



County Commissioners:

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To: Planning Commission
From: Steven Johnson, Senior Planner
Meeting Date: December 11, 2025
File Number: SP# 25-08-0158
File Name: Hinckley Yachts
Owner: Hink BB Holdings, LLC
c/o Peter Clark
1 Little Harbor Landing
Suite 101
Portsmouth, RI 02871
Engineer: DMS & Associates, LLC
PO Box 80
Centreville, MD 21617

General Information:

Map/Parcel/Lots: 56 / 273 / 2, 7, 8
Parcel Size: Total = 28.544± acres (after administrative subdivision)
Location: Pier One Road, Stevensville, MD
Zoning District: Airport Protection and Kent Island Gateway (APKIG)

Proposal and Requested Actions:

The applicant is proposing to administratively combine 3 lots to construct a 47,067 square foot addition to an existing boat storage and maintenance building in the Airport Protection and Kent Island Gateway (APKIG) zoning district.

The applicant is requesting Major Site Plan approval.

Project History:

- Major Site Plan Submittal: August 4, 2025
 - STAC Review: September 3, 2025
 - 25-Day Submittal: November 14, 2025

FACTS AND FINDINGS

- The site is located within the Airport Protection and Kent Island Gateway (APKIG) zoning district. The APKIG zoning district purpose is:
 - (1) The Airport Protection and Kent Island Gateway District is intended to prevent the creation or establishment of airport hazards.
 - (2) This district will also create a sense of entry to Kent Island and Queen Anne's County while providing for business, commercial and certain mixed-use opportunities in the airport environs that will not be detrimental to the efficiency and safety of the airport. Structure designs in this district should reflect traditional Eastern Shore character.

- The applicant is proposing an addition to an existing boat storage and maintenance building to be utilized as a component of the existing marina use.
 - In accordance with §18:1-34.B, the proposed use is permitted within the APKIG zoning district.
 - §18:1-4.B.(10) Marina
- Chapter 18 App Appendix A: Glossary
 - *MARINA – Any waterfront facility for the mooring, berthing, storing, securing, or repair of watercraft. Does not include community or private piers.*

EXISTING CONDITIONS:

- The project site consists of three lots, totaling 28.544 acres.
 - Tax Map 56, Parcel 273, Lot 2 contains the existing marina basin and two storage buildings.
 - Tax Map 56, Parcel 273, Lot 7 contains a small parking area that will be utilized as part of this proposal.
 - Tax Map 56, Parcel 273, Lot 8 contains a storage building and the existing boat storage and maintenance building that is proposed to be expanded.
- Located on Pier One Road in Stevensville, MD.
- The site is located within the Chester/Stevensville Growth Area, Enterprise Zone, and Priority Funding Area.

PROJECT DETAILS:

- The applicant is proposing a 47,067 square foot addition to an existing 16,867 square foot boat storage and maintenance building. Total proposed square footage is 66,678 square feet, which includes the proposed addition, the existing boat storage and maintenance building, and three existing standalone storage buildings.
- To support this development proposal, the applicant will administratively combine three existing lots.
 - Resulting lot 2 will total 28.544 acres.
 - The administrative subdivision must be recorded prior to final site plan signature.
- As proposed, all applicable APKIG zoning district non-residential development standards have been met, including:

- Setbacks:

Front	25 feet
Side	10 feet
Rear	10 feet

- Building Height:

Maximum Permitted	45 feet
Proposed	28.3 feet

- Non-residential Floor Area:

Maximum Permitted	497,348 sq. ft.
Existing	19,611 sq. ft.
Proposed	47,067 sq. ft.
Total	66,678 sq. ft.

- Impervious Surface:

Maximum Permitted	22.835 acres
Existing	7.302 acres
Proposed	0.015 acres
Total	7.317 acres

- **Parking:**

Required (Office/Sales Area)	23 spaces
Proposed	24 spaces

Lots 2, 7, and 8 are included in a shared parking agreement for the overall Bay Bridge Marina site (KBH 4512/95). Combining these lots makes the storage, maintenance, and repair area portions of the proposed project part of the marina use. The overall Bay Bridge Marina site provides a sufficient number of spaces to meet the requirements for both existing and proposed marina uses; therefore, the parking requirements for all marina uses are satisfied.

- The project is required to be served by public water and sewer.
 - The project will require a total of 1,066 gallons per day of water and sewer allocation.
 - The site currently holds 564 gallons per day of water and sewer allocation.
 - The project will require an additional 502 gallons per day of water and sewer allocation.
 - Allocation may be granted administratively.
- Stormwater management has been proposed as shown on sheets C-5 and C-6. The stormwater management has been reviewed and approved by the Department of Public Works.
- Lighting and signage will be proposed on-site and will be required to meet standards found in Articles XII and XIV of the Zoning Code.

Environmental Details:

- The project will meet all landscape planting requirements.
- The subject property is partially located within the 100-year floodplain, zones AE (Elevations 5 and 6ft) and VE (Elevations 7ft).
 - No development is proposed within the 100-year floodplain.
- Typically, there would be a standard 300ft shore buffer located on-site.
 - This buffer may be reduced per §18:1-67.B. and C.
 - In August 1989, the Planning Commission granted approval to reduce the Shore Buffer to 0 feet for the overall marina property.
- The requirements of the Forest Conservation Act are not applicable because the property is located entirely within the Critical Area.
- There are no steep slopes, threatened and endangered species, woodlands, streams, or nontidal wetlands on-site.
- **Critical Area:**
 - The site is located entirely within the Chesapeake Bay Critical Area with a designation of Intensely Development Area (IDA).
 - Although the Buffer is designated as Modified Buffer Area (MBA), no new development is proposed within the Buffer.
 - There is net increase in lot coverage outside of the Buffer.
 - The applicant will plant four trees to address this increase.
 - According to information provided by the applicant, the proposal addresses the 10% phosphorus pollution reduction requirement within the Critical Area IDA.

Design Standards:

- **Airport Protection:**
 - The County has filed a petition with the Federal Aviation Administration (FAA) which asks the FAA to review the project to assist in determining if the proposed new structures will reduce the effectiveness of the Automated Weather Observation System (AWOS).

- The existing structure already functions as a sheltering obstruction. The County is concerned that portions of the proposed development fall within the AWOS Wind Sensor Critical Areas, and that the new construction could further diminish the effectiveness of the AWOS system.
- If the County permits construction of a structure that is later found to negatively affect AWOS functionality, the responsibility for resolving the issue would fall on the County.
- As of the drafting of this staff report, the County has not yet received any information from the FAA.
- Prior to final site plan approval, all standards found in §18:1-34.G must be adequately addressed. Confirmation from the Airport Manager documenting that all required state and federal standards have been addressed is required.
 - The Airport Manager supports conditional approval of the project by the Planning Commission, based upon the following:
 1. All remaining airport-related comments are fully addressed.
 2. All conditions identified in the Airport Manager's Review #3 email dated 11/24/2025 are met. The email is attached to this staff report.
 3. The developer shall be responsible for all costs necessary to restore functionality to the AWOS System if it is determined that the system is impacted by the proposed development.
- Per §18:1-34.G, development within the APKIG Zoning District must conform to the TC / UC Design Standards.
 - The applicant has submitted a memo that addresses the TC / UC Design Standards.
 - Architectural renderings have been provided.

Adequate Public Facility Ordinance:

- In a letter dated November 21, 2025, the APFO Administrator indicates that based on review of the current available capacity and the information provided by the applicant:
 - Public Water
 - The existing commercial building which is proposing a 47,067 square foot addition is currently connected to and served by public water, therefore, the new floor area will not impact the public water system. The applicant is responsible for construction of all necessary infrastructure improvements required, both on-site and off-site, to serve the project with public water. The applicant is required to purchase additional water allocation to serve the proposed project. With purchase of required allocation and construction of required infrastructure public water service is adequate.
 - Sewer
 - The existing commercial building which is proposing a 47,067 square foot addition is currently connected to and served by public sewer, therefore, the new floor area will not impact the public sewer system. The applicant is responsible for construction of all necessary infrastructure improvements required, both on-site and off-site, to serve the project with public sewer. The applicant is required to purchase additional sewer allocation to serve the proposed project. With purchase of required allocation and construction of required infrastructure public sewer service is adequate.
 - Transportation
 - The Traffic Impact Study (TIS) submitted concluded that intersection operate at acceptable levels of service. The new floor area will not impact the public road system or impact the level of service at any intersections in the area.
 - Schools
 - The proposed new commercial floor area will not generate school aged children and will not impact the public school system.
- Based on the current review, the project meets the requirements of the Adequate Public Facilities Ordinance.

- Conditions of Adequate Public Facilities Approval:
 - Purchase all required water and sewer allocation.
 - Construct all required water and sewer infrastructure improvements, both on-site and off-site, to serve the project.

Heritage:

- The Eareckson House (QA-125) is situated on Tax Map 56, Parcel 301, to the north of the proposed site. Although it is adjacent, there are no anticipated negative impacts from the proposed development.
- There are no heritage areas on-site.

2022 COMPREHENSIVE PLAN:

The development plan must be consistent with the goals and objectives of the County Comprehensive Plan. Staff offers the following regarding the overall development proposal and consistency with the 2022 Comprehensive Plan:

- Chapter 4: Land Use
 - Map 4-7, Growth & Priority Funding Areas map identifies this property as being located within a growth and priority funding area.
 - Map 4-10, Detailed Future Land Use map identifies this property as Commercial & Mixed-Use.
- Chapter 5: Environmental Resources
 - Map 5-3, Chesapeake Bay Critical Areas map identifies this property as IDA – Intensely Developed Area.
 - Goal 5-1, Strategy 2, Recommendation 5: Continue to implement the Chesapeake Bay Critical Area Program to minimize adverse effects of human activities on water quality and natural habitat and allow for development in a sensitive manner.
 - Goal 5-3, Strategy 3, Recommendation 10: Continue implementing required buffers, setbacks, and lot coverage/impervious surface regulations to protect water quality from impacts of development.
 - Goal 5-3, Strategy 3, Recommendation 14: Direct growth within Priority Funding Areas (PFA) while managing or reducing the potential for development outside of the PFA to assure the ability to maintain assimilative capacity in the watershed.
- Chapter 8: Economic Development & Tourism
 - Directing commercial, retail, and housing development to Town Centers and Growth Areas is a central element in strengthening economic vitality in the County and an important counterpart to policies designed to preserve the County’s rural land. Page 8-20
 - Map 8-1, Economic Centers map identifies this area as an economic center.
 - Map 8-2, Business Incentive Zones map identifies this area being located within an enterprise zone.
- Chapter 11: Community Plans
 - Map 11-1, Community Plans – Growth Areas map identifies this property as being in the Chester/Stevensville Growth Area.
 - Map 11-2, Community Plans – Land Use/Land Cover map identifies this property as Commercial.
 - Map 11-3, Community Plan – Detailed Future Land Use identifies this property as Commercial & Mixed Use.

CONCLUSION:

- No agencies that have reviewed this Major Site Plan have offered objections to its approval.
- The Airport Manager supports conditional approval of the project by the Planning Commission. For more information see the Design Standards: Airport Protection section of the staff report beginning at the bottom of page 3.

- While the Maryland Department of Transportation State Highway Administration has not objected to the approval of this project, final comments have not yet been received.

REQUIREMENTS FOR APPROVAL:

Per Queen Anne’s County Zoning and Subdivision Regulations the Planning Commission may not approve any site plan unless it determines that the site plan fulfills the requirements of approval established in §18:1-153.B. (These requirements are listed in the resolution below as findings.)

If it is determined that the site plan meets these requirements, the Planning Commission shall approve the site plan. If the Planning Commission determines that the site plan does not adequately fulfill any one or more of the requirements, the Planning Commission may approve the site plan subject to conditions that the Commission determines will adequately fulfill the requirements of approval. Should the Commission determine that any of these requirements of approval cannot be fulfilled by the application of conditions or an amendment of the site plan, the Commission shall deny the application and the decision shall contain the reasons for denial.

SUGGESTION FOR RESOLUTION:

Major Site Plan:

RESOLVED, that the Planning Commission, regarding the request by Hink BB Holdings, LLC, for Major Site Plan approval to administratively combine 3 lots to construct a 47,067 square foot addition to an existing boat storage and maintenance building, and as more particularly described in Department of Planning & Zoning file SP #25-08-0158, hereby finds the site plan:

1. **DOES / DOES NOT** meet all requirements of Chapter 18,
2. **WILL / WILL NOT** substantially increase traffic hazards or safety concerns due to traffic generated by the proposed use, the location or orientation of curb cuts, or the layout of internal circulation,
3. **DOES / DOES NOT** contain a layout of buildings, parking, roads, and utilities that does not substantially increase fire, health, or other public safety hazards,
4. **IS / IS NOT** adequately buffered and screened to minimize potential adverse impacts to neighboring properties and public rights-of-way,
5. **WILL / WILL NOT** substantially increase stormwater drainage or pollution,
6. **WILL / WILL NOT** have an unreasonably adverse effect upon property values in the vicinity of the site,
7. **WILL / WILL NOT** adversely affect the public welfare and will provide for public safety through compliance with the State Fire Code and with any applicable County or municipal Fire Codes,
8. **IS / IS NOT** compatible with the general character of the surrounding neighborhood, and
9. **IS / IS NOT** consistent with the purpose, goals, and objectives of the 2022 Comprehensive Plan.

...and hereby **GRANTS / DENIES** Minor Site Plan approval subject to the following conditions:

1. All remaining edits and/or documents required by the Department of Public Works, Planning & Zoning or any other reviewing agency be reviewed and approved.
2. All remaining comments, edits and/or documents required by the Maryland Department of Transportation State Highway Administration must be addressed.
3. All required legal documents must be approved, signed, and recorded prior to obtaining final site plan signatures.
4. Prior to final site plan signatures, the recitals within the Critical Area Buffer Management Plan Maintenance and Protection Agreement shall be amended to accurately reflect the new owners and the revised lot configuration.
5. All required bonds, sureties, review, and inspection fees must be submitted to the Department of Public Works and the Department of Planning and Zoning as appropriate.

6. The project must adhere to all applicable regulations established by the Maryland Aviation Administration (MAA) and the Federal Aviation Administration (FAA).
7. Prior to final site plan signatures, all remaining airport-related comments shall be fully addressed to the satisfaction of the Airport Manager. This requirement includes, but is not limited to, all conditions identified in the attached Airport Manager Review #3 email dated 11/24/2025.
8. Pending the outcome of the Federal Aviation Administration's (FAA) review of the County's petition, the developer shall be responsible for all costs necessary to restore full functionality to the Automated Weather Observation System (AWOS) in the event it is impacted. This may include the relocation of system components or the entire system, as determined necessary.
9. The conditions specified in the letter from the APFO Administrator dated November 21, 2025, must be met.
10. The administrative subdivision must be recorded prior to final site plan signatures.
11. The architecture and overall site design must substantially reflect the documents provided.

Attachments:

November 21, 2025 – Adequate Public Facilities Letter

November 24, 2025 – Airport Manager's Review #3 Email



**Queen
Anne's
County**

DEPARTMENT OF PUBLIC WORKS

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Philip L. Dumenil, District 3
Christopher M. Corchiarino, District 4

November 21, 2025

DMS & Associates, LLC
c/o Kevin Shearon, P.E.
PO Box 80
Centreville, MD 21076

**Re: APFO Study # 141 – Hink BB Holdings, LLC
Construction of 47,067 sf addition for Boat Storage and Repair
Tax Map 57, Parcel 273, Lots 2, 7 & 8
Located at Bay Bridge Marina, Pier One Road, Stevensville MD**

Dear Mr. Shearon:

I have reviewed your Adequate Public Facilities Study dated June 24, 2025 and the revised/amended study dated November 5, 2025 and concur with your findings. The proposed 47,067 square foot addition to the existing building for boat storage and repair space will not create an impact to Public Facilities regulated under the Queen Anne's County APFO.

The proposed project is located on Tax Map 57, Parcel 273, Lots 2, 7, & 8 on Pier One Road in Stevensville. Lots 2, 7 & 8 are being combined into a single 28.544 acre lot zoned APKIG in the Stevensville Growth Area and within the KNSG water and sewer service area.

Based on the County review of the project, current available capacity and the APFS provided by the applicant, staff has concluded:

Public Water – The existing commercial building which is proposing a 47,067 square foot addition is currently connected to and served by Public Water, therefore, the new floor area will not impact the public water system. The applicant is responsible for construction of all necessary infrastructure improvements required, both on-site and off-site, to serve the project with public water. The applicant is required to purchase additional water allocation to serve the proposed project. With purchase of required allocation and construction of required infrastructure, public water service is adequate.

Public Sewer - The existing commercial building which is proposing a 47,067 square foot addition is currently connected to and served by Public Sewer, therefore, the new floor area will not impact the public sewer system. The applicant is responsible for

construction of all necessary infrastructure improvements required, both on-site and off-site, to serve the project with public sewer. The applicant is required to purchase additional sewer allocation to serve the proposed project. With purchase of required allocation and construction of required infrastructure, public sewer service is adequate.

Roads – The Traffic Impact Study (TIS) submitted concluded that intersections operate at acceptable levels of service. The new floor area will not impact the public road system or impact the level of service at any intersections in the area.

Public Schools – The proposed new commercial floor area will not generate school aged children and will not impact the public school system.

GENERAL COMMENTS

This APFO approval is only based on the site plan application currently in the development review process. Any increase in floor area or new services proposed on site may require additional updates and review of the APFO Study.

Please feel free to contact me with any comments or questions.

Respectfully,

A handwritten signature in blue ink that reads "Steve Cohoon". The signature is written in a cursive, flowing style.

Steve Cohoon
APFO Administrator

Steven Johnson

From: Linda Steiner
Sent: Monday, November 24, 2025 2:25 PM
To: Robert Gunter; Steven Johnson; Amy Moredock
Cc: Todd Mohn
Subject: Hinkley Yachts SP-25-08-0158 - Review #3

Follow Up Flag: Follow up
Flag Status: Flagged

AECOM comments on behalf of the airport provided below, which I have reviewed and approved:

Hinkley Yachts SP-25-08-0158 - Review #3

Recommended Approval with Conditions as follows:

- “The A/E response (November 14, 2025) notes that the 9/15/2025 permanent 7460 filings are the most recent. If there are updates to these filings after Review #3, copies of the revised filings shall be provided to the Airport/County for their records. Final permanent built condition needs to incorporate all “conditions to the determination” included in the permanent condition filings.
- The A/E response (November 14, 2025) notes that the 8/4/2025 temporary 7460 filings are the most recent. If it is found that higher temporary construction equipment heights would need to be used during construction, then new 7460 filings for the increased heights would need to be submitted via the OE/AAAE process and receive FAA determinations of “NO HAZARD TO AIR NAVIGATION” prior to their use during construction. Copies of those revised filings would also need to be submitted to the Airport/County for their records.
- Approval of all FAA 7460 filings must also be obtained from the Maryland Aviation Administration (MAA).
- Regarding the previous FAA Order JO 6560-20C comment, it was noted in the A/E response (November 14, 2025) that the TechOps manager has stated that the initial FAA decision would be upheld. If additional information/correspondence from the FAA regarding this is received after Review #3, this information shall be provided to the Airport/County for their records.
- The A/E response (November 14, 2025) notes that Hinkley is amenable to surveying the trees periodically to confirm the height requirement included in Note 2 on Sheet LS-1 is not exceeded. In accordance with this response, the owner shall provide written confirmation of this to the Airport/County for their records.
- Per the previous comments from Review #2, the Airport/County noted that they are still waiting to hear back on the ‘petition’ that was filed requesting a review by the FAA specifically regarding potential impact to the AWOS when looked at in conjunction with other existing structures nearby. The results of those findings shall be provided to the Airport/County upon their receipt.”
- Airport additionally notes that should it be required, the developer will bear the cost to restore full functionality to the AWOS if impacted. This would most likely mean relocating a portion of the system, or the system in its entirety.

Thank you,
Linda