

WORCESTER COUNTY PLANNING COMMISSION AGENDA

Thursday, December 4, 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>

Due to recent email scams by an individual impersonating a County employee alleging that unanticipated fees are owed, please know that Development Review and Permitting (DRP) will never require payment by wire transfer. If you receive such an email or call, contact DRP directly at 410-632-1200, and staff will be glad to assist you.

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

II. Administrative Matters

A. Planning Commission Meeting Minutes – November 6, 2025

B. Board of Zoning Appeals Agenda – December 11, 2025

C. Technical Review Committee Agenda – December 12, 2025

III. Site Plan Review

A. Coastal Community Church – Major Site Plan Review

B. Racetrack Village Residential Planned Community – Step I Concept Plan

IV. Map Amendment

A. Rezoning Case No. 452 – 1.66 acres from A-2 Agricultural District to C-2 General Commercial District. Located between MD Route 611 (Stephen Decatur Highway) and Sinepuxent Road, Ocean City, MD across from Airport Road. Tax Map 26, Parcel 340, Tax District 10. KASA Holdings, LLC, Property Owner, and Hugh Cropper IV, attorney.

V. Adjournment

**WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – November 6, 2025**

Meeting Date: November 6, 2025

Time: 1:00 P.M.

Location: Worcester County Government Office Building, Room 1102

Attendance:

Planning Commission

Jerry Barbierri, Chair

Marlene Ott

Kathy Drew

Mary Knight

Ken Church

Betty Smith

Staff

Jennifer Keener, Director, DRP

Matt Laick, Deputy Director, DRP

Kristen Tremblay, Zoning Administrator, DRP

Ben Zito, DRP Specialist, DRP

Roscoe Leslie, County Attorney, Administration

I. Call to Order

II. Administrative Matters

A. Review and approval of minutes, October 2, 2025.

As the first item of business, the Planning Commission reviewed the minutes of the October 2, 2025, meeting.

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

B. Board of Appeals Agenda, November 13, 2025.

As the next item of business, the Planning Commission reviewed the agenda for the Board of Zoning Appeals meeting scheduled for November 13, 2025. Mrs. Keener and Mrs. Tremblay were present for the review to answer questions and address concerns of the Planning Commission.

No comments were forwarded to the Board.

C. Technical Review Committee Agenda, November 12, 2025.

As the next item of business, the Planning Commission reviewed the agenda for the Technical Review Committee meeting scheduled for November 12, 2025.

No comments were forwarded to the Committee.

III. Text Amendment: § ZS 1-320(b)(2) – Off-street parking – Clearance Height

As the next item of business, the Planning Commission reviewed a Text Amendment to § ZS 1-320(b)(2) of the County Code.

Mrs. Keener approached the table to present the text amendment. The proposed text amendment sets a minimum clear height of seven feet for covered or enclosed structures when

**WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – November 6, 2025**

associated with required residential off-street parking for two-family, multi-family, and townhouse dwelling units.

Following a brief discussion, Ms. Knight made a motion for the Planning Commission to make a favorable recommendation for the proposed text amendment as presented. Mr. Church seconded the motion, and the motion carried unanimously.

IV. Adjourn

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

Mary Knight, Secretary

Ben Zito, DRP Specialist

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

THURSDAY DECEMBER 11, 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. 25-64, on the lands of Selbyville Elks Home Inc., on the application of Bill Ireland, requesting a modification to an existing special exception and a variance to the front yard setback from 90 feet to 60 feet (to encroach 30 feet) for a proposed handicapped ramp with a landing in the A-1 Agricultural District, pursuant to Zoning Code §§ ZS 1-116(c)(4), ZS 1-122(f), ZS 1-201(c)(21) and ZS 1-305, located at 13324 Worcester Highway, Tax Map 3, Parcel 22, Tax District 5, Worcester County, Maryland.

6:35 p.m.

Case No. 25-65, on the lands of Scott and Emily Gelman, on the application of Mark Spencer Cropper, requesting a variance to the Atlantic Coastal Bays Critical Area regulations to exceed the allowable 100 foot tidal wetland crossing by 95 feet for a proposed 3 foot by 195 foot walkway over tidal wetlands pursuant to Zoning Code §§ ZS 1-116(m)(1) and Natural Resources Code §§ NR 3-125(b)(1), located at 11919 Cedar Creek Road, Tax Map 15, Parcel 252, Lot 10, Tax District 3, Worcester County, Maryland.

6:40 p.m.

Case No. 25-66, on the lands of RCL Investments LLC and Top View LLC, on the application of Mark Spencer Cropper, requesting a variance to the front yard setback from 30 feet to 14.5 feet (to encroach 15.5 feet) and a variance to reduce the Atlantic Coastal Bays Critical Area buffer from 50 feet to 1 foot (to encroach 49 feet) for a proposed residence with a deck in the R-2 Suburban Residential District, pursuant to Zoning Code §§ ZS 1-116(c)(4), ZS 1-116(m)(1), ZS 1-206(b)(2) and ZS 1-305 and Natural Resources Code §§ NR 3-104(d)(4) and NR 3-111, located on Riggins Ridge Road approximately 570 feet east of Golf Course Road, Tax Map 27, Parcel 570, Block 2, Lot 15, Tax District 10, Worcester County, Maryland.

IMPORTANT NOTICE

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**WORCESTER COUNTY TECHNICAL REVIEW COMMITTEE
AGENDA**

**Wednesday, December 10, 2025 at 1:00 p.m.
Worcester County Government Center, Room 1102, One West Market Street,
Snow Hill, Maryland 21863**

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I. Call to Order

II. Site Plan Review (§ ZS 1-325)

A. Chaberton Solar Stillpond LLC – Major Site Plan Review

Major solar energy system. Located at 10046 Peerless Road, Bishopville, MD 21813. Tax District 3, Tax Map 15, Parcel 254, A-2 Agricultural District. Ki Suk Kim, owner / Chaberton Energy, applicant / LaBella, engineer/surveyor.

B. Bishopville Volunteer Fire Department – Major Site Plan Review

Proposed site development for Bishopville Volunteer Fire Department. Development includes proposed 12,518 square foot building and parking spaces. Located at 10709 Bishopville Road, Bishopville, MD 21813. Tax District 5, Tax Map 9, Parcel 214 & 216, V-1 Village District. Bishopville Volunteer Fire Department, Inc., owner / Davis, Bowen, & Friedel, Inc., engineer/surveyor.

C. RLG – Major Site Plan Review

Proposed construction of a new 13,600 sq. ft. boat construction building, create contractor storage and material laydown areas and construct the associated support infrastructure of roads, well, septic, drainage and stormwater management components. Located at 13053 Old Stage Road, Tax Map 9, Parcel 59, Tax District 5, I-1 Light Industrial District. RLG Property, LLC, owner / Vista Design Inc., applicant/surveyor/engineer.

III. Adjourn

WORCESTER COUNTY PLANNING COMMISSION

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MEETING DATE: December 4, 2025

PURPOSE: Coastal Community Church - Major Site Plan Review

DEVELOPMENT: Proposed expansion of Coastal Community Church. Development includes proposed 23,000 square-foot sanctuary building, parking spaces, and pickleball courts.

LOCATION: Located at 10900 Ocean Gateway, Berlin, MD 21811. Tax Map 26, Parcel 461, Tax District 3.

ZONING DESIGNATION: C-2 General Commercial District.

BACKGROUND: The Coastal Community Church is proposing to construct a new sanctuary building, parking spaces, and pickleball courts.

The existing sanctuary and parking spaces were built in 2018. The existing sanctuary would be repurposed as a multi-purpose room and will house youth ministry and other assembly uses.

SIGNS: A monument sign is proposed near Ocean Gateway on an adjacent parcel currently owned by John Jarvis of Atlantic Aquatech with permission.

TRAFFIC CIRCULATION AND PARKING: The site will be accessed via an existing travel lane from Ocean Gateway. Per §ZS 1-320, a minimum of 307 parking spaces are required, and 307 parking spaces are provided.

Parking spaces shall be demarcated with painted stripes and parking bumpers where shown. Handicap accessible parking spaces have been provided as required under the Maryland Accessibility Code.

§ZS 1-320(f)(1) requires all parking areas and vehicular travelways to be constructed of materials that provide a hard and durable surface that precludes or limits particulate air pollution. **A waiver to this code requirement is being requested.**

LOADING SPACES: No loading spaces are proposed and none are required.

PEDESTRIAN AND BICYCLE CONNECTIVITY: §ZS 1-320 requires four (4) bicycle racks to be installed on the property, and four (4) are proposed to be installed.

REFUSE REMOVAL: The new building will use a dumpster that already exists on the property.

LANDSCAPING: A landscape plan has been provided in accordance with §ZS 1-322. A complete and automated landscape irrigation system including rain sensors is proposed.

FOREST CONSERVATION LAW: This project is subject to Worcester County Forest Conservation Law and Forest Conservation Plan #10-25. This project has met compliance with the Worcester County Forest Conservation Law through the establishment of on-site and off-site Forest Conservation Easements.

Staff will require written confirmation from the Natural Resources Division of Department of Environmental Programs that their requirements have been met prior to signature approval.

STORMWATER MANAGEMENT/ SEDIMENT EROSION CONTROL: This project has obtained Stormwater Site Development Plan approval.

CRITICAL AREA LAW: The property is located outside of the Atlantic Coastal and Chesapeake Bay Critical Area Program.

WATER SUPPLY AND WASTEWATER SERVICES: This property is served by on-site water and sewer. Staff will require written confirmation from the Department of Environmental Programs that their requirements have been met prior to signature approval.

ARCHITECTURAL JUSTIFICATION: This development is located within the Agricultural-Seaside Blend tradition. The building elevations have been reviewed under the *Design Guidelines and Standards for Commercial Uses*.

The Planning Commission is empowered to grant waivers to the mandatory standards where it finds that the proposed alternative building or site design features generally achieve the overall objectives of the guidelines and standards that apply to the waiver being requested. In reviewing waiver requests, the Planning Commission shall focus on the issues in a collective fashion as they apply to a particular facet of a project and not on each individual item in and of itself. The objective is to appreciate that in building or site design the total can truly be greater than the value of each component individually. Substantive building or site features which are provided beyond those required either by the terms of the *Zoning and Subdivision Control Article* or this

document shall weigh heavily in evaluation of waiver requests.

The items requiring a waiver from the Planning Commission have been itemized below under “Planning Commission Considerations.” The applicant is required to justify their waiver request based upon the criteria outlined in Section 2(b) of the *Design Guidelines and Standards*.

PROPERTY OWNER: Ocean City Worship Center

APPLICANT: Ocean City Worship Center & Beacon Engineering, LLC

LAND PLANNER: Beacon Engineering, LLC

PREPARED BY: Ben Zito, DRP Specialist

WAIVERS REQUESTED

- 1) According to §ZS 1-320(f)(1), all parking areas and vehicular travelways shall be constructed of materials that provide a hard and durable surface that precludes or limits particulate air pollution.

A waiver to this code requirement is being requested.

PLANNING COMMISSION CONSIDERATIONS – DESIGN GUIDELINES

Design Guidelines: Waivers Requested

Sec 8(b)(1), 8(b)(2)	Roofs
Sec 10(b)(1)C	Public Facades
Sec 16(b)(8)	Pedestrian and Bicycle Circulation

Section 8: Roofs

Section 8(b)(1): Roofs shall use simple forms, such as gable, hip and shed types, and traditional roof pitches of four in twelve to twelve in twelve

Section 8(b)(2): Must have two or more of the following:

- A. Sloped roofs that do not exceed the average height of the supporting walls, with an average slope of six in twelve or higher up to a twelve in twelve pitch.
- B. Overhanging eaves, extending past the supporting walls no less than sixteen inches for buildings two stories or less and twenty-four inches for buildings greater than two stories.
- C. Dormers.
- D. Three or more roof slope planes.

Section 10: Public Facades

Section 10(b)(1)(C): Facades greater than sixty feet in width shall be provided with wall plane projections or recesses that:

- 1. Have a depth of at least two feet or three percent of the facade width, whichever is greater; and
- 2. Extend at least twelve feet or twenty percent of the facade width, whichever is greater.

Section 16: Pedestrian and Bicycle Circulation

Section 16(b)(8) Seating areas for pedestrians shall be provided near the entry and under protective coverings. Seating should be provided at least every one hundred feet of sidewalk along building facades having customer entrances.



DEPARTMENT OF
DEVELOPMENT REVIEW AND PERMITTING

Worcester County

ZONING DIVISION
BUILDING DIVISION
BOARD OF LICENSE
COMMISSIONERS

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>

ADMINISTRATIVE DIVISION
CUSTOMER SERVICE DIVISION
TECHNICAL SERVICES DIVISION

November 20, 2025

Beacon Engineering, LLC
23318 Cedar Lane
Georgetown, DE 19947

Re: Coastal Community Church Major Site Plan Review

Dear Applicant:

This is to advise you that the Department has completed a review of the site plan dated October 5, 2025 associated with the above-referenced project. The plan has been reviewed in accordance with the pertinent sections of the Worcester County *Zoning and Subdivision Control Article* and the *Design Guidelines and Standards for Commercial Uses*. The following requirements have yet to be addressed:

GENERAL:

1. One (1) additional ADA space will be required for the parking area near the proposed pickleball courts.
2. One (1) additional ADA space, with an accessible path, must be provided for the proposed 20' x 40' stage area if special events are to be held.
3. Please specify the height at maturity for the proposed landscaping.

A copy of the Staff Report associated with this project is attached for your reference. Please do not hesitate to contact me at 410-632-1200 ext. 1131 with any questions or comments you may have concerning this matter.

Yours,

Kristen M. Tremblay, AICP
Zoning Administrator



November 13, 2025

Worcester County
Department of Development Review and Permitting
One West Market Street, Room 1201
Snow Hill, Maryland 21863

Attn: Mr. Ben Zito, DRP Specialist

Re: Major Site Plan Review
TRC Review Comments – Response Letter
Coastal Community Church
Tax Map 26 Parcel 461
Newport Bay Watershed
Worcester County, Maryland
Project No. REG02-12

Dear Mr. Zito:

In response to your review comments letter, dated November 12, 2025, enclosed, please find a revised site plan that addresses all comments offered by the TRC Staff that responded to your request for review. The following narrative represents our responses in the same order as presented in your letter:

General: All comments in the staff report and the Comment Packet that require no comment are incorporated by reference and acknowledged by the Design Team.

TRC Staff Report – Project Specific Comments

1. **Comment:** *Please provide colored building elevations for the Planning Commission review.*
Response: Acknowledged & addressed. Color Building elevations are included in this submittal.
2. **Comment:** *Sheet T1.1: Please revise note 2 to ensure that construction stakeout work is performed by a Maryland-licensed surveyor.*
Response: Acknowledged & addressed. Note 2 has been revised.
3. **Comment:** *Sheet T1.1: Please remove note 15 regarding Delaware construction regulations.*
Response: Acknowledged & addressed.

4. **Comment:** *Sheet T1.1: Please remove note 16 regarding City of Dover sign regulations.*
Response: Acknowledged & addressed.
5. **Comment:** *Sheet T1.1: Please revise the deed reference to 7574/493.*
Response: Acknowledged & addressed. The deed reference has been revised in the site data column.
6. **Comment:** *Sheet SP1.0 through SP1.2: Please clarify the proposed paving material in the Legend.*
Response: Acknowledged & addressed. The asphalt paving has been identified per your email.
7. **Comment:** *Sheet SP1.0 & SP1.2: Please provide details on the intended use for the proposed 20' x 40' stage (item 29).*
Response: Acknowledged. The stage will be used 4 – 6 times per year for outdoor services and youth events limited to the congregation only. The stage is not “for rent”.
8. **Comment:** *Please clarify if an ADA space is proposed at the rear of the structure. Multiple sheets show an access isle but no ADA space.*
Response: Acknowledged & addressed. No ADA spaces are proposed behind the building. This access isle is proposed for loading for events.
9. **Comment:** *Sheet SP1.0 through SP1.2: All parking areas and vehicular travelways shall be constructed of materials that provide a hard and durable surface that precludes or limits particulate air pollution. Concrete, asphalt, tar and chip, brick, and interlocking paving blocks or stones, including those semi-pervious systems that retain space for vegetation, are acceptable paving materials. Other paving materials and systems, including gravel, stone, stone dust and crushed oyster or clam shells may be permitted by the Planning Commission where these parking areas are supplied and maintained with a binding agent to stabilize the surface and prevent dust. All parking spaces and associated vehicular travelways provided above the minimum parking requirements established herein shall be constructed with a pervious paving system with not less than a twelve-percent void rate as certified by a licensed design professional and approved by the Department. §ZS1-320(f)(1). <https://ecode360.com/14021049>. Please indicate if a waiver for this will need to be requested of the Planning Commission.*
Response: Acknowledged & addressed. Though the intent is to ultimately pave the gravel surfaces proposed in this phase, the Church is evaluating the cost of binder application and maintenance or the use of a small, washed stone to top dress the crusher run as a means to mitigate dust creation until the parking area can be paved. The intent of the gravel parking lot was to reduce costs in this phase and pave the lot when funds are raised to complete that work. At this time, it is our intent to seek a waiver from the Planning Commission to permit a parking area with a gravel surface. Note that no more than the minimum Code required parking is proposed.

10. **Comment:** *Please include the light poles shown on the landscaping plan within the Plan Notes on Sheets SP1.0 and SP1.1.*

Response: Acknowledged & addressed. The light poles have been labeled in the plan and plan notes.

11. **Comment:** *Please clarify if there will be any on-building lighting.*

Response: Acknowledged & addressed. On building lights have been shown and identified on the site plan.

12. **Comment:** *Please specify details on the landscape maintenance. Each landscaped area must be readily accessible to a water supply. Unless xeriscaping plant material and technologies are employed, all landscaped areas shall provide an automatic irrigation systems with rain sensors. Drip irrigation systems are preferred. If an automatic system is not feasible, the Planning Commission at its discretion may approve an alternate watering system to maintain the plant material. §ZS1-322(b)(7). <https://ecode360.com/14021089>.*

Response: Acknowledged & addressed. The irrigation system will be expanded to provide adequate water as needed to the turf between the current building and the front entrance of the new building, as well as to the planting beds associated with this phase of construction.

13. **Comment:** *A maintenance and replacement bond for required landscaping is mandatory for a period not to exceed two (2) years in an amount not to exceed one hundred and twenty-five percent (125%) of the installation cost. A landscape estimate for a nursery will be required to be provided at permit stage to accurately determine the bond amount. §ZS1-322(g). <https://ecode360.com/14021139>.*

Response: Acknowledged. We have advised the Ownership of this requirement.

14. **Comment:** *Sheet CD1.1: A monument sign is detailed. Please clarify where this sign will be or has been constructed. A separate sign permit will be needed for this sign.*

Response: Acknowledged & addressed. This Detail has been removed from the plans. The sign was constructed in phase 1. No sign will be constructed in this phase.

15. **Comment:** *Sheet CD1.1: A chain link privacy fence and bollards are detailed. Please clarify where these details will be constructed on the site plan.*

Response: Acknowledged & addressed. These details have been removed from the plan set. The fence and bollards were intended for the dumpster enclosure. The existing dumpster enclosure is not being modified in this phase.

16. **Comment:** *Sheet CD1.1: Please note on the site plan that the parking concrete wheelstops will be at least five inches high and five inches wide. §ZS1-320(f)(5). <https://ecode360.com/14021053>.*

Response: Acknowledged & addressed. The wheel stop dimensions have been added to the plan notes and the detail for clarity.

17. **Comment:** *Please provide two (2) additional bicycle racks. 1 bicycle rack per 100 motor vehicles or portion thereof is needed. §ZS1-320(a). <https://ecode360.com/1402103>*

Response: Acknowledged & addressed. Two additional bike racks have been added to the plan.

Comment Packet – Environmental Programs Comments

Please note that the requested \$150 fee was paid by check 30601 and was dated 9/15/25. A copy of this check is enclosed with this submission.

Comment Packet – Fire Marshal – Specific Comments

1. **Comment:** *The proposed sanctuary expansion shall be protected by an automatic sprinkler and fire alarm system. Plans shall be submitted and approved by this office prior to the installation of such systems.*

Response: Acknowledged. Architectural plans will be submitted under separate cover for review prior to the request for a building permit.

2. **Comment:** *Adequate access and turnaround for emergency equipment shall be provided at the pickleball courts.*

Response: Acknowledged & addressed. Room for a turnaround has been added to the accessway at the pickleball court. Please see the fire access turnaround detail on sheet CD1.1.

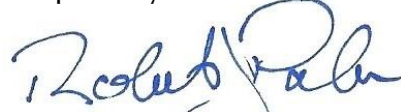
3. **Comment:** *Marking of fire lane access roads shall be required for this project and leading to the pickleball courts.*

Response: Acknowledged & addressed. Per your email, “No Parking Fire Lane” signs have been shown every 150’ along the access road to the pickleball court in both directions of travel.

4. **Comment:** *A complete set of building plans shall be submitted and approved prior to the start of construction.*

Response: Acknowledged. Building plans will be submitted for your review during the building permit review process.

Respectfully Submitted,



Robert J. Palmer, P.E.
President | Senior Engineer

RJP/bas

Enclosures

CC: Pastor Pugner via SharePoint

GENERAL NOTES

1. TOPOGRAPHIC SURVEY WAS PERFORMED IN MARCH 2021 BY VISTA DESIGN, INC. & UPDATED FEBRUARY 2024 BY TRUE NORTH LAND SURVEYING, INC. HORIZONTAL DATUM IS NAD 83/2009, DELAWARE SPC. VERTICAL DATUM IS REPORTED IN NAVD 88/2009. ALL UNITS ARE IN FEET.
2. THE CONTRACTOR SHALL PROVIDE ALL STAKEOUT WORK NECESSARY FOR PROJECT CONSTRUCTION BY A SURVEYOR LICENSED IN THE STATE OF MARYLAND.
3. CONTRACTOR SHALL NOTIFY " DELMARVA 811 " (Utilities Service Protection Center of Delmarva 811, Inc (USPCD)) AT (811) OR (1-800-282-8555) AT LEAST 48 HOURS PRIOR TO EXCAVATION, TO HAVE EXISTING UNDERGROUND UTILITIES LOCATED AND MARKED.
4. CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL RIGHT-OF-WAY LINES AND PROPERTY LINES. ALL PROPOSED UTILITIES ARE TO BE CONSTRUCTED WITHIN THE ROADWAY OR DESIGNATED EASEMENT.
5. EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE BASED UPON THE BEST AVAILABLE INFORMATION AND ARE SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. NO GUARANTEE IS MADE OR IMPLIED REGARDING THE ACCURACY OR COMPLETENESS THEREOF, CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF DEPTH, SIZE AND MATERIAL OF ALL UNDERGROUND UTILITIES BEFORE BEGINNING ANY EXCAVATION OR PIPE INSTALLATION BY TEST PITTING. IF THE CONTRACTOR RELIES ON SAID INFORMATION, HE DOES SO AT HIS OWN RISK. PROVIDING THE INFORMATION ON THE PLANS DOES NOT RELIEVE THE CONTRACTOR OF HIS OBLIGATION TO SUPPORT AND PROTECT ALL LOCATED OR UN-LOCATED EXISTING UTILITIES AND STRUCTURES. SHOULD ANY EXISTING UTILITIES BE DAMAGED BY THE CONTRACTOR, THEN THE CONTRACTOR SHALL REPAIR THE DAMAGE CAUSED TO THE OWNER'S SATISFACTION, AT THE CONTRACTOR'S EXPENSE.
6. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, AND THE CONTRACT SPECIFICATIONS.
7. ALL PAVING, FENCING, SIGNS, OBJECTS, ETC. DAMAGED BY THE WORK SHALL BE RESTORED TO ORIGINAL CONDITION.
8. THE CONTRACTOR SHALL REMOVE AND IMMEDIATELY REPLACE, RELOCATE, RESET OR RECONSTRUCT ALL OBSTRUCTIONS IN THE WORK AREA, INCLUDING, BUT NOT LIMITED TO, MAIL BOXES, SIGNS, LANDSCAPING, TREES, GUY WIRES, LIGHTING, PLANTERS, CULVERTS, DRIVEWAYS, PARKING AREAS, CURBS, GUTTERS, FENCES, OR OTHER NATURAL OR MAN-MADE OBSTRUCTIONS. TRAFFIC CONTROL, REGULATORY, WARNING, AND INFORMATIONAL SIGNS SHALL REMAIN FUNCTIONAL AND VISIBLE TO THE APPROPRIATE LANES OF TRAFFIC AT ALL TIMES.
9. ONLY SUITABLE AND APPROVED GRANULAR MATERIAL SHALL BE USED FOR BACKFILL.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC IN ALL WORK AREAS.
11. DRAWINGS & SPECIFICATIONS DO NOT INCLUDE THE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE PERFORMED IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND ALL APPLICABLE RULES AND REGULATIONS.
12. THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR ANY DEVIATION FROM THESE PLANS UNLESS WRITTEN APPROVAL HAS BEEN PROVIDED BY THE ENGINEER.
13. CONTRACTOR SHALL ADJUST TO FINISH GRADE AS REQUIRED ANY EXISTING OR NEW VALVE BOXES, MANHOLES, CATCH BASINS ETC., PRIOR TO PLACING PAVING.
14. WETLAND DELINEATION PREPARED BY ERI, INC. LIMITS OF STATE AND FEDERAL WETLANDS ARE AS SHOWN.

NOTES:

1. THIS PLAN IS AN ADDENDUM TO THE PREVIOUSLY APPROVED STORMWATER MANAGEMENT PLAN DESIGNED BY DAFI, MCCUNE, AND WALKER, INC. AND LAST MODIFIED BY VISTA DESIGN, INC. FOR EXISTING STORM DRAIN STRUCTURES, AND PIPE INFORMATION, ADDITIONAL GRADING, AND SPOT ELEVATIONS, REFER TO THE STORMWATER MANAGEMENT PLANS DATED 06/08/2011.
2. THIS PROPERTY LIES OUTSIDE THE INTENSELY DEVELOPED AREA (IDA) WITHIN THE WORCESTER COUNTY ATLANTIC COASTAL BAYS CRITICAL AREA.

FOREST CONSERVATION

TO MEET REQUIREMENTS OF THE FOREST CONSERVATION LAW THE APPLICANT HAS PREVIOUSLY PROVIDED 0.91 ACRES OF ON-SITE FOREST CONSERVATION AND 2x2.631 ACRES OF OFFSITE FOREST MITIGATION (LANDS N/F OF HORNER, TAX MAP 33, PARCEL 179) BY RECORDED PERPETUAL PROTECTIVE AGREEMENT TO BE RECORDED AMONG THE WORCESTER CO. LAND RECORDS.

THIS SITE IS SUBJECT TO THE WORCESTER COUNTY FOREST CONSERVATION LAW. THIS SITE IS SUBJECT TO FOREST CONSERVATION PLAN NO. 10-25. THIS SITE HAS BEEN SUBJECT TO A REGULATED ACTIVITY UNDER THE WORCESTER COUNTY FOREST CONSERVATION LAW. AN ON-SITE AND OFF-SITE FOREST CONSERVATION PLAN HAS BEEN APPROVED AND IS ON FILE WITH DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING. PLATS DEPICTING THE APPROVED OFF-SITE FOREST CONSERVATION EASEMENT AREA AND ON-SITE FOREST CONSERVATION EASEMENT AREA AND (2) PERPETUAL PROTECTIVE AGREEMENTS, DEED OF FOREST CONSERVATION EASEMENT, WORCESTER COUNTY, MARYLAND WERE PREVIOUSLY RECORDED SIMULTANEOUSLY IN THE LAND RECORDS OF WORCESTER COUNTY, MARYLAND IN DEED BOOK 5841, PAGE 62 AND PLAT BOOK SVH 236, PAGE 71.

STORMWATER MANAGEMENT NARRATIVE

THE STORMWATER MANAGEMENT REQUIREMENTS FOR THIS PROJECT SITE WERE PREVIOUSLY APPROVED, AND SUBSEQUENTLY GRANDFATHERED BY WORCESTER COUNTY CODE NR 1-107(f). THIS SITE CURRENTLY CONSISTS OF A PAVED ACCESS ROAD, PAVED PARKING LOT, 19,000 SF CHURCH, A PAVILION, TWO ATHLETIC FIELDS AND A STORMWATER MANAGEMENT POND. THE EXISTING/PROPOSED TOTAL DISTURBED AREA FOR THIS SITE IS ±17.40 ACRES.

A PREVIOUSLY APPROVED STORMWATER MANAGEMENT PLAN PROPOSED A TOTAL OF ±7.07 ACRES OF IMPERVIOUS SURFACE COVER FOR THE ULTIMATE BUILD OUT CONDITION, WHICH INCLUDED THE CHURCH, PARKING, ATHLETIC FIELDS, ENTRANCE, ON-SITE ACCESS ROADS, AND THE STORMWATER MANAGEMENT FACILITY AS GRAPHICALLY DEMONSTRATED. THIS STORMWATER MANAGEMENT PLAN REVISION PROPOSES A TOTAL OF +7.07 ACRES OF IMPERVIOUS SURFACE COVER, INCLUDING ALL FUTURE PHASES.

THIS PHASE CONSISTS OF EXPANDING THE PARKING AND CONSTRUCTION OF A NEW, 23,000 SF SANCTUARY WITH 630 SEATS.

EXISTING IMPERVIOUS COVERAGE	:	4.25 AC
IMPERVIOUS AREA PROPOSED IN THIS PHASE	:	2.82 AC
IMPERVIOUS AREA NOT CURRENTLY ALLOCATED	:	0.00 AC

STORMWATER MANAGEMENT BMP MAINTENANCE AND INSPECTION SCHEDULE

1. FOR GRASSED SWALES, REGULAR MOWING (AT LEAST BI-ANNUALLY) IS CRITICAL IN ORDER TO REDUCE COMPETITION FROM WEEDS AND IRRIGATION MAY BE NEEDED DURING DRY WEATHER TO ESTABLISH VEGETATION. SPARSELY VEGETATED AREAS NEED TO BE RE-SEED TO MAINTAIN DENSE COVERAGE.
2. IF WATER DOES NOT DRAIN WITHIN 48 HOURS, THE BOTTOM SOIL SHOULD BE TILLED AND REVEGETATED.
3. INSPECTIONS SHOULD BE PERFORMED ONCE A YEAR TO ASSESS SLOPE INTEGRITY, VEGETATIVE HEALTH, SOIL STABILITY, COMPACTION, EROSION, PONDING, AND SEDIMENTATION. PERIODIC REMOVAL OF SEDIMENT, LITTER, OR OBSTRUCTIONS SHOULD BE DONE AS NEEDED. ERODED SIDE SLOPES AND THE SWALE BOTTOM SHOULD BE REPAIRED AND STABILIZED WHERE NEEDED.

Re-Purpose Existing Building Phase 2.1				Week Day Building Usage		
Use	Population	Days/Use-Week	Demand/Capita (GPCD)	Total Demand/Use (GPW)	Total Demand /Use (GPD)	
Admin Offices*	10	4	15	600	86	
Classrooms	63	1	1.22	77	11	
Seats - Multi-Purpose Room**	290	3	1.22	1,059	151	
Stage Occupancy**	41	3	1.22	150	21	
*- MDE Book values applied for these uses.						
** - MP Room used 1 x 3/days/week				Total Demand:	1,886	269

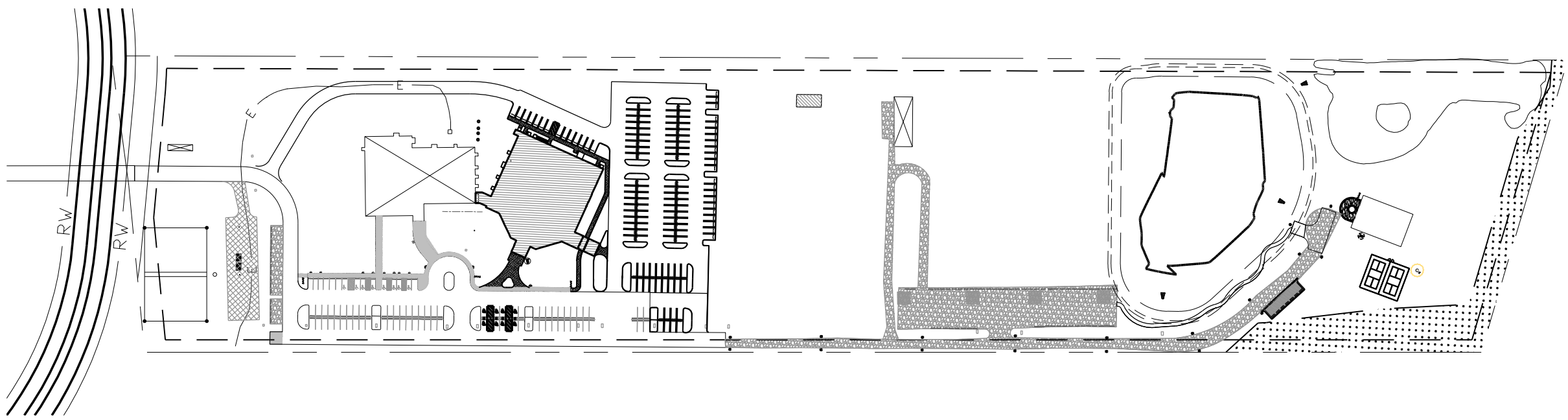
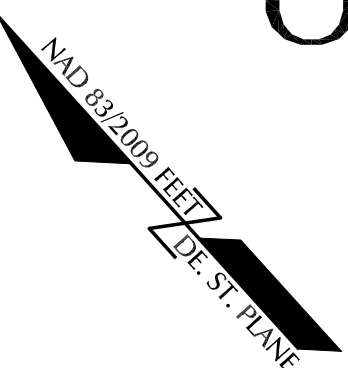
Proposed Sanctuary					
Use	Population	Days/Use-Week	Demand/Capita (GPCD)	Total Demand/Use (GPW)	Total Demand /Use (GPD)
Seats - Sanctuary	630	2	1.22	1,534	219
Stage Occupancy	133	2	1.22	324	46
Classroom/Office	30	1	1.22	37	5
				Total Demand:	1,894 271

Grand Total Demand After all Construction is Complete:	3,780	540
--	-------	-----

The Church installed water meters to monitor consumption beginning in April 2021. That data resulted in a weekly average consumption of 700 gallons. Average weekly attendance during that same time period was 575 from Wednesday and Sunday services. Though the consumption is represented on a weekly basis, it should be considered on a daily rate because attendance totals are indicated across each week.

Therefore, the average consumption would be 1.22 gallons/person/day.

SEPTIC SYSTEM ALLOCATION TABLE

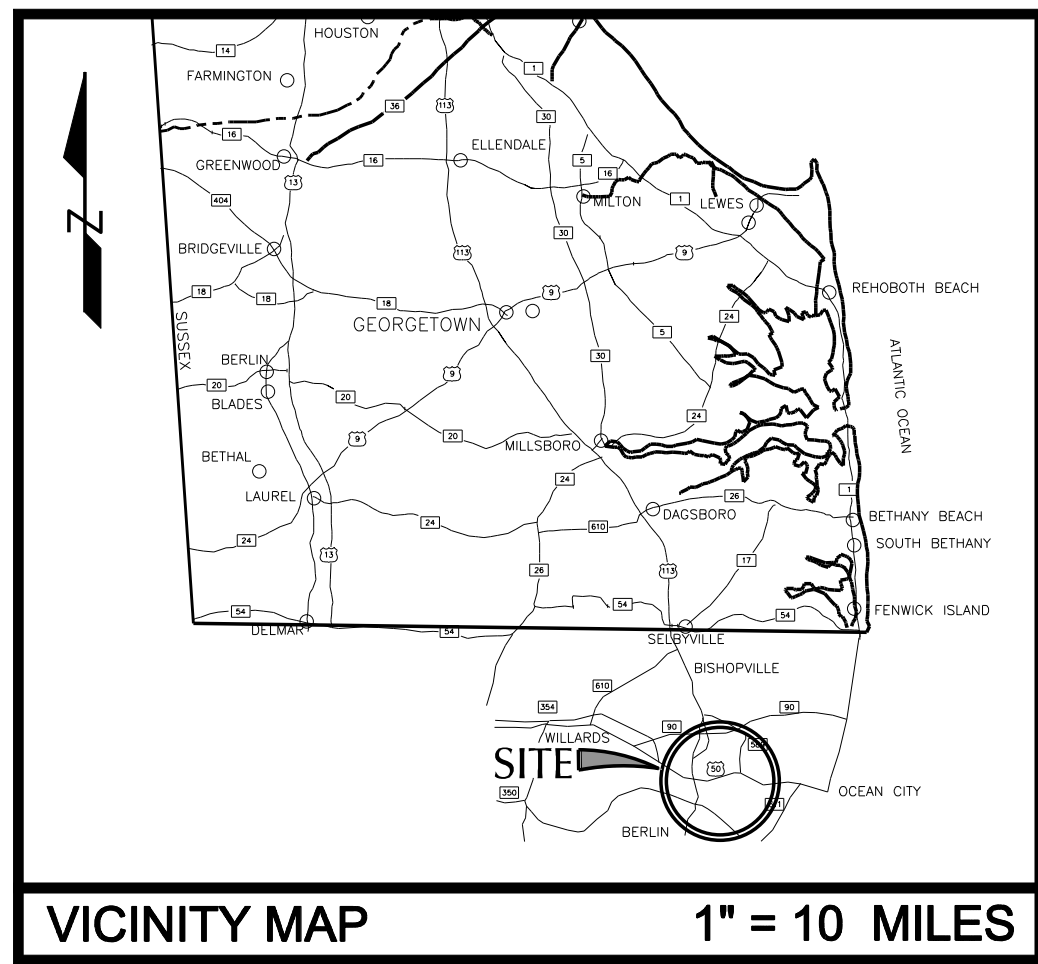


SITE PLAN

1"=200'

DRAWING INDEX:

T1.1	TITLE SHEET
T1.2	GENERAL AND CONSTRUCTION NOTES
EX1.0	EXISTING CONDITIONS PLAN
SP1.0	OVERALL SITE PLAN
SP1.1 TO SP1.2	SITE PLAN
SW2.1	STORMWATER MANAGEMENT & GRADING PLAN
SW2.2	STORMWATER MANAGEMENT PROFILES
LS1.1	LANDSCAPE PLAN
LP1.1	LIGHTING PLAN
CD1.1	CONSTRUCTION DETAILS



SITE DATA

OWNER/APPLICANT:
REV. BRYAN PUGNER, PASTOR
COASTAL COMMUNITY CHURCH
10900 OCEAN GATEWAY
BERLIN, MARYLAND
PHONE: 410-641-3325

CONSULTANT:
BEACON ENGINEERING, LLC
23318 CEDAR LANE
GEORGETOWN, DELAWARE 19947
PHONE: 302-864-8825
R/PALMER@BEACONENGINEERINGLLC.COM

PROPERTY DATA:	
TAX DISTRICT, MAP, GRID, AND PARCEL:	TM26 P461
ELECTION DISTRICT:	THIRD
TAX ACCOUNT ID NO:	167 046
DEED REFERENCE:	SVH 7574/493
SITE ADDRESS:	10736 OCEAN GATEWAY TOWN OF BERLIN WORCESTER COUNTY, MARYLAND 21811
WATER:	PRIVATE
SEWER:	PRIVATE
LATITUDE:	N 38.34262845°
LONGITUDE:	W-75.17892688°
EXISTING USE:	CHURCH
PROPOSED USE:	CHURCH
SITE AREA:	24.36 AC
PROPOSED LOD:	180,000 SF (4.132 AC)
EXISTING CHURCH:	19,700 SF
PROPOSED CHURCH:	23,000 SF
TOTAL BUILDING AREA:	42,700 SF
VERTICAL DATUM :	NAVD88
HORIZONTAL DATUM:	NAD83 (MARYLAND STATE PLANE)

THIS SITE IS NOT WITHIN THE CRITICAL AREA.
THIS SITE IS NOT WITHIN THE 100YR FLOOD PLAIN PER FEMA MAP NUMBERED 24047C0160H DATED JULY 16, 2015 .

ZONING DATA:	
EXISTING ZONING:	C2
PROPOSED ZONING:	C2
REQUIRED SETBACKS:	
FRONT:	35'
SIDE:	20'
REAR:	20'
MAX. BUILDING HEIGHT:	4 STORIES OR 45' IN HEIGHT
PARKING REQUIREMENTS:	
MINIMUM PARKING REQUIRED:	1 SPACE FOR 3 SEATS EXISTING 290 SEATS / 3 = 97 SPACES PROPOSED 630 SEATS / 3 = 210 SPACES TOTAL = 307 SPACES
MAXIMUM PARKING ALLOWED:	105% OF MINIMUM REQUIREMENT 1.05 X 307 = 322 SPACES ALL SPACES PROVIDED OVER THE MINIMUM REQUIRED SHALL USE PERMEABLE PAVING.
PARKING PROVIDED:	307 SPACES
ACCESSIBLE PARKING REQUIREMENTS:	
NUMBER OF SPACES PROVIDED:	301-400
NUMBER OF SPACES REQUIRED:	8
NUMBER OF VAN SPACES REQUIRED:	2
# OF ACCESSIBLE SPACES PROVIDED:	16
# OF VAN ACCESSIBLE SPACES PROVIDED:	16

ENGINEER'S CERTIFICATION

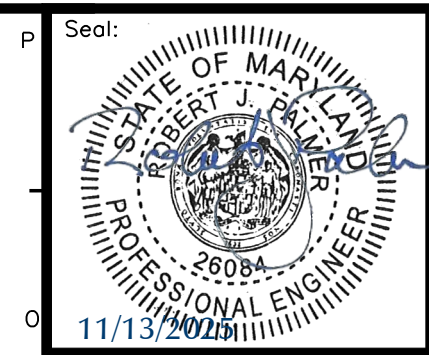
I, ROBERT J. PALMER, HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF MARYLAND AND THAT THIS PLAN WAS EITHER PREPARED BY ME OR UNDER MY DIRECTION, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS PLAN REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF MARYLAND. MY LICENSE NUMBER IS 26084, AND EXPIRES ON JULY 20, 2027.

Robert J. Palmer 11/13/2025
ENGINEER: ROBERT J. PALMER, P.E. DATE
BEACON ENGINEERING, LLC
23318 CEDAR LANE
GEORGETOWN, DELAWARE 19947

OWNER'S / DEVELOPER'S CERTIFICATION

IT IS HEREBY CERTIFIED THAT I AM A REGISTERED, AUTHORIZED AGENT ACTING FOR THE OWNER /DEVELOPER OF THE PROPERTY DESCRIBED AND SHOWN ON THIS PLAN. THE PLAN WAS MADE AT THE OWNERS' / DEVELOPERS' DIRECTION, AND I ACKNOWLEDGE THE SAME TO BE MY ACT ON THEIR BEHALF. IT IS THE OWNERS' / DEVELOPERS' DESIRE TO HAVE THE PLAN CONSTRUCTED AS SHOWN AND IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

OWNER: COASTAL COMMUNITY CHURCH DATE
ATTN: BRYAN PUGNER, PASTOR
10900 OCEAN GATEWAY
BERLIN, MARYLAND
PHONE: 410-641-3325



Date:	11/10/2025
By:	BAS
Revision:	
DRP TRC COMMENTS	

COASTAL COMMUNITY CHURCH

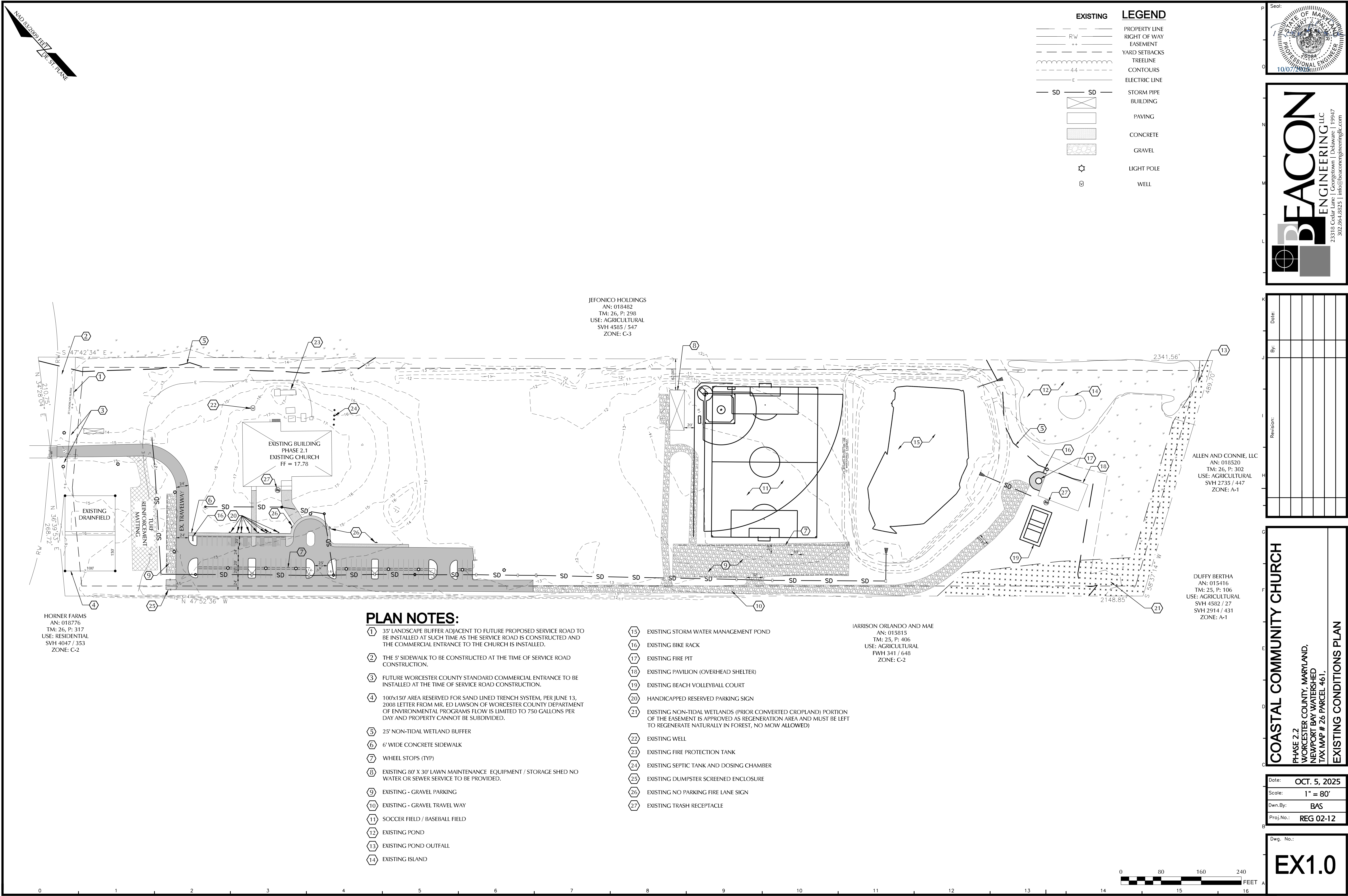
PHASE 2.2
WORCESTER COUNTY, MARYLAND,
NEWPORT BAY WATERSHED
TAX MAP # 26 PARCEL 461,

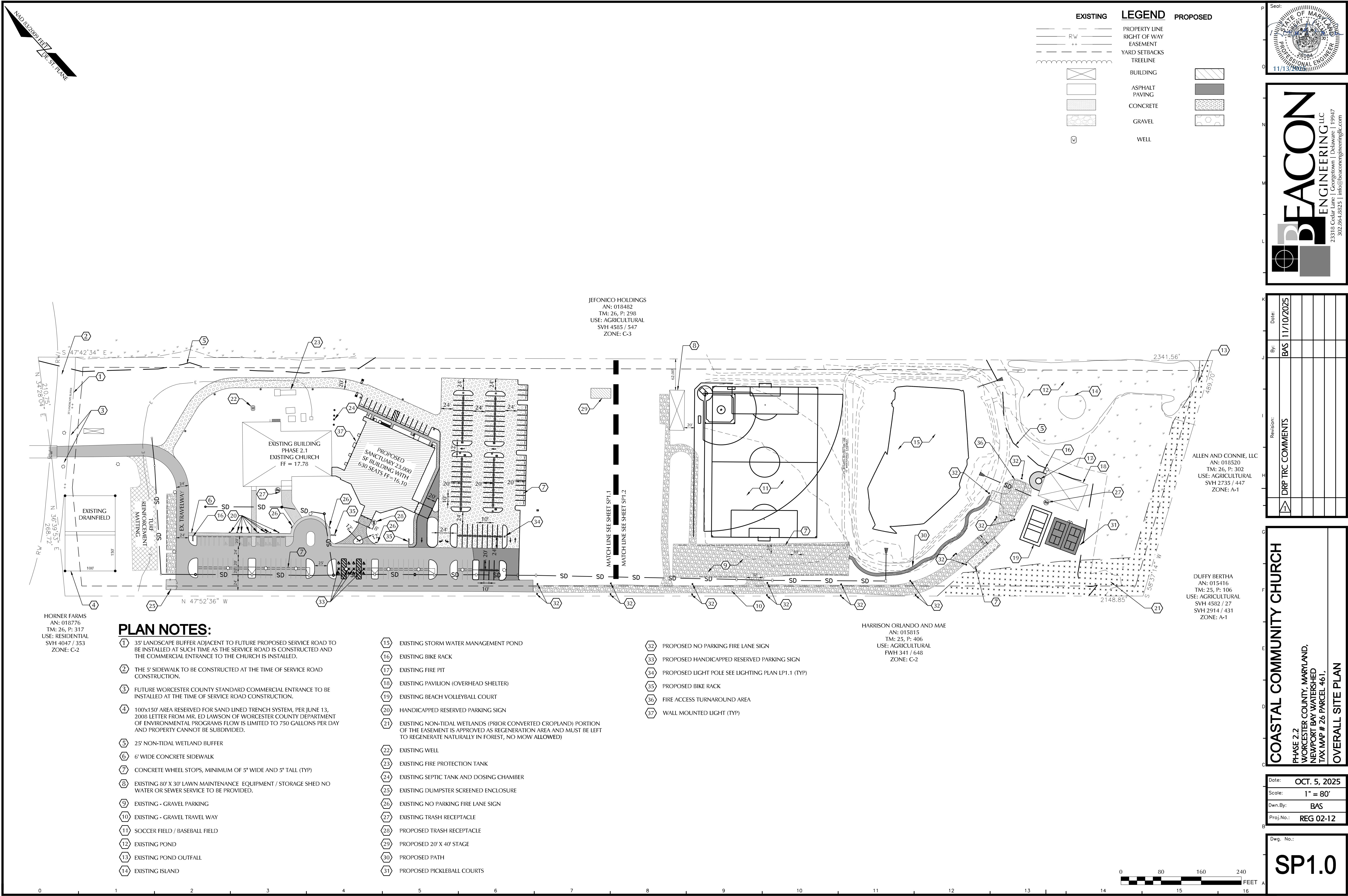
TITLE SHEET

Date:	OCT. 5, 2025
Scale:	AS SHOWN
Dwn.By:	BAS
Proj.No.:	REG 02-12

Dwg. No.:

T1.1







Seal:



The seal is circular with a black border. Inside the border, the text "STATE OF MARYLAND" is at the top and "PROFESSIONAL ENGINEER" is at the bottom, both in white capital letters. In the center is a smaller circular emblem featuring a landscape with a ship and a lighthouse. Overlaid on the seal is a blue ink signature that reads "Robert Palmer". Below the signature, the license number "26084" is printed in black. At the bottom of the seal, the expiration date "11/13/2025" is printed in blue.

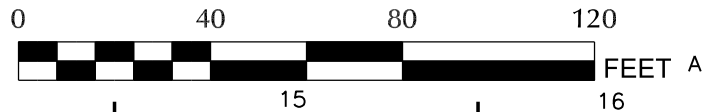
[illegible]

Date:	SEP. 16, 2025
Scale:	1" = 40'
Dwn.By:	BAS
Proj.No.:	REG 02-12

Dwg. No.:

SP1.1

MATCH LINE SEE SHEET SP1.1



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COASTAL COMMUNITY CHURCH

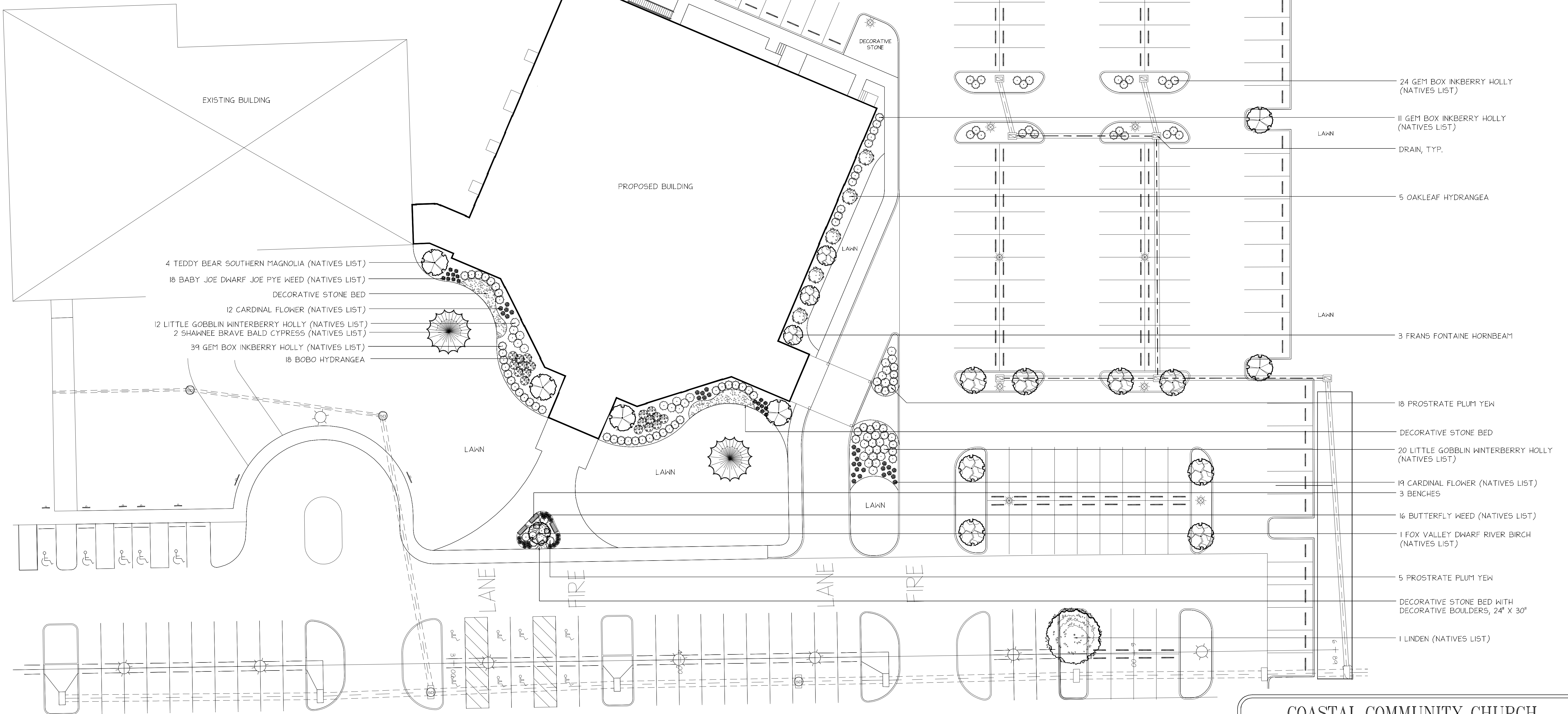
PHASE 2.2
WORCESTER COUNTY, MARYLAND,
NEWPORT BAY/WATERSHED
TAX MAP # 26 PARCEL 461,

SITE PLAN

Dwg. No.:
SP1.2

PLANT SCHEDULE

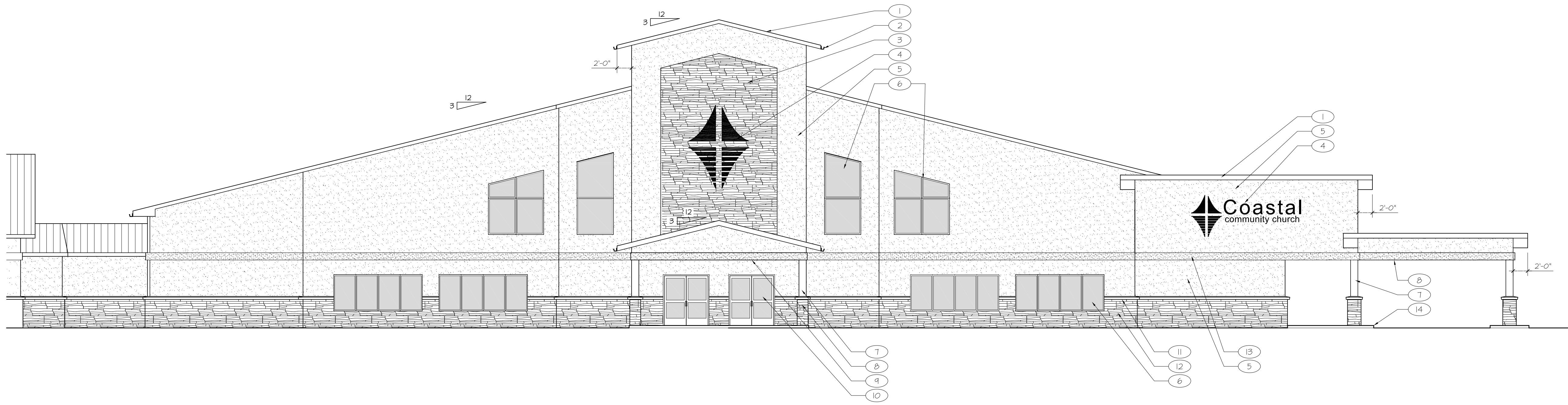
Qty	Botanical Name	Common Name
Shade Trees		
1	Tilia cordata	LINDEN
Trees		
12	Amelanchier x grandiflora 'Autumn Brilliance'	AUTUMN BRILLIANCE SERVICEBERRY
1	Betula nigra 'Little King'	FOX VALLEY DWARF RIVER BIRCH
3	Carpinus betulus 'Frans Fontaine'	FRANS FONTAINE HORNBEAM
8	Magnolia grandiflora 'Southern Charm'	TEDDY BEAR SOUTHERN MAGNOLIA
Conifers		
2	Taxodium distichum 'Mickelson'	SHAWNEE BRAVE BALD CYPRESS
Shrubs		
18	Hydrangea paniculata 'Ivobo' BOBO	BOBO HYDRANGEA
74	Ilex glabra 'Gem Box'	GEM BOX INKBERRY HOLLY
32	Ilex verticillata 'Little Goblin'	LITTLE GOBLIN WINTERBERRY HOLLY
5	Hydrangea quercifolia	OAKLEAF HYDRANGEA
23	Cephalotaxus harringtonia 'Prostrata'	PROSTRATE PLUM YEW
Perennials		
18	Eupatorium dubium 'Baby Joe'	BABY JOE DWARF JOE PYE WEED
31	Lobelia cardinalis	CARDINAL FLOWER
16	Asclepias tuberosa	BUTTERFLY WEED



COASTAL COMMUNITY CHURCH

10900 Ocean Gateway
Berlin, MD 21811

client:	date		revision
scale	22 September, 2025		
drawn by	checked by	drawing #	
P. DuChene		CCCLP-II	



NOTE LEGEND

- 6" METAL RAKE - TYP.
- PRE-ENGINEERED METAL BUILDING (P.E.M.B.) GUTTERS & DOWNSPOUTS - SIZE AND STYLE TO MATCH EXIS. BUILDING. CONTRACTOR TO COORDINATE FINAL LOCATION OF DOWNSPOUTS WITH OWNER PRIOR TO INSTALLATION. PROVIDE SPLASH BLOCK AT ALL DOWNSPOUT LOCATIONS - TYP.
- STONE VENEER - COLOR PER OWNER'S SELECTION - TYP.
- SIGNAGE BY OTHER - TYP.
- EXTERIOR INSULATION & FINISH SYSTEM (EIF.S) - COLOR PER OWNER'S SELECTION - TYP.
- WINDOW UNIT - REFER TO WINDOW SCHEDULE - TYP.
- 12" DECORATIVE COLUMN WRAP AROUND METAL BUILDING COLUMN - TYP.
- STONE VENEER PEDESTAL WITH PRECAST SILL - COLOR PER OWNER'S SELECTION - TYP.
- FINISH UNDERSIDE OF PORCH ROOF WITH METAL LINER PANEL - COLOR PER OWNER'S SELECTION - TYP.
- DOOR UNIT - REFER TO DOOR SCHEDULE - TYP.
- CONCRETE PRECAST SILL - TYP.
- CULTURED STONE VENEER HANGCOT TO MATCH EXIS. BUILDING - TYP.
- 12" HIGH EIF.S. ACCENT BAND - TYP.
- 4" THICK REINFORCED CONCRETE SLAB - REFER TO STRUCTURAL DRAWINGS FOR DETAILS - TYP.
- CONTINUOUS LOW PROFILE RIDGE VENT BY METAL BUILDING MANUFACTURER - TYP.
- GALVANIZED METAL BUILDING ROOFING PANELS TO MATCH EXIS. - FINISH PER OWNER'S SELECTION FROM MANUFACTURER'S FULL STANDARD COLOR RANGE - TYP.
- 6" METAL FASCIA - TYP.
- REMOVABLE RAIL.
- METAL STAIR W/ ALUMINUM GUARDRAIL SYSTEM - TYP.
- METAL BOARD & BATTEN SIDING - COLOR PER OWNER'S SELECTION - TYP.
- 4" THICK REINFORCED CONCRETE PAD - REFER TO STRUCTURAL DRAWINGS - TYP.
- HANDRAIL TO EXTEND 1'-0" MIN. BEYOND TOP AND BOTTOM RISER OF STAIR RUN - TYP.

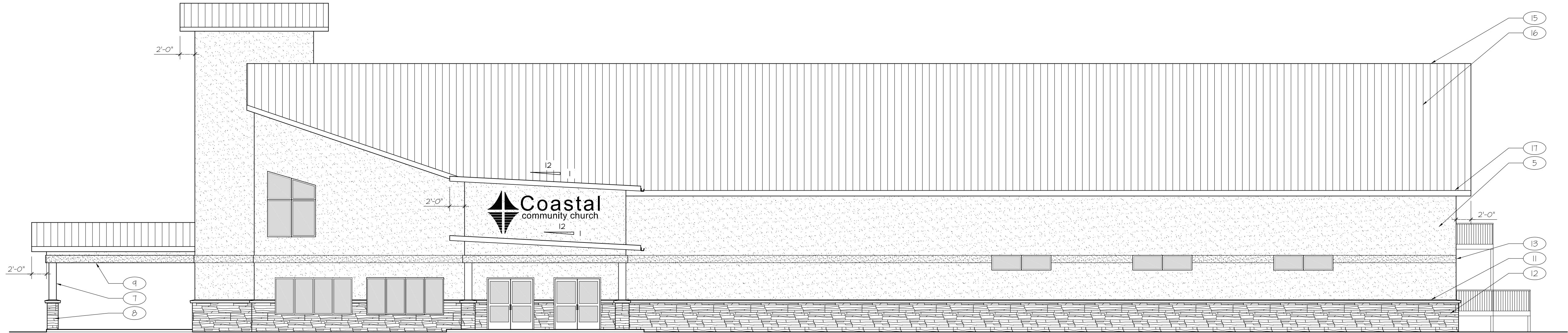
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CONSTRUCTION DOCUMENTS FOR THE:
COASTAL COMMUNITY CHURCH - ADDITION
10900 OCEAN GATEWAY
BERLIN, WORCESTER COUNTY
MARYLAND

A2 EXTERIOR FRONT ELEVATION

1/8" = 1'-0"

KEY



A1 EXTERIOR SIDE ELEVATION

1/8" = 1'-0"

KEY

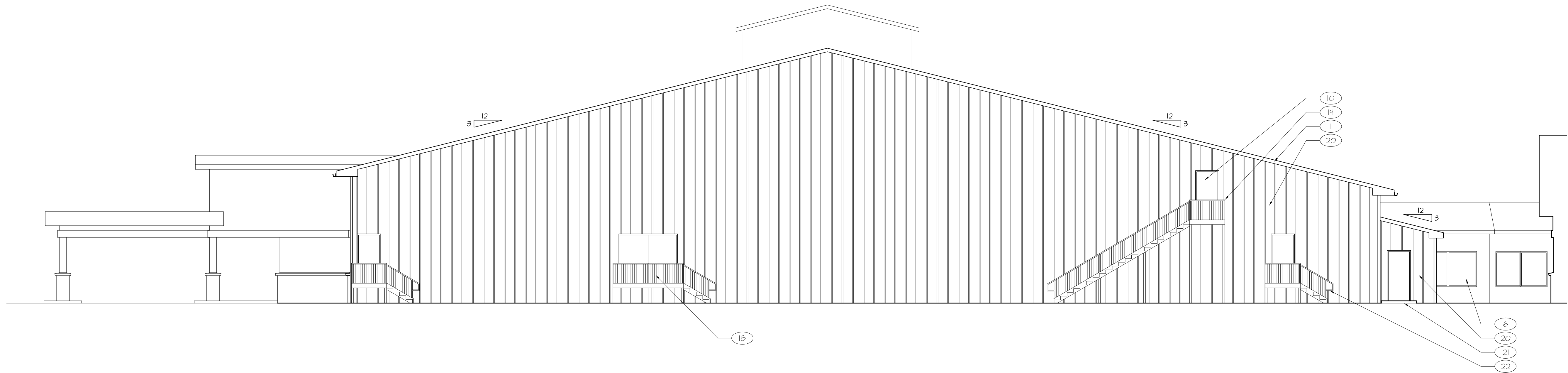
REVISIONS:

SCALE:
1/8" = 1'-0"
DRAWING DATE:
04/28/2025
SHEET TITLE:
EXTERIOR ELEVATIONS

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PROJECT NUMBER:
24082

SHEET #:

A201

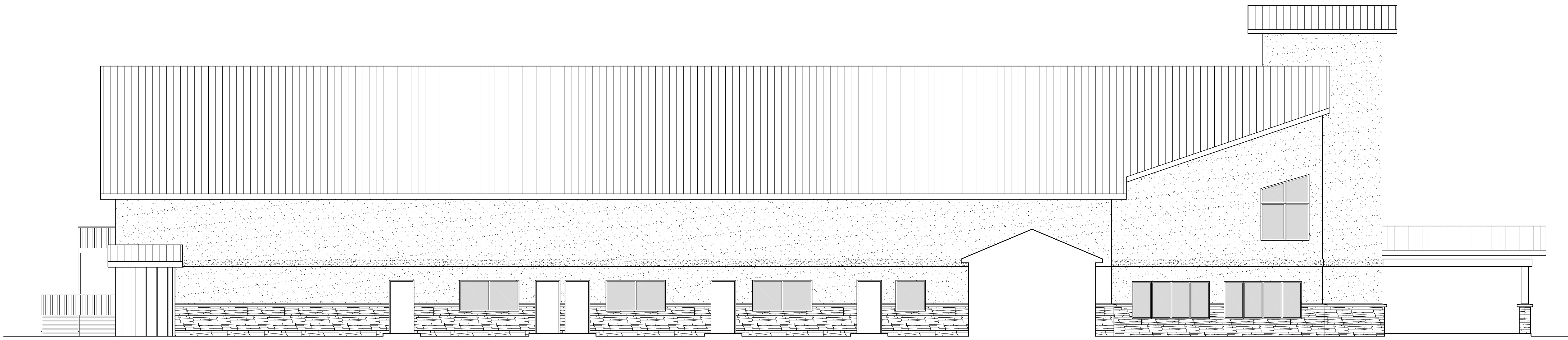


NOTE:
REFER TO A201 FOR TYPICAL NOTES
AND MATERIALS - TYP. UNO.

A2 EXTERIOR REAR ELEVATION

1/8" = 1'-0"

KEY



NOTE:
REFER TO A201 FOR TYPICAL NOTES
AND MATERIALS - TYP. UNO.

A1 EXTERIOR SIDE ELEVATION

1/8" = 1'-0"

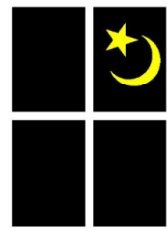
KEY

REVISIONS:

SCALE:
1/8" = 1'-0"
DRAWING DATE:
04/28/2025
SHEET TITLE:
EXTERIOR ELEVATIONS

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PROJECT NUMBER:
24082

SHEET #:
A202



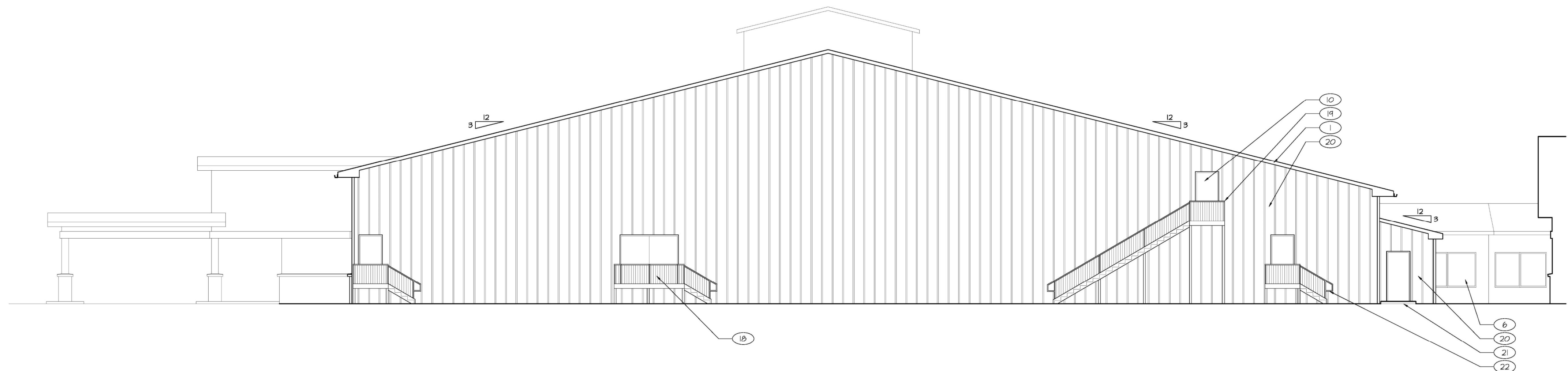
Moonlight
Architecture, Inc.
Architecture • Interior Design
Site Planning
DE (302) 645-9361
MD (410) 677-4747
www.moonlightarch.com

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CONSTRUCTION DOCUMENTS FOR THE:
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10900 OCEAN GATEWAY
BERLIN, WORCESTER COUNTY
MARYLAND



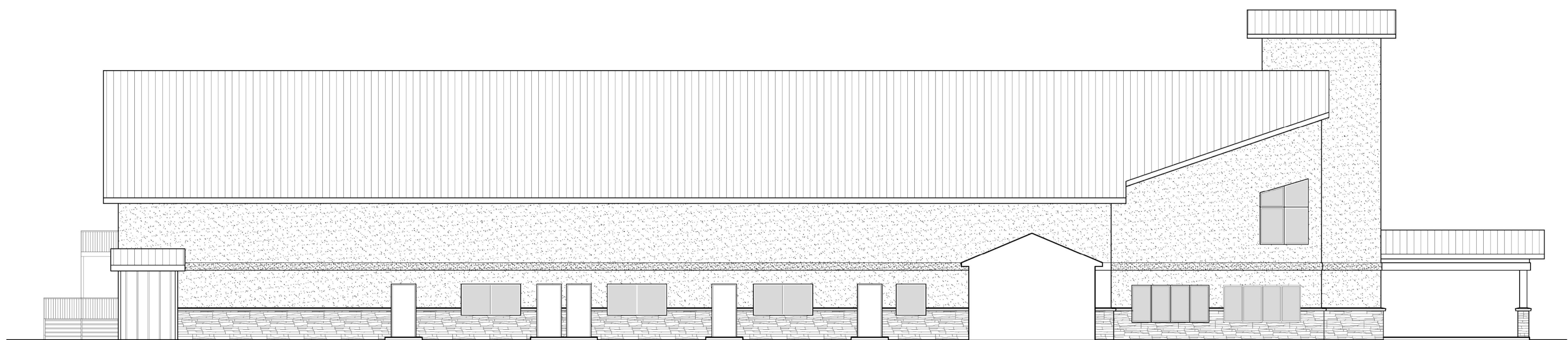
*ALL COLORS ON EXISTING BUILDING
TO MATCH PROPOSED BUILDING



NOTE:
REFER TO A201 FOR TYPICAL NOTES
AND MATERIALS - TYP. U.N.O.

A2 EXTERIOR REAR ELEVATION

1/8" = 1'-0"
KEY



NOTE:
REFER TO A201 FOR TYPICAL NOTES
AND MATERIALS - TYP. U.N.O.

A1 EXTERIOR SIDE ELEVATION

1/8" = 1'-0"
KEY

REVISIONS:

NO.	DESCRIPTION

SCALE:
1/8" = 1'-0"
DRAWING DATE:
04/28/2025
SHEET TITLE:
EXTERIOR ELEVATIONS

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PROJECT NUMBER:
24082

SHEET #:
A202

TECHNICAL REVIEW COMMITTEE

REPORT

RACETRACK VILLAGE

RESIDENTIAL PLANNED COMMUNITY

STEP I

November 24, 2025

GENERAL INFORMATION:

Date of TRC Review: November 12, 2025

Approval requested: Step I Residential Planned Community – Establishment of the RPC Floating Zone – Racetrack Village

Project Description: Proposed construction of a 137 multi-family development with a commercial/retail component. Per §ZS1-315(2)(A), a maximum of twenty percent of the total gross lot area can be devoted to commercial uses.

Location: Tax Map 21, Parcel 66, Lot 1, Tax District 3, R-3 Multi-family Residential District

Owner: Maryland Medical Owners III, LLC
5220 Hood Road, Suite 110
Palm Beach Gardens, FL 33418

Land Planner: Vista Design, Inc.
11634 Worcester Highway
Showell, MD 21862

Existing Conditions: The majority of the 22.86-acre is either wooded or cleared, with 4.91 acres of Forest Conservation easement in the rear of the property adjacent to the Ocean Pines Community. 1.18 acres of wetlands are also located on the site. Adjacent to the site is the AGH/Tidal Health medical campus. The site is accessed from one point of access from Racetrack Road (MD Rt. 589).

Proposed Project: The Racetrack Village RPC as shown on the Step I plan is proposed to be a residential planned community comprised of 137 multi-family units as well as a commercial/retail component. Proposed open space totals approximately 15.78 acres, with 4.67 acres of passive recreation space provided and 0.69 acres of active recreation space provided. The Step I plan indicates there will be one (1) point of access from Racetrack Road (MD. Route 589) via a shared entrance with the AGH/Tidal Health medical campus. A traffic light was recently installed at this entrance, and the applicants' written narrative states that there is adequate capacity in the existing road network to handle the proposed 137 multi-family units.

COMMENTS RELATIVE TO COMPLIANCE WITH BASIC RPC REQUIREMENTS:

Zoning: A development is required to meet the major RPC standards when consisting of greater than 20 proposed units. RPC's are permitted in the R-3 Multi-family Residential District.

Permitted Uses: Multi-family dwelling units are a permitted use in the R-3 District. For major RPC's, retail and services uses are permitted, but the maximum use area can only be 20% of the total gross lot area, and the uses are limited to the permitted principal and special exception uses cited in the C-2 District regulations.

Density: In the R-3 District, a maximum of (6) units per net acre are allowed. The total lot area is 22.86 acres. The net lot area is 22.86 acres. The total permitted density is 137 units (6 units per acre), and the applicant is proposing 137 units – thus, the proposed density is 6 units per acre.

Maximum limitation of 70% for residential uses: The project proposes 6.42 acres of its land area (28.1%) for residential uses including building footprints, roads, and sidewalks.

Minimum limitation of 20% of retail and service uses: The project proposed 2.53 acres of its land area (11.1%) for retail and service uses.

Minimum requirement of 30% for common use open space and recreational areas: The project proposes 10.27 acres of its land area (44.9%) for common open space.

Open space is required to have a certain amount of active and passive recreational features, as well as lands preserved in their natural state. The requirements are as follows:

- **Minimum of 50% of required open space shall be retained in its natural state:** The project is proposing 4.91 acres of the total open space in a natural state- therefore, this requirement has been met.
- **Minimum of 10% of required open space shall be for active recreation:** The project is proposing to provide 0.69 acres (10%) of open space for active recreation. A minimum of 10% is required - therefore this requirement has been met. Active recreation is defined as uses, areas or activities that are oriented towards potential competition and involving special equipment. A swimming pool and pool house have been proposed.
- **Minimum of 20% of required open space shall be for passive recreation:** The project is proposing to provide 4.67 acres (68.1%) of the total open space in passive recreation. A minimum of 20% is required - therefore this requirement

has been met. Passive recreation is defined as uses, areas or activities oriented to noncompetitive activities which typically require no special equipment.

FINDINGS AND RECOMMENDATIONS OF THE TECHNICAL REVIEW COMMITTEE:

1. The relationship of the RPC with the Comprehensive Plan, zoning regulations, and other established policy guidelines:

The subject property is currently in the “Existing Developed Areas” land use category of the Comprehensive Plan. The EDA category recognizes the importance of maintaining the neighborhood character and strongly encourages mixed-use developments.

The Comprehensive Plan encourages the use of low impact development and cluster techniques to reduce overall impervious surface and maintain wildlife habitat.

Relative to consistency with the zoning regulations, the Technical Review Committee finds that the project site is zoned R-3 Multi-family with the R-3 District being a zoning classification in which residential planned communities are permitted. It also finds that the project as proposed complies with those requirements cited in §ZS 1-315 relative to maximum density, maximum limitation for residential uses, minimum requirement for common use open space and recreational areas, and types of permitted uses. Furthermore, the Technical Review Committee finds that the submittals relative to the proposed project comply with the requirements cited in §ZS 1-315(k)(2)A1.

The Technical Review Committee reminds the Planning Commission that for individual structures, **there shall be no minimum lot area, setback, bulk, lot width, or road frontage requirements. Such standards shall be approved by the Planning Commission during the Step II (Master Plan) review.**

2. The general location of the site and its relationship to existing land uses in the immediate vicinity:

The subject properties are located on the easterly side of MD Route 589 (Racetrack Road), adjacent to the AGH/Tidal Health medical campus. The Technical Review Committee finds that this area can best be characterized as a

mix of residential and commercial land uses. The neighboring developments of Ocean Pines and Triple Crown Estates consist of single-family dwellings.

The proposed development consists of multi-family units and a commercial/retail component. Overall, the development provides a transition zone between the single-family residential uses and the commercial use at AGH/Tidal Health. The R-3 Multi-family Residential District encourages infill development and the highest allowable density. Additionally, this district is intended to accommodate diverse types of housing and ranges of affordability.

Landscape ‘screening’ will need to be provided along Racetrack Road as it is considered a collector road per ZS1-322(e)(6). “Screening” is defined as vegetation that is thickly planted and of such species that it will provide a complete visual barrier and thus obscure the use or structure from sight from adjacent properties once the vegetation reaches maturity or within five (5) years, whichever comes first. A landscaping plan will need to be provided for Step II review.

3. The availability and adequacy of public facilities, services, and utilities to meet the needs of the RPC and the long-term implications the project would have on subsequent local development patterns and demand for public facilities and services:

The Technical Review Committee finds that the properties proposed to be developed into the Racetrack Village RPC are presently zoned R-3 Multi-family. The surrounding developed lands are primarily zoned for residential (R-1 Rural Residential and R-2 Suburban Residential) and commercial (C-2 General Commercial). According to the R-3 Multi-family Residential district, multi-family residential development at a density of six (6) dwelling units per net acre is permitted by zoning. Furthermore, residential planned communities of the same density are permitted by that zoning district. Thus, the proposed density of six (6) dwelling units per acre is allowable under the zoning ordinance. The multi-family dwelling units are consistent with the surrounding residential and commercial developments located within this area.

Therefore, the Technical Review Committee concludes that the proposed Racetrack Village RPC will not have an adverse long-term implication on development patterns in the area.

All private roads within the development shall be constructed to one of the RPC road standards and must be reviewed and approved by the County Roads Division of the Department of Public Works. Should the applicant propose approved private roads, they should include the RPC Approved Private Road Standard WO 200-06 on future plans. Approved private roads will require review and approval by the County Commissioners under the provisions of §ZS 1-123 'Approved Private Roads.' The applicant should ensure that the preliminary layout of the travelways as shown on the plan will be able to accommodate one of the road standards.

Parking spaces will need to be provided for the pool amenity in accordance with §ZS1-320, including ADA spaces.

Relative to certain public facilities, according to the applicants' written narrative, the developer is requesting that the dwelling units be served by public water and sewer from the Greater Ocean Pines Sanitary Service Area, and that there are adequate EDU's available in the service area for the development. Environmental Programs noted in their Step I TRC comments that the applicant will need to acquire the Ocean Pines sewer EDUs and have them secured before this project can receive final site plan approval.

In consideration of their review, the Technical Review Committee finds that there will be no negative impacts to public facilities and services resulting from the proposed RPC.

4. The consistency of the RPC with the general design standards as contained in Subsections (j)(1) through (j)(5):

Relative to the protection of key environmental features, the Technical Review Committee finds that the open space provided exceeds or meets the minimum required under the RPC regulations.

This project is subject to the Worcester County Forest Conservation Law and is subject to Forest Conservation Plan #21-13. This project has met compliance through the establishment of on-site Forest Conservation easements and off-site mitigation.

Relative to the general layout and clustering of the development, the Technical Review Committee finds that the proposed RPC minimizes land impacts, while maximizing contiguous open spaces.

The traffic circulation patterns promote connectivity within the proposed development, and limit access to the public road system to one commercial entrance that will be designed to meet the State Highway Administration (SHA) standards. Subsection (j)(4) of the design standards encourage limiting the number of dead-end streets. This development will not have any dead-end streets.

The Fire Marshal's Office has stated in their comments letter that the turning radius shall meet the most restrictive fire apparatus turning radius which is 33 feet inside and 55 feet outside. Approved turnarounds or cul-de-sacs shall be provided on roadways exceeding 150 feet in length.

A traffic light was recently installed at this entrance, and the applicants' written narrative states that there is adequate capacity in the existing road network to handle the proposed 137 multi-family units. A traffic study was submitted along with this application. During the Step II master plan review, the Planning Commission is empowered to request any additional information that it deems necessary, including information related to traffic effects from the proposed RPC.

Overall, the Technical Review Committee finds that the RPC has demonstrated consistency with the general design standards contained in §ZS 1-315(j)(1) through (j)(5).

5. The relationship of the RPC's proposed construction schedule, including any phasing, and the demand for and timely provision of public facilities, services and utilities necessary to serve the project:

Within the narrative, the applicant states that there are adequate EDU's in the Greater Ocean Pines Sanitary Service Area to serve the project, and that the infrastructure will be designed as to be consistent with other proposed future uses in the area. Construction of the water and sewer facilities will be undertaken by the Owner and dedicated to Worcester County when completed.

The applicant's narrative has stated that the development will most likely be developed in "one unified development," and much of the infrastructure is already in place, i.e. a signalized traffic entrance and access road.

The Technical Review Committee finds that the project would meet this metric.

- 6. The capacity of the existing road network to provide suitable vehicular access for the RPC, the appropriateness of any existing or proposed improvements to the transportation network, the adequacy of the pedestrian and bicycle circulation, and the proposed means of connectivity of the project to surrounding residential, commercial and recreational development and uses:**

Access will be via one (1) commercial entrance onto MD Route 589. The narrative provided states during Rezoning Case No. 447, the developer's traffic engineer testified that there was adequate capacity in the existing road network to serve the proposed development. The Maryland State Highway Administration (SHA), per Jeff Fritts, Regional Engineer for District 1, had no comments on the proposed RPC and stated that the project "will have no negative impact to the state roadways."

A traffic study was submitted along with this application. During the Step II master plan review, the Planning Commission is empowered to request any additional information that it deems necessary, including information related to traffic effects from the proposed RPC.

Information regarding whether the internal roads will be public or private was not provided. Regarding pedestrian and bicycle circulation, a 5' concrete sidewalk is proposed within the development. No sidewalk is proposed along Racetrack Road. Bicycle racks were not proposed, three (3) bicycle racks will need to be placed within the development.

The Technical Review Committee finds that the access points to MD Route 589 (Racetrack Road), will not have a significantly adverse impact on traffic patterns in the area, provided they meet all standards. However, the Planning Commission may require additional information if it believes it is necessary.

- 7. The relationship of the proposed method of wastewater disposal and provision of potable water service with the goals, objectives and recommendations of the Comprehensive Plan, Comprehensive Water and Sewer Plan, and other established policy guidelines:**

The Comprehensive Plan notes that "[s]ewer service...is one of the county's most powerful growth management tools" (Chapter 6). The Water and Wastewater Division of the Department of Public Works has no concerns with the proposal in their TRC comments. The Department of Environmental Programs stated that

plumbing permits for each residence is required, but in general had no objects of concerns with the project.

Environmental Programs noted in their Step I comments that there is one (1) Ocean Pines Sanitary District sewer EDU allocated to lot B and a need for 136 to serve the proposed development. The applicant will need to acquire the additional Ocean Pines sewer EDUs and have them secured before the project can receive final site plan approval from Environmental Programs.

The Technical Review Committee finds that the project is aligned with this standard of the Residential Planned Community provisions.

***Comments from the individual members of the Technical Review Committee are attached.**

It should be noted that many of the comments submitted by various TRC members pertain to Step II and III of the review process at which time site plans and subdivision plats would be submitted, or to the permit submittals.

Procedure: The Planning Commission shall make findings of fact relative to the application and its consistency with the Comprehensive Plan, the terms of the *Zoning and Subdivision Control Article*, and all other applicable laws and regulations. The seven (7) findings of the Technical Review Committee above must also be addressed by the Planning Commission in their report to the Worcester County Commissioners.

The Planning Commission shall make a recommendation (favorable or unfavorable) relative to the application which may address the items outlined in the Technical Review Committee Report or other items as appropriate. If there is any additional information or documentation that a member of the Planning Commission wishes to review in order to formulate a recommendation, please notify staff immediately so that it can be provided for the meeting.

TECHNICAL REVIEW COMMITTEE

COMMENTS

NOVEMBER 12, 2025

REVIEW



Worcester County
Department of Environmental Programs
Natural Resources Division

Memorandum

To: Worcester County Technical Review Committee

From: Joy S. Birch, Natural Resources Planner III 

Subject: November 12, 2025 - Technical Review Committee Meeting

Date: October 20, 2025

- **Racetrack Village – Step I Residential Planned Community**

Proposed 137 multi-family unit Residential Planned Community. Located at Tax Map 21, Parcel 66, Lot 1, Parcel B, Tax District 03, R-3 Multi-Family Residential District. Maryland Medical Owners II, LLC, owner / Vista Design, Inc, surveyor/engineer.
This is located outside of the Atlantic Coastal and Chesapeake Bay Critical Area Program. **No Comment.**



Worcester County
Department of Environmental Programs
Environmental Programs Division

Memorandum

To: Technical Review Committee (TRC) for a November 12, 2025 Meeting

From: Environmental Programs Staff

Subject: **Racetrack Village– Step I Residential Planned Community**
Proposed 137 multi-family unit Residential Planned Community. Located
at Tax Map 21, Parcel 66, Lot 1, Parcel B.

Date: October 24, 2025

Environmental Programs comments are based on the plans submitted. These comments are subject to change every time a change is made to the plans that affect water and/or sewage for this site.

1. Environmental Programs requires a \$60 fee for any Technical Review Committee projects submitted on public water & sewer. This fee will need to be submitted prior to Signature Approval being given on this project.
2. Environmental Programs notes that there is 1 Ocean Pines Sanitary District sewer EDU allocated to lot B and a need for 136 to serve the proposed development. The applicant will need to acquire the additional Ocean Pines sewer EDUs and have them secured before this project can receive final site plan approval from Environmental Programs. The narrative states that the developers have already met with representatives from the Worcester County Department of Public Works, Environmental Programs, County Attorney, etc. to discuss necessary infrastructure improvements to accommodate water and sewer to the property. Necessary infrastructure improvements and connections/extension or water and sewer will need to meet DPW requirements.
3. We note that natural gas main extensions and service conversions are currently completed in this area & gas is available for this project.
4. A plumbing permit will need to be obtained for the interior work for each unit and a separate one for the site utility work. Gas permits will be needed as well, if utilized for this project.

Citizens and Government Working Together

5. Plumbing Code is the 2021 International Plumbing Code (IPC) Illustrated (National).
The Gas Code is the 2021 International Fuel Gas Code (IFGC), for natural gas.

Citizens and Government Working Together

WORCESTER COUNTY GOVERNMENT CENTER 1 WEST MARKET STREET, ROOM 1306 SNOW HILL, MARYLAND 21863
TEL: 410-632-1220 FAX: 410-632-2012



GOVERNMENT CENTER

ONE WEST MARKET STREET, ROOM 1302

SNOW HILL, MARYLAND 21863-1294

TEL: 410-632-5666

FAX: 410-632-5664

TECHNICAL REVIEW COMMITTEE COMMENTS

PROJECT: **Racetrack Village RPC**

TRC #: **20250441**

LOCATION: **Tax Map 21, Parcel 66, Lot 1, Parcel B**

CONTACT: **Vista Design**

MEETING DATE: **November 12, 2025**

COMMENTS BY: **Robert Korb, Jr.**
Chief Deputy Fire Marshal

As you requested, this office has reviewed plans for the above project. Construction shall be in accordance with applicable Worcester County and State of Maryland fire codes. This review is based upon information contained in the submitted TRC plans only, and does not cover unsatisfactory conditions resulting from errors, omissions, or failure to clearly indicate conditions. A full plan review by this office is required prior to the issuance of a building permit. The following comments are noted from a fire protection and life safety standpoint.

Scope of Project:

Site development consisting of 137 multifamily unit RPC.

General Comments

1. A water supply for fire protection shall be identified indicating the following:
 - a. Water Source
 - b. Engineering study for reliability of water source
 - c. Size (in gallons) of water source
 - d. Replenishment of water supply
 - e. Diameter of in ground pipe
 - f. Number of hydrants
 - g. Location of hydrants
 - h. Roadway width and surface types
 - i. Distance from hydrant to roadway
2. If public water source, approved plans by the public works department.
3. Water source plans must be approved prior to recording of plat.

4. Fire hydrants shall be located within 3 ft. of curb line. Placement of fire hydrants shall be coordinated with this office prior to installation.
5. Obstructions shall not be placed or kept near fire hydrants, fire department inlet connections, or fire protection system control valves in a manner that would prevent such equipment or fire hydrants from being immediately visible and accessible.
6. All underground water mains and hydrants **shall be installed, completed, and in service** prior to construction work or as soon as combustible material accumulates, whichever comes first. A stop work order will be issued if fire hydrants are not in service prior to construction work start.
7. Fire Lanes shall be provided at the start of a project and shall be maintained throughout construction. Fire lanes shall be not less than 20 ft. in unobstructed width, able to withstand live loads of fire apparatus, and have a minimum of 13 ft. 6 in. of vertical clearance. Fire lane access roadways must be established prior to construction start of any structure in the project. Failure to maintain roadways throughout the project will be grounds to issue stop work orders until the roadway access is corrected.
8. Coordinate 9-1-1 addressing with Worcester County Department of Emergency Services (410) 632-1311.

Specific Comments

1. The proposed homes shall be protected by an automatic sprinkler system. Plans shall be submitted and approved by this office prior to the installation of such system.
2. The turning radius shall meet the most restrictive Worcester County fire department apparatus turning radius which is 33 feet inside and 55 feet outside. Approved turnarounds or cul-de-sacs shall be provided on roadways exceeding 150 ft. in length.
3. All fire hydrant locations shall be approved by this office.
4. A complete set of building plans shall be submitted and approved prior to the start of construction.
5. No further comments at this time.



Worcester County
Department of Environmental Programs
Natural Resources Division

Memorandum

To: Technical Review Committee

From: David Mathers, Natural Resources Planner IV 

Subject: Forest Conservation & Stormwater Management Review

Date: October 23, 2025

Date of Meeting: November 12, 2025

Project: Racetrack Village RPC

Location: Racetrack Road, Tax Map: 21, Parcel: 66, Lot 1 & Lot B

Owner/Developer: Maryland Medical Owners II, LLC

Surveyor: Vista Design, Inc.

This project is subject to the Worcester County Forest Conservation Law. This project is subject to Forest Conservation Plan #21-13. This project has met compliance with the Worcester County Forest Conservation Law through the establishment of on-site Forest Conservation Easements and off-site mitigation. Forest Conservation Easement areas are to be kept as a natural habitat area, no clearing or grading within these Conservation Easement areas is permitted, and any new structures and improvements must not encroach into the Forest Conservation Easement. Furthermore, all Forest Conservation signs must be in place around the Conservation Easements.

This project is subject to the Worcester County Stormwater Ordinance. Stormwater Concept Plan Plan approval is required prior to RPC step II.

All projects over one acre shall be required to file for a General Permit/Notice of Intent (NOI) for construction activity through Maryland Department of Environment. This is mandated through the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES). Any permits to be issued by Worcester County for disturbance that exceeds one acre will not be issued without NOI authorization being obtained prior to.

Citizens and Government Working Together



DEPARTMENT OF
ENVIRONMENTAL PROGRAMS

Worcester County

GOVERNMENT CENTER
ONE WEST MARKET STREET, ROOM 1306
SNOW HILL, MARYLAND 21863
TEL: 410.632.1220 / FAX: 410.632.2012

LAND PRESERVATION PROGRAMS
STORMWATER MANAGEMENT
SEDIMENT AND EROSION CONTROL
SHORELINE CONSTRUCTION
AGRICULTURAL PRESERVATION
ADVISORY BOARD

WELL & SEPTIC
WATER & SEWER PLANNING
PLUMBING & GAS
CRITICAL AREAS
FOREST CONSERVATION
COMMUNITY HYGIENE

MEMORANDUM

DATE: January 1, 2024

TO: Applicant

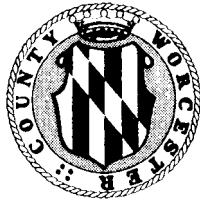
FROM: David M. Bradford, Deputy Director

SUBJECT: Stormwater/Sediment Erosion Control Plan/Permit

Please note, if a Stormwater plan is approved by this office and does not include phasing, the corresponding permit can only receive Stormwater Final approval once all improvements are completed and the entire site is stabilized. This includes properties which have multiple Building or Zoning permits associated with the Stormwater plans. If a Stormwater Bond is required per the permit, the bond will only be released once a Stormwater Final approval takes place.

Additionally, if pervious pavement (i.e. asphalt, concrete) is proposed as a Stormwater Best Management Practice (BMP), an engineer will be required to ensure that this BMP is installed per the approved plan and the correct sequence is detailed on approved plans. Furthermore, all site disturbance must be stabilized prior to beginning the BMP installation process to avoid any contamination or performance issues. If components of the BMP become contaminated, excavation may be required. A detail/schematic must be site specific and reflect how associated sub drains are connected to piping and also illustrate all material being used in subgrade when using this BMP.

If you have any questions, please feel free to contact the Deputy Director, David Bradford, at (410) 632-1220, ext. 1143.



WORCESTER COUNTY TECHNICAL REVIEW COMMITTEE

Department of Development Review & Permitting
Worcester County Government Center
1 W. Market St., Room 1201
Snow Hill, Maryland 21863
410-632-1200, Ext. 1151
pmiller@co.worcester.md.us

.....

Project: Racetrack Village RPC

Date: 11/12/2025

Tax Map: 21

Parcel: 66

Section:

Lot: 1

STANDARD COMMENTS

1. Items listed in this review are not required for Technical Review Committee approval.
2. Provide complete code review. List type of construction, use groups, height and area, occupant loads, live, dead and other structural loads.
3. Complete sealed architectural, structural, mechanical, plumbing and electrical plans are required.
4. Provide information for wind, snow, floor, roof and seismic loads.
5. Special inspections (Third party) required per IBC Chapter 17 for steel, concrete, masonry, wood, prepared fill, foundations and structural observations. **These are required in addition to the required Worcester County inspections.**
6. A Maryland Registered Architect must seal plans. This architect or architectural firm will be considered the architect of record.
7. A pre-construction meeting will be required before any work starts.
8. Provide complete accessibility code requirements and details.
9. List on construction documents all deferred submittals.
10. Truss and other shop drawings will be required prior to installation. Design professional in responsible charge shall review and approve all shop drawings.
11. Soils report required at the time of building permit application.
12. Please provide your design professional with a copy of these comments.
13. Compaction reports are due at all footings and slab inspections as well as any site work and structural fill.

Site specific comments

1. Current Codes: 2021 International Building Code
 2021 International Residential Code
 2021 International Energy Conservation Code
 2021 International Mechanical Code
 2020 NEC
 Maryland Accessibility Code
 2010 ADA Standards for Accessible Designs
2. FHA: Residential units are covered under FHA for ground floor units. Design residential units per FHA design guidelines. Provide an accessible route to units.
3. Architect to provide design and approve shop drawings for guardrails (walkway and stairs) prior to installation.



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
LIQUOR LICENSE DIVISION

ADMINISTRATIVE DIVISION
CUSTOMER SERVICE DIVISION
TECHNICAL SERVICES DIVISION

To: Ben Zito, DRP Specialist
From: Kelly L. Henry, Technical Services Manager
Date: October 15, 2025
RE: TRC Meeting - November 12, 2025

Community Church: I will assign either a unit address or separate street number to the new building and pavilion at the pickleball court.

Bishopville Volunteer Fire Dept.: The existing address of 10709 Bishopville Road will remain and be assigned to the new building.

Racetrack Village: The interior driveways (private lanes) or approved private or public roads will need to be named. Proposed road names should be submitted to me for review and consideration. These names may or may not require action by the County Commissioners. Once the preliminary site plan is approved, please submit a copy to me so I can start address assignments. Address assignment will not be public until final site plan approval and the receipt of building permits.

KCJ Farms, LLC: The existing address of 6220 Disharoon Road is valid for the dredge spoil site.

Titan Yachts: Question: Is Titan Yachts the only tenant on the parcel? Right now, all the buildings have an address at 13053 Old Stage Road with Units 1-4. If there is only one tenant/business on parcel then the new building will be Unit 5.

Re: 11/12/25 TRC Meeting Agenda

From Kevin Lynch <klynch@worcestermd.gov>
Date Mon 10/27/2025 7:08 AM
To Benjamin M. Zito <bmzito@worcestermd.gov>

Ben,

See below for the TRC comments for the Road's Division:

KCJ Farm - No comments at this time.

Race Track Village - No comments at this time.

Titan Yachts - Using existing entrance

Coastal Community Church - No comments at this time.

Kevin A. Lynch
Superintendent
Worcester County Department Of Public Works
Roads Division
5764 Worcester Hwy
Snow Hill, MD 21863
O: (410) 632-2244, ext. 2104
C: 443-783-9731
F: 410-632-0020



From: Benjamin M. Zito <bmzito@worcestermd.gov>

Sent: Friday, October 24, 2025 8:09 AM

To: Kristen Tremblay <ktremblay@worcestermd.gov>; Brian M. Soper <bmsoper@worcestermd.gov>; Cathy Zirkle <czirkle@worcestermd.gov>; Dallas Baker <dbaker@worcestermd.gov>; Dwilson12@sha.state.md.us <Dwilson12@sha.state.md.us>; David M. Bradford <dbradford@worcestermd.gov>; David Mathers <dmathers@worcestermd.gov>; Gary Serman <gserman@worcestermd.gov>; Gary R. Pusey <grpusey@worcestermd.gov>; jfritts@mdot.maryland.gov <jfritts@mdot.maryland.gov>; Jennifer Keener <jkkeener@worcestermd.gov>; Joy Birch <jbirch@worcestermd.gov>; Kevin Lynch <klynch@worcestermd.gov>; Laurie Bew <lbew@worcestermd.gov>; Lisa Lawrence <llawrence@worcestermd.gov>; Mmknight@comcast.net

RE: TRC Comments

From Dallas Baker <dbaker@worcestermd.gov>

Date Mon 11/3/2025 11:09 AM

To Tony Fascelli <tfascelli@worcestermd.gov>; Benjamin M. Zito <bmzito@worcestermd.gov>

Cc Kevin Lynch <klynch@worcestermd.gov>; Quinn M. Dittrich <qmdittrich@worcestermd.gov>; Ondrea Starzhevskiy <ostarzhevskiy@worcestermd.gov>

Ben,

For Racetrack Village, the developer still owes the County \$22,733.02 for the inspection escrow from their AGH project.

Dallas

From: Tony Fascelli <tfascelli@worcestermd.gov>

Sent: Monday, November 3, 2025 9:46 AM

To: Benjamin M. Zito <bmzito@worcestermd.gov>

Cc: Kevin Lynch <klynch@worcestermd.gov>; Dallas Baker <dbaker@worcestermd.gov>

Subject: TRC Comments

Ben,

Please see attached below Water and Wastewater Division TRC Comments for November 12th Meeting.

Racetrack Village RPC

1. Please verify EDU's are available with Environmental Programs.
2. Utility plans need to be submitted to Water and Wastewater office for further review, meeting approved GMB 589 study.
3. The pool and pool house will need an EDU and water meter if they are intended to have bathrooms/showers.
4. Looping of water mains where feasible upon request of Public Works.
5. Escrow's are to be paid in full prior to start of review for Water and Wastewater Division. Previous project has still not been accepted due to the escrow balance which is delaying the warranty period and bond release.

Titan Yachts

1. No comment from Water and Wastewater Division, property is to be served by Well and Septic.

Coastal Community Church

1. No comment from Water and Wastewater Division, property is to be served by Well and Septic.

If you have any questions regarding any of the comments feel free to let me know.

Thanks,

Tony Fascelli

RE: 11/12/25 TRC Transmittals and Materials

From Jeffrey Fritts <JFritts@mdot.maryland.gov>
Date Fri 10/17/2025 9:39 AM
To Benjamin M. Zito <bmzito@worcestermid.gov>

Ben,
For the following projects SHA has no comments, Racetrack Village, Bishopville Volunteer Fire Department, Coastal Community Church, KCJ Farms and Titan Yachts. These projects will have no negative impact to the state roadways.

Thanks,



Jeff Fritts
Access Management
Regional Engineer
410.677.4039 **office**
443.397.5063 **mobile**
Jfritts@mdot.maryland.gov
Maryland Department of Transportation
660 West Road, Salisbury, MD 21801

From: Benjamin M. Zito <bmzito@worcestermid.gov>
Sent: Tuesday, October 14, 2025 9:16 AM
To: Kristen Tremblay <ktremblay@worcestermid.gov>; Brian M. Soper <bmsoper@worcestermid.gov>; Cathy Zirkle <czirkle@worcestermid.gov>; Dallas Baker <dbaker@worcestermid.gov>; Daniel Wilson <DWilson12@mdot.maryland.gov>; David M. Bradford <dbradford@worcestermid.gov>; David Mathers <dmathers@worcestermid.gov>; Gary Serman <gserman@worcestermid.gov>; Gary R. Pusey <grpusey@worcestermid.gov>; Jeffrey Fritts <JFritts@mdot.maryland.gov>; Jennifer Keener <jkkeener@worcestermid.gov>; Joy Birch <jbirch@worcestermid.gov>; Kevin Lynch <klynch@worcestermid.gov>; Laurie Bew <lbew@worcestermid.gov>; Lisa Lawrence <llawrence@worcestermid.gov>; Mmknight@comcast.net; Matt Owens <mowens@worcestermid.gov>; Matthew Laick <mllaick@worcestermid.gov>; Paul Miller <pmiller@worcestermid.gov>; Robert Korb Jr. <rkorb@worcestermid.gov>; Robert Mitchell <bmitchell@worcestermid.gov>; Stuart White <swhite@worcestermid.gov>; Tony Fascelli <tfascelli@worcestermid.gov>; Kelly Henry <khenry@worcestermid.gov>
Subject: 11/12/25 TRC Transmittals and Materials

Caution: CAUTION: Suspicious? Double-check! This email is from an external source. If something seems unusual, even from someone you know, verify directly. Forward suspicious emails directly to Email Abuse (abuse@mdot.maryland.gov) or call the MDOT Service Desk at 410-768-7181 for assistance.

All,

Please see the attached transmittals for our 11/12/25 TRC meeting. I have dropped the site plans in the following OneDrive link.  [November 12 2025 TRC Meeting](#)

Hard copies have been sent out this morning as well.

Thank you,

Ben Zito
DRP Specialist III
Dept. of Development, Review and Permitting
Worcester County Government
One West Market Street, Room 1201
Snow Hill, MD 21863
(410) 632-1200, ext. 1134
bmzito@worcesstermd.gov

SITE DATA

OWNER
Maryland Medical Owners II, LLC
5220 Hood Rd., Suite 110
Palm Beach Gardens, FL 33418
Attn: Wayne Yetman
Ph: 561-627-8730

OWNER
Maryland Medical Owners III, LLC
5220 Hood Rd., Suite 110
Palm Beach Gardens, FL 33418
Attn: Wayne Yetman
Ph: 561-627-8730

CONSULTANT
Vista Design, Inc.
Contact: Steve Engel, R.L.A.
11634 Worcester Highway
Showell, Maryland 21862
Phone: (410) 352-3874
Fax: (410) 352-3875

Applicant
Stafford Street Capital, LLC
179 Rehoboth Avenue, Suite 1081
Rehoboth Beach, DE 19971
Attn: Joel Sens

Premises Address:
Racetrack Road
Berlin, MD 21811

SITE INFORMATION

Tax Map
Parcels
66 Lot 1
66 Lot B
Existing Land Use
Vacant Lands
Proposed Land Use
137 Townhouse Units ±1.92 Ac
Commercial/Retail ±2.53 Ac
Major Residential Planned Community (RPC)

Site Area
Parcel 66, Lot 1 ±7.62 Ac
Parcel 66, Lot B ±15.24 Ac
Total ±22.86 Ac

Max Allowable Density
Proposed Density 137 Units (6 Units per Acre)
Max Bldg. Height 4 Stories or 45'
Unit Width & Length Interior Units Min 22'x55'
End Units Min 22'x55'

Site Setbacks
Front 50' Along MD Route 589 (A Major Collector Highway)
Side Yard 6'
Rear Yard 30'

OPEN SPACE

Required
Common Open Space ±6.86 Ac (30% of Total Site Area)
Natural Open Space ±3.45 Ac (50% of Common Open Space)
Passive Open Space ±1.37 Ac (20% of Common Open Space)
Active Open Space ±0.69 Ac (10% of Common Open Space)
Provided
Common Open Space ±10.27 Ac
Natural Open Space ±4.91 Ac (72%)
Passive Open Space ±4.67 Ac (68%)
Active Open Space ±0.69 Ac (10%)

WATER & SEWER PROVIDER

Ocean Pines Sanitary & Water Service Area
Required
• One (1) EDU / Unit = 137 EDUs

NON-TIDAL WETLANDS

Non-Tidal Wetlands, Waters and Their Buffers are Present on This Site Delineated by Environmental Resources, Inc. Edward Launay, PWS No. 875, as Referenced from Recorded Plat SRB 250-40 in the Land Records of Worcester County, Maryland.

FLOOD ZONE

This property is Located Within Flood Zone X Per FEMA Map # 24047C0160H, Dated July 16, 2015

WORCESTER COUNTY ATLANTIC COASTAL BAYS CRITICAL AREA LAW

This property is not located in the Atlantic Coastal Bays Critical Area (ACBCA) program boundary designated Intensely Development Area (IDA) and is non-waterfront as Shown On Atlantic Coastal Bays Critical Area Program Map Sheet 21, Revised September 12, 2012

PROPOSED LAND USE

EXISTING LAND USE
Asphalt/Curbing ±0.66 Ac
Stormwater Area ±0.42 Ac
Open Space ±21.78 Ac
TOTAL EXISTING ±22.86 Ac

PROPOSED LAND USE
Townhomes ±1.92 Ac
Pool House, Pool & Pool Deck ±0.14 Ac
Asphalt, Curb & Sidewalks ±4.50 Ac
Stormwater Area ±0.52 Ac
Open Space ±15.78 Ac
TOTAL PROPOSED ±22.86 Ac
TOTAL PROPOSED IMPERVIOUS ±7.08 Ac

OFF STREET PARKING REQUIREMENTS

REQUIRED
137 Units 2 per Unit (min) 274 Spaces (min) 2.5 per Unit (max) 343 Spaces (max)

PROPOSED
2 Spaces per Unit 10' x 20' 274 Spaces
Additional Spaces Provided 10' x 20' 344 Spaces
TOTAL 618 Spaces

FOREST CONSERVATION STATEMENT

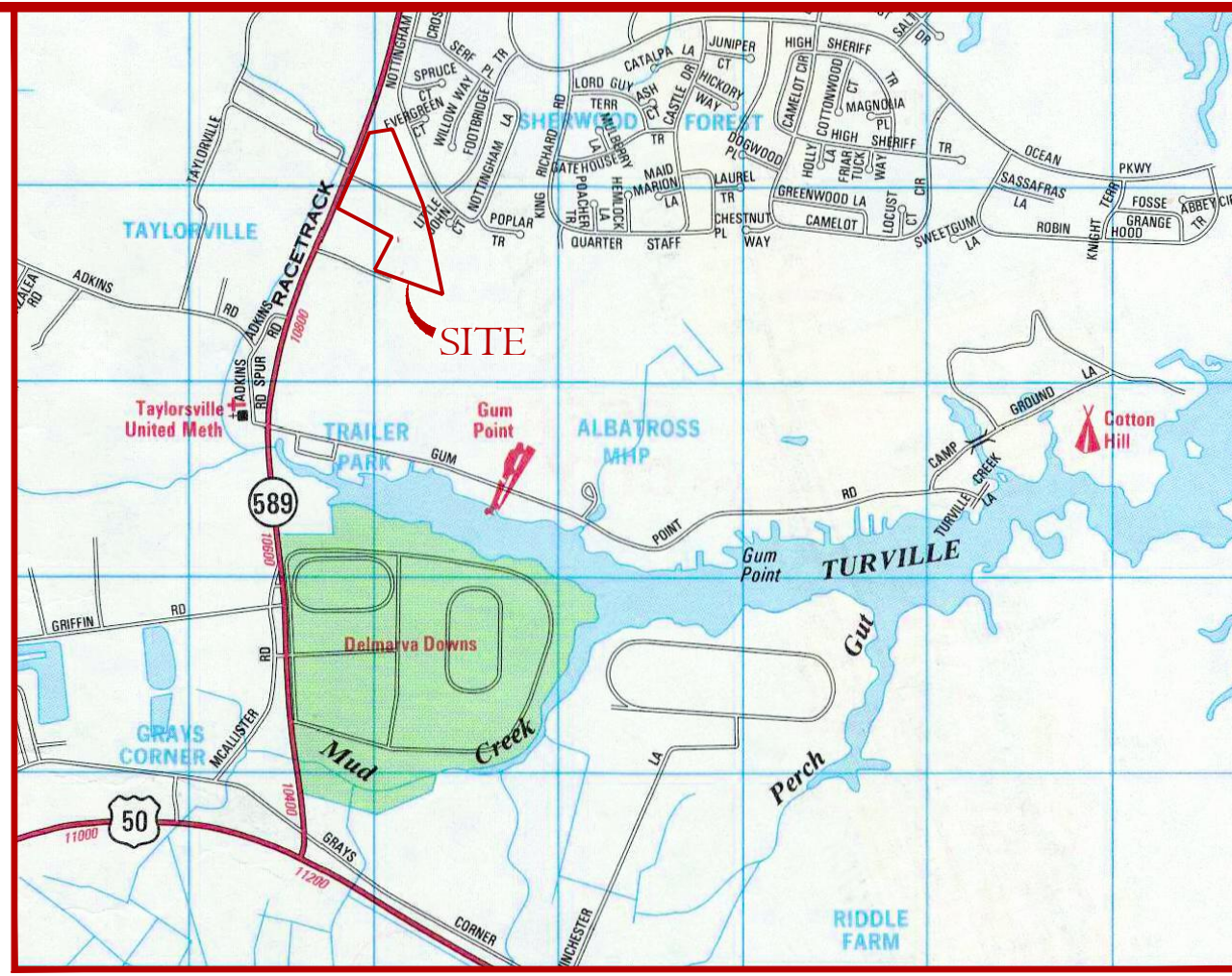
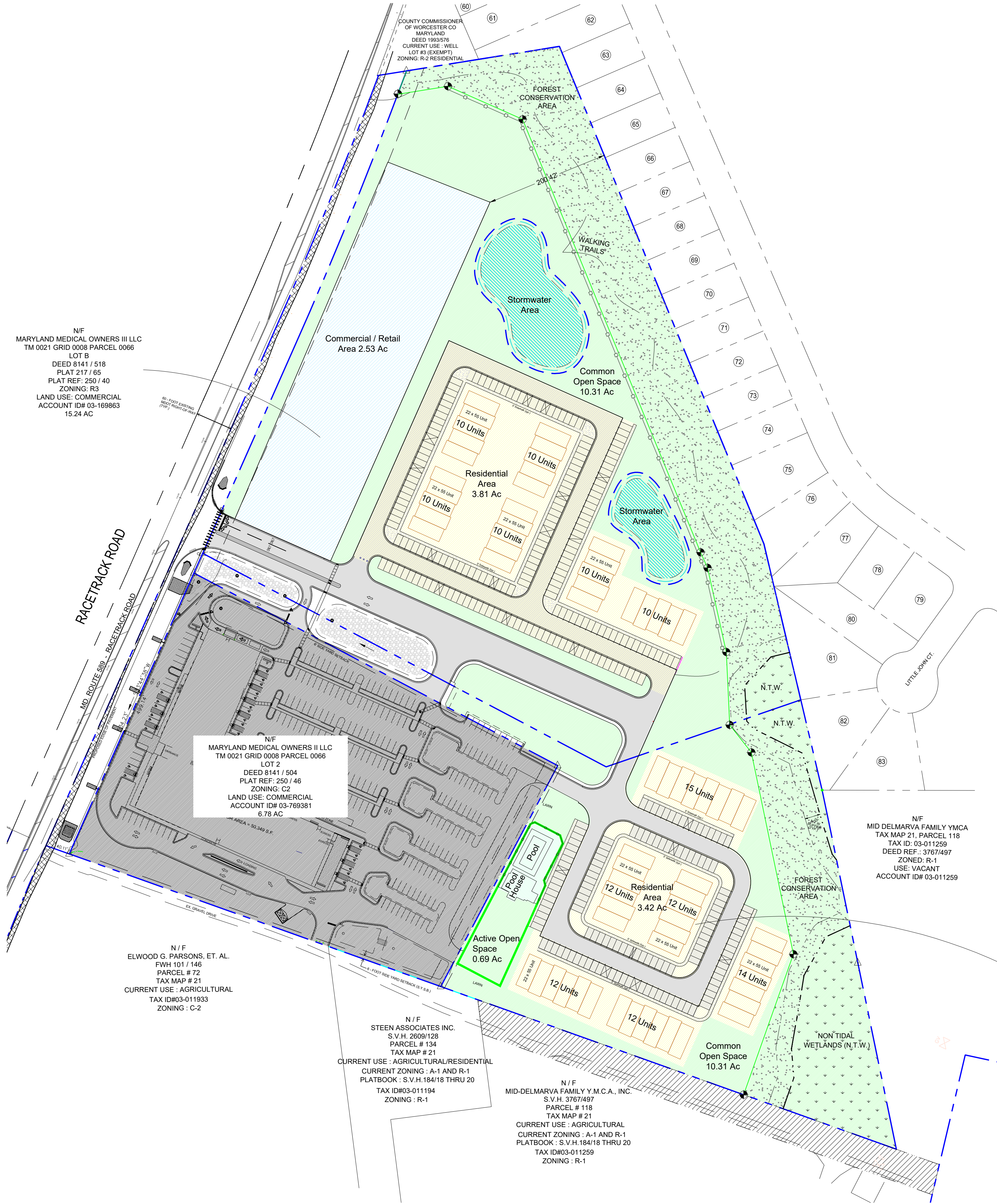
This site is subject to the Worcester County Forest Conservation Law. This site is subject to Forest Conservation Plan No. 21-13 per Record Plat SRB 250-46, Recorded July 22, 2021, in the Land Records of Worcester County, Maryland.

STORMWATER MANAGMENT TREATMENT NARRATIVE

This project proposes to meet Stormwater Management requirements via construction of Two (2) Stormwater Management Ponds located on the property. The subject property is located in the Isle of Wight Bay Watershed, 12-Digit Isle of Wight Bay Watershed Hydraulic Code 021301030687.

RACETRACK VILLAGE

RPC STEP 1
TAX MAP 21, PARCEL 66, LOT 1 & LOT B
THIRD TAX DISTRICT, WORCESTER COUNTY MARYLAND



GENERAL NOTES

- All work required by these documents (drawings and specifications) shall be new. Wherever the word "proposed" is used it is considered to be interchangeable with the word "new" and is included in the required work.
- The contractor shall examine a copy of said plan(s) and visit the site in order to determine, to his/her satisfaction the quantities of work required to be performed.
- All materials and methods of construction shall conform to these drawings and specifications and to all applicable Federal, State of Maryland, and Worcester County requirements.
- Any discrepancies between the information provided on these plans and the existing site conditions shall immediately be brought to the attention of the owner and engineer.
- The contractor assumes responsibility for any deviations from the drawings and specifications.
- The contractor shall field verify all elevations and pipe inverts prior to construction.
- The contractor shall provide necessary stakeout of the line and grade for the construction.
- No information regarding depth to any temporary of permanent ground water table is provided on these drawings. The contractor shall investigate to his satisfaction the site conditions regarding depth to ground water. Generally, piping, trench and structure construction shall be executed in a de-watered state, consistent with good construction practice. All excavations for manholes and other chambers shall be continually de-watered until the back-fill operation has been completed.
- Contractor to contact the Worcester County Department of Environmental Programs at 410-632-1220 to schedule a Pre-Construction meeting at least 48 hours prior to commencing any site work. **Failure to do so may result in a "Stop Work" order.**
- The contractor shall notify the following parties, three (3) days prior to beginning any work shown on these drawings:
Wayne Yetman, Sina Companies, LLC 561-627-8730
Miss Utility 1-800-282-8555
Vista Design, Inc. 410-352-3874
Worcester Soil Conservation District 410-632-3464 ext. 3

- The contractor shall be responsible for the means and methods resulting from any earth moving and/or temporary stockpiling of earth or other materials on site.
- These drawings, the design, and construction features disclosed are proprietary to Vista Design, Inc. and shall not be altered or reused without their written permission. Copyright, latest date here on.
 - No construction shall begin until a pre-construction meeting is held between the contractor, owner, engineer & the Worcester County Permit Coordinator.
 - The contractor and owner shall provide supervision and certification of all construction of Stormwater Management practices the provide infiltration and filtering, by a Professional Engineer duly licensed in the State of Maryland.
 - There are steep slopes within the limits of disturbance.
 - There are no streams or stream buffers within the limits of disturbance.
 - There are no highly erodible slopes within the limits of disturbance.
 - There are no springs, seeps or intermittent streams within the limits of disturbance.
 - Fire Lanes shall be provided at the start of a project and shall be maintained throughout construction. Fire lanes shall be not less than 20 ft. in unobstructed width, able to withstand live loads of fire apparatus, and have a minimum of 15 ft. 6 in. of vertical clearance. Fire lane access roadways must be established prior to construction start of any structure in the project. Failure to maintain roadways throughout the project will be grounds to issue stop work orders until the roadway access is corrected.

LEGEND

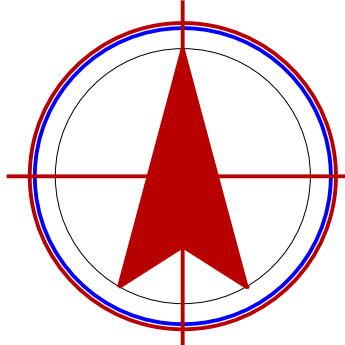
- Property Line ————
Property Line To Be Abandoned - - - - -
Adjacent Property Line ————
MDOT SHA Right of Way ————
Existing Structures ————
Existing Edge of Pavement - - - - -
Existing Curb ————
Existing Paint Stripes ————
Existing Utility Ease ————
Existing Non-Tidal Wetlands (NTW) [Symbol]
Existing Forest Conservation Area [Symbol]
Proposed Treeline [Symbol]
Proposed Building [Symbol]
Proposed Edge of Pavement ————
Proposed Subdivision Curb ————
Proposed Sidewalks [Symbol]
Proposed Open Space Area [Symbol]
Proposed Residential Area [Symbol]
Proposed Commercial Area [Symbol]

SHEET INDEX

- SHEET 1 COVER - RPC PLAN
SHEET 2 EXISTING CONDITIONS PLAN

NOTE:
This drawing, specifications, and work produced by Vista Design, Inc. (VDI) for this project are instruments of service for this project only, and remain the copyrighted property of VDI. Reuse or reproduction of any of the instruments of service of VDI by the Client or assignees without the written permission of VDI will be at the Clients risk and be a violation of the copyright laws of the United States of America and the respective state within which the work was completed.

NOTE:
This Drawing does not include necessary components for construction safety. All construction must be done in compliance with the occupational safety and health act of 1970 and all rules and regulations thereto apparent.



NORTH

REVISIONS

PROJECT DATA

Project No.: 24-101
File Name: C:\01125_Concept_Kadg
ROUTE: 589
WORCESTER COUNTY, MARYLAND
Date: 1/1/25
Scale: 1" = 100'

COVER SHEET

RACETRACK VILLAGE

RPC - STEP 1

MARYLAND MEDICAL OWNERS III, LLC

RACETRACK ROAD

WORCESTER COUNTY, MD

VISTA
DESIGN, INC.

Engineers • Architects • Surveyors • Landscape Architects
Land Planning Consultants • GIS Services
11634 Worcester Hwy, Showell, MD 21862
Ph: 410-352-3874 • Fax: 410-352-3875 • www.vistadesigninc.com

Sheet No.:

1 of 2

LAW OFFICES

BOOTH CROPPER & MARRINER

A PROFESSIONAL CORPORATION

9927 STEPHEN DECATUR HWY., F-12

OCEAN CITY, MARYLAND 21842

(410) 213-2681

FAX (410) 213-2685

EASTON OFFICE

130 N. WASHINGTON ST.

EASTON, MD 21601

(410) 822-2929

FAX (410) 820-6586

WEBSITE

www.bbcmllaw.com

CURTIS H. BOOTH
HUGH CROPPER IV
THOMAS C. MARRINER*
LYNDSEY J. RYAN
KRISTINA L. WATKOWSKI
JENNIFER M. DINDINGER

*ADMITTED MD & DC

October 3, 2025

Jennifer K. Keener, AICP
Director, Department of Development
Review and Permitting
Worcester County Government Building
One West Market Street, Room 1201
Snow Hill, Maryland 21863

RE: **Maryland Medical Owners III, LLC**
Worcester County Tax Map 66, Lot 1, Revised Parcel B
22.86 acres

Dear Ms. Keener:

On behalf of my client, referenced above, please accept this correspondence as our written statement in accordance with Section ZS1-315(k)(2)A1(ix).

Introduction – The above referenced properties are located on the easterly side of Racetrack Road (Maryland Route 589) at its intersection with Taylorville Lane. The property consists of two separate parcels, and the total area is approximately 22.86 acres. The property was recently rezoned to R-3, Multi-Family Residential District, pursuant to Rezoning Case No. 447.

The adjacent property (which was part of the original tract) is zoned C-2, General Commercial District, and it is improved by a medical campus associated with Atlantic General Hospital/Tidal Health.

The property owner has proposed a 137 multi-family unit development, as part of a Master Planned Community, with the potential for a Mixed-Use Development. The proposed development will utilize the traffic light at Maryland Route 589, which was specifically built to service this property.

- A. The Residential Planned Community's conformance with the goals, objectives, and recommendations of the Comprehensive Plan, compliance with the zoning regulations and other established development policy guidelines, and with the**

Comprehensive Plan, zoning regulations, development policy guidelines and annexation policies of any municipality within one mile of the proposed project's boundaries.

The Petitioned Area is designated Existing Developed Area (EDA) by virtue of the current 2006 Comprehensive Plan. According to the current Comprehensive Plan (p. 13), EDA's are suitable for infill residential development. The infill residential development should recognize existing development in the area and maintain the neighborhood character. In this case, the property is adjacent to the Ocean Pines Subdivision, and the multi-family residential uses will provide a transition between the lower density residential single-family dwellings in Ocean Pines, and the more intense commercial uses along Maryland Route 589. There is an existing recorded Forest Conservation Area along the rear of the property that will buffer the proposed multi-family residential use from the Ocean Pines Subdivision.

There is a strong demand for housing in this area, and the proposed multi-family development will be close to employment centers. The Comprehensive Plan encourages residential uses near employment opportunities. Infill development is a priority in the Comprehensive Plan.

The proposed development is consistent with the R-3 Multi-Family Residential zoning. There are no municipalities within one mile.

B. The general location of the site, a description of existing and anticipated land use in the immediate vicinity and the residential planned community's compatibility with those land uses.

The site is located on the east side of Maryland Route 589, north of Gum Point Road, and adjacent to the Ocean Pines Subdivision. The proposed use is 137 multi-family units, on approximately 22 acres. The proposal is compatible with the single-family residential subdivision of Ocean Pines, serving as a transition zone between the single-family residential uses and the busy highway and commercial uses at Atlantic General Hospital and or Maryland Route 589.

C. The availability and adequacy of public facilities, services and utilities to meet the needs of the residential planned community and the long-term implications the project would have on subsequent local development patterns and demand for public facilities and services.

Environmental Programs has confirmed that there are adequate EDU's in the Greater Ocean Pines Sanitary Service Area to serve the project. The developers have already met with representatives from the Worcester County Department of Public Works, Environmental Programs, County Attorney, etc. to discuss necessary infrastructure improvements to accommodate water and sewer to the property. In fact, the infrastructure will be designed in such a manner as to be consistent with other proposed future uses in the area.

D. The consistency of the residential planned community with the general design standards as contained in Subsections (j)(1) through (j)(5) hereof.

The developer has already identified key environmental features, and those features will be retained by virtue of an existing Forest Conservation Easement, as well as a condition of Rezoning Case No. 447. The property is generally high, and well-drained. The property represents a clustered, mixed-use development, with pedestrian-scale development.

Because the property will connect to the traffic signal servicing Atlantic General Hospital, there will be no dead-end streets, but instead will have connectivity to the commercial component at Atlantic General Hospital, and there will be synergy between the uses.

As stated, the Forest Conservation Easement has already been recorded on the rear of the property, protecting non-tidal wetlands, and providing a buffer to the single-family lots in the Ocean Pines Subdivision.

E. The relationship of the residential planned community's proposed construction schedule, including any phasing, and the demand for and timely provision of public facilities, services and utilities necessary to serve the project.

Given the fact that much of the infrastructure is already in place, i.e. a signalized traffic entrance, and access road, and the configuration of the property, the property will most likely be developed as one unified development.

F. The capacity of the existing road network to provide suitable vehicular access for the residential planned community, the appropriateness of any existing or proposed improvements to the transportation network, the adequacy of the pedestrian and bicycle circulation, and the proposed means of connectivity of the project to surrounding residential, commercial and recreational development and uses.

In connection with recent Rezoning Case No. 447, the developer's traffic engineer testified that there was adequate capacity in the existing road network to handle the proposed 137 unit multi-family development. In fact, the intersection serving the property was already over-designed, because it was designed in connection with a two-story medical campus, which would have included four operating rooms, and a number of other ancillary uses. The original proposal for the entire property was much more intense than the proposed residential planned community. There will be connectivity to the adjoining commercial uses.

G. The relationship of the proposed method of wastewater disposal and provision of potable water service with the goals, objectives and recommendations of the Comprehensive Plan, Comprehensive Water and Sewer Plan, and other established policy guidelines.

The property is designated S-1 in the Greater Ocean Pines Sanitary Service Area. The provision of water and sewer to the property is set forth in the Worcester County Comprehensive Water and Sewerage Plan. Environmental Programs has confirmed that adequate EDU's exist to serve this project. As stated previously, the property owner has already been in discussions with Department of Public Works with respect to the design of the infrastructure to best serve this project, and the future needs of the surrounding community.

Thank you for your consideration.

Very truly yours,



Hugh Cropper IV

HC/tgb

CC: Wayne Yetman
Steve Engel
Malcolm Sina
Rob Sina

IN THE MATTER OF

THE REZONING APPLICATION OF

MARYLAND MEDICAL OWNERS II, LLC

AND

MARYLAND MEDICAL OWNERS III, LLC*

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REZONING CASE NO. 447

FINDINGS OF FACT

Subsequent to a public hearing held on August 5, 2025, 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. 447: This case seeks to rezone petitioned areas on Tax Map 21, Parcel 66, Lot 1 and Tax Map 21, Parcel 66, Revised Parcel B, consisting of 22.86 acres. The parcels are located on the easterly side of Racetrack Road (MD Route 589), Berlin, at the intersection of Taylorville Lane. The request is to reclassify the petitioned area from C-2 General Commercial District to R-3 Multi-family Residential District. The petitioned areas are currently unimproved.

Applicant's testimony before the County Commissioners: Mrs. Keener read the Planning Commission's Exhibit No. 1 into the record. The County Commissioners had several questions of Mrs. Keener in regards to the Residential Planned Community (RPC) review and approval process; lighting standards for residential and commercial development; fencing; dumpster location and screening requirements; parking calculations and location; Emergency Services review; access to the Ocean Pines subdivision, and the recorded Forest Conservation Area.

Mr. Hugh Cropper, attorney for the applicant, then introduced the rezoning request, outlining the scope of the petitioned area and reiterating the RPC review and approval processes. He stated that the R-3 Multi-family Residential District classification is less impactful than the C-2 General Commercial District in every respect, including lighting,

parking, traffic, and impervious surface. He stated that multi-family residential uses will allow clustered buildings and more open space. Mr. Cropper explained the history of the 2012 rezoning from A-1 Agricultural District to C-2 General Commercial District, including the appeals and final decision that resulted in the rezoning to C-2 District. Mr. Cropper explained the changes made to the original design of the Atlantic General Hospital (AGH) outpatient facility, specifically to remove the four proposed operating rooms and scale back the building size. The intention was to have the adjacent petitioned areas provide compatible retail and service uses, including food establishments and a pharmacy, with an assisted living component. Those amenities would have been utilized by relatives or caregivers of the patients while they were in surgery. Mr. Cropper stated that the petitioned areas are designated as Existing Developed Area (EDA) on the land use map of the 2006 Comprehensive Plan. They are also in the S-1/ W-1 (Immediate to 2 years) category in the *Master Water and Sewerage Plan*.

Steve Engel, land planner and landscape architect with Vista Design, Inc., concurred with the nine changes in the character of the neighborhood that were listed in the Planning Commission's Findings of Fact. Mr. Cropper stated that they would be proffering the installation of a six-foot-tall vinyl fence (shown on the plan labeled Fence Exhibit) as a condition of approval. In addition, they would proffer that the Forest Conservation Area remain as is and shall not be removed or modified. Upon an inquiry by the Commissioners, Mr. Leslie, County Attorney, stated that the Perpetual Protection Agreement that is recorded with the easement is the strongest form of protection that the County has to ensure that it remains in place. Overall, Mr. Engel concurred with the definition of the neighborhood, the factual changes that have occurred at the AGH facility and supported the requested rezoning.

Mr. Cropper provided excerpts from the current 2006 Comprehensive Plan, as well as from the working draft copies of the proposed Comprehensive Plan, finding the rezoning consistent with both documents. He reiterated that the petitioned areas were designated Existing Developed Area (EDA) on the existing land use maps, and infill development is consistent with this classification. He noted that affordable and workforce housing were needed but was unable to define the price range that qualified as such. In response to a question, Mr. Engel confirmed that single-family dwellings in the R-1 Rural Residential District would inherently generate more traffic than commercial or multi-family residential uses but was unable to explain why. Therefore, he believes that the R-3 District is more suitable and will not increase traffic significantly on MD Route 589.

Regarding a question from Commissioner Bunting regarding calculations for setting aside Forest Conservation Area, it was indeterminable at this time whether

residential zoning would trigger the requirement to protect additional forested areas without running the calculations. Mr. Cropper stated that despite that, he was involved in the mitigation bank purchase of less than one acre that was needed to offset the on-site easement for the commercial zoning calculation.

Mr. Carl Wilson, The Traffic Group, is a Professional Engineer and traffic engineer who does traffic impact studies on a regular basis. The Traffic Group was involved with this property for a long time under Betty Tustin, and Mr. Wilson explained that they both worked on this property before she retired. He prepared a supplemental traffic analysis dated August 4, 2025, an update to Applicant's Exhibit Nos. 6 and 7. Mr. Wilson explained that they originally collected turning movement counts at the site's access point with MD Route 589 in January 2025, which was a timing issue with the rezoning submission. He has updated the traffic counts based on a regular July 2025 weekend. He explained that they did not conduct Fourth of July weekend counts, because holiday traffic is not typically representative of normal summer operations. Overall, he found that the intersection at the petitioned areas, as well as the intersections at Manklin Creek Road and US Route 50 (Ocean Gateway) were all Level of Service (LOS) A. LOS reflects critical lane volumes, and A is optimal, although D is acceptable. Other intersections along MD Route 589 operate at LOS A, B or C and are much busier than this intersection.

Within the updated traffic analysis, a density of 137 dwelling units was evaluated. Mr. Wilson stated that trip generation calculations resulted in the same LOS at all intersections, with or without the development of this site. He noted that the intersection was designed for a much more significant impact with respect to turn lanes and other features. In summary, the R-3 District uses would have much less traffic impact than the C-2 District uses. Furthermore, he explained that residential uses tend to be more level regarding trip activity, whereas commercial uses are variable. He also concluded that multi-family dwelling units will have less trips (6-7 trips per day) than single-family dwelling units (10 trips per day). Mr. Cropper stated that the applicant would proffer an additional condition of approval as requested by the Planning Commission; namely that there shall be no connection from MD Route 589 to Ocean Pines and Triple Crown Estates through the petitioned areas. Commissioner Bertino confirmed that there was no additional traffic light proposed on MD Route 589. Mr. Cropper stated that the analysis does not warrant another light, the State Highway Administration was unlikely to approve another light, and his client wouldn't want to pay for another light.

Mr. Cropper summarized his case, stating that there is no longer synergy between the existing and proposed uses in the commercial zoning district without the operating rooms at AGH. Residential is an appropriate use of land in his opinion, which is supported

by infill development under the EDA land use category, formerly Suburban Residential in a prior Comprehensive Plan.

Yvonne Field, resident of 6 Little John Court in Ocean Pines, testified that she lives on the largest lot directly behind the petitioned area. She is afraid that they will remove the Forest Conservation Area and she will lose the trees that buffer her home from any potential uses on the petitioned area. She is thankful that the County Commissioners are considering conditions of approval such as the retention of the trees and a fence. Commissioner Bunting noted that there are non-tidal wetlands and associated buffer along approximately half of her lot that could not be disturbed, as added protection to the tree buffer.

Roger Bredehorst, resident of 7 Little John Court in Ocean Pines, testified that he has resided here since the 1990's and the area has changed so much in that time. He referenced the AGH facility, with the large parking lot and lighting. He was disturbed that he didn't receive notice of the meeting as an adjoiner. Upon clarification by Mrs. Keener, Mr. Bredehorst was not identified as a contiguous property owner. Mr. Bredehorst was concerned with lighting and access to the proposed development, stating that there wasn't enough room for a multi-family residential development. He mentioned the development of the Triple Crown Estates, which connected to Ocean Pines, and thinks that it could happen here as well. Mr. Bredehorst stressed that there were significant traffic issues and backups from the Food Lion (Pennington Commons) to MD Route 90.

Upon a question from Commissioner Bertino regarding future road improvements on MD Route 589, Mr. Cropper stated that the petitioned area has already offered the required dedication strips. Commissioner Mitrecic was supportive of the rezoning; however, he was concerned that the trip generation analysis provided may not be accurate. However, the County Commissioners concurred with the applicant that there would be significantly less traffic with a residential development in the R-3 District than a shopping center in the C-2 District.

The County Commissioners' findings regarding the definition of the neighborhood: The County Commissioners concur with the applicant's definition of the neighborhood as outlined in Applicant's Exhibit No. 1, which is the same neighborhood defined in Rezoning Case Nos. 392 and 396.

The County Commissioners' findings regarding population change in the area: The County Commissioners agree with the Planning Commission and concluded that there has been population growth in the defined neighborhood by virtue of re-development and infill

of existing lots within the adjoining Ocean Pines subdivision. Additional residential development includes the expansion of the Ocean Pines subdivision with Triple Crown Estates. There is also a high transient population change with demand for needed medical services provided by Atlantic General Hospital and TidalHealth within the defined neighborhood. Overall, there is a high demand for housing in the area, especially since the significant amount of residential real estate transactions occurring during COVID, with additional people moving to the area.

The County Commissioners' findings regarding availability of public facilities: The County Commissioners agree with the Planning Commission and find that the petitioned area has been included in the Greater Ocean Pines Sanitary Service Area and is eligible for public water and sewer. In his memo, Mr. Mitchell has confirmed that adequate EDUs are available. Additionally, there are adequate outpatient medical services to serve the population.

The County Commissioners' findings regarding present and future transportation patterns: Based upon the testimony presented, the County Commissioners find that the petitioned area fronts on Racetrack Road (MD Route 589), a State-owned and -maintained major collector highway. Road upgrades have been completed on MD Route 589, including a signalized intersection at the petitioned areas and the AGH medical complex. The Commissioners reviewed the traffic study and expressed skepticism about the reliability and precision of the traffic counts that it contained. However, the Commissioners independently found that there would be less traffic with a residential development in the R-3 District than a shopping center in the C-2 District.

The County Commissioners' findings 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 Planning Commission's findings and the testimony presented, the County Commissioners find that the petitioned area adjoins the single-family residential subdivision of Ocean Pines. The County Commissioners concurred that a Residential Planned Community would be compatible with existing and proposed development, with the petitioned area serving as a transition zone between the single-family residential uses and the busy highway and commercial uses at AGH. The County Commissioners also found that there is an existing, recorded Forest Conservation Area along the rear of the property that will buffer the lots within the Ocean Pines subdivision, which will not be removed or modified as a condition of approval, and will be further screened with a fence. That area contains non-tidal wetlands that will be protected. Overall, the petitioned areas are well-drained uplands and any run-off would be collected by on-site stormwater management.

The County Commissioners' findings regarding compatibility with the County's Comprehensive Plan: The County Commissioners find that the property is designated as an Existing Developed Area (EDA) on the Land Use Map. There is a strong demand for housing in the neighborhood, and it is located near commercial service areas that also serve as employment centers. Infill development is a priority in the Comprehensive Plan and this development will provide additional housing while keeping the character and density of the neighborhood. In 2009, the Planning Commission had concurred that residential use would be more consistent with the comprehensive plan and had recommended a residential zoning classification (R-1 District). Therefore, the proposed reclassification is consistent with the Comprehensive Plan and in keeping with its goals and objectives.

The County Commissioners' findings 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 C-2 General Commercial District to R-3 Multi-family Residential District. Having made the above findings of fact, the County Commissioners concur with the recommendation of the Planning Commission and generally adopt their findings of fact.

Decision of the County Commissioners: As a result of the testimony and evidence presented before the County Commissioners and the findings set forth above, the County Commissioners find there has been a change in the character of the neighborhood, and that a rezoning of the petitioned area is appropriate. The applicant requests a zoning map amendment from C-2 General Commercial District to R-3 Multi-family Residential District based on a change in the character of the neighborhood since the last comprehensive rezoning on November 3, 2009. This change is demonstrated through the nine points outlined in the testimony presented, summarized here:

1. Approval of Rezoning Case No. 396.
2. The sectional rezoning of lands to the west of the casino along McAllister Road.
3. The Comprehensive Plan amendment to redesignate the sectional rezoning parcels as Commercial Center on the Land Use Map.
4. The adoption of the Casino Entertainment District overlay zone.
5. The development of the AGH outpatient facility.
6. The installation of a traffic signal at the AGH facility and the petitioned area.
7. The installation of a traffic signal at McAllister Road.
8. The establishment of the Triple Crown Estates Residential Planned Community.
9. Several water and sewer plan amendments and sewer service area expansions in the neighborhood.

The County Commissioners further acknowledged that significant road upgrades have been completed on MD Route 589, including a signalized intersection and road improvements at the petitioned areas and the AGH medical complex as well as at McAllister Road in front of the casino. Furthermore, the County Commissioners concurred with the applicant that there would be significantly less traffic with a residential development in the R-3 District than a shopping center in the C-2 District, which is allowed today, despite their uncertainty in the accuracy of the specific trip generation calculations in the supplied traffic study. The County Commissioners found that a Residential Planned Community would be compatible with existing and proposed development, with the petitioned area serving as a transition zone between the single-family residential uses and the busy highway and commercial uses at AGH. Overall, the County Commissioners found that the requested zoning conforms to the Worcester County Comprehensive Plan, which encourages infill within established communities while preserving neighborhood character. Based upon their review, the County Commissioners conclude that a change in zoning would be more desirable in terms of the objectives of the Comprehensive Plan and hereby approve Rezoning Case No. 447 and thus rezone the petitioned areas, Tax Map 21, Parcel 66, Lot 1 and Tax Map 21, Parcel 66, Revised Parcel B, from C-2 General Commercial District to R-3 Multi-family Residential District with the following conditions of approval:

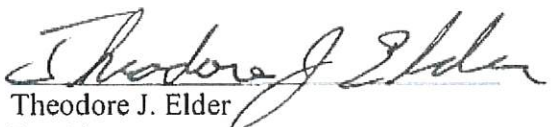
1. Install 6' tall vinyl fence as illustrated on Fence Exhibit rendering, with the homeowners or condominium association responsible for maintenance in perpetuity;
2. The recorded Forest Conservation Area, as illustrated on the plat (SRB Liber 250 Folio 40) shall not be removed or modified; and
3. There shall be no connection from MD Route 589 to Ocean Pines and Triple Crown Estates through the petitioned areas.

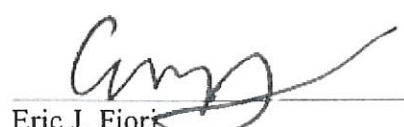
Adopted as of August 5, 2025. Reduced to writing and signed August 19, 2025.

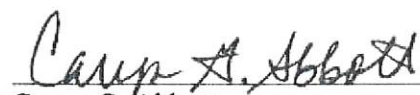
Attest:

Worcester County Commissioners

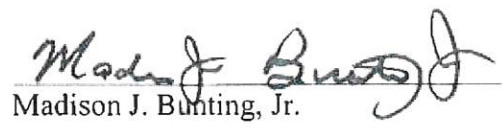

Weston S. Young
Chief Administrative Officer

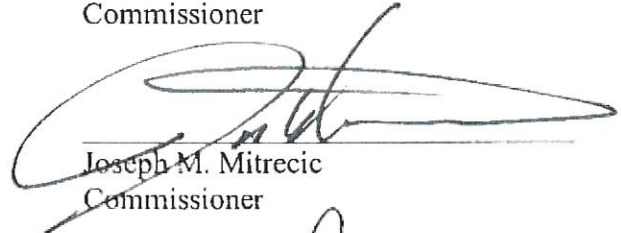

Theodore J. Elder
President

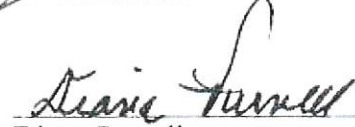

Eric J. Fiori
Vice President


Caryn G. Abbott
Commissioner


Anthony W. Bertino, Jr.
Commissioner


Madison J. Bunting, Jr.
Commissioner


Joseph M. Mitrecic
Commissioner


Diana Purnell
Commissioner



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Howard County

MBE Certified
Charles County
Prince George's County

MFD Certified
Montgomery County

CORPORATE OFFICE
Baltimore, MD
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600
fax: 410.931.6601
1.800.583.8411

SOUTH CAROLINA OFFICES
Columbia: 803.422.9965
Rock Hill: 803.693.4216

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Utah
Virginia
West Virginia

August 4, 2025

Hugh Cropper IV
Booth, Cropper, and Marriner, P.C.
9927 Stephen Decatur Highway, Suite F-12
Ocean City, MD 21842

RE: Sina Rezoning
SUPPLEMENTAL TRAFFIC ANALYSIS
Worcester County, Maryland
Our Job No.: 2025-0114

Dear Mr. Cropper:

As a follow-up to the Planning Commission meeting held on June 5, 2025, The Traffic Group, Inc. is pleased to submit this Supplemental Traffic Analysis for Sina Property (Rezoning Case No. 447). Specifically, this document incorporates traffic analysis at additional adjacent intersections with data collected during summer 2025. We will demonstrate that with the proposed rezoning of Sina Property, the adjacent study intersections would maintain adequate levels of service in the future with the full buildout of the site.

Study Intersections

In addition to the proposed site access at MD 589, the following intersections were identified to be included within this analysis:

- MD 589 at Manklin Creek Road
- MD 589 at US 50

These intersections represent the nearest signalized locations to the subject site. A map showing the general area of the intersections with relation to the Sina Property can be found in Figure 1.

To the north of the subject site, the intersection of MD 589 at Manklin Creek Road features one travel lane in each direction along MD 589. There is one separate northbound left turn lane and two separate southbound left turn lanes along the roadway. Separate right turn lanes are also available along both mainline approaches. Each Manklin Creek Road approach provides separate left, thru, and right turn lanes. Crosswalks span the south and east legs of the intersection. In the northeast quadrant of the intersection, there is pedestrian connectivity to a multimodal path/trail.

The site access intersection at MD 589 provides separate left and right turn lanes for all three approaches. Additional details on this intersection can be found within the main Traffic Analysis.

To the south, MD 589 terminates at US 50. US 50 contains two travel lanes in the eastbound and westbound directions. There are two separate left turn lanes along eastbound US 50 and a separate left (U-turn) and right turn lane in the westbound direction. MD 589 widens to provide two left turn lanes and one right turn lane at the intersection. Figure 2 summarizes the existing lane use.

Traffic Volumes

Intersection turning movement counts were collected at each of the study intersections on Thursday, July 10, 2025, from 6–9 AM and 3–6 PM and Saturday, July 12, 2025, between the hours of 10 AM to 2 PM. The existing turning movement counts are summarized in Figure 3. Additional details on the turning movement counts can be found in Appendix A.

Background Conditions

Consistent with the previous Traffic Analysis, a 3% annual growth rate was applied to all movements for a three-year period. Figure 4 summarizes the regional growth. Adding the regional growth to the existing traffic volumes results in the background traffic volumes as shown in Figure 5.

Total Traffic Conditions

The Sina Property could be developed with up to 136 townhouse units in conjunction with this proposed rezoning. To project future trips, the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition) was consulted. The details of the trip generation equations and totals can be found in Table 1.

The site trips were distributed and assigned to the road network based on the existing turning movement counts and anticipated future demand. Figure 6 summarizes the future trip assignment.

Adding the site trips to the background volumes results in the total peak hour traffic volumes as shown in Figure 7.

Intersection Capacity Analysis

CLV analysis was undertaken at each of the study intersections to quantify the existing and projected future levels of service. The CLV analysis is summarized in Table 2.

HCM analysis was also prepared for each of the study intersections. The results can be found in Table 3.

HCM's 95th percentile queues are summarized for each intersection in Table 4. Complete capacity worksheets are contained in Appendix B.

As shown within Tables 2 and 3, adequate levels of service are currently available at each of the study intersections. In the future, when accounting for the additional traffic associated with the proposed Sina Rezoning, each of the intersections will maintain adequate levels of service during each of the three studied peak periods during the summer months using either methodology, which demonstrates a minimal site impact.

Summary of Findings and Conclusions

This analysis incorporates summer traffic data to analyze existing and projected future levels of service at key adjacent signalized intersections. As shown within the Traffic Analysis, each intersection currently maintains an adequate level of service using either CLV or HCM methodology. In the future, when considering regional growth and the potential development of the site, each intersection is projected to maintain acceptable operations with minimal site impact.

If you have any questions regarding this information, please do not hesitate to contact me.

Sincerely,



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: 79931 Expiration Date: 11/8/2026

Carl R. Wilson, Jr., P.E., PTOE, RSP
Vice President

CRW:amr

(F:\2025\2025-0114_Sina Rezoning\DOCS\REPORTS\Sina Rezoning_Supplemental Traffic Analysis_Cropper.docx)

Figure 1 - Location Map For Site And Study Intersections

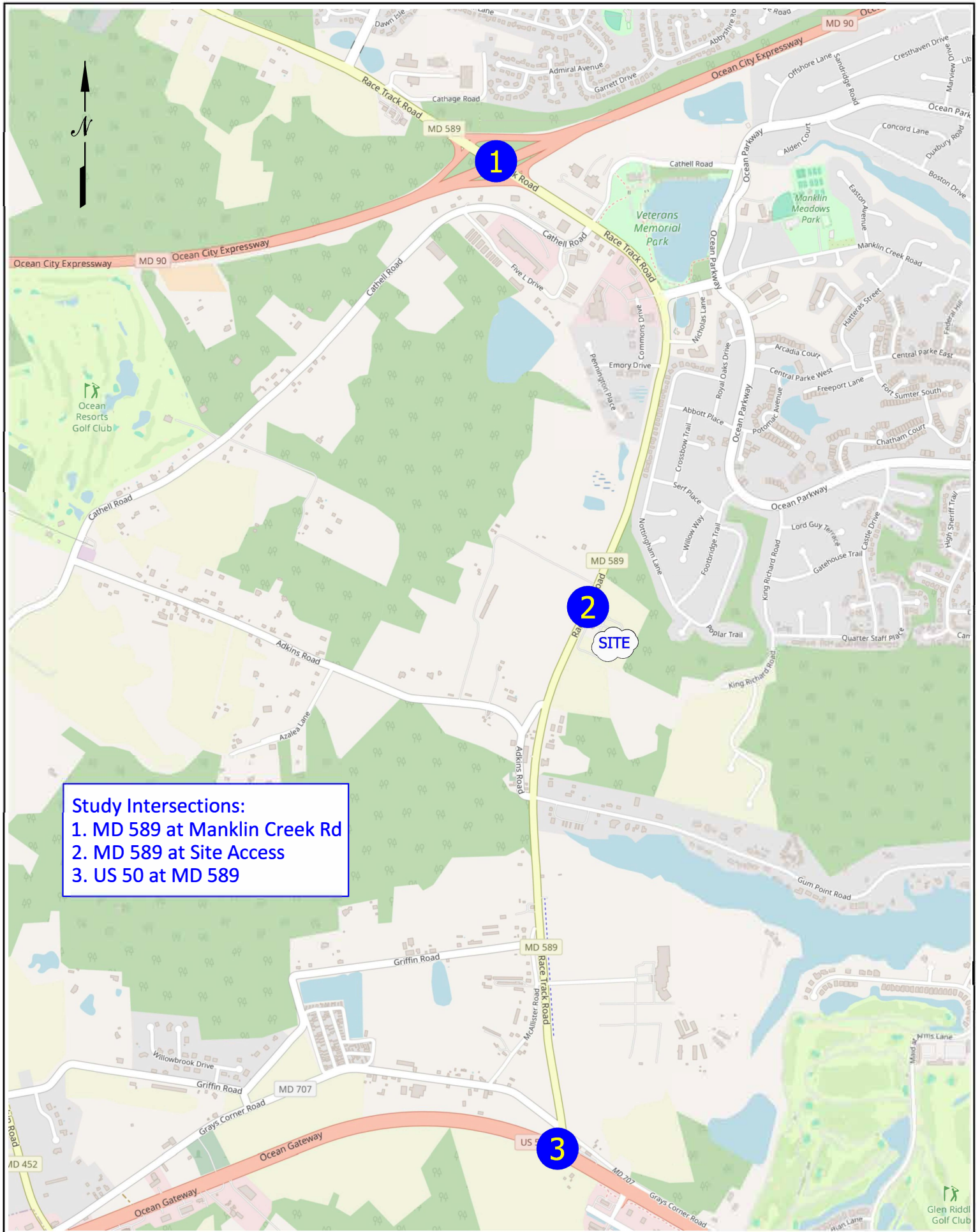


Figure 2 - Existing Lane Use and Traffic Control

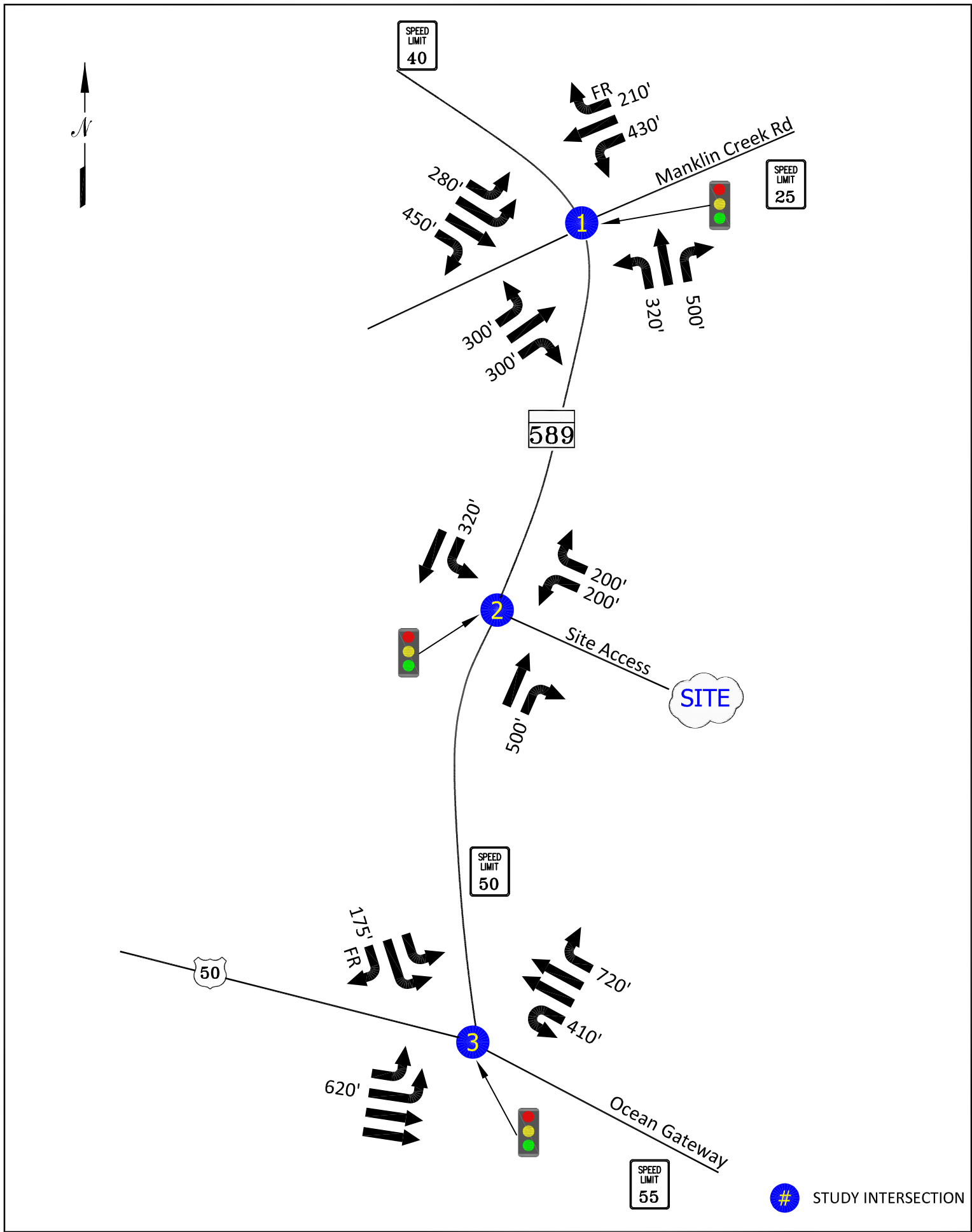


Figure 3 - 2025 Existing Peak Hour Traffic Volumes

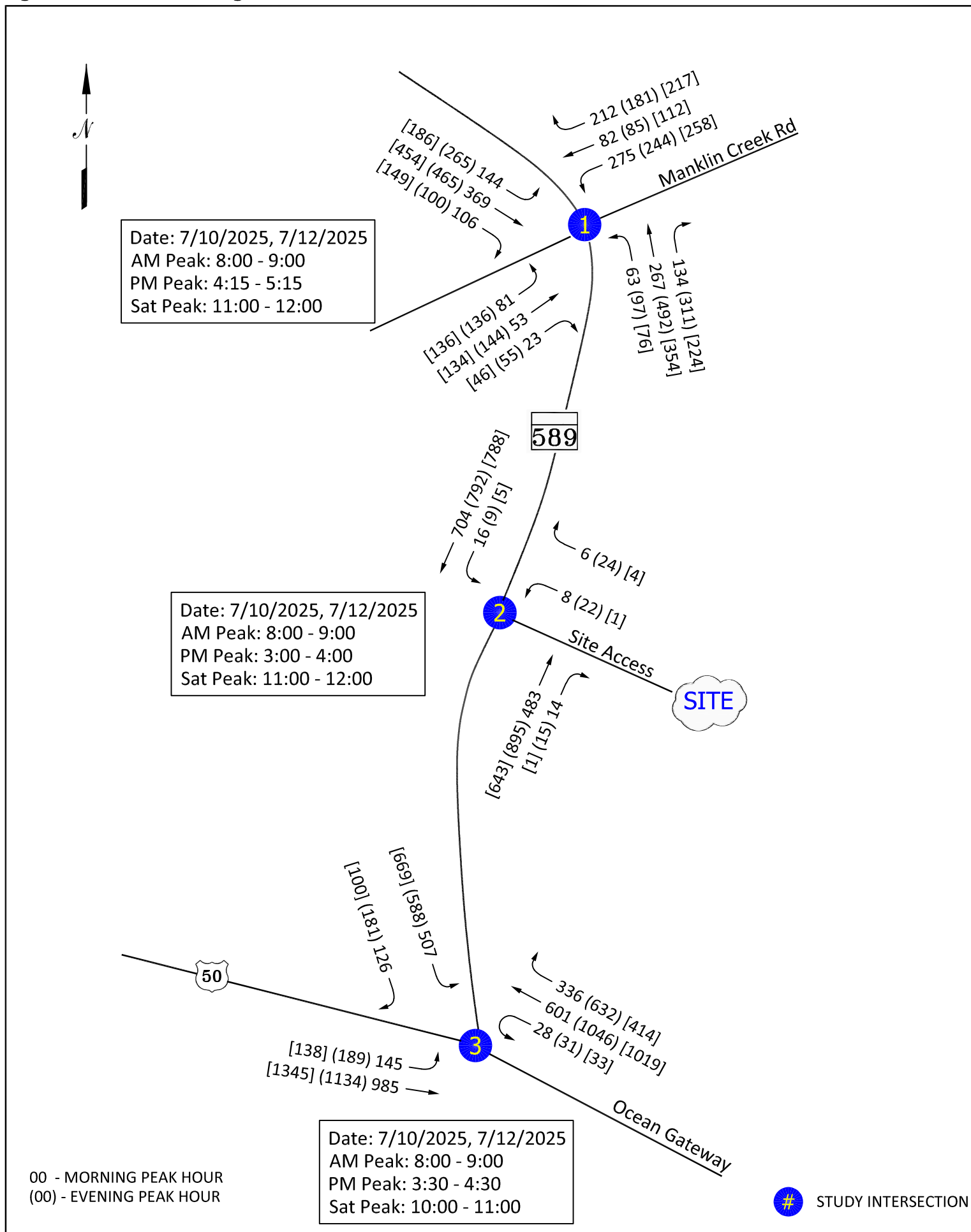


Figure 4 - Regional Traffic Growth

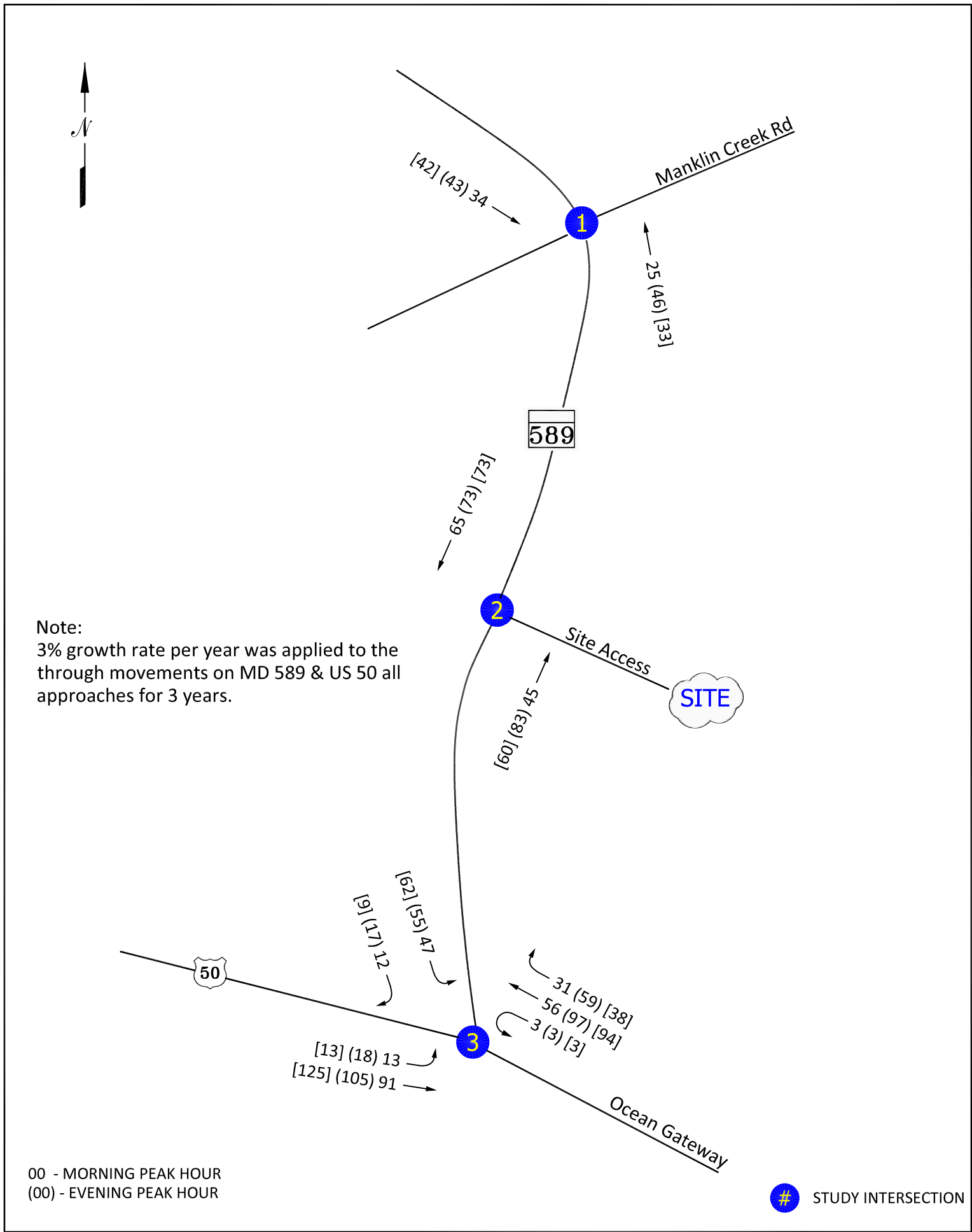


Figure 5 - 2028 Background Peak Hour Traffic Volumes

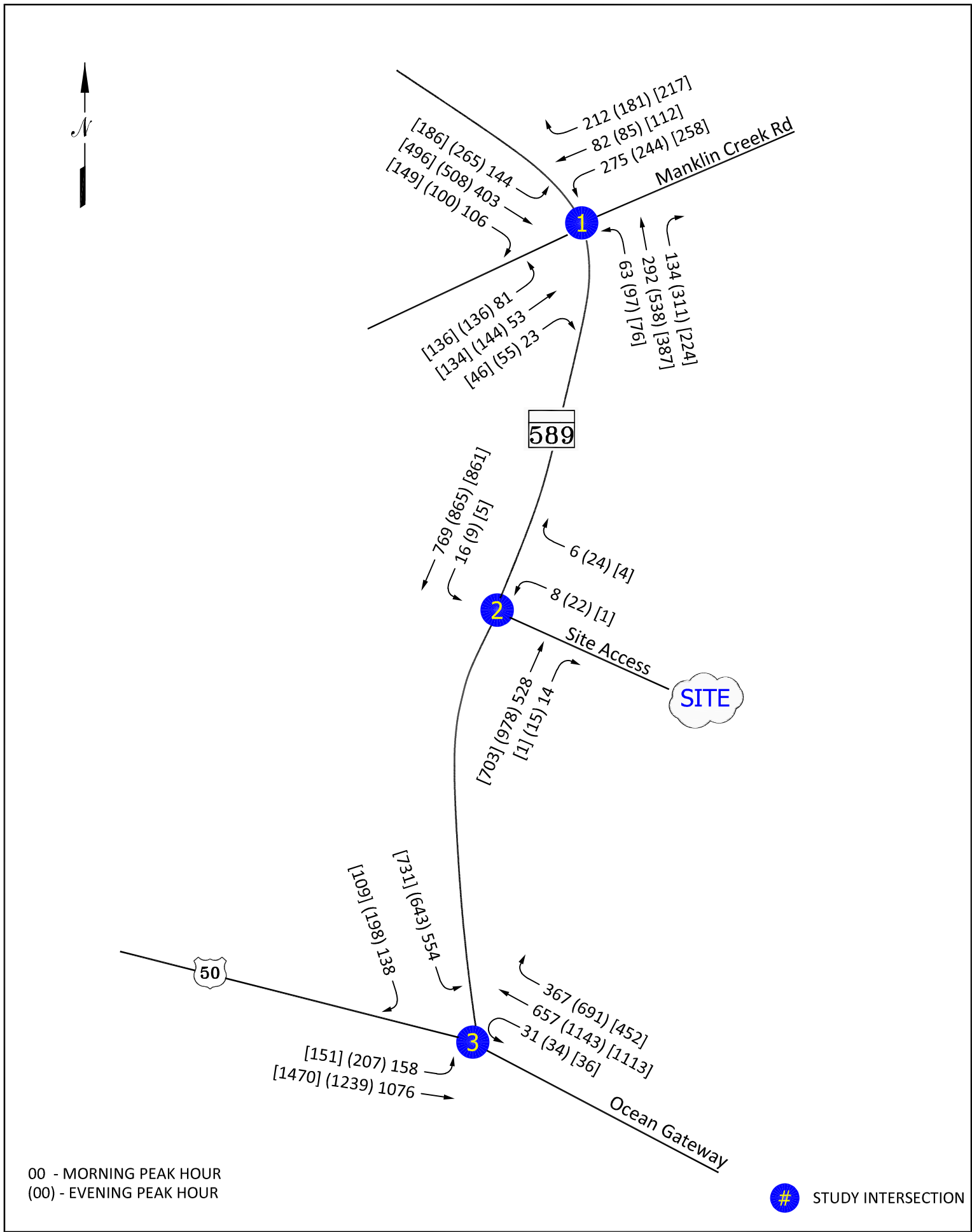


Table 1. Trip Generation Comparison for Sina Property

Land Use (Source)	Formula/Rate	Directional Distribution									
		AM Peak Hour		PM Peak Hour		SAT Peak Hour					
		In	Out	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%	51%	49%				
	Sat. Midday Peak Hour Trips = 0.41 x Units										
	Daily Trips = 6.41 x Units + 75.31										
Trip Generation for Subject Site											
Land Use	Size	AM Peak Hour			PM Peak Hour			Mid. Sat Peak Hour			Daily
		In	Out	Total	In	Out	Total	In	Out	Total	
Multifamily Housing, Low-Rise	136 Units	16	49	65	50	29	79	29	27	56	947

Figure 6 - Trip Assignment for Site

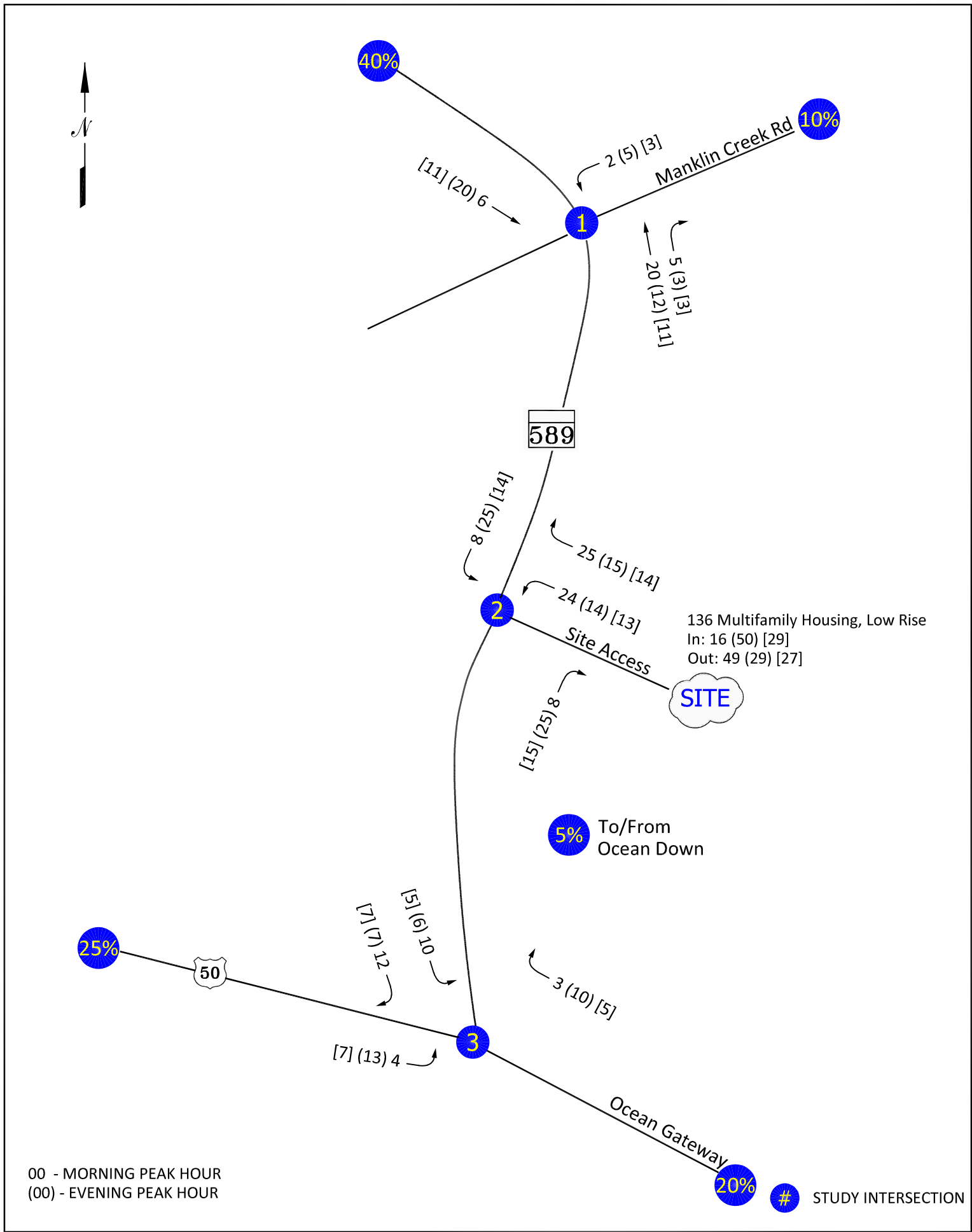
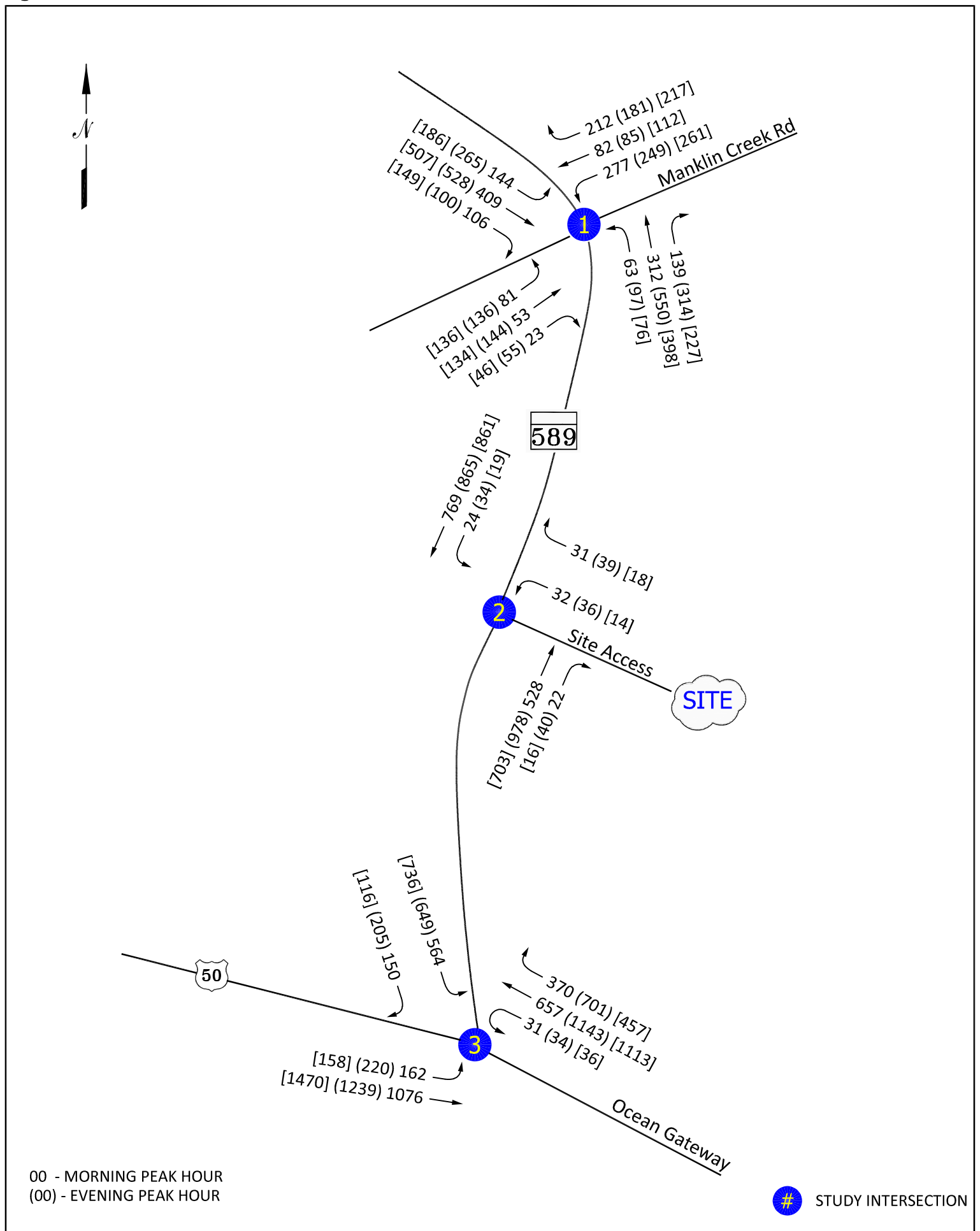


Figure 7 - 2028 Total Peak Hour Traffic Volumes



STAFF REPORT

REZONING CASE NO. 452

Due to recent email scams by an individual impersonating a County employee alleging that unanticipated fees are owed, please know that Development Review and Permitting (DRP) will never require payment by wire transfer. If you receive such an email or call, contact DRP directly at 410-632-1200, and staff will be glad to assist you.

PROPERTY OWNER: KASA Holdings, LLC
c/o Aaron Finney, Managing Member
4 Dinghy Court
Ocean Pines, MD 21811

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

TAX MAP/PARCEL INFO: Tax Map 26, Parcel 340, Tax District 10

SIZE: The petitioned area consists of 1.66 acres.

LOCATION: Between MD Route 611 (Stephen Decatur Highway) and Sinepuxent Road, Ocean City, MD, across from Airport Road.

CURRENT USE OF PETITIONED AREA: An unimproved, wooded parcel.

CURRENT ZONING CLASSIFICATION: A-2 Agricultural District.

As defined in the Zoning Code, this district is intended to foster the County's agricultural heritage and uses while also accommodating compatible uses of a more commercial nature that require large tracts of land. The A-2 District may also be used for limited residential development through consolidated development rights and as a place marker for future annexations only where adjacent to existing municipalities. Furthermore, it is the intent that in this district there shall be no basis, under this Title, for recourse against the effects of any normal farming or forestry operation as permitted in this district, including but not limited to noise, odor, vibration, fumes, dust or glare.

REQUESTED ZONING CLASSIFICATION: C-2 General Commercial District.

As defined in the Zoning Code, this district is intended 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.

APPLICANT'S BASIS FOR REZONING: The application indicates that there was a mistake in the last Comprehensive Rezoning on November 3, 2009. While not the primary basis for the request, the applicant also alleges that there has been a substantial change in the character of the neighborhood.

ZONING HISTORY:

- **1964:** A-1 Agricultural District
- **1978:** A-1 Agricultural District
- **1988:** Case No. 239, requesting B-2 General Business District, denied.
- **1992:** A-1 Agricultural District
- **2009:** A-2 Agricultural District

SURROUNDING ZONING:

- **North:** C-1 Neighborhood Commercial District
 - Formerly A-2 Agricultural District, subject to Rezoning Case No. 405 in 2017.
- **South:** A-2 Agricultural District
- **East:** A-2 Agricultural District, with a Commercial Airport overlay district
- **West:** A-1 Agricultural District

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 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 § ZS 1-113(c)(3) and as summarized at the end of this Staff Report.

Chapter 1 of the Comprehensive Plan generalizes development along MD Route 611's corridor beginning with commercial development on the northern end, blending into residential uses to the south (Page 3).

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

“The importance of agriculture to the county cannot be overstated. Its significance is economic, cultural, environmental, and aesthetic. Agriculture is simply the bedrock of the county's way of life. . . . The county must do all it can do to preserve farming as a viable industry. This category is reserved for farming, forestry and related industries with minimal residential and other incompatible uses permitted. Large contiguous areas of productive farms and forest shall be maintained for agricultural uses. . . . Residential and other conflicting land uses, although permitted, are discouraged. . . . Also as a general

policy, the practice of not rezoning agricultural land for other uses should continue.”
(Page 18)

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 demand of year-round residents and seasonal visitors.
17. Discourage highway strip development to maintain roadway capacity, safety, and character.
20. Direct new development in growth areas to planned communities.
22. Design new development’s architecture and landscaping to visually improve its surroundings.

(Pages 12 & 13)

In **Chapter 3 - Natural Resources**, pertinent objectives on page 33 include the following:

1. Use a systems approach to environmental planning addressing pollution at or close to its source and use sustainable development techniques.
2. Instill environmental stewardship as a universal ethic.
3. Identify and protect environmentally sensitive areas.
4. Restore and/or enhance natural resource functions where possible.
5. Reduce imperviousness of existing and new development.
8. Conserve resources by reducing unnecessary consumption.
9. Channel development within a particular site to any existing disturbed areas if possible.
10. Establish sufficient buffers for sensitive areas.

In **Chapter 4 – Economy**, the Plan notes that the agricultural industry, among others, “relies on the county’s natural resources and its rural and coastal character for their success” (page 58).

Pertinent objectives cited in Chapter 4 – Economy state the following:

- Provide through the land use plan sufficient land for planned growth to meet expected demand for housing, commercial and support services.
- Provide for sufficient agricultural support services.

- Review permitted land uses in the agricultural zone to ensure compatibility with agriculture as a quasi-industrial use.
 - Locate commercial and service centers in major communities.
 - Provide for suitable locations for commercial centers able to meet the retailing and service needs of population centers.
 - Bring into balance the amount of zoned commercial locations, with the anticipated need with sufficient surplus to prevent undue land price escalation.
- (Pages 58 - 60)

“Currently, designated commercial lands far outstrip the potential demand for such lands...The supply of commercial land should be brought more in line with potential demand. Otherwise, underutilized sites/facilities and unnecessary traffic congestion will result” (page 62).

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)

The petitioned area fronts on MD Route 611 (Stephen Decatur Highway). In **Chapter 7 – Transportation**, the Comprehensive Plan states that “[r]esort traffic causes the most noticeable congestion on US 50, US 113, US 13, MD 528, MD 589, MD 611 and MD 90” (page 79). Additionally, the plan notes that “traffic volume and level of service should be monitored to avoid affecting this roadway. Development along the MD 611 corridor should be kept to infill for the planning period” (page 80).

The Plan further states that “[c]ommercial development will have a significant impact on future congestion levels. Commercial uses generate significant traffic, so planning for the proper amount, location and design will be critical to maintaining road capacity” (page 82).

Pertinent policies, projects and recommendations on page 85 include:

- Conduct scenic and transportation corridor planning to continue this road’s rural and coastal character particularly from MD 376 to Assateague Island.
- Study need for and implement capacity improvements from MD 376 to US 50.
- Provide for interparcel connectors, service roads and other access controls.
- Growth along the mid and southern portion of the corridor should be limited due to the sensitivity of nearby lands and the limited capacity of the area’s road system.
- Plan for widening and intersection improvements of the corridor’s northern end.

Pertinent objectives include the following:

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.
2. Rural Roadways – Institute access controls for rural roads if their LOS drops below B for daily peak traffic.
3. Traffic studies--Developers should provide traffic studies to assess the effect of each major development on the LOS for nearby roadways.
5. Impacted Intersections – Upgrade intersections that have fallen below a LOS C.
8. Local funding sources should be explored to improve priority of impacted roadways for state funding or to provide for local construction of improvements.
13. Road Widening--Adequate right-of-way should be dedicated for roads anticipated for widening during the development review process.
14. Community character—New roadway designs and construction should not disrupt the character of existing communities, villages, and towns. Alternative routes and designs should be explored to maintain this important aspect of Worcester County.
15. Connectivity—Inter- and intra-development connectivity should be designed into new development to improve mobility and to avoid environmental damage.
17. Bike and Pedestrian Mobility--Bike and pedestrian mobility should be given higher priority and designed into new development.
22. Parcel Access Plan--This plan should provide a specific parcel access plan for large parcels and interparcel connections for smaller parcels for key roadways. This list should be provided to and reviewed with the State Highway Administration.

(Pages 87-89)

WATER AND WASTEWATER: According to the attached response memo from Mr. Mitchell, the subject property has a designation of a Sewer and Sewer Service Planning Category of S-3/W-3 (6 years to 10 years) in the Master Water and Sewerage Plan. The property is within the Mystic Harbour Sanitary District planning area. An amendment to the Plan would be required to attain a W-1/S-1 (Immediate to 2 years) designation for public water and sewer service. However, he notes that the Agricultural land use designation is inconsistent with the extension of public sewer. His memo notes that the property when tested was found high water tables that were unacceptable for onsite septic.

The primary soil types on the petitioned area according to the Worcester County Soil Survey are Fa - Fallsington sandy loams, 0 to 2 percent slopes, Northern Tidewater Area, and KsB Klej loamy sand, 2 to 5 percent slopes. The petitioned area is poorly drained or somewhat poorly drained soils.

EMERGENCY SERVICES: Fire and ambulance service will be available from the Ocean City or Berlin Volunteer Fire Companies. No comments were received from either the fire company regarding this review. Police protection will be available from the Maryland State Police Barracks in Berlin, approximately 7.7 miles away, and the Worcester County Sheriff’s Office in

Snow Hill, approximately 20.6 miles away. No comments were received from the Maryland State Police Barracks or from the Sheriff's Office.

ROADWAYS AND TRANSPORTATION: The petitioned area fronts on both MD Route 611 (Stephen Decatur Highway) and Sinepuxent Road. MD Route 611 is a state-owned and -maintained major collector highway as defined in the Comprehensive Plan. The Plan recommends that scenic and transportation corridor planning be conducted, including consideration for interparcel connectors, service roads and other access management controls. This is currently being conducted by the Maryland Department of Transportation, State Highway Administration (MDOT SHA) in coordination with Worcester County's Department of Public Works and DRP. No comments were provided by MDOT SHA.

Sinepuxent Road is a County-owned and -maintained roadway, considered a minor local road in the Comprehensive Plan. It has a 30-foot right-of-way, with approximately 19 feet of paved surface. The easterly terminus of Sinepuxent Road is located at MD Route 611, just north of the adjacent parcel. Motorists heading towards Ocean City during the summer season tend to be redirected by GPS to this roadway during times of heavy traffic on US Route 50 (Ocean Gateway). Due to the angle of the intersection, there have been discussions in the past between County Roads and MDOT SHA about a potential realignment to enhance public safety.

The Comprehensive Plan states that "[t]he Sinepuxent Neck's undeveloped lands are predominately wet, forested, or in agriculture. MD 611 provides adequate access, but it can be congested in summer. MD 611 LOS is nearing the "impacted" category. The entire subwatershed other than its West Ocean City (northern) portion should not be further developed due to its traffic, environmental sensitivity, and high storm hazard vulnerability characteristics along with its value as a gateway to the parks" (page 28). No comments were provided by County Roads.

PROXIMITY TO AIRPORT: The petitioned area is located across MD Route 611 from the Ocean City Municipal Airport. This application was forwarded to the appropriate staff at the Town of Ocean City for review and comment. In his attached letter, Jaime Giandomenico, Airport Manager, stated that the town has no objection to the request, provided that the property owner executes an Avigation Easement due to the proximity of the petitioned area to the approach end of Runway 20.

SCHOOLS: The petitioned area is within Zone 2 of the Worcester County Public School Zones and is served by the following schools: Ocean City Elementary (Pre-K - Grade 4), Berlin Intermediate School (Grade 5 - 6), and Stephen Decatur Middle School (Grade 7 - 8) and Stephen Decatur High School (Grade 9 - 12). No comments were received from the Worcester County Board of Education (WCBOE).

CHESAPEAKE/ATLANTIC COASTAL BAYS CRITICAL AREAS: According to the attached memo from Mr. Mitchell, the petitioned area is not located in the Critical Area.

FOREST CONSERVATION: According to the attached response memo from Mr. Mitchell, The petitioned area may be required to comply with the requirements of the Forest Conservation Act at the time of development.

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

PRIORITY FUNDING AREAS: The petitioned area is not within a designated Priority Funding Area (PFA).

INCORPORATED TOWNS: This property is approximately 2 miles from the Town of Ocean City but is located across MD Route 611 from the Ocean City Municipal Airport.

ADDITIONAL COMMENTS RECEIVED: The following agencies submitted responses (attached):

- Memo from Robert Mitchell, Director, Environmental Programs
- Letter from Jaime Giandomenico, Airport Manager, Town of Ocean City

!!**IMPORTANT**!!

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

1. Does the Planning Commission concur with the applicant's claim of a change in the character of the neighborhood or that there was a mistake in the existing zoning as of November 3, 2009?
2. Does the Planning Commission concur with the applicant's definition of the neighborhood? If not, how does the Planning Commission define the neighborhood? (Not applicable if request is based solely on a claim of mistake in existing zoning.)
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. Would a change in zoning be more desirable in terms of the objectives of the Comprehensive Plan?



Worcester County Department of Environmental Programs

Worcester County Government Center, 1 West Market Street, Rm 1306 | Snow Hill MD 21863

Tel: (410) 632-1220 | Fax: (410) 632-2012

Memorandum

To: Jennifer Keener, AICP
Director, DDRP

From: Robert J. Mitchell, LEHS, REHS/RS
Director, Environmental Programs

Subject: **EP Staff Comments on Rezoning Case No. 452**
Reclassify approximately 1.66 Acres of
From A-1 Agricultural District to C-2 Commercial District
TM 26 Parcel 340

Date: 11/19/25

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 ZS1-113(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 application argues that there was both a change in the character of the neighborhood and a mistake in the Comprehensive Rezoning that was approved by the County Commissioners on November 3, 2009. 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. This property has an Agricultural land use designation and in the Land Use Map in the Worcester County Comprehensive Plan (*Comprehensive Plan*). Regarding the agricultural land use designation, according to Chapter 2 - Land Use of the *Comprehensive Plan*, the *Plan* states the following:
 - a. “This category is reserved for farming, forestry and related industries with minimal residential and other incompatible uses permitted.” (Page 18)
 - b. Some particularly relevant objectives cited in Chapter 2 - Land Use relatable to this application would include:
 - i. Discourage highway strip development to maintain roadway capacity, safety, and character.
 - ii. Regulate development to minimize consumption of land, while continuing the county’s rural and coastal character
 - iii. Minimize conflicts among land uses due to noise, smoke, dust, odors, lighting, and heavy traffic.
2. We do not have approved onsite sewer for this property. The file notes that investigations were carried out in 1972 that indicated they encountered six (6) inch water tables, which would be unacceptable for onsite septic. Property is within the Mystic Harbour Water and Sewer planning area and is classified as W-3/S-3 for water and sewer planning designations which have a six to ten (6-10) year planning timeframe. An amendment to

the *Master Water and Sewer Plan* would need to be completed to attain a W-1/S-1 designation to receive public water and sewer. With respect to the provision of public sanitary services:

- a. The Agricultural land use designation of this property is incompatible with extensions of public sewer. To be fully consistent with the *Comprehensive Plan*, the land use map should be changed to a land use category that supports the level of development potential sewer service would bring.
 - b. Regarding a change in the character of the neighborhood, an amendment for zoning consistency was included within the *Master Water and Sewer Plan*. Under 1.1.3.B: “The inclusion of a property in the water and sewer plan does not, in and of itself, constitute a change the character of the neighborhood for rezoning purposes.”
3. We would note that property appears to be within the Airport Protection District as found in County Code Section § ZS 1-302, which carries certain conditions and required notification to the Town of Ocean City of any rezoning, variance, special exception requests.
 4. Regarding a change in the character of the neighborhood and actual development of the surrounding area, the Town has purchased multiple properties on the west and east sides of Sinepuxent Road in the immediate vicinity of this property. They have demolished homes and structures on said properties and cleared trees and vegetation in the interest of aviation safety for the airport. Commercial and residential development within the Route 611 corridor since 2009 has been limited to infill and intensification of existing developed properties, most prominently in lands north of the airport.
 5. An initial review of the property did not indicate any natural resource features that would be impacted by a change in zoning from A-2 to C-2; such as non-tidal wetlands and FIDS (Forest Interior Dwelling Species) habitat.
 6. The Forest Conservation Act and Sediment and Stormwater Management may apply at the time of development. The property is located outside the Atlantic Coastal Bays Critical Area.

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



TOWN OF OCEAN CITY

The White Marlin Capital of the World

November 15, 2025

Jennifer Keener, Zoning Administrator
Worcester County
Room 116 Court House
One West Market Street
Snow Hill, MD 21863

RE: Zoning Case 452

Dear Ms. Keener,

After Consultation with regulatory agencies and the Airport Master Plan, The Town of Ocean City has no objection to the proposed zoning change from "A-2" Agricultural District to "C-2" General Commercial District per case 452 with one provision.

The Towns' support for this zoning amendment is contingent upon the execution of an "Avigation Easement" for parcel 340, as the property in question is adjacent to the approach end of Runway 20.

The limitations placed on this parcel by the easement are clearly delineated by the language of the attached instrument, the most restrictive height limitation is approximately 60' feet. It is worth noting that the easement, once executed and recorded, becomes a permanent part of the property.

Please feel free to contact me at (443) 235-4434 if you require additional information.

Sincerely,

Jaime Giandomenico, Airport Manager
Ocean City Municipal Airport

Cc :Hal Adkins, Public Works Director, Town of Ocean City

MAYOR

Richard W. Meehan

CITY COUNCIL

Matthew M. James
President

Anthony J. DeLuca
Secretary

John F. Gehrig, Jr.
Jacob H. Mitrecic
Carol Proctor
Will Savage
Larry R. Yates

CITY MANAGER

Terence J. McGean, PE

CITY CLERK

Diana L. Chavis, MMC

SEA
DALS

AVIGATIONAL and HAZARD EASEMENT

WHEREAS, _____ (full name of property owner(s)), hereinafter called the Grantors, are the owners in fee of that certain parcel of land situated in the County of Worcester, State of Maryland, more particularly described as follows:

(Insert legal description of the property covered by the easement)

hereinafter called "Grantor's property", and outlined on the attached map (Exhibit 1);

NOW, THEREFORE, in consideration of the sum of one dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Grantors, for themselves, their heirs, administrators, executors, successors and assigns, do hereby grant, bargain, sell, and convey unto the Mayor and City Council of the Town of Ocean City, owners and operators of Ocean City Municipal Airport, hereinafter called the Grantee, its successors and assigns, for the use and benefit of the public, an easement and right of way, appurtenant to Ocean City Municipal Airport of the unobstructed use and passage of all types of aircraft (as hereinafter defined), in and through the airspace above Grantor's property above an imaginary plane rising and extending in a generally northwesterly direction over the Grantor's property, said imaginary plane running from approximately 101 feet Mean Sea Level above Point A as shown on Exhibit 1 at a rate of one foot vertically to each 20 feet horizontally to approximately 176 feet Mean Sea Level above Point B on Exhibit 1 to an infinite height above said imaginary plane. Such airspace over Grantor's property shall also include the imaginary plane rising on either side of the imaginary plane described above at a rate of one foot vertically to seven feet horizontally to a maximum elevation of 161 feet Mean Sea Level above Points C and D on Exhibit 1. For those areas of Grantor's property outside of the two imaginary planes identified above, such airspace shall be an imaginary plane at 161 feet Mean Sea Level.

Said easement shall be appurtenant to and for the benefit of the real property now known as Ocean City Municipal Airport including any additions thereto wherever located, hereafter made by the Mayor and City Council of the Town of Ocean City, or its successors, and assigns, guests and invitees, including any and all persons, firms, corporations operating aircraft to or from the airport.

Said easement and burden, together with all things which may be alleged to be incident to or resulting from the use and enjoyment of said easement, including, but not limited to the right to cause in all airspace above or in the vicinity of the surface of Grantor's property such noise, vibrations, fumes, deposits of dust or other particulate matter, fuel particles which are incidental to the normal operation of such aircraft, fear, interference

with sleep and communication and any and all other effects that may be alleged to be incident to or caused by the operation of aircraft over or in the vicinity of Grantor's property or in landing at or taking off from, or operating at or on said Ocean City Municipal Airport is hereby granted; and Grantor's do hereby fully waive, remiss, and release any right or cause of action which they may now have or which they may have in the future against the Grantee, its successor and assigns, due to noise, vibrations, fumes, dust, fuel particles and all other effects that may be caused or may have been caused by the operation of aircraft landing at, or taking off from, or operating at or on Ocean City Municipal Airport. As used herein, the term "aircraft" shall mean any and all types of aircraft, whether now in existence or hereafter manufactured, developed, to include, but not limited to, jet aircraft, propeller driven aircraft, civil aircraft, military aircraft, commercial aircraft, helicopters and all types of aircraft or vehicles now in existence or hereafter developed, regardless of existing or future noise levels for the purpose of transporting persons or property through the air, by whoever owned or operated.

The easement and right-of-way hereby grants to the Grantee the continuing right to prevent the erection or growth upon Grantee's property of any building, structure, tree, or other object extending into the airspace above the aforesaid imaginary planes identified above, and to remove from said airspace, or at the sole option of the Grantee, as an alternative, to mark and light as obstructions to air navigation, any such building, structure, tree or other objects now upon, or which in the future may be upon Grantee's property, together with the right of ingress to, egress from, and passage over Grantor's property for the above purpose.

The Grantor's, for themselves, their heirs, administrators, successors, and assigns, do hereby agree that for and during the life of said avigational easement, they will not hereafter erect, permit the erection or growth of, or permit or suffer to remain upon Grantor's property any structure in the Runway Protection Zone (RPZ) that is an airport hazard or which might create glare or misleading lights or lead to the construction of residences, fuel handling and storage facilities, or smoke generating activities; and the Grantor's themselves, their heirs, administrators, executors, successors, and assigns, further agree they will not permit places of public assembly upon Grantor's property such as churches, schools, office buildings, shopping centers, restaurants, child care facilities, and stadiums.

AND, for the consideration hereinabove set forth, the Grantor's, for themselves, their heirs, administrators, executors, successors, and assigns, do hereby agree that for and during the life of said easement and right-of-way, they will not hereafter erect, permit the erection or growth of, or permit or suffer to remain upon Grantor's property any building, structure, tree, or other object extending into the airspace above aforesaid imaginary plane, and that they shall not hereafter use or permit or suffer the use of grantor's property in such a manner as to create electrical interference with radio communication between any installation upon said airport and aircraft, or as to make it difficult for flyers to distinguish between airport lights and others, or to permit any use of the Grantor's land that causes a discharge of fumes, dust or smoke so as to impair visibility in the vicinity of the airport or to otherwise endanger the landing, or taking off or maneuvering of aircraft.

Grantor's furthermore waive all damages and claims for damages caused by the removal / elimination of such objects or activities.

TO HAVE AND TO HOLD said easement and right-of-way, and all rights appertaining thereto unto the Grantee, it successors, and assigns, until said Ocean City Municipal Airport shall be abandoned and cease to be used for public airport purposes.

It being understood and agreed that the aforesaid covenants and agreements shall run with the land and shall be binding upon the heirs, administrators, executors, successors, and assigns of the Grantor's until said Ocean City Municipal Airport shall be abandoned and cease to be used for public aviation purposes.

IN WITNESS WHEREOF, the Grantor's have hereunto set their hands and seal
this _____ day of _____ 20_____.

Grantor's (seal)

ACKNOWLEDGMENT

State of _____

County of _____

BE IT REMEMBERED that on this _____ day of _____
20_____, before me, the undersigned, a Notary Public for the County and State
aforesaid, came _____

Who are personally known to me to be the same persons who executed the within
instrument of writing and such persons duly acknowledged the execution of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal, the day and
year last above written.

Notary Public

My commission expires: _____



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, Worcester County Fire Marshal & c/o local fire departments
Chris Shaffer, Director, Department of Emergency Services
Matthew Crisafulli, Sheriff, Worcester County Sheriff's Office
Dallas Baker, P.E., Director, Worcester County Public Works Department
Kevin Lynch, Roads Superintendent, Worcester County Public Works Department
Melanie Pursel, Director of Tourism & Economic Development
Annette Wallace, Superintendent, Worcester County Board of Education
Lt. Earl W. Starner, Commander, Barracks V, Maryland State Police
Mark Crampton, District Engineer, Maryland SHA
Rebecca L. Jones, Health Officer, Worcester County Health Department
Will Dyer, Project Manager, Maryland Forest Service
Anderson Spratt, District Conservationist, Worcester County NRCS

FROM: Jennifer K. Keener, AICP, Director

DATE: October 8, 2025

RE: Rezoning Case No. 452– Tax Map 26, Parcel 340, located between Sinepuxent and Stephen Decatur Road, Kasa Holdings LLC, c/o Aaron Finney, Managing Member, Property Owners and Hugh Cropper, Attorney

This application seeks to rezone approximately **1.66 acres** of land shown on Tax Map 26, Parcel 340, from **A-2 Agricultural District** to **C-2 General Commercial District**. The property is currently an unimproved, wooded parcel. 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 **that there has been a change in the character of the neighborhood AND a mistake was made during the 2009 Comprehensive Rezoning** as the justification for the proposed rezoning from A-2 District to C-2 District as outlined in the attached request. The Planning Commission must consider if: 1. There was a mistake made in assigning the property to an A-2 District zoning classification in 2009; and/or 2. There has been a significant change based upon a comparison of the current conditions to the neighborhood in 2009 at the time of the last Comprehensive Rezoning.

By Wednesday, November 19, 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,

Citizens and Government Working Together

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 A-2 Agricultural District is to preserve and promote the County's agricultural heritage while also allowing certain compatible commercial and residential uses. This district is intended for agricultural operations requiring larger tracts of land, such as livestock, poultry, aquaculture, and crop production. The A-2 District also allows limited residential development through minor, rural cluster, and consolidated development rights subdivisions. Additionally, A-2 serves as a transitional designation, accommodating potential annexation areas near municipalities.

The district recognizes that normal agricultural and forestry practices—including noise, odor, vibration, dust, and other impacts—are an inherent part of its character and not grounds for recourse. Permitted uses by right include a broad range of agricultural activities, aquaculture, roadside farm stands, single-family dwellings, manufactured homes, conservation areas, and seasonal noncommercial cabins. Special provisions also allow for renewable energy systems, communication towers, landing strips, and certain entertainment uses such as Casino Entertainment Districts. For a full list of permitted and special exception uses in the A-2 District, please refer to the County Code here: [§ ZS 1-202 – A-2 Agricultural District](#).

The purpose and intent of the C-2 General Commercial District is to accommodate larger-scale commercial development that serves population centers of approximately 3,000 or more, typically within a 10–20 minute travel time. These commercial centers are designed to provide a wide variety of goods, services, entertainment, and employment opportunities. Because of their intensity and visibility, C-2 districts require careful attention to site design, signage, landscaping, buffers, and architecture. Strip-style commercial development is strongly discouraged.

Permitted uses by right include retail and service businesses, hotels, restaurants, nightclubs, professional offices, indoor recreation facilities, automotive and equipment sales, storage and warehousing, nursing facilities, day-care centers, public buildings, conservation areas, marinas, and renewable energy facilities. The district also permits telecommunications facilities, wind energy systems, and residential units when integrated with commercial structures.

Special exception uses may include outdoor recreation facilities, drive-in theaters, hospitals, dormitories, transportation terminals, wastewater facilities, cannabis dispensaries, and other uses deemed compatible with the district's intent. For a full list of permitted and special exception uses in the C-2 District, please refer to the County Code here: [§ ZS 1-204 – C-2 General Commercial District](#).

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@worcestermd.gov. On behalf of the Planning Commission, thank you for your attention to this matter.

Attachments

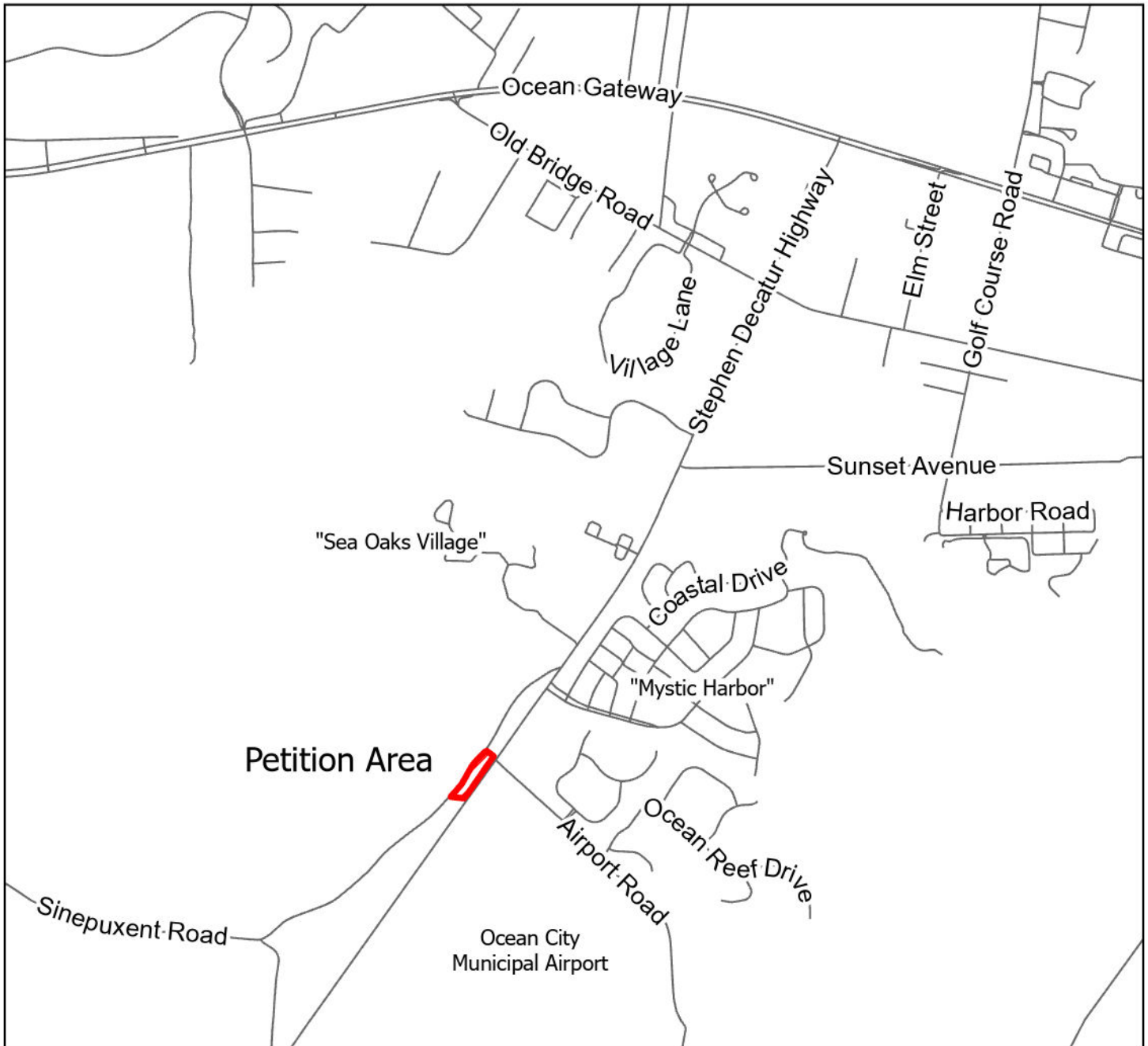
WORCESTER COUNTY, MARYLAND



REZONING CASE NO. 452
A-2 Agricultural District to C-2 General Commercial District
Tax Map: 26, Parcel 340 - SDAT Account ID No. 2410012376



LOCATION MAP



DEPARTMENT OF DEVELOPMENT REVIEW & PERMITTING
Technical Services Division

Prepared: October 2025
Source: County GIS Layers

0 1,000 2,000
Feet

Prepared By: K.L. Henry
Reviewed By: J.K. Keener

This map is intended for illustrative purposes and not for regulatory action.

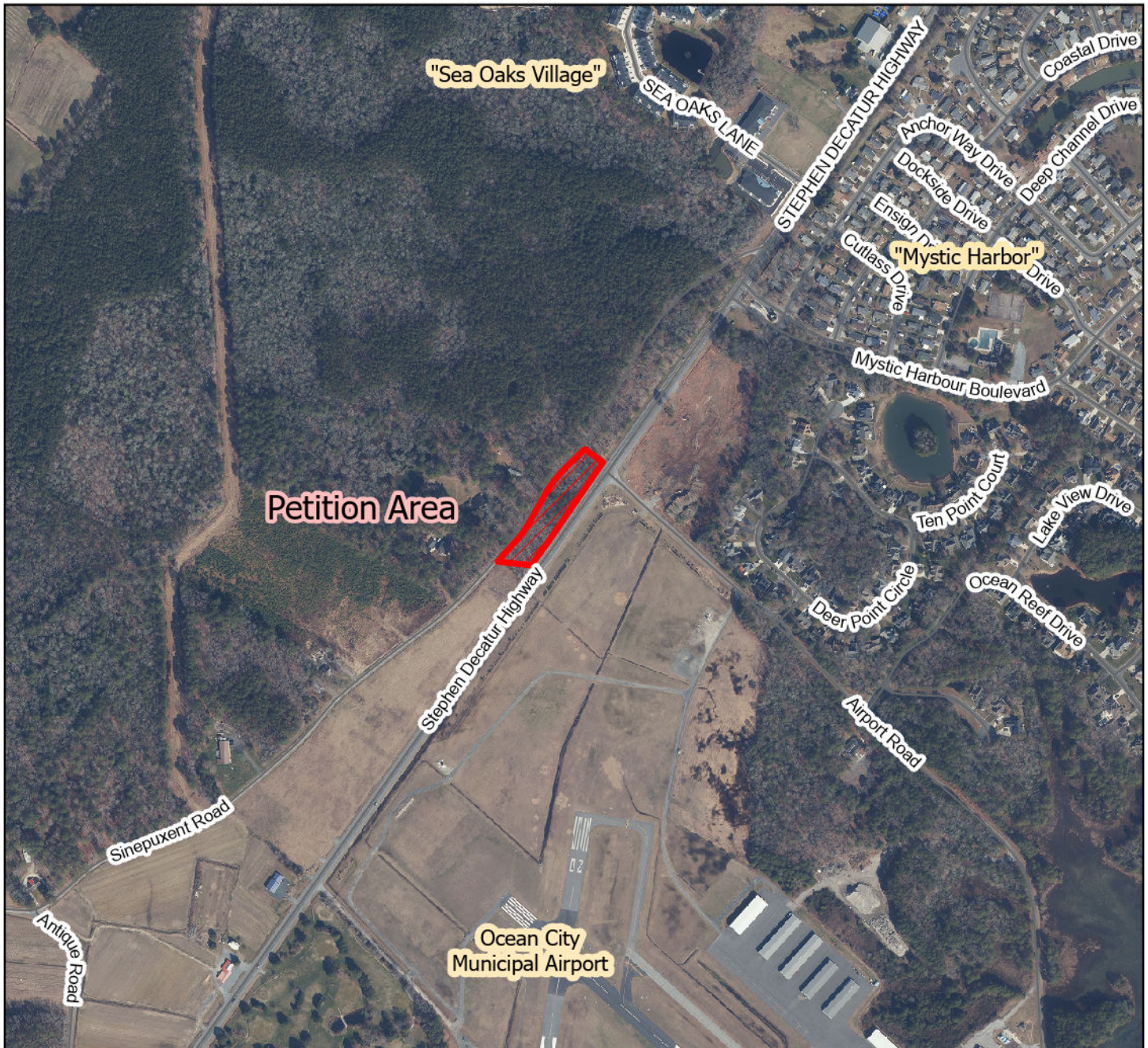
WORCESTER COUNTY, MARYLAND



REZONING CASE NO. 452
A-2 Agricultural District to C-2 General Commercial District
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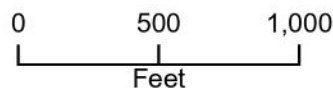


AERIAL IMAGERY



DEPARTMENT OF DEVELOPMENT REVIEW & PERMITTING
Technical Services Division

Prepared: October 2025
Source: 2024 Aerial Imagery



Prepared By: K.L.Henry
Reviewed By: J.K. Keener

This map is intended for illustrative purposes and not for regulatory action.

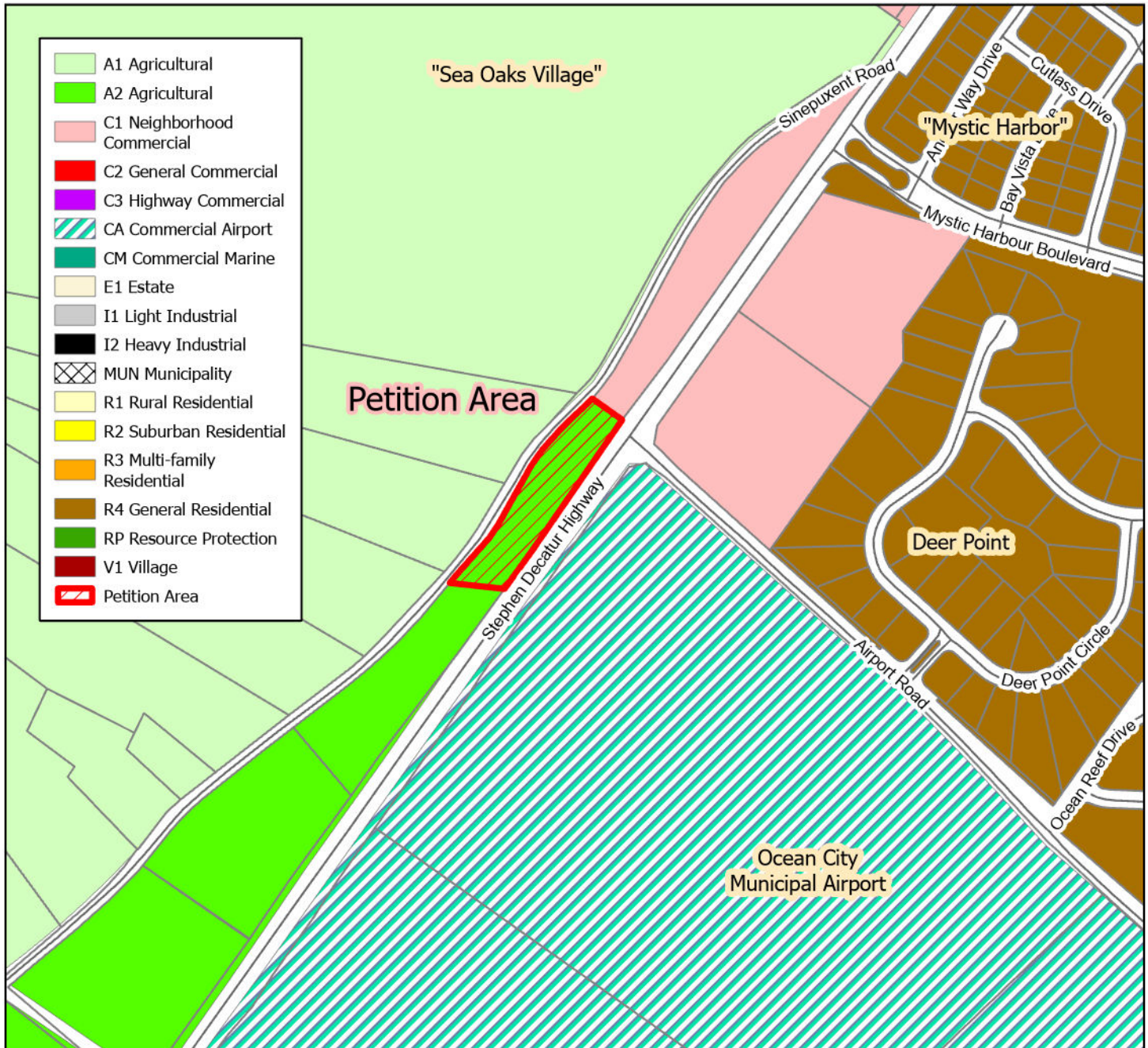
WORCESTER COUNTY, MARYLAND



REZONING CASE NO. 452
A-2 Agricultural District to C-2 General Commercial District
Tax Map: 26, Parcel 340 - SDAT Account ID No. 2410012376



ZONING MAP



DEPARTMENT OF DEVELOPMENT REVIEW & PERMITTING
Technical Services Division

Prepared: October 2025
Source: 2009 Official Zoning Map

0 250 500
Feet

Prepared By: K.L. Henry
Reviewed By: J.K. Keener

This map is intended for illustrative purposes and not for regulatory action.

WORCESTER COUNTY, MARYLAND



REZONING CASE NO. 452
A-2 Agricultural District to C-2 General Commercial District
Tax Map: 26, Parcel 340 - SDAT Account ID No. 2410012376

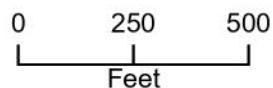


LAND USE PLAN MAP



DEPARTMENT OF DEVELOPMENT REVIEW & PERMITTING
Technical Services Division

Prepared: October 2025
Source: 2006 Official Land Use Map



Prepared By: K.L.Henry
Reviewed By: J.K. Keener

This map is intended for illustrative purposes and not for regulatory action.

WORCESTER COUNTY, MARYLAND



REZONING CASE NO. 452
A-2 Agricultural District to C-2 General Commercial District
Tax Map: 26, Parcel 340 - SDAT Account ID No. 2410012376

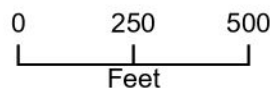


SOILS MAP



DEPARTMENT OF DEVELOPMENT REVIEW & PERMITTING
Technical Services Division

Prepared: October 2025
Source: 2007 Soil Survey



Prepared By: K.L. Henry
Reviewed By: J.K. Keener

This map is intended for illustrative purposes and not for regulatory action.

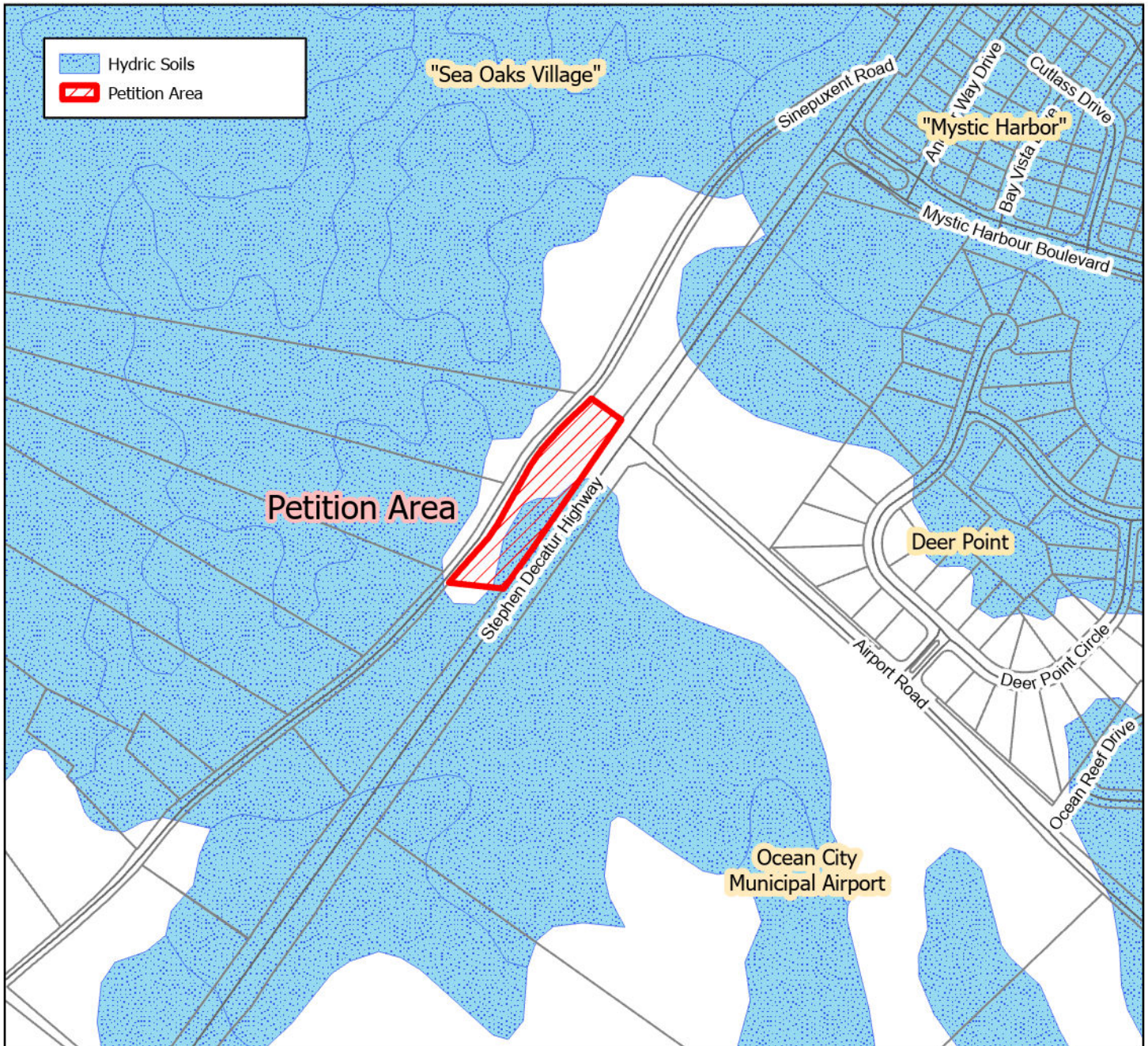
WORCESTER COUNTY, MARYLAND



REZONING CASE NO. 452
A-2 Agricultural District to C-2 General Commercial District
Tax Map: 26, Parcel 340 - SDAT Account ID No. 2410012376

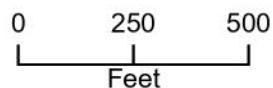


HYDRIC SOILS MAP



DEPARTMENT OF DEVELOPMENT REVIEW & PERMITTING
Technical Services Division

Prepared: October 2025
Source: 2007 Soil Survey



Prepared By: K.L.Henry
Reviewed By: J.K. Keener

This map is intended for illustrative purposes and not for regulatory action.



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. 452

Date Received by Office of the County Commissioners _____

Date Received by Development Review and Permitting September 30, 2025

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): 26
B. Parcel Number(s): 340
C. Lot Number(s), if applicable: _____
D. Tax District Number: 10

III. Physical Description of Property

- A. Located between Sinepuxent and Stephen Decatur Road.
- B. Consisting of a total of 1.666 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): A-2, Agricultural District
(name and zoning district)
- B. Acreage of zoning classification(s) in "A" above: 1.666
- B. Requested zoning classification(s): C-2, General Commercial District
(name and zoning district)
- C. Acreage of zoning classification(s) in "C" above: 1.666

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.

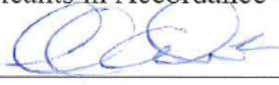
- A. Please list reasons or other information as to why the zoning change is requested, including whether the request is based upon a claim of change in the character of the neighborhood or a mistake in existing zoning:

VI. Filing Information and Required Signatures

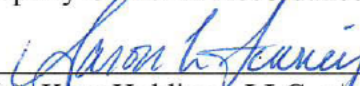
A. Every application shall contain the following information:

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: Email:
Date:

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

Signature(s): 
Printed Name(s): Kasa Holdings, LLC, c/o Aaron Finney, Managing Member
Mailing Address: 4 Dinghy Court, Ocean Pines, Maryland 21811
Phone Number: Email:
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: Email:
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.

REZONING FINDINGS OF FACT FORM

- A. Is the request for rezoning based upon a claim that there has been a change in the character of the neighborhood where the property is located since the last zoning of the property or upon a claim that there is a mistake in the existing zoning and that a change in zoning would be more desirable in terms of the objectives of the Comprehensive Plan.**

The primary basis for this rezoning is a mistake in the November 3, 2009 Comprehensive Rezoning.

The property is shown on Exhibit A and it is currently zoned A-2, Agricultural District, although it is virtually impossible to meet any of the setbacks and/or lot area requirements of the A-2, Agricultural District. Moreover, Maryland Route 611 (Stephen Decatur Highway) is a collector highway, with an enhanced front yard setback, which consumes even more of any proposed building envelope on the property.

The property abuts CA, Commercial Airport District to the east, which is essentially a commercial zoning, permitting municipal or County airports, hangars, terminals, support buildings, and other buildings and structures such as restaurants, lounges, and gift shops as accessory uses.

The property abuts C-1, Neighborhood Commercial to the north. It is important to note that the property directly to the north was rezoned to this Commercial designation, but as of the date of this rezoning application, there has been no development on the property. This applicant would assert that that rezoning was also a mistake; and the C-2, General Commercial District would have been more appropriate for that property.

The property has substantial frontage on Maryland Route 611. It is really not appropriate for any agricultural uses.

It is really not appropriate for any residential uses. Between the road noise from Maryland Route 611, Sinepuxent Road to the rear, and being directly under the airport runway, it is hard to imagine an appropriate residential use.

Although the sliver of land is designated Agricultural in the March 7, 2006 Comprehensive Land Use Map, taken as a whole, the proposed rezoning is consistent with the Comprehensive Plan. The Comprehensive Plan designates the viability of the Ocean City Airport, and its importance to Worcester County, which is directly east of this property, among other things.

Although not the primary basis for the rezoning, there have also been substantial changes in the character of the neighborhood.

In this case, the applicant has proposed a small neighborhood, which is essentially the commercial corridor south of the intersection of Stephen Decatur Highway with Sunset Avenue, down to the southern border of the Ocean City Airport. As the map attached hereto as Exhibit B demonstrates, there have been three rezonings in this small commercial neighborhood since November 3, 2009. In addition, the Worcester County Commissioners have approved the Sea Oaks Village RPC, along with the provision of over one hundred EDU's. This small commercial corridor or neighborhood will now serve the residents of the Whispering Woods Subdivision, the Sea Oaks Village RPC, Deer Point, Ocean Reef, and the Greater Mystic Harbour Subdivision. Commercial uses are definitely needed to serve these residents.

It is also important to note that Rezoning Case No. 441, approved on June 20, 2003, actually deleted commercial zoning from the neighborhood.

The passage of Resolution 17-19, which permitted the sale of EDU's, was a definite change to the character of the neighborhood. This permitted the Sea Oaks RPC, which previously had zero EDU's. This also increased other development in the area, and allowed for the possibility of Mystic Harbour EDU's to be allocated to this property, an opportunity which did not exist as of November 3, 2009, which is evidence of a change in the character of the neighborhood.

B. What is the definition of the neighborhood in which the subject property is located, as determined by the applicant.

Although the primary basis for the rezoning is a mistake, the neighborhood is defined as those properties with frontage along Stephen Decatur Highway or Maryland Route 611 from the intersection of Stephen Decatur Highway and Sunset Avenue, south, to the southerly border of the Ocean City Airport.

C. Findings of Fact as to Section 1-113(c)(3) of the Zoning Code:

1. **Relating to population change:** The applicant asserts that there has been an increase in residential population in the area, justifying the need for additional commercial services. The property subject to Rezoning Case No. 441 has received all approvals, and has just received approval for private road standards. Construction will commence shortly on this new multi-family project. The Sea Oaks RPC contains 130 plus multi-family units, which will directly be served by this neighborhood. There have been other residential changes as well, which include infill to Mystic Harbour, Deer Point, Whispering Woods, and Ocean Reef.

2. **Relating to the availability of public facilities:** All public facilities are available to this property, and even more specifically since the passage of Resolution 17-19, public water and sewer are available (with appropriate approval from the Worcester County Commissioners).

3. **Relating to present and future transportation patterns:** The applicant recognizes that there are some traffic issues in this area, but this property is perfectly suited for a commercial development. It has direct frontage on Stephen Decatur Highway, but access can be out the rear, on Sinepuxent Road. Development in this way will prevent congestion on Stephen Decatur Highway.

4. **Relating to the compatibility with existing and proposed development and existing environmental conditions for the area:** The proposal is definitely consistent with existing and proposed development. It is directly across from a Municipal Airport. It abuts commercial zoning to the north. To the south, there is a large area owned by the Town of Ocean City, which is essentially a no build zone as the runway path for the Airport.

The property is literally sandwiched between two roads, so it is hard to imagine any impact on any state waters.

Recommendation of the Planning Commission: Hopefully, the Planning Commission will recommend this rezoning favorably.

5. Relating to compatibility with the Comprehensive Plan: Although designated Agricultural by the Land Use Map, taken as a whole, the applicant asserts that the proposed rezoning is consistent with the Comprehensive Plan.

Respectfully submitted,



Hugh Cropper IV, Attorney for Property Owner

P. 0289

P. 0440

Approved: 6/20/23

P. 0361

P. 0208
L. 2

P. 0445
L. 1B

Note: Rezoning Case No. 417
Approved: 4/17/18

TAYLOR ROBERT J & OTHERS

M. 0026
P. 0274
AC. 39.67

P. 0274
L. 1A

P. 0424

Stephen Decatur Hwy

East Wind Dr

Fisherm

Coastal Dr

Deep Ch

Keel Dr

P. 0629

Anchor Way Dr

Dockside Dr

Ensign Dr

Bay Vista Dr

Cutlass Dr

Mystic Harbour Blvd

Whitetail Ct

Ten Point Ct

Lake Vi

Ocean

Mountain Laurel Ct

ST COAST VENTURES INC

M. 0026
P. 0275
AC. 95.82

EXA

Note: Rezoning Case No. 405
Approved: 5/2/17

P. 0211

P. 0450
L. A

P. 0407
L. 4

P. 0407
L. 5

P. 0407
L. 3

611

P. 0349

P. 0348

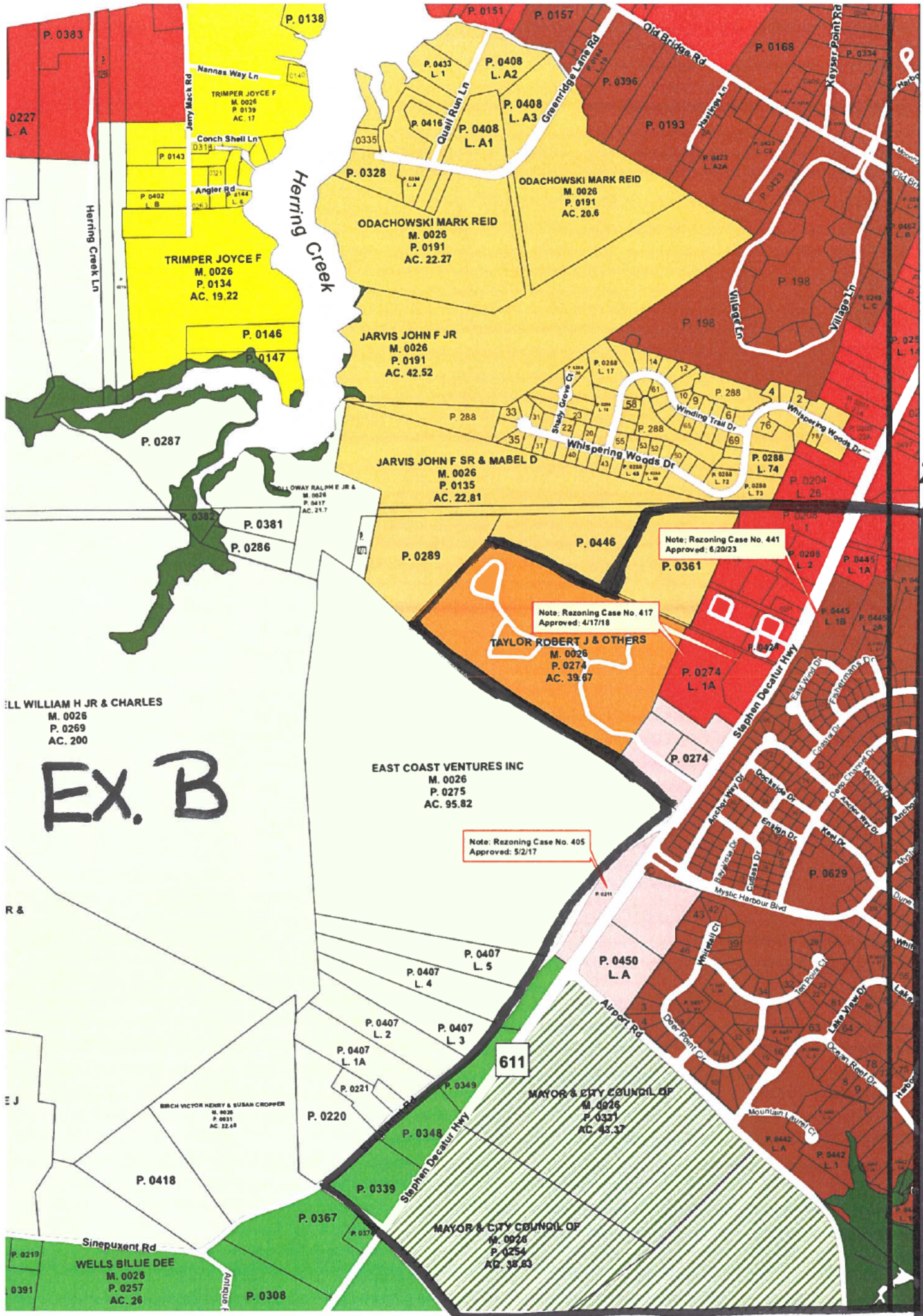
MAYOR & CITY COUNCIL OF

M. 0026
P. 0331
AC. 43.37

Airport Rd

Deer Point Cir

Stephen Decatur Hwy



EX. B