



City of Bowie

Regular City Council Meeting

Monday, October 2, 2023
Council Chambers - 8 p.m.

AGENDA

- I. CALL MEETING TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. QUORUM**
- IV. AGENDA ADDITIONS/DELETIONS/AMENDMENTS**
- V. CITIZEN PARTICIPATION**
- VI. PRESENTATIONS**
- VII. CITY BOARDS AND COMMITTEES**
- VIII. COUNCIL ANNOUNCEMENTS**
- IX. CITY MANAGER'S REPORT**
- X. CONSENT AGENDA**
 - A.** Adoption of Resolution R-53-23 Authorizing the Issuance of a Purchase Order to Gant Brunnett Architects, Inc. for Task order/RFP #7-15 in Accordance with the Master Contract Approved on January 7, 2019
 - B.** Adoption of Resolution R-56-23 Authorizing the Issuance of a Purchase Order to KCI Technologies, Inc. for Task Order/RFP#11-01 in the Amount of \$309,855.97 in Accordance With the Master Contract Approved on January 7, 2019
 - C.** Adoption of Resolution R-57-23 Waiving the Competitive Bidding Requirements of Section 61 "Purchasing and Contracting" of the Charter of the City of Bowie to Accept the Quote from Electec Elections Services, Inc. for Election Equipment Rental and Support and Authorize the City Manager to Enter Into An Agreement
 - D.** Approval of City Recommendation Letter Regarding CR-83-2023, a Resolution concerning the Establishment of an Annual Residential Building Permit Allocation Program for Prince George's County, Maryland
- XI. OLD BUSINESS**
 - A.** City's Traffic Calming Policy Discussion - Council and staff will discuss possible policy changes.
- XII. NEW BUSINESS**
 - A.** Detailed Site Plan DSP-22033, Nora's Angels Day Care Collington Plaza (3420 Crain Highway)
- XIII. ADJOURNMENT AND MOVE TO CLOSE SESSION**

- A.** To adjourn to closed session under the statutory authority of the Md. Annotated Code, General Provisions Article §3-305(b)(7) " To consult with counsel to obtain legal advice".

Note: The Ethics Commission has advised that under certain circumstances, members of the public may qualify as lobbyists when they testify before the City Council. If so, the Bowie Ethics Ordinance requires that certain information be filed with the Ethics Commission. Please review the information about lobbying that is provided with the City Clerk. If you have any questions about lobbying, please contact the Ethics Commission or the Assistant City Manager.

This meeting will be televised live on Verizon Channel 10 and Comcast Channel 71 and 996, repeated on 10/4/23 and 10/7/23 at 7:00 p.m., and [web-streamed live](#).

For a closed-captioned version of the meeting video, please go to <https://www.youtube.com/user/cityofbowiemd/playlists> and select the 2023 Council Meetings list. Once the meeting video opens, be sure to click on “CC” button to turn on closed captioning.

NEXT REGULAR MEETING OF THE BOWIE CITY COUNCIL - MONDAY, OCTOBER 23, 2023 - COUNCIL CHAMBERS - 8:00 P.M.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Architect/Engineering Open End Contract Category 7-Architectural Design RFP/Task Order #7-15 - Resolution R-53-23

DATE: 09/28/2023

On January 7, 2019, the City entered into an Architect/Engineering Open End Agreement with Gant Brunnett Architects, Inc. (GBA), Frederick Ward Associates (FWA), Wheeler Goodman Masek & Associates, Inc. (WGMA), Bucharth-Horn, Inc. (BH), and Bignell Watkins Hasser Architects, PC (BWhA) for Category 7-Architectural Design. Professional Services delivered through this Agreement are negotiated and procured on a Task Order basis as the City's needs arise.

On September 20, 2023, the Department of Community Services advertised a Notice of Intent to Negotiate for Task Order/RFP#7-15– Architectural/Engineering design and construction management/inspection for removal & replacement of the Allen Pond Park Stage & Stage Canopy under the Architect/Engineering Open End Agreement. Proposals were accepted from firms BWhA and GBA which have Open End Professional Services Agreements with the City for Architectural Design. For this task, the proposal from GBA was selected based on cost, capacity to perform in a timely manner and understanding of the project.

In accordance with City Charter Section 61(b)(4), a fee of \$149,246.37 for the required services was negotiated.

The Department of Community Services recommends that Council authorize the issuance of a Purchase Order to GBA for Task Order/RFP#7-15 pursuant to the Master Contract approved on January 7, 2019.

I concur with the recommendation of the Department of Community Services and request your approval of R-53-23.

ATTACHMENTS: 1. 20231002 - Resolution R-53-23

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AUTHORIZING THE ISSUANCE OF A PURCHASE ORDER TO
GANT BRUNETT ARCHITECTS, INC. FOR TASK ORDER/RFP#7-15
IN ACCORDANCE WITH THE MASTER CONTRACT APPROVED ON
JANUARY 7, 2019

WHEREAS, on January 7, 2019, the City entered into an Architect/Engineering Open End Agreement with Gant Brunnett Architects, Inc. (GBA), Frederick Ward Associates (FWA), Wheeler Goodman Masek & Associates, Inc. (WGMA), Buchar-Horn, Inc. (BH), and Bignell Watkins Hasser Architects, PC (BWAH) for Category 7-Architectural Design; and

WHEREAS, on September 20, 2023, the Department of Community Services advertised a Notice of Intent to Negotiate for Task Order/RFP#7-15– Architectural/Engineering design and construction management/inspection for removal & replacement of the Allen Pond Park Stage & Stage Canopy under the Architect/Engineering Open End Agreement; and

WHEREAS, the \$100,000 cap was waived for this Task Order; and

WHEREAS, proposals were accepted from the two (2) firms BWAH and GBA which have Open End Professional Services Agreements with the City for Architectural Design; and

WHEREAS, for this task, the proposal from GBA was selected based on cost, capacity to perform in a timely manner and understanding of the project; and

WHEREAS, in accordance with City Charter Section 61(b)(4), a fee of \$149,246.37 for the required services was negotiated. This is within the amount budgeted in the FY24 Allen Pond Park Capital Outlay Account.

NOW, THEREFORE BE IT RESOLVED, by the Council of the City of Bowie, Maryland that the Council authorizes the issuance of a Purchase Order to GBA for Task Order/RFP#7-15 in accordance with the Master Contract approved on January 7, 2019.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 2, 2023.

ATTEST:

 Awilda Hernandez, City Clerk

 Timothy J. Adams, Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Architect/Engineering Open End Contract
Category 11-Planning and Administrative for A/E Services
RFP/Task Order #11-01 On-Site Project Management Assistance
Resolution R-56-23

DATE: 09/28/2023

On January 7, 2019 and February 4, 2019, the City entered into an Architect/Engineering Open End Agreement for Category 11-Planning and Administrative for A/E Services with KCI Technologies, Inc. (KCI) of Sparks, Maryland, Rummel, Klepper & Kahl, LLP (RK&K), of Baltimore, MD and Hill International, Inc. (Hill) of Glen Burnie, MD. Professional Services delivered through these Agreements are negotiated and procured on a Task Order basis as the City's needs arise.

On February 7, 2022 Council awarded the FY22 RFP/Task Order #11-01 On-Site Project Management Assistance to KCI.

On September 6, 2022 Council awarded the FY23 RFP/Task Order #11-01 On-Site Project Management Assistance to KCI.

On September 25, 2023, the Public Works Department advertised a Notice of Intent to Negotiate with KCI for FY24 Task Order/RFP#11-01 On-Site Project Management Assistance under the Architect/Engineering Open End Agreement. A Proposal was received and accepted from KCI for this task and selected based on past experience and qualifications, cost, capacity to perform in a timely manner and understanding of the scope of services. This will also allow for a continuity of services as the Project Manager on staff for FY22 & FY23 will remain for FY24.

In accordance with City Charter Section 61(b)(4), a fee of \$309,855.97 for the required services was negotiated. The funding will be split between FY24 Engineering Support Budgets for Administrative (80%-\$247,884.78), Water (10%-\$30,985.60) and Sewer (10%-\$30,985.59).

The Public Works Department recommends that Council authorize the issuance of a Purchase Order to KCI for Task Order/RFP#11-01 pursuant to the Master Contract approved on January 7, 2019.

I concur with the recommendation of the Public Works Department and request your approval of R-56-23.

ATTACHMENTS: 1. 20231002 - Resolution R-56-23

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AUTHORIZING THE ISSUANCE OF A PURCHASE ORDER TO
KCI TECHNOLOGIES, INC. FOR TASK ORDER/RFP#11-01
IN THE AMOUNT OF \$309,855.97
IN ACCORDANCE WITH THE MASTER CONTRACT
APPROVED ON JANUARY 7, 2019

WHEREAS, on September 25, 2023, the Public Works Department advertised a Notice of Intent to Negotiate with KCI Technologies, Inc. for FY24 RFP/Task Order# 11-01 On-Site Project Management Assistance; and

WHEREAS, there are three (3) firms which have open ended professional services agreements with the City for Planning and Administrative A/E Services. These firms include KCI Technologies, Inc. (KCI) of Sparks, Maryland, Rummel, Klepper & Kahl, LLP (RK&K), of Baltimore, MD and Hill International, Inc. of Glen Burnie, MD; and

WHEREAS, a Proposal was received and accepted from KCI for this task and selected based on past experience and qualifications, cost, capacity to perform in a timely manner and understanding of the scope of services. This will also allow for a continuity of services as the Project Manager on staff for FY22 & FY23 will remain for FY24;

WHEREAS, in accordance with City Charter Section 61(b)(4), a fee of \$309,855.97 for the required services was negotiated. The funding will be split between FY24 Engineering Support Budgets for Administrative (80%-\$247,884.78), Water (10%-\$30,985.60) and Sewer (10%-\$30,985.59).

NOW, THEREFORE BE IT RESOLVED, by the Council of the City of Bowie, Maryland that the Council authorizes the issuance of a Purchase Order to KCI Technologies, Inc. for Task Order/RFP#11-01 pursuant to the Master Contract approved on January 7, 2019.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Meeting on October 2, 2023.

ATTEST:

Awilda Hernandez, City Clerk

Timothy J. Adams, Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Waive Bidding Requirements for Rental of Election Equipment - Resolution R-57-23

DATE: 09/28/2023

The City's elections will take place on November 7, 2023. The City uses electronic voting equipment for the election which are rented from a vendor.

The vendor Electec Election Services, Inc., which the City has used in previous City elections, provided a quote for the rental of the equipment and technical support in the amount of \$41,062.50. Since this quote was not obtained using the City's formal procurement process, the City sent quote requests to vendors who provide these services. Two responses were received.

- | | |
|-------------------------------------|-------------|
| • Electec Election Services, Inc. | \$41,062.50 |
| • Election Systems & Software, Inc. | \$63,760.00 |

Since Electec Election Services, Inc. has the lower price and issuing a formal bid would not yield better results, in accordance with City Charter Section 61, we are requesting that Council waive bidding requirements and allow for the issuance of a Purchase Order to Electec Elections Services, Inc. in the amount of \$41,062.50 for rental and support of election equipment.

ATTACHMENTS: 1. 20231002 - Resolution R-57-23

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
WAIVING THE COMPETITIVE BIDDING REQUIREMENTS OF SECTION 61
“PURCHASING AND CONTRACTING” OF THE CHARTER OF THE CITY OF
BOWIE TO ACCEPT THE QUOTE OF ELECTEC ELECTION SERVICES, INC.,
FOR ELECTION EQUIPMENT AND SUPPORT AND AUTHORIZE THE CITY
MANAGER TO ENTER INTO AN AGREEMENT

WHEREAS, the Charter of the City of Bowie, Maryland (hereinafter, “the City”) requires, in section 61, that all expenditures for inter alia, materials, construction of public improvements or contractual services involving more than twenty-five thousand dollars be made by written contract upon sealed bids to the lowest responsible bidder, except where the City Council by two-thirds vote waives the bidding requirement for good cause shown; and

WHEREAS, the FY24 budget contains funding for election equipment and support in the amount of \$45,800; and

WHEREAS, the City determined that Electec Election Services, Inc. would provide the best election services for the City’s November 7, 2023 elections; and

WHEREAS, the City received a quote from Electec Election Services, Inc. for \$41,062.50 that was not obtained utilizing the City’s formal bidding process; and

WHEREAS, the City requested additional quotes from other vendors; and

WHEREAS, the quotes received were higher than the quote received from Electec Election Services, Inc.; and

WHEREAS, seeking additional bids would not be expected to yield better results; and

WHEREAS, the proposed contract price for the services to be procured will exceed twenty-five thousand dollars and the City Council deems the aforesated economic efficiencies to constitute good cause to waive the bidding requirements otherwise required by the Charter.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, by at least a two-thirds vote, that:

Section 1. The competitive bidding requirements of Section 61 of the Bowie City Charter are for good cause shown, hereby waived.

Section 2. The City Manager is hereby authorized to enter into an agreement with Electec Election Services, Inc. and issue a Purchase Order to Electec Election Services, Inc. for the rental and support of election equipment in the amount of \$41,062.50.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on October 2, 2023, by a vote of at least two-thirds of the members of the Council.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: CR-83-2023, Residential Building Permit Allocation Program

DATE: 09/28/2023

CR-83-2023 creates a new, annual building permit allocation program for Prince George's County for the years 2024-2029. If approved, the District Council will limit the allocation of residential building permits to a set number of dwelling units each year. The annual review shall consist of a briefing of the District Council prior to September 30th by the Maryland-National Capital Park and Planning Commission, the Department of Permitting, Inspections and Enforcement and the Economic Development Corporation regarding existing and projected development patterns, consistency with Plan 2035 goals and policies, and adequacy of public facilities.

For calendar year 2024, the District Council will limit the allocation of residential building permits to 2,800 dwelling units, allocated as follows:

Priority Area 1: All of the area within Transportation Service Area 1 (TSA 1), including any Regional Transit District or Local Center any part of which is within TSA 1, and including any Regional Transit District or Local Center any part of which is within one mile of I-95, or I-95/I-495 Capital Beltway – 2,100 dwelling units.

Priority Area 2: The area within Transportation Service Area 2 (including Local Centers not within Priority Area 1) – 670 dwelling units, further allocated as 200 dwelling units North of Route 50; 240 dwelling units South of Route 50, but North of Route 4; and 230 dwelling units South of Route 4.

Priority Area 3: The area within Transportation Service Area 3 – 30 dwelling units.

Staff has several concerns with the proposed Resolution. First, there is no grandfathering of existing, approved projects currently under construction. CR-83 might create a moratorium situation at some point during the year, effectively halting the build-out of Melford Village, South Lake and Mill Branch Crossing, which are economic development priorities for the City. Over 3,500 dwellings are expected from these developments over the next ten years. Melford (1,544 units), South Lake (1,360 units) and Mill Branch Crossing (598 units) are well underway after many years of planning for mixed-use communities, and they would be severely impacted by the limitations of 200 total units north of US 50 and 240 total units south of US 50. These thresholds are too low and are very likely to constrain these projects. If CR-83-2023 is approved, the thresholds in Priority Area 2 should, at least, be doubled.

One other consideration is that the Bowie Local Center should be given the potential for additional dwelling units in any event and should be designated as Priority Area 1. This would be entirely

consistent with the County's longstanding approach to allowing a lower Level-of-Service (LOS) standard of LOS "E" in designated Centers, rather than LOS "D" which is the policy standard for the rest of Transportation Service Area 2. If the Bowie Local Center is included in Priority Area 1, the overall number of dwelling units should be increased from 2,100 units to a higher number.

Regulating growth in the County through a building permit allocation program would allow for closer scrutiny of actual impacts new construction on public facilities. However, approved developments have already met the County's Adequate Public Facilities tests and it would be unfair to impose further restrictions. In addition, any needs related to County facilities and services are reviewed annually by the operating departments and are typically funded through the County budget. Without identifying clear and urgent deficiencies that warrant an annual building permit allocation program, staff believes the technique is premature and unnecessary at this time.

Recommendation: It is recommended that the City OPPOSE CR-83-2023 and ask that the Resolution be defeated. If approved, CR-83-2023 should grandfather existing, approved projects. Furthermore, CR-83-2023 should designate the Bowie Local Center as Priority Area 1 and the corresponding dwelling unit total increased from 2,100 dwelling units to a higher number. Additionally, the thresholds for Priority Area 2 should, at least, be doubled.

- ATTACHMENTS:**
1. 20231002 - Attachment 1 CR-83-2023
 2. 20231002 - CR-083-2023 Attachment A (1)
 3. 20231002 - CR-083-2023 Attachment B (1)
 4. 20231002 - CR-083-2023 Attachment C (1)
 5. 20231002 - Attachment 5 Residential Building Permit Allocation Program Letter to County Council

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2023 Legislative Session

Resolution No. CR-083-2023
Proposed by Council Members Dernoga and Ivey
Introduced by _____
Co-Sponsors _____
Date of Introduction September 26, 2023

RESOLUTION

1 A RESOLUTION concerning

2 Residential Building Permit Allocation Program

3 For the purpose of approving, as an Act of the County Council of Prince George's County,
4 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional
5 District in Prince George's County, an annual residential permit allocation process.

6 WHEREAS, the County Council is authorized by Title 23, Land Use Article, Annotated
7 Code of Maryland, to adopt subdivision regulations and respective amendments regulating the
8 subdivision of land within the portion of the Maryland-Washington Regional District ("Regional
9 District") in Prince George's County; and

10 WHEREAS, Title 23 also authorizes the Council to adopt provisions for the: (i) harmonious
11 development of the Regional District; (ii) coordination of roads within subdivisions; (iii)
12 adequate open spaces for transportation, the dedication to public use or conveyance of areas
13 designated for dedication under the subdivision regulations; (iv) reservation of land for roads; (v)
14 conservation or production of adequate public transportation; (vi) avoidance of undue population
15 congestion; and (vii) avoidance of scattered or premature subdivision that may result in danger or
16 injury to health, safety, and welfare due to the lack of transportation; and

17 WHEREAS, Section 23-106 of the Land Use Article confers upon the Council specific
18 authority to impose standards and requirements for the purpose of avoiding scattered or
19 premature subdivision or development of land because of the inadequacy of transportation; and

1 WHEREAS, Section 24-4504(c) of the Subdivision Ordinance authorizes the Council, by
 2 Resolution, to establish a building permit limit and a system of allocating building permits over
 3 a period of time; and WHEREAS, the current County general development plan, *Plan Prince*
 4 *George's 2035* ("Plan 2035"), includes a Growth Management Policy, Growth Management
 5 Goals, and a Growth Policy Map; and

6 WHEREAS, the Council approved specific direction for land use and development policy
 7 within Plan 2035 that: (i) directs a majority of projected new residential and employment growth
 8 to the Regional Transit Districts; (ii) seeks to direct a further Twenty-Five Percent (25%) of all
 9 new dwellings within Local Centers as defined in the Plan 2035 Center Classification System;
 10 (iii) contains a policy to phase new residential development to coincide with the provision of
 11 public facilities and services; (iv) seeks to ensure that countywide transportation improvements
 12 are integrated with and support the Plan 2035 vision and land use pattern; (v) seeks to expand
 13 and improve transit service, particularly on routes connecting Downtowns, the Innovation
 14 Corridor, and Regional Transit Districts in order to maximize the economic development
 15 potential and synergies between these areas; (vi) seeks to maintain levels of service standards for
 16 roads and highways as identified by Plan 2035; and (vii) seeks to improve overall safety levels
 17 within the County's transportation network; and

18 WHEREAS, in 2019 the Metropolitan Washington Council of Governments set a regional
 19 target that at least 75% of all new housing should be in Activity Centers or near high-capacity
 20 transit; and

21 WHEREAS, in its 2023 review of Plan 2035 growth policies, the Maryland-National
 22 Capital Park and Planning Commission reported to the District Council that less than half of all
 23 growth since 2014 has been in Regional Transit Districts and Local Centers, and that most of the
 24 growth in Established Communities has been outside I-95/I-495; and

25 WHEREAS, the County's current functional master plan for transportation, the 2009
 26 *Countywide Master Plan of Transportation*, enunciates the overarching goal of improving the
 27 County's transportation network and providing multimodal transportation guidance to support
 28 the growth and development envisioned with the land use patterns set forth in the County
 29 General Plan, including subsequent major changes; and

30 WHEREAS, the 2009 *Countywide Master Plan of Transportation* also declared a
 31 transportation policy to manage capacity and minimize congestion of the streets, roads, and

1 highways network, reduce vehicle miles traveled, improve the transportation network, enhance
 2 transportation infrastructure, and make transit and nonmotorized modes more convenient where
 3 appropriate; and

4 WHEREAS, the County has also approved policy aimed to achieve the County’s climate
 5 resilience goals, the adopted 2023 Climate Action plan, which recommends that the County must
 6 concentrate infrastructure, housing, jobs, and services to our designated Activity Centers—
 7 mixed-use, transit-accessible locations that reduce vehicle miles traveled and bring the wealth of
 8 benefits that smart growth promises; and

9 WHEREAS, the County’s Subdivision Regulations ensure that infrastructure necessary to
 10 support proposed development is built at the same time as, or prior to, that proposed
 11 development; establish level of service (“LOS”) standards for transportation adequacy that
 12 provide clear guidance to the County and applicants about when facilities are considered
 13 adequate, and create guidance for future infrastructure investments needed to accommodate
 14 existing residents and anticipated growth; establish LOS standards that reflect policy guidance of
 15 the General Plan, applicable Area Master Plans or Sector Plans, and the applicable Functional
 16 Master Plan for each facility; establish LOS standards that encourage development in the transit-
 17 oriented/activity center zones; and re-evaluate approved development that has received adequate
 18 public facilities approvals prior to April 1, 2022, for projects that have not been built in a timely
 19 manner; and

20 WHEREAS, the Prince George’s County Transportation Review Guidelines define Level of
 21 Service (“LOS”) as a qualitative measure that uses a sequence of letters from A through F to
 22 describe the quality of operational conditions within an intersection or a roadway link and;

23 WHEREAS, the LOS standards used in the Transportation Review Guidelines are based on
 24 the 2022 Zoning Ordinance and Subdivision Regulations, Plan 2035, and any successor
 25 documents; and

26 WHEREAS, per the Master Plan of Transportation, roadways operating at a LOS D are
 27 described as approaching unstable flow, and the influence of congestion becomes more
 28 noticeable; roadways operating at LOS E are described by long delays that indicate poor
 29 progression, with frequent occurrences of signal cycle failures; LOS F is considered to be
 30 unstable and unacceptable to most drivers, with oversaturation of vehicles, long signal cycle
 31 lengths, high levels of delays, and frequent signal cycle failures; and

1 WHEREAS, the Maryland-National Capital Park and Planning Commission has evaluated
 2 the LOS for all roads within Prince George's County as depicted in the following Attachments,
 3 which are attached hereto and incorporated as if recited fully herein: Attachment A (designated
 4 Plan 2035 Transportation Service Areas); Attachment B (roadways in Prince George's County
 5 operating as LOS D at AM and/or PM peak hours); and Attachment C (roadways operating at
 6 LOS E and F at AM and/or PM peak hours); and

7 WHEREAS, the Climate Action Plan's implementation steps require the County Council
 8 and the Maryland-National Capital Park and Planning Commission, consistent with Plan 2035,
 9 the Climate Action Plan, the Green Infrastructure Plan, and previous growth plans, to identify
 10 and adopt policies and ordinances that phase new residential development to coincide with the
 11 provision of public facilities and services; and

12 WHEREAS, the Climate Action Plan requires the Maryland-National Capital Park and
 13 Planning Commission and the County Council to address the residential pipeline in rural areas
 14 and established communities outside of the Beltway to curtail suburban sprawl, including: (i)
 15 cease extending validity periods and adopting shorter validity periods for suburban development
 16 projects; (ii) revising subdivision regulations to require older projects to be reevaluated to ensure
 17 that public infrastructure will be reconsidered and updated to ensure that public infrastructure is
 18 adequate and designs comply with revised County Code; and (iii) requiring the County Council,
 19 in coordination with the Maryland-National Capital Park and Planning Commission, to
 20 implement a residential building permit allocation program as soon as feasible to better phase the
 21 suburban residential pipeline to steer development to Activity Centers with emphasis on areas
 22 near high-capacity transit; and

23 WHEREAS, the Climate Action Plan requires that mixed-use land use and medium-to-high
 24 density residential development is to be limited outside of the Regional Transit Districts and
 25 Local Centers served by Metrorail or the Purple Line; and

26 WHEREAS, the Climate Action Plan requires that revisions to the new Zoning Ordinance
 27 should incorporate: (i) different policies supporting medium-to-high density residential
 28 development in Activity Centers as opposed to suburban development in Rural areas and
 29 Established Communities outside of the Beltway; and (ii) restrictions on the use of site-specific
 30 amendments or rezoning to increase residential density in Rural areas and Established
 31 Communities outside of the Beltway; and

1 WHEREAS, the Climate Action Plan requires that the County government and its entities
 2 must not provide subsidies for residential development projects located in Rural areas,
 3 Established Communities outside of the Beltway, or Centers not served by rail; and

4 WHEREAS, the 2022–23 Update of the Pupil Yield Factors & Public School Clusters
 5 demonstrates that two of the six School Clusters have student enrollment that exceeds the level
 6 of service standard of one hundred five percent (105%) of the state rated capacity; and

7 WHEREAS, police staffing vacancies have increased from 9% in FY 2017 to 21% in FY
 8 2023 and are projected to continue increasing; and

9 WHEREAS, the FY 2024 Capital Improvement Budget for the Fire/EMS Department
 10 includes proposed expenditures of \$276,658,000, of which \$238,615,000 (86%) are programmed
 11 beyond six years, and proposes 31 projects for new or renovated fire stations, twenty-nine of
 12 which are programmed beyond six years; and

13 WHEREAS, the Maryland-National Capital Park and Planning Commission has reviewed
 14 the residential development patterns in the County, and that review shows an annual average
 15 build rate since 2014 of 2,767 and an annual average approval rate of 6,333; and

16 WHEREAS, the average annual build rate since 2014 outside Plan 2035 centers and outside
 17 the Beltway is 1,461, representing 53% of the total build rate; and

18 WHEREAS, the evidence shows that new development is occurring outside of Plan 2035
 19 centers and the Capital Beltway at a higher rate than inside those areas; and

20 WHEREAS, the District Council concludes that the growth of residential development
 21 primarily within Plan 2035 Established Communities has contributed to increased traffic and
 22 congestion where the primary mode of transportation is by private vehicle; and

23 WHEREAS, the District Council concludes that continued residential development at the
 24 current rate outside of the Plan 2035 centers and outside of the Beltway will place additional
 25 demands on roadways of the County currently operating at LOS D, E, and F, thereby
 26 exacerbating the risks to public welfare, health, and safety associated with such roadways as
 27 identified by the Master Plan of Transportation; and

28 WHEREAS, the District Council concludes that the growth of residential development
 29 primarily within Plan 2035 Established Communities has contributed increased demands on
 30 public safety and school facilities; and

1 WHEREAS, the District Council concludes that continued stress on the County's
 2 transportation, public safety, and school infrastructure will also impose additional burdens on
 3 County revenues or a reduction in services to other County infrastructure needs; and

4 WHEREAS, the District Council concludes the continued residential development pattern
 5 at the current rate will significantly impede on the County's goals of Plan 2035; and

6 WHEREAS, in order to manage the effects of the growth of residential development on
 7 traffic and safe vehicular and pedestrian circulation, provision of public safety facilities and
 8 staffing, and school construction, and balance the distribution of new building permits, a permit
 9 allocation system is needed to grow the County at a reasonable pace and in designated areas
 10 consistent with Plan 2035; and

11 WHEREAS, by implementing a growth allocation plan, infrastructure needs can be better
 12 addressed while also furthering the intended development pattern envisioned for the county; and

13 WHEREAS, the permit allocation system would apply to residential construction that
 14 meet the definition of "single family detached," "single family-attached," and "multifamily"; and

15 WHEREAS, the District Council finds that imposing a program of limiting and
 16 allocating residential building permits under Subtitle 4 of the County Code constitutes a fair
 17 exercise of the police power, furthers the public interest by reducing the impact on the County's
 18 transportation system, public safety facilities and staffing, and school facilities; provides the
 19 County time to evaluate its public facilities adequacy tests; falls within the County's authority to
 20 avoid scattered or premature subdivision or development of land because of the inadequacy of
 21 public infrastructure; and promotes the development of residential housing in locations identified
 22 by Plan 2035 as most appropriate for infill development.

23 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
 24 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
 25 Regional District in Prince George's County, Maryland, that a residential permit allocation
 26 process be hereby approved for calendar years 2024 through 2029, as follows:

27 **Annual Permit Allocation:** Reviewed annually, the District Council will limit the
 28 allocation of residential building permits to set number of dwelling units. The annual review
 29 shall consist of a briefing of the District Council prior to September 30th by the Maryland-
 30 National Capital Park and Planning Commission, the Department of Permitting, Inspections and
 31 Enforcement and the Economic Development Corporation regarding existing and projected

1 development patterns, consistency with Plan 2035 goals and policies, and adequacy of public
2 facilities.

3 BE IT FURTHER RESOLVED that for calendar year 2024, the District Council will limit
4 the allocation of residential building permits to 2,800 dwelling units, allocated as follows:

5 **Priority Area 1:** All of the area within Transportation Service Area 1 (TSA 1), including
6 any Regional Transit District or Local Center any part of which is within TSA 1, and including
7 any Regional Transit District or Local Center any part of which is within one mile of I-95, or
8 I-95/I-495 Capital Beltway – 2,100 dwelling units.

9 **Priority Area 2:** The area within Transportation Service Area 2 (including Local Centers
10 not within Priority Area 1) – 670 dwelling units, further allocated as 200 dwelling units North of
11 Route 50; 240 dwelling units South of Route 50, but North of Route 4; and 230 dwelling units
12 South of Route 4.

13 **Priority Area 3:** The area within Transportation Service Area 3 – 30 dwelling units.

14 BE IT FURTHER RESOLVED that The Planning Department of the Maryland-National
15 Capital Park and Planning Commission shall develop proposed guidelines and procedures, for
16 submission and approval by the Council, to administer and implement the policies adopted by
17 this Resolution.

1 BE IT FURTHER RESOLVED that the Council will establish a task force to identify
2 financing, efficiencies, and similar mechanisms to remedy existing and future public facility
3 inadequacies.

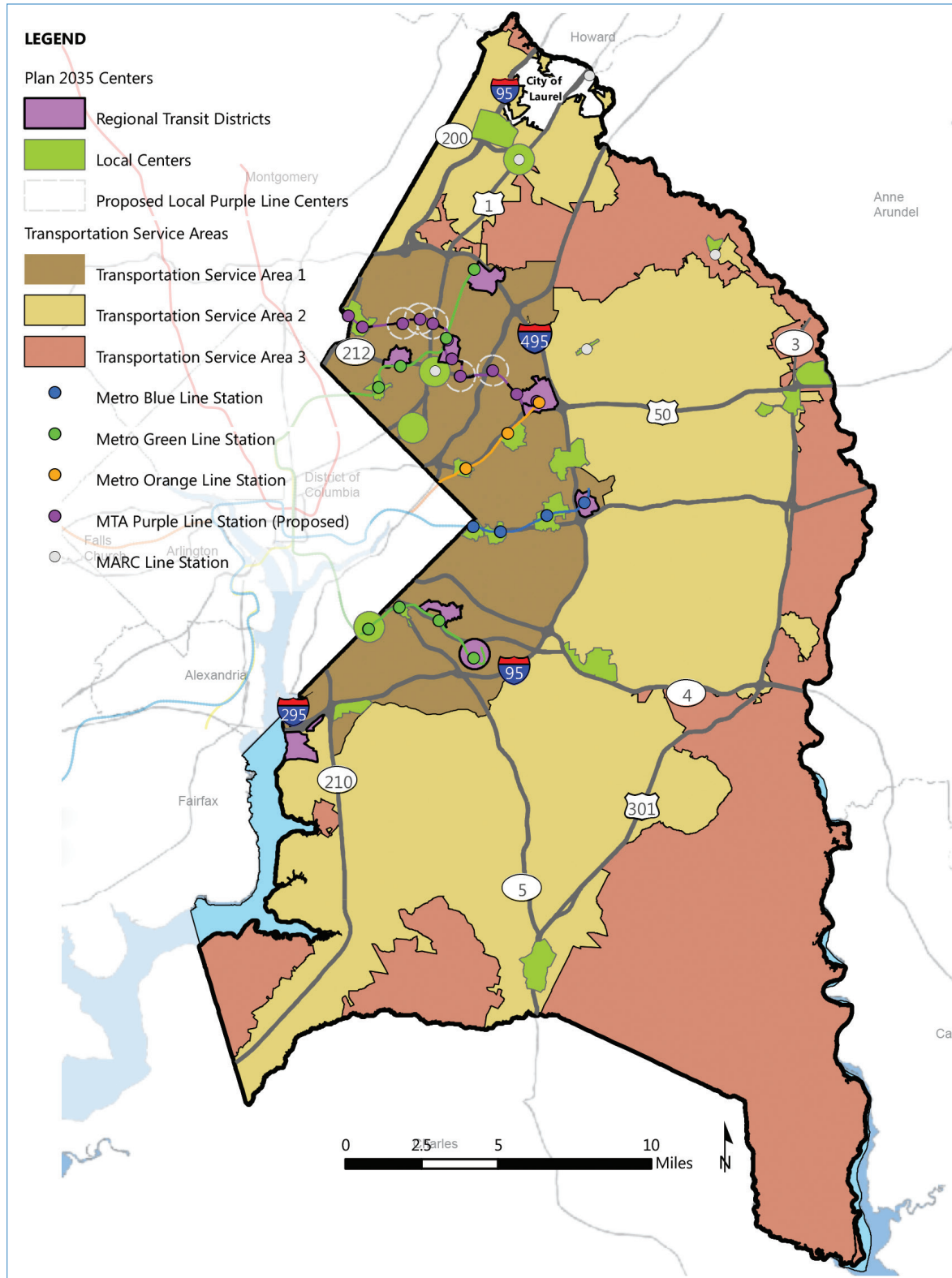
Adopted this _____ day of _____ , 2023.

COUNTY COUNCIL OF PRINCE GEORGE’S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE’S COUNTY,
MARYLAND

BY: _____
Thomas E. Dernoga
Chair

ATTEST:

Donna J. Brown
Clerk of the Council

Map 14. Map of Transportation Service Areas

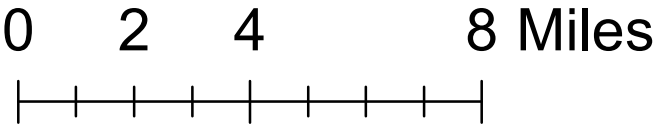
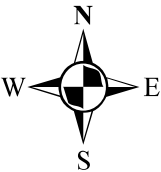
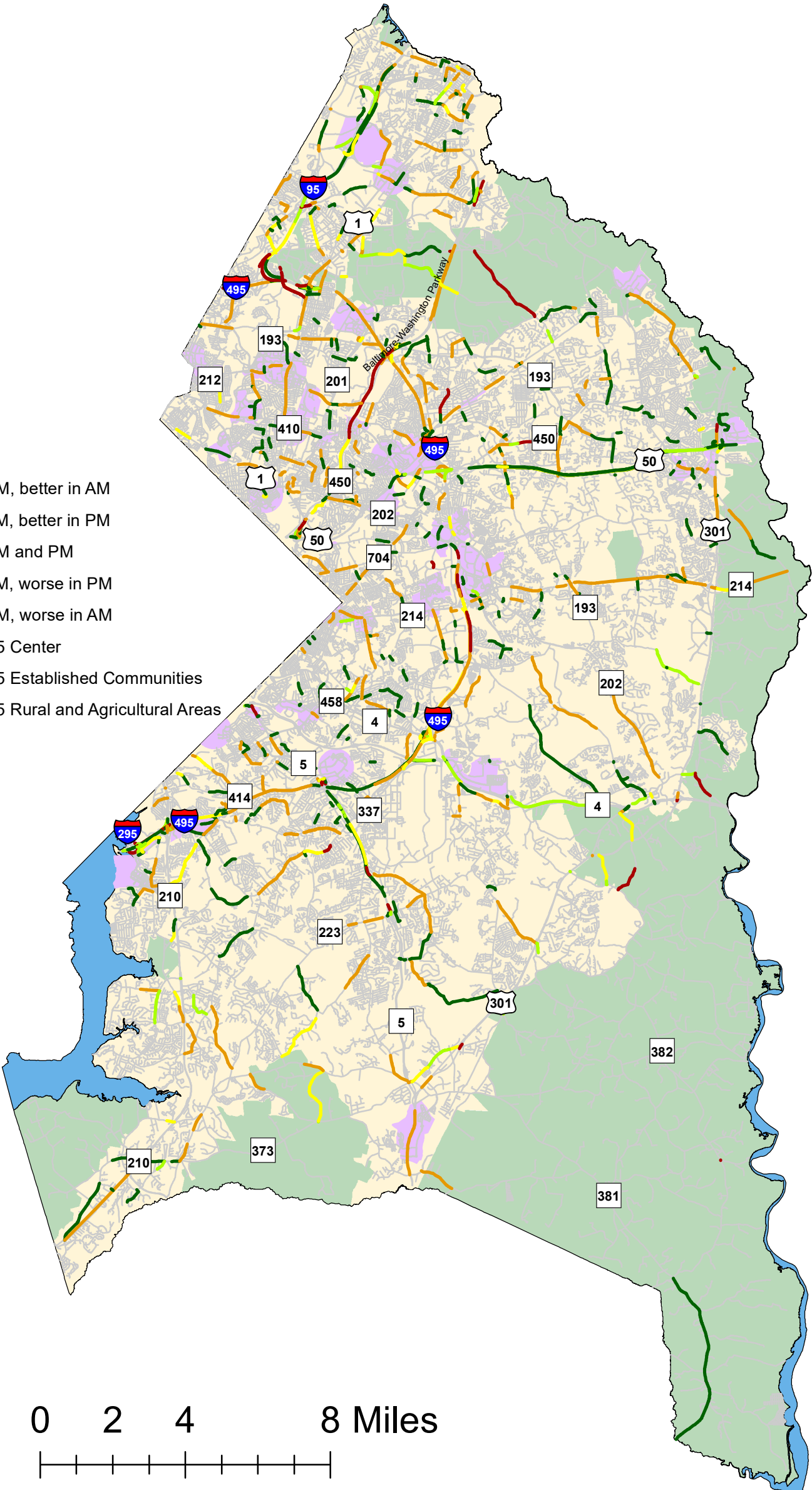
Source: M-NCPPC, 2013

Prince George's County Level of Service

Year 2020 LOS D AM and PM Peaks

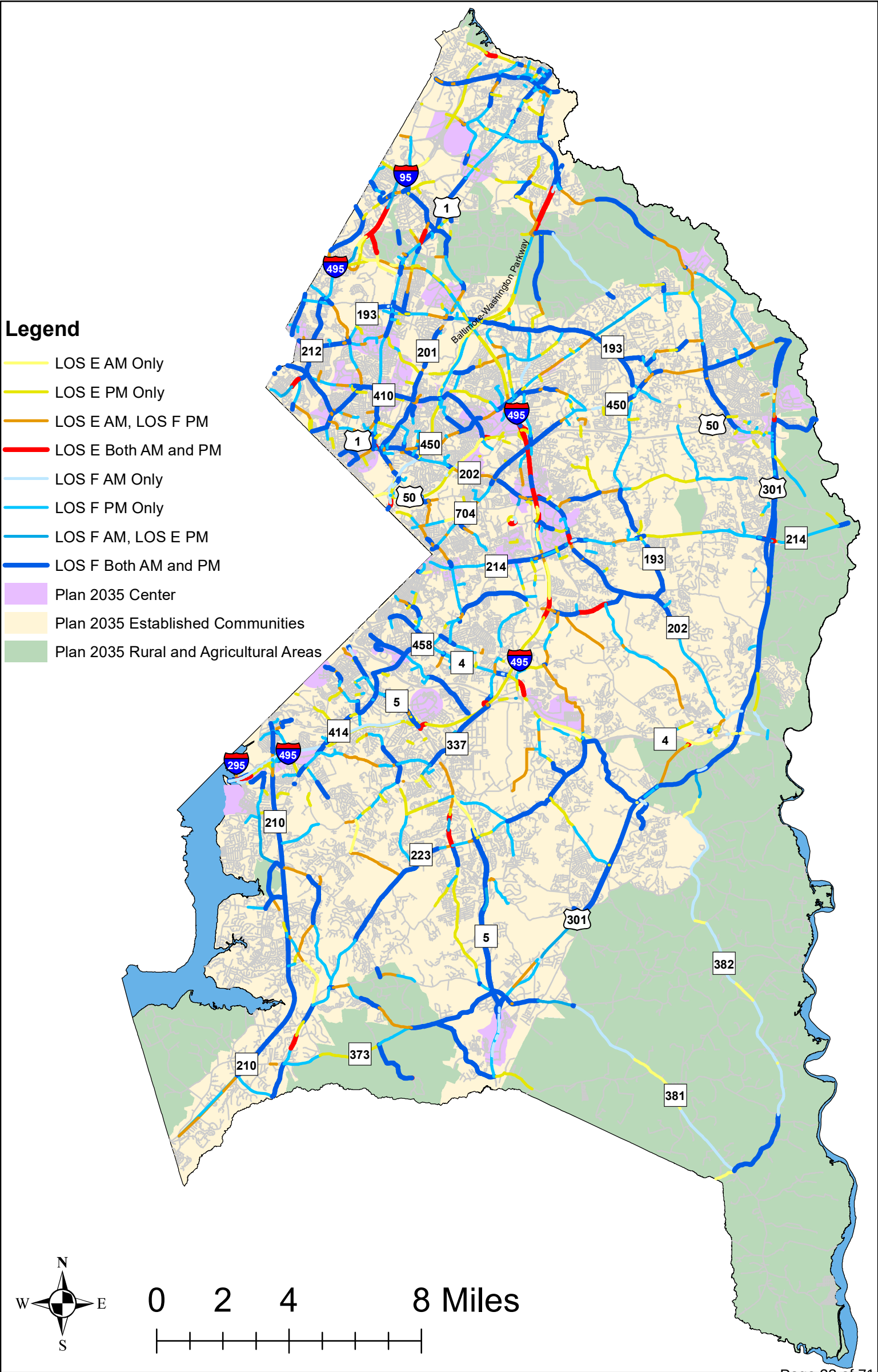
Legend

- LOS D PM, better in AM
- LOS D AM, better in PM
- LOS D AM and PM
- LOS D AM, worse in PM
- LOS D PM, worse in AM
- Plan 2035 Center
- Plan 2035 Established Communities
- Plan 2035 Rural and Agricultural Areas



Prince George's County Level of Service

Year 2020 LOS E and F in Both AM and PM Peaks





City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

October 2, 2023

The Honorable Thomas E. Dernoga, Chair
Prince George's County Council
Wayne K. Curry Administration Building
1301 McCormick Drive, 2nd Floor
Largo, Maryland 20774

RE: CR-83-2023, Residential Building Permit Allocation Program

Dear Chair Dernoga:

The Bowie City Council has reviewed CR-83-2023 and wishes to provide comments on the proposed Resolution. CR-83-2023 creates a new, annual building permit allocation program for Prince George's County for the years 2024-2029. If approved, the District Council will limit the allocation of residential building permits to a set number of dwelling units each year.

The City has serious concerns with this proposal. First, there is no grandfathering of existing, approved projects currently under construction. CR-83-2023 might create a moratorium situation at some point during the year, effectively halting the build-out of Melford Village, South Lake and Mill Branch Crossing, which are economic development priorities for the City. Over 3,500 dwellings are expected from these developments over the next eight to ten years. Melford (1,544 units), South Lake (1,360 units) and Mill Branch Crossing (598 units) are well underway after many years of planning for mixed-use communities, and they would be severely impacted by the limitations of 200 total units north of US 50 and 240 total units south of US 50. These thresholds are too low and are very likely to constrain these projects. If CR-83-2023 is approved, the thresholds in Priority Area 2 should, at least, be doubled.

One other consideration is that the Bowie Local Center should be given the potential for additional dwelling units, in any event, and should be designated as Priority Area 1. This would be entirely consistent with the County's longstanding approach to allowing a lower Level-of-Service (LOS) standard of LOS "E" in designated Centers, rather than LOS "D" which is the policy standard for the rest of Transportation Service Area 2. If the Bowie Local Center is included in Priority Area 1, the overall number of dwelling units should be increased from 2,100 units to a higher number.

Regulating growth in the County through a building permit allocation program would allow for closer scrutiny of actual impacts new construction on public facilities. However, approved developments have already met the County's Adequate Public Facilities tests and it would be unfair to impose further restrictions. In addition, any needs related to County facilities and services are reviewed annually by the operating departments and are typically funded through the County budget. Without identifying clear and urgent deficiencies that warrant an annual building permit allocation program, the City Council believes the technique is premature, unstudied, and unnecessary at this time.

MAYOR Timothy J. Adams

MAYOR PRO TEM Roxy Ndebumadu

COUNCIL Michael P. Estève • Henri Gardner • Jarryd Hawkins • Clinton Truesdale, Sr. • Dufour Woolfley **CITY MANAGER** Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

Letter to Council Chair Thomas Dernoga re: CR-83-2023

For all the reasons stated above, the City Council OPPOSES CR-83-2023 and recommends that the Resolution be defeated.

If approved, CR-83-2023 should grandfather existing, approved projects, including Melford Village, South Lake and Mill Branch Crossing. Furthermore, CR-83-2023 should designate the Bowie Local Center as Priority Area 1 and the corresponding dwelling unit total for Priority Area 1 should be increased from 2,100 dwelling units to a higher number. Additionally, the currently proposed thresholds for Priority Area 2 should, at least, be doubled.

Thank you for your serious consideration of the City's recommendation on CR-83-2023.

Sincerely,

Bowie City Council
Timothy J. Adams
Mayor

cc: The Honorable Ingrid Watson



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: City's Traffic Calming Policy

DATE: 09/28/2023

This item was requested by Councilmember Esteve.

ATTACHMENTS: 1. 20231002 - City Traffic Calming Policy

In November 2008, the Bowie City Council reviewed the Prince George's County Traffic Calming Policy. The decision was made at that time for the City to substantially adopt the County policy as its own. The only exception is a change in the wording on page 2 of the policy.

Prince George's County
Department of Public Works and Transportation

9400 Peppercorn Place, Suite 300

Largo, Maryland 20774

For more information, please visit the Department's Web site at

[Http://www.princegeorgescountymd.gov](http://www.princegeorgescountymd.gov)

On the "Select an Agency" pull-down menu,
Select "Public Works/Transportation"

Neighborhood Traffic Management Program

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Neighborhood Traffic Management Program

Introduction

The Neighborhood Traffic Management Program (NTMP) for residential streets represents the commitment of Prince George's County and the Department of Public Works and Transportation (DPW&T, the Department) to promoting and encouraging the safety and livability of the County's residential communities. In an effort to reduce the impact of traffic on our neighborhoods, the NTMP provides a process for identifying, evaluating, and addressing undesirable traffic conditions related to speeding and excessive cut through traffic volumes.

This document describes traffic management measures that can be implemented (page 3), the methods used to evaluate the need for management measures on a given street (page 10) and the process whereby citizens and the County government work together to improve neighborhood traffic conditions through NTMP (page 15).

NTMP GOALS

The Neighborhood Traffic Management Program has four primary goals:

1. Improve neighborhood livability by reducing the speeds and impact of vehicular traffic on residential streets, while providing for the safe, efficient and economical movement of persons and goods throughout the County
2. Promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency-vehicles, buses, and other users.
3. Encourage and promote citizen involvement in all phases of NTMP
4. Make efficient use of County resources by ranking requested streets according to their NTMP point assignment scores and other factors.

NTMP PROCESS

Since traffic management devices affect all the residents living within the community and in the event of eligibility there will be a need for close coordination with the community all requests should come from the home owners association (HOA). In the event a home owner's association does not exist, the request should be made through the local council representative.

When the Department receives a request for traffic management changes on a particular residential street the Department conducts traffic engineering studies to determine the type and severity of traffic problems occurring on the street. With

NTMP's point assignment system (see page 10), requested streets can be evaluated and rated according to their individual point scores, which reflect the prevailing traffic conditions on the given street. It should be noted that NTMP entails only the neighborhood residential streets and does not include arterial and collector type roadways that are in our roadway system classification. These roadways are classified as arterial/collector roadways and typically have a wider (right-of-way) that connects two major

routes. Arterial/collector roadways are exempt from the installation of NTMP's physical devices as they are designed to accommodate higher volumes of traffic at relatively higher speed to handle increased capacity and also to minimize the reduction of emergency response times, especially for large trucks using these roadways.

If a residential street is found eligible (according to its' point score and other factors) and if the required approval of the residents has been obtained (60% petition on street to receive speed humps and on any adjacent street(s) expected to have an increase in cut-through traffic) and the necessary funding is available, the Department will install traffic management devices such as speed humps, traffic circles, or diverters, if found feasible. NTMP will also make available traffic diversion measures such as one-way street patterns or turn prohibitions and will include educational measures such as the Speed Awareness Program.

Traffic Management Measures

All County streets qualify for traffic control devices in accordance with the *Manual on Uniform Traffic Control Devices*, the use of which is mandated by State law. This manual, prepared by a national joint committee of municipal, county, and State officials, describes conditions or warrants which should be present prior to the installation of traffic control devices, including the multi-way stop control.

NTMP traffic management measures for residential neighborhoods have been classified in three levels, each progressively more restrictive to motorists using the street. This section describes the measures.

Note that the multi-way stop control, one of the most frequently requested traffic control devices, is not included. The multi-way stop control may be warranted at locations with significant and approximately equal volumes on all approaches, where a correctable accident problem exists that cannot be solved using other means or as an interim measure where a traffic control signal is urgently required. Due to the significant volumes required, a multi-way stop control is seldom warranted within residential neighborhoods. The multi-way stop has been shown to be ineffective in providing the desired state of reasonable and consistent speeds throughout the roadway. It is detrimental to air and noise quality due to the number of starts and stops, and can cause safety problems due to the high incidence of non-compliance.

TRAFFIC MANAGEMENT MEASURES

LEVEL I

- Speed Awareness Program
- Special Pavement Markings
- Signs, including Speed Limit Signs

LEVEL II

- One-Way Streets
- Turn Prohibitions
- Speed Humps
- Traffic Circles
- Roundabouts
- Semi-Diverter
- Chokers

LEVEL III

- Diagonal Diverter
- Full Closures

LEVEL 1 MEASURES (REQUIRED POINTS SCORE = 50 POINTS)

Level 1 measures are passive in nature and include educational methods and special pavement markings. For some of these measures to be implemented, a civic association's involvement is required. Residents may also be required to participate in the educational measures.



Speed Awareness Program

The Speed Awareness Program is an educational measure intended to increase motorists' awareness of the speed at which they travel on neighborhood streets and to provide residents a positive outlet to show their concerns regarding speeding in their neighborhood. The program provides a Speed Monitoring Awareness Radar Trailer (SMART), which includes a radar unit, a speed limit sign and a digital speed display board that shows motorists the speed at which they travel. SMART is used during Speed Awareness Day events scheduled and attended by at least 10 members of a participating civic association.

The purpose of the Speed Awareness Program is to assist citizens' organizations throughout the County in addressing chronic speeding conditions on specific roadway sections by participating in "Speed Awareness Day" events.

A Speed Awareness Day is a 4- to 6-hour event during which a group of citizens (minimum 10 persons) assembles at a safe location adjacent to the

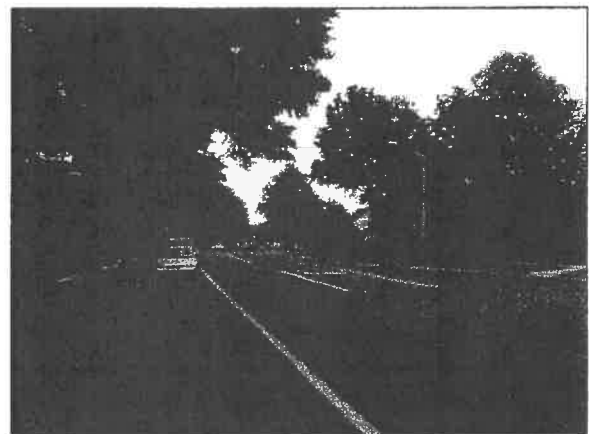
targeted roadway to demonstrate their concern about speeding conditions. Typically, groups draw attention by conveying a positive message to passing motorists (e.g. "Safe at 25 MPH" "No Need to Speed," etc.) through the use of preprinted signs and apparel. It is the sole responsibility of the citizens' organization to plan, schedule, and publicize the event and to provide the necessary signs, T-shirts, etc.

For its role, the Department provides and monitors a Speed Monitoring Awareness Radar Trailer (SMART) and provides loaner safety vests for the participants. The Department will also request that at least one Prince George's County Police Department officer be present during the event.

Requests for scheduling of Speed Awareness Day events are coordinated through the Department's Traffic Safety Division.

Special Pavement Markings

Special pavement markings involve the installation of shoulder/parking

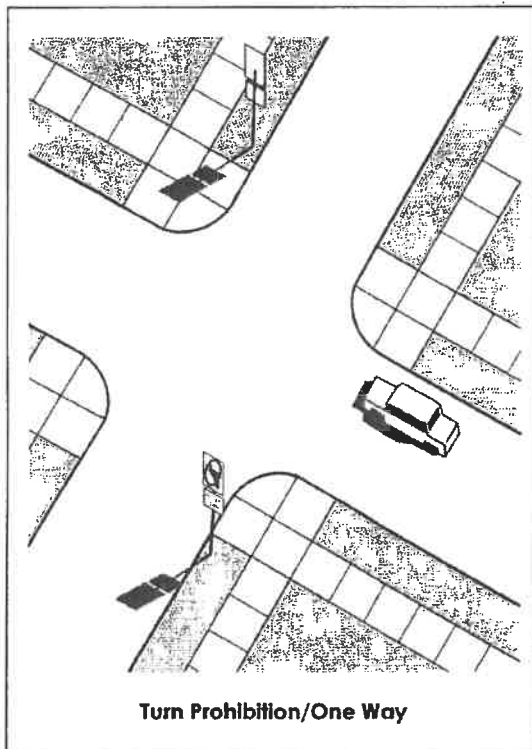


Special Pavement Markings

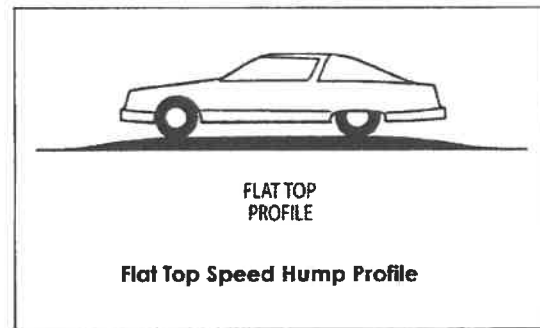
lanes and center left-turn lanes to narrow the travel path in an effort to better control speeds. These special lanes are used on roadways which are at least 36 feet wide, and they have the greatest benefit on streets where limited on-street parking occurs.

LEVEL II MEASURES (REQUIRED POINTS SCORE = 60 POINTS)

Level II measures include traffic control devices and physical measures which control access to



neighborhoods, change travel patterns, and regulate the flow of traffic through the neighborhood. Prior to implementation of a Level II measure a petition must be signed by the affected residents.

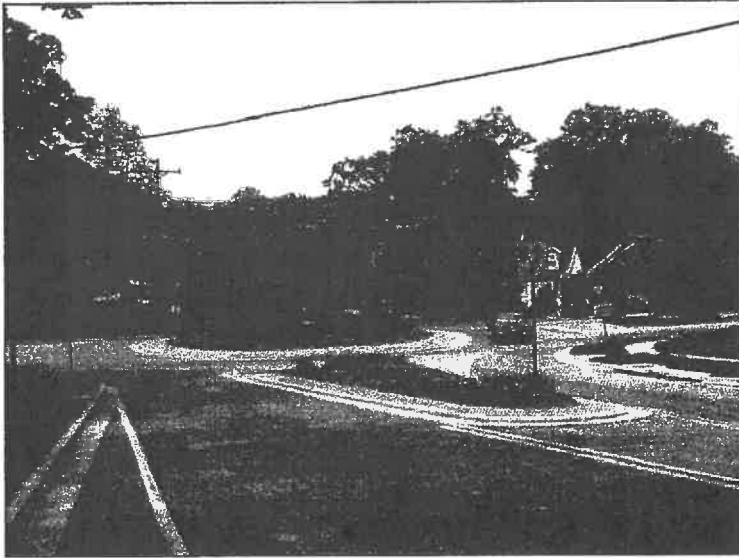


One-Way Streets

One-way streets are used to deter cut-through traffic by changing the traffic pattern in a neighborhood. They should be implemented only after careful study, as they may cause speeding conditions due to the lack of opposing traffic, and they may increase emergency-vehicle response times. To be implemented, one-way streets require a convenient parallel roadway and approval by residents of both streets. They should not be implemented on streets wider than 26 feet or when alternative routes are not available.

Turn Prohibitions

Turn prohibitions are used to deter cut-through traffic by prohibiting entry into and out of a neighborhood on streets which primarily experience a peak hour through-traffic problem. Turn prohibitions should be implemented only after careful study as they may divert traffic to nearby residential streets or to intersections with an existing congestion problem. Turn prohibitions shall not be considered for residential collector streets. Turn prohibitions require police enforcement to be effective.



Traffic Circle

Speed Humps

Speed humps are raised sections of pavements designed to reduce speeds on residential streets. They may also reduce through traffic volumes where suitable alternative routes are available. Speed humps are not to be confused with speed bumps; humps have a more gradual rise and have not been found to create safety or operational problems. Humps are used in a series and are usually spaced from 600 to 1000 feet apart. They should not be installed on streets less than 1500 feet in length or on cul-de-sacs and dead end streets. Speed humps should also not be installed on severe grades or curves or on streets wider than 40 feet. Locations without curb and gutter must be considered carefully as such locations may encourage motorists to use the shoulders to avoid the hump. The type of speed hump currently used by the Department is the flat-top profile which is designed for use on

roads with an Average Weekday Traffic (AWDT) of fewer than 5,000 vehicles. Locations with an AWDT of more than 5,000 vehicles must be studied carefully prior to installation of any feasible device. Flat-top humps have been shown to reduce speeds to between 24 and 30 MPH throughout the entire roadway.

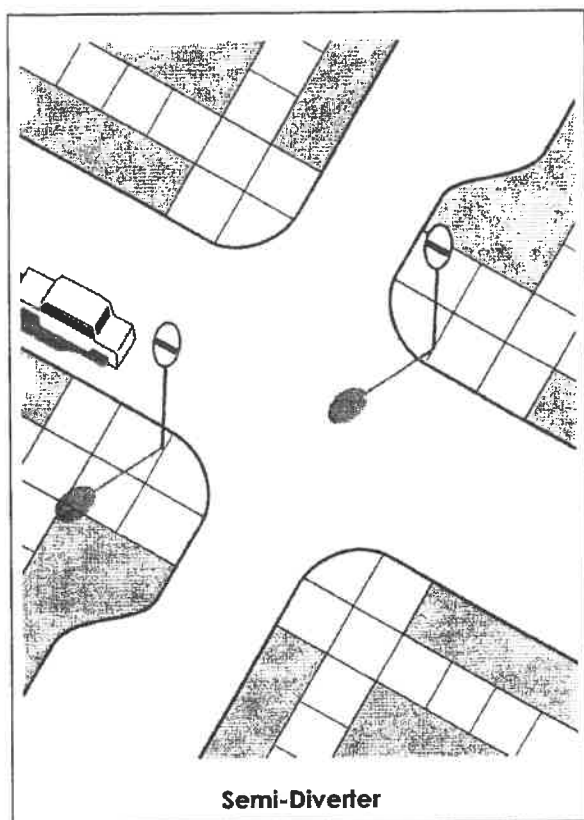
Traffic Circles

Traffic circles are raised islands placed at four-way and T-intersections. Used only on residential streets, circles are intended to reduce the speed of traffic by reducing the street's width and forcing motorists from their normal travel path. The circles are installed in a series and are spaced from 600 to 1000 feet apart to maintain a reasonable speed throughout the street. Traffic circles offer the neighborhood an opportunity for beautification, as landscaping may be placed within the raised islands. (Prior to installation of circles, the citizens' group needs to agree to maintain the landscaped area.) Traffic circles differ from roundabouts (see below) in that motorists turning left at traffic circles are not required to drive around the island placed within the intersection. This type of operation is required due to the difficulty experienced by truck operators in making left-turn movements when they are required to drive around the island. Stop signs are retained on the minor street approaches, and the

normal right-of-way rules prevail. To limit the number of conflicts within the intersection, it is recommended that the greater of the minor streets' AWDT be limited to fewer than 1,000 vehicles per day and that the street's width not exceed 36 feet. Traffic circles may be supplemented by other raised traffic islands on a street where unevenly spaced intersections would lead to improperly spaced traffic circles. These islands (which vary in shape) are placed at T-intersections and mid-block locations; they cause a lateral (horizontal) shift in traffic, thereby slowing motorists.

Roundabouts

Like traffic circles, roundabouts have a circular raised island in the center of an intersection. In addition, divisional islands are used on some or all of the approaches to prevent traffic from making direct left turn movements in front of the center island. Roundabouts are large enough for trucks and buses to traverse, and KEEP RIGHT and ONE WAY signs are placed to establish a counter-clockwise flow of traffic around the island. Roundabouts are appropriate where traffic circles are desired but the minor street AWDT exceeds 1,000 vehicles per day, and on roadways wider than 36 feet. Roundabouts have YIELD signs on each approach and provide the added benefit of reducing delays to side-street traffic by giving equal vehicular right of way. They also reduce intersection related accidents by slowing approaching motorists and eliminating direct left turns.



Semi-Diverter

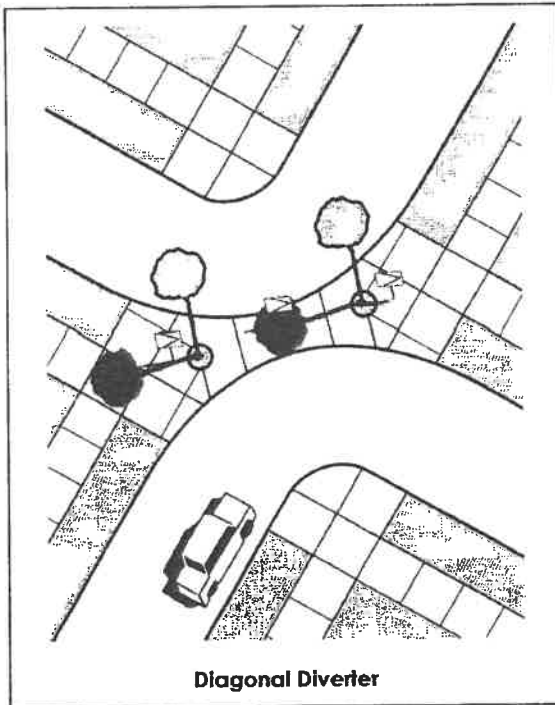
Semi-diverters are the narrowing of street approaches to intersections. In conjunction with Do Not Enter signs, these devices are used to prevent access into a neighborhood. Semi-diverters are installed to address through traffic problems by modifying traffic patterns in the same manner as one-way streets while still allowing two-way traffic beyond the prohibition. Because of their effect on traffic patterns, semi-diverters should be installed only on streets which have an adequate alternative route to serve diverted traffic. Because they can be easily violated, police enforcement is required to obtain the full benefits of semi-diverters.

Chokers

Chokers are the narrowing of streets, either at an intersection or midblock location, to reduce the speed of motorists. The narrowing is usually accomplished by reconstructing the curb line to extend into the street in a "bulb" fashion, but can also be achieved by providing an island in the center of the street (reverse choker). Chokers are similar in appearance to semi-diverters, but two-way traffic is maintained. The primary advantages of chokers are safer pedestrian movements due to a reduction in the distance and time it takes to cross the street, and an improved neighborhood appearance when properly landscaped. Due to the limited effect on travel speeds and volumes when used alone, chokers should only be used in conjunction with other physical measures such as traffic circles or roundabouts.

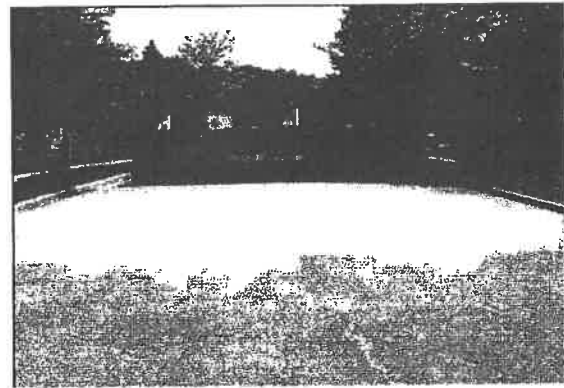
LEVEL III MEASURES (REQUIRED POINTS SCORE = 80 POINTS)

Level III measures are used solely for the purpose of addressing severe through-traffic problems. These measures have the greatest detrimental impact on the residents of the neighborhood and should be considered only after all other measures have been shown to be ineffective. In addition to requiring a petition (as in Level II), Level III measures require a public hearing to give the general public an opportunity to express their concerns. Due to the severe impact on travel patterns, Level III measures should not be considered on residential collector streets.



Diagonal Diverters

Diagonal diverters are raised curbed and landscaped areas placed diagonally at intersections. These devices convert the intersections into two unconnected streets with sharp turns. They are strategically located to prevent direct movements through a neighborhood while still allowing the through movement to occur over a longer distance. The additional time it takes to traverse the neighborhood discourages through traffic. Diverters should only be used as part of a system of neighborhood traffic management devices, as individual installations do not benefit the neighborhood as a whole.



Full Closure Planter

Full Closures

Full closures are the most effective, but also the most restrictive, neighborhood traffic management devices used to deter through traffic. They involve removing or completely blocking the paved area at a strategic point and constructing turn-arounds. Full closures should only be considered when all other traffic management devices have been found to be ineffective in addressing the neighborhood's problem. Full closures should only be considered at locations where a reasonable alternate route exists and where the impacts to the neighborhood and the general traveling public are considered acceptable.

Note: The Department reserves the right to implement or install NTMP measures to address critical safety concerns directly attributable to excessive traffic speeds or volumes, even if the generally required citizen support is not received. In addition, once any NTMP physical measure is installed, it shall only be removed or modified if it is determined that the measure is the direct cause of a traffic safety problem.

NTMP Point Assignment System

For the purposes of NTMP, a *residential street* is defined as a County-maintained roadway with substantial residential development (with lot sizes of two acres or smaller) fronting both sides of the street, and which does not function as a rural or major collector or as an arterial road. The following information is used to develop a numerical score for each requested residential street. Scores are used to rate the requested streets according to their prevailing traffic conditions and to determine which level of NTMP measures is appropriate for the subject street. A high score, available funding, and other factors are used to determine which roadways will proceed to the next NTMP phase which may involve direct community participation in educational measures such as the Speed Awareness Program or obtaining the required community approval for the installation of such measures as speed humps and traffic circles.

ROAD CATEGORIES

The initial step in determining a requested street's point score is to identify the road category in which the street falls. NTMP recognizes three categories of residential streets:

- *Secondary residential*
A 26-foot-wide (or narrower) local access street
- *Primary residential*
A 36 to 52-foot-wide street which functions as a main access point to a neighborhood or as a

through road, but does not directly connect two major roads

- *Residential collector*
A 36 to 52-foot-wide street which directly connects two major roads. This type of street serves a significant volume of commuter traffic

Given the wide variety of roadways throughout the County, many of which are constructed to non-standard designs and which have unique functions, some streets for which measures are requested may not comfortably fall into any of the above categories. However, it is expected that through the use of sound traffic engineering judgment, each street will be fitted into the category to which it is most closely related or the desirable AWDT volume (see below) for that street will be modified as required.

POINT SYSTEM CRITERIA

Once a requested street has been categorized, a point system using eight criteria is used to determine the street's score.

1 Traffic volume

Points are assigned according to the street's category and the desirable AWDT for that category. The desirable AWDT is based on the road's width, function, and the type of traffic which it should handle, considering the overall local roadway network. Points are assigned according to how much greater (by percentage) the cur-

rent AWDT volume on the requested street is than the desirable AWDT volume for the road category into which it falls (see the Neighborhood Traffic Management Program Point Assignment Work Sheet on pages 13 and 14 for details about the traffic volume and other criteria)

30 points maximum score

2. Speed

Points are assigned according to how many miles per hour the measured 85th percentile speed on the requested street is over the posted speed limit. The 85th percentile speed indicates that 85 percent of vehicles on a particular street are traveling at this speed or below, as measured by a spot speed study. The 85th percentile speed is a nationally recognized standard.

35 points maximum score

3. Traffic accidents

Points are assigned based on the street's accident rate (accidents per million vehicle miles) for the three most recent years for which accident data is available. Adjustment factors of 2 and 1.5 are used, respectively, for converting accident rates into score points for Secondary and primary residential streets. Additional points are given if there is a record of pedestrian or fatal accidents.

30 points maximum score

4 Elementary school or playground on the street

Ten (10) points are assigned to a street on which an elementary school or a playground is located.

10 points maximum score

5. Major pedestrian generators

Five (5) points are assigned to a street which has one or more major pedestrian generators within one-quarter mile of the street. Major pedestrian generators include schools, libraries, parks, playgrounds and stores.

5 points maximum score

6 Sidewalk

Points are assigned according to how much (by percentage) of the street does not have sidewalk. The points are calculated by multiplying the percentage of the street without sidewalk by 10. For example, 80% (without sidewalk) $\times 10 = 8$ points.

10 points maximum score

7 Limited sight distance

Five (5) points are assigned to a street with uncorrectable and extensive sight distance limitations due to such conditions as vertical or horizontal curves.

5 points maximum score

8. Cut Through Traffic

Ten (10) points are assigned to a street on which a majority of the current AWDT volume is comprised of non-local (cut-through) traffic. It is expected that non-local motorists (typically commuters) may not be as sensitive to a neighborhood's safety needs as the neighborhood's residents. In addition, non-local motorists may be less receptive to neighborhood-sponsored educational measures such as the Speed Awareness Program.

10 points maximum score

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM POINT ASSIGNMENT WORKSHEET

STREET NAME _____

FROM _____ TO _____

STAFF _____ DATE _____

1) **VOLUME (Average Week Day Traffic)** _____ **POINTS**
(MAXIMUM 30)

ROAD CATEGORY	DESIRABLE AVERAGE WEEK DAY TRAFFIC (vehicles per day)	DESIRABLE PEAK HOUR VOLUME If exceeded (10 Points)	CURRENT AVERAGE WEEK DAY TRAFFIC (vehicles per day)		
			(10 Points)	(20 Points)	(30 Points)
Secondary Residential	600	100 vph	600-750	751-900	>900
Primary Residential	2000	200 vph	2000-2500	2501-3000	>3000
Residential Collector	3000	300 vph	3000-3750	3751-4500	>4500

Secondary Residential ——— 26' (or narrower) local access road.

Primary Residential ——— 36' to 52' primary residential road which may function as a through road but does not directly connect two major roads.

Residential Collector ——— 36' to 52' through road which directly connects two major roads.

2) **85TH PERCENTILE SPEED** _____ **POINTS**
POSTED SPEED LIMIT _____ (MAXIMUM 35 points)

TYPE OF STREET	MILES PER HOUR (MPH) OVER POSTED SPEED LIMIT			
	<6 MPH	6-10 MPH	11-15 MPH	>15MPH
Secondary Residen- tial	5	15 points	25 points	35 points
Primary Residential	5	15 points	25 points	35 points
Residential Collector	5	15 points	25 points	35 points

TOTAL POINTS SHEET 1 _____

STREET NAME _____ DATE _____

3) **ACCIDENT RATE** _____ X 2.0 (Secondary Road) = _____ Points
X 1.5 (Primary Road) = _____ Points
Plus add (Pedestrian = 5 pts., Fatal = 10 pts.) = _____ Points

Accident rate = # accidents x 1,000,000
1095 x AVPD x road length **Total Points** _____
(MAXIMUM 30 Points)

4) **ELEMENTARY SCHOOL OR PLAYGROUND ON ROADWAY** _____ **POINTS**
(YES = 10 Points)

5) **MAJOR PEDESTRIAN GENERATORS** _____ **POINTS**
(YES = 5 Points)
Schools, libraries, parks, playgrounds,
stores, etc. within ¼ mile radius of subject road

6) **SIDEWALK** _____ **POINTS**
(MAXIMUM 10 Points)
% of roadway without sidewalk on at least one side multiplied by 10
Example 80% x 10 = 8 pts.

7) **LIMITED SIGHT DISTANCE** _____ **POINTS**
(Uncorrectable and extensive sight distance conditions due
to vertical or horizontal curve) (YES = 5 Points)

8) **CUT THROUGH TRAFFIC** _____ **POINTS**
(Yes = 10 Points)

SHEET 1 TOTAL. _____ **POINTS**

SHEET 2 TOTAL. _____ **POINTS**

TOTAL SCORE: _____ **POINTS**

The Neighborhood Traffic Management Process

TRAFFIC MANAGEMENT REQUESTS AND DEPARTMENT RESPONSE

Requests for neighborhood traffic management must be made by the home owners association or through their elected council representative.

When a request is received, the Department will conduct a traffic study of the requested street in order to obtain traffic volume speed, and accident information. In addition, information on pedestrian safety and the street's physical conditions will be gathered. The Department will review this information and assign points to the studied street as described in the preceding section, NTMP's Point Assignment System (page 10).

According to the street's point score and the study's overall findings, the staff will recommend the appropriate level of NTMP measures to address the street's prevailing conditions. (A minimum score of 50, 60, or 80 points is required for a street to be eligible for Level I, II, or III, respectively.)

Once the street is found to be eligible for either Level II or III of NTMP measures, further review will be made to determine if the street's physical conditions (horizontal curvature, grade, drainage, etc.) will allow the safe installation of physical traffic management devices and to ensure that emergency-vehicle and bus access will be preserved on the studied street. Also to be assessed at this point is the probability that the installation of traffic management devices

on a particular street may divert traffic onto other residential streets. If a significant volume of traffic is expected to be diverted onto other streets, those streets will be identified and evaluated for possible installation of traffic management devices.

If a street is found not to be eligible for any level of NTMP measures, the staff will always review such a street to ensure that all of the appropriate traffic control devices are in place in accordance with the *Manual on Uniform Traffic Control Devices*. Streets not meeting the required criteria can still obtain the NTMP device if 90% of the home owners on the affected street and 60% on all the side streets agree in writing to the NTMP device.

It should be noted that the NTMP approval process also requires input from the Police and Fire Departments in terms of their impact on emergency response time in the serving area. The representatives from these Departments are invited in the community meeting, organized by the HOA, to provide their input on how the possible measures will impact the community. This is to ensure that the community makes an informed decision about emergency services in their respective area before sending the petition to the DPW&T. We reserve the right not to proceed with the installations if there are negative impacts expressed by the Police and Fire Departments.

DEPARTMENT'S RESPONSE TO REQUESTOR AND NEIGHBORHOOD MEETING

The HOA or the Councilmember's office will be informed in writing of the study's results and the staff's recommendations. If the requested street is eligible for NTMP measures, the requestor will be informed regarding the next step in the process, which involves scheduling a meeting between the neighborhood residents and the Department's staff. At this meeting, details about the various NTMP educational measures (such as the Speed Awareness Program), the installation of physical traffic management devices (traffic circles, speed humps, etc.) or the implementation of traffic diversion measures (one-way street patterns, turn prohibitions, etc.) will be discussed. The required neighborhood approval process (by agreement, petition, and/or public hearing) for the selected measure will also be discussed.

IMPLEMENTATION OF APPROVED NTMP MEASURES

When the Department receives the required neighborhood agreement to participate in educational measures or the required approval for either the traffic management devices or traffic diversion plans, it will proceed as follows:

1. For educational measures, schedule and coordinate Speed Awareness Days,
2. For traffic diversion measures, install the appropriate traffic control devices (signs) to establish one-way streets or turn prohibitions, and
3. For the installation of physical traffic management devices, place the eligible street on a candidate list for installation, which will be prioritized according to each street's point score, the initial date of request for the street, available funding, schedule of resurfacing of that particular street, and other factors.
4. After any of the described measures have been installed, the Department will monitor the project street and the residents' input to determine the effectiveness of the utilized measures and their impact on the surrounding road network.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Detailed Site Plan DSP-22033, Nora's Angels Day Care
Collington Plaza (3420 Crain Highway)

DATE: 09/28/2023

I. Background and Proposal

The City has received an application from Nora Nwozo for a Detailed Site Plan (DSP) for the purpose of operating a child day care center in existing retail space within Collington Plaza (Attachment 1). The application is being processed under the old County Zoning Ordinance, where the proposed use is permitted by right in the C-S-C (Commercial Shopping Center) Zone, subject to approval of a Detailed Site Plan and addressing of required criteria for the specific use. Section 27-464.02 of the Prince George's County Zoning Ordinance provides the regulations for day care centers as permitted uses. The tentative date for the public hearing by the Prince George's County Planning Board is November 2, 2023.

Under the Annexation Agreement between the City and the then-property owner at the time, dated September 23, 1994, the City has review and approval authority over any changes to the Site Plan proposed after the date of the Agreement, which approvals shall not be unreasonably withheld.

The proposed day care center will be in space formerly used by NASA Federal Credit Union, at the southernmost end of the row of storefronts facing US 301 located at the western end of Collington Plaza. The location is nearest the Walmart store located on the adjacent parcel to the south. A total of 15 existing parking spaces behind the building will be removed to create an outdoor play area for children. The play area is 2,520 square feet and will be completely enclosed by a six foot high vinyl fence. A new crosswalk will be provided across the drive aisle immediately behind the building to connect the play area to the day care center (Attachment 2). The proposed day care center has a maximum occupancy of 50 children. Use of the outdoor play area will be limited to between the hours of 7:00 a.m. and 9:00 p.m. No disturbance is proposed with this project.

A Statement of Justification was submitted for this application (see Attachment 3). Agency referral comments received at the Subdivision and Development Review Committee (SDRC) meeting of September 1, 2023 are attached (Attachment 4). Staff agrees with the referral comments, which are minimal in nature and can be addressed through revisions to the DSP.

II. Analysis of Detailed Site Plan DSP-22033

Section 27-285(b)(1) of the County Zoning Ordinance requires that the following finding be made for a Detailed Site Plan to be approved by the County Planning Board:

The Planning Board may approve a Detailed Site Plan if it finds that the Plan represents a most reasonable alternative for site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.

Site design guidelines include parking, loading and circulation; lighting; grading; service areas; and, architecture.

In addition to Section 27-285(b)(1), a Detailed Site Plan for a day care center must meet the regulations identified in Section 27-464.02 (Attachment 5).

The DSP may be approved since the use is permitted by right and the site plan represents a reasonable alternative without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. In addition, staff finds the regulations contained in Section 27-464.02 of the Zoning Ordinance have been addressed in this proposal.

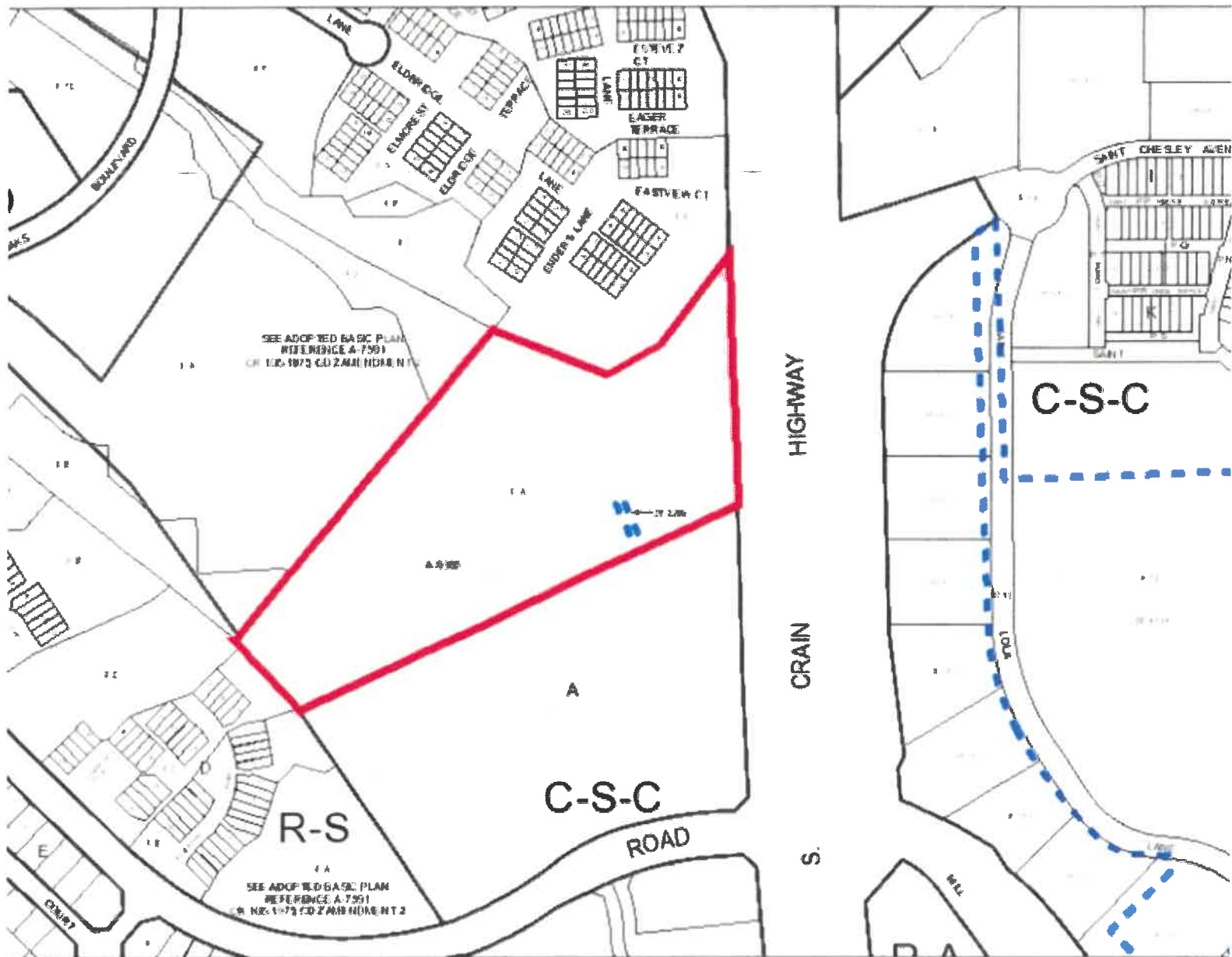
III. Outstanding Issues
None

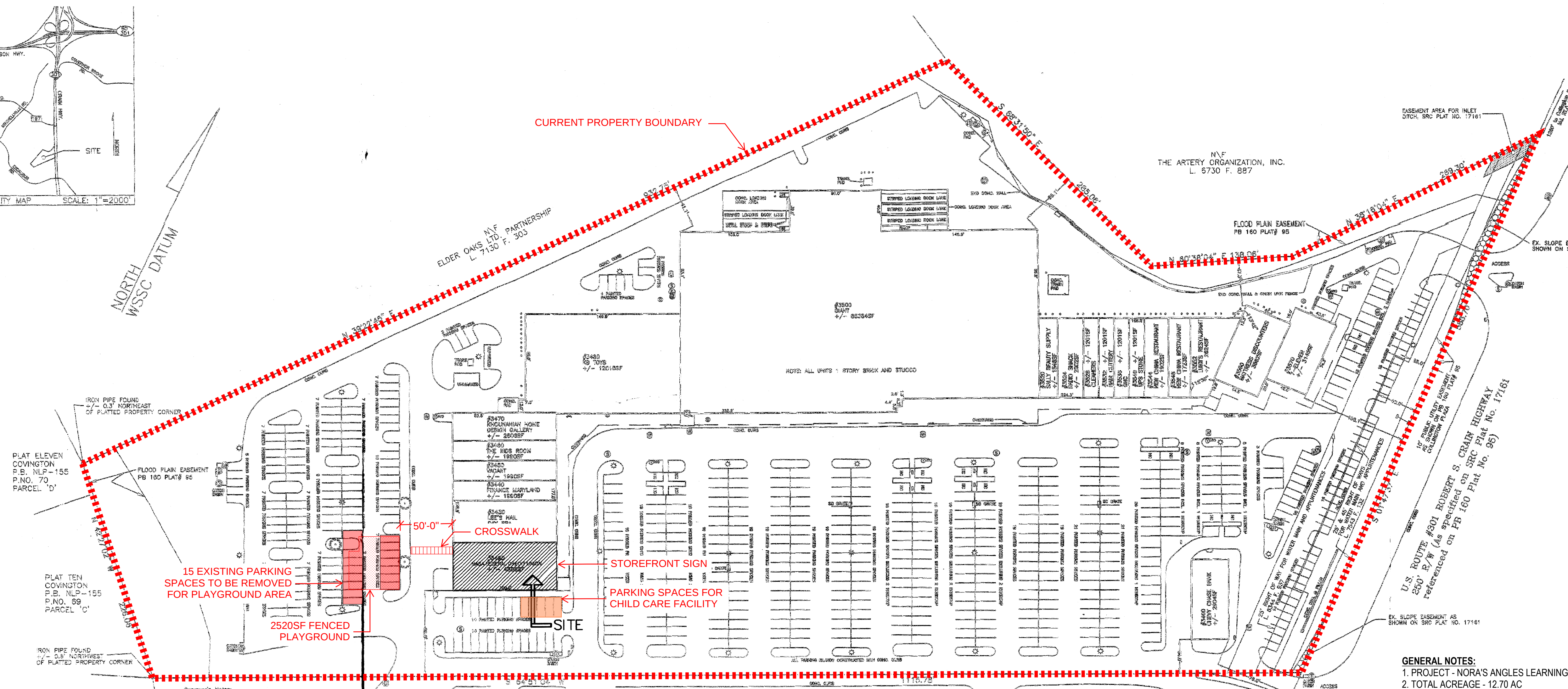
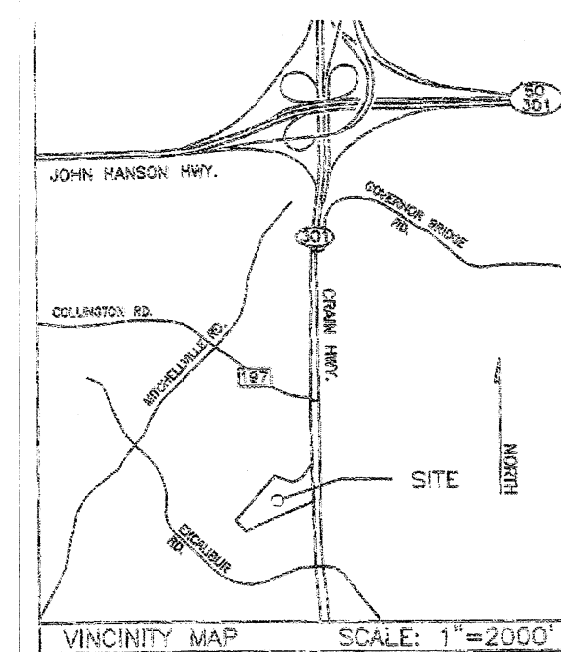
IV. Recommendation

Staff finds the Detailed Site Plan application for a 50-child day care center at Collington Plaza (3420 Crain Highway) meets the findings for approval set forth in Sections 27-285(b)(1) and 27-464.02 of the Prince George's County Zoning Ordinance. Therefore, staff recommends **APPROVAL** of Detailed Site Plan DSP-22033.

Furthermore, it is recommended that the City send the attached recommendation letter (Attachment #6) to the Prince George's County Planning Board.

- ATTACHMENTS:**
1. 20231002 - Attachment 1 - Location Map
 2. 20231002 - Attachment 2 - Detailed Site Plan
 3. 20231002 - Attachment 3 - Statement of Justification
 4. 20231002 - Attachment 4 - Review Comments
 5. 20231002 - Attachment 5 - Section 27-464.02
 6. 20231002 - Attachment 6 - Draft Planning Board Letter from City Council





GENERAL NOTES:

1. PROJECT - NORA'S ANGLES LEARNING CENTER; SUBDIVISION - COLLINGTON PLAZA
2. TOTAL ACREAGE - 12.70 AC
3. EXISTING ZONE - COMMERCIAL, GENERAL & OFFICE (CGO)
4. PROPOSED USE OF PROPERTY - CAYCARE CENTER FOR CHILDREN AT EXISTING SHOPPING CENTER
5. NUMBER OF LOTS - 1, PARCELS - N/A
6. NO PROPOSED CHANGES TO DWELLING UNIT TYPES
7. EXISTING GROSS FLOOR AREA - 124,313SF
8. WSSC MAP # - 205NE14
9. TAX MAP & GRID # - 55-D3
10. AVIATION POLICY AREA - N/A
11. EXISTING WATER/ SEWAGE DESIGNATION - WSSC SEWER BASIN 29 PATUXENT CENTER S-3 COMMUNITY SYSTEM. WATER CODE W-3 COMMUNITY SYSTEM.
12. PROPOSED WATER/ SEWER DESIGNATION - NO CHANGE.
13. STORMWATER CONCEPT PLAN - N/A
14. EASEMENTS AND R.O.W. SHOWN ON PLANS.
15. MANDATORY PARK DEDICATION - N/A
16. CEMETERIES ON PROPERTY - N/A
17. HISTORIC SITES ON PROPERTY - N/A
18. EXISTING STREAMS ON PROPERTY WITHIN WOODLAND AREAS. NO WETLANDS.
19. NO FLOODPLAIN ON PROPERTY PER FEA MAPPING.
20. CHESAPEAKE BAY CRITICAL AREA - N/A
21. TOPO SHOWN PER MAPPING DATA PROVIDED.
22. APPLICANT - NORA'S ANGELS EARLY LEARNING CENTER.

PROJECT NOTES:

1. NO SITE DISTURBANCE IS PROPOSED WITH THIS PROJECT. ALL SITE IMPROVEMENTS SHOWN ARE TO BE PLACED ON TOP OF EXISTING ASPHALT SURFACES.
2. NO LIGHTING IS PROPOSED; EXISTING SITE IS PARKING LOT WITH OVERHEAD LIGHTS.
3. NO LANDSCAPE PLANTING IS PROPOSED WITH THIS PROJECT. SHADE STRUCTURE TO BE PROVIDED INSIDE PLAYGROUND AREA.
4. 72" TALL VINYL FENCE IS PROPOSED AT THE PERIMETER OF THE PLAY AREA. VINYL PEDESTRIAN GATE WILL BE PROVIDED AT ENTRY WHERE CROSSWALK MEETS FENCE. RUBBER SURFACE IS PROPOSED FOR PLAYGROUND SURFACE. PLAY AREA IS 50' FROM ANY EXISTING STRUCTURE AS SHOWN ON PLAN.
5. NO SIGNAGE IS PROPOSED FOR SITE; SEE ARCHITECTURAL ELEVATION DRAWINGS FOR PROPOSED SIGN FOR STOREFRONT.
6. CLIENT TO PROVIDE 2 PLAY SETS FOR THE PLAYGROUND AREA AS SHOWN ON LARGESCALE PLAN THIS SET. A MAXIMUM OF 25 CHILDREN (25X75=1875SF) WILL USE THE PLAY AREA AT ONE TIME. 50% MAXIMUM OCCUPANCY OF 7 CHILDREN.
7. 2520SF PLAYGROUND PROVIDED ON PLAN.
8. OUTDOOR PLAY SHALL BE LIMITED TO THE HOURS OF 7 A.M. AND 9 P.M.

PARKING TABULATION UPDATE:

1. PREVIOUSLY APPROVED PARKING QUANTITY FOR SITE 594 PARKING SPACES.

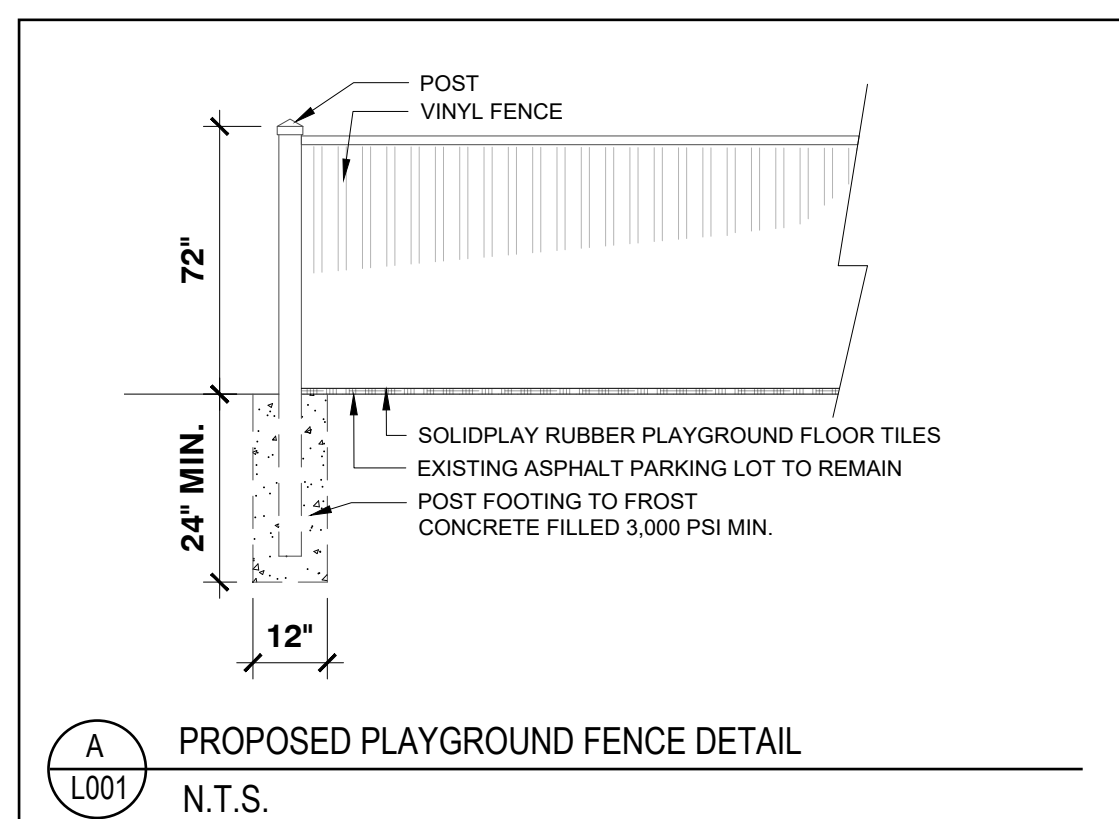
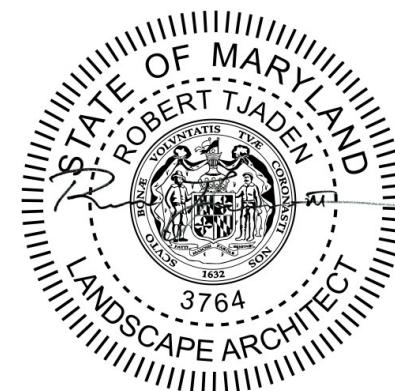
15 PARKING SPACES ARE PROPOSED TO BE REMOVED FOR PLAYGROUND SPACE. 579 WILL STILL BE IN USE. PER COUNTY REQUIREMENTS 486 PARKING SPACES ARE REQUIRED.

1 OFF-STREET PARKING SPACE PER 250SF FOR SHOPPING CENTERS: GFA 124,313.

SUBTRACT 2.8775F AREA FOR PROPOSED DAYCARE FACILITY - 121,426S REMAINING.

2. 5 PARKING SPACES ARE PROVIDED FOR CHILD CARE FACILITY OUTLINED ON THIS PLAN. 1 PFR R CHI DREN.

SITE IMPROVEMENTS SHOWN OVERLAID ON
EXISTING APPROVED DETAILED SITE PLAN.
NO DISTURBANCE IS PROPOSED WITH PROJECT.



1 DETAILED SITE PLAN
3/64" = 1'-0"

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changsoo@aidesigndc.com
703-507-3146



3420 Crain Hwy
Bowie, MD 20716

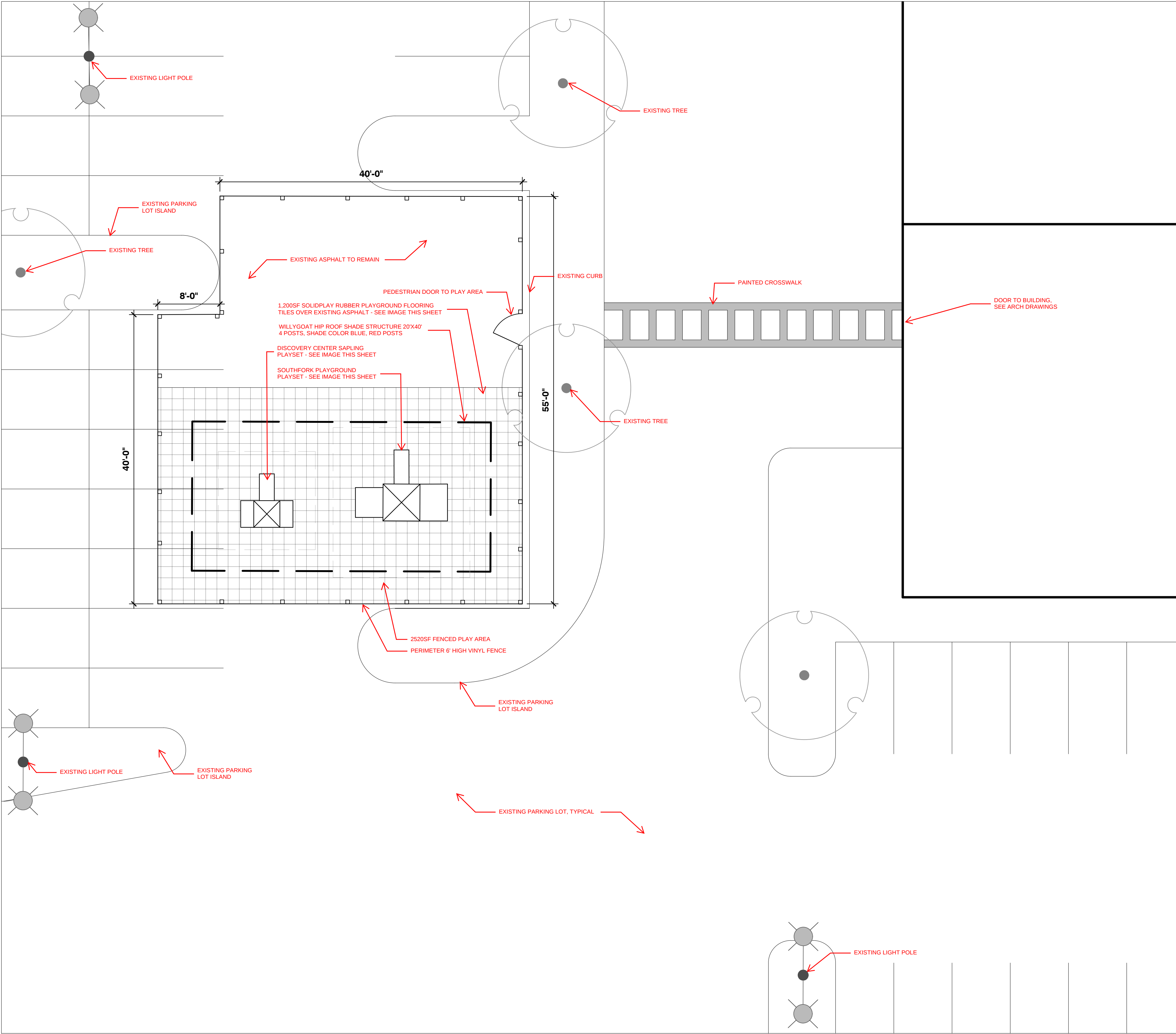
NORA'S ANGELS
EARLY LEARNING
CENTER

Attachment #2

[illegible]

DETAILED SITE PLAN & PROJECT INFORMATION

Project number	DSP22033
Date	7/13/2023
Drawn by	MKS
Checked by	RLT
L001	
Scale	3/64" = 1'-0"



PLAYGROUND LAYOUT PLAN NTS



WILLYGOAT - HIP ROOF SHADE STRUCTURE - 20'X40'



AMERICAN FLOORMATS - SOLIDPLAY RUBBER PLAYGROUND FLOORING TILES



DISCOVERY CENTER SAPLING PLAYSET



SOUTH FORK PLAYGROUND PLAYSET

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Bowie, MD 20716

NORA'S ANGELS
EARLY LEARNING
CENTER

-

No.	Description	Date

PLAYGROUND LAYOUT PLAN

Project number	DSP22033
Date	7/13/2023
Drawn by	MKS
Checked by	RLT

L002

Scale	VARIES
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A & I

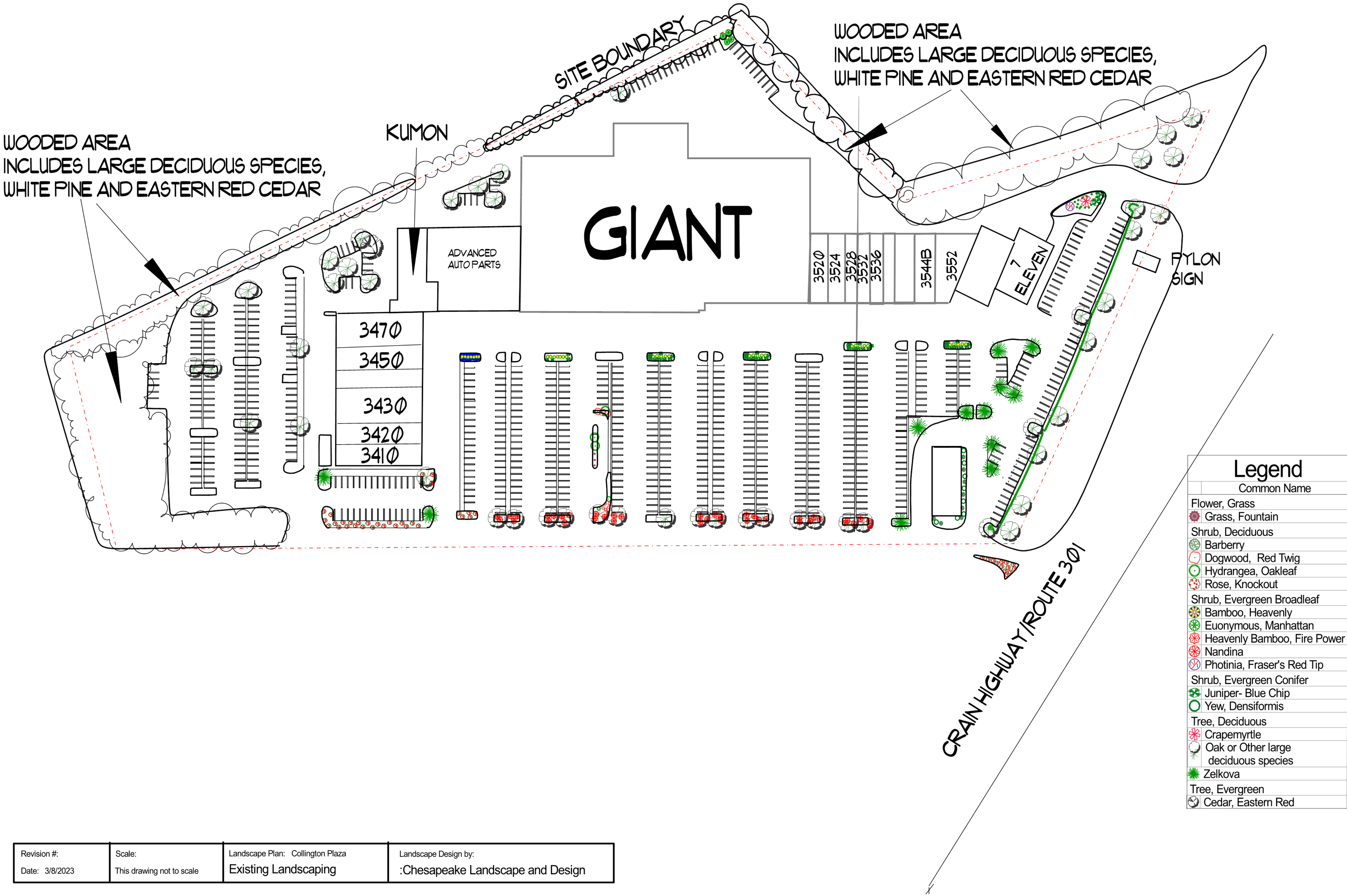
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NORA'S ANGELS
EARLY LEARNING
CENTER

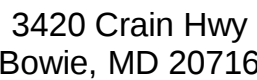


1 DETAILED PLANTING PLAN
3/64" = 1'-0"

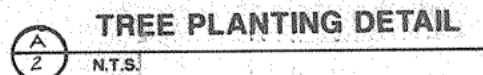
DETAILED PLANTING PLAN

Project number	Project Number
Date	2020/09/01
Drawn by	Author
Checked by	Checker
L003	
Scale	3/64" = 1'-0"

**7373 McWhirter Pl.
Annandale, VA
changsoo@aidesigndc.com
703-507-3146**



NORA'S ANGELS
EARLY LEARNING
CENTER



NOTES:

TYPICAL DETAIL
REFORESTATION / AFFORESTATION

LEGEND

- | | |
|----------------------------|-----------------|
| * BLACK GUM | ○ RED MAPLE |
| * LOBLOLLY PINE | * PIN OAK |
| ⊕ WINTERBERRY | □ SILKY DOGWOOD |
| —x— TREE PROTECTIVE DEVICE | △ ARROWWOOD |

GENERAL NOTES

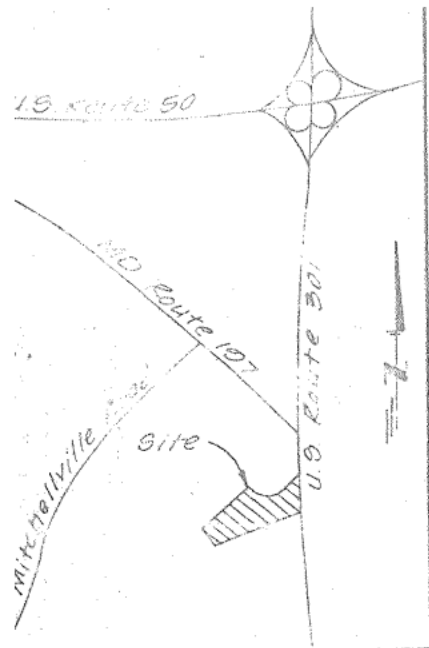
1. After final topsoil grading, soil-to-ambient area will have a composed sedge and leaf litter (S&L) applied to a depth of 3". These materials will then be mixed into the soil at least 8 inches.
2. Trees will be of sizes, types, and numbers listed on the Plant List, planted in a random mix of species on roughly 16 foot centers in rows 10 feet apart. No three trees are to be planted in a straight line in a row; stagger the plantings. See "Afforestation/Reforestation Detail".
3. Shrubs will be of sizes, types, and numbers listed on the Plant List, planted in a random mix of species on roughly 6 foot centers in rows 10 feet apart, between the rows of trees. See "Afforestation/Reforestation Detail".
4. All plants shall meet or exceed American Association of Nurserymen Standards for Nursery Stock.
5. The planting contractor shall guarantee a minimum of 75% survival of the plants for Year (5) (years) to the date of planting. Plants will be field checked at least 3 times during the first quarter and once during the second quarter. See "Tree Survival Check Sheet." Once plants will be found to be dead, they will be replaced or, at a minimum, re-planted. Contractor will not be liable for losses due to conditions beyond his control, or after the guarantee period.
6. Tree survival will be checked at the end of the guarantee period by the Planting Contractor data recorded, and provided to the Owner and the M-NCPPC.
7. The contractor is liable for any damages he causes during planting and/or inspections to any roads, paved paths, utilities, or other improvements on private or public property.
8. The proposed afforestation/reforestation areas not in existing grassed areas will be soil tested by the Cooperative Extension Service, University of Maryland, or USDA cooperating (CES). Soil samples will be taken by collecting samples from random areas within the proposed area. All samples will be taken at least 6 inches deep to the property line, along the length of the area, at a depth not less than three inches more than 6 inches below average ground level at the point of collection. All samples will be approximately 4 cubic inches volume. Samples thus taken will be uniformly mixed, and a sample for analysis will be collected of approximately 8 cubic inches volume.
9. Lime and fertilizer will be applied to the afforestation/reforestation areas according to the results of the soil test, and following CES recommendations. In the absence of a soil test, dolomitic limestone will be applied at a rate of 100 pounds per acre, and 10-10-10 fertilizer applied at a rate of 450 pounds per acre.
10. Composed leaves or shredded leaves will be spread at least four (4) inches deep over the afforestation/reforestation areas, and the area will be tilled into the soil at least six (6) inches deep. The areas will be generally leveled off following discing and before tree planting with a drag or other means.
11. Construction of proposed buildings are assumed to be completed by the summer of 1989.
12. During extended periods of drought water shall be added to the afforestation/reforestation areas.
13. Anticipated demolition will occur per the following:
 - a) Phase 1 - April-June 1990
 - b) Phase 2 - September-November 1990
14. Both phases of demolition shall be completed prior to the start of any construction on the proposed buildings.
15. All afforestation/reforestation areas shall be planted prior to the issuance of the last Use & Occupancy (U&O) permit.
16. All afforestation bonds shall be posted for on-site or off-site erosion control to the issuance of any permits for tree coverage by TSP-00-92.



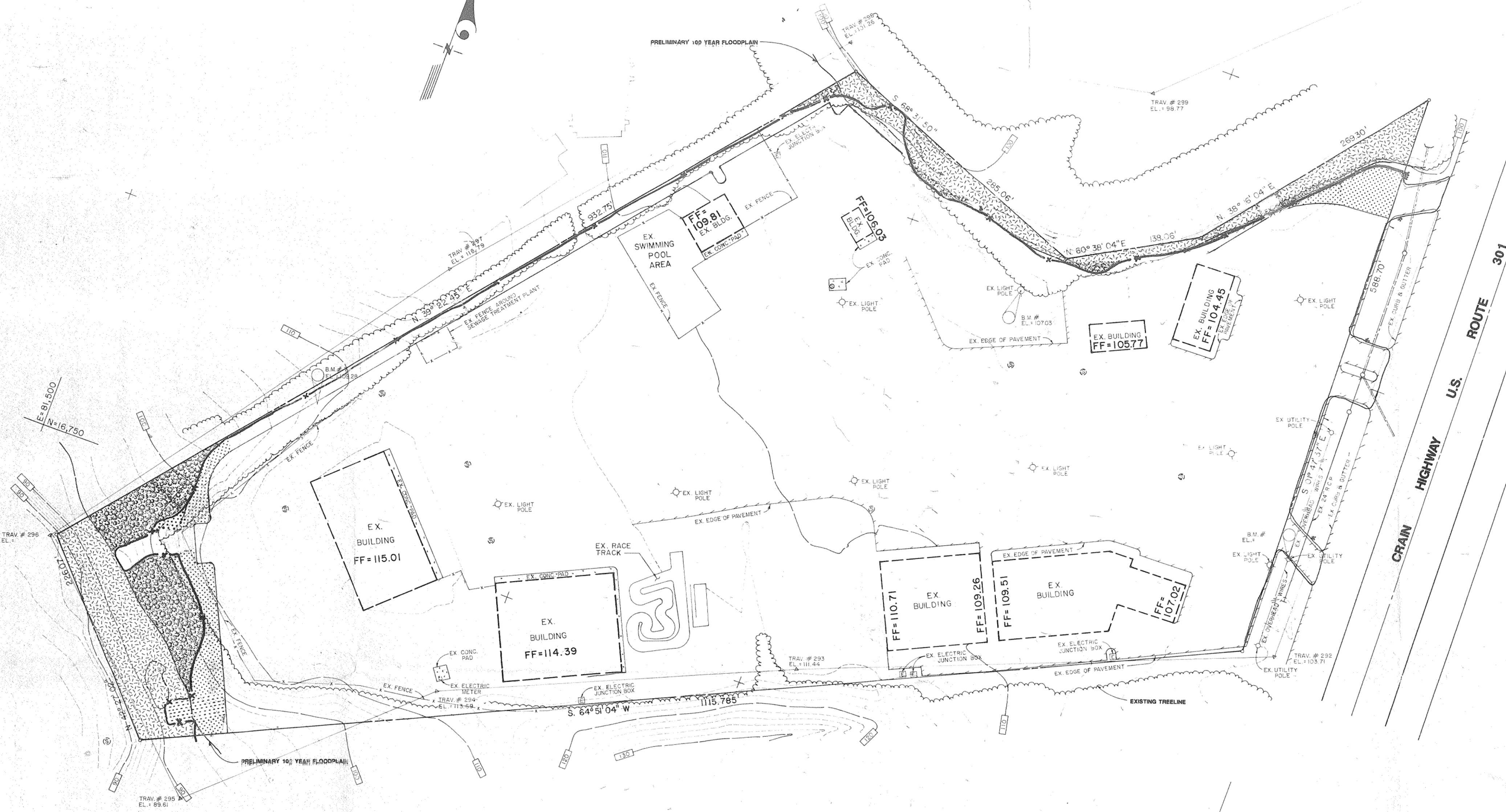
GENERAL NOTES

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N=18,000
E=81,500



Woodland Conservation Worksheet for Non-Governmental Projects

June: CSC & CH Owner: M. Leo Storch, McWhirter LLC Corp.
Gross Tract: 12.71 Address: 1777 Reisterstown Road
Floodplain: 62 Baltimore, MD 21204
Previous: Phone: 410-486-1800
Dedicated Land: Tax map: Permit #:
Net Tract: 12.09
Subdivision/Block/Lot:

Woodland Conservation Calculations:

	Net Tract (acres)	Floodplain (acres)
Existing Woodland	a. .92	k. .52
WCT (1.00% x Net Tract)	b. 1.28	
Smaller of a. or b.	c. .92	
Woodland above WCT (a - b); 0 if < 0	d. 0	
Woodland Cleared	e. .97	l. .003
Smaller of d. or e.	f. 0	
Clearing below WCT (e - f); 0 if < 0	g. .97	m. .003
Replacement (f x 0.25)	h. 0	
(g x 2.0)	i. 1.94	
Afforestation (if applicable)		
(net tract x .2 - a); or		
(net tract x .15 - a); 0 if < 0	j. .83	
Woodland Conservation Required: (c+h-i-j-l-g)	m. 2.51	

Woodland Conservation Provided: (acres)

Woodland Preservation	.28
Woodland Reforestation	.00
Afforestation	1.28
Area approved for fee in-lieu	2.30
Off-site Credits	
Woodland Conservation Provided (must equal or exceed item "m" above)	2.51 and \$

Additional woodland retained but not part of a-y requirements: .00 acres

Plan Certified by: Name: Gary J. Sullivan Address: Greenhouse & O'Mara 9001 Edmonston Road, License: LA 610 MD Greenbelt, MD 21070

GENERAL NOTES:

TREE CONSERVATION PLAN SITE INFORMATION:

EXISTING TREELINE	0.50 Acres
PROPOSED TREELINE	0.50 Acres
WOODLAND PRESERVATION	0.28 Acres
WOODLAND REFORESTATION	0.00 Acres
AFFORESTATION	1.28 Acres
AREA APPROVED FOR FEE IN-LIEU	2.30 Acres
OFF-SITE CREDITS	0.00 Acres
WOODLAND CONSERVATION PROVIDED	2.51 Acres

- GENERAL NOTES:
- Refer to sheet 2 of 3 for Tree Protection Device and additional notes.
 - Any work within the tree preservation areas shall be done prior to the issuance of any grading permits.
 - Refer to engineering drawings for more details and information.
 - All existing buildings, swimming pool, certain concrete slabs and other structures within the tree preservation areas shall be removed or modified in accordance with all local, state, and federal regulations. Refer to the drawings for more details.
 - Department of Environmental Resources Forest Resource Unit shall be contacted at (410) 880-1800 prior to the start of any work.

LEGEND

	EXISTING TREELINE
	LIMIT OF DISTURBANCE LINE
	TREE PROTECTION DEVICE
	TREE PRESERVATION WITHIN THE FLOODPLAIN
	AFFORESTATION/REFORESTATION AREAS
	TREE PRESERVATION AREAS

OFF-SITE AFFORESTATION 2.00 ACRES
THE MITIGATION REQUIREMENTS FOR THIS SITE ARE
SHOWN ON TCP TYPE 8-177-92.

1 WOOD CONSERVATION PLAN
3/64" = 1'-0"

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703-507-3146

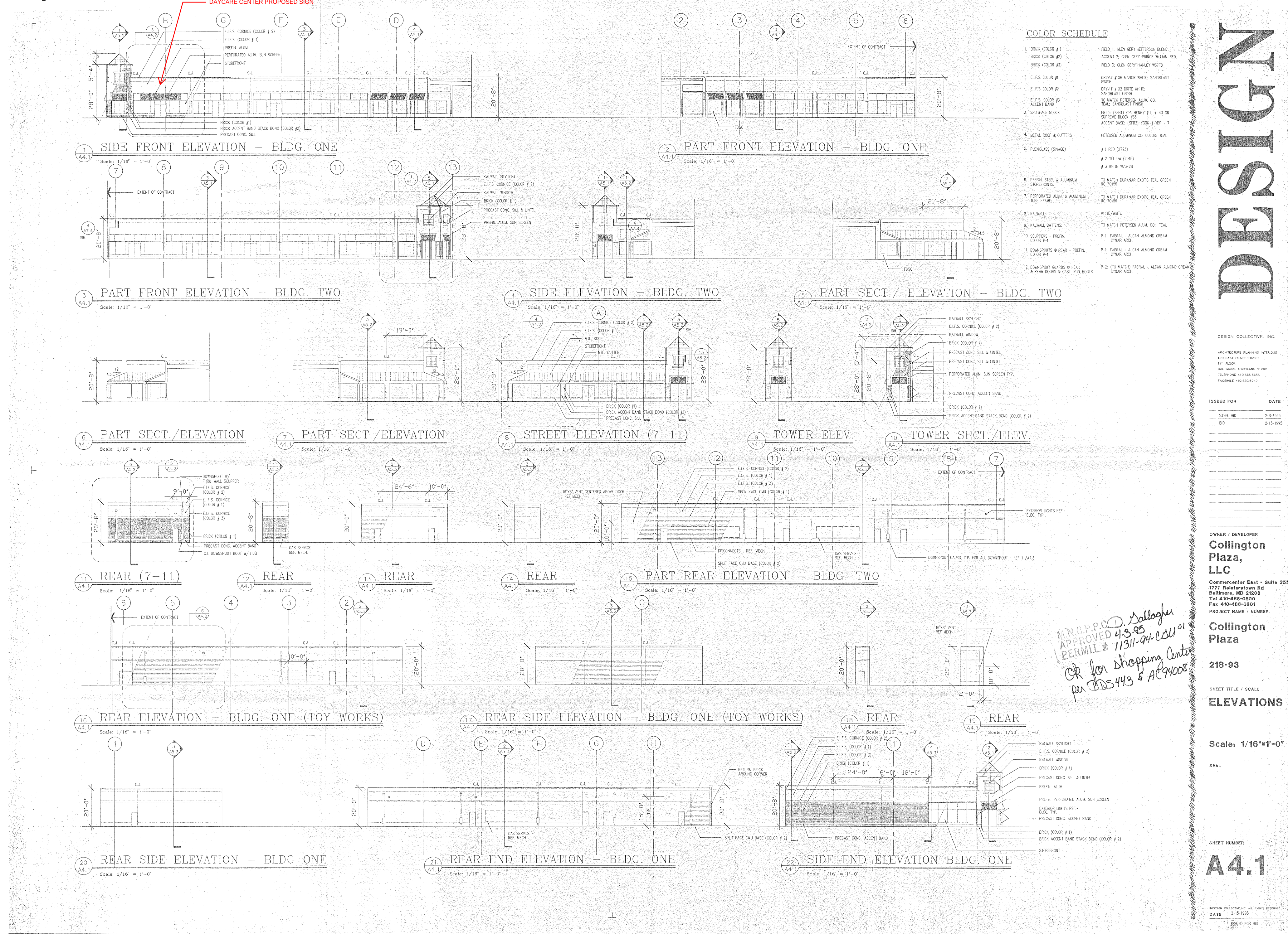


3420 Crain Hwy
Bowie, MD 20716

NORA'S ANGELS EARLY LEARNING CENTER

No.	Description	Date

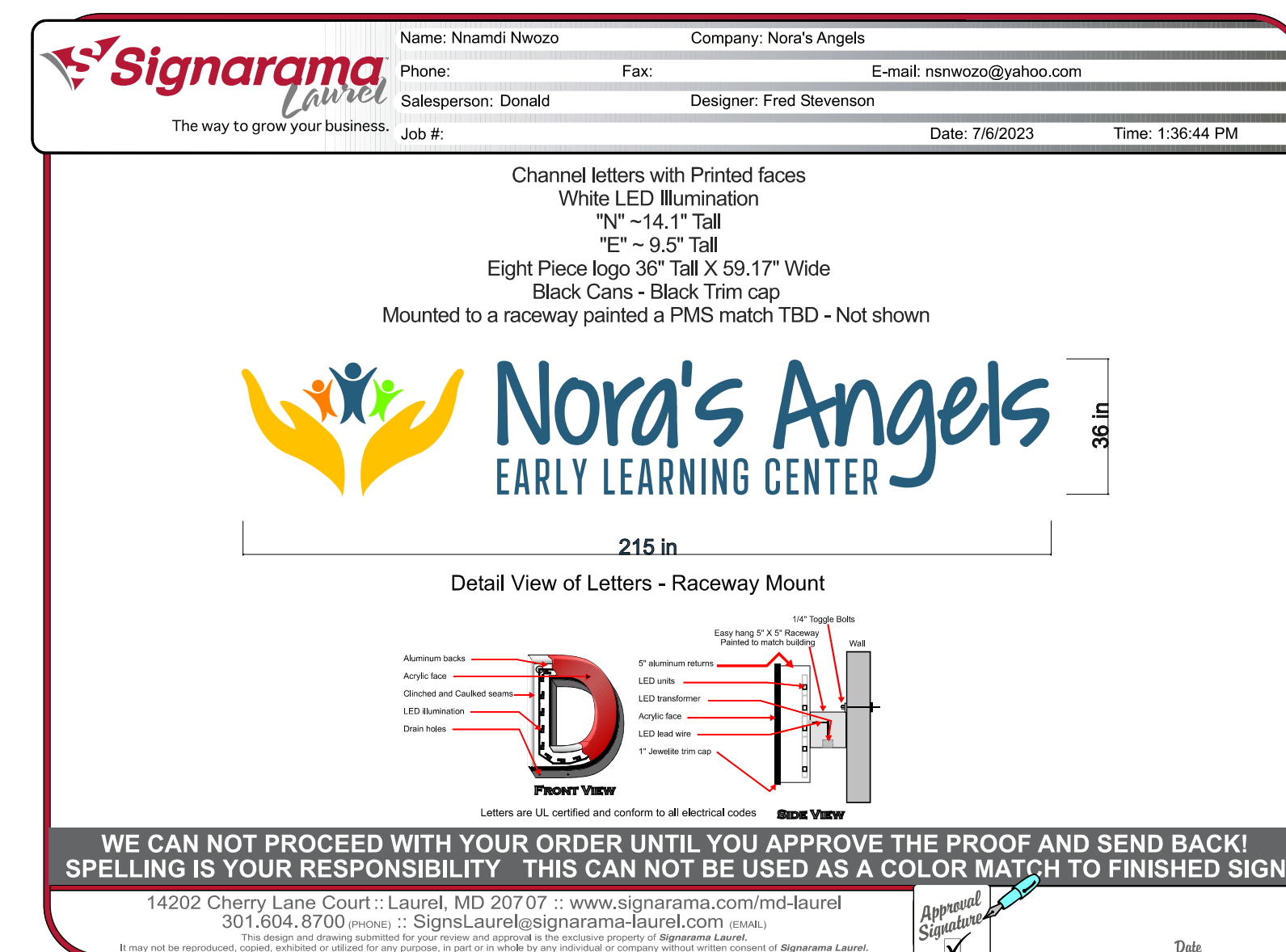
WOOD CONSERVATION PLAN	
Project number	Project Number
Date	2020/09/01
Drawn by	Author
Checked by	Checker
L005	
Scale	3/64" = 1'-0"



PREVIOUSLY APPROVED ELEVATIONS OF SHOPPING CENTER SHOWN FOR REFERENCE ONLY.



PHOTO SHOWING PROPOSED SIGN LOCATION



PROPOSED SIGN SHOP DRAWING

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changsoo@aidesigndc.com
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NORA'S ANGELS
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CENTER

[illegible]

ARCHITECTURAL ELEVATIONS & SIGN DETAILS

Project number	DSP22033
Date	7/13/2023
Drawn by	MKS
Checked by	RLT

ARCP001

Scale	VARIES
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Statement Of Justification

Case Name, Application (Case) Number:

Case Name: **NORA'S ANGELS EARLY LEARNING CENTER.** Case Number: **DSP-22033**

Description of proposed use/request:

To provide education and care for children in a setting and environment that is safe, healthy, nurturing, responsive and beneficial for each child. The provisions include:

- Organize activities or implement a curriculum that allows children to learn about the world and explore their interests.
- Develop schedules and routines to ensure that children have enough physical activity, rest, and playtime.
- NAELC provides vouchers and subsidy programs to assist eligible families pay for childcare.
- Provides employment advancement assistance programs for the teachers at NAELC, such as Early Childcare Certification program, CPR and First Aid Training and Medication Administration Training program.
- Prepare and organize mealtimes and snacks for children.
- Supervise and monitor the safety of children.
- Watch for signs of emotional or developmental problems in children and bring potential problems to the attention of parents or guardians.
- Keep records of children's progress, routines, and interest.

Description and Location of the subject property:

NAELC is located inside the Collington Plaza shopping Mall, Bowie, in Prince George's County of Maryland state. The shopping mall is located at the corner of NWC Crain Hwy. (Hwy. 301) & Excalibur Rd., Bowie. It is an Open shopping mall with 476 parking spaces. It covers an area of 238,832 sq ft. and has about 20 stores.

Description of each required finding:

- NAELC will comply to the maximum number of children to be enrolled per the District Council.
- NAELC will comply and adhere to the square feet of play space per child requirements for the outdoor play area.
- The outdoor play area will be located at least 25 feet from any dwelling on an adjoining lot and will be enclosed by a wall or fence 4 feet in height.
- The outdoor play area will contain sufficient shade during the warmer months to afford protection from the sun.
- The outdoor play area will be limited to the hour between 7AM-9PM and will have sufficient lighting.
- The site plan will show the proposed enrollment, the location, use and size of the buildings on adjoining lots and the outdoor play area.

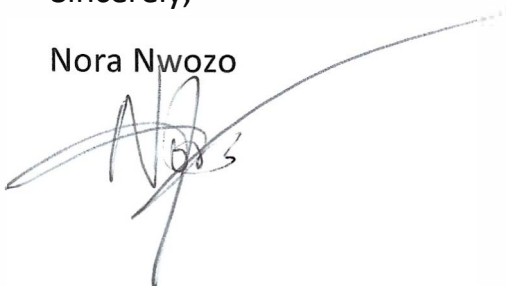
Variance Request/sand required findings for each request:

Summary/conclusion of request:

Nora's Angels Early Learning Center will provide numerous employment opportunities and benefits to members of the OMV community. NAELC will provide much needed convenience and childcare services, which include before and after care, to parents who work at the stores/shops at the Collington Plaza Shopping Mall who will have the opportunity to drop off their children after 6AM before going to work at their various work locations at the mall. There are approximately close to 500 parking spaces at the mall which will provide adequate parking for parents dropping off and picking up their children. Childcare can help to tackle issues of social, geographic and economic isolation, allowing parents to work/ train, reducing state benefit dependency, raising families out of poverty and contributing to local economies. NAELC will also participate and be involved in local community activities, such as the Kid's Kaboose at Bowie Railroad Museum Annual Event, where we would read to children and participate in fun activities.

Sincerely,

Nora Nwozo





Development Review Division

Subdivision & Development Review

Committee Coversheet

Chairman: Eddie Diaz-Campbell

SDRC Meeting Date: September 1, 2023

**Disclaimer: Additional information may be required as the plan review progresses, or revised information is provided.*

1. General Project Information				
Case Number:	DSP-22033			
Project Name:	Nora's Angel Early Learning Center			
Project Location:	located on the west side of US 301 (Robert Crain Highway), specially locating in an existing shopping center of Collington Plaza			
Project Description:	A day care center within a 12.7-acre integrated shopping center in the Commercial Shopping Center (C-S-C) Zone.			
2. Development Review Division Contact Information				
	Name	Section	Telephone	E-mail
Planner	Te-Sheng (Emery) Huang	Urban Design	301-952-4534	tesheng.huang@ppd.mncppc.org
Planning Supervisor	Andrea Dorlester	Urban Design	301-952-4325	andrea.dorlester@ppd.mncppc.org
Sign Posting Contact(s)	Cheryl Summerlin	Development Review	301-952-3578	cheryl.summerlin@ppd.mncppc.org
Planning Division Chief	James Hunt	Development Review	301-952-3530	james.hunt@ppd.mncppc.org
3. Sign Posting Information				
Posting Required?	YES ☒ NO ☐	Tentative Date of Posting:	10/03/2023	
4. Important Project Dates				
Acceptance Date:	August 22, 2023	Tentative Staff Report Publishing Date:	October 19, 2023	
Deadline for Revised Information (35 days):	September 28, 2023	Tentative Planning Board Date:	November 2, 2023	
Referral Due Date:	October 2, 2023	Tentative Resolution Date:	November 23, 2023	
5. Referral Agencies providing Major Issues Memos or comments (Attached)				
Community Planning ☐	Transportation Planning ☒	Permits ☐		
Environmental Planning ☒	Urban Design ☐	Department of Permitting, Inspections & Enforcement (DPIE) ☐		
Subdivision ☒	Prince George's Fire & EMS Department ☒	Department of Public Works & Transportation (DPW&T) ☐		
Maryland State Highway Administration ☐	Washington Suburban Sanitation Authority (WSSC) ☐	Historic Preservation ☒		
Health Department ☒	WMATA ☐	Special Projects ☐		
Parks and Recreation ☐	Municipality: City of Bowie ☐	Verizon ☐		
PEPCO/ BGE/ SMECO ☐	Police ☐	Other: Housing and Community ☐		
6. Sign-off				
Planner Signature		Date: (MM/DD/YYYY)		
<i>Te-Sheng Huang</i>		09/01/2023		
Applicant Signature - Please sign this form to acknowledge that you have been informed of the above and attached requests. Your signature does not signify an agreement to any conditions, only that you are aware of staff's request for additional items.		Date: (MM/DD/YYYY)		
Applicant Phone #:		Applicant E-mail:		



Development Review Division

Subdivision & Development Review

Committee Coversheet

Chairman: Eddie Diaz-Campbell
SDRC Meeting Date: September 1, 2023

**Disclaimer: Additional information may be required as the plan review progresses, or revised information is provided.*

Urban Design Comments:

Major issues

1. Note the maximum number of child enrollment on the plan because it determines the size of the play area and the required parking spaces for the proposed day care for children.
2. Regarding parking spaces:
 - a. Provide the total number of the existing parking spaces.
 - b. Among the existing parking spaces, indicate how many parking spaces are to be standard (19 feet by 19 ½ feet), compact (16 ½ feet by 8 feet), handicap-accessible, and handicap van-accessible.
 - c. Clarify the removal of 15 parking spaces to be standard or other size of parking space.
 - d. Clarify the number of parking spaces proposed for the day care center (one parking space per eight children).
 - e. In Notes in Parking tabulation update, correct “121,426 sf” to “124,436 sf”.
 - d. Per Section 27-582 of the prior Zoning Ordinance, provide information regarding the number of required loading spaces for the site and how many loading spaces are provided.
3. According to the approved landscape plans, shade trees in the landscape islands around the proposed play area are missing. Replant these missing trees with native shade trees and provide a plant schedule to show details. Indicate the replanted trees on the landscape plan.
4. Provide details to show the ADA compliance, particularly the location of access to the day care and the walkway/crosswalk between the day care and the proposed play area.
5. Provide a schedule/table showing the signage requirements and demonstrating the conformation to Section 27-613 of the prior Zoning Ordinance.

Minor Issues

1. In General Notes, revise the existing zoning to CGO (Prior C-S-C).
2. Provide details of the gate for entering the play area.
3. Provide seating and trash receptacles in the play area. Indicate their locations on the plan and provide details.



Development Review Division

Subdivision & Development Review

Committee Coversheet

Chairman: Eddie Diaz-Campbell
SDRC Meeting Date: September 1, 2023

**Disclaimer: Additional information may be required as the plan review progresses, or revised information is provided.*

Additional Referral Comments	
Agency:	Community Planning
Ramirez-Blust (for Sams). No major issues.	
Agency:	Transportation
Yang. See MIM	
Agency:	Environmental Planning/Geotechnical
Rea. See MIM	
Agency:	Subdivision
Health. See MIM	
Agency:	Historic Preservation
Stabler, Smith and Chisholm. See MIM	
Agency:	Permits
Not present.	
Agency:	Special Projects
Ray. No comments.	
Agency:	DPIE
Deguzman. No major issues.	
Agency:	DPW&T
Russel. No major issues.	
Agency:	Fire
Reilly. See MIM	
Agency:	Police
Not present.	
Agency:	Health
Not present. See MIM.	



Development Review Division

Subdivision & Development Review

Committee Coversheet

Chairman: Eddie Diaz-Campbell
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**Disclaimer: Additional information may be required as the plan review progresses, or revised information is provided.*

Agency:	MD Department Human Resources
Not present.	
Agency:	City of Bowie
Meinert. The City of Bowie will review the site plan of any development at Collington Plaza in addition to the site plan approval required by Prince George's County. Please contact the City and present the case at the City's council meeting.	
Agency:	
Agency:	
Agency:	

NOTE: Please submit ALL revised referral plans on a CD as well as one paper copy set at least 35 days prior to the Planning Board date. Any project requiring a Planning Board Hearing must be posted for 30 days. The Development Review Chief must authorize the release of signs. It is your responsibility to call the Applications Section at 301-952-3296 to arrange pick up of the signs for timely posting.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section**

**(301) 952-3680
www.mncppc.org**

September 1, 2023

MEMORANDUM

TO: Emery Huang, Urban Design Review Section, Development Review Division

FROM: Jun (Jim) Yang, Transportation Planning Section, Countywide Planning Division

SUBJECT: SDRC Major Issues
Case Number: DSP-22033 Nora's Angels Early Learning Center

The Transportation Planning Section (TPS) has reviewed the referenced DSP application and offers the following comments:

1. Add non-vehicular warning signs for the crosswalk and the playground.
2. Add an ADA compliant cut-through island opening or ramped island opening to connect the playground gate and the proposed crosswalk.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Environmental Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

301-962-3650

September 1, 2023

MEMORANDUM

TO: Te-sheng Huang, Planner III, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPB

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPB *MAR*

SUBJECT: **Nora's Angels Early Learning Center; DSP-22033**

The Environmental Planning Section has reviewed Detailed Site Plan DSP-22033, received by the EPS on August 22, 2023.

The current application is for a DSP for the subject property to change use of an existing store front at the Collington Plaza shopping center to a day care center with a play area being installed overtop of existing pavement. No woodlands will be removed and therefore this project is in compliance with TCPII-060-92-02.

No additional information is required. The Environmental Planning Section recommends approval of DSP-22033.

Prince George's County Planning Department
Development Review Division

301-952-3530

SUBDIVISION SECTION - MAJOR ISSUES

APPLICATION NUMBER & NAME: DSP-22033; Nora's Angels Early Learning Center

SDRC DATE: 09/1/2023 SUBDIVISION DESIGN REVIEWER: Antoine Heath

PREVIOUS APPROVALS: N/A

SUBDIVISION REGULATIONS CONFORMANCE:

This application has been submitted pursuant to the prior Zoning Ordinance and Subdivision Regulations. Per Section 24-107(c)(7)(C) of the prior Subdivision Regulations, this application is exempt from Subdivision Regulations as the development proposed in this application is an addition to a development in existence prior to January 1, 1990, and does not exceed 5,000 square feet of gross floor area. There are no Subdivision Regulations conformance issues at this time.

PRELIMINARY PLAN OF SUBDIVISION CONFORMANCE:

There are no previous preliminary plans of subdivision (PPS) applying to this site.

CERTIFICATE OF ADEQUACY:

Parcel A does not have an automatic Certificate of Adequacy (ADQ), since it was platted pursuant to an exemption from the Subdivision Regulations in accordance with Section 24-107(c)(7)(D) of the prior Subdivision Regulations.

RECORD PLAT CONFORMANCE:

The property is known as Parcel A, as recorded in Prince George's County Land Records in Plat Book 160, page 95, dated 1991. Parcel A was recorded in accordance with Section 24-107(c)(7)(D) of the prior Subdivision Regulations, which did not require a PPS for development of more than 5,000 square feet of gross floor area, which constitutes at least 10% of the total area of as site, and was constructed pursuant to a building permit issued on or before December 31, 1991. The original shopping center was constructed between 1969 and 1971. There are no record plat conformance issues at this time.

MAJOR ISSUES/COMMENTS TO BE ADDRESSED:

1. Add a note listing the property as Parcel A, and include its recording reference.
2. Revise General Note 5 to indicate that the number of parcels is 1.

3. Revise General Note 6 to indicate that no dwelling units are on the property.
4. Revise General Note 7 to indicate that the existing on-site Gross Floor Area is non-residential.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Historic Preservation Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3680

September 1, 2023

MEMORANDUM

TO: Te-sheng Huang, Urban Design Section, Development Review Division

VIA: Tom Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **Age**

SUBJECT: DSP-22033 Nora's Angels Early Learning Center

The subject property comprises 12.70 acres and is in the Collington Plaza shopping Center. The subject property is zoned CGO and located within the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* area. The subject application proposes a daycare.

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* contains goals and policies related to historic preservation (p.157-165). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic, and historic maps and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommends approval of DSP-22033, Nora's Angels Early Learning Center, with no conditions.

From: [Reilly, James V](#)
To: [Huang, Te-sheng \(Emery\)](#)
Cc: [Reilly, James V](#); [PPD-PGReferrals](#)
Subject: RE: Comments on DSP-22033 NORA'S ANGEL EARLY LEARNING CENTER
Date: Friday, September 1, 2023 11:57:17 AM
Attachments: [image003.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Morning Emery,

The Office of the Fire Marshal has reviewed the referral for DSP-22033 Nora's Angel Early Learning Center. We have no comments regarding fire access compliance. We would offer a general safety note: we suggest the applicant consider the addition of curbstones or some similar measure to hinder vehicle intrusion into the fenced play area as the parking spaces to the plan west border directly on the play area. Regards. Jim

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department

Note new address:

9400 Peppercorn Place, Fifth Floor, Largo, MD 20774

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: jvreilly@co.pg.md.us

To pay for a fire inspection by credit card go to:

<https://www.velocitypayment.com/client/princegeorges/fire/index.html>

Date: August 30, 2023

To: Te-sheng (Emery) Huang, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-22033 (NORA'S ANGELS EARLY LEARNING CENTER)

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Nora's Angel's Early Learning Center and has the following comments / recommendations:

1. The facility must apply for licensure to the Maryland Department of Education's Division of Early Childhood. Contact the Prince George's County office of Child Care for assistance located at 807 Brightseat Road in Landover, MD or call (301) 333-6940.
2. The Facility must have an environmental assessment inspection by the Prince George's County's Health Department Division of Environmental Engineering and Policy Program located at 9201 Basil Court Suite 305 in Largo, Maryland 20774 or call (301) 883-7681.

If you have any questions or need additional information, please contact me at 301-883-7677 or aadepoju@co.pg.md.us.

Sec. 27-464.02. - Day care center for children.

(a) A day care center for children permitted (P) in the Table of Uses I shall be subject to the following:

(1) Requirements.

(A) An ample outdoor play or activity area shall be provided, in accordance with the following:

- (i) All outdoor play areas shall have at least seventy-five (75) square feet of play space per child for fifty percent (50%) of the licensed capacity or seventy-five (75) square feet per child for the total number of children to use the play area at one (1) time, whichever is greater;
- (ii) All outdoor play areas shall be located at least twenty-five (25) feet from any dwelling on an adjoining lot, and shall be enclosed by a substantial wall or fence at least four (4) feet in height;
- (iii) A greater set back from adjacent properties or uses or a higher fence may be required by the Planning Board if it determines that it is needed to protect the health and safety of the children utilizing the play area;
- (iv) An off-premises outdoor play or activity area shall be located in proximity to the day care center, and shall be safely accessible without crossing (at grade) any hazardous area, such as a street or driveway;
- (v) The play area shall contain sufficient shade during the warmer months to afford protection from the sun;
- (vi) Sufficient lighting shall be provided on the play area if it is used before or after daylight hours to insure safe operation of the area; and
- (vii) Outdoor play shall be limited to the hours between 7 A.M. and 9 P.M.

(2) Site plan.

- (A) A Detailed Site Plan shall be approved for the center, in accordance with Part 3, Division 9, of this Subtitle, to insure compliance with the provisions of this Section.
- (B) In addition to the submittal requirements of Part 3, Division 9, the Detailed Site Plan shall show:
 - (i) The proposed enrollment;
 - (ii) The location and use of all buildings on adjoining lots;
 - (iii) The location and size of outdoor play or activity areas; and
 - (iv) The location, quantity, and type of screening and landscaping.

(3) Enrollment.

- (A) For the purposes of this Section, enrollment shall mean the largest number of children enrolled in the center in any one (1) session.

(CB-23-1988; CB-98-1988)



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

October 3, 2023

The Honorable Peter A. Shapiro, Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Detailed Site Plan DSP-22033 (Nora's Angels Day Care)
Collington Plaza, 3420 Crain Highway Northwest

Dear Chairman Shapiro:

On October 2, 2023, the City Council conducted a public hearing on Detailed Site Plan DSP-22033. The applicant is proposing a child day care center in existing retail space within Collington Plaza, located at 3420 Crain Highway. The application is being processed under the old County Zoning Ordinance, where the proposed use is permitted by right in the C-S-C (Commercial Shopping Center) Zone, subject to approval of a Detailed Site Plan and addressing of required criteria contained in Section 27-464.02 of the Prince George's County Zoning Ordinance, which provides the regulations for day care centers as permitted uses.

The City Council finds the Detailed Site Plan application for a 50-child day care center at Collington Plaza (3420 Crain Highway) meets the findings for approval set forth in Sections 27-285(b)(1) and 27-464.02 of the Prince George's County Zoning Ordinance. Therefore, the City recommends **APPROVAL** of Detailed Site Plan DSP-22033.

Thank you for your consideration of the City's position regarding Detailed Site Plan DSP-22033 for Nora's Angels Day Care at Collington Plaza.

Sincerely,

Bowie City Council
Timothy J. Adams
Mayor

cc: Mr. Nnamdi Nwozo
Mr. Emery Huang, M-NCPPC Urban Design Section

MAYOR Timothy J. Adams

MAYOR PRO TEM Roxy Ndebumadu

COUNCIL Michael P. Estève • Henri Gardner • Jarryd Hawkins • Clinton Truesdale, Sr. • Dufour Woolfley **CITY MANAGER** Alfred D. Lott
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