

**ST. MARY'S COUNTY BOARD OF APPEALS
NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that the St. Mary's County Board of Appeals will hold a Public Hearing on June 28, 2018 at 6:30 p.m. in the Commissioners Hearing Room, Chesapeake Building located at 41770 Baldrige Street in Leonardtown, Maryland to take testimony and receive evidence in the following matters pursuant to the Rules of Practice and Procedure of the St. Mary's County Board of Appeals:

In the Matter of the Appeal of Dean Limited Partnership, LLP (Hollywood Auto) - Case No. 18-049

The public is invited to attend. Property owners with standing may testify and offer evidence and thereby become parties to the proceeding. The administrative record is available for inspection in the Office of the County Attorney, 41770 Baldrige Street in Leonardtown, Maryland. Copies of the Rules of Practice and Procedure are available on the web page of the St. Mary's County Board of Appeals.

By: David A. Weiskopf, Acting County Attorney

Publish: June 13, 2018
June 20, 2018

RECEIVED

NOTICE OF APPEAL

ST. MARY'S COUNTY BOARD OF APPEALS

APR 26 2018

TO BE FILED WITH DEPARTMENT OF LAND USE AND GROWTH MANAGEMENT AND OFFICE OF THE COUNTY ATTORNEY

COUNTY ATTORNEY

Decision Information

Decision Rendered By: Director ___ Zoning Admin. ___ Permits & Inspections ___ Planning Commission X

Property Address: 24813 Hollywood Road, Hollywood, MD Parcel 0179 Map B&Ccel

Administrative Action: Approval of Concept Site Plan # 16-13200004, Hollywood Auto

LUGM Case #: 16-13200004

Date of Decision: 3/26/18

Appellant Information (Appealing Party)

Name: Paul David Bennett

Email: Bennetthomes2010@ yahoo.com

Address: 24805 Iron Horse Lane, Hollywood, MD 20636

Phone # (Home): 301-672-7731

Phone # (Work) N/A

Attorney's Name (if applicable): Eileen E. Powers

Email: Attorney's Address: epowers@bdpplaw.com

Attorney's Phone #:

Attorney's Fax #:

Applicant Information (Party Originally Applying for County Approval if not the Appellant)

Name: Dean Limited Partnership, LLP

Email:

Address of Property (if applicable): 24813 Hollywood Road, Hollywood, MD 20636

Mailing Address: 4912 Bangor Drive, Kensington, MD 20895

Phone # (Home):

Phone # (Work): Attorney's Name (if

applicable): Christopher T. Longmore

Email: chris@paxlawyers.com

Attorney's Address: 22738 Maple Rd, Suite 101, Lexington Park, MD 20653; 301-862-3764; 301-862-3789 (fax)

Reason for Appeal

Specify grounds of Appeal as required by Land Use Article, §4-306(b). DO NOT STATE "SEE ATTACHED". (You may attach more paper if necessary.)

The Planning Commission erred by approving a Concept Site Plan for a 7.76 acre stand-alone lot prior to subdivision approval. The Planning Commission further erred by finding that the proposed development may be served by public facilities and will promote health, safety, and welfare of the general public, and for accepting a Traffic Impact Study as credible. And for other reasons to be set forth at a hearing on this appeal.

*A copy of the County Agency's Decision must be submitted at the same time as this form.

**Names and mailing addresses of owners of real property located within 200 feet of the property that is the subject of the appeal (as shown on Official Zoning Maps and contained in the records of the Maryland Department of Assessment and Taxation), including lands abutting any public or private rights-of-way or common areas located within 200 feet of the property that is the subject of the hearing must be submitted at the same time as this form.

THE BOARD OF APPEALS STRONGLY ADVISES AN APPELLANT TO SEEK THE ADVICE OF AN ATTORNEY BEFORE FILING THIS NOTICE OF APPEAL.



ST. MARY'S COUNTY PLANNING COMMISSION
AGENDA
6:30 P.M. Monday March 26, 2018
St. Mary's County Governmental Center
Chesapeake Building Public Meeting Room
Located at 41770 Baldrige Street, Leonardtown, Maryland

- I. Call to Order
- II. Agenda Review/Additions – Deletions
- III. Review/Approval of Minutes for March 12, 2018
- IV. Public Hearing

**CONCEPT SITE PLAN # 16-13200004, HOLLYWOOD AUTO
(Zoning Ordinance 10-02) (Use # 75) Retail Sales or Service, Vehicles.**

OWNER: Dean Limited Partnership, LLP

AGENT: Kimley-Horn and Associates, Inc.

LOCATION: 24813 Hollywood Road, Hollywood MD 20636

TM-026 GRID-11 PAR-0179 ED-06 TAX ID-012418

LAND USE: Town Center Mixed Use

ZONING: TMX/AE

ACREAGE: 22.20 SITE ACREAGE: 7.76

**ACTION REQUESTED: Review of a Concept Site Plan for a 29,969 square foot building
for automotive retail sales and service.**

Click [HERE](#) for Staff Report

Click [HERE](#) for Attachment 11 Conceptual Rendering

Click [HERE](#) for Attachment 12 Site Plan

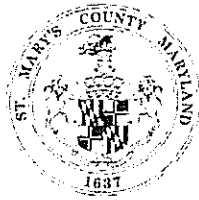
Click [HERE](#) for Attachment 13 Traffic Impact Study (TIS)

- V. Discussion
- VI. Adjournment

The next scheduled Planning Commission meeting is April 9, 2018

For more information, contact Michele Beck, Department of Land Use and Growth Management at
(301) 475-4200 *1506 or at Michele.Beck@stmarysmd.com

The meeting may be videotaped and aired live and may be rebroadcast on Cable Channel 95. To view the
schedule for Channel 95, please log on to <http://www.co.saint-marys.md.us/broadcast.asp>.



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St. Mary's County Planning Commission

CONCEPT SITE PLAN # 16-13200004, HOLLYWOOD AUTO
March 26, 2018

WE ASK THOSE CITIZENS WISHING TO ADDRESS THE ST. MARY'S COUNTY PLANNING COMMISSION TO PLEASE REGISTER ON THE SIGN-UP SHEET AND LIMIT THEIR REMARKS TO THREE MINUTES OR LESS, OR FIVE MINUTES OR LESS IF THEY REPRESENT AN ORGANIZATION. THE TIME LIMITATIONS WILL BE MAINTAINED IN ORDER TO ALLOW EVERYONE AN OPPORTUNITY TO SPEAK.

WE WILL CONDUCT OUR MEETING IN AN ORDERLY FASHION AND ASK THAT EVERYONE WISHING TO SPEAK, FIRST BE RECOGNIZED BY THE CHAIRMAN, COME TO THE MICROPHONE AND GIVE THEIR NAME, THE ORGANIZATION REPRESENTED (IF APPLICABLE) AND ADDRESS, PRIOR TO MAKING COMMENT TO THE BOARD.

THANK YOU FOR YOUR COOPERATION.

NAME	ADDRESS	PHONE #	EMAIL	SPEAK Yes or No
✓ RICK FERRANTE	3925 Park Place Huntingtown Light House Rd. Piney Point Md (Huntingtown) Md	240 393-3186	RICK@ENCORE SAUSAGE.COM	Yes
✓ TOM HARDIE	PARK PL. 44731 THREE COVES RD Hollywood	240-925-2302	th2009@gmail.com	Yes YES
✓ JERRY THOMPSON	84911 Brook Thompson way Hollywood Md	840 925 5013	-	Yes
✓ BARBARA THOMPSON	43805 Thompson Farm Hollywood	301 904 1745	rbarbara.thompson@ verizon.net	"
RALPH MORAN	23725 THREE NOTCHED HOLLYWOOD MD	301-481-5249	RMORAN@MORANFND.COM	NO

Note:

These lists are considered to be public documents, and may be released upon request.

St. Mary's County Planning Commission

CONCEPT SITE PLAN # 16-13200004, HOLLYWOOD AUTO
March 26, 2018

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THANK YOU FOR YOUR COOPERATION.

NAME	ADDRESS	PHONE #	EMAIL	SPEAK Yes or No
Kurt Winegardner	25830 Sollerley Cliffs Ln Hollywood Md	301-481-4178	kwinegardner5@aol.com	No
Gonz Winegardner				
Karly Winegardner				
Kyle Winegardner				
✓ Paul Bennett	Hollywood	'	'	yes

Note:

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THANK YOU FOR YOUR COOPERATION.

NAME	ADDRESS	PHONE #	EMAIL	SPEAK Yes or No
✓ GARY Bell	42480 FAIRGROUNDS ROAD LEON	301-481-8555	gbell5t@hotmail.com	YES
TRIAE Wilson Stallings	24702 OLD THREE NOTCH ROAD HOLLYWOOD, MD	301-328-5716	mammie@md.mtfc.org	NO
✓ Ed Brown	25900 Whiskey Creek Rd Hollywood MD 20636	301 788 5388	edwardbrown1@gmail.com	YES

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St. Mary's County Planning Commission

CONCEPT SITE PLAN # 16-13200004, HOLLYWOOD AUTO
 March 26, 2018

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THANK YOU FOR YOUR COOPERATION.

NAME	ADDRESS	PHONE #	EMAIL	SPEAK Yes or No
CHUCK WINEGARDNER	7150 PONY TRL. OLD WIVES, MD 20736	301 751 6299	winegard@erols.com	YES

Kimley»»Horn

Edward Y. Papazian, P.E.
 ed.papazian@kimley-horn.com

11400 Commerce Park Drive
 Suite 400
 Reston, VA 20191

direct 703 674 1307
 mobile 703 868 2353

kimley-horn.com

Note: These lists are considered to be public documents, and may be released upon request

Planning Commission
Audience Members (no particular case) Not Requesting to Speak
SIGN-IN SHEET
PLEASE PRINT CLEARLY

NAME	ADDRESS	PHONE #	EMAIL
Joyce Thompson	24911 Bruce Thomp. Way	301-373-8370	Jerylinn71@yahoo.com
Karen Hoopengardner	25140 Vista Rd Hywd	301 373 2625	
Stephen Hoopengardner	25140 Vista Rd Hollywood, Md	301-373-2625	sdhoop07@yahoo.com
* Mike Thompson	43865 Thompson ^{Hollywood} Robin Lane	301 373 8545	mikeandbarbara@gmail.com
Janette Kaufman	25911 Whiskey Creek Rd	313-6554	
Richard Noonan	"		
Judy + William Smith	24740 Nelson Hill Way Hollywood MD	301-373-3168	Judymsmith100@yahoo.com
Bridget Arnold + Jade	43280 Waverly ^{MD} ²⁰⁰³⁶ Hollywood	301-481-2042	bridgetarnold@gmail.com
Pam Pederson	25836 Whiskey Creek Rd, Hollywood		
* T. Kubinec	25793 Whiskey Creek Rd Hollywood		
John Wood Jr	40141 GREENMOUNTAIN MECHANICVILLE, 26059		

Planning Commission

Audience Members (no particular case) Not Requesting to Speak

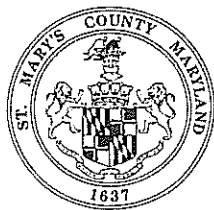
SIGN-IN SHEET

PLEASE PRINT CLEARLY

NAME	ADDRESS	PHONE #	EMAIL
Jacki Winegardner	7115 Pony Trl Owings MD 20736	301-751-7368	jackilyndee10@gmail.com
GARY Bell	7115 Pony Trl Owings MD 20736	240 277-6505	garybell108@yahoo.com
Sharon Winegardner	5413 Papadani Ct, LOTHIAN, MD 20711	(301) 325-8530	Swinegar381@aol.com
Charli Winegardner	5413 " " "	(240) 338-2595	cwine23@aol.com
Tom Winegardner	" " "	(201) 717-1845	Tom@winegardnersauto.com
Mark Richardson	12821 Lampton Ln, Ft. Loeb, MD	301-351-0877	mrichardson-pwnegsidnersauto.com
Shane Hammett	4330 Kingfisher Ct. Ch. Beach MD		shannette@winegardners.com
SAM RUCCI	1494 S ABBEY AVE SW 9th FORT MEADE	240-210-2683	SRUCCI@COMCAST.NET
MARC BARTHOLOMEW	39440 Mount Wolf Rd CHARLOTTE MD	301 806 6270	CELEBRATEMARC@gmail.com
Kelly Hall	39440 Mount Wolf Rd CHARLOTTE MD	443 871 9057	KellyHall4@yahoo.com
Joie Arnold	42725 Redgate Farm Ln Lorton	703-244-2344	Hofster44@gmail.com
Robert Arnold	42725 Redgate Farm Ln Lorton	301-904-0236	barndald@pva.com
Stanley J. Hoopengardner	44203 Forest Landing Rd	301373-5184	joeyhoop@outlook.com
Pauline Hoopengardner	44203 Forest Landing Rd	301-373-5184	E.PaulineHoopengardner@gmail.com
Shirley Peeling	44731 Three Coves Rd Hollywood	301-904-4964	

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF LAND USE
AND GROWTH MANAGEMENT

William B. Hunt, Director



COMMISSIONERS OF ST. MARY'S COUNTY:

James R. Guy, President
Michael L. Hewitt, Commissioner
Tom Jarboe, Commissioner
Todd B. Morgan, Commissioner
John E. O'Connor, Commissioner

STAFF REPORT
Planning Commission Meeting of
March 26, 2018

Agenda Item #1

- Reviewed in accordance with the Saint Mary's County Comprehensive Zoning Ordinance #10-02

ACTION REQUESTED: Concept Site Approval for a 29,969 square foot Retail Auto Sales and Service Center with parking. The subject property is 22.20 acres, the site acreage is 7.76.

I. DEVELOPMENT DATA

CONCEPT SITE PLAN # 16-13200004, HOLLYWOOD AUTO
(Zoning Ordinance 10-02) Use # 75: Establishments engaged in the retail sale of new or used vehicles of all types, cars, trucks, recreation vehicles, motorcycles, ATV, bicycles, boats, watercraft, and outboard motors. They may have show rooms or open lots for selling vehicles, may provide repair and maintenance services and may sell related parts, accessories and equipment. Use # 75, is a permitted high intensity use within the TMX zone.

OWNERS: Dean Partnership, LLP /Winegardner Motor Company

AGENT: Kimley-Horn and Associates, Inc.

LOCATION: 24813 Hollywood Road, Hollywood, MD 20636.

TM-026 GRID-11 PAR-0179 ED-06 TAX ID-012418

LAND USE: TOWN CENTER MIXED USE, TMX

ZONING: TOWN CENTER MIXED USE, TMX, AIRPORT ENVIRONS , AE

ACREAGE: 22.20, SITE ACREAGE 7.76

II. PUBLIC HEARING NOTICE REQUIREMENTS (CZO 21.3):

The public notice for the Planning Commission Public Hearing was published in *The Enterprise* on March 7, 2018 and March 14, 2018. The property has been posted in accordance with CZO requirements, Section 21.3.3. Certified mail receipts have been received and have been entered into the record of this public hearing. The agenda was posted on the website on March 14, 2018.

III. BACKGROUND INFORMATION:

- a. The Concept Site Plan for Hollywood Auto was reviewed by the Technical Evaluation Committee on October 13, 2016.
- b. A Planning Commission Public Hearing for the Hollywood Commercial Center was held on March 28, 2016 and was denied. The applicant appealed that decision to the Board of Appeals. PC minutes attached
- c. At its Public Hearing on July 21, 2016, the St. Mary's County Board of Appeals granted the following:
 1. Concept approval for the Hollywood Commercial Center, minutes attached.

2. A ten foot additional right of way dedicated to the county on Old Route 235, on the applicants site plan.
 3. Increase the buffer to a "B" buffer on Old Route 235 (shown).
 4. Preserve the existing tree stand (shown).
 5. Sidewalks adjacent to the proposed site down 235 and down Sotterley Road with a pedestrian crossing on Sotterley Road at 235 (shown).
 6. Install "No Truck Traffic" signs at the Old 235 entrance to the site.
- d. At its public hearing of March 23, 2017, the St. Mary's County Board of Appeals granted the following: (minutes attached.)
1. A Variance from Section 75.8.2.b (6) of the Comprehensive Zoning Ordinance to remove 38 specimen trees with a diameter of 30 inches or more measured at 4.5 feet above ground or (DBH) diameter at breast height.

IV. APPLICABLE REQUIREMENTS:

- a. St. Marys' County Comprehensive Plan. The land use for the subject property is Town Center Mixed Use, TMX, Airport Environs Overlay (AE). A map showing the property and the land use designation is attached.
- b. St. Mary's Comprehensive Zoning Ordinance. The zoning for the subject property is Town Center Mixed Use District (TMX), Airport Environs Overlay (AE). A map showing the property and the zoning designation is attached.
- c. Section 51.3.75: The use of a Retail Sales or Service, Vehicle use number 75 is allowed in the TMX. Site Plan approval required.

60.6. Concept Site Plan

1. For all **non-residential** and multi-family residential projects that require major site plan approval, a concept site plan shall first be approved by the Planning Commission before the major site plan may be processed for approval by the Planning Director.
2. The applicant shall create a phasing plan if the project size exceeds the County Annual Growth Policy. (**Not applicable**)
3. At a regularly scheduled meeting, the Planning Commission shall receive information regarding the concept site plan from the applicant and the TEC. In addition, the Planning Commission shall consider any information presented by the public.
4. In order to approve the concept plan, the Planning Commission shall make six findings that the proposed development:
 - a. Is consistent with the Comprehensive Plan and applicable functional plans; the land use is TMX and the zoning is TMX with AE overlay.
 - b. May be served by adequate public facilities as required by Section 70.2.2;
To be determined by the Planning Commission
 - c. Is consistent with the County Annual Growth Policy, including any required phasing plans;
Not Applicable
 - d. Will promote the health, safety, and welfare of the general public;
To be determined by the Planning Commission
 - e. Adequately developed recreational and other community amenities are provided in accordance with the Comprehensive Plan and the Comprehensive Zoning Ordinance;
Not applicable with this use.
 - f. Is consistent with Chapter 62 design objectives.
To be determined by the Planning Commission.

5. Section 61.3.1 Lighting Standards: Is shown on the Concept Site Plan and must be approved by the Planning Commission.

6. Section 62.3.1 Countywide Design Standards: shown on the Concept Plan. Compliance to be determined by the Planning Commission as part of its review of 60.6.4.f .

7. Section 63.2. Landscaping: This has been shown on the Concept Site Plan and must be approved by the Planning Commission.

8. Section 63.3. Buffer Yard Requirements: Buffer Yards are on the Concept Site Plan as a 65' "B" type buffer along Old 235 and along Route 235. A 30' "C" type buffer is shown along the northern residential property. Buffers are shown on the plan.

9. Section 64 Parking Requirements: The parking requirements have been met on the Concept Site Plan. The maximum number of parking spaces allowed for the building is 63 spaces and are provided. The additional storage and display of vehicle spaces have been accounted for with the additional Landscaping as shown on the Landscape plan, sheet #210. Three handicap spaces are shown.

Sensitive Area Analysis: Staff has determined that this site of 7.76 acres contains no sensitive areas that would be affected by the proposed development, using Natural Resources, Conservation Service, Soil Survey, Flood Map 24037Co177F, and Wetlands Map

V. OUTSTANDING ISSUES:

a. CZO Sections 30.2.1, 30.2.2 & 30.3.2: The 7.76 acre site must be subdivided off into its own stand-alone lot, prior to final site plan approval.

b. Final findings for adequate public facilities will be made administratively by the Planning Director, as a prerequisite to final site plan approval.

VI. MOTION: In the matter of CONCEPT SITE PLAN # 16-13200004, HOLLYWOOD AUTO, having accepted the staff report and having made a finding that the objectives of Section 60.6 of the Comprehensive Zoning Ordinance have been / have not been met, and noting that the referenced project has / has not met all requirements for concept approval, I move that the concept site plan be DENIED / APPROVED / APPROVED WITH THE FOLLOWING CONDITIONS:


VII. FINAL APPROVAL:

Following approval of the concept site plan, a final site plan must be prepared and approved by the TEC agencies and Director of the Department of Land Use and Growth Management (CZO 60.6. 1. f. 6). Approval of a final site plan by the Director shall be based on a determination that adequate public facilities, as defined in Sections 70.7 through 70.12, will be available to serve the new development. Prior to signature approval of any site plan approved by the Planning Director, all necessary legal arrangements and financial guarantees required under this chapter shall be executed (CZO 70.2.2).

VIII. EXPIRATION:

An approved **concept site plan** shall expire two years after the date of such approval unless final site plan approval has been obtained. Final approval of a major or minor site plan submitted under the provisions of this chapter shall expire one year after the date of such approval unless building permits have been obtained for construction in accordance therewith (CZO 60.9.1). A single one-year extension may be given by the Director

upon written request by the applicant to be made within 30 days before the expiration of the **approved concept site plan** or final site plan. The Planning Director shall act on the request within 15 days of receipt of the request (CZO 60.9.2).

Signed: 
Susan McCauley, Planner III
March 26, 2018

ATTACHMENTS: **Attachment 1 – Location Map**
 Attachment 2 – Health Department Approval
 Attachment 3 – Metropolitan Commission Approval
 Attachment 4 – St. Mary’s Soil Conservation District Approval
 Attachment 5 – Department of Public Works and Transportation Approval
 Attachment 6 – SHA Approval with TIS Conclusions / Recommendations
 Attachment 7 – Wetlands, Soils & Flood maps
 Attachment 8 – Land Use Map
 Attachment 9 – Zoning Map
 Attachment 10–Planning Commission minutes 4/24/17
 Planning Commission minutes 3/28/16
 Board of Appeals Motions 3/23/17
 Board of Appeals Motions 7/21/16
 Attachment 11–Conceptual Rendering
 Attachment 12–Site Plan
 Attachment 13– TIS

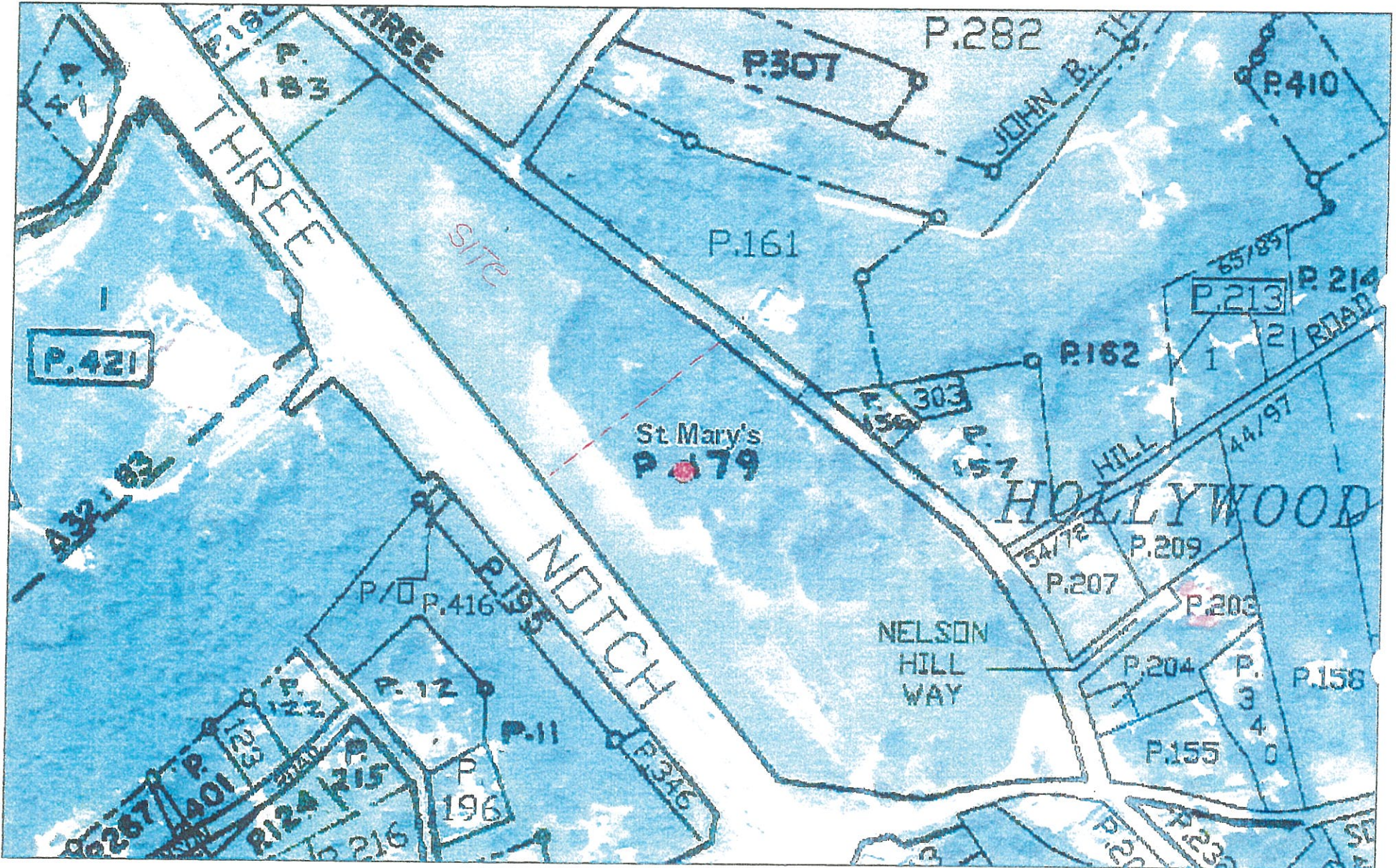
cc The Dean Partnership, LLC
 c/o Frank W. Dean
 14471 Mervell Dean Road
 Hollywood, MD 20636

 Winegardner Motor CO.
 ✓c/o Charles Winegardner
 22675 Washington Street
 Leonardtwn, MD 20650

 Kimley-Horn and Associates, Inc.
 1215 Fort Avenue, Suite 304
 Baltimore, MD 212300

 Dugan, McKissick & Longmore, LLC
 Attn. Chris Longmore
 22738 Maple Road, Suite 101
 Lexington Park, MD 20653

24813 Hollywood Road - TM 26 Parcel 179

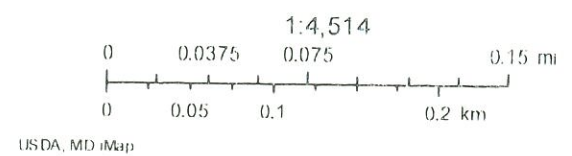


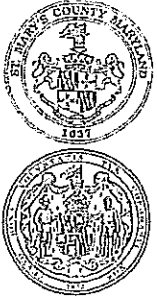
ATTACHMENT 1

March 18, 2015

- Override 1
- County Boundaries
- Red: Band_1
- Green: Band_2
- Blue: Band_3

LOCATION MAP





St. Mary's County Health Department

Meenakshi G. Brewster, MD, MPH
Health Officer

Administration & Vital Records	301-475-4330
Community Health Services	301-475-4330
Resource Coordination	301-475-4330
Environmental Health	301-475-4321
Environmental Health Fax	301-475-4373
Medical Assistance Transportation	301-475-4296
State Health Department (Toll Free)	877-4MD-DHMH
Maryland Relay Service	1-800-735-2258

September 21, 2016

Re: 16-132-004, Hollywood-Auto

To Whom It May Concern:

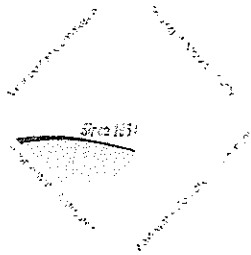
This office does not object to the proposed concept plan proceeding to the Planning Commission. Please feel free to contact me with any questions or concerns at 301-475-4321. Thank you.

Sincerely,

Heather Moritz, LEHS
Deputy Director

This letter does not constitute final Health Department approval.

ATTACHMENT 2



St. Mary's County Metropolitan Commission

23121 Camden Way California, MD 20619

Serving St. Mary's County
Potable Water Distribution - Wastewater Collection / Treatment

Phone: 301-737-7400
FAX: 301-737-7458

**TEC AGENCY APPROVAL VERIFICATION SLIP
TRANSMITTAL FOR PLANNING COMMISSION REVIEW**

TO: Department of Land Use and Growth Management, Attn: Phil Shire
FROM: St. Mary's County Metropolitan Commission
RE: 16-132-004 Hollywood Auto (Hollywood Comm Ctr) – 24813 Hollywood Road
Control Number and Project Name
DATE: October 13, 2016

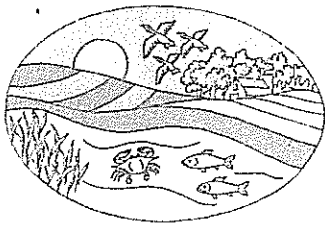
The above-referenced project satisfactorily addresses the TEC comments and is ready for approval for the Planning Commission.

YES X NO _____

1. Water and sewer construction plans are required for MetCom review and approval for site development. Please submit construction plans, all necessary review fees, and the review checklist directly to MetCom for review.
 - a. Please note that the proposed water and sewer is shown tying into facilities that the adjacent development by others will be designing and constructing. Please coordinate the water and sewer design with this adjacent development.
 - b. Please note that a water study will be required to show that the proposed system will be able to meet minimum requirements for both domestic use and fire flow.

ATTACHMENT 3

SIGNATURE: Christy Hollander
Christy Hollander, P. E., Assistant Engineer



St. Mary's Soil Conservation District

26737 RADIO STATION WAY, SUITE B

LEONARDTOWN, MD 20650

PHONE 301-475-8402 EXT. 3 • FAX 301-475-8391

WWW.STMARYSSCD.COM

MEMO

To: Bob Bowles, LUGM

From: Jane R. Sanders, St. Mary's Soil Conservation District

Subject: Technical Evaluation Committee Comments

Date: October 5, 2016

Pursuant to the provisions of St. Mary's County Development Ordinances, the following comments are offered for consideration in review of the project titled: HOLLYWWOD AUTO, zoning number #16-132-00004.

This submission circulated for review on September 6, 2016 meets the requirements for **preliminary approval** by this agency as submitted.

YES X NO

Additions and corrections required or recommended by this agency prior to final approval are as follows:

THE CONCEPT STORMWATER/EROSION AND SEDIMENT CONTROL PLAN has been reviewed. The only comment is that slopes in excess of 15% need delineated on the plan. Please submit 1 copy of the revised plan for review. The site development plan for this project can be submitted for review once the CONCEPT plan has been recommended for approval by DPW&T. Please contact this office for the appropriate review fees on the 2nd and 3rd step of the three step review process.

ATTACHMENT 4
RECEIVED

Jane R. Sanders
Jane R. Sanders, Erosion and Sediment Control Specialist

OCT 12 2016

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF
PUBLIC WORKS & TRANSPORTATION
John J. Groeger, P.E., Interim Director



COMMISSIONERS OF ST. MARY'S COUNTY
James R. Guy, President
Michael L. Hewitt, Commissioner
Tom Jarboe, Commissioner
Todd B. Morgan, Commissioner
John E. O'Connor, Commissioner

MEMORANDUM

DATE: March 23, 2017
TO: Robert E. Bowles, *Manager*, Development Services, Department of Land Use & Growth Management
FROM: John J. Groeger, *Interim Director*, Department of Public Works & Transportation
RE: #16-132-004, Hollywood Auto, Concept Site Plan
ENGINEER: Kimley Horn & Associates, Inc. OWNER: The Dean Partnership, LLP
DEVELOPER: Winegardner Motor Co.

This Department has approved the Hollywood Auto Concept Plan on March 6, 2017.

The Traffic Impact Study (TIS) is under review but copies of the DPW comment letter and the engineer's response regarding the TIS are attached.

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

S:\DMill\stConcept Approval Letters\Concept Approval Memo 16-132-004 Hollywood Auto.doc

RECEIVED

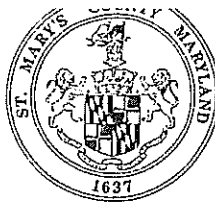
MAR 27 2017

ATTACHMENT 5-A

St. Mary's County
Land Use & Growth Management

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF
PUBLIC WORKS & TRANSPORTATION

George A. Erichsen, P.E., Director



COMMISSIONERS OF ST. MARY'S COUNTY

James R. Guy, President
Michael L. Hewitt, Commissioner
Tom Jarboe, Commissioner
Todd B. Morgan, Commissioner
John E. O'Connor, Commissioner

March 31, 2017

Katherine W. Falk, P.E., PTOE
Kimley-Horn and Associates, Inc.
1215 Fort Avenue, Suite 304
Baltimore, MD 21230

Re: Hollywood Auto Traffic Impact Study
LUGM #16 -132-004

Dear Ms. Falk,

This Department has reviewed the traffic impact study for the referenced site, and has determined that the study meets the requirements of this Department for approval. Please note the following:

1. Since the improvements from Hollywood Commercial Center must be constructed to support this site, the permits for Hollywood Auto cannot be issued until the road improvements have design approvals, any required property obtained, and the improvements are bonded.
2. Since the upper limit of level-of-service (LOS) C is proposed for total conditions (LOS C has a critical lane volume between 1,150 and 1,300, while the proposed critical lane volume is 1,297), we reserve the right to require additional studies for both the Hollywood Auto and the Hollywood Commercial sites during the incremental development process to validate trip generation and trip distribution, as well as resulting levels of service. Additional improvements may be warranted at that time to assure that level-of-service C is not degraded to a LOS D.
3. Since the Maryland State Highway Administration (SHA) has primary responsibility over the impacted roadways, please obtain and address their review comments on this study as well.

If you have any questions regarding the above, please do not hesitate to contact this Department.

Very truly yours,

John J. Groeger, P.E.
Deputy Director

JJG

cc: Erich Florence, SHA District 5
Bill Hunt, Acting Director, LUGM

S:\jgroeger/falk Hollywood auto revised tis.doc

RECEIVED

ATTACHMENT 5-B

St. Mary's County
Land Use & Growth Management



Larry Hogan, Governor
 Boyd K. Rutherford, Lt. Governor
 Pete K. Rahn, Secretary
 Gregory I. Slater, Administrator

March 17, 2017

Mr. Bob Bowles
 St. Mary's County
 Department of Land Use & Growth Management
 23150 Leonard Hall Drive
 Leonardtown, MD 20650

Dear Mr. Bowles:

Thank you for the opportunity to review the Traffic Impact Analysis (TIS) for the Hollywood Auto in St. Mary's County. The State Highway Administration (SHA) review is complete and we are pleased to respond.

Hollywood Auto
 SHA Tracking No. 16APSM009XX
 Plan submission dated February 10, 2017
 MD 235
 Mile Point: 21.15
 St. Mary's County

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit is required for all construction within the SHA right of way. Please submit seven (7) sets of the site plans (including a set of hydraulic plans and computations) and a CD containing the plans and all supporting documentation to Ms. Corren Johnson, 138 Defense Highway, Annapolis, Maryland, 21401 to the attention of Mr. Erich Florence. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management web page at www.roads.maryland.gov/pages/amd.aspx. If you have any questions, or require additional information, please contact Mr. Erich Florence at 410-841-1044, by using our toll free number in Maryland only at 1-800-331-5603 or via email at eflorence@sha.state.md.us.

Sincerely,

Corren Johnson
 Acting District 5 Engineer

ATTACHMENT 6-A

RECEIVED

St. Mary's County
 Land Use & Growth Management

Maryland Department of Transportation
 State Highway Administration
 138 Defense Highway, Annapolis, MD 21401
 410.841.1001 | TTY 800.735.2258 | roads.maryland.gov
 My telephone number/toll-free number is _____

CONCLUSIONS AND RECOMMENDATIONS

As a result of this study, it is concluded that the area roadway network will accommodate the proposed development with minor changes.

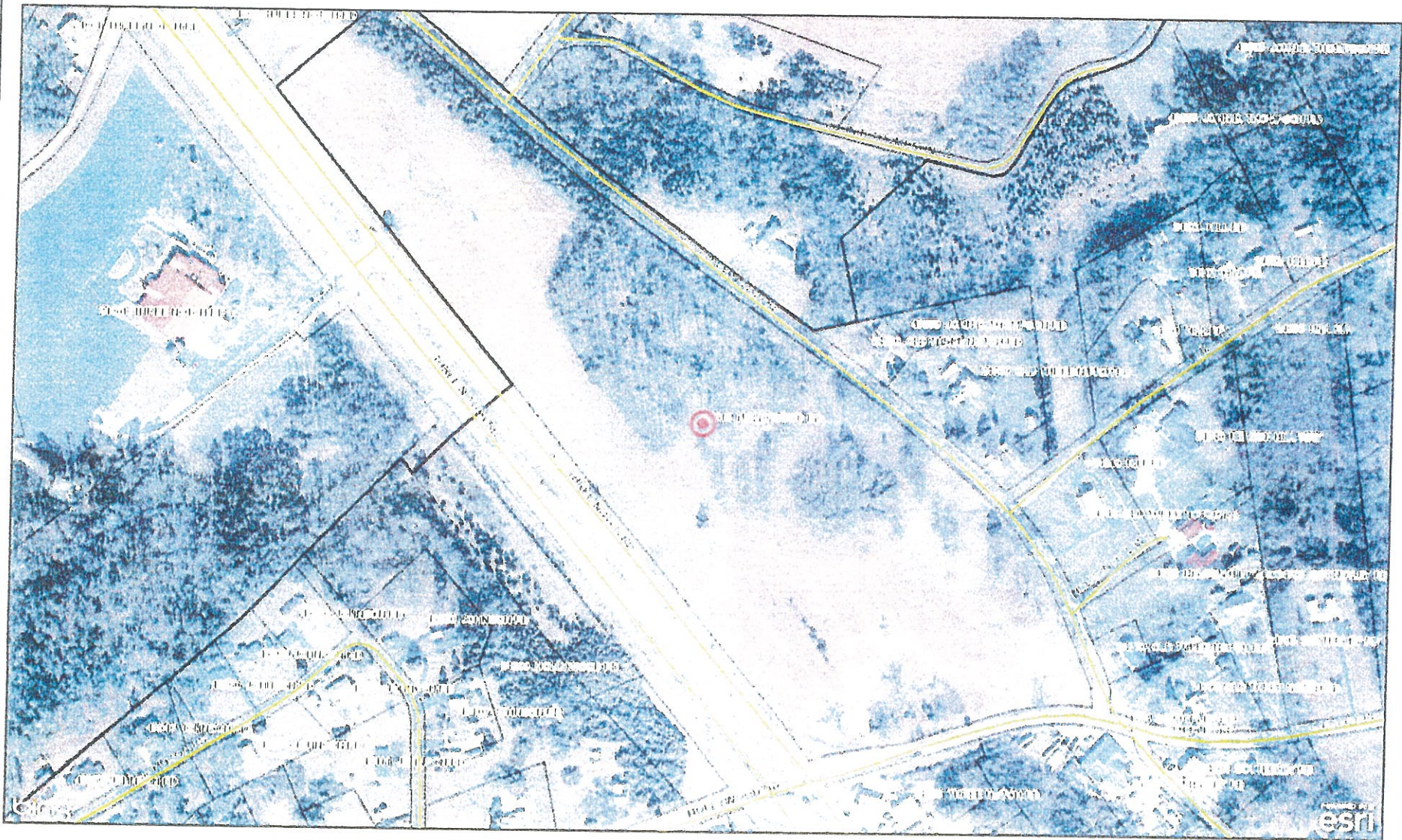
All study intersections operate within the St. Mary's County's standard of level of service C or better (maximum CLV of 1300) for the Hollywood area. All site access points operate at a level of service B or better.

All study intersection maximum queue lengths will be accommodated for those movements which are affected by site generated traffic, with the exception of the eastbound left turn and eastbound through movements at the intersection of MD 235 and MD 245. The queue for the eastbound left turn movement will exceed the available storage by one foot. The queue for the eastbound through movement will exceed the available storage by four feet.

To accommodate the additional stacking distance, the eastbound left turn lane storage area will be increased from 180 feet to 185 feet. The eastbound through movement storage area will be increased from 105 feet to 110 feet. The updated storage lengths are reflected in the Concept Right-Of-Way Improvements plan included in Appendix I.

ATTACHMENT 6-B

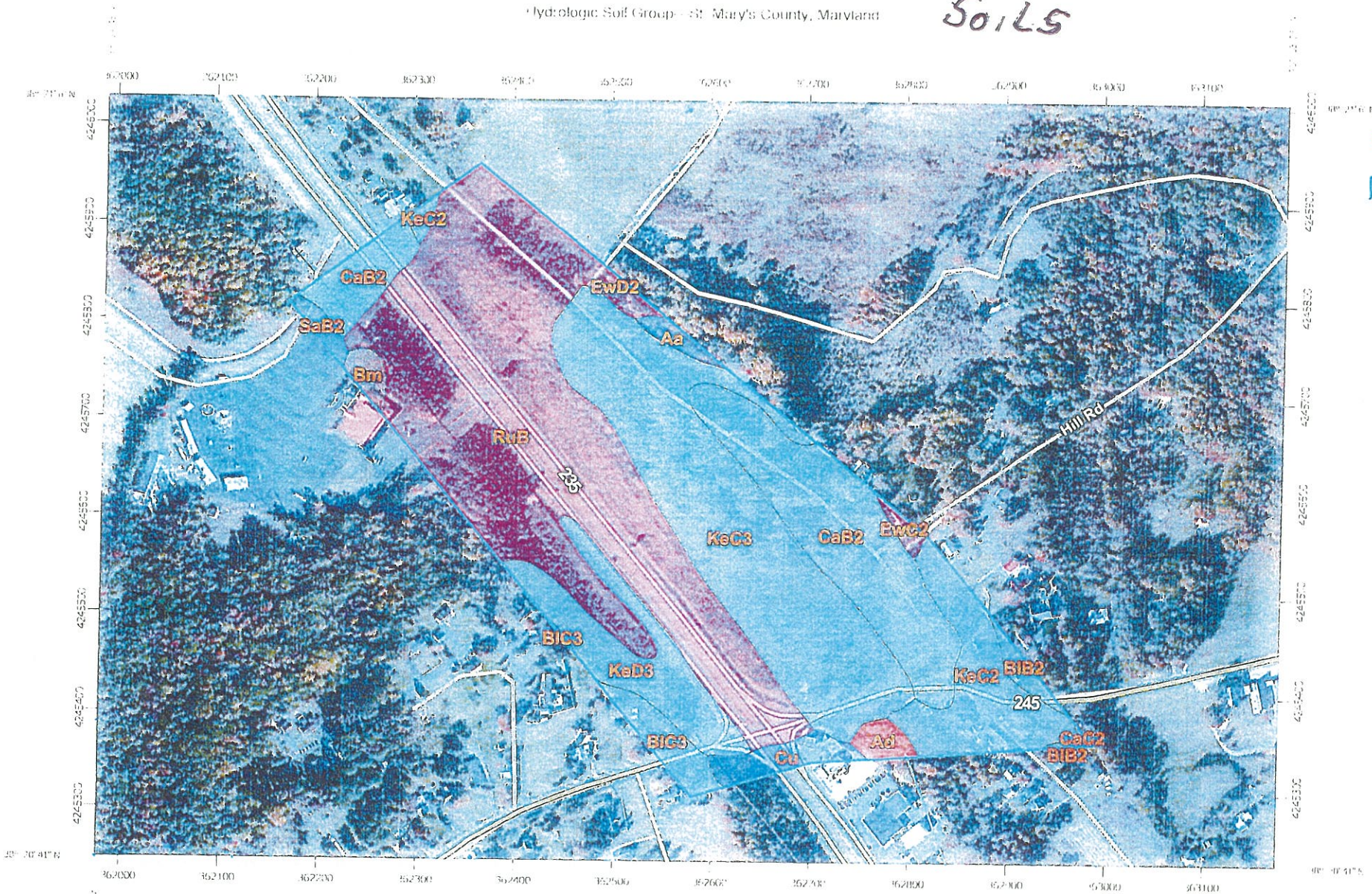
Wetlands Map



This data can be provided on an "as is" basis. This map and data provided are provided for illustration purposes only and are not suitable for site specific decision making. St. Mary's County specifically disclaims any warranty, either expressed or implied, including but not limited to the implied warranties of merchantability and fitness for a particular use. The user risks as to quality and performance with the use of the data. In no event will St. Mary's County or its staff be liable for any direct or indirect, incidental, special, consequential or other damages, including loss of profit arising out of the use of this data even if St. Mary's County has been advised of the possibility of such damages.

375 ft

SOILS



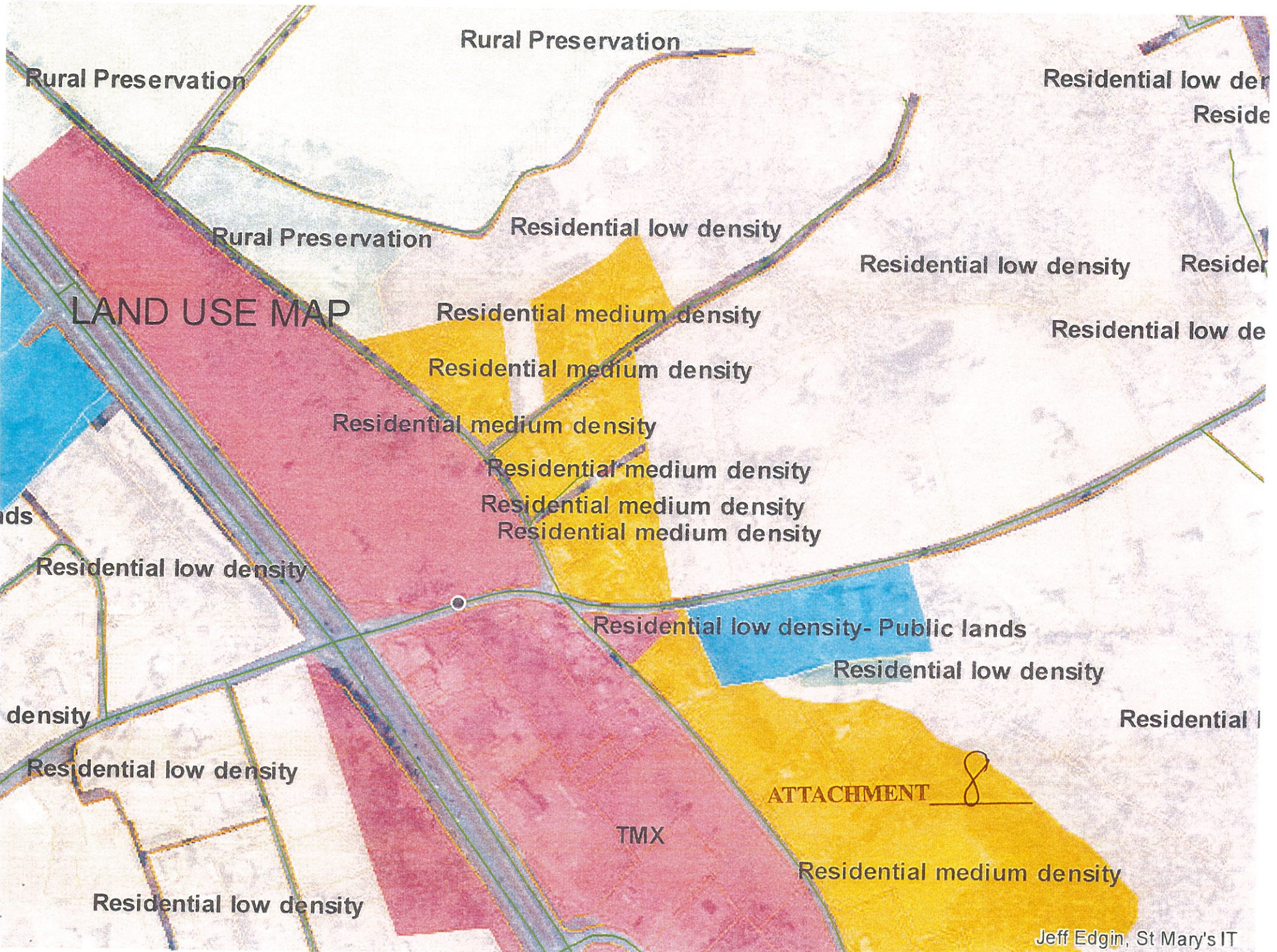
7-6

ATTACHMENT

Map Scale: 1:5,180 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator; Corner coordinates: WGS84; UTM Zone: 18N; WGS84



LAND USE MAP

Rural Preservation

Rural Preservation

Residential low den
Reside

Rural Preservation

Residential low density

Residential low density Reside

Residential medium density

Residential low de

Residential medium density

Residential medium density

Residential medium density

Residential medium density

Residential medium density

Residential low density

Residential low density- Public lands

Residential low density

density

Residential l

Residential low density

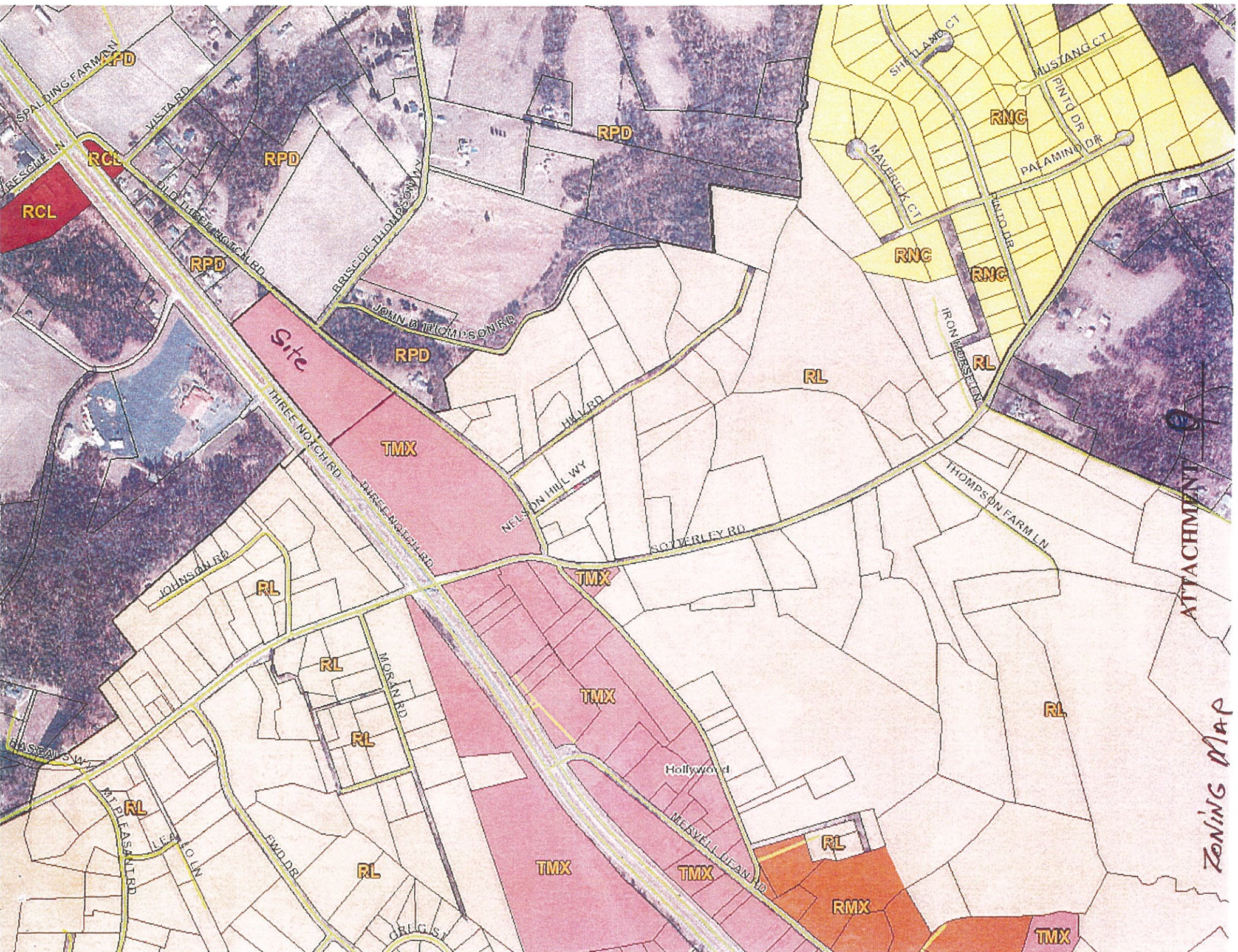
ATTACHMENT 8

TMX

Residential medium density

Residential low density

Jeff Edgin, St Mary's IT



ATTACHMENT 9

ZONING MAP

PLANNING COMMISSION MOTIONS OF April 24, 2017

APPROVAL OF THE MINUTES

*Commissioner Guy made a motion to approve the minutes of April 17, 2017.
Commissioner Willard seconded. The motion passed unanimously.*

PUBLIC HEARING

1. Concept Site Plan # 16-13200004, Hollywood Auto
(Zoning Ordinance 10-02) (Use # 75)
OWNER: Dean Partnership, LLP/ Winegardner Motor Co.
AGENT: Kimley – Horn and Associates, Inc.
LOCATION : 24813 Hollywood Road, Hollywood, MD 20636
TM-026 GRID -11 PAR-01379ED-06 TAX ID-012418
ZONING: TMX / AE
ACREAGE: 22.20

Bob Bowles, Development Services Manager with the Department of Land Use and Growth Management is requesting in the case of Concept Site Plan # 16-13200004, Hollywood Auto, be postponed to no date uncertain due to upcoming scheduled May meeting with the State Highway Administration.

DISCUSSION

2. Discussion of Lexington Park Development District Master Plan (LPDD) Land Use and Zoning Presentation by Bob Kelly, Director of Emergency Services and Technology

ADJOURNMENT

*A motion to adjourn was made at approximately 7:45 pm by Commissioner Guy.
Commissioner Willard seconded. The motion passed unanimously.*

**MINUTES OF THE ST. MARY'S COUNTY PLANNING COMMISSION MEETING
CHESAPEAKE BUILDING * LEONARDTOWN, MARYLAND
Monday, March 28, 2016**

Members present: Howard Thompson - Chairman, Shelby Guazzo – Vice Chair, Hal Willard, Martin Siebert, Patricia Robrecht, Dan Ichniowski, and Joseph VanKirk.

The meeting was called to order by Chairman Howard Thompson at approximately 6:30 p.m.

APPROVAL OF THE MINUTES

Commissioner Ichniowski made a motion to approve the minutes of March 14, 2016. Commissioner Siebert seconded. The motion passed unanimously.

DISCUSSION

1. Carolyn Laray, St. Mary's County Division of Tourism – Tourism & Hospitality Master Plan

2. Metropolitan Commission Capital Improvement Plan & Budget FY 2017- 2022

Commissioner Willard made a motion to approve the Metropolitan Commission Capital Improvement Plan & Budget FY 2017-2022. Commissioner Siebert seconded. The motion passed unanimously.

PUBLIC HEARING

3. Concept Site Plan # 15-13200002, Hollywood Commercial Center

(Zoning Ordinance 10-02) (Use # 48, 60, 73, 76)

OWNER: Dean Partnership, LLP

AGENT: Kimley/Horn and Associates, Inc.

LOCATION: 24813 Hollywood Road, Hollywood, MD 20636

TM-026 GRID-11 PAR-0179 ED-06 TAX ID-012418

ZONING: TMX/AE

ACREAGE: 14.22

ACTION REQUESTED: Concept site plan approval for 50,200 square foot multiple use commercial building.

Chairman Thompson continued the public testimony.

Speakers:

1. David Ryan – 44911 Smiths Nursery Road, Hollywood, MD
2. Keith Dobson – 45060 Smiths Nursery Road, Hollywood, MD
3. Harry Horn – 24638 Hollywood Road, Hollywood, MD

Chairman Thompson closed the matter for public testimony.

Commissioner Guazzo made a motion in the matter of CCSP #15-13200002 Hollywood Commercial Center, having read the staff report and having made a finding that the objectives of Section 60.5.4 of the zoning ordinance have not been met, and noting that the referenced project has not met all requirements for concept approval, I move that the concept site plan be DENIED. Commissioner Willard seconded. The motion passed with a vote of 5-2.

In Favor of the Motion

Shelby Guazzo

Hal Willard

Howard Thompson

Joseph VanKirk

Patricia Robrecht

ATTACHMENT 10 A

Against the Motion

Dan Ichniowski
Martin Siebert

ADJOURNMENT

A motion to adjourn was made at approximately 10:00 p.m. by Commissioner VanKirk. Commissioner Robrecht seconded. The motion passed unanimously.

Approved in open session: April 11, 2016

Howard Thompson
Chairman

Ashley Renshaw
Recording Secretary

ATTACHMENT 10 A

BOARD OF APPEALS MOTIONS OF March 23, 2017

CALL TO ORDER

AGENDA REVIEW: ADDITIONS-DELETIONS

PUBLIC HEARINGS

1. **Application/case no:** VAAP 15-183-006, Hollywood Commercial Center Forest Stand Delineation
Property owner: Dean Partnership, LLC
Location: 24813 Hollywood Road, Hollywood, MD
Parcel ID: tax map: 26 grid: 11 parcel: 179
Election District: 6
Zoning: Town Center Mixed Use (TMX) District, Airport Environs (AE) Overlay.
Acreage: 20.38 acres
Action requested: Variance from Section 75.8.2.b (6) of the Comprehensive Zoning Ordinance to remove 38 specimen trees with a diameter of 30 inches or more measured at 4.5 feet above ground.

Mr. Miedzinski made a motion in the matter of VAAP #15-183-006, Hollywood Commercial Center Forest Stand Delineation, having made a finding that the standards for granting a variance from Forest Conservation Priority Retention Areas and the objectives of Section 75.8.2.b(6) of the St. Mary's County Comprehensive Zoning Ordinance have been met, I move to approve the variance request to remove 38 specimen trees with a diameter of 30 inches or more measured at 4.5 feet above ground subject to the condition that the remaining tree stand be brought up to good preservation condition and the evasive species are removed. Mr. Greene seconded. The motion passed with a vote of 4-0.

MINUTES AND ORDERS APPROVED

None approved

ADJOURNMENT

ATTACHMENT 10 B

BOARD OF APPEALS MOTIONS OF July 21, 2016

PUBLIC HEARING

Appeal Case No: 16-01 Hollywood Commercial Center

Mr. Brown made a motion in the matter of CCSP #15-13200002 Hollywood Commercial Center, having made a finding that the objectives of Section 60 5 4 of the zoning ordinance have been met, and noting that the referenced project has met all requirements for concept approval with conditions to be specified, moved that the concept site plan be APPROVED. The conditions are as follows:

- 1. Ten foot additional right of way dedicated to the county on Old Route 235 on the applicants property.*
- 2. Increase the buffer to a "B" buffer on Old Route 235*
- 3. Preserve the existing tree stand.*
- 4. Sidewalks adjacent to the proposed site down 235 and down Sotterley Road with a pedestrian crossing on Sotterley Road at 235.*
- 5. Install "No Truck Traffic" signs at the Old 235 entrance to the site.*

Mr. Greene seconded. The motion passed unanimously.

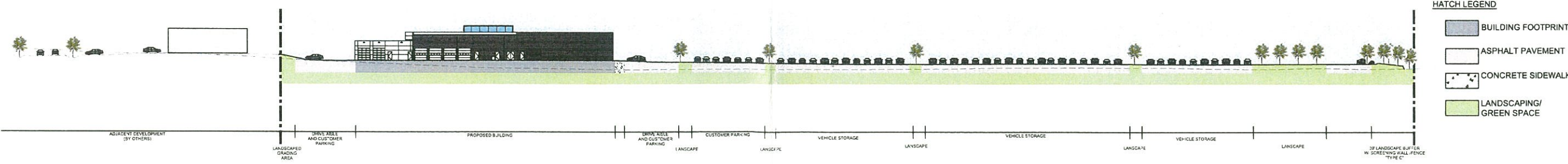
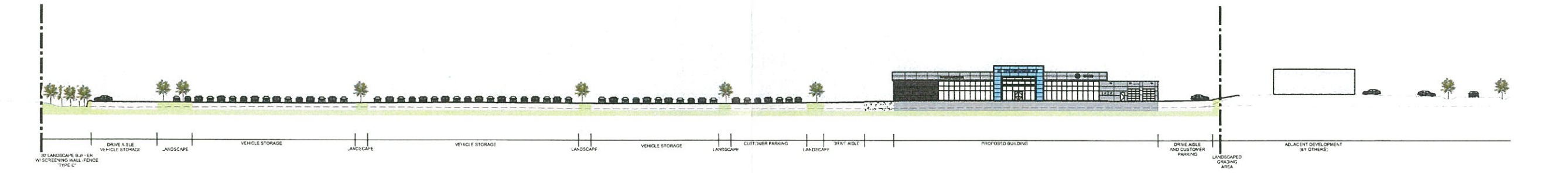
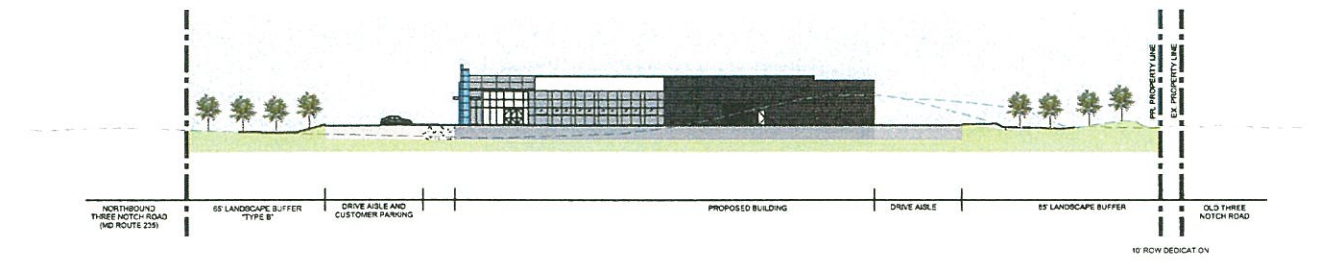
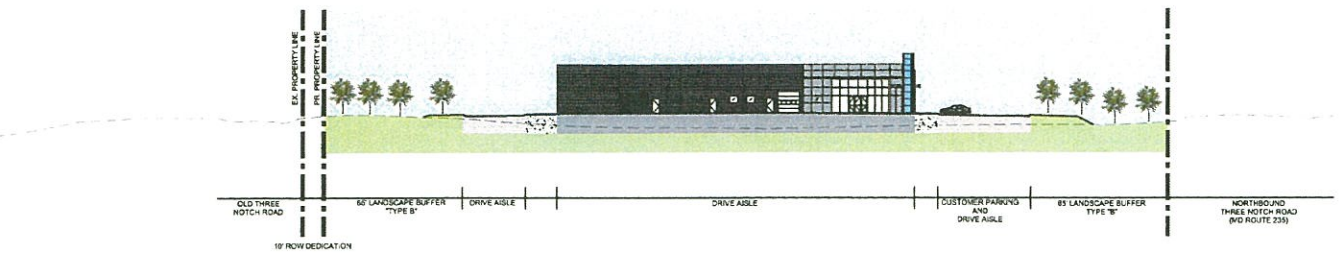
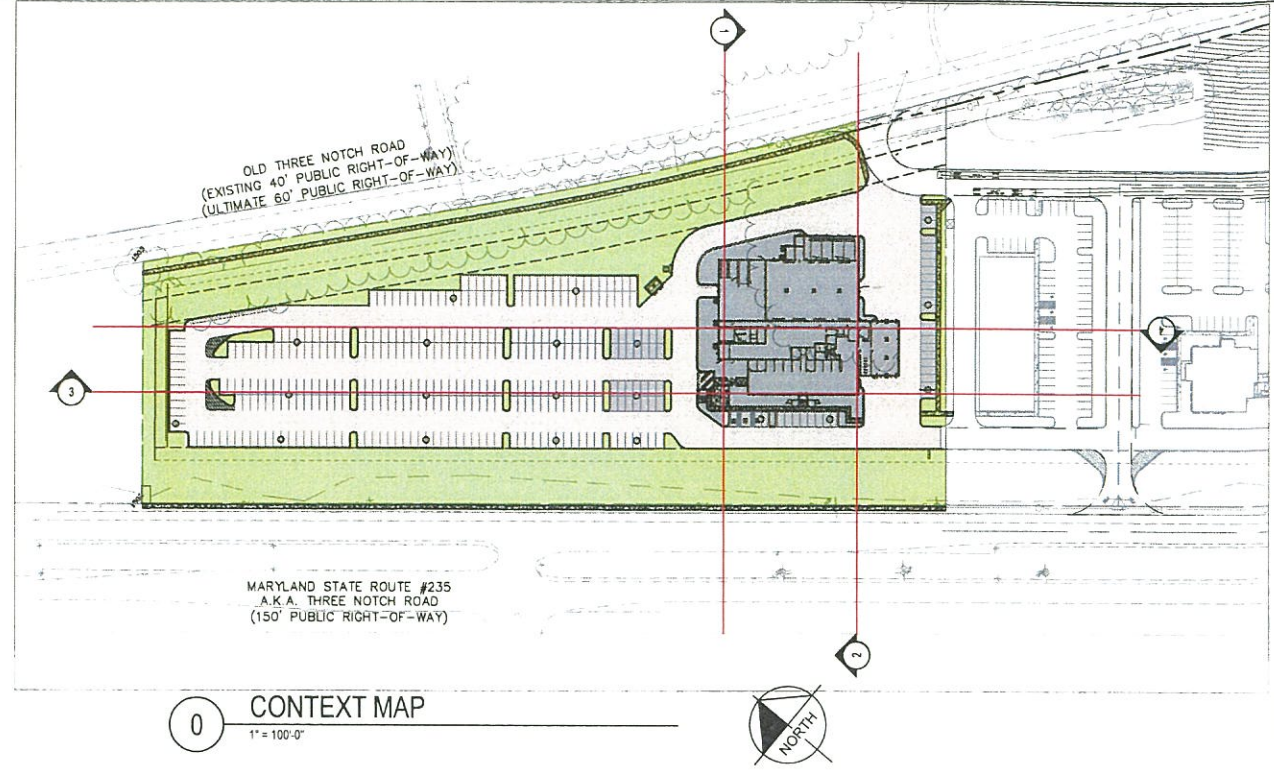
MINUTES AND ORDERS APPROVED

Mr. Greene made a motion to approve the minutes of July 14, 2016. Mr. Miedzinski seconded. The motion passed unanimously.

Mr. Miedzinski made a motion to approve the order for Case No. 16-131-006. Futch, LLC. Mr. Brown seconded. The motion passed unanimously.

ATTACHMENT 10C

This document, together with all exhibits, drawings, and specifications, is intended to be read in conjunction with the contract documents for the project. It is the responsibility of the contractor to verify all information and dimensions shown on these drawings. No part of this drawing shall be used for any other purpose without the written consent of the architect.



HATCH LEGEND

[Hatched Box]	BUILDING FOOTPRINT
[White Box]	ASPHALT PAVEMENT
[Dotted Box]	CONCRETE SIDEWALK
[Green Box]	LANDSCAPING/ GREEN SPACE

RECEIVED

FEB 21 2018



CONCEPTUAL RENDERINGS*
 (*RENDERINGS SUBJECT TO CHANGE DURING FINAL DESIGN)
 03.13.2017 Scale: 1" = 40'-0"

HOLLYWOOD AUTO
 WINEGARDNER MOTOR COMPANY

St. Mary's County
 Land Use & Growth Management

Kimley»Horn

APG MEDIA of CHESAPEAKE LLC

CHESAPEAKE CLASSIFIEDS

29088 Airpark Dr. ~ P.O. Box 600 ~ Easton, MD 21601
 For Billing Inquiries Please Call 410-822-1500 or 1-800-287-0902

THIS IS YOUR INVOICE

ORDER NO.	ACCOUNT NO.	DATE
2770257	412701	3/14/2018

TERMS NET
10 Days

A service charge of 1.5 percent per month on the unpaid balance will be added on bills unpaid by the last day of the month in which the bill is due. This is a finance charge at the annual percentage rate of 18% per year.

There will be a \$20.00 charge for all returned checks.

TO: ST MARYS DEPT OF LAND USE & GRO
 PO BOX 653
 LEONARDTOWN MD 20650

AMOUNT PAID \$ _____

Please detach top portion and return with remittance and make check payable to APG Media of Chesapeake LLC

START DATE	STOP DATE	INSERTIONS	INDEXING TERMS	AD ORDER NUMBER	PO NUMBER	LINES	CLASS	AMOUNT
03/07	03/14	4	PH Hollywood Auto 16-13200004	2770257		294.8	3270	213.18

THE ENTERPRISE

PH Hollywood Auto 16-13200004

Run Dates: 03/07/18, 03/14/18

COST OF AD: 213.18

RECEIVED

MAR 16 2018

St. Mary's County
 Land Use & Growth Management

AD GIVEN BY	
PHONE NUMBER	301-475-4200
SALES REPRESENTATIVE	503
FED ID 61-1731604	APG Media of Chesapeake LLC

For Billing Inquiries Please Call 410-822-1500 or 1-800-287-0902

ACCT.#	412701	CLIENT
		AGING
cur		
30		
60		
90		
120		
TOTAL		\$213.18

APG Media of Chesapeake, LLC
P.O. Box 600
29088 Airpark Drive
Easton, MD 21601

03/14/18
2770257

CERTIFICATE OF PUBLICATION

STATE OF : MARYLAND

COUNTY OF: St. Mary's County

This is to certify that the annexed legal advertisement has been published in the publications and insertions listed below. "PH Hollywood Auto 16-1320004..." was published in the:

The Enterprise 03/07/18
The Enterprise 03/14/18



David Fike
President & Publisher

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the St. Mary's County Planning Commission will conduct a public hearing, in the Commissioners Meeting Room in the St. Mary's County Chesapeake Building, located at 41770 Baldrige Street, Leonardtown, MD on Monday, March 26, 2018, beginning at 6:30 p.m. for the purpose of receiving public testimony to consider the following Concept Site Plan review:

**CONCEPT SITE PLAN # 16-13200004,
HOLLYWOOD AUTO
(Zoning Ordinance 10-02) (Use # 75)
Retail Sales or Service, Vehicles.**

**OWNER: Dean Limited Partnership, LLP
AGENT: Kimley-Horn and Associates, Inc.
LOCATION: 24813 Hollywood Road,
Hollywood MD 20636
TM-026 GRID-11 PAR-0179 ED-06 TAXID-012418
LAND USE: Town Center Mixed Use
ZONING: TMX/AE
ACREAGE: 22.20 SITE ACREAGE: 7.76
ACTION REQUESTED: Review of a Concept Site Plan
for a 29,969 square foot building for automotive retail
sales and service.**

This public hearing is required by law to allow the applicant and all interested parties the opportunity to present evidence and public comment regarding this proposal. A decision will be made solely on evidence and testimony presented during the public hearing. Information submitted after the public hearing record is closed will not be considered.

The file on this application will be available for review in the Department of Land Use and Growth Management, 23150 Leonard Hall Drive, Leonardtown, MD until 2:00 p.m. the day of the meeting. If you have any questions regarding this application, please contact Development Services Division, at the Department of Land Use and Growth Management, 23150 Leonard Hall Drive, Leonardtown, MD or (301) 475-4200*1506.

Susan McCauley
Planner III
Development Services

2770257 EN 3-7,3-14-18

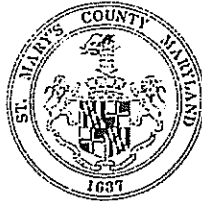
RECEIVED

MAR 16 2018

St. Mary's County
Land Use & Growth Management

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF LAND USE
AND GROWTH MANAGEMENT

William B. Hunt, AICP, Acting Director



COMMISSIONERS OF ST. MARY'S COUNTY

James R. Guy, President
Michael L. Hewitt, Commissioner
Tom Jarboe, Commissioner
Todd B. Morgan, Commissioner
John E. O'Connor, Commissioner

May 22, 2017

Mr. Christopher T. Longmore
Dugan, McKissick & Longmore
22738 Maple Road, Suite 101
Lexington Park MD 20653

By electronic mail: chris@paxlawyers.com

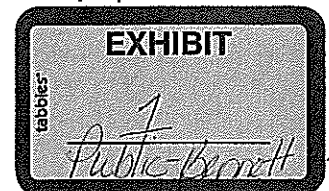
Dear Mr. Longmore:

An accurate traffic impact study is a necessary first step in making a finding of adequate public facilities (APF) with respect to roads.

You and your client attended a meeting with staff from the State Highway Administration and St. Mary's County in Annapolis on May 2, 2017. At that meeting three representatives from SHA, Ms. Kimberly Tran, Ms. Coreen Johnson, and Mr. Erich Florence, discussed their review of the Traffic Impact Study (TIS) for the Hollywood Commercial Center (February 2016, prepared for Hollywood Partners Three Notch LLC by Kimley-Horn). SHA staff stated that their review of the TIS was made with the belief that the Hollywood Commercial Center property and the adjoining property on the north were under two separate ownerships. Attached for your reference is a photocopy of "MD RTE 235 & MD RTE 245 Proposed Entrance Exhibit" – Draft. This Exhibit is the only page in Appendix A, Site Access Exhibit in the February 2016 TIS. This Exhibit shows the site divided into two parts. The southern area shows Phases 1, 2, and 3 of the Hollywood Commercial Center. The northern portion of the site is labelled "Future by Others" along with "Separate Ownership." This Exhibit with the notation of "Separate Ownership" may explain why SHA thought the site was not under single ownership

At the May 2nd meeting SHA staff stated that they did not know at the time of their review that the site was under a single ownership. Had SHA staff known the site was under a single owner, SHA's preferred access point would have been from MD 235 across from the Fire Department. SHA's preferred access point was not included in the February 2016 TIS.

The February 2016 TIS was not accurate because the access point from MD 235 across from the Fire Department was not included. I will not be able to make a finding regarding APF for the roads that will be impacted by the project until an accurate TIS has been prepared and reviewed by SHA.



My recommendation is for your client to have a new TIS prepared that includes the analysis of an access point from MD 235 across from the Fire Department.

Stopping sight distances were discussed at the May 2nd meeting and were a concern expressed by residents at the public hearing. I recommend that stopping sight distances and intersection sight distances for all proposed entrances be illustrated on an exhibit. The illustration should include the intersection of Old Three Notch Road and Sotterley Road because drivers who leave the development by turning south on Old Three Notch Road will have to pass through the Sotterley Road intersection. I believe it would also be helpful to have an illustration of the existing pavement widths of the roads abutting the development and the existing rights-of-way. The February 2016 TIS does show pavement widths but the existing ROWs are not shown. Putting the pavement widths and ROWs on a single illustration might help residents better understand the current limitations on potential future road widenings.

After SHA has accepted, reviewed, and commented on a new TIS, I will coordinate with you and your client to resubmit the project to the St. Mary's County Planning Commission for its review of a revised Concept Site Plan.

Sincerely,

William B. Hunt
Acting Director

cc: Commissioners of St. Mary's County
Dr. Rebecca Bridgett, County Administrator
Mr. George Sparling, County Attorney
Mr. John Groeger, Interim Director, Department of Public Works and Transportation
Mr. Robert E. Bowles, Manager, Development Services

**MINUTES OF THE ST. MARY'S COUNTY PLANNING COMMISSION MEETING
CHESAPEAKE BUILDING * LEONARDTOWN, MARYLAND**

Monday, March 26, 2018

Members present: Joseph VanKirk –Vice Chair, Martin Siebert, Clarke Guy, William Hall, Hal Willard, Joseph Fazekas and Caroline King, Alternate

Absent: Howard Thompson-Chair

Bill Hunt, Director; Susan McCauley, Planner III; Sandie Greene, Recording Secretary; Laura Kay, Planner II and Brandy Glenn, Planner II were present from the Department of Land Use and Growth Management.

David Weiskopf, Acting County Attorney
Christy Hollander, Chief Engineer, St. Mary's Metropolitan Commission
John Groeger, Deputy Director, Public Works and Transportation

The meeting was called to order by Vice Chair, Joseph Van Kirk at approximately 6:35 p.m.

APPROVAL OF THE MINUTES

*Commissioner Guy made a motion to approve the minutes of March 12, 2018.
Commissioner Willard seconded. The motion passed unanimously.*

PUBLIC HEARING

1. CONCEPT SITE PLAN # 16-13200004, HOLLYWOOD AUTO
(Zoning Ordinance 10-02) (Use # 75) Retail Sales or Service, Vehicles.
OWNER: Dean Limited Partnership, LLP
AGENT: Kimley-Horn and Associates, Inc.
LOCATION: 24813 Hollywood Road, Hollywood MD 20636
TM-026 GRID-11 PAR-0179 ED-06 TAX ID-012418
LAND USE: Town Center Mixed Use
ZONING: TMX/AE
ACREAGE: 22.20 SITE ACREAGE: 7.76
ACTION REQUESTED: Review of a Concept Site Plan for a 29,969 square foot building for automotive retail sales and service.

Presented by: Susan McCauley, Planner III, Land Use and Growth Management

Exhibit 1- Staff Report

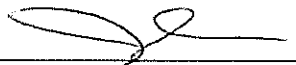
Attachments:

- 1 - Location Map
- 2 - Health Department Approval
- 3 - Metropolitan Commission Approval
- 4 - St. Mary's Soil Conservation District Approval
- 5 - Department of Public Works and Transportation Approval
- 6 - State Highway Administration Approval with TIS Conclusions/Recommendations
- 7 - Wetlands, Soils & Flood maps
- 8 - Land Use Map
- 9 - Zoning Map
- 10- Planning Commission minutes 4/24/17


ADJOURNMENT

A motion to adjourn was made at 9:55 p.m. by Commissioner Guy. Commissioner Siebert seconded. The motion passed unanimously.

Approved in open session: April 23, 2018



Howard Thompson Joe VanKirk
Chairman Vice Chair



Sandie Greene
Recording Secretary

- Planning Commission minutes 3/28/16
- Board of Appeals Motions 3/23/17
- Board of Appeals Motions 7/21/16
- 11 –Conceptual Rendering
- 12 –Site Plan
- 13- TIS

Exhibit 2 – Proof of Public Hearing Announcement

Speakers Representing Hollywood Auto are as Follows:

Chris Longmore of Dugan, McKissick & Longmore, LLC, 22738 Maple Road, Suite 101, Lexington Park, MD 20653

Charles Winegardner and Tom Winegardner of Winegardner Motor Company, 22657 Washington Street Leonardtown MD 20650

Nick Leffner and Edward Papazian of Kimley-Horn and Associates, Inc., 1215 Fort Avenue, Suite 304, Baltimore, MD 21230.

Public Speakers:

Rick Ferrante, Light House Road, Piney Point MD 20674

Tom Hardie 44731 Coves Point Road, Hollywood, MD 20636

Jerry Thompson, 24911 Briscoe Thompson Way, Hollywood, MD 20636

Barbara Thompson, 43865 Thompson Farm Lane, Hollywood, MD 20636

Paul Bennett, Hollywood MD 20636

Gary Bell, 42480 Fairgrounds Road, Leonardtown, MD 20650

Ed Brown, 25900 Whiskey Creek Road, Hollywood, MD 20636

Paul Bennett Jr, Iron Face Lane, Hollywood, MD 20636

Mark Richardson, 12821 Lampton Lane, Ft. Washington MD 20744

Mike Thompson, 43865 Thompson Farm Lane, Hollywood, MD 20636

Tracy Kubinec, 25793 Whiskey Creek Road, Hollywood, MD 20636

Public Exhibit 1 was entered into the public record: Mr. Paul Bennett Jr. entered a letter written on May 22, 2017 by then Acting Director Bill Hunt to Mr. Christopher Longmore, attorney for the applicant.

Commissioner Siebert made the motion: In the matter of Concept Site Plan # 16-13200004 Hollywood Auto, having accepted the staff report and having made a finding that the Objectives of Section 60.6 of the Comprehensive Zoning Ordinance have been met, and noting that the referenced project has met all requirements for concept approval, I move that the concept site plan be approved with no conditions. Commissioner Guy seconded. The motion passed with a 5-2 vote.

*For: Martin Siebert, Clarke Guy, William Hall, Joseph Fazekas and Caroline King
Against: Joseph VanKirk and Hal Willard*

HOLLYWOOD AUTO

Traffic Impact Study

PREPARED FOR

WINEGARDNER MOTOR COMPANY

FEBRUARY 10, 2017

REVISIONS TO NOVEMBER 2016 REPORT BASED ON MARYLAND STATE
HIGHWAY ADMINISTRATION AND ST. MARY'S COUNTY COMMENTS

Prepared By:

Kimley»»Horn

RECEIVED

FEB 21 2017

St. Mary's County
Land Use & Growth Management

SHA Tracking No. 16APSM009XX

Contents

Introduction5

Existing Conditions7

 Study Area..... 7

 Existing Traffic Volumes..... 7

 Analysis of Existing Conditions..... 10

Background Conditions - 2020 11

 Background Traffic Volumes 11

 Background Development Trip Generation 11

 Background Development Trip Distribution and Assignment..... 14

 Analysis of Background Conditions - 2020..... 19

Total Future Conditions - 202020

 Site Trip Generation 20

 Site Trip Distribution and Assignment..... 20

 Analysis of Total Future Conditions - 2020 24

Queuing Analysis25

Conclusions and Recommendations28

Figures

Figure 1: Site Vicinity Map.....6

Figure 2: Existing Lane Use and Traffic Control8

Figure 3: Existing Peak Hour Traffic Volumes9

Figure 4: Future Lane Use and Traffic Control15

Figure 5: Base Background 2020 Peak Hour Traffic Volumes16

Figure 6: Trips Generated by Approved and Unbuilt Developments17

Figure 7: 2020 Background Peak Hour Traffic Volumes18

Figure 8: Site Generated Peak Hour Traffic Volumes22

Figure 9: Total Future 2020 Peak Hour Traffic Volumes23

Tables

Table 1: Level of Service Range for CLV Methodology 10

Table 2: Capacity Analysis Results – Existing Conditions 10

Table 3: Background Development Trip Generation 13

Table 4: Directional Distribution of Hollywood Commercial Center Generated Traffic..... 14

Table 5: Capacity Analysis Results – 2020 Background Conditions 19

Table 6: Proposed Site Trip Generation 20

Table 7: Directional Distribution of Site Generated Traffic 20

Table 8: Capacity Analysis Results –2020 Total Future Conditions..... 24

Table 9: Queueing Analysis 25

Appendix

- Appendix A: Site Access Exhibit
- Appendix B: Scoping Agreement
- Appendix C: Intersection Diagrams
- Appendix D: Traffic Count Summaries
- Appendix E: Critical Lane Volume Analysis Worksheets
- Appendix F: Approved Background Development Trip Assignments
- Appendix G: Queueing Analysis
- Appendix H: SHA and St. Mary's County Comments on November 2016 Report and Response Letters
- Appendix I: Concept Right-Of-Way Improvements Plan

INTRODUCTION

This report presents the results of a traffic impact study (TIA) for the proposed Hollywood Auto development in the Hollywood community of St. Mary's County, Maryland. The currently undeveloped site is located along the east side of MD 235 (Three Notch Road), north of MD 245 and southwest of Old Three Notch Road. MD 245 is known as Sotterley Road to the east of MD 235 and as Hollywood Road to the west. For clarity, it will be referred to as MD 245 in this report. The site location is shown in Figure 1. The proposed development is an automobile sales facility that will be slightly less than 30,000 square feet. For the purposes of this study, the development is assumed to be 30,000 square feet. The development is expected to be completed in 2020.

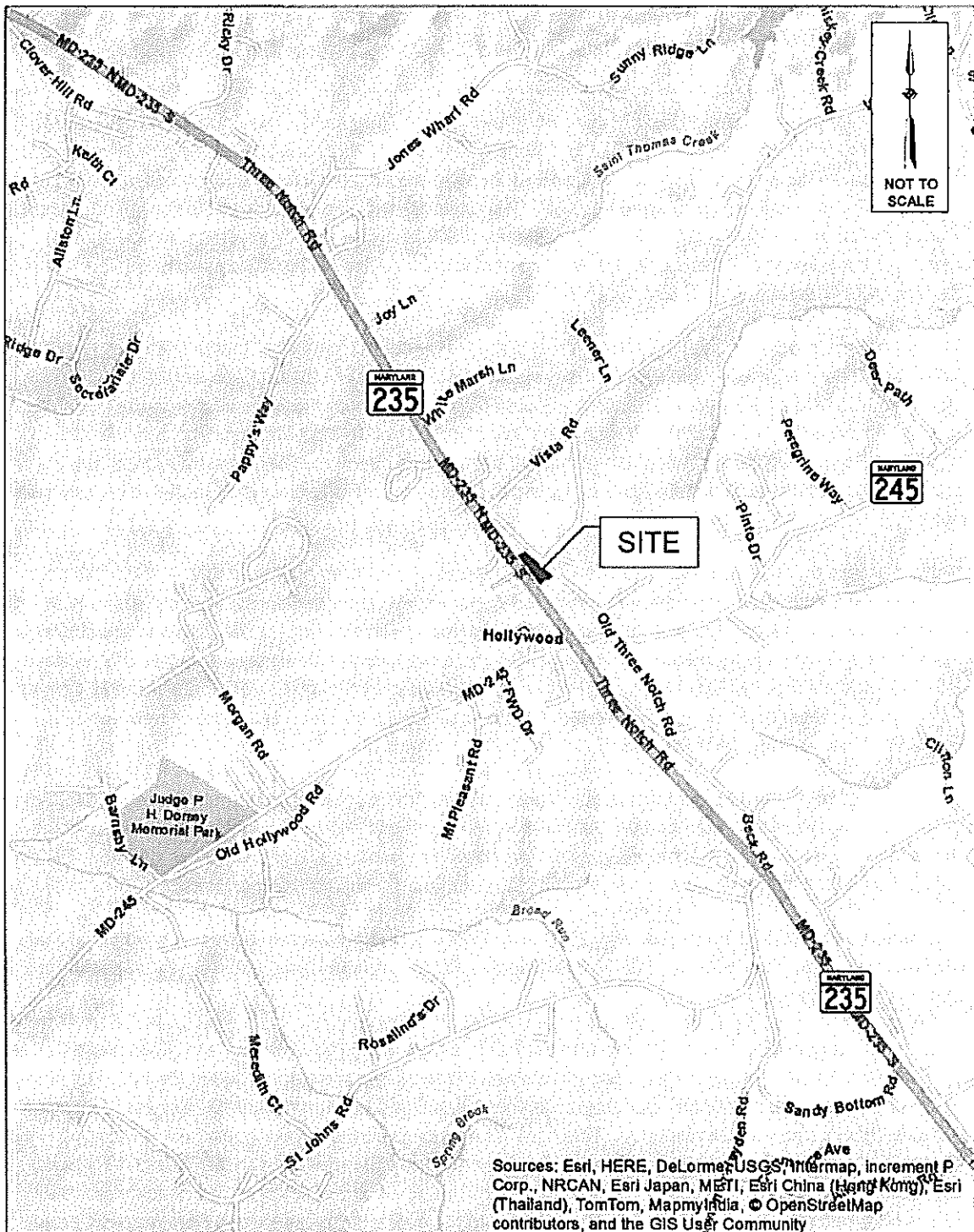
This report was prepared with references made to the Hollywood Commercial Center Traffic Impact Study (Maryland State Highway Administration Tracking No. 15APSM008XX), dated February 2016. The Hollywood Commercial Center is an adjacent development that shares the southeast property line of the proposed automobile sales facility. It recently received Concept Site Plan approval and consists of approximately 50,200 square feet of development, to include a pharmacy with drive-through, a gas station/convenience store, a restaurant, and general retail space. The project is expected to be fully built out by 2020.

Vehicle access to the Hollywood Auto site will be provided via the three approved driveway access points which will be constructed as part of the Hollywood Commercial Center development. The locations of these access points were approved as part of the Commercial Center concept site plan and are shown on the site access exhibit in Appendix A. There will be one full-movement driveway along MD 245 between MD 235 and Old Three Notch Road, one right-in/right-out driveway along MD 235 south of the Hollywood Fire Station access road, and one full-movement driveway along Old Three Notch Road between Hill Road and Briscoe Thompson Way.

The following sections describe the site study area, existing traffic volumes and analysis, additional traffic generated by nearby approved and unbuilt developments, the calculation of background traffic volumes and analysis, additional traffic generated by the proposed Hollywood Auto development, and the calculation of total future volumes and analysis. Queuing analyses were also performed.

The original report dated November 21st, 2016 was revised based on comments from the Maryland State Highway Administration (SHA) and St. Mary's County. These comments and subsequent responses are contained in Appendix H.

This report was prepared in accordance with the traffic impact study requirements and guidelines listed in the Maryland State Highway Access Manual and with the requirements established in Section 70.7 of the St. Mary's County Comprehensive Zoning Ordinance. A scoping agreement with St. Mary's County was established via email correspondence. This correspondence is contained in Appendix B. A scoping agreement with SHA was established via a subsequent phone conversation with the District 5 Regional Engineer on August 25, 2016. It was agreed that the scope of study and analysis methodology for the Hollywood Auto report would be largely consistent with the scope of the Hollywood Commercial Center TIA.



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Site Vicinity Map
Hollywood Auto

Figure 1
Page 6

EXISTING CONDITIONS

STUDY AREA

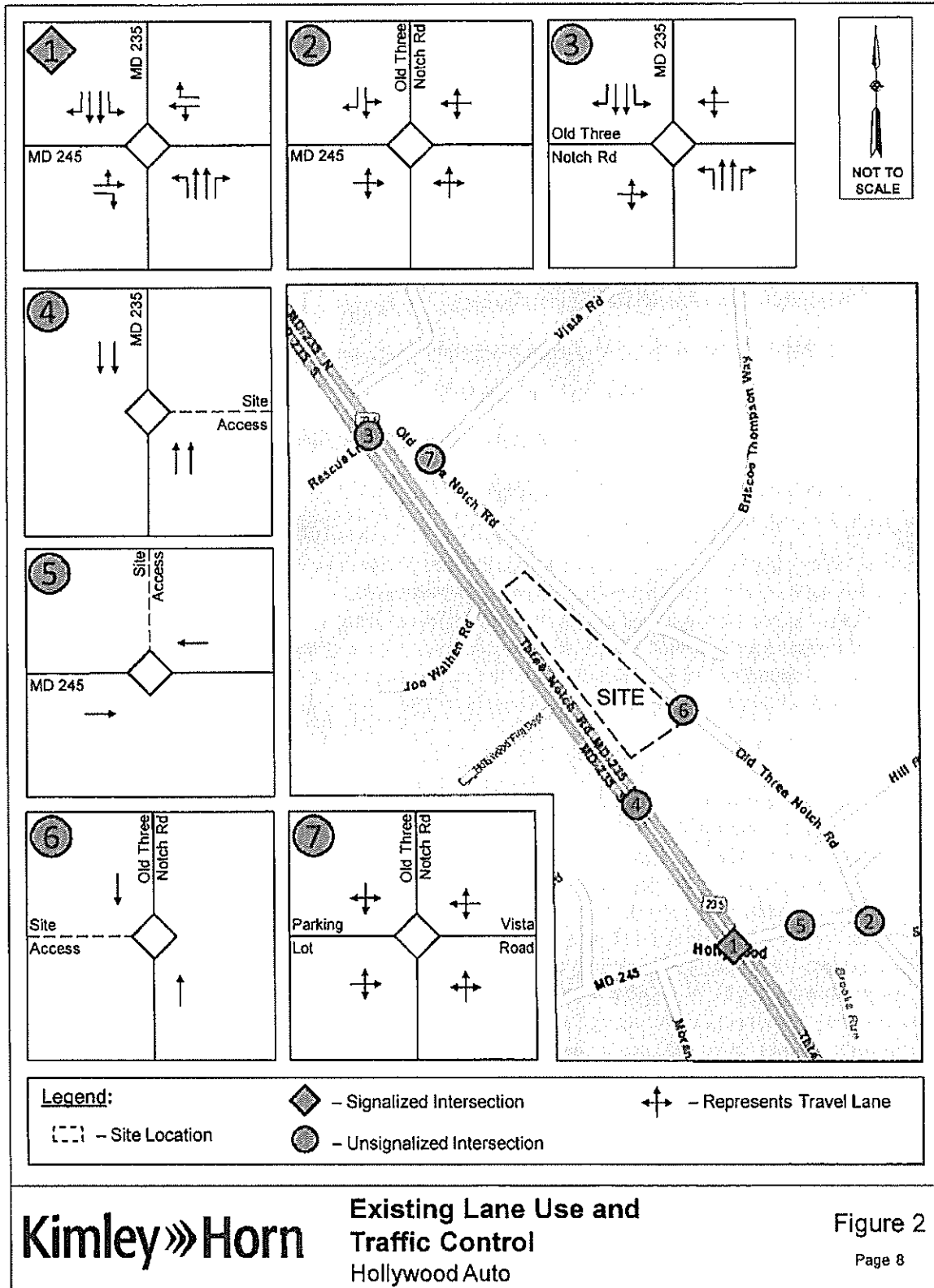
The project study area is bounded by Old Three Notch Road to the northeast, MD 235 to the west, and MD 245 to the south. The following intersections were identified for study:

1. MD 235 and MD 245 (signalized)
2. MD 245 and Old Three Notch Road (unsignalized)
3. MD 235 and Old Three Notch Road (unsignalized)
4. MD 235 and Site Access (right-in/right-out unsignalized)
5. MD 245 and Site Access (full movement unsignalized)
6. Old Three Notch Road and Site Access (full movement unsignalized)
7. Old Three Notch Road and Vista Road (unsignalized)

The three approved site access points that will serve the adjacent Hollywood Commercial Center will be constructed by the year 2018 as part of that development. These driveways will provide vehicle access to the Hollywood Auto site. Intersection capacity analyses were performed at the four existing intersections for weekday AM and PM peak hours using the critical lane volume (CLV) methodology. The existing lane uses and traffic controls within the study area are shown on Figure 2. Intersection diagrams are contained in Appendix C. Note that diagrams of the approved site access points are for location reference only and do not necessarily reflect the final design.

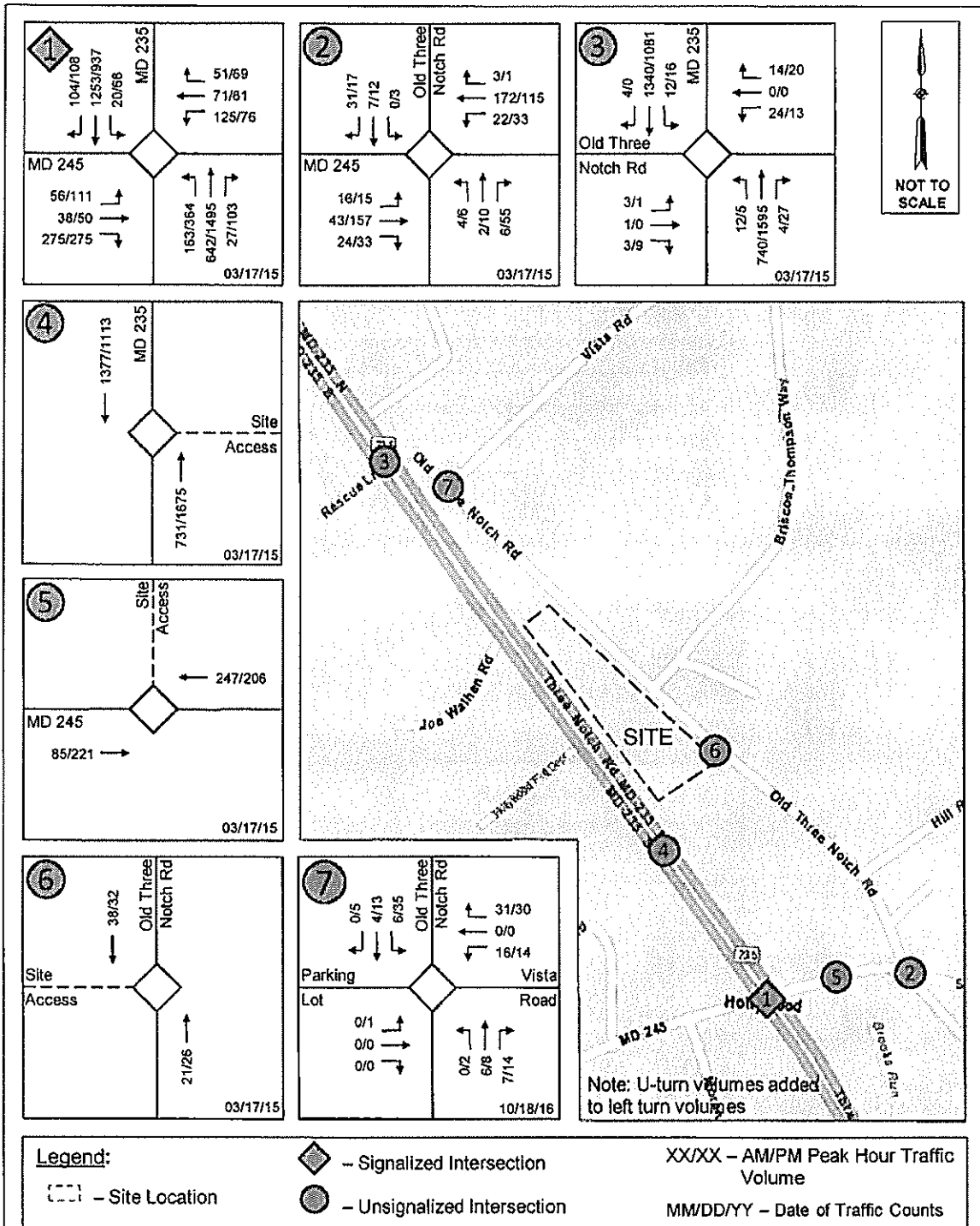
EXISTING TRAFFIC VOLUMES

Vehicle turning movement counts at three of the four existing study intersections were collected as part of the Hollywood Commercial Center TIA. Because these counts were taken within the last two years, they were approved for use in this study by SHA. Counts were collected during the weekday AM and PM commuter peak hours on Tuesday, March 17, 2015 at MD 235 and MD 245, MD 245 and Old Three Notch Road, and MD 235 and Old Three Notch Road. The intersection of Old Three Notch Road and Vista Road was not studied in the Hollywood Commercial Center TIA. Therefore, turning movement counts were collected at this intersection during the weekday AM and PM commuter peak hours on Tuesday, October 18, 2016. Summaries of the traffic counts used in this study are contained in Appendix D. The study peak hours were established by identifying the common peak 60 minutes of vehicle traffic between 6:00 AM and 9:00 AM and between 4:00 PM and 7:00 PM over all existing study intersections. Based on the aggregated traffic counts, the common peak hours were determined to be 7:00 to 8:00 AM and 4:45 to 5:45 PM. The existing weekday peak hour traffic volumes at the study intersections are shown on Figure 3. Traffic volumes at future site access points were derived from adjacent intersections. Some imbalances occur between intersections as a result of counts being taken at different times, due to the addition of U-turn volumes to left-turn volumes, and due to additional roadway connections between count points.



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**Existing Lane Use and
Traffic Control
Hollywood Auto**



ANALYSIS OF EXISTING CONDITIONS

Intersection capacity analyses were conducted for existing traffic volumes using the critical lane volume (CLV) method as called for in the Maryland State Highway Access Manual. The CLV method categorizes capacity analysis results in terms of levels of service (LOS), ranging from LOS A (best) to LOS F (worst). Each level of service represents a range of CLV totals as shown in Table 1. The Hollywood area of St. Mary's County is classified as a town center planning area in the Comprehensive Zoning Ordinance, which determines that the CLV and LOS standard is 1300 (LOS C).

Level of Service (LOS)	CLV Range
A	≤ 1000
B	≥ 1001 - 1150
C	≥ 1151 - 1300
D	≥ 1301 - 1450
E	≥ 1451 - 1600
F	> 1600

The results of the existing intersection capacity analysis are summarized in Table 2. The CLV summary worksheets are contained in Appendix E.

Intersection	Existing	
	AM	PM
1. MD 235 & MD 245 ¹	1117 B	1146 B
2. Old Three Notch Rd & MD 245 ¹	232 A	312 A
3. MD 235 & Old Three Notch Rd ¹	790 A	927 A
4. MD 235 & Site Access (Right-in/Right-out) ¹	-	-
5. MD 245 & Site Access ¹	-	-
6. Old Three Notch Rd & Site Access ¹	-	-
7. Old Three Notch Rd and Vista Rd ²	66 A	104 A

1117-Critical Lane Volume
B- Level of Service

¹ Analysis results based on March 17, 2015 traffic counts

² Analysis results based on October 18, 2016 traffic counts

Under existing conditions, all intersections operate at a level of service B or better in the weekday AM and PM peak hours.

BACKGROUND CONDITIONS - 2020

BACKGROUND TRAFFIC VOLUMES

Background traffic volumes represent future traffic that would travel through the area intersections without the proposed development at build out year. Base background 2020 traffic volumes were developed by applying an annual growth rate of one percent per year to existing volumes at the study intersections. The traffic growth rate was applied starting from the year the traffic counts were conducted. The one percent per year growth rate is based on trends in AADT on MD 235 and MD 245 obtained from published historical SHA traffic data between 2004 and 2014.

Total background 2020 traffic volumes were developed by adding traffic generated by nearby approved and unbuilt developments to the base background 2020 traffic volumes. The approved and unbuilt developments referenced in the Hollywood Commercial Center report were included in this study. These developments were identified during the Hollywood Commercial Center scoping process with St. Mary's County and SHA. The Hollywood Commercial Center is also included as an approved and unbuilt development.

SHA guidelines also state that any transportation improvements expected to be in place in the study area upon build out should be considered for analysis. The geometric improvements along study area roadways and intersections that are to be provided by the Hollywood Commercial Center development as outlined in the approved TIA were included in this study. These include:

- Construction of three site entrances, including one full-movement intersection along MD 245, one right-in/right-out intersection along MD 235, and one full-movement intersection along Old Three Notch Road.
- Shoulder improvements along MD 235 and MD 245 adjacent to the development. The improvements will create auxiliary right turn lanes into the site. The auxiliary lanes will extend along the entire site frontage on MD 235 and MD 245.
- An eastbound left turn lane constructed at the site access point along MD 245. This turn lane will be 300 feet long.
- An exclusive westbound left turn lane constructed at the MD 235 & MD 245 intersection. This turn lane will be 200 feet with 50 feet of deceleration length and a 100-foot taper.
- An exclusive eastbound left turn lane constructed at the MD 235 & MD 245 intersection. This turn lane will be 180 feet with 50 feet of deceleration length and a 105-foot taper.

Currently through the year 2020, there are no other approved highway projects that will affect the study area roadways.

BACKGROUND DEVELOPMENT TRIP GENERATION

Approved and unbuilt background developments include:

- Twin Ponds Section 2 – 64 single family homes
- Broad Creek – 54 single family homes

- Woodmore Subdivision – 50 single family homes
- Hollywood Commercial Center – 13,300 square foot pharmacy with drive-through, 5,000 square foot gas station/convenience store, 4,900 square foot sit-down restaurant, 27,000 square feet retail

Broad Creek and Woodmore Subdivision are both located south of the study area along MD 235. Twin Ponds Section 2 is located west of the study area along MD 245, with a second access point along MD 235. The Hollywood Commercial Center is adjacent to the proposed development, at the northeast corner of the intersection of MD 235 and MD 245. The same three access points that will serve the proposed Hollywood Auto development will also serve the Hollywood Commercial Center.

The methodology used to calculate trip generation for the four background developments in this study is consistent with the methodology used in the approved Hollywood Commercial Center study. Sources for trip generation rates and pass-by reductions are as follows:

- Trip generation for the Twin Ponds Section 2, Broad Creek, and Woodmore Subdivision developments was calculated using the trip generation rates for single-family residences provided under Schedule 70.7.4 of the St. Mary's County Comprehensive Zoning Ordinance.
- Trip generation for the Hollywood Commercial Center pharmacy and restaurant was calculated using the Institute of Transportation Engineers (ITE) average trip generation rate for land use code 881, Pharmacy/Drugstore with Drive-Through Window, and land use code 932, High-Turnover (Sit-Down) restaurant, respectively, found in the *ITE Trip Generation Manual, 9th Edition*. The *Trip Generation Manual* was used in the absence of pharmacy and restaurant data in Schedule 70.7.4 of the St. Mary's County Comprehensive Zoning Ordinance.
- Trip generation for the Hollywood Commercial Center gas station/convenience store was calculated using average trip generation rates for a Super Convenience Market as described in the June 2012 ITE Journal article titled "Trip Generation Characteristics of Super Convenience Market-Gasoline Pump Stores". This particular type of service station with convenience market, having a larger average size and a larger average number of fueling positions, tends to generate trips at a higher rate than similar land uses described in the *Trip Generation Manual*. Daily trip generation rates were not available for Super Convenience Markets. Daily trips were calculated using the rate for land use code 853, Convenience Market with Gasoline Pumps, found in the *Trip Generation Manual*.
- Trip generation for the Hollywood Commercial Center retail development was calculated using the trip generation rate provided for the 25,000 to 50,000 square foot range for the shopping center land use in Schedule 70.7.4 of the St. Mary's County Comprehensive Zoning Ordinance.
- Pass-by trip reductions for the Hollywood Commercial Center pharmacy, gas station/convenience store, restaurant, and retail development were applied according to the *ITE Trip Generation Handbook, 3rd Edition*. The average pass-by trip percentage for each land use was used. Pass-by trip percentages were not available for Super Convenience Markets, therefore the average pass-by trip percentages for land use code 853 were applied in the AM and PM peak hours for the gas station/convenience store.

The resulting AM and PM background development trips are shown in Table 3 on the following page.

Table 3: Background Development Trip Generation								
Development	Quantity	Traffic Volumes						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Twin Ponds Section 2								
Single-Family Residence	64 DU	10	39	49	43	22	65	611
Broad Creek								
Single-Family Residence	54 DU	8	33	41	36	19	55	516
Woodmore Subdivision								
Single Family Residence	50 DU	8	30	38	34	17	51	478
Hollywood Commercial Center								
Pharmacy/Drugstore with Drive-Through Window	13,300 SF	24	22	46	66	66	132	1,289
Pass-by Trips	PM: 49%				-32	-33	-65	
Net New Trips		24	22	46	34	33	67	
Super Convenience Market	16 Veh. Fuelling Positions	287	287	574	247	247	494	8,682
Pass-by Trips	AM: 63%, PM: 66%	-181	-181	-362	-163	-163	-326	
Net New Trips		106	106	212	84	84	168	
High-Turnover (Sit-Down) Restaurant	4,900 SF	29	24	53	29	19	48	623
Pass-by Trips	PM: 43%				-13	-8	-21	
Net New Trips		29	24	53	16	11	27	
Shopping Center	27,000 SF	37	21	58	114	114	228	2,475
Pass-by Trips	PM: 34%				-39	-39	-78	
Net New Trips		24	22	46	75	75	150	
Total Pass-by Trips		-181	-181	-362	-245	-245	-490	
Hollywood Commercial Center Net New Trips		196	173	369	211	201	412	13,069
Net New Background Trips		222	275	497	324	259	583	14,674

BACKGROUND DEVELOPMENT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution and assignment of background development trips used in this study is consistent with the distribution and assignment used in the approved Hollywood Commercial Center TIA.

Trip generated by Twin Ponds Section 2, Broad Creek, and Woodmore Subdivision were assigned to the study intersections with the assumption that 35% of trips will travel to/from the north on MD 235. The remainder of trips do not travel through the Hollywood Auto study area.

The Hollywood Commercial Center total net site generated peak hour traffic volumes, which incorporate pass-by trips, were determined by summing the net site generated peak hour traffic volumes for Phases 1, 2 and 3, (Figures 13, 17, and 21 in the approved study). Trips were assigned to the study intersections based on the directional distribution of traffic shown in Table 4.

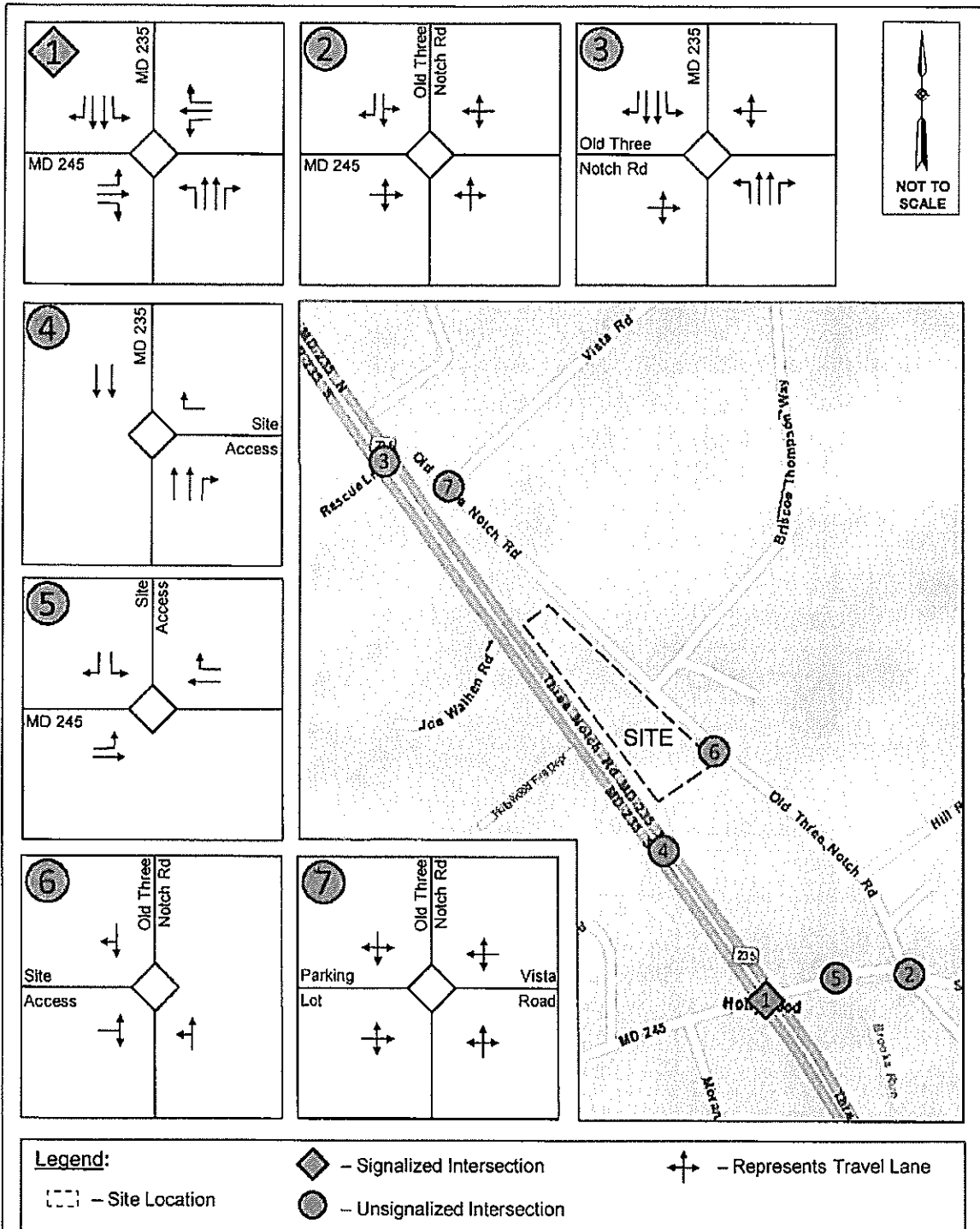
Direction To/From	Percentage
To/From North on MD 235	30%
To/From South on MD 235	20%
To/From East on MD 245	5%
To/From West on MD 245	30%
To/From South on Old Three Notch Road	15%

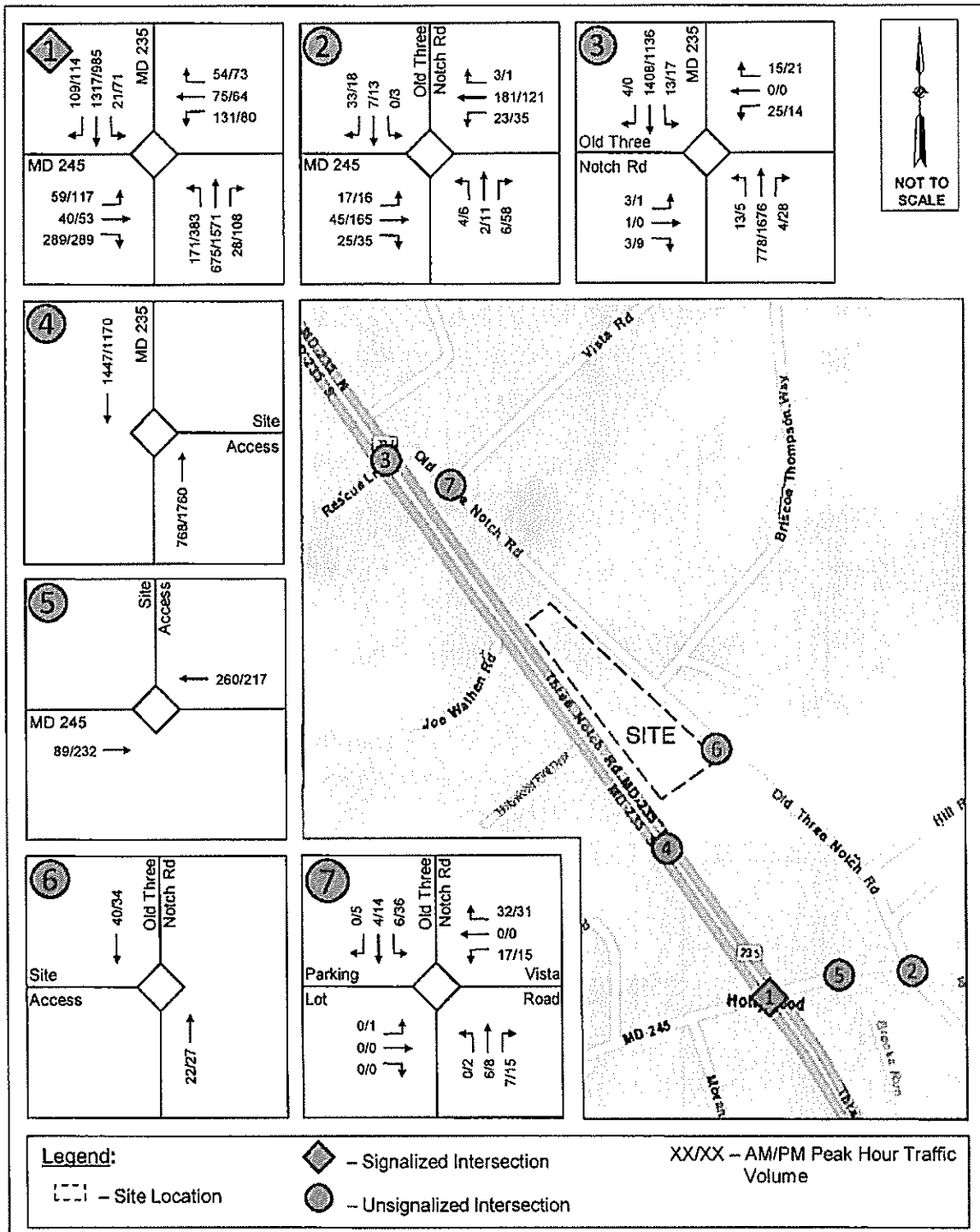
The distribution of pass-by trips was based upon the existing distribution of through trips along MD 235 and MD 245. Trip assignments to the site driveways were as follows:

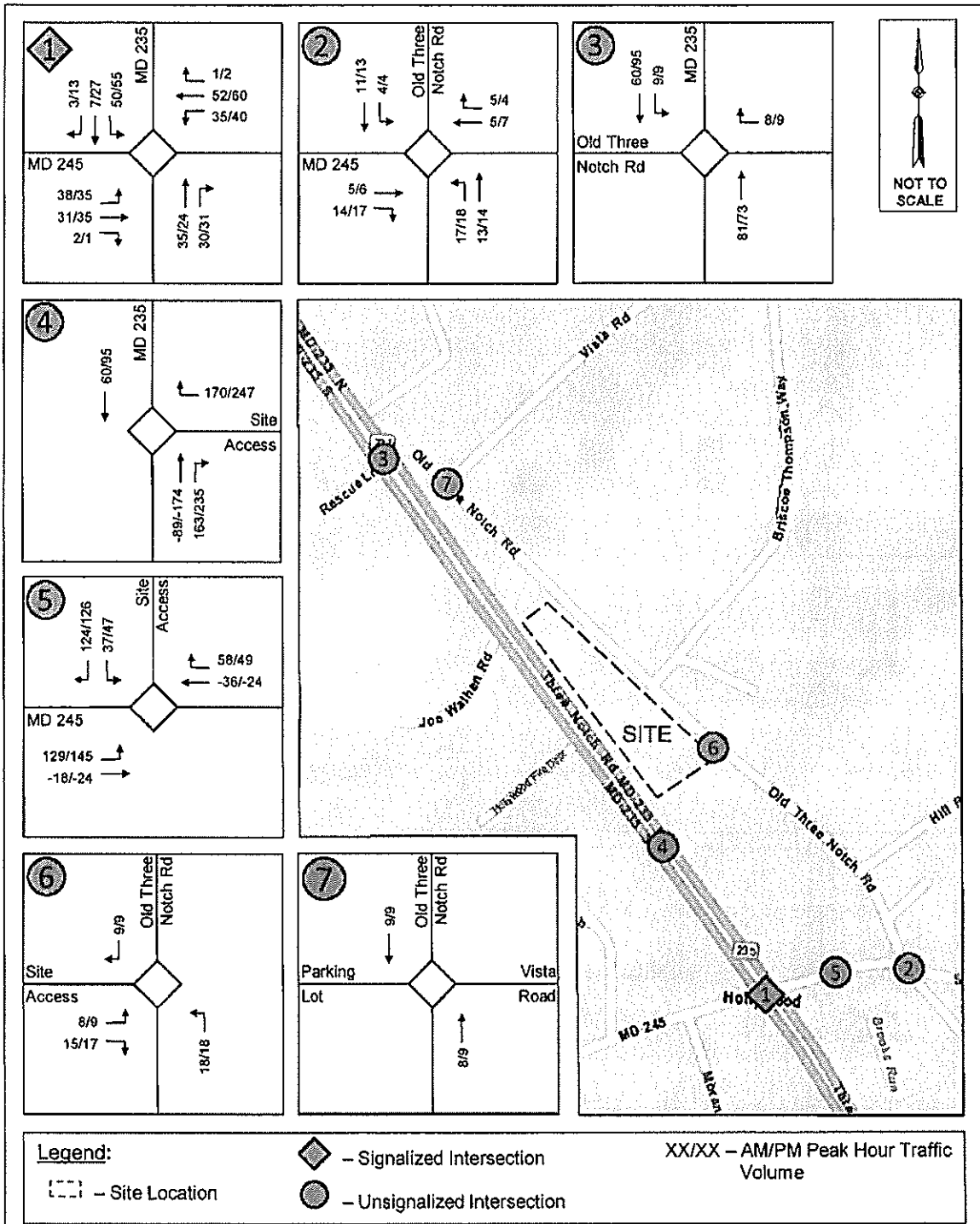
- Inbound trips: 65% assigned to the MD 245 access point, 20% assigned to the MD 235 access point, and 15% assigned to the Old Three Notch Road access point
- Outbound trips: 60% assigned to the MD 245 access point, 25% assigned to the MD 235 access point, and 15% assigned to the Old Three Notch Road access point

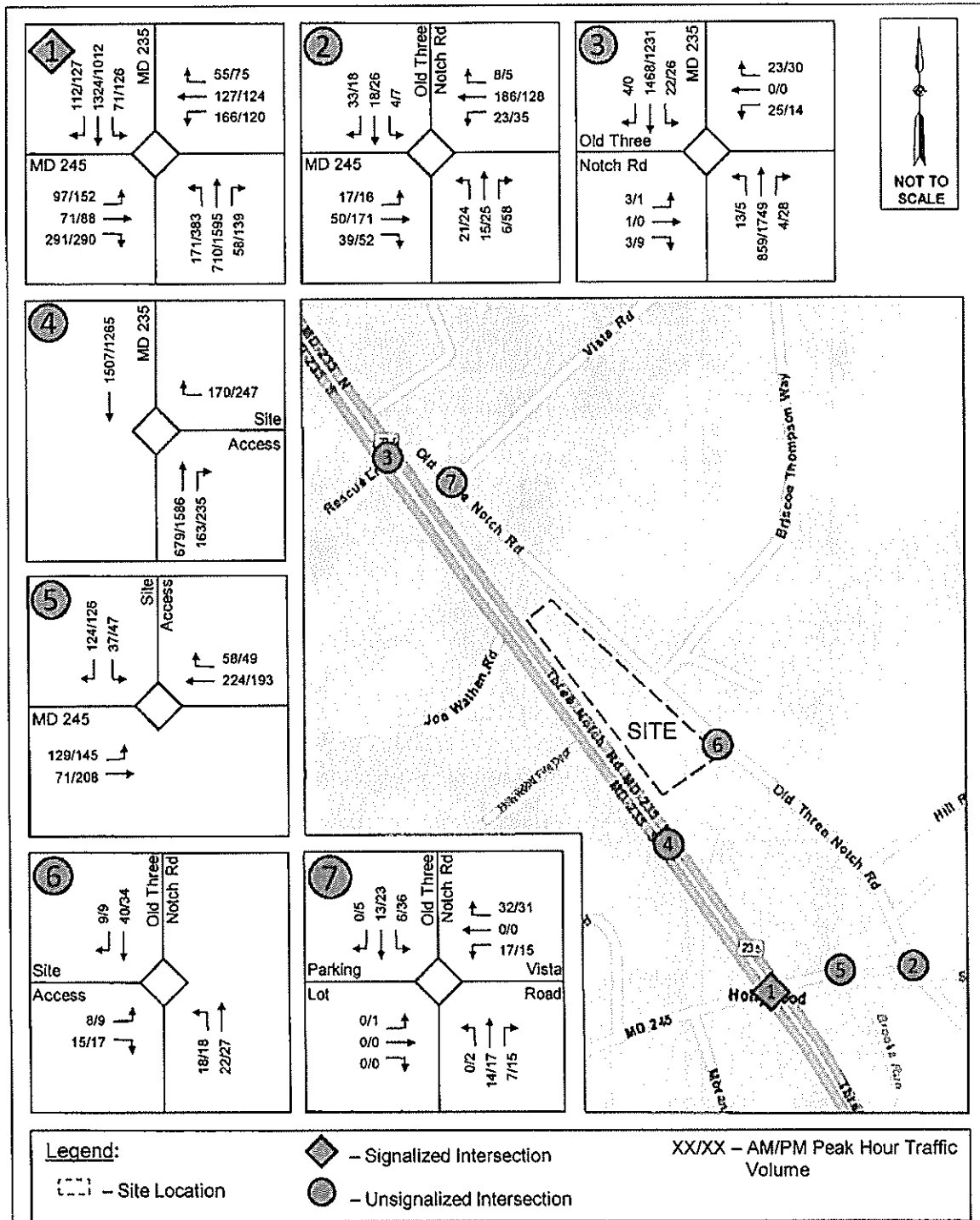
Figures displaying background conditions and volumes include:

- Figure 4: Future lane use and traffic control based on the geometry changes to study area roadways to be constructed as part of the Hollywood Commercial Center.
- Figure 5: 2020 base peak hour traffic volumes, which represent the existing traffic volumes increased by the annual traffic growth rate to the year 2020.
- Figure 6: Aggregated vehicle trips generated by approved background developments. Figures showing the trip assignment for individual background developments are contained in Appendix F.
- Figure 7: 2020 background peak hour traffic volumes, calculated by adding the trips shown on Figure 6 to the 2020 base background volumes on Figure 5.









ANALYSIS OF BACKGROUND CONDITIONS - 2020

Intersection capacity analyses were conducted for 2020 background traffic volumes using the same CLV method as used for existing conditions. The Hollywood area CLV and LOS standard is 1300 (LOS C). The results of the 2020 background analyses are shown in Table 5. The CLV summary worksheets are contained in Appendix E.

Intersection	Existing		Background	
	AM	PM	AM	PM
1. MD 235 & MD 245	1117 B	1146 B	1185 C	1279 C
2. Old Three Notch Rd & MD 245	232 A	312 A	280 A	388 A
3. MD 235 & Old Three Notch Rd	790 A	927 A	871 A	1033 B
4. MD 235 & Site Access (Right-in/Right-out)	-	-	829 A	1119 B
5. MD 245 & Site Access	-	-	390 A	385 A
6. Old Three Notch Rd & Site Access	-	-	90 A	87 A
7. Old Three Notch Rd and Vista Rd	66 A	104 A	76 A	117 A

1117-Critical Lane Volume
B- Level of Service

Under background 2020 conditions, all intersections operate at a level of service C or better in the weekday AM and PM peak hours. The following changes to level of service occur at study intersections due to the addition of background growth and background development trips:

- MD 235 and MD 245 – AM and PM Peak Hour – LOS changes from B to C
- MD 235 & Old Three Notch Road – PM Peak Hour – LOS changes from A to B

The three site driveways operate at a LOS B or better during both peak hours.

TOTAL FUTURE CONDITIONS - 2020

Traffic volumes under total future 2020 conditions represent future traffic volumes with the development of the proposed Hollywood Auto facility. The analysis for 2020 assumes that all three site driveways and roadway improvements associated with the adjacent Hollywood Commercial Center development will be in place.

SITE TRIP GENERATION

Peak hour and daily traffic volumes generated by the proposed automobile sales facility were calculated using average trip generation rates for land use code 841, Automobile Sales, found in the *ITE Trip Generation Manual, 9th Edition*. The *Trip Generation Manual* was used in the absence of automobile sales data in Schedule 70.7.4 of the St. Mary's County Comprehensive Zoning Ordinance.

A summary of the peak hour and daily trip generation is shown in Table 6.

Development	Quantity	Traffic Volumes						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Automobile Sales Facility – LU Code 841	30,000 SF	44	14	58	32	47	79	969

SITE TRIP DISTRIBUTION AND ASSIGNMENT

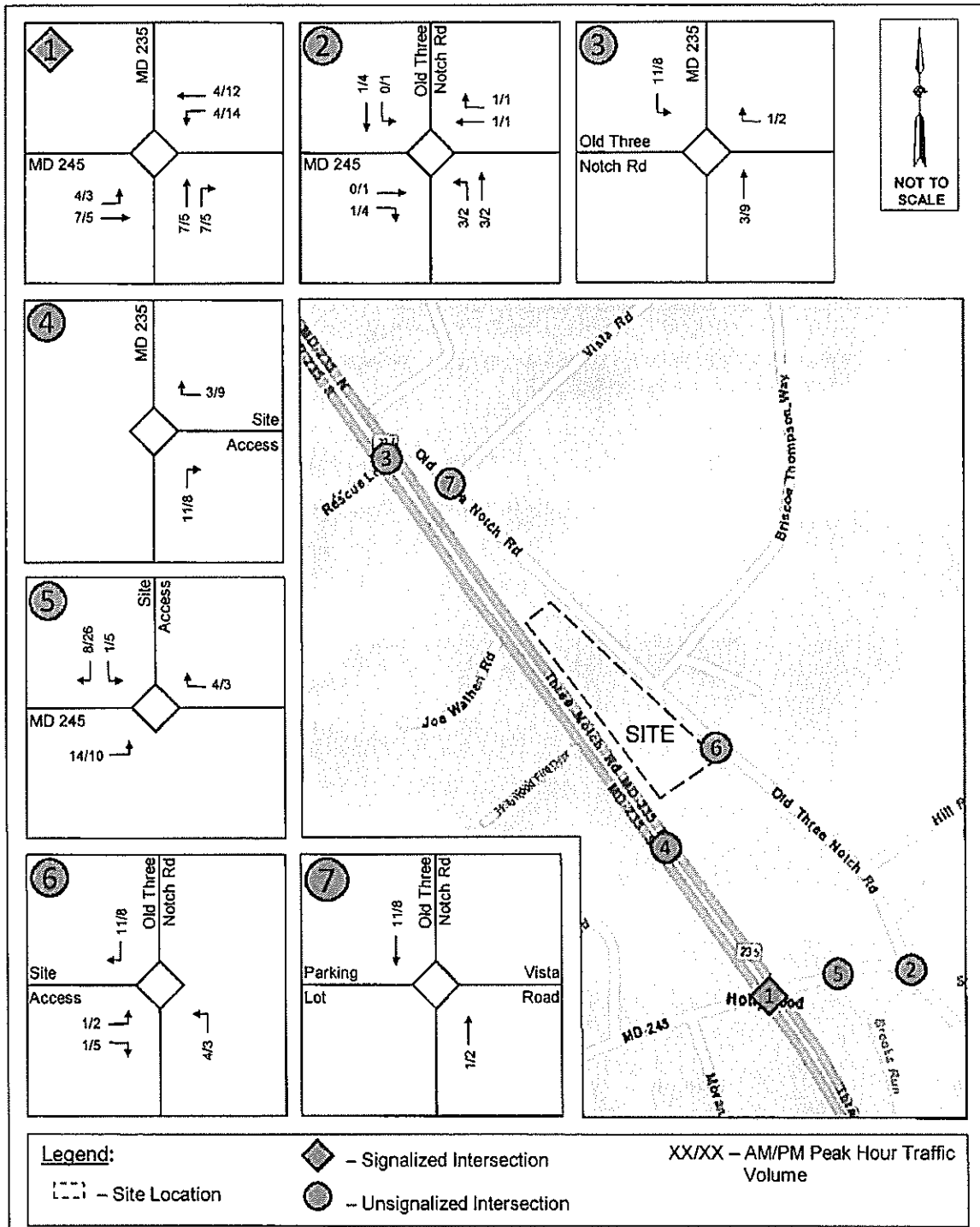
Site generated trips were distributed to the study area roadways based on the directional distribution of traffic summarized in Table 7 below. This distribution is based on the distribution used for the Hollywood Commercial Center background development traffic, but with a higher percentage of trips to and from the south on MD 235 in response to St. Mary's County comments.

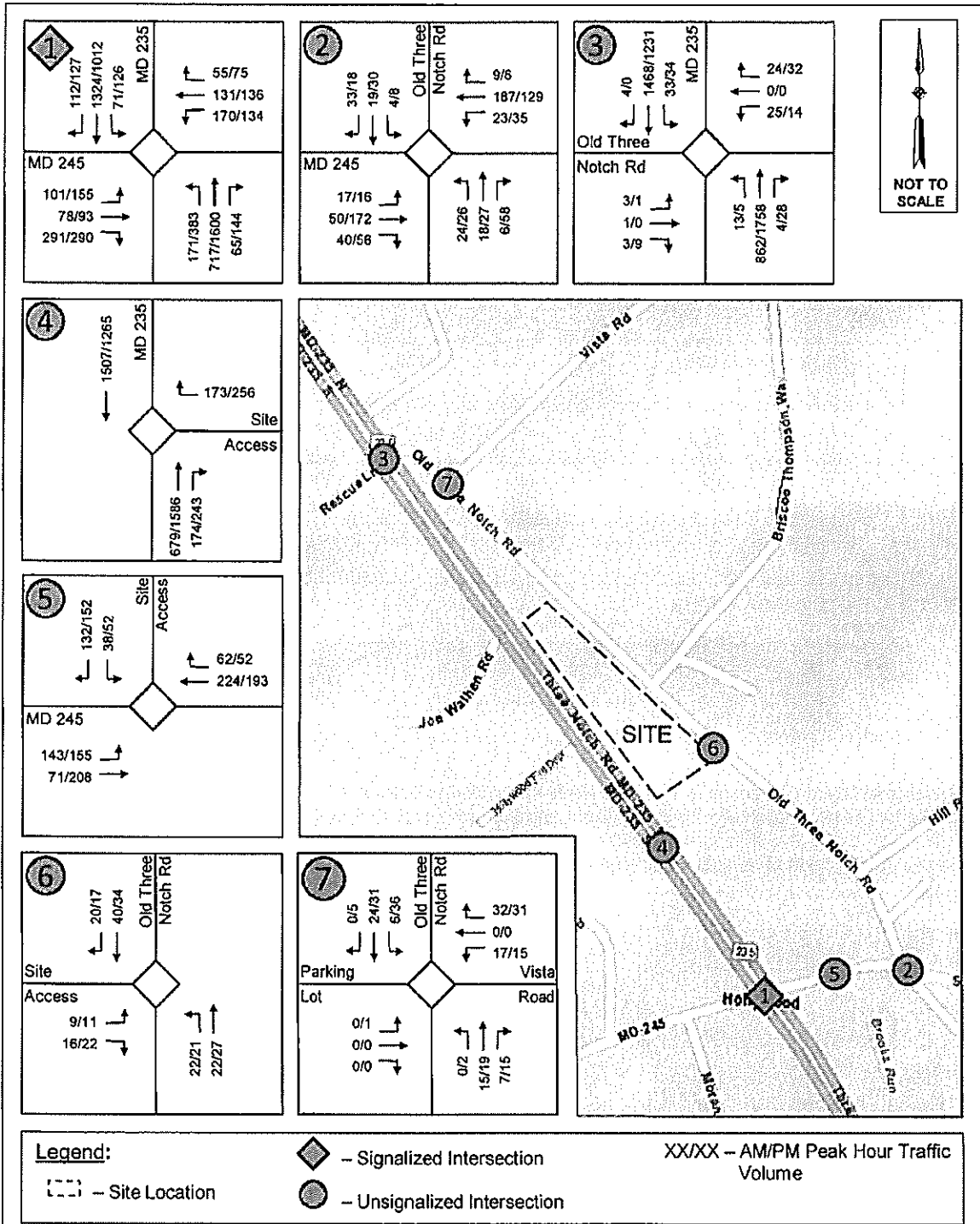
Direction To/From	Percentage
To/From North on MD 235	25%
To/From South on MD 235	30%
To/From East on MD 245	5%
To/From West on MD 245	25%
To/From South on Old Three Notch Road	15%

Site generated trips were assigned to the three site driveways based on the direction of approach or departure and the location of the proposed development relative to the location of each driveway. The trip assignments to each site driveway are as follows:

- Site Driveway 4 (right-in/right-out along MD 235) – 25% of inbound trips, 20% of outbound trips.
- Site Driveway 5 (full-movement along MD 245) – 45% of inbound trips, 65% of outbound trips.
- Site Driveway 6 (full-movement along Old Three Notch) – 35% of inbound trips, 15% of outbound trips.

The assignment of site generated trips to the study intersections is shown on Figure 8. 2020 total future volumes were calculated by adding the trips generated by the proposed development shown on Figure 8 to the 2020 background traffic volumes shown on Figure 7. The resulting 2020 total future traffic volumes at the study intersections are shown on Figure 9.





ANALYSIS OF TOTAL FUTURE CONDITIONS - 2020

Intersection capacity analyses were conducted for the total future 2020 traffic volumes using the same CLV method as discussed previously. The Hollywood area CLV and LOS standard is 1300 (LOS C). The results of the 2020 total future analyses, and 2020 background and existing conditions analyses, are shown in Table 8. The CLV summary worksheets are contained in Appendix E.

Table 8: Capacity Analysis Results –2020 Total Future Conditions						
Intersection	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
1. MD 235 & MD 245	1117 B	1146 B	1185 C	1279 C	1189 C	1297 C
2. Old Three Notch Rd & MD 245	232 A	312 A	280 A	388 A	288 A	398 A
3. MD 235 & Old Three Notch Rd	790 A	927 A	871 A	1033 B	872 A	1048 B
4. MD 235 & Site Access (Right-in/Right-out)	-	-	829 A	1119 B	829 A	1128 B
5. MD 245 & Site Access	-	-	390 A	385 A	405 A	400 A
6. Old Three Notch Rd & Site Access	-	-	90 A	87 A	107 A	105 A
7. Old Three Notch Rd and Vista Rd	66 A	104 A	76 A	117 A	79 A	121 A

1117-Critical Lane Volume
B- Level of Service

Under total future conditions in 2020, all study intersections perform at a level of service C or better during the weekday AM and PM peak hours and therefore meet the LOS standard for the Hollywood area of St. Mary's County. All proposed site access points operate at a level of service B or better. There are no changes in level of service that result from the Hollywood Auto facility.

QUEUING ANALYSIS

In addition to the capacity analysis, queueing analysis was performed for all study intersections. Vehicle queue lengths were calculated using the queueing analysis guidelines provided by SHA. For a signalized intersection, the number of vehicles queued per cycle is based on the critical lane volume multiplied by the cycle length in seconds divided by 3,600. The queue length per cycle is calculated by multiplying the number of vehicles per cycle by an assumed vehicle length of 25 feet and a surge factor of 1.4. For an unsignalized intersection, the critical gap for the movement is determined by the major street running speed and number of lanes. If the average gap between opposing vehicles is greater than the critical gap, the signalized intersection procedure is used with a cycle length equal to the critical gap plus four seconds of start up time.

The maximum queue length for the AM and PM peak hours for each scenario is shown in Table 9 below and on the following page. Queue length calculations are contained in Appendix G.

Table 9: Queueing Analysis Maximum Queue Length (feet)							
Intersection Movement	Available Storage	AM Peak Hour			PM Peak Hour		
		Existing (2015)	Background (2020)	Total Future (2020)	Existing (2015)	Background (2020)	Total Future (2020)
1. MD 235 & MD 245							
Northbound Left	415	190	200	200	425	447	447
Southbound Left	375	23	83	83	79	147	147
Westbound Thru/Left	-	229	-	-	160	-	-
Westbound Left	200	-	194	198	-	140	156
Westbound Thru	-	-	148	153	-	145	159
Eastbound Thru/Left	-	110	-	-	188	-	-
Eastbound Left	180	-	113	118	-	177	181
Eastbound Thru	105	-	83	91	-	103	109
2. Old Three Notch Rd & MD 245							
Northbound LTR	-	1	4	5	7	11	11
Southbound Thru/Left	-	1	2	2	2	3	4
3. MD 235 & Old Three Notch Rd							
Southbound Left	375	11	19	29	14	23	30
Westbound LTR	-	33	42	43	29	39	40
4. MD 235 & Site Access							
Westbound Right	-	-	149	151	-	216	224

Table 9: Queuing Analysis Maximum Queue Length (feet)							
Intersection		AM Peak Hour			PM Peak Hour		
Movement	Available Storage	Existing (2015)	Background (2020)	Total Future (2020)	Existing (2015)	Background (2020)	Total Future (2020)
5. MD 245 and Site Access							
Southbound Right	-	-	13	13	-	13	16
Southbound Left	200	-	4	4	-	41	46
Eastbound Left	50	-	11	13	-	13	14
6. Old Three Notch Rd & Site Access							
Northbound Left	-	-	2	2	-	2	2
Eastbound Left	-	-	1	1	-	1	1
7. Old Three Notch Rd & Vista Rd							
Westbound LTR	-	5	5	5	4	5	5

The queuing analysis results show that the proposed development will contribute no more than 16 additional feet to any given queue length. This is equal to less than one car length. Analysis results for each intersection are discussed below.

MD 235 & MD 245

- The northbound left turn lane is 415 feet with a 75-foot taper. Existing queues exceed the available storage during the PM peak hour. The proposed development does not affect this movement.
- The southbound left turn lane is 375 feet with a 75-foot taper. All queues will be accommodated.
- Under existing conditions, there is 120 feet of available space for the westbound through/left queue before the right turn lane is blocked. This space is exceeded by existing queues. An auxiliary lane constructed along the site frontage on MD 245 as part of the Hollywood Commercial Center development will extend the right turn lane, and construction of a 200-foot exclusive westbound left turn lane will reduce queues in the adjacent through lane. Thus, all queues will be accommodated.
- Under total future conditions during the PM peak hour, the eastbound left maximum queue length will exceed the available storage by one foot. This represents a four-foot increase from background conditions.
- Under total future conditions during the PM peak hour, the eastbound through movement maximum queue will exceed the available storage by four feet. This represents a six-foot increase from background conditions. The available storage for the through movement is defined as the stacking distance before the limits of the full width section of the adjacent right turn lane.

Old Three Notch Road & MD 245

Little to no queuing will occur at this intersection.

Old Three Notch Road & Vista Road

Little to no queueing will occur at this intersection.

MD 235 & Site Access 4 (R/I/RO)

The westbound right (site exit movement) maximum queue length will extend into the site's internal roadway network. 50 feet of space is available for queues, plus an additional 250 feet beyond the nearest internal intersection. Vehicles queued on this link will not impact site circulation and will not affect the public roadway network.

MD 245 & Site Access 5

Little queueing will occur at this intersection. An eastbound left turn lane into the site will prevent blockage of the through lane. The site access throat length is sufficient for exiting queues.

Old Three Notch Road & Site Access 6

Little to no queueing will occur at this intersection.

CONCLUSIONS AND RECOMMENDATIONS

As a result of this study, it is concluded that the area roadway network will accommodate the proposed development with minor changes.

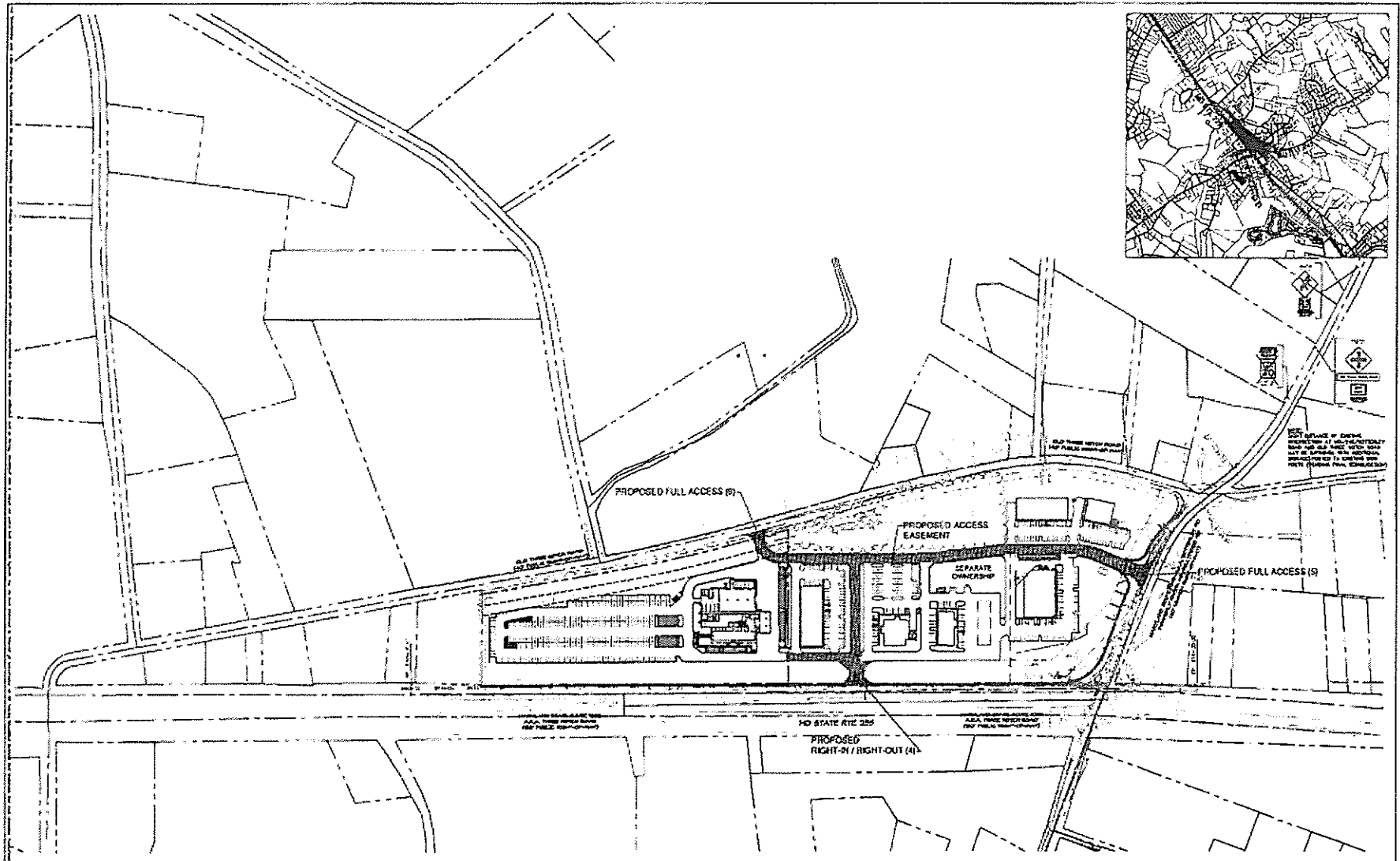
All study intersections operate within the St. Mary's County's standard of level of service C or better (maximum CLV of 1300) for the Hollywood area. All site access points operate at a level of service B or better.

All study intersection maximum queue lengths will be accommodated for those movements which are affected by site generated traffic, with the exception of the eastbound left turn and eastbound through movements at the intersection of MD 235 and MD 245. The queue for the eastbound left turn movement will exceed the available storage by one foot. The queue for the eastbound through movement will exceed the available storage by four feet.

To accommodate the additional stacking distance, the eastbound left turn lane storage area will be increased from 180 feet to 185 feet. The eastbound through movement storage area will be increased from 105 feet to 110 feet. The updated storage lengths are reflected in the Concept Right-Of-Way Improvements plan included in Appendix I.

APPENDIX

APPENDIX A
Site Access Exhibit



NO.	REVISIONS	DATE	BY

Kimley»Horn
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 PHONE: 410-781-5130
 WWW.KIMLEY-HORN.COM

OWN PROJECT
 115001336
 DATE
 10/25/2018
 SCALE AS SHOWN
 DRAWN BY
 CHECKED BY

HOLLYWOOD AUTO
 PREPARED FOR
 WINEGARDNER MOTOR COMPANY
 ST MARY'S COUNTY MARYLAND

MD RTE 235, MD RTE 245 & OLD
 THREE NOTCH ROAD
 PROPOSED ENTRANCE EXHIBIT

SHEET NUMBER
 EXHIBIT

APPENDIX B

Scoping Agreement

Frank, Kelley

From: Falk, Kathy
Sent: Friday, November 04, 2016 12:14 PM
To: Frank, Kelley
Subject: FW: Hollywood Auto - Traffic Study parameters

-----Original Message-----

From: John Groeger [mailto:John.Groeger@stmarysmd.com]
Sent: Tuesday, October 11, 2016 2:21 PM
To: Falk, Kathy <Kathy.Falk@kimley-horn.com>; EFlorence@sha.state.md.us
Cc: Leffner, Nick <Nick.Leffner@kimley-horn.com>
Subject: Re: Hollywood Auto - Traffic Study parameters

Hi Kathy, I don't recall a conversation regarding scoping, and usually take notes which I don't see upon review. The Vista Road/Old Three Notch Rd intersection should be included in the study limits, since it is the first collector road intersection from the rear site access. Other than that, the scope looks good.

John

>>> <Kathy.Falk@kimley-horn.com> 10/11/2016 1:58 PM >>>
Erich and John,

We're wrapping up our traffic impact study for the Hollywood Auto site in Hollywood, MD. This site is adjacent to the Hollywood Commercial Center site at the intersection of MD 235 and MD 245 that was recently approved. Hollywood Auto does not include any new driveways or access points, rather the report simply includes additional trips through the previously approved driveway locations and intersections. One of the appendices in our study contains scoping correspondence. As a result, we feel it would be appropriate to document the conversations Nick Leffner and I have had with you recently regarding the scope of the study. During those calls, we discussed the scope for the traffic study and agreed that it could follow the same parameters as the Hollywood Commercial Center, due to the proximity to that site, and that we could use the same existing traffic counts, since they are less than 2 years old. Below is a re-cap of the study parameters:

Study Intersections:

- * MD 235 and MD 245 (signalized intersection)
- * MD 235 and proposed site access (right-in/right-out)
- * MD 235 and Old Three Notch Road (unsignalized intersection)
- * Old Three Notch Road and proposed site access (full access)
- * MD 245/Sotterley Road and Old Three Notch Road (unsignalized intersection)
- * MD 245/Sotterley Road and proposed site access (full access)

The following background developments and associated undeveloped lots within the study area will be included (developments 1-3 are shown as they existed in March 2015 when the existing turning movement counts were collected):

1. Twin Ponds, Section 2 - 64 single family homes
2. Broad Creek - 54 single family homes (180 units approved, 54 units remaining to be built)
3. Woodmore Subdivision - 50 single family homes
4. Hollywood Commercial Center (13,300 sf pharmacy/drug store with drive-through window, 5,000 sf super convenience market with 16-vehicle fueling positions, 4,900 sf high-turnover sit-down restaurant, and a 27,000 sf shopping center)

Analysis Periods and Methods:

- * Intersection turning movement counts taken in March 2015 for the Hollywood Commercial Center during the following time periods will be used as the basis for analysis:
 - * Weekday AM peak period 6:00am to 9:00am
 - * Weekday PM peak period 4:00pm to 7:00pm
- * Capacity analyses will be conducted using HCM and critical lane volume (CLV) methodology for the study intersections.
- * We will use the approved Hollywood Commercial Center traffic study as a basis for the trip generation, distribution patterns and assignment for the background developments, including the Hollywood Commercial Center.
- * Queuing analysis will be performed for the study intersections

If you could kindly reply that you agree with these parameters, we will include this correspondence in our traffic study report.

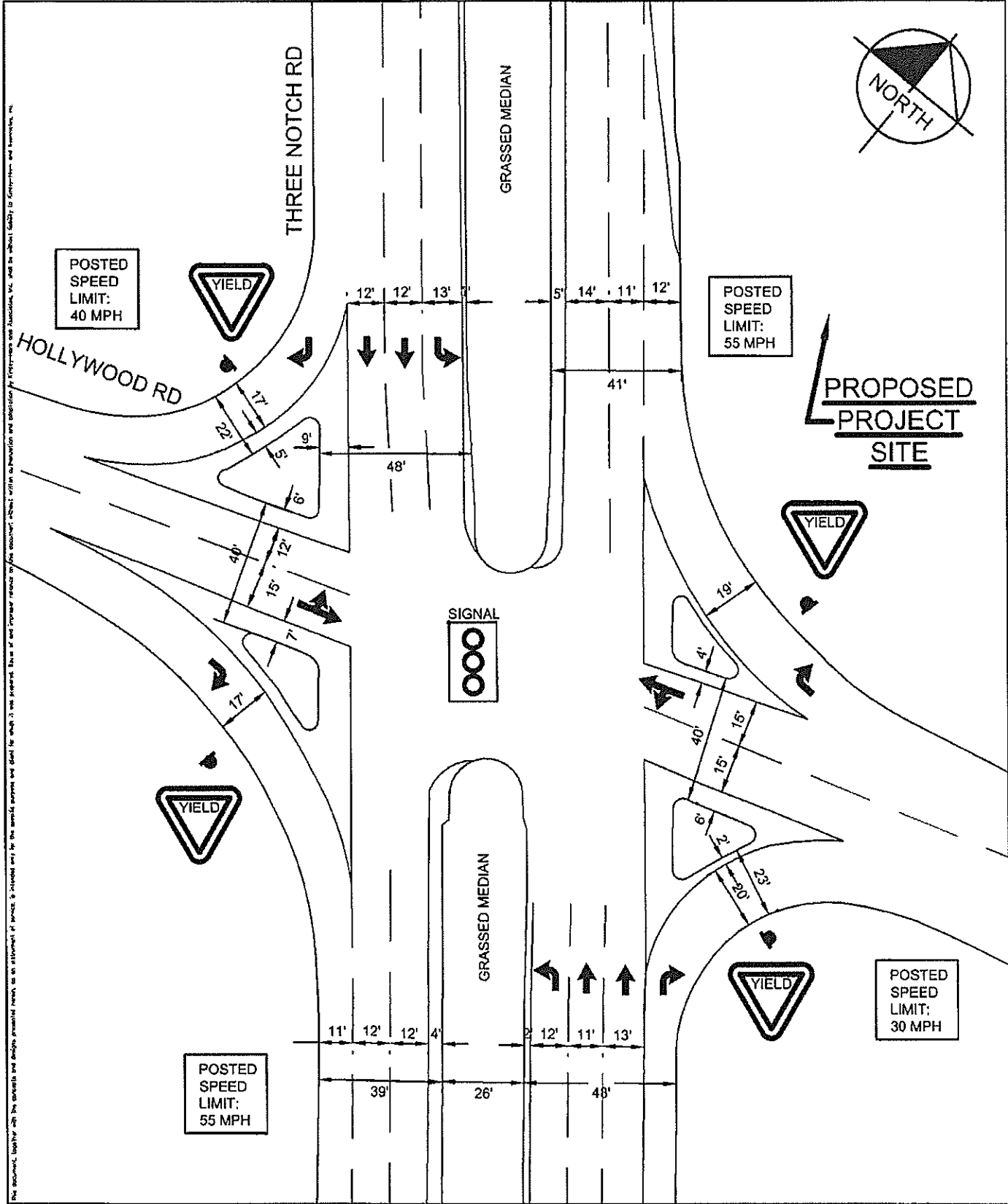
Thank you,

Kathy

Katherine W. Falk, P.E., PTOE
Kimley-Horn | 1215 East Fort Avenue, Suite 304, Baltimore, MD 21230
Direct: 667 401 5335 | Mobile: 410 533 4848 |
www.kimley-horn.com<<http://www.kimley-horn.com/>>
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APPENDIX C

Intersection Diagrams



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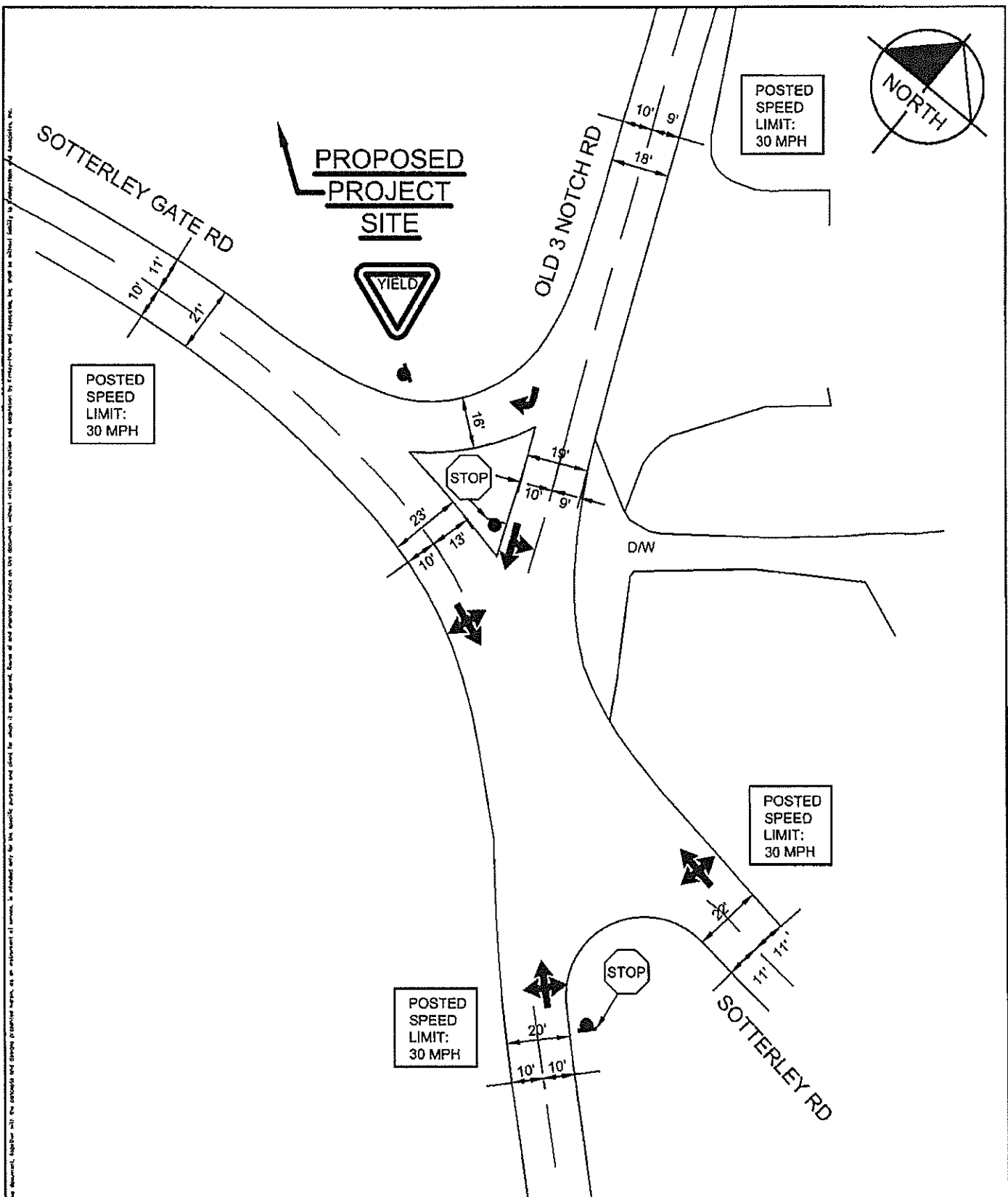
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HOLLYWOOD AUTO

- INTERSECTION 1 -
 THREE NOTCH ROAD AT
 SOTTERLEY ROAD

KHA PROJECT	11301336
DATE	11/21/2016
SCALE	N.T.S.
DESIGNED BY	---
DRAWN BY	---
CHECKED BY	---

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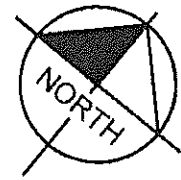
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HOLLYWOOD AUTO

- INTERSECTION 2 -
 SOTTERLEY ROAD AT
 OLD THREE NOTCH ROAD

KHA PROJECT	11301336
DATE	11/21/2016
SCALE	N.T.S.
DESIGNED BY	---
DRAWN BY	---
CHECKED BY	---



THREE NOTCH RD

POSTED
SPEED
LIMIT:
55 MPH



RESCUE LN

OLD 3 NOTCH RD



POSTED
SPEED
LIMIT:
55 MPH

POSTED
SPEED
LIMIT:
30 MPH

PROPOSED
PROJECT
SITE

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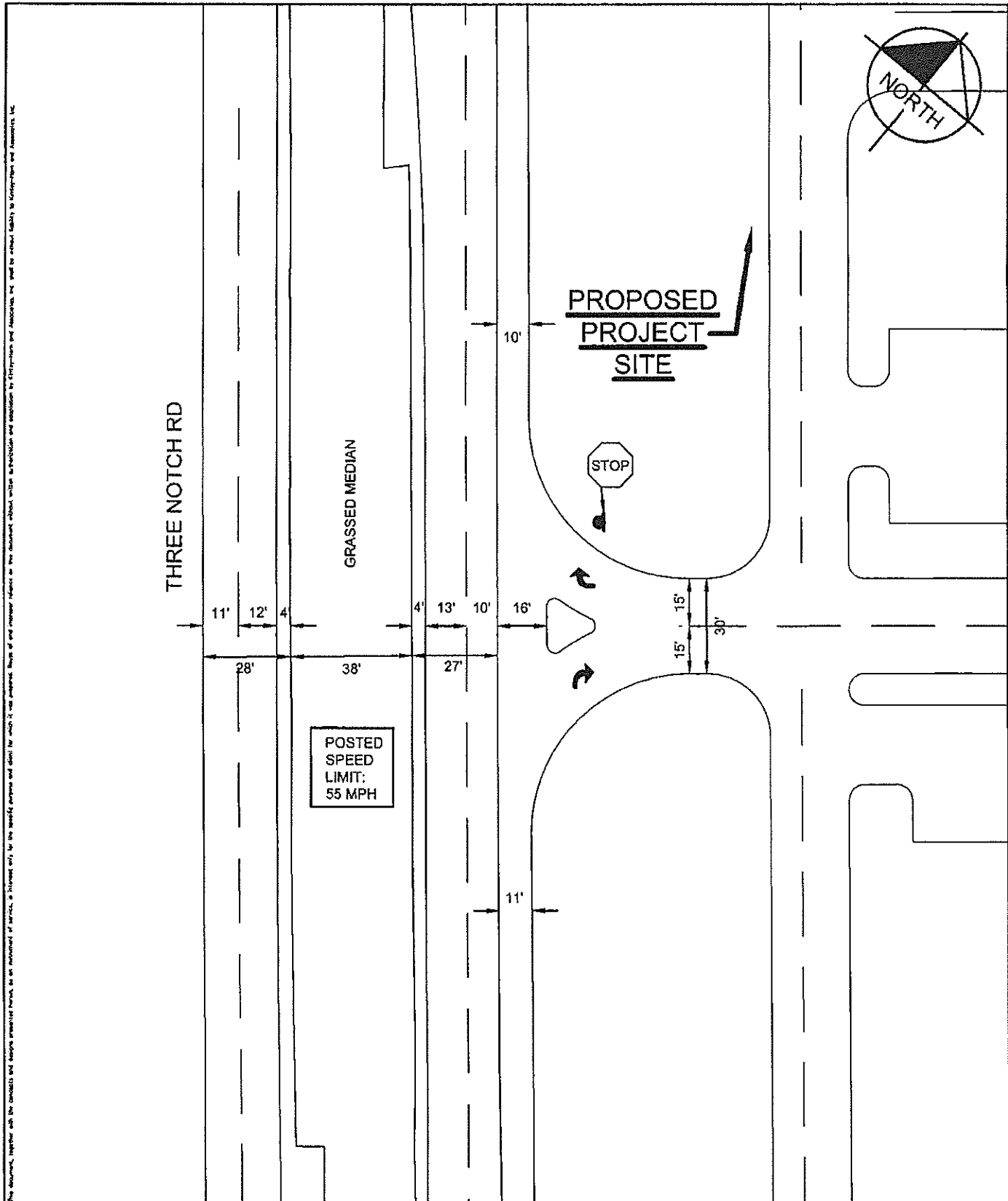
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HOLLYWOOD AUTO

- INTERSECTION 3 -
OLD THREE NOTCH ROAD
AT THREE NOTCH ROAD

KHA PROJECT	11301336
DATE	11/21/2016
SCALE	N.T.S.
DESIGNED BY	
DRAWN BY	
CHECKED BY	

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HOLLYWOOD AUTO

- INTERSECTION 4 -
 PROPOSED RIGHT-IN/OUT
 AT THREE NOTCH ROAD

KHA PROJECT	11301336
DATE	11/21/2016
SCALE	N.T.S.
DESIGNED BY	---
DRAWN BY	---
CHECKED BY	---



**PROPOSED
PROJECT
SITE**



POSTED
SPEED
LIMIT:
30 MPH

SOTTERLEY GATE RD

24'
11' 10'

24'
11' 10'

36'
12' 12' 12'

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HOLLYWOOD AUTO

- INTERSECTION 5 -
PROPOSED FULL ACCESS
AT SOTTERLEY ROAD

KHA PROJECT	11301336
DATE	11/21/2016
SCALE	N.T.S.
DESIGNED BY
DRAWN BY
CHECKED BY

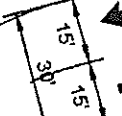


**PROPOSED
PROJECT
SITE**

OLD 3 NOTCH RD

POSTED
SPEED
LIMIT:
30 MPH

STOP



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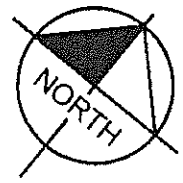
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HOLLYWOOD AUTO

- INTERSECTION 6 -
PROPOSED FULL ACCESS
AT OLD THREE NOTCH
ROAD

KHA PROJECT	1130-336
DATE	11/21/2016
SCALE	N.T.S.
DESIGNED BY	----
DRAWN BY	----
CHECKED BY	----



3 NOTCH RD

OLD 3 NOTCH RD

VISTA RD

SPEED
LIMIT
NOT
POSTED

EXISTING
PARKING LOT

PROPOSED
PROJECT
SITE

POSTED
SPEED
LIMIT:
30 MPH

19'
10' 9"

19'
9' 10"

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HOLLYWOOD AUTO

- INTERSECTION 7 -
OLD THREE NOTCH ROAD
AT VISTA ROAD

KHA PROJECT	11301336
DATE	11/21/2016
SCALE	N.T.S.
DESIGNED BY	----
DRAWN BY	----
CHECKED BY	----

APPENDIX D

Traffic Count Summaries

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 23S
and: Old Three Notch Road
Location: Prince George's County, Maryland

Counted by: VCU
Date: March 17, 2015
Weather: Sunny/Cool
Entered by: SN

Tuesday
Star Rating: 5



TIME	TRAFFIC FROM NORTH on: MD 23S					TRAFFIC FROM SOUTH on: MD 23S					TRAFFIC FROM EAST on: Old Three Notch Road					TRAFFIC FROM WEST on: Rescue Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
0:00 - 0:15	0	217	2	1	220	0	138	0	0	138	5	0	3	0	8	0	0	0	0	0	366
0:15 - 0:30	0	273	2	2	277	1	134	0	0	135	3	0	3	0	6	0	0	0	0	0	418
0:30 - 0:45	0	273	0	1	274	0	157	0	0	157	1	0	4	0	5	0	0	0	0	0	436
0:45 - 7:00	0	347	3	0	350	2	166	0	0	168	6	0	7	0	13	0	0	0	0	0	531
7:00 - 7:15	0	301	2	1	304	0	171	2	0	173	5	0	7	0	12	1	0	0	0	1	490
7:15 - 7:30	1	341	3	1	346	1	226	3	0	230	4	0	6	0	10	0	0	2	0	2	588
7:30 - 7:45	0	371	2	0	373	1	166	4	0	171	2	0	8	0	10	2	0	1	0	3	557
7:45 - 8:00	3	327	2	1	333	2	177	3	0	182	3	0	3	0	6	0	1	0	0	1	522
8:00 - 8:15	1	280	5	0	288	1	154	1	0	156	2	0	5	0	7	1	0	0	0	1	450
8:15 - 8:30	0	285	3	0	288	0	161	1	1	163	6	0	3	0	9	0	0	1	0	1	481
8:30 - 8:45	2	220	3	2	227	3	144	0	0	147	1	0	4	0	5	2	0	0	0	2	381
8:45 - 9:00	0	227	2	1	230	2	165	2	0	169	2	0	2	0	4	0	0	0	0	0	403
3 Hr Totals	7	3462	29	10	3508	13	1959	16	1	1989	40	0	55	0	95	6	1	4	0	11	6003
1 Hr Totals																					
8:00 - 7:00	0	1110	7	4	1121	3	595	0	0	598	16	0	17	0	32	0	0	0	0	0	1751
6:15 - 7:15	0	1194	7	4	1205	3	628	2	0	633	15	0	21	0	36	1	0	0	0	1	1675
6:30 - 7:30	1	1282	8	3	1274	3	720	5	0	728	16	0	24	0	40	1	0	2	0	3	2045
6:45 - 7:45	1	1380	10	2	1373	4	729	9	0	742	17	0	26	0	45	3	0	3	0	6	2166
7:00 - 8:00	4	1340	9	3	1358	4	740	12	0	756	14	0	24	0	38	3	1	3	0	7	2157
7:15 - 8:15	5	1319	12	2	1338	5	723	11	0	739	11	0	22	0	33	3	1	3	0	7	2117
7:30 - 8:30	4	1263	12	1	1280	4	658	9	1	672	13	0	19	0	32	3	1	2	0	6	1990
7:45 - 8:45	6	1112	13	3	1134	6	636	5	1	648	12	0	15	0	27	3	1	1	0	5	1814
8:00 - 9:00	3	1012	13	3	1031	6	624	4	1	635	11	0	14	0	25	3	0	1	0	4	1695
PEAK HOUR																					
6:45 - 7:45	1	1380	10	2	1373	4	729	9	0	742	17	0	26	0	45	3	0	3	0	6	2166
PM																					
4:00 - 4:15	0	197	7	2	206	10	360	1	1	372	6	0	2	0	8	1	0	0	0	1	587
4:15 - 4:30	0	209	5	2	216	6	410	1	0	417	3	0	1	0	4	0	0	0	0	0	637
4:30 - 4:45	0	210	1	0	211	11	432	3	0	446	3	0	1	0	4	6	0	2	0	8	669
4:45 - 5:00	0	256	7	4	267	14	430	2	1	447	3	0	4	0	7	3	0	0	0	3	724
5:00 - 5:15	0	292	0	1	293	1	406	0	0	407	7	0	3	0	10	3	0	1	0	4	714
5:15 - 5:30	0	230	0	0	230	4	394	1	0	399	2	0	3	0	5	3	0	0	0	3	637
5:30 - 5:45	0	303	0	4	307	8	365	1	0	374	8	0	3	0	11	0	0	0	0	0	692
5:45 - 6:00	0	223	0	1	224	3	284	0	0	287	9	0	8	0	17	1	1	0	0	2	530
6:00 - 6:15	0	197	2	1	200	1	260	0	0	261	5	0	1	0	6	0	0	0	0	0	457
6:15 - 6:30	1	196	6	0	203	6	242	0	0	248	2	0	1	0	3	1	0	0	0	1	455
6:30 - 6:45	0	181	3	0	184	1	171	0	0	172	0	0	3	0	3	0	0	0	0	0	359
6:45 - 7:00	0	169	1	1	171	1	172	0	1	174	1	0	1	0	2	0	0	0	0	0	347
3 Hr Totals	1	2663	32	16	2712	66	3916	9	3	3994	49	0	31	0	80	18	1	3	0	22	6806
1 Hr Totals																					
4:00 - 5:00	0	872	20	8	900	41	1632	7	2	1682	15	0	6	0	23	10	0	2	0	12	2617
4:15 - 5:15	0	967	13	7	987	32	1678	6	1	1717	16	0	9	0	25	12	0	3	0	15	2744
4:30 - 5:30	0	988	8	5	1001	30	1682	6	1	1699	15	0	11	0	26	15	0	3	0	18	2744
4:45 - 5:45	0	1081	7	9	1097	27	1595	4	1	1627	20	0	13	0	33	9	0	1	0	10	2797
5:00 - 6:00	0	1048	0	6	1054	18	1449	2	0	1487	26	0	17	0	43	7	1	1	0	9	2573
5:15 - 6:15	0	953	2	6	961	18	1293	2	0	1311	24	0	15	0	39	4	1	0	0	5	2316
5:30 - 6:30	1	919	8	6	934	18	1141	1	0	1160	24	0	13	0	37	2	1	0	0	3	2134
5:45 - 6:45	1	797	11	2	811	11	947	0	0	958	16	0	13	0	29	2	1	0	0	3	1801
6:00 - 7:00	1	743	12	2	758	9	835	0	1	845	8	0	6	0	14	1	0	0	0	1	1618
PEAK HOUR																					
4:45 - 5:45	0	1081	7	9	1097	27	1595	4	1	1627	20	0	13	0	33	9	0	1	0	10	2767

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 245
and: Old Three Notch Road
Location: Prince George's County, Maryland

Counted by: VCU
Date: March 17, 2015
Weather: Sunny/Cool
Entered by: SN

Tuesday
Star Rating: 5



TIME	TRAFFIC FROM NORTH on: Old Three Notch Road					TRAFFIC FROM SOUTH on: Old Three Notch Road					TRAFFIC FROM EAST on: MD 245					TRAFFIC FROM WEST on: MD 245					TOTAL N+S + E+W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
6:00 - 6:15	3	0	0	0	3	0	0	0	0	0	0	31	0	0	31	2	7	0	0	9	43	
6:15 - 6:30	6	1	0	0	7	0	0	1	0	1	0	29	5	0	34	3	5	0	0	8	50	
6:30 - 6:45	8	3	0	0	11	0	0	1	0	1	0	33	8	0	39	1	8	4	0	13	64	
6:45 - 7:00	4	4	0	0	8	0	0	0	0	0	0	31	5	0	36	1	12	3	0	16	60	
7:00 - 7:15	6	0	0	0	6	1	1	1	0	3	1	44	4	0	49	5	8	4	0	17	75	
7:15 - 7:30	8	2	0	0	10	0	1	2	0	3	1	42	5	0	48	5	5	7	0	17	78	
7:30 - 7:45	8	1	0	0	9	2	0	1	0	3	1	44	5	0	50	8	11	2	0	21	83	
7:45 - 8:00	9	4	0	0	13	3	0	0	0	3	0	42	8	0	50	6	19	3	0	28	94	
8:00 - 8:15	3	3	1	0	7	3	1	0	0	4	1	37	5	0	43	4	7	0	0	11	65	
8:15 - 8:30	4	4	0	0	8	5	0	0	0	5	0	31	3	0	34	7	12	1	1	21	68	
8:30 - 8:45	5	2	0	0	7	7	5	3	0	15	0	29	6	0	35	3	8	1	0	12	69	
8:45 - 9:00	4	1	0	0	5	3	0	1	0	4	1	26	6	0	33	10	7	1	1	19	61	
3 Hr Totals	68	25	1	0	94	24	8	10	0	42	5	419	58	0	482	55	109	26	2	192	810	
1 Hr Totals																						
6:00 - 7:00	21	8	0	0	29	0	0	2	0	2	0	124	16	0	140	7	32	7	0	46	217	
6:15 - 7:15	24	6	0	0	32	1	1	3	0	5	1	137	20	0	158	10	33	11	0	54	249	
6:30 - 7:30	26	9	0	0	35	1	2	4	0	7	2	150	20	0	172	12	33	18	0	63	277	
6:45 - 7:45	26	7	0	0	33	3	2	4	0	9	3	161	19	0	183	19	36	16	0	71	296	
7:00 - 8:00	31	7	0	0	38	6	2	4	0	12	3	172	22	0	197	24	43	16	0	83	330	
7:15 - 8:15	28	10	1	0	39	8	2	3	0	13	3	165	23	0	191	23	42	12	0	77	320	
7:30 - 8:30	24	12	1	0	37	13	1	1	0	15	2	154	21	0	177	25	49	8	1	81	310	
7:45 - 8:45	21	13	1	0	35	18	6	3	0	27	1	139	22	0	162	20	48	5	1	72	296	
8:00 - 9:00	16	10	1	0	27	18	6	4	0	28	2	123	20	0	145	24	34	3	2	63	263	
PEAK HOUR																						
7:00 - 8:00	31	7	0	0	38	8	2	4	0	12	3	172	22	0	197	24	43	16	0	83	330	
PM																						
4:00 - 4:15	2	1	1	0	4	17	3	4	0	24	0	27	7	0	34	3	36	8	0	49	111	
4:15 - 4:30	3	1	2	0	6	6	5	3	0	14	0	20	2	0	22	11	38	1	1	51	83	
4:30 - 4:45	6	2	0	0	8	14	2	2	0	18	1	28	4	0	33	10	51	4	0	65	124	
4:45 - 5:00	6	4	0	0	10	15	2	2	0	19	1	30	7	0	38	8	37	8	1	52	119	
5:00 - 5:15	4	1	1	0	6	13	4	2	0	19	0	25	13	0	38	10	44	5	0	59	122	
5:15 - 5:30	4	3	1	0	8	13	3	0	0	16	0	27	8	0	35	11	39	1	0	51	110	
5:30 - 5:45	3	4	1	0	8	14	1	2	0	17	0	33	5	0	38	4	37	2	0	43	106	
5:45 - 6:00	6	1	2	0	9	11	3	3	0	17	0	25	6	0	31	9	54	4	0	67	124	
6:00 - 6:15	5	1	0	0	6	9	2	2	0	13	0	20	8	0	28	0	42	8	0	48	95	
6:15 - 6:30	5	4	2	0	11	14	2	2	0	18	1	30	4	0	35	3	28	2	0	33	97	
6:30 - 6:45	4	1	0	0	5	8	2	3	0	11	0	23	7	0	30	4	20	4	1	29	75	
6:45 - 7:00	1	1	0	0	2	9	0	0	0	9	1	24	6	0	31	1	21	5	0	27	69	
3 Hr Totals	49	24	10	0	83	141	29	25	0	195	4	312	77	0	393	74	449	48	3	574	1245	
1 Hr Totals																						
4:00 - 5:00	17	8	3	0	28	52	12	11	0	75	2	105	20	0	127	32	164	19	2	217	447	
4:15 - 5:15	19	8	3	0	30	48	13	9	0	70	2	103	26	0	131	39	170	18	2	227	458	
4:30 - 5:30	20	10	2	0	32	55	11	6	0	72	2	110	32	0	144	39	171	18	1	227	475	
4:45 - 5:45	17	12	3	0	32	55	10	6	0	71	1	115	33	0	149	33	157	14	1	205	457	
5:00 - 6:00	17	9	5	0	31	51	11	7	0	69	0	110	32	0	142	34	174	12	0	220	462	
5:15 - 6:15	18	9	4	0	31	47	9	7	0	63	0	105	27	0	132	24	172	13	0	209	435	
5:30 - 6:30	19	10	5	0	34	48	8	9	0	65	1	108	23	0	132	16	161	14	0	191	422	
5:45 - 6:45	20	7	4	0	31	40	9	10	0	59	1	98	25	0	124	16	144	10	1	177	391	
6:00 - 7:00	15	7	2	0	24	38	6	7	0	51	2	97	25	0	124	8	111	17	1	137	336	
PEAK HOUR																						
4:30 - 6:30	20	10	2	0	32	55	11	6	0	72	2	110	32	0	144	39	171	18	1	227	475	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Old Three Notch Road
and: Vista Road
Location: St. Mary's County, MD

Counted by: VCU
Date: October 18, 2016
Weather: Fair, Warm
Entered by: ARG

Tuesday



Star Rating: 4

TIME	TRAFFIC FROM EAST on: Vista Road					TRAFFIC FROM WEST on: Business Access					TRAFFIC FROM SOUTH on: Old Three Notch Road					TRAFFIC FROM NORTH on: Old Three Notch Road					TOTAL N+S + E+W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:00 - 6:15	4	0	3	0	7	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	10
6:15 - 6:30	4	0	2	0	6	0	0	0	0	0	0	1	0	0	1	0	1	3	0	4	11
6:30 - 6:45	5	0	2	0	7	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3	11
6:45 - 7:00	6	0	6	0	12	0	0	0	0	0	2	0	0	0	2	0	0	5	0	5	19
7:00 - 7:15	8	0	2	0	10	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	12
7:15 - 7:30	6	0	3	0	9	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	14
7:30 - 7:45	10	0	6	0	16	0	0	0	0	0	3	2	0	0	5	0	0	5	0	5	26
7:45 - 8:00	7	0	5	0	12	0	0	0	0	0	2	2	0	0	4	0	1	1	0	2	18
8:00 - 8:15	4	0	1	0	5	0	0	0	0	0	2	0	0	0	2	0	1	3	0	4	11
8:15 - 8:30	6	0	5	0	11	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	14
8:30 - 8:45	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10
8:45 - 9:00	5	0	2	0	7	0	0	0	0	0	1	1	0	0	2	0	0	4	0	4	13
3 Hr Totals	73	0	38	0	111	0	0	0	0	0	13	11	0	0	24	0	7	27	0	34	169
1 Hr Totals																					
6:00 - 7:00	19	0	13	0	32	0	0	0	0	0	4	2	0	0	6	0	2	11	0	13	51
6:15 - 7:15	23	0	12	0	35	0	0	0	0	0	4	1	0	0	5	0	3	10	0	13	53
6:30 - 7:30	25	0	13	0	38	0	0	0	0	0	4	3	0	0	7	0	4	7	0	11	56
6:45 - 7:45	30	0	17	0	47	0	0	0	0	0	6	5	0	0	11	0	3	10	0	13	71
7:00 - 8:00	31	0	18	0	49	0	0	0	0	0	6	7	0	0	13	0	4	6	0	10	70
7:15 - 8:15	27	0	15	0	42	0	0	0	0	0	7	7	0	0	14	0	4	9	0	13	69
7:30 - 8:30	27	0	17	0	44	0	0	0	0	0	7	5	0	0	12	0	2	11	0	13	69
7:45 - 8:45	25	0	12	0	37	0	0	0	0	0	4	3	0	0	7	0	2	7	0	9	53
8:00 - 9:00	23	0	9	0	32	0	0	0	0	0	3	2	0	0	5	0	1	10	0	11	48
PEAK HOUR																					
8:45 - 7:45	30	0	17	0	47	0	0	0	0	0	6	5	0	0	11	0	3	10	0	13	71
PM																					
4:00 - 4:15	5	0	1	0	6	0	0	0	0	0	5	4	0	0	9	0	3	5	0	8	23
4:15 - 4:30	5	0	3	0	8	0	0	0	0	0	0	3	0	0	3	1	1	8	0	10	21
4:30 - 4:45	4	0	3	0	7	0	0	0	0	0	4	5	1	0	10	2	6	16	0	24	41
4:45 - 5:00	5	0	2	0	7	0	0	1	0	1	4	2	1	0	7	2	4	9	0	15	30
5:00 - 5:15	6	0	2	0	8	0	0	0	0	0	2	1	1	0	4	2	3	5	0	10	22
5:15 - 5:30	7	0	6	0	13	0	0	0	0	0	3	4	0	0	7	1	1	9	0	11	33
5:30 - 5:45	12	0	2	0	14	0	0	0	0	0	5	1	0	0	6	0	5	12	0	17	37
5:45 - 6:00	7	0	1	0	8	1	0	0	0	1	2	1	1	0	4	0	1	5	0	6	19
6:00 - 6:15	2	0	3	0	5	0	0	8	0	8	1	3	0	0	4	1	2	9	1	13	30
6:15 - 6:30	1	0	3	0	4	0	0	0	0	0	4	2	0	0	6	0	3	1	0	4	14
6:30 - 6:45	4	0	3	0	7	0	0	1	0	1	7	1	2	0	10	1	2	3	0	6	24
6:45 - 7:00	8	1	3	0	12	0	1	0	0	1	0	1	1	0	2	1	2	8	0	9	24
3 Hr Totals	66	1	34	0	101	1	1	10	0	12	37	28	7	0	72	11	33	68	1	133	318
1 Hr Totals																					
4:00 - 5:00	19	0	9	0	28	0	0	1	0	1	13	14	2	0	29	5	14	38	0	57	115
4:15 - 5:15	20	0	10	0	30	0	0	1	0	1	10	11	3	0	24	7	14	38	0	59	114
4:30 - 5:30	22	0	15	0	37	0	0	1	0	1	13	12	3	0	28	7	14	39	0	60	128
4:45 - 5:45	30	0	14	0	44	0	0	1	0	1	14	8	2	0	24	5	13	35	0	53	122
5:00 - 6:00	32	0	13	0	45	1	0	0	0	1	12	7	2	0	21	3	10	31	0	44	111
5:15 - 6:15	28	0	14	0	42	1	0	8	0	9	11	9	1	0	21	2	9	35	1	47	119
5:30 - 6:30	22	0	9	0	31	1	0	8	0	9	12	7	1	0	20	1	11	27	1	40	100
5:45 - 6:45	14	0	10	0	24	1	0	9	0	10	14	7	3	0	24	2	8	18	1	29	87
6:00 - 7:00	15	1	12	0	28	0	1	9	0	10	12	7	3	0	22	3	9	10	1	32	82
PEAK HOUR																					
4:30 - 5:30	22	0	15	0	37	0	0	1	0	1	13	12	3	0	28	7	14	39	0	60	128

APPENDIX E

Critical Lane Volume Analysis Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY

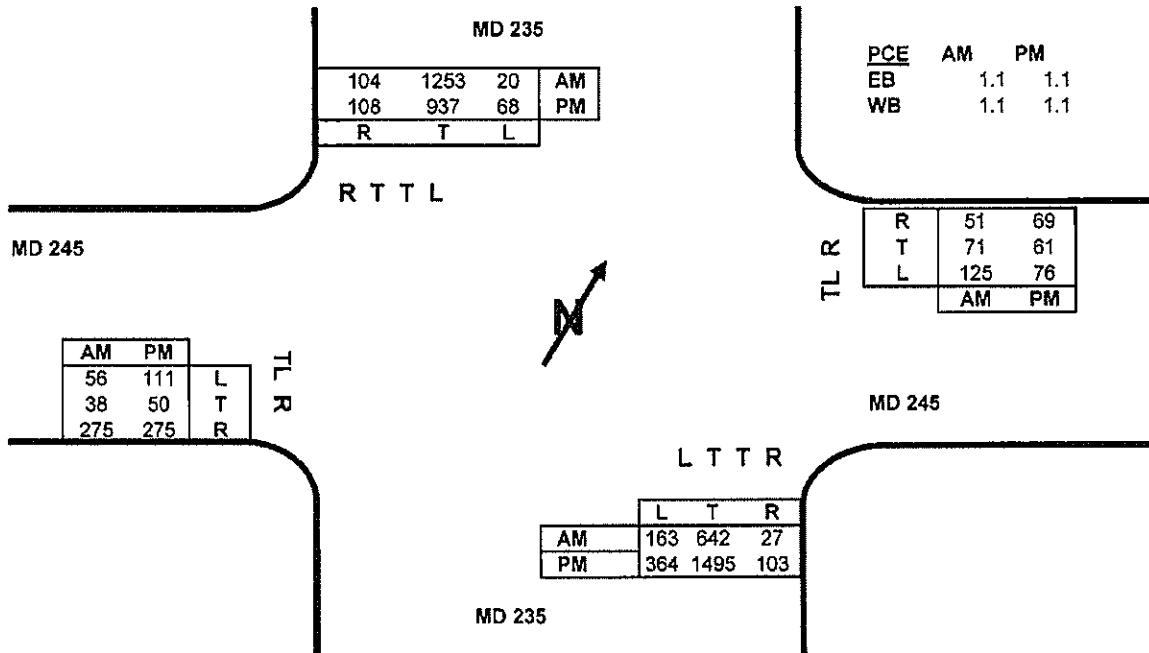
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: MD 235
and: MD 245
Conditions: Existing 2015

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Signalized. Given that the east-west street has a single-lane approach in both directions, left turn volumes were adjusted using the appropriate PCE factor (1985 HCM) to calculate approach volumes.

Capacity Analysis-

Split Phase?

Morning Peak Hour									Evening Peak Hour										
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV		
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total				
NB	642	0.550	353	20	1.000	20	0	852	NB	1495	0.550	822	68	1.000	68	0	890		
SB	1253	0.550	689	163	1.000	163	0	265	SB	937	0.550	515	364	1.000	364	0	256		
EB	100	1.000	100	125	1.000	125	12		EB	172	1.000	172	76	1.000	76	0			
WB	209	1.000	209	56	1.000	56	0		WB	145	1.000	145	111	1.000	111	0			
CLV Total =								1117	CLV Total =								1146		
CLV Ratio =								0.70	CLV Ratio =								0.72		
Level of Service (LOS) =									B	Level of Service (LOS) =									B

CRITICAL LANE VOLUME (CLV) METHODOLOGY

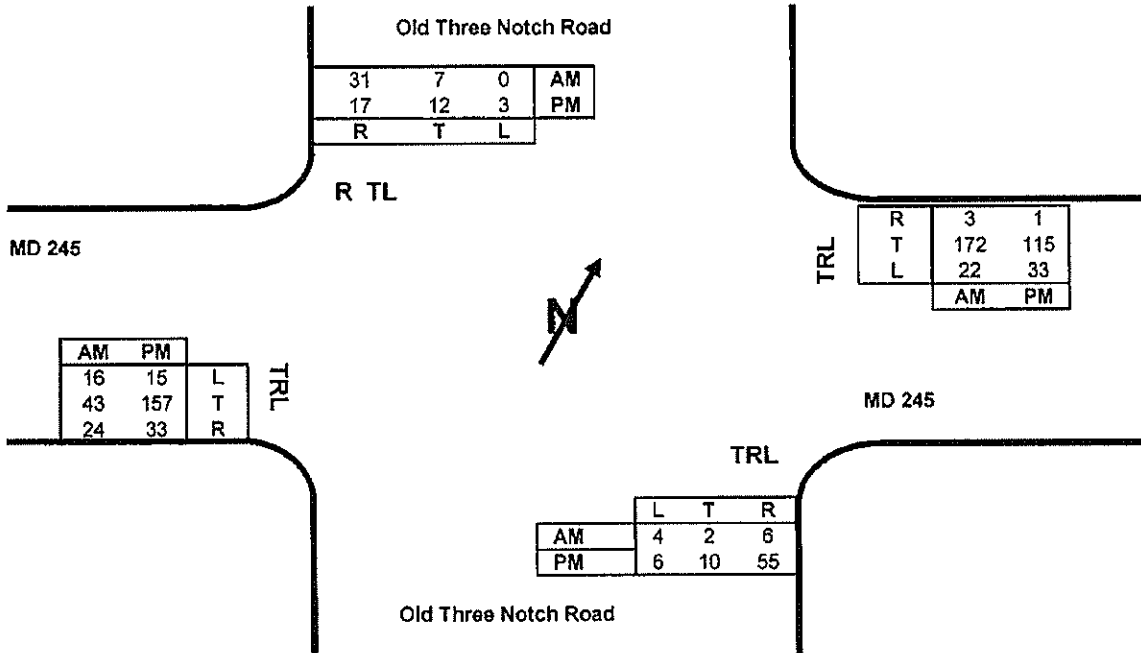
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Old Three Notch Road
and: MD 245
Conditions: Existing 2015

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM
	VOL	x LUF	= Total	VOL	x LUF	= Total		CLV
NB	12	1.000	12	0	1.000	0	0	19
SB	7	1.000	7	4	1.000	4	8	
EB	83	1.000	83	22	1.000	22	0	213
WB	197	1.000	197	16	1.000	16	0	
CLV Total =								232
CLV Ratio =								0.15
Level of Service (LOS) =								A

Evening Peak Hour								
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM
	VOL	x LUF	= Total	VOL	x LUF	= Total		CLV
NB	71	1.000	71	3	1.000	3	0	74
SB	15	1.000	15	6	1.000	6	0	
EB	205	1.000	205	33	1.000	33	0	238
WB	149	1.000	149	15	1.000	15	0	
CLV Total =								312
CLV Ratio =								0.20
Level of Service (LOS) =								A

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Hollywood Auto
St. Mary's County, MD

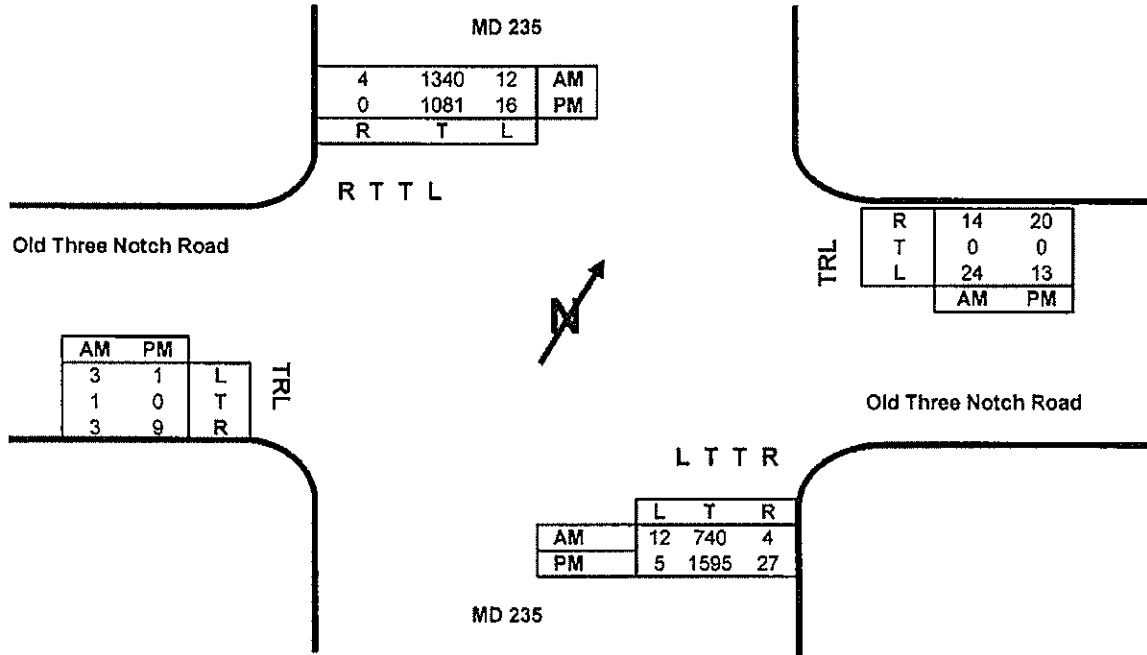
Kimley»Horn

Intersection of: MD 235
and: Old Three Notch Road
Conditions: Existing 2015

Date: Feb-17

Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	740	0.550	407	12	1.000	12	0	749	NB	1595	0.550	877	16	1.000	16	0	893
SB	1340	0.550	737	12	1.000	12	0		SB	1081	0.550	595	5	1.000	5	0	
EB	7	1.000	7	24	1.000	24	0		EB	10	1.000	10	13	1.000	13	0	
WB	38	1.000	38	3	1.000	3	0		WB	33	1.000	33	1	1.000	1	0	
CLV Total = 790								CLV Total = 927									
CLV Ratio = 0.49								CLV Ratio = 0.58									
Level of Service (LOS) = A								Level of Service (LOS) = A									

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Hollywood Auto
St. Mary's County, MD

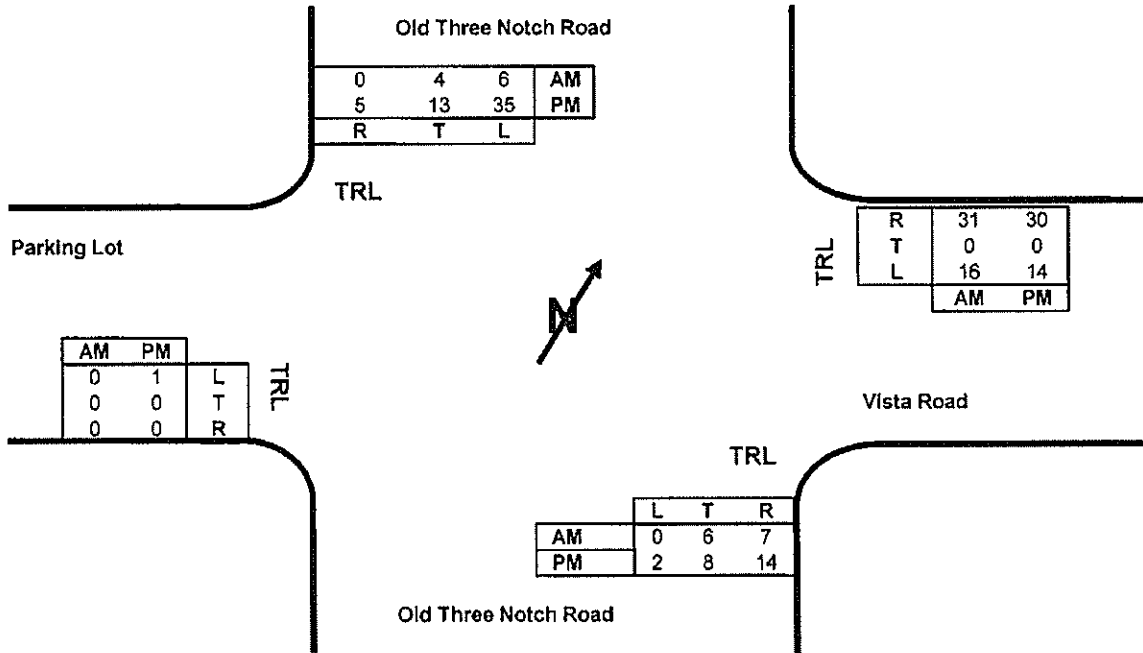


Intersection of: Old Three Notch Road
and: Vista Road
Conditions: Existing 2016

Date: Feb-17

Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	13	1.000	13	6	1.000	6	0	19	NB	24	1.000	24	35	1.000	35	0	59
SB	10	1.000	10	0	1.000	0	0		SB	53	1.000	53	2	1.000	2	0	
EB	0	1.000	0	16	1.000	16	0	47	EB	1	1.000	1	14	1.000	14	0	45
WB	47	1.000	47	0	1.000	0	0		WB	44	1.000	44	1	1.000	1	0	
CLV Total =								66	CLV Total =								104
CLV Ratio =								0.04	CLV Ratio =								0.07
Level of Service (LOS) =								A	Level of Service (LOS) =								A

CRITICAL LANE VOLUME (CLV) METHODOLOGY

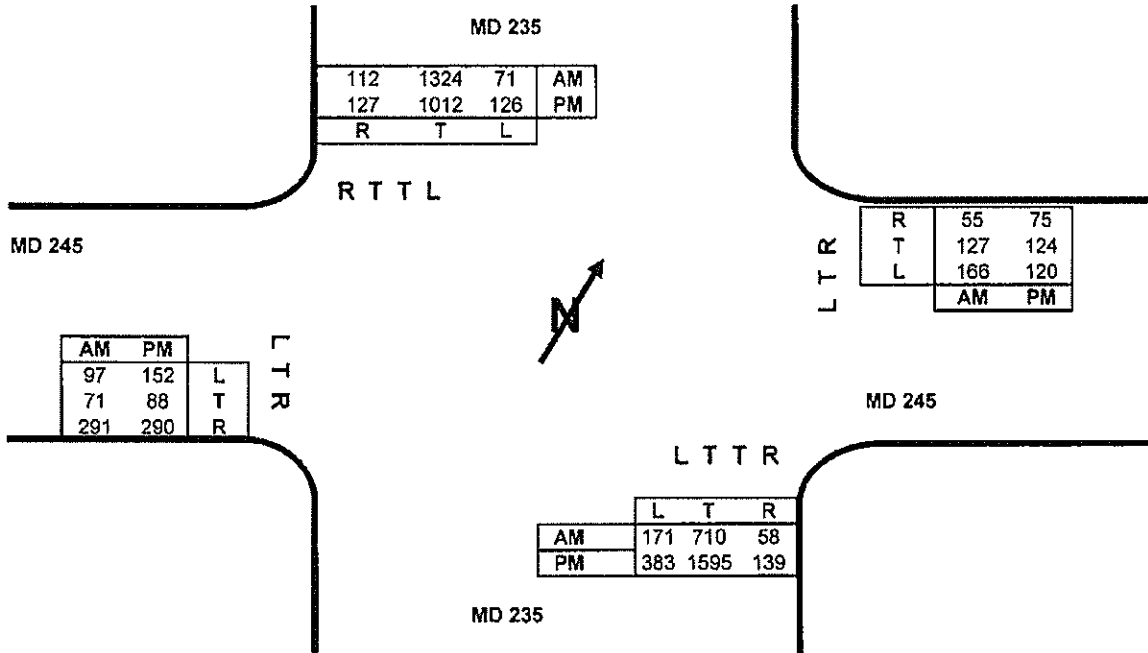
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: MD 235
and: MD 245
Conditions: Background 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	710	0.550	391	71	1.000	71	0	899	NB	1595	0.550	877	126	1.000	126	0	1003
SB	1324	0.550	728	171	1.000	171	0		SB	1012	0.550	557	383	1.000	383	0	
EB	71	1.000	71	166	1.000	166	49	286	EB	88	1.000	88	120	1.000	120	0	276
WB	127	1.000	127	97	1.000	97	0		WB	124	1.000	124	152	1.000	152	0	
CLV Total =								1185	CLV Total =								1279
CLV Ratio =								0.74	CLV Ratio =								0.80
Level of Service (LOS) =								C	Level of Service (LOS) =								C

CRITICAL LANE VOLUME (CLV) METHODOLOGY

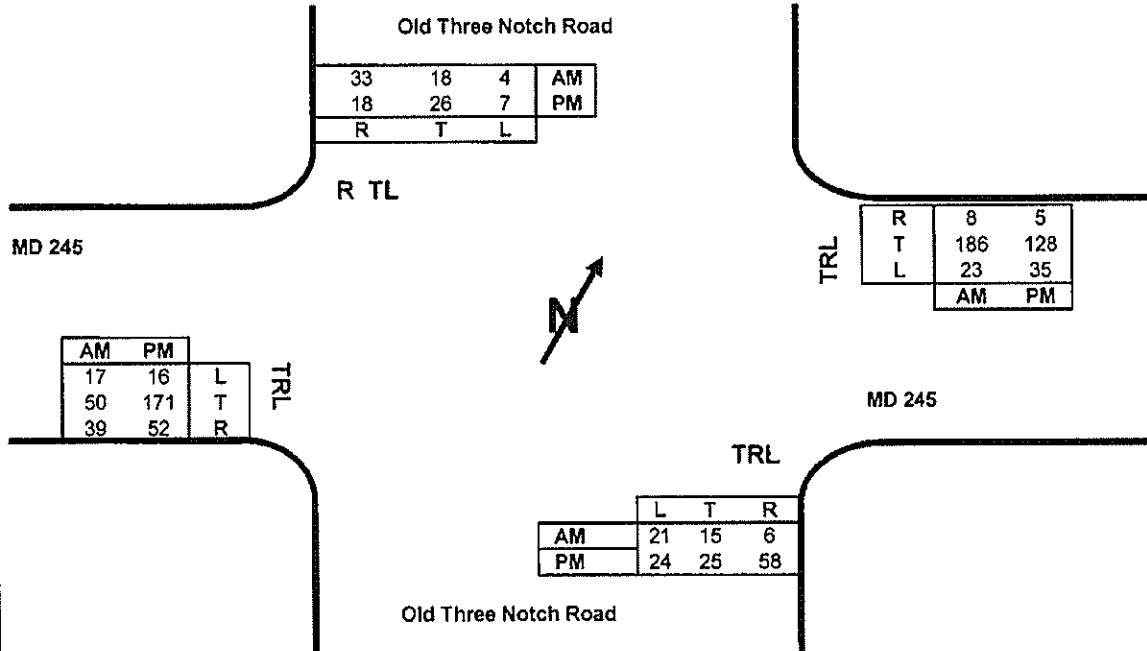
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Old Three Notch Road
and: MD 245
Conditions: Background 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	42	1.000	42	4	1.000	4	0	46	NB	107	1.000	107	7	1.000	7	0	114
SB	22	1.000	22	21	1.000	21	0		SB	33	1.000	33	24	1.000	24	0	
EB	106	1.000	106	23	1.000	23	0	234	EB	239	1.000	239	35	1.000	35	0	274
WB	217	1.000	217	17	1.000	17	0		WB	168	1.000	168	16	1.000	16	0	
CLV Total =								280	CLV Total =								388
CLV Ratio =								0.18	CLV Ratio =								0.24
Level of Service (LOS) =								A	Level of Service (LOS) =								A

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Hollywood Auto
St. Mary's County, MD

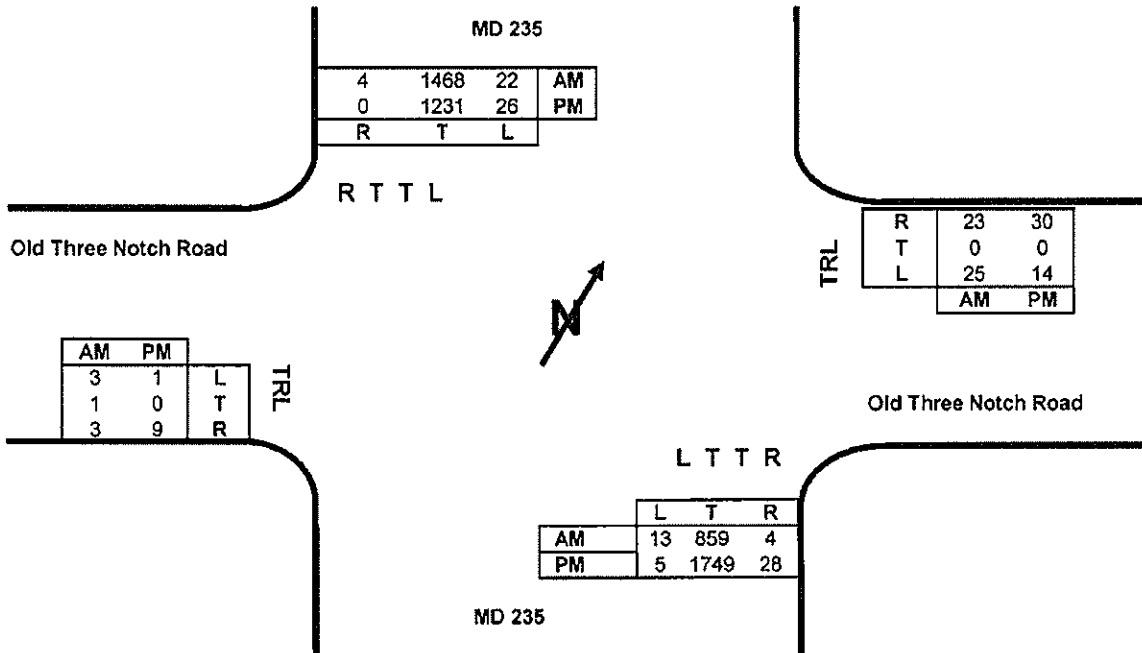
Kimley»Horn

Intersection of: MD 235
and: Old Three Notch Road
Conditions: Background 2020

Date: Feb-17

Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour										
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM	
	VOL	x LUF	= Total	VOL	x LUF	= Total		CLV		VOL	x LUF	= Total	VOL	x LUF	= Total		CLV	
NB	859	0.550	472	22	1.000	22	0	820	NB	1749	0.550	962	26	1.000	26	0	988	
SB	1468	0.550	807	13	1.000	13	0		SB	1231	0.550	677	5	1.000	5	0		
EB	7	1.000	7	25	1.000	25	0		EB	10	1.000	10	14	1.000	14	0		45
WB	48	1.000	48	3	1.000	3	0		WB	44	1.000	44	1	1.000	1	0		
CLV Total =								871	CLV Total =								1033	
CLV Ratio =								0.54	CLV Ratio =								0.65	
Level of Service (LOS) =								A	Level of Service (LOS) =								B	

CRITICAL LANE VOLUME (CLV) METHODOLOGY

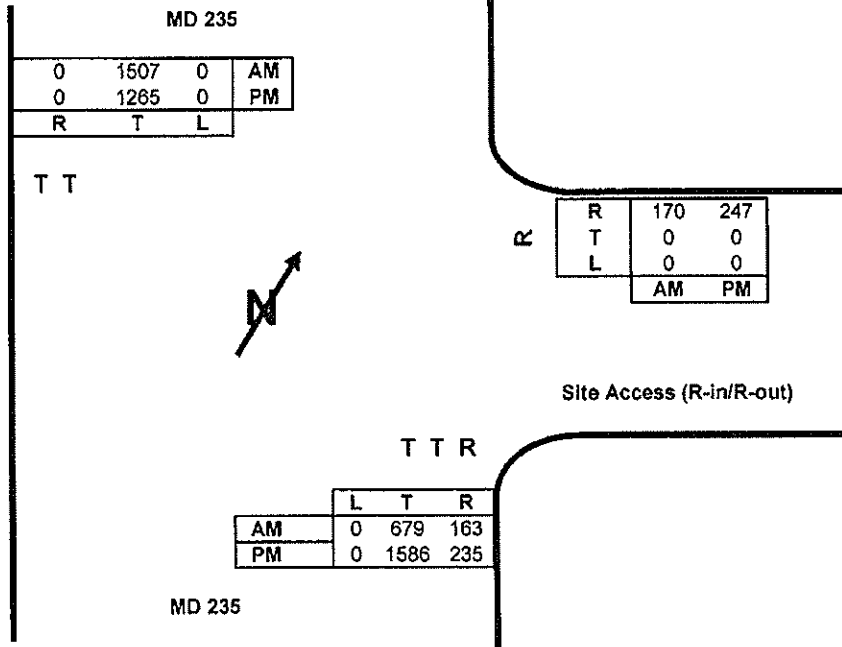
Hollywood Auto
St. Mary's County, MD



Intersection of: MD 235
and: Site Access (R-in/R-out)
Conditions: Background 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	679	0.550	373	0	0.000	0	0	829	NB	1586	0.550	872	0	0.000	0	0	872
SB	1507	0.550	829	0	0.000	0	0		SB	1265	0.550	696	0	0.000	0	0	
EB	0	1.000	0	0	0.000	0	0	0	EB	0	1.000	0	0	0.000	0	0	
WB	0	0.000	0	0	1.000	0	0		WB	0	0.000	0	0	1.000	0	247	247
CLV Total =								829	CLV Total =								1119
CLV Ratio =								0.52	CLV Ratio =								0.70
Level of Service (LOS) =								A	Level of Service (LOS) =								B

CRITICAL LANE VOLUME (CLV) METHODOLOGY

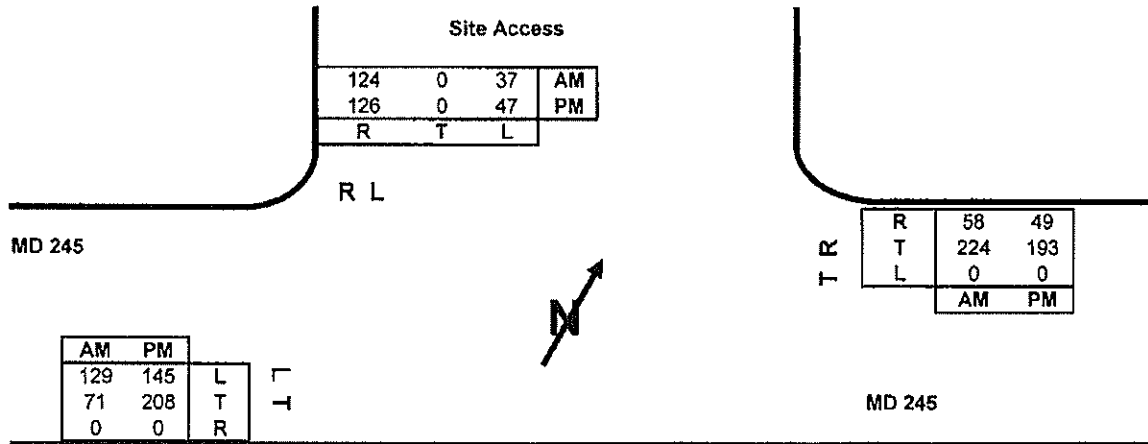
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Site Access
and: MD 245
Conditions: Background 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	0	1.000	0	37	1.000	37	0	37	NB	0	1.000	0	47	1.000	47	0	47
SB	0	0.000	0	0	1.000	0	0		SB	0	0.000	0	0	1.000	0	0	
EB	71	1.000	71	0	0.000	0	0	353	EB	208	1.000	208	0	0.000	0	0	338
WB	224	1.000	224	129	1.000	129	0		WB	193	1.000	193	145	1.000	145	0	
CLV Total =								390	CLV Total =								385
CLV Ratio =								0.24	CLV Ratio =								0.24
Level of Service (LOS) =								A	Level of Service (LOS) =								A

CRITICAL LANE VOLUME (CLV) METHODOLOGY

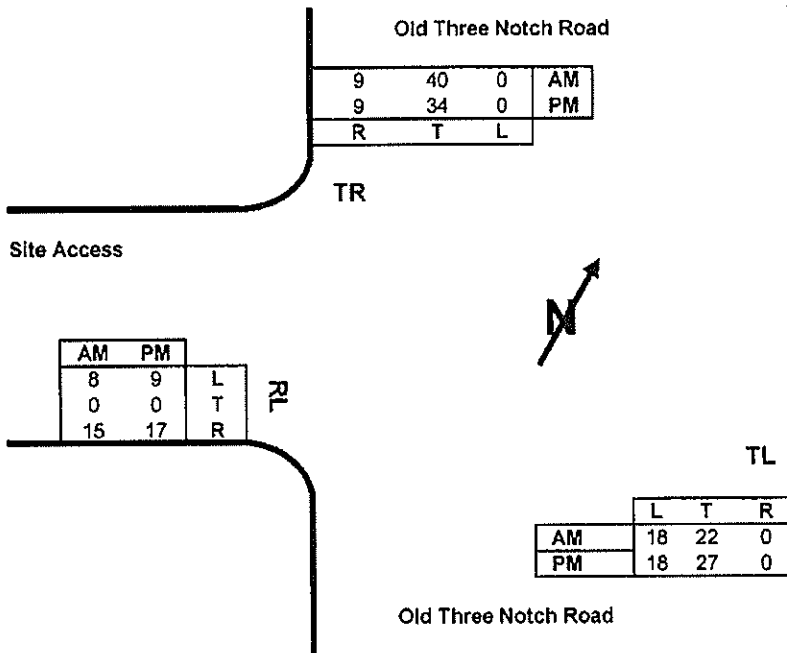
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Old Three Notch Road
and: Site Access
Conditions: Background 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	40	1.000	40	0	0.000	0	0	67	NB	45	1.000	45	0	0.000	0	0	61
SB	49	1.000	49	18	1.000	18	0	23	SB	43	1.000	43	18	1.000	18	0	26
EB	23	1.000	23	0	1.000	0	0		EB	26	1.000	26	0	1.000	0	0	
WB	0	1.000	0	8	1.000	8	0	90	WB	0	1.000	0	9	1.000	9	0	87
CLV Total =									CLV Total =								
CLV Ratio = 0.06								CLV Ratio = 0.05									
Level of Service (LOS) = A								Level of Service (LOS) = A									

CRITICAL LANE VOLUME (CLV) METHODOLOGY

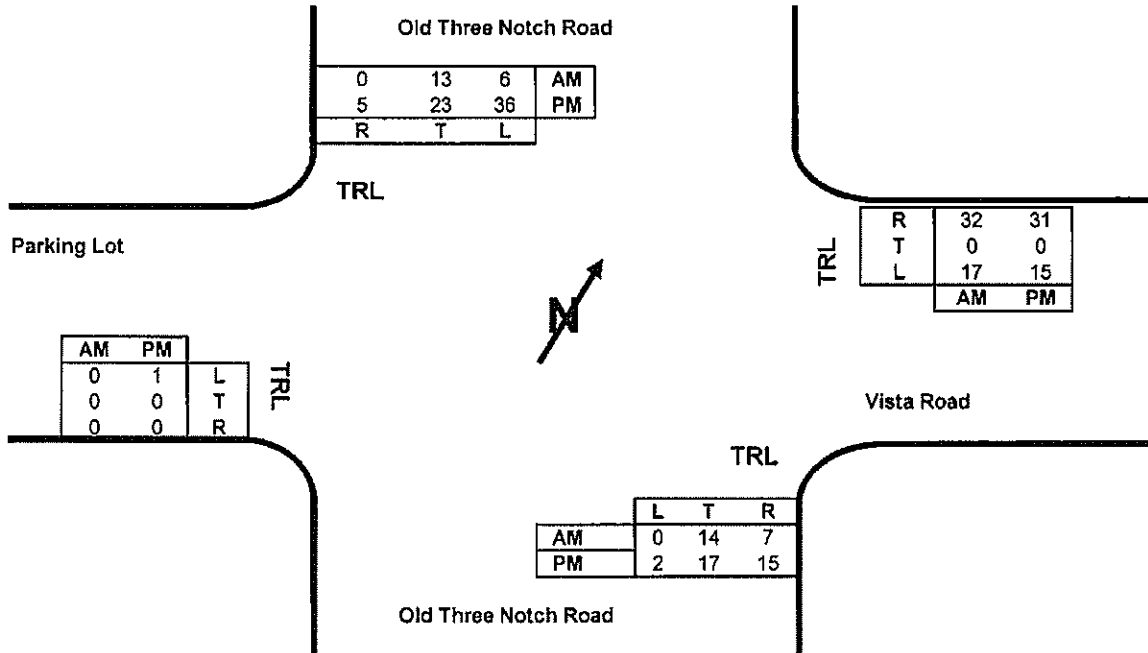
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Old Three Notch Road
and: Vista Road
Conditions: Background 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	21	1.000	21	6	1.000	6	0	27	NB	34	1.000	34	36	1.000	36	0	70
SB	19	1.000	19	0	1.000	0	0	49	SB	64	1.000	64	2	1.000	2	0	47
EB	0	1.000	0	17	1.000	17	0		EB	1	1.000	1	15	1.000	15	0	
WB	49	1.000	49	0	1.000	0	0		WB	46	1.000	46	1	1.000	1	0	
CLV Total =								76	CLV Total =								117
CLV Ratio =								0.05	CLV Ratio =								0.07
Level of Service (LOS) =								A	Level of Service (LOS) =								A

CRITICAL LANE VOLUME (CLV) METHODOLOGY

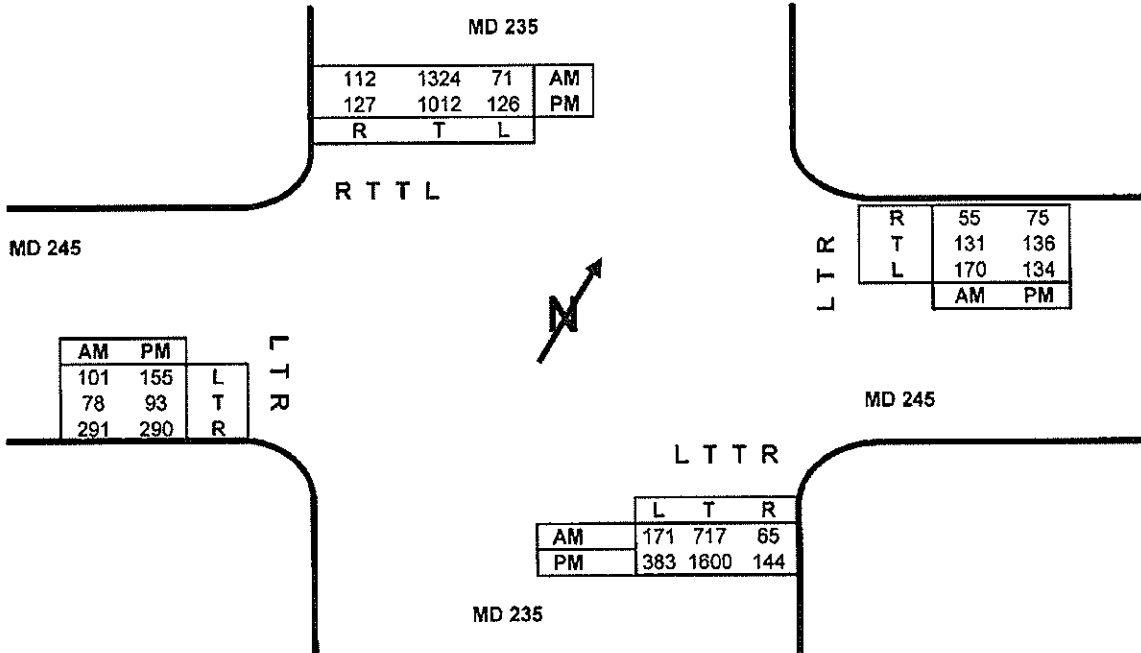
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: MD 235
and: MD 245
Conditions: Total Future 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Signalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								AM
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	717	0.550	394	71	1.000	71	0	899
SB	1324	0.550	728	171	1.000	171	0	
EB	78	1.000	78	170	1.000	170	42	290
WB	131	1.000	131	101	1.000	101	0	
CLV Total =								1189
CLV Ratio =								0.74
Level of Service (LOS) =								C

Evening Peak Hour								PM
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	1600	0.550	880	126	1.000	126	0	1006
SB	1012	0.550	557	383	1.000	383	0	
EB	93	1.000	93	134	1.000	134	0	291
WB	136	1.000	136	155	1.000	155	0	
CLV Total =								1297
CLV Ratio =								0.81
Level of Service (LOS) =								C

CRITICAL LANE VOLUME (CLV) METHODOLOGY

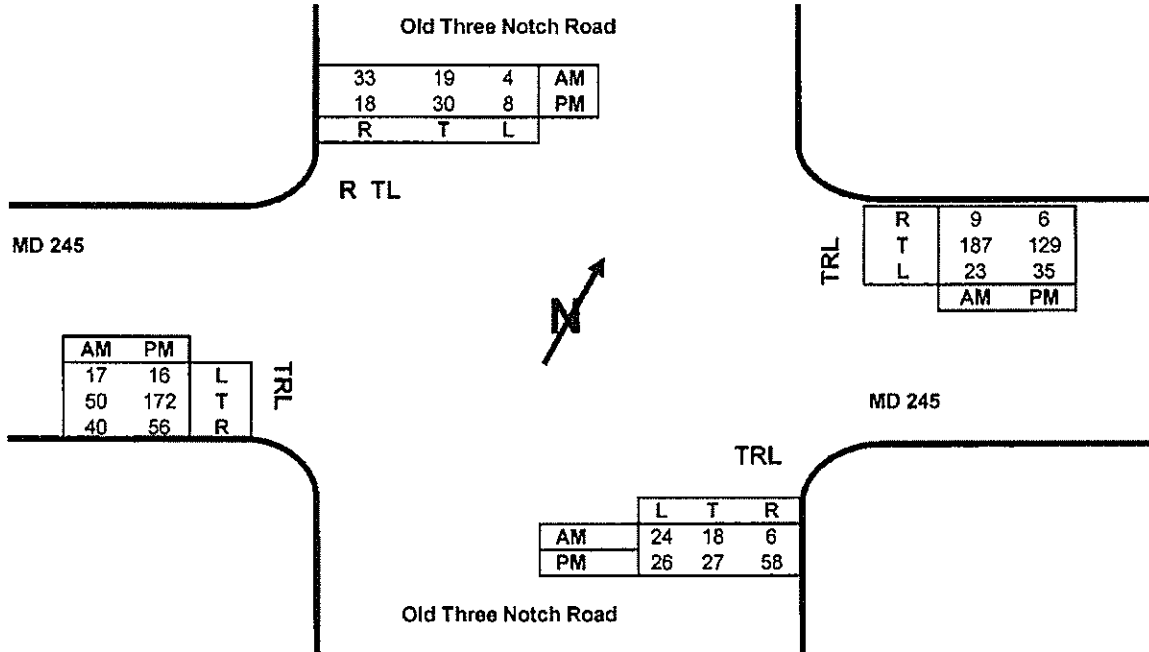
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Old Three Notch Road
and: MD 245
Conditions: Total Future 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	48	1.000	48	4	1.000	4	0	52	NB	111	1.000	111	8	1.000	8	0	119
SB	23	1.000	23	24	1.000	24	0		SB	38	1.000	38	26	1.000	26	0	
EB	107	1.000	107	23	1.000	23	0		EB	244	1.000	244	35	1.000	35	0	
WB	219	1.000	219	17	1.000	17	0		WB	170	1.000	170	16	1.000	16	0	
CLV Total = 288								CLV Total = 398									
CLV Ratio = 0.18								CLV Ratio = 0.25									
Level of Service (LOS) = A								Level of Service (LOS) = A									

CRITICAL LANE VOLUME (CLV) METHODOLOGY

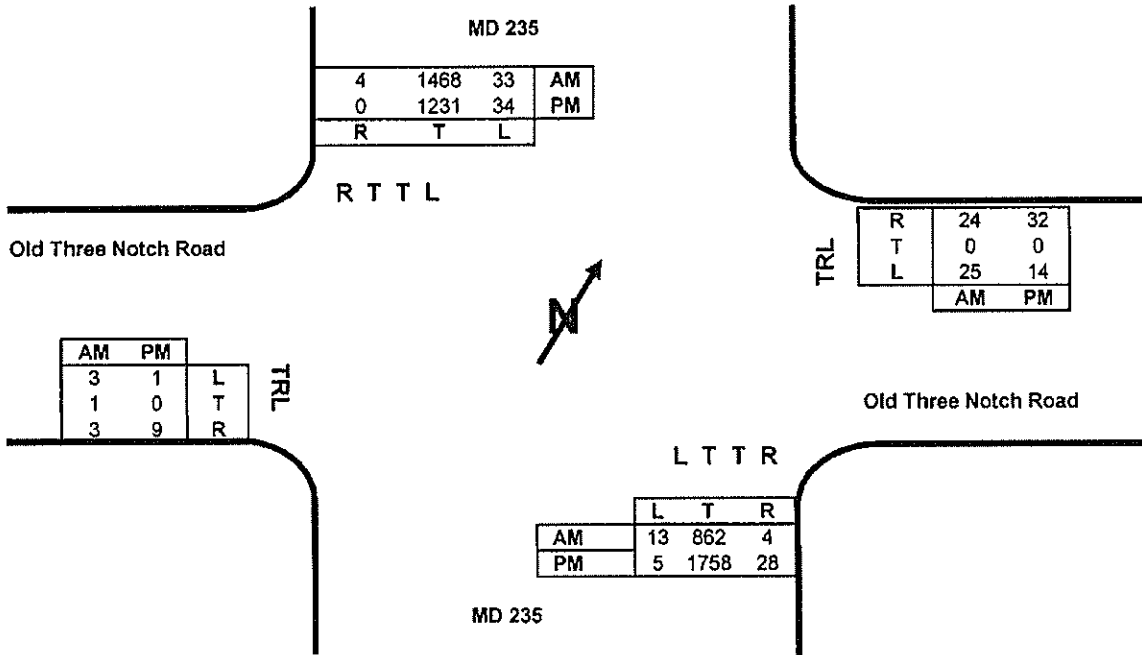
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: MD 235
and: Old Three Notch Road
Conditions: Total Future 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	862	0.550	474	33	1.000	33	0	820	NB	1758	0.550	967	34	1.000	34	0	1001
SB	1468	0.550	807	13	1.000	13	0		SB	1231	0.550	677	5	1.000	5	0	
EB	7	1.000	7	25	1.000	25	0	52	EB	10	1.000	10	14	1.000	14	0	47
WB	49	1.000	49	3	1.000	3	0		WB	46	1.000	46	1	1.000	1	0	
CLV Total =								872	CLV Total =								1048
CLV Ratio =								0.55	CLV Ratio =								0.66
Level of Service (LOS) =								A	Level of Service (LOS) =								B

CRITICAL LANE VOLUME (CLV) METHODOLOGY

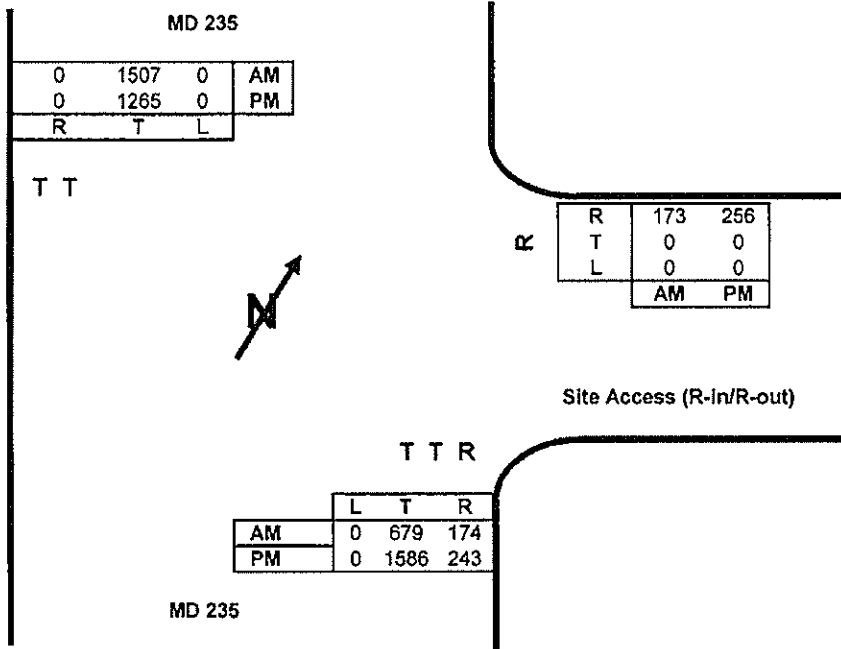
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: MD 235
and: Site Access (R-in/R-out)
Conditions: Total Future 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	679	0.550	373	0	0.000	0	0	829	NB	1586	0.550	872	0	0.000	0	0	872
SB	1507	0.550	829	0	0.000	0	0		SB	1265	0.550	696	0	0.000	0	0	
EB	0	1.000	0	0	0.000	0	0	0	EB	0	1.000	0	0	0.000	0	0	256
WB	0	0.000	0	0	1.000	0	0		WB	0	0.000	0	0	1.000	0	256	
CLV Total =								829	CLV Total =								1128
CLV Ratio =								0.52	CLV Ratio =								0.71
Level of Service (LOS) =								A	Level of Service (LOS) =								B

CRITICAL LANE VOLUME (CLV) METHODOLOGY

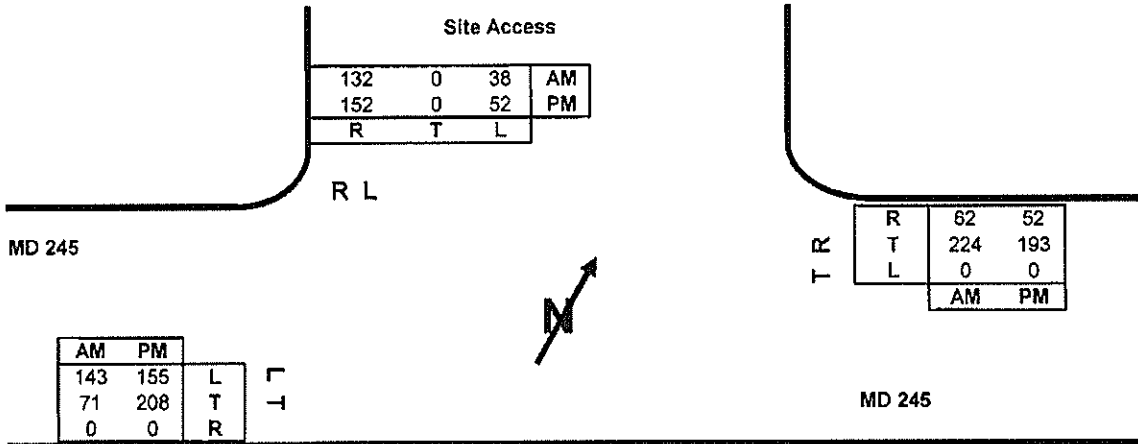
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Site Access
and: MD 245
Conditions: Total Future 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								AM
Dir	Approach Volumes		+ Opposing Lefts			Right Turn Check	CLV	CLV
	VOL	x LUF = Total	VOL	x LUF	= Total			
NB	0	1.000 0	38	1.000	38	0	38	
SB	0	0.000 0	0	1.000	0	0		
EB	71	1.000 71	0	0.000	0	0	367	
WB	224	1.000 224	143	1.000	143	0		
							CLV Total =	405
							CLV Ratio =	0.25
Level of Service (LOS) =							A	

Evening Peak Hour								PM
Dir	Approach Volumes		+ Opposing Lefts			Right Turn Check	CLV	CLV
	VOL	x LUF = Total	VOL	x LUF	= Total			
NB	0	1.000 0	52	1.000	52	0	52	
SB	0	0.000 0	0	1.000	0	0		
EB	208	1.000 208	0	0.000	0	0	348	
WB	193	1.000 193	155	1.000	155	0		
							CLV Total =	400
							CLV Ratio =	0.25
Level of Service (LOS) =							A	

CRITICAL LANE VOLUME (CLV) METHODOLOGY

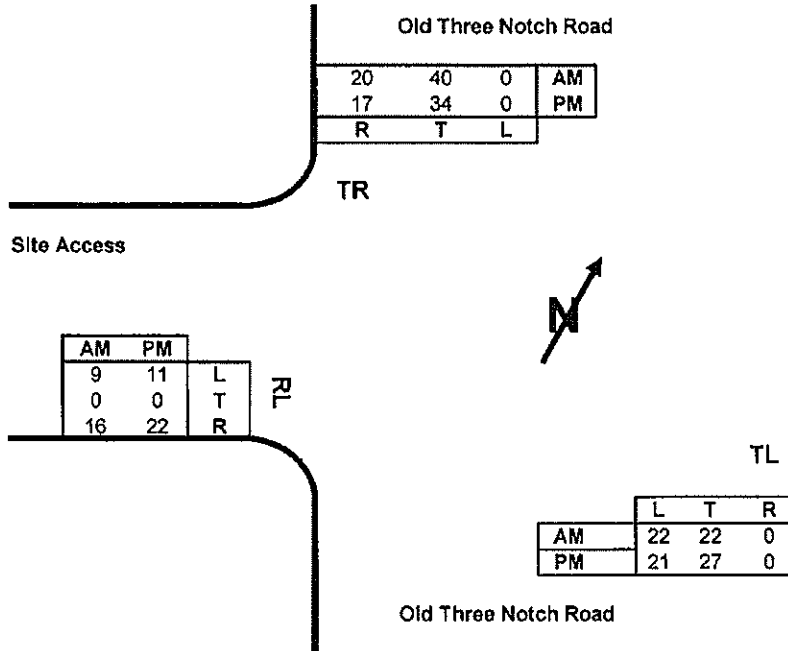
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Old Three Notch Road
and: Site Access
Conditions: Total Future 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	44	1.000	44	0	0.000	0	0	82	NB	48	1.000	48	0	0.000	0	0	72
SB	60	1.000	60	22	1.000	22	0		SB	51	1.000	51	21	1.000	21	0	
EB	25	1.000	25	0	1.000	0	0		EB	33	1.000	33	0	1.000	0	0	33
WB	0	1.000	0	9	1.000	9	0	25	WB	0	1.000	0	11	1.000	11	0	
CLV Total =								107	CLV Total =								105
CLV Ratio =								0.07	CLV Ratio =								0.07
Level of Service (LOS) =								A	Level of Service (LOS) =								A

CRITICAL LANE VOLUME (CLV) METHODOLOGY

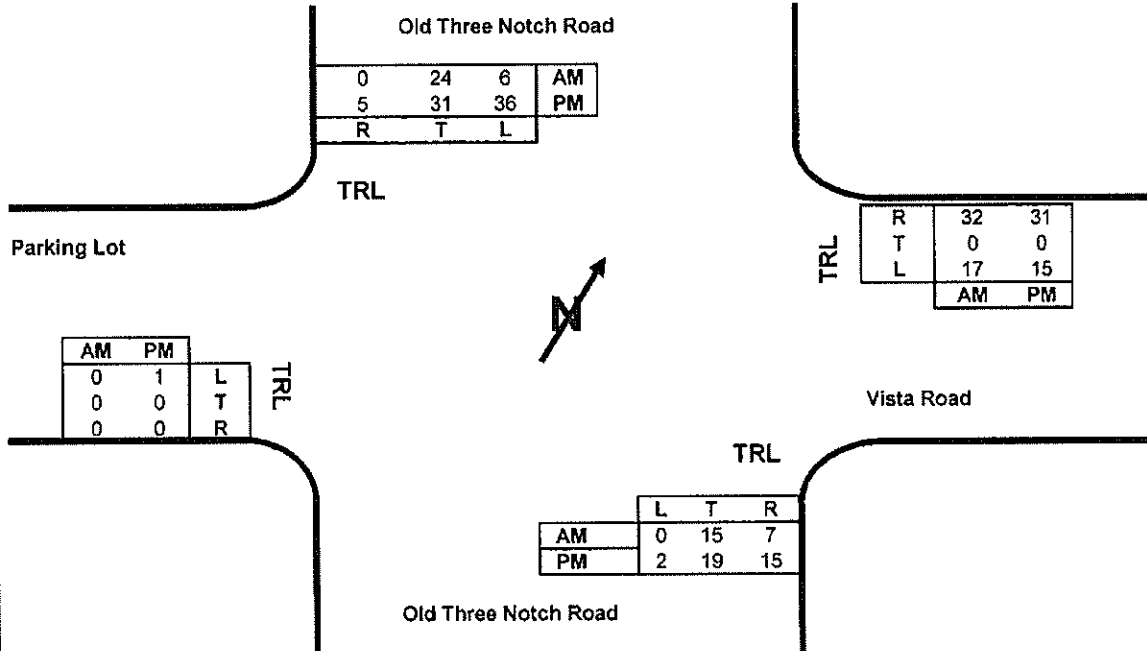
Hollywood Auto
St. Mary's County, MD

Kimley»Horn

Intersection of: Old Three Notch Road
and: Vista Road
Conditions: Total Future 2020

Date: Feb-17
Analyst: Kimley-Horn

LANE USE + TRAFFIC VOLUMES



Comment(s): Unsignalized.

Capacity Analysis-

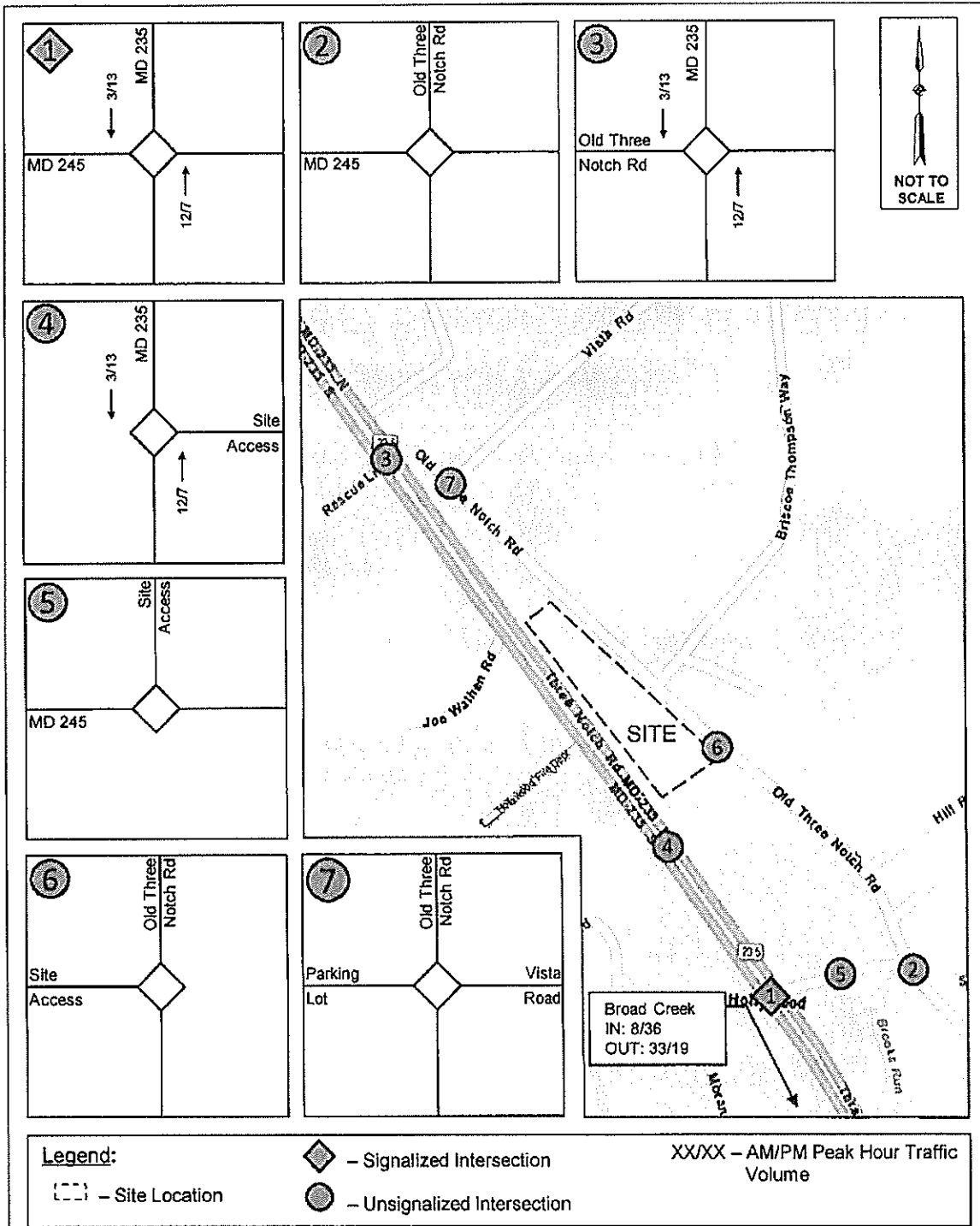
Split Phase?

NB N EB N
SB N WB N

Morning Peak Hour								Evening Peak Hour									
Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	AM CLV	Dir	Approach Volumes			+ Opposing Lefts			Right Turn Check	PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total				VOL	x LUF	= Total	VOL	x LUF	= Total		
NB	22	1.000	22	6	1.000	6	0	30	NB	36	1.000	36	36	1.000	36	0	74
SB	30	1.000	30	0	1.000	0	0	49	SB	72	1.000	72	2	1.000	2	0	47
EB	0	1.000	0	17	1.000	17	0		EB	1	1.000	1	15	1.000	15	0	
WB	49	1.000	49	0	1.000	0	0		WB	46	1.000	46	1	1.000	1	0	
CLV Total =								79	CLV Total =								121
CLV Ratio =								0.05	CLV Ratio =								0.08
Level of Service (LOS) =								A	Level of Service (LOS) =								A

APPENDIX F

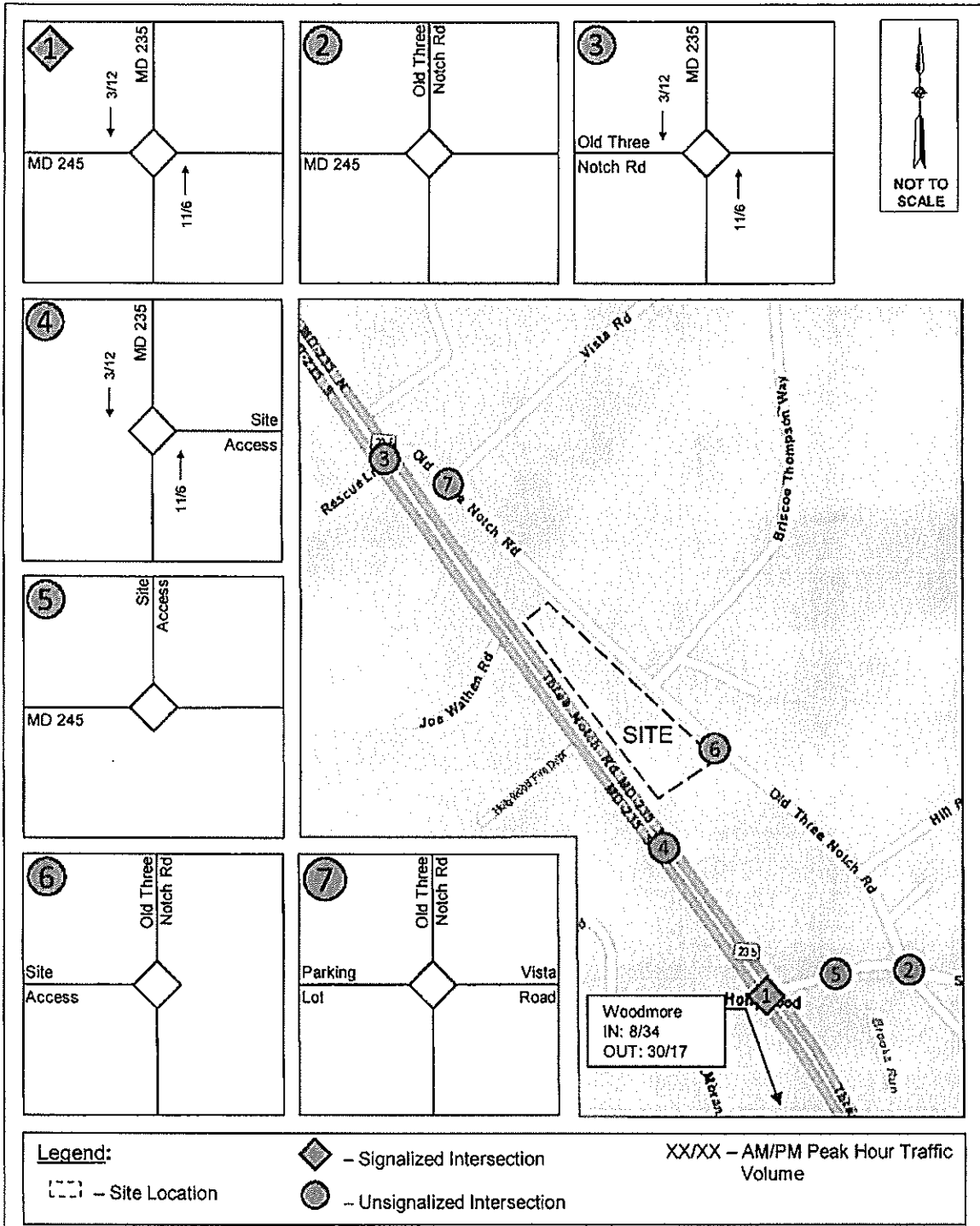
Approved Background Development Trip Assignments

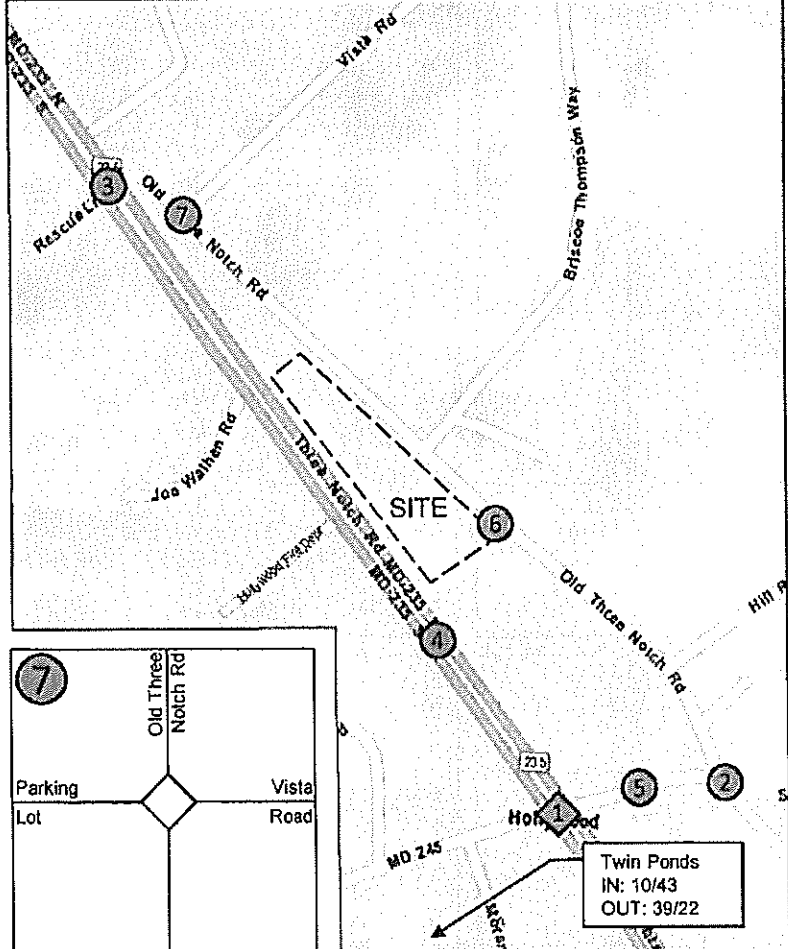
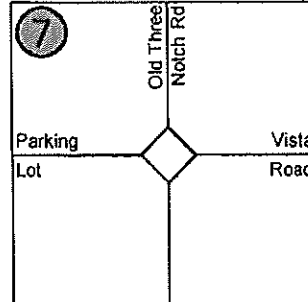
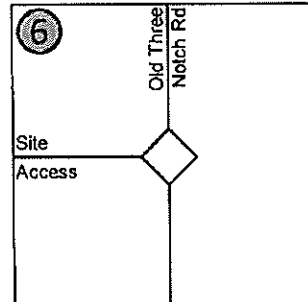
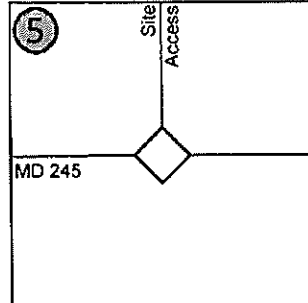
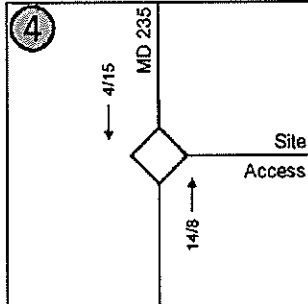
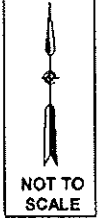
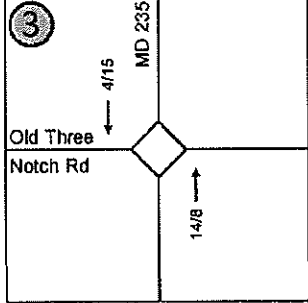
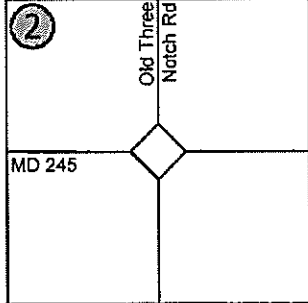
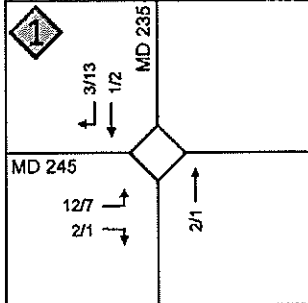
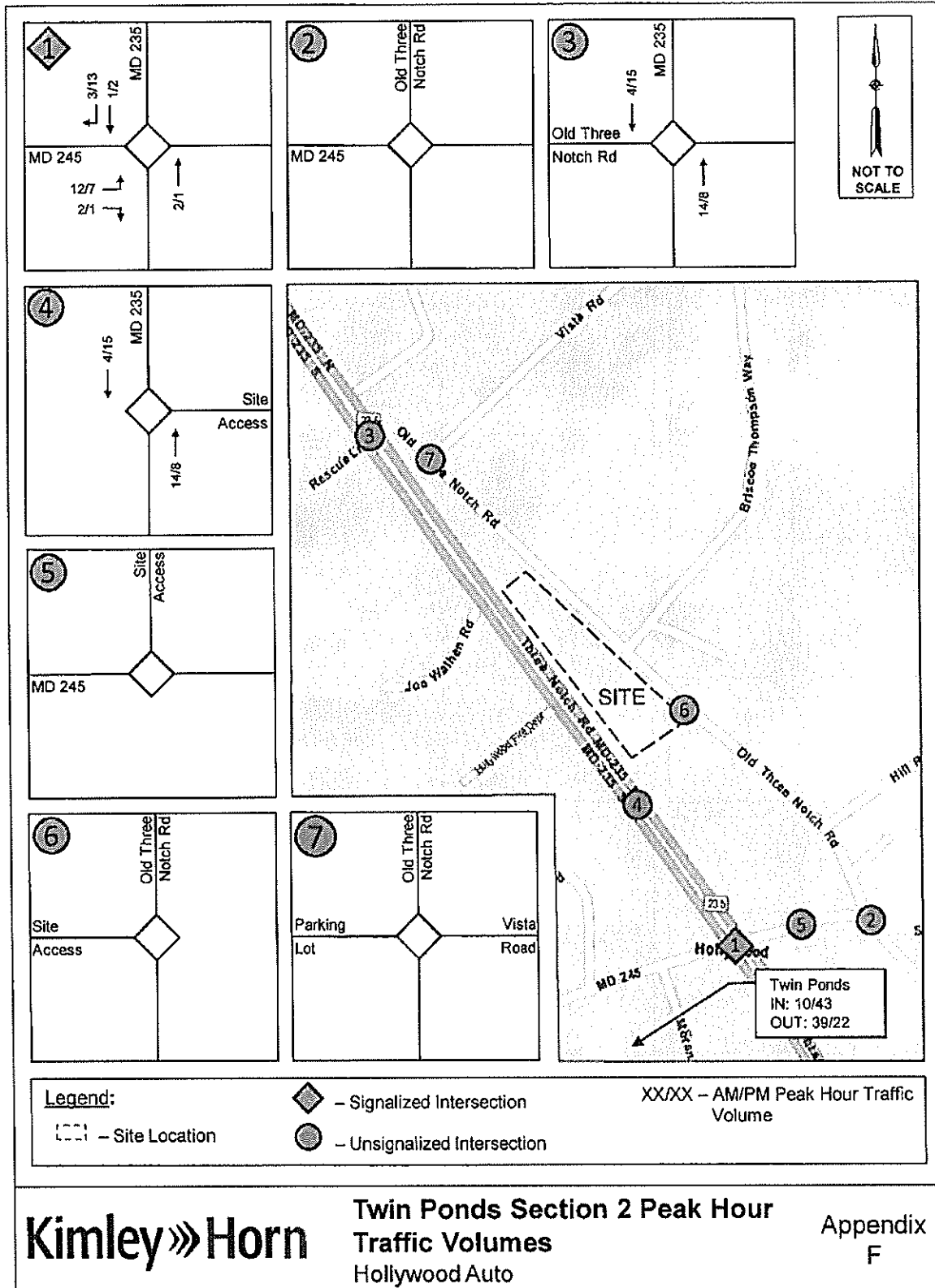


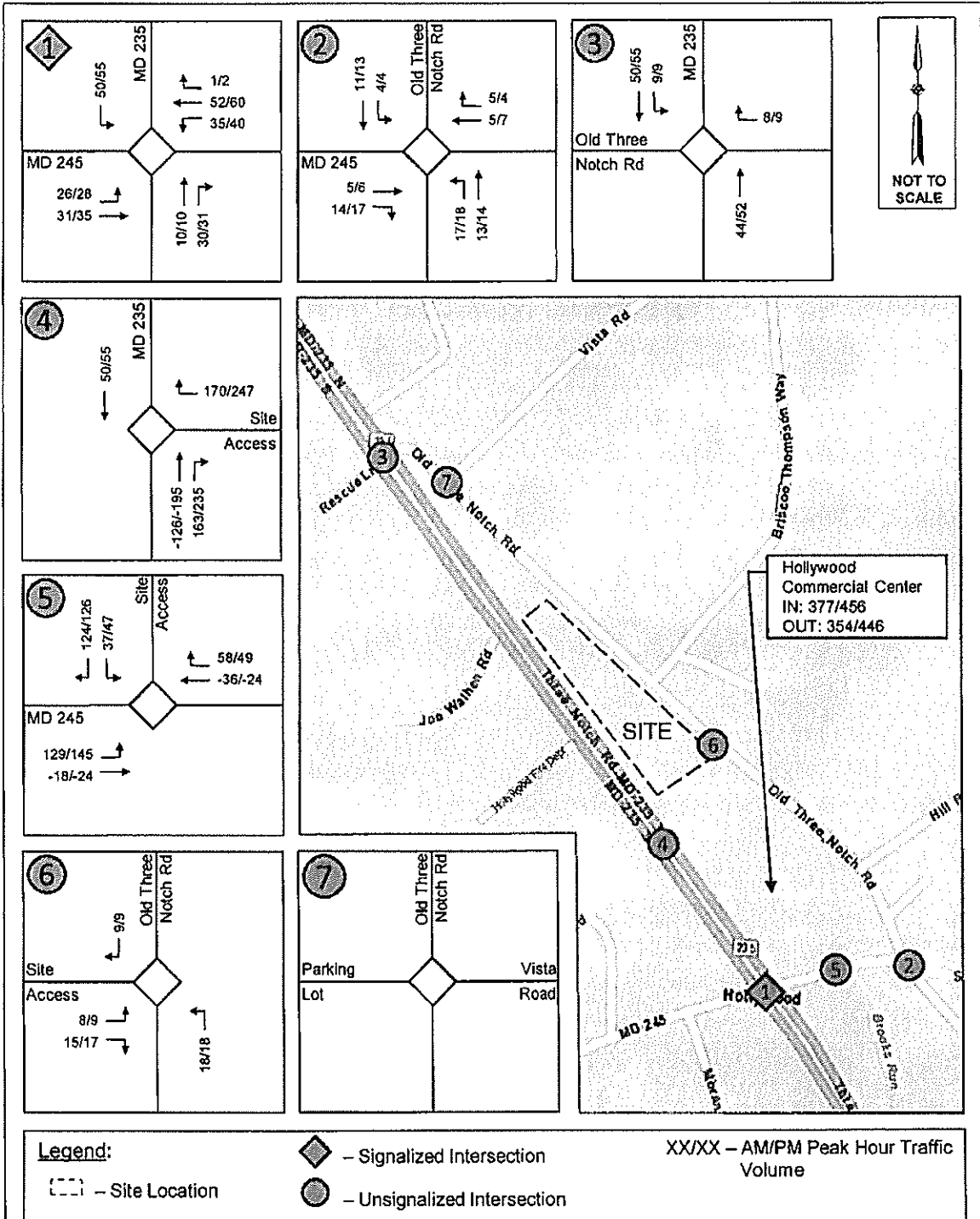
Kimley»Horn

Broad Creek Peak Hour Traffic Volumes
Hollywood Auto

Appendix F







APPENDIX G

Queuing Analysis

Queueing Calculations

1 MD 235 & MD 245 (Signalized)

Cycle Length: 120
 Lane Use Factor 1
 Feet/Vehicle: 25
 Surge Factor: 1.4

		<i>Vehicles/Hour</i>	<i>Maximum Queue</i>
	AM Peak Hour		
	Existing (2015)	196	229
	Background (2020) - WBT	127	148
	Background (2020) - WBL	166	194
	Total Future (2020) - WBT	131	153
	Total Future (2020) - WBL	170	198
WBT/WBL	PM Peak Hour		
	Existing (2015)	137	160
	Background (2020) - WBT	124	145
	Background (2020) - WBL	120	140
	Total Future (2020) - WBT	136	159
	Total Future (2020) - WBL	134	156
		<i>Vehicles/Hour</i>	<i>Maximum Queue</i>
	AM Peak Hour		
	Existing (2015)	94	110
	Background (2020) - EBT	71	83
	Background (2020) - EBL	97	113
	Total Future (2020) - EBT	78	91
	Total Future (2020) - EBL	101	118
EBT/EBL	PM Peak Hour		
	Existing (2015)	161	188
	Background (2020) - EBT	88	103
	Background (2020) - EBL	152	177
	Total Future (2020) - EBT	93	109
	Total Future (2020) - EBL	155	181
		<i>Vehicles/Hour</i>	<i>Maximum Queue</i>
	AM Peak Hour		
	Existing (2015)	163	190
	Background (2020)	171	200
	Total Future (2020)	171	200
NBL	PM Peak Hour		
	Existing (2015)	364	425
	Background (2020)	383	447
	Total Future (2020)	383	447

Queueing Calculations

1 MD 235 & MD 245 (Signalized) (continued)

	<i>Vehicles/Hour</i>	<i>Maximum Queue</i>
AM Peak Hour		
Existing (2015)	20	23
Background (2020)	71	83
Total Future (2020)	71	83
SBL		
PM Peak Hour		
Existing (2015)	68	79
Background (2020)	126	147
Total Future (2020)	126	147

2 Old Three Notch Rd & MD 245 (Unsignalized)

Average Running Speed (Major): 30MPH
 Number of Lanes (Major/Minor): 2/2
 Lane Use Factor 1
 Feet/Vehicle: 25
 Surge Factor: 1.4

	<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
<u>Critical Gap=</u>		6.5		
<u>Effective Cycle Length=</u>		10.5		
AM Peak Hour				
Existing (2015)	12	253	14	1
Background (2020)	42	276	13	4
Total Future (2020)	48	277	13	5
NBL/NBL/NBR				

PM Peak Hour				
Existing (2015)	71	320	11	7
Background (2020)	107	350	10	11
Total Future (2020)	111	352	10	11

	<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
<u>Critical Gap=</u>		6.5		
<u>Effective Cycle Length=</u>		10.5		
AM Peak Hour				
Existing (2015)	7	253	14	1
Background (2020)	22	276	13	2
Total Future (2020)	23	277	13	2
SBL/SBT				
PM Peak Hour				
Existing (2015)	15	320	11	2
Background (2020)	33	350	10	3
Total Future (2020)	38	352	10	4

Queueing Calculations

3 Old Three Notch Rd & MD 235 (Unsignalized)

Average Running Speed (Major): 50MPH

Number of Lanes (Major/Minor): 4/2

Lane Use Factor 1

Feet/Vehicle: 25

Surge Factor: 1.4

		<u>Critical Gap=</u> 6		<u>Suggested Cycle Length (2-Phase, LOS A/B) =</u> 90	
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
SBL	AM Peak Hour				
	Existing (2015)	12	744	5	11
	Background (2020)	22	863	4	19
	Total Future (2020)	33	866	4	29
	PM Peak Hour				
	Existing (2015)	16	1622	2	14
Background (2020)	26	1777	2	23	
Total Future (2020)	34	1786	2	30	

		<u>Critical Gap=</u> 6.5		<u>Suggested Cycle Length (2-Phase, LOS A/B) =</u> 90	
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
WBL/WBT/WBR	AM Peak Hour				
	Existing (2015)	38	2104	2	33
	Background (2020)	48	2362	2	42
	Total Future (2020)	49	2376	2	43
	PM Peak Hour				
	Existing (2015)	33	2697	1	29
Background (2020)	44	3011	1	39	
Total Future (2020)	46	3028	1	40	

4 MD 235 & Site Access

Average Running Speed (Major): 50MPH

Number of Lanes (Major/Minor): 4/2

Lane Use Factor 1

Feet/Vehicle: 25

Surge Factor: 1.4

		<u>Critical Gap=</u> 5		<u>Suggested Cycle Length (2-Phase, LOS A/B) =</u> 90	
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
WBR	AM Peak Hour				
	Background (2020)	170	679	5	149
	Total Future (2020)	173	679	5	151
	PM Peak Hour				
Background (2020)	247	1586	2	216	
Total Future (2020)	256	1586	2	224	

Queueing Calculations

5 MD 245 & Site Access (Unsignalized)

Average Running Speed (Major): 30MPH

Number of Lanes (Major/Minor): 2/2

Lane Use Factor 1

Feet/Vehicle: 25

Surge Factor: 1.4

			<u>Critical Gap=</u>	5		
			<u>Effective Cycle Length=</u>	9		
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>	
	EBL					
			AM Peak Hour			
			Background (2020)	129	282	13
			Total Future (2020)	143	286	13
			PM Peak Hour			
			Background (2020)	145	242	15
			Total Future (2020)	155	245	15
			<u>Critical Gap=</u>	6.5		
			<u>Effective Cycle Length=</u>	10.5		
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>	
	SBR					
			AM Peak Hour			
			Background (2020)	124	224	16
			Total Future (2020)	132	224	16
			PM Peak Hour			
			Background (2020)	126	193	19
			Total Future (2020)	152	193	19
			<u>Critical Gap=</u>	8		
			<u>Effective Cycle Length=</u>	12		
			<u>Suggested Cycle Length (2-Phase, LOS A) =</u>		90	
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>	
	SBL					
			AM Peak Hour			
			Background (2020)	37	424	8
			Total Future (2020)	38	438	8
			PM Peak Hour			
			Background (2020)	47	546	7
			Total Future (2020)	52	556	6

Queueing Calculations

6 Old Three Notch Road & Site Access (Unsignalized)

Average Running Speed (Major): 30MPH

Number of Lanes (Major/Minor): 2/2

Lane Use Factor 1

Feet/Vehicle: 25

Surge Factor: 1.4

	<u>Critical Gap=</u>		5		
	<u>Effective Cycle Length=</u>		9		
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
	AM Peak Hour				
NBL	Background (2020)	18	49	73	2
	Total Future (2020)	22	60	60	2
	PM Peak Hour				
	Background (2020)	18	43	84	2
	Total Future (2020)	21	51	71	2

	<u>Critical Gap=</u>		6.5		
	<u>Effective Cycle Length=</u>		10.5		
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
	AM Peak Hour				
EBL	Background (2020)	8	80	45	1
	Total Future (2020)	9	84	43	1
	PM Peak Hour				
	Background (2020)	9	79	46	1
	Total Future (2020)	11	82	44	1

7 Old Three Notch Road & Vista Road (Unsignalized)

Average Running Speed (Major): 30MPH

Number of Lanes (Major/Minor): 2/2

Lane Use Factor 1

Feet/Vehicle: 25

Surge Factor: 1.4

	<u>Critical Gap=</u>		6.5		
	<u>Effective Cycle Length=</u>		10.5		
		<i>Vehicles/Hour</i>	<i>Opposing Veh/Hr</i>	<i>Average Gap</i>	<i>Maximum Queue</i>
	AM Peak Hour				
WBL/WBT/WBR	Existing (2016)	47	16	225	5
	Background (2020)	49	33	109	5
	Total Future (2020)	49	45	80	5
	PM Peak Hour				
	Existing (2016)	44	58	62	4
	Background (2020)	46	78	46	5
	Total Future (2020)	46	88	41	5

APPENDIX H

SHA and St. Mary's County Comments on November 2016 Report and Response Letters

Larry Hogan, *Governor*
Boyd K. Rutherford, *Lt. Governor*



Pete K. Rahn, *Secretary*
Gregory C. Johnson, *P.E., Administrator*

January 12, 2017

Ms. Katherine Falk, P.E., PTOE
Kimley Horn
1215 Fort Avenue, Suite 304
Baltimore, Maryland 21230

RE: St. Mary's County
MD 235
Mile Point: 21.15
Hollywood Auto
SHA Tracking No. 16APSM009XX

Dear Ms. Falk:

Thank you for the opportunity to review the revised Traffic Impact Study (TIS) prepared by Kimley Horn, received on November 28, 2016, for the Hollywood Commercial Center in St. Mary's County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 30,000 SF vehicle dealership is via one (1) full-movement site access to MD 245, one (1) right-in/right-out sight access to MD 235, and one (1)
- The following intersections were analyzed under existing, background and future conditions:
 - MD 235 intersection with MD 245 (signalized)
 - MD 245 intersection with Old Three Notch Road (unsignalized)
 - MD 235 intersection with Old Three Notch Road (unsignalized)
 - MD 235 intersection with Site Access (right-in/right-out unsignalized)
 - MD 245 intersection with Site Access (full movement unsignalized)
 - Old Three Notch Road intersection with Site Access (full movement unsignalized)
 - Old Three Notch Road intersection with Vista Road (unsignalized)
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

My telephone number/toll-free number is [410-841-1000](tel:410-841-1000)
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 138 Defense Highway • Annapolis, Maryland 21401 • Phone 410.841-1000 • www.roads.maryland.gov

Ms. Kathernine Falk, P.E., PTOE
SHA Tracking No.: 15APSM008XX
Page No. 2
January 12, 2017

Based on the information provided, please address the following comments in a point-by-point response:

1. When using the Poisson distribution chart to determine maximum queue lengths, the eastbound through movement exceeds the available storage by 45' at the MD 235 and MD 245 intersection. The formula used in the study indicates the eastbound through movement will exceed the available storage by only 4'. Using the more conservative maximum (95th Percentile) queue length, the study should recommend improvements to address the projected eastbound queues at the MD 235 and MD 245 intersection.
2. Please evaluate the feasibility of a shared access across from the MD 235 and Hollywood Fire Department Entrance intersection.
3. Critical lane volume analysis for intersection 3 (MD 235 & Old Three Notch Road) assumes two eastbound approach lanes; however, there is only one eastbound approach lane, per Figures 2 and 4. This error results in a minor change in the critical lane volume (3 vehicles or less) and does not change the results of the study.
4. Table 5 and Table 8: incorrect critical lane volumes are reported for intersection 5 (MD 245 & Site Access). This error results in a minor change in the critical lane volume (5 vehicles or less) and does not change the results of the study.

Please submit two (2) copies of the revised traffic impact study and a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to Mr. Tim Smith, P.E., 138 Defense Highway, Annapolis, Maryland, 21401 to the attention of Mr. Erich Florence. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Erich Florence at 410-841-1044, by using our toll free number in Maryland only at 1-800-331-5603 (x1044) or via email at eflorence@sha.state.md.us.

Sincerely,

Tim Smith, P.E.
Deputy Administrator/Chief Engineer for Operations

TS/wb

cc: Mr. Bob Bowies, St. Mary's County, Dept. Land Use & Growth Management, 23150 Leonardtown Hall Drive, P.O. Box 653, Leonardtown, Maryland 20650
Ms. Rola Daher, SHA – Data Services Engineering Division
Mr. Erich Florence, SHA – District 5 Access Management
Mr. Brian McNeal, Hollywood Partners Three Notch, LLC, BMcNeal@rebkee.com
Ms. Elisa Mitchell, SHA – Data Services Engineering Division
Mr. Johnson Owusu-Amoako, SHA – Traffic Development and Support Division
Mr. Steve Rochon, SHA – Traffic Development and Support Division
Ms. Tina Saxon, SHA – Regional and Intermodal Planning Division
Ms. Lisa Shemer, SHA – Data Services Engineering Division
Mr. Scott Sumner, SHA – District 5 Traffic

Ms. Kathernine Falk, P.E., PTOE
SHA Tracking No.: 15APSM008XX
Page No. 3
January 12, 2017

Ms. Kimberly Tran, SHA – District 5

Kimley»Horn

February 10, 2017

To: Mr. Tim Smith, P.E.
Deputy Administrator/Chief Engineer for Operations
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401

Re: Hollywood Auto
SHA Tracking No. 16APSM009XX
LUGM #16-132-004

Dear Mr. Smith:

Please find the following responses addressing the comments in your letter dated January 12. We have revised the traffic impact study accordingly and are submitting two hard copies of the study and a CD.

Comment 1: When using the Poisson distribution chart to determine maximum queue lengths, the eastbound through movement exceeds the available storage by 45' at the MD 235 and MD 245 intersection. The formula used in the study indicates the eastbound through movement will exceed the available storage by only 4'. Using the more conservative maximum (95th Percentile) queue length, the study should recommend improvements to address the projected eastbound queues at the MD 235 and MD 245 intersection.

Response 1: The TIA guidelines in the Access Permit Manual provide both a table and a formula that can be used for calculating queue lengths. It's stated that the formula "can be used in lieu of the chart," (p. 157). Because the formula uses actual numbers specific to the project, we have consistently used the formula, including for the Hollywood Commercial Center traffic study, which was accepted by SHA and St. Mary's County DPW. To address the additional storage length required, we have revised the roadway improvement drawing to include a storage length of 110', which accommodates the queue calculated in our study.

Comment 2: Please evaluate the feasibility of a shared access across from the MD 235 and Hollywood Fire Department Entrance intersection.

Response 2: The right-in/right-out entrance, study intersection 4, located along Three Notch Road (MD 235) is required to support the adjacent Hollywood Commercial Center. This entrance location was previously studied and approved as part of the Hollywood Commercial Center project (15APSM008XX). The subject Hollywood Auto project proposes no new

entrance locations; instead, utilizing inter-parcel connections via shared private access easements and will be supported by the entrances and roadway improvements constructed as part of the Hollywood Commercial Center project.

Comment 3: Critical lane volume analysis for intersection 3 (MD 235 & Old Three Notch Road) assumes two eastbound approach lanes; however, there is only one eastbound approach lane, per Figures 2 and 4. This error results in a minor change in the critical lane volume (3 vehicles or less) and does not change the results of the study.

Response 3: Noted, thank you. The critical lane volume for intersection 3 has been revised. As noted, this revision does not change the results of the study.

Comment 4: Table 5 and Table 8; incorrect critical lane volumes are reported for intersection 5 (MD 245 & Site Access). This error results in a minor change in the critical volume (5 vehicles or less) and does not change the results of this study.

Response 4: Noted, thank you. Table 5 and Table 8 have been revised to reflect the correct critical lane volumes for intersection 5. As noted, the revision does not change the results of this study.

Please contact me at (667) 401-5335 or kathy.falk@kimley-horn.com should you have any questions or additional comments. We look forward to your review and approval of the submitted Traffic Impact Study for the Hollywood Auto project.

Sincerely,



Katherine W. Falk, P.E., PTOE

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF
PUBLIC WORKS & TRANSPORTATION
George A. Erichsen, P.E., Director



COMMISSIONERS OF ST. MARY'S COUNTY
James R. Guy, President
Michael L. Hewitt, Commissioner
Tom Jarboe, Commissioner
Todd B. Morgan, Commissioner
John E. O'Connor, Commissioner

December 14, 2016

Katherine W. Falk, P.E., PTOE
Kimley-Horn and Associates, Inc.
1215 Fort Avenue, Suite 304
Baltimore, MD 21230

Re: Hollywood Auto Traffic Impact Study
LUGM #160-132-004

Dear Ms. Falk,

This Department has reviewed the traffic impact study for the referenced site, and has the following comments:

1. Please remit a \$200 review fee.
2. The 20% directional distribution to the south seems low, since this type of use would draw more from work and residential centers (which are located mostly to the south) than the other retail uses in the Hollywood Commercial Center development.
3. Since the improvements from Hollywood Commercial Center must be constructed to support this site, the permits for Hollywood Auto cannot be issued until the road improvements have design approvals, any required property obtained, and the improvements are bonded.
4. Since the upper limit of level-of-service (LOS) C is proposed for total conditions (LOS C has a critical lane volume between 1,150 and 1,300, while the proposed critical lane volume is 1,300), additional traffic studies are recommended to assure that level-of-service C is not degraded to a LOS D. Please propose a way to provide this assurance.
5. Since the Maryland State Highway Administration (SHA) has primary responsibility over the impacted roadways, please obtain and address their review comments on this study as well.

Please address the above comments, and submit two (2) copies of the final study to this Department for review. If you have any questions, please do not hesitate to contact this Department.

Very truly yours,

John J. Groeger, P.E.
Deputy Director

JJG

Attachment

cc: Erich Florence, SHA District 5
Phil Shire, Director, LUGM

S:\jgroeger/falk Hollywood auto tis.doc

Kimley»»Horn

February 10, 2017

John J. Groeger, Deputy Director
St. Mary's Department of Public Works & Transportation
The Arnold Building
44825 St. Andrews Church Rd.
California, MD 20619

**RE: Hollywood Auto Concept Plan
LUGM #16-132-004**

Dear Mr. Groeger:

Kimley-Horn and Associates, Inc. (Kimley-Horn) is in receipt of the Request for Additional Information (RAI) letter dated December 14, 2016. We prepared the following responses to the RAI comments. The St. Mary's Department of Public Works & Transportation staff comments are shown below, followed by our responses.

1. Please submit a \$200 review fee.

Response: Per your request, a \$200 review fee check is included with this submission.

2. The 20% direction distribution to the south seems low, since this type of use would draw more from work and residential centers (which are located mostly to the south) than the other retail uses in the Hollywood Commercial Center development.

Response: Noted, thank you. The distribution of trips generated by the proposed Hollywood Auto project have been revised to reflect 30% to the South, 25% to the North, and 25% to the West.

3. Since the improvements from Hollywood Commercial Center must be constructed to support this site, the permit for Hollywood Auto cannot be issued until the road improvements have design approvals, any required property obtained, and the improvements are bonded.

Response: Noted, thank you.

4. Since the upper limit of level-of-service (LOS) C is propose for total conditions (LOS C has a critical lane volume between 1,150 and 1,300, while the proposed critical lane volume is 1,300), additional traffic studies are recommended to assure that level-of-service C is not degraded to a LOS D. Please propose a way to provide this assurance.

Response: Based on the revised trip distribution noted above (Response #2), the revised critical lane volume for total conditions at the intersection of Three Notch Road (MD 235) and Hollywood/Sotterley Road (MD 245) is 1,297; LOS C. This level of service is acceptable for Town Center areas, as identified by Schedule 70.7.3 of the St. Mary's County Comprehensive Zoning Ordinance. To assure continued acceptable levels of services at

the intersection location, we recommend future development applications utilize the proposed development trip generation as background traffic in the area.

5. Since the Maryland State Highway Administration (SHA) has primary responsibility over the impacted roadways, please obtain and address their review comment on this study as well.

Response: Noted, thank you. A copy of the Traffic Impact Study has also been provided to the Maryland State Highway Administration (SHA) for review and acceptance. A copy of the SHA review comments, and associated comment-responses, is included with the revised Traffic Impact Study for your reference. A copy of the final SHA acceptance letter will also be provided to your office, once available, for your record.

I hope that the above responses are sufficient for you to complete the review and approval of our application. Should you have any further questions, please feel free to contact me at (667) 401-5335.

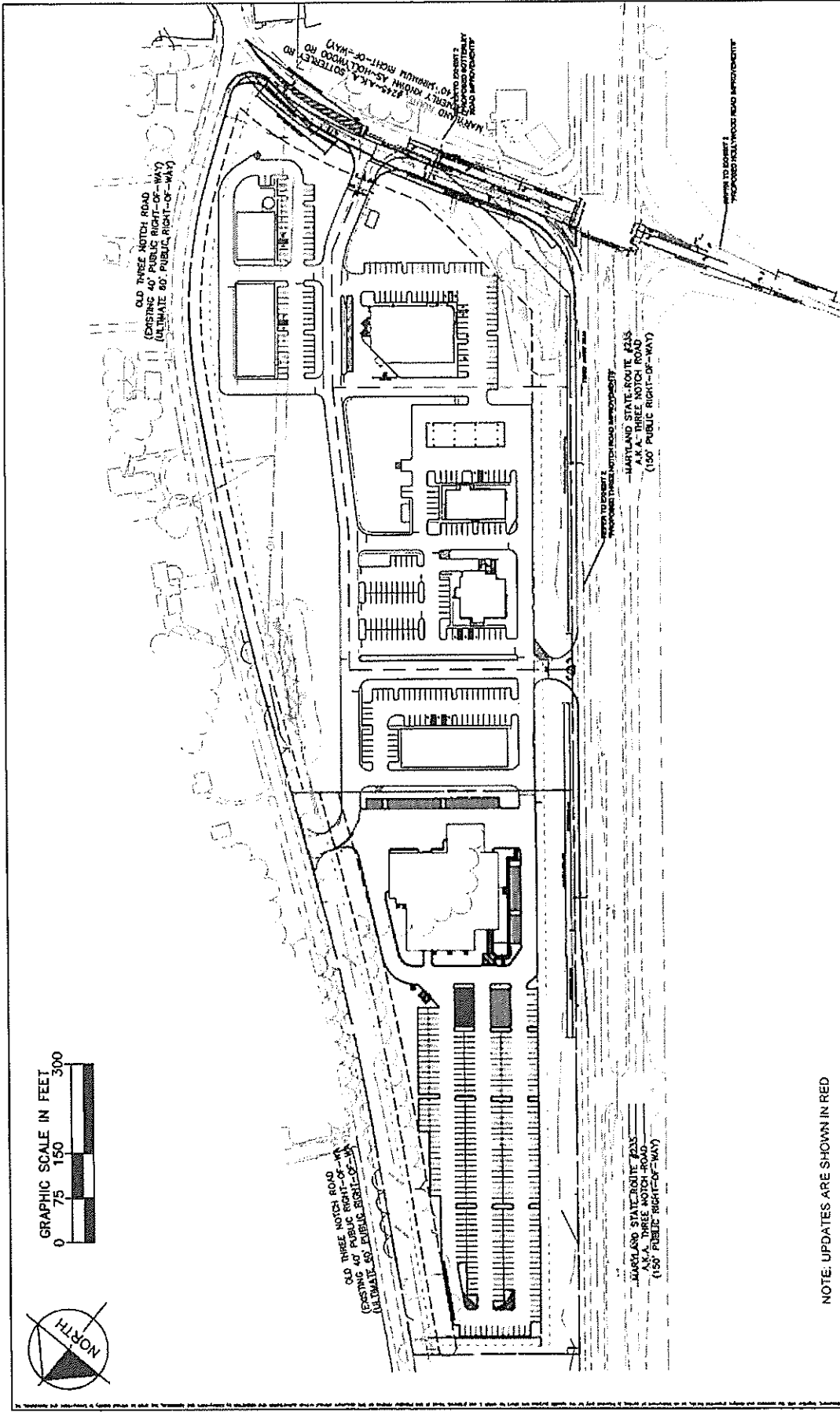
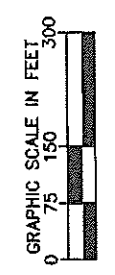
Sincerely,



Katherine W. Falk, P.E., PTOE

APPENDIX I

Concept Right-Of-Way Improvements Plan



NOTE: UPDATES ARE SHOWN IN RED

NOA PROJECT	11323060
DATE	02/09/2017
SCALE	AS SHOWN
DESIGNED BY	RE
CHECKED BY	BT
DATE	07

Kimley **Horn**

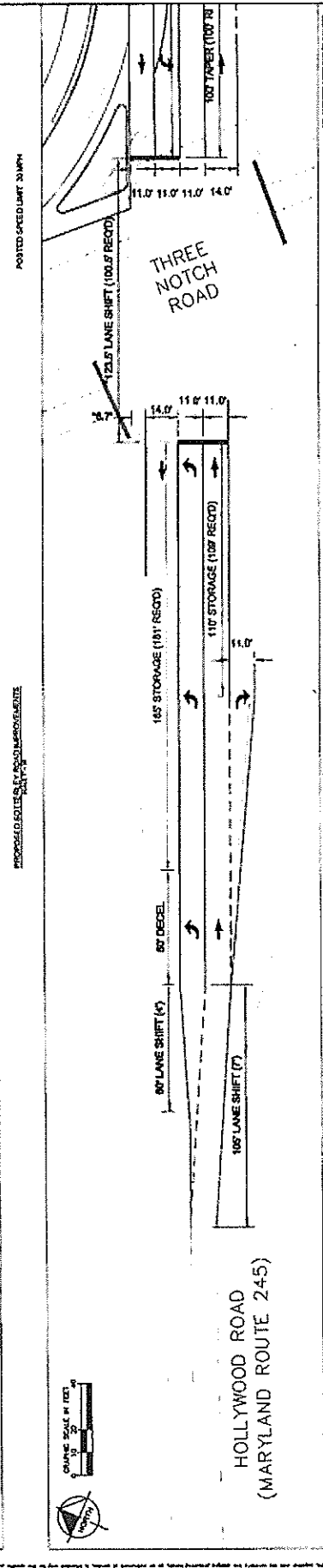
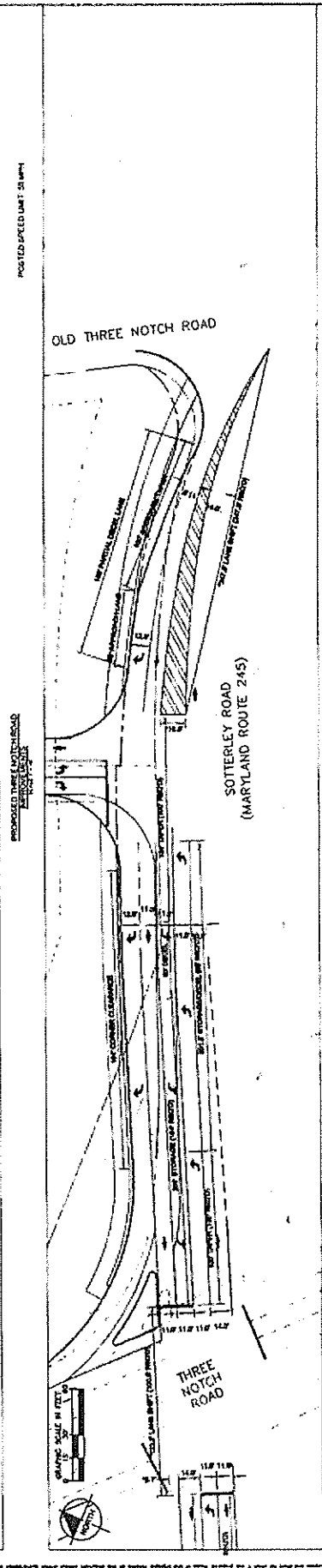
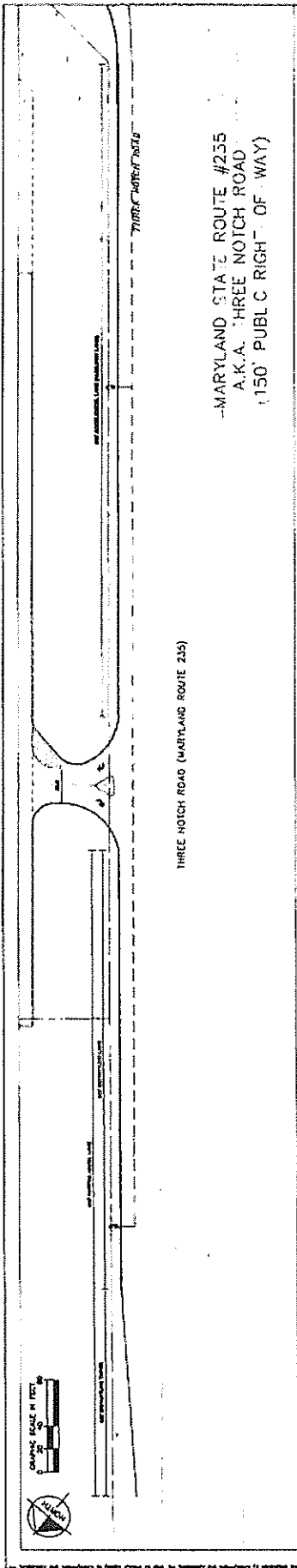
701 S. 707th Street, Suite 100, Waukegan, IL 60087
 PHONE: 815.399.8200
 WWW.KIMLEYHORN.COM

NO.	REVISIONS	DATE	BY

HOLLYWOOD AUTO
 PREPARED FOR
 WINEGARDNER MOTOR COMPANY
 ST. MARTIN'S COUNTY

UPDATED PROPOSED
 RIGHT-OF-WAY IMPROVEMENTS

SHEET NUMBER
EXHIBIT 1



NOTE: UPDATES ARE SHOWN IN RED

		11/17/2020 DATE: 2/07/2017 PROJECT: 150' PUBLIC RIGHT-OF-WAY IMPROVEMENTS DRAWN BY: [Name] CHECKED BY: [Name]		SHEET NUMBER EXHIBIT 2
PREPARED FOR HOLLYWOOD AUTO WINDARDER MOTOR COMPANY		PROJECT DESCRIPTION [Blank]		DATE [Blank]
SCALE: 1" = 20'		SCALE: 1" = 20'		SHEET NUMBER EXHIBIT 2

