

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Countywide Planning Division
301-952-3650

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



Mandatory Referral

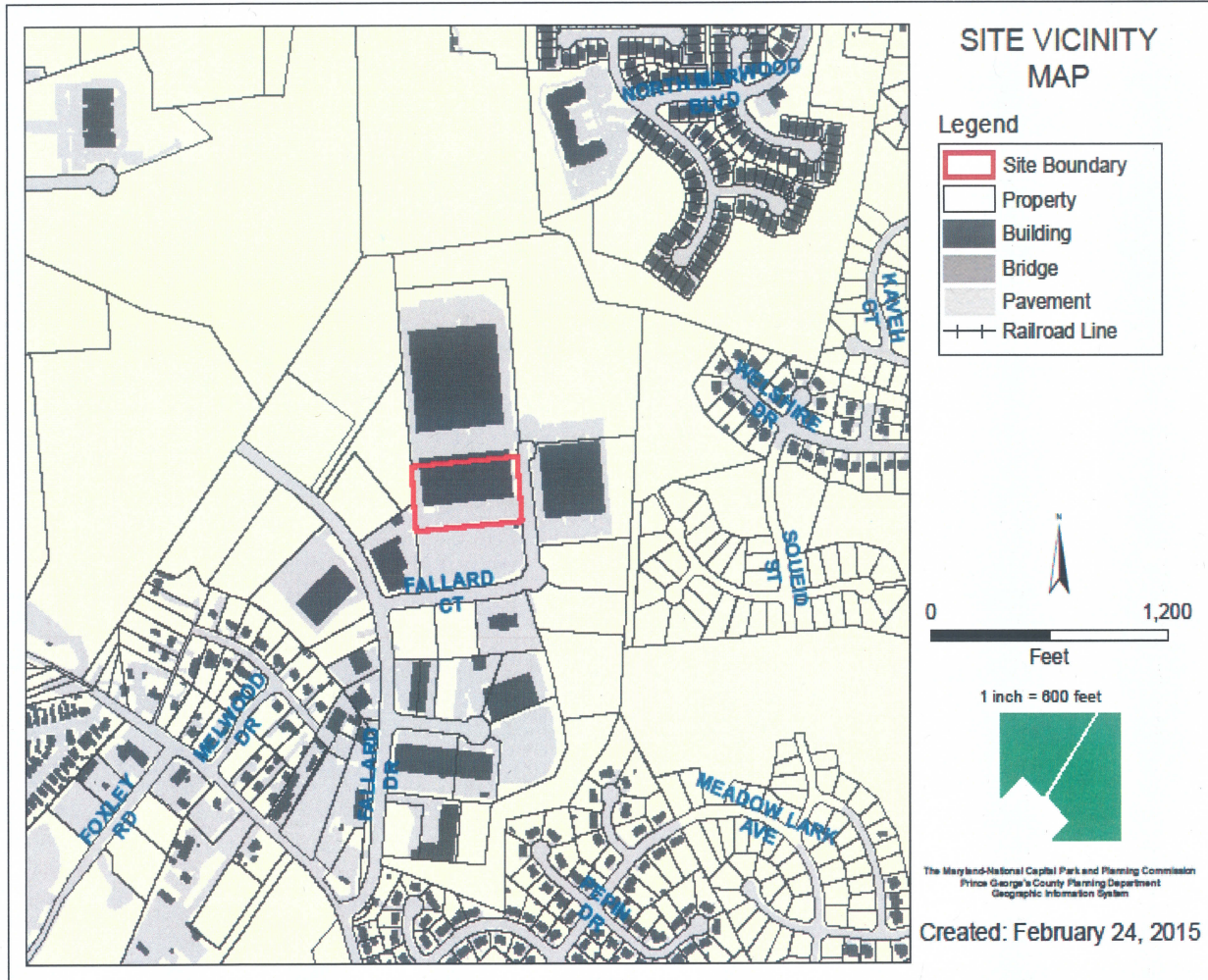
MR-1417F

Application	General Data	
Project Name: Chesapeake Lighthouse Foundation – Math and IT Academy Public Charter School Location: 9822 Fallard Court Upper Marlboro, MD 20772 Applicant/Address: 6100 Frost Place Laurel, MD 20707 Property Owner: Chesapeake Lighthouse Foundation	Planning Board Hearing Date:	04/30/15
	Date Accepted:	02/24/15
	Mandatory Action Timeframe:	Beyond 60-Day Review
	Acreage:	5.11 acres
	Zone:	I-1 (Light Industrial)
	Planning Area:	77
	General Plan Designation	Established Communities
	Council District:	District 9
	Adjacent Municipality:	N/A

Purpose of Application	Notice Date
Proposed Chesapeake Mathematics and Information Technology Academy Charter School	Acceptance Mailing: March 10, 2015

Staff Recommendation	Staff Reviewer:
Transmit Staff Report to: Mr. Yahyahan Kaya Chesapeake Lighthouse Foundation 6100 Frost Place, Laurel, MD 20707	Christine A. Osei, Project Manager
	Phone Number: 301-952-3313
	Email: Christine.Osei@ppd.mncppc.org

Map 1 - Project Site



MR-1417F Staff Report – Chesapeake Mathematics and Information Technology Public Charter School

PROJECT BACKGROUND

Chesapeake Lighthouse Foundation has entered into an agreement with the Prince George's County Board of Education (BOE) to provide a public charter school for the school year 2015-2016. Chesapeake Lighthouse Foundation Inc. (CLF) is a non-profit organization founded in 2004 to establish charter schools. CLF currently operates three charter schools in Maryland; Chesapeake Science Point (CSP) in Hanover and two charter schools in Laurel.

This charter school application is being reviewed as part of the Mandatory Referral Review pursuant to Maryland Annotated Code and Section 27-294 of the Prince George's County Zoning Ordinance. Though the proposed charter school property is not owned by the BOE, the use of the education facility as a public charter school must be approved by the BOE, and as the public body it may not authorize the proposed charter school unless it is referred and approved by the Commission.

PROJECT SUMMARY

By the above agreement Chesapeake Lighthouse Foundation is proposing to convert an existing vacant industrial warehouse building for a middle and high school to serve 800 students; grades 6 through 12. The renovation of the existing building for the charter school will not involve the expansion of the building footprint. Prince George's County Public Schools will not provide transportation for the students attending the proposed charter school. Parents will be responsible for driving their children to and from the school. The building is a single-story warehouse with partial masonry walls, which was previously used as a mattress warehouse. The subject building encompasses approximately 5.11 acres and is zoned I-1 (Light Industrial) and bordered on all sides by other warehouses also in the I-1 Zone.

The proposed charter school building site is located east of Joint Base Andrews outside the Accident Potential Zone but within the Interim Land Use Control (ILUC)¹ impact area. The site is also within the Imaginary Surface D (Outer Horizontal Surface) and the 75-80 dBA aviation noise contours; a high intensity noise area as defined by Section 27-1804(a)(3) of the Prince George's County Code.

The existing building has exposed shell roof and four exterior walls exposed to incoming and departing aircraft. Because the site is in a 75 dB contour location for the airfield, a 30 dB noise reduction in the interior of the building is required. Also, sections of the existing building exceed the permissible noise limit for schools. Approved construction materials will be required to reduce the exterior noise level to 45 Ldn (day-night average sound level in decibels) in the interior space. The building will require compliance with the Maryland Airport Noise Control Program Regulations (COMAR 11.03.03). Chesapeake Lighthouse Foundation has retained the services of Ryan and Associates to evaluate aircraft noise impacts for the proposed charter school building and make recommendations for repairs.

STAFF RECOMMENDATIONS

The proposed charter school site has a number of issues that should be addressed to make the building feasible to accommodate 800 students, such as aircraft noise from nearby Joint Base Andrews, adjoining industrial uses, existing parking configuration, external lighting, and landscaping and building access by students and others. After a careful review of the proposed site for the proposed charter school to serve 800 students from grades 6 through 12, staff makes the following recommendations:

- The applicant should reduce indoor noise levels from 75 dB to 30 dB as recommended in the Noise Study.
- A post-construction sound insulation test should be conducted by the Maryland Aviation Administration prior to seeking a Use and Occupancy Permit from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

¹ The District Council adopted CR-70-2014 and enacted CB-43-2014 that extended the maximum time for abrogation of the Interim Land Use Control Ordinance until June 30, 2015.

- The applicant should conduct a Phase I and Phase II environmental site assessment, including air and soil testing for the property. Any Phase III investigations/remediation recommended by the Phase II should be completed prior to occupancy of the building by students.
- The applicant should provide a photometric plan showing sufficient lighting around the entire building and parking areas. A detail of the proposed lighting fixtures should be provided showing the use of full cut-off optics.
- The applicant should redesign the drop-off and pick-up area to minimize pedestrian and vehicular conflicts by providing a clear, wide, designated pedestrian path from a drop-off area to the student entrance doors.
- The applicant should explore other architectural enhancements, such as skylights, additional fenestration, replacing the existing metal paneling, and adding details such as enhanced trim, to improve the amount of natural interior light and the appearance of the exterior building to be more in line with the proposed use.
- The applicant should consider eliminating excess pavement on-site to reduce impervious surface, improve internal circulation, and accommodate additional green area to enhance the visual appeal of the property.
- Additional landscaping (shade trees and evergreens) should be provided to screen and buffer the school from adjacent incompatible uses and roadways. New plant materials should consist of a variety of native species for minimal maintenance and maximum durability.
- Proposed loading spaces and trash/recycling locations are shown on the north side of the building. The applicant should screen these facilities from the public right-of-way and from site users.
- Since the applicant is considering a fence for the south side of the site (to separate the school property from adjacent industrial uses), but did not include details for review with this application, the applicant should file a supplemental Mandatory Referral Review application when a final decision is made regarding the proposed fence.

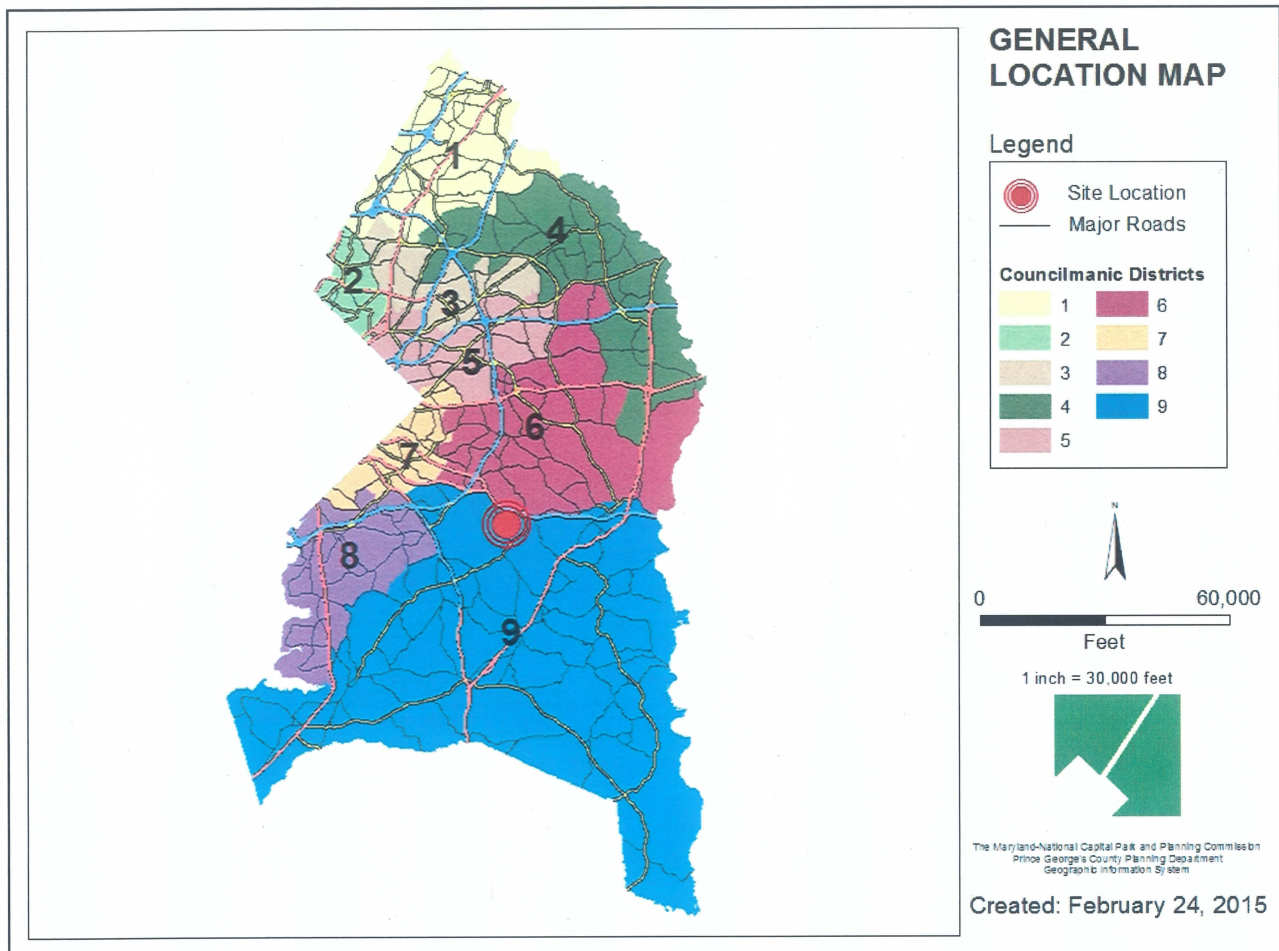
The review of previous charter school proposals shows that some of the schools are being located in non-residential areas. A transmittal letter for the Board of Education (BOE) is included in the packet in an attempt to highlight concerns with locating schools in non-residential areas. The recommendation below is for the Board of Education:

- If schools are to be located at employment parks or other commercial areas, the BOE should consider setting standards for the new public charter schools' sites/buildings outside of residential areas to protect all students from potential environmental impacts associated with adjacent industrial and commercial sites.

PROJECT LOCATION

The property is located within Dower Employment Center. To the south of the site is a vehicle towing station; to the east is the public right-of-way of Fallard Court with an industrial warehouse building beyond; to the west is a vacant property; and to the north is a large industrial warehouse building. The proposed school will occupy the entire one-story (26.5 feet high) existing industrial building, except for a small area with a second floor at the eastern end of the building.

Map 2 – Proposed CMIT South Public Charter School – General Location Map

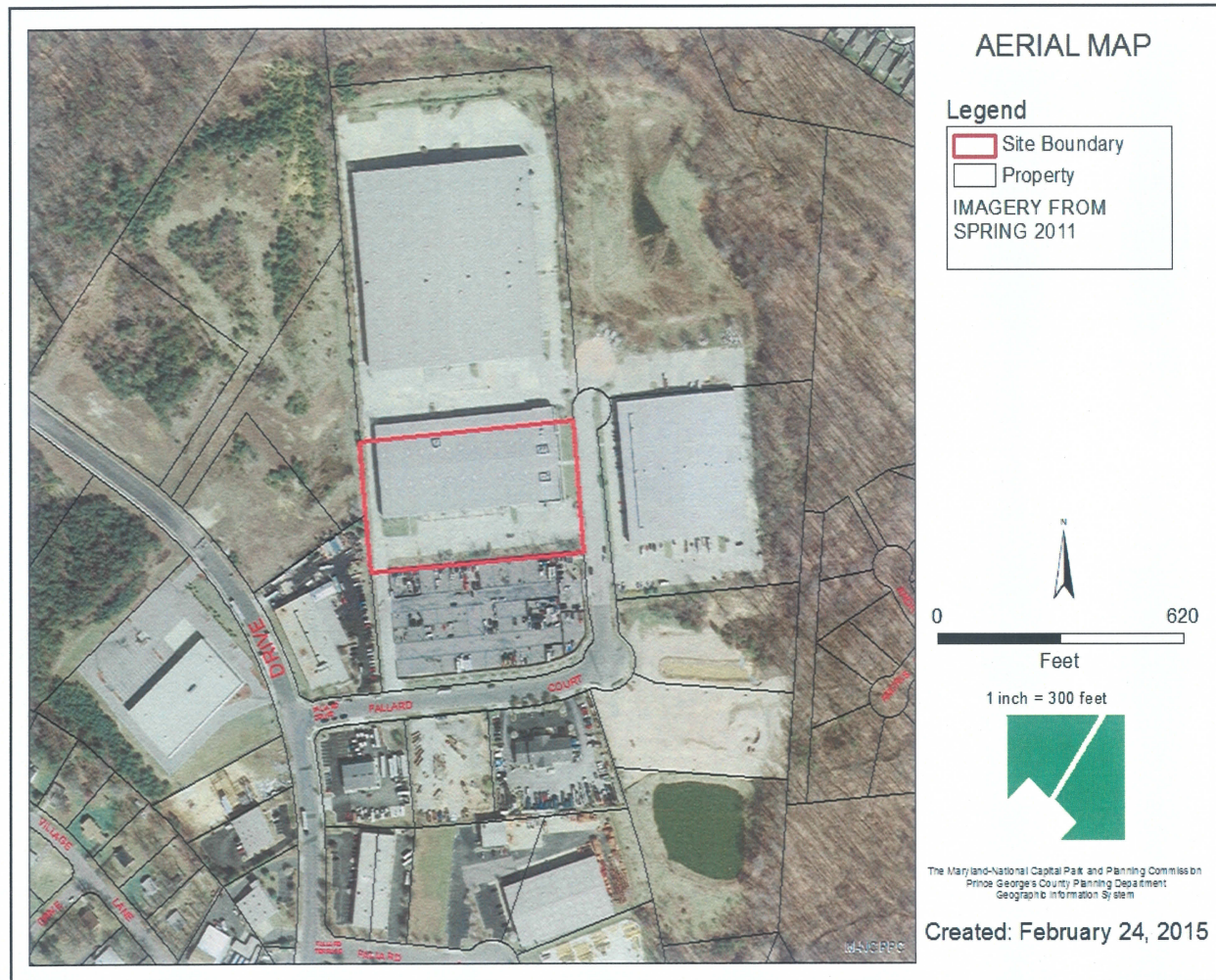


PROJECT DESCRIPTION, SCHELUE AND FUNDING

The building is an existing single-story metal structure built in 1990 and is approximately 10,050 square feet. It has a smaller second story of about 7,200 square feet. Chesapeake Lighthouse Foundation plans to purchase the entire building for the proposed charter school. Chesapeake Lighthouse Foundation will renovate the building's exterior and interior to create classroom space, restrooms, offices, school nurse room, storage, interior gymnasium, a cafeteria and other school support service areas. Building renovation will include new partitions, doors, finishes, plumbing fixtures, electrical wall wiring, and additional heating and cooling fixtures. All required permits will be obtained from the Prince County Department of Permitting, Inspections and Enforcement (DPIE).

To reduce aircraft noise impacts the exterior building renovation will need additional insulation at the underside of the new roof structure. New windows will be installed around the perimeter of the building to allow for natural light in the classrooms. The applicant does not intend to pursue Leadership in Energy and Environmental Design (LEED) certification, but will incorporate environmentally conscious building materials in the renovation of the building. Low Volatile Organic Compounds (VOC) materials will be used for flooring, painting, and plumbing fixtures. The applicant is considering installing a security fence at the south side of the site to separate the proposed school property from adjacent warehouse use.

Map 3 – Dower Employment Center Aerial View



EXISTING CONDITIONS

Building Entrance, Circulation, Parking and Fencing

The current building entrance is at grade and a sidewalk is provided to the Americans with Disabilities Act (ADA) standards accessible parking spaces. The main building entrance will be used by teachers, administrative staff and visitors. This entrance will be controlled with a buzzer and electrified lockset by a staff person inside the building during school hours. In case of an emergency the door will open automatically to allow everyone to exit the building. Students will enter and exit the building through the rear of the building through the cafeteria. Minor changes will be made as needed to the existing paving in the parking area to ensure compliance with ADA requirements. There will be other egress only doors around the building perimeter to be accessed during emergencies to meet building fire safety code.

PROJECT SCHEDULE

The proposed school is a public charter school, fully funded by the BOE. The proposed charter school has a five year staging schedule; during the first year the school will serve grades 6 through 9, with approximately 450 students within the first year. The student population will be increased over the next 5 years, until it is fully in operation with 800 students. Below is the staggered five year student enrollment plan:

Five Year Student Enrollment Plan

Grades	2015-16	2016-17	2017-18	2018-19	2019-20
6	150	150	100	100	100
7	150	150	150	100	100
8	150	150	150	150	100
9		125	125	125	150
10			100	125	125
11				100	125
12					100
Total #of Students	450	575	625	700	800

Students will be provided with indoor facilities/gymnasium to meet the physical education requirement of the Board of Education. The proposed charter school will be in operation by August 2015 and a project schedule is outlined below:

Construction Document Phase Begins/Permits	January 2015
Construction Document Completed for Permit and Bidding	February 2015
Permit Filing with the County/Peer Review	March 2, 2015
Approval of Building Permit	April 30, 2015
Construction/Inspection and Use and Occupancy Certification	July 31, 2015
School Year 2015/2016 Begins	August 18, 2015

**[The following pages contain
The Maryland-National Capital Park and Planning Commission
staff comments on the above project description]**

ANALYSIS OF PROJECT IMPACT AREAS

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department staff has reviewed the proposed South County Middle and High School Charter Public Charter School and provides the following comments:

1. ENVIRONMENTAL ASSESSMENT

The project qualifies for a Natural Resources Inventory Equivalency Letter (NRI-EL), which will be required for any County application for storm water concept review. The project also qualifies for an exemption from the Woodland and Wildlife Habitat Conservation Ordinance because the site has less than 10,000 square feet of woodlands on-site. The exemption will be required to be submitted with any grading permit application. No residential uses are proposed and the site contains no regulated environmental features.

2. TRANSPORTATION ASSESSMENT

The proposed circulation and student drop off area on site will be managed by the school. The proposal is for staggered student drop-off hours that relate to class start times for the various grades. There appears to be adequate stacking on site for the student drop off so that traffic entering the drop-off area will not spill back onto Fallard Court. Several studies were conducted across the country for curb drop-off/pick-up capacity as a function of enrollment. These studies recommend about 1.6 to 2.0 linear feet of drop-off/pick-up stacking per student, with a minimum of about 900 feet. The proposal meets or exceeds recommended stacking distance ranges.

Fallard Court does not contain sidewalks along the subject property frontage, but there is a wide sidewalk adjacent to the building facing Fallard Court. The applicant proposes to make a sidewalk connection to the existing sidewalks on Fallard Court. The proposed use is not expected to generate large volumes of pedestrian traffic, as most students will be driven to the site. Plans for a system of non-paved trails exist east of the subject site. Nearby roads are recommended for bikeways, but there are no capital improvement projects to construct these facilities at this time. The proposed plan for the 800 student school will not increase overall traffic in the immediate area or have a negative impact on the pedestrian and bicycle environment. The proposal does not conflict with the area and functional master plans, nor does it directly affect any capital improvement projects.

3. HISTORIC PRESERVATION/ARCHEOLOGY

There are no Prince George's County Historic Sites, Historic Resources or documented properties in the vicinity of the proposed construction at 9822 Fallard Court in Upper Marlboro. This project will not impact any Prince George's County historic sites, or historic or archeological resources. There are no known archeological sites or resources that would be impacted by the proposed project. All identified archeological resources were impacted by previous construction on the subject property. A Phase I archeological survey is not recommended in any of the proposed construction areas, as there are no identified archeological resources in any of the proposed areas of construction.

4. ECONOMIC ASSESSMENT

Based on limited information provided by the applicant, staff cannot comment specifically on economic impacts of the proposed charter school.

5. CONSISTENCY WITH DEVELOPMENT/REGULATORY STANDARDS

Urban Design Section reviewed the proposed charter school site and provides the following comments:

Location

- The subject site does not propose any type of outdoor play area. Typically, staff would recommend an outdoor play area for all schools; however, the location of the site within the 75 dBA noise contour from JBA is problematic as no real mitigation measures could be provided to make the noise levels in the play area acceptable. The applicant indicated that there is no outdoor recess period requirement for Grades 6 -12 in the County public school system and that the renovated school building will include a full-size indoor gymnasium and an indoor turf soccer field.

- The proximity to Joint Base Andrews (JBA) raises concerns about the impacts of high levels of noise on the students. The applicant provided a noise level reduction evaluation report, which should be evaluated by the Environmental Planning Section to determine if noise impacts from aircraft will be addressed adequately within the building.
- The proximity to adjacent heavy industrial uses raises concerns about the impacts of environmental stressors, including dust, toxins, exhaust and litter, on the students. The Urban Design Section encourages the applicant to conduct a Phase I and Phase II environmental site assessment, including air and soil testing, for the property. Any Phase III investigations/remediation recommended by the Phase II should be completed prior to occupancy of the building by students.
- Given the site's location on a dead-end road within an industrial park, sufficient site lighting should be provided for safe access during early morning and after-hours events. The Urban Design Section suggests the applicant provide a photometric plan showing sufficient lighting around the entire building and parking areas. Detail of the proposed lighting fixtures should be provided showing the use of full cut-off optics.

Access and Internal Circulation

- The applicant presented a circulation plan for student pick-up and drop-off that shows cars entering off of Fallard Court at the southern access drive, proceeding along the southern and western building sides to the main student building entrance on the north side, and then exiting at the site's northern access drive off of Fallard Court. This plan would provide over 1,000 linear feet of queuing space on-site. Also, there is an additional vehicular access point to the school site from the adjacent property to the south that could contribute to vehicle conflicts, as well as security concerns. The applicant should demonstrate how this entrance will be addressed.
- The applicant should consider eliminating excess pavement on-site to reduce impervious surface to improve internal circulation, and accommodate additional green area to enhance the visual appeal of the property.

Landscaping and Buffering

- Additional landscaping (shade trees and evergreens) should be provided to screen and buffer the school from adjacent incompatible uses and roadways. New plant materials should consist of a variety of native species for minimal maintenance and maximum durability.
- Proposed loading spaces and trash/recycling locations are shown on the north side of the building. The Urban Design Section would suggest the applicant design a way to screen these facilities from the public right-of-way and from site users.

Other

- The applicant indicated that they do not intend to pursue Leadership in Energy and Environmental Design (LEED) certification, but that the building renovation will incorporate materials and fixtures that are environmentally-friendly. The applicant should consider seeking LEED certification to reduce the project's carbon footprint and provide an educational opportunity for students and the public.
- The applicant indicated that the main student entrance will be by the cafeteria, which per the site plan is located in an area with a six-foot wide sidewalk, small retaining wall and parking spaces between it and the main drive aisle. This seems a less than ideal design for the main point of pedestrian traffic at the beginning and end of every school day. The Urban Design Section suggests that the applicant look to redesign this area to minimize pedestrian and vehicular conflicts by providing a clear, wide, designated pedestrian path from a drop-off area to the student entrance doors.
- The submitted architectural plans indicate that the southern, western and northern elevations will be retrofitted to add storefront windows and some new metal and glass doors. However, the amount of interior light is still questionable. Additionally, with this being the only exterior building modification, the building will retain its plain utilitarian industrial appearance. The Urban Design Section suggests that the applicant explore other architectural enhancements, such as skylights, additional fenestration, replacing the existing metal paneling, and adding details such as enhanced trim to improve the amount of natural interior light and the appearance of the exterior building to be more in line with the proposed use.

6. CONSISTENCY WITH APPROVED PLANS

This application is consistent with the 2014 *Approved Plan Prince George's 2035* future land use category of Industrial/Employment and conforms with the land use recommendations of the 2013 *Subregion 6 Approved Master Plan and Sectional Map Amendment*. This subject site is within the Joint Base Andrews Interim Land Use Control (ILUC) impact area.

7. EXISTING PUBLIC FACILITIES

The project is located in Council District 9 and is inside the Growth Boundary as classified in the 2014 *Approved Plan Prince George's 2035*. The proposed project can be accessed from Fallard Drive. The police services are provided by the Prince George's County Police Department, District V station, located at 6707 Groveton Drive in Clinton, Maryland. The proposed project is served by Forestville Fire/EMS, Station 23; a first due response station, with a maximum of seven minutes travel time, is located at 8321 Old Marlboro Pike. The station is equipped with three engines, one ambulance, and one tanker. The 2008 *Approved Water and Sewer Plan* places this property in Water and Sewer Category 3, Community System.

8. COMMUNITY OUTREACH

Notification letters were mailed to adjoining property owners and civic associations informing them of the project and Planning Board hearing date. Staff did not receive any inquiries from any adjacent property owners inquiring about impacts on their properties.

9. STAFF RECOMMENDATIONS

The proposed charter school site has a number of issues that should be addressed to make the building feasible to accommodate 800 students, such as aircraft noise from nearby Joint Base Andrews, adjoining industrial uses, existing parking configuration, external lighting, and landscaping and building access by students and others. After a careful review of the proposed site for a public charter school to serve 800 students from 6 through 12 grades, staff makes the following recommendations:

- The applicant should reduce indoor noise levels from 75 dB to 30 dB as recommended in the Noise Study.
- A post-construction sound insulation test should be conducted by the Maryland Aviation Administration prior to seeking a Use and Occupancy Permit from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).
- The applicant should conduct a Phase I and Phase II environmental site assessment, including air and soil testing for the property. Any Phase III investigations/remediation recommended by the Phase II should be completed prior to occupancy of the building by students.
- The applicant should provide a photometric plan showing sufficient lighting around the entire building and parking areas. A detail of the proposed lighting fixtures should be provided showing the use of full cut-off optics.
- The applicant should redesign the drop-off and pick-up area to minimize pedestrian and vehicular conflicts by providing a clear, wide, designated pedestrian path from a drop-off area to the student entrance doors.
- The applicant should explore other architectural enhancements, such as skylights, additional fenestration, replacing the existing metal paneling, and adding details such as enhanced trim, to improve the amount of natural interior light and the appearance of the exterior building to be more in line with the proposed use.
- The applicant should consider eliminating excess pavement on-site to reduce impervious surface, improve internal circulation, and accommodate additional green area to enhance the visual appeal of the property.
- Additional landscaping (shade trees and evergreens) should be provided to screen and buffer the school from adjacent incompatible uses and roadways. New plant materials should consist of a variety of native species for minimal maintenance and maximum durability.

- Proposed loading spaces and trash/recycling locations are shown on the north side of the building. The applicant should screen these facilities from the public right-of-way and from site users.
- Since the applicant is considering a fence for the south side of the site (to separate the school property from adjacent industrial uses), but did not include details for review with this application, the applicant should file a supplemental Mandatory Referral Review application when a final decision is made regarding the proposed fence.

The review of previous charter school proposals shows that some of the schools are being located in non-residential areas. A transmittal letter for the Board of Education (BOE) is included in the packet in an attempt to highlight concerns with locating schools in non-residential areas. The recommendation below is for the Board of Education:

- If schools are to be located at employment parks or other commercial areas, the BOE should consider setting standards for the new public charter schools' sites/buildings outside of residential areas to protect all students from potential environmental impacts associated with adjacent industrial and commercial sites.

STAFF COMMENTS



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

February 26, 2015

MEMORANDUM

TO: Christine Osei, Special Projects Section, Countywide Planning Division

FROM: Daniel Janousek, Coordinator, Transportation Planning Section, Countywide Planning Division

SUBJECT: MR-1417F, Charter School

Background

The Transportation Planning Section has reviewed the subject proposal for the interior upfit and reconstruction of a building for a new charter school located on Fallard Court.

Master Plan Right of Way

No subdivision application is associated with this proposal. Road frontage improvements are not proposed, and the proposal does not conflict with the *Countywide Master Plan of Transportation* recommendations for nearby roadways. Nearby master planned roads include Fallard Drive (I-602), which is recommended for a 70 foot right-of-way, and Dower House Road C-628, which is recommended for 80 foot right of way.

Transportation Projects and Planned Facilities

There are state or County road transportation projects in the vicinity that directly affect the subject property. The State of Maryland's State Highway Administration (SHA) is in the process of completing improvements to Pennsylvania Avenue MD 4.

Transit and Bus

None of the adjacent roads, including Fallard Drive and Dower House Road are served by Metrobus or Prince George's County's "The Bus". The Bus serves the area north of MD 4, including limited service on Dower House Road north of Marlboro Pike.

There is no school bus service proposed.

Traffic Impacts

No traffic impact study has been provided with the application. The proposal does not include major road improvements. In examining the proposal, it does not appear that the project would add additional traffic to the area in any substantial way during the peak hour traffic periods. For that reason, and because the amount of parking would not be increased, it is determined that a traffic study is not needed, and that the building would not increase overall traffic.

Circulation and School Pick-up and Drop-off Design Considerations

The proposed circulation and student drop off area on site will be managed by the school. The proposal is for staggered student drop off hours that relate to class start times for the various grades.

There appears to be adequate stacking on site for the student drop off so that traffic entering the drop off area will not spill back onto Fallard Court. Several studies have been developed across the country for curb drop-off/pick-up capacity as a function of enrollment. These studies recommend about 1.6 to 2.0 linear feet of dropoff/pick-up stacking per student, with a minimum of about 900 feet. The proposal meets or exceeds recommended stacking distance ranges.

Parking and Paving

The site plan was not evaluated for concurrence with local parking standards. The project team has met with the Department of Permitting, Inspections and Enforcement (DPIE) regarding the proposed parking lot re-striping plans. This will be evaluated at the time of permit review. Americans with Disabilities Act (ADA) accessible parking spaces are proposed, which should be provided at amounts that are prescribed in the zoning ordinance for similar uses.

Sidewalks and Crosswalks

Fallard Court does not contain sidewalks along the subject property frontage, but there is a wide sidewalk adjacent to the building facing Fallard Court. The applicant proposes to make a sidewalk connection to the existing sidewalks on Fallard Court. The proposed use is not expected to generate large volumes of pedestrian traffic, as most students will be driven to the site.

Bicycle Use and Master Planned Trails and Bikeways

Plans for a system of non-paved trails exist east of the subject site. There are no capital improvement projects for trails in the vicinity. Nearby roads are recommended for bikeways, but there are no capital improvement projects to construct these facilities at this time. Bicyclists can share the road with vehicles in this area.

Conclusion

The Transportation Planning Section has reviewed the referral, and determines that the proposed plan for the 800 student school will not increase overall traffic in the immediate area or have a negative impact on the pedestrian and bicycle environment. The proposal does not conflict with the area and functional master plans, nor does it directly affect any capital improvement projects.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Prince George's County Planning Department
Countywide Planning Division**

**(301) 952-3650
www.mncppc.org**

February 25, 2015

MEMORANDUM

TO: Christine Osei, Planner Coordinator, Countywide Planning Division
VIA: Maria Martin, Supervisor, Countywide Planning Division
FROM: Jay Mangalvedhe, Senior Planner, Countywide Planning Division
SUBJECT: **MR-1417F Chesapeake Lighthouse Proposed Public Charter School**

Project Description

The proposed project property is located at 9822 Fallard Court, Upper Marlboro. The existing building is primarily a single story structure, and approximately 100,550 square feet, with a smaller second story of 7,200 square feet. Chesapeake Lighthouse Foundation is planning to purchase the building and will be the sole occupier.

The school will be a public charter school, fully funded by the Prince George's County Board of Education, and will accommodate both middle and high school grades. In the first phase, the school will initially enroll approximately 450 students from grades 6 through 9. At the end of the second phase, the school will serve grades 6 through 12, totaling approximately 800 students.

For middle and high school students, a recess period is not a requirement and is not included as part of the daily class schedule; therefore an outdoor play area was not provided for this location. Students will be provided with indoor facilities/gymnasium to meet the physical education requirement per the Board of Education requirements.

Interior Modifications:

The school will modify the interior to provide the necessary classroom space along with other support areas such as student and faculty restrooms, administrative offices, school nurse room, storage, interior gymnasium, cafeteria, and other school support service areas. The scope of work for construction will involve new partitions, doors, finishes, plumbing fixtures and connections, power and network distribution, and additional heating and cooling equipment.

Exterior Modifications:

Minor modifications will be made as needed to the existing paving in this area to ensure that the approach to the building entrance is ADA compliant.

There will be other egress only doors around the perimeter of the building to meet safety and building code requirements. Where necessary, an ADA compliant ramp or sidewalk will be constructed to allow egress from the building out to grade.

A security fence is being considered for the south side of the site to separate the school property from the adjacent tenant. The fence will be located to meet any set back restrictions for the property line, and will not prevent fire or any other response vehicle access to the building at any time.

The project is located in Councilmanic District 9 and is inside the Growth Boundary as classified in the 2014 *Approved Plan Prince George's 2035*. The proposed project can be accessed from Fallard Drive.

Evaluation of Existing Public Facilities

Police Facilities

The police services are provided by the Prince George's County Police Department, District V Station, located at 6707 Groveton Drive in Clinton, Maryland.

Fire and Emergency Medical Services Facilities

The proposed project is served by Forestville Fire/EMS Station 23; a first due response station, with a maximum of seven minutes travel time, is located at 8321 Old Marlboro Pike. The station is equipped with three engines, one ambulance and one tanker.

The 2008 *Approved Water and Sewer Plan* places this property in Water and Sewer Category 3, Community System.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department

(301) 952-3680

January 12, 2015

MEMORANDUM

TO: Fatimah Hasan, Planner Coordinator
Special Projects Section
Countywide Planning Division

VIA: Howard Berger, Planning Supervisor
Historic Preservation Section
Countywide Planning Division

FROM: Robert Krause, Planner Coordinator
Historic Preservation Section
Countywide Planning Division

SUBJECT: **Proposed Charter School at 9822 Fallard Court, Upper Marlboro, MD 20774**

Background

The proposed project is a public charter middle/high school to be housed on the property known as 9822 Fallard Court in Upper Marlboro, Maryland, 20772. The proposed public charter school is expected to accommodate grades 6-12 for a total projected enrollment of 850 students, and is slated to be permitted and operational by August 2015. Pursuant to the Land Use Article §20-301 through 305 of the Maryland Annotated Code, the Prince George's County Planning Board is tasked with the review and approval of public (including federal/state) buildings prior to a project being located, constructed, or authorized. In keeping with that requirement, the applicant is hereby requesting approval of its proposed public charter school on the property in accordance with the Adopted Uniform Standards for Mandatory Review Referral ("Uniform Standards") adopted by the Board on July 18, 2012.

The subject property is located north of Dowerhouse Road, east of Woodyard Road, and west of Pearl Harbor Road, with frontage on Fallard Court. Access to the property is via Fallard Court. The property is zoned I-1 (Light-Industrial) pursuant to the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*. The neighboring properties surrounding the site are also within the Light-Industrial (I-1) zones. The property is approximately 5.11 acres in size and it is already developed with a single-story structure consisting of 100,550 square feet, with a smaller second story of 7,200 square feet. The proposed charter school will occupy the entire building, with no other tenants. The applicant's proposal to convert the existing building on the property for use as a public charter school is permitted in the Light-Industrial (I-1) zone, and is consistent with the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*.

As the applicant is proposing to convert an existing, non-historic building to house the proposed public charter school, the majority of the site work to be performed would be to the interior of the building. The building that would house the proposed charter school is non-historic and is not subject to any easements held by The Maryland-National Capital Park and Planning Commission or the Maryland Historical Trust.

Historic Preservation

There are no Prince George's County Historic Sites, Historic Resources or documented properties in the vicinity of the proposed construction at 9822 Fallard Court in Upper Marlboro. This project will not impact any Prince George's County historic sites, or historic or archeological resources.

Archeology

There are no known archeological sites or resources that would be impacted by the proposed project. All identified archeological resources have been impacted by previous construction on the subject property. A Phase I archeological survey is not recommended in any of the proposed construction areas, as there are no identified archeological resources in any of the proposed areas of construction.

From: Schneider, Alwin
Sent: Tuesday, March 03, 2015 12:29 PM
To: Osei, Christine
Cc: Shoulars, Katina
Subject: MR--1417F/Chesapeake Lighthouse Proposed PC School - 9822 Fallard Road Court

Christine,

The Environmental Planning Section (EPS) has reviewed the above referenced application. The proposed development is to convert an existing warehouse structure into a middle and high school facility. No building or grading is proposed. The project qualifies for a Natural Resources Inventory Equivalency Letter (NRI-EL) which will be required for any county application for storm water concept review. The project also qualifies for an exemption from the Woodland and Wildlife habitat Conservation Ordinance because the site has less than 10,000 square feet of woodlands on-site. The exemption will be required to be submitted with any count grading permit application. No residential uses are proposed and the site contains no regulated environmental features. There are no other environmental issues. This email serves in lieu of a memorandum.

Chuck Schneider
Senior Planner

The Maryland -National Capital Park and Planning Commission
Prince George's County Planning Department
Environmental Planning Section

9400 Peppercorn Places, Suite 230
Largo, Md 20774
301-883-3240
Alwin.Schneider@ppd.mncppc.org

March 4, 2015

MEMORANDUM

TO: Christine Osei, Mandatory Referral Project Manager
Special Projects Section, Countywide Planning Division

VIA: Ruth Grover, Planner Coordinator, Urban Design Section

FROM: Jill Kosack, Senior Planner, Urban Design Section

SUBJECT: Mandatory Referral MR-1417F, Chesapeake Lighthouse Proposed Public Charter School

The Urban Design Section has reviewed materials provided in support of MR-1417F, Chesapeake Lighthouse Public Charter School, proposed to be within an existing, vacant 107,750 square foot building, located at 9822 Fallard Court in Upper Marlboro, Maryland. The subject property, measuring approximately 5.1 acres, is located on the west side of Fallard Court, approximately 1,090 feet northeast of its intersection with Fallard Drive. The subject property is also located approximately one-half mile east of Joint Base Andrews. The subject project is being reviewed pursuant to the Land Use Article §20-301 through 305 of the Maryland Annotated Code that requires the Planning Board to review public construction projects for all federal, state, county and municipal governments, and publicly and privately-owned utilities through the Mandatory Referral review process.

The subject project is in the I-1 (Light Industrial) Zone and bordered on all sides by land in the I-1 Zone. The property to the south is developed with a vehicle towing station; to the east is the public right-of-way of Fallard Court with an industrial warehouse building beyond; to the west is a vacant property; and to the north is a property developed with a large industrial warehouse building. The proposed school will occupy the entire existing industrial building, which is 26.5 feet high and one-story, except for a small area with a second floor at the eastern end of the building. The applicant proposes to enroll students in phases; with 450 students projected to be enrolled in grades 6 through 9 for the 2015-2016 school year. The applicant anticipates expanding the school to a total of 800 students in grades 6 through 12 year over a five-year period.

The Urban Design Section offers the following recommendations regarding the proposed project:

Location

1. The subject site does not propose any type of outdoor play area. Typically, staff would recommend an outdoor play area for all schools; however, the location of the site within the 75 dBA noise contour from JBA is problematic as no real mitigation measures could be provided to make the noise levels in the play area acceptable. The applicant indicated that there is no outdoor recess period requirement for Grades 6 -12 in the County public school system and that the renovated school building will include a full-size indoor gymnasium and an indoor turf soccer field.
2. The proximity to Joint Base Andrews (JBA) raises concerns about the impacts of high levels of noise on the students. The applicant provided a noise level reduction evaluation report, which should be evaluated by the Environmental Planning Section to determine if noise impacts from aircraft will be addressed adequately within the building.

3. The proximity to adjacent heavy industrial uses raises concerns about the impacts of environmental stressors, including dust, toxins, exhaust and litter, on the students. The Urban Design Section encourages the applicant to conduct a Phase I and Phase II environmental site assessment, including air and soil testing, for the property. Any Phase III investigations/remediation recommended by the Phase II should be completed prior to occupancy of the building by students.
4. Given the site's location on a dead-end road within an industrial park, sufficient site lighting should be provided for safe access during early morning and after-hours events. The Urban Design Section suggests the applicant provide a photometric plan showing sufficient lighting around the entire building and parking areas. Detail of the proposed lighting fixtures should be provided showing the use of full cut-off optics.

Access and Internal Circulation

5. The applicant presented a circulation plan for student pick-up and drop-off that shows cars entering off of Fallard Court at the southern access drive, proceeding along the southern and western building sides to the main student building entrance on the north side, and then exiting at the site's northern access drive off of Fallard Court. This plan would provide over 1,000 linear feet of queuing space on-site. Also, there is an additional vehicular access point to the school site from the adjacent property to the south that could contribute to vehicle conflicts, as well as security concerns. The applicant should demonstrate how this entrance will be addressed.
6. The applicant should consider eliminating excess pavement on-site to reduce impervious surface to improve internal circulation, and accommodate additional green area to enhance the visual appeal of the property.

Landscaping and Buffering

7. Additional landscaping (shade trees and evergreens) should be provided to screen and buffer the school from adjacent incompatible uses and roadways. New plant materials should consist of a variety of native species for minimal maintenance and maximum durability.
8. Proposed loading spaces and trash/recycling locations are shown on the north side of the building. The Urban Design Section would suggest the applicant design a way to screen these facilities from the public right-of-way and from site users.

Other

9. The applicant indicated that they do not intend to pursue Leadership in Energy and Environmental Design (LEED) certification, but that the building renovation will incorporate materials and fixtures that are environmentally-friendly. The applicant should consider seeking LEED certification to reduce the project's carbon footprint and provide an educational opportunity for students and the public.
10. The applicant indicated that the main student entrance will be by the cafeteria, which per the site plan is located in an area with a six-foot wide sidewalk, small retaining wall and parking spaces between it and the main drive aisle. This seems a less than ideal design for the main point of pedestrian traffic at the beginning and end of every school day. The Urban Design Section suggests that the applicant look to redesign this area to minimize pedestrian and vehicular conflicts by providing a clear, wide, designated pedestrian path from a drop-off area to the student entrance doors.
11. The submitted architectural plans indicate that the southern, western and northern elevations will be retrofitted to add storefront windows and some new metal and glass doors. However, the amount of interior light is still questionable. Additionally, with this being the only exterior building modification, the building will retain its plain utilitarian industrial appearance. The Urban Design Section suggests that the applicant explore other architectural enhancements, such as skylights, additional fenestration, replacing the existing metal paneling, and adding details such as enhanced trim to improve the amount of natural interior light and the appearance of the exterior building to be more in line with the proposed use.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Community Planning Division

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

301-952-3972

April 10, 2015

MEMORANDUM

TO: Christine Osei, Planner Coordinator, Special Projects Section, Countywide Planning Division

VIA: Steve Kaii-Ziegler, Planning Supervisor, Community Planning Division

FROM: Christina Pompa, Planner Coordinator, Community Planning Division

SUBJECT: **MR-1417F, Mandatory Referral for Chesapeake Lighthouse Public Charter School**

DETERMINATIONS

This application is consistent with the 2014 *Approved Plan Prince George's 2035* future land use category of Industrial/Employment.

This application is in conformance with the land use recommendations of the 2013 *Approved Subregion 6 Approved Master Plan and Sectional Map Amendment*.

This application is within the Joint Base Andrews Interim Land Use Control (ILUC) impact area.

BACKGROUND

Location: The property is located on the west side of Fallard Court in the Dower Employment Center.

Size: 5.111 acres

Existing Uses: Vacant warehouse

Proposal: The applicant proposes to convert the existing warehouse into a public charter school that will ultimately serve a total of 800 students in grades 6 through 12.

GENERAL PLAN, MASTER PLAN AND SMA

General Plan: The project area is designated as Industrial/Employment on the Generalized Future Land Use Map in the 2014 *Approved Plan Prince George's 2035*. According to the general plan, the intent of the Industrial/Employment category is as follows: manufacturing and industrial parks, warehouses and distribution. May include other employment such as office and service uses.

Master Plan: 2013 *Approved Subregion 6 Approved Master Plan and Sectional Map Amendment*

Planning Area/ Community:	Planning Area 77/Melwood
Land Use:	The project area is located in an area mapped “Industrial” in the 2013 <i>Approved Subregion 6 Approved Master Plan and Sectional Map Amendment</i> . According to the master plan, the intent of the Industrial category is as follows: manufacturing and industrial parks, warehouses and distribution. May include other employment such as office and service uses.
Environmental:	Per the 2005 <i>Approved Countywide Green Infrastructure Plan</i> there are no mapped green infrastructure categories on the subject property.
Historic Resources:	No historic resources have been identified on the subject property.
Transportation:	Vehicles will gain access to the site by taking Dower House Road to Fallard Drive to Fallard Court. Fallard Drive is shown in the 2009 <i>Approved Countywide Master Plan of Transportation</i> as an Industrial Road that should extend to the northwest to rejoin Dower House Road; however, the subject property is not a key property for the road extension.
Public Facilities:	A public charter school is proposed on the subject property.
Parks and Trails:	Planned walking and equestrian trails are shown north and east of Dower Employment Center and off the subject property. No parks or trails are proposed on the subject property.
Aviation/ILUC:	The property is located within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface D (Inner Horizontal Surface) establishing a height limit of 150 feet above the runway surface. The property is located within the 75-80 dBA aviation noise contours, which is a high intensity noise area as defined by Section 27-1804(a)(3) of the Prince George’s County Code. The property is not within an Accident Potential Zone.
SMA/Zoning:	The 2013 <i>Approved Subregion 6 Approved Master Plan and Sectional Map Amendment</i> maintained the zoning of the subject property as I-1 or Light Industrial.

PLANNING ISSUES

A public charter school is a public building or use, which is a permitted use in the I-1 zoning district. Based on the existing and permitted uses in the Dower Employment Center, staff is concerned that a public charter school is not compatible or well suited for the proposed property.

Sec. 27-1808(b)(3) of the Prince George’s County Code states that “new use and occupancy permits for non-residential uses which do not require new construction can be issued provided that the proposed use is listed in the Land Use Compatibility Guidelines as a compatible use. The use and occupancy permit site plan shall contain a note specifying that the property is located in a High Intensity Noise Area. Noise level reduction shall not be required to be incorporated into existing buildings.” A school is considered an incompatible use by the Land Use Compatibility Guidelines in the 2007 *Air Installation Compatible Use Study for Andrews Air Force Base*, and ordinarily would not be a permitted use. However, Sec. 27-1805(d)(5) of the Code exempts permits for any public facility or utility from this requirement. Though noise level reduction is not required, it should be considered due to the proposed site being in a high intensity noise area. Staff recommends construction renovations to the building for the proposed public charter school should be certified to 45 dBA or less by an acoustical engineer or qualified professional of competent expertise. The height of the existing building does not exceed the height limitation of Imaginary Surface D; which is 150 feet.