

WORCESTER COUNTY PLANNING COMMISSION AGENDA

Thursday, October 1, 2026

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 – August 6, 2026
- B. Planning Commission Meeting Minutes – September 3, 2026
- C. Board of Zoning Appeals Agenda – October 8, 2026
- D. Technical Review Committee Agenda – October 14, 2026

III. Waiver Request – 611 Holdings II Storage Yard

The applicant is requesting zoning code waivers regarding screening and pavement standards for a proposed gravel storage yard on a 2.42-acre parcel located on the west side of Stephen Decatur Highway Tax Map 26, Parcel 211, C-1 Neighborhood Commercial District, 611 Holdings II, LLC, owner / Vista Design, Inc., applicant/engineer.

IV. Waiver Request – Contractor Shops – 10529 Flower St.

The applicant is requesting zoning code waivers regarding screening and pavement standards for the proposed fit-out of an existing pole building into a contractor shop, as well as the construction of two additional contractor shops. Located at 10529 Flower Street, Berlin, MD, 21811. Tax Map 25, Parcel 275, Tax District 3, A-2 Agricultural District. Build Pines, LLC, owner & applicant / Frank Lynch Jr. & Associates, Inc., surveyor.

V. Atlantic Coastal Bays Growth Allocation Request - Salt Life Park (Phase 3)

Salt Life Phase III - Growth Allocation Request, 12254 Greenridge Lane, Ocean City. Tax Map: 26, Parcel 476. Request to reclassify 10.64 acres from LDA to IDA. Owner: Salt Life Park LLC. Applicant/Agent on behalf of the owner: Hugh Cropper IV.

WORCESTER COUNTY PLANNING COMMISSION AGENDA
Thursday, October 1, 2026

VI. Text Amendment - §Z 1-303 CA Commercial Airport District

§ ZS 1-303(c) - Amending the Commercial Airport District to add international telecommunications cables and a power feeding equipment building as permitted uses.

VII. Adjournment

**WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – August 6, 2026**

Meeting Date: August 6, 2026

Time: 1:00 P.M.

Location: Worcester County Government Office Building, Room 1102

Attendance:

Planning Commission

Jerry Barbierri, Chair
Phyllis Wimbrow, Vice Chair
Marlene Ott
Kathy Drew
Mary Knight
Teresa Purnell-Milbourne

Staff

Jennifer Keener, Director, DRP
Betsy Jackson, Zoning Administrator, DRP
Savannah Guy, DRP Specialist, DRP
Robert Mitchell, Director, Environmental Programs
Katherine Munson, Planning Manager, Environmental Programs
Roscoe Leslie, County Attorney, Administration

I. Call to Order

II. Administrative Matters

A. Review and approval of minutes, July 2, 2026.

As the first item of business, the Planning Commission reviewed the minutes of the July 2, 2026, meeting.

Following a review, a motion was made by Mrs. Ott to approve the minutes. Mrs. Knight seconded the motion, **and the motion passed with no opposition.**

B. Review and approval of minutes, July 9, 2026.

As the next item of business, the Planning Commission review the minutes of the July 9, 2026 Work Session meeting.

Following a review, a motion was made by Mrs. Knight to approve the minutes. Mrs. Ott seconded the motion, **and the motion passed with no opposition.**

C. Board of Appeals Agenda, August 13, 2026.

As the next item of business, the Planning Commission reviewed the agenda for the Board of Zoning Appeals meeting scheduled for August 13, 2026. Staff was present for the review to answer questions and address concerns of the Planning Commission.

No formal comments were forwarded to the Board.

D. Technical Review Committee Agenda, August 12, 2026.

As the next item of business, the Planning Commission reviewed the agenda for the Technical Review Committee meeting scheduled for August 12, 2026. Staff was present for the review to answer questions and address concerns of the Planning Commission.

No formal comments were forwarded to the Committee.

WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – August 6, 2026

III. FY27/28 MALPF Easement Applications Review

The Planning Commission met with Katherine Munson, Planning Manager, Worcester County Environmental Programs, to review the following eleven (11) applications to sell an easement to the Maryland Agricultural Land Preservation Foundation (MALPF) in the FY27/28 application cycle:

- 1) Beauchamp, Map 99, Parcel 6, 2007 New Bridge Road, 55 acres
- 2) Beauchamp, Map 99, Parcel 85, Stockton Road, 75 acres
- 3) Carmean, TM 54, Parcel 18, 6083 Snow Hill Road, 144.5 acres
- 4) Deuberry, TM 48, Parcel 51, Porters Crossing Road, 82.42 acres
- 5) Glad Mar Farms, Inc., Map 69, Parcel 15 and Map 77, Parcel 6A (3 acres withheld), Whitesburg Road, 129.71 acres
- 6) Gravenor, Map 63, Parcel 84, 4915 Pennewell Road, 20.306 acres
- 7) Maddux, Map 91, Parcel 59, New Bridge Road, 144.92 acres (re-application)
- 8) Sterling, Map 100, Parcel 30, Payne/Johnson Roads; 73.52 acres
- 9) Wallace/Hargis, Map 72, Parcel 50, 4308 Paw Paw Creek Road, 205.8 acres
- 10) Watson Powell Land Holdings, Map 56, Parcel 18, Blake Road, 275.74 acres
- 11) Watson Powell Land Holdings, Map 56, Parcel 83, Blake Road, 163.02 acres

Ms. Munson explained as background that the MALPF program is a state program that purchases permanent agricultural easements on farmland across the state. The county works with the program by managing applications, monitoring easements and providing matching funds (general fund). Funding is mainly generated by the real estate transfer tax and the agricultural transfer tax. Certified counties retain more of the agricultural transfer tax to use for easement purchases. She noted that funding is limited due to the state's diversion of \$25 million from Program Open Space annually through 2029 to address other state budget shortfalls. She provided the Planning Commission with a recent newsletter that is sent to participating and interested landowners. Maps were provided to the Planning Commission showing the location of the applicant properties in relation to protected lands, zoning and the draft growth areas. Individual aerial maps of each property were provided. In response to a question, Ms. Munson stated that funding is likely available for purchase of one or possibly two easements on the applicant properties.

Mrs. Wimbrow made the motion to endorse all eleven (11) applications presented, as the applications meet all program requirements and are consistent with the comprehensive plan, and recommend approval of all applications to the Worcester County Commissioners. Mrs. Knight seconded the motion, and the motion carried unanimously (6-0).

III. Comprehensive Plan – Review of Public Comment

Mrs. Keener was present to answer questions during the review of public comment on the Comprehensive Plan. Mr. Barbierri questioned whether they should wait to make a recommendation for the Comprehensive Plan until after the moratorium on data centers is lifted, so that the plan would be able to address data centers as well. Mrs. Keener stated that the Comprehensive Plan could address this type of industry more generally and that the

WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – August 6, 2026

Comprehensive Plan guides legislation. Mrs Drew stated that a moratorium is more legislative and that the Commission should move forward with the recommendation of the Comprehensive Plan.

Mr. Barbierri asked if there was any additional discussion regarding removing Showell from the growth areas. Mrs. Keener noted that this was part of the original discussion of the growth areas and that the growth capacity in the plan is based on Showell.

Following the discussion, a motion was made by Mrs. Knight to provide a favorable recommendation of the plan without any additions or amendments to the County Commissioners. Mrs. Ott seconded the motion, and the motion carried unanimously (6 to 0).

IV. Election of Officers

Mrs. Wimbrow made a motion to amend the rules and procedures to remove officer term limits. Mrs. Knight seconded the motion, and the motion carried unanimously (6 to 0). Staff will bring a draft of the amended rules and procedures to the September meeting.

Contingent upon the passing of the amended rules of procedure, officers were elected.

Mrs. Wimbrow made a motion to elect Mr. Barbierri as Chair. Mrs. Knight seconded the motion and the motion carried (6 to 0).

Mr. Barbierri made a motion to elect Mrs. Wimbrow as Vice-Chair and Mrs. Knight as the Secretary. Mrs. Knight seconded the motion and the motion carried (6 to 0).

Mrs. Knight agreed to remain the Planning Commission representative to the Technical Review Committee.

V. Adjourn

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

Mary Knight, Secretary

Betsy Jackson, Zoning Administrator

**WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – September 3, 2026**

Meeting Date: September 3, 2026

Time: 1:00 P.M.

Location: Worcester County Government Office Building, Room 1102

Attendance:

Planning Commission

Phyllis Wimbrow, Vice Chair

Marlene Ott

Teresa Purnell-Milbourne

Alec French

Staff

Jennifer Keener, Director, DRP

Betsy Jackson, Zoning Administrator, DRP

Zack White, DRP Specialist, DRP

Savannah Guy, DRP Specialist, DRP

Roscoe Leslie, County Attorney, Administration

I. Call to Order

II. Administrative Matters

A. Acknowledgement of August 2026 Minutes

The Commission intended to approve the minutes from the previous month's meeting, however, due to the lack of a quorum, approval was postponed until a quorum is present

B. Planning Commission – Amending Rules of Procedure

As the first item of business, the Planning Commission discussed the proposed amendment to the = Rules of Procedure to eliminate term limits for officers.

Following some brief commentary a motion was made by Mrs. Ott to approve the rules as amended. Mr. French seconded the motion, and **the motion passed with no opposition.**

C. Board of Zoning Appeals Agenda, September 10, 2026.

As the next item of business, the Planning Commission reviewed the agenda for the Board of Zoning Appeals meeting scheduled for September 10, 2026. Staff were present for the review to answer questions and address concerns of the Planning Commission.

No formal comments were forwarded to the Board.

D. Technical Review Committee Agenda, September 9, 2026.

As the next item of business, the Planning Commission reviewed the agenda for the Technical Review Committee meeting scheduled for September 9, 2026. Staff were present for the review to answer questions and address concerns of the Planning Commission.

No formal comments were forwarded to the Committee.

WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – September 3, 2026

III. Major Site Plan Review – Woodside Solar Project – 5589 Woodside Lane

Mr. Charles Walker and Ms. Kendra Knupp from ARM Group approached the table. Mr. Walker asked the commissioners to provide feedback on the updating plans and documents that were submitted.

Mrs. Wimbrow inquired about the location of the project on the parcel in relation to US 113, and Mr. French asked whether the land has been farmed recently. Mr. Walker noted that project will be on the south side of US 113 but was not sure if the land had been farmed recently.

There were further questions to staff from the commissioners about the bonding process and possible upcoming changes to that process.

Once all questions and comments were addressed, a motion was made by Mr. French to forward a favorable recommendation. The motion was seconded by Mrs. Purnell-Milbourne, and **the motion was approved unanimously.**

IV. Major Site Plan Review & Waiver Request – Snow Solar Project – 6413 Timmons Road

Mr. Charles Walker and Ms. Kendra Knupp from ARM Group remained at the table to discuss the project. Mr. Walker gave a brief overview of the project.

Mr. French noted that the plans promise an irrigation system, however inquired about the waiver and the specifics of what the applicant will be free from doing if the waiver is granted. The applicant noted that the waiver will free them of the irrigation requirements and described the project as good candidate for the waiver.

Mr. Walker shared that there is still a landscaping bond and the owner will be responsible for the maintenance of the landscaping.

Once all questions and comments were addressed, a motion was made by Mr. French to forward a favorable recommendation of the site plan with the waiver. The motion was seconded by Ms. Ott, and **the motion was approved unanimously.**

V. Discussion

A few members of the audience expressed concerns regarding a text amendment related to power feed equipment buildings that had been removed from the agenda. The discussion also addressed the public participation process for Planning Commission items and heard citizen inquiries about changing the meeting time and improving notifications to residents regarding Planning Commission matters.

Mrs. Keener noted that the Comprehensive Plan Public Hearing at the County Commissioners meeting will be held on Tuesday, October 6th.

**WORCESTER COUNTY PLANNING COMMISSION
MEETING MINUTES – September 3, 2026**

VI. Adjourn

On a motion made by Mrs. Ott and seconded by Mrs. Purnell-Milbourne, the Planning Commission adjourned.

Mary Knight, Secretary

Betsy Jackson, Zoning Administrator

DRAFT

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

Thursday, October 8, 2026

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. 26-62, on the lands of Michael Levan & Kris Krause, requesting a variance to the rear yard setback from 5 feet to 3.9 feet (an encroachment of 1.1 feet) associated with a proposed deck in the Assateague Point Campground subdivision, A-2 Agricultural District, pursuant to Zoning Code §§ ZS 1-116(c)(4), ZS 1-202(c)(18) and ZS 1-318, located at 8821 Bay Ridge Dr, Tax Map 33, Parcel 347, Lot 155 Tax District 10, Worcester County, Maryland.

6:35 p.m.

Case No. 26-64, on the application of Donald Hall, on the lands of Hall Rentals LLC, requesting a variance to the front yard setback from 50 feet from the center of the right-of-way to 40 feet (an encroachment of 10 feet) and a variance to the side yard setback from 6 feet to 3.5 feet (an encroachment of 2.5 feet) for a proposed first and second floor front porch in the R-4 General Residential District, Pursuant to Zoning Code §§ ZS 1-116(c)(4), ZS 1-208(b)(2), ZS1-305(b)(1) located at 12842 Harbor Rd, Tax Map 27, Parcel 402, Block C, Lot 2 in the Tenth Tax District of Worcester County, Maryland.

6:40 p.m.

Case No. 26-65, on the application of Mark Spencer Cropper, on the lands of Hugh & Tonia Wilde, requesting a variance to the Atlantic Coastal Bays Critical Area Buffer from 100 feet to 20 feet (an encroachment of 80 feet) to construct a fence in the R-1 Rural Residential District, pursuant to Zoning Code §§ ZS 1-116(c)(4), ZS 1-205(b)(2) and Natural Resources Code §§ NR 3-104(d)(4) and NR 3-111, located at 8635 Saddle Creek Dr, Tax Map 33, Parcel 344, Lot 3 in the Third Tax District of Worcester County, Maryland.

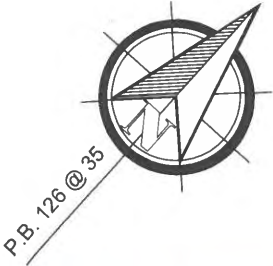
Administrative Matters

amendment to the Rules of Procedure for the upcoming meeting proposing to eliminate consecutive term limits for officers

IMPORTANT NOTICE

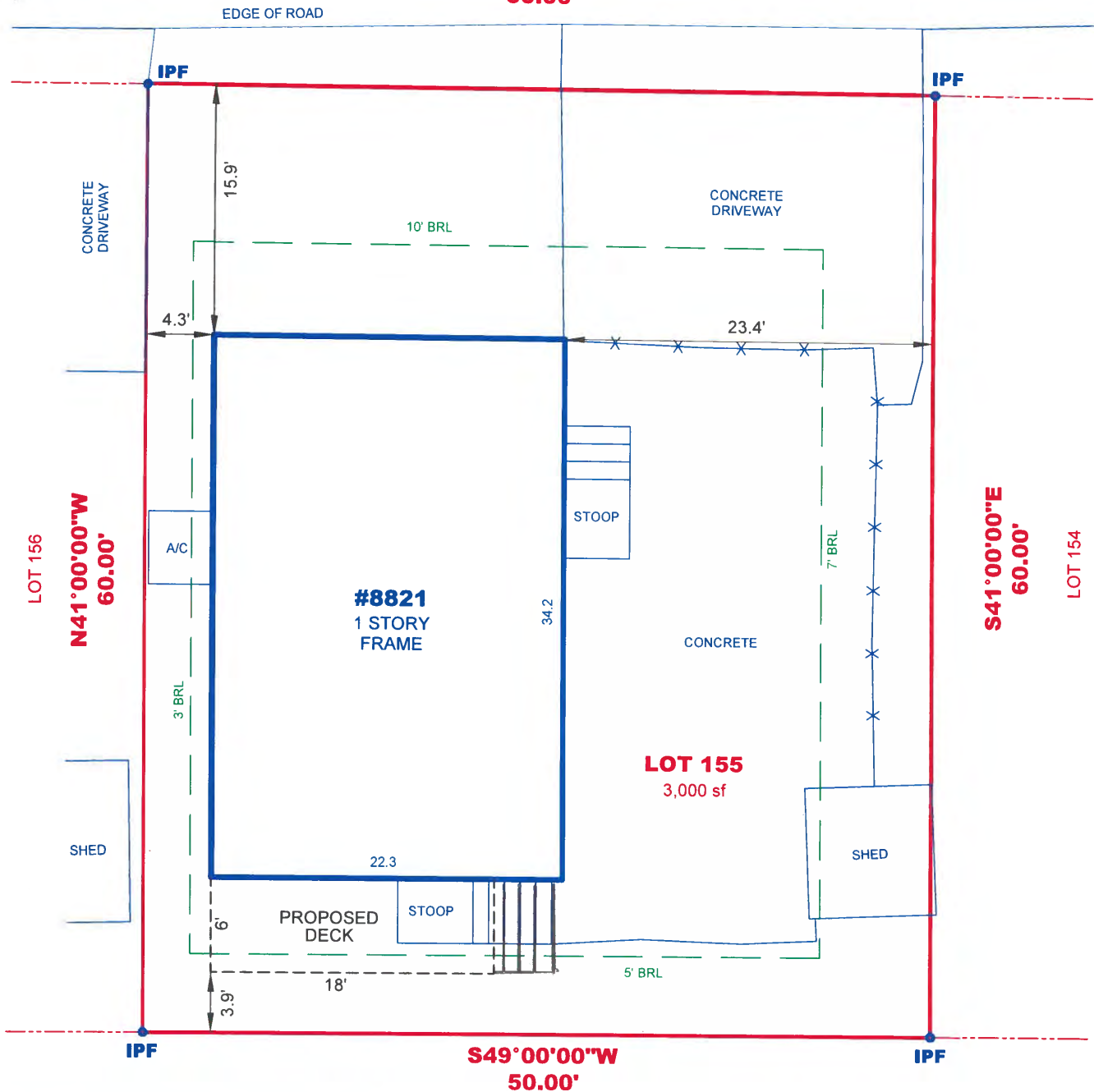
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never require payment by wire transfer. If you receive such an email or call, contact DRP directly at 410-632-1200, and staff will be glad to assist you.



BAY RIDGE DRIVE
N49°00'00"E
50.00'

- LEGEND:**
- IPF - IRON PIPE FOUND
 - RCS - REBAR & BLUE "DULEY" CAP SET
 - POL - RCS, POINT ON LINE (PROPERTY LINE)
 - X - FENCE (LOCATIONS AND DIMENSIONS SHOWN REFER TO CENTER OF POSTS)
 - BRL - BUILDING RESTRICTION LINE
- COLOR KEY:**
- (RED) - RECORD INFORMATION
 - (BLUE) - IMPROVEMENTS
 - (GREEN) - ESMTS & RESTRICTION LINES



BRL NOTE:
BUILDING RESTRICTION LINES (BRL) SHOWN HEREON PER ZONE A2 AND PROVIDED BY WORCESTER COUNTY

PART OF OUTLOT D

LOT LINE & FENCE NOTE:
PLEASE REFER TO CERTIFIED MARKERS FOUND AND/OR SET (AND MARKED IN THE FIELD WITH WOODEN STAKE AND BLUE FLAGGING) FOR ACCURATE LOCATION OF PROPERTY LINES NEAR FENCES AND OTHER IMPROVEMENTS.

BOUNDARY SURVEY OF:
#8821 BAY RIDGE DRIVE
LOT 155
ASSATEAGUE POINTE RESORT
PLAT BOOK 126, PAGE 35
LIBER 8868, FOLIO 338
WORCESTER COUNTY, MARYLAND
SCALE: 1"=10' DATE: 08-11-2026
DRAWN BY: JCM/CP FILE #: 267044 - 700

A Land Surveying Company

DULEY
and
Associates, Inc.

Serving D.C. and MD.

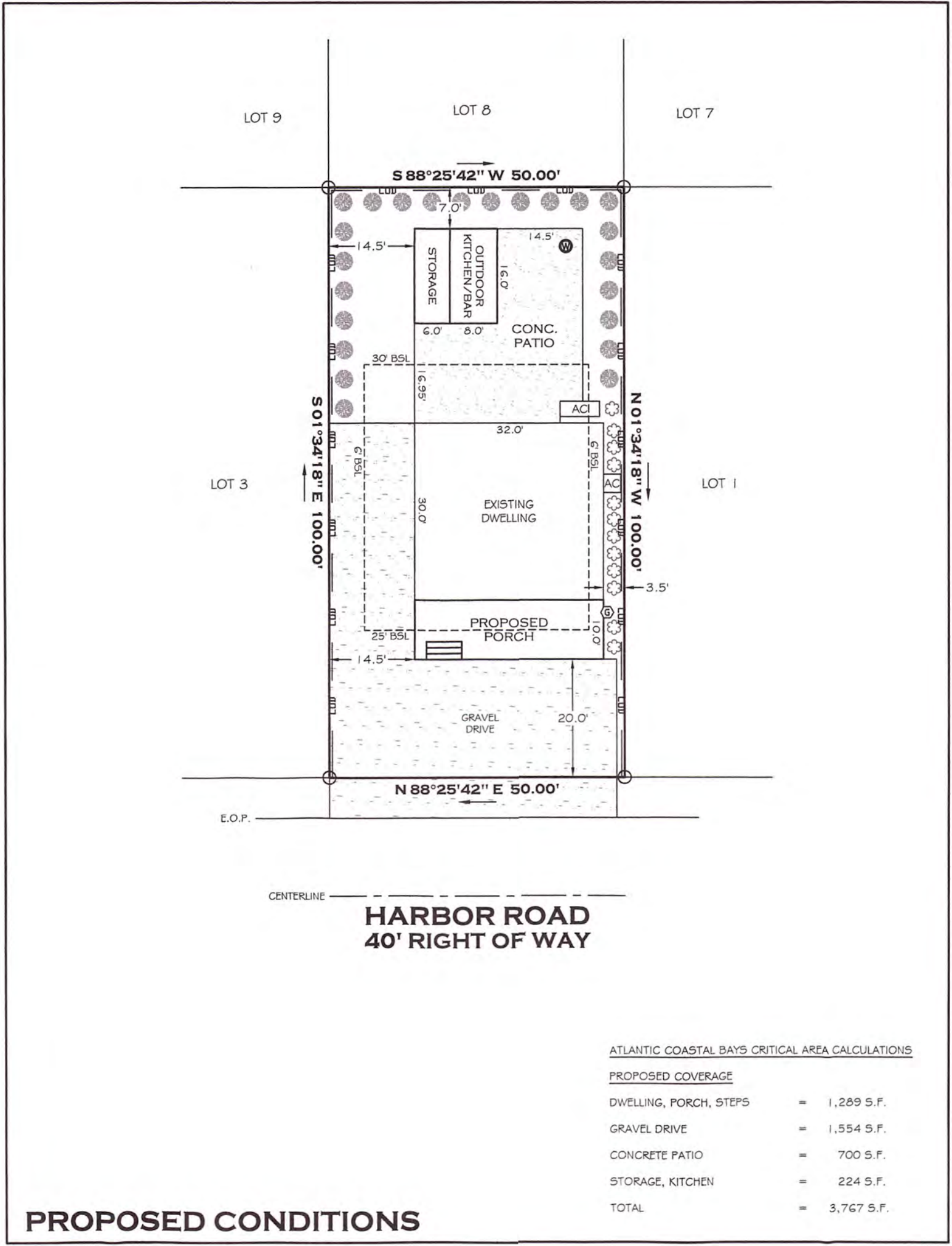
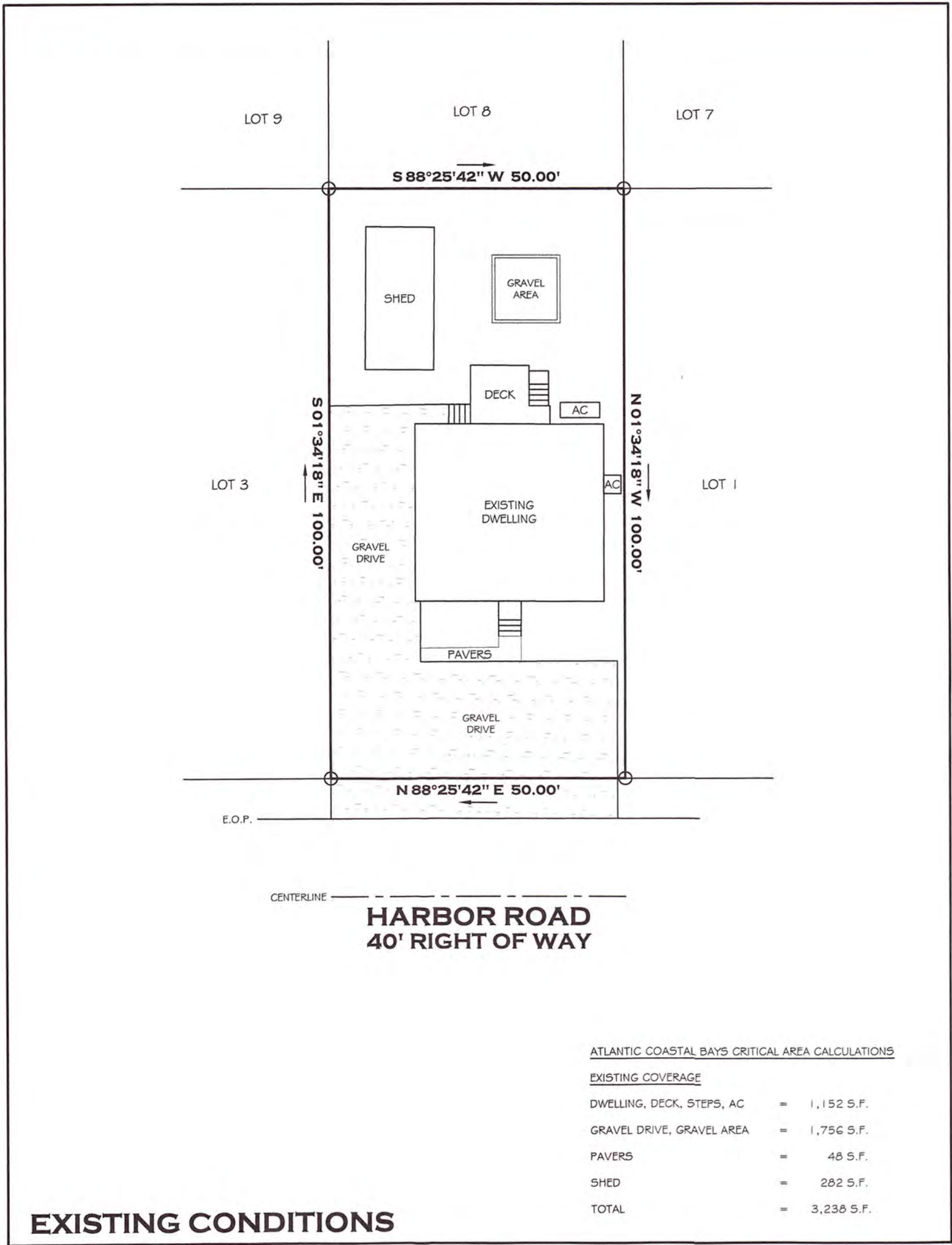
14604 Elm Street, Upper Marlboro, MD 20772
Phone: 301-888-1111 Fax: 301-888-1114
Phone: 1-888-88-DULEY Fax: 1-888-55-DULEY
For survey order/approval forms, prices & more visit us at www.duley.biz



SURVEYOR'S CERTIFICATE

I HEREBY STATE THAT I WAS IN RESPONSIBLE CHARGE OVER THE PREPARATION OF THIS PLAT AND THE SURVEY WORK REFLECTED HEREIN AND IT IS IN COMPLIANCE WITH THE REQUIREMENTS SET FORTH IN REGULATION 12 CHAPTER 09.13.06 OF THE CODE OF MARYLAND ANNOTATED REGULATIONS. NO TITLE REPORT WAS FURNISHED TO NOR DONE BY THIS COMPANY. SAID PROPERTY SUBJECT TO ALL NOTES, RESTRICTIONS AND EASEMENTS OF RECORD. BUILDING RESTRICTION LINES AND EASEMENTS NOT SHOWN ON RECORD PLAT MAY NOT BE SHOWN HEREON.

LICENSE EXPIRATION DATE: 01-16-2027



LEGEND	
○	IRON ROD FOUND
⊙	WELL
⊗	PROPANE TANK
⊕	PR. TREE
⊖	PR. BUSH / PLANT

GENERAL NOTES:

1. ZONED: R-4
SETBACKS
FRONT: 25'
SIDE: 6'
REAR: 30'
2. FLOOD ZONE: X, AS PER FEMA MAP 24047C0180H, EFFECTIVE DATE 07/16/2015.
3. THIS PROPERTY IS LOCATED IN THE CRITICAL AREA DESIGNATED IDA (INTENSELY DEVELOPED AREA).
4. NO TITLE REPORT WAS PROVIDED FOR OUR USE, THEREFORE THIS BOUNDARY SURVEY IS SUBJECT TO ANY ENCUMBRANCES, RESTRICTION, EASEMENTS, AND / OR RIGHTS OF WAY THAT MAY BE REVEALED BY A THOROUGH TITLE SEARCH.
5. A LICENSEE EITHER PERSONALLY PREPARED A BOUNDARY SURVEY OR WAS IN RESPONSIBLE CHARGE OVER ITS PREPARATION AND THE SURVEYING WORK REFLECTED IN IT, ALL IN COMPLIANCE WITH REQUIREMENTS SET FORTH IN REGULATION .12 OF CHAPTER 06 IN TITLE 09, DEPT. OF LABOR, LICENSING, & REGULATION, SUBTITLE 13, BOARD OF PROFESSIONAL LAND SURVEYORS.

BRADLEY A. ABSHER, PROF. LAND SURVEYOR
MD 21165 - EXP. FEB. 03, 2026

TAX MAP #	27
PARCEL	402
DISTRICT	10
COUNTY	WORCESTER
STATE	MARYLAND
AREA	5,000 ± SQ. FT.
DEED REF.	8959 / 240
PLAT REF.	ODC 2 / 74
DRAWN BY	CJP
DATE	08 / 26 / 2026
SCALE	1" = 20'
SURVEY #	MD - 00461

SITE PLAN	
LOT 2, BLOCK C PLAT 1, OCEAN CITY HARBOR	
FOR HALL RENTALS LLC	
12842 HARBOR ROAD, OCEAN CITY, MD 21842	

TRUE NORTH

LAND SURVEYING

35322 BAYARD ROAD
FRANKFORD, DE 19945
302-539-2488

LINE TABLE OF BEARINGS & DISTANCES
FOR TIDAL WETLANDS / SHORELINE

LINE	BEARING	DISTANCE
L1	S 64°26'23" E	30.41'
L2	S 18°32'42" E	27.03'
L3	S 00°15'12" E	36.42'
L4	S 05°13'13" W	27.13'
L5	S 16°53'21" W	21.80'
L6	S 35°57'21" W	32.28'
L7	S 32°40'00" W	31.57'
L8	S 31°26'41" W	39.02'
L9	S 01°52'03" W	23.29'
L10	S 38°33'30" W	19.16'

NOTES:

THIS PROPERTY IS SITUATED WITHIN FLOOD HAZARD ZONES X, X2 & AE (ELEV. 6') AS SHOWN ON FIRM MAP 24047C0170H, DATED 07/16/15.

THIS PROPERTY IS IN THE ATLANTIC COASTAL BAYS CRITICAL AREA, ZONE: LDA (LIMITED DEVELOPMENT AREA).

THE WETLANDS SHOWN ON THIS PLAN WERE DELINEATED BY SPENCER ROWE, INC. AS SHOWN ON AS-BUILT SURVEY DATED 12/30/2019.

4
EXISTING DWELLING



Cal Holloway
7/6/2026
DATE:



Benchmark Land Surveying, Inc.
24 Broad Street
Berlin, MD 21811
410-641-3313
cal@benchmarkmd.com

CATTAIL COURT

PROPERTY ZONED: R-1
MIN. FRONT YARD 35'
MIN. REAR YARD 50'
MIN. SIDE YARD 15'

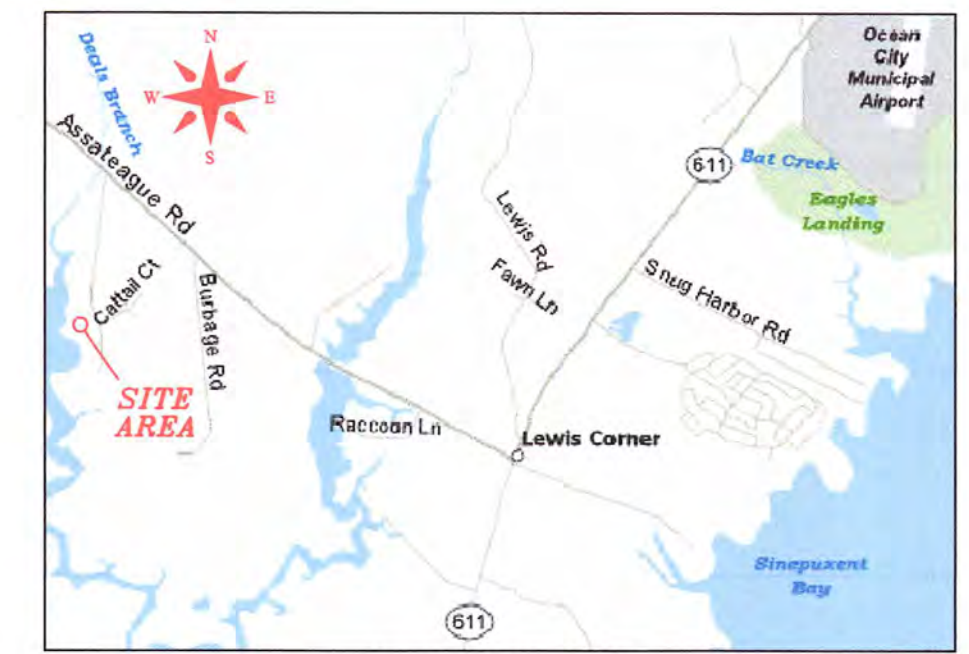
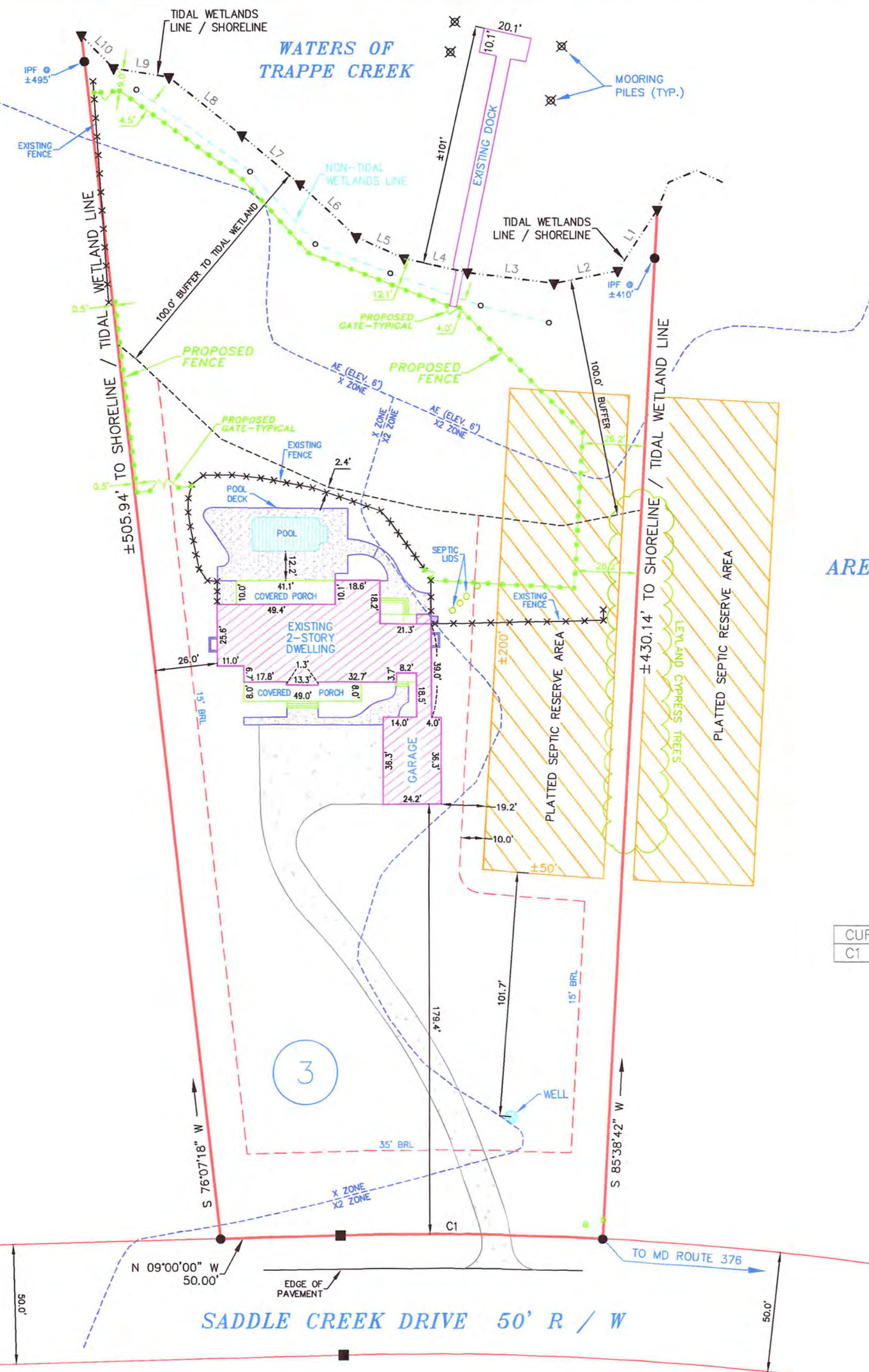
REFERENCE PLAT:
"SUBDIVISION OF LANDS OF
SADDLE CREEK, INC."
BY:
L. E. BUNTING SURVEYS, INC.
DATE: 12/12/89
PLAT BOOK: RHO 124/54

DEED REFERENCE:
SRB 7193/0339
LOT 3
PARCEL 0344
TAX MAP 0033
TAX ACCOUNT ID:
#03-128520

ADDRESS:
8635 SADDLE CREEK DRIVE
BERLIN, MARYLAND 21811
OWNERS:
HUGH F. WILDE, JR.
TONIA B. WILDE

SITE PLAN FOR FENCE
FOR
HUGH & TONI WILDE
SADDLE CREEK
LOT 3

THIRD TAX DISTRICT
WORCESTER COUNTY, MARYLAND
SCALE: 1" = 40' DATE: 07/06/2026
JOB NO. 8695_SP2-Fence



VICINITY MAP



AREA OF LOT 3 TO TIDAL WETLANDS =
±84,699 SQ. FT. (1.944 ACRES)

2
EXISTING DWELLING

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	1356.86'	110.00'	109.97'	N 06°40'39" W

LEGEND:

- DENOTES CONCRETE MONUMENT, FOUND
- DENOTES IRON PIPE, FOUND
- DENOTES FLOOD ZONE LINE



**WORCESTER COUNTY TECHNICAL REVIEW COMMITTEE
AGENDA**

**Wednesday, October 14, 2026 at 1:00 p.m.
Worcester County Government Center, Room 1102, One West Market Street,
Snow Hill, Maryland 21863**

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

II. Site Plan Review (§ ZS 1-325)

A. Bayside Jet Drive – Major Site Plan Review

Proposed development of a commercial boat sales & parts facility/ warehouse. Located on Ocean Gateway, Ocean City, MD Tax Map 26, Parcel 0123, C-2 General Commercial District, EFJ Reals Estate LLC, owner / Vista Design, Inc., engineer.

B. Fisher Family Partnership Storage Building – Minor Site Plan

Proposed storage building on the lands of Fisher Family partnership. Located at 11502 Ocean Gateway, Berlin, MD 21811. Tax Map 26, Parcel 322, C-3 Highway Commercial District. Fisher Family Partnership, owner / Frank Lynch Jr & Assoc., surveyor.

C. Outer Banks Residential Planned Community – Step 1 Review

Proposed Residential Planned Community Step -1 Concept Plan for a 59 dwelling unit community located on Racetrack Road. Tax Map 15, Parcels 130/191, R-2 Residential District. Ocean Pines Plaza Partnership, owner / Vista Design Inc., engineer.

WORCESTER COUNTY PLANNING COMMISSION

MEETING DATE: October 1, 2026

PURPOSE: Zoning Waiver Request

DEVELOPMENT: 611 Holdings II Storage Yard

PROJECT: Proposed construction of a gravel boat storage lot

LOCATION: Located at Stephen Decatur Highway and Sinepuxent Road, Ocean City, MD 21842. Tax Map 26, Parcel 211.

ZONING DESIGNATION: C-1 Neighborhood Commercial

BACKGROUND: This project went before the Technical Review Committee (TRC) on April 8th, 2026. The TRC is the approval authority for this project, however the applicant has requested zoning waivers that require Planning Commission approval.

LANDSCAPING & SCREENING: The applicant does not propose any landscaping or landscaped screening for the project. They do however propose an 8-foot chain-link fence with black privacy slats to satisfy their screening requirements.

PARKING & VEHICLE TRAVELWAYS: The applicants propose a gravel lot for the driving and parking areas.

PROPERTY OWNER: 611 Holdings II, LLC

APPLICANT/ENGINEER: Vista Design, Inc.

PREPARED BY: Zack White, DRP Specialist

PLANNING COMMISSION CONSIDERATIONS – SITE PLAN WAIVERS

The applicant is requesting waivers to the following code requirement:

- 1) §ZS1-322(e) Landscaping applicability
- 2) §ZS1-320(f)(1): Improvements and maintenance requirements for parking area and vehicular travel ways.

Planning Commission Waiver Request 611 Holdings II Storage Yard

Project Description and Site Conditions:

The subject property, identified as Tax Map 0026, Parcel 211, consists of approximately 2.42 acres and is located on the west side of Maryland Route 611 (Stephen Decatur Highway), across from Mystic Harbor in Worcester County. The parcel also fronts Sinepuxent Road, which will provide access to the proposed gated storage yard. The site is currently undeveloped, primarily wooded, and generally flat, with existing land cover consisting of open grass area, existing woods, non-tidal wetlands, and wetland buffer.

The project proposes a gated, protected gravel storage yard for boats on trailers, with two paved commercial entrances from Sinepuxent Road to provide pull-through access for towing vehicles and trailers. The storage yard will include compacted gravel storage and circulation areas, paved entrances, open grass area, and retained existing woods. An 8-foot-high chain-link fence with black privacy slats will enclose the storage area, control access, and serve as the primary visual barrier.

Stormwater management requirements will be met through the use of two M-2 Submerged Gravel Wetland facilities. Forest Conservation requirements will be addressed by retaining the northern portion of the site, which consists of existing woods, wetlands, and wetland buffer, and by mitigating the remaining Forest Conservation requirements at a 2:1 ratio offsite at an existing nearby mitigation bank.

Waiver Requests

The proposed site plan incorporates paved commercial entrances, a compacted gravel surface for the gated boat storage yard, stormwater management facilities, retained natural resource areas, and an 8-foot-high perimeter fence with black privacy slats. The Applicant respectfully requests Planning Commission approval of the following waivers to allow the project to function safely and efficiently while maintaining appropriate screening, stormwater management, and environmental protection measures.

1. Gravel Boat Storage Yard Surface - §ZS1-320(f)(1)

§ZS1-320(f)(1) requires parking areas and vehicular travelways to have a hard and durable surface and identifies concrete, asphalt, tar and chip, brick, and interlocking paving systems as acceptable materials. The section allows gravel or similar materials when approved by the Planning Commission and supplied and maintained with a binding agent.

The storage yard is proposed as a low-speed, low-volume gated facility for boats on trailers. The commercial entrances and public-road interface will be paved, while the proposed gravel surface will be limited to the secured interior storage and circulation area.

Requiring asphalt or concrete over the entire storage yard would add substantial construction cost and create a more intensive paved condition while providing little operational benefit for this use. A properly compacted gravel surface provides durable support for towing vehicles and boat trailers, is appropriate for low-speed storage-yard traffic, and can be readily maintained.

The gravel lot will be properly compacted, graded, and regularly maintained to provide a stable, safe, and functional surface. Ongoing maintenance will include periodic regrading and material replenishment as necessary.

The Applicant respectfully requests a waiver from §ZS1-320(f)(1) to permit the proposed compacted gravel surface for the storage yard, subject to regular maintenance of the gravel lot.

2. **Landscape Screening - §ZS1-322(e)**

§ZS1-209(c)(14) establishes the landscape screening requirement for the proposed storage yard, and §ZS1-322(e) establishes the applicable screening standards and expressly authorizes the Planning Commission to modify or waive those standards due to special circumstances or conditions.

The site plan proposes an 8-foot-high chain-link fence with black privacy slats around the storage yard. The privacy slats will form a continuous visual barrier that screens the boats on trailers from adjacent roads and properties, thereby satisfying the visual purpose of the screening requirement.

Along Maryland Route 611, only a 5-foot setback is available in front of the proposed fence. This narrow area does not provide adequate planting width for large screening trees or shrubs without conflicts with the fence, the road right-of-way, and long-term plant establishment and maintenance.

Along Sinepuxent Road, a drainage swale is located between the proposed fence and the road. Planting large screening material within the swale would interfere with the swale's drainage conveyance and routine maintenance and could reduce its functional capacity.

Because the available roadside areas cannot support effective landscape screening without creating access, maintenance, or drainage conflicts, the slatted privacy fence provides a practical and durable alternative. The requested waiver will keep the roadside swale clear and functional while providing an effective year-round visual barrier.

Pursuant to §ZS1-322(e), the Applicant respectfully requests that the Planning Commission waive the landscape screening standards applicable under §ZS1-209(c)(14) to permit the proposed 8-foot-high chain-link fence with black privacy slats to serve as the visual screening barrier in lieu of large landscape screening material along Maryland Route 611 and Sinepuxent Road, based on the special circumstances and conditions created by setback limitations, drainage infrastructure, and long-term maintenance considerations.

Summary of Requested Planning Commission Waivers:

1. A waiver from §ZS1-320(f)(1) to allow a compacted gravel surface for the gated storage yard, subject to regular maintenance of the gravel lot.
2. A waiver under §ZS1-322(e) of the landscape screening standards applicable to the requirement established by §ZS1-209(c)(14), allowing the 8-foot-high chain-link fence with black privacy slats to provide visual screening in lieu of large landscape material along Maryland Route 611 and Sinepuxent Road due to the site's special circumstances and conditions.

Thank you,

Bruce Howe



SITE DATA

OWNER
611 Holdings II, LLC
57 Randolph Rd
Silver Spring, MD 20904
Contact: Mr. Jeremy Duffie
Ph: (301) 434-6166
Email: jeduffie@Duffieinc.com

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

SITE INFORMATION

Tax Map 0026
Parcels 211
Tax District 10th
Deed Book/Page 8525 / 31
Existing / Zoning C-1 Neighborhood Commercial District
Rezonning Case No. 405 Approved: 05/02/17
C-1 Neighborhood Commercial District
Proposed Land Use Wooded
Proposed Land Use Storage Yard
Minor Site Plan

Bldg. Height Maximum 40' Height per Airport Air Space Easement
Liber RHO 2403, Folio 307 & Liver WCL 1367, Folio 376

Setbacks
Front 25' (from CL of Sinepuxent Rd)
• Per BZA Variance Request (Case No. 26-24) to reduce the Setback to 25' from the CL of Sinepuxent Rd
25' (from PL/ROW of MD Rt. 611)
• Per BZA Variance Request (Case No. 26-24) to reduce the Setback to 5' from the PL/ROW of MD Rt. 611
Side 6' (Each)
Rear N/A

NON-TIDAL WETLANDS

Non-Tidal Wetlands are present on this parcel, however no Wetlands are present within the Limit of Disturbance. The wetlands shown on this plan were delineated by Coastal Compliance Solutions, LLC.

FLOOD ZONE

This property is Located Within Flood Zone X (Areas determined to be outside of the 0.2% annual chance floodplain)) Per FEMA Map # 24047C0180H Dated July 16, 2015

WORCESTER COUNTY ATLANTIC COASTAL BAYS CRITICAL AREA LAW

This property is located outside of the Atlantic Coastal and Chesapeake Bay Critical Area Program.

PROPOSED LAND USE

SITE AREA
Total Site Area ±105,413 sf / ±2.42 Ac
Limits of Disturbance ± 87,210 sf / 2.00 Ac

EXISTING LAND USE

Existing Grass / Open Space ±0.05 Ac
Existing Vegetation ±2.37 Ac (Includes ±0.21 Ac of Non-Tidal Wetlands)

PROPOSED LAND USE

Gravel Storage Yard ±1.28 Ac
Entrance ±0.06 Ac
Existing Vegetation to Remain ±0.59 Ac (Includes ±0.21 Ac of Non-Tidal Wetlands)
Grass / Open Space ±0.49 Ac

****TOTAL PROPOSED IMPERVIOUS ±1.34 Ac**

DATUM

Horizontal Maryland State Plane / NAD 83
Vertical NAVD 88

FOREST CONSERVATION STATEMENT

This site is subject to the Worcester County Forest Conservation Law. This site is subject to Forest Conservation Plan No. 24-09. This site has been subject to a regulated activity under the Worcester County Forest Conservation Law. Any future approval of this site for a regulated activity shall be subject to the County Forest Conservation Law. A Forest Conservation Easement Plat has been approved and is on file with the Department of Environmental Programs. A and Perpetual Protective Agreement, Deed of Forest Conservation Easement, will be recorded simultaneously with this plat in the Land Records of Worcester County, Maryland.

SHEET INDEX

SHEET G 001	COVER SHEET
SHEET C 200	SITE PLAN & DETAILS
SHEET C 201	SITE GRADING PLAN
SHEET C 202	SITE PLAN DETAILS
SHEET C 300	EXISTING CONITIONS STORMWATER PLAN
SHEET C 301	STORMWATER MANAGEMENT PLAN
SHEET C 302	STORMWATER MANAGEMENT PLAN
SHEET C 400	EROSION AND SEDIMENT CONTROL PLAN
SHEET C 401	EROSION AND SEDIMENT CONTROL DETAILS

611 HOLDINGS II

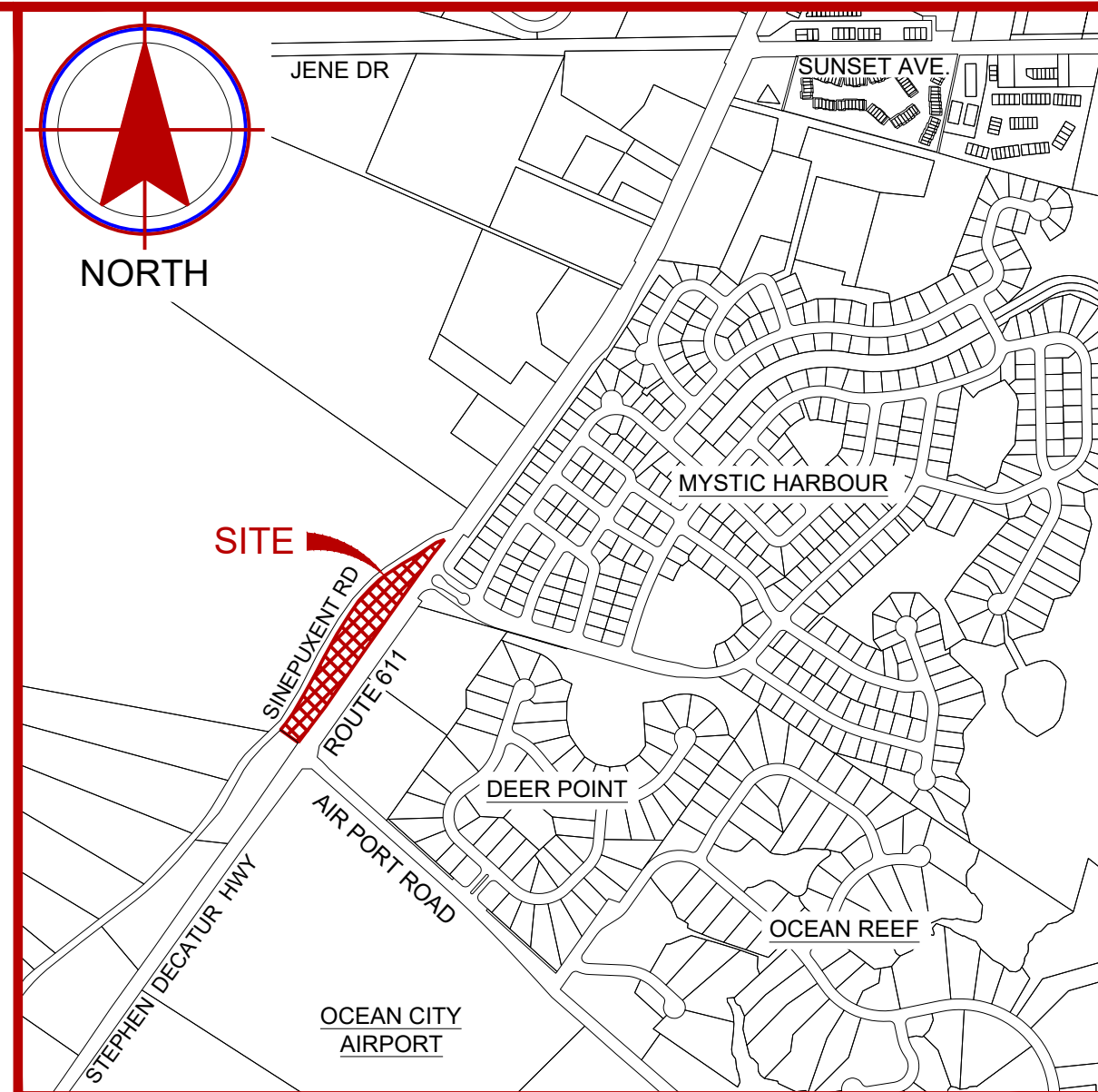
STORAGE YARD

MINOR SITE PLAN

WEST OCEAN CITY, MARYLAND
WORCESTER COUNTY

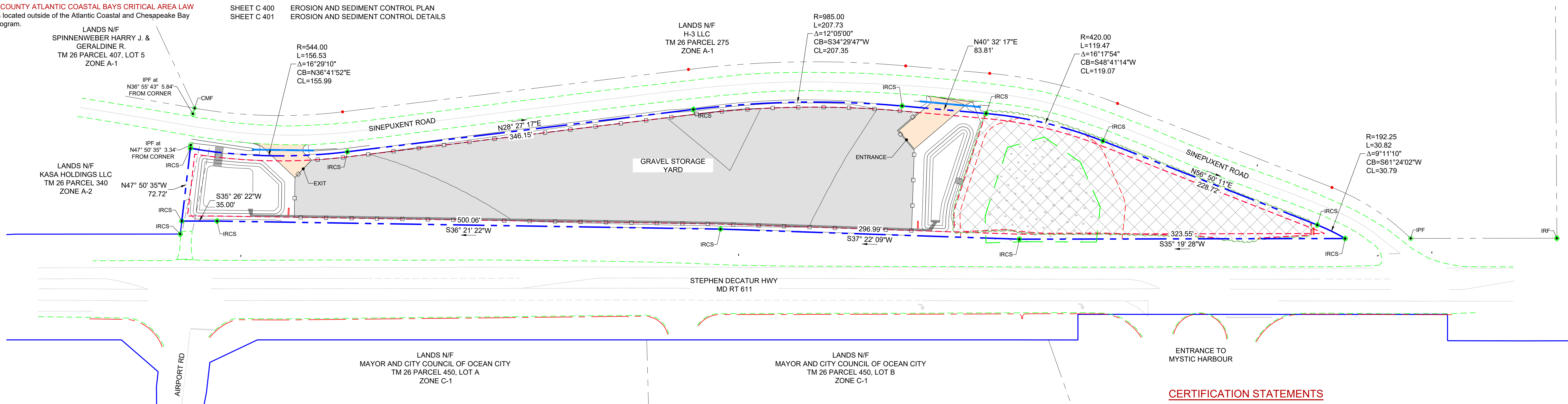
GENERAL NOTES

- 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:
Jeremy Duffie 301-434-6166
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 no 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 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.



VICINITY MAP

SCALE: 1" = 2,000'



BZA VARIANCE APPROVALS (CASE NO. 26-24)

- Special Exception ZS 1-209 (c)(15)**
 - Request a Special Exception for a Storage Yard
- Setbacks**
 - Front Yard Setback ZS 1-305(b)(1)** - Along Sinepuxent Rd
 - Existing 50' (from CL of Sinepuxent Rd)
 - Request a 25' Setback from the CL of Sinepuxent Rd
 - Front Yard Setback ZS 1-305(b)(2)** - Along MD Rt. 611
 - Existing 50' Setback from the ROW of MD Rt. 611
 - Request a 5' Setback from the ROW of MD Rt. 611
- Fence Height ZS 1-305(k)(3A)** - Within the Front Yard Setback
 - Request a 8' High Privacy Fence around the gravel storage area
- Screening ZS 1-322 (e)(4)**
 - Request the Planning Commission to waive the requirement concerning visual screening, via landscaping, between incompatible land uses

0 25 50 100 150
SCALE: 1" = 50'

CERTIFICATION STATEMENTS

- All phases of stormwater management calculations, structure design and construction will adhere to current Maryland Standards and Specifications for Stormwater Management and the stormwater management plan for this site.
- All information set forth in this plan accurately conveys this site's conditions to the best of my knowledge.
- All structural devices for stormwater management will be protected by proper soil erosion and sediment control devices until all contributing areas have passed final stabilization inspection.
- The contractor and owner shall provide supervision and certification of all construction of stormwater management practices that provide infiltration and filtering.
- Contact the Maryland Department of the Environment (MDE) inspector to schedule a pre-construction meeting at least 48 hours prior to commencing any site work. Failure to do so may result in an immediate "STOP WORK ORDER"
- Any clearing, grading, construction, or development will be done pursuant to the approved erosion and sediment control plan, including inspecting and maintaining controls, and that the responsible personnel involved in the construction project will have a Certificate of Training at a Maryland Department of the Environment (MDE) approved training program for the control of erosion and sediment prior to beginning the project. Additionally, the owner or developer shall certify right of entry for periodic on-site evaluation by the appropriate enforcement authority and/or MDE.

Jeremy Duffie - 611 Holdings II

DATE

Chairperson - Worcester County Development Review & Permitting

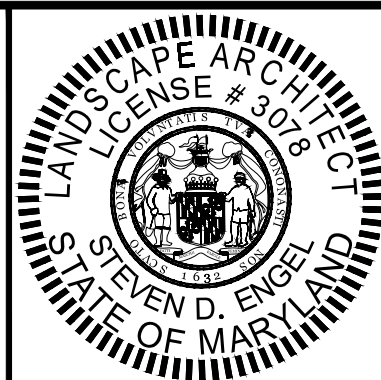
DATE

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NOTE:

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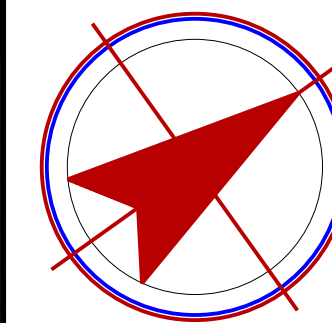
611 HOLDINGS II
STORAGE YARD

COVER SHEET
MINOR SITE PLAN

PROJECT DATA

Tax Map: 26 Parcel: 211
WEST OCEAN CITY
WORCESTER COUNTY, MARYLAND
Drawn By: BZ Checked By: SDE
Date: 08/20/26
Scale: 1" = 50'

REVISIONS



Project No:

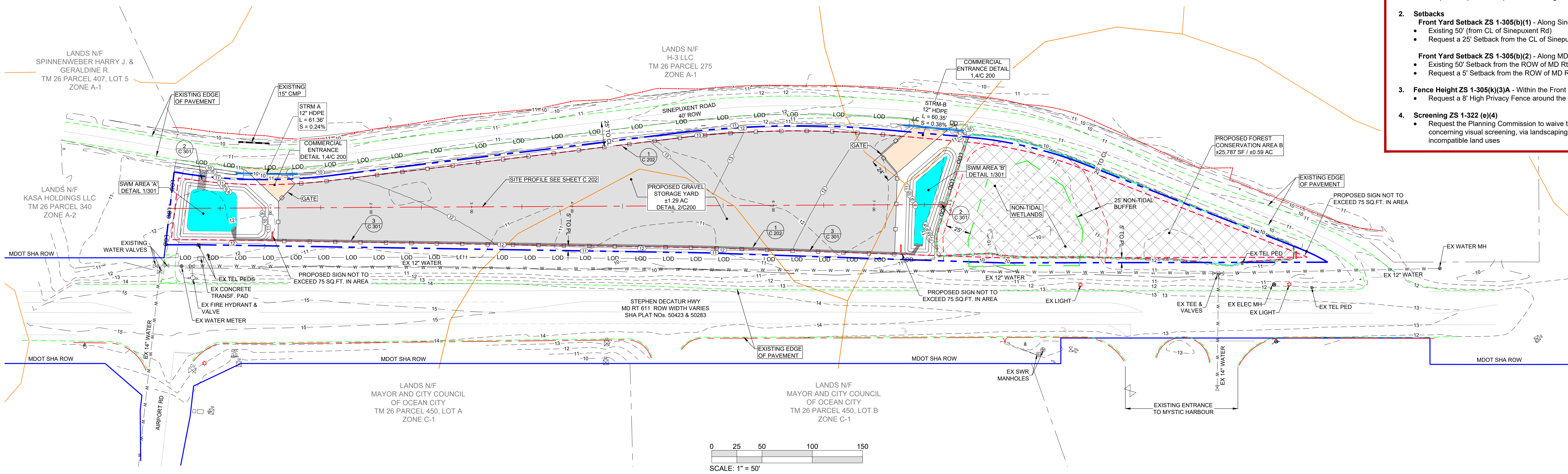
23-051

File Name:

SP 071526.dwg

Sheet No:

G 001

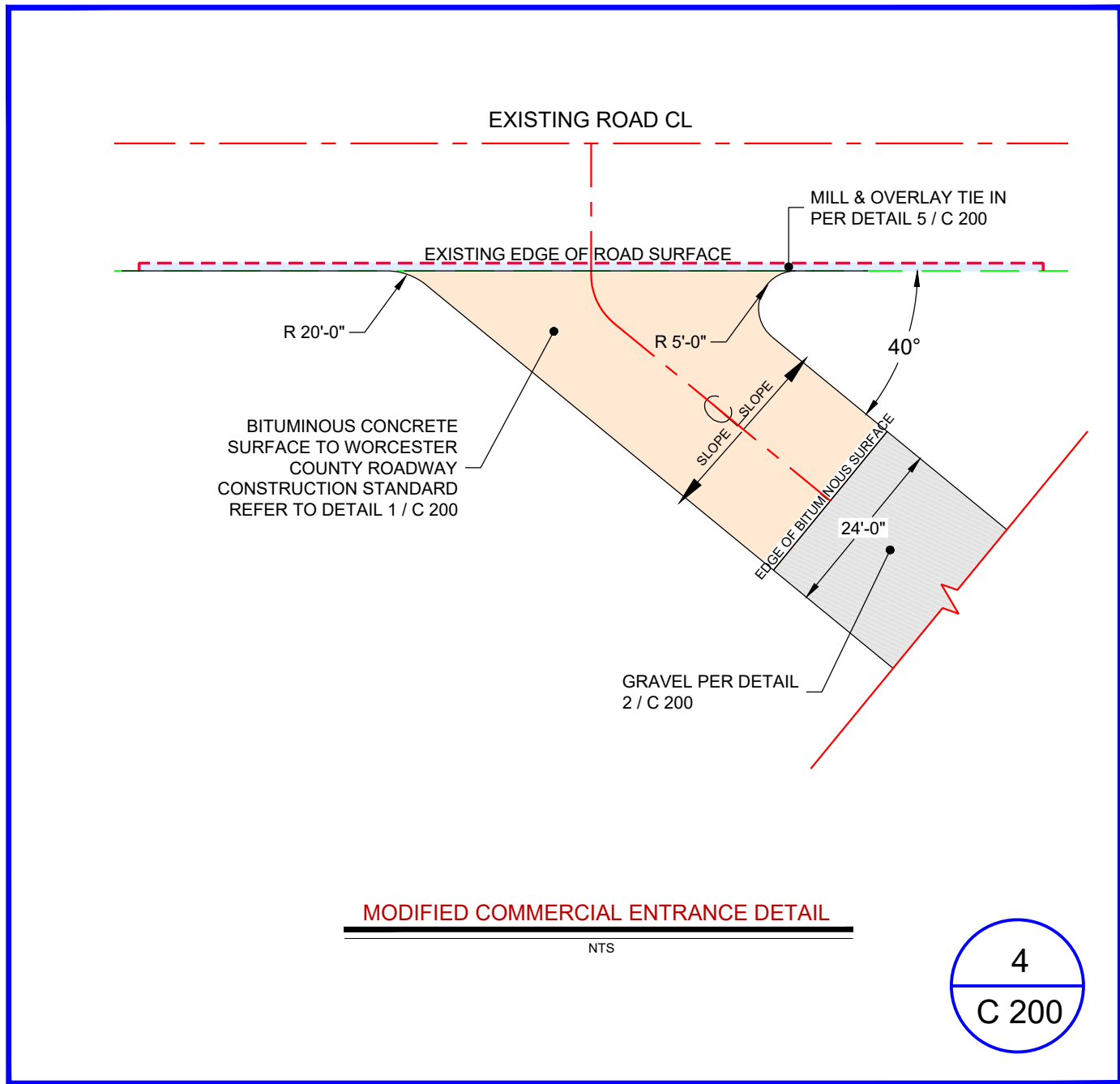
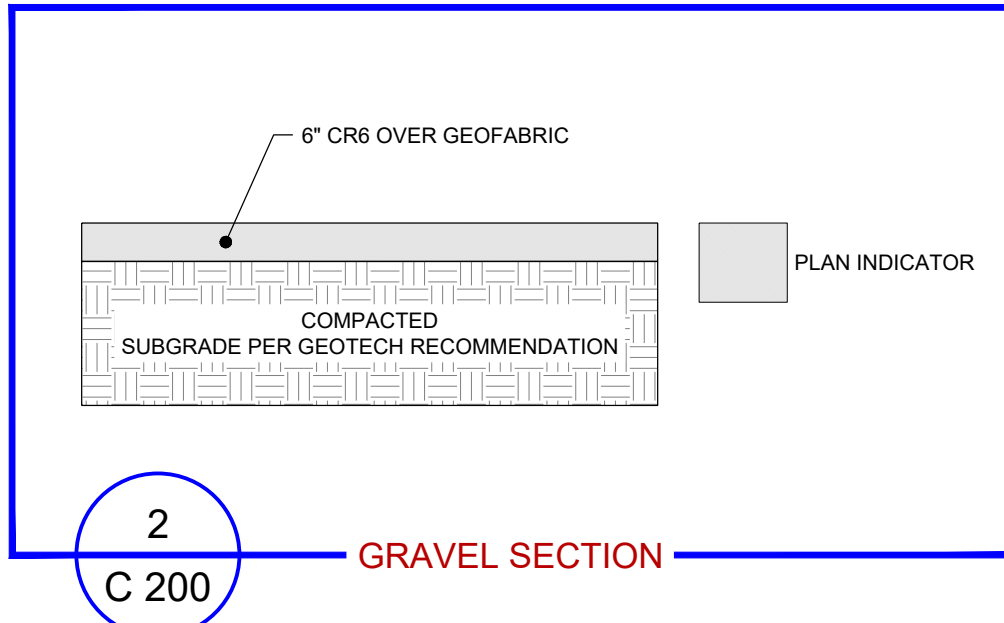
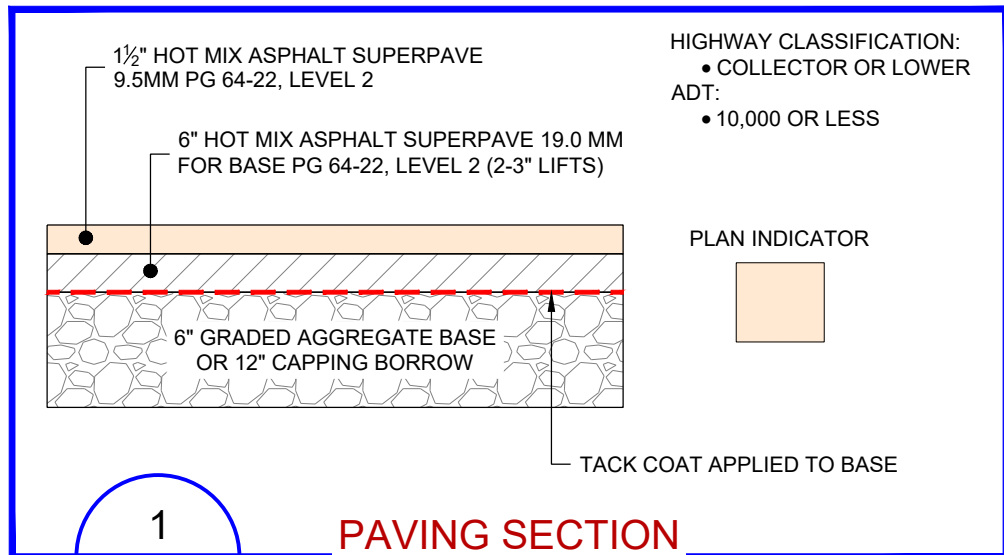


VARIANCE REQUEST

- Special Exception ZS 1-209 (c)(15)**
 - Request a Special Exception for a Storage Yard
- Setbacks**
 - Front Yard Setback ZS 1-305(b)(1)** - Along Sinepuxent Rd
 - Existing 50' (from CL of Sinepuxent Rd)
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- Fence Height ZS 1-305(k)(3)A** - Within the Front Yard Setback
 - Request a 8' High Privacy Fence around the gravel storage area
- Screening ZS 1-322 (e)(4)**
 - Request the Planning Commission to waive the requirement concerning visual screening, via landscaping, between incompatible land uses

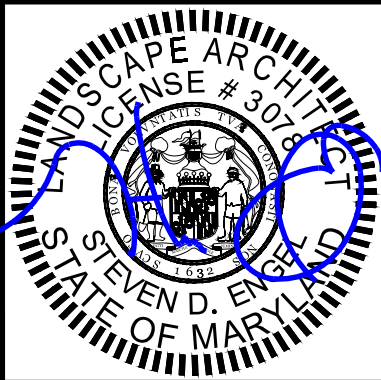
LEGEND

- Property Line
Adjacent Property Line
MDOT SHA Right of Way
Existing Front Yard Setback
Proposed Front Yard Setback
Existing Edge of Pavement
Existing 1x Contour
Existing 5x Contour
Non-Tidal Wetlands
25' Non-Tidal Wetland Buffer
EX Treeline
Soils Boundary
EX Electric Manhole
EX Telephone Pedestal
EX Fire Hydrant
EX Water Line
EX Water Meter / Manhole
EX Storm Drain
EX Signs
PR Edge of Pavement
PR 1x Contour
PR 5x Contour
Limits of Disturbance
PR Gravel
PR Entrance Pavement
PR Fence



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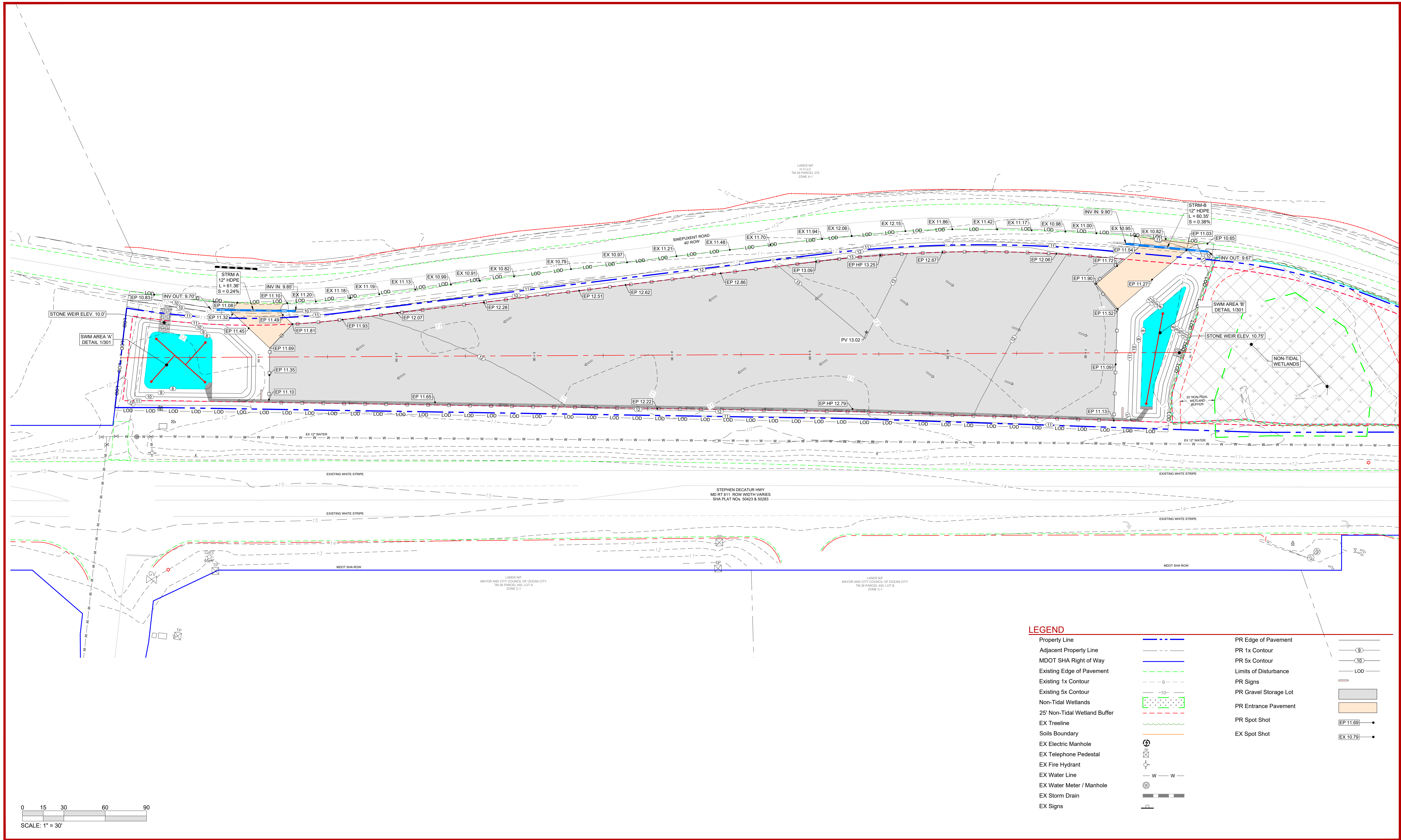


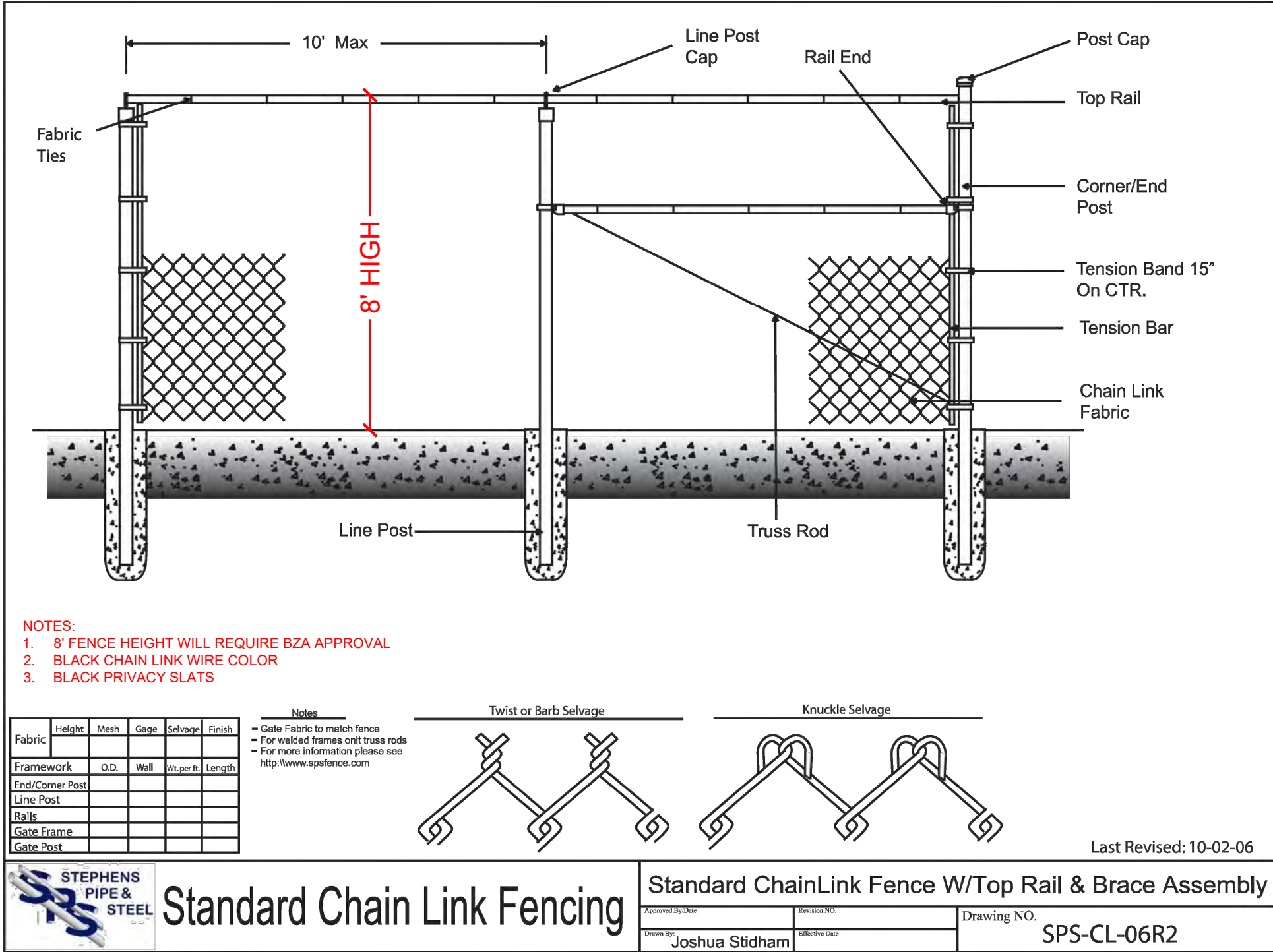
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611 HOLDINGS II
STORAGE YARD

SITE PLAN & DETAILS
MINOR SITE PLAN

PROJECT DATA		REVISIONS			Project No: 23-051
Tax Map: 26	Parcel: 214				
WEST OCEAN CITY					
WORCESTER COUNTY, MARYLAND					
Drawn By: BZ	Checked By: SDE				
Date: 08/20/26					File Name: SP 071526.dwg
Scale: 1" = 50'					Sheet No.: C 200

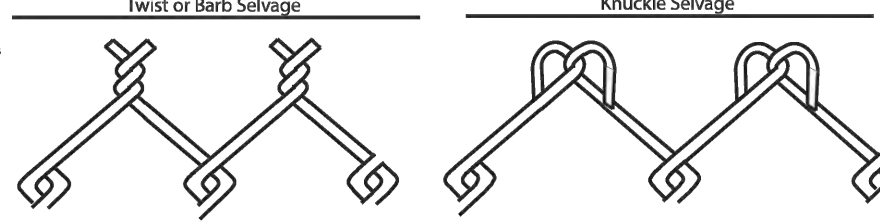




- NOTES:
1. 8' FENCE HEIGHT WILL REQUIRE BZA APPROVAL
 2. BLACK CHAIN LINK WIRE COLOR
 3. BLACK PRIVACY SLATS

Fabric	Mesh	Gate	Finish
Framework	O.D.	Wall	Length
End/Corner Post			
Line Post			
Gate Post			
Gate Frame			
Gate Post			

Notes:
- Gate Fabric to match fence
- For welded frames only truss rods
- For more information please see
http://www.spsfence.com

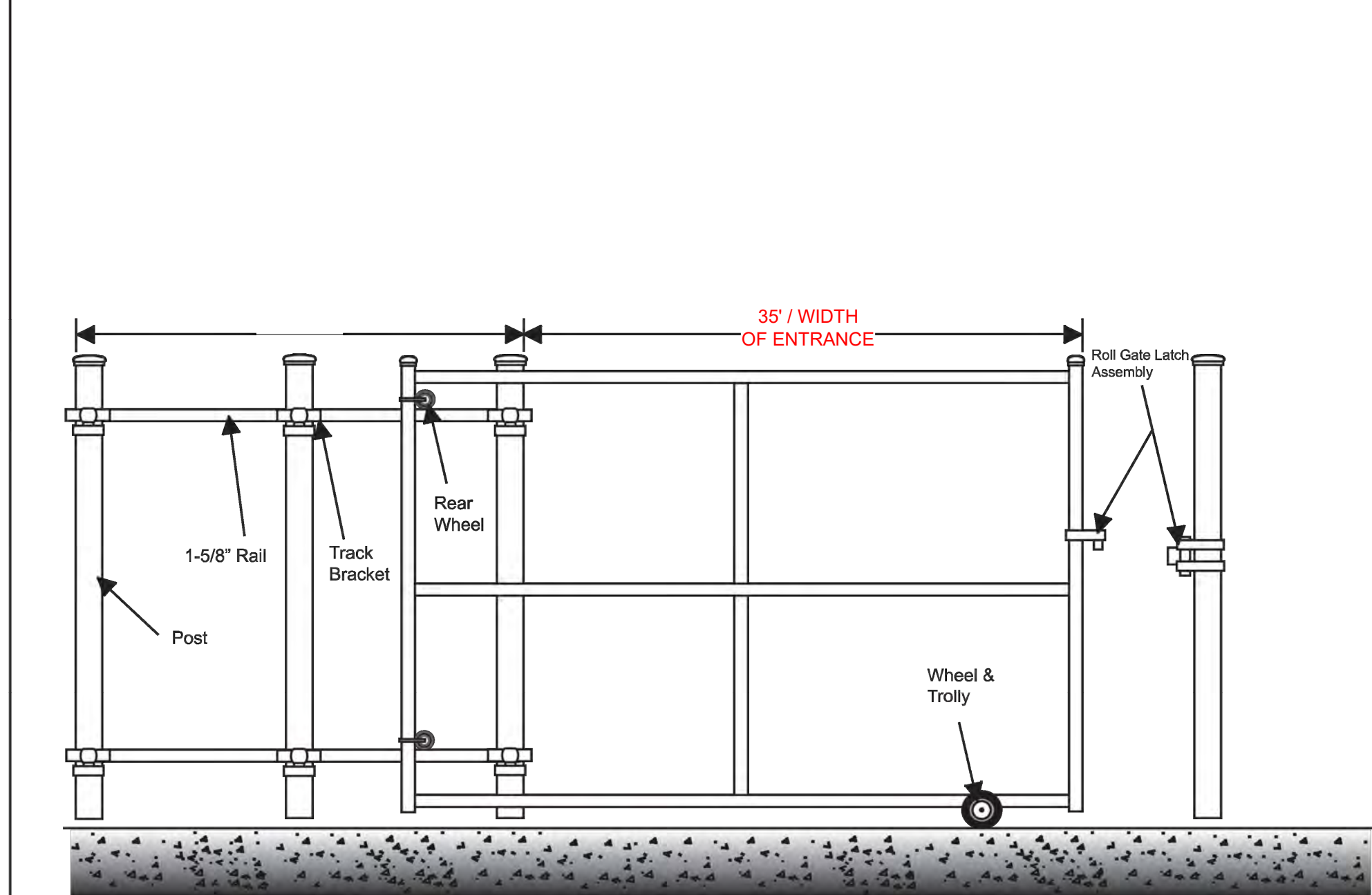


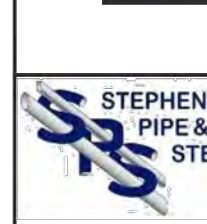
Last Revised: 10-02-06

**Standard Chain Link Fencing**

Approved By:
Joshua Stidham

Revision No:
Drawing NO:
SPS-CL-06R2



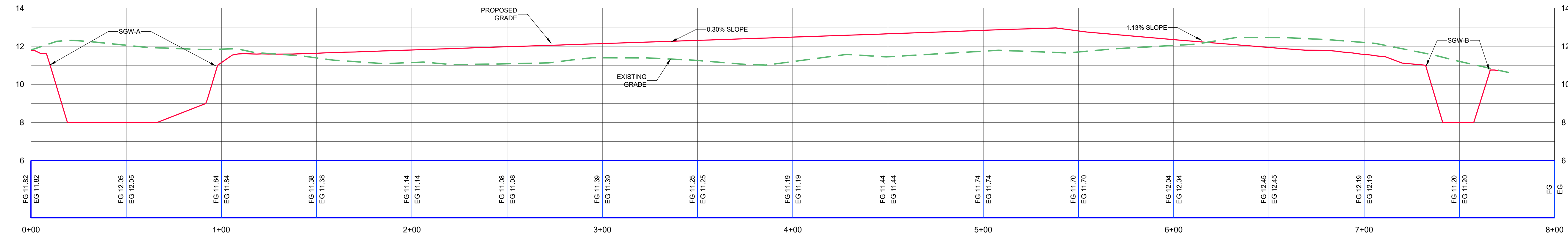
**SPS Standard Chainlink Systems**

Approved By:
Joshua Stidham

Revision No:
Drawing NO:
RL-G-

REVISD 07-11-06

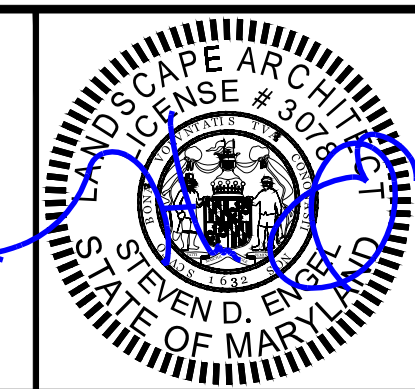
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C 201



SITE PROFILE

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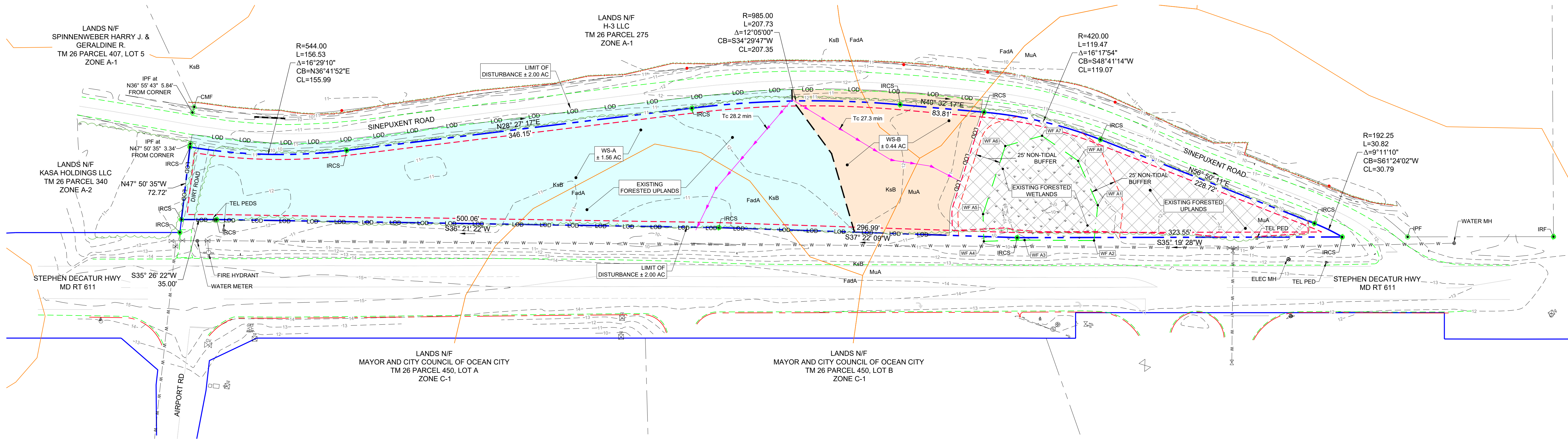


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611 HOLDINGS II
STORAGE YARD

SITE PLAN DETAILS
MINOR SITE PLAN

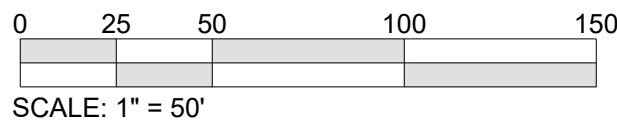
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Tax Map: 26	Parcel: 211			
WEST OCEAN CITY				
WORCESTER COUNTY, MARYLAND				
Drawn By: BZ	Checked By: SDE			
Date: 08/20/26				
Scale:	NTS			



USDA SOIL SURVEY TABLE					
TM 0026 PARCEL 0211					
MAP SYMBOL	MAP UNIT NAME	HYDROLOGIC SOIL RATING	K FACTOR	HYDRIC RATING	PERCENT OF AOI
FadA	Fallsington sandy loams, 0 to 2 percent slopes, Northern Tidewater Area	B/D	0	PREDOMINANTLY HYDRIC	17%
KsB	Klej loamy sand, 2 to 5 percent slopes	A/D	0.15	PREDOMINANTLY NONHYDRIC	51.1%
MuA	Mullica-Berryland complex, 0 to 2 percent slopes	A/D	0.15	PREDOMINANTLY HYDRIC	31.9%

AREA TABLE	
TM 0026 PARCEL 0211	
DESCRIPTION	AREA
EXISTING FOREST (UPLANDS)	2.16
EXISTING FORESTED WETLANDS	0.21
GRASS / OPEN SPACE	0.05
TOTAL SITE AREA	2.42

LEGEND	
Property Line	---
Adjacent Property Line	---
MDOT SHA Right of Way	---
Existing Edge of Pavement	---
Existing 1x Contour	---
Existing 5x Contour	---
Non-Tidal Wetlands	---
25' Non-Tidal Wetland Buffer	---
Existing Treeline	---
Soils Boundary	---
Electric Manhole	⊕
Telephone Pedestal	⊕
Fire Hydrant	⊕
Water Line	W
Water Meter / Manhole	⊕
Storm Drain	---
Wetland Flags (WF)	WF #3



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FOR CONSTRUCTION

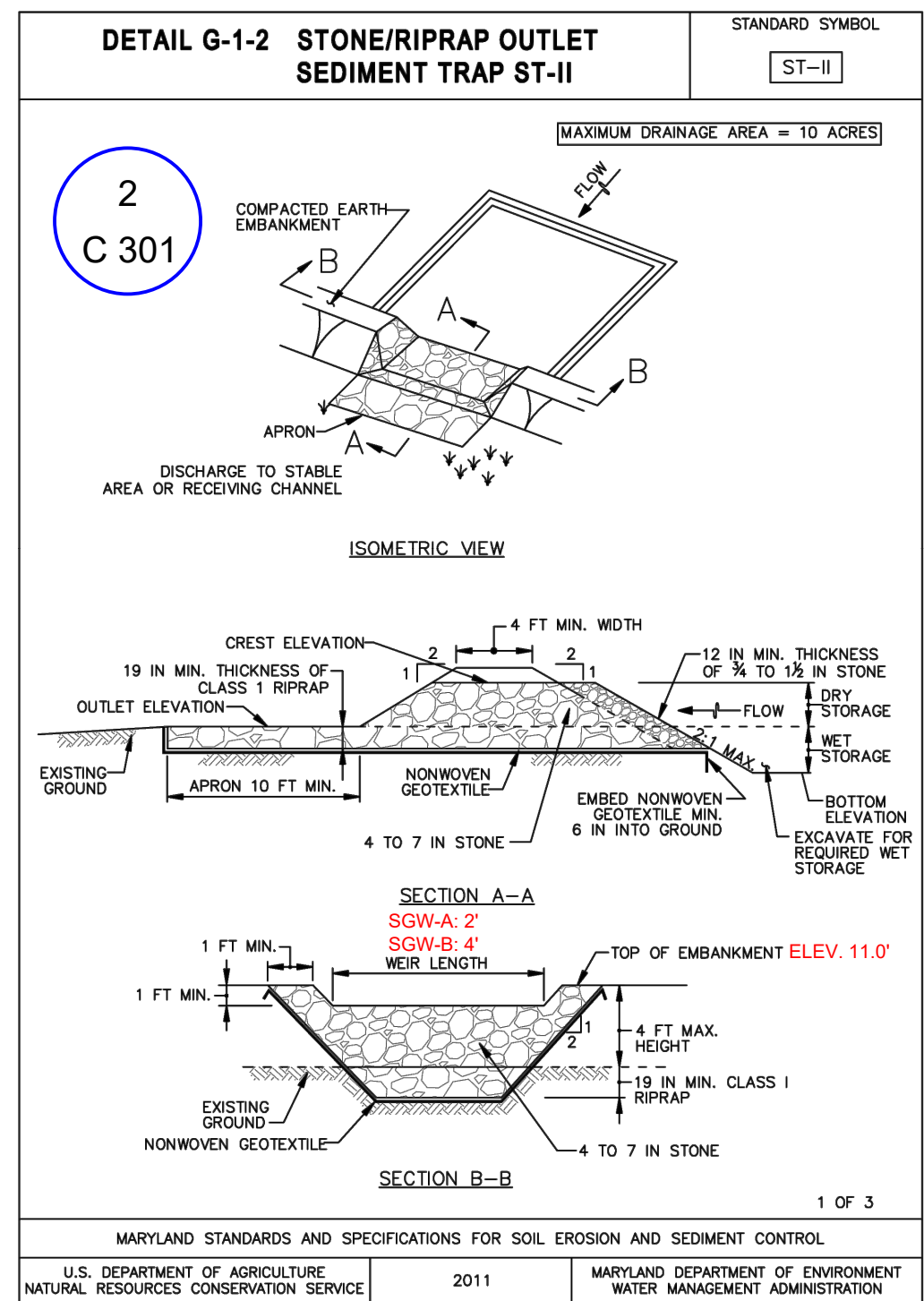
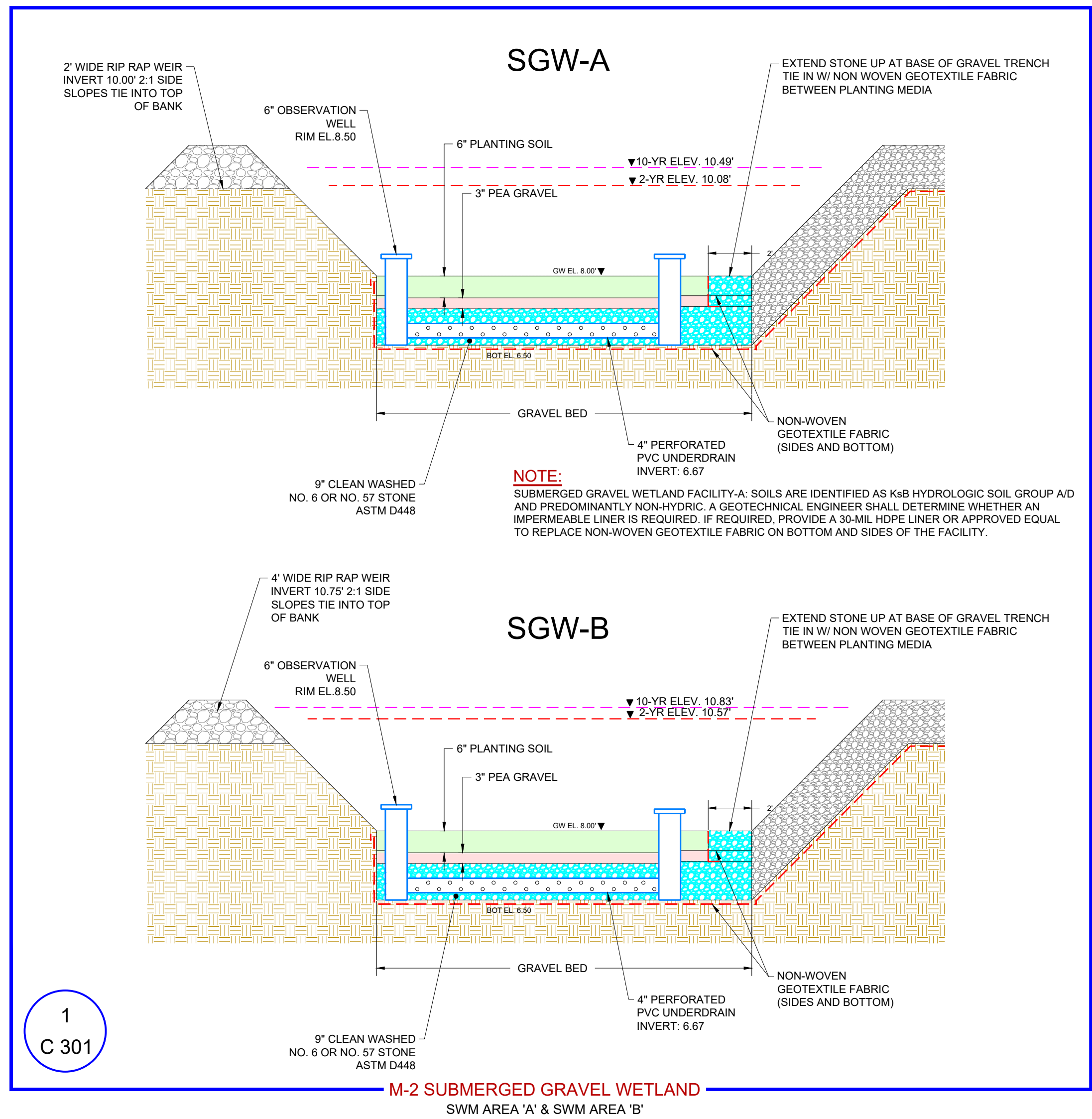
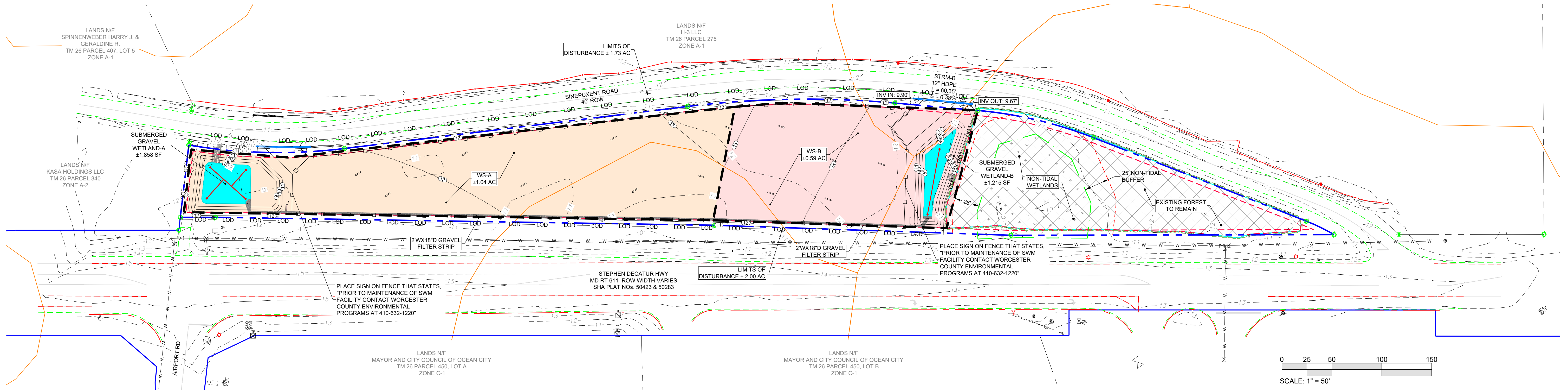
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611 HOLDINGS II
STORAGE YARD

EXISTING STORMWATER
MANAGEMENT
MINOR SITE PLAN

PROJECT DATA		REVISIONS			Project No:
Tax Map: 26	Parcel: 211				23-051
WEST OCEAN CITY					File Name:
WORCESTER COUNTY, MARYLAND					EX SWM 072426.dwg
Drawn By: BH	Checked By: RFP				Sheet No:
Date: 08/20/26					C 300
Scale: 1" = 50'					



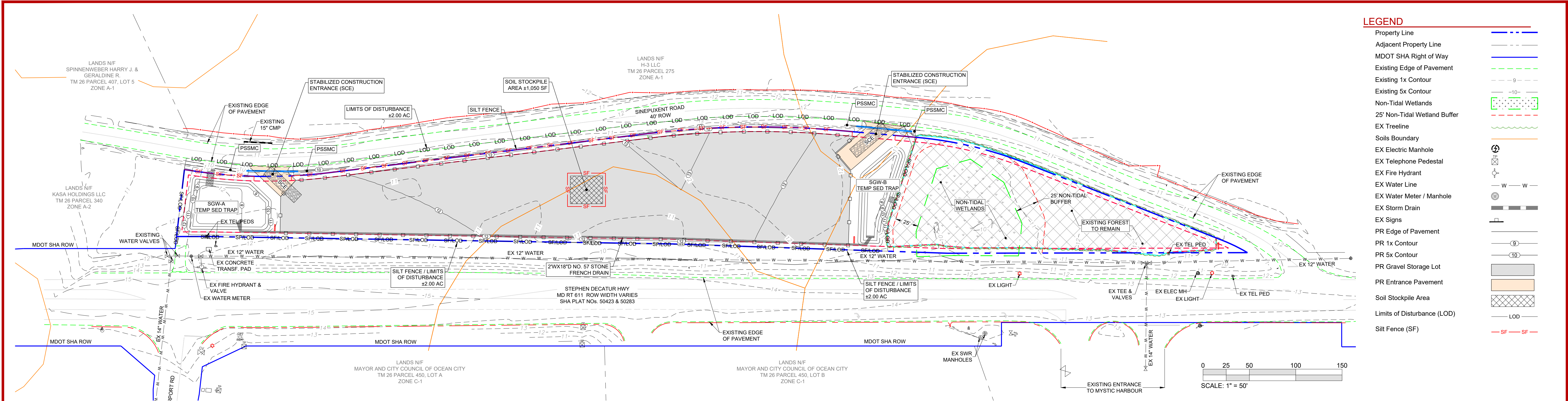
WS-A ESD SUMMARY CHART									
TYPE OF ESD PRACTICE	NAME OF ESD PRACTICE (STRUCTURE NAME)	ESD PRACTICE TOTAL DRAINAGE AREA (ACRES)	IMPERVIOUS AREA TO ESD PRACTICE (ACRES)	SURFACE AREA OF ESD PRACTICE (SF)	PONDING DEPTH (FT)	MEDIA DEPTH (FT)	TARGET ESDv RECEIVED (CF)	ESDv CREDIT (CF)	P LOAD REDUCTION (lbs/yr)
M-2 SUBMERGED GRAVEL WETLAND	SGW-A	1.04	0.87	1,858	2.00	1.50	8,197	8,197	1.61

WS-B ESD SUMMARY CHART									
TYPE OF ESD PRACTICE	NAME OF ESD PRACTICE (STRUCTURE NAME)	ESD PRACTICE TOTAL DRAINAGE AREA (ACRES)	IMPERVIOUS AREA TO ESD PRACTICE (ACRES)	SURFACE AREA OF ESD PRACTICE (SF)	PONDING DEPTH (FT)	MEDIA DEPTH (FT)	TARGET ESDv RECEIVED (CF)	ESDv CREDIT (CF)	P LOAD REDUCTION (lbs/yr)
M-2 SUBMERGED GRAVEL WETLAND	SGW-B	0.59	0.42	1,215	2.75	1.50	4,036	4,036	0.79

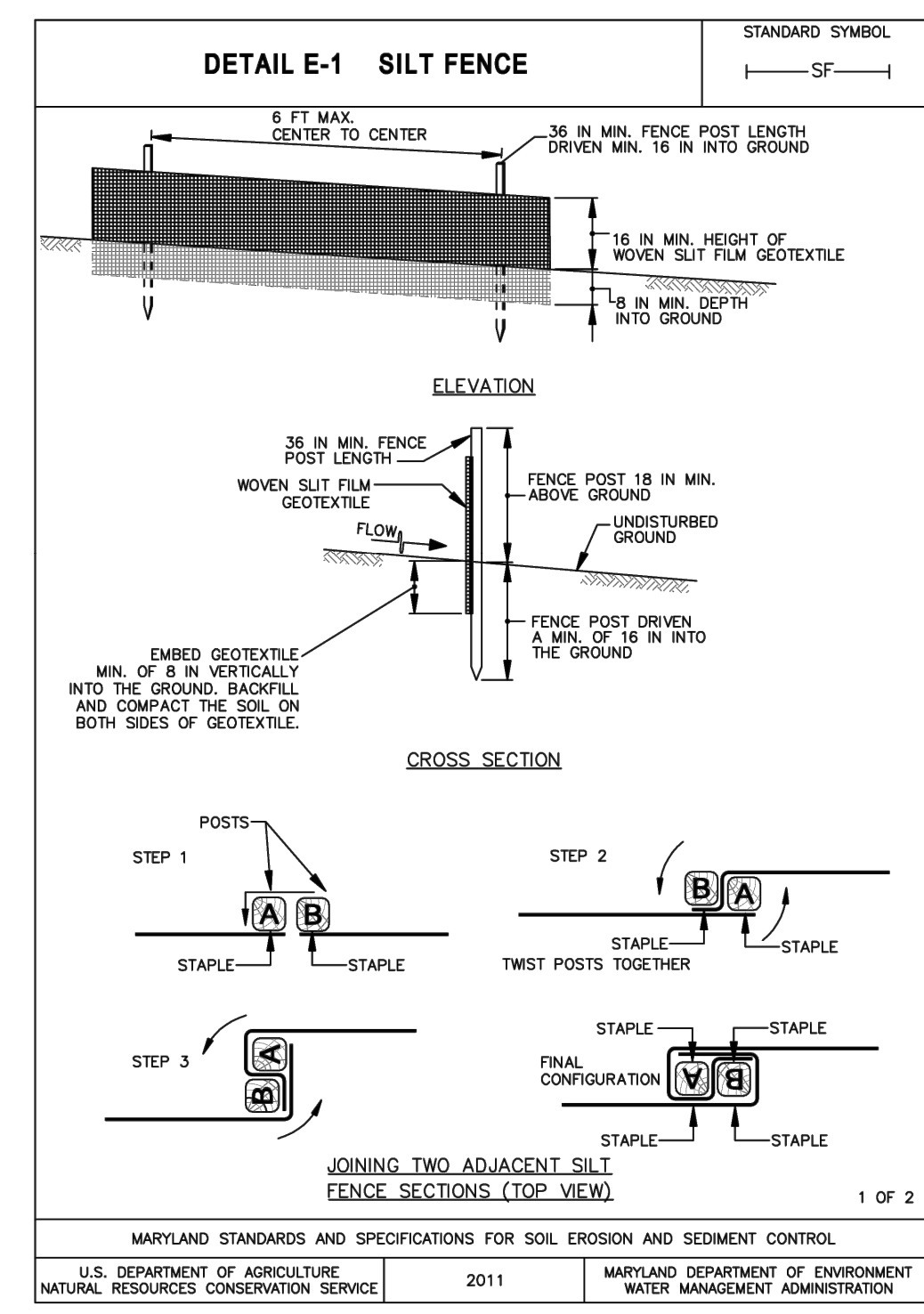
TOTAL ESDv TREATMENT VOLUME	
REQUIRED	10,429 CF
TREATED	12,233 CF

WATERSHED ANALYSIS	
	Q-2 YEAR, Q-10 YEAR
WS-A	0.14 cfs, 2.37 cfs
WS-B	0.00 cfs, 0.33 cfs

- LEGEND**
- Property Line
 - Adjacent Property Line
 - MDOT SHA Right of Way
 - Existing Edge of Pavement
 - Existing 1x Contour
 - Existing 5x Contour
 - Non-Tidal Wetlands
 - 25' Non-Tidal Wetland Buffer
 - EX Treeline
 - Soils Boundary
 - EX Electric Manhole
 - EX Telephone Pedestal
 - EX Fire Hydrant
 - EX Water Line
 - EX Water Meter / Manhole
 - EX Storm Drain
 - EX Signs
 - PR Edge of Pavement
 - PR 1x Contour
 - PR 5x Contour
 - PR Gravel Storage Lot
 - PR Entrance Pavement
 - No. 57 Stone Trench Drain
 - No. 6 or No. 57 Stone SGW
 - Limits of Disturbance (LOD)



LEGEND	
Property Line	---
Adjacent Property Line	---
MDOT SHA Right of Way	---
Existing Edge of Pavement	---
Existing 1x Contour	---
Existing 5x Contour	---
Non-Tidal Wetlands	---
25' Non-Tidal Wetland Buffer	---
EX Trelaine	---
Soils Boundary	---
EX Electric Manhole	---
EX Telephone Pedestal	---
EX Fire Hydrant	---
EX Water Line	---
EX Water Meter / Manhole	---
EX Storm Drain	---
EX Signs	---
PR Edge of Pavement	---
PR 1x Contour	---
PR 5x Contour	---
PR Gravel Storage Lot	---
PR Entrance Pavement	---
Soil Stockpile Area	---
Limits of Disturbance (LOD)	---
Silt Fence (SF)	---



DETAIL E-1 SILT FENCE	
CONSTRUCTION SPECIFICATIONS	
1. USE WOOD POSTS 1 1/4 x 1 1/4 x 1/2 INCH (MINIMUM) SQUARE CUT OF SOUND QUALITY HARDWOOD, AS AN ALTERNATIVE TO WOODEN POST USE STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 1 POUND PER LINEAR FOOT.	
2. USE 36 INCH MINIMUM POSTS DRIVEN 16 INCH MINIMUM INTO GROUND NO MORE THAN 6 FEET APART.	
3. USE WOVEN SILT FILM GEOTEXTILE AS SPECIFIED IN SECTION H-1 MATERIALS AND FASTEN GEOTEXTILE SECURELY TO UPSLOPE SIDE OF FENCE POSTS WITH WIRE TIES OR STAPLES AT TOP AND MID-SECTION.	
4. PROVIDE MANUFACTURER CERTIFICATION TO THE AUTHORIZED REPRESENTATIVE OF THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT THE GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H-1 MATERIALS.	
5. EMBED GEOTEXTILE A MINIMUM OF 8 INCHES VERTICALLY INTO THE GROUND. BACKFILL AND COMPACT THE SOIL ON BOTH SIDES OF FABRIC.	
6. WHERE TWO SECTIONS OF GEOTEXTILE ADJOIN: OVERLAP, TWIST, AND STAPLE TO POST IN ACCORDANCE WITH THIS DETAIL.	
7. EXTEND BOTH ENDS OF THE SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT 45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS OF THE SILT FENCE.	
8. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN SILT FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN, IF UNDERMINING OCCURS, REINSTALL FENCE.	
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL	
U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011 MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

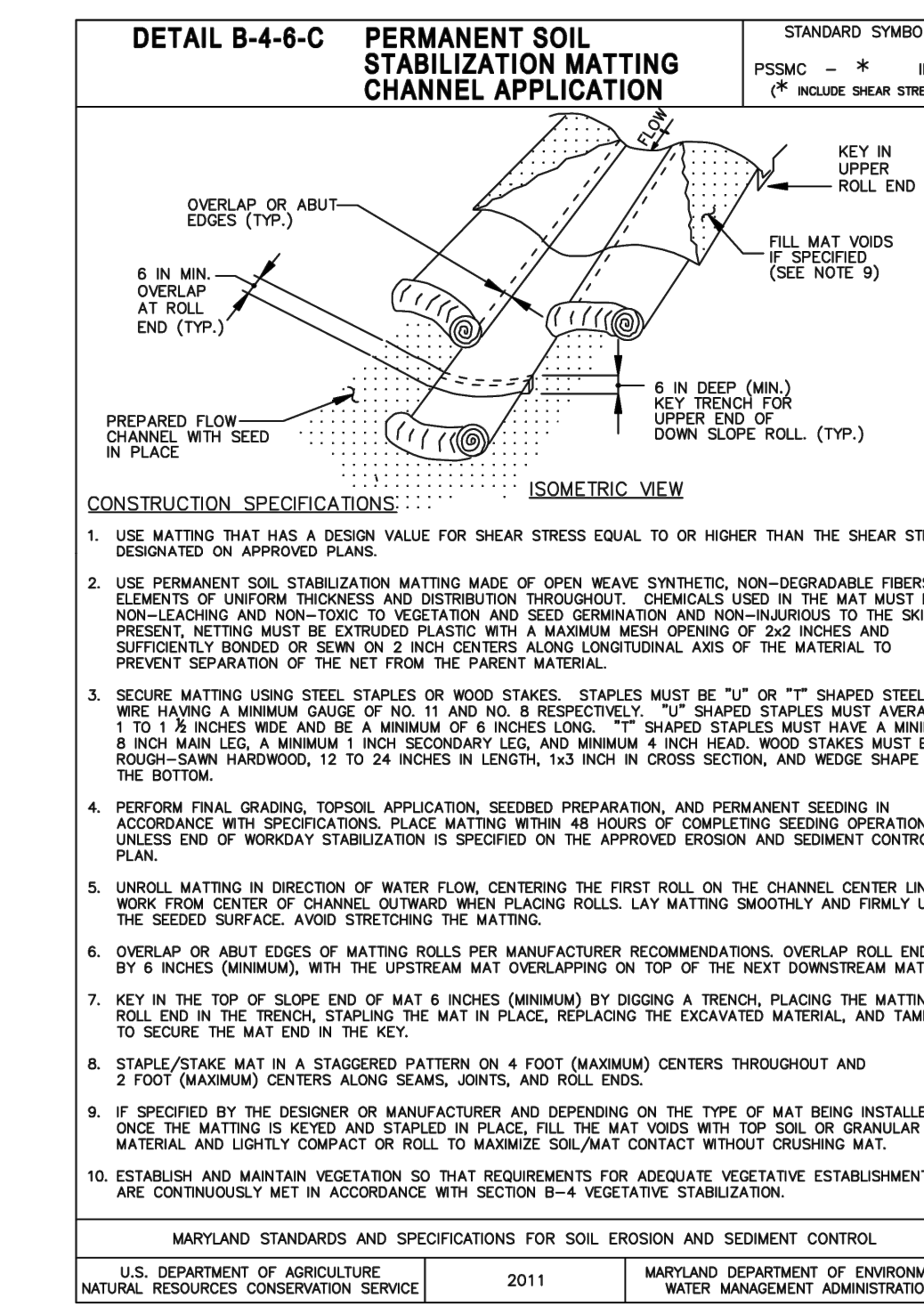
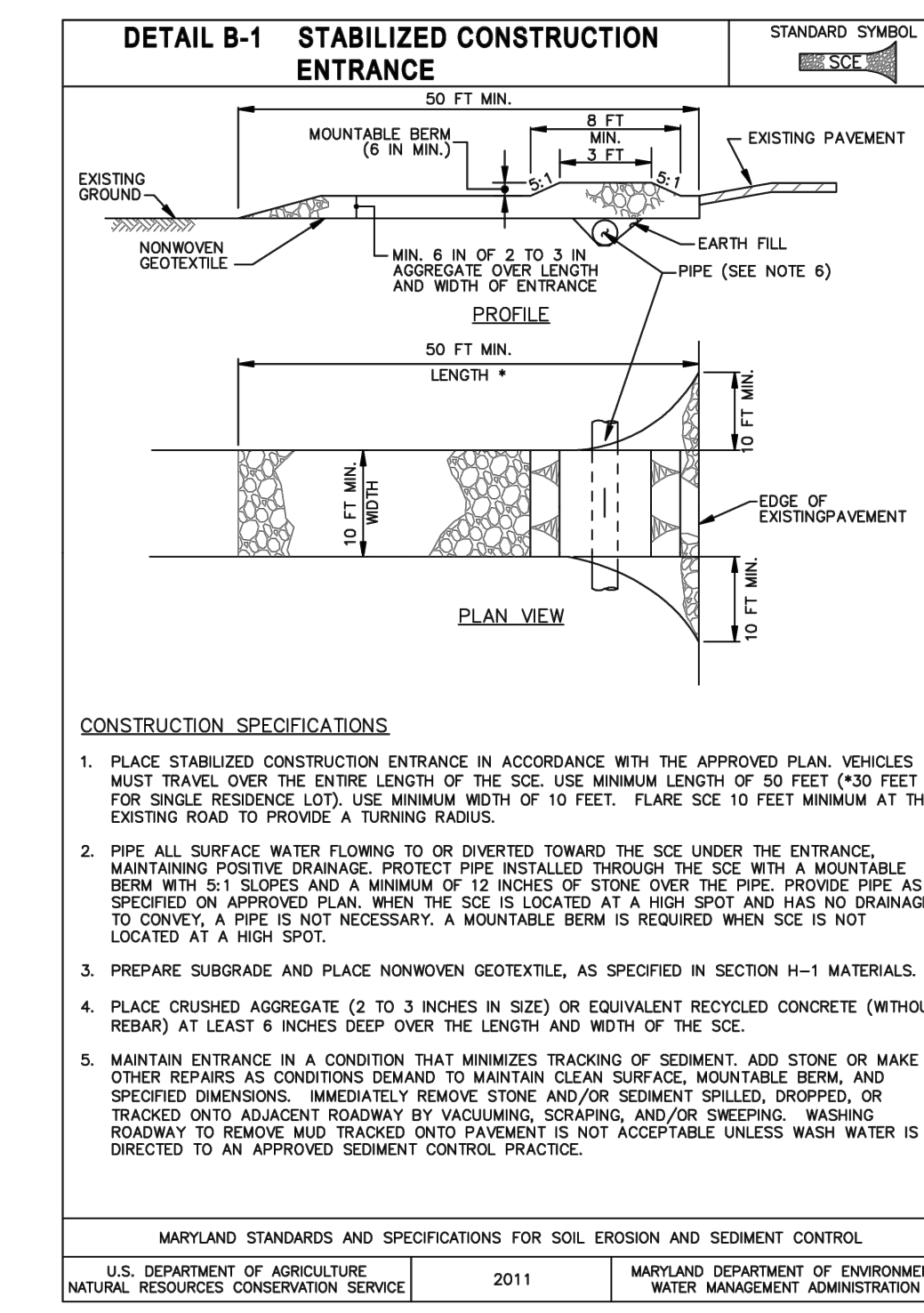


Table B.6: Maintenance Fertilization for Permanent Seeding					
Seeding Mixture	Type	lb/ac	lb/1,000 sf	Time	Mowing
Tall fescue makes up 70 percent or more of cover	10-10-10 or 30-10-10	500 400	11.5 9.2	Yearly or as needed. Fall	Not closer than 3 inches, if occasional mowing desired.
Birdsfoot Trefoil	0-20-0	400	9.2	Spring, the year following establishment and every 4 to 5 years, thereafter	Mow no closer than 2 inches
Fairly Uniform stand of tall fescue birdsfoot trefoil	5-10-10	500	11.5	Fall, the year following establishment, and every 4 to 5 years, thereafter.	Not required, no closer than 4 inches in the fall after seed has matured.
Weeping lovegrass fairly uniform plant distribution	5-10-10	500	11.5	Spring, the year following establishment, and every 3 to 4 years, thereafter.	Not required, not closer than 4 inches in fall after seed has matured.
Red & chewings fescue, Kentucky bluegrass, had fescue mixtures	20-10-10	250 100	5.8 2.3	September, 30 days later. December, May 20, June 30, if needed	Mow no closer than 2 inches for red fescue and Kentucky bluegrass. 3 inches for fescue.

- EROSION & SEDIMENT CONTROL NOTES:**
- Following initial disturbance or re-disturbance, permanent or temporary stabilization shall be completed with (a) three (3) calendar days as to the surface of all perimeter dikes, swales, ditches, perimeter slopes, and all slopes steeper than 3 horizontal to 1 vertical (3:1); and (b) seven (7) calendar days on all other disturbed or graded areas on the project site not under active grading.
 - Certification by Owner or Developer that:
 - Any clearing, grading, construction or development, or all of these, will be done pursuant to this plan and
 - That responsible personnel involved in the construction project will have certification of training at the department approved program (green-card certification for the control of sediment and erosion before beginning the project. (certification may be waived by the approval authority on any project involving four or fewer residential units) and as applicable per county.
 - The developer will provide one copy of a red line as-built drawing of each facility requiring a state pond permit.
 - Owner/Developer or representative is to contact the appropriate enforcing authority or its agent at the following stages of the project. (a) Prior to the start of construction, (b) Upon completion of the installation of perimeter erosion and sediment controls, but before proceeding with any other earth disturbance or grading, (c) Prior to the start of another phase of construction or opening of another grading unit, (d) Prior to the removal of sediment control practices.
 - Maintenance shall be performed as necessary to ensure that stabilized areas continuously meet the appropriate requirements of "2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control".
 - Approved plans remain valid for 2 years from the date of approval, except surface mines and landfill plans which remain valid for 5 years from the date unless specifically extended or renewed by the approval authority.
 - A Maryland Department of the Environment Notice of Intent (NOI) General Permit for Construction Activity is required for all construction activity in Maryland with a planned total disturbance of 1 acre or more.
 - As mandated by the Notice of Intent (NOI) General Permit issued by the Maryland Department of the Environment, an inspection must be performed onsite of all sediment controls on a weekly basis and after every rainfall event. All self inspections must be maintained along with all applicable governing agency inspection reports in a log book, to be kept onsite at all times.
 - Sediment control measures are not to be removed until the areas served have established vegetative cover and not without the permission of the Worcester County Inspector.
 - For the purposes of this plan, an approved location for excess material shall be one which is operating under an approved Erosion and Sediment Plan at the time of construction.
 - The contractor is responsible for implementation and maintenance of the approved plan, and all other measures necessary to control, filter, and prevent sediment from leaving the site.
 - All points of construction ingress and egress shall be protected to prevent tracking of mud onto public ways.
 - Upon Worcester County Dept. of Development Review and Permitting and the Worcester Soil Conservation District reserve the right to add, modify, or alter the approved SECS Plan as necessary to provide adequate protection.

Permanent Seeding Summary	
Hardiness Zone (from Figure B.3): Zone 7b Seed Mixture (from Table B.3):	
No.	Species
#8	Tall Fescue

Temporary Seeding Summary	
Hardiness Zone (from Figure B.3): Zone 7b Seed Mixture (from Table B.3):	
No.	Species
#8	Barley
	Oats
	Cereal Rye

NOTE:
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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 appurtenant.

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

611 HOLDINGS II
STORAGE YARD

EROSION & SEDIMENT
CONTROL PLAN
MINOR SITE PLAN

PROJECT DATA

Tax Map: 26	Parcel: 211
WEST OCEAN CITY	
WORCESTER COUNTY, MARYLAND	
Drawn By: BH	Checked By: SDE
Date: 08/20/26	
Scale: 1" = 50'	

REVISIONS

Project No.: 23-051
File Name: ES 100323.dwg
Sheet No.: C 400

B-4.8 STANDARDS AND SPECIFICATIONS

FOR
STOCKPILE AREA

Definition

A mound or pile of soil protected by appropriately designed erosion and sediment control measures.

Purpose

To provide a designated location for the temporary storage of soil that controls the potential for erosion, sedimentation, and changes to drainage patterns.

Conditions Where Practice Applies

Stockpile areas are utilized when it is necessary to salvage and store soil for later use.

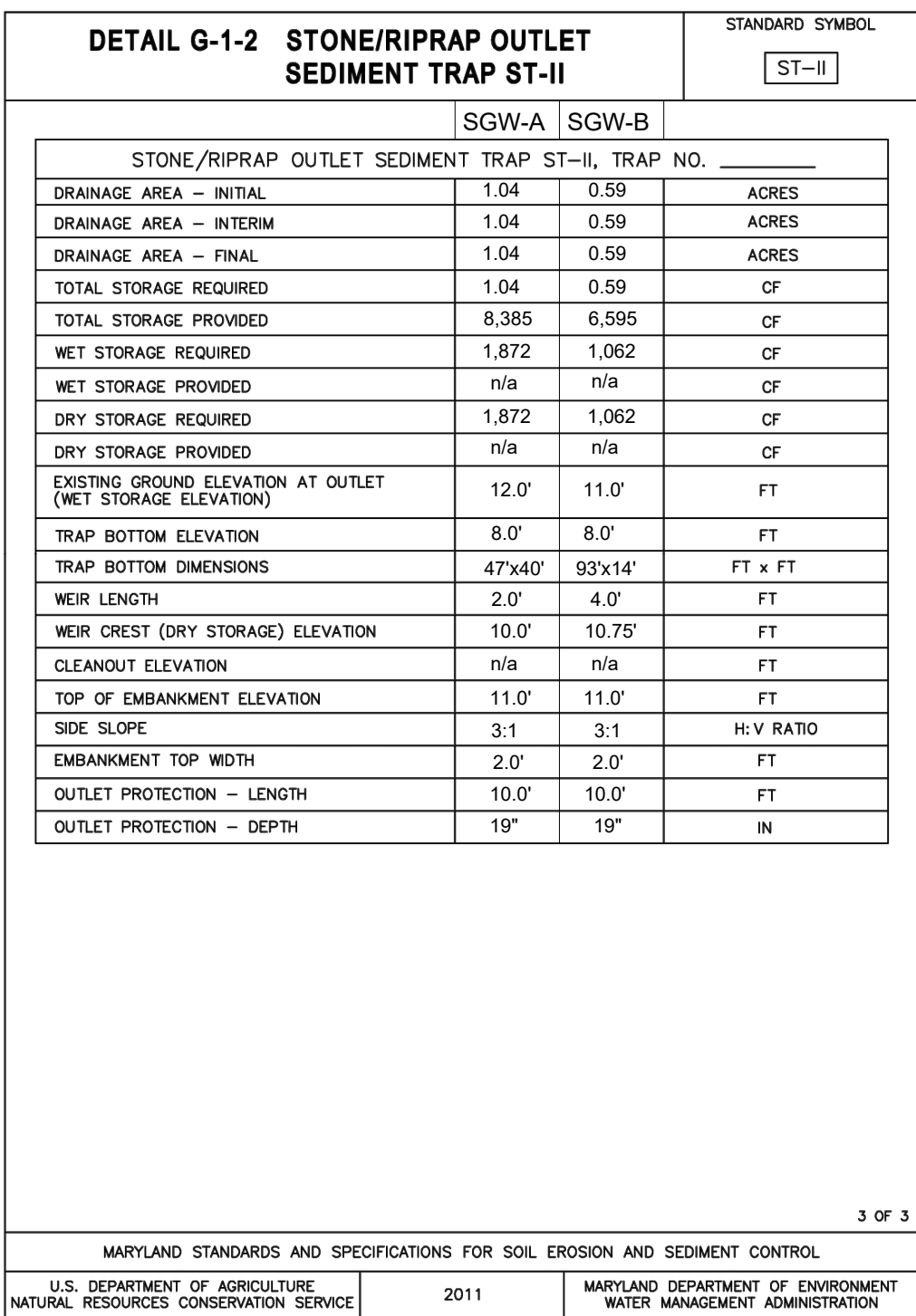
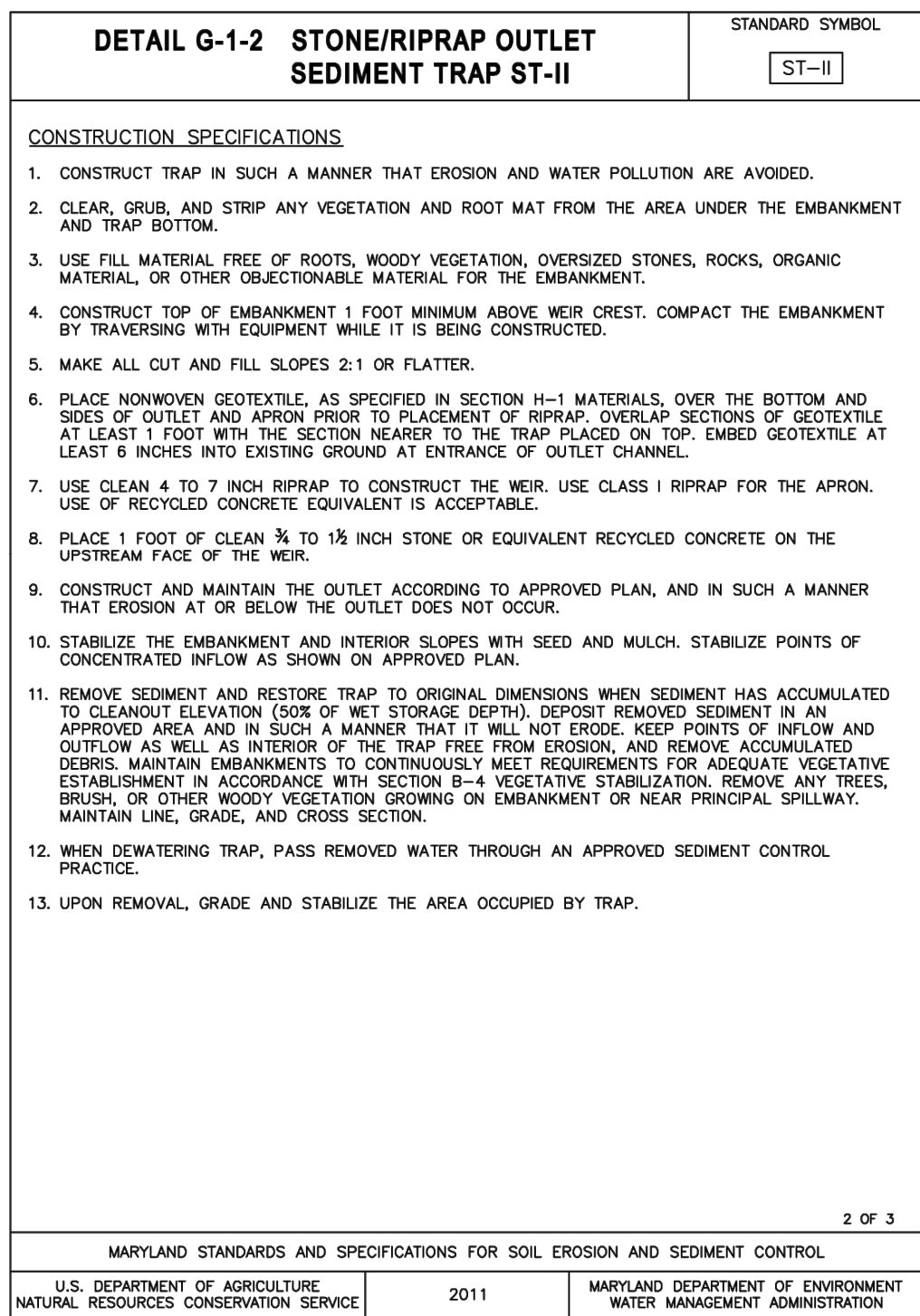
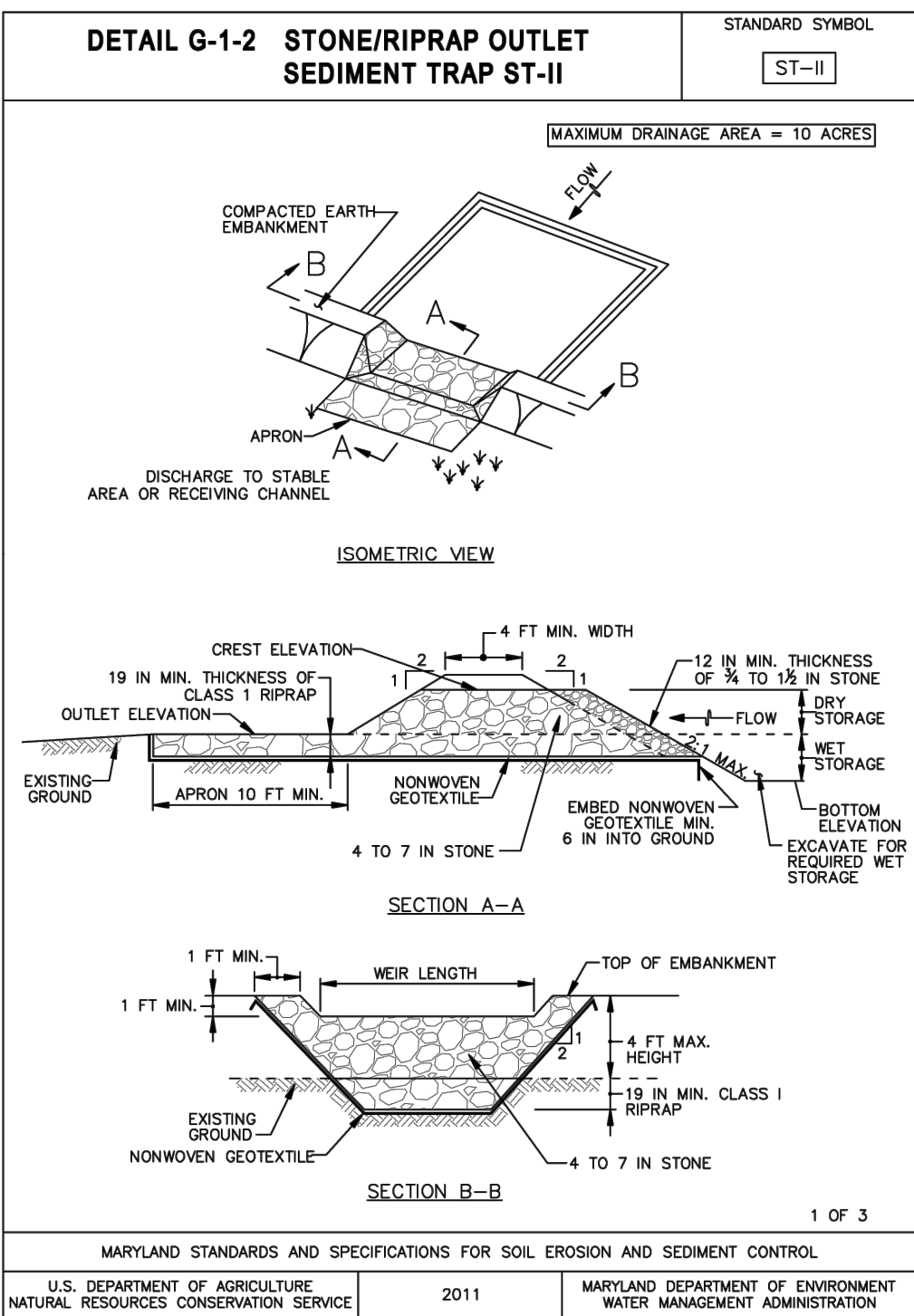
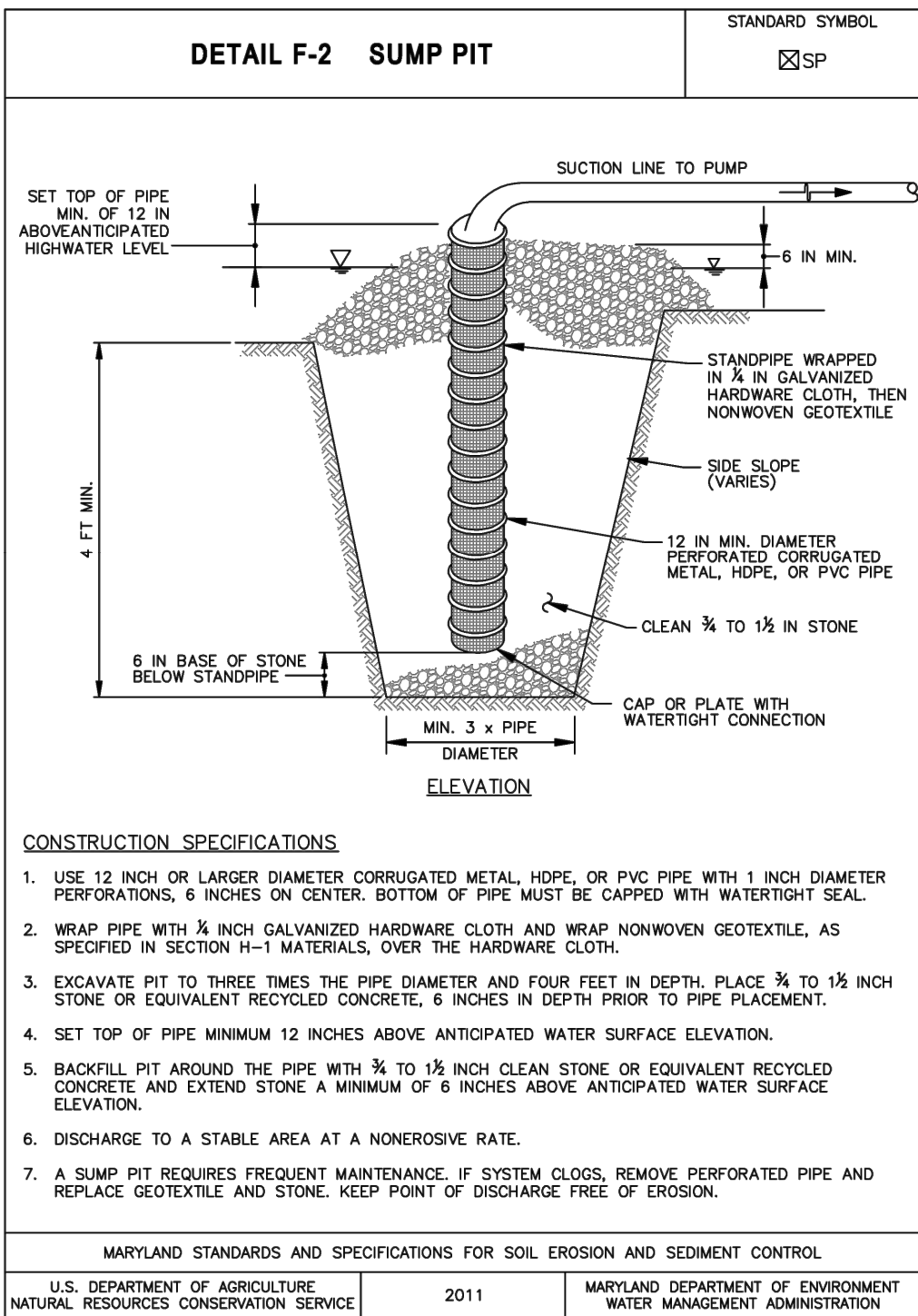
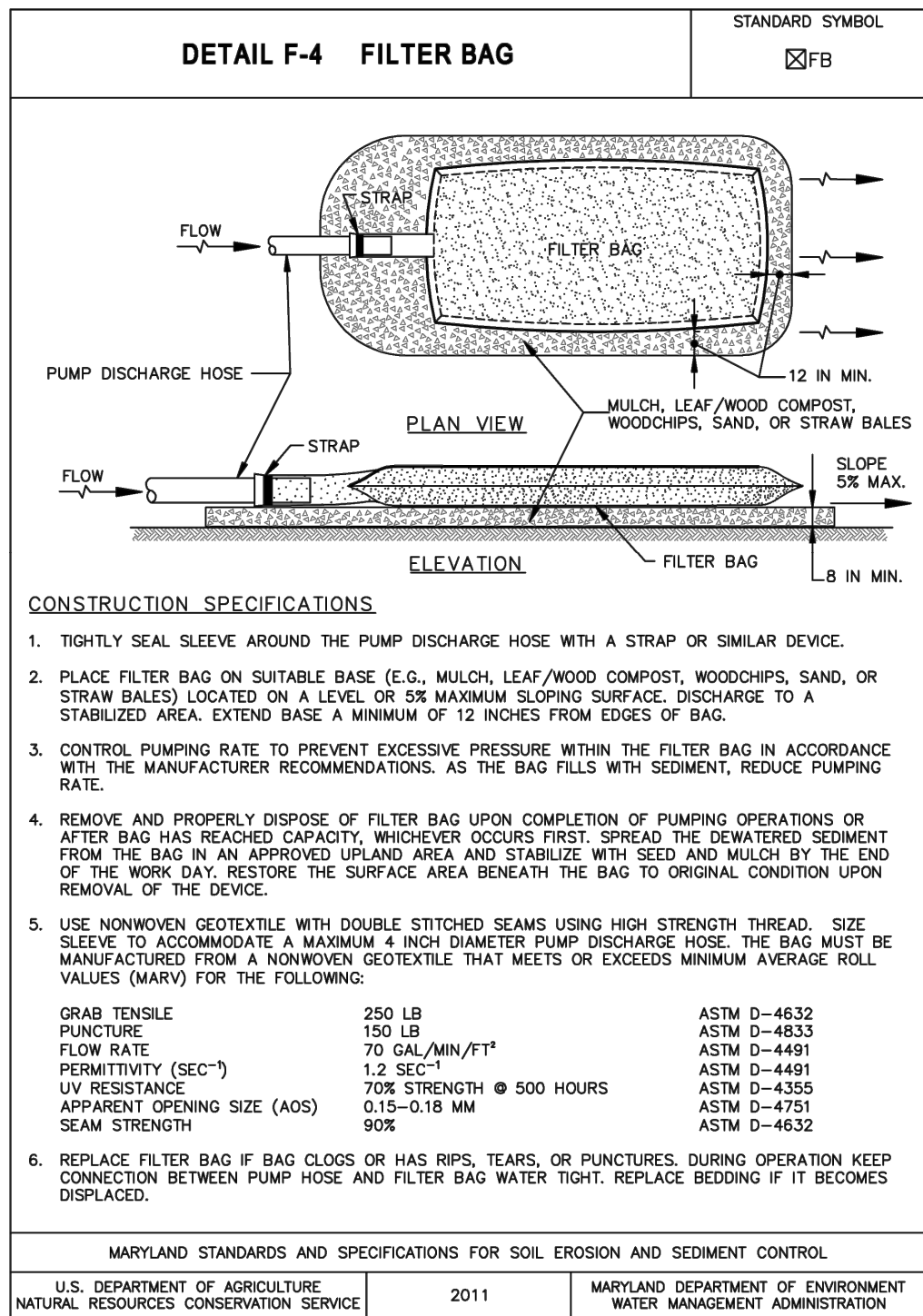
Criteria

1. The stockpile location and all related sediment control practices must be clearly indicated on the erosion and sediment control plan.
2. The footprint of the stockpile must be sized to accommodate the anticipated volume of material and based on a side slope ratio no steeper than 2:1. Benching must be provided in accordance with Section B-3 Land Grading.
3. Runoff from the stockpile area must drain to a suitable sediment control practice.
4. Access the stockpile area from the upgrade side.
5. Clear water runoff into the stockpile area must be minimized by use of a diversion device such as an earth dike, temporary swale or diversion fence. Provisions must be made for discharging concentrated flow in a non-erosive manner.
6. Where runoff concentrates along the toe of the stockpile fill, an appropriate erosion/sediment control practice must be used to intercept the discharge.
7. Stockpiles must be stabilized in accordance with the 3/7 day stabilization requirement as well as Standard B-4-1 Incremental Stabilization and Standard B-4-4 Temporary Stabilization.
8. If the stockpile is located on an impervious surface, a liner should be provided below the stockpile to facilitate cleanup. Stockpiles containing contaminated material must be covered with impermeable sheeting.

Maintenance

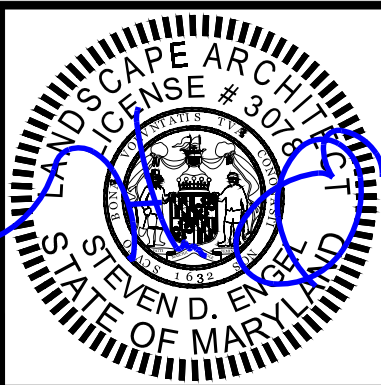
The stockpile area must continuously meet the requirements for Adequate Vegetative Establishment in accordance with Section B-4 Vegetative Stabilization. Side slopes must be maintained at no steeper than a 2:1 ratio. The stockpile area must be kept free of erosion. If the vertical height of a stockpile exceeds 20 feet for 2:1 slopes, 30 feet for 3:1 slopes, or 40 feet for 4:1 slopes, benching must be provided in accordance with Section B-3 Land Grading.

B.43



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NOTE:
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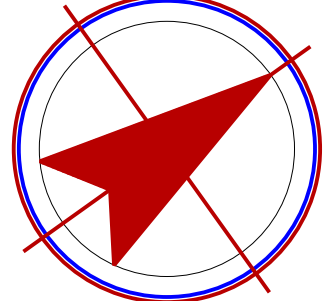
VISTA
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611 HOLDINGS II
STORAGE YARD

EROSION & SEDIMENT
CONTROL DETAILS
MINOR SITE PLAN

PROJECT DATA		REVISIONS			Project No: 23-051
Tax Map: 26	Parcel: 211				
WEST OCEAN CITY					
WORCESTER COUNTY, MARYLAND					
Drawn By: BH	Checked By: SDE				
Date: 08/20/26					
Scale:					
					File Name: ES 100323.dwg
					Sheet No.: C 401



Worcester County
DEPARTMENT OF PUBLIC WORKS
6113 TIMMONS ROAD
SNOW HILL, MD 21863

DALLAS BAKER JR., P.E.
DIRECTOR

JANA POTVIN
DEPUTY DIRECTOR

MEMORANDUM

TO: Planning Commission
FROM: Public Works, Roads Division and Water / Wastewater Division
DATE: 23 September 2026
SUBJECT: Waiver Request – 611 Holdings II Storage Yard

Comments provided by Public Works are based on the plans submitted. These comments are subject to change every time a change is made to the plans.

Roads Division

1. Request for waiver #1 (Gravel Boat Storage Yard Surface) as presented acknowledges that commercial entrances and public-road interface will be paved. It does not mention any request for waiver to change the two commercial entrances. Each entrance will require a Commercial Entrance Bond with associated documentation. Roads Division is not the deciding party to permit or deny the compacted gravel storage yard surface.
2. Request for waiver #2 (Landscape Screening) pertains to frontage on both Sinepuxant Road (a county road) and state highway Maryland route 611. Roads Division accepts the request and grants waiver regarding chain link fence to serve as visual screening barrier along Sinepuxant Road. Roads Division acknowledges that the proposed slatted privacy fence does provide a more favorable interaction with the conditions in place. Roads Division defers approval of same request along Maryland 611 to State Highway Authority (SHA).

Water / Wastewater Division

1. No comments from Water / Wastewater Division at this time.

WORCESTER COUNTY PLANNING COMMISSION

MEETING DATE: October 1, 2026

PURPOSE: Zoning Waiver Request

DEVELOPMENT: 10529 Flower St – Contractor Shops

PROJECT: Proposed fit-out of an existing pole building into a contractor shop and proposed construction of two additional contractor shops.

LOCATION: Located at 10529 Flower Street, Berlin, MD, 21811. Tax Map 25, Parcel 275,

ZONING DESIGNATION: A-2 Agricultural District

BACKGROUND: This project went before the Technical Review Committee (TRC) on August 12, 2026. The TRC is the approval authority for this project, however the applicant has requested zoning waivers that require Planning Commission approval.

LANDSCAPING: The project is on a semi-wooded lot, and the applicant does not propose any additional landscaping or screening

PARKING & VEHICLE TRAVELWAYS: An existing gravel driveway exists on site, and the applicants are proposing a continuation of that material up to the proposed new buildings.

PROPERTY OWNER: Build Pines LLC

APPLICANT/ENGINEER: Frank G. Lynch, Jr. & Associates, Inc.

PREPARED BY: Zack White, DRP Specialist

PLANNING COMMISSION CONSIDERATIONS – SITE PLAN WAIVERS

The applicant is requesting waivers to the following code requirement:

- 1) §ZS1-322(e) Landscaping applicability
- 2) §ZS1-320(f)(1): Improvements and maintenance requirements for parking area and vehicular travel ways.



FRANK G. LYNCH, JR. & ASSOCIATES, INC.

Surveying - Land Planning

10535 Racetrack Road
(410) 641-5353

Berlin, Maryland 21811
FAX: (410) 208-0227

September 11, 2026

Worcester County
Department of Review & Permitting
One West Market Street - Room 1201
Snow Hill, Maryland 21863
Attn: Zack White Drp Specialist II

Dear Sir:

This letter is to formally request a hearing before the Worcester County Planning Commission regarding the project known as Proposed Contractor Shops located on Parcel 275 - Tax Map 25. The purpose of this letter is to request variances as follows:

1. Per ZS1-322(e) Landscaping applicability

We respectfully request a waiver from screening. This is due to the fact that our entire site is wooded except for along the easterly side of the existing driveway which abutts the easterly property line. The owner of the adjacent property , which is wooded, is also the owner of the project under review.

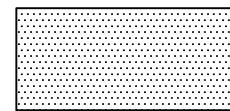
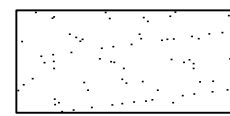
2. Per ZS1-320(f)(1) Improvements and maintenance requirements for parking areas and vehicular travelways

We respectfully request a waiver from paving the driveway and standard parking spaces to allow gravel and/or stone surface treatments. Due to the project being a low average daily trip, we feel that paving is not required. It would also create a large increase in the construction budget which is hard to financially justify for the uses being on site.

Thank you.

Frank G. Lynch, Jr. Date

RPLS #10782 MD #108 DE

 DENOTES EX. GRAVEL/CRUSHED BLOCK
 DENOTES PROPOSED GRAVEL/CRUSHED BLOCK

 DENOTES LIMITS OF DISTURBANCE = 24,340 SF OR 0.559 AC.

 DENOTES FOREST CONSERVATION EASEMENT SIGN (PER RECORD PLAN)
 DENOTES IRON AXLE FOUND
 DENOTES IRON PIPE FOUND
 DENOTES IRON BOUNDER FOUND
 DENOTES IRON ROD SET
 DENOTES PROPOSED WALL MOUNTED LIGHT

NOTE : WETLANDS AND BUFFERS WERE REPORTEDLY PRIORLY IMPACTED
BY LETTER OF AUTHORIZATION #201461386/14-NT-2089 DATED 9-15-2014
WITH EXPIRATION OF 9-15-2017.

 DENOTES NON TIDAL WETLANDS
AS DELINEATED BY SPENCER ROWE INC.

 DENOTES FOREST CONSERVATION EASEMENT AREA
2.41 ACRES
NOTE : 0.746 AC. OF FORESTED NON TIDAL WETLANDS WITHIN F.C.A.
SOILS are WdA - WOODSTOWN and Uz - UDORTHERTS

NAD 83/91

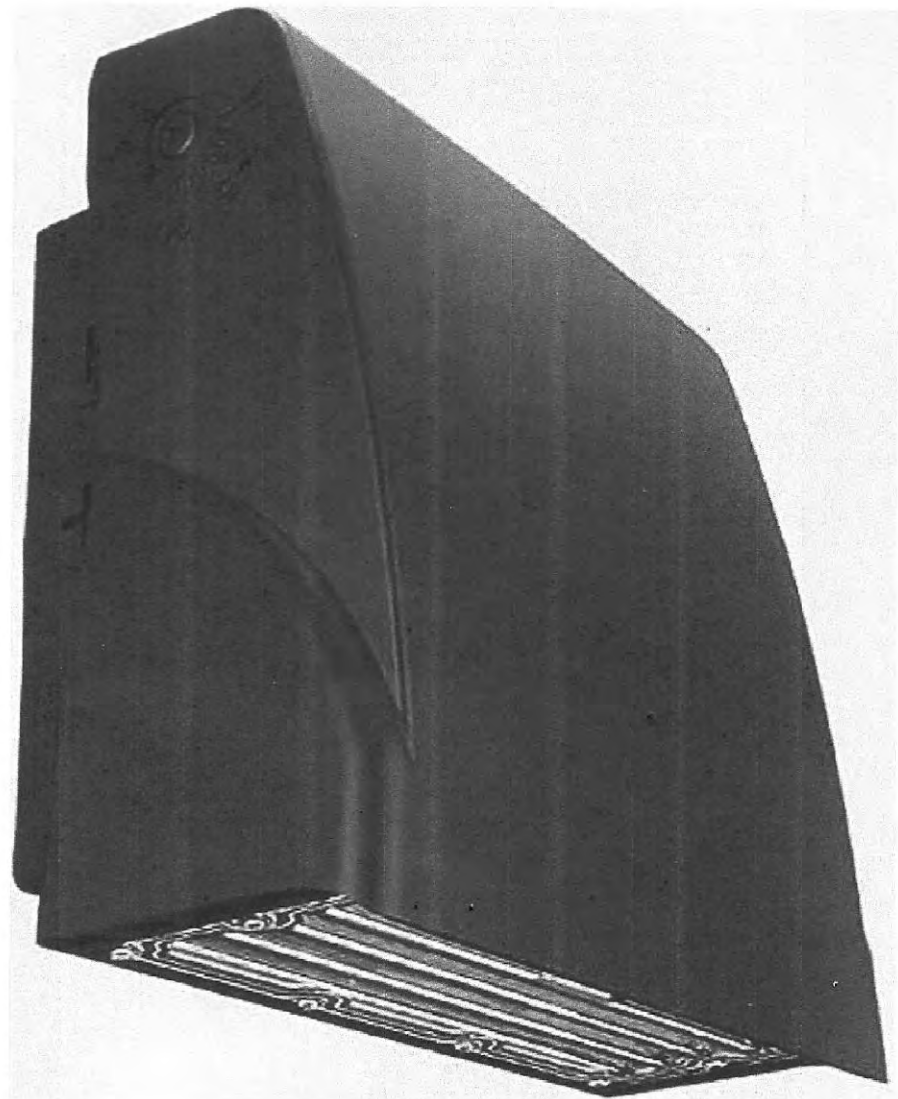
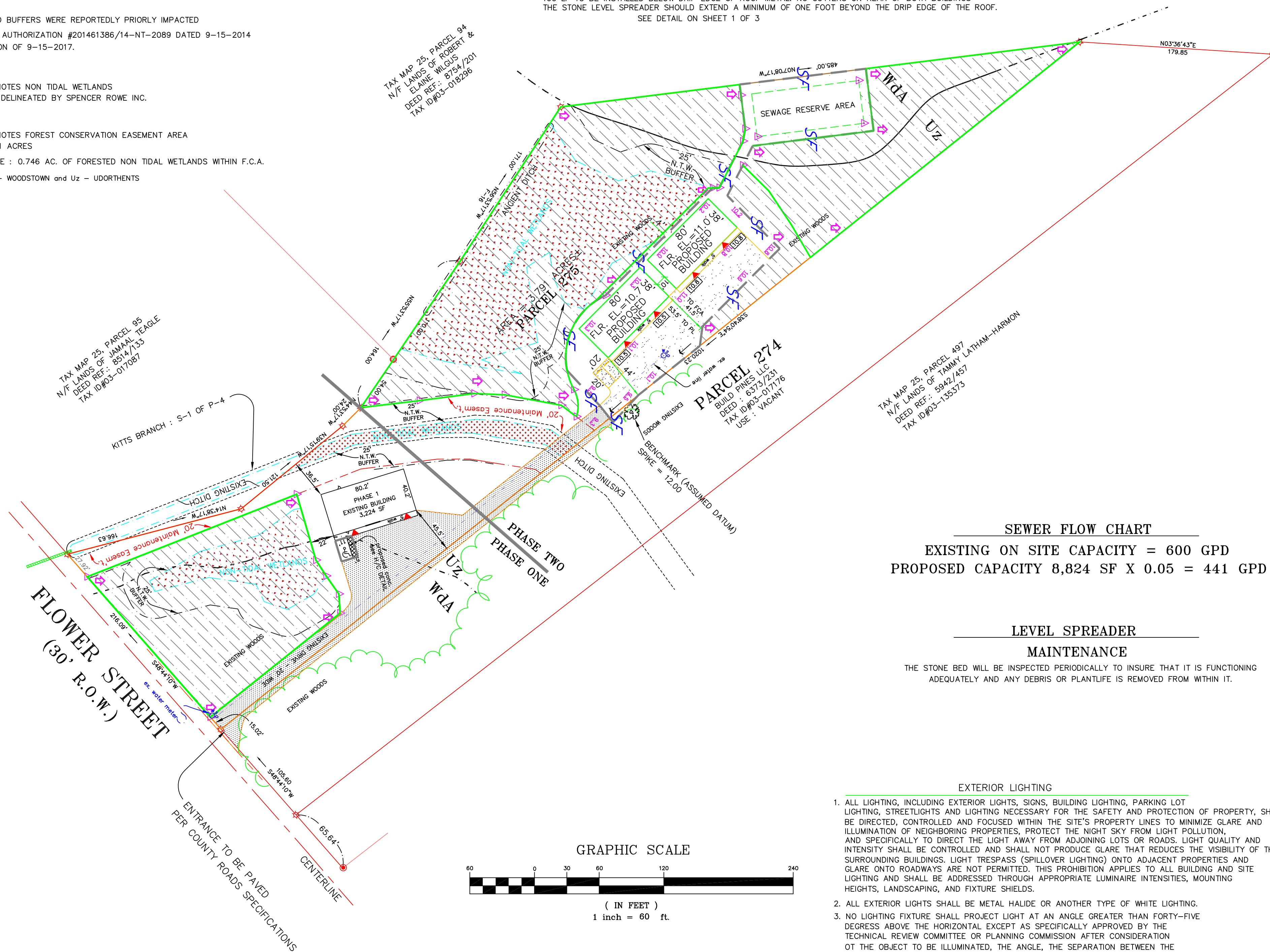
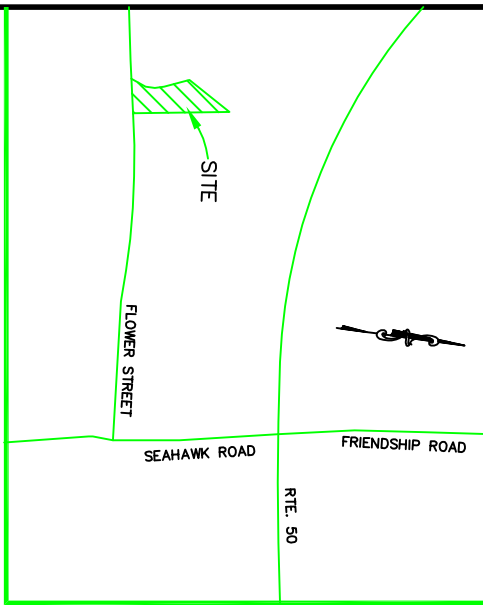
SWM NOTE

INSTALL LEVE SPREADERS BEHIND BOTH NEW BUILDINGS
TO PROVIDE SHEET FLOW INTO EXISTING WOODS. SEE DETAIL THIS SHEET.
160 LF TO BE INSTALLED BELOW DRIP EDGE OF ROOF METAL. NO GUTTERS ON REAR OF BOTH BUILDINGS
THE STONE LEVEL SPREADER SHOULD EXTEND A MINIMUM OF ONE FOOT BEYOND THE DRIP EDGE OF THE ROOF.
SEE DETAIL ON SHEET 1 OF 3

FOREST CONSERVATION LAW STATEMENT

THIS SITE IS SUBJECT TO THE WORCESTER COUNTY FOREST CONSERVATION
LAW. THIS SUBDIVISION IS SUBJECT TO FOREST CONSERVATION PLAN
NO. 14-28. THIS SITE HAS BEEN SUBJECT TO A REGULATED
ACTIVITY UNDER THE WORCESTER COUNTY FOREST CONSERVATION LAW.
ANY FUTURE APPROVAL OF THIS SITE FOR A REGULATED ACTIVITY SHALL
BE SUBJECT TO THE COUNTY FOREST CONSERVATION LAW. A FOREST
CONSERVATION PLAN HAS BEEN APPROVED AND IS ON FILE WITH THE
DEPARTMENT OF PLANNING, PERMITS AND INSPECTIONS. A PERPETUAL
PROTECTIVE AGREEMENT, DEED OF FOREST CONSERVATION EASEMENT,
WORCESTER COUNTY, MARYLAND WILL BE RECORDED SIMULTANEOUSLY
WITH THIS PLAT IN THE LAND RECORDS OF WORCESTER COUNTY,
MARYLAND.

PLAT BOOK : SVH 240/62



Brand Generic
Color Bronze
Material Precision Die Cast Aluminum
Style Modern
Light fixture form Wall

About this item

- Field Selectable - 3000K/4000K/5000K - 1761/1904/1852 Lumens
- Full cutoff up to 90° in 15° increments, so you can put the light where you need it
- Integrated photocell that will automatically control when the wall packs turn on for even greater energy savings
- IP65 rated for complete protection against dust and low-pressure water jet ingress
- 0-10V dimming standardm 120-277 Volt input

EXTERIOR WALL MOUNTED LIGHT

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#	REVISION	DATE	CHKD
1	REDUCED BUILDING WIDTH FROM 40' TO 38'	8-5-2026	
2	REVISED LEVEL SPREADER DETAIL	8-5-2026	
3	REVISED FCE AND ADDED PHASING BOUNDARY	9-12-2026	

PROJECT	TAX MAP 25 - PARCEL 275 THIRD TAX DISTRICT, WORCESTER COUNTY, MARYLAND TAX ACCOUNT #017168
---------	--

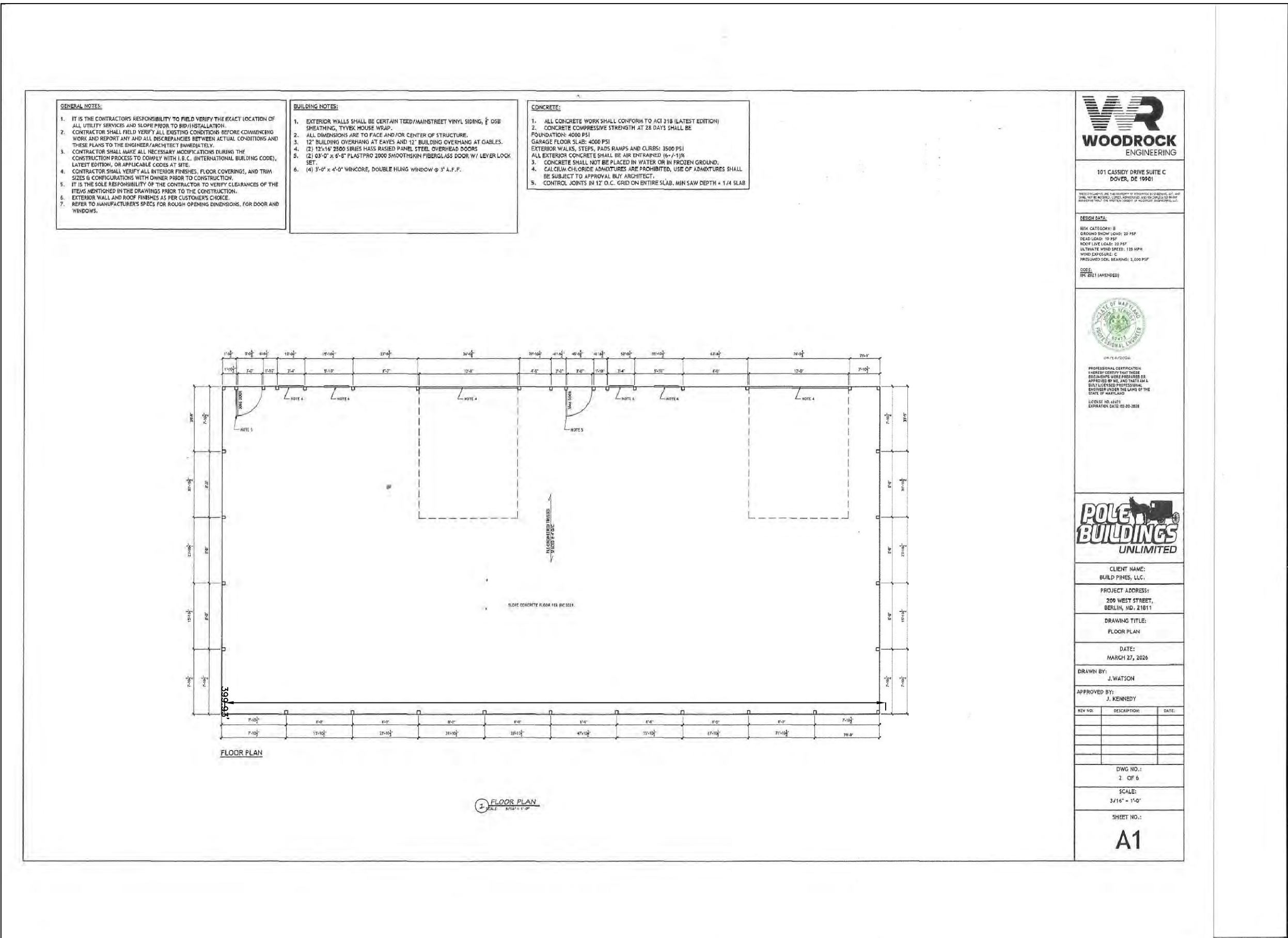
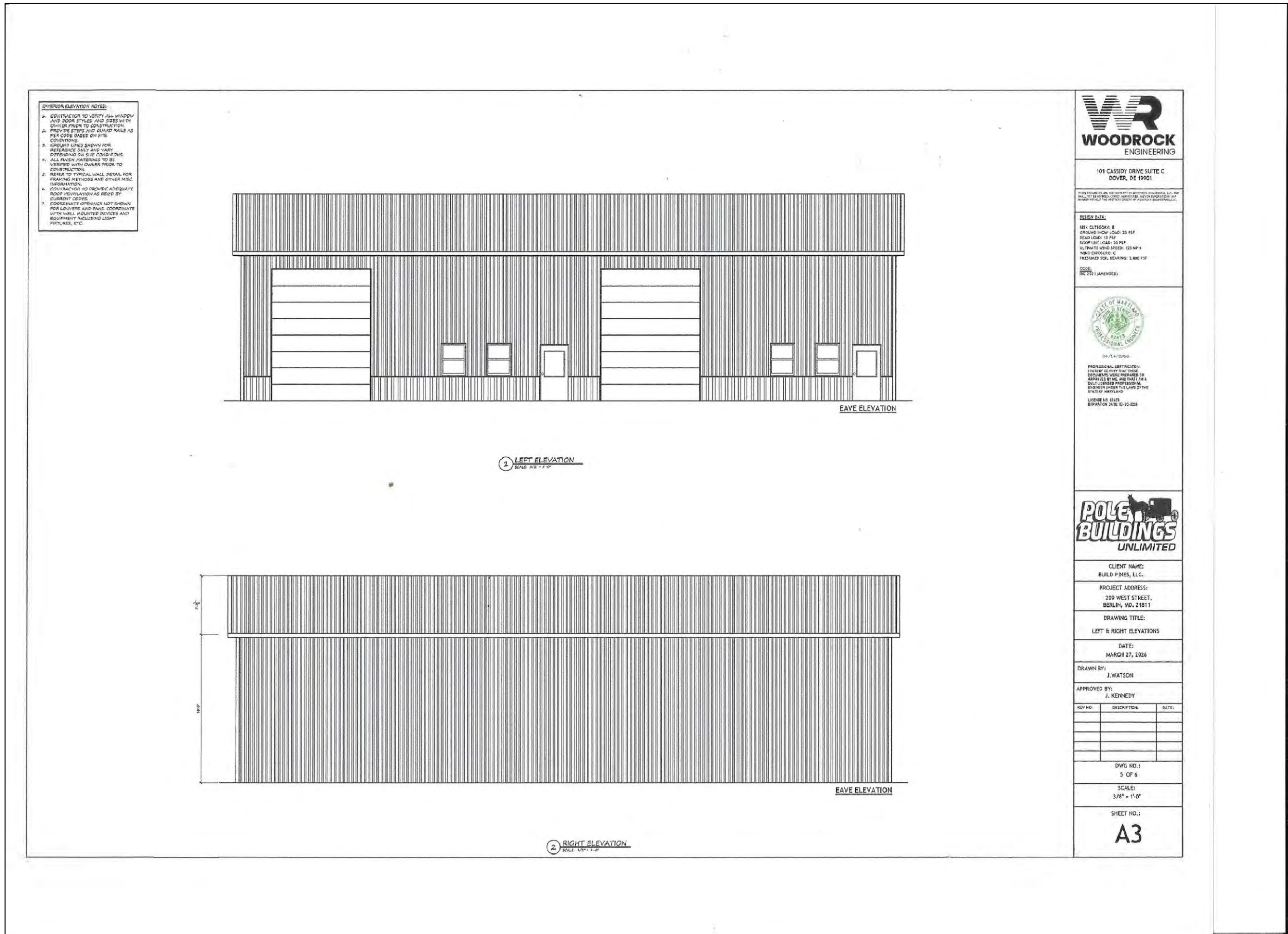
TITLE	PROPOSED CONTRACTOR SHOPS PARCEL 275 - TAX MAP 25 10529 FLOWER STREET, BERLIN, MD.
-------	--

PROFESSIONAL SEAL	EXPIRES 2-21-2028
-------------------	-------------------

Frank G. Lynch, Jr. & Associates, Inc. SURVEYING · LAND PLANNING 10535 RACETRACK ROAD · BERLIN, MARYLAND 21811 (410) 641-5353 · 641-5773			
DESIGNED BY	N/A	SURVEYED BY	FGL 3/PL
DRAWN BY	F.G.L. JR.	DATE	6-15-2026
CHECKED BY	FRANK G. LYNCH	SCALE	1" = 60'
FILE NO.: 12396-26		SHEET 2 OF 3	

ST#2/C/JOB FILES 2026/12396SWM.DWG

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Each unit may contain one 10' x 10' office and one bathroom

#	REVISION	DATE	CHKD
1	REDUCED BUILDING WIDTH FROM 40' TO 38'	8-5-2026	
2	REVISED LEVEL SPREADER DETAIL	8-5-2026	
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PROJECT	TAX MAP 25 - PARCEL 275 THIRD TAX DISTRICT, WORCESTER COUNTY, MARYLAND TAX ACCOUNT #017168
---------	--

TITLE	PROPOSED CONTRACTOR SHOPS PARCEL 275 - TAX MAP 25 10529 FLOWER STREET, BERLIN, MD.
-------	--

PROFESSIONAL SEAL	EXPIRES 2-21-2028
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Frank G. Lynch, Jr. & Associates, Inc. SURVEYING · LAND PLANNING 10535 RACETRACK ROAD · BERLIN, MARYLAND 21811 (410) 641-5353 · 641-5773		
DESIGNED BY	N/A	SURVEYED BY
DRAWN BY	F.G.L. JR.	DATE
CHECKED BY	FRANK G. LYNCH	SCALE
FILE NO.:	12396-26	SHEET 3 OF 3



Worcester County
DEPARTMENT OF PUBLIC WORKS
6113 TIMMONS ROAD
SNOW HILL, MD 21863

DALLAS BAKER JR., P.E.
DIRECTOR

JANA POTVIN
DEPUTY DIRECTOR

MEMORANDUM

TO: Planning Commission
FROM: Public Works, Roads Division and Water / Wastewater Division
DATE: 23 September 2026
SUBJECT: Waiver Request – Contractor Shops – 10529 Flower St

Comments provided by Public Works are based on the plans submitted. These comments are subject to change every time a change is made to the plans.

Roads Division

1. Request for waiver #1 (landscaping applicability, screening)
No comments from Roads Division at this time.
2. Request for waiver #2 (paving the driveway)
Roads Division has no comments regarding the driveway or parking spaces, but the entrance shall be constructed per county standards without deviation. This is already properly noted on sheet 2, where it says, "Entrance to be paved per county roads specifications." Roads Division understands this requested waiver as pertaining only to the driveway and not the entrance. Entrance will require a Commercial Entrance Bond with associated documentation.

Water / Wastewater Division

1. Request for waiver #1 (landscaping applicability, screening)
No comments from Water / Wastewater Division at this time.
2. Request for waiver #2 (paving the driveway)
No comments from Water / Wastewater Division at this time.



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

TO: Worcester County Planning Commission

FROM: Brian Soper, Natural Resource Administrator *BS*

DATE: October 1, 2026

SUBJECT: Planning Commission Meeting, October 1, 2026, Growth Allocation Request
Salt Life Phase III Tax Map 26, Parcel 476

The following comments are provided for the above referenced request:

The subject property for this request is identified as Tax Map 26, Parcel 476, which is located within the boundaries of the Atlantic Coastal Bays Critical Area Program (ACBCA), specifically within the Limited Development Area (LDA) designation. According to the Exhibits provided, the requested Growth Allocation is within the lot boundaries of Tax Map 26, Parcel 476. According to the Growth Allocation request, 10.64 acres within LDA is proposed to be reclassified as Intensely Developed Area (IDA). The property presently contains an active mobile home park, support buildings, and served by public water and sewer. The existing uses on the property are a single-family dwelling and a storage building located with the Critical Area boundary on Greenridge Lane Road. For your reference, attached within is a copy of the Atlantic Coastal Bays Critical Area Program map, highlighting the subject property.

This proposal is for reclassification of 10.64 acres of LDA to IDA, resulting in the proposed use of 10.64 acres of Growth Allocation. The applicant is proposing to expand the existing Salt Life Park with Phase 3 consisting of 46 new manufactured homes, roads, public utility infrastructure and redeveloped stormwater management facilities.

As the Planning Commission is aware, Growth Allocation is the process to reclassify land use designations within the Critical Area. Under §NR 3-110 (b)(2) of the Worcester County Code of Public Local Laws (County Code), *“Any application for growth allocation shall be reviewed by the Planning Commission but shall first be referred to the Department for review. Comments and recommendations shall be prepared by the Department for consideration by the Planning Commission in its review. The Planning Commission shall review the application in accordance with the provisions of § NR 3-112 hereof and forward a recommendation to the County Commissioners within a reasonable period of time as determined*

by the County Commissioners. Upon receipt of the Planning Commission's recommendation, the County Commissioners shall hold at least one public hearing in accordance with the provisions of § NR 3-112(e)(4) et seq. hereof."

General Comments:

Attached you will find copies of the Critical Area Site Plan, Report, and various other supporting documents provided by the Applicant as a part of this request.

Growth Allocation Standards §NR 3-112(c):

The Critical Area Law provides guidelines in considering Growth Allocation. Below is an analysis of the applicable guidelines for consideration of requests for reclassification to Intensely Developed Area (IDA).

(§NR 3-112(c)(1)) New Intensely Developed Area shall be located adjacent to existing Intensely Developed Areas.

Per the documents provided by the applicant, this proposed growth allocation is adjacent to the existing IDA along Old Bridge Road and Greenridge Lane Road. These IDA areas consist of Salt Life Park Phase 1 and 2.

(§NR 3-112(c)(3)A. New Intensely Developed Areas shall be at least twenty acres in size unless: They are contiguous to an existing Intensely Developed Area or Limited Development Area

The growth allocation request is contiguous to the existing IDA on the neighboring properties on the northern boundary of the parcel.

(§NR 3-112(c)(5) New Intensely Developed Areas and Limited Development Areas should be located in such a manner as to minimize impacts to Habitat Protection Areas as specified in this Subtitle an in an area and in a manner that optimizes benefits to water quality.

The Planning Commission should consider the applicant's Critical Area report and Critical Area Site Plan and testimony in determining if this guideline has been met.

- Non-tidal wetlands were field delineated on March 26, 2025. The proposed development will result in minimal impact to non-tidal wetlands of 1,384 sf, and 22,340 sf to the non-tidal wetland buffer. The majority of the non-tidal wetland impacts are associated with the installation of a stormwater management outfall. Non-tidal wetland buffer impacts are along the edges of the project area.
- The request will result in an increase of impervious surface by 1.11 acres. Applicant maintains within the Report that the stormwater management system for the development of the site will successfully address the three-phase stormwater management process (concept plan, site development plan, and final stormwater management plan) for all new impervious surfaces proposed.

- Within the 10.64 acre growth allocation, a total of 4.59 acres are wooded with 1.06 acres proposed to be cleared. The open space/grass areas of the site will increase by 0.89 acres. Forest Interior Dwelling Species (FIDS) management plan design guidelines will be utilized to minimize any impacts to FID species during clearing activities. Mitigation for the proposed clearing will comply with County regulations. Post development the property will meet the 15% vegetative requirement for an IDA.
- The letters from Maryland DNR Wildlife and Heritage Service and US Fish and Wildlife Service regarding the presence or lack thereof of rare, threatened or endangered species are attached within the Environmental Report.

(§NR 3-112(c)(8) New Intensely Developed or Limited Development Areas shall conform to all criteria of the Department for such areas, shall be so designated on the County's Atlantic Coastal Bays Critical Area Maps and shall constitute an amendment to this Program subject to review and approval by the Planning Commission, the County Commissioners and the Critical Area Commission for the Chesapeake and Atlantic Coastal Bays

The proposed site, should it receive Growth Allocation, will meet all Critical Area Laws with respect to the development standards of IDA found in the Natural Resources Article of the Worcester County Code of Public Local Laws. Furthermore, should this project successfully proceed through the Planning Commission, receive County Commissioners approval, and approval from the Critical Area Commission for the Chesapeake and Atlantic Coastal Bays, the critical area maps will be changed to reflect the new designation.

CRITICAL AREA COMMISSION INTERIM GUIDANCE FOR CLIMATE AND EQUITY FOR GROWTH ALLOCATIONS

Effective October 1, 2024 the Maryland General Assembly included environmental justice and climate change considerations in the Critical Area law. As part of these changes growth allocation requests must now consider this new location standard and factor as part of a request. The Commission developed a interim guidance document until such time that new regulations are passed to incorporate into COMAR.

The applicant has addressed these considerations in a Technical Report dated September 8, 2026. This has been incorporated as part of the Environmental Report. The proposed mitigation actions in the report appear to comply with the guidance document.

ADDITIONAL FACTORS OF CONSIDERATION:

- 1.) Consistency with the local jurisdictions Comprehensive Plan (Plan) and whether the proposed growth allocation would implement the goals and objectives of the plan:**

The 2006 Comprehensive Development Plan for Worcester County identifies overarching goals, including, to maintain and improve the county's rural and coastal character, protect natural resources and ecological functions, and to accommodate a planned amount of growth served by adequate public

facilities. Objectives include to continue the dominance of agricultural and forestry uses throughout the county's less developed regions, minimize conflicts among land use due to noise, smoke, dust, odors, lighting and heavy traffic, and limit rural development to uses compatible with agriculture and forestry.

The location of the proposed project is designated "Existing Developed Area" (EDA) on the 2006 land use plan map. This category "identifies existing residential and other concentrations of development in unincorporated areas and provides for their current development character to be maintained. Recognizing existing development and neighborhood character is the purpose of this designation. Appropriate zoning providing for densities and uses consistent with this character should be instituted.

The proposed project area is surrounded by "Existing Developed Area" with the nearest being "Commercial Center" to northwest, north, and east, and "Green Infrastructure" to the west and south.

The property was rezoned to R-4 "General Residential District" by the County Commissioners on July 16, 2025 which permits the highest density in all zoning districts and encourages a denser development pattern. This type of development pattern is more suited for infill development.

The proposed development of 46 housing units is consistent with the Plan and would implement the goals or objectives of the plan. The Plan calls for Existing Developed Areas to be limited to infill development with building and design standards that are consistent with an EDA's existing character. The proposed development is the third phase of the existing Salt Life Park and will be consistent with the design of the first two phases.

2.) For a map amendment involving a new intensely developed area whether the development is:

a.) To be served by a public wastewater system:

The property is designated as S-1 and W-1 in the Worcester County Water and Sewer Plan and is located in the Mystic Harbour Sanitary Service Area. The project will require 46 EDUs.

b.) Has an allowed average density of least 3.5 units per acre:

The R-4 General Residential District has a max density of 6 units per acre.

d.) Has a demonstrable economic benefit to the area:

The existing phases of Salt Life Park have increased the availability of moderate-income housing, demonstrating the need for it. The addition of Phase 3 will increase the availability of this housing stock in close proximity to commercial and work centers.

4.) The use of existing public infrastructure, where practical;

The project proposes to use existing infrastructure, water and sewer systems, road system, and is an infill development.

5.) Consistency with State and regional environmental protection policies concerning the protection of threatened and endangered species and species in need of conservation that may be located on- or off-site;

As described in the report and confirmed in the letter the project will not have an impact on rare, threatened, or endangered species.

6.) Impacts on priority preservation areas as defined under section 2-518 of the Agricultural Article:

The property is not located within a Priority Preservation Area and will not have any impact.

7.) Environmental impacts associated with wastewater and stormwater management practices and wastewater and stormwater discharges to tidal waters, tidal wetlands, and tributary streams:

The property will comply with all applicable stormwater management regulations as well utilize existing infrastructure to limit the amount of discharge into tributary streams. The property does not border on tidal waters or wetlands.

8.) Environmental impacts associated with location in coastal hazard area or an increased risk of severe flooding attributable to the proposed development:

This project is proposed within a minimal flood hazard zone. Flood zones on the proposed development area are X and AE as depicted on the attached flood map.

STATE CRITICAL AREA COMMENTS

The Critical Area Commission visited the site on July 20, 2026 as part of a preliminary review. Following the Planning Commission meeting an Information Only meeting will be held with the Critical Area Commission Program Committee prior to a Public Hearing by the County Commissioners.

ACTION OF THE PLANNING COMMISSION:

The Planning Commission is requested to forward a favorable or unfavorable recommendation to the County Commissioners regarding the applicant's request for an award of 10.64 acres of Growth Allocation, by designating the subject critical area property as an Intensely Developed Area (IDA). Once the Planning Commission has made this recommendation, the applicant shall address and revise the concept plan according to any comments and/or recommendations before proceeding further. In addition, Stormwater Concept Plan Approval, along with accompanying calculations, and a more detailed planting plan will be required by this Department prior to review by the County Commissioners. Pursuant to §NR 3-112(e)(3), the growth allocation request shall then be forwarded to the County Commissioners by the Planning Commission with a recommendation for either approval or denial.

ADDITIONAL APPROVAL STEPS:

The Critical Area Commission has requested the project be presented as “Information Only” to their Project Committee prior to a public hearing.

The County Commissioners shall hold a public hearing pursuant to §ZS 1-114 of the Zoning and Subdivision Control Article on the request and any revisions to the concept Plan.

The County Commissioners may establish conditions of approval that are consistent with the intent of the Critical Area Program. Pursuant to §NR 3-112(e)(11), as a condition of approval, the County Commissioners may require that the project approved for the use of growth allocation demonstrate that it has been substantially completed within three (3) years of the date of growth allocation approval by the Commission. Substantially completed is defined as projects in which all public improvements such as roads, sewer and/or water facilities, etc. have been built and approved as required by the County Commissioners.

If the request is approved by the County Commissioners, it shall be forwarded to the State Critical Area Commission. Thereafter, the additional approval steps will be applied as set forth in §NR 3-112(e)(6) thru (10).

* * * * *

Should you have any questions or need additional information, please do not hesitate to contact us at (410) 632-1220:

Brian Soper – ext. 1146, bmsoper@worcestermd.gov

Attachments: Applicant’s Critical Area Report
 Growth Allocation Summary;
 GIS Aerial Map illustrating CA boundary;
 Floodplain Map;
 Land Use Map

cc: Bob Mitchell, Director DEP
 David Bradford, Deputy Director DEP
 Joy Birch, NR Planner DEP

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October 3, 2025

Robert J. Mitchell, LEHS, REHS/RS
Director, Worcester County,
Department of Environmental Programs
One West Market Street, Room 1306
Snow Hill, Maryland 21863

RE: **Worcester County Tax Map 26, Parcel 191**

Dear Mr. Mitchell:

I am writing on behalf of Mark R. Odachowski, owner of the above referenced property, requesting growth allocation to reclassify approximately ten (10) acres from Limited Development Area (LDA) to Intensely Developed Area (IDA). Parcel 191 is located on the south side of Old Bridge Road in West Ocean City, with frontage on Greenridge Lane, and the total parcel is 20.6 acres. A portion of Parcel 191 is outside of the Critical Area Program, therefore the current request is for approximately ten (10) acres.

This is a preliminary request for **CONCEPT REVIEW** of the Growth Allocation Application. As you know, the property was the subject of a recent rezoning in Rezoning Case No. 449, and a copy of the Findings of Fact from the Worcester County Commissioners are attached. As discussed in the rezoning application, this property will be developed as an extension of the existing Salt Life Park Community, and it is essentially Phase III of Salt Life Park.

Inasmuch as a substantial portion of the property lies outside the Critical Area, that portion can currently be developed (with appropriate approvals) into an extension of Salt Life Park, in accordance with its underlying R-4, General Residential District zoning. This request represents the last piece of the puzzle, of this unified development, which will provide much needed affordable housing to the West Ocean City area of Worcester County. The CONCEPT Site Plan is attached hereto, which designates the area to be reclassified from LDA to IDA.

The Critical Area Map designating the 10 acre subject property is attached (hereinafter the "Property"). The Property is adjacent to a large area of IDA.

The Zoning Map showing the Property is attached. The Property is zoned R-2, Suburban Residential District.

The Mystic Harbour Sanitary Service Area as defined by Resolution 17-19 classified the property as Mystic Harbour Service Area S-1, and it is designated for infill development.

With respect to the Land Use Map which is part of the Worcester County Comprehensive Plan, the front property, Salt Life Park, is currently designated Commercial Center, and Parcel 191, which is the subject of this request, is designed Existing Developed Area. Existing Developed Areas, or EDA's, under the current Comprehensive Plan, identify existing residential and other concentrations of development in unincorporated areas of the County and are considered appropriate for infill development.

In accordance with Section NR3-112(c), please consider the following standards:

(c) When locating new Intensely Developed or Limited Development Areas the County Commissioners shall use these standards:

(1) New Intensely Developed Areas shall be located in Limited Development areas or adjacent to existing Intensely Developed Areas; ***The Property is currently designated LDA, and it is immediately adjacent to a large area of IDA.***

(2) New Limited Developed Areas shall be located adjacent to existing Limited Developed Areas or Intensely Developed Areas; ***The Property is currently LDA.***

(3) New Intensely Developed Areas shall be at least twenty acres in size unless:

A. They are contiguous to an existing Intensely Developed Area or Limited Development Area; or ***The Property is adjacent and contiguous to a large area of IDA.***

B. There are a grandfathered commercial or industrial use that was permitted and legally existing as of the date of local Program approval. The amount of growth allocation deducted shall be equivalent to the area of the entire parcel or parcels subject to the growth allocation request. ***Not applicable.***

(4) No more than one-half of the allocated expansion may be located in Resource Conservaton Areas; ***The entire portion of the Property in the Critical Area is currently LDA.***

(5) New Intensely Developed Areas and Limited Developed Areas shall be located in such a manner as to minimize impacts to Habitat Protection Areas as specified in this Subtitle and in an area and in a manner that optimizes benefits to water quality; ***The Property is not in a habitat protection area, and the Concept Site Plan has been designed to minimize impacts, see attached Conceptual Site Plan.***

(6) New Intensely Developed Areas should be located where they minimize their

impacts on the defined land uses of the Resource Conservation Area; ***Reclassification of this Property from LDA to IDA will not impact any Resource Conservation Area.***

(7) New Intensely Developed Areas and Limited Development Areas in the Resource Conservation Area shall be located at least three hundred feet landward of the limits of tidal wetlands or tidal waters; unless the County proposes and the Commission approves alternative measures for water quality and habitat that provide greater benefit to the resources; ***The Property is classified LDA and it is not in a Resource Conservation Area. The majority of the Property is located more than 300 feet landward of tidal waters, except the corner of the Property is 121 feet from a small tidal ditch.***

(8) New Intensely Developed or Limited Development Areas shall conform to all criteria of the Department for such areas, shall be so designated on the County's Atlantic Coastal Bays Critical Area Maps and shall constitute an amendment to this Program subject to review and approval by the Planning Commission, the County Commissioners and the Critical Area Commission for the Chesapeake and Atlantic Coastal Bays; ***The Property conforms to the criteria of a new IDA, as follows.***

d. Factors in reviewing map amendments or refinements involving the use of growth allocation, the County Commissioners shall consider the following factors:

(1) Consistency with Worcester County Comprehensive Plan and whether the growth allocation would implement its goals and objectives. ***The current Salt Life Park is designated Commercial Center, and the Property, which will be an extension of Salt Life Park, is designated Existing Developed Area, or EDA. Under the Comprehensive Plan, EDA's identify existing residential and other concentrations of development in unincorporated areas of the County, and are considered appropriate for infill development. An example of an EDA, according to the Comprehensive Plan, is this area of West Ocean City.***

(2) For a map amendment or refinement involving a new Intensely Developed Area, whether the development is:

A. To be served by a public wastewater system; ***The Property is designated S1, for immediate service, and is considered infill development, pursuant to the Mystic Harbour Sanitary Service Area.***

B. Have an allowed average density of at least 3.5 units per acre; ***The Property is zoned R-4, General Residential District, with a density of 8 units per acre.***

C. If greater than 20 acres, be located in a Priority Funding Area; and ***The Property is less than 20 acres.***

D. Have a demonstrable economic benefit to the area. ***Salt Life Park has proven to be an economic benefit to the area, and provides much needed moderate-income housing. There is a strong need for moderate-income housing in this area for the workforce***

associated with West Ocean City and Ocean City. The Property would be an extension of Salt Life Park, utilizing its existing amenities and infrastructure, and would be considered classic infill development.

(3) For a map amendment or refinement involving a new Limited Developed Area, whether the development is: *Not applicable; the Property is already an LDA.*

(4) The use of existing public infrastructure, where practical; *Please see Section 2 hereof. The Property would be an extension of the existing Salt Life Park, utilizing its existing amenities, infrastructure, water and sewer system, road system, and would be considered infill development.*

(5) Consistency with State and regional environmental protection policies concerning the protection of threatened and endangered species and species in need of conservation that may be located on-or-off-site. *This proposal is consistent.*

(6) Impacts on a Priority Preservation Area, as defined under Section 2-518 of the Agriculture Article; *None.*

(7) Environmental impacts associated with wastewater and stormwater management practices and wastewater and stormwater discharges to tidal waters, tidal wetlands, and tributary streams; *and the portion of the property to be reclassified is located approximately 1,000 feet from tidal waters. The Critical Area Commission recently submitted new proposed maps to Worcester County deleting a substantial portion of the property out of the Critical Area altogether. The Property will utilize the stormwater facilities and other infrastructure on the existing Salt Life Park. The Property is disconnected from tidal waters by roads, houses, and other topographical features.*

(8) Environmental impacts associated with location in a coastal hazard area or an increased risk of severe flooding attributable to the proposed development. *None.*

As required by Section NR3-112(d), the Concept Site Development Plan is included. A Buffer Management Plan is not required, inasmuch as the property is located more than 300 feet landward of tidal waters.

In accordance with Section NR3-112(f) all requirements of the County's Critical Area Program, Zoning Ordinance, and Subdivision Regulations can be met. The project design shall enhance habitat value and improve water quality. The property is more than 300 feet landward of tidal waters. There will be neither piers nor riparian access.

If a more formal application is required, please let me know.

We respectfully request the application be processed, and that a date be set before the Worcester County Planning Commission.

As always, please feel free to call with any questions. If a fee is required, please let me know.

Respectfully submitted,



Hugh Cropper IV
Attorney for Mark R. Odachowski

HC/tgb

Enclosures

CC: Frank G. Lynch, Jr.
Christopher McCabe
Mark R. Odachowski
Steve Engel

IN THE MATTER OF

THE REZONING APPLICATION OF

MARK R. ODACHOWSKI

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REZONING CASE NO. 449

FINDINGS OF FACT

Subsequent to a public hearing held on July 15, 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. 449: This case seeks to rezone petitioned area on Tax Map 26, Parcel 476, Lot C-1, consisting of 18.67 acres. The parcel is located on the easterly side of Greenridge Lane Road, West Ocean City, south of MD Route 707 (Old Bridge Road). The request is to reclassify the petitioned area from R-2 Suburban Residential District to R-4 General Residential District. The petitioned area is currently improved with a single-family dwelling and large accessory residential storage building.

Applicant's testimony before the County Commissioners: Mr. Hugh Cropper, attorney for the applicant, explained the density differences between the R-2 District (4 units per acre) and R-4 District (8 units per acre), as well as the manufactured home park density in the R-4 District (6 units per acre). The argument for rezoning is based on a change in the character of the neighborhood as outlined in the Planning Commission's staff report, submitted into the record as Planning Commission's Exhibit No. 1. He then provided a brief history of the original Greenridge trailer Park (identified as Phase 1) and Salt Life Park (Phase 2) which is currently under construction and contains amenities that serve both phases. The Planning Commission referred to the developments as "functionally integrated". While acknowledging that a rezoning of land could result in any of the uses listed in the respective zoning district, Mr. Cropper stated that it is Mr. Odachowski's intention to create a Phase 3 development, with an expansion of Salt Life Park onto the petitioned area. Access would be via the MD Route 707 (Old Bridge Road) entrance,

which he alleged was overdesigned to support the future phase. The development would be constructed with manufactured homes as a manufactured home park.

Mr. Mark Odachowski, property owner, testified regarding the redevelopment of the Greenridge Road manufactured home park, and the development of Salt Life Park. The original exhibits presented to the Planning Commission included photographs of the amenity areas that were under construction; since then, they have been completed, and “updated” photographs were presented to the County Commissioners. Upon a question from Commissioner Bertino, Mr. Odachowski stated that the units were for sale, with ground rent charged. Within Phase 1, the purchase price is in the upper \$100,000’s, and in Phase 2, the price is mid- to upper \$200,000’s. Mr. Odachowski detailed the road and entrance improvements that were completed for Phase 2 that will support Phase 3. Commissioner Fiori expressed his support of the argument for change in the character of the neighborhood and appreciated the work Mr. Odachowski put into the entrance and road improvements. Commissioner Bertino inquired about whether the units were strictly for purchase or rent. Mr. Odachowski explained that the units could be purchased, and if rented, would only be allowed for year-round rentals, not short-term rentals.

Mr. Frank Lynch, Jr., Maryland Registered Land Surveyor, had worked on the original Phase 1 redevelopment, as well as Phase 2. He concurred with the definition of the neighborhood, as well as the various changes that had occurred since the last comprehensive rezoning. Those changes included:

- Resolution to several non-conformities in the original Greenridge Trailer Park via relocation of units and variances granted by the Board of Zoning Appeals.
- Various sewer service area amendments to allow EDU’s to be purchased for the Phase 2 development.
- Residential population growth in the defined neighborhood.
- Four individual rezonings which are part of the Planning Commission’s record.
- Development of the Sea Oaks Residential Planned Community, and the recent approval of the Crepe Myrtle Residential Planned Community on a nearby parcel.
- The Land Use Map identifies the petitioned area as Existing Developed Area (EDA), which encourages infill development.

In summary, Mr. Lynch concurred that the rezoning would be compatible with and serve as a natural transition for the Phase 3 development.

Mr. Chris McCabe, environmental consultant, testified that the Critical Area maps are proposed to be amended. This action is proposed to remove a significant portion of the petitioned area from the Critical Area. He reviewed the non-tidal wetlands on the site and obtained Maryland Department of the Environment (MDE) concurrence. There is a wooded area that will serve as a buffer from adjoining properties.

Mr. Steve Engel, Registered Landscape Architect, Vista Design, Inc., concurred with excerpts that Mr. Cropper read from the Comprehensive Plan, both the 2006 and sections of the working draft plan, specifically the chapter on Housing. Mr. Cropper stated that in the working draft plan, the median age of Worcester County is identified as 50.6 years, while the median age of the State of Maryland is 39.7 (U.S. Census Bureau, American Community Survey, 2022). He said that his client's target audience is where the need is most. In the 2006 Comprehensive Plan, page 68, Mr. Cropper read the section entitled "*Mobile Homes*", which encouraged improved construction materials and design, as well as the siting of additional mobile home parks with appropriate site design standards in order to expand the availability of this housing option. Mr. Engel concurred with the definition of the neighborhood and noted that he was involved in several of the changes cited. While not relevant for the rezoning application, Mr. Engel had prepared a site plan for the expansion of the manufactured home park with access via MD Route 707 (Old Bridge Road) and identifying the delineated non-tidal wetlands and associated buffers. Mr. Engel further concurred that this rezoning was consistent with the current Comprehensive Plan, as well as references in the working draft chapters of the future Comprehensive Plan. Commissioner Bertino inquired about emergency vehicle access and road design. The design would be reviewed and approved as part of the site plan review process for the development, if the rezoning was approved.

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. 5.

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 with a strong demand for affordable housing, including manufactured units such as those in Salt Life Park. There has also been an increase in commercial growth, and there are sufficient services within a five-to-ten-minute drive from the petitioned area. Since the last comprehensive rezoning, there have been four rezoning cases approved for additional or more intense commercial zoning in the defined neighborhood.

The County Commissioners' findings regarding availability of public facilities: The County Commissioners agree with the Planning Commission and find that while this property is in the W-1/S-1 Category of the Water and Sewerage Plan, EDU's are not available. However, this property is in the overlay service areas of Mystic Harbour and West Ocean City; therefore, it is possible that this property can get water from Mystic Harbour and sewer from West Ocean City which could be purchased for transfer subject to Resolution 97-1. As Mr. Mitchell explained, the County is seeking methods to increase sewer capacity. In addition, Mr. Cropper's written testimony states that there have been two expansions to the Mystic Harbour Sanitary Service Area along MD Route 707, permitting the additional influx of EDU's into the community, which was not planned for at the time of the last comprehensive rezoning.

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 Greenridge Lane Road, a County-owned and -maintained road. However, redevelopment of the petitioned area would be best served with access through Salt Life Park (Phase 2) to the existing road improvements and entrance on MD Route 707 (Old Bridge Road). The County Commissioners and Planning Commission acknowledges that road upgrades have been completed or are in progress to MD Route 707 per MDOT SHA permit requirements. Upgrades include modifying Salt Life Park Phase 2 stormwater ponds to be able to capture the runoff from MD Route 707; widening MD Route 707 and adding a 500+ foot deceleration lane; increasing the pavement thickness to ten inches; adding a bike lane; adding sidewalks within the right-of-way. Based upon the testimony presented, the County Commissioners find that there will be no negative impact to the transportation patterns arising from the proposed rezoning of the petitioned area.

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 is adjacent to existing R-4 District zoning and the proposed housing is consistent with what the community needs. The Planning Commission acknowledges the redevelopment of the former Greenridge Trailer Park into Salt Life Park Phase 1, which was a park with a significant number of non-conforming units, many of which required variances. In addition, Mr. McCabe testified that Critical Area map updates are currently taking place for Worcester County, which will eliminate a substantial portion of the petitioned area from the Critical Area, leaving less than one-half in the Limited Development Area (LDA). Pertaining to existing wetlands, the applicant just re-delineated

the non-tidal wetlands line with Maryland Department of the Environment, resulting in a reduction in wetlands on the petitioned area and reduced environmental constraints on the petitioned area. Based upon the testimony presented, the County Commissioners find that the proposed rezoning of the petitioned area from R-2 Suburban Residential District to R-4 General Residential District is compatible with the existing and proposed development and existing environmental conditions in the area.

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 this type of affordable 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. The Planning Commission found that the rezoning of the petitioned area from R-2 Suburban Residential District to R-4 General Residential District would align with the Comprehensive Plan's goals for smart growth, community consistency, and efficient use of existing infrastructure. Therefore the expansion of the manufactured home park 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 R-2 Suburban Residential District to R-4 General Residential District. Having made the above findings of fact, the County Commissioners concur with the recommendation of the Planning Commission and adopt its findings of fact.

Decision of the County Commissioners: As a result of the testimony and evidence presented before the County Commissioners and the findings as 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 R-2 Suburban Residential District to R-4 General 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 substantial infrastructure improvements along MD Route 707, including road widening, a 500+ foot deceleration lane, sidewalks, bike lanes, and upgraded stormwater facilities, all of which support higher-density residential development. The petitioned area is functionally integrated with Salt Life Park Phases 1 and 2 - formerly Greenridge Trailer Park - which has been revitalized through private investment in updated housing units and shared community amenities. The proposed Phase 3 infill development is consistent with

this pattern and aligns with recent land use trends, including recent rezonings in the defined neighborhood, the expansion of the Mystic Harbour Sanitary Service Area, and the reclassification of the Critical Area boundaries. The property is adjacent to existing R-4 District zoning, the dwelling on the petitioned area is already connected to public utilities, and it is located within a service area that supports compact residential growth. The requested zoning conforms to the Worcester County Comprehensive Plan, which encourages infill within established communities while preserving neighborhood character. Given the compatibility of the proposed use, existing infrastructure capacity, and strong demand for affordable, cottage-style manufactured housing, a favorable recommendation for the rezoning is both appropriate and consistent with sound planning principles. 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. 449 and thus rezone the petitioned area, Tax Map 26, Parcel 476, Lot C-1, from R-2 Suburban Residential District to R-4 General Residential District.

Adopted as of July 15, 2025. Reduced to writing and signed August 5, 2025.

Attest:

Worcester County Commissioners

Weston S. Young
Chief Administrative Officer

Theodore J. Elder
President

Eric J. Fiori
Vice President

ABSENT

Caryn G. Abbott
Commissioner

Anthony W. Bertino, Jr.
Commissioner

Madison J. Bunting, Jr.
Commissioner

Joseph M. Mirecic
Commissioner

Diana Purnell
Commissioner

ZONING RECLASSIFICATION RESOLUTION NO. 25-17

A RESOLUTION OF THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, PURSUANT TO § ZS 1-113 OF THE ZONING AND SUBDIVISION CONTROL ARTICLE OF THE CODE OF PUBLIC LOCAL LAWS OF WORCESTER COUNTY, MARYLAND, CHANGING THE ZONING CLASSIFICATION OF CERTAIN PARCEL OF LAND SHOWN ON TAX MAP 26 AS PARCEL 476, LOT C-1 FROM R-2 SUBURBAN RESIDENTIAL DISTRICT TO R-4 GENERAL RESIDENTIAL DISTRICT.

WHEREAS, pursuant to § ZS 1-113 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, Mark R. Odachowski, applicant, and Hugh Cropper, IV, applicant's attorney, filed a petition for the rezoning of approximately 18.67 acres of land shown on Tax Map 26 as Parcel 476, Lot C-1 ("petitioned area"), located at 12254 Greenridge Lane Road, 850 feet south of Old Bridge Road (MD Route 707), requesting a change in zoning classification thereof from R-2 Suburban Residential District to R-4 General Residential District; and

WHEREAS, the Worcester County Planning Commission gave the petition a favorable recommendation during its review on May 1, 2025; and

WHEREAS, subsequent to a public hearing held on July 15, 2025, following due notice and all procedures as required by Sections ZS 1-113 and 1-114 of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland, the County Commissioners found that there has been a substantial change in the character of the neighborhood and the findings of fact relative to the criteria as required by law are incorporated by reference;

NOW, THEREFORE, BE IT RESOLVED by the County Commissioners of Worcester County that the land petitioned by Mark R. Odachowski, applicant, and Hugh Cropper, IV, applicant's attorney, and shown on Tax Map 26 as Parcel 476, Lot C-1 is hereby reclassified from R-2 Suburban Residential District to R-4 General Residential District.

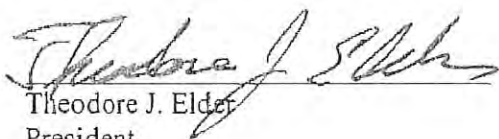
BE IT FURTHER RESOLVED that the effective date of this Resolution shall be nunc pro tunc, July 15, 2025.

EXECUTED this 5th day of August, 2025.

Attest:

Worcester County Commissioners

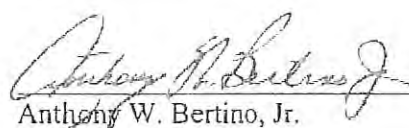
Weston S. Young
Chief Administrative Officer

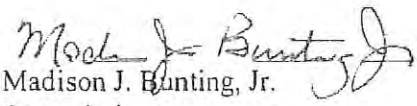

Theodore J. Elder
President

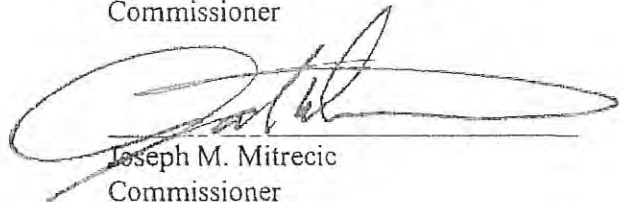

Eric J. Fiori
Vice President

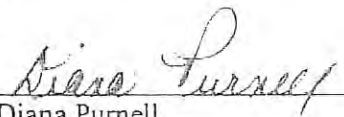
ABSENT

Caryn G. Abbott
Commissioner


Anthony W. Bertino, Jr.
Commissioner


Madison J. Bunting, Jr.
Commissioner


Joseph M. Mitrecic
Commissioner


Diana Purnell
Commissioner



8 ft

Ocean City
Chamber of
Commerce

9 ft

Proposed
Critical
Area

Hastings Ln

Current
Critical
Area
Proposed



PO Box 66 Fruitland, Maryland 21826
coastalcompliancesolutions@gmail.com
410-726-8736

Atlantic Coastal Bays Critical Area Growth Allocation
Environmental Report

February 4, 2026

Salt Life Park – Phase 3

12254 Greenridge Lane
Ocean City, Maryland 21842
Tax Map 26, Parcel 476

Prepared for:
Salt Life Park LLC
C/O Mr. Mark Odachowski
12507 Sunset Ave. Unit 14D
Ocean City, Maryland 21842



Introduction:

The Salt Life Park Phase 3 project consists of a mix of open space, forest, existing stormwater management ponds driveway / roads, and a single family dwelling on approximately 18.67 acres. The proposal for development consists of 46 proposed affordable housing units. There will be disturbance associated with grading, filling, Stormwater Management facility installation, Roads, Sewer and water. This project is a direct extension of the exiting Salt Life Park phase 1 and 2, with both phases at build out and that immediately abut the subject project. Phase 3 will be functionally integrated with existing Phases 1 and 2. The current park features community based amenities and is situated with an area of West Ocean City that is currently developed, providing text book infill development. The current proposed project will redevelop an existing single family dwelling estate lot, roads, stormwater management and existing sewer with the proposed units and amenities.

Development History:

Parcel C, 20.6 acres, was created by virtue of the Subdivision Plat entitled "Protracted Subdivision Plat-Lands of John Jarvis and James Cunningham", made by R. Lee Gilliss, Jr., Registered Land Surveyor, dated March 8, 1985, and recorded among the Land Records of Worcester County, Maryland, in Plat Book 98, Folio 38.

On October 13, 2000, Mark R. Odachowski and Jill K. Odachowski acquired Lot C by virtue of a deed recorded among the Land Records, as aforesaid, in Liber SVH 2921, Folios 269, et. seq.

Mr. Odachowski became sole owner by virtue of a deed dated July 30, 2001 and recorded among the Land Records, as aforesaid, in Liber SVH 3098, Folios 328, et. seq.

On November 8, 2011, Mr. Odachowski deeded Parcel C to the Mark R. Odachowski Irrevocable Trust U/A dated October 1, 2011, by virtue of a deed recorded among the Land Records, as aforesaid, in Liber SVH 5794, Folios 46, et. seq.

On August 15, 2016, the Mark R. Odachowski Irrevocable Trust U/A dated October 1, 2011 re-conveyed Parcel C back to Mr. Odachowski by virtue of a deed recorded among the Land Records, as aforesaid, in Liber SRB 6999, Folios 394, et. seq.

By virtue of the Plat entitled "Minor Subdivision, Lands of Mark R. Odachowski, Parcel 191-Tax Map 26, Tenth Tax District, Worcester County, Maryland" by Frank G. Lynch, Jr. & Associates, Inc., dated February 2, 2023, and recorded among the Land Records in Plat Book SRB 253, Folio 22, Parcel C was modified to become "REVISED PARCEL C" 18.67 acres, more or less.

Revised Parcel C exists today, and it is the subject of this application.

On June 12, 2025, Mr. Odachowski deeded Revised Parcel C to Mark R. Odachowski, as Trustee of the Mark R. Odachowski Revocable Trust U/A/D June 12, 2025, by virtue of a deed recorded among the Land Records, as aforesaid, in Liber SRB 8969, Folios 101, et. seq.

Project Proposal:

The Salt Life Park Phase 3 proposal consists of 46 manufactured home units, road construction, sewer and water infrastructure and redeveloped storm water management features. The project will provide infill development located within the West Ocean City Corridor. It will also supply much needed affordable housing in the area for the workforce community, with close proximity to employment opportunities.

The proposed growth allocation of 10.64 acres of Limited Development Area (LDA) to Intensely Developed Area (IDA) is consistent with the goals and objectives of the not only the Worcester County Comprehensive Plan (WCP), but also the Worcester County Sewer and Water Plan (WCWSP). The site is currently shown as Existing Developed Area (EDA) as noted on the Land Use Map in the WCP and designated as S-1 and W-1 in the WCWSP. The site area was recently re-zoned on July 16, 2025 by the Worcester County Commissioners to R-4 "General Residential District", which permits the highest density of residential development of all the zoning districts, further encouraging a more dense development pattern on the site due to its infill development characteristic.

The site is currently bisected by the Atlantic Coastal Bays Critical Area (CBCA) with approximately 10.64 acres of the 18.67 located within CBCA. It is worth noting that the Worcester County Commissioners have proposed CBCA maps changes as part of the program update and that number will be less by 1.21 acres with a total of 7.46 acres. This request would redesignate 10.64 acres of LDA to IDA under the current CBCA maps.

This proposal estimates a total of 1 acre of trees to be removed as part of the effort. Worth noting is that this vegetation is scattered planted trees throughout the existing open field and technically does not meet the definition of a forest or developed woodland. But nonetheless the total woody vegetation to be removed is approximately 1 acre.

Since this site is a redevelopment site, existing stormwater management wet detention ponds are currently approved and in place. These ponds provide quantitative controls to manage significant rainfall events. The proposed development plan would provide modification of those ponds and installation of pre-treatment Best Management Practices (BMPS) to address water quality under the current regulatory framework (Please note appendix 2, 10% rule and SWM Calculation for more technical details).

During construction, the site will have an approved Erosion and Sediment Control plan reviewed and approved by the Worcester County Soil Conservation District. This plan will incorporate all aspects of the latest ESC requirements by MDE under the 2011 Standards and Specifications manual. Further, the Salt Life Phase 2 project was granted authorization under the NPDES/ NOI 20 General Permit for disturbances over one acre. The current NOI coverage number 20-CPX071C will be amended to add the additional acreage proposed under this development activity to add the additional acreage proposed to be developed. As a condition of that approval, weekly and after rainfall self-inspections are performed on the site, to ensure compliance with terms of the 20 CP and those inspections are logged and maintained onsite.

Mitigation onsite will be accomplished via Worcester County Department of Environmental Programs standards for replacement onsite. This will be accomplished with a combination of supplemental plantings adjacent to the forested areas onsite, through site landscaping with native species vegetation and through stormwater management area plantings supplements. Please refer to appendix 2, planting and buffer plan for details on the proposed planting areas.

Regarding Zoning, as noted in previous discussion above, the Worcester County Commissioners approved a re-zoning to R4 General Residential District on July 16, 2025. This district is the most dense residential district in the Worcester County Zoning Code. It is noted in the Zoning as:

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

This would coincide with the designation as Existing Developed Area (EDA) in the WCP and also as S-1, W-1 in the WCWSP as well. This request of LDA to IDA further enforces the need to be consistent with the land use planning oversight regulations across all areas.

A buffer management / establishment plan will be generated and enacted for a small section on the site that is adjacent to an existing perineal stream in the project area. Although the stream section is very minor the 100 foot buffer will be established based on the mitigation and planting standards noted in COMAR 27.01.09.01-3. This will be reviewed and approved by the Worcester County Department of Environmental Programs and bonded for two years after installation.

The site has been evaluated by the USFWS IPAC resource reviewer along with consultation with the Maryland Department of Natural Resources Wildlife and Heritage Division (both attached as appendix) . Areas were denoted to contain possible habitat for the monarch butterfly and tricolored bat. The evaluation showed that the proposed development would not have an effect on any species of concern.

However, due to the potential effect on the species, the site and planting plan will incorporate species that help attract and provide cover for the species in need. Further construction techniques and time of year considerations will be taken into account to help provide the needed protections as best as possible while accomplishing the project goals.

As a result of the development activity all protective instruments will be employed onsite as to ensure compliance is achieved for the proposed activities. As noted earlier, a critical area planting agreement and bond will be executed with the Department of Environmental Programs for any vegetative mitigation and / or establishment requirements for the site development plan. Further a Stormwater Management Inspection and Maintenance Agreement will be executed onsite and recorded in the Worcester County Land Records enforcing the requirement to install and maintain all stormwater management features onsite.



Wes Moore, Governor
Aruna Miller, Lt. Governor
Josh Kurtz, Secretary
David Goshorn, Deputy Secretary

July 14, 2025

Mr. Christopher P. McCabe
Coastal Compliance Solutions, LLC
P.O. Box 66
Fruitland, MD 21826

RE: Environmental Review for Salt Life Park Phase 3, 12254 Greenridge Lane, Ocean City, Worcester County, Maryland.

Dear Mr. McCabe:

The Wildlife and Heritage Service has determined that there are no official State or Federal records for listed plant or animal species within the delineated area shown on the map provided. We would like to point out, however, that our remote analysis suggests that the forested area on this property contains Forest Interior Dwelling Bird habitat. Populations of many bird species which depend on this type of forested habitat are declining in Maryland and throughout the eastern United States. The conservation of this habitat is mandated within the Chesapeake Bay Critical Area and must be addressed by the project plan. Specifically, if FIDS habitat is present, the following guidelines should be incorporated into the project plan (as applicable):

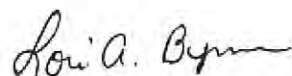
1. Restrict development to nonforested areas.
2. If forest loss or disturbance is unavoidable, concentrate or restrict development to the following areas:
 - a. the perimeter of the forest (i.e., within 300 feet of existing forest edge)
 - b. thin strips of upland forest less than 300 feet wide
 - c. small, isolated forests less than 50 acres in size
 - d. portions of the forest with low quality FIDS habitat, (i.e., areas that are already heavily fragmented, relatively young, exhibit low structural diversity, etc.)
3. Maximize the amount of forest "interior" (forest area >300 feet from the forest edge) within each forest tract (i.e., minimize the forest edge:area ratio). Circular forest tracts are ideal and square tracts are better than rectangular or long, linear forests.
4. Minimize forest isolation. Generally, forests that are adjacent, close to, or connected to other forests provide higher quality FIDS habitat than more isolated forests.
5. Limit forest removal to the "footprint" of houses and to that which is necessary for the placement of roads and driveways.
6. Minimize the number and length of driveways and roads.
7. Roads and driveways should be as narrow and as short as possible; preferably less than 25 and 15 feet, respectively
8. Maintain forest canopy closure over roads and driveways.
9. Maintain forest habitat up to the edges of roads and driveways; do not create or maintain mowed grassy berms.

10. Maintain or create wildlife corridors.
11. Do not remove or disturb forest habitat during April-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.
12. Landscape homes with native trees, shrubs and other plants and/or encourage homeowners to do so.
13. Encourage homeowners to keep pet cats indoors or, if taken outside, kept on a leash or inside a fenced area.
14. In forested areas reserved from development, promote the development of a diverse forest understory by removing livestock from forested areas and controlling white-tailed deer populations. Do not mow the forest understory or remove woody debris and snags.
15. Afforestation efforts should target a) riparian or streamside areas that lack woody vegetative buffers, b) forested riparian areas less than 300 feet wide, and c) gaps or peninsulas of nonforested habitat within or adjacent to existing FIDS habitat.

The Critical Area Commission's document "A Guide to the Conservation of Forest Interior Dwelling Birds in the Chesapeake Bay Critical Area" provides details on development standards and information about mitigation for projects where impacts to FIDS habitat cannot be totally avoided. Mitigation plantings for impacts to FIDS habitat may be required under the local government's Critical Area Program. The amount of mitigation required is generally based on whether the guidelines listed above are followed.

If the project changes in the future such that the limits of proposed disturbance or overall site boundaries are modified, please provide us with revised project maps and we will provide you with an updated evaluation. Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at lori.byrne@maryland.gov or at (410) 260-8573.

Sincerely,



Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2025.1285.wo
Cc: C. Jones, CAC



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Ecological Services Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401-7307
Phone: (410) 573-4599 Fax: (410) 266-9127



In Reply Refer To:

06/18/2025 13:59:32 UTC

Project Code: 2025-0110949

Project Name: Salt Life Park Phase 3

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chesapeake Bay Ecological Services Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401-7307
(410) 573-4599

PROJECT SUMMARY

Project Code: 2025-0110949

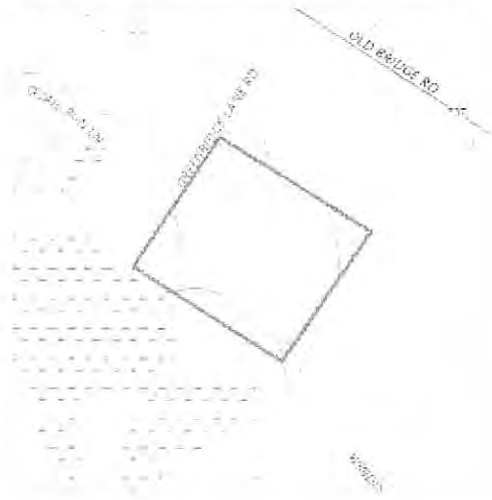
Project Name: Salt Life Park Phase 3

Project Type: Residential Construction

Project Description: Proposed Growth Allocation for proposed affordable housing community

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.3340235,-75.12470465029595,14z>



Counties: Worcester County, Maryland

ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME

STATUS

Tricolored Bat *Perimyotis subflavus*

Proposed

No critical habitat has been designated for this species.

Endangered

Species profile: <https://ecos.fws.gov/ecp/species/10515>

INSECTS

NAME

STATUS

Monarch Butterfly *Danaus plexippus*

Proposed

There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.

Threatened

Species profile: <https://ecos.fws.gov/ecp/species/9743>

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

WETLAND INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE VISIT [HTTPS://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML](https://www.fws.gov/wetlands/data/mapper.html) OR CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Chris McCabe
Address: PO Box 66
City: Fruitland
State: MD
Zip: 21826
Email: coastalcompliancesolutions@gmail.com
Phone: 4107268736



PO Box 66 Fruitland, Maryland 21826
coastalcompliancesolutions@gmail.com
410-726-8736

September 8, 2026

**TECHNICAL REPORT AND GROWTH ALLOCATION APPLICATION SUBMISSION TO
ADDRESS CLIMATE ADAPTATION AND EQUITY PROVISIONS**

TO: Worcester County, Department of Environmental Programs And for the Chesapeake and Atlantic Coastal
Bays Critical Area Commission

FROM: Salt Life Park Phase 3

SUBJECT: Growth Allocation Application & Critical Area Assessment Report: Salt Life Park Phase 3
Expansion (Greenridge Lane, West Ocean City, MD)

EXECUTIVE SUMMARY

This report presents a comprehensive evaluation and growth allocation request on behalf of Mark R. Odachowski for the proposed **Salt Life Park Phase 3** expansion, located along Greenridge Lane in West Ocean City, Maryland. The project proposes the construction of **63 affordable housing units**, addressing a critical workforce and affordable housing shortage within Worcester County.

Salt Life Park is being developed in three phases. Although on separate parcels, and developed independently, all three phases are functionally connected, and the proposed Phase 3, which is the subject of this application, will share the community amenities, roads, entrances, etc.

Mr. Odachowski originally purchased the Greenridge Trailer Park, now known as Salt Life Park Phase 1. The former Greenridge Trailer Park was in complete disrepair. Mr. Odachowski installed all new utilities, upgraded the units, and Phase 1 is at full capacity.

Mr. Odachowski recently completed Phase 2, again functionally connected to Phase 1. Phase 2 contains 34 units, 13 of which have been sold to third party purchasers. Approximately 10 additional sites are improved with new units, and there are immediate plans to place new units on all 34 sites.

Salt Life Park is centrally located in West Ocean City. It is served by public sewer and water. In connection with a recent rezoning, the Worcester County Planning Commission found: **“The Planning Commission concluded that there has been population growth in the defined neighborhood with a strong demand for affordable housing, including manufactured units such as those in Salt Life Park.”**

Phase 3, which is the subject of this request, is zoned R-4, General Residential District. It is designated S-1/W-1 in the Mystic Harbour Sanitary Service Area. After the adoption of the new Critical Area Maps by the Worcester County Commissioners, approximately one-half of Phase 3 will be located in the Limited Development Area (LDA).

To facilitate the expansion, the development team requests a Critical Area reclassification of the project envelope located within the Limited Development Area (LDA) to Intensely Developed Area (IDA). In accordance with Natural Resources Article §8-1808.1(c) and the Critical Area Commission's 2024–2025 mandates under Chapter 424 (incorporating Climate Resiliency and Environmental Justice standards), this submittal outlines the environmental site controls, climate adaptation strategies, and offsite mitigation package established at **Homer Gudelsky Park** and **Herring Creek Nature Park**.

PROJECT SITE & PROPOSED DEVELOPMENT SPECIFICATIONS

Site Location & Existing Conditions

- **Location:** Greenridge Lane, West Ocean City, Worcester County, MD.
- **Existing Classification:** Limited Development Area (LDA) / Split-designated Critical Area envelope.
- **Proposed Reclassification:** Reclassification to Intensely Development Area (IDA) utilizing local Growth Allocation acreage.

Development Scope

- **Housing Type:** affordable detached residential housing.
- **Unit Density:** 63 dedicated affordable housing units aimed at providing long-term residential accessibility for local workers and low-to-moderate-income families.
- **Infrastructure:** Connection to existing municipal water, sewer, and highway networks via Greenridge Lane and the existing entrance from Old Bridge Road eliminating the need for major offsite utility extensions.

CLIMATE RESILIENCY & LOCATION STANDARDS (§8-1808.1(c)(2)(vi))

The development team evaluated the site using Maryland's Coastal Resilience Criteria, MDEnviroScreen, and the Coast Smart Climate Ready Action Boundary (CS-CRAB) framework to ensure long-term structural and environmental durability.

Vulnerability Assessment & Siting Strategy



PO Box 66 Fruitland, Maryland 21826
coastalcompliancesolutions@gmail.com
410-726-8736

- **Flood Risk Avoidance:** The structural development footprint for the 63 units is intentionally situated on stable, higher-elevation upland portions of the site, well above projected 2100 sea level rise metrics and FEMA 100-year floodplain contours.
- **Buffer & HPA Protection:** Siting focuses construction away from tidal/nontidal wetland buffers and Habitat Protection Areas (HPAs), preserving natural drainage corridors.

Resilient Site Design & Stormwater Controls

- **Environmental Site Design (ESD):** Rain gardens, bio-retention swales, and permeable surfaces will be integrated to satisfy the Critical Area Commission's 10% phosphorus reduction criteria and manage localized high-intensity rainfall events. Existing Ponds will also be utilized as the site is considered a redevelopment site under the existing Stormwater Management provisions.
- **Runoff Management:** Floor elevations and site grading will direct overland flows away from structures to reduce surface standing water during extreme coastal storm events.

ENVIRONMENTAL JUSTICE & EQUITY ANALYSIS (§8-1808.1(c)(4)(viii))

Chapter 424 requires growth allocation proposals to explicitly assess impacts on underserved and overburdened populations and direct mitigation benefits toward equity enhancements.

Addressing Local Community Needs

- **Affordable Housing Proffer:** West Ocean City experiences severe cost-burdens regarding residential housing. Delivering 63 affordable units converts growth allocation capacity directly into an essential social benefit for local families and workers.

Offsite Mitigation Package & Public Accessibility To offset forest clearing and land reclassification, the development team has structured a offsite mitigation package tailored to enhance public greenspace equity:

1. **Targeted Offsite Locations:** Mitigation activities, including canopy enhancement/reforestation, dune planting and supplemental Forest Interior Dwelling Bird (FIDS) habitat will be concentrated at **Homer Gudelsky Park** and the **Herring Creek Nature Park**. Both of which are within 2 miles of the project site.
2. **Educational & Directional Signage:** In direct coordination with the Worcester County Staff, the project will fund and install public environmental awareness, habitat conservation, and trail wayfinding signage in the locations of the offsite mitigation provided for the site. All signage specifications, placements, and narratives will be formally approved by the **Worcester County Department of Parks and Recreation** prior to providing to them for installation.

COMPLIANCE WITH GROWTH ALLOCATION STANDARDS & FACTORS

Statutory Standard / Factor	Developer Compliance Strategy
Location Standards (§8-1808.1(c)(2))	The expansion site is located contiguous to existing developed corridors in West Ocean City. Siting avoids coastal hazard zones and vulnerable wetland migration zones.
Consistency with Local Comprehensive Plan	Directs planned residential growth into a designated Priority Funding Area (PFA), utilizing surrounding infill infrastructure while preserving surrounding rural acreage.
Public Infrastructure & Utilities	Directly accessible via Old Bridge Road, through the existing development with direct connections to central municipal water and wastewater services, preventing localized groundwater degradation.
Water Quality & ESD (§8-1808.1(c)(4)(f))	Implements micro-scale ESD practices and existing re-developable Stormwater Facilities to achieve required water quality benchmarks and zero net increase in post-development stormwater phosphorus loading.
Equity & Mitigation Strategy	Addresses severe affordable housing deficits (63 units) and directly funds public park enhancements and signage at Homer Gudelsky Park and Herring Creek Nature Park, both of which provide public access. Homer Gudelsky Park provides important public access to Sinepuxent Bay.

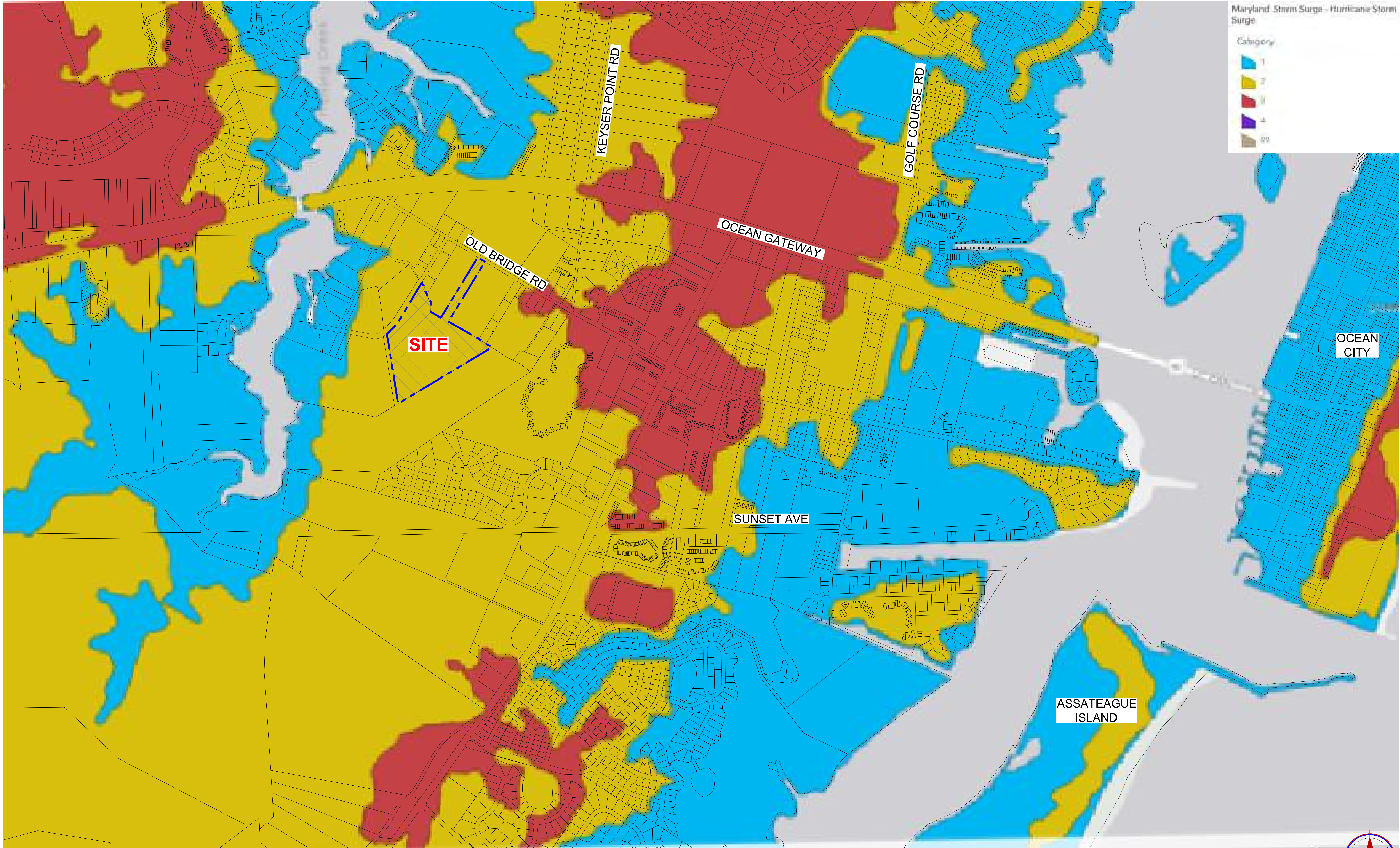
CONCLUSION & REQUESTED ACTION

The proposed growth allocation for **Salt Life Park Phase 3** meets all technical requirements of the Critical Area Law, the climate resiliency standard, and the environmental justice criteria. By combining a needed 63-unit affordable housing development with offsite mitigation and educational signage approved by the Worcester County Department of Parks and Recreation at Homer Gudelsky Park and Herring Creek Nature Preserve, Mr. Odachowski provides a project that protects coastal resources while serving community needs.



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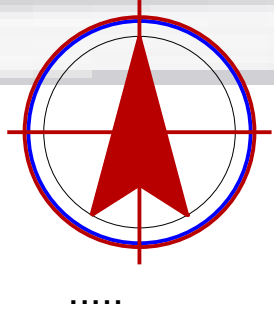
The development team respectfully requests that the Worcester County Department of Environmental Programs and the Maryland Critical Area Program accept this preliminary report and grant favorable consideration for the requested Critical Area reclassification to Intensely Development Area (IDA) by concurring with the applicable standards all addressed herewith.

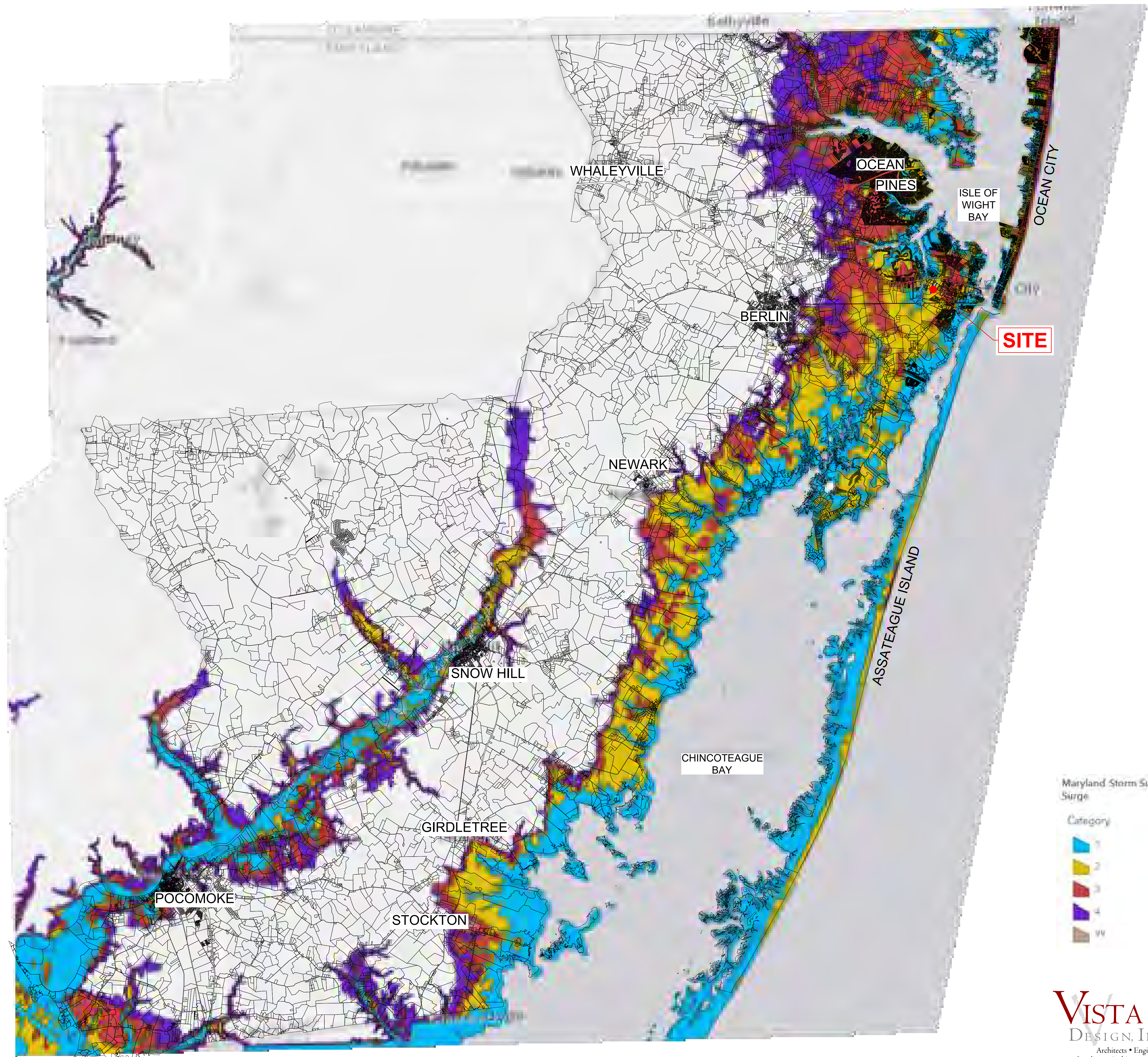


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SCALE: 1" = 500'

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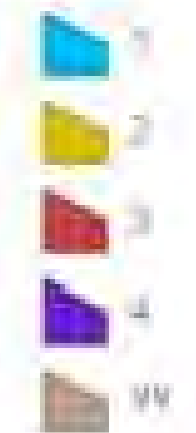
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9954 North Main St., Unit #1, Berlin, MD 21811
Ph. 410-352-3874 • www.vistadesigninc.com





Maryland Storm Surge - Hurricane Storm Surge

Category



0 0.75 mi 1.5 mi 3 mi 4.5 mi
SCALE: 1" = 1.5 Miles

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Ph. 410-352-3874 • www.vistadesigninc.com



[illegible]

Worcester Roads

☐ Local

Critical Area - MD Coastal Bays

IDA - Intensely Development Areas

 RCA - Resource Conservation Areas

 Tidally Influenced Areas

0 0.05 0.1 0.2 mi

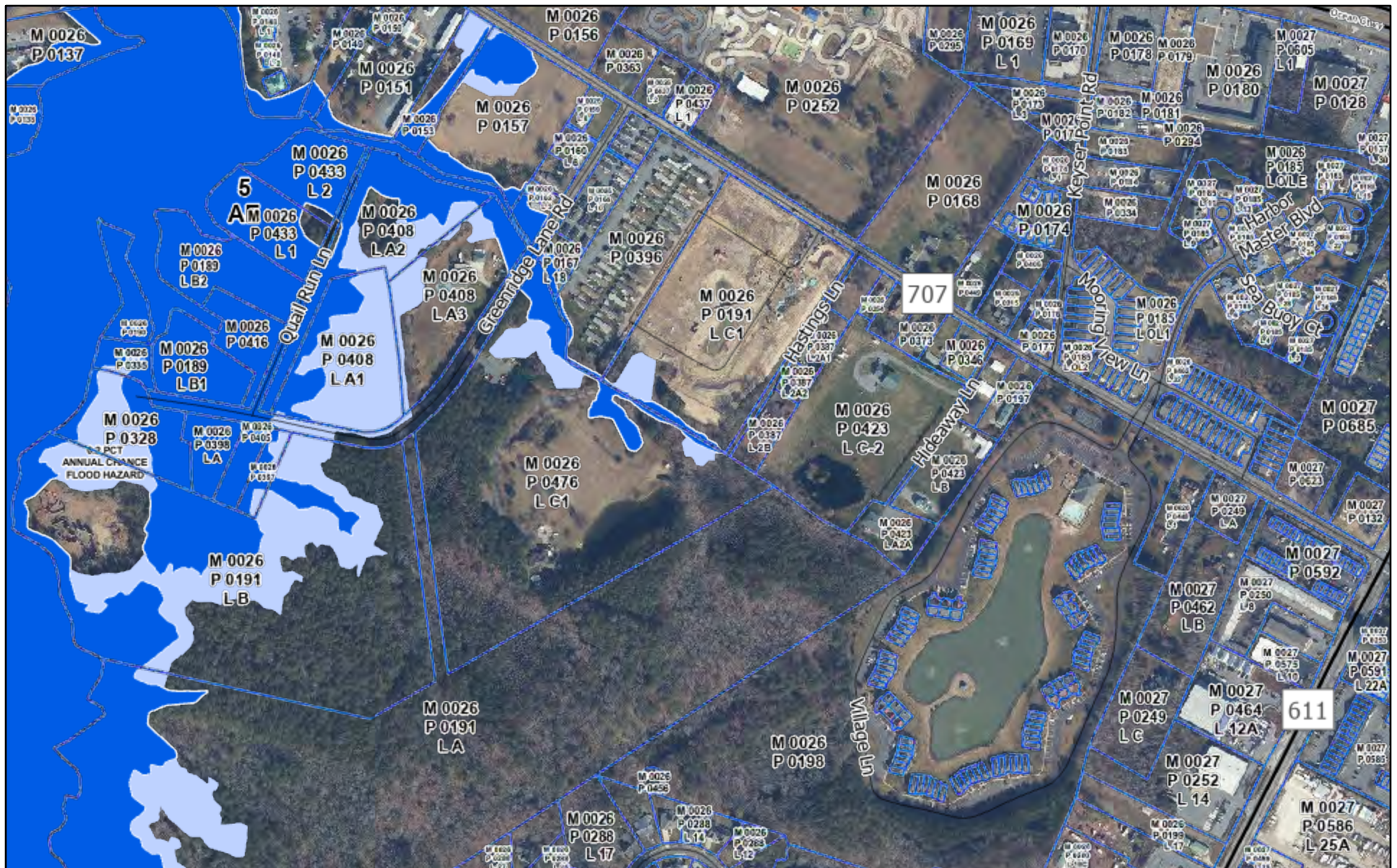
0 0.07 0.15 0.3 km

Originally, 2007, Spatial Systems Associates, Inc. Then, Worcester County GIS. Then, in 2019/2020 Datamark Inc., for assistance with Next Gen

Web AppBuilder for ArcGIS

This map is intended for planning purposes only and not for regulatory application.

Floodplain



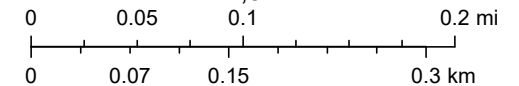
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Worcester Roads Parcel Boundaries with labeling 0.2% annual chance

— Major FEMA Flood Hazard Areas

— Local ■ AE

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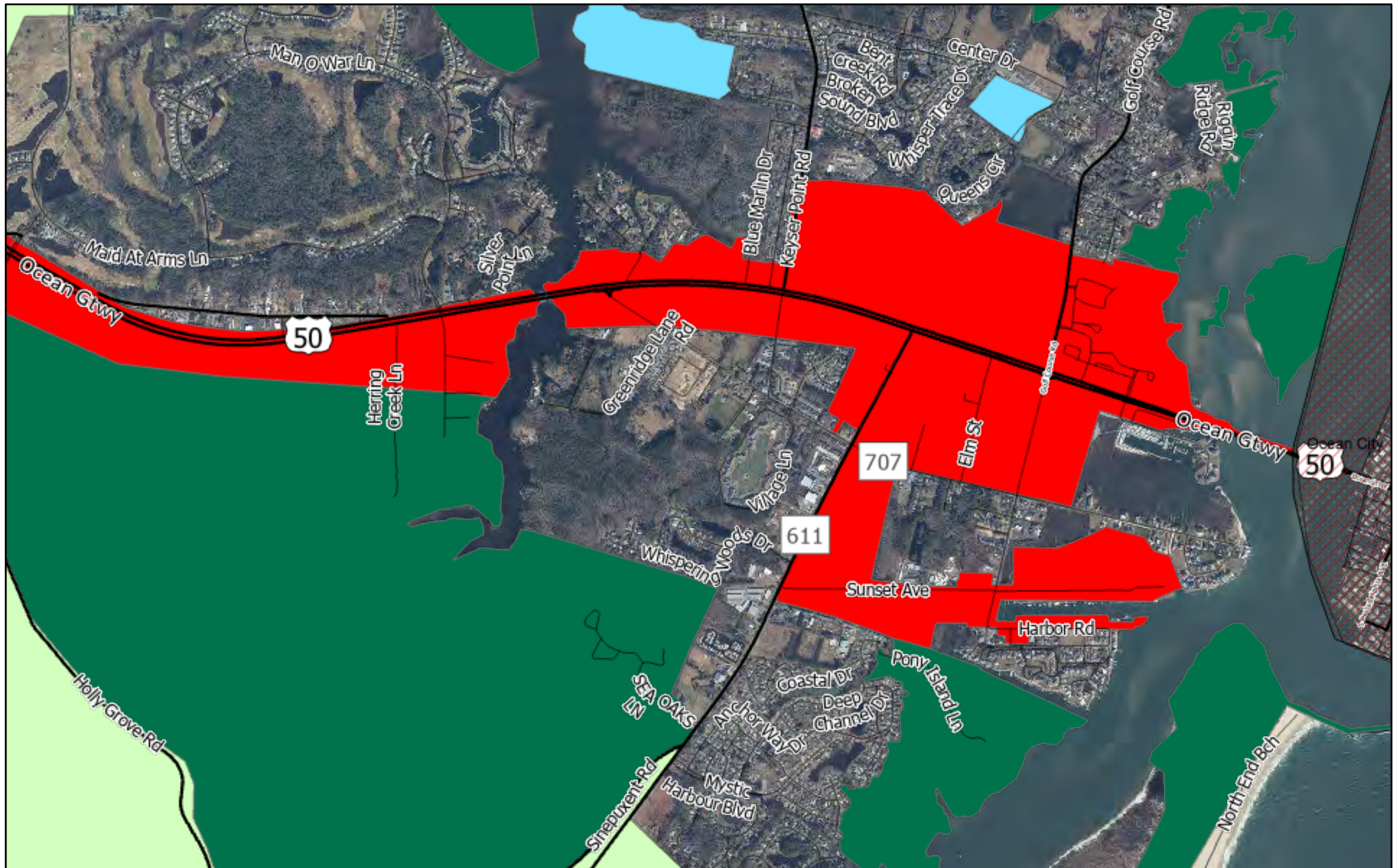


Originally, 2007, Spatial Systems Associates, Inc. Then, Worcester County GIS. Then, in 2019/2020 Datamark Inc., for assistance with Next Gen

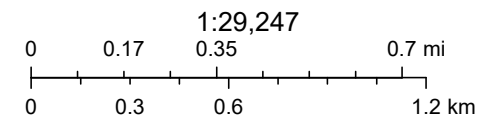
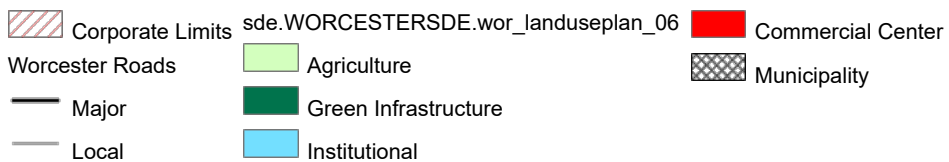
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Land Use



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Esri, HERE, Garmin, INCREMENT P, NGA, USGS, Originally, 2007, Spatial Systems Associates, Inc. Then, Worcester County GIS. Then, in 2019/2020

Web AppBuilder for ArcGIS
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WORCESTER COUNTY

DEPARTMENT OF DEVELOPMENT REVIEW AND PERMITTING
GOVERNMENT CENTER ONE WEST MARKET STREET, ROOM 1201
SNOW HILL, MARYLAND 21863
TEL: 410.632.1200

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

MEMORANDUM

To: Worcester County Planning Commission
From: Jennifer Keener, AICP, Director
Date: September 24, 2026
Re: Text Amendment—§ ZS 1-303(c) - Amending the Commercial Airport District to add international telecommunications cables and a power feeding equipment building as permitted uses

Amazon Web Services (AWS) and Jeremy Sweeney, board member of the Maryland Broadband Cooperative, Inc., have submitted a text amendment application to permit a Power Feeding Equipment (PFE) building in the CA Commercial Airport District. A copy of the draft bill language, the application, and supplemental information is attached.

The text amendment process

A text amendment is the mechanism by which the county revises its zoning standards relative to a particular regulation or zoning district, not a specific property nor a specific project. Applications are routinely submitted by interested parties, usually to address a specific use or modify a code requirement. This application is specifically designed to address a use that is not currently defined in the county code. It does not authorize the broader development prohibited by the moratorium on data centers and cable landing stations, which a future text amendment will address.

This application is unique because only one property carries a CA District floating zone designation. Since the request is not property specific, the Mayor and City Council of Ocean City are not required to participate in the text amendment application; however, consent will be required during the site plan review and permitting processes.

Amendments to the zoning code must be submitted to the Planning Commission. The Commission will review each proposal and provide a recommendation to the Worcester County Commissioners (favorable or unfavorable). It may also suggest changes to the proposed language. If at least one County Commissioner introduces the amendment as a bill, the Commissioners will schedule a public hearing to gather public input before acting. If the bill is not introduced, it will fail; however, no deadline applies to the resubmission of another text amendment application.

What is a Power Feed Equipment (PFE) building?

According to the application and background information provided by the applicants, this structure is not a data center, cable landing station or other public utility structure. The intent is to provide electrical power to the subsea cable line such that the information can be sent further inland to a data center in another jurisdiction without requiring a cable landing station or data center in Worcester County.

Where is the use proposed?

This bill limits applicability to the CA Commercial Airport District floating zone, currently located only at Ocean City Municipal Airport. The attached regulations identify eight permitted principal uses, which are not limited to airport-related operations.

What is the size of the building proposed?

As initially drafted, the bill would allow one building at a maximum gross floor area of 1,200 square feet. Additionally, there could be an outdoor fenced enclosure of up to 3,500 square feet in area.

How much power does this type of facility demand?

The text amendment limits the power usage to no more than 350kW. According to the background information, this is equivalent to a fast EV charger.

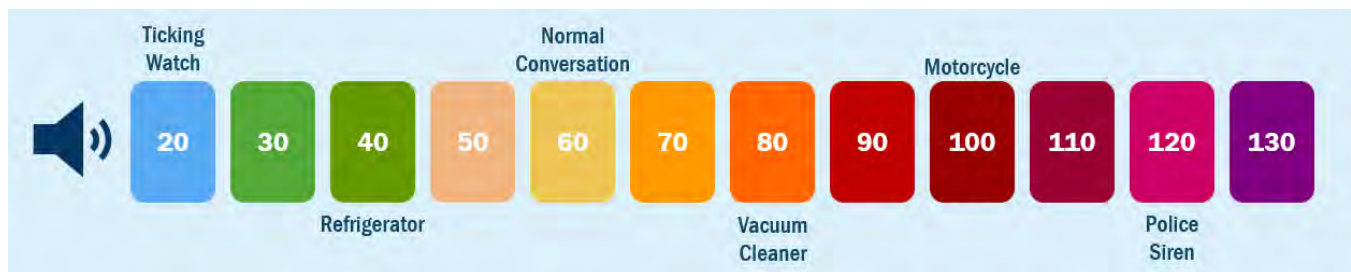
What are the setbacks and other lot requirements?

In the Commercial Airport District, uses do not have defined lot area, setback, lot width, parking or landscaping standards. The Planning Commission shall approve the standards as part of the site plan review process. The Planning Commission may also attach other conditions or restrictions on the property to protect the public's health, safety and general welfare (<https://ecode360.com/14021307>).

What are the noise impacts of this facility?

The definition of a PFE building states that backup batteries and generators may be located in the outdoor enclosure. The background information indicates that the noise impact will be “negligible”, with levels of 30 dB to 45 dB measured at 100 yards (300 feet) from the facility. The applicant should explain whether the anticipated noise impacts are primarily a result of the exterior generators or other infrastructure, and how many generators and the size that would be proposed. Detailed plans and equipment specifications would be required to be submitted during the site plan review process.

The applicant has proposed conducting a noise impact study, as described on the attached website. Section ZS 1-345 sets no daytime or nighttime noise limits for properties in an A District. Because Ocean City Airport is zoned A-2 Agricultural District with a CA District floating zone, the Planning Commission and/or County Commissioners may want to establish a use-specific noise limit to give staff a standard for evaluating the study's results.



If adopted:

If adopted, the project will require site plan review by the Technical Review Committee, with approval from the Planning Commission. The Federal Aviation Administration will also participate to ensure the project does not endanger air navigation or airspace safety under § ZS 1-302 AP Airport Protection District.

Public Comment:

Written comments may be submitted at any time during the text amendment review process. Comments received as of the date of this memo have been attached at the end of this staff report package.

Please note that the Planning Commission review is an open public meeting, but not a public hearing. Verbal testimony by the public is not typically accepted at the Planning Commission meeting. If the bill is introduced for a public hearing, the public will have the opportunity to testify in front of the County Commissioners.

Written public comments received as part of the official record may be posted on the County website with names and addresses. Email addresses and phone numbers will be redacted for security reasons. Comments may be submitted in the following formats:

- Emailed to: planningcommission@worcestermid.gov and commissioners@worcestermid.gov
- Mailed to: Jennifer Keener
1 West Market Street, Room 1201
Snow Hill, Maryland 21863

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.

cc: Zachary Williams, attorney for the applicants
Roscoe Leslie, County Attorney
file



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

**PETITION FOR AMENDMENT TO THE OFFICAL TEXT
OF THE ZONING AND SUBDIVISION CONTROL ARTICLE**

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

Date Received by Office of the County Commissioners _____

Date Received by Development Review and Permitting September 16, 2026

Date Reviewed by the Planning Commission October 1, 2026

I. Application: Proposals for amendments to the text of the Zoning and Subdivision Control Article may be made by any interested person who is a resident of Worcester County, a taxpayer therein, or by any governmental agency of the County. Check applicable status below:

- a. Resident of Worcester County: _____
- b. Taxpayer of Worcester County: ✓
- c. Governmental Agency: _____ (Name of Agency)

II. Proposed Change to Text of the Zoning and Subdivision Control Article

- a. Section Number: ZS 1-103(b); ZS 1-303(c)
- b. Page Number: _____
- c. Proposed revised text, addition or deletion:
See attachment.

III. Reasons for Requesting Text Change:

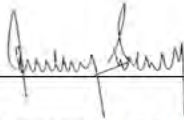
- a. Please list reasons or other information as to why the proposed text change is necessary and therefore requested:

The text amendment will allow the development of a Power Feed Equipment (PFE) Building on CA (Commercial Airport District) zoned land. A PFE Building is not a cable landing station or a data center. Rather, it is a single-story telecommunications facility, not exceeding 1,200 square feet in gross floor area or 3,500 square feet in fenced area, with a maximum power connection of 350 kilowatts, that connects to and provides electrical power to a submarine International Telecommunications Cable and amplifies optical signals for relay to land-based telecommunications networks. This text amendment will allow the County to continue to support innovation and technology by allowing a facility with minimal to no impact on the land or residents and without impacting the moratorium on data centers and cable landing stations. Additional information is attached.

Jeremey Sweeney is a member of the Board of Directors of the Maryland Broadband Cooperative (MdBC). MdBC is a key partner to AMCS LLC (a subsidiary of Amazon.com, Inc.) supporting the construction, operation and maintenance of Amazon's Fastnet subsea cable system, including a planned PFE Building on CA zoned land.

IV. Signature of Applicants

Signature(s):



DocuSigned by:
David Selby
27A844D02DA64E4

Printed Name(s): Jeremey Sweeney, MdBC Board Member, David Selby, Authorized Signatory of AMCS LLC

Mailing Address: C/O Venable LLP; see below contact information.

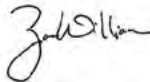
Phone Number: [REDACTED]

Email: [REDACTED]

Date: September 16, 2026

V. Signature of Attorney

Signature:



Printed Name: Zachary G. Williams

Mailing Address: _____

Phone Number: [REDACTED]

Email: [REDACTED]

Date: September 16, 2026

VI. General Information Relating to the Text Change Process

- a. Applications for text amendments shall be addressed to and filed with the Office of the County Commissioners. The required filing fee must accompany the application.

- b. Procedure for Text Amendments: Text amendments shall be passed by the County Commissioners of Worcester County as Public Local Laws according to legally required procedures, with the following additional requirements. Any proposed amendment shall first be referred to the Planning Commission for recommendation. The Planning Commission shall make a recommendation within a reasonable time after receipt of the proposed amendment. After receipt of the recommendation of the Planning Commission, the County Commissioners shall hold at least one public hearing in relation to the proposed amendment, at which parties and interested citizens shall have an opportunity to be heard. At least fifteen (15) days notice of the time and place of such hearing and the nature of the proposed amendment shall be published in an official paper or a paper of general circulation in Worcester County. In the event no County Commissioner is willing to introduce the proposed amendment as a bill, it will not be considered.

COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND

BILL 26-__

BY:

INTRODUCED:

A BILL ENTITLED

AN ACT Concerning

Zoning – Power Feed Equipment Building

For the purpose of amending the Zoning and Subdivision Control Article to establish regulations pertaining to power feed equipment associated with international telecommunications cables.

Section 1. BE IT ENACTED BY THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, that Subsection § ZS 1-103(b) of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland be amended by the addition of a definition of the term “international telecommunications cable” to read as follows:

INTERNATIONAL TELECOMMUNICATIONS CABLE - A fiber optic telecommunications cable installed underground or undersea for the purpose of transmitting data, voice, or other communications between countries or between a country and international waters.

Section 2. BE IT ENACTED BY THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, that Subsection § ZS 1-103(b) of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland be amended by the addition of a definition of the term “power feed equipment building” to read as follows:

POWER FEED EQUIPMENT BUILDING - A single-story telecommunications facility with a maximum power connection of 350 kilowatts, that provides electrical power to an international telecommunications cable and amplifies optical signals for relay to land-based telecommunications networks. A power feed equipment building may contain or have externally housed ancillary support equipment necessary for operations of the facility, including but not limited to backup batteries and generators. A power feed equipment building shall not contain submarine line terminal equipment, data storage equipment, data management systems, or data computation equipment, and shall not require connection to public water or sewer systems. A power feed equipment building is not a transformer station, electrical substation, power distribution facility, public utility structure, data center, or cable landing station.

Section 3. BE IT ENACTED BY THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, that a new Subsection § ZS 1-303(c)(9) of the Zoning and

Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland be enacted to read as follows:

- (9) International telecommunications cables.

Section 4. BE IT ENACTED BY THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, that a new Subsection § ZS 1-303(c)(10) of the Zoning and Subdivision Control Article of the Code of Public Local Laws of Worcester County, Maryland be enacted to read as follows:

- (10) A power feed equipment building, a maximum of one story in height, not exceeding one thousand two hundred square feet in gross floor area, with a fenced area not exceeding three thousand five hundred square feet, with the condition that only one power feed equipment building may be permitted at any given time within the CA Commercial Airport District.

Section 5. BE IT FURTHER ENACTED BY THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND, that this Bill shall take effect forty-five (45) days from the date of its passage.

PASSED this _____ day of _____, 2026.



Zoning Text Amendment Request – PFE Building

Background

The PFE Building and Amazon's Fastnet System

Fastnet is a **submarine cable system** that Amazon is developing between the United States and Ireland.¹ In the United States, the Fastnet cable will land at the Ocean City Municipal Airport and require a small onshore facility called a **Power Feed Equipment (PFE) building**.

A PFE building is not a cable landing station (CLS) or a data center, and Amazon does not intend to build either in Worcester County. Rather, a PFE building is a small, unmanned equipment shelter—about the size of two shipping containers—that supplies electrical power to the cable. It stores no data and does not use the type of networking equipment typical of a CLS, resulting in significantly less power usage. It uses no water and has negligible noise impact. The land-based segment of the connected cable is no different than ordinary telecommunications and internet cables that commonly run underground along roads within the County.

Amazon intends to **lease airport land and leverage our existing partnership with Maryland Broadband Cooperative, Inc.** to build and operate the PFE building. To ensure zoning clarity, **we are requesting a zoning text amendment to the County Code** to add a PFE building and international telecommunications cable as permitted uses on Commercial Airport (CA) zoned land only.

Previous plans for a cable landing station (CLS)

Amazon previously intended to terminate the Fastnet cable at a CLS on Route 611 using a Globalinx development. In July 2026, Worcester County issued a one-year moratorium on all data centers and cable landing stations within the County. **Amazon understands and respects the community concerns that motivated the moratorium and is no longer pursuing development of a CLS.** In pursuing the PFE building as an alternative, Amazon is committed to working with the County to address the community's concerns while developing this critical infrastructure.

Maryland Broadband Cooperative (Mdbc) partnership

Amazon intends to build and operate the PFE building in partnership with Mdbc, a Maryland-based membership cooperative that has built and maintained fiber infrastructure across the state for two decades. Mdbc's network keeps essential connectivity running for healthcare and 911 systems, schools, and local internet providers. Amazon has worked with Mdbc since 2025 on the Fastnet project and is a member of the cooperative (as is Worcester County). Mdbc's local roots and operational experience make it a natural partner to build and maintain the proposed PFE building.²

The remainder of this document: (1) explains **what a PFE building is**; (2) describes the **specific facility proposed** for Worcester County; and (3) answers **frequently asked questions**.

¹ <https://www.aboutamazon.com/news/aws/transatlantic-subsea-cable-us-ireland-fastnet-aws>.

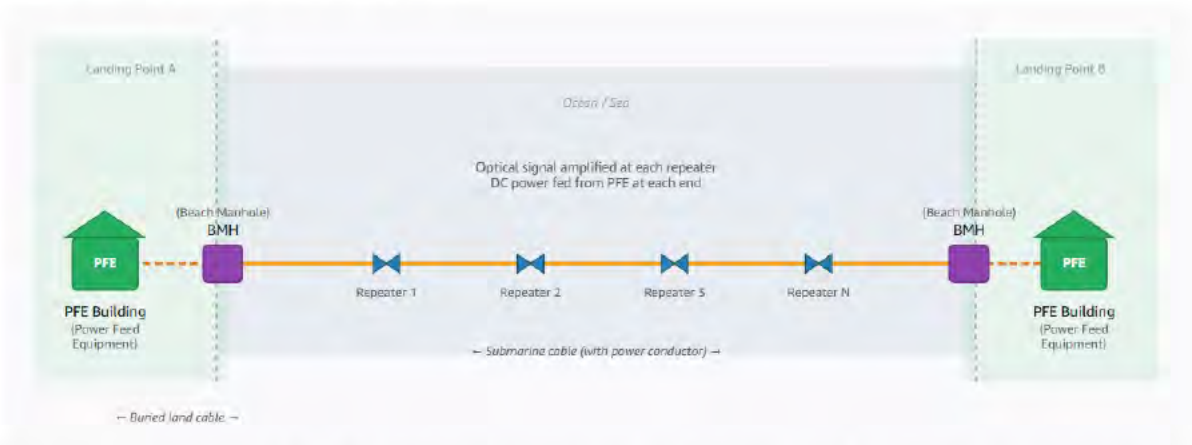
² Construction of the PFE building is subject to future contractual arrangements and required approvals.



Worcester County PFE Building Overview

Fastnet requires a small amount of power so that repeaters along its route can amplify optical signals across the ocean. This can be accomplished with a PFE building, a small facility that provides electrical power to the submarine cable and amplifies the optical/light signal to another land-based facility. Unlike a cable landing station (CLS), the signal is not terminated in the facility and therefore the PFE building can be much smaller than a CLS.

Figure 1 – Overview of a submarine cable system



Cable landing stations and PFE facilities are not comparable in scale, function, or community impact:

	Cable Landing Station	PFE Building (proposed)
Size	5,000–20,000+ sq. ft.	< 700 sq. ft.
Power	1 to >5 MW	~100–350 kW (≈ a fast EV charger)
Water/cooling	Often water-cooled	Zero water
Staffing	Manned	Unmanned

While still in initial design stages, Amazon plans to deploy a modular PFE building roughly the size of two 20-foot shipping containers joined together. These structures are typically manufactured offsite and installed on site in a matter of weeks, minimizing construction duration and local impact. The size of the entire compound (including fencing) is expected to be less than 2,500 sq. ft.

Figure 2 – PFE building examples





Operations and Community Impact

Subject to relevant approvals and contractual arrangements, Amazon and MdBC tentatively plan to build the facility on Ocean City Municipal Airport land (see Figure 3). The site being considered is 90 yards from the nearest house and is positioned behind a tree line, providing a visual and acoustic buffer.

The facility will have **minimal impact on the surrounding community**:

- Negligible noise impact (for example, at just over 100 yards from the facility, noise levels would be 30–45 dB, well below the level of normal human conversation (60–65 dB))
- No connection to public water or sewer systems
- No equipment that stores, manages, or processes data, or terminates the cable signal
- Cannot be converted into a CLS or data center—a limit written directly into the proposed zoning language

The **facility will not be manned** on a regular basis. Instead, it will be monitored remotely and staff will periodically attend the site for operations and maintenance purposes, including:

- Monthly generator tests (30 minutes, each held during office hours)
- Replacement of faulty hardware
- Attendance during cable repairs
- Filter replacements/cleaning

There may be occasions where night access is needed (*e.g.* equipment or cable faults). This is extremely rare, estimated to occur approximately once every four years.

Figure 3 – Possible location of a PFE building off Airport Road, within a 2,500 sq. ft. compound



More information on the planned PFE building is available in Amazon's online article: [HERE](#).



FAQ

How is a PFE building different than a CLS?

Cable landing stations and PFE buildings both provide power to a subsea cable system and require generators and batteries in case of grid power outages. A PFE building, however, typically uses significantly less power because it does not terminate and regenerate optical signals using sophisticated networking equipment; it simply passes the data through to another facility.

Are you building a data center?

No. Amazon has no plans to build a data center in Worcester County. Fastnet will support existing Amazon infrastructure in the Washington, DC region.

Will you continue to pursue a CLS on Route 611 or in Worcester County?

If Amazon can build a PFE building at the airport, then we will look to place the additional necessary equipment (which might have otherwise been in a nearby CLS) in an existing Amazon facility in the greater Washington, DC region.

What about batteries?

Fastnet will be a critical international telecommunications link designed to operate 24x7x365. To achieve that, the PFE facility will include Direct Current (DC) batteries and backup generators. In the event of a power grid outage, backup batteries will take the load for a short duration (5-10 minutes) before the generator starts. The facility will be equipped with an industry-standard fire suppression system and will not place additional burdens on local fire and emergency services. This configuration is consistent with the design MDBC has deployed throughout its extensive Maryland network without issue for over 20 years.

Why do you have to build it here?

We are working closely with the Ocean City Municipal Airport to choose a site that does not impact the surrounding community, is complementary to future airport development, and meets technical project requirements. The structure will be a small, single-story building relative to the nearby residential properties with natural tree buffering in between.

Subtitle ZS1:III. Supplementary Districts and District Regulations

§ ZS 1-303. CA Commercial Airport District.

- (a) Purpose and intent. This district is intended to provide for areas of adequate size in appropriate locations for the development of municipal or County airports, and other permitted uses, by or with the approval of the County or municipal governing body. It is the purpose of this district to recognize the municipal or County airports as commercial operations and land uses, to protect the users of the airports and to prevent any unreasonable limitation or impairment of the use and expansion of the airports and the public investment therein.
[Amended 3-15-2016 by Bill No. 16-1]
- (b) Location and area requirements. The CA Commercial Airport District is hereby established as a floating zone and may be permitted in accordance with the provisions hereof, upon review of the Planning Commission and approval by the County Commissioners, in the A-1, A-2, I-1 and I-2 Districts. Land zoned RP District which is within the boundaries of the property subjected to a CA District may be included within the CA District boundaries. The minimum required land area shall be fifty acres, exclusive of any lands zoned RP District. In siting new CA Districts, consideration shall be given to the surrounding land uses and conditions may be placed on the approval in order to better provide for the safety of the neighboring residents.
- (c) Permitted principal uses and structures. The following principal uses and structures shall be permitted in the CA Commercial Airport District:
- (1) Municipal or County airports, including runways, taxiways, aircraft parking areas, hangars, terminals and support buildings.
 - (2) Buildings and structures necessary for communications, navigation or the collection and dissemination of weather and other flight information.
 - (3) Restaurants, lounges and gift shops incidental and subordinate to the operation of the airport and intended primarily for the use and enjoyment of airport patrons.
 - (4) General offices.
 - (5) General warehousing and storage.
 - (6) Signs (except billboards), including all types and classifications of signs as defined and regulated in § **ZS 1-324** hereof.
 - (7) Commercial marine yards, including fueling, boat launching and recovery, interior and exterior dry storage of seaworthy boats in operable condition, maintenance facilities for all types of hull, deck, interior and exterior repairs, painting, and boat construction.
[Amended 3-15-2016 by Bill No. 16-1]
 - (8) Governmental and other public buildings, structures and uses of a public-service type but not including recreational facilities such as tennis courts, swimming pools, parks, playgrounds, golf courses, including driving ranges, and other similar activities.
[Amended 3-15-2016 by Bill No. 16-1]
- (d) Special exceptions. The following principal uses and structures may be permitted by special exception in the CA Commercial Airport District in accordance with the provisions of § ZS 1-116(c) hereof:
- (1) Any use or structure which is determined by the Board of Zoning Appeals to be of the same general character as an above-permitted use and compatible with the general character and intent of the CA Commercial Airport District.

- (e) Accessory uses and structures. The following accessory uses and structures shall be permitted in the CA Commercial Airport District:
- (1) One accessory apartment for persons primarily engaged on the premises, subject to the provisions of § **ZS 1-338** hereof.
 - (2) Temporary buildings and structures, subject to the provisions of § **ZS 1-334** hereof.
 - (3) Generally, accessory structures and uses customarily associated with and directly incidental to the permitted principal uses and structures.
- (f) Additional provisions. The following additional provisions shall apply to all uses and structures in the CA Commercial Airport District:
- (1) All uses and structures shall be subject to the provisions of § **ZS 1-302** hereof.
 - (2) All facilities and uses shall be subject to the provisions of § **ZS 1-325** hereof.
- (g) Other regulations.
- (1) All airports and facilities shall be designed, constructed, maintained and utilized so that they shall comply with all federal and state regulations pertaining to such operations, and the same shall be utilized in accordance therewith.
 - (2) The uses and structures permitted in the CA Commercial Airport District shall be subject to the applicable regulations contained in Subtitle ZS1:I, General Provisions, and Subtitle ZS1:III, Supplementary Districts and District Regulations, of this Title.
- (h) Lot, road and parking requirements. For individual structures, there shall be no minimum lot area, setback, bulk, lot width, road frontage, landscaping or buffering requirements. Such standards shall be as approved by the Planning Commission in approving the site plan under the provisions of § **ZS 1-325** hereof. No structure or group of structures shall be erected within ten feet of any other structure or group of structures. All roads, parking areas and access points shall meet County standards.
- (i) Review and approval procedure. Review and approval of the CA Commercial Airport District designation shall be as follows:
- (1) Step I: Concept plan and district designation. In this step the applicant shall submit adequate plans and other pertinent documents sufficiently addressing the required elements for review by the Technical Review Committee, Planning Commission and the County Commissioners. Review and approval shall take place in three sequential steps. Each step must be completed in its entirety, including the obtaining of all necessary approvals, prior to initiating the next step. The County Commissioners shall have the authority to either approve or disapprove the concept development plan and the establishment of the CA Commercial Airport District.
 - A. The concept plan and application for district designation shall include the following:
 1. A sketch plan at a readable scale. The submitted plan shall show contours at five-foot intervals, except where the average slope is less than three percent, in which case two-foot contours are required, all existing natural and man-made features, existing zoning, a vicinity map, and the Chesapeake or Atlantic Coastal Bays Critical Area boundary and designation, if applicable.
 2. A preliminary determination of sensitive areas, including but not limited to a preliminary delineation of any tidal or nontidal wetlands, a delineation of the one-hundred-year floodplain, and a forest stand delineation.
 3. A conceptual schematic plan generally identifying the type, location, acreage, and proposed phasing, if any, of all proposed land uses.
 4. A schematic plan generally identifying the zoning, as well as the existing and any proposed land use for which approval has been granted, for all properties within one mile of the boundaries of the proposed CA District.
 5. A schematic plan generally identifying the proposed drainage pattern and potential stormwater management and minimization of impervious surfaces.

6. A preliminary capacity and availability analysis of water and wastewater facilities for projects proposed to be served by existing public utilities or, where new facilities are proposed to serve the project, a preliminary feasibility analysis of wastewater disposal capabilities and potable water production.
 7. Such other information as the Technical Review Committee, Planning Commission or County Commissioners may require.
 8. A written statement covering the considerations listed under Subsection (i)(1)B hereof.
- B. The following items shall be considered in the reviews by the Technical Review Committee, Planning Commission and County Commissioners:
1. The commercial airport's conformance with the goals, objectives and recommendations of the Comprehensive Plan, compliance with the zoning regulations and other established development policy guidelines.
 2. The general location of the site, a description of existing and anticipated land use in the immediate vicinity and the commercial airport's compatibility with those land uses.
 3. The availability and adequacy of public facilities and services to meet the needs of the commercial airport and the long-term implications the project would have on subsequent local development patterns and demand for public facilities and services.
 4. The relationship of the commercial airport's proposed construction schedule, including any phasing, and the demand for and timely provision of public facilities and services necessary to serve the project.
 5. 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.
 6. The availability and suitability of vehicular access.
- C. The applicant shall meet first with the Technical Review Committee, then with the Planning Commission and then with the County Commissioners.
1. The Technical Review Committee shall meet with the applicant and shall review the applicant's submission. The Technical Review Committee shall, subsequent to the meeting and review, identify areas of concern and issues to be addressed by the Planning Commission. It shall report its recommendations to the applicant and to the Planning Commission. Its findings and recommendations shall be reduced to writing in a report known as the "Technical Review Committee Report." The Technical Review Committee may solicit other agency comments prior to making its report and may require additional information, studies or reports. The Technical Review Committee shall review the submission and present its report within sixty days after receipt of the applicant's submission and complete application.
 2. The Planning Commission shall meet with the applicant to review the applicant's submission and review the Technical Review Committee Report. Such meeting shall be open to the public. The Planning Commission shall produce findings based on the items considered under Subsection (i)(1)B hereof. The Planning Commission shall also produce a recommendation to the County Commissioners as to approval or disapproval of the CA Commercial Airport Floating District application, which may address the areas identified in the Technical Review Committee Report and such other areas of concern and such requirements as the Planning Commission may deem necessary and appropriate to advise the County Commissioners. The Planning Commission shall meet with the applicant, review the Technical Review Committee Report and submit its recommendation within sixty days after receipt of the Technical Review Committee Report, unless it is determined that additional time is needed to adequately review the submission.
 3. The County Commissioners shall consider the application and recommendation and hold a public hearing. The hearing shall have the same procedural formalities and notice requirements as a rezoning (map amendment) hearing. The County Commissioners shall review the Technical Review Committee Report and Planning Commission's recommendation and shall, following the public hearing, approve or disapprove the application and, if approved, establish the CA Commercial Airport Floating Zone. Failure of the County Commissioners to reach a formal

decision to approve or disapprove the application within six months of the public hearing shall constitute a denial of the application. In granting an approval, the County Commissioners may impose conditions which shall become a part of the approval regulating the CA Commercial Airport District. In addition, the Commissioners may require independent reports of consultants, at the expense of the applicant, prior to approval. The County Commissioners shall review the Technical Review Committee Report and Planning Commission's recommendation and hold a public hearing within ninety days of receipt of the Planning Commission's recommendation. Failure, however, to meet such time limits shall not constitute an approval.

- D. The Department shall delineate and designate approved CA Commercial Airport Districts on the Official County Zoning Maps for informational and reference purposes.
 - E. Step I approval by the County Commissioners shall be considered a reclassification and subject to appeal as such.
- (2) Step II: Site plan review. Upon completion of Step I, an applicant shall develop and submit to the Technical Review Committee and the Planning Commission site plans for any or all portions of the proposed development, in accordance with the provisions of § **ZS 1-325** hereof and subject to any conditions specified in conjunction with Step I approval. No grading permits, building permits or use of land permits shall be issued by the Department prior to site plan approval for such activity.

Subtitle ZS1:III. Supplementary Districts and District Regulations

§ ZS 1-346. Noise level limits.

- (a) Noise level standards. In accordance with state law, the following maximum allowable noise levels in decibels are adopted:
- (1) The maximum daytime decibel level shall be 75 in the I and CM Districts, 67 in the C Districts, and 65 in the E-1, V-1, and all R Districts.
 - (2) The maximum nighttime decibel level shall be 75 in the I and CM Districts, 62 in the C Districts, and 55 in the E-1, V-1, and all R Districts.
 - (3) There are no maximum decibel levels in the A or RP Districts.
- (b) Day and night defined. "Day" shall be defined as the time between 7:00 a.m. and 10:00 p.m. "Night" shall be defined as the time between 10:00 p.m. and 7:00 a.m. Noise levels shall be measured at the property line. Any alleged noise in excess of the above limits shall be investigated by the appropriate state agency or County department as the County Commissioners may designate.

OC Airport zoning overlay



7/30/2026, 10:02:26 AM

Worcester Roads II Worcester Zoning

Major

Local

A1 - Agricultural

A2 - Agricultural

CA - Commercial Airport

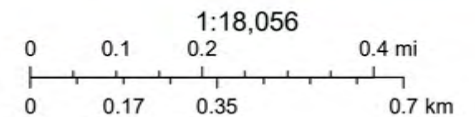
RP - Resource Protection

R2 - Suburban Residential

R4 - General Residential

C1 - Neighborhood Commercial

Note: The Commercial Airport District floating zone includes the area of the parcel zoned RP Resource Protection District.



Originally, Spatial Systems Associates, Inc.
Worcester County GIS. Since receiving back from SSA, Worcester County

DRP ArcGIS Web Map

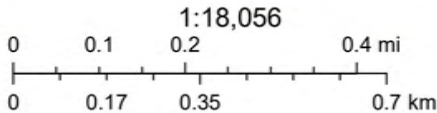
This map is intended for planning purposes only and not for regulatory application.

OC Airport aerial



7/30/2026, 10:03:17 AM

Worcester Roads II — Local
Major



Originally, Spatial Systems Associates, Inc.
Worcester County GIS. Since receiving back from SSA, Worcester County
DRP ArcGIS Web Map
This map is intended for planning purposes only and not for regulatory application.



Aws International

<https://press.aboutamazon.com/aws-international/2026/9/modern-connectivity-infrastructure-built-responsibly-on-marylands-eastern-shore>

September 16, 2026

Modern Connectivity Infrastructure, Built Responsibly on Maryland's Eastern Shore

To support its new U.S.–Ireland subsea cable, Amazon is proposing a minimally sized building that can do the job — using no water, minimal power, and less than 700 square feet.

As part of the Fastnet subsea cable project connecting the United States and Ireland, Amazon plans to build a small onshore facility – called a Power Feed Equipment (PFE) building – at the Ocean City Municipal Airport in Worcester County, Maryland. A PFE building is a compact, unmanned, secure telecommunications facility, roughly the size of two shipping containers placed side by side. Its sole purpose is to supply electrical power to the subsea cable so the signal can travel across the Atlantic, and to pass the optical signal through to existing land-based networks. The PFE building is not a data center, and it is not a cable landing station. To make this possible, Amazon is asking Worcester County to update its zoning code to allow a PFE building and international telecommunications cable as permitted uses – specifically on land zoned Commercial Airport. Amazon plans to lease airport land for the facility.





Figure 1- Possible location of a PFE Building off Airport Road, within a 2,500sqft compound

Why we're doing it

Subsea cables are the foundation of the modern internet, carrying 99% of the world's international data. Fastnet is a new transatlantic cable connecting Maryland and County Cork, Ireland, adding a resilient new data pathway that helps keep cloud and internet services running reliably across North America and Europe.

Every trans-Atlantic subsea cable needs a small amount of power onshore so that equipment along its route can transmit the signal across thousands of miles of ocean. The PFE building provides exactly that – nothing more. Amazon originally explored a larger facility in Worcester County – one that could serve multiple systems and would also have included submarine and terrestrial optical terminating equipment. After the County adopted a moratorium on data centers and cable landing stations in July 2026, we listened to the community's concerns and changed course. Rather than pursue the larger facility, we are proposing the smallest, least

Generic Submarine Fibre Optic Cable System

Schematic showing key infrastructure between two landing points

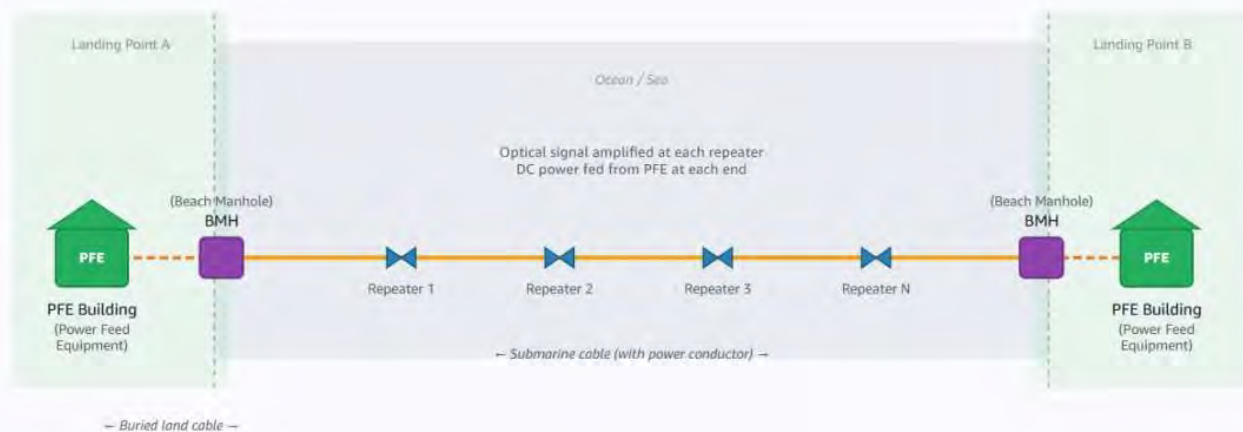


Figure 2- Overview of a submarine cable system

What the impact will be

The PFE building is designed to be one of the least intrusive pieces of infrastructure a community could host:

- **Small.** The building is less than 700 square feet — roughly the size of two shipping containers placed side by side — within a compound of less than 2,500 square feet.
- **Low power.** It draws a small amount of power – up to 350 kW – comparable to a rapid EV charger.
- **No water.** It has no connection to public water or sewer systems. There is no water use on site.
- **Unmanned.** No one works there day to day. Technicians visit roughly once a week for routine maintenance, during normal working hours. The facility, however, has 24/7 security monitoring in place.

a noise study as part of the project.

- **Fast to build, minimal disruption.** The building is modular and manufactured offsite, with on-site installation expected to take just 6–8 weeks.





Figure 3 – PFE building examples

The facility will not contain any data storage, data management, or data computation equipment, and it cannot be used or converted into a data center or cable landing station. Those limitations are written directly into the proposed zoning language itself.

Our commitment to the community

Amazon is committed to working openly and cooperatively with Worcester County and its residents throughout this process. We chose the smaller PFE building specifically to minimize local impact and to respond to what we heard from the community. We look forward to continuing that engagement as the project moves forward — and to being a transparent, collaborative partner in the community that hosts this important infrastructure. Amazon will work with the Maryland Broadband Cooperative (MdBC), leveraging their existing expertise and facilities in Maryland to develop the PFE building.

Frequently Asked Questions

Is this a data center?

No. Amazon has no plans to build a data center in Worcester County. A PFE building does not store, manage, or process data. Building a subsea cable does not mean new data centers will follow — subsea cables run up and down the East Coast without data centers being built as a result. Fastnet supports existing Amazon infrastructure.

What exactly does the building do?

A subsea cable needs a small amount of electrical power to operate the equipment along its route to keep the optical signal strong across the ocean. The PFE building supplies that power to the cable and passes the signal through to existing land-based networks. That is its only function.

Will it use water?

No. The facility will have no connection to public water or sewer systems. All operations are designed to require no water on site.

Will it be noisy?

The facility is quiet in day-to-day operation. Backup generators are needed in case of grid failure, but under normal conditions will only run for brief monthly tests of about 30 minutes during business hours. The site being considered is about 90 yards from the nearest home and sits behind a natural tree line that provides a visual and sound buffer. Amazon would conduct a noise study as part of the project.

equipment or cable fault.

Why build it here?

The Ocean City location was selected to minimize impact on both marine and land environments while meeting the technical requirements of the cable. The specific site will be further refined with the Ocean City Municipal Airport to avoid interfering with future airport plans, and it sits behind natural tree buffering from nearby homes.

How long will construction take?

The building is modular and manufactured offsite, so on-site installation is expected to take just 6–8 weeks — significantly shorter than traditional construction and with far less local disruption.

What about batteries?

We will require batteries in event of a grid power outage. They will take the load for a short duration (5-10 mins) between grid outage and the generator starting. Batteries have been used safely at PFE buildings globally for decades. The fire suppression system that will be deployed internally in the PFE buildings is designed for batteries. It monitors the air and uses laser scattering to detect any smoke at the very earliest stage (before the fire takes hold) and then would flood the facility with benign argon gas, suppressing a fire before it gets started. The facility will not place additional burden on local fire and emergency services.

The proposed battery backup configuration is consistent with the design currently deployed throughout the MDBC network. MDBC operates 26 Points of Presence (POP) shelters across Maryland using the same battery-backed power architecture, with a proven operational history exceeding 20 years. These systems have reliably supported critical fiber optic infrastructure without issue. Based on this extensive experience, MDBC is confident that the proposed

Will you continue to pursue a Cable Landing Station in Worcester County?

If we are able to build a PFE building at the airport, we will place the additional necessary equipment in an existing AWS facility in the greater Washington region. We acknowledge the moratorium and will abide by all applicable laws and local zoning regulations.

Read our initial announcement [here](#).

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AWS announces Fastnet, a dedicated high-capacity transatlantic cable connecting the US and Ireland

The subsea cable will create alternative data pathways between Maryland and County Cork, delivering fast and reliable cloud and AI services across the Atlantic.

AWS

Artificial Intelligence

Innovation

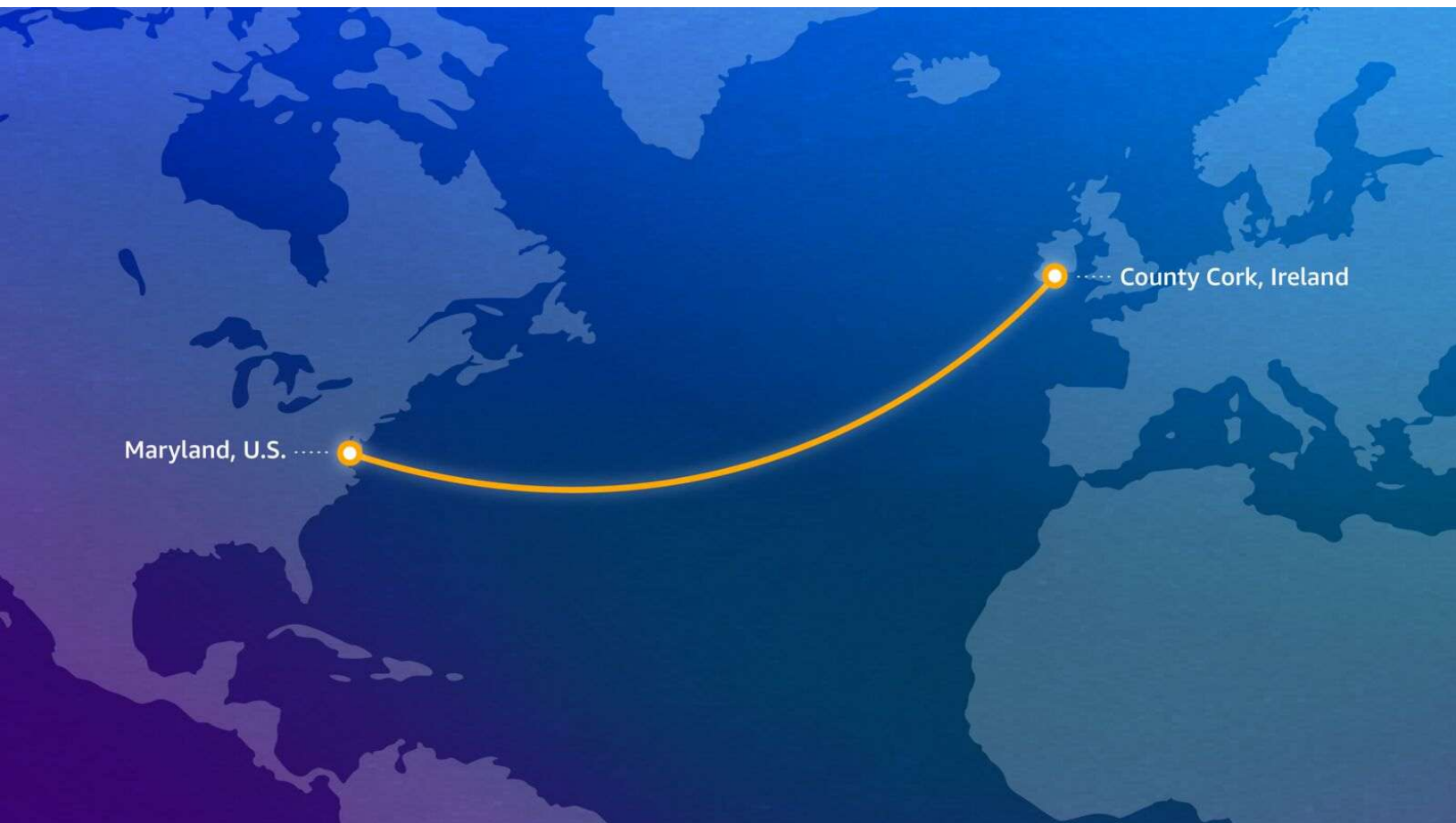
Technology

Maryland

Ireland

International

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Key takeaways

- Fastnet adds to AWS's global fiber optic network, spanning Earth to the Moon and back more than 25 times.
- The system delivers 320+ terabits per second—enough to stream 12.5 million HD films simultaneously.
- This new route strengthens network resilience, reducing service disruption risks for AWS customers.

[Amazon Web Services](#) (AWS) announced Fastnet, a state-of-the-art transatlantic subsea fiber optic cable system connecting Maryland, U.S., and County Cork, Ireland. When operational in 2028, Fastnet will add vital diversity for customers by building a new data pathway with unique landing points, keeping services running even if other undersea cables encounter issues. This enhanced network resilience will improve global connectivity and meet rising demand for cloud computing and artificial intelligence.



CEO Andy Jassy on why customers are choosing AWS for AI

AWS's AI revenue run rate is over \$15 billion. There are several reasons customers are choosing AWS for AI.

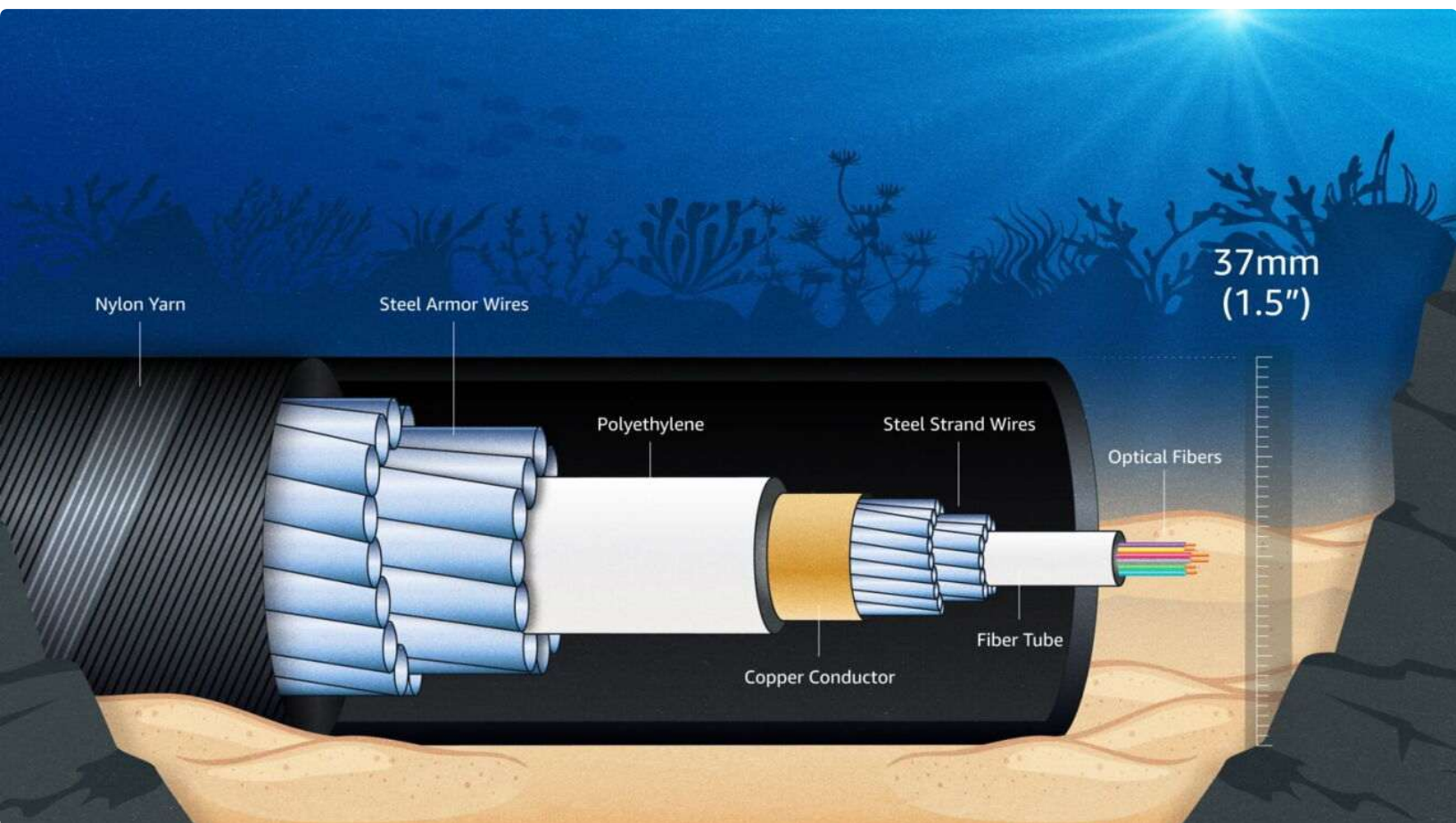
Increasing resilience through system diversity

Fastnet is a dedicated transatlantic cable system designed with two strategic landing points that deliver critical route diversity away from traditional cable corridors.

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The Fastnet system incorporates advanced optical switching branching unit technology, engineered to accommodate future topology needs. This state-of-the-art unit is strategically positioned on the cable route, enabling seamless redirection of data to future landing points as network demands evolve. This scalable architecture is specifically designed to handle growing AI traffic loads, allowing customers to rapidly expand their data demands while the system adapts to accommodate future growth.

Fastnet is designed for long-term reliability and performance. The system combines robust cable armoring with additional layers of protective steel wires in nearshore areas to protect against natural and human activity.



With a design capacity exceeding 320 terabits per second (Tbps), Fastnet will integrate directly into AWS's comprehensive global network. To put this capacity in perspective, the system could transmit the entire digitized Library of Congress three times every second, or stream 12.5 million high definition (HD) films

Amazon News

Online and public internet, where even networking devices make routing decisions with limited network visibility,

AWS's centralized, real-time traffic monitoring system has complete visibility into every link within the global network. This system implements millions of daily optimizations to ensure customer traffic always uses the most available and performant path, avoiding congestion and other issues before they impact applications.

Through Fastnet, customers benefit from secured long-term capacity and rapidly scalable bandwidth for their most critical operations, from generative AI and cloud-native applications to advanced research, transatlantic business connectivity, and international commerce. This investment in network diversity helps ensure customers can reliably access their cloud resources, with the flexibility to quickly expand capacity as their demands grow.

Purpose-built, low-impact landing infrastructure

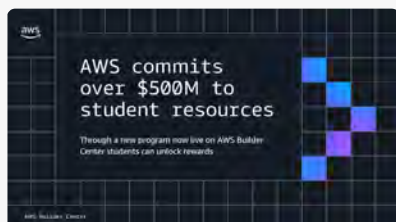
To bring Fastnet ashore, Amazon plans to build a small onshore facility—called a Power Feed Equipment (PFE) building—near the cable's Maryland landing point. A PFE building is a compact, unmanned telecommunications facility whose only job is to supply power to the subsea cable and pass its signal through to existing land-based networks. It stores no data, uses no water, and is not a data center or a cable landing station. Designed to be one of the least intrusive pieces of infrastructure a community could host, it reflects how AWS builds to fit the communities that welcome it. Learn more about [the PFE building and what it means for the local community](#).

Driving community development

Infrastructure projects of this scale succeed when they're built in partnership with communities. From day one, Amazon has worked closely with local organizations, nonprofits, and residents in both [Maryland](#) and County Cork to understand what success looks like for them.

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driven funds could support a range of local initiatives, such as sustainability and environmental programs, health and well-being services, Science Technology Engineering and Math (STEM) education, future workforce development, economic development and leadership training, inclusion and diversity initiatives, and programs addressing homelessness and hunger.



AWS commits more than \$500 million to student cloud and AI training

Through a new Student Rewards program on AWS Builder Center, university students worldwide can earn credits, premium training, and certification vouchers.

“Amazon’s new Fastnet transatlantic subsea cable represents a vote of confidence in Ireland’s digital future, helping to enable the next wave of innovation in cloud computing and artificial intelligence,” said Taoiseach Micheál Martin. “By linking County Cork to Maryland in the United States, Ireland will become a true gateway to Europe for submarine telecommunications cables. This investment will enhance our global connectivity, reinforce the resilience of critical digital infrastructure, and strengthen our economic competitiveness.”

“Building Maryland’s first-ever subsea fiber cable is an achievement bigger than broadband connectivity—it’s about securing Maryland’s status as a global hub for innovation, job creation, and high-tech investment,” said Wes Moore, Governor of Maryland. “To grow our economy, we need to prioritize industries of the future. That is exactly what this project helps us deliver, in partnership with leaders with deep local ties and robust commitment to community engagement.”

Building the next generation of global infrastructure

[AWS's global infrastructure](#) spans 124 Availability Zones within 39 Geographic Regions, with announced plans for 7 more Availability Zones and 2 more AWS Regions in the Kingdom of Saudi Arabia, and Chile. Connected by

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The AWS network features automated network management tools that continuously monitor network health and automatically resolve 96% of network events without human intervention through services such as [Elastic Load Balancing](#), [Amazon EC2 Auto Scaling](#), and [Amazon CloudWatch](#). Our real-time traffic monitoring system ensures customer traffic always uses the most available and performant path.

As digital services continue to become increasingly integral to the global economy, organizations depend on consistent, uninterrupted access to cloud services for their most mission-critical operations. The ability to maintain seamless connectivity across geographies isn't just about speed—it's about having secure and reliable paths for data to flow between continents.

Since 2006, AWS has invested significantly in building and operating the world's most secure, reliable, and extensive cloud infrastructure. Fastnet marks a major milestone in this ongoing commitment and represents

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By enhancing efficiency and resilience, expanding network capacity, and investing in local communities, AWS continues to build the foundation for the next generation of cloud computing and digital innovation.

Learn more about [AWS Global Infrastructure](#).

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This article was originally published on November 04, 2025. It was updated on September 17, 2026 to reflect the planned construction of the Power Feed Equipment (PFE) building in Maryland and regional information about AWS global Infrastructure.

Trending news and stories

- Amazon raises minimum starting pay for full-time core operations employees to \$20/hour, with average pay reaching nearly \$24/hour
- Prime Big Deal Days is back October 6-7: Here's what to expect
- Amazon is giving every US employee a discount on groceries
- Prime Big Deal Days 2026: Early deals you can shop right now

Text Amendment

§ZS 1-303 CA Commercial Airport District

Power Feeding Equipment

Public Comments Received

Planning Commission meeting: October 1, 2026

To: Worcester County Commissioners, Planning Commission, Board of Zoning Appeals, and Jennifer Keener, AICP, Director of Department of Development Review and Permitting.

In Reference To: Text Amendment Application – Amending § ZS 1-103(b) and § ZS 1-303(c) (Commercial Airport District / Power Feeding Equipment).

Hearing Date: Scheduled for September 3, 2026.

Formal Letter of Objection

We are writing to register our formal objection to the text amendment application for § ZS 1-103(b) and § ZS 1-303(c) submitted on behalf of Amazon Web Services (AWS) and their development partner Globalinx. This legislative petition is a transparent attempt to bypass the county's current 12-month moratorium by selectively segmenting a massive infrastructure footprint into artificially isolated, smaller zoning requests.

The Board and Commission should reject this text amendment based on three critical facts established in the public record:

1. The Applicants Knowingly Proceeded "At Risk"

The historical timeline shows that AWS and Globalinx entered into an airport lease agreement in October 2025 and subsequently acquired regional property resources entirely at their own commercial risk. They executed corporate agreements and finalized private engineering scopes long before obtaining federal, state, or county permits. Now that their project has been legally halted by a necessary public safety moratorium, they are demanding that Worcester County rewrite its permanent zoning laws to bail out their speculative corporate business venture. This sets a dangerous regulatory precedent where multi-billion-dollar entities believe they can force municipal zoning compliance post-facto.

2. Deliberate Lack of Upfront Transparency

From the inception the applicants have systematically obscured the true scale of this project from all involved. Initial site discussions with local airport consultants specified a localized 50'x50' facility. This has since expanded into a regional gateway consisting of multiple international undersea pipelines, terrestrial front-haul trunk lines, and specialized electrical infrastructure networks cutting through local right-of-ways. By failing to expose the complete master plan (or at least the tentative master plan) from day one—including detailed land requirements and cross-county pathways—the developers deprived county officials and public residents of a holistic view of the project's true footprint.

3. Intentional Evasion of Environmental and Moratorium Rules

The narrative provided in the current memorandum claims that a Power Feeding Equipment (PFE) building "is not a cable landing station or a data center". This is text engineering designed to exploit a loophole. The proposed 1,200-square-foot PFE facility exists for the sole purpose of energizing high-capacity fiber lines to transmit data from offshore to massive data hubs further inland. Redefining this infrastructure to claim it has "no impact on the moratorium" is an insult to the intelligence of our elected, non-elected, and non-appointed staff and county representatives. If the airport location for the physical foundation of the international cable landing network is approved in this piecemeal fashion, it establishes

a functional beachhead that renders the broader industrial protection of the Route 611 data center moratorium functionally toothless.

Conclusion

Worcester County's zoning laws exist to protect our agricultural, coastal, and residential integrity from uncoordinated, aggressive industrial growth. AWS and Globalinx should have come to the Planning and Permitting department transparently at the beginning of their project lifecycle to seek direct structural guidance on where an appropriate, contiguous zone existed for this technology—rather than purchasing land blindly and now demanding custom text modifications after the fact, after the community has become aware of the plan.

We urge the Planning Commission to issue an unfavorable recommendation on this text amendment and request that the County Commissioners reject Bill 26 outright. The developers must be held to the same comprehensive, transparent review criteria as any other citizen or business in Worcester County.

Sincerely,

The Assateague Maryland Coastal Community Coalition

Text Amendment to be proposed at Thursday's Planning Commission meeting

From dstelzner [REDACTED]

Date Mon 8/31/2026 3:03 PM

To Jennifer Keener <jkkeener@worcestermd.gov>; Weston S. Young <weston.young@worcestermd.gov>; Eric Fiori <efiori@worcestermd.gov>; Joseph Mitrecic <jmitrecic@worcestermd.gov>; Ted Elder <telder@worcestermd.gov>; Madison Bunting <mbunting@worcestermd.gov>; Chip Bertino <cbertino@worcestermd.gov>; Diana Purnell <dpurnell@worcestermd.gov>; Caryn Abbott <cabbott@worcestermd.gov>

Cc MICHAEL LE COMPTE [REDACTED] Brian & Toni Julian [REDACTED]; Robert Rubenstein [REDACTED] Alec French [REDACTED]; Rick Martelo [REDACTED]; Steve Katsanos [REDACTED]

Dear Ms. Keener,

We are writing to express our deep concern about scheduling discussion of a dramatic change to the commercial airport district regulations during the September 3, 2026, Planning Commission meeting to allow the landing of an "international telecommunications cable" and construction of a "Power Feed Equipment Building."

As you know, the Worcester County Commissioners recently voted and approved a one-year moratorium on consideration of any applications proposing to establish facilities that are an integral part of a landing station, data processing building, power generation or transmission infrastructure that would facilitate connection to or operation of an existing or proposed data center. This moratorium was established after you determined the County's existing zoning regulations do not address these facilities and the County Commissioners determined Worcester County's staff needs time to formulate policies and regulations addressing the emerging data management technologies.

The South Point Association (SPA) Executive Committee opposes review by the Planning Commission at this time because:

- The petitioner has not presented a specific project or sufficient details for review by the Planning Commission. The Planning Commission is unable to assess how landing a "international telecommunications cable" and "power feed equipment building" will support or impact airport operations.
- The County's staff has not yet presented the County Commissioners with recommendations regarding the policies and rules the Commissioners asked for when the moratorium was established.
- This petitioner has not presented a specific project to the Technical Review Committee so there is no project recommendation to forward to the County Commissioners.

- Worcester County is preparing to adopt a new Comprehensive Plan, which will be followed by a comprehensive review of all of the County's zoning. Emerging technologies and uses should be addressed comprehensively, not on an ad hoc basis.

The petitioner has proposed dramatic changes to the commercial airport district which will open the door to other commercial use proposals unrelated to the operation or use of a commercial airport. The Planning Commission should return this premature petition and advise the petitioner to present its unsolicited text amendment proposal to the Technical Review committee. That panel is the place for evaluating any specific uses associated with changes to the commercial airport district.

Sincerely,

South Point Association Executive Committee



Outlook

Text amendment

From Elaine Bean [REDACTED]

Date Fri 9/18/2026 8:11 AM

To Planning Commission <planningcommission@worcestermd.gov>

Planning Commissioners:

My home is in the neighborhood adjacent to the Ocean City airport - Mystic Harbour. I strongly oppose any type of cable landing station or data center or whatever label you want to put on it at the airport. The environmental impact of drilling for a cable underneath Assateague Island and across the bay is a huge concern. But I also am opposed to the Town of Ocean City strong-arming the residents of unincorporated Worcester County with their ill conceived contract. If they want to bring a cable into Worcester County and enjoy the financial benefits of the contract, let them land it within their own town. They did not consult with you all before entering this agreement that will have a major impact on the county itself and also my own neighborhood. Please deny this text amendment and preserve the rights of Worcester County and its residents. Thank you.

Elaine J Bean
[REDACTED]



Outlook

Cable Landing

From Valerie Kelm [REDACTED]

Date Fri 9/18/2026 9:51 AM

To Planning Commission <planningcommission@worcesrmd.gov>

Worcester County Planning Commission

I would like to voice my objection to any cable landing coming into Worcester county along our fragile coastline. I live across 611 from the proposed area and do not want anything causing change to our coastline! No windmills, data centers or cable landing. The barrier island is fragile and is a means to protect our homes. Nobody should be putting any kind of cable through that barrier. One hiccup could cause more shifting and create undue harm to our community.

Valerie Kelm
12026 Sinepuxent Rd
Berlin, MD 21811

Opposition to Proposed Cable Landing Station Text Amendment

From n.barnas [REDACTED]
Date Sat 9/19/2026 3:14 AM
To Planning Commission <planningcommission@worcestermd.gov>

Dear Worcester County Planning Commission,

I am writing to express my opposition to the proposed text amendment that would allow a cable landing station at the Ocean City Airport.

As someone who owns property in Ocean City and deeply values Ocean City, Assateague Island, and the surrounding coastal environment, I am very concerned about moving forward with an amendment that could facilitate a project involving construction and drilling through such an environmentally sensitive area without adequate study and public scrutiny.

Before any zoning change of this significance is approved, I believe the potential environmental impacts on Assateague Island, the bay, wildlife, and the surrounding Worcester County community should be thoroughly and independently evaluated.

Please do not approve this text amendment until these important questions have been fully addressed and the residents who may be affected have had a meaningful opportunity to be heard.

Thank you for considering my comments.

Sincerely,

Nancy Barnas
Ocean City Property Owner

Sent from my iPhone



Outlook

airport zoning

From Charlotte Powell [REDACTED]

Date Mon 9/21/2026 11:00 AM

To Planning Commission <planningcommission@worcestermd.gov>

10:54 AM (3 minutes ago)

Please do Not pass the zoning text amendment regarding airport zoning and power feeding equipment associated with the project. The citizens of Worcester County do not want this.

Charlotte

Berlin, MD



Outlook

October 1 Planning Commission Meeting Comments

From marknitkoski [REDACTED]

Date Tue 9/22/2026 9:31 AM

To Eric Fiori <efiori@worcestermd.gov>; Planning Commission <planningcommission@worcestermd.gov>

Cc marknitkoski [REDACTED]

 1 attachment (16 KB)

October 1 Planning Commission Meeting comments.docx;

Dear planning commission members,

Please consider these personal concerns regarding any administrative or planning commission change in zoning at the airport to accommodate a cable landing station.

Thank you,

Mark Nitkoski
[REDACTED]

October 1 Planning Commission Meeting comments

1. I believe that if an outside person is being allowed to give commentary on the meeting that this courtesy should extend to property owning citizens of Worcester County
2. What is a moratorium? Best definitions include a suspension of activity or an authorized period of delay or waiting. If we are in a moratorium anything associated with permitting or changing the zoning to permit a new use for the airport should be under moratorium.
3. Why? If an unintended use for the airport is allowed prior to deciding on whether or not the commissioners vote on a cable landing station then we are taking the power to legislate out of their hands and making it possible for the zoning change to be the cause of a lawsuit. We are wasting time if we think changing the zoning is a necessity if no landing stations are allowed. This appears suspicious
4. Why is it necessary to have the permitted use or zoning changed? Did you know that if you Google cable landing stations currently on airport property in the U.S., you will find zero. Do they know something we don't? Let's delay to find out more. Amazon currently operates 28 Data Centers around the world.
5. What is the cable landing station a precursor for? In other word's is this station a precursor for an AI Data Center. What has Amazon provided to the county which would allay our fears that an AI data center is under current planning within Amazon itself. We need more information before voting on a change in zoning at our airport.
6. Why are citizens in the U.S. against Data Centers. The studies show that data centers consume vast amounts of energy (electricity) and in many cases citizens in the area where they are located have been paying much higher energy costs, so that Amazon or other private entities can make money on their data center. We are not hear to build infrastructure at a cost that we currently don't know. Don't do anything until more information is gleaned. Why should residents pay for upgrading the Choptank Grid for Amazon's usage?
7. Our county has zero experience or history regarding cable landing stations, AI or Data Centers and the costs both short term or long term so let's not rush anything. A mistake now can and will cost us dearly in the future.

I urge the Worcester County Planning and Zoning to table any changes for any permitted use or zoning change at the airport until the questions asked above are discussed and considered in a public forum, allowing for public comment. We need transparency on the issues before an informed decision can be made.

FW: October 1 Planning Commission Meeting Comments

From marknitkoski [REDACTED]

Date Wed 9/23/2026 12:49 PM

To Planning Commission <planningcommission@worcestermd.gov>; Eric Fiori <efiori@worcestermd.gov>

 1 attachment (19 KB)

October 1 Planning Commission Meeting comments.pdf;

Follow-up to attached email dated Sept. 22

I was able to gain additional information on the request to permit a PFE site at the airport thru the Amazon News article entitled "Modern Connectivity Infrastructure, Built responsibly in Maryland's Eastern Shore".

The article is somewhat definitive on Amazon's Plan.

My comments dovetail with my email from yesterday.

1. We are in a moratorium on the cable landing station, this request violates Amazon's own stated goal of working responsibly with locals. Here is the quote on the last page of their article "we acknowledge the moratorium and will abide by all applicable laws and local zoning regulations." So right now, we have no permitted use of the airport for any cable landing or PFE equipment. So, by our own commissioners adopting a moratorium and Amazon's own words of abiding by local zoning regulations it would be irresponsible to allow a zoning change.
2. There is at present no approval for Amazon to drill under Assateague island that I know about. Do you know of any current approval? Why should we approve a change when at present there are no indications that drilling will be allowed under Assateague, unless someone knows otherwise.
3. The back-up generating units proposed are diesel powered loud and polluting but this is what they use. However, these engines are extremely noisy and being just a scant 90 yards from an existing residential community then this should not be a permitted use. (Amazon downplays this in their written piece but we should not accept their claim of being tested just once per month. No, as responsible stewards of the citizens of the county and the environment, we should request all data of the use of these diesel powered noisy engines at current facilities to ascertain the validity of Amazon's claim.
4. Amazon has been known to sign Non-disclosure agreements with government officials and municipalities. I would like it asked by the planning and zoning committee if Amazon currently has any non-disclosure agreements with government officials in Ocean City and Worcester County.

I say these things because I live adjacent to the airport. I have seen lots of construction activity over the past year but the county and Ocean City have been mum on what has been going on. I do believe that at present information regarding what has been done is hidden or purposely vague.

Thank you,

DATE: September 23, 2026

TO: The Worcester County Planning Commission
Worcester County Government Center
Department of Development, Review and Permitting
1 West Market Street, Room 1201
Snow Hill, Maryland 21863

FROM: Assateague MD Coastal Community Coalition

RE: Formal Objection to the Proposed Zoning Text Amendment submitted by Amazon Web Services (AWS) / Commercial Airport (CA) District (Hearing Date: October 1, 2026)

To the Members of the Worcester County Planning Commission:

We are writing to submit our formal objection to the zoning text amendment application submitted by Amazon Web Services (AWS) to permit international telecommunications cables and Power-Feed Equipment (PFE) facilities within the Commercial Airport (CA) District. As the body charged with protecting Worcester County's long-term land-use vision, we strongly urge this Commission to issue an **unfavorable recommendation** to the County Commissioners.

I. Violation of State Law: Unlawful Conflict Prior to Comprehensive Zoning

As a foundational matter of Maryland land-use law, comprehensive planning must be systematically followed by comprehensive zoning. Adopting piecemeal text amendments before the comprehensive zoning maps and text are formally implemented creates an illegal, irreconcilable conflict between the active zoning ordinance and the land-use plan. This piecemeal acceleration runs directly afoul of State consistency mandates.

Sound planning policy dictates that no zoning amendments regarding these uses should be entertained until the new Comprehensive Zoning process is fully implemented. Furthermore, a review of the newly adopted Worcester County Comprehensive Plan reveals that it says absolutely nothing about data center or Cable Landing Station (CLS) development in our industrial or commercial zones. Forcing this massive structural change into the code now—when the Comprehensive Plan never anticipated it—violates the lawful order of planning and ignores the community's master blueprint.

II. Subversion of the Legislative Moratorium (Resolution No. 26-18)

On July 21, 2026, the Worcester County Commissioners unanimously enacted Resolution No. 26-18, imposing a strict 12-month moratorium on the submittal and processing of applications for data centers and cable landing stations. The explicit intent of that legislative pause was to give county planning staff and this very Commission the

time to study the macro-impacts of industrial tech infrastructure and draft a uniform, protective zoning framework.

By pushing a piecemeal text amendment for a PFE facility just months into this moratorium, the applicant is attempting to bypass a comprehensive county-wide study. Approving a text carve-out for a single corporate entity fundamentally undermines the active 12-month directive given by the County Commissioners. The Planning Commission should honor that timeout and refuse to recommend any code changes until the comprehensive study period concludes and comprehensive zoning rules are formally established.

III. Dangerous County-Wide Ripple Effects

A text amendment does not merely grant a single exception for one building; it permanently alters the text of the Worcester County Zoning Ordinance. If this amendment is approved, the inclusion of transoceanic infrastructure becomes a permitted use across the *entire* Commercial Airport District. Rebranding high-intensity transoceanic connectivity infrastructure as a benign "airport utility" sets a dangerous county-wide planning precedent. It leaves our public lands permanently vulnerable to speculative zoning exploitation by multi-billion-dollar tech cartels.

IV. Financial and Infrastructure Lessons from Ocean City's Lease Mistake

We must learn from the shortsighted mistakes made across the bay by the City of Ocean City, who hastily negotiated under a Non-Disclosure Agreement (NDA) and signed a long-term municipal lease at the airport with Globalinx and their industrial tech partners for a trivial, nominal amount of rent. That agreement valued minor, short-term revenue over the permanent, structural exposure of our public land to heavy infrastructure demands.

AWS claims they have "no intention" to build a full data center campus here. However, a Power-Feed Equipment facility is the vital, high-voltage heart of an international subsea network. Once the physical high-capacity glass line terminates at our airport, the legal and logistical "foot in the door" is established. The subsequent industrialization of the Route 50 & 611 corridor becomes an inevitability that future planning bodies will struggle to contain. Worcester County must not accept this Trojan Horse, nor should we bail out a massive corporation looking to exploit cheap airport land at the expense of our community.

V. Irreplaceable Environmental Risks: HDD Beneath Assateague Island

The proposed route for this network requires Horizontal Directional Drilling (HDD) directly beneath Assateague Island—a delicate, globally recognized barrier island ecosystem and an irreplaceable natural treasure.

While AWS and its contractors will offer glossy corporate assurances that subterranean boring is completely safe, the planning reality is that HDD carries severe risk of "frack-outs." Pressurized drilling muds can rupture upward into fragile habitats, permanently compromising our local aquifer layers, ruining delicate marine environments, and endangering the wild horse populations that rely on these unpolluted coastal marshlands. Once these unique subterranean layers are fractured or contaminated, the damage is irreversible. Even with a blank check, once this fragile ecosystem is destroyed, it is gone for future generations. Sound planning policy dictates that environmental impact studies must be completed and vetted *before* a land-use zone is permanently amended, not after.

VI. Failure to Meet the Burden of Proof Regarding Site Selection

Finally, the applicant has completely failed to demonstrate a logical planning necessity for targeting Worcester County. The burden of proof rests squarely on AWS to clearly articulate and prove via data-backed analysis why the Ocean City Municipal Airport is the single, exclusive location on the entire East Coast where their "FastNet" cable must be landed.

From a network engineering perspective, there is zero geographic or performance advantage to landing this cable in the middle of the mid-Atlantic coast. Transatlantic subsea cables already successfully land directly north of us (in New Jersey and New York) and directly south of us (in Virginia Beach). The applicant cannot justify an environmental intrusion based on performance, as landing here yields no substantial improvement in network speed or efficiency over established operational hubs.

While AWS may suggest that choosing a new, unclustered location minimizes the risk of physical damage from dragging anchors, commercial fishing nets, or international threats, this security argument is a false dilemma. Safeguarding transoceanic data infrastructure against international sabotage or maritime accidents is a broader national security mandate—not a local zoning justification. Corporate risk-mitigation strategies cannot be solved by simply displacing industrial vulnerabilities into fragile, un-zoned coastal communities. AWS has failed to demonstrate why advanced physical cable armoring, deeper deep-sea burial, or alternative industrially zoned maritime ports cannot achieve the exact same security objectives.

Those alternative regions already possess the pre-existing heavy industrial grid infrastructure, commercial zoning depth, and workforce capacity required for transoceanic operations without threatening fragile coastal ecological reserves. AWS has not provided a transparent alternative-site analysis to this Commission. Until AWS can prove that every other industrial port and landing facility on the Atlantic coast is functionally impossible to use, this Commission cannot in good faith sacrifice Worcester

County's rural zoning integrity and eco-tourism economy to accommodate AWS corporate convenience.

For these reasons, we request that the Planning Commission issue an unfavorable recommendation and protect the integrity of Worcester County's land-use code.

Respectfully submitted,

The Assateague Maryland Coastal Community Coalition