

November 26, 2013

D C Board of Zoning Adjustment
Office of Zoning
441 4th Street NW, Suite 210
Washington, DC 20001

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18676

EXHIBIT NO. 23

RECEIVED
J C OFFICE OF ZONING
2013 NOV 26 PM 1:30

Re **BZA Application No. 18676**
Application of Mundo Verde Public Charter School ("Applicant") on behalf
of the District of Columbia ("Owner") for Variance Relief for Property
Located at 44 P Street NW (Square 616, Lot 873) ("Property")

Dear Members of the Board

Pursuant to Section 3113.8 of the Zoning Regulations, the Applicant files its prehearing statement on the above referenced application.

On October 2, 2013, Mundo Verde Public Charter School ("Mundo Verde") filed an application for variance relief from the parking requirements in order to permit its adaptive reuse of the former J F Cook elementary school located at 44 P Street NW ("Property"). The application included a detailed statement that set forth the satisfaction of the burden of proof for the variance. This pre-hearing statement includes additional information in support of the application.

Since the filing of the initial application, the Applicant has presented the proposed plans for the school to multiple community groups, including the Bates Area Civic Association and the Hanover Area Civic Associations as well as ANC 5E, the D C Council, and the U S Commission of Fine Arts. All have supported Mundo Verde's requests.

- Attached as Exhibit A is a letter of support from the Bates Area Civic Association
- Attached as Exhibit B is legislation introduced by the Mayor approving the use of the Property by Mundo Verde
- Attached as Exhibit C is the concept approval from the U S Commission of Fine Arts

Board of Zoning Adjustment

The Applicant has also reached out to OP and DDOT regarding the Application. In response to DDOT's request, the Applicant produced a Parking Study, attached as Exhibit D, to evaluate the impact of the parking variance. The study concludes that the variance will not have an adverse impact on neighborhood parking, which has ample available parking for residents even during peak hours of occupancy.

Transportation Demand Management Measures for Staff

As discussed in the initial application, commitment to sustainability is a key aspect of the school's mission. (In recognition of this commitment, the school received the 2013 Mayor's Sustainability Award, and was the only school to receive such distinction. The school is also one of only 60 schools nationally to be recognized this year as a Green Ribbon School by the US Department of Education.) The school's staff take this commitment to heart. Currently less than 10% of the school's full-time staff (only 3 staff) regularly drive to the school. With the staff increase to 75, the school anticipates approximately 7-8 regular drivers. The proposed 17¹ parking spaces will adequately accommodate this demand.

The proposed school location is well served by public transit, with two Metro lines and a number of bus lines nearby. To ensure that the teachers and staff choose not to drive, the Applicant has agreed to undertake a number of demand management measures:

- The school includes bike racks and showers for staff that bike to work.
- The school is exploring the addition of Capital Bikeshare and carsharing locations near the site.
- The Applicant will prohibit teachers and staff from parking on neighborhood streets—including in the "school zone" proposed in front of the Property.
- The Applicant will continue to refrain from subsidizing or incentivizing parking for staff.
- The Applicant will continue to explicitly discuss sustainability in commuting patterns during the hiring process.
- The Applicant will add a sustainable transportation benefit in 2014-2015 for employees that use Metro, bus, or bike to work.

¹ As set forth in the initial application, the school will provide 11 zoning-compliant spaces but utilize stacked parking to accommodate an additional 6 spaces as needed.

-
- The Applicant will monitor staff parking patterns and if additional staff do drive and require parking, then the Applicant will secure additional off-street parking spaces

P Street Curb Lane and Student Dropoff Lane

Although not a zoning issue, the Applicant has also worked to address concerns regarding the curb lane in front of the school and related student drop-off and pick-up activity. In connection with the re-establishment of a school use at the Property, the Applicant expects that the District will re-establish limitations on curb parking in front of the school during school days. This zone is identified on the Site Plan attached as Exhibit E. The District regularly restricts parking in front of schools during school days in order to ensure emergency vehicles have access to the school. (The spaces become available for parking again on nights and weekends.) This action will affect approximately 13 parking spaces.

As set forth in the Parking Study, the affected parking spaces are currently unrestricted, meaning that they are available to any person for an unlimited amount of time. As noted in the parking study, because their use is unrestricted, they are used by out-of-state drivers rather than local residents. Therefore, their removal from the on-street parking supply will not impact the surrounding neighborhood. Furthermore, the limitation on their use will only remove the parking from the supply during school days. The supply will become available again after school hours and on weekends.

The Applicant proposes to use the parking lane for student drop-off and pickup. The school's families also take the commitment to sustainability to heart. At the school's current location, only 40% of families drive to the school. The Applicant expects that this commitment, along with additional measures, will collectively and significantly reduce the number of vehicles coming to the school.

- First, as shown on the plans attached as Exhibit E, much of the District is within a 30-minute trip by public transportation to the school, and virtually all of the school's families live within this transit zone. Accordingly, the school expects that approximately 40-60% of students (with their parents) will take public transportation, bike or walk to the school, as they do at the current location.
- Second, Mundo Verde tends to attract families with multiple children that attend the school. Shared trips by families account for a 25% reduction in the number of trips.

- Third, the school will establish a carpool incentive program to encourage families to carpool and further reduce trips. The Applicant anticipates that the carpool activity will reduce the number of trips by an additional 25%.
- Fourth, the school will run a series of vans to transport students from high-draw neighborhoods in Wards 1 and 4. Each van can accommodate the students from approximately 20 families and will further reduce the number of vehicular trips to the site.

The net result is that school anticipates that less than 100 vehicles per day will need to be used to drop off and pick up the projected 520 students. The proposed 13-space dropoff lane will be able to adequately accommodate this demand over the course of the morning and afternoon.

During the discussions with the surrounding community, some residents raised concerns that queuing for the drop-off lane could interfere with traffic during the commuter peak. The Applicant will monitor operations and, if needed to avoid queuing issues, stagger its start times to avoid conflict with the peak of commuter traffic.

In its resolution, ANC 5E notes that the Applicant agreed to “not take the street curb side parking on the unit block of P Street, N W.” To clarify, there was some concern that the school intended to “take” the curb lane and convert it to parking for teachers and staff. In response, the Applicant agreed to prohibit teachers and staff from parking on P Street, including in the proposed no parking school zone in front of the Property. The school did not proffer to maintain the existing street parking in front of the school. As authorized by District law (18 DCMR 2406.2) and typical for schools throughout the District, DDOT limits parking in front of school buildings in order to provide fire trucks and emergency vehicles with safe access to the school building when school is in session.

Alley Parking and Dropoff Lane

The Applicant has proposed four parking spaces located on the eastern portion of the Project, adjacent to the public alley. These parking spaces are located on private property; they will not be located in or interfere with vehicle circulation in the 15-foot wide public alley.

The Applicant initially proposed use of these parking spaces as a secondary area for student drop-off activity to alleviate some of the demand for use of the primary P Street curb lane. Vehicles would pull into the parking area – out of the public alley – to temporarily park and drop off children. Cars that are stopped to unload children would not obstruct traffic that is passing through the alley.

In the past couple of weeks, some residents in the surrounding community have raised concerns regarding the impact of this drop-off activity on the use of the alley by trash and service trucks as well as other vehicles. Based on these discussions, the Applicant has agreed to discontinue plans to use the alley for drop-off activity when the school opens in Fall 2014. As conditions continue to evolve in the neighborhood, the Applicant may revisit limited use of these spaces for temporary student drop-off or pick-up in the future, but only after discussing plans with DDOT, the ANC, community groups, and immediately affected neighbors along the alley and monitoring such activity to avoid adverse impacts on the surrounding transportation network.

Conclusion

For the reasons set forth in the initial application and in this statement, the application satisfies the burden of proof for approval of the requested variance relief. The Applicant has and will continue to work with neighborhood stakeholders to ensure that the proposed school will contribute positively to the revitalization of the neighborhood and avoid adverse impacts on traffic and parking conditions.

Sincerely,



David Avitabile

Enclosures

DA DA

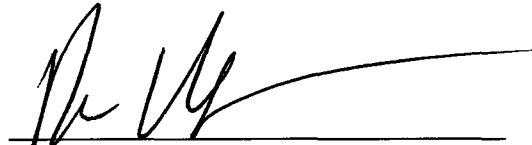
CERTIFICATE OF SERVICE

I hereby certify that on November 26, 2013 a copy of this letter and exhibits was delivered by hand or electronic mail to the following

Elisa Vitale
D C Office of Planning
1100 4th Street SW, 6th Floor
Washington, DC 20024

Fleming El-Amin
District Department of Transportation
55 M Street, SE, 5th Floor
Washington, DC 20024

ANC 5E
c/o Joyce Robinson-Paul, ANC 5E05
16 N Street, NW
Washington, DC 20001



David Avitabile

A

Bates Area Civic Association, Inc.
89 P St NW
Washington, DC 20001
Telephone (202) 483-1446

November 18, 2013

Kristin Scotchmer
Executive Director
Mundo Verde Bilingual PCS
3220 16th Street NW
Washington, DC 20010

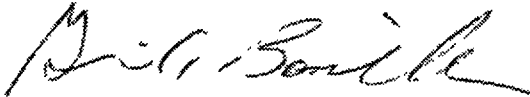
Re : Parking Variance at J.F. Cook School

The Bates Area Civic Association, Inc. during its scheduled Monday, November 2, 2013 voted to support the parking variance at the J.F. Cook School to be occupied by Mundo Verde Charter School. The Bates Area Civic Association, Inc. which is located in SMD 5E05 and represents the residents on the north side of the Unit Block of P St NW, overwhelmingly voted to support Mundo Verde Charter School.

Residents of the Bates Area Civic Association applaud Mundo Verde's approach to preserving green space, reduce water run off, improve the quality of life in our neighborhood and its efforts to reduce vehicular traffic, emissions and encourage public transportation.

The Bates Area Civic Association is hereby in full support of the disposition of the J.F. Cook School to Mundo Verde Charter School and it's ecological approach to urban development.

Regards,



Geovani A. Bonilla, President
Bates Area Civic Association, Inc.





VINCENT C. GRAY
MAYOR

OCT - 8 2012

The Honorable Phil Mendelson
Chairman
Council of the District of Columbia
1350 Pennsylvania Avenue, NW, Suite 504
Washington, DC 20004

Dear Chairman Mendelson:

Enclosed for consideration and approval by the Council, pursuant to authority conferred by D.C. Official Code §10-801, is the *Cook School Surplus Declaration Resolution of 2013*. The Resolution authorizes the Department of General Services to enter into a ground lease for real estate located at 30 P Street, NW in Washington, D.C., most commonly known as the John F. Cook School, and more specifically designated for tax and assessment purposes as Lot 873 in Square 616 (the "Property").

The Property is located in Ward 5 in the Shaw neighborhood in NW DC. The land area of the Property is estimated to be 42,395 square feet and is improved with a building consisting of approximately 36,336 square feet of gross building area.

The Property is a public school building that has not been used by DCPS since 2008. The Department of General Services issued a competitive Request for Offers ("RFO") on March 30, 2012 and September 24, 2012. The purpose of the RFO was to attract a charter school to operate the former Cook School for educational and related youth services. The selection criteria required that the Property be rehabilitated and used for the operation of a charter school and other related uses.

Mundo Verde Public Charter School ("Mundo Verde"), a new parent-started charter school in the District, was selected as the tenant for the Property. Mundo Verde intends to redevelop the Property to serve approximately 500 Pre-K 3 – fifth graders. The school plans to start construction in 2013 to begin housing students in school year 2014/2015.

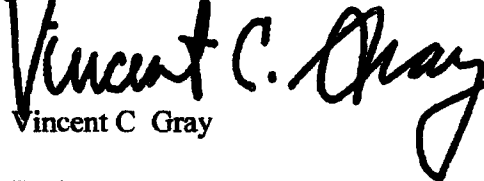
Mundo Verde is a unique early education charter school with a Spanish immersion curriculum. Mundo Verde's educational program is based on two educational models that have resulted in strong student academic performance and in closing the achievement gap: dual language immersion and expeditionary learning. All Mundo Verde students

learn to speak, read and write in English and Spanish. The Mundo Verde immersive language program starts at age 3, when children learn languages easily.

The school is in high demand and has exceeded all seven of the seven Public Charter School Board accountability plan targets. Last year there were 700 students on the Mundo Verde waiting list and 90% of the current families re-enrolled for the next academic year. Mundo Verde is currently in temporary space that only allows 267 students which is far below the demand for this school. With approval of this disposition, Mundo Verde will be able to serve 500 students at the Property.

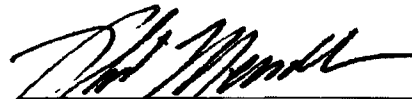
I urge the Council to take prompt and favorable action on this proposed resolution. If you have any questions, please contact Brian Hanlon, Director of DGS, at (202) 727-2800.

Sincerely,

A handwritten signature in black ink that reads "Vincent C. Gray". The signature is written in a cursive, flowing style. The first name "Vincent" is written in a larger, more prominent script, followed by "C." and then "Gray". The signature is positioned to the right of the typed name "Vincent C Gray".

Vincent C Gray

Enclosure



Chairman Phil Mendelson
at the request of the Mayor

A PROPOSED RESOLUTION

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

Chairman Phil Mendelson at the request of the Mayor, introduced the following resolution, which was referred to the Committee on _____

To declare as no longer required for public purposes the District-owned real property located at 30 P Street, N.W , also known as 44 P Street, N W , most commonly known as the J F Cook School, and more specifically designated for tax and assessment purposes as Square 616, Lot 873.

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this resolution may be cited as the "J.F. Cook School Surplus Declaration Resolution of 2013"

Sec. 2. Findings

(a) The District is the owner of the real property located at 30 P Street, N W , most commonly known as the J F Cook School, and more specifically designated for tax and assessment purposes as Square 616, Lot 873 ("Property") The Property is comprised of a building, containing approximately 36,336 square feet situated on approximately 42,395 square feet of land.

(b) The Property is no longer required for public purposes because the Property, in its current condition, necessitates cost-prohibitive renovations to adaptively re-use the

36 Property for a District agency or other public use in a cost-effective manner on a long-
37 term basis. The maintenance required to preserve the building in its current state will
38 continue to increase and eventually overburden the District's facilities management and
39 maintenance capacity. Declaring that the Property is no longer required for public
40 purposes and disposing of it under a long-term ground lease or other method is the most
41 expedient and cost-effective solution to reactivate the Property, provide public benefits
42 such as a charter school, allow the District to retain long-term fee-simple ownership of
43 the Property, and provide the citizens of the District of Columbia with outstanding
44 educational services.

45 (c) The District has satisfied the public hearing requirements of section 1(a-1)(4)
46 of an Act Authorizing the sale of certain real estate in the District of Columbia no longer
47 required for public purposes, approved August 5, 1939 (53 Stat. 1211, D.C. Official Code
48 §10-801(a-1)(4)) ("Act"), by holding a public hearing on January 12, 2012.

49 Sec 3 Pursuant to section 1(a-1) of the Act (D.C. Official Code § 10-801(a-1)),
50 the Council finds that the Property is no longer required for public purposes

51 Sec 4. Transmittal.

52 The Secretary to the Council shall transmit a copy of this resolution, upon its
53 adoption, to the Office of the Mayor, the Department of General Services, and the Office
54 of the Chief Financial Officer.

55 Sec 5. Fiscal impact statement.

56 The Council adopts the fiscal impact statement in the committee report as the
57 fiscal impact statement required by section 602(c)(3) of the District of Columbia Home

58 Rule Act, approved December 24, 1973 (87 Stat. 813; D C Official Code § 1

59 206.02(c)(3))

60 Sec 6. Effective date.

61 This resolution shall take effect immediately.

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF GENERAL SERVICES**



SURPLUS ANALYSIS

Project Name:	The J F Cook School
Property Description:	30 P Street, NW in Washington, D.C., known for tax and assessment purposes as Lot 873 in Square 616 (the “Property”)
Size of Property:	Land Area – 42,395 square feet (approximately 4.4 acres) Building Area – 36,336 square feet
Assessed Value:	\$23,881,020 (2014 proposed land & improvements)
Zoning of Property:	R-4
Ward:	5

- History of the Property:** description of the Property (including approximate square footage, description of any structure/improvements on the Property and whether such structure/improvements are historically landmarked, and any available parking on and off the Property), how and when the District acquired the Property; the terms of the acquisition; a description of the Property’s former and current use; and, if the Property includes improvements and is currently being used, whether the improvements are occupied.

The Property legally identified for taxation purposes as Lot 873 in Square 616, also known as the J.F. Cook School (the “Property”). The Property is a closed DC public school. The Property is comprised of an educational building and the land beneath. The Property is improved with a three-story and partial basement/one-story brick school building containing approximately 36,336 square feet of Gross Building Area. According to public records, the Property contains 42,395 square feet of land area.

The Property previously housed a DC Public School (“DCPS”) public school. In 2008, the District closed the school due to low enrollment

The Property is accessible by several bus lines including. 92, 90, 96, P6 and the Red line Metro at New York Avenue Station, which is less than half of a mile away.

- Describe the surrounding neighborhood, including the following information: What does the neighborhood offer in terms of housing, shopping, recreation, and commercial space?**

The subject property is located in the east sector of the Shaw neighborhood of “in-city” Northwest Washington, District of Columbia. The general boundaries of the Shaw are

broadly construed to be the “M” Street on the south, North Capitol Street on the east, Sixteenth Street on the west; and Florida Avenue on its northern boundary. The Shaw neighborhood has experienced an accelerated rate of rejuvenation/restoration during the past several years with the most visible evidence of rejuvenation concentrated in the western sector (west of 13th Street) and the northern sector (along “U” Street) The neighborhood is experiencing similar redevelopment activity (at a less pronounced pace) in the 9th, 10th, 11th and “M”, “N” and “O” Street areas The MM Washington School which is adjacent to the Property has been redeveloped into a senior affordable housing apartment complex. The MM Washington Units will begin delivery in Fall 2013

In summary, the Shaw neighborhood may best be described as a transitional area, which has experienced significant revitalization over the past 5-10 years. The revitalization effort is more pronounced along the 14th & “U” Street corridor, however, a clear eastward development trend is evident throughout the Shaw neighborhood The neighborhood is favored by a good transportation network served by the Green Line of the Metro Rapid Rail Transit System with public bus service available along the 7th, 9th, 11th 13th, 14th and “U” Street corridors. The recent rezoning of the northwestern section of Shaw, as part of the Uptown Arts Overlay District, is designed to encourage more residential, commercial and cultural/recreational

3. No Necessary District Use. D C Code § 10-801(a-1)(2)(A)

a. Please describe allowable future uses for the Property.

The Property is located within the boundaries of the R-4 zoning district, a zoning classification wherein the predominant land use is low density apartment house development or single family row townhouse development

Attendant land uses within the R-4 zoning category (as a matter of right), include child development centers, rooming houses or boarding houses, hospitals, clinics/sanitariums, schools private clubs, lodges, and museums or art galleries Alternate land uses within the R-4 zoning category pursuant to approval by the Board of Zoning Adjustment include temporary community service centers, rehabilitation and substance abusers’ homes and usage by non-profit organizations. Commercial development is not permitted in the R-4 zoning district. Note, the Property was constructed prior to May 12, 1958, prior to the enactment of the local zoning ordinances and is considered to be a legal non-conforming usage

b. How were other District facility needs considered? Please explain if the Property has any viable District use or why the Property has no viable use by the District, including the process for making the determination not to implement the viable District use or that the Property has no viable use by the District.

The District has not used the Property as a traditional DCPS school since prior to its closure in 2008. Subsequently, in September 2008 the then Office of Property Management released a solicitation for the reuse of the Property. The Latin American Youth Center and Youthbuild PCS were selected for the Property in May 2009. After community concerns, the DC Council required LAYC and Youthbuild to amend their offer. LAYC and Youthbuild sought an additional partner to complete the renovation of the Property, however a suitable partner was not found. DGS later released a solicitation for reuse of the Property on March 30, 2012 and September 24, 2012 Mundo Verde was selected as the awardee of the 2012 Request for Offers.

The Property has been vacant since 2008. DGS and DMPED both explored the building for potential reuse and it is not suitable for District office space. According to the Department of General Services (“DGS”) Construction Division internal reports, it would require an estimated \$11 million dollars to renovate the facility. This does not take into consideration the additional cost to retrofit the building into office space. Such a cost exceeds the current budget for office space. Moreover, there is no identified District agency use for the Property. Also, given the DCPS lack of interest in reusing the Property it is unlikely that the District would incur the cost to renovate a vacant school building.

4. Why determination that the real property is no longer required for public purposes is in the best interest of the District. DC Code § 10-801(a-1)(2)(B).

The proposed disposition assures that the Property will continue to serve the public purpose of providing educational services to Ward 5

a. Please describe most viable and reasonable future use(s) for the Property.

The most viable use for the Property is a ground lease to a charter school.

The Property has been vacant for approximately six years. DCPS closed the doors to the Property due to low enrollment. Since that time both DGS and the Deputy Mayor for Planning and Economic Development have had solicitations for reuse of the Property. Only the DGS solicitation resulted in a viable option. Additionally, the Office of Planning is supportive of the reuse of the Property by a charter school. A charter school tenant is included in the small area plan for the Property.

Additionally, Mundo Verde will redevelop the site without District funds, while simultaneously adhering to all Green Building, First Source and CBE requirements.

b. Please describe what potential uses of the Property would be in the best interest of the District (economic, social, educational, provision of affordable housing potential).

DGS proposes a ground lease of the Property to Mundo Verde as the most viable option for the Property. This ground lease will benefit parents and students of Ward 5.

Mundo Verde is a unique early education charter school that blends a Spanish immersion curriculum with environmental awareness. The education program at Mundo Verde teaches sustainability through project-based learning. All Mundo Verde students learn to speak, read and write in English and Spanish.

Students at Mundo Verde spend half their time learning in English and half in Spanish. Reading and writing in both languages is integrated into all projects and across all subject matters. Mundo Verde students develop a love of reading and writing through exposure to the wonders and pleasures of literature and through positive, authentic experiences as readers and writers. Additionally, at Mundo Verde, environmental sustainability is integrated into all aspects of the school's curriculum and operations. Mundo Verde students learn that natural, social and economic systems are linked and interdependent.

In addition to providing much needed educational services, the proposed ground lease is also the most economically beneficial to the District. This ground lease will allow the District to transfer all maintenance, repair and capital improvement costs associated with the Property to Mundo Verde. The proposed lease will also allow the District to defray the cost of renovating the Property. Mundo Verde will redevelop and redesign the Property to a state of the art LEED certified facility. The existing budget for the renovation of the Property is an estimated \$14 million dollars; an amount that far exceeds the District's budget for such a site given there is no District use for the building.

DGS however acknowledges that Mundo Verde is a new school which opened in 2011-2012. Although it has achieved academic success since opening, Mundo Verde has not completed a project of this magnitude in the past. Mundo Verde has, however, assembled a robust development team. The project team consists of the Charter School Development Corporation, Ten Square, LLC, MCN Build, and Studio Twenty Seven Architecture, PLLC. All entities have completed similar charter school projects in the District in the past. Thus DGS and the Deputy Mayor for Education believe the project team assembled for the proposed renovation has the proven capacity to bring this project to fruition. All partners of the team have successfully completed previous charter school projects. This strong team was a critical factor in awarding the Property to Mundo Verde. Given that Mundo Verde is a new charter school that is in existence for less than five years the District ensures that the project team assembled is essential.

Because of its lack of experience of Mundo Verde, the term of the lease is thirty years, without any additional option period. DC Code § 38-1802.09 requires that any option period on a ground lease such as this one be at a minimum of twenty-five (25). Although DGS is certain that Mundo Verde has displayed a strong educational program, its proposal does not warrant a fifty year ground lease. The proposed thirty (30) year term gives Mundo Verde ample time to secure financing, grow its educational program and address its space needs. At the same time, the proposed lease does not restrict the use of a District asset for the next 50 years.

5. Public Outreach and Comment. DC Code § 10-801(a-1)(2)(C).

- a. What specific outreach was done to solicit community input on the proposed surplus and disposing of the Property, including any outreach conducted in addition to the public hearing required under DC Code § 10-801(a-1)(2)(C)?*

In addition to the Request for Proposals to solicit offers for the reuse of the Property, the District by and through the Department of General Services, held a public hearing on the surplus designation of the Property. The District received suggestions for the reuse of the Property. Those suggestions were included within the RFO and consideration was given for proposals that included a community use. The results of both the hearing and the testimony received are below.

1. There was one request to retain the property for a future school or community use.
2. The community felt strongly that there should not be a “social service” use in at the Property.
3. There were differing opinions about a charter school use. Some community members were against the use as a charter school, while others were for it.
4. The community had the following ideas for use of the Property:
 - a. Business incubator space;
 - b. Arts space/ studio,
 - c. Community facility, open to the public with educational programs;
 - d. Regulation Playing fields (Baseball/Lacrosse/Soccer/Field Hockey), and
 - e. Mixed use development which includes affordable housing.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Office of the Attorney General

Legal Counsel Division



MEMORANDUM

TO Lolita S. Alston
Director
Office of Legislative Support

FROM: Janet M. Robins
Deputy Attorney General
Legal Counsel Division

DATE: September 27, 2013

SUBJECT: Legal Sufficiency Review of Executive Draft Resolutions to Approve JF Cook
School Surplus Property Disposition
(AE-13-740)

This is to Certify that this Office has reviewed the above-referenced executive draft resolutions and found them to be legally sufficient. If you have any questions in this regard, please do not hesitate to call me at 724-5524.

A handwritten signature in cursive script, appearing to read "JMR/c. Parker", is written over a horizontal line.

Janet M. Robins



VINCENT C. GRAY
MAYOR

11 - 8 2012

The Honorable Phil Mendelson
Chairman
Council of the District of Columbia
1350 Pennsylvania Avenue, NW, Suite 504
Washington, DC 20004

Dear Chairman Mendelson:

Enclosed for consideration and approval by the Council, pursuant to authority conferred by D C Official Code §10-801, is the *Cook School Disposition Approval Resolution of 2013*. The Resolution authorizes the Department of General Services to enter into a ground lease for real estate located at 30 P Street, NW in Washington, D.C., most commonly known as the John F. Cook School, and more specifically designated for tax and assessment purposes as Lot 873 in Square 616 (the "Property")

The Property is located in Ward 5 in the Shaw neighborhood in NW DC. The land area of the Property is estimated to be 42,395 square feet and is improved with a building consisting of approximately 36,336 square feet of gross building area

The Property is a public school building that has not been used by DCPS since 2008. The Department of General Services issued a competitive Request for Offers ("RFO") on March 30, 2012 and September 24, 2012. The purpose of the RFO was to attract a charter school to operate the former Cook School for educational and related youth services. The selection criteria required that the Property be rehabilitated and used for the operation of a charter school and other related uses

Mundo Verde Public Charter School ("Mundo Verde"), a new parent-started charter school in the District, was selected as the tenant for the Property. Mundo Verde intends to redevelop the Property to serve approximately 500 Pre-K 3 – fifth graders. The school plans to start construction in 2013 to begin housing students in school year 2014/2015.

Mundo Verde is a unique early education charter school with a Spanish immersion curriculum. Mundo Verde's educational program is based on two educational models that have resulted in strong student academic performance and in closing the achievement gap: dual language immersion and expeditionary learning. All Mundo Verde students

learn to speak, read and write in English and Spanish. The Mundo Verde immersive language program starts at age 3, when children learn languages easily

The school is in high demand and has exceeded all seven of the seven Public Charter School Board accountability plan targets. Last year there were 700 students on the Mundo Verde waiting list and 90% of the current families re-enrolled for the next academic year. Mundo Verde is currently in temporary space that only allows 267 students which is far below the demand for this school. With approval of this disposition, Mundo Verde will be able to serve 500 students at the Property.

I urge the Council to take prompt and favorable action on this proposed resolution. If you have any questions, please contact Brian Hanlon, Director of DGS, at (202) 727-2800.

Sincerely,


Vincent C. Gray

Enclosure


Chairman Phil Mendelson
at the request of the Mayor

A PROPOSED RESOLUTION

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

Chairman Phil Mendelson, at the request of the Mayor, introduced the following resolution, which was referred to the Committee on _____.

To approve the disposition of District-owned real property located at 30 P Street, N.W , also known as 44 P Street N.W , most commonly known as the J.F. Cook School, and more specifically designated for tax and assessment purposes as Square 616, Lot 873

RESOLVED, BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That
this resolution may be cited as the “J F Cook School Disposition Approval Resolution of 2013”

Sec. 2 Definitions

For the purposes of this resolution, the term:

(1) “CBE Agreement” means an agreement with the District governing certain obligations of the Lessee or the developer of the Property under the Small, Local, and Disadvantaged Business Enterprise Development and Assistance Act of 2005, effective October 20, 2005 (D C Law 16-33; D C Official Code § 2-218 01 *et seq*) (“CBE Act”), including the equity and development participation requirements set forth in section 2349a of the CBE Act (D.C. Official Code § 2-218.49a).

36 (2) “Certified business enterprise” means a business enterprise or joint
37 venture certified pursuant to the CBE Act

38 (3) “First Source Agreement” means an agreement with the District
39 governing certain obligations of the Lessee or any developer of the Property pursuant to
40 section 4 of the First Source Employment Agreement Act of 1984, effective June 29,
41 1984 (D.C. Law 5-93, D.C. Official Code § 2-219 03), and Mayor’s Order 83-265, dated
42 November 9, 1983, regarding job creation and employment generated as a result of the
43 construction on the Property.

44 (4) “Lessee” means Mundo Verde, Public Charter School, a non-profit
45 District of Columbia corporation or its successor.

46 (5) “Property” means the real property located at 30 P Street, N W.,
47 most commonly known as the J F Cook School, and more specifically designated for tax
48 and assessment purposes as Square 616, Lot 873

49 Sec 3 Approval of disposition

50 (a) Pursuant to section 1(b) and (b-1) of an Act Authorizing the sale of certain
51 real estate in the District of Columbia no longer required for public purposes, approved
52 August 5, 1939 (53 Stat. 1211, D C Official Code §10-801(b) and (b-1)) (“Act”), the
53 Mayor transmitted to the Council a request for the Council to authorize a lease of the
54 Property to the Lessee.

55 (b) The proposed disposition would occur through a negotiated ground lease
56 of greater than 20 years to the Lessee, whose primary address is 707 Edgewood Street,
57 N.E., Washington, DC 20017

58 (c) The Lessee was chosen as the successful respondent to a competitive
59 solicitation issued by the District on September 24, 2012

60 (d) The proposed disposition is expected to include the following terms and
61 conditions, in addition to such other terms and conditions as the Mayor deems necessary
62 or appropriate

63 (1) The Lessee shall redevelop the Property in accordance with plans
64 approved by the District and shall use the Property primarily as a charter school and
65 educational facility

66 (2) The Lessee shall enter into a CBE Agreement with the District.
67 The CBE Agreement will require the Lessee to contract with certified business
68 enterprises for at least 35% of the contract dollar volume of the redevelopment of the
69 Property, if any, and if possible, shall require at least 20% equity and development
70 participation of certified business enterprises.

71 (3) The Lessee will enter into a First Source Agreement with the
72 District

73 (e) The Council finds that the Property is not required for public purposes.

74 (f) The Council finds that the Mayor's analysis of economic and other policy
75 factors supporting the disposition of the Property justifies the lease proposed by the
76 Mayor

77 (g) All documents submitted with this resolution shall be consistent with the
78 executed term sheet transmitted to the Council pursuant to section 1(b-1)(2) of the Act
79 (D.C. Official Code §10-801 (b-1)(2)).

80 (h) The Council approves the disposition of the Property.

81 Sec. 4. Transmittal.

82 The Secretary to the Council shall transmit a copy of this resolution, upon its
83 adoption, to the Office of the Mayor, the Department of General Services, and the Office
84 of the Chief Financial Officer

85 Sec. 5. Fiscal impact statement.

86 The Council adopts the fiscal impact statement in the committee report as the
87 fiscal impact statement required by section 602(c)(3) of the District of Columbia Home
88 Rule Act, approved December 24, 1973 (87 Stat 813, D C. Official Code § 1-
89 206 02(c)(3)).

90 Sec 6. Effective date

91 This resolution shall take effect immediately

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF GENERAL SERVICES**



ANALYSIS OF ECONOMIC FACTORS

Project Name:	The J.F. Cook School
Property Description:	30 P Street, NW in Washington, D.C., known for tax and assessment purposes as Lot 873 in Square 616 (the "Property")
Size of Property:	Land Area – 42,395 square feet (approximately 4 4 acres) Building Area – 36,336 square feet
Assessed Value:	\$23,881,020 (2014 proposed land & improvements)
Zoning of Property:	R-4
Ward:	5

Introduction

This analysis of economic factors is hereby submitted to the Council for the District of Columbia for the proposed disposition of the J.F. Cook School, located at 30 P Street, NW and known for tax and assessment purposes as Lot 873 in Square 616 (the "Property") to Mundo Verde, Public Charter School ("Mundo Verde").

The Property legally identified for taxation purposes as Lot 873 in Square 616 contains 42,395 square feet or approximately 97 acres of land area. The Property is improved with a three-story and partial basement, free standing, brick educational facility known as the "John F. Cook School" The building is a brick and reinforced concrete construction and has a flat-metal asphalt roof, with aluminum galvanized gutters and downspouts. There are thru-window air conditioning units in each classroom Security is provided by high-intensity security lights located along the roof perimeter on each side of the building. The Property comprises a Gross Building Area of approximately 36,336 square feet The basement is unfinished and houses the mechanical equipment

The Property has not been used by DC Public Schools ("DCPS") since 2008 Subsequently, in September 2008 the then Office of Property Management released a solicitation for the reuse of the Property. The Latin American Youth Center and Youthbuild Public Charter School were awarded the Property in May 2009. After community concerns, the DC Council required LAYC and Youthbuild to amend their offer by adding a partner to the offer. LAYC and Youthbuild sought an additional partner to complete the offer for the Property, however a suitable partner was not found. The Department of General Services ("DGS") later released a Request for Offers ("RFO") for reuse of the Property on March 30, 2012 and September 24, 2012. Mundo

Verde was selected as the awardee of the September 24, 2012 RFO. The RFO invited all eligible applicants (defined as any approved public charter school or a public charter school whose petition to establish a public charter school that has been conditionally approved) to submit proposals for the reuse of the Property. The selection criteria emphasized project vision, school performance and financial capacity. The selection process consisted of a panel that included the Deputy Mayor for Education (“DME”), the Office of Planning (“OP”) and DGS Portfolio and Construction Divisions. Mundo Verde presented a unique educational offer that is in high demand with a waiting list of approximately seven hundred (700) children. Additionally, the project team assembled by Mundo Verde has brought projects of this magnitude to fruition in the past. Given these factors and the goal to reopen a vacant District asset, DGS awarded the Property to Mundo Verde.

Mundo Verde (the “**Proposed Lessee**”) intends to redevelop the Property to serve approximately five hundred (500) Pre-K 3 – fifth graders. If approved, the Proposed Lessee will start construction in 2013 to begin housing students in school year 14/15.

For the reasons outlined below, DGS is proposing to ground lease the Property to the Proposed Lessee.

Method of Disposition

The method of disposition of the Property to the Proposed Lessee directly aligns with the D.C. Official Code § 38-1802.09 (2012 Repl.) (commonly referred to as the Landrieu Act). The proposed disposition is a ground lease for a term of thirty (30) years at a rate of fair market value as determined by appraisal. The annual base rent of the proposed lease shall be \$415,000 (four hundred and fifteen thousand dollars) per annum with an annual increase of two percent (2%).

The Proposed Lessee will redevelop the Property at its sole expense. The current estimate for restoration is \$14 million dollars including hard and soft construction costs. DGS will not contribute any funds towards the renovation of the Property. The Proposed Lessee shall however be entitled to twelve (12) consecutive calendar months of rent abatement for each one million dollars (\$1,000,000) incurred for approved capital improvements at the Property. This method of disposition arises out of the terms negotiated between DGS and the Proposed Lessee.

The proposed ground lease also requires the Proposed Lessee to execute and deliver to the District a First Source Agreement with the Department of Employment Services and a CBE Agreement with the Department of Small, Local and Disadvantaged Business Enterprise. The Proposed Lessee agrees to be bound by and perform in all material respects in accordance with such First Source Agreement and CBE Agreement.

Economic and Social Benefits to be Realized through Disposition

The decision to execute a new ground lease of the Property to the Proposed Lessee was predicated on several criteria, including (1) the school is surplus to the District that has

gone through several rounds of solicitations without success (2) the ground lease allows the District to restrict the use of the Property to educational purposes; and (3) the Proposed Lessee offers a unique charter school that is in high demand in Ward 5

Surplus Designation

Several economic factors weighed heavily in the decision to proceed with the disposition of the Property. The first economic factor is that the school is surplus to the District. The District has not used the Property as a District of Columbia traditional public school since prior to 2008. Additionally, the Property has been offered to the public through several solicitations without success. The Property is vacant and will likely remain vacant without this award.

The building design reflects construction features and functional obsolescence of its era, i.e. expansive load bearing walls, 13-foot high ceilings, expansive wide corridors, and dual 20 foot wide stairwells. According to public records, the building was constructed circa 1930. The Property is structurally sound reflecting a reinforced concrete superstructure, it is however badly in need of renovation and repair. The Property has extensive physical depreciation and inherent functional obsolescence. The facility has experienced substantial interior deterioration. There is peeling plaster, broken doors and windows throughout the Property. The bathroom equipment is obsolete and needs replacement. The electrical, plumbing and mechanical systems also require replacement/modernization for long term usage.

Internal DGS Construction estimates the cost to repair the Property to be at least \$14 million dollars. This does not include the cost to retrofit the building for an agency use. This cost would just bring the Property to usable state. DGS does not have the budget for such an undertaking; leaving the Property vacant longer.

DGS held a surplus hearing. There was mixed community support for reopening the Property. Many attendees were interested in a private economic development at the site. There was also strong opposition to any "social service" use at the property.

Ideal Method of Disposition

The second economic factor is that a long-term ground lease is the most beneficial method of disposition for the District because 1) it allows the District to retain ownership of the Property while shifting the cost for maintenance, operations and capital repairs to the Proposed Lessee; and 2) it permits the District to impose restrictions on use and development and most expeditiously regain possession of the Property in the event of non-compliance. Other disposition methods, including transferring title, would not provide these benefits because the District would not retain any legal interest in the Property. The ground lease will also ensure the continued use of the Property for the intended educational purpose. The lease will result in the renovation of an asset and a continuous rent payment to the District. DGS has selected this method of disposition over a conveyance of the ownership of the property or any other disposition method because it

allows the District to retain ownership of this valuable District asset and easily recapture the property if the Proposed Lessee does not comply with the terms of the Lease.

DGS proposes a term of 30 years in this transaction. Although the Proposed Lessee is a strong charter school, there is nothing in that warrants a longer lease term. The proposed 30 years is sufficient to provide the charter with enough term to secure financing but it does not restrict a District asset for 50 years to a brand new institution. Additionally, the lease will include strong termination rights for the District to reclaim the Property should the school fail.

Defray Maintenance Cost

The third economic factor is the defrayed maintenance cost to the District. The proposed lease transaction will require the Proposed Lessee to pay the costs of repair, maintain and upkeep of the Property.

Create LEED Certified Facility

The fourth economic factor is the benefit the District will receive in the renovated facility. A lease to a third party will allow the District to restore the property for an educational purpose, while diverting the cost of such restoration to the proposed tenant. The Proposed Lessee anticipates spending roughly \$14 million dollars to renovate the Property into a state of the art LEED for schools certified facility. The proposed renovation includes: completely remodeled classrooms and labs, and improved green space. The design will also allow for use of the fields and multipurpose area by the community. Mundo Verde proposed a 8,000 square feet addition to the sight as well as increasing the green space at the Property. This renovation will require no District funding, which is a clear savings to the District. Through the proposed transaction the District will avoid blight and gain a LEED certified building that serves students, parents and the Ward 5 community without any additional cost.

The proposed project team includes. TenSquare, Studio Twenty Seven for architectural and design services and MCN Build as the general contractor. This team has previously completed successful charter school projects. MCN Build projects' include renovations of the Taft, Benning Road, Draper and Birney schools. Studio Twenty Seven also worked on multiple school projects and received the 2009 award for DC AIA Excellence in Design for its design of the KIPP DC campus on Benning Road, SE.

High-Demand Educational Option

Mundo Verde is a new parent-started charter school in the District. Mundo Verde is a unique early education charter school that blends a Spanish immersion curriculum with environmental awareness. The education program at Mundo Verde teaches sustainability through project-based learning. Mundo Verde's educational program is based on two educational models that have resulted in strong student academic performance and in closing the achievement gap: dual language immersion and expeditionary learning. All Mundo Verde students learn to speak, read and write in English and Spanish. The Mundo

Verde immersive language program starts at age 3, when children learn languages easily, and continues through 8th grade

Students at Mundo Verde spend half their time learning in English and half in Spanish. Reading and writing in both languages is integrated into all projects and across all subject matters. Mundo Verde students develop a love of reading and writing through exposure to the wonders and pleasures of literature and through positive, authentic experiences as readers and writers. Additionally, at Mundo Verde, environmental sustainability is integrated into all aspects of the school's curriculum and operations. Mundo Verde students learn that natural, social and economic systems are linked and interdependent

The Mundo Verde is a promising new charter school Mundo Verde has exceeded all seven of the seven Public Charter School Board accountability plan targets. Mundo Verde is also a charter school program that is in high demand Last year there were 700 students on the Mundo Verde waiting list and 90% of the current families re-enrolled for the next academic year. These statistics are very impressive for a new charter school. Mundo Verde is currently in temporary space that only allows 267 students This is far below the demand for this school With approval of this disposition Mundo Verde will be able to serve 500 students at the Property.

Justification for Emergency Disposition Legislation

Conclusion

In forwarding this Analysis of Economic Factors to the Council, the Mayor has concluded that: 1) the subject property is surplus to the needs of the District government, 2) the ground lease of the subject property is in the best interests of the District of Columbia, and 3) the specific economic and social benefits of the lease outweigh the benefits of retaining this property in the District's inventory For all these reasons, the Mayor recommends the disposition of this property in accordance with the terms of the Letter of Intent submitted herewith.

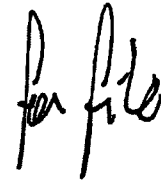
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U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

20 September 2013



Dear Mr. Hanlon.

In its meeting of 19 September 2013, the Commission of Fine Arts reviewed and approved the following project on the Consent Calendar, with accompanying staff recommendation:

CFA 19/SEP/13-n

D.C. Department of General Services

Mundo Verde Public Charter School (former John F. Cook Elementary School)

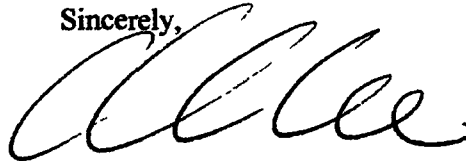
44 P Street, NW

Building rehabilitation and addition

Final

RECOMMENDATION: No objection to the final design for the proposed building renovation and freestanding addition to the former John F. Cook Elementary School for the Mundo Verde Public Charter School, as shown in materials received and dated 5 September 2013, with the exception of the replacement windows in the historic building. The treatment of the replacement windows should replicate the original mullion patterns or the existing windows should be retained and repaired were needed. Recommend consultation with the Commission staff and the DC Historic Preservation Office before the next submission for the replacement windows. Refer to DC Historic Preservation Office (Previous: CFA 18/JUL/13-h)

Sincerely,



Thomas E. Luebke, FAIA
Secretary

Brian Hanlon, Director
District of Columbia General Services
2000 14th Street, NW
8th Floor
Washington, DC 20009

cc: John K. Burke, Studio 27 Architecture ✓
Althea O. Holford, District Department of General Services

D

TECHNICAL MEMORANDUM

To Kristin Scotchmer
Patrick Cooper

From Erwin Andres, P E
Jim Watson, PTP
Peter Kauffmann, E I T

Date November 19, 2013

Subject Mundo Verde PCS – Parking Statement

Mundo Verde Bilingual PCS
Compass Design & Development, LLC

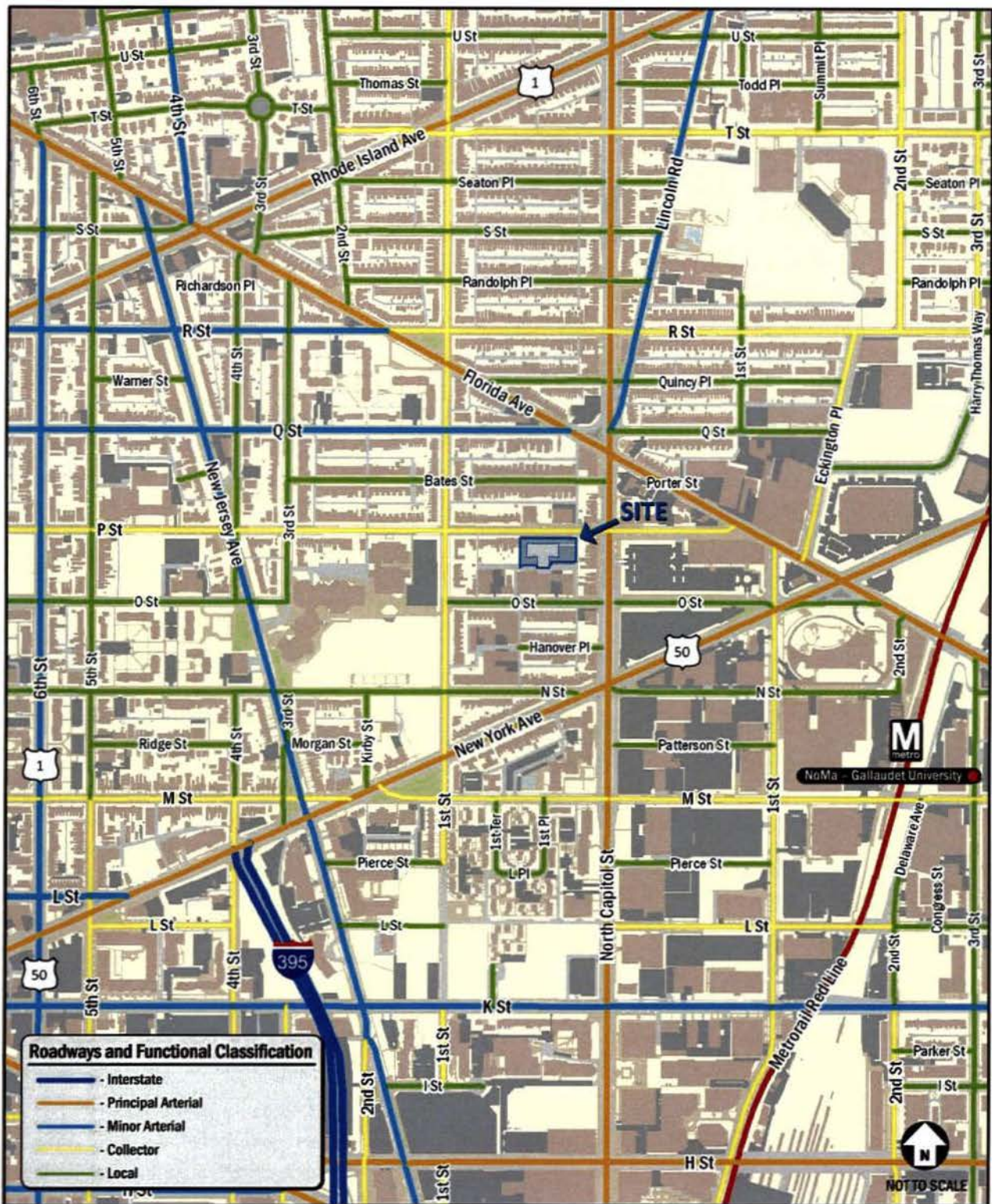
Introduction

This memorandum outlines the parking aspects of the proposed Mundo Verde Public Charter School. Mundo Verde is a public charter school, relocating from their existing building on 16th Street, NW in the Mount Pleasant neighborhood to the former J F Cook School, located at 30 P Street, NW in the Truxton Circle neighborhood of the District of Columbia, as shown on Figure 1. The existing building will be renovated and a new, 3-story building will be constructed in the existing parking area at the northeast corner of the site to provide additional space for Mundo Verde's early childhood education (ECE) programs. As shown in Figure 2, the finished complex will house 75 faculty/staff and 520 students in grades Pre-K3 through 5 and will be served by 17 surface parking spaces accessed from public alleys. Primary drop-off and pick-up operations are planned to occur from a drop-off/pick-up lane adjacent to the curb in front of the school on P Street.

Zoning Regulations state that elementary schools must provide 2 parking spaces for every 3 faculty/staff members for a total of 50 spaces. The proposed site can only accommodate 17 parking spaces. Therefore, the applicant is applying for relief from the minimum parking requirement specified by the Zoning Regulations. The scope of this document pertains specifically to the project's request for relief from the zoning and parking requirements of the District of Columbia Zoning Regulations and focuses on the parking proposed by the school and its impacts on the surrounding neighborhood (including the potential parking impacts a drop-off/pick-up zone in front of the school on P Street).

The following conclusions were made regarding the school.

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation,
- On-street parking is moderately utilized in the vicinity of the site with a peak of 68 percent utilization during the weekday midday parking peak period (1:00 - 2:00 PM). It is not likely that the development will cause any detrimental impacts to on-street parking conditions.
- Based on the site location near good transit services and the ongoing commitment to sustainable transportation by the school, the proposed parking supplied by the development will be adequate to serve the needs of the school.



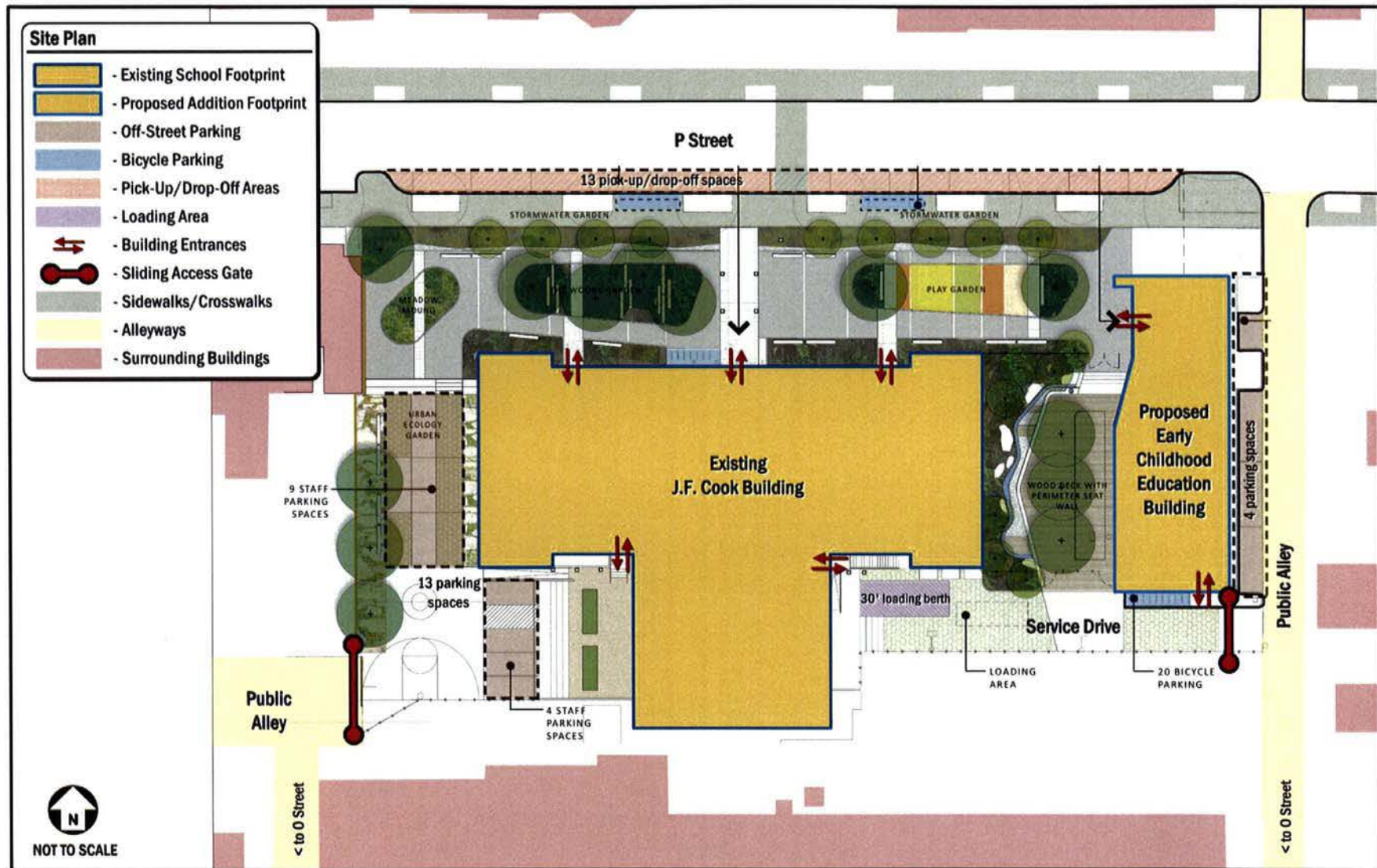


Figure 2: Proposed Site Plan

Project Overview

The J.F. Cook School building is currently unoccupied and sits on a roughly 1-acre site facing P Street. At present, the school building occupies 35% of the lot, with the vast majority of the remainder of the parcel paved in asphalt to provide parking and playground space. A new, 3-story building will be constructed in the existing parking area at the northeast corner of the site to provide additional space for Mundo Verde's early childhood education programs. The existing and proposed characteristics of the Mundo Verde school are summarized in Table 1.

Table 1: Site Location and Development Program

	Existing School	Future School, Full Build-Out
Location		
Neighborhood	Mount Pleasant	Truxton Circle
Address	3220 16 th Street NW	30 P Street NW
Development Intensity		
Student Population	260 in grades Pre-K3 - 5 th	520 in grades Pre-K3 - 5 th
Faculty/Staff	60	75
Parking	3	17

Site Access

The redevelopment of the parcel will see a renovation of the existing school building on site, much of the existing impervious area converted to landscaped or hardscaped space, as well as the construction of a new early childhood education building. A total of 17 parking spaces will be retained on site, the majority of which will be located in a newly reconfigured parking area at the southwest corner of the parcel. Outside of this area, four spaces will be striped in the alleyway east of the site to serve surplus parking demand for visitors and off-peak passenger loading. These areas and their relationship to the broader site redevelopment are shown in Figure 2. The site's parking areas will be accessed via the existing network of alleyways serving the parcel. Both the east and west parking areas will have connections to both O and P Streets, allowing drivers easy access to efficient routes to and from the school.

Pedestrian access to the site will occur primarily from the building's existing entrances along P Street. The applicant will retain the painted crosswalk at mid-block connecting the school's main entrance to the north side of P Street. Student pick-up and drop-off (PU/DO) activity will occur adjacent to these entrances at curbside along P Street. The existing curb lane fronting the property will be signed for no parking during school hours, but will revert to its existing unrestricted condition during non-school and evening hours. This is consistent with other schools (public and private) throughout the District. This will result in space for approximately 13 vehicles in the on-street passenger loading areas. These features are noted in Figure 2.

Loading operations and trash pickup services for Mundo Verde will be conducted in a newly designated service drive to be accessed from of the existing alley to the east of the site. As shown in Figure 2, the plans call for a 30' loading berth to be located in this service drive adjacent to the school's auditorium.

On-Site Parking

As shown on Figure 2, the school's campus is just under one acre in size, with the existing school building occupying 35% of the site. The lot occupancy will be increased to 45% following the completion of the new ECE building, with the remaining 55% of the lot taken up by the landscaped playground and outdoor education areas along P Street and to the east of the

main building. Since the historic school building's location precludes the construction of an underground parking facility, this leaves a limited amount of space available for surface parking.

Zoning Regulations state that elementary schools must provide two parking spaces for every three faculty/staff members for a total of 50 spaces (or approximately one parking space per every 1.44 faculty/staff members). The proposed site can only accommodate 17 parking spaces, representing a ratio of one parking space per approximately every 4.25 faculty/staff members. In comparison, Mundo Verde currently supplies three total parking spaces for their 60 employees at their Mount Pleasant campus, representing a rate of approximately one parking space per every 20 faculty/staff members.

Transit, Bicycle, and Pedestrian Facilities

The site is well served by public transportation. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by Capital Bikeshare as well as an on-street bicycle network, consisting of bike lanes, cycle tracks, and signed bicycle routes.

Transit

Local transit services that provide access to and from the proposed school primarily include Metrobus and MetroExpress routes. In addition, the NoMa-Gallaudet University Metrorail station is approximately one-half of a mile away from the site. Figure 3 illustrates the existing transit facilities.

Numerous Metrobus and MetroExpress routes operate along Florida Avenue, North Capitol Street, New York Avenue, and New Jersey Avenue within walking distance of the site. Table 2 shows a summary of the bus route information for the lines that serve the study area, including service hours and the headways. The nearest Metrobus stop is located at the intersection of North Capitol Street and P Street, approximately 300 feet from the site and serves the 80, 90, 92, 93, and X3 lines.

Table 2: Bus Route Information

Route Number	Route Name	Service Hours	Headway
90, 92, 93	U Street-Garfield Line	Weekdays: 4:05 am – 3:27 am Saturdays: 4:09 am – 3:28 am Sundays: 4:30 am – 3:14 am	Peak Hours: 7-15 minutes Off-Peak Hours: 15 minutes Weekends: 10-15 minutes
X3	Benning Road Line	Weekdays: 6:00 am – 9:27 am 3:31 pm – 6:39 pm	20-30 minutes
80	North Capitol Street Line	Weekdays: 4:33 am – 2:19 am Saturdays: 4:49 am – 2:10 am Sundays: 4:55 am – 12:40 am	Peak Hours: 10-15 minutes Off-Peak Hours: 20-30 minutes Weekends: 30 minutes

Bicycle Facilities

DDOT's April 2012 Bicycle Map classifies the bicycling conditions around the proposed development as good, fair, or poor. An inventory of the bicycle facilities found throughout the study area and the adequacy of each such facility is provided in Figure 4. There are several existing bike facilities, planned bike facilities, and local streets with safe conditions surrounding the site. Local connectivity is provided by the one-way pairs of bike lanes traveling east-west along Q and R Streets and north-south along 5th and 7th Streets. Both of these facilities can be reached safely using low-speed local roadways like P, 1st, and 3rd Streets. Further from the site, these facilities provide connections to major regional bicycle routes like the 15th Street Cycle track and the Metropolitan Branch Trail that travels adjacent to the Metrorail Red Line tracks.

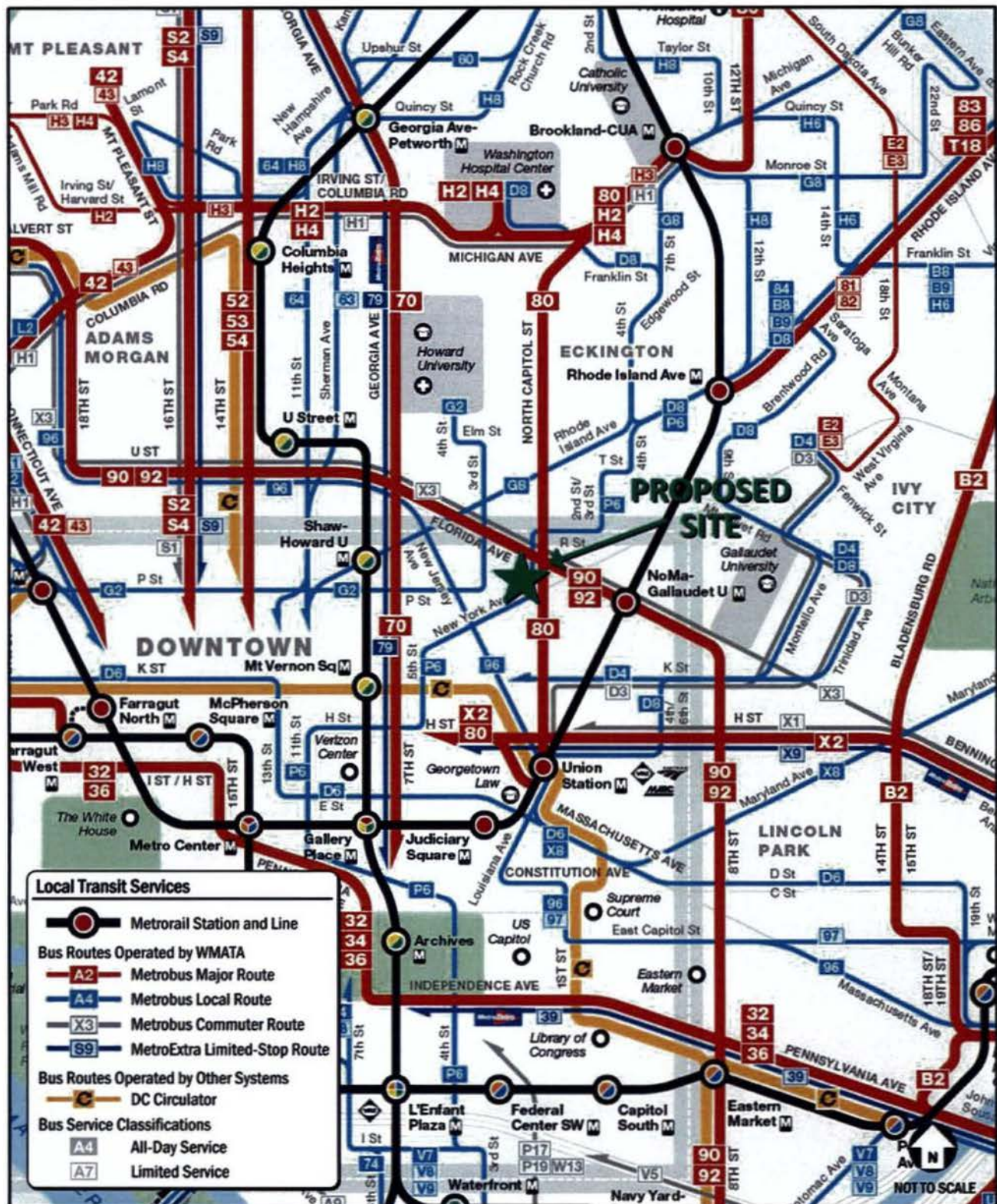


Figure 3: Transit Facilities



In addition, the Capital Bikeshare program has placed over 300 bike share stations across Washington, DC, Arlington, and Alexandria, VA, and most recently Montgomery County, MD with more than 1,800 bicycles provided. Capitol Bikeshare has plans to expand the system and potential new station locations have been identified throughout the study area. Figure 4 identifies existing station locations in the study area. Capitol Bikeshare currently has four existing bike share locations within third-mile walk of the site.

Pedestrian Facilities

The roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. Wide, continuous sidewalks line all of the study area's roadways with crosswalks linking segments at intersections within the study area. Adequate crosswalks with ladder striping and pedestrian countdown signals are present at the study area's signalized intersections for all crossing movements.

Parking Analysis

As mentioned previously, the Mundo Verde School is seeking relief from Zoning Regulations that require elementary schools to provide two spaces for every three faculty and staff members. This equates to 50 parking spaces for the 75 faculty and staff members at the future location. The site will only be able to accommodate 17 parking spaces once the school is fully operational. The school's current location sees less than 10 percent of its faculty and staff members driving each day (providing 3 parking spaces). With the expansion and relocation of the school, Mundo Verde anticipates these patterns to continue. This section provides analysis supporting this assumption and the potential impacts that parking at the new Mundo Verde campus may have on local, on-street parking supplies.

Existing Mount Pleasant Campus Parking and Multi-Modal Access

The school's existing Mount Pleasant campus supplies three parking spaces for its 60 faculty/staff members (or one space per 20 faculty/staff members) in an area with high on-street parking occupancies. The Mount Pleasant campus is well served by Metrobus, Metrorail, and Capital Bikeshare, as shown on Figure 5. Within two to three blocks of the site, the existing school is served by several bus lines that operate along 16th Street, 14th Street, Mount Pleasant Street, and Park Road. The site is also located approximately one third of a mile from the Columbia Heights Metro Station and within one-third of a mile of four Capital Bikeshare stations.

Due to its location, the existing Mundo Verde campus has a strong reliance on non-auto transportation options. This reliance has played a role in the school's overall commitment to sustainability and its surrounding community. The school encourages its staff to use transit, bicycle, and walk from the hiring process throughout each staff members' employment and has never offered staff off-site parking to augment the limited on-campus supply that the school provides.

Projected Future Mundo Verde Parking Demand and Multi-Modal Access

As with the school's existing Mount Pleasant campus, the new P Street campus is anticipated to see a similar strong reliance on non-auto transportation options. The new Mundo Verde school campus is planned to provide 17 parking spaces. As with the school's existing Mount Pleasant campus, the new P Street campus is well served by Metrobus, Metrorail, and Capital Bikeshare.

In order to examine the parking demand and impacts of Mundo Verde's relocation to the new campus on P Street, mode split data was first obtained from both the 2005 *Development-Related Ridership Survey* (DRRS) published by the

Washington Metropolitan Area Transit Authority (WMATA) and the Journey to Work dataset collected by the *American Community Survey* (ACS) of the United States Census. This was applied to trip generation calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 9th Edition, in order to determine the number of trips the proposed school would likely generate during peak hours. The mode split assumptions were based on the patterns and general findings from the DRRS and the ACS along with previous experience with travel patterns at public charter schools in the District. As shown in Table 3, the percentage of automobile traffic assumed by the study was assumed to be approximately 40 percent, based on DRRS and ACS data.

Table 3: Mode Split Assumptions

Data Source	Geography	Auto	Transit	Walk/Bike
WMATA DRRS	District-wide Average	41%	53%	6%
Census ACS	Census Tracts 33.02, 46, 47.01, 48.01, 48.02, 87.01	39% (90% alone, 10% carpool)	41%	20%
Nominal Mode Split		40%	40%	20%

The mode split assumptions based on census data and WMATA surveys above were very comparable to that provided by the school. Annual surveys conducted by Mundo Verde showed a similar average mode split of 40 percent of their student population being driven to school.

Trips generated during the AM and PM peak hours (as well as weekday total) by the school for the proposed Mundo Verde relocation were also based on the methodology outlined in *Trip Generation*, 9th Edition. As mentioned above, this methodology was again supplemented to account for the urban nature of the site by applying a reduction in the number of site-generated vehicular trips based on the non-auto mode split presented in Table 3. The resulting trip generation forecast is shown in Table 4.

Table 4: Projected Trip Generation of the Relocated Mundo Verde School, Full Build-Out

ITE Land Use Code				AM School Peak Hour			PM School Peak Hour			Weekday
Trip Generator	Trip Generation, 9th Ed.		Quantity	In	Out	Total	In	Out	Total	Total
Mundo Verde PCS	520	Elementary School	520 students	129	105	234	66	80	146	671
Non-Auto Reduction			-60%	-77	-63	-140	-40	-48	-88	-403
Total Vehicle-Trips				52	42	94	26	32	58	268
Student Pick-Up/Drop-Off Trips				42	42	84	26	26	52	136
Staff Trips			17 spaces	10	0	10	0	6	6	132
Net One-Way Trips to Parking Areas				10	0	10	0	6	6	132

As with most schools, the student drop-off and pick-up operations drive the primary number of trips to the site. Table 4, above, shows the number of staff trips anticipated during the peak hour as a comparison to student drop-off and pick-ups. It is common for schools to see staff arriving either prior to or early in the peak hour. Based on this calculation, ten staff vehicles would arrive during the morning peak hour.

In addition, the school is committed to a continual effort to keep its vehicular trip volumes low, as has been historically seen at its existing Mount Pleasant campus. In an effort to further enhance this, the school is exploring possible car sharing locations either on-campus or near the school; will contribute to staff transit fares through WMATA's SmartBenefits program; will offer bicycle racks and facilities for staff; will promote carpooling amongst staff, parents, and teachers; and will offer van and/or bus services to students.



Figure 5: Existing Mundo Verde School Transit Facilities

On-Street Parking Observations

On-street parking observations were also made to determine the amount of parking supply and demand on streets within a walking distance of the site and to identify and trends or patterns associated with parking demand. The on-street parking study was conducted across an area considered to be within walking distance of the proposed school. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of 707 parking spaces were inventoried within the study area. Of these, 227 are unrestricted spaces and 480 are Residential Permit Parking (RPP) spaces. Figure 6 shows a breakdown of the most predominant parking type by block face for the study area.

Parking occupancy data was collected on Tuesday, November 5, 2013 from 7:00 AM to 7:00 PM. Table 5 gives a summary of the hourly utilization percentages for the entire study period. For purposes of this study, it was determined that the weekday midday parking peak occurs from 1:00 to 2:00 PM with a parking utilization of 68 percent. Table 6 gives a summary of the inventory and occupancy results for the peak hour. Figure 7 shows the block-by-block parking occupancies during the midday peak hour.

Table 5: Hourly On-Street Parking Utilization

Time	Inventory	Occupancy
7 AM - 8 AM	660	486 74%
8 AM - 9 AM	660	486 74%
9 AM - 10 AM	660	425 64%
10 AM - 11 AM	707	455 64%
11 AM - 12 PM	707	471 67%
12 PM - 1 PM	707	475 67%
1 PM - 2 PM	707	478 68%
2 PM - 3 PM	707	475 67%
3 PM - 4 PM	707	471 67%
4 PM - 5 PM	679	437 64%
5 PM - 6 PM	679	422 62%
6 PM - 7 PM	679	434 64%

Table 6: Peak Hour Inventory and Occupancy Results

	Inventory	Occupancy
RPP Block	480	288 60%
Non-RPP Block	227	190 84%
All On-Street Spaces	707	478 68%

As noted above, a significant number of parking spaces in the study area are currently unrestricted and are highly utilized by vehicles that do not display Ward 5 parking permits. Figure 8 shows the delineation of Ward 5 and non-Ward 5 parkers during the midday peak hour in the study area. This is particularly noticeable in the curb parking lane directly in front of the school, which is currently unrestricted. At the midday peak hour, only one of the vehicles parked in this lane displayed a Ward 5 parking permit, with the rest either displaying license plates from other jurisdictions (mostly Virginia and Maryland with a few from surrounding states and two from Texas) or parking permits from other D.C. wards. As a result, the conversion of the parking lane in front of the school to a school zone during school hours will not significantly impact any residents of the neighborhood and could possibly open on-street parking spaces in the evening for residents and their guests after school, reclaiming these parking spaces from commuters who appear to be using the free, unrestricted parking in the neighborhood.

Generally, parking utilization is relatively stable during the majority of the day with utilization percentages consistently around 60-70 percent for the entirety of the study period. During the midday parking peak, unrestricted blocks within the study area are 84% occupied while blocks featuring residential restrictions are only 60% occupied, indicating that the neighborhood protections are ensuring that an ample supply of parking remains available for residents. This difference is especially clear along P Street adjacent to the site (Figure 7).

At the same time, the large amount of unrestricted parking available near the site is largely used by non-local vehicles. Figure 8 shows that non-local parkers are using all of the spaces directly adjacent to the site during the midday peak period. This section of on-street parking formerly functioned as a loading area for the J F Cook School and featured daytime parking restrictions to keep the curbside free of cars during the school day, so returning these spaces to their former school-serving use does not represent a change from historical conditions. The reimplementing of these restrictions will displace the current non-local demand, but the existing level of RPP restrictions should keep the level of non-local commuter parking within the surrounding neighborhood to a minimum, just as it currently does on the RPP blocks throughout the study area.

There are a few vehicles with Ward 5 parking permits that utilize the parking area in front of the school at other times of the day, but since there remain a large number of RPP parking spaces available on the surrounding blockfaces it is unlikely that the development will cause detrimental impacts to the surrounding neighborhood in regards to parking. It is also unlikely that the proposed school itself will create any measurable impact to neighborhood parking due to a combination of the existing RPP restrictions, the level of on-street parking availability for those faculty/staff who have Ward 5 RPP stickers, and the high non-auto mode split that Mundo Verde expects from its students, faculty, and staff due to their commitment to sustainable transportation measures. Therefore, the school can be expected to meet its parking needs with the 17 parking spaces that will be provided on-site.

Conclusions

The following conclusions were made regarding the project:

- The site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation,
- On-street parking is moderately utilized in the vicinity of the site with a peak of 68 percent utilization during the weekday midday parking peak period (1:00 - 2:00 PM). It is not likely that the development will cause any detrimental impacts to on-street parking conditions
- Based on the site location near good transit services and the ongoing commitment to sustainable transportation by the school, the proposed parking supplied by the development will be adequate to serve the needs of the school

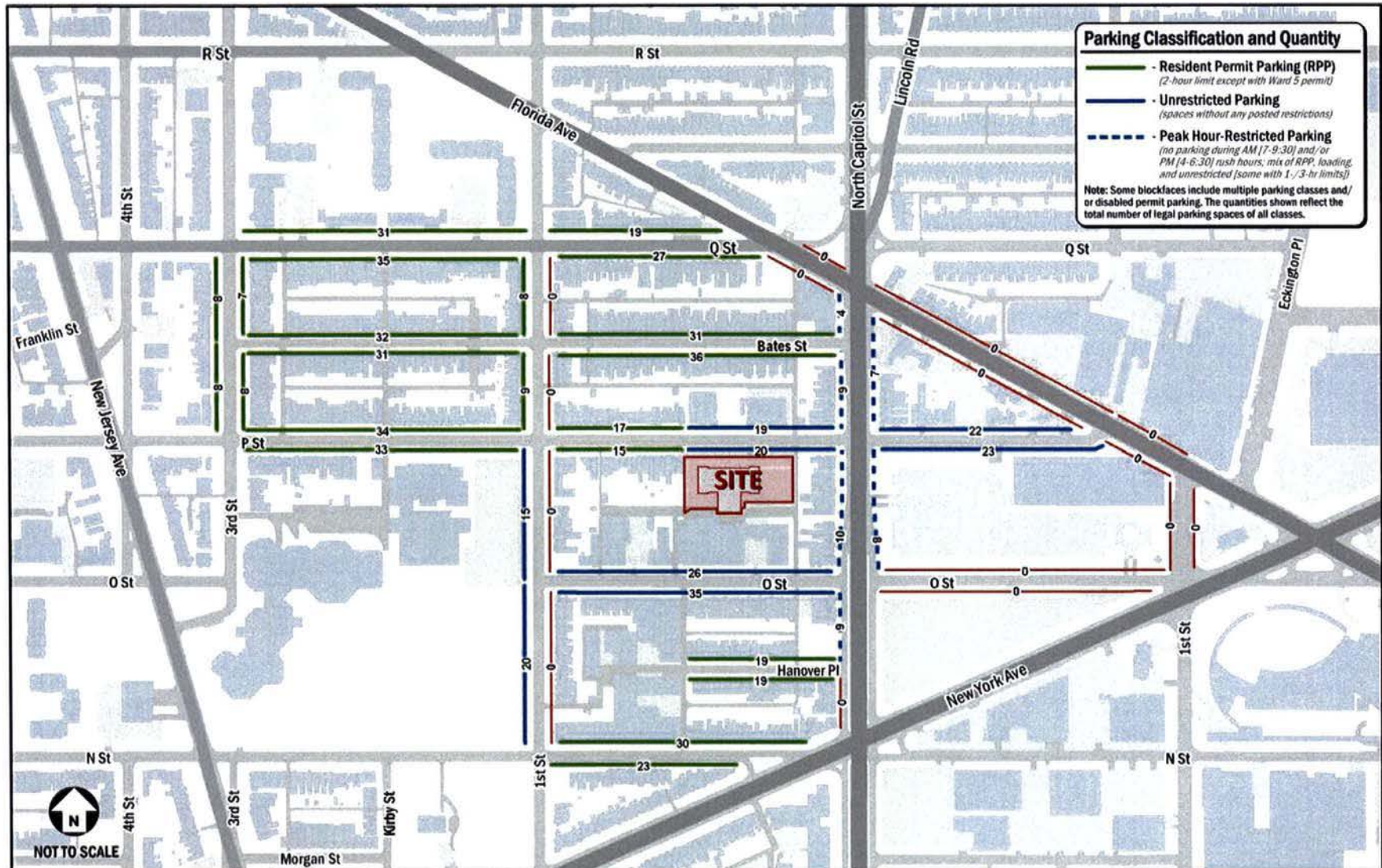


Figure 6: On-Street Parking Inventory

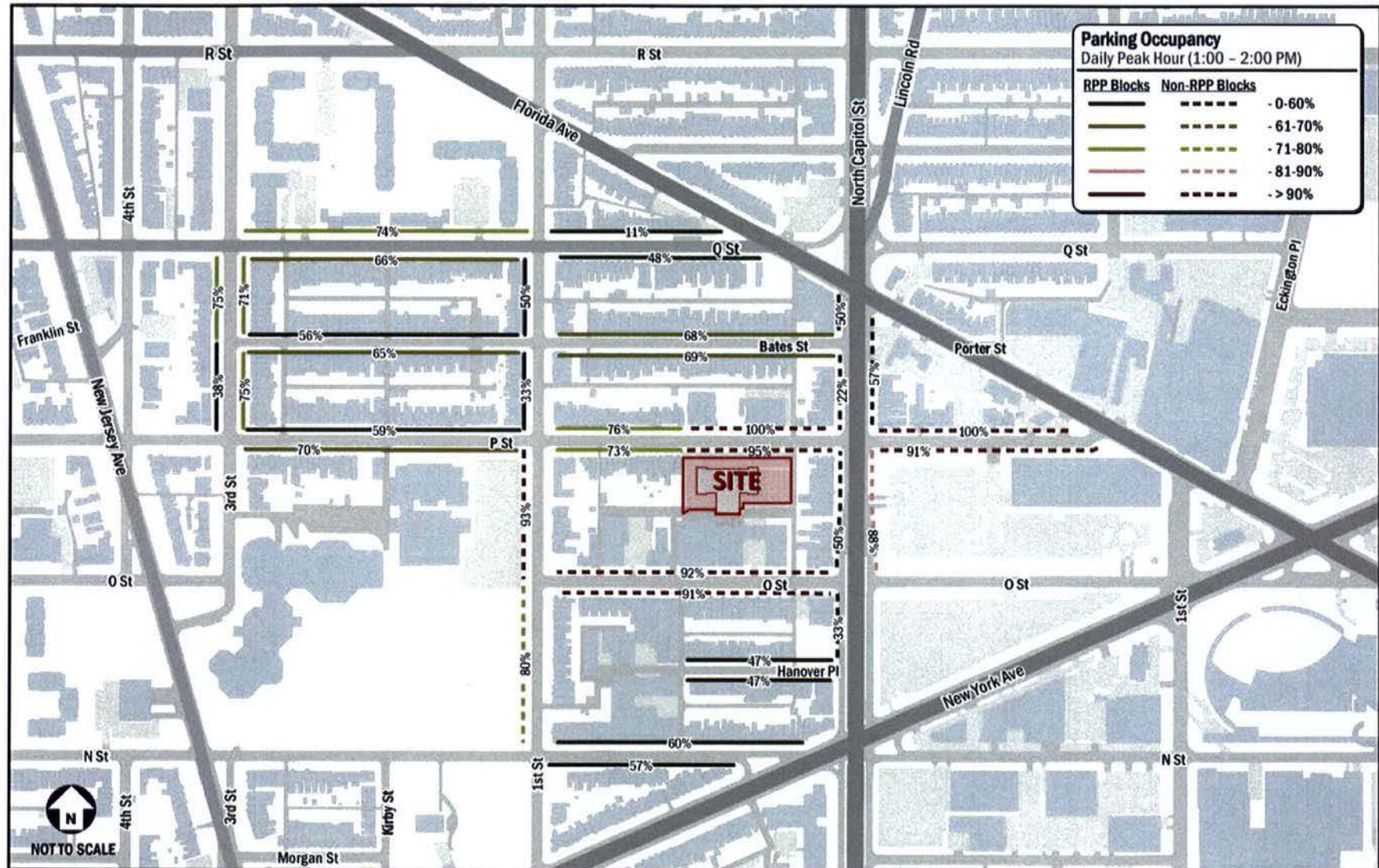
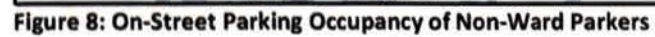
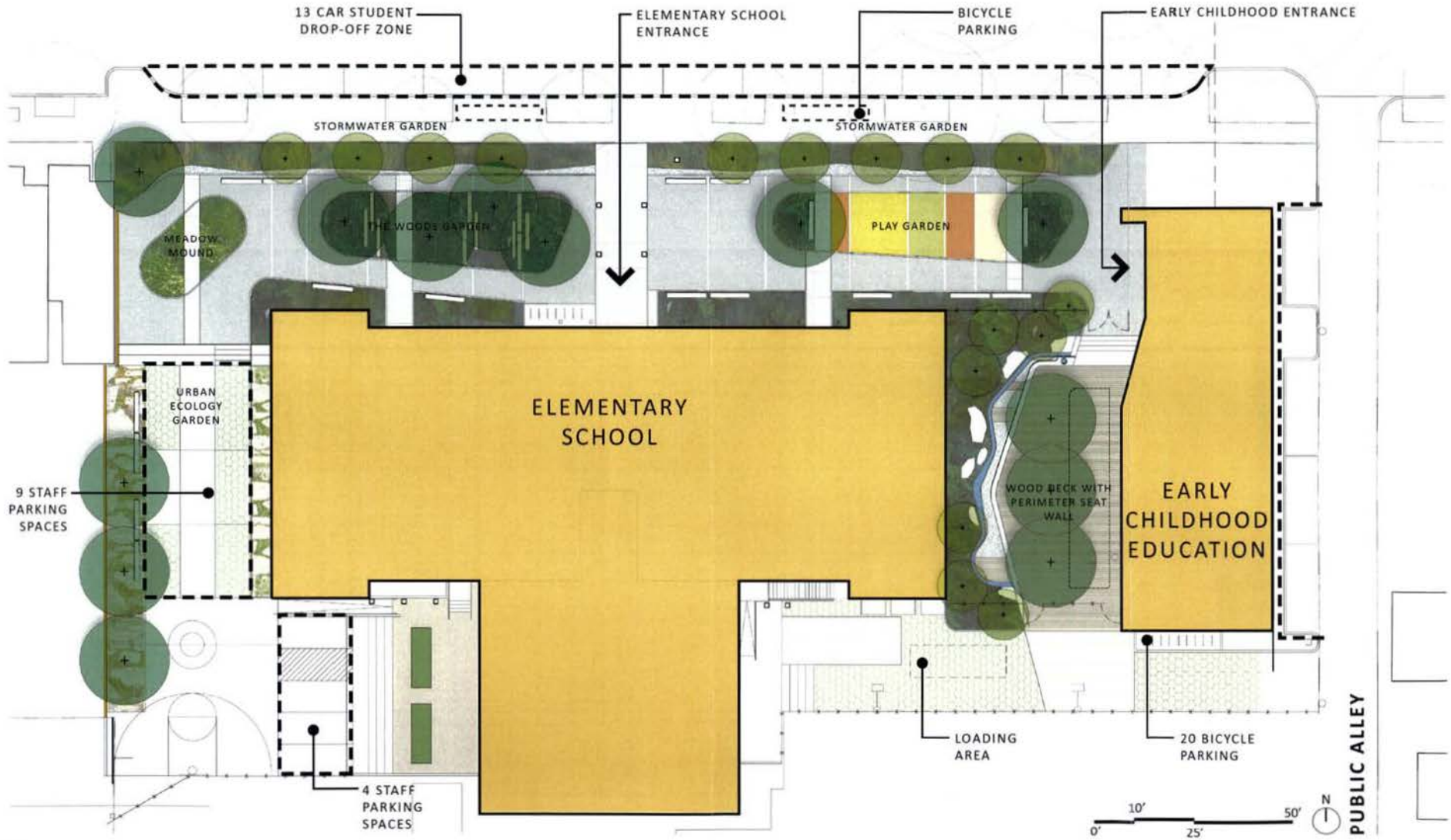


Figure 7: On-Street Parking Occupancy



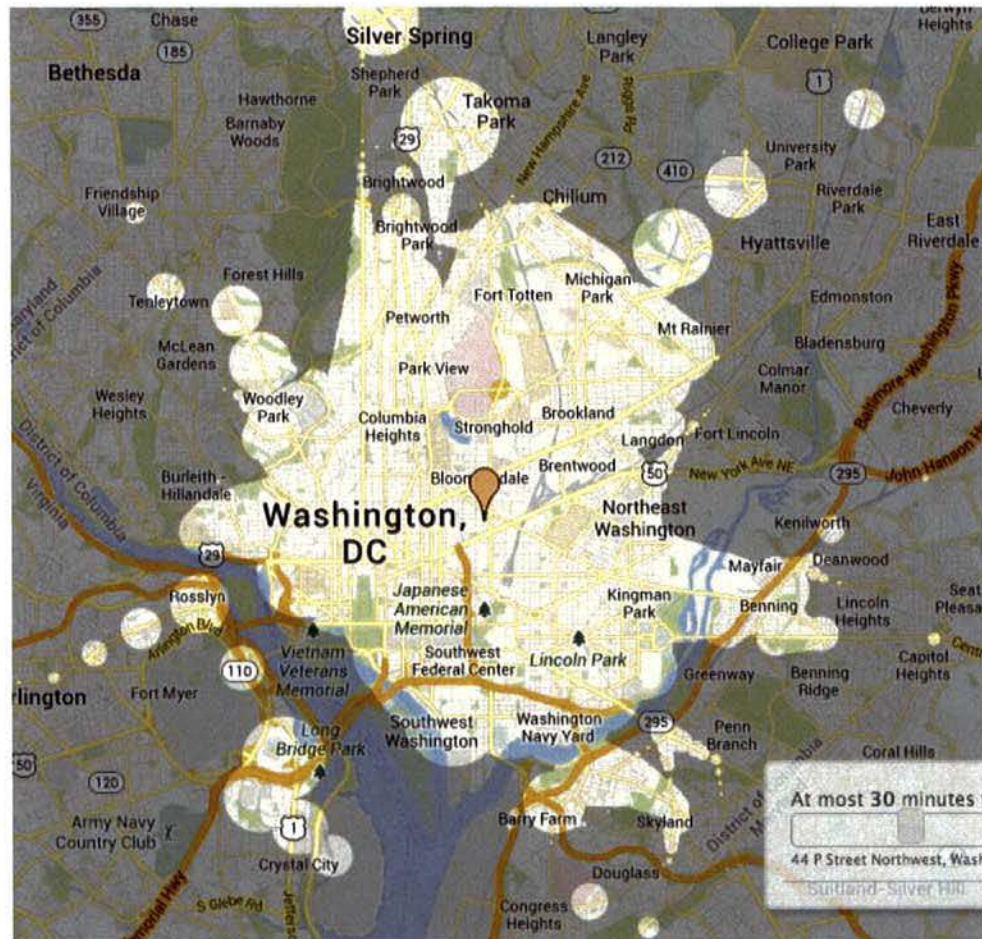
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P STREET NW

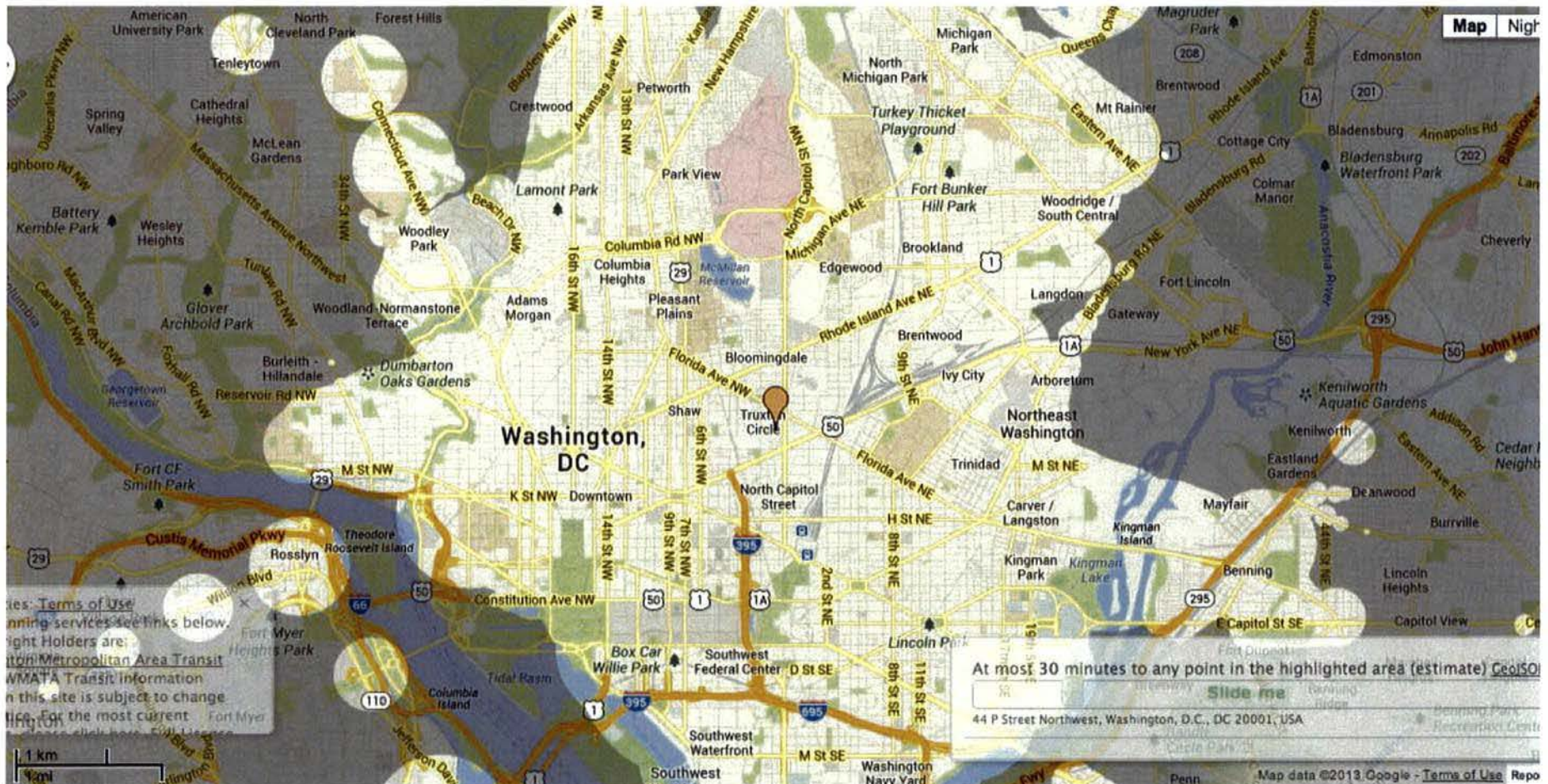


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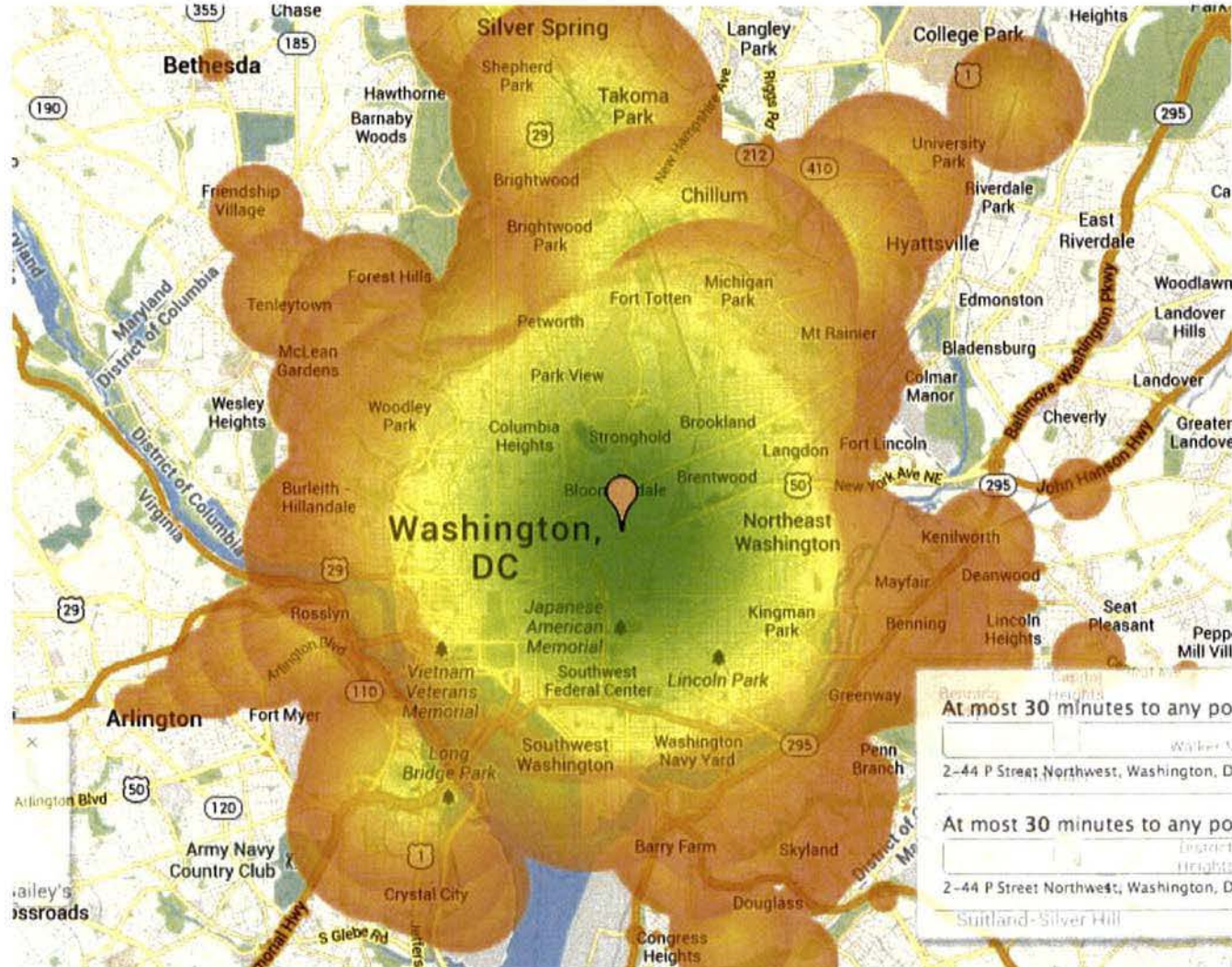
Within 30 minutes: Public transport



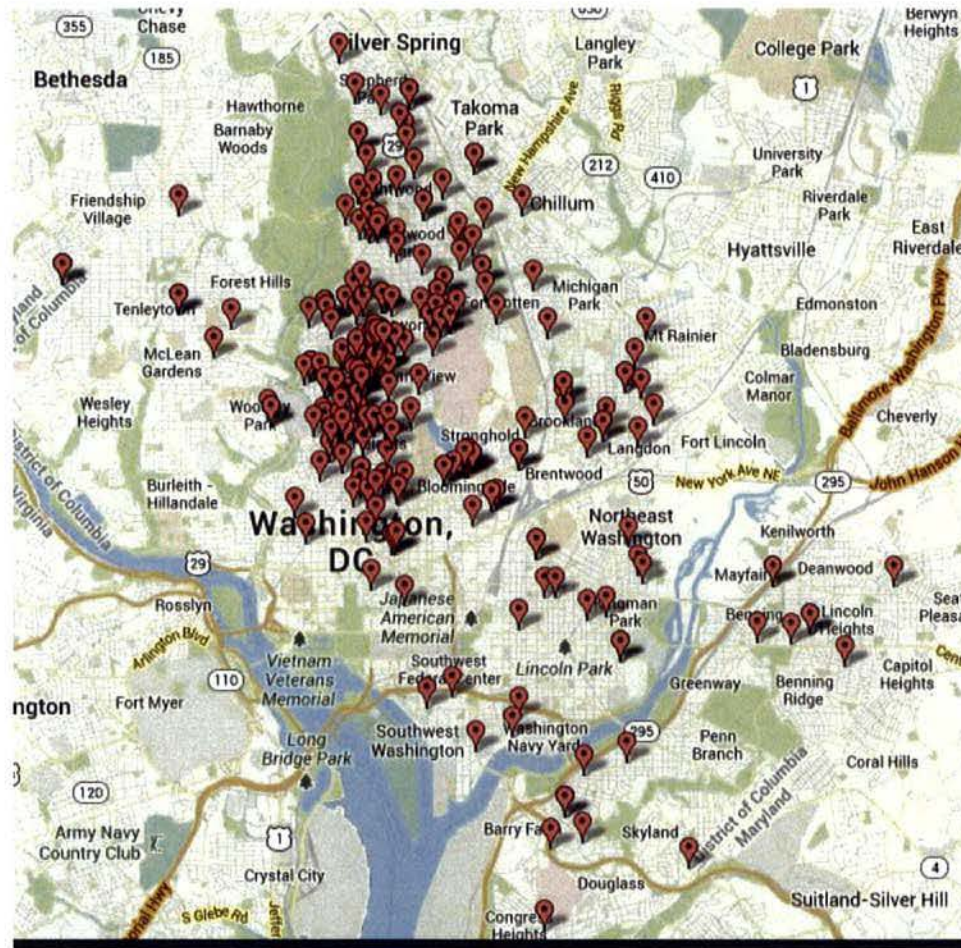
Within 30 minutes: Public transport



Within 30 minutes: Bike + public transport



Families – current residences (summary)



Families – current residence

