

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

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MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe
Associate Director *sz*

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18676

DATE: December 5, 2013

EXHIBIT NO. 28

SUBJECT: BZA Case 18676 – 44 P Street, N W – Mundo Verde Public Charter School
(Square 616, Lot 873)

APPLICATION

The Applicant, Mundo Verde Public Charter School, pursuant to 11 DCMR § 3103.2, seeks two variances, a variance from the requirement to provide additional parking spaces for an increase in the intensity of the use under subsection 2100.6, and a variance from the requirement to maintain existing required parking spaces under subsection 2100.10, to allow the reuse and expansion of the a former public school building as a public charter school in the R-4 District at premises 44 P Street, N W (Square 616, Lot 873), Subject Property

The Mundo Verde School is a bilingual public charter school located at 3220 16th Street, N W serving students from Pre-K3 through the first grade. The Applicant proposes to expand the school to include 2nd and 3rd grades starting with the 2014-2015 academic year and relocate the school from its current location to the site of the former J F Cook School located at 44 P Street, N W. The existing building is approximately 42,000 sf and would be renovated and repurposed to suit the needs of Mundo Verde. The Applicant proposes a new early childhood education building of approximately 11,000 square feet, which would be constructed on the site to provide classroom space for Pre-K3, Pre-K4, and kindergarten students.

Appropriately 380 students and 50 faculty and staff members would initially be relocated to the site. The Mundo Verde School plans to add appropriately 72 students and 8 faculty/staff each year. By 2016, the School anticipates a maximum enrollment of 520 students grades Pre-K3 – 5th and 75 faculty and staff employees.

RECOMMENDATION

The Applicant is re-establishing a public charter school, on the J F Cook site. As part of that effort, the Applicant is requesting zoning relief related to vehicle parking. It is DDOT's understanding that the Applicant does not need zoning relief related to land use or density to re-establish an operable

school on the J F Cook site DDOT understands that re-establishing an operable school on the site will generate vehicle trips and parking demand in the immediate vicinity However, it is DDOT's role to evaluate the potential impacts exclusively from the zoning actions and not from potential impacts related to a more general re-opening of the school. Thus, DDOT's review focuses on the potential impacts that may or may not be expected from the reduction in required parking

Based on a thorough review of the information provided, DDOT has determined that the proposed action could lead to increased parking demand in the vicinity of the proposed site during both daytime hours and afternoon/early evening hours It is likely that the reduction in site parking supply would lead to additional vehicles being parked in the adjacent neighborhood during daytime hours The additional parking demand would most likely result from short time period parking school visitors and not all day parking teachers Analysis of parking conditions in the adjacent neighborhood indicates capacity exists in areas within Residential Parking Permit (RPP) areas to accommodate this demand It is also likely that the reduction in site parking supply would lead to additional vehicles being parked in the adjacent neighborhood during afternoon/evening hours. The additional parking demand would most likely result from short time period parking school visitors Analysis of parking conditions in the adjacent neighborhood indicates capacity exists in the adjacent neighborhood to accommodate this demand though it is likely that during afternoon/evening special events, event attendees and area residents will be forced to walk slightly longer distances to find open parking spaces

Additional daytime parking demand resulting from approving the requested variance is unlikely to generate even minor impacts to the adjacent area However, it is possible that additional parking demand resulting from the requested variance from large afternoon/evening events could generate very minor parking impacts It is DDOT's view that such minor potential impacts do not require significant mitigation The Applicant has proposed a variety of TDM measures to mitigate impacts DDOT finds this appropriate and also suggests that a forum should be established between the school and adjacent neighborhoods to address concerns related to impacts from the zoning action as they arise

DDOT has concerns with public space elements proposed as part of the school re-opening and looks forward to working with the Applicant to address public space issues during the public space permitting process

PARKING

Zoning Regulations require that elementary schools in the District provide 2 parking spaces for every 3 employees, which would equate to a total of 50 on-site parking spaces on the Subject Property There are currently 24 parking spaces on the site and the Applicant proposes to eliminate approximately 7 spaces in order to accommodate the proposed new early childhood education building, green spaces, and outdoor play areas. The requested relief would permit Mundo Verde to provide a total of 17 parking spaces Thirteen of the parking spaces would be located on the west side of the main school building to the north and south of the outdoor basketball court The remaining four spaces would be located adjacent to the proposed new building and would be accessible from the public alley east of the Mundo Verde School site. The proposed parking represents a parking ratio of one space for every 4.25 faculty/staff members At its current location, Mundo Verde provides 3 parking spaces for 60 employees equaling one space for every 20 faculty/staff members The Applicant reports that currently less than 10% of the faculty and staff drive to work If this condition remains consistent at the new location, the Applicant anticipates that no more than 8 or 9 employees will drive and require parking, which could be accommodated with the proposed 17 spaces.

The Applicant completed a parking inventory study to evaluate potential impacts to on-street parking in the surrounding neighborhood. The study analyzed over 700 parking spaces along several streets within the vicinity of the new Mundo Verde School site to determine demand and supply characteristics from 7:00am until 7:00pm. The Study noted 227 unrestricted spaces and 480 spaces reserved under the Residential Permit Parking (RPP) Program. The Study found that during school hours parking spaces along RPP Blocks were generally 60%-70% utilized while unrestricted spaces were 90% to 100% utilized. During normal school hours unrestricted spaces are not likely to be available however the parking inventory along RPP designated blocks may be utilized by guests briefly visiting the school. The Applicant has agreed to prohibit faculty and staff from parking on neighborhood streets and within the proposed "school zone" in front of the school during school hours.

In the event there are special events held at the school during the evening, the Study identified available on-street inventory to accommodate potential demand. The Study identified a total of 39 unrestricted spaces along P Street and 61 spaces along O Street within the same block as the Mundo Verde School however it may be necessary that school visitors park further from the site during evening events. The Study indicates that the existing on-street parking inventory can adequately accommodate the anticipated demand during school hours and for school events held in the evening.

SCHOOL LOADING ZONE

The Applicant proposes a school loading zone along P Street directly adjacent to the school site. Pursuant 18 DCMR § 2406.2, DDOT is authorized to assist schools in establishing school loading zones. School loading zones are established to provide access for fire trucks and other emergency vehicles in the event of an emergency and to accommodate student drop-off and pick-up activities. Generally, school zone parking restrictions are between the hours of 7:00am until 6:30pm. The Applicant has not yet submitted an official request to DDOT for a loading zone along P Street. However, when this information is submitted to DDOT for review it must provide details of the proposed school zone operations and restrictions including the desired parking restriction hours and whether these restrictions would permit 10-15 minute parking for drop-off and pick-ups or if drivers must remain in vehicles. The Applicant is strongly encouraged to work closely with the DDOT's Safe Routes to School Coordinator to address these issues.

In conjunction with the proposed school loading zone, the Applicant has proposed modifications to public space elements that will require further review. DDOT finds that the proposed curb-extensions flanking the school loading zone area would remove additional parking spaces and create narrower travel lanes which may not be necessary at the site given the narrow street width. DDOT also discourages use of the midblock crosswalks on P Street as these may encourage far side drop-offs and picks ups and potentially create unnecessary conflicts with students attempting to cross the street as vehicles enter and exit the school loading zone area. DDOT will work with the Applicant to address these and other public space issues during the public space permitting process. General guidance on the treatment of public space can be found in DDOT's Public Realm Manual.

TRAVEL DEMAND MANAGEMENT (TDM) PROGRAM

To help mitigate any potential transportation impacts that may result from a reduced parking supply, DDOT has worked with the Applicant to incorporate travel demand management (TDM) strategies appropriate for the site. Through this collaboration, the Applicant has agreed to pursue the following TDM measures:

- Provide a minimum of 24 bicycle racks and shower facilities for staff that bike to work.
- Explore the addition of Capital Bikeshare and carshare locations near the site
- Prohibit teachers and staff from parking on neighborhood streets including the “school zone” proposed in front of the Property
- Refrain from subsidizing or incentivizing parking for staff and faculty
- Promote and market sustainable commuting efforts to staff and faculty
- Offer pre-tax payroll deduction for transportation expenses for employees that use Metro, bus, or bike to work.

DDOT finds that the proposed TDM strategies consistent with District standards. In addition to the aforementioned TDM strategies, the Applicant proposes to run a series of vans to transport students from neighborhoods in Ward 1 and Ward 4 to the School. The vans are anticipated to accommodate the students from approximately 20 families, which will further reduce the number of vehicular trips to the site.

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**BEFORE THE ZONING COMMISSION AND
BOARD OF ZONING ADJUSTMENT OF THE DISTRICT OF COLUMBIA**

FORM 150 – MOTION / REQUEST

Before completing this form, please review the instructions on the reverse side. Print or type all information unless otherwise indicated. All information must be completely filled out.

CASE NO.: BZA 18676

Motion/Request of: ☐ Applicant ☐ Petitioner ☐ Appellant ☐ Party ☐ Intervenor ☒ Other DDOT/AGENCY

Motion/Request to:

- | | |
|---|--|
| ☐ Amend the Relief Sought
☐ Waive Posting / Affidavit of Posting Requirement
☐ Waive Notice Requirement to Shorten Period of Time Case is Advertised in the <i>DC Register</i>
☐ Accept a Proffered Expert Witness
☐ Allow Non-Authorized Representative to Perform Cross-Examination
☒ Reopen the Record | ☐ Reopen a Hearing (before decision)
☐ Dismiss on the Merits
☐ Postpone
☐ Continue
☐ Correct a Transcript
☒ Waive the following Time Deadline (i.e. 14-day filing deadline):

☒ Other: <u>Waive the 7-day filing deadline</u> |
|---|--|

Points and Authorities:

On a separate sheet of 8 1/2" x 11" paper, state each and every reason why the Zoning Commission (ZC) or Board of Zoning Adjustment (BZA) should grant your motion or request, including relevant references to the Zoning Regulations or Map.

CERTIFICATE OF SERVICE

I hereby certify that on this 05 day of December, 2013

I served a copy of the foregoing Motion or Request to each Applicant, Petitioner, Appellant, Party, and/or Intervenor, and the Office of

Planning in the above-referenced ZC or BZA case via: ☐ Mailed letter ☐ Hand delivery ☒ E-Mail ☐ Other _____

Signature:

Fleming A. El-Amin II

Print Name:

Fleming A. El-Amin II

Firm/Organization:

DDOT

Address:

55 M Street, SE

Phone No.:

202-741-5835

E-Mail:

fleming.el-amin@dc.gov

To be notified of hearing and decision: (Maker of Motion/Request or Authorized Agent)

In the event an authorized agent files a Motion or Request on behalf of the Maker of the Motion or Request, a letter signed by the Maker of the Motion or Request authorizing the agent to act on his/her behalf shall accompany the notice of application, petition, or appeal.

Print Name:

Address:

Phone No.:

E-Mail: