



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Preliminary Plan 4-05120

Application	General Data
Project Name: NAZ AUTO Location: East side of Livingston Road, approximately 500 feet north of the intersection of Bernice Lane and Livingston Road. Applicant/Address: Naz Auto Body & Paint, LLC. 16045 Accolawn Road Accokeek, MD. 20607-2313	Date Accepted: 01/10/06
	Planning Board Action Limit: 05/30/06
	Plan Acreage: 2.68
	Zone: C-M
	Lots: 0
	Parcels: 1
	Planning Area: 83
	Tier: Developing
	Council District: 09
	Municipality: N/A
	200-Scale Base Map: 222SW02

Purpose of Application	Notice Dates
COMMERCIAL SUBDIVISION Request for Continuance	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003)
	11/2/05
	Sign(s) Posted on Site and Notice of Hearing Mailed: 2/28/06

Staff Recommendation		Staff Reviewer: JOHN FERRANTE	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
X			

March 6, 2006

MEMORANDUM

TO: The Prince George's County Planning Board

FROM: John Ferrante, Subdivision Section

SUBJECT: Naz Auto, Preliminary Plan of Subdivision 4-05120

The applicant for the above-referenced preliminary plan of subdivision has requested a continuance until an unspecified time. The Transportation Section had required that the applicant submit traffic counts for the intersection of Pine Drive and Indian Head Highway (MD 210) for a determination of adequacy. At the time of this memo, traffic counts for this critical intersection have not yet been submitted by the applicant.

Without the requested traffic counts, the Transportation Section is unable to determine if adequate transportation facilities are provided in accordance with Section 24-124 of the Subdivision regulations. Therefore, staff would be required to recommend denial of the preliminary plan of subdivision.

In light of the above, the applicant believes that approval of the continuance request would allow additional time to submit the required traffic counts to the Transportation Section so that an adequacy finding can be determined. The memo from the Transportation Section is attached.

March 6, 2006

John Ferrente
Development Review Division
Urban Design
Subdivision Section
Upper Marlboro, MD 20772

RE: Naz Auto
4-05120

Dear Mr. Ferrente:

On behalf of my client, I hereby request a continuance on the above referenced property and waive the required seventy (70) day time limit for action.

If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Stephenie Clevenger".

Stephenie Clevenger

MEMORANDUM

TO: John Ferrante, Subdivision Section, Development Review Division

FROM: Eric Jenkins, Transportation Planning Division, Countywide Planning Division

VIA: Tom Masog, Transportation Planning Division, Countywide Planning Division

SUBJECT: 4-05120, Naz Auto Body, Transportation Findings and Recommended Conditions for Preliminary Plan

The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 3.54 acres of land in the C-M zone. The property is located west of MD 210 and along Livingston Road, approximately 500 feet from the intersection of Bernice Lane and Livingston Road. The applicant proposes a commercial use of 9,000 square feet.

Transportation staff requested that the applicant provide a traffic count at the intersection of MD 210 and Pine Drive for the purpose of making adequacy findings. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy—Service Level Standards

The subject property is located within the developing tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24- 124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The transportation staff is basing its findings on the traffic impacts at one critical intersection, which is unsignalized. The traffic generated by the proposed preliminary plan would impact the intersection of MD 210 and MD 810E (Pine Drive). The critical intersection is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

The intersection of MD 210 and MD 810E is currently unsignalized. Beech Lane is located on the opposite side of MD 810E (Pine Drive) to form a four-way intersection. On January 27, 2006, transportation staff made a request at the Subdivision Review Committee meeting that the applicant provide a traffic count at the intersection of MD 210 and Pine Drive for the purpose of making adequacy findings. Staff has a traffic count from April 2003 but this count is more than one year old. This count was done as part of a traffic signal warrant for the Summerwood development in April 2003. The site would generate 30 AM and 34 PM peak-hour trips; this impact is not sufficient to require a full traffic study, but an adequacy finding must be made, and for that reason the count was requested.

Traffic counts are generally available from the State Highway Administration (SHA). Currently, the SHA has a website with a traffic count database. According to the guidelines, traffic data must reflect existing normal peak-hour conditions at the time of the study and should not be used if more than one year old at the time of the original submission of the application. There are no recent counts for the intersection of MD 210 and MD 810A available from SHA. The applicant did not submit a recent count for the critical intersection; therefore, staff cannot make a transportation finding.

Site Plan Comments

One site access point is proposed along Livingston Road. This is a standard commercial driveway entrance to the proposed auto body shop. Most, if not all, vehicles would access the site from the MD 210 and MD 810A (Pine Drive) intersection. The applicant would be responsible for any frontage improvements along Livingston Road required by the Prince George's County Department of Public Works and Transportation (DPW&T).

Master Plan Comments

The Subregion V Master Plan (1993) lists Livingston Road as a collector road with 80 feet of right of way. Dedication of 40 feet from the master plan centerline of Livingston Road would be required. This does not appear to be shown correctly on the site plan. The subdivision plan shows 20 feet from the baseline of Livingston Road and must be revised to show dedication of 40 feet from the baseline.

Transportation Staff Conclusions and Recommendations

Based on the preceding findings, the Transportation Planning Section concludes that a finding of adequate transportation facilities as required under Section 24-124 cannot be made at this time. Once the required up-to-date traffic counts are received, a more complete review of the adequacy-related issues will be completed.