **SCALE:** 1/16" = 1'-0"

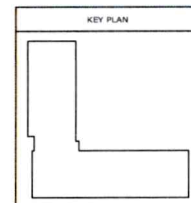
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A111

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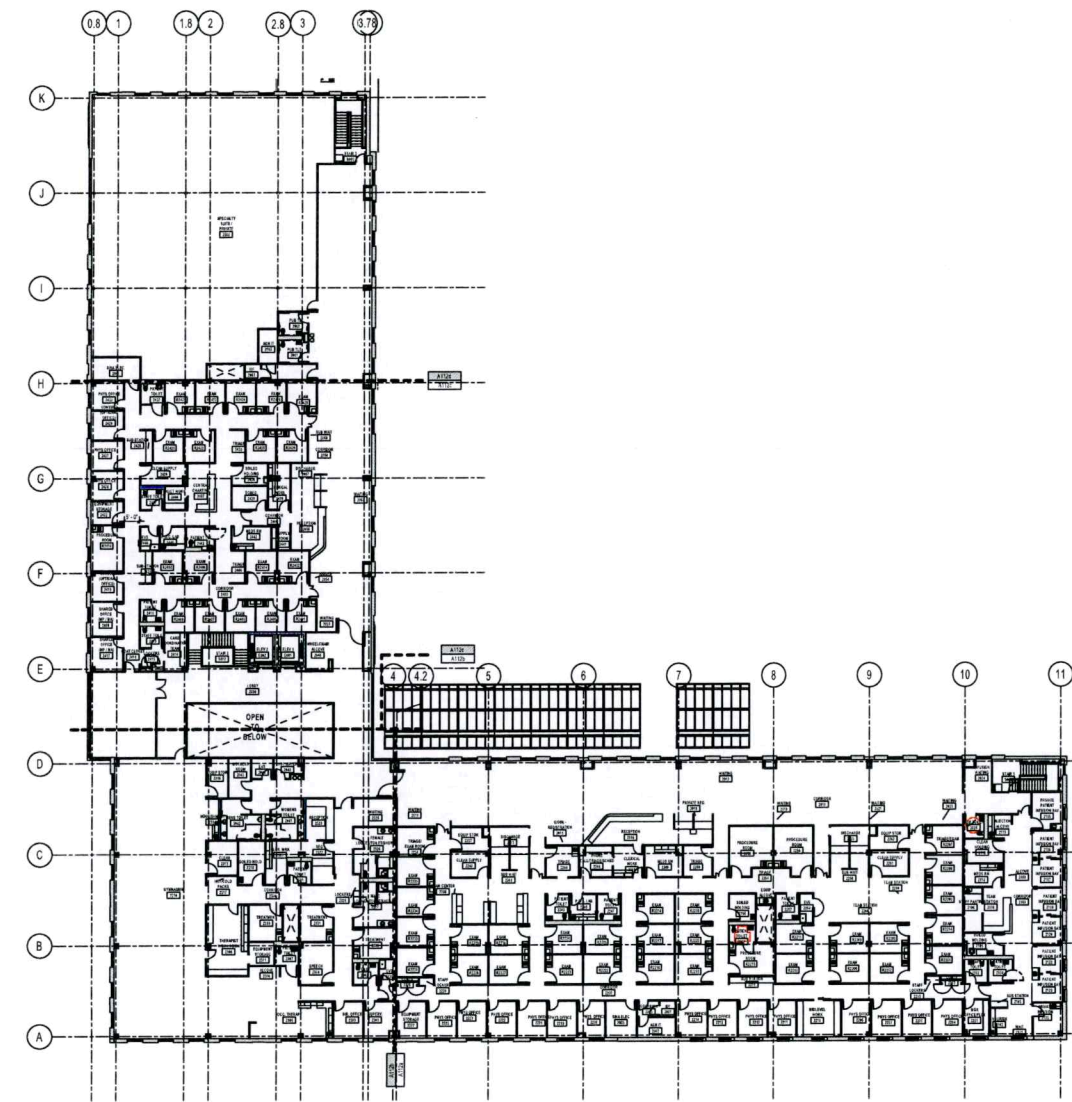
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1/16" = 1'-0"



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F
E
D
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B
A

1 2 3 4 5 6 7 8



11 SECOND FLOOR PLAN - OVERALL
1/16" = 1'-0"



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OWNER:
SINA COMPANIES, LLC

HOSPITAL:
ATLANTIC GENERAL

PROJECT:
OCEAN PINES MEDICAL
OFFICE BUILDING -
FIT-OUT
PARCEL # 66-A, TAX MAP #21, ROUTE
559 - RACE TRACK ROAD
OCEAN PINES, MD 21811

NO	DESCRIPTION	DATE
1	REVISIONS/ISSUES	

SHEET TITLE:
OVERALL SECOND
FLOOR PLAN

DRAWN: GB CHECKED: BB
CON/REF No.
PROJECT No. 5277
DATE: XX.XX.XXXX SCALE: 1/16" = 1'-0"

SHEET NO.
A112

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Sina Rezoning

Worcester County, Maryland

March 6, 2025

Traffic Analysis

Prepared for:

Booth, Cropper, Marriner, P.C.

Hugh Cropper IV

9927 Stephen Decatur Highway, Suite F-12

Ocean City, MD 21842



APPENDICES

APPENDIX A – Intersection Turning Movement Counts and Aerial Photographs

APPENDIX B – Capacity Analysis Worksheets

APPENDIX C – Signal Timing

Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 29931, Expiration Date: 01/08/2026.



Prepared by: Carl R. Wilson, Jr., P.E., PTOE, RSP
Ming-Yu Chien, P.E., PTOE

CRW :amr
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Traffic Analysis.docx)

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Merging Innovation and Excellence®

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EXECUTIVE SUMMARY

- This Traffic Analysis has been prepared in conjunction with an application to rezone approximately 22.86 acres of land located on the east side of MD 589 (Race Track Road) south of Manklin Creek Road adjacent to the Atlantic General Hospital property.
- The current zoning for the site is C-2 (General Commercial). It is proposed to be rezoned to R-4 (General Residential).
- Multiple different retail or service establishments could be developed by right within the C-2 zone including retail businesses, restaurants, or office buildings. The maximum floor area for all business establishments per parcel cannot exceed 100,000 sq ft.
- The current proposal for the site would include up to 182 townhouse units in the R-4 General Residential district.
- The Institute of Transportation Engineers (ITE) Trip Generation shows that the current zoning would result in significantly higher trips than the proposed land use.
- Analysis at the site access intersection with MD 589 shows that adequate levels of service are currently achieved under existing conditions during both AM and PM peak periods.
- In the future, with the development of 182 townhouse units, adequate levels of service would remain.

INTRODUCTION

Study Purpose

The Traffic Group, Inc. has prepared this Traffic Analysis to demonstrate that the proposed rezoning of the Sina Property will result in fewer trips than could be developed under current zoning. In addition, analysis was undertaken to show that the existing site access intersection at MD 589 operates with an adequate level of service under existing and future conditions.

The subject site is currently zoned C-2 (General Commercial District) in Worcester County and is currently subdivided into two parcels. It is proposed to be rezoned to R-4 (General Residential District). Under the current zoning, up to 100,000 sq ft of retail development could be developed as the highest and best use for each parcel. The current proposal includes the development of 182 townhouse units, which will generate fewer trips during both the AM and PM peak hours.

The data and methodology used for this analysis are detailed in the sections that follow.

EXISTING TRAFFIC CONDITIONS

Site Information

Sina Property is located on the east side of MD 589 (Race Track Road) immediately north of the Atlantic General Hospital facility. An existing access point for the hospital facility has been developed to MD 589 complete with traffic signalization. Figure 1 includes an aerial photograph of the property.

Figure 1. Site Location Map



As shown within the photograph, the subject site is situated to the north and east of the existing site access point and is currently undeveloped.

Figure 1A shows a concept site plan of the proposed development on site. A total of 182 townhouse units are proposed to be developed. All access to the facility would occur via the existing driveway to MD 589. No new points of access are proposed to the roadway.

Figure 1A. Concept Site Plan



Zoning Comparison

The existing 22.86 acres of land is currently zoned C-2 (General Commercial District). It is proposed to be rezoned to R-4 (General Residential District). In order to quantify the potential trips associated with the zoning classifications, ITE's Trip Generation (11th Edition) was consulted. The current proposed use would result in the development of 182 townhouse units. ITE's Land Use Code 220 (Multifamily Housing, Low Rise) most accurately depicts the proposed use. As shown in Table 1, the proposed use would generate a total of 79 AM peak hour trips and 99 PM peak hour trips. The average daily traffic for the use is 1,242.

Table 1. Trip Generation Comparison for Sina Property

Trip Generation Rates - ITE 11th Edition									
Land Use (Source)	Formula/Rate	Directional Distribution							
		AM Peak Hour			PM Peak Hour				
		In	Out	Total	In	Out	Total		
Multifamily Housing, Low- Rise (ITE-220)	AM Peak Hour Trips = 0.31 x Units + 22.85								
	PM Peak Hour Trips = 0.43 x Units + 20.55	24%	76%		63%	37%			
	Daily Trips = 6.41 x Units + 75.31								
Shopping Plaza, 40-150 ksf - No Supermarket (ITE-821)	AM Peak Hour Trips =1.73 x ksf								
	PM Peak Hour Trips = 5.19 x ksf	62%	38%		49%	51%			
	Daily Trips = 67.52 x ksf								
Trip Generation for Subject Site									
Land Use	Size	AM Peak Hour			PM Peak Hour			Daily	
		In	Out	Total	In	Out	Total		
Proposed Use									
Multifamily Housing, Low-Rise	182 Units	19	60	79	62	37	99		1242
Previously Approved Use									
Shopping Plaza, 40-150 ksf	100,000 sq.ft.	107	66	173	254	265	519		6752
	Pass-by Trips (PM-40%)				-102	-106	-208		
	New Trips	107	66	173	152	159	311		
Trip Comparison (Proposed - Approved)		-88	-6	-94	-90	-122	-212		

Note: Pass-by trip percentages were obtained from ITE Trip Generation Manual, 11th Edition.

Under the C-2 zoning district, multiple different retail or service establishments could be developed including:

- Retail businesses
- Personal Service businesses
- Restaurants, fast-food restaurants, convenience food stores
- General and professional offices
- Indoor commercial recreational establishments
- Doctors' offices
- Multiple other potential by-right uses

The subtitle ZS 1-210(b)A goes on to state that the gross floor area for any single business establishment shall not exceed 60,000 sq ft, and the total gross floor area for all business establishments on the parcel shall not exceed 100,000 sq ft. For the purpose of this analysis, a 100,000-sq ft shopping center was considered as the land use. It is important to note that since the property is subdivided into two parcels it could qualify for a second development of up to 100,000 sf, however, development may then be limited by other constraints such as stormwater management, parking and landscaping.

As shown within Table 1, ITE's Land Use Code 821 was utilized, which results in 173 AM peak hour trips and 519 PM peak hour trips. The average daily traffic for this use would be 6,752.

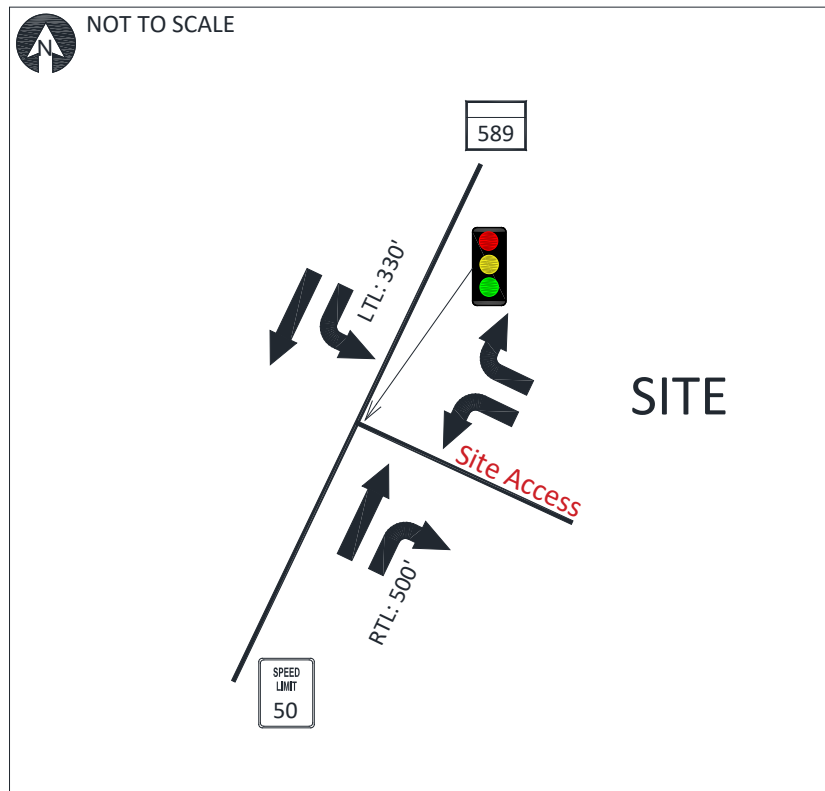
Since this is a convenience use, pass-by trips were deducted at a rate of 40% during the PM peak resulting in a net new trip increase of 311 during the PM peak.

For the sake of comparison, the current approved land use was deducted from the proposed use resulting in 94 fewer AM trips and 212 fewer PM peak hour trips.

Existing Conditions and Traffic Volumes

The intersection of MD 589 at Atlantic General Hospital access features traffic signalization. The roadway has been developed with a separate 500-ft-long right turn lane and 330-ft left turn lane. Exclusive left and right turn lanes for access to MD 589 are available along the driveway. Figure 2 provides a summary of the existing lane use.

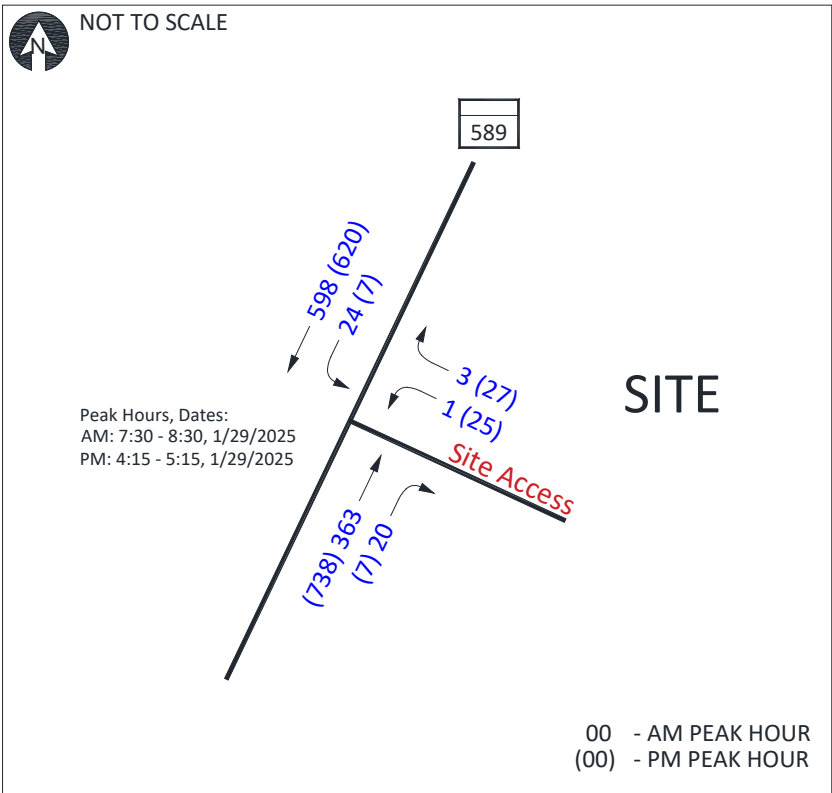
Figure 2. Existing Lane Use and Traffic Control



The posted speed limit for this segment of MD 589 is 50 MPH. The roadway is owned and maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA). It extends for a total distance of 4.65 miles from US 50 (Ocean Gateway) to US 113 (Worcester Highway) and its associated frontage roads. In the vicinity of the subject site, the roadway is classified as an Urban Minor Arterial on the State Secondary System. MDOT SHA reports the average daily traffic for the segment as 20,975.

Intersection turning movement counts were collected at the study intersection on January 29, 2025, during the AM and PM peak periods. Figure 3 details a summary of the existing AM and PM peak hour traffic volumes. Additional details on the full turning movement count and aerial photography from the study intersection can be found in Appendix A.

Figure 3. 2025 Existing Peak Hour Traffic Volumes



The Maryland State Police database was reviewed to quantify crashes that have occurred at the study intersection since its recent development. From 2023 through the beginning of 2025, zero crashes have been reported at this location. Table 2 summarizes the existing crash data.

Table 2. Crash Data Summary

Year	2023	2024	2025 (1/1 - 2/18)
Intersection	Number of Crashes		
MD 589 & Site Access	0	0	0

Source: Maryland Department of State Police.

BACKGROUND TRAFFIC CONDITIONS

Historic traffic growth along the MD 589 corridor was reviewed to quantify a growth rate. Table 3 details the historic growth from 2014 through 2023. As shown, traffic volumes in 2023 are still lower than pre-pandemic volumes of 2019. In order to present a conservative analysis, however, a 3% annual growth rate was applied to the existing turning movement counts. Figure 4 details the thru volume regional traffic growth. Adding the regional traffic to the existing peak hour traffic volumes results in the 2028 background peak hour traffic volumes as detailed in Figure 5.

Table 3. Historical AADT Data

LOCATION: MD 589; US 50 to MD 90				
REPORT DATE: 10-Feb-25				
AVERAGE GROWTH:		2.65%		
MATHEMATICAL GROWTH:		2.23%		
Year	AADT Volume	Vol. increase	% increase	Average %
2014	17,203			
2015	17,934	731	4.25%	4.25%
2016	18,315	381	2.12%	3.19%
2017	20,290	1,975	10.78%	5.72%
2018	20,890	600	2.96%	5.03%
2019	21,141	251	1.20%	4.26%
2020	17,512	-3,629	-17.17%	0.69%
2021	20,803	3,291	18.79%	3.28%
2022	20,284	-519	-2.49%	2.56%
2023	20,975	691	3.41%	2.65%

Source: MDOT SHA.

Figure 4. Regional Traffic Growth

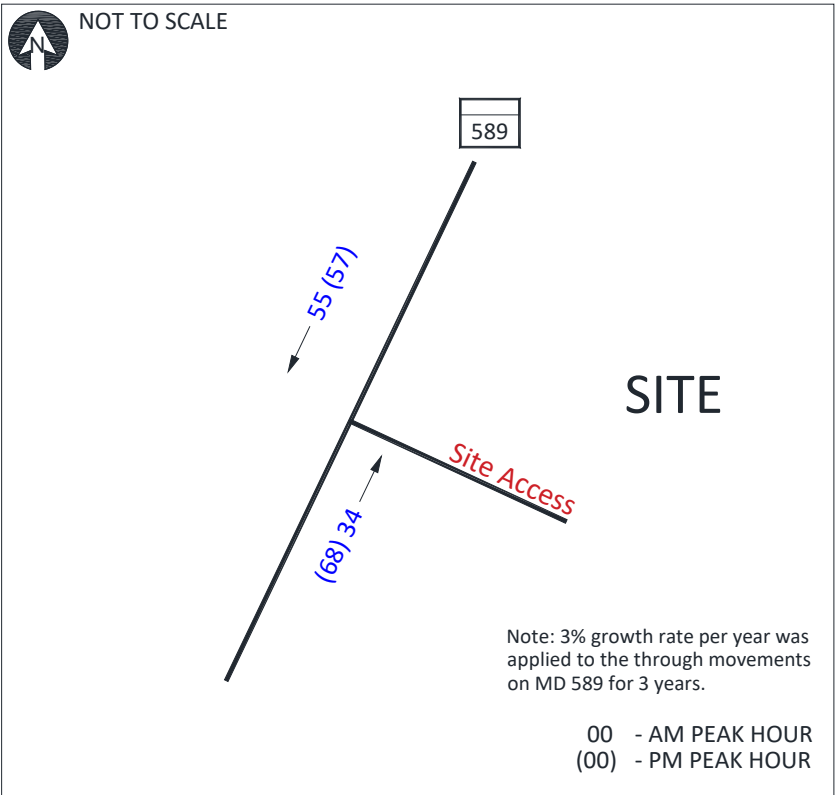
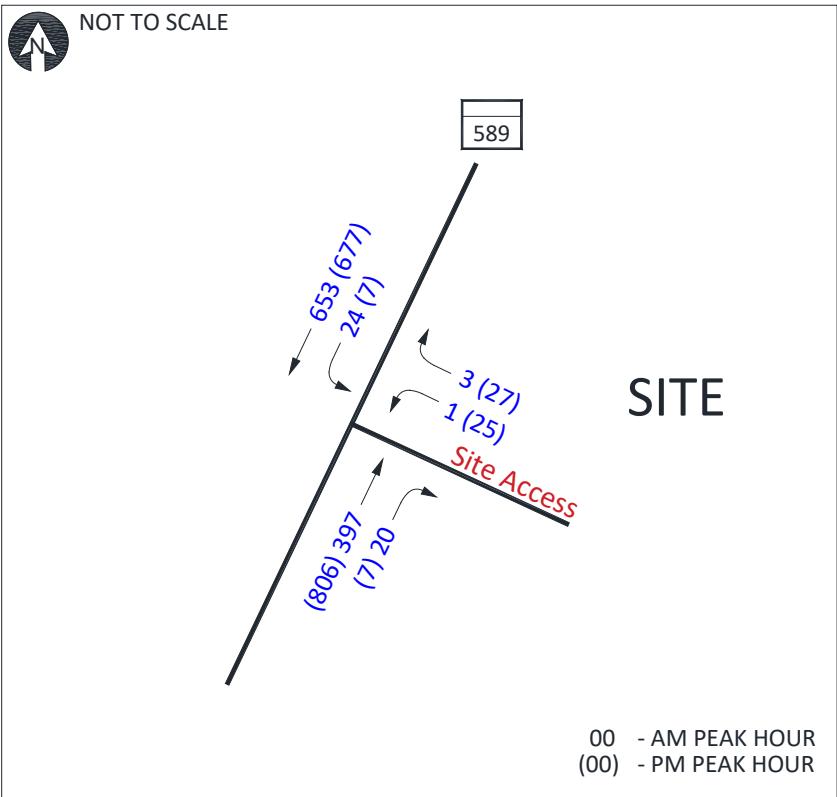


Figure 5. 2028 Background Peak Hour Traffic Volumes



TOTAL TRAFFIC CONDITIONS

As previously shown, a total of 182 multifamily housing, low-rise units are proposed to be developed at Sina Property. The development will utilize the existing signalized access to MD 589. No additional access points are proposed in conjunction with this development. Table 4 summarizes the projected future trip generation for this site, which includes 79 AM peak hour trips and 99 PM peak hour trips.

Table 4. Trip Generation for Subject Site

Trip Generation Rates - ITE 11th Edition								
Land Use (Source)	Formula/Rate	Directional Distribution						
		AM Peak Hour		PM Peak Hour				
		In	Out	In	Out			
Multifamily Housing, Low- Rise (ITE-220)	AM Peak Hour Trips = 0.31 x Units + 22.85							
	PM Peak Hour Trips = 0.43 x Units + 20.55	24%	76%	63%	37%			
	Daily Trips = 6.41 x Units + 75.31							
Trip Generation for Subject Site								
Land Use	Size	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Multifamily Housing, Low-Rise	182 Units	19	60	79	62	37	99	1242

Based on existing traffic volumes and projected future land use, the site trips were distributed to the road network as detailed in Figure 6. Adding the site trips to the background peak hour traffic volumes results in the total peak hour traffic volumes as shown in Figure 7.

Figure 6. Trip Assignment for Subject Site

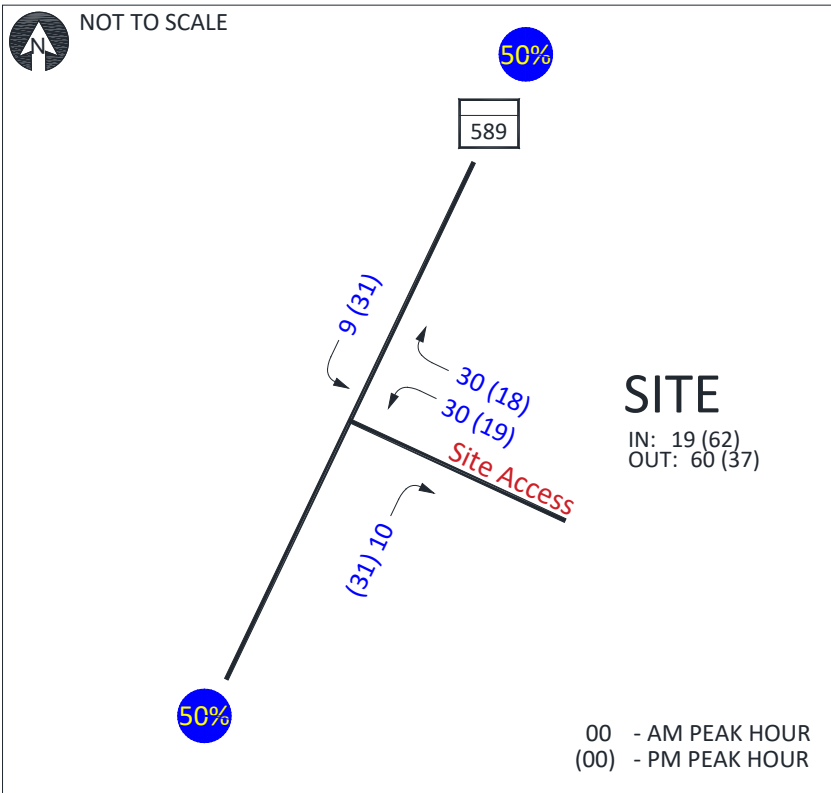
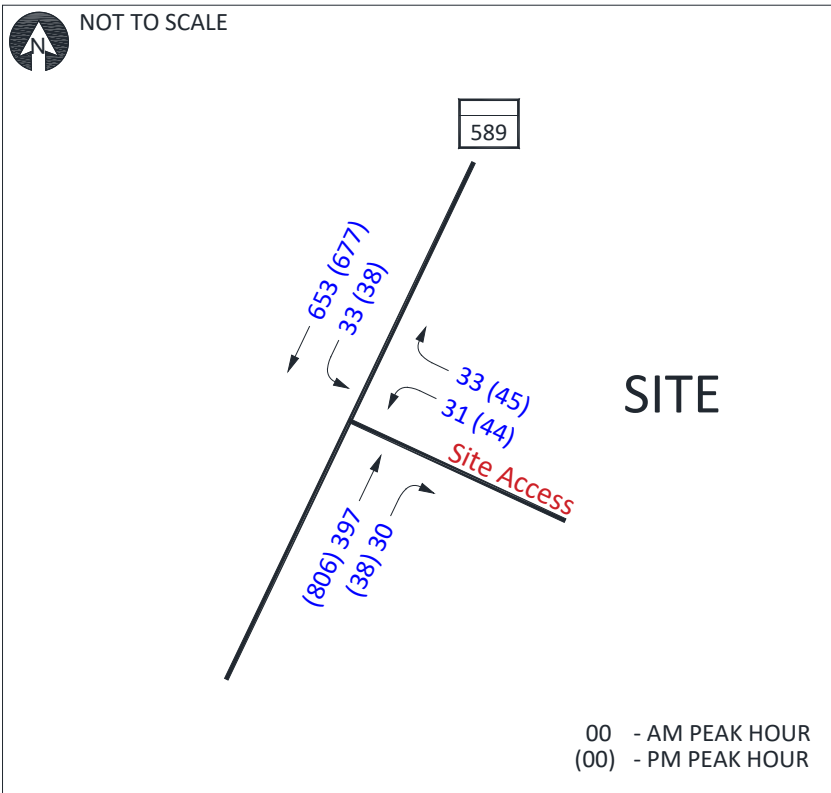


Figure 7. 2028 Total Peak Hour Traffic Volumes



INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was undertaken at the study intersection using Critical Lane Volume (CLV) and Highway Capacity Manual (HCM) methodologies. The CLV analysis is a high level planning tool, which determines the critical volume based on conflicting volumes and lane use to determine generally if adequate capacity is available. The specific traffic control is not considered within this methodology. Table 5 summarizes the CLV analysis. Complete capacity worksheets can be found in Appendix B. A review of Table 5 shows that the study intersection currently operates at optimal Level of Service “A” conditions during both peak periods. In the future when considering regional growth and the development of Sina Property, Level of Service “A” conditions are projected to remain under this methodology.

Table 5. Results of CLV Analysis

Intersection	2025 Existing Traffic	2028 Background Traffic	2028 Total Traffic
	LOS / CLV	LOS / CLV	LOS / CLV
AM Peak Hour			
MD 589 & Site Access	A / 599	A / 654	A / 684
PM Peak Hour			
MD 589 & Site Access	A / 770	A / 838	A / 888

HCM analysis provides additional information on average delay for the overall intersection and for individual approach movements. A level of service is assigned based on the average delay per vehicle. Level of Service “A” represents a delay of less than 10 seconds per vehicle. Level of Service “F” conditions would occur if average delay exceeds 80 seconds per vehicle. Table 6 summarizes the HCM levels of service at signalized intersections.

Table 6. HCM Level of Service Summary for Signalized Intersections

LOS	Control Delay (sec/veh)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

HCM methodology was then utilized for the study intersection for the existing, background, and total conditions for the AM and PM peak periods. The results are summarized in Table 7. Worksheets with full detail can be found in Appendix B.

Table 7. Results of HCM Analysis

Intersection		2025 Existing Traffic		2028 Background Traffic		2028 Total Traffic	
Type of Control	Movement	AM	PM	AM	PM	AM	PM
		LOS / Delay (sec)		LOS / Delay (sec)		LOS / Delay (sec)	
MD 589 (N/S) & Site Access (E/W)							
Traffic Signal	Overall	A / 5.7	B / 11.2	A / 6.1	B / 11.9	A / 9.8	B / 14.1
	WB L	C / 30.8	C / 30.2	C / 30.8	C / 32.9	C / 28.8	D / 35.8
	WB R	D / 36.5	C / 30.5	D / 36.5	C / 33.3	C / 29.2	D / 36.3
	NB T	A / 7.7	B / 14.1	A / 8.0	B / 15.3	B / 11.1	B / 18.4
	NB R	A / 5.5	A / 6.2	A / 5.5	A / 5.9	A / 7.7	A / 7.1
	SB L	A / 4.8	B / 10.1	A / 5.0	B / 11.2	A / 7.1	B / 13.1
	SB T	A / 4.4	A / 6.2	A / 4.8	A / 6.3	A / 7.4	A / 6.5

Notes: Results were based on Synchro 12 - HCM 7th reports.

A review of the table shows the intersection currently operates at Level of Service “A” conditions during the AM peak and Level of Service “B” conditions during the PM peak. As minimal additional volume will be added to the intersection, the levels of service remain unchanged for the future conditions. As shown within the table, the northbound and southbound thru movements operate with overall Levels of Service “A” and “B.” Higher delay is shown for the westbound site access movements, which is typical for a site access driveway accessing a roadway maintained by MDOT SHA. MDOT SHA prioritizes thru movements along its roadway versus the delay associated with minor street traffic accessing the roadway. Level of Service “D” conditions are considered adequate for the driveway or for the overall intersection, however, Level of Service “A” or “B” is projected for the average delay for all vehicles.

Traffic signal timing data was obtained from MDOT SHA for the existing intersection. It was used within the HCM analysis. Details on traffic signal timing can be found in Appendix C.

HCM queue analysis was also reviewed for the site access approach and for the southbound left turn movement. As shown within Table 8, relatively short queue lengths are projected for all approaches and can easily be accommodated within the turn bays as provided. This is a result of the minimal traffic volumes at the intersection.

Table 8. Results of Queuing Analysis

Intersection		2025 Existing Traffic		2028 Background Traffic		2028 Total Traffic	
Movement	Storage Length (ft)	AM	PM	AM	PM	AM	PM
		95th Queue (No. of Veh / Feet)		95th Queue (No. of Veh / Feet)		95th Queue (No. of Veh / Feet)	
MD 589 (N/S) & Site Access (E/W)							
WB L	200+	0.0 / 0	0.8 / 20	0.0 / 0	0.9 / 23	1.0 / 25	1.8 / 45
WB R	200+	0.3 / 8	2.1 / 53	0.3 / 8	2.3 / 58	2.6 / 65	0.1 / 3
SB L	330	0.1 / 3	0.1 / 3	0.1 / 3	0.1 / 3	0.3 / 8	0.5 / 13

Notes: Results were based on Synchro 12 - HCM 7th reports. Average vehicle length of 25 feet was assumed.

SUMMARY AND CONCLUSIONS

This Traffic Analysis has shown that the proposed land use will generate significantly fewer trips during the AM and PM peak periods and throughout the day when comparing the current C-2 zoning with the proposed R-4 zoning. Additional analysis was undertaken to demonstrate that adequate levels of service are achieved at the site access intersection with the development of 182 townhouse units.

It is our opinion that the road system is capable of supporting the rezoning and development as proposed without the need for additional improvements.

APPENDIX A

Intersection Turning Movement Counts and Aerial Photographs



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 589
and: Medical Center Access
Location: Worcester County, Maryland

Counted by: VCU
Date: January 29, 2025
Weather: Cool/Sunny
Entered by: CP

Wednesday
Star Rating: 5



TIME	TRAFFIC FROM NORTH on: MD 589					TRAFFIC FROM SOUTH on: MD 589					TRAFFIC FROM EAST on: Medical Center Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0	102	3	0	105	0	34	0	0	34	0	0	1	0	1	0	0	0	0	0	140
7:15 - 7:30	0	141	7	0	148	2	53	0	0	55	0	0	1	0	1	0	0	0	0	0	204
7:30 - 7:45	0	160	7	0	167	4	90	0	0	94	0	0	0	0	0	0	0	0	0	0	261
7:45 - 8:00	0	192	6	0	198	10	95	0	0	105	1	0	1	0	2	0	0	0	0	0	305
8:00 - 8:15	0	112	5	0	117	4	87	0	0	91	0	0	0	0	0	0	0	0	0	0	208
8:15 - 8:30	0	134	6	0	140	2	91	0	0	93	2	0	0	0	2	0	0	0	0	0	235
8:30 - 8:45	0	130	5	0	135	3	92	0	0	95	2	0	3	0	5	0	0	0	0	0	235
8:45 - 9:00	0	147	8	0	155	5	92	0	0	97	3	0	1	0	4	0	0	0	0	0	256
2 Hr Totals	0	1118	47	0	1165	30	634	0	0	664	8	0	7	0	15	0	0	0	0	0	1844
1 Hr Totals																					
7:00 - 8:00	0	595	23	0	618	16	272	0	0	288	1	0	3	0	4	0	0	0	0	0	910
7:15 - 8:15	0	605	25	0	630	20	325	0	0	345	1	0	2	0	3	0	0	0	0	0	978
7:30 - 8:30	0	598	24	0	622	20	363	0	0	383	3	0	1	0	4	0	0	0	0	0	1009
7:45 - 8:45	0	568	22	0	590	19	365	0	0	384	5	0	4	0	9	0	0	0	0	0	983
8:00 - 9:00	0	523	24	0	547	14	362	0	0	376	7	0	4	0	11	0	0	0	0	0	934
PEAK HOUR																					
7:30 - 8:30	0	598	24	0	622	20	363	0	0	383	3	0	1	0	4	0	0	0	0	0	1009
PM																					
3:00 - 3:15	0	135	2	0	137	3	194	0	0	197	2	0	6	0	8	0	0	0	0	0	342
3:15 - 3:30	0	146	2	0	148	5	194	0	0	199	7	0	5	0	12	0	0	0	0	0	359
3:30 - 3:45	0	148	4	0	152	0	174	0	0	174	3	0	2	0	5	0	0	0	0	0	331
3:45 - 4:00	0	142	1	0	143	2	178	0	0	180	3	0	3	0	6	0	0	0	0	0	329
4:00 - 4:15	0	131	2	0	133	3	186	0	0	189	6	0	2	0	8	0	0	0	0	0	330
4:15 - 4:30	0	189	2	0	191	4	202	0	0	206	8	0	6	0	14	0	0	0	0	0	411
4:30 - 4:45	0	155	2	0	157	3	169	0	0	172	7	0	12	0	19	0	0	0	0	0	348
4:45 - 5:00	0	146	1	0	147	0	173	0	0	173	8	0	6	0	14	0	0	0	0	0	334
5:00 - 5:15	0	130	2	0	132	0	194	0	0	194	4	0	1	0	5	0	0	0	0	0	331
5:15 - 5:30	0	142	0	0	142	0	177	0	0	177	0	0	0	0	0	0	0	0	0	0	319
5:30 - 5:45	0	132	1	0	133	1	164	0	0	165	0	0	1	0	1	0	0	0	0	0	299
5:45 - 6:00	0	137	0	0	137	0	146	0	0	146	1	0	1	0	2	0	0	0	0	0	285
3 Hr Totals	0	1733	19	0	1752	21	2151	0	0	2172	49	0	45	0	94	0	0	0	0	0	4018
1 Hr Totals																					
3:00 - 4:00	0	571	9	0	580	10	740	0	0	750	15	0	16	0	31	0	0	0	0	0	1361
3:15 - 4:15	0	567	9	0	576	10	732	0	0	742	19	0	12	0	31	0	0	0	0	0	1349
3:30 - 4:30	0	610	9	0	619	9	740	0	0	749	20	0	13	0	33	0	0	0	0	0	1401
3:45 - 4:45	0	617	7	0	624	12	735	0	0	747	24	0	23	0	47	0	0	0	0	0	1418
4:00 - 5:00	0	621	7	0	628	10	730	0	0	740	29	0	26	0	55	0	0	0	0	0	1423
4:15 - 5:15	0	620	7	0	627	7	738	0	0	745	27	0	25	0	52	0	0	0	0	0	1424
4:30 - 5:30	0	573	5	0	578	3	713	0	0	716	19	0	19	0	38	0	0	0	0	0	1332
4:45 - 5:45	0	550	4	0	554	1	708	0	0	709	12	0	8	0	20	0	0	0	0	0	1283
5:00 - 6:00	0	541	3	0	544	1	681	0	0	682	5	0	3	0	8	0	0	0	0	0	1234
PEAK HOUR																					
4:15 - 5:15	0	620	7	0	627	7	738	0	0	745	27	0	25	0	52	0	0	0	0	0	1424

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 589
and: Medical Center Access
Location: Worcester County, Maryland

Counted by: VCU
Date: January 29, 2025
Weather: Cool/Sunny
Entered by: CP

Wednesday
Star Rating: 5



TIME	TRAFFIC FROM NORTH on: MD 589					TRAFFIC FROM SOUTH on: MD 589					TRAFFIC FROM EAST on: Medical Center Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15		99	3	0	102	0	31		0	31	0		1	0	1					0	134
7:15 - 7:30		133	7	0	140	2	53		0	55	0		1	0	1					0	196
7:30 - 7:45		157	7	0	164	4	86		0	90	0		0	0	0					0	254
7:45 - 8:00		189	6	0	195	10	91		0	101	1		1	0	2					0	298
8:00 - 8:15		111	5	0	116	4	85		0	89	0		0	0	0					0	205
8:15 - 8:30		131	6	0	137	2	82		0	84	2		0	0	2					0	223
8:30 - 8:45		127	5	0	132	3	86		0	89	2		3	0	5					0	226
8:45 - 9:00		144	8	0	152	5	91		0	96	3		1	0	4					0	252
2 Hr Totals	0	1091	47	0	1138	30	605	0	0	635	8	0	7	0	15	0	0	0	0	0	1788
1 Hr Totals																					
7:00 - 8:00	0	578	23	0	601	16	261	0	0	277	1	0	3	0	4	0	0	0	0	0	882
7:15 - 8:15	0	590	25	0	615	20	315	0	0	335	1	0	2	0	3	0	0	0	0	0	953
7:30 - 8:30	0	588	24	0	612	20	344	0	0	364	3	0	1	0	4	0	0	0	0	0	980
7:45 - 8:45	0	558	22	0	580	19	344	0	0	363	5	0	4	0	9	0	0	0	0	0	952
8:00 - 9:00	0	513	24	0	537	14	344	0	0	358	7	0	4	0	11	0	0	0	0	0	906
PEAK HOUR																					
7:30 - 8:30	0	588	24	0	612	20	344	0	0	364	3	0	1	0	4	0	0	0	0	0	980
PM																					
3:00 - 3:15		130	1	0	131	3	191		0	194	2		6	0	8					0	333
3:15 - 3:30		145	2	0	147	4	190		0	194	6		4	0	10					0	351
3:30 - 3:45		145	4	0	149	0	171		0	171	3		2	0	5					0	325
3:45 - 4:00		138	1	0	139	2	176		0	178	3		3	0	6					0	323
4:00 - 4:15		126	2	0	128	3	184		0	187	6		2	0	8					0	323
4:15 - 4:30		186	2	0	188	4	201		0	205	8		6	0	14					0	407
4:30 - 4:45		150	2	0	152	3	167		0	170	7		12	0	19					0	341
4:45 - 5:00		145	1	0	146	0	172		0	172	8		6	0	14					0	332
5:00 - 5:15		130	2	0	132	0	189		0	189	4		1	0	5					0	326
5:15 - 5:30		141	0	0	141	0	177		0	177	0		0	0	0					0	318
5:30 - 5:45		130	1	0	131	1	164		0	165	0		1	0	1					0	297
5:45 - 6:00		136	0	0	136	0	145		0	145	1		1	0	2					0	283
3 Hr Totals	0	1702	18	0	1720	20	2127	0	0	2147	48	0	44	0	92	0	0	0	0	0	3959
1 Hr Totals																					
3:00 - 4:00	0	558	8	0	566	9	728	0	0	737	14	0	15	0	29	0	0	0	0	0	1332
3:15 - 4:15	0	554	9	0	563	9	721	0	0	730	18	0	11	0	29	0	0	0	0	0	1322
3:30 - 4:30	0	595	9	0	604	9	732	0	0	741	20	0	13	0	33	0	0	0	0	0	1378
3:45 - 4:45	0	600	7	0	607	12	728	0	0	740	24	0	23	0	47	0	0	0	0	0	1394
4:00 - 5:00	0	607	7	0	614	10	724	0	0	734	29	0	26	0	55	0	0	0	0	0	1403
4:15 - 5:15	0	611	7	0	618	7	729	0	0	736	27	0	25	0	52	0	0	0	0	0	1406
4:30 - 5:30	0	566	5	0	571	3	705	0	0	708	19	0	19	0	38	0	0	0	0	0	1317
4:45 - 5:45	0	546	4	0	550	1	702	0	0	703	12	0	8	0	20	0	0	0	0	0	1273
5:00 - 6:00	0	537	3	0	540	1	675	0	0	676	5	0	3	0	8	0	0	0	0	0	1224
PEAK HOUR																					
4:15 - 5:15	0	611	7	0	618	7	729	0	0	736	27	0	25	0	52	0	0	0	0	0	1406

MEDIUM TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 589
and: Medical Center Access
Location: Worcester County, Maryland

Counted by: VCU
Date: January 29, 2025
Weather: Cool/Sunny
Entered by: CP

Wednesday
Star Rating: 5



TIME	TRAFFIC FROM NORTH on: MD 589					TRAFFIC FROM SOUTH on: MD 589					TRAFFIC FROM EAST on: Medical Center Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15		3	0	0	3	0	3		0	3	0		0	0	0					0	6
7:15 - 7:30		8	0	0	8	0	0		0	0	0		0	0	0	0				0	8
7:30 - 7:45		3	0	0	3	0	4		0	4	0		0	0	0	0				0	7
7:45 - 8:00		3	0	0	3	0	3		0	3	0		0	0	0	0				0	6
8:00 - 8:15		1	0	0	1	0	1		0	1	0		0	0	0	0				0	2
8:15 - 8:30		3	0	0	3	0	8		0	8	0		0	0	0	0				0	11
8:30 - 8:45		3	0	0	3	0	5		0	5	0		0	0	0	0				0	8
8:45 - 9:00		3	0	0	3	0	1		0	1	0		0	0	0	0				0	4
2 Hr Totals	0	27	0	0	27	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	52
1 Hr Totals																					
7:00 - 8:00	0	17	0	0	17	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	27
7:15 - 8:15	0	15	0	0	15	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	23
7:30 - 8:30	0	10	0	0	10	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	26
7:45 - 8:45	0	10	0	0	10	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	27
8:00 - 9:00	0	10	0	0	10	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	25
PEAK HOUR																					
7:30 - 8:30	0	10	0	0	10	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	26
PM																					
3:00 - 3:15		5	1	0	6	0	3		0	3	0		0	0	0	0				0	9
3:15 - 3:30		1	0	0	1	1	4		0	5	1		1	0	2					0	8
3:30 - 3:45		2	0	0	2	0	3		0	3	0		0	0	0					0	5
3:45 - 4:00		4	0	0	4	0	1		0	1	0		0	0	0	0				0	5
4:00 - 4:15		5	0	0	5	0	2		0	2	0		0	0	0	0				0	7
4:15 - 4:30		3	0	0	3	0	1		0	1	0		0	0	0	0				0	4
4:30 - 4:45		2	0	0	2	0	2		0	2	0		0	0	0	0				0	4
4:45 - 5:00		1	0	0	1	0	1		0	1	0		0	0	0	0				0	2
5:00 - 5:15		0	0	0	0	0	4		0	4	0		0	0	0	0				0	4
5:15 - 5:30		1	0	0	1	0	0		0	0	0		0	0	0	0				0	1
5:30 - 5:45		1	0	0	1	0	0		0	0	0		0	0	0	0				0	1
5:45 - 6:00		1	0	0	1	0	1		0	1	0		0	0	0	0				0	2
3 Hr Totals	0	26	1	0	27	1	22	0	0	23	1	0	1	0	2	0	0	0	0	0	52
1 Hr Totals																					
3:00 - 4:00	0	12	1	0	13	1	11	0	0	12	1	0	1	0	2	0	0	0	0	0	27
3:15 - 4:15	0	12	0	0	12	1	10	0	0	11	1	0	1	0	2	0	0	0	0	0	25
3:30 - 4:30	0	14	0	0	14	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	21
3:45 - 4:45	0	14	0	0	14	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	20
4:00 - 5:00	0	11	0	0	11	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	17
4:15 - 5:15	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
4:30 - 5:30	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
4:45 - 5:45	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
5:00 - 6:00	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
PEAK HOUR																					
4:15 - 5:15	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 589
and: Medical Center Access
Location: Worcester County, Maryland

Counted by: VCU
Date: January 29, 2025
Weather: Cool/Sunny
Entered by: CP

Wednesday
Star Rating: 5



TIME	TRAFFIC FROM NORTH on: MD 589					TRAFFIC FROM SOUTH on: MD 589					TRAFFIC FROM EAST on: Medical Center Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15		0	0	0	0	0	0		0	0		0	0	0	0					0	0
7:15 - 7:30		0	0	0	0	0	0		0	0		0	0	0	0					0	0
7:30 - 7:45		0	0	0	0	0	0		0	0		0	0	0	0					0	0
7:45 - 8:00		0	0	0	0	0	1		0	1	0		0	0	0					0	1
8:00 - 8:15		0	0	0	0	0	1		0	1	0		0	0	0					0	1
8:15 - 8:30		0	0	0	0	0	1		0	1	0		0	0	0					0	1
8:30 - 8:45		0	0	0	0	0	1		0	1	0		0	0	0					0	1
8:45 - 9:00		0	0	0	0	0	0		0	0	0		0	0	0					0	0
2 Hr Totals	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
1 Hr Totals																					
7:00 - 8:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 - 8:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:30 - 8:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:45 - 8:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
8:00 - 9:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
PEAK HOUR																					
7:30 - 8:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
PM																					
3:00 - 3:15		0	0	0	0	0	0		0	0		0	0	0	0					0	0
3:15 - 3:30		0	0	0	0	0	0		0	0		0	0	0	0					0	0
3:30 - 3:45		1	0	0	1	0	0		0	0		0	0	0	0					0	1
3:45 - 4:00		0	0	0	0	0	1		0	1	0		0	0	0					0	1
4:00 - 4:15		0	0	0	0	0	0		0	0		0	0	0	0					0	0
4:15 - 4:30		0	0	0	0	0	0		0	0		0	0	0	0					0	0
4:30 - 4:45		3	0	0	3	0	0		0	0		0	0	0	0					0	3
4:45 - 5:00		0	0	0	0	0	0		0	0		0	0	0	0					0	0
5:00 - 5:15		0	0	0	0	0	1		0	1	0		0	0	0					0	1
5:15 - 5:30		0	0	0	0	0	0		0	0	0		0	0	0					0	0
5:30 - 5:45		1	0	0	1	0	0		0	0		0	0	0	0					0	1
5:45 - 6:00		0	0	0	0	0	0		0	0		0	0	0	0					0	0
3 Hr Totals	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
1 Hr Totals																					
3:00 - 4:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 - 4:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:30 - 4:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:45 - 4:45	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:00 - 5:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 - 5:15	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 - 5:30	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:45 - 5:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HOUR																					
4:15 - 5:15	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 589
and: Medical Center Access
Location: Worcester County, Maryland

Counted by: VCU
Date: January 29, 2025
Weather: Cool/Sunny
Entered by: CP

Wednesday
Star Rating: 5



TIME	TRAFFIC FROM NORTH on: MD 589					TRAFFIC FROM SOUTH on: MD 589					TRAFFIC FROM EAST on: Medical Center Access					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15		0	0	0	0	0	0		0	0	0		0	0	0					0	0
7:15 - 7:30		0	0	0	0	0	0		0	0			0	0	0					0	0
7:30 - 7:45		0	0	0	0	0	0		0	0			0	0	0					0	0
7:45 - 8:00		0	0	0	0	0	0		0	0			0	0	0					0	0
8:00 - 8:15		0	0	0	0	0	1		0	1	0		0	0	0					0	1
8:15 - 8:30		0	0	0	0	0	0		0	0			0	0	0					0	0
8:30 - 8:45		0	0	0	0	0	0		0	0			0	0	0					0	0
8:45 - 9:00		0	0	0	0	0	0		0	0			0	0	0					0	0
2 Hr Totals	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1 Hr Totals																					
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 8:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 - 8:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 - 8:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 - 9:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HOUR																					
7:30 - 8:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PM																					
3:00 - 3:15		0	0	0	0	0	0		0	0			0	0	0					0	0
3:15 - 3:30		0	0	0	0	0	0		0	0			0	0	0					0	0
3:30 - 3:45		0	0	0	0	0	1		0	1	0		0	0	0					0	1
3:45 - 4:00		0	0	0	0	0	0		0	0			0	0	0					0	0
4:00 - 4:15		0	0	0	0	0	0		0	0			0	0	0					0	0
4:15 - 4:30		0	0	0	0	0	0		0	0			0	0	0					0	0
4:30 - 4:45		0	0	0	0	0	0		0	0			0	0	0					0	0
4:45 - 5:00		0	0	0	0	0	0		0	0			0	0	0					0	0
5:00 - 5:15		0	0	0	0	0	0		0	0			0	0	0					0	0
5:15 - 5:30		0	0	0	0	0	0		0	0			0	0	0					0	0
5:30 - 5:45		1	0	0	1	0	0		0	0			0	0	0					0	1
5:45 - 6:00		0	0	0	0	0	0		0	0			0	0	0					0	0
3 Hr Totals	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 - 4:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 - 4:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HOUR																					
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: MD 589
and: Medical Center Access
Location: Worcester County, Maryland

Counted by: VCU
Date: January 29, 2025
Weather: Cool/Sunny
Entered by: CP

Wednesday
Star Rating: 5



TIME	NORTH LEG MD 589		SOUTH LEG MD 589	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
TOTALS	0	0	0	0
PM				
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0
	EAST LEG Medical Center Access		WEST LEG	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	0	0		
7:15 - 7:30	0	0		
7:30 - 7:45	0	0		
7:45 - 8:00	0	0		
8:00 - 8:15	0	0		
8:15 - 8:30	0	0		
8:30 - 8:45	0	0		
8:45 - 9:00	0	0		
TOTALS	0	0	0	0
PM				
3:00 - 3:15	0	0		
3:15 - 3:30	0	0		
3:30 - 3:45	0	0		
3:45 - 4:00	0	0		
4:00 - 4:15	0	0		
4:15 - 4:30	0	0		
4:30 - 4:45	0	0		
4:45 - 5:00	0	0		
5:00 - 5:15	0	0		
5:15 - 5:30	0	0		
5:30 - 5:45	1	0		
5:45 - 6:00	0	0		
TOTALS	1	0	0	0



Google Earth

Image © 2025 Airbus

APPENDIX B

Capacity Analysis Worksheets



CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

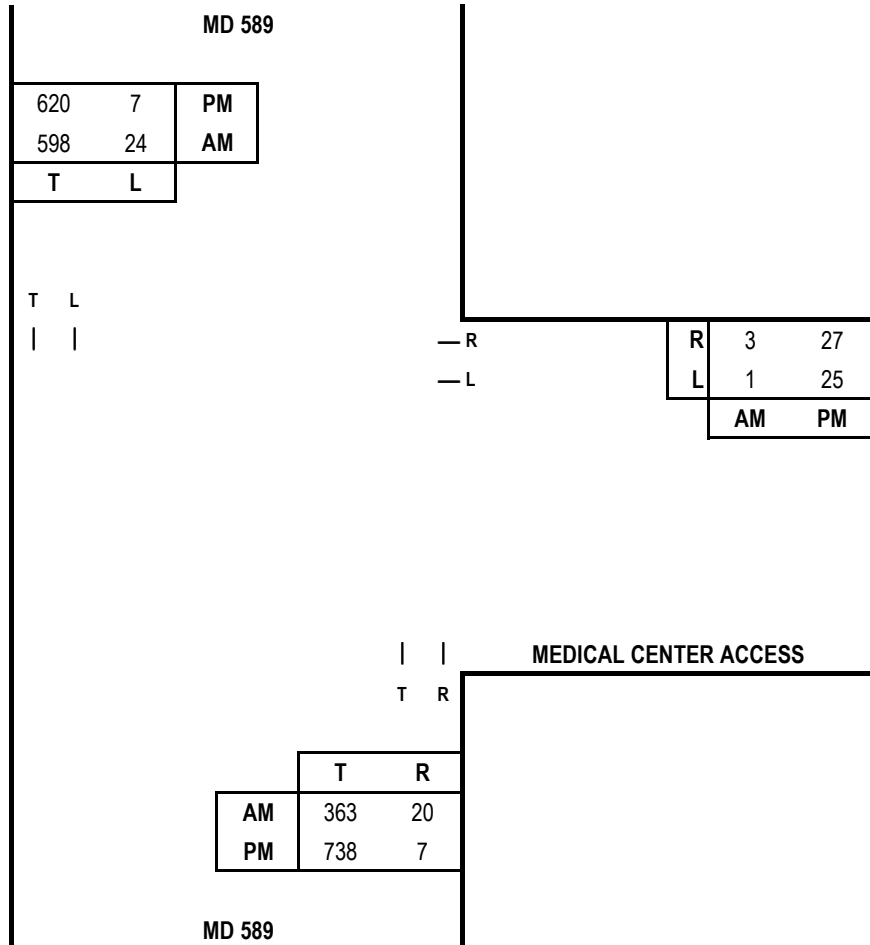
E/W Road: Medical Center Access
N/S Road: MD 589
Conditions: 2025 Existing Traffic

Date of Count: 1/29/2025
Day of Count: Wednesday
Analyst: Ming-Yu Chien



Peak: 7:30 -8:30

Peak: 4:15 -5:15



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	1	1.00	1			
NB	363	1.00	363	24	1.00	24
SB	598	1.00	598			
CLV TOTAL=						599
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	25	1.00	25			
NB	738	1.00	738	7	1.00	7
SB	620	1.00	620			
CLV TOTAL=						770
Level of Service (LOS)=						A

Scenario ID - EXIST1

CLV V/C =0.37

CLV V/C =0.48

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

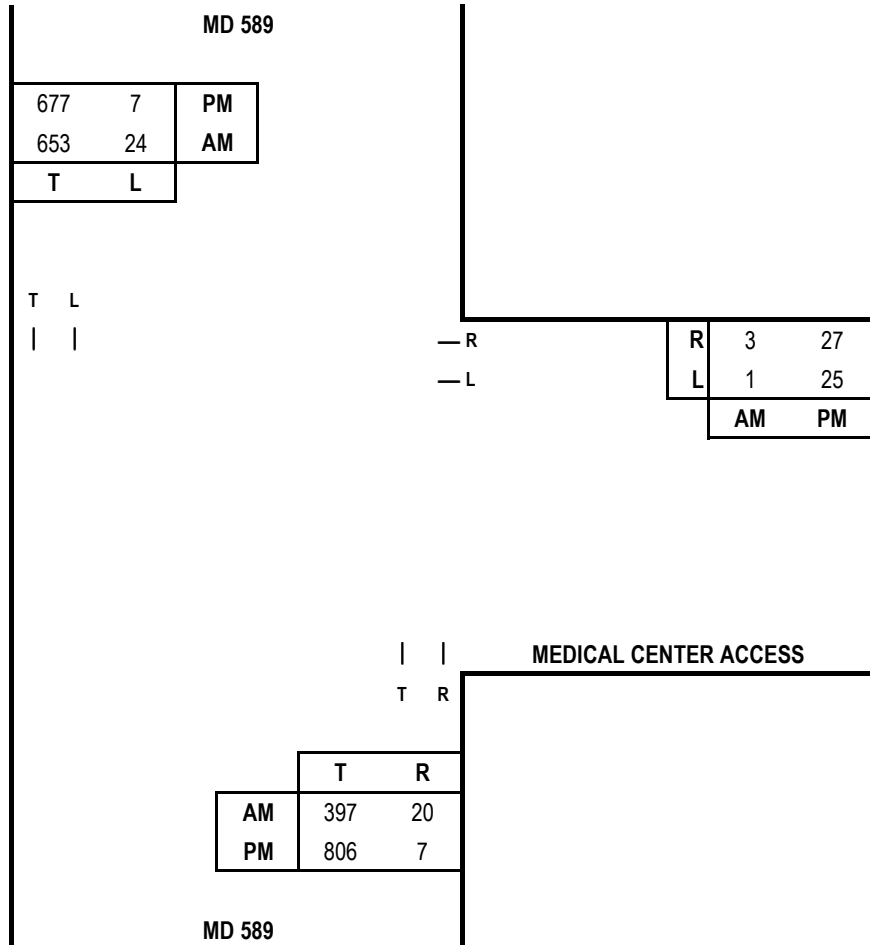
E/W Road: Medical Center Access
N/S Road: MD 589
Conditions: 2028 Background Traffic

Date of Count: 1/29/2025
Day of Count: Wednesday
Analyst: Ming-Yu Chien



Peak: 7:30 -8:30

Peak: 4:15 -5:15



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	1	1.00	1			
NB	397	1.00	397	24	1.00	24
SB	653	1.00	653			
CLV TOTAL=						654
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	25	1.00	25			
NB	806	1.00	806	7	1.00	7
SB	677	1.00	677			
CLV TOTAL=						838
Level of Service (LOS)=						A

Scenario ID - BACK1

CLV V/C =0.41

CLV V/C =0.52

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

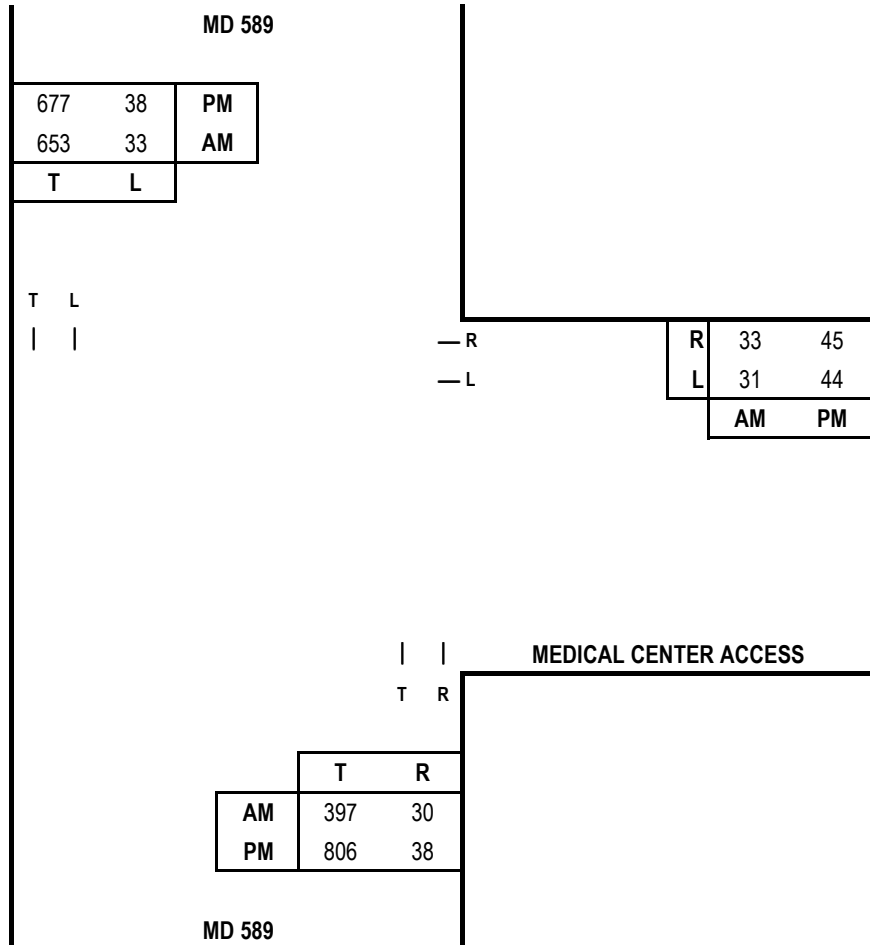
E/W Road: Medical Center Access
N/S Road: MD 589
Conditions: 2028 Total Traffic

Date of Count: 1/29/2025
Day of Count: Wednesday
Analyst: Ming-Yu Chien



Peak: 7:30 -8:30

Peak: 4:15 -5:15



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	31	1.00	31			
NB	397	1.00	397	33	1.00	33
SB	653	1.00	653			
CLV TOTAL=						684
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	44	1.00	44			
NB	806	1.00	806	38	1.00	38
SB	677	1.00	677			
CLV TOTAL=						888
Level of Service (LOS)=						A













Scenario ID - TOT1

CLV V/C =0.43

CLV V/C =0.56

Lanes, Volumes, Timings
1: MD 589 & Site Access

2025 Existing AM Peak
02/12/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	3	363	20	24	598
Future Volume (vph)	1	3	363	20	24	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	11	11
Storage Length (ft)	0	0		500	330	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		50			50
Link Distance (ft)	456		833			694
Travel Time (s)	12.4		11.4			9.5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	5%	0%	0%	2%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0	35.0	5.0	35.0
Minimum Split (s)	15.0	15.0	44.0	44.0	12.0	44.0
Total Split (s)	37.0	37.0	69.0	69.0	27.0	96.0
Total Split (%)	27.8%	27.8%	51.9%	51.9%	20.3%	72.2%
Maximum Green (s)	30.0	30.0	60.0	60.0	20.0	87.0
Yellow Time (s)	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	9.0	9.0	7.0	9.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	5.0	5.0	3.0	5.0
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary

Area Type: Other

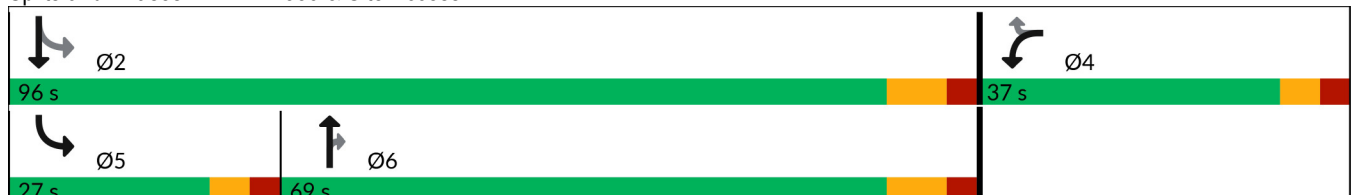
Cycle Length: 133

Actuated Cycle Length: 60.5

Natural Cycle: 75













Control Type: Actuated-Uncoordinated

Splits and Phases: 1: MD 589 & Site Access














HCM 7th Signalized Intersection Summary
1: MD 589 & Site Access

2025 Existing AM Peak
02/12/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	3	363	20	24	598
Future Volume (veh/h)	1	3	363	20	24	598
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1826	1976	1900	1870
Adj Flow Rate, veh/h	1	4	437	24	29	720
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	5	0	0	2
Cap, veh/h	19	17	1055	968	597	1356
Arrive On Green	0.01	0.01	0.58	0.58	0.03	0.73
Sat Flow, veh/h	1810	1610	1826	1675	1810	1870
Grp Volume(v), veh/h	1	4	437	24	29	720
Grp Sat Flow(s),veh/h/ln	1810	1610	1826	1675	1810	1870
Q Serve(g_s), s	0.0	0.1	8.0	0.4	0.4	10.4
Cycle Q Clear(g_c), s	0.0	0.1	8.0	0.4	0.4	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	19	17	1055	968	597	1356
V/C Ratio(X)	0.05	0.23	0.41	0.02	0.05	0.53
Avail Cap(c_a), veh/h	896	797	1809	1659	1137	2686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	29.7	7.1	5.5	4.8	3.7
Incr Delay (d2), s/veh	1.1	6.8	0.6	0.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	3.7	0.2	0.1	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.8	36.5	7.7	5.5	4.8	4.4
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	5		461			749
Approach Delay, s/veh	35.3		7.5			4.4
Approach LOS	D		A			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	52.9		7.6		8.9	44.0
Change Period (Y+Rc), s	9.0		7.0		7.0	9.0
Max Green Setting (Gmax), s	87.0		30.0		20.0	60.0
Max Q Clear Time (g_c+l1), s	12.4		2.1		2.4	10.0
Green Ext Time (p_c), s	12.2		0.0		0.0	5.9
Intersection Summary						
HCM 7th Control Delay, s/veh			5.7			
HCM 7th LOS			A			

Lanes, Volumes, Timings
1: MD 589 & Site Access

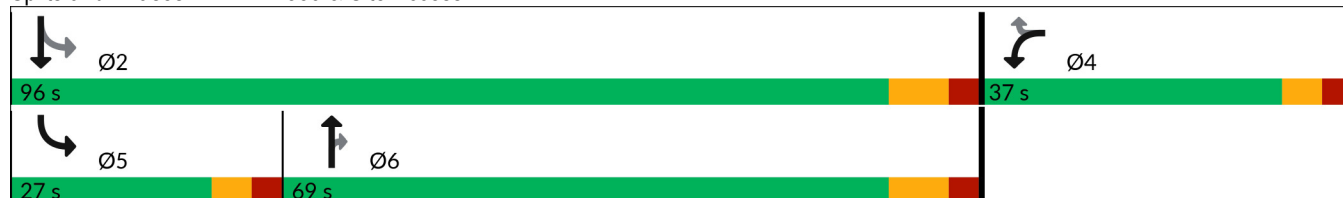
2025 Existing PM Peak
02/12/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	27	738	7	7	620
Future Volume (vph)	25	27	738	7	7	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	11	11
Storage Length (ft)	0	0		500	330	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		50			50
Link Distance (ft)	456		833			694
Travel Time (s)	12.4		11.4			9.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0	35.0	5.0	35.0
Minimum Split (s)	15.0	15.0	44.0	44.0	12.0	44.0
Total Split (s)	37.0	37.0	69.0	69.0	27.0	96.0
Total Split (%)	27.8%	27.8%	51.9%	51.9%	20.3%	72.2%
Maximum Green (s)	30.0	30.0	60.0	60.0	20.0	87.0
Yellow Time (s)	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	9.0	9.0	7.0	9.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	5.0	5.0	3.0	5.0
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary













Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 77.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: MD 589 & Site Access














HCM 7th Signalized Intersection Summary
1: MD 589 & Site Access

2025 Existing PM Peak
02/12/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	27	738	7	7	620
Future Volume (veh/h)	25	27	738	7	7	620
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1976	1900	1885
Adj Flow Rate, veh/h	29	31	848	8	8	713
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	144	128	1083	962	272	1295
Arrive On Green	0.08	0.08	0.57	0.57	0.01	0.69
Sat Flow, veh/h	1810	1610	1885	1675	1810	1885
Grp Volume(v), veh/h	29	31	848	8	8	713
Grp Sat Flow(s),veh/h/ln	1810	1610	1885	1675	1810	1885
Q Serve(g_s), s	1.0	1.2	23.8	0.1	0.1	13.0
Cycle Q Clear(g_c), s	1.0	1.2	23.8	0.1	0.1	13.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	144	128	1083	962	272	1295
V/C Ratio(X)	0.20	0.24	0.78	0.01	0.03	0.55
Avail Cap(c_a), veh/h	793	705	1652	1467	782	2395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	29.6	11.3	6.2	10.1	5.4
Incr Delay (d2), s/veh	0.7	1.0	2.8	0.0	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	2.1	12.0	0.1	0.1	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.2	30.5	14.1	6.2	10.1	6.2
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	60		856			721
Approach Delay, s/veh	30.4		14.0			6.2
Approach LOS	C		B			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	56.0		12.4		7.7	48.3
Change Period (Y+Rc), s	9.0		7.0		7.0	9.0
Max Green Setting (Gmax), s	87.0		30.0		20.0	60.0
Max Q Clear Time (g_c+l1), s	15.0		3.2		2.1	25.8
Green Ext Time (p_c), s	12.0		0.1		0.0	13.5
Intersection Summary						
HCM 7th Control Delay, s/veh			11.2			
HCM 7th LOS			B			

Lanes, Volumes, Timings
1: MD 589 & Site Access

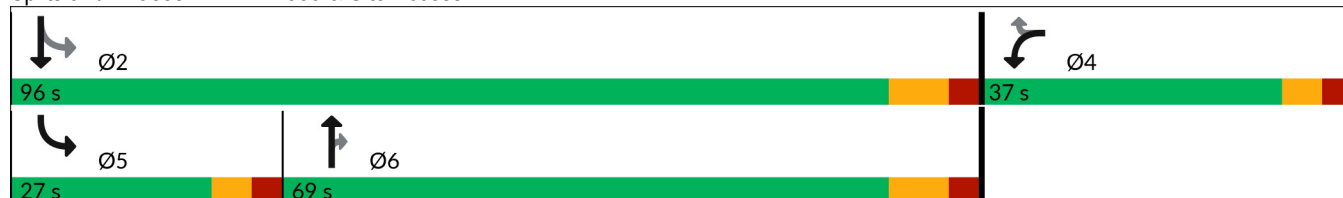
2028 Background AM Peak
02/12/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	3	397	20	24	653
Future Volume (vph)	1	3	397	20	24	653
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	11	11
Storage Length (ft)	0	0		500	330	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		50			50
Link Distance (ft)	456		833			694
Travel Time (s)	12.4		11.4			9.5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	5%	0%	0%	2%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0	35.0	5.0	35.0
Minimum Split (s)	15.0	15.0	44.0	44.0	12.0	44.0
Total Split (s)	37.0	37.0	69.0	69.0	27.0	96.0
Total Split (%)	27.8%	27.8%	51.9%	51.9%	20.3%	72.2%
Maximum Green (s)	30.0	30.0	60.0	60.0	20.0	87.0
Yellow Time (s)	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	9.0	9.0	7.0	9.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	5.0	5.0	3.0	5.0
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary












Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 61.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: MD 589 & Site Access















HCM 7th Signalized Intersection Summary
1: MD 589 & Site Access

2028 Background AM Peak
02/12/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	3	397	20	24	653
Future Volume (veh/h)	1	3	397	20	24	653
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1826	1976	1900	1870
Adj Flow Rate, veh/h	1	4	478	24	29	787
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	5	0	0	2
Cap, veh/h	19	17	1055	968	566	1356
Arrive On Green	0.01	0.01	0.58	0.58	0.03	0.73
Sat Flow, veh/h	1810	1610	1826	1675	1810	1870
Grp Volume(v), veh/h	1	4	478	24	29	787
Grp Sat Flow(s),veh/h/ln	1810	1610	1826	1675	1810	1870
Q Serve(g_s), s	0.0	0.1	9.1	0.4	0.4	12.1
Cycle Q Clear(g_c), s	0.0	0.1	9.1	0.4	0.4	12.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	19	17	1055	968	566	1356
V/C Ratio(X)	0.05	0.23	0.45	0.02	0.05	0.58
Avail Cap(c_a), veh/h	896	797	1809	1659	1106	2686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	29.7	7.3	5.5	5.0	3.9
Incr Delay (d2), s/veh	1.1	6.8	0.7	0.0	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	4.2	0.2	0.1	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.8	36.5	8.0	5.5	5.0	4.8
LnGrp LOS	C	D	A	A	A	A
Approach Vol, veh/h	5		502			816
Approach Delay, s/veh	35.3		7.8			4.8
Approach LOS	D		A			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	52.9		7.6		8.9	44.0
Change Period (Y+Rc), s	9.0		7.0		7.0	9.0
Max Green Setting (Gmax), s	87.0		30.0		20.0	60.0
Max Q Clear Time (g_c+l1), s	14.1		2.1		2.4	11.1
Green Ext Time (p_c), s	14.3		0.0		0.0	6.6
Intersection Summary						
HCM 7th Control Delay, s/veh			6.1			
HCM 7th LOS			A			

Lanes, Volumes, Timings
1: MD 589 & Site Access

2028 Background PM Peak
02/12/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	27	806	7	7	677
Future Volume (vph)	25	27	806	7	7	677
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	11	11
Storage Length (ft)	0	0		500	330	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		50			50
Link Distance (ft)	456		833			694
Travel Time (s)	12.4		11.4			9.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0	35.0	5.0	35.0
Minimum Split (s)	15.0	15.0	44.0	44.0	12.0	44.0
Total Split (s)	37.0	37.0	69.0	69.0	27.0	96.0
Total Split (%)	27.8%	27.8%	51.9%	51.9%	20.3%	72.2%
Maximum Green (s)	30.0	30.0	60.0	60.0	20.0	87.0
Yellow Time (s)	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	9.0	9.0	7.0	9.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	5.0	5.0	3.0	5.0
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary

Area Type: Other

Cycle Length: 133

Actuated Cycle Length: 89.1

Natural Cycle: 75













Control Type: Actuated-Uncoordinated

Splits and Phases: 1: MD 589 & Site Access















HCM 7th Signalized Intersection Summary
1: MD 589 & Site Access

2028 Background PM Peak
02/12/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	27	806	7	7	677
Future Volume (veh/h)	25	27	806	7	7	677
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1976	1900	1885
Adj Flow Rate, veh/h	29	31	926	8	8	778
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	138	123	1138	1011	250	1335
Arrive On Green	0.08	0.08	0.60	0.60	0.01	0.71
Sat Flow, veh/h	1810	1610	1885	1675	1810	1885
Grp Volume(v), veh/h	29	31	926	8	8	778
Grp Sat Flow(s),veh/h/ln	1810	1610	1885	1675	1810	1885
Q Serve(g_s), s	1.1	1.3	28.4	0.1	0.1	15.2
Cycle Q Clear(g_c), s	1.1	1.3	28.4	0.1	0.1	15.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	138	123	1138	1011	250	1335
V/C Ratio(X)	0.21	0.25	0.81	0.01	0.03	0.58
Avail Cap(c_a), veh/h	731	651	1523	1353	719	2209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	32.3	11.5	5.9	11.1	5.4
Incr Delay (d2), s/veh	0.7	1.1	3.8	0.0	0.1	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	2.3	14.2	0.1	0.1	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.9	33.3	15.3	5.9	11.2	6.3
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	60		934			786
Approach Delay, s/veh	33.1		15.2			6.3
Approach LOS	C		B			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	61.6		12.7		7.8	53.8
Change Period (Y+Rc), s	9.0		7.0		7.0	9.0
Max Green Setting (Gmax), s	87.0		30.0		20.0	60.0
Max Q Clear Time (g_c+I1), s	17.2		3.3		2.1	30.4
Green Ext Time (p_c), s	14.0		0.1		0.0	14.4
Intersection Summary						
HCM 7th Control Delay, s/veh			11.9			
HCM 7th LOS			B			

Lanes, Volumes, Timings
1: MD 589 & Site Access

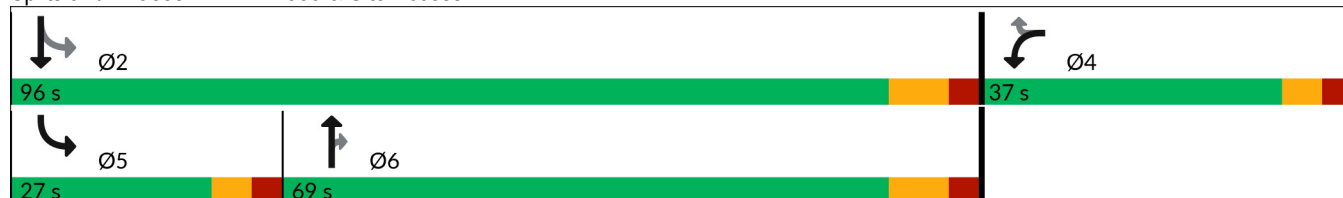
2028 Total AM Peak
02/12/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	33	397	30	33	653
Future Volume (vph)	31	33	397	30	33	653
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	11	11
Storage Length (ft)	0	0		500	330	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		50			50
Link Distance (ft)	456		833			694
Travel Time (s)	12.4		11.4			9.5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	5%	0%	0%	2%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0	35.0	5.0	35.0
Minimum Split (s)	15.0	15.0	44.0	44.0	12.0	44.0
Total Split (s)	37.0	37.0	69.0	69.0	27.0	96.0
Total Split (%)	27.8%	27.8%	51.9%	51.9%	20.3%	72.2%
Maximum Green (s)	30.0	30.0	60.0	60.0	20.0	87.0
Yellow Time (s)	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	9.0	9.0	7.0	9.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	5.0	5.0	3.0	5.0
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary













Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 67.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: MD 589 & Site Access














HCM 7th Signalized Intersection Summary
1: MD 589 & Site Access

2028 Total AM Peak
02/12/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	31	33	397	30	33	653
Future Volume (veh/h)	31	33	397	30	33	653
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1826	1976	1900	1870
Adj Flow Rate, veh/h	37	40	478	36	40	787
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	5	0	0	2
Cap, veh/h	165	147	958	879	500	1251
Arrive On Green	0.09	0.09	0.52	0.52	0.04	0.67
Sat Flow, veh/h	1810	1610	1826	1675	1810	1870
Grp Volume(v), veh/h	37	40	478	36	40	787
Grp Sat Flow(s),veh/h/ln	1810	1610	1826	1675	1810	1870
Q Serve(g_s), s	1.3	1.5	11.2	0.7	0.6	16.0
Cycle Q Clear(g_c), s	1.3	1.5	11.2	0.7	0.6	16.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	165	147	958	879	500	1251
V/C Ratio(X)	0.22	0.27	0.50	0.04	0.08	0.63
Avail Cap(c_a), veh/h	814	724	1643	1506	971	2440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	28.2	10.2	7.7	7.0	6.3
Incr Delay (d2), s/veh	0.7	1.0	0.9	0.0	0.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	2.6	6.3	0.3	0.3	6.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.8	29.2	11.1	7.7	7.1	7.4
LnGrp LOS	C	C	B	A	A	A
Approach Vol, veh/h	77		514			827
Approach Delay, s/veh	29.0		10.8			7.4
Approach LOS	C		B			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	53.6		13.1		9.6	44.0
Change Period (Y+Rc), s	9.0		7.0		7.0	9.0
Max Green Setting (Gmax), s	87.0		30.0		20.0	60.0
Max Q Clear Time (g_c+l1), s	18.0		3.5		2.6	13.2
Green Ext Time (p_c), s	14.3		0.2		0.1	6.6
Intersection Summary						
HCM 7th Control Delay, s/veh			9.8			
HCM 7th LOS			A			

Lanes, Volumes, Timings
1: MD 589 & Site Access

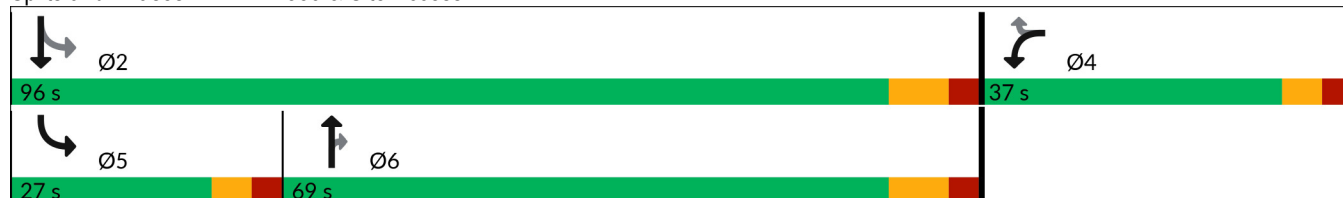
2028 Total PM Peak
02/12/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	45	806	38	38	677
Future Volume (vph)	44	45	806	38	38	677
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	11	11
Storage Length (ft)	0	0		500	330	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				80	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		50			50
Link Distance (ft)	456		833			694
Travel Time (s)	12.4		11.4			9.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	35.0	35.0	5.0	35.0
Minimum Split (s)	15.0	15.0	44.0	44.0	12.0	44.0
Total Split (s)	37.0	37.0	69.0	69.0	27.0	96.0
Total Split (%)	27.8%	27.8%	51.9%	51.9%	20.3%	72.2%
Maximum Green (s)	30.0	30.0	60.0	60.0	20.0	87.0
Yellow Time (s)	4.0	4.0	6.0	6.0	4.0	6.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	9.0	9.0	7.0	9.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	5.0	5.0	3.0	5.0
Recall Mode	None	None	Min	Min	None	Min

Intersection Summary













Area Type: Other
Cycle Length: 133
Actuated Cycle Length: 93.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: MD 589 & Site Access



HCM 7th Signalized Intersection Summary
1: MD 589 & Site Access

2028 Total PM Peak
02/12/2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	45	806	38	38	677
Future Volume (veh/h)	44	45	806	38	38	677
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.04	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1885	1976	1900	1885
Adj Flow Rate, veh/h	51	52	926	44	44	778
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	161	143	1110	986	272	1346
Arrive On Green	0.09	0.09	0.59	0.59	0.04	0.71
Sat Flow, veh/h	1810	1610	1885	1675	1810	1885
Grp Volume(v), veh/h	51	52	926	44	44	778
Grp Sat Flow(s),veh/h/ln	1810	1610	1885	1675	1810	1885
Q Serve(g_s), s	2.1	2.5	32.2	0.9	0.7	16.3
Cycle Q Clear(g_c), s	2.1	2.5	32.2	0.9	0.7	16.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	161	143	1110	986	272	1346
V/C Ratio(X)	0.32	0.36	0.83	0.04	0.16	0.58
Avail Cap(c_a), veh/h	669	595	1394	1238	648	2021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	34.8	13.5	7.0	12.8	5.7
Incr Delay (d2), s/veh	1.1	1.5	4.9	0.0	0.3	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.1	17.0	0.5	0.5	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	35.8	36.3	18.4	7.1	13.1	6.5
LnGrp LOS	D	D	B	A	B	A
Approach Vol, veh/h	103		970			822
Approach Delay, s/veh	36.1		17.9			6.9
Approach LOS	D		B			A
Timer - Assigned Phs	2		4		5	6
Phs Duration (G+Y+Rc), s	66.9		14.2		10.1	56.8
Change Period (Y+Rc), s	9.0		7.0		7.0	9.0
Max Green Setting (Gmax), s	87.0		30.0		20.0	60.0
Max Q Clear Time (g_c+l1), s	18.3		4.5		2.7	34.2
Green Ext Time (p_c), s	13.9		0.3		0.1	13.6
Intersection Summary						
HCM 7th Control Delay, s/veh			14.1			
HCM 7th LOS			B			

APPENDIX C

Signal Timing



Maryland State Highway Administration



MOVING TRAFFIC FORWARD

MD 589 @ AGMC Entrance - MD 589 @ AGMC Entrance - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B											
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	1	2	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	4	3	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 14																

Ring 1	|	2	1	|	4	3	|	9	10	|	13	14	|	.	.	.	.	.	.	.
Ring 2	|	6	5	|	7	8	|	11	12	|	15	16	|	.	.	.	.	.	.	.
Sequence 15																				
Ring 1	|	1	2	|	4	3	|	9	10	|	14	13	|	.	.	.	.	.	.	.
Ring 2	|	6	5	|	8	7	|	12	11	|	16	15	|	.	.	.	.	.	.	.
Sequence 16																				
Ring 1	|	2	1	|	3	4	|	9	10	|	13	14	|	.	.	.	.	.	.	.
Ring 2	|	6	5	|	8	7	|	11	12	|	15	16	|	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use		X		X	X	X										
Exclusive Ped																

Phase Compatibility (MM)**1-1-2**

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																
Associated PED																
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	BF37
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing Phases	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Simultaneous Gap (MM) 1-1-4

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Must Gap With Phase Disable	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	0	O				-	Auto	X		
2	2	O				-	Auto		X	X
3	0	O				-	Auto	X		
4	4	O				-	Auto	X		X
5	5	O				-	Auto	X		
6	6	O				-	Auto		X	X
7	0	O				-	Auto	X		
8	0	O				-	Auto	X		X
9	0	P				-	Auto			
10	0	P				-	Auto			
11	0	P				-	Auto			
12	0	P				-	Auto			

13	0	O				-	Auto	X		
14	0	O				+	Auto	X		X
15	0	O				-	Auto	X		
16	0	O				+	Auto	X		X



MOVING TRAFFIC FORWARD

MD 589 @ AGMC Entrance - MD 589 @ AGMC Entrance - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1**Plan 1 - ""**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	0	35	0	8	5	35	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	7	0	7	0	7	0	7	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	0.0	3.0	3.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	60	0	30	20	60	0	0	35	35	35	35	35	35	35	35
Max2	0	60	0	30	20	60	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	120	0	0	0	120	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	15.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	6.0	3.0	4.0	4.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	3.0	1.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Maryland State Highway Administration



MOVING TRAFFIC FORWARD

MD 589 @ AGMC Entrance - MD 589 @ AGMC Entrance - Econolite Type - Cobalt

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
---------	------	-----------	--------	-----	------------

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
A	1	Yes	No	No	No		No	No	.
B	2	Yes	No	No	No		No	No	.
C	3	Yes	No	No	No		No	No	.
D	4	Yes	No	No	No		No	No	.
E	5	Yes	No	No	No		No	No	.
F	6	Yes	No	No	No		No	No	.
G	7	Yes	No	No	No		No	No	.
H	8	Yes	No	No	No		No	No	.
I	9	Yes	No	No	No		No	No	.
J	10	Yes	No	No	No		No	No	.
K	11	Yes	No	No	No		No	No	.
L	12	Yes	No	No	No		No	No	.

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable
---------	-----------------------------	----------------------------------	-----------------------	--------------------------	--------------------	--------------------------	----------------------------	----------------------

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5



MOVING TRAFFIC FORWARD

MD 589 @ AGMC Entrance - MD 589 @ AGMC Entrance - Econolite Type - Cobalt

Controller Options**Controller Options (MM) 2-6-1**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I	X				X											
Non-Act II			X			X										
Dual Entry	X	X	X	X	X											
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8**Plan # 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																



MOVING TRAFFIC FORWARD

MD 589 @ AGMC Entrance - MD 589 @ AGMC Entrance - Econolite Type - Cobalt

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2



MOVING TRAFFIC FORWARD

MD 589 @ AGMC Entrance - MD 589 @ AGMC Entrance - Econolite Type - Cobalt

Time Base Action Plan Action Plan (MM) 5-2

Action Plan - 99 - "??"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	

Action Plan - 100 - "???"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	Yes	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.



MOVING TRAFFIC FORWARD

MD 589 @ AGMC Entrance - MD 589 @ AGMC Entrance - Econolite Type - Cobalt

Time Base Day Plan/Schedule

Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	99	00:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	X	X	X	X	X	X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		