



**Planning Commission
Regular Meeting**
November 4, 2025, 6:00 PM
Council Chambers, La Plata Town Hall
305 Queen Anne St
La Plata MD

Agenda

1. Call to Order

- 1.1. Attendees, please use meeting courtesy. Virtual attendees are asked to mute microphones when joining the meeting. Participants may be muted by the Town Clerk and meetings will be recorded.

In accordance with the Open Meetings Act, the public has the right to view/listen to the discussion only. At their discretion, the Planning Commission may allow participants to voice questions or provide comments on the topics under discussion. Written comments may be submitted via e-mail to Legislative@townoflaplata.org. Members of the public wishing to address the Planning Commission in person may sign up in advance via the [town webpage](#) or upon arrival at the Council Chamber.

[Join the meeting now](#)

Meeting ID: 222 254 925 982

Passcode: QFnvoy

1.2. Call to Order

2. Roll Call and Quorum Verification

3. Approval of Minutes

- 3.1. Approval of minutes from meeting on October 7, 2025.

4. Ex Parte Disclosure

5. Public Comment

6. Matters of Review and Approval

6.1. Major Subdivision 306-2018

Project Location: West of Crain Highway, East of Buckeye Circle

Applicant: Ron Rymer, Steeplechase Development Company LLC

Subject/Project No.: MJSUB 306-2018; Steeplechase

Request: To approve a time extension for Major Subdivision 306-2018

6.2. Major Subdivision 606-2022

Project Location: Northwest of La Plata Road and west of Radio Station Road

Applicant: Lorenzi, Dodd & Gunnill, Inc.

Subject/Project No.: MJSUB 606-2022; Agricopia

Request: To approve a time extension for Major Subdivision 606-2022

7. Matters of Discussion or Recommendation

7.1. Residential Street Widths in New Subdivisions (For Discussion)

8. Matters of Information

8.1. Staff Report

8.2. Town Council Report

9. Adjourn

9.1. Adjournment



TOWN OF LA PLATA
Planning Commission Minutes

October 7, 2025, 6:00 PM

Regular Meeting

Council Chambers, La Plata Town Hall

305 Queen Anne St

La Plata MD

PRESENT: Chair Dawn Banks
Vice Chair Jill Hudnell
Councilman Paul Guttenberg
Kyle Miller
Emily Whale

ABSENT:

TOWN STAFF: Don Dooley, Director of Planning
Celia Craze, Contract Planner (virtual)
Melinda Adams, Stormwater Manager (virtual)
Kelly Phipps, Director of Legislative Services

GUESTS: Jeannine James, Mayor
Tyjon Johnson, Councilman, Ward IV

1. Call to Order

Chair Banks called the meeting to order at 6:00 PM.

- 1.1. Attendees, please use meeting courtesy. Virtual attendees are asked to mute microphones when joining the meeting. Participants may be muted by the Town Clerk and meetings will be recorded.

In accordance with the Open Meetings Act, the public has the right to view/listen to the discussion only. At their discretion, the Planning Commission may allow participants to voice questions or provide comments on the topics under discussion. Written comments may be submitted via e-mail to Legislative@townoflaplata.org.

[Join the meeting now](#)

Meeting ID: 222 254 925 982

Passcode: QFnvoy

2. Roll Call and Quorum Verification

Chair Banks conducted roll call. Commissioner Jenkins, Alternate Member, was present but did not hold voting privileges.

3. Pledge of Allegiance

Commissioner Jenkins led all assembled in the Pledge of Allegiance.

4. Approval of Meeting Agenda

The commission approved the meeting agenda by consensus.

5. Approval of Minutes

5.1. Approval of minutes from meeting on September 2, 2025

Councilman Guttenberg moved to approve the minutes as presented.

Moved By: Paul Guttenberg, seconded by Jill Hudnell.

Ayes: Chair Banks, Vice Chair Hudnell, Councilman Guttenberg, Whale

Nays: None

Abstained: Miller

Absent:

Passed

6. Ex Parte Disclosure

Commissioner Jenkins disclosed discussion of the fiscal analysis and the Adequate Public Facilities Ordinance (APFO) with Councilman Guttenberg and with the Town Manager via phone conversation.

7. Public Comment

No public speakers were present at this meeting.

8. Matters of Review and Approval

8.1. La Grange Subdivision (Continued from September 2, 2025)

Project Location: 203 Port Tobacco Road, La Plata MD (South side of Port Tobacco Road at the "T" intersection with Quailwood Parkway)

Applicant: Charles P. Johnson & Associates, Inc.

Subject/Project No.: MJSUB 05-2024; La Grange

Request: To subdivide a 26.10-acre lot into 52 residential lots in the R-21 Zone to develop a Senior Living Community

Ms. Craze provided an overview of the development to date. Nate Forman of the offices of O'Malley, Miles, Nylen, and Gilmore answered questions on behalf of the applicant and indicated that the applicant would be willing to provide a memorandum regarding the need to provide a traffic impact analysis.

Councilman Guttenberg moved to approve Planning Commission Resolution 25-03 with the proposed draft conditions of approval, as presented by staff..

Moved By: Paul Guttenberg, seconded by Jill Hudnell.

Ayes: Banks, Hudnell, Guttenberg, Miller, Whale

Nays: None

Abstained: None

Absent: None

Passed

Councilman Guttenberg, Chair Banks, and Commissioner Miller expressed the need to discuss proposed right-of-way standards for subdivisions to better accommodate emergency vehicles and support public health, safety, and welfare. A policy to this effect might be adopted until such time as the ordinance could be amended.

9. Matters of Discussion or Recommendation

9.1. Presentation on Pinegrove Development Project by DR Horton and Rodgers Consulting

Agents of DR Horton and Rodgers Consulting delivered a presentation on the Pinegrove Development.

Steve Scott (Scott Law Group)

Danielle Conrow (Rodgers Consulting Project Lead)

Brian George (DR Horton)

Kelsey Stewart (DR Horton; Amenities, Architecture)

Loribeth Donnakey (Senior Landscape Consultant, Rodgers Consulting; Circulation, Landscape Design)

Kelly Donovan (Rodgers Consulting; Environmental Stewardship)

Steve Allison (Rodgers Consulting)

Robert Engel (Lenhardt Traffic Engineering)

Chris Lazaration (Rodgers Consulting)

10. Matters of Information

10.1. Staff Report

Director Dooley reported on the following projects and initiatives that will come before the Planning Commission at upcoming meetings:

- The [Charles County Public] Library project; projected to come before the Planning Commission in January 2026
- Pinegrove Neighborhoods G & J
- Rosewick Apartments, Phase 2

10.2. Town Council Report

Councilman Guttenberg reported on the following topics:

- Prioritization of the Adequate Public Facilities Ordinance at the Town Council's priorities retreat on September 11, 2025.
- The need for the Planning Commission to make timely recommendations to the Town Council to effect change.

11. Adjourn

11.1. Adjournment

Submitted by:

Kelly G. Phipps
Director of Legislative Services



TOWN OF LA PLATA

**305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646**

PLANNING COMMISSION STAFF REPORT

DATE: November 4, 2025

TO: Honorable Chair and Members of the Planning Commission

FROM: Don Dooley, Director of Planning

APPLICANT: Ronald Rymer

OWNER: Berkshire Homes, LLC / Steeplechase Development Company, LLC.

PROJECT LOCATION: West of Crain Highway and east of Buckeye Circle in the Steeplechase Subdivision

SUBJECT/PROJECT NO.: Time Extension for Major Subdivision
(MJSUB) 306-2018

REQUEST: To approve a one-year time extension (to December 6, 2026) for Major Subdivision (MJSUB) 306-2018.

BACKGROUND

In February 2005, the original 115.85-acre Master Site Development Plan (MSDP) was approved by the Town of La Plata for the Steeplechase Subdivision ("Subdivision"). As originally designed and approved, Steeplechase consisted of 392 residential units to be developed in two phases. Phase 1 consisted of 193 units and Phase 2 consisted of 199 units. A variety of housing types consisting of single-family (detached) dwellings, duplexes; and multi-story townhomes were incorporated into the development.

By 2018, the Applicant acquired an adjoining 9.49-acre parcel of land contiguous to the Steeplechase Subdivision. The additional property was incorporated into the development as a third phase of Steeplechase. It consists of 189 units composed of 36 single-family, (detached) dwellings, 44 duplexes, 32 two-story townhomes; and 77 three story townhomes.

On December 6, 2022, the Planning Commission approved the Applicant's preliminary plat map for the third phase of the Steeplechase Subdivision under the zoning classification of Planned Development – Steeplechase (PD-ST), through MJSUB 306-2018 by a vote of 3-0-2-1 (Commissioners Banks and Mudd abstaining and Commissioner Bryant-Ward absent). A copy of the original staff report has been provided as Attachment No. 4 to this report.

On December 5, 2023, the Applicant's Preliminary Plat Map for Phase 3 had not yet been submitted for final plat map approval. Therefore, a one-year time extension (to December 6, 2024) was granted for the project by the Planning Commission. A copy of the staff report for the time extension is included in Attachment No. 5. The Commission will find that the staff report is nearly identical to the original staff report in Attachment No. 4.

No time extension could be located in Town records to demonstrate one was brought to the Planning Commission in 2024 for MJSUB 306-2018 to cover the preliminary plat map's validity for an additional one-year time extension between December 6, 2024, and December 6, 2025. It appears this may have been an administrative oversight or due to misplaced records that current staff is unable to locate. The genesis of the situation was likely the result of significant change and turnover in both the Planning Department and Town Hall from the last half of 2024 through the first quarter of 2025. Nevertheless, it was of no fault of the Applicant.

DISCUSSION

At present, the project Applicant is requesting a two-year time extension (to December 6, 2027) for the preliminary plat map associated with Phase 3 of the Steeplechase Subdivision under MJSUB 306-2018 (see Attachment No. 3). The Applicant's justification for the time extension is due to the Town of La Plata being unable to provide water allocations to serve the proposed Subdivision at this time. Consequently, the Applicant is unable to proceed forward with the Subdivision to obtain a final plat map approval for recordation.

Pursuant to Article 173-23(B)(3) of the La Plata Subdivision and Land Development Ordinance ("Ordinance"), the approval of a Preliminary Plat Map is valid for one (1) year, unless a time extension is granted by the Planning Commission. Although the Ordinance is silent on the maximum length a time extension may be granted, staff recommends it not exceed one-year (to December 6, 2026) to be consistent with the original approval period for the Subdivision. However, staff believes the request can be expanded to retroactively include the period from December 6, 2024, to December 6, 2025, as well as the period from December 6, 2025, to December 6, 2026, for administrative record keeping purposes. This approach would be in the public interest as there are no changes proposed to the preliminary plat map for the Steeplechase Subdivision and the project Applicant is continuing to diligently work toward completing the project. Likewise, as the Town is

currently unable to provide sufficient water allocation to support the Subdivision at this time,

Traffic Study Update

As the traffic impact study (TIS) for the Steeplechase Subdivision was prepared over three years ago (September 19, 2022), staff has suggested a condition of approval requiring the property owner to provide an updated Traffic Impact Study (TIS) for the Subdivision and to incorporate any/all traffic study mitigation measures into the project that may be deemed necessary based on the conclusions to the new TIS prior to final plat map approval. When the September 19, 2022, TIS was prepared for the original approval of the Subdivision, no traffic mitigation measures were recommended as the level of service (LOS) for all studied intersections along Crain Highway operated at a LOS “B” or LOS “A” (see Attachment No. 6). Nevertheless, an updated traffic study is appropriate ensure the Town has adequate transportation infrastructure to support the Subdivision based on its growing population.

Parkland Dedication

Section 173-11 (Dedication and reservation of parkland) in the La Plata Municipal Code (which was adopted on September 13, 1988) states that,

“In the case of large proposed developments, which are hereby defined as any developments over forty (40) dwelling units, the Planning Commission may require a combination of improved park and recreational property and playgrounds, at the rate of fifteen hundredths (0.15) acre per dwelling unit, or fees in lieu in order to meet the planned town open space and recreation objectives.”

As staff has been unable to determine, at this time, if Phase 3 of the Steeplechase Subdivision is compliant with this portion of the Town’s Municipal Code, a condition of approval to the time extension has been added requiring the property owner to demonstrate compliance. Such compliance would be required prior to the issuance of any grading and building permits for the lots within Phase 3 of the Steeplechase Subdivision.

RECOMMENDATION

Staff recommends the Planning Commission adopt the attached, draft, resolution approving a one-year time extension for MJSUB 306-2018 (to December 6, 2026), with conditions.

ATTACHMENTS

- 1) Draft Planning Commission Resolution Approving a One-Year Time Extension for the Preliminary Plat under MJSUB 306-2018.

La Plata Planning Commission
One-Year Time Extension Request for MJSUB 306-2018 (Steeplechase, Phase 3)
November 4, 2025

- 2) Applicant's Previously Approved Preliminary Plat Map for MJSUB 306-2018
- 3) Applicant's E-mail, Dated October 16, 2025, Requesting a Two-Year Time Extension.
- 4) Planning Commission Staff Report, Dated December 6, 2022, for MJSUB 306-2018
- 5) Planning Commission Staff Report, Dated December 5, 2023, for MJSUB 306-2018
- 6) Traffic Impact Study (TIS) dated September 19, 2022, for MJSUB 306-2018

**TOWN OF LA PLATA, MARYLAND
PLANNING COMMISSION RESOLUTION NO. 2025-04**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
TOWN OF LA PLATA, MARYLAND APPROVING A ONE (1)
YEAR TIME EXTENSION FOR MAJOR SUBDIVISION (MJSUB)
306-2018 (STEEPLECHASE) TO DECEMBER 8, 2026.**

WHEREAS, a request to approve a time extension for Major Subdivision (MJSUB) 306-2018 for Phase 3 of the Steeplechase Development was submitted on October 16, 2025, by Ronald Rymer of Berkshire Homes, LLC / Steeplechase Development Company, LLC. located at 4401 Southern Business Park Drive, White Plains, Maryland 20695; and

WHEREAS, Major Subdivision (MJSUB) 306-2018 for Phase 3 of the Steeplechase Development was previously approved under a Preliminary Plat Map by the Planning Commission on December 6, 2022, for the development of 189 units composed of 36 single-family (detached) dwellings, 44 duplexes, 32 two-story townhomes, and 77 three-story townhomes on 9.49-acres of land in the Planned Development-Steeplechase (PD-ST) Zoning District, and

WHEREAS, the approved Subdivision was previously granted a time extension by the Planning Commission in the past; and

WHEREAS, there are no proposed changes to the Preliminary Plat Map for Phase 3 of the Steeplechase Subdivision (under MJSUB 306-2018) as part of the project Applicant's request for this time extension, and

WHEREAS, on November 4, 2025, the Planning Commission held a public meeting on the Applicant's time extension request for Major Subdivision (MJSUB) 306-2018 to pursuant to State law, and

WHEREAS, after considering the applicant's plans, the project staff report, all written and verbal testimony, and evaluating all other information presented to the La Plata Planning Commission, the Commission has determined that the prior findings contained in the original staff report, dated December 6, 2022, for Major Subdivision (MJSUB) 306-2018 are still valid. The Commission also finds the Town of La Plata does not have sufficient water allocation to serve the development at this time. Therefore, it would create an adverse burden to the previously approved Subdivision if water cannot be allocated for its development. Therefore, a one-year time extension (to December 6, 2026) is deemed appropriate; and,

WHEREAS, the Planning Commission has determined that this time extension request is also retroactive to include Phase 3 of the Steeplechase Subdivision's validity from December 6, 2024, to December 6, 2025, in addition to granting a time extension from December 6, 2025, to December 6, 2026.

NOW, THEREFORE, BE IT RESOLVED that the La Plata Planning Commission hereby approves a one (1) year time extension for the preliminary plat map to December 6, 2026, and retroactively approves the Subdivision's Plat Map validity from December 6, 2024 to December 6, 2025, under Major Subdivision (MJSUB) 306-2018, subject to the attached conditions of approval for the project under Attachment "A" to this resolution and incorporated herein by reference.

PASSED AND ADOPTED BY THE LA PLATA PLANNING COMMISSION on November 4, 2025, by the following vote:

Yes:

No:

Abstain:

Absent:

Dawn Banks, Planning Commission Chair

Attest:

Don Dooley, Director of Planning

ATTACHMENT “A”

PLANNING COMMISSION RESOLUTION NO. 2025-04 FOR MAJOR SUBDIVISION (MJSUB) 306-2018 – STEEPLECHASE, PHASE 3

Standard Conditions of Approval

1. Unless modified herein by these conditions of approval, Major Subdivision (MJSUB) 306-2018, shall comply with all applicable Town, County, State, and Federal regulations. Should any conflict arise, the most stringent requirement shall apply in all cases, as determined by the Director of Planning.
2. Planning Commission approval of a Final Plat Map for MJSUB 306-2018 shall be required prior to the recordation of the Subdivision.
3. All Town of La Plata plan-check comments and corrections for the project plans shall be appropriately addressed to the satisfaction of the Director of Planning prior to the recordation of the Final Plat Map and the issuance of grading and/or building permits for the project.
4. The development plans for the project shall satisfy all Building Code, Fire Code, and Americans with Disabilities Act (ADA) requirements as authorized by Federal, State, County, and Local code regulations or statutory authority.
5. The Final Plat Map for the Subdivision shall be recorded in substantial compliance with the Preliminary Plat Map approved by the Planning Commission, except as may be amended by these conditions of approval and/or by any Local, County, State or Federal requirements. Any deviation from the approved plans shall be reviewed and approved by the Director of Planning, who at his/her discretion, may require re-review and approval by the Planning Commission, if the deviation is considered a significant modification.
6. This Subdivision shall not be recorded, under any circumstances, until the property owner has written approval from the town of La Plata determining that it has adequate water and sewer capacity to serve the Subdivision.
7. Any future time extension request for the Preliminary Plat Map, under MJSUB 306-2018 shall be accompanied with a Town Application, justification for the time extension request and a narrative identifying any environmental changes to the project site and to the Preliminary Plat Map (if any) to enable the Planning Commission to determine if any changes or modifications to these conditions of approval are appropriate.
8. The property owner shall sign and remit to the Town of La Plata a “*Statement of Acceptance of Conditions*” acknowledging and accepting all conditions of approval, as

set forth herein for MJSUB/SUB 306-2018, within 45 days from the date of Planning Commission approval.

Special Conditions of Approval

Preliminary Plat Map Time Extension

9. Major Subdivision (MJSUB) 306-2018 for Phase 3 of the Steeplechase Subdivision is approved for a one-year time extension to December 6, 2026, pursuant to Section §173-23.B(3) of the town of La Plata Municipal Code. This time extension also, retroactively, approves a time extension for the Subdivision from December 6, 2024, to December 6, 2025. Any future time extension request(s) shall be subject to further review and approval by the Planning Commission to maintain the validity of the approved Subdivision pursuant to Section §173-23.B(3) of the Town of La Plata Municipal Code.
10. All conditions of approval for (MJSUB) 306-2018, as identified in the Planning Commission Staff Report, dated December 6, 2026, shall remain in full force and effect and incorporated herein as part these conditions of approval.
11. The property owner shall update the original traffic study prepared by Lenhart Traffic Consultants, Inc. on September 19, 2025, for (MJSUB) 306-2018, to the satisfaction of the Director of Planning, prior to final plat map approval for the Subdivision. Any recommended traffic mitigation measures for the project shall be implemented by the property owner as part of the development of the Subdivision in a manner and timeframe acceptable to the Director of Planning.
12. The property owner shall demonstrate compliance with Section 173-11(D) (Dedication and reservation of parkland) prior to the issuance of any grading and building permits for the lots within Phas3 the Steeplechase Subdivision that are associated with this time extension request for Major Subdivision (MJSUB) 306-2018 to the satisfaction of the Director of Planning.

-END-



ATTACHMENT NO. 2

RECEIVED

OCT 30 2025

TOWN OF LA PLATA

ENGINEERS · SURVEYORS · PLANNERS · LANDSCAPE ARCHITECTS

MEMORANDUM

To: Town of La Plata Staff

cc: R.J. Earnshaw

From: Lorenzi, Dodds & Gunnill, Inc. / Darren Heier

Date: October 14, 2025

Re: Agricopia Subdivision
LDG # 249096
Preliminary Plat Extension Request

To Whom it May Concern,

On behalf of the Applicant, RDR, LLC & the Agricopia Subdivision, Lorenzi, Dodds & Gunnill, Inc. would like to respectfully request that the Agricopia Subdivision Preliminary Plat (MJSUB-000535-2021) that was originally approved by the Town of La Plata Planning Commission in February, 1999, and was amended and approved in all succeeding years since that time, with the last approval dated August 2, 2023, be considered for an approval extension per §173-23.B(3) of the Town of La Plata Code that states:

Approval of the Preliminary Plat shall constitute conditional approval of the subdivision but does not constitute approval of the Final Plat. Approval of a Preliminary Plat shall be valid for not more than one (1) year unless an extension is granted by the Planning Commission.

Additionally, Town staff has requested that the following justification(s) be provided to support the request for an approved extension.

1. One (1) hard copy (and an electronic copy) of the latest approved Preliminary Plan has been provided.
2. The Applicant is requesting an approval extension for the Preliminary Plan per the Town of La Plata Code §173-23.B(3).
3. The Agricopia Subdivision continues to be developed, consistent with the latest approved Preliminary Plan.
4. No changes have been proposed to the Preliminary Plan. The Preliminary Plan provided as part of this approval extension request is the Preliminary Plan as reviewed and approved on August 2, 2023.

On behalf of the Applicant, Lorenzi, Dodds & Gunnill, Inc., thank you for your time in reviewing this extension request. If you have any further questions or comments, please do not hesitate to contact us.

Sincerely,
Lorenzi, Dodds & Gunnill, Inc.



ENGINEERS · SURVEYORS · PLANNERS · LANDSCAPE ARCHITECTS

MEMORANDUM

To: Town of La Plata Staff

cc: R.J. Earnshaw

From: Lorenzi, Dodds & Gunnill, Inc. / Darren Heier

Date: October 20, 2025

Re: Agricopia Subdivision
LDG # 249096
Preliminary Plat Extension Request

To Whom it May Concern,

On behalf of the Applicant, RDR, LLC & the Agricopia Subdivision, Lorenzi, Dodds & Gunnill, Inc. would like to respectfully request that the Agricopia Subdivision Preliminary Plat be considered for an approval extension per §173-23.B(3) of the Town of La Plata Code that states:

Approval of the Preliminary Plat shall constitute conditional approval of the subdivision but does not constitute approval of the Final Plat. Approval of a Preliminary Plat shall be valid for not more than one (1) year unless an extension is granted by the Planning Commission.

Additionally, Town staff has requested that the following justification(s) be provided to support the request for an approved extension.

1. One (1) hard copy (and an electronic copy) of the latest approved Preliminary Plan has been provided.
2. The Applicant is requesting an approval extension for the Preliminary Plan per the Town of La Plata Code §173-23.B(3).
3. The Agricopia Subdivision continues to be developed, consistent with the latest approved Preliminary Plan.
4. No changes have been proposed to the Preliminary Plan. The Preliminary Plan provided as part of this approval extension request is the Preliminary Plan as reviewed by The Town of La Plata.

On behalf of the Applicant, Lorenzi, Dodds & Gunnill, Inc., thank you for your time in reviewing this extension request. If you have any further questions or comments, please do not hesitate to contact us.

Sincerely,
Lorenzi, Dodds & Gunnill, Inc.

Don Dooley

From: Ron Rymer <ron@lenhartdevelopment.com>
Sent: Thursday, October 16, 2025 8:12 AM
To: Don Dooley; Dusty Handy
Cc: Ed Carroll
Subject: Preliminary Approval Extension for Steeplechase Phase 3

CAUTION: This email originated from OUTSIDE of the Town of La Plata email system. If the senders name displayed is a Town user, it is NOT legitimate and should be deleted immediately. Do not click links or open attachments unless you are certain this is a legitimate message.

Good morning Mr. Dooley – please find this request to extend the Preliminary Approval for another two years for the subject property. Based on the lack of water allocation in the Town of La Plata , my project cannot move forward.

As you are aware, Phase 3A plats were submitted to the Town in April 2024 and is awaiting final approval. By the time water allocation is granted and the engineering is fully complete for Phase 3B and Phase 3C – a two-year extension is requested.

I have left a hard copy of the Preliminary Approval at the Town yesterday.

Dusty – please send Don an electronic copy as I was unable to attach the one you sent to me yesterday.

If you have any questions, please let me know

Thanks

Ron

Ronald C. Rymer
Berkshire Homes, LLC / Steeplechase Development Company, LLC
4401 Southern Business Park Drive
White Plains, MD 20695

Office 301.870.3639
Mobile 410.610.0062

ron@lenhartdevelopment.com

www.villagesofsteeplechase.com



TOWN OF LA PLATA
305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646

STAFF REPORT FOR CODE COMPLIANCE

To: Planning Commission
From: Jeanine Harrington AICP, Director of Planning
Date: December 6, 2022
Subject: Major Subdivision Preliminary Plat Review and Approval

PROJECT NAME: Steeplechase Phase 3

PROJECT NUMBER: SUB-000306-2018

APPLICANT/OWNER: Steeplechase Development, LLC/ Ronald Rymer

ENGINEER/AUTHORIZED AGENT: Soltesz, Inc

Tax Map:	44	Block:	0008	Parcel:	45, 329, 342
Existing Zoning:	PD-ST				
Existing Use:	Vacant				
Proposed Use:	Residential				
Size:	35.90 Acres				
Adjacent Land Use:	Classification		Use		
North	R21/CH		Residential/Vacant		
South	R5		Stagecoach Crossing		
East	RR		Residential		
West	RC		Residential		

BACKGROUND/DISCUSSION:

The property that includes the present-day Steeplechase development was annexed into the Town of La Plata in 1978, as part of a 169 acre tract known as the Southern Maryland Trade Center. At the time of annexation, the property was zoned I (Industrial District). In 1988, the Town amended its Zoning Ordinance to include a new Mixed Use District (MUD). The property was subsequently rezoned MUD during a Comprehensive Rezoning that took place in the early 1990's. The Zoning Ordinance was amended again in October of 2004, for the purpose of adding standards and requirements for Traditional Neighborhood Development (TND), an optional "overlay" zone to be applied to MUD-zoned properties in the Town.

In February of 2005, the original Steeplechase Master Site Development Plan (MSDP) was approved by the Town Planning Commission, including a total tract area of 115.8564 acres. The tract was divided into land use parcels identified as Proposed and Pending TND, with a residential

density of 6.2 units per net acre. In March of 2005, the Planning Commission conducted a public hearing and made a recommendation to the Town Council to grant TND designation for Parcels (Phases) 1 and 2 of Steeplechase. After holding a second public hearing, the Town Council granted the requested TND Designation. Final plats for Phase One were recorded in 2006 and construction is nearly complete.

In August of 2016, a revised TND Preliminary Plan for Steeplechase was approved by the Planning Commission, including approval of the palette of dwelling unit “types” to be used within the Phases 2 and 3. The four “types” defined by the Planning Commission were: single family detached homes, duplexes, two-story townhomes, and three-story townhomes. Consistent with the TND regulations, no single “type” could represent more than 50% of the unit total.

As originally designed and approved, Steeplechase was planned on 115 acres (+/-) as a Traditional Neighborhood Development to be constructed in 3 Phases. Thirteen years have passed since the original Master Site Development Plan approval and TND designation of Phase 1 (193 units) and Phase 2 (199 units). In that time, the Applicant (Steeplechase, LLC) has acquired an adjoining parcel of land, for Steeplechase Phase 3 (193 units). The additional property, formerly owned by Buckeye Circle Investments, LLC, is shown as Lot 11, Parcel 342 on Tax Map 44, and includes 9.49 acres.

In 2018, the development was changed to a Planned Development “PD-ST” and all future development must be consistent with prior governing documents.

The applicant submitted an application, in accordance with Section 191-12.B of the Town Code, for the review of an amended Master Site Development Plan (MSDP) for the Steeplechase development. As required by the Town Code, the Town Council held a meeting on July 12, 2022 to review the MSDP and provided a consensus to proceed with public hearings.

On August 3, 2022, the Planning Commission held a public hearing on the amended Master Site Development Plan and received comments from the public. A consensus was reached to table the discussion until the September 6, 2022 Planning Commission meeting. During this timeframe the owner met with residents in the community and has proposed a revised Master Site Development Plan which will reduce the total number of units in phase 3 from 193 to 189. The removal of these units was due to several “alley’s” being upgraded to roadways.

On September 6, 2022, the Planning Commission continued the discussion from August 3, 2022 and a motion was made to recommend the revised Master Site Development Plan dated August 29, 2022 with the condition that the Town work with the developer to provide a second entrance.

On September 27, 2022, the Town Council approved the revised Steeplechase Master Site Development submitted on August 29, 2022, as presented.

PROPOSED DEVELOPMENT:

The Steeplechase Phase 3 subdivision is proposing a total of 189 dwelling units. As shown in the table below there are 36 single family dwellings, 32 two-story townhomes, 77 three-story townhomes and 44 duplex units. Recreational and open space amenities will be provided, and forest conservation requirements have been met on the site. The unit types of single-family dwellings, duplex, two-story townhomes and three-story townhomes are proposed and in accordance with the original TND approval no single housing type will exceed 50%.

Updated Tabulation Chart:

Residential Unit Tabulations (Sheet 1)					
Phase	SFD	2 Story TH	3 Story TH	Duplex	Phase Subtotals
1	16	55	96	26	193
2	11	47	119	22	199
3	36	32	77	44	189
Totals	63	135	273	114	581
Percentages	11%	23%	50%	16%	100%

CRITERIA FOR APPROVAL AND FINDINGS:

Code of the Town of La Plata:

Chapter §108 Resource Protection Standards

Staff Analysis: The proposed development is in compliance with the resource protection regulations. The property is located within the Port Tobacco watershed and there is no 100-year floodplain present as indicated on FEMA flood maps. There are streams present on the site which are being protected by Forest Conservation Easements. If the inter-parcel connection from Trainer Drive is warranted, a stream crossing would need to be obtained by the Maryland Department of the Environment. The property contains various soil types and steep slopes as indicated on the Preliminary Plat. The applicant sent a letter of inquiry to the Maryland Department of Natural Resources and found that there are no rare, threatened, or endangered species present. The development plan was overlaid on the Preliminary Forest Conservation Plan along with the proposed street network to preserve priority forest stands. Overall, the site has 117.57 acres, 67.83 of it will be cleared and 25.46 acres of existing woodland will be retained and will protect sensitive habitats such as wetlands, streams, steep slopes and specimen trees. Stream crossings proposed will need to be reviewed and approved by the Maryland Department of the Environment. Buffers for wetlands and streams have also been provided in accordance with the Code to ensure these sensitive areas are preserved.

Chapter §167 – Stormwater Management

§167-4.1 - Scope.

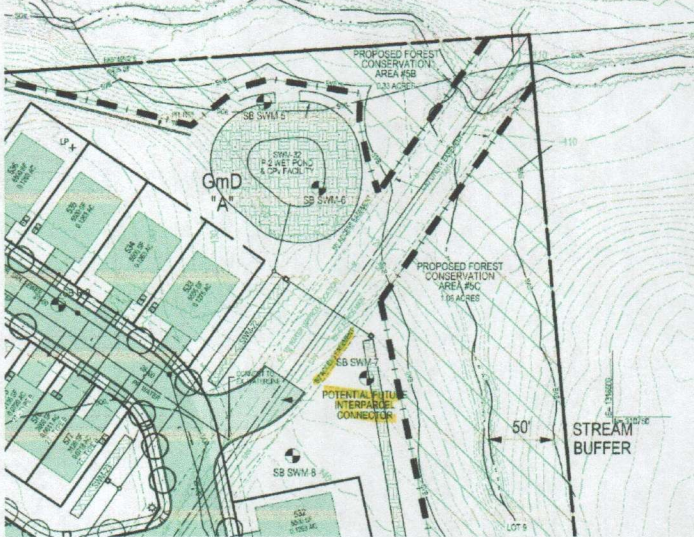
- A. No person shall develop any land without having provided stormwater management measures that control or manage runoff from such developments, except as provided within this Section §167-4. The stormwater management measures must be designed consistent with the design manual and constructed according to an approved stormwater management plan for new development, or the policies stated in Section §167-4.4 for redevelopment.

Staff Analysis: The proposed development is currently being reviewed for compliance with the Stormwater Management regulations of the Town Code. The Step 1 (concept) SWM plan has been reviewed and approved and Step 2 and Step 3 will need to be approved prior to the issuance of any grading permits.

Chapter §170 – Streets and Sidewalks

Street access and street layout shall comply with the provisions of Chapter §170, Streets and Sidewalks.

Staff Analysis: The proposed development is in compliance with the streets and sidewalk regulations. The site will utilize a main entrance on Catalpa Drive (Town owned right-of-way) with a secondary access to the Stagecoach Subdivision to the south, an inter-parcel connection to the South Towne Centre property to the northeast and a potential inter-parcel connection (50' easement) to the north of the property located off Trainer Drive.



The Town Council approved a feasibility study for the Southwest Quadrant Access Management Plan, which will evaluate infrastructure improvements. The Planning Commission proposed a connection through the Town's public works property, however, there are several issues including ownership of parcels and future expansion plans for the public works facility.

Five-foot-wide sidewalks have been provided along all roads in accordance with the Charles County Standard Details. Ramps have been provided at crosswalks to ensure sidewalks are in compliance with the Americans with Disabilities Act (ADA). Staff would like to note that in Phases 1 and 2 of the development there are some pocket parks that are not fully accessible because stairs were installed, as shown below. This is not a violation of the ADA regulations (residential development) however, staff would request that all sidewalks, ramps and open space areas are fully accessible in phase 3.



Chapter §173 – Subdivision and Land Development

173-11 – Dedication and Reservation of Parkland – Shall be in accordance with the previously approved guiding documents.

Staff Analysis: In accordance with this section approximately 14.43 acres (40%) of the site has been reserved for open space/parkland in phase 3. The overall development requires a minimum of 20% public use space. The total site open space/parkland provided is 61.81 acres or fifty-three (53%) of the tract area (117.57 acres). The Homeowners Association will be responsible for maintenance of all open space areas and recreational facilities.

§173-18 – Street Trees – The subdivider shall provide street trees to be planted in the public right-of-way between the rear of the curb or edge or pavement and the edge of sidewalks.

Staff Analysis: The applicant has provided 228 Street Trees in Phase 3 including Red Maples, Willow Oaks, Northern Red Oaks, Pin Oaks and Sugar Maples as required by the Town Code. There are a few sections that do not meet the minimum spacing requirements due to utility impacts. Staff recommends approval of the proposed street trees to ensure utilities are not interrupted and that the trees planted can grow appropriately. These trees are listed in the [Town's recommended planting list](#).

§173-23 - Preliminary plat - The purpose of the preliminary plat is to require formal conditional approval of the subdivision in order to minimize changes and revisions which might otherwise be necessary on the final plat. The preliminary plat and all information and procedures relating thereto shall in all respects be in compliance with the provisions of these regulations.

Staff Analysis: The Preliminary Plat has been submitted in compliance with the drafting standards and required information under subsections C and D. A Forest Stand Delineation (FSD-000342-2018) was approved on November 8, 2018, and a preliminary forest conservation plan (FCP-000431-2018) was approved on January 30, 2019.

Article IX – School Seat Allocation Policy

Staff Analysis: In accordance with the Town Code school seats are allocated at the final plat and/or building permit phase of development; however, allocation pools are reviewed at the preliminary plat or major site plan review phase. The Steeplechase Phase 3 development will be included in Pool number 1; proposed subdivisions consisting of at least fifty (50) lots. Based upon the current Charles County Yield Factor the subdivision would require approximately ninety (90) school seat allocations. The allocations will be re-evaluated at each final plat submission for the Planning Commission's consideration. As stated in section 173-96; The Planning Commission may not approve a final plat of subdivision unless the Town has made an allocation of school seat capacity.

Chapter §186 – Waters and Sewers

- A. All buildings in which people live or congregate and in such other buildings as the Council shall deem necessary which are on properties located within the corporate limits of the town shall be provided with adequate water supply and plumbing fixtures and piping.

Staff Analysis: The proposed development is in compliance with the water and sewer regulations. Water and Sewer connections are being provided in compliance with this section and there is water and sewer capacity estimated for this project based on the Town's average gallons per day (250 GPD per day per Equivalent Dwelling Unit (EDU). The Town is currently working with the Steeplechase Development to build a new pump station that will provide sewer capacity for the Southwest Quadrant and will accommodate all 581 lots.

<i>Water Usage Estimates</i>		
<i>Unit Type</i>	<i>Units</i>	<i>Gallons Per Day (GPD)</i>
<i>SFD</i>	63	15,750
<i>TH</i>	408	102,000
<i>DUPLEX</i>	114	28,500
<i>Totals</i>	581	146,250

Comprehensive Master Plan (2020):

Staff Analysis: The site is in conformance with the overall goals and actions of the 2020 Comprehensive Plan. The Land Use map labels this site as a planned development as noted in the PD-ST zoning designation. The neighborhood will provide onsite recreational amenities, open space, sidewalks, and inter-parcel connections where feasible. As the Town works on the Southwest Quadrant Access Management Plan, future connections may be possible. As noted on the plans the environmental features are being preserved to the greatest extent possible and any disturbance must be reviewed and approved by the Maryland Department of the Environment. Traffic impacts are being reviewed by the Town's third-party consultant Mead & Hunt Inc., MDOT/SHA and Charles County Government.

STAFF RECOMMENDATION: Staff recommends approval of the Preliminary Plat in accordance with the Code of the Town of La Plata and with the 2020 Comprehensive Plan with the following conditions:

1. Developer shall ensure all parks and open space amenities are ADA accessible.
2. Prior to the issuance of a grading permit for the for the subject project, Steeplechase Development Co., LLC, shall work in good faith with the Town of La Plata, MDOT State Highway Administration, Charles County Department of Planning Growth Management, and other developers of subdivisions in the southwest quadrant to:
 - a. assess the traffic cumulative impact of projects in the southwest quadrant.
 - b. develop a plan to address operational concerns in the southwest quadrant, including roadway approaches from other quadrants insofar as they may be affected.
 - c. agree on an equitable distribution of costs, including participation by public agencies and developers.

Nothing in this stipulation shall be construed to require any specific action by Steeplechase Development Co., LLC, other than that which is described above, nor shall this stipulation be construed to obligate the Town of La Plata to any further approvals of the subject development.

PC RECOMMENDED MOTION:

I move to approve the Preliminary Plat with the conditions noted in the staff recommendation.

Reference Documents are attached to the agenda.



TOWN OF LA PLATA
305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646

STAFF REPORT FOR CODE COMPLIANCE

To: Planning Commission
From: Jeanine Harrington AICP, Director of Planning
Date: December 5, 2023
Subject: Major Subdivision Preliminary Plat Review and Approval

PROJECT NAME: Steeplechase Phase 3

PROJECT NUMBER: SUB-000306-2018

APPLICANT/OWNER: Steeplechase Development, LLC/ Ronald Rymer

ENGINEER/AUTHORIZED AGENT: Soltesz, Inc

Tax Map:	44	Block:	0008	Parcel:	45, 329, 342
Existing Zoning:	PD-ST				
Existing Use:	Vacant				
Proposed Use:	Residential				
Size:	35.90 Acres				
Adjacent Land Use:	Classification	Use			
North	R21/CH	Residential/Vacant			
South	R5	Stagecoach Crossing			
East	RR	Residential			
West	RC	Residential			

BACKGROUND/DISCUSSION:

The property that includes the present-day Steeplechase development was annexed into the Town of La Plata in 1978, as part of a 169 acre tract known as the Southern Maryland Trade Center. At the time of annexation, the property was zoned I (Industrial District). In 1988, the Town amended its Zoning Ordinance to include a new Mixed Use District (MUD). The property was subsequently rezoned MUD during a Comprehensive Rezoning that took place in the early 1990's. The Zoning Ordinance was amended again in October of 2004, for the purpose of adding standards and requirements for Traditional Neighborhood Development (TND), an optional "overlay" zone to be applied to MUD-zoned properties in the Town.

In February of 2005, the original Steeplechase Master Site Development Plan (MSDP) was approved by the Town Planning Commission, including a total tract area of 115.8564 acres. The tract was divided into land use parcels identified as Proposed and Pending TND, with a residential

density of 6.2 units per net acre. In March of 2005, the Planning Commission conducted a public hearing and made a recommendation to the Town Council to grant TND designation for Parcels (Phases) 1 and 2 of Steeplechase. After holding a second public hearing, the Town Council granted the requested TND Designation. Final plats for Phase One were recorded in 2006 and construction is nearly complete.

In August of 2016, a revised TND Preliminary Plan for Steeplechase was approved by the Planning Commission, including approval of the palette of dwelling unit “types” to be used within the Phases 2 and 3. The four “types” defined by the Planning Commission were: single family detached homes, duplexes, two-story townhomes, and three-story townhomes. Consistent with the TND regulations, no single “type” could represent more than 50% of the unit total.

As originally designed and approved, Steeplechase was planned on 115 acres (+/-) as a Traditional Neighborhood Development to be constructed in 3 Phases. Thirteen years have passed since the original Master Site Development Plan approval and TND designation of Phase 1 (193 units) and Phase 2 (199 units). In that time, the Applicant (Steeplechase, LLC) has acquired an adjoining parcel of land, for Steeplechase Phase 3 (193 units). The additional property, formerly owned by Buckeye Circle Investments, LLC, is shown as Lot 11, Parcel 342 on Tax Map 44, and includes 9.49 acres.

In 2018, the development was changed to a Planned Development “PD-ST” and all future development must be consistent with prior governing documents.

The applicant submitted an application, in accordance with Section 191-12.B of the Town Code, for the review of an amended Master Site Development Plan (MSDP) for the Steeplechase development. As required by the Town Code, the Town Council held a meeting on July 12, 2022 to review the MSDP and provided a consensus to proceed with public hearings.

On August 3, 2022, the Planning Commission held a public hearing on the amended Master Site Development Plan and received comments from the public. A consensus was reached to table the discussion until the September 6, 2022 Planning Commission meeting. During this timeframe the owner met with residents in the community and has proposed a revised Master Site Development Plan which will reduce the total number of units in phase 3 from 193 to 189. The removal of these units was due to several “alley’s” being upgraded to roadways.

On September 6, 2022, the Planning Commission continued the discussion from August 3, 2022 and a motion was made to recommend the revised Master Site Development Plan dated August 29, 2022 with the condition that the Town work with the developer to provide a second entrance.

On September 27, 2022, the Town Council approved the revised Steeplechase Master Site Development submitted on August 29, 2022, as presented.

On December 6, 2022, the Planning Commission approved the Phase 3 Preliminary Plat which was valid for one year.

PROPOSED DEVELOPMENT:

The Steeplechase Phase 3 subdivision is proposing a total of 189 dwelling units. As shown in the table below there are 36 single family dwellings, 32 two-story townhomes, 77 three-story townhomes and 44 duplex units. Recreational and open space amenities will be provided, and forest conservation requirements have been met on the site. The unit types of single-family dwellings, duplex, two-story townhomes and three-story townhomes are proposed and in accordance with the original TND approval no single housing type will exceed 50%.

Updated Tabulation Chart:

Residential Unit Tabulations (Sheet 1)

Phase	SFD	2 Story TH	3 Story TH	Duplex	Phase Subtotals
1	16	55	96	26	193
2	11	47	119	22	199
3	36	32	77	44	189
Totals	63	135	273	114	581
Percentages	11%	23%	50%	16%	100%

CRITERIA FOR APPROVAL AND FINDINGS:

Code of the Town of La Plata:

Chapter §108 Resource Protection Standards

Staff Analysis: The proposed development is in compliance with the resource protection regulations. The property is located within the Port Tobacco watershed and there is no 100-year floodplain present as indicated on FEMA flood maps. There are streams present on the site which are being protected by Forest Conservation Easements. If the inter-parcel connection from Trainer Drive is warranted, a stream crossing would need to be obtained by the Maryland Department of the Environment. The property contains various soil types and steep slopes as indicated on the Preliminary Plat. The applicant sent a letter of inquiry to the Maryland Department of Natural Resources and found that there are no rare, threatened, or endangered species present. The development plan was overlaid on the Preliminary Forest Conservation Plan along with the proposed street network to preserve priority forest stands. Overall, the site has 117.57 acres, 67.83 of it will be cleared and 25.46 acres of existing woodland will be retained and will protect sensitive habitats such as wetlands, streams, steep slopes and specimen trees. Stream crossings proposed will need to be reviewed and approved by the Maryland Department of the Environment. Buffers for wetlands and streams have also been provided in accordance with the Code to ensure these sensitive areas are preserved.

Chapter §167 – Stormwater Management

§167-4.1 - Scope.

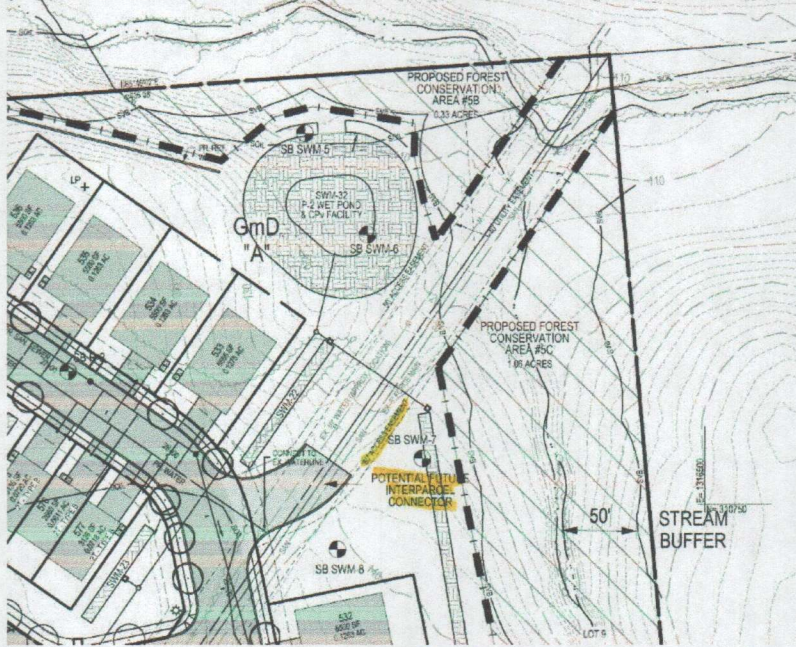
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Staff Analysis: The proposed development is currently being reviewed for compliance with the Stormwater Management regulations of the Town Code. The Step 1 (concept) SWM plan has been reviewed and approved and Step 2 and Step 3 will need to be approved prior to the issuance of any grading permits.

Chapter §170 – Streets and Sidewalks

Street access and street layout shall comply with the provisions of Chapter §170, Streets and Sidewalks.

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The Town Council approved a feasibility study for the Southwest Quadrant Access Management Plan, which will evaluate infrastructure improvements. The Planning Commission proposed a connection through the Town's public works property, however, there are several issues including ownership of parcels and future expansion plans for the public works facility.

Five-foot-wide sidewalks have been provided along all roads in accordance with the Charles County Standard Details. Ramps have been provided at crosswalks to ensure sidewalks are in compliance with the Americans with Disabilities Act (ADA). Staff would like to note that in Phases 1 and 2 of the development there are some pocket parks that are not fully accessible because stairs were installed, as shown below. This is not a violation of the ADA regulations (residential development) however, staff would request that all sidewalks, ramps and open space areas are fully accessible in phase 3.



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173-11 – Dedication and Reservation of Parkland – Shall be in accordance with the previously approved guiding documents.

Staff Analysis: In accordance with this section approximately 14.43 acres (40%) of the site has been reserved for open space/parkland in phase 3. The overall development requires a minimum of 20% public use space. The total site open space/parkland provided is 61.81 acres or fifty-three (53%) of the tract area (117.57 acres). The Homeowners Association will be responsible for maintenance of all open space areas and recreational facilities.

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Staff Analysis: The Preliminary Plat has been submitted in compliance with the drafting standards and required information under subsections C and D. A Forest Stand Delineation (FSD-000342-2018) was approved on November 8, 2018, and a preliminary forest conservation plan (FCP-000431-2018) was approved on January 30, 2019.

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- A. All buildings in which people live or congregate and in such other buildings as the Council shall deem necessary which are on properties located within the corporate limits of the town shall be provided with adequate water supply and plumbing fixtures and piping.

Staff Analysis: The proposed development is in compliance with the water and sewer regulations. Water and Sewer connections are being provided in compliance with this section and there is water and sewer capacity estimated for this project based on the Town's average gallons per day (250 GPD per day per Equivalent Dwelling Unit (EDU)). The Town is currently working with the Steeplechase Development to build a new pump station that will provide sewer capacity for the Southwest Quadrant and will accommodate all 581 lots.

<i>Water Usage Estimates</i>		
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STAFF RECOMMENDATION: Staff recommends the Preliminary Plat approval extension in accordance with the Code of the Town of La Plata and with the 2020 Comprehensive Plan with the following conditions:

1. Developer shall ensure all parks and open space amenities are ADA accessible.
2. Prior to the issuance of a grading permit for the for the subject project, Steeplechase Development Co., LLC, shall work in good faith with the Town of La Plata, MDOT State Highway Administration, Charles County Department of Planning Growth Management, and other developers of subdivisions in the southwest quadrant to:
 - a. assess the traffic cumulative impact of projects in the southwest quadrant.
 - b. develop a plan to address operational concerns in the southwest quadrant, including roadway approaches from other quadrants insofar as they may be affected.
 - c. agree on an equitable distribution of costs, including participation by public agencies and developers.

Nothing in this stipulation shall be construed to require any specific action by Steeplechase Development Co., LLC, other than that which is described above, nor shall this stipulation be construed to obligate the Town of La Plata to any further approvals of the subject development.

PC RECOMMENDED MOTION:

I move to approve the Preliminary Plat extension with the conditions noted in the staff recommendation.

Reference Documents are attached to the agenda.



Planning Commission Application

Town of La Plata
305 Queen Anne Street • P.O. Box 2268
La Plata, MD 20646
301-934-8421 • Fax: 301-934-3965
www.townoflaplata.org

Please complete the information below prior to Planning Commission submission. This application will be required in order to accept and process your submission. **All information must be complete, or the submission will be returned to the applicant. You are encouraged to contact Town Staff to discuss your application prior to your submission with all required copies.**

A. Project Information:

File Number: SUB-000306-2018 (To be completed by The Town of La Plata)

Project Name: Steeplechase Phase 3 Date: 06/02/22

Request Approval For: (Please check appropriate box)

- | | |
|---|---|
| ☐ Master Site Development Plan (PBPE/PRID/TDX/NCX) | ☐ Subdivision Final Plat |
| ☒ Subdivision Preliminary Plat | ☐ Major Site Plan |
| ☐ Preliminary Plat Extension | ☐ Development Rights and Responsibilities Agreement (DRRA) |
| | ☐ Other: _____ |

Owner/Contract Purchaser: Steeplechase Development Co., LLC c/o Ron Rymer
Address: 4401 Southern Business Park Drive, White Plains, MD 206952841
Phone #: 410.610.0062 E-Mail Address: ron@lenhartdevelopment.com

Authorized Agent: Soltesz, Michael Przybocki, PE
Address: 401 Post Office Road Waldorf, MD 20601
Phone #: (301) 870-2166 E-Mail Address: mprzybocki@solteszco.com

B. Site Information:

Address: Buckeye Circle LaPlata, MD

Tax ID Account Number: 01357180 Election District: 1st

Tax Map: 44 Block: _____ Parcel (s): 45, 329 and 342 Lot: _____

Liber 5471 Folio 50 Plat Book 36 Page 234

Zoning: PD-ST Zoning Overlays (if applicable): _____ Acreage: 35.90

Proposed Density: 5.78/ac(all phases) Proposed Use: Residential Adjacent Use: RR, PD-ST, I, CH

Updated July 1, 2021

TRAFFIC IMPACT ANALYSIS
FOR
VILLAGES OF STEEPLECHASE
PHASE 3

Prepared by:

LENHART TRAFFIC CONSULTING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

September 19, 2022



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Exhibit 9b	Results of HCM Level of Service Analyses	18

Section 1 Introduction

1.1 Project Description

This report was prepared for Phase 3 of the Villages of Steeplechase development, located in La Plata, MD, as shown on **Exhibit 1**. Phase 3 of development is proposed to consist of 36 single-family detached units and 153 single-family attached units. A site plan has been included in Appendix A. The development is accessed via Catalpa Drive, which provides a right-in/right-out access to southbound US 301.

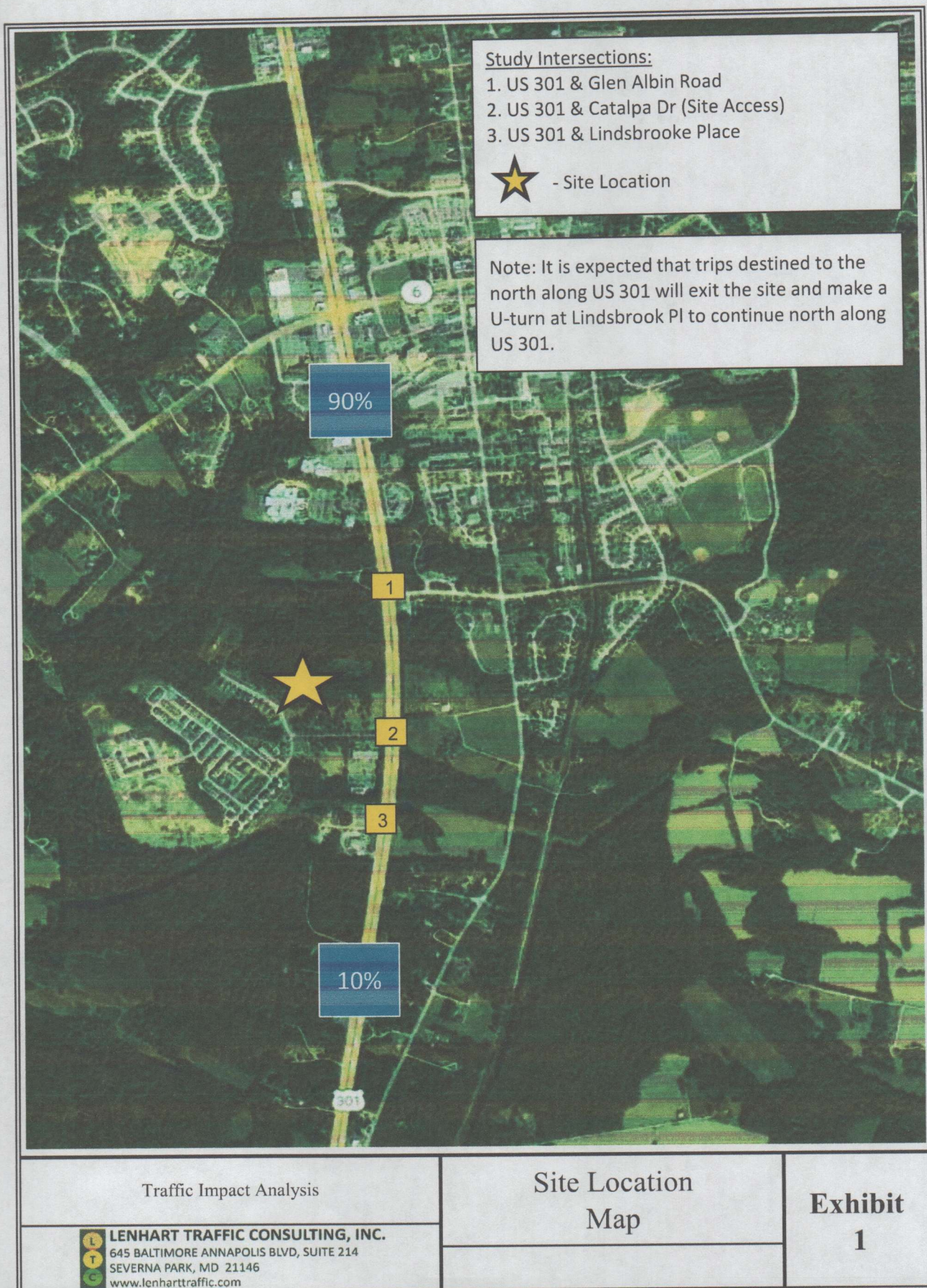
Phases 1 and 2 of development were approved to consist of up to 392 residential units. 349 units are currently settled. The remaining 43 units are considered as a background development for the purposes of this Traffic Impact Analysis.

1.2 Scope of Study

This Traffic Impact Study has been conducted in accordance with Maryland Department of Transportation State Highway Administration (MDOT SHA) Guidelines, in addition to the Charles County Adequate Public Facilities (APF) Manual requirements.

MDOT SHA requires the use of the Critical Lane Volume (CLV) methodology for intersection analyses. The Highway Capacity Manual (HCM) was utilized as documented in the Charles County Adequate Public Facilities Ordinance.

It should be noted that the proposed development is located within the city limits of La Plata, which does not provide an adequate public facilities requirement.



Section 2 Existing Conditions

2.1 Description of Roadway Network

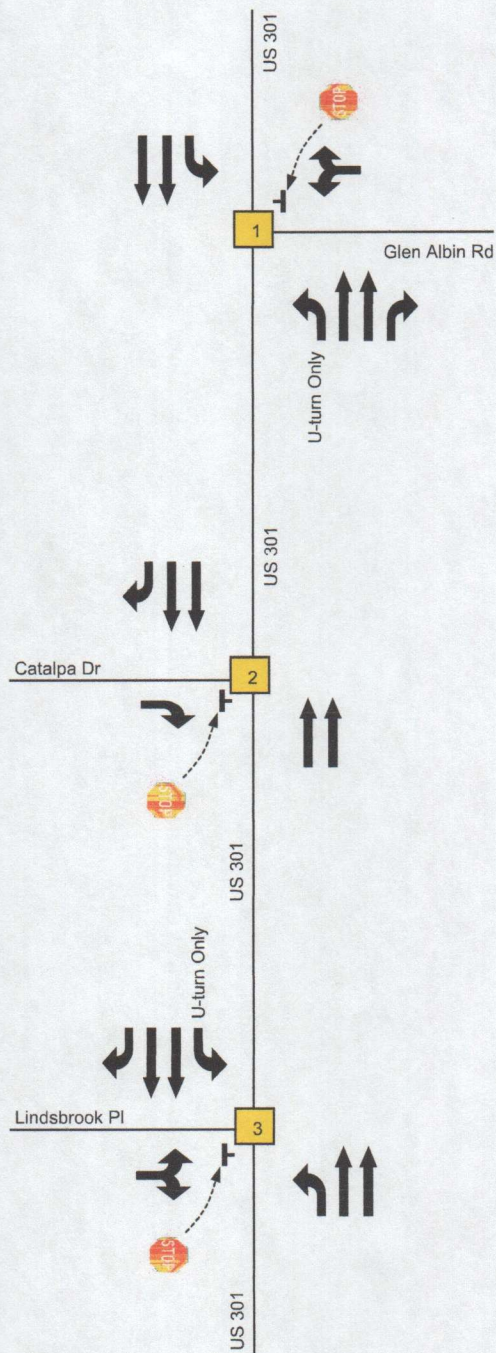
The key road in the study area is US 301. US 301 is a four-lane highway (two in each direction) classified as a principal arterial. The posted speed limit is 50 mph.

2.2 Lane Configurations

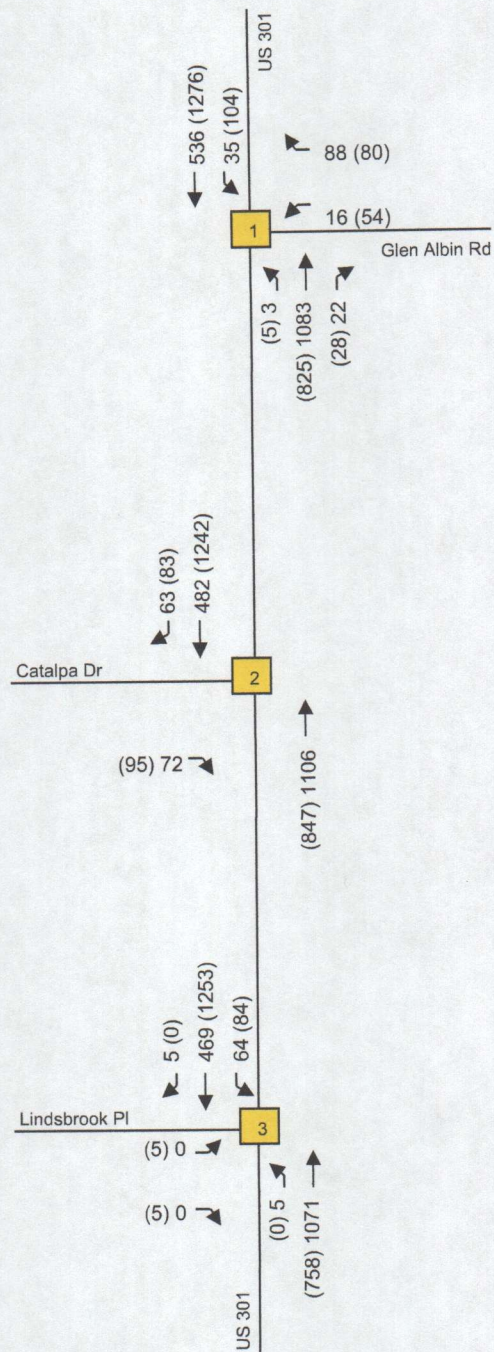
The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

Existing Peak Hour Volumes are shown on **Exhibit 3**.



Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Lane Use & Traffic Control Devices Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	Exhibit 2
---	---	---------------------------------------



Traffic Impact Analysis	Existing Peak Hour Volumes	Exhibit 3
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Section 3 Background Conditions

3.1 Annual Growth

ADT data was analyzed along US 301, just south of MD 6, over the previous 10 years. The data shows a growth of approximately 1.5% over this time period. This growth rate was applied for 3 years to the existing peak hour volumes on Exhibit 3. The resulting Base Peak Hour Volumes are shown on **Exhibit 4**.

3.2 Background Developments

The following background developments were identified that would impact the study intersections:

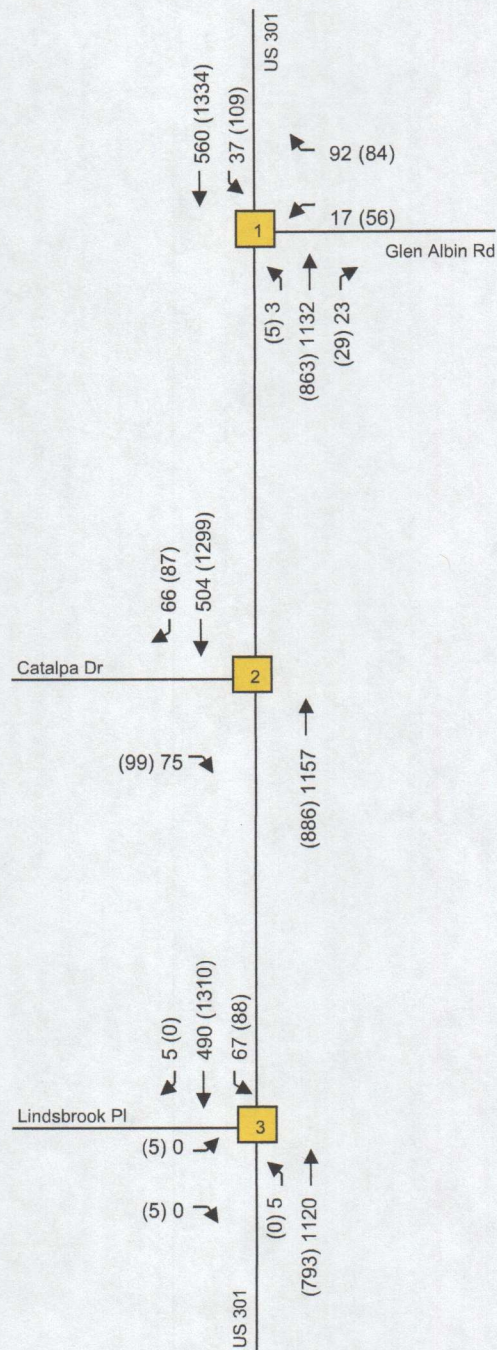
- South Town Center
- 9495 Monteiro Place
- Stagecoach Crossing
- Heritage Green (residential portion)
- Villages of Steeplechase Phase 2 (remaining unbuilt)

The trip generation and assignment for the background development has been provided as Appendix C. The combined trips associated with the background developments are shown on Exhibit C-4

3.3 Background Peak Hour Volumes

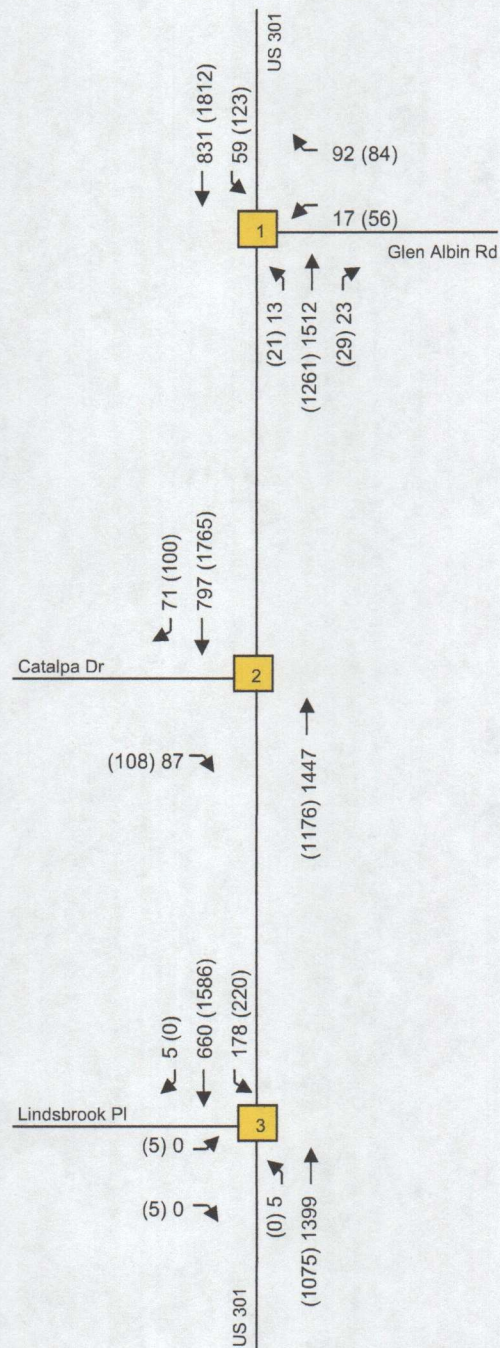
Exhibit 5 shows the Background Peak Hour Volumes, which include the base peak hour volumes and the trips generated by the background developments.

1.5%	Growth Rate
3	Years of Growth
1.046	Total Growth



Traffic Impact Analysis	Base Peak Hour Volumes	Exhibit 4
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



Traffic Impact Analysis	Background Peak Hour Volumes	Exhibit 5
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

This report was prepared for Phase 3 of the Villages of Steeplechase development. Phase 3 of development is proposed to consist of 36 single-family detached units and 153 single-family attached units.

The trip generation for the site is shown on **Exhibit 6**. Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition.

4.2 Trip Distribution and Assignment

The primary distribution and assignment for the site is shown on **Exhibit 7**.

4.3 Total Peak Hour Volume

The total peak hour volumes are shown on **Exhibit 8**. These volumes include the background peak hour volumes and trips generated by the site.

4.4 Projected Level of Service

The existing, background, and total peak hour volumes were evaluated using the CLV and HCM methodologies. Results of the CLV analyses are shown on **Exhibit 9a**. Results of the HCM analyses are shown on **Exhibit 9b**.

As shown, all study intersections operate with LOS “B” or better, therefore meeting the requirements of the MDOT SHA and Charles County Guidelines.

Trip Generation Rates

Trip Distribution (In/Out)

Single-Family Attached Housing (ITE-215, Units)

Morning Trips = 0.52 x Units - 5.70
 Evening Trips = 0.60 x Units - 3.93
 Daily Trips = 7.62 x Units - 50.48

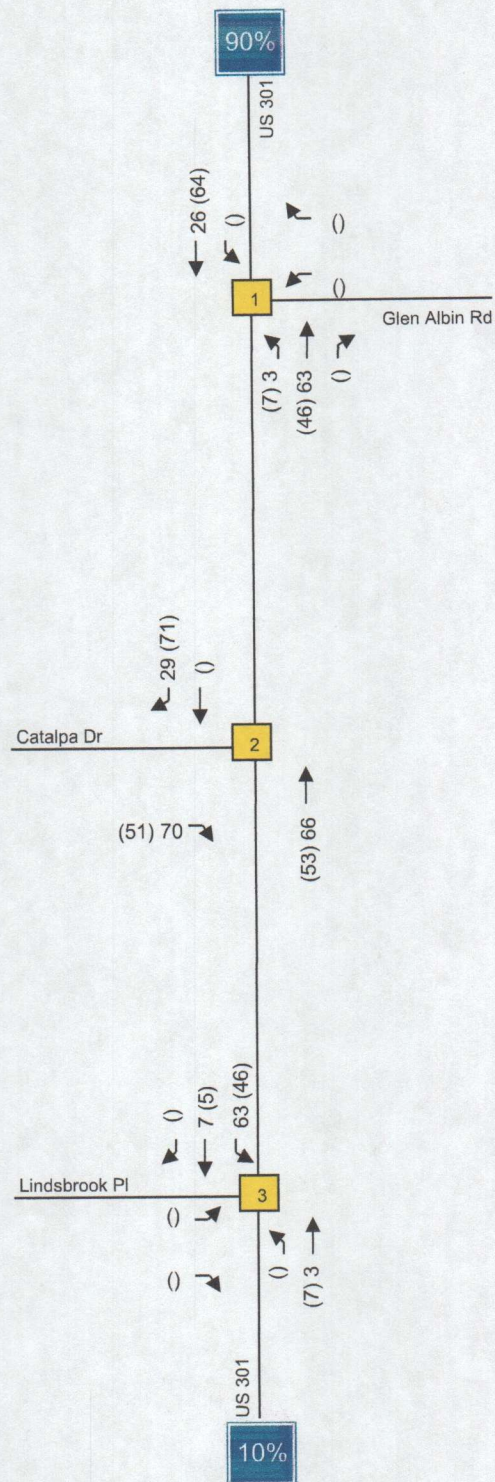
31/69
 57/43

Trip Generation Totals

		AM Peak			PM Peak			Daily
		In	Out	Total	In	Out	Total	
Phase 3	Single-Family Detached Housing (ITE-210, Units)	6	19	25	21	13	34	339
	Single-Family Attached Housing (ITE-215, Units)	23	51	74	50	38	88	1115
Proposed Primary Trips:		29	70	99	71	51	122	1454

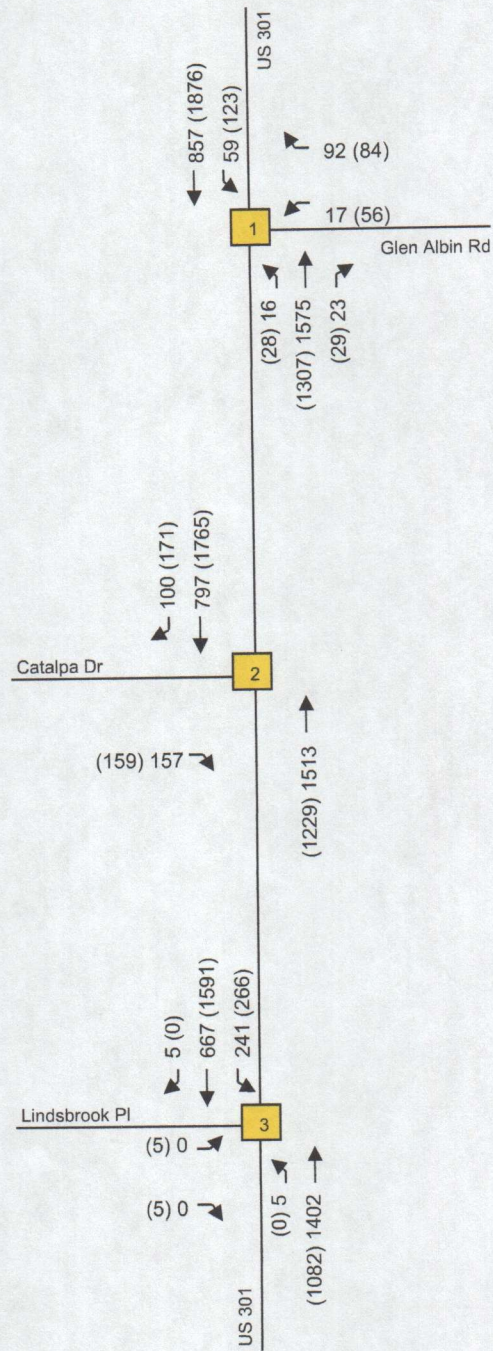
NOTES: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition

Traffic Impact Analysis	Trip Generation for Site		Exhibit 6
 LENHART TRAFFIC CONSULTING, INC. 6415 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com			



Traffic Impact Analysis	Primary Trip Assignment for Site	Exhibit 7
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



Traffic Impact Analysis	Total Peak Hour Volumes	Exhibit 8
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

CLV Level-of-Service Results

Morning Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or better?
1). US 301 & Glen Albin Road	A / 631	A / 891	A / 925	Y
2). US 301 & Catalpa Drive	A / 337	A / 525	A / 595	Y
3). US 301 & Lindsbrooke Place	A / 653	A / 947	B / 1012	Y
Evening Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or better?
1). US 301 & Glen Albin Road	A / 707	B / 1018	B / 1060	Y
2). US 301 & Catalpa Drive	A / 778	B / 1079	B / 1130	Y
3). US 301 & Lindsbrooke Place	A / 689	A / 872	A / 875	Y

NOTES:

1. All intersections satisfy MDOT SHA Guidelines of LOS "D" or better.

Traffic Impact Analysis  LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Results of CLV Level-of-Service Analyses		Exhibit 9a

HCM Level-of-Service Results

Morning Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or Better?
1). US 301 & Glen Albin Road	A / 1.3	A / 1.9	A / 2.1	Y
2). US 301 & Site Access	A / 0.5	A / 0.5	A / 0.9	Y
3). US 301 & Lindsbrooke Place	A / 0.5	A / 1.6	A / 2.6	Y
Evening Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or Better?
1). US 301 & Glen Albin Road	A / 2.0	A / 6.1	A / 7.9	Y
2). US 301 & Site Access	A / 0.7	A / 1.0	A / 2.1	Y
3). US 301 & Lindsbrooke Place	A / 0.5	A / 1.5	A / 2.0	Y

NOTES:

1. All intersections satisfy Charles County Guidelines.

Traffic Impact Analysis	 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Results of HCM Level-of-Service Analyses	Exhibit 9b

Section 5 Conclusions / Recommendations

5.1 Results of Analyses

This report was prepared for Phase 3 of the Villages of Steeplechase development, located in La Plata, MD. Phase 3 of development is proposed to consist of 36 single-family detached units and 153 single-family attached units. The development is accessed via Catalpa Drive, which provides a right-in/right-out access to southbound US 301.

Based on the analyses contained in this report:

- The results of the CLV analyses indicate that each study intersection will operate with a LOS “B” or better with the development of the site, thereby meeting MDOT SHA Guidelines.
- The results of the HCM analyses indicate that each study intersection will operate with a LOS “A” or better with the development of the site, thereby meeting Charles County Guidelines.

In light of the results of this study, this project will satisfy the requirements of MDOT SHA and Charles County and should be approved.

Appendix A

Supplemental Information
Condition Diagrams
Turning Movement Counts



TOWN OF LA PLATA
305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646

PLANNING COMMISSION STAFF REPORT

DATE: November 4, 2025

TO: Honorable Chair and Members of the Planning Commission

FROM: Don Dooley, Director of Planning

APPLICANT: Lorenzi, Dodd & Gunnill, Inc.

OWNER: RJ Earnshaw, RDR, LLC.

PROJECT LOCATION: Northwest of La Plata Road and west of Radio Station Road.

SUBJECT/PROJECT NO.: Time Extension for Major Subdivision
(MJSUB) 606-2022 (Agricopia)

REQUEST: To approve a one-year time extension (to December 6, 2026) for Major Subdivision (MJSUB) 306-2018.

BACKGROUND

The Preliminary Plat Map for Agricopia, processed under Major Subdivision (MJSUB) 606-2022, ("Subdivision") was originally approved by the Planning Commission in February 1999. It was subsequently revised to its present design/configuration in March 2003 for the construction of up to 1,201 units on 255.03 acres. In 2018, the development was re-zoned to "Planned Development - AG (PD-AG)" under which the Subdivision is being developed. On August 3, 2022, the Subdivision was brought back to the Planning Commission to amend a mapping error concerning Section 7(A) of this multi-phase development. As described in the August 3, 2022, Planning Commission Staff Report, the correction was made and the amendment to the Subdivision was approved by the Planning Commission (see Attachment No. 4).

At present, the following sections of Agricopia, as listed below, have not received a preliminary plat map approval for recordation:

La Plata Planning Commission
One-Year Time Extension Request for MJSUB 606-2022 (Agricopia)
November 4, 2025

Agricopia Section No.	No. of Units	Unit Type
Section 8	41 units	Single-Family Detached
Section 9	11 units	Single-Family Detached
Condo Section 1	24 units	Condominiums
Condo Section 2	72 units	Condominiums
Condo Section 3	72 units	Condominiums
Total Units to be Constructed	220 units	N/A

According to Planning Department records, the remaining 220 lots in the Subdivision were given a time extension to August 3, 2024. However, do to a prior administrative oversight or misplaced records, current staff is unable to locate an additional time extension covering the period from August 3, 2024, to August 3, 2025. This situation likely manifested because there was significant change and turnover in both the Planning Department and Town Hall from the last half of 2024 through the first quarter of 2025. Nevertheless, it was of no fault to the Applicant.

DISCUSSION

Pursuant to Article 173-23(B)(3) of the *La Plata Subdivision and Land Development Ordinance* ("Ordinance"), the approval of a preliminary plat map is valid for one (1) year, unless a time extension is granted by the Planning Commission. As the project Applicant is requesting a one-year time extension for MJSUB 606-2022 (to August 3, 2026), current staff believes the request can be expanded to retroactively include the period from August 3, 2024, to August 3, 2025, as well as the proposed period from August 3, 2025, to August 3, 2026, for administrative record keeping purposes. This approach would be in the public interest as there are no changes proposed to the preliminary plat map for the Agricopia Subdivision and the project Applicant and property owner are continuing to diligently work toward completing the project. Likewise, as the Town is currently unable to provide sufficient water allocation to support the Subdivision at this time, staff believes the time extension to August 3, 2026, is appropriate.

TRAFFIC STUDY

Although there are no proposed changes associated with the current Agricopia Subdivision, under MJSUB 606-2022, staff has been unable to identify any current or previous traffic impact study (TIS) associated with the Subdivision. Given the Subdivision was originally approved nearly 27 years ago (in 1999) there has been significant growth in La Plata and increasing demands on the Town's roadways. Therefore, as condition of approval to this time extension, staff is recommending that a traffic study or updated traffic study (if one was previously conducted) be prepared for the Agricopia Subdivision. Any recommended mitigation measures would then be implemented, by the property owner,

as part of the development of the Subdivision.

PARKLAND DEDCIATION

Section 173-11 (Dedication and reservation of parkland) in the La Plata Municipal Code (which was adopted on September 13, 1988) states that,

“In the case of large proposed developments, which are hereby defined as any developments over forty (40) dwelling units, the Planning Commission may require a combination of improved park and recreational property and playgrounds, at the rate of fifteen hundredths (0.15) acre per dwelling unit, or fees in lieu in order to meet the planned town open space and recreation objectives.”

As staff has been unable to determine, at this time, if the Agricopia Subdivision is compliant with this portion of the Town’s Municipal Code, a condition of approval to the time extension has been added requiring the property owner to demonstrate compliance. Such compliance would be required prior to the issuance of any grading and building permits for the lots within the Agricopia Subdivision that are associated with this time extension request for Major Subdivision (MJSUB) 606-2022.

RECOMMENDATION

Staff recommends the Planning Commission adopt the attached, draft, resolution approving a one-year time extension for MJSUB 606-2022 (to August 3, 2026), with conditions.

ATTACHMENTS

- 1) Draft Planning Commission Resolution Approving a One-Year Time Extension for the Preliminary Plat Map under MJSUB 606-2022.
- 2) Time Extension Request Letter Dated October 20, 2025
- 3) Previously Approved Preliminary Plat Map for MJSUB 606-2022
- 4) Planning Commission Staff Report for MJSUB 606-2022 Dated August 3, 2022

**TOWN OF LA PLATA, MARYLAND
PLANNING COMMISSION RESOLUTION NO. 2025-05**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
TOWN OF LA PLATA, MARYLAND APPROVING A ONE (1)
YEAR TIME EXTENSION FOR MAJOR SUBDIVISION (MJSUB)
606-2022 TO APRIL 3, 2025**

WHEREAS, a request to approve a one-year time extension for Major Subdivision (MJSUB) 606-2022 (which includes Sections 8 and 9 as well as Condominium Sections 1, 2, and 3 (totaling 220 lots) in the Agricopia Subdivision) was submitted on October 20, 2025, by Lorenzi, Dodds and Gunnill located at 3475 Lenonardtown Road, Suite 100, Waldorf, Maryland 2061 on behalf of the property owner, R.J. Earnshaw, RDR, LLC; and

WHEREAS, Major Subdivision (MJSUB) 606-2022 was originally approved in February 1999 and subsequently modified over the years to its present design for development in the Planned Development – Agricopia (PD-AG) Zone; and

WHEREAS, the preliminary plat map for Major Subdivision (MJSUB) 606-2022 has previously received time extension requests in the past in order to keep the Subdivision valid as the property owner has continued to make diligent progress in completing the development; and

WHEREAS, there are no proposed changes to the preliminary plat map for the Agricopia Subdivision (under MJSUB 606-2022) as part of the project Applicant's request for this time extension, and,

WHEREAS, on November 4, 2025, the Planning Commission held a public meeting on the Applicant's time extension request for Major Subdivision (MJSUB) 606-2022 pursuant to State law, and.

WHEREAS, after considering the applicant's plans, the project staff report, all written and verbal testimony, and evaluating all other information presented to the La Plata Planning Commission, the Commission has determined that the prior findings contained in the staff report of August 3, 2022, concerning Major Subdivision (MJSUB) 606-2022 are still valid. The Commission also finds the Town of La Plata does not have sufficient water allocation to serve the development at this time. Therefore, it would create an adverse burden to the previously approved Subdivision if water cannot be allocated for its development. Therefore, a one-year time extension (to August 3, 2026) is deemed appropriate; and,

WHEREAS, the Planning Commission has determined that this time extension request is also retroactive to include the Agricopia Subdivision's validity from August 3,

2024, to August 3, 2025, in addition to its current time extension request from August 3, 2025, to August 3, 2026.

NOW, THEREFORE, BE IT RESOLVED that the La Plata Planning Commission hereby approves a one (1) year time extension for the preliminary plat map to August 3, 2026, and retroactively approves the Subdivision's Plat Map validity from August 3, 2024 to August 3, 2025, under Major Subdivision (MJSUB) 606-2022, subject to the attached conditions of approval for the project under Attachment "A" to this resolution and incorporated herein by reference.

PASSED AND ADOPTED BY THE LA PLATA PLANNING COMMISSION on November 4, 2025, by the following vote:

Yes:

No:

Abstain:

Absent:

Dawn Banks, Planning Commission Chair

Attest:

Don Dooley, Director of Planning

ATTACHMENT "A"

PLANNING COMMISSION RESOLUTION NO. 2025-05 FOR MAJOR SUBDIVISION (MJSUB) 606-2022 – AGRICOPIA

Standard Conditions of Approval

1. Unless modified herein by these conditions of approval, Major Subdivision (MJSUB) 606-2022, shall comply with all applicable Town, County, State, and Federal regulations. Should any conflict arise, the most stringent requirement shall apply in all cases, as determined by the Director of Planning.
2. Planning Commission approval of a Final Plat Map for MJSUB 606-2022 shall be required and approved prior to recordation.
3. All Town of La Plata plan-check comments and corrections for the project plans shall be appropriately addressed to the satisfaction of the Director of Planning prior to the recordation of the Final Plat Map and the issuance of grading and/or building permits for the Subdivision.
4. The development plans for the project shall satisfy all Building Code, Fire Code, and Americans with Disabilities Act (ADA) requirements as authorized by Federal, State, County, and Local code regulations or statutory authority.
5. The final plat map for the Subdivision shall be recorded in substantial compliance with the preliminary plat map approved by the Planning Commission, except as may be amended by these conditions of approval and/or by any Local, County, State or Federal requirements. Any deviation from the approved plans shall be reviewed and approved by the Director of Planning, who at his/her discretion, may require re-review and approval by the Planning Commission, if the deviation is considered a significant modification.
6. This Subdivision shall not be recorded, under any circumstances, until the property owner has written approval from the town of La Plata determining that it has adequate water and sewer capacity to serve the Subdivision.
7. Any future time extension request for the preliminary plat map, under MJSUB 606-2022, shall be accompanied with a Town Application, justification for the time extension request and a narrative identifying any environmental changes to the project site and to the preliminary plat map (if any) to enable the Planning Commission to determine if any changes or modifications to these conditions of approval are appropriate.
8. The property owner shall sign and remit to the Town of La Plata a "*Statement of Acceptance of Conditions*" acknowledging and accepting all conditions of approval, as

set forth herein for Major Subdivision (MJSUB) 306-2018, within 45 days from the date of Planning Commission approval.

Special Conditions of Approval

Preliminary Plat Map Time Extension

9. Major Subdivision (MJSUB) 606-2022 is approved for a one-year time extension (from August 3, 2025, to August 3, 2026, pursuant to Section §173-23.B(3) of the town of La Plata Municipal Code. This time extension is also retroactive from August 3, 2024, to August 3, 2025. Any future time extension request(s) shall be subject to further review and approval by the Planning Commission to maintain the validity of the approved Subdivision pursuant to Section §173-23.B(3) of the Town of La Plata Municipal Code.
10. The property owner shall prepare a traffic impact study (or update any existing traffic impact study if one exists) for the Agricopia Subdivision to the satisfaction of the Director of Planning prior to the issuance of any grading and building permits for the lots within the Subdivision that are part of this time extension request. Any recommended traffic mitigation measures in the traffic study for the project shall be implemented by the property owner as part of the development of the Subdivision in a manner and timeframe acceptable to the Director of Planning.
11. The property owner shall demonstrate compliance with Section 173-11(D) (Dedication and reservation of parkland) prior to the issuance of any grading and building permits for the lots within the Agricopia Subdivision that are associated with this time extension request for Major Subdivision (MJSUB) 606-2022 to the satisfaction of the Director of Planning.

-END-



ATTACHMENT NO. 2

RECEIVED

OCT 30 2025

TOWN OF LA PLATA

ENGINEERS · SURVEYORS · PLANNERS · LANDSCAPE ARCHITECTS

MEMORANDUM

To: Town of La Plata Staff
cc: R.J. Earnshaw
From: Lorenzi, Dodds & Gunnill, Inc. / Darren Heier
Date: October 14, 2025
Re: Agricopia Subdivision
LDG # 249096
Preliminary Plat Extension Request

To Whom it May Concern,

On behalf of the Applicant, RDR, LLC & the Agricopia Subdivision, Lorenzi, Dodds & Gunnill, Inc. would like to respectfully request that the Agricopia Subdivision Preliminary Plat (MJSUB-000535-2021) that was originally approved by the Town of La Plata Planning Commission in February, 1999, and was amended and approved in all succeeding years since that time, with the last approval dated August 2, 2023, be considered for an approval extension per §173-23.B(3) of the Town of La Plata Code that states:

Approval of the Preliminary Plat shall constitute conditional approval of the subdivision but does not constitute approval of the Final Plat. Approval of a Preliminary Plat shall be valid for not more than one (1) year unless an extension is granted by the Planning Commission.

Additionally, Town staff has requested that the following justification(s) be provided to support the request for an approved extension.

1. One (1) hard copy (and an electronic copy) of the latest approved Preliminary Plan has been provided.
2. The Applicant is requesting an approval extension for the Preliminary Plan per the Town of La Plata Code §173-23.B(3).
3. The Agricopia Subdivision continues to be developed, consistent with the latest approved Preliminary Plan.
4. No changes have been proposed to the Preliminary Plan. The Preliminary Plan provided as part of this approval extension request is the Preliminary Plan as reviewed and approved on August 2, 2023.

On behalf of the Applicant, Lorenzi, Dodds & Gunnill, Inc., thank you for your time in reviewing this extension request. If you have any further questions or comments, please do not hesitate to contact us.

Sincerely,
Lorenzi, Dodds & Gunnill, Inc.



ENGINEERS · SURVEYORS · PLANNERS · LANDSCAPE ARCHITECTS

MEMORANDUM

To: Town of La Plata Staff

cc: R.J. Earnshaw

From: Lorenzi, Dodds & Gunnill, Inc. / Darren Heier

Date: October 20, 2025

Re: Agricopia Subdivision
LDG # 249096
Preliminary Plat Extension Request

To Whom it May Concern,

On behalf of the Applicant, RDR, LLC & the Agricopia Subdivision, Lorenzi, Dodds & Gunnill, Inc. would like to respectfully request that the Agricopia Subdivision Preliminary Plat be considered for an approval extension per §173-23.B(3) of the Town of La Plata Code that states:

Approval of the Preliminary Plat shall constitute conditional approval of the subdivision but does not constitute approval of the Final Plat. Approval of a Preliminary Plat shall be valid for not more than one (1) year unless an extension is granted by the Planning Commission.

Additionally, Town staff has requested that the following justification(s) be provided to support the request for an approved extension.

1. One (1) hard copy (and an electronic copy) of the latest approved Preliminary Plan has been provided.
2. The Applicant is requesting an approval extension for the Preliminary Plan per the Town of La Plata Code §173-23.B(3).
3. The Agricopia Subdivision continues to be developed, consistent with the latest approved Preliminary Plan.
4. No changes have been proposed to the Preliminary Plan. The Preliminary Plan provided as part of this approval extension request is the Preliminary Plan as reviewed by The Town of La Plata.

On behalf of the Applicant, Lorenzi, Dodds & Gunnill, Inc., thank you for your time in reviewing this extension request. If you have any further questions or comments, please do not hesitate to contact us.

Sincerely,
Lorenzi, Dodds & Gunnill, Inc.



TOWN OF LA PLATA
305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646

STAFF REPORT FOR CODE COMPLIANCE

To: Planning Commission
From: Jeanine Harrington AICP, Director of Planning
Date: August 3, 2022
Subject: Major Subdivision Preliminary Plat Review and Approval

PROJECT NAME: Agricopia

PROJECT NUMBER: MJSUB-000606-2022

APPLICANT/OWNER: RJ Earnshaw, RDR LLC

ENGINEER/AUTHORIZED AGENT: Darren Heier, Ben Dyer Associates Inc.

Tax Map:	33	Block:	17	Parcel:	533
Existing Zoning:	PD-AG				
Existing Use:	Mixed Residential				
Size:	255.03 Acres (Total Subdivision)				
Adjacent Land Use:	Classification		Use		
North	R21		Public Schools		
South	PD-HR		Hickory Ridge		
East	RR		County		
West	TDX		Pinegrove (Formerly Heritage Green)		

BACKGROUND/DISCUSSION:

The applicant submitted an application for a Major Subdivision Preliminary Plat on July 13, 2022, for the review and approval of an amended preliminary plat. The preliminary plat for Agricopia was originally approved in February, 1999, and was amended and approved March of 2003. In 2018 the development was re-zoned to PD-AG and future development must be approved in compliance with the governing documents.

PROPOSED DEVELOPMENT:

The amended preliminary plat is required due to a drawing error in section 7A. Staff was reviewing the final plat for section 7A and noticed that it did not match the lot layout on the preliminary plat. Staff also requested that the phasing plan be updated and that a unit tabulation be added for clarification. The number of units is not being revised; the plan is only being amended to correct a previous drawing error as shown below:

Existing Preliminary Plat:



Proposed Preliminary Plat:



CRITERIA FOR APPROVAL AND FINDINGS:

Code of the Town of La Plata:

Chapter 191- 27 – Planned Development (PD)

- A. Any planned development that is existing on the effective date of adoption or amendment of this chapter which was classified as a Planned Unit Development (PUD), Mixed Use Development (M-U) Zone or received Traditional Neighborhood Development (TND) designation under prior zoning regulations shall be deemed to have been granted approval by the Planning Commission; subject to maintaining the character and extent of such use or structure existing on the effective date of this chapter and the provisions of this section.

Staff Analysis: The Agricopia subdivision was re-zoned to a planned development in 2018 and must comply with the previously approved dimensional requirements and standards. Since there are no substantial changes or changes that would affect the previous development standards, the applicant must receive approval for an amended preliminary subdivision plat prior to proceeding with the Section 7A final plat.

Chapter §173 – Subdivision and Land Development

§173-23 -Preliminary Plat

Staff Analysis: The preliminary plat and all information and procedures relating thereto is in compliance with the provisions of these regulations. The phasing plan has been updated to correct a previous drawing error; all other aspects of the previously approved preliminary plat remain in effect.

STAFF RECOMMENDATION: Staff recommends approval of the amended major subdivision Preliminary Plat in accordance with the Code of the Town of La Plata.

PC RECOMMENDED MOTION:

I move to approve the amended major subdivision Preliminary Plat as presented.

Reference Documents are attached to the agenda.



TOWN OF LA PLATA

**305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646**

PLANNING COMMISSION STAFF REPORT

DATE: November 4, 2025

TO: Honorable Chair and Members of the Planning Commission

FROM: Don Dooley, Director of Planning

PROJECT LOCATION: Town-wide

SUBJECT/PROJECT NO.: Residential Street Widths in New Subdivisions

REQUEST: To develop a Planning Commission policy for the application of residential street widths and cul-de-sacs designs to be applied in new residential subdivisions.

BACKGROUND

At the Planning Commission Meeting of October 7, 2025, the Commission expressed the desire to discuss street right-of-way standards for new, residential, subdivisions. The Commission was particularly concerned about the proposed road widths of new public streets being proposed and developed. In many instances, newer streets in Town have been developed with a 50-foot-wide public right-of-way consisting of a road width that is only 26 feet wide to accommodate, two-way, vehicular traffic. In many instances, private vehicles are parked along both sides of these streets (legally or illegally). In doing so, it can constrict vehicular maneuverability and efficient traffic flow by creating a narrow travel lane that cannot accommodate two cars passing each other simultaneously. In effect, it creates an uncomfortable driving experience as vehicles weave around parked cars and on-coming vehicles traveling in the opposite direction. Also of concern are the large public and private vehicles such as fire trucks, trash trucks, ambulances, service delivery/repair trucks, utility vehicles, moving trucks, and snowplows. Of particular concern are fire trucks, ambulances, and police vehicles that can be delayed in providing life-safety services.

It is the Commission's intent to consider if a policy is appropriate to help guide staff and the development community concerning the Commission's design expectations for public roadways within preliminary plat maps for new subdivisions. The Commission wants to ensure there is design consistency in providing adequate street rights-of-ways to promote public safety and quality development.

DISCUSSION

Purpose of Street Design Standards

For the purpose of helping determine an appropriate street right-of-way width for local streets in a residential subdivision, staff identified three key sections in Chapter 170 (STREETS AND SIDEWALKS) that provide guidance and a contextual basis for the Commission's consideration.

In Chapter 170 (STREETS AND SIDEWALKS), Article I (General Provisions), Section 170-2 (Purpose) of the La Plata Municipal Code it states, that,

"The purpose of this chapter is to promote the public health, safety and general welfare through provisions designed to:

A. Provide a convenient and safe street system to accommodate traffic needs within the town and to facilitate flow of traffic through and around the town. [Emphasis added]

B. Preserve free traffic flow on arterial and collector streets, to minimize marginal frictions caused by land uses bordering such streets and to discourage the use of local streets for through traffic.

C. Give assurance and guidance as to intent concerning location of streets in order that developers, residents and commercial and industrial interests may be directed thereby.

D. Provide a basis for town right-of-way acquisition and standards appropriate to the design, construction, improvement, maintenance and repair of public streets and sidewalks. [Emphasis Added]

E. Provide adequate, safe and convenient pedestrian and bicycle facilities to reduce dependence on the automobile."

In Attachment No. 2 of this report, the definitions for the Town's street classifications are provided in Section 170-3 (Word usage and definitions)) of the La Plata Municipal Code). The only exception is for the definition of a "Tertiary Local" Street. This street classification is defined in Note No. 5 of Table No. 1 under Section 170-9 (Design), see Attachment No. 1. There is no definition of a "Commercial Local" Street that staff could find in the Town's Municipal Code. However, it is not material for the focus of this report.

In Article III (Street Design, Construction and Layout), Section 170-9 (Design) of the La Plata Municipal Code is states that the **"Minimum requirements [emphasis added] for street design by street classification are listed in Table 1."** As shown in Attachment No. 1, the street specifications in Table No. 1 identify all seven street classifications in the

Town of La Plata. It includes both the minimum design requirements for street/road “rights-of-way width[s]” and vehicular “pavement width (feet).” It is important to realize that the street standards are minimum requirements and may be increased, if desired, provided there is a reasonable or logical nexus to do so to promote the public’s health, safety, and welfare. Additionally, all Secondary Local and Tertiary Streets proposed within a subdivision require Planning Commission approval under Note No. 4 of Table 1 in Section 170-9 (Design).

Street Design Standards Analysis

In staff’s opinion, the referenced Sections in Chapter 170 (STREETS AND SIDEWALKS) of the La Plata Municipal Code fundamentally provide broad guidance and flexibility in addressing a variety of development considerations when identifying appropriate street design needs. However, such flexibility can create potential inconsistency in interpretation, use, and direction when guiding new development over time. Additionally, there are no street cross sections that accompany the street classification design standards outlined in Table No. 1 of Section 170-9 (Design) of the La Plata Municipal Code. It is further complicated by the fact that the code states that the street width design standards for the various street classifications are minimum requirements. So, the street widths may be increased by the Town, if and when appropriate. As previously noted, Table No. 1 in Section 170-9 (Design) of the La Plata Municipal Code requires Planning Commission approval for the use and design of street classifications within a subdivision that are designated as Secondary Local and Tertiary Streets.

Local Primary Streets and Local Secondary Streets

Discerning the difference in the Town’s definition between a road classified as a “Local Street (Primary)” and a “Local Street (Secondary)” is vague and nearly identical to each other (see footnote).¹ However, based on staff’s research, there are some character defining features of Primary Local Streets and Secondary Local Streets. However, these characteristics are sometimes blended together to make them less distinguishable.

Primary Local Streets:

- Serves as the main vehicular access route within a neighborhood or subdivision;
- The street connects to collector or arterial roads and may serve as access to

¹ *“Local Street (Primary): A street for which the predominate function is access to abutting land. Traffic movement is a secondary function.”* [Emphasis added to underlined words].

“Local Street (Secondary): A street for which the principal function is access to abutting land. Traffic movement is a minor function.” [Emphasis added to underlined words].

multiple secondary streets;

- Traffic volumes tend to be higher than on secondary local streets because they funnel traffic;
- The road width may be wider;
- Street parking may be provided;
- Often has sidewalks and/or landscaping adjacent to the street; and,
- May provide direct, vehicular, access to residential lots.

Secondary Local Streets:

- Serves as an off-shoot from the primary local street;
- The traffic volume is typically lower as the street would only be used by someone who lives or accesses their property along the secondary local street.
- The road width may be narrower, but this is not absolute;
- Sidewalks and/or landscaping may be found adjacent to the street; and,
- The street ends in a cul-de-sac or internally collects to another secondary street.

Sidewalks and Landscaping within the Public Right-of-Way

With regard to the incorporation of sidewalks and landscaping within designed public rights-of-way, the La Plata Municipal Code does not distinguish between Primary and Secondary Local Streets. This includes Tertiary Streets too. The development standards are all the same. Section 173-14 (Sidewalks and planning strips) states, “*Sidewalks and planting strips shall be provided in front of all **residential**, [emphasis added] commercial and industrial lots when such lots are developed or when redeveloped in such a way as to change the principal use. Street frontage shall include both fronts of a corner lot.*” Although (minimum) five-foot wide sidewalks are typically required along all residential and corner lot street frontages, there is no minimum width requirement for landscape planters in the public right-of-way for residential streetscapes. Nevertheless, a minimum five-foot wide landscape planter is suggested to provide sufficient room for appropriate trees to grow successfully without damaging curbs, sidewalks and other improvements. As noted above, the Town does not have street cross-section diagrams for its various street classifications. However, Primary and Secondary Local Streets could have the same sidewalk and landscape planter dimensions within a subdivision. It fundamentally depends on what the Commission deems acceptable. In the long-term, this can create inconsistencies between past, present, and future residential subdivisions without a clear policy statement for landscape planters along the street.

Street Design

In the past, it appears the Town has commonly accepted and approved the use of Secondary Local Streets to serve residential subdivisions. As specified in Attachment No. 1, a Secondary Local Street has a 50-foot-wide public right-of-way with a 26-foot-wide

vehicular road width and five-foot wide sidewalks (along both sides of the street). The remaining street width is used for landscaping between the street curbs and the sidewalks along both sides of a Secondary Local Street. The Charles County Street Cross Section, for 50-foot wide street rights-of-way (see Attachment No. 3), is often used by developers as the basis for designing street rights-of-way for subdivisions in La Plata since the County has similar street design standards and because La Plata has no such cross section for public reference. However, there are current residential subdivisions in La Plata, such as Agricopia and Steeplechase, that are being developed with wider street rights-of-way (i.e., 56 to 60 feet) and have wider vehicular road widths.

Recently, staff raised concern that Secondary Local Streets having a 50-foot-wide public right-of-way with only 26 feet of vehicular pavement for two-way traffic is too narrow for the following reasons:

- When vehicles consistently park along both street curbs (legally or illegally) of a 26-foot wide roadway, it only leaves a single, vehicular, travel lane (for two-way traffic) that is 10-foot wide. A 10-foot-wide roadway is the residual impact of having parking along both street curbs as parallel parking spaces are assumed to be eight-foot wide, consistent with off-street parking requirements in the Town's parking ordinance (26-foot roadway - 16 feet for two parallel parking spaces along opposite street curbs) = 10 feet).² This creates an uncomfortable driving experience because of the narrowness of the street. Consequently, it prevents vehicular maneuverability given the proximity of a moving vehicle to closely parked cars along the street curb(s). It is particularly concerning for large service and emergency vehicles, such as fire trucks, which may delay their response times. See Attachment No. 4 for a visual image of this scenario.
- Fire Chief Hutchins of the La Plata Volunteer Fire Department has previously expressed the need to have a 19-foot-wide street clearance to operate a 9' x 60' fire truck-trailer.³ This is because a nine-foot-wide fire truck-trailer has five-foot long stabilizers that project from both sides of the fire truck-trailer when the vehicles' fire ladder is used (see Attachment No. 5). When just a single passage vehicle is parked along the street curb (such as a SUV, truck, or sedan), it could interfere with the Fire Department's utilization of their fire ladder because the fire truck-trailer stabilizers cannot be fully extended into the street without potentially hitting a parked vehicle on a 26-foot wide roadway. In other words, if the paved roadway width of a Secondary Local Street is 26-foot wide and a passage vehicle is parked along the street curb, it is too narrow to accommodate both a fire truck-trailer (with its extended stabilizers) and a passenger vehicle parked parallel to the

² Section 191-44(H)(4) (Parking requirements), Table 11, of the La Plata Municipal Code requires off-street, parallel parking spaces to be a minimum of 8 feet wide by 21 feet deep.

³ The overall width of a nine-foot wide fire truck-trailer may be considered 10-foot wide if the side view mirrors on a fire truck are included.

fire truck along the street curb. (19 feet wide fire truck-trailer clearance + eight-foot-wide street curb parking space = 27 feet). Hence, a 26-foot-wide roadway is one-foot too narrow to accommodate both a fire truck trailer and vehicular curb parking as it would require the road width to be a minimum of 27 feet wide.

- Public service vehicles such as trash trucks, and snowplows need sufficient roadway width for service delivery to residents. A 26-foot-wide roadway creates the potential for minor accidents with parked vehicles along the street curb(s) as these trucks require maneuverability. Space is also needed to adequately push snow away from travel lanes. If roadways are too narrow, there is no place to pile snow and adequately open up roadways for travel.

On-Street Parking Availability

Some developments in La Plata have posted no parking signs or painted street curbs limiting or prohibiting on-street parking along roadways that are only 26-foot-wide. The purpose of doing so is to help direct drivers away from parking in unwanted areas along a street for a variety of reasons. This may be due to public safety (fire lanes), interference with driveways on narrow lots or to help improve traffic flow due to the narrowness of a road. It could also be for any combination of these or other reasons. The residual effect of prohibiting street parking can “open-up” streets to make them less crowded and enhance vehicular maneuverability and functionality. However, residential subdivisions with lengthy street curb parking prohibitions on narrow streets are not pragmatic in staff’s opinion. Effectively, it requires constant monitoring and enforcement of street parking restrictions as drivers often park in places for their convenience, whether or not it is legal to do so, when parking is limited or unavailable.

A lack of on-street parking also prevents service providers (such as landscapers, home repair professionals, delivery drivers, and others) from parking adjacent to (or near) the street curb of the property they are visiting/servicing. This scenario also applies to visiting friends and family, particularly during weekends and holidays. Often times, driveway parking is unavailable because a homeowner parks their own vehicles in their driveway. It is not uncommon find vehicles of service professionals and visitors attempt to partially park on a driveway and encroach into the public right-of-way when street parking is limited or unavailable. Therefore, providing sufficient on-street parking can help mitigate such impacts.

Narrow Streets

While it can be argued that narrow streets create “traffic calming effects” on drivers, it can also be counter argued that drivers are more “aware” of their speed and environment when vehicles are parked along the roadway as there may be people getting in or out of their vehicles. Additionally, drivers may be more alert for parked vehicles pulling into their travel lane causing them to slow down while driving near parked vehicles.

Cul-de-sacs

At present, Section 170-11(H) of the La Plata Municipal Code states that, “*Cul-de-sacs shall not be allowed unless the Planning Commission determines that no other road configuration is practicable. When a cul-de-sac is permitted, it shall not be longer than eight hundred (800) feet in length and shall be provided at the closed end with a paved circular turnaround area having an outside diameter of at least eighty (80) feet and a street property line diameter of at least one hundred (100) feet. Cul-de-sacs located at the end of tertiary streets may have a minimum paved circular turnaround area of at least seventy (70) feet and a street property line diameter of at least seventy-two (72) feet.*”

Staff has no objection to cul-de-sacs provided they are: 1) designed appropriately, 2) will not create adverse impacts to the community’s circulation system; and, 3) accommodate the ability for all Fire Department vehicles and other, large, public safety and community service vehicles (i.e., trash trucks) to be able to adequately maneuver and turnaround within them.

As the Commission is aware, Fire Chief Hutchinson has previously encouraged the Town to increase the diameter width of proposed cul-de-sacs within new subdivisions from 80 feet to 100 feet. The purpose is to enable the Fire Department’s 9’ x 60’ fire truck-trailer to reasonably make a single turning movement within cul-de-sac without having to make one or more 3-point turns. Particularly if vehicles are parked along the street curbs of a cul-de-sac. A 100-foot diameter cul-de-sac assumes vehicles are parked along the street curbs. MK Engineering, one of the Town’s plan check consultants, has verified, through the use of vehicular turning templates, that an 84-foot diameter cul-de-sac will enable a 60-foot long fire truck-trailer to make a single turning movement in a cul-de-sac if there are no vehicles parked along the street curbs of a cul-de-sac. If a 100-foot wide diameter cul-de-sac is provided within a subdivision, the 60-foot-long fire truck trailer can make a single turning movement with parked vehicles along the street curb of the cul-de-sac.

Potential Street Design Implementation Policies

Based on the staff’s analysis in this report, the Commission may consider adopting street design implementation policy/policies based on Chapter 170 (Streets and Sidewalks) of the La Plata Municipal Code for new preliminary plat maps being reviewed and approved by the Planning Commission. By developing written policies, it will provide greater consistency and guidance for staff and the development community to use until such time as the policy/policies can be converted into a formal code amendment for Commission recommendation to the Town Council for codification.

Staff offers the following considerations for policy options for the Commission’s consideration and discussion:

A) Application of Planning Commission Preliminary Plat Map Street Design Policies.

1. The following circumstances shall require preliminary plat maps to follow the Planning Commission's street design implementation policies for residential subdivisions:
 - a) Any new major or minor preliminary plat maps to be reviewed and approved by the Planning Commission, unless an approved annexation agreement or master site development plan has already included specific (documented) street design standards for a residential subdivisions prior to this policy adoption.
 - b) The resubmittal of any previously approved preliminary plat map that as expired, for any reason.
 - c) Any significant modification(s) to a previously approved preliminary plat map requiring Planning Commission re-approval. This includes, but is not limited to, the addition of new residential units, the incorporation of new land area into a previously approved preliminary plat map that requires new streets or major street alignment modifications.
 - d) This policy shall become affective on the date of its adoption by the Planning Commission which is _____.

B) Exceptions

- 1) Exceptions to the Planning Commission's residential street design policies for preliminary plat maps shall not apply in the following circumstances:
 - a) Time extensions requests to previously approved preliminary plat maps.
 - b) If it can be clearly demonstrated by the property owner or project applicant of a preliminary plat map that there is good cause to deviate from the Planning Commission's street design implementation policies for residential subdivisions to promote the public's health, safety, and welfare due to special or unique circumstances associated with the subdivision and not because of self-induced hardships of any kind, including economic hardships.
 - c) Vehicular access easements that are not intended to be part of the public roadway system that serve specific public or private purposes such as stormwater management facilitates.

2) Street Design Policy Options:

- 1) Require all streets within residential subdivisions to be classified as Primary Local Streets using one of the following public right-of-way cross section design details:

Table No. 1

	Option No. 1	Option No. 2
Primary Local Street Right-of-Way Width	60 feet (Current codified)	60 feet (Currently codified)
Vehicular Roadway Pavement	36 feet (Currently codified) Staff assumes two, <u>14-foot</u> -wide, vehicular travel lanes (28-foot total) and the ability to parallel park on one side of the street under the presumption of one on-street, parallel, parking space being 8-foot foot wide, consistent with off-street parking requirements in the Town's Municipal Code.	40 feet. Staff assumes two, <u>12-foot</u> wide, vehicular travel lanes (24 feet total) and the ability to parallel park on both sides of the street with the presumption of each, on-street, parallel parking space being 8-foot wide (16 feet total), consistent with off-street parking requirements in the Town's Municipal Code.
Sidewalk Width	5 feet (applied to both sides of the street or 10 feet total) (Currently codified)	5 feet (applied to both sides of the street or 10 feet total) (Currently codified)
Parkway Landscape Planter (between street curb and sidewalk)	7 feet (applied to both sides of the street or 14-foot total) (Minimum of 5-foot wide planter currently codified by code).	5 feet (applied to both sides of the street or 10 feet total). (Currently codified)
Curbside parking	Required along one side of a street.	Required along both sides of a street.
Tertiary Streets	Permitted per Table No.1 of Section 170-9 of Municipal Code.	Not permitted except for access to rear garage parking or for an alley.

- 2) Retain the ability for developers to use Secondary Local Streets within residential subdivisions using one of the following public right-of-way requirements:

Table No. 2

	Option No. 3	Option No. 4	Option No. 5
Primary Local Street Right-of-Way Width	50 feet (Current codified)	50 feet	58 feet
Vehicular Roadway Pavement	26 feet (Currently codified) Staff assumes two vehicular travel lanes (of an unspecified width) and the ability to park vehicles along the street curbs (unless restricted). However, parked cars along the street curb(s) will narrow vehicular maneuverability and may limit or prevent two vehicles from simultaneously passing each other in the roadway.	30 feet. Staff assumes two, <u>11-foot</u> -wide, vehicular, travel lanes (22 feet total) and the ability to parallel park vehicles on one curb side of the street with the presumption of the on-street, parallel, parking space being 8-foot wide. consistent with off-street parking requirements in the Town's Municipal Code. <i>Note: A 11-foot wide, vehicular, travel lane is not uncommon in residential neighborhoods.</i>	38 feet. Staff assumes two, <u>11-foot</u> -wide, vehicular, travel lanes (22 feet total) and the ability to parallel park on both sides of the street with the presumption of each, on-street, parallel parking space being 8-foot wide (16 feet total). consistent with off-street parking requirements in the Town's Municipal Code. <i>Note: An 11-foot wide, vehicular, travel lane is not uncommon in residential neighborhoods.</i>
Sidewalk Width	5 feet (applied to both sides of the street or 10 feet total) (Currently codified)	5 feet (applied to both sides of the street or 10 feet total) (Currently codified)	5 feet (applied to both sides of the street or 10 feet total) (Currently codified)
Parkway Landscape Planter (between street curb and sidewalk)	5 feet (applied to both sides of the street or 10 feet total) (Currently codified)	5 feet (applied to both sides of the street or 10 feet total) (Currently codified)	5 feet (applied to both sides of the street or 10 feet total) (Currently Codified)
Curbside parking	No requirement.	Required along one-side of each street.	Required along both sides of each street.
Tertiary Streets	Permitted per Table No.1 of Section 170-9 of Municipal Code.	Not permitted except for access to rear garage parking or for an alley.	Not permitted except for access to rear garage parking or for an alley.

3) Cul-de-Sac Design Policy Options:

- 3) Require all streets within residential subdivisions to be classified as Primary Local Streets with the following public right-of-way cross section design details:

	Option No. 1	Option No. 2	Option No. 2 (Recommended by the La Plata Fire Chief)
Cul-de-Sac Street Diameter Width	80 feet (Currently codified)	84 feet	100 feet
Curbside parking	Permitted	Not permitted	Required
Can a 9'x60' Fire Truck-Trailer make a smooth Turn without backing up?	No	Yes (<u>without</u> vehicles parked along cul-de-sac curbs)	Yes (<u>with</u> vehicles parked along cul- de-sac curbs)
Would Vehicular Street Curb Parking Along Cul-de-Sacs Potentially Frustrate the Turning Movement of a 9'x 60' Fire Truck- Trailer?	Yes	Yes	No

RECOMMENDATION

Staff recommends the Planning Commission provide feedback and direction to proceed with developing a preliminary plat map street design policy for residential subdivisions. Based on Commission feedback, staff will return with a formal policy for the Commission's review and approval.

ATTACHMENTS

- 1) Section 170-9 (Design) of the La Plata Municipal Code.
- 2) Table No. 1 of La Plata Municipal Code Section 170-3 (Word usage and definitions)
- 3) Charles County Cross Section for a 50-foot-wide public right-of-way
- 4) Photographs of a La Plata Fire Truck Traveling between vehicles on a 26-foot-wide roadway.

- 5) Photograph of 9' x 60' Fire Truck-Trailer with Stabilizers.

170-16 - Maintenance of sidewalks by property owner. [Amended 4-9-85 by Ord. No. 85-2*]

- A. It shall be the duty and obligation of the owner of a property abutting a sidewalk in a public right-of-way to maintain the abutting sidewalk, driveway, apron and sod in such a condition as to be safe for public use. This obligation includes the clearing of all growth of grass and weeds within the sidewalk, snow shoveling and actual structural repair.
- B. It shall hereby be the duty and obligation of the owner of property abutting a sidewalk in a public right-of-way to remove the snow from the sidewalk within forty-eight (48) hours after the snow has fallen. Any owner of property abutting a sidewalk in a public right-of-way who fails to remove snow from the abutting sidewalk within forty-eight (48) hours after the snow has fallen shall, upon conviction, be guilty of a misdemeanor and shall be subject to a penalty as set forth in Chapter 1, General Provisions, Art. III, particularly § 1-21.
- C. In the event that the owner of the property abutting a sidewalk fails to perform structural repairs as provided by Subsection A above, the town may perform the necessary repairs and assess the costs thereof or a portion of the costs thereof on the adjacent property.

* Editor's Note: Amended at time of adoption of Code: see Ch. 1, General Provisions, Art. I.

Table 1

[Amended 3-15-83 by Ord. No. 83-1; 8-22-00 by Ord. No. 00-8]

Street Design

Town of La Plata

STREET CLASSIFICATION

Design Area (Minimum Requirements)	Major Arterial	Minor Arterial	Collector	Primary Local	Secondary Local ⁴	Tertiary Local ^{4,5}	Commercial Local
Right-of-way width (feet)	88	60	60	60	50	27	60
Pavement width (feet)	68	48	36	36	26	26	26

Minimum street grade (%) ³	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Maximum street grade (%)	4	4	6	8	8 ²	8 ²	8
Horizontal curves (minimum centerline radii)(feet)	400	300	300	100	100	100	100
Reverse curves (length of tangent between curves) (feet)	100	100	100	25	25	25	25
Vertical curves (minimum length of vertical curve connection for more than 1% change in street grade) (feet)	50 ¹	50 ¹	50 ¹	50 ¹	50 ¹	50 ¹	50 ¹

NOTES:

¹ Or fifteen (15) times the algebraic difference in grade change, whichever is greater.

² A ten-percent grade may be permitted for a distance of not more than one hundred (100) feet.

- 3 A maximum three-percent landing grade for arterial intersections.
- 4 Design at this classification shall require approval by the Planning Commission as specified in § 173-5.
- 5 The tertiary local street classification would be reserved only for streets designed to serve a limited development. It is not intended for through streets connecting two (2) different streets. It may be applied to cul-de-sac or streets looping through a single development where access point(s) are from the same street.

A. Unless a contrary intention clearly appears, words used in the present tense include the future, the singular includes the plural, the term "shall" is always mandatory, and the term "may" is permissive.

B. For the purpose of this chapter, certain terms are hereby defined as follows:

ALLEY—A way which generally affords a secondary means of vehicular access to abutting properties and is not intended for general traffic circulation.

ARTERIAL STREET (MAJOR)—A street for which the principal function is movement of large volumes of traffic. Providing access to abutting land is a minor function.

ARTERIAL STREET (MINOR)—A street for which the predominate function is movement of traffic. Providing access to abutting land is a secondary function.

BUILDING—A structure, having one (1) or more stories and a roof, which is used or intended to be used for the shelter or enclosure of persons, animals or property.

CHIEF EXECUTIVE OFFICER—The town official responsible for management of the regular activities of the town government. This includes supervision of law enforcement, financial administration, hiring and firing of town employees and other matters of routine town business. If the town has appointed a Town Manager, he will function as the "Chief Executive Officer." If there is no Town Manager, the Mayor ordinarily assumes these responsibilities.

COLLECTOR STREET—A street which generally serves equally the functions of movement and access. It connects local with major or minor arterials.

CUL-DE-SAC—A secondary local street with only one (1) outlet and having an appropriate terminal for the safe and convenient reversal of traffic.

FRONTAGE ROAD—A road which parallels a public street giving access to and which extends along the entire frontage of a particular property.

LOCAL STREET (PRIMARY)—A street for which the predominate function is access to abutting land. Traffic movement is a secondary function.

LOCAL STREET (SECONDARY)—A street for which the principal function is access to abutting land. Traffic movement is a minor function.

LOT, DEVELOPED—Any lot on which a principal use, as permissible in the C-H District of the La Plata Zoning Ordinance,* is established.

LOT, DOUBLE FRONTAGE—A lot extending through the block from one street to another.

LOT FRONTAGE—The distance for which the front boundary line of the lot and the street are coincident.

LOT, REDEVELOPED—Any lot on which a principal use or building is enlarged or expanded in area by one hundred percent (100%) or more or a new principal building is erected.

SIDEWALK—A passageway for pedestrians and excluding motor vehicles.

SUBDIVISION—As defined in the Subdivision Regulations of the Town of La Plata.

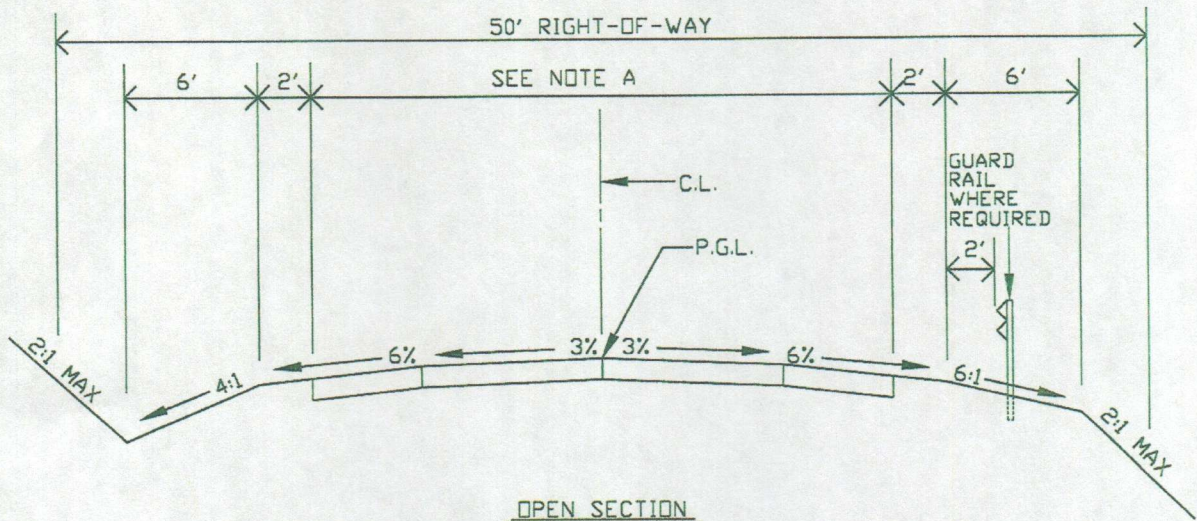
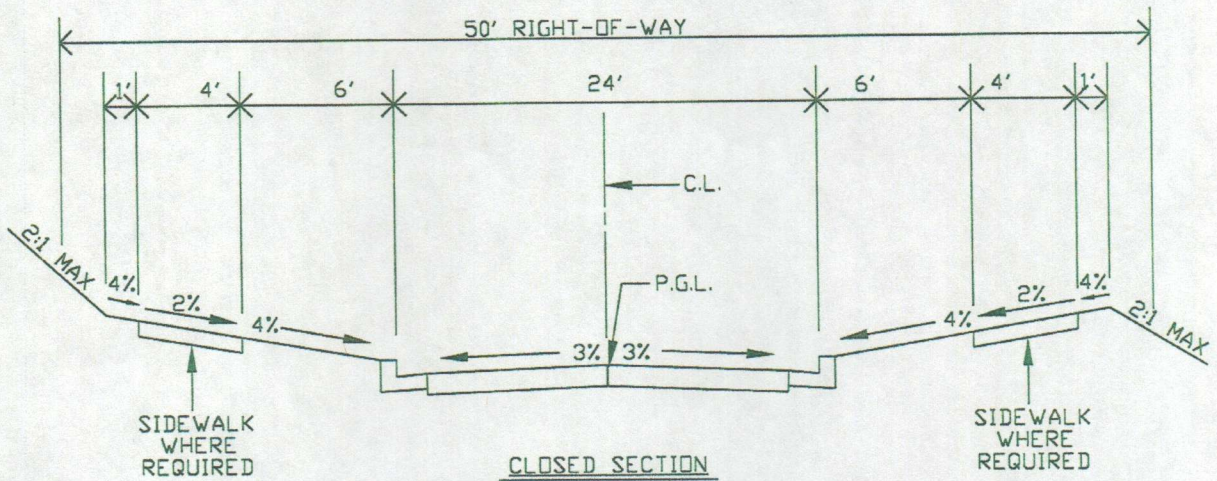
TOWN HIGHWAY ENGINEER—The Chief Executive Officer of the town or such other official designated by the Chief Executive Officer to administer this chapter.

[Amended 7-12-94 by Ord. No. 94-6]

TRANSPORTATION PLAN—The official plan of streets and other ways adopted by the town.

* Editor's Note: See Ch. 191, Zoning.

** Editor's Note: See Ch. 173, Subdivision and Land Development.



NOTE A:
REFER TO DTL. R/2.18 & ROAD ORDINANCE TABLE 2.01 FOR PAVEMENT/SHOULDER WIDTHS & TREATMENT.

CHARLES COUNTY GOVERNMENT

DEPARTMENT OF PLANNING & GROWTH MANAGEMENT

APPROVED:

CHIEF OF DEVELOPMENT & CAPITAL SERVICES

DATE

HIGHWAY ENGINEER

DATE

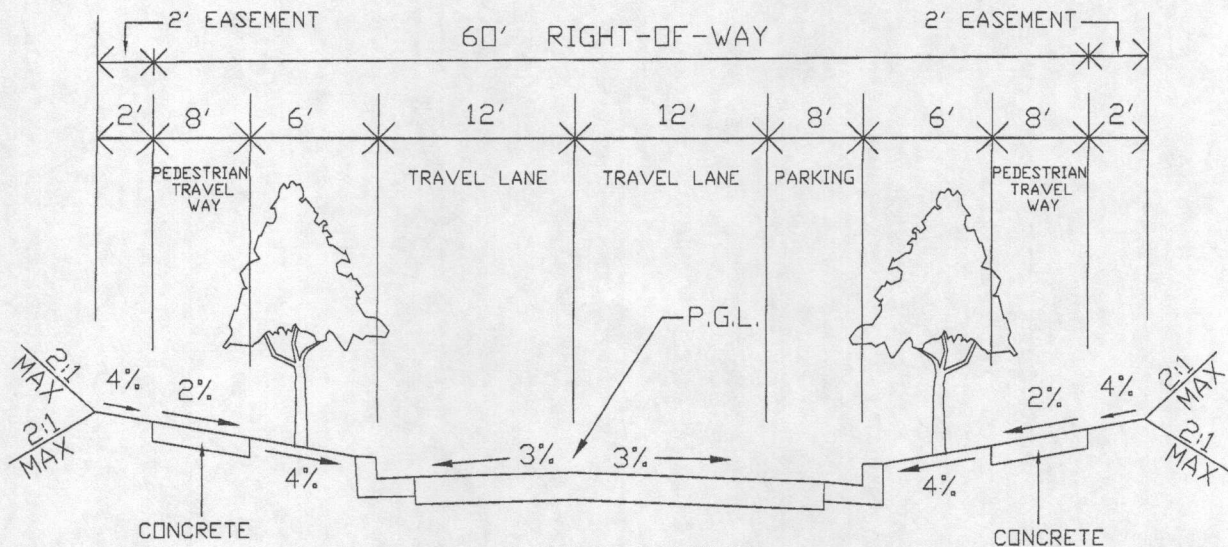
STANDARD DETAIL

LOCAL ROAD
(COURT, STREET, LANE,
WAY, AVENUE)

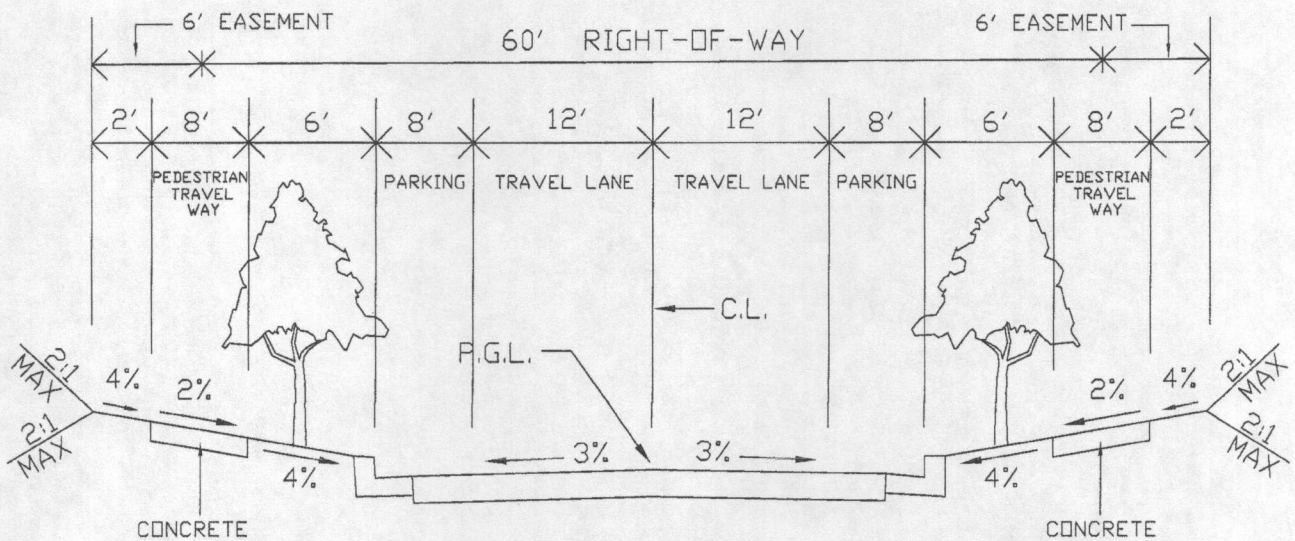
REVISIONS:

R

2.16



CLOSED SECTION
TWO WAY - ONE SIDED PARKING



CLOSED SECTION
TWO WAY - TWO SIDED PARKING

NOTE A:
REFER TO ROAD ORDINANCE TABLE 2.01.02 FOR ADDITIONAL REQUIREMENTS.

NOTE B:
REFER TO CROSS-SECTION SHOWN IN FIGURE 6 OF THE "DOWNTOWN WALDORF VISION PLAN AND DESIGN GUIDELINES" FOR ROADS IN THE WALDORF CENTRAL ZONE OR ACTON URBAN CENTER ZONE.

CHARLES COUNTY GOVERNMENT

DEPARTMENT OF PLANNING & GROWTH MANAGEMENT

APPROVED: *[Signature]* 7/27/11
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES DATE

[Signature] 7-27-11
HIGHWAY ENGINEER DATE

STANDARD DETAIL

URBAN
MINOR COLLECTOR
(WITH PARKING)

REVISIONS:

R
2.15.1









La Plata Fire Truck-Trailer measuring 9-foot wide by 60-foot long (not including side view mirrors). The five-foot wide stabilizers protrude five feet on each side of the vehicle for use of the attached fire ladder.