



MEMORANDUM

TO: Carlos Pazmino District of Columbia Department of Transportation

CC: Marilyn Medrano Estrellitas Montessori
Cristina Encinas Estrellitas Montessori

FROM: Nicole White, P.E., PTOE Symmetra Design
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DATE: September 19, 2024 (Original June 7, 2024)

RE: 245 Peabody Street, NW – Transportation Statement

Introduction

The following Transportation Statement outlines transportation conditions associated with the proposed 245 Peabody Street NW project located in Washington DC. **Figure 1** illustrates the site location. The Project is planned to be a Child Development Center – Estrellitas Montessori. The Transportation Statement has been prepared in accordance with guidelines outlined in the District Department of Transportation (DDOT) Guidance for Comprehensive Transportation Review (CTR) Study (January 2022).

The Property is currently improved with a single-story + cellar detached building most recently used as a church. The property is located in the R-1B zone, and a Board of Zoning Adjustment (BZA) application was submitted for special exception relief requested pursuant to Subtitle X-901.2 and U-203.1(h) for a Daytime Care use in the R-1B Zone District. A public charter school is located 0.2 miles east of the property.

The 8,928 sq. ft daycare intends to serve approximately 82 children with up to 20 adult staff members. It would operate Monday through Friday from 7:00am to 6:00pm. Drop off and pick up would be staggered depending on parental needs. There will be five parking spaces available at the rear to meet the zoning requirement. There is space for pick-up and drop-off activity to occur on Peabody Street.

The Project is projected to generate 106 peak hour total person trips and 22 peak hour vehicle trips in the peak direction. This is above the District's threshold of 100-person trips but below 25 vehicle trips in the peak direction. Therefore, this limited Transportation Statement was scoped to include the additional sections providing the analysis on the pedestrian, bike, and transit networks as well as the qualitative assessment of safety. The project's vehicle trip generation in the peak hour did not trigger the Traffic Impact Analysis (TIA) component of the CTR/Transportation Statement.

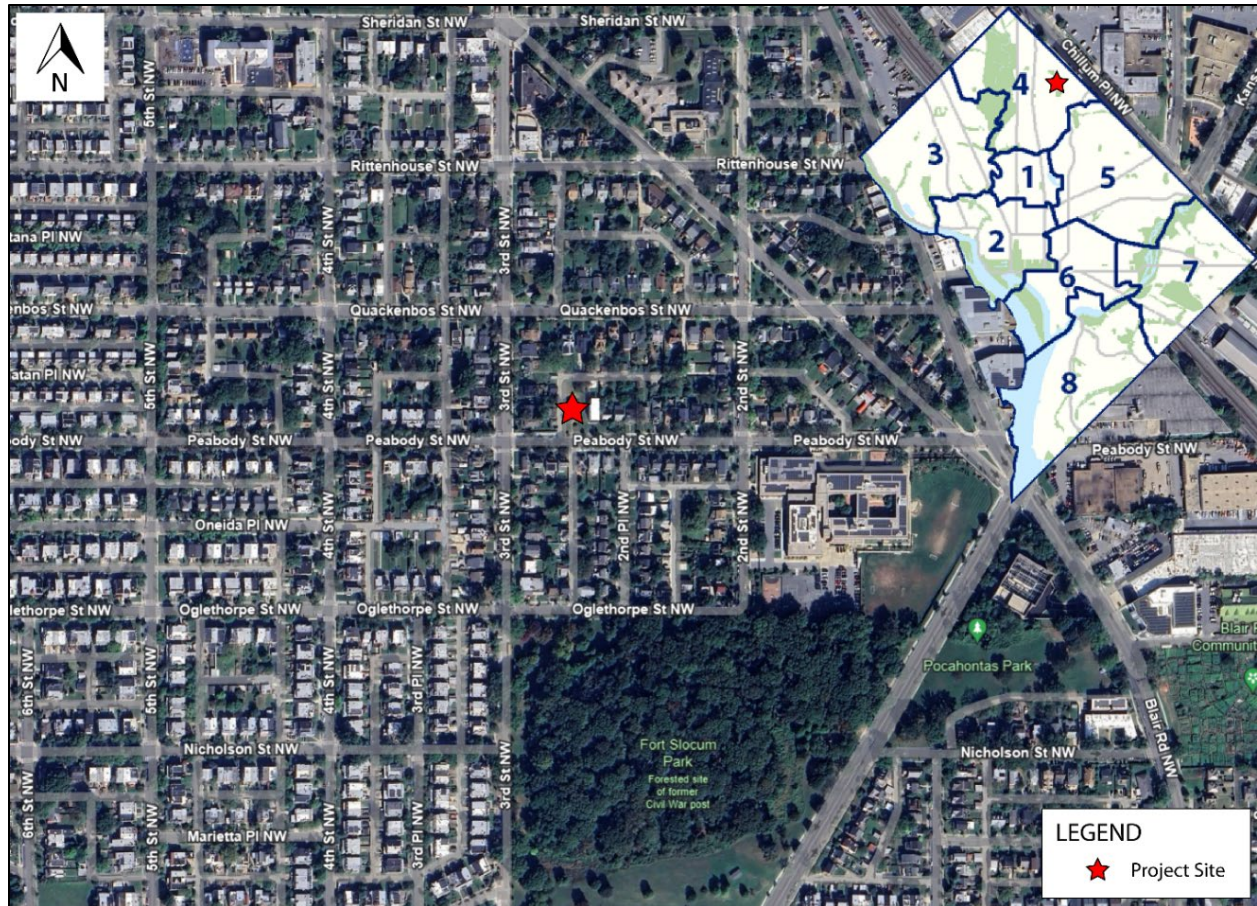


Figure 1: Site Location

Transportation Statement Updates

This revised Transportation Statement includes the following changes to the original memorandum dated June 7, 2024:

- Student population increased from 80 to 82 students
- Revised mode split and trip generation per DDOT comments
- Additional on-street parking data observed on Tuesday, September 10, 2024
- Additional arrival and departure projections based on Wednesday, September 11, 2024 observations
- New section: Response to Community Concerns

Mode Split & Trip Generation

The following section presents the travel mode split and trip generation calculations.

The Project is planned with 82 students and 20 staff members. The mode split was provided by Estrellitas Montessori based on parent and staff survey results from another daycare owned and operated by the applicant in DC. The other Estrellitas daycare in DC is located at 5331 Colorado Ave NW, Washington, DC 20011 with 150 students. **Table 1** compares the two daycare locations in terms of transit, bicycle, and parking conditions. Considering that the bus stop locations for the new daycare is further than existing daycare, the staff mode split was adjusted with transit and bike percentage from census data¹, with the remainder percentage moved to auto. An 80% student-20% staff weighted mode split is used for trip generation calculations, per DDOT approval, shown in **Table 2**.

A vehicle occupancy rate of 1.60 persons/vehicle is used per the CTR guidelines for childcare, Figure 13. The calculated trip generation is shown on **Table 3**.

Table 1: Comparison of Daycare Locations

	5331 Colorado Ave, NW	245 Peabody St, NE
School Population	150 students	82 students
Nearest Metro Station	1.3 miles	0.88 miles
Bus service	Adjacent to school on 14 th St; accessible with bus shelter; services routes 52/54/59 (every 12-15 minutes during weekday peak hours)	0.23 miles west of site; servicing routes 62/63 (every 15 minutes during peak hours) 0.27 miles east of site; servicing route K2 (every 10-20 minutes during peak hours to nearby Metro Stations) Both are accessible with no bus amenities
Bicycle Parking	Inverted U racks: three on 14 th St and four on Colorado Ave	Short-term bicycle parking spaces will to be installed on the west side of the front porch
Bicycle Route	Marked bike lane on 14 th St	Signed bike route on Peabody St
Parking	Street parking	Five designated spaces for staff

Table 2: Mode Split

Mode Split	Student	Staff	Weighted
Auto	60.2%	72.1%	62.6%
Transit	2.9%	7.0%	3.7%
Walk	25.2%	17.9%	23.7%
Bike	11.7%	3.0%	10.0%
Total	100%	100%	100%

¹ Census data is from U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. The workplace is set as the census tract where the daycare is located and the residence is set to include census tracts that are approximately 30-minute drive from the daycare.

Table 3: Peak Hour Vehicle Trip Generation

	AM Peak			PM Peak		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Person Trips	54	50	104	50	56	106
Auto Person Trips (62.6%)	34	31	65	31	35	66
Auto Trips	21	19	40	19	22	41

As outlined in CTR Guidelines, a CTR is required when a proposed development generates 100 or more total person trips (i.e., combined inbound and outbound during a peak hour) OR 25² or more vehicle trips in the peak direction (i.e., higher of either inbound or outbound) during any of the critical peak hours. As shown in **Table 3**, the Project would result in 40 vehicle trips during the AM peak hour and 41 vehicle trips during the PM peak hour, below the District’s threshold for conducting a CTR. The Project would result in 104 person trips during the AM peak hour and 106 person trips during the PM peak hour, above the 100-person trip threshold. Therefore, this Transportation Statement includes analysis of the pedestrian, bike, and transit networks as well as the qualitative assessment of safety.

Site Access

There are no curb cuts to the site. Access to the parking lot is from a public alley adjacent to the site. Site access details are illustrated in **Figure 2**.

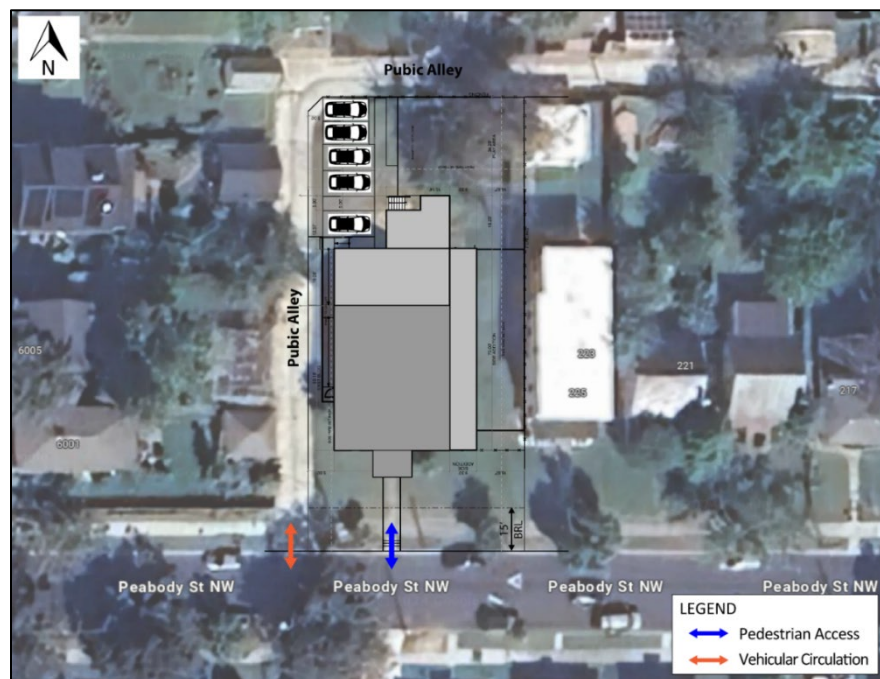


Figure 2: Site Access

² As noted in **Table 3**, the highest volume of vehicle trips in the peak direction is 22 outbound trips during the PM peak hour.

Curbside Management

Existing curbside restrictions within two blocks of the site are illustrated in **Figure 3**. DDOT has recommended installing pick-up/drop-off signage on Peabody Street directly adjacent to the daycare, as shown in **Figure 4**. This reserves three parking spaces for pick-up/drop-off operations.



Figure 3: Existing Curbside Restrictions

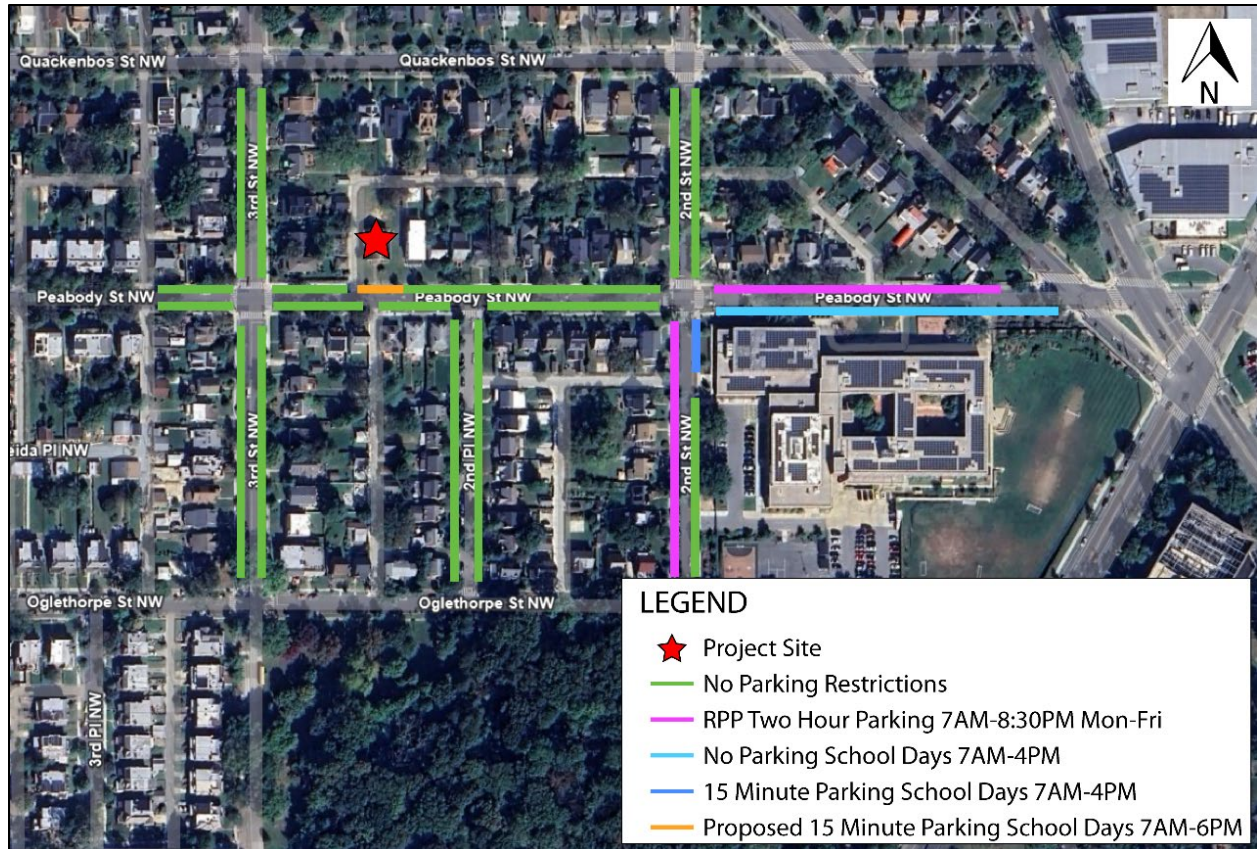


Figure 4: Proposed Curbside Restrictions

Parking

The following section provides a description of the parking lot, existing parking observations, and future parking projections.

The zoning requirements per the DC Zoning Regulations of 2016 (ZR-16) Title 11 Subtitle C § 701 and DDOT's Preferred Maximum rates for parking are shown in **Table 4**. The Project plans to provide all five of the required parking spaces. The planned parking space locations are shown in **Figure 5**.

Table 4: Vehicle Parking Requirements

Land Use/Units	Vehicle Parking Ratio per ZR-16	Vehicle Parking Required by ZR-16	DDOT Preferred Parking Rates (Figure 10): <i>More than 1 Mile from Metrorail</i>	Parking Proposed
Daytime Care (8,928 sq. ft.)	0.5 per 1,000 sq. ft. with a minimum of 1 space required.	5	150% of ZR-16 9 (max)	5

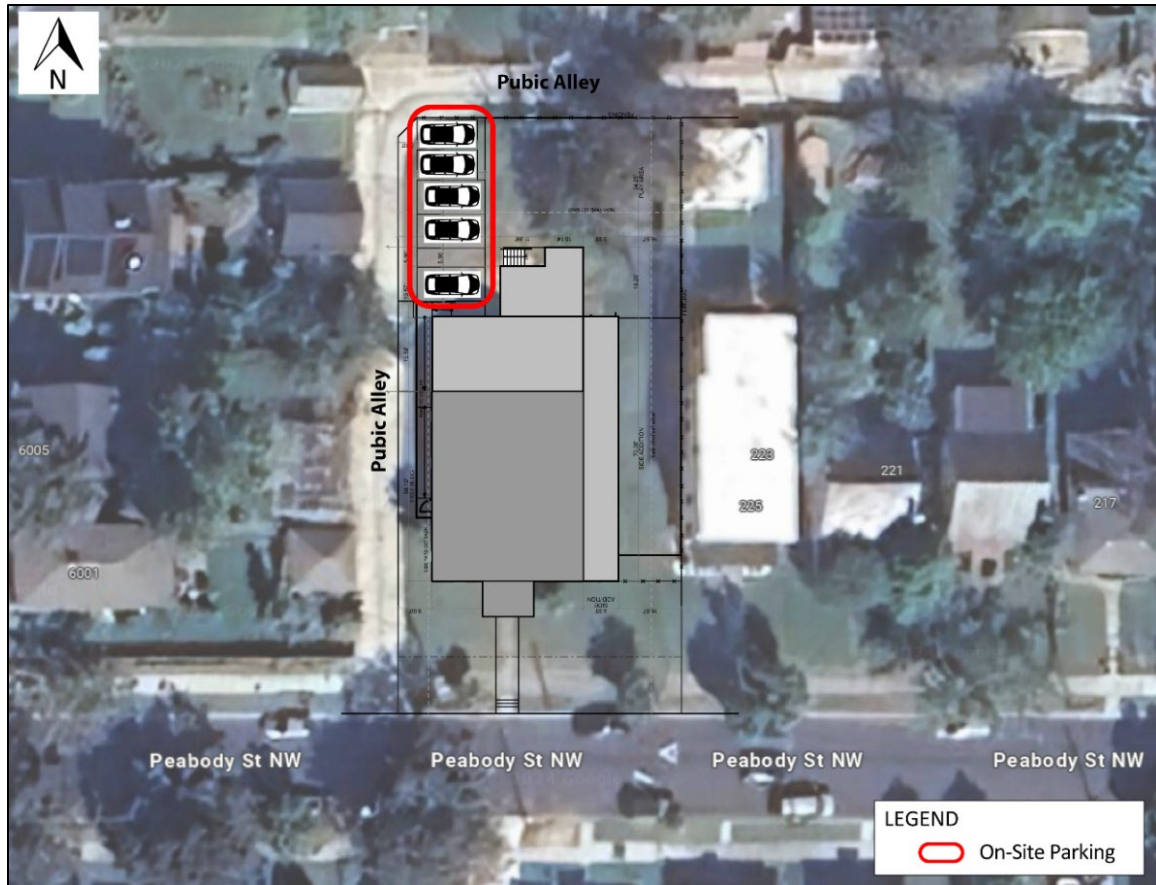


Figure 5: Off-Street Parking Locations

On-street parking observations were conducted on Peabody Street to determine the number of available parking spaces. The study area is from 3rd Street to 2nd Place as shown in **Figure 6**. Observations were conducted during the following time periods: 8:15 - 9:15AM (peak drop-off time for the daycare center), 3:15 - 4:15PM (dismissal time for the nearby Capital City Public Charter School), and 4:45 - 5:45PM (peak pick-up time for the daycare center). A summary of vacant spaces observed is presented in **Table 5**.



Figure 6: On-Street Parking Study Area

Table 5: On-Street Parking Supply

Date	Peak Hour	Vacant Spaces
Wednesday, April 3 rd , 2024	8:15 – 9:15AM	21
Wednesday, April 10 th , 2024	3:15 – 4:15PM	22
Tuesday, September 10 th , 2024	8:15 – 9:15AM	20
Tuesday, September 10 th , 2024	3:15 – 4:15PM	16
Tuesday, September 10 th , 2024	4:45 – 5:45PM	25

Considering the number of staff and the auto mode split, the parking demand is projected to be 14 spaces. With five staff parking spaces provided on site, it is projected that staff will use nine on-street parking spaces. There are sufficient on-street parking spaces observed to accommodate staff parking.

Pick-Up and Drop-Off Plan

The following section provides a description of the pick-up/drop-off plan and proposed recommendations.

Pick-up/drop-off operations will occur on Peabody Street. Parents will use available on-street parking spaces for short-term parking. Drop-off and pick-up would be staggered depending on parental needs, unlike a K-12 school that has a start and dismissal time.

The expected demand for short-term parking associated with pick-up/drop-off activities were estimated based on observations of the existing daycare facility at 5331 Colorado Avenue. Using the proportion between the student population at the two daycare locations (150 vs. 82 students), the vehicle

accumulation for the new daycare location on Peabody Street during AM drop-off and PM pick-up operations is presented in **Figure 7**.

Table 6 shows a summary of projected on-street demand and available parking spaces (see Table 5) during each peak hour. Staff will need nine parking spaces during all three peak hours. Parent parking demand varies, with a maximum queue of 11 vehicles at 5:25PM.

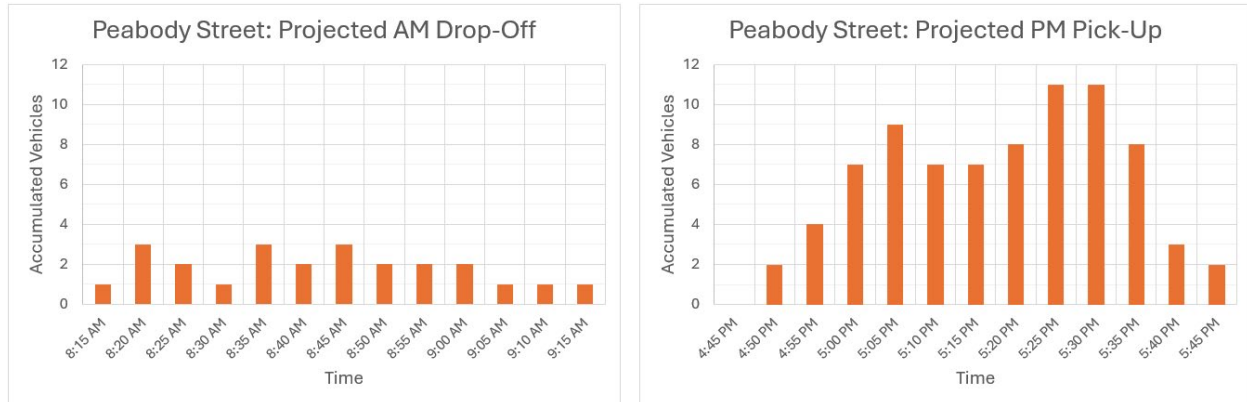


Figure 7: Projected Accumulation of Vehicles During Drop-off/Pick-up Operations

Table 6: Peak Hour On-Street Parking Supply and Demand

Peak Hour	On-Street Parking Spaces Needed			Parking Spaces Available
	Staff Parking	Drop Off/Pick Up	Total Parking	
8:15 – 9:15AM (Daycare AM Peak)	9	3	12	20
3:15 – 4:15PM (CCPCPS Dismissal)	9	1	10	16
4:45 – 5:45PM (Daycare PM Peak)	9	11	20	25

As Table 6 indicates, the number of vacant parking spaces on Peabody Street within half a block of the site (3rd Street to 2nd Place) can fully accommodate daycare pick-up/drop-off operations and supplemental staff parking needs. DDOT has recommended installing pick-up/drop-off signage on Peabody Street directly adjacent to the daycare as shown in **Table 4**, which has approximately three parking spaces.

Pedestrian Assessment

The following section is an assessment of pedestrian facilities within proximity of the project site.

Sidewalk gaps within a quarter miler of the site are identified in **Figure 8**. The sidewalks along both sides of Peabody Street are four to six feet separated from the roadway by a buffer strip. This does not meet DDOT's minimum standards of six (6) feet in width for residential areas.

Crosswalks on all legs of the Peabody Street/3rd Street and Peabody Street/2nd Street intersections are in good condition with high visibility pavement markings and presence of stop bar. All curb ramps at these

two intersections meet DDOT standards. A detectable warning surface exists on all the curb ramps. There are no missing crosswalks within the study area.

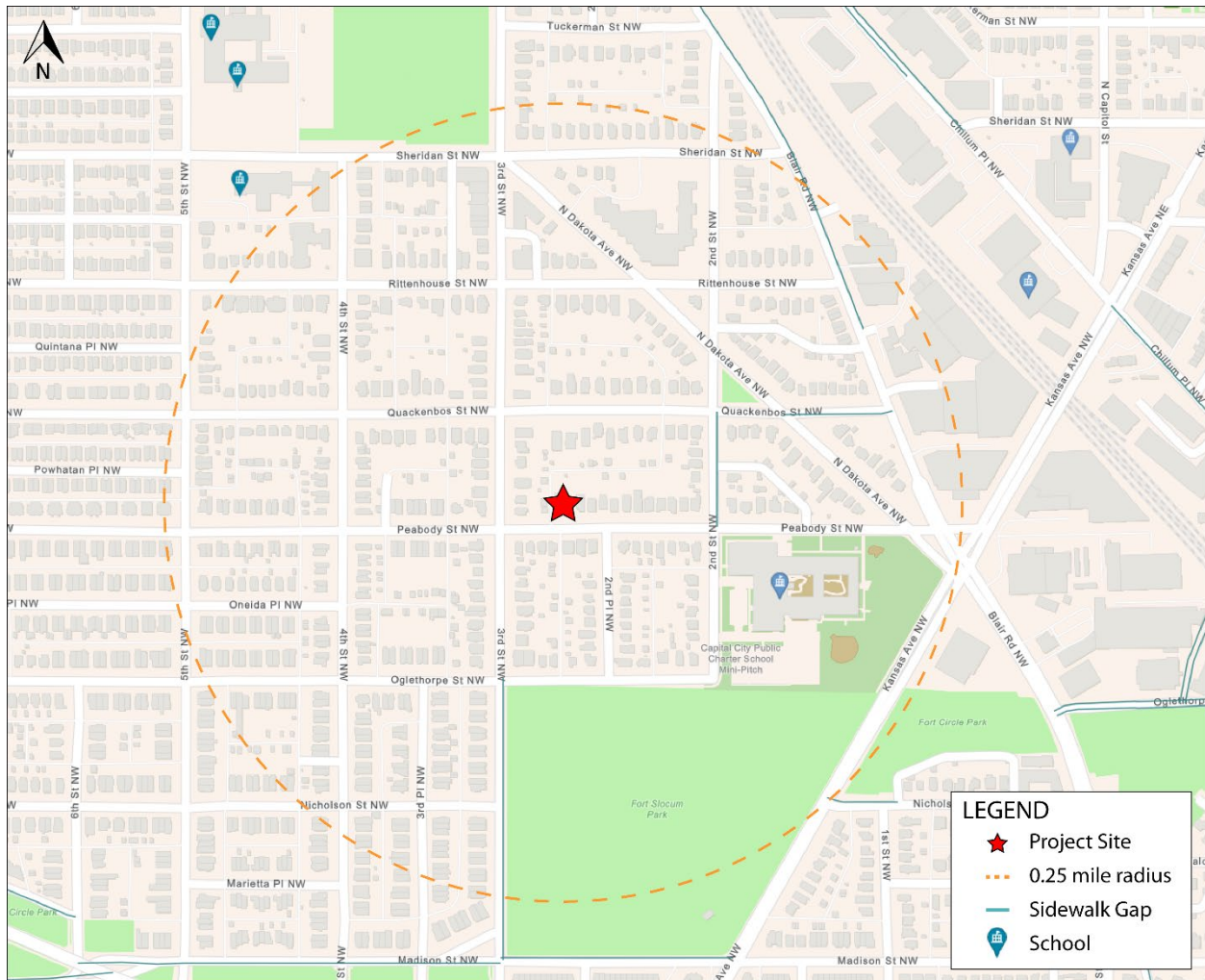


Figure 8: Sidewalk Gaps – ¼ Mile Radius (moveDC)

Bicycle Assessment

The following section is an assessment of bicycle facilities within proximity of the project site.

Existing bicycle facilities within a half mile of the site are illustrated in **Figure 9**. There are two Capital Bikeshare stations within the study area, with the closest location at the intersection of Kansas Avenue and 2nd Street. Peabody Street is a signed bike route.

Although no bicycle parking spaces are required per Title 11 Subtitle C Section 802.5³, short-term bicycle parking spaces are planned to be installed on the west side of the front porch with access from the public alley as shown in **Figure 10**. This would minimize conflicts with sidewalk and vehicle pick-up/drop-off operations.

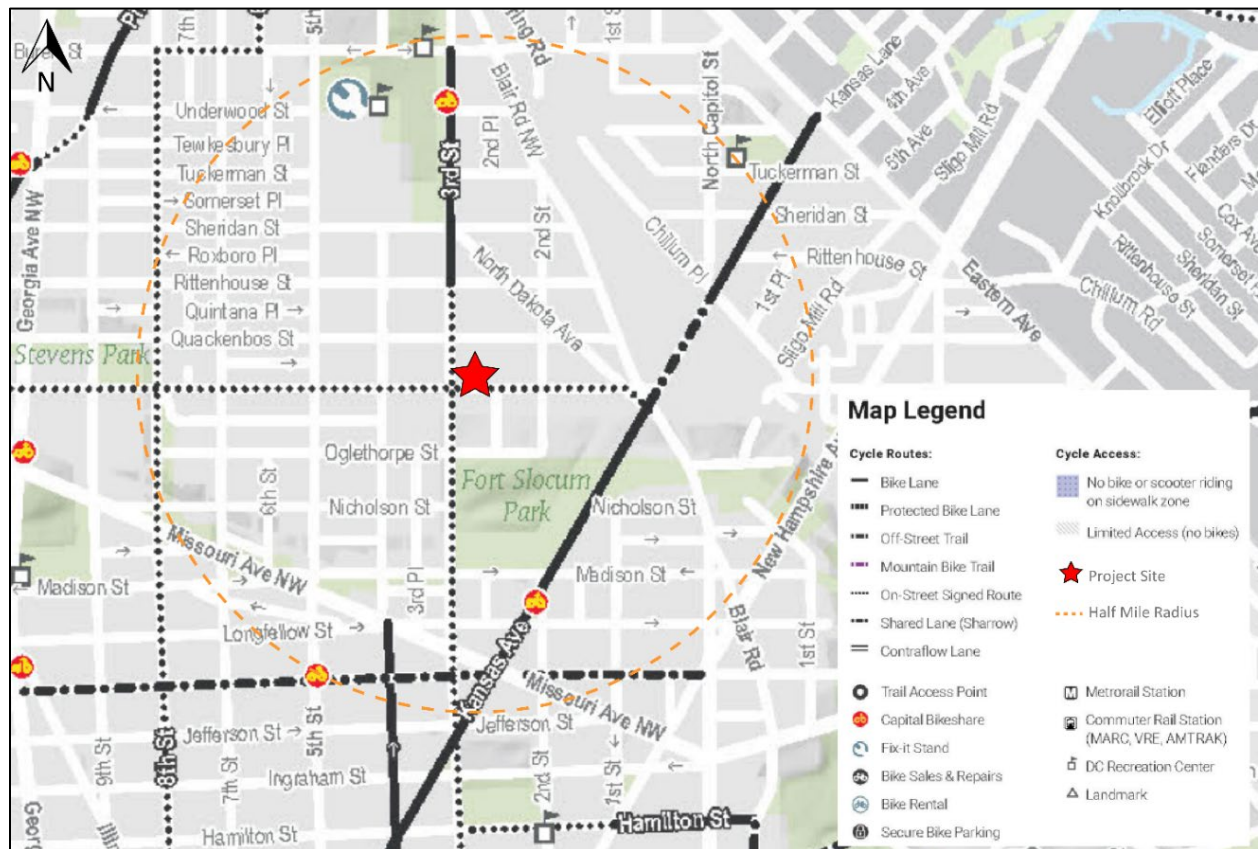


Figure 9: Bicycle Facilities – ½ Mile Radius

³ Title 11 Subtitle C Section 802.5: An addition to an existing building, or the expansion of a use within a building, triggers additional bicycle parking requirements only when the gross floor area of the building or use is expanded or enlarged by twenty-five percent (25%) or more beyond the gross floor area on the effective date of this title...

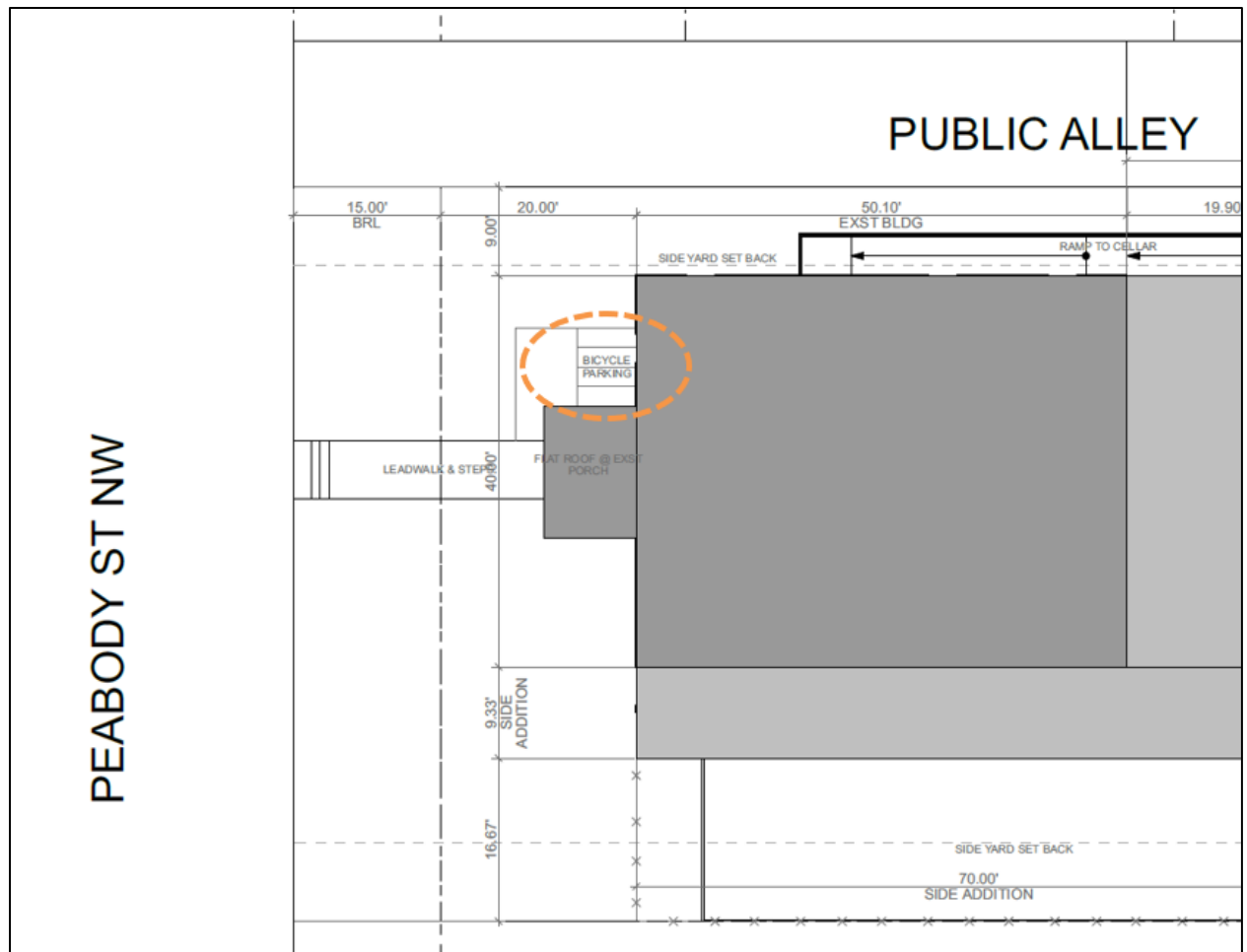


Figure 10: On-Site Bicycle Parking Location

Transit Assessment

The following section is an assessment of transit facilities and services within proximity of the project site.

The one-mile Metrorail station study area is shown in **Figure 11**. The only Metrorail station within the study area is Takoma Station 0.88 miles away, servicing the Red Line.

The project site is outside of the buffers from Priority Transit. The half-mile Metrobus study area is shown in **Figure 12**. There are a few bus routes that serve the study area of the site. There are two close bus stops: one at Peabody St & 5th St servicing routes 62 and 63, and the other at Peabody St & Kansas Ave servicing route K2. The bus stops are accessible but do not have any bus amenities. Metro is proposing service changes to select bus routes in Washington DC based on input from customers and local governments, and an analysis of on-time performance, ridership, corridor studies and cost efficiency.

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Routes 62 and 63 have proposed changes⁴, but they do not affect peak hour service at the stops within the study area.

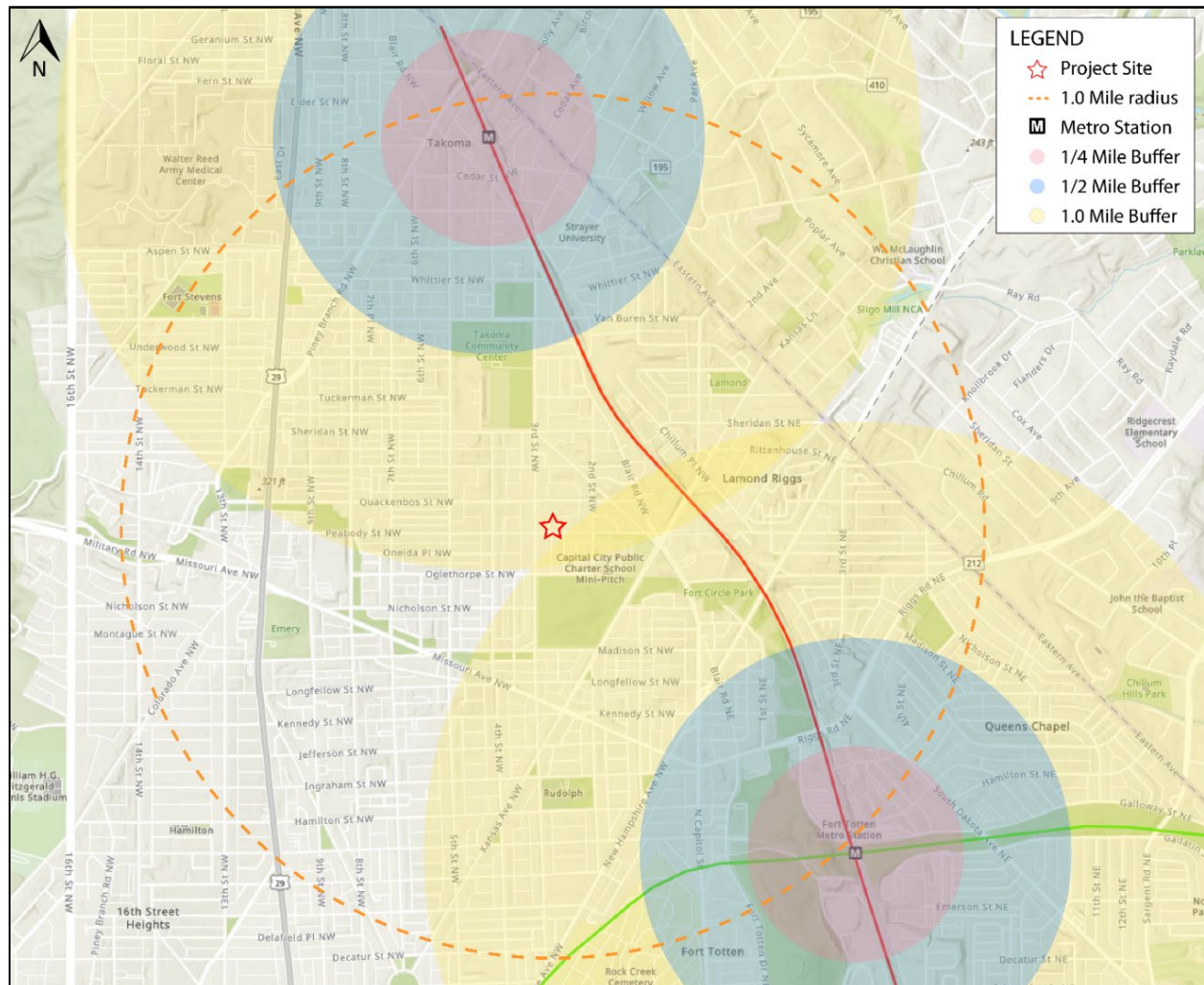


Figure 11: Metrorail Stations – 1-Mile Radius

⁴ Modify Route 63 to serve 11th Street south of Vermont Avenue NW, with service along 13th Street south of Logan Circle shifted to 11th Street NW. Every other Route 62 trip (off-peak) would be converted to Route 63 to provide off-peak trips between Takoma and Federal Triangle.

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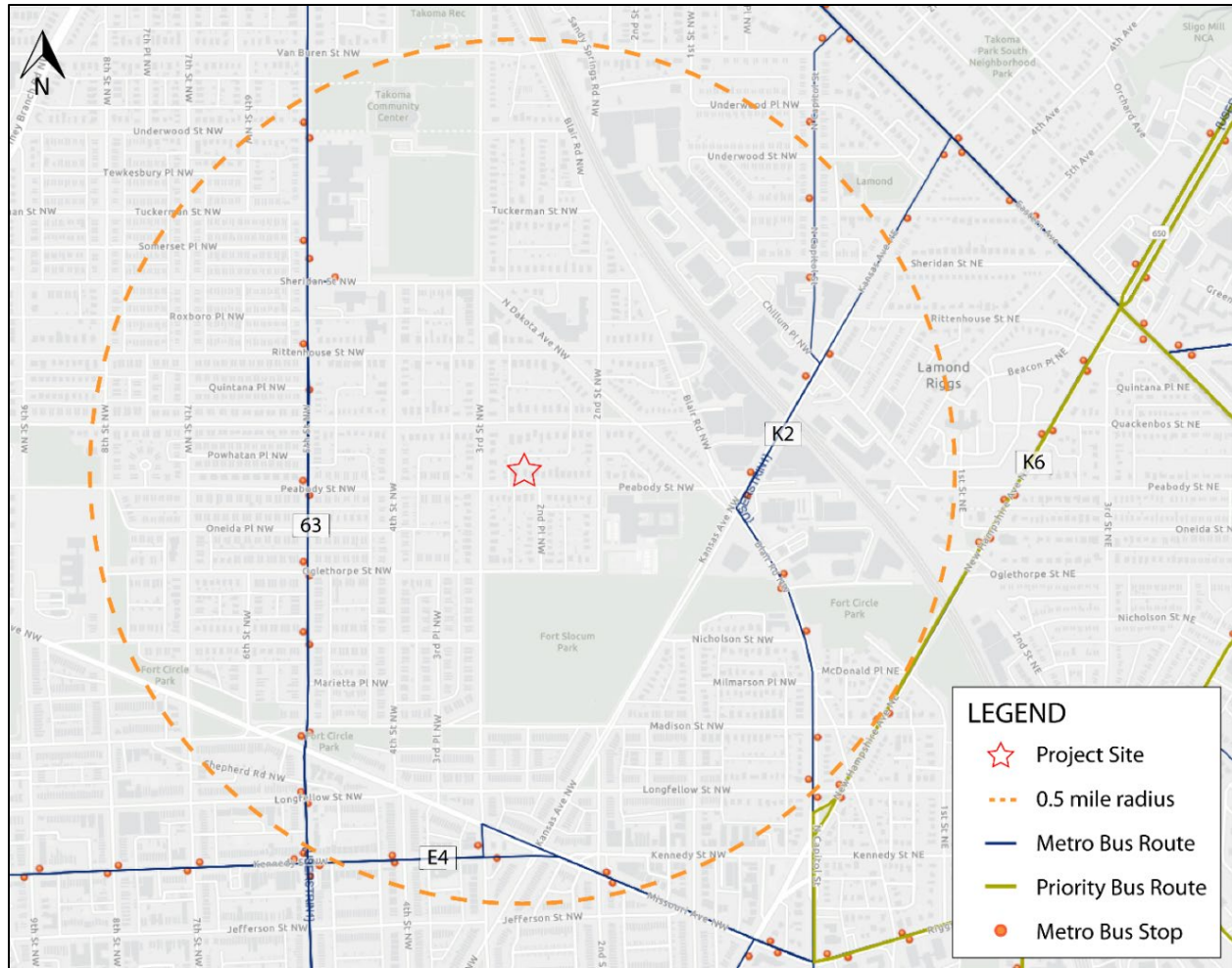


Figure 12: Metrobus Routes and Stops – ½ Mile Radius

Table 7: Metrobus Stations and Services – ½ Mile Radius

Route	Route Name	Key Destinations	Service Headways (Weekday)	Service Headways (Weekends)
62, 63	Takoma-Petworth Line	<ul style="list-style-type: none"> Takoma station Coolidge High School Manor Park Georgia Ave-Petworth station U Street station Metro Center station Federal Triangle 	13-24 min	24 min
K2	Takoma-Fort Totten Line	<ul style="list-style-type: none"> Takoma station Lamond Fort Totten station 	11-20 min	N/A
E4	Military Road-Crosstown Line	<ul style="list-style-type: none"> Friendship Heights station Chevy Chase Kennedy St, NW Fort Totten station Riggs Park 	18-24 min	20 min

Safety

The following section provides a qualitative assessment of safety conditions in proximity to the site.

No intersections adjacent to the site have been identified as DDOT high crash locations. Illustrated in **Figure 13** are traffic crashes by injury type that occurred on or after 1/1/2021 within the study area. The data are for persons injured, not the number of crashes. All the injuries were minor, except for a fatal driver injury on 3rd Street between Rittenhouse Street and Quackenbos Street (2/11/2024)⁵.

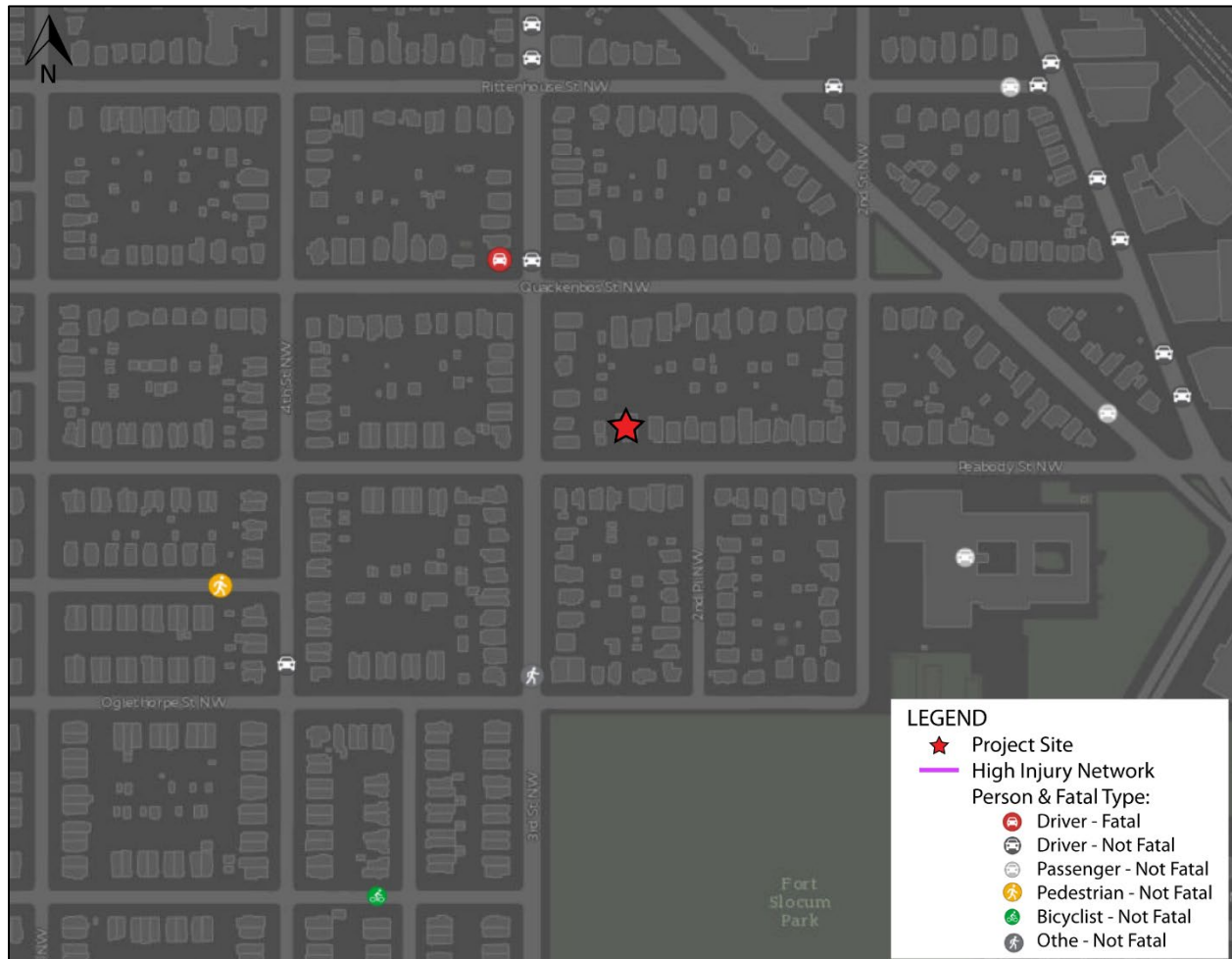


Figure 13: Traffic Crash Data (Source: Metropolitan Police Department)

There are currently three (3) Traffic Safety Input (TSI) service requests (SRs) in the study area that has not been selected for prioritization and safety concerns may be impacted by the proposed application, listed below:

⁵ The exact location may be off on the figure depending on where the police report was made.

1. SR# (24-00167761): Speeding at the 6000 block of 3rd Street NW
2. SR# (23-00492003): Request for Pedestrian Crossing sign at the intersection of Quackenbos Street NW
3. SR# (23-00105538): Pedestrian crossing concerns and speeding along the 100-200 block of Quackenbos Street

Loading Management

The following section provides a description of loading operations and management.

Given the size of the daycare is less than 30,000 square feet, a loading berth will not be required. Trash will be stored in a commercial dumpster located in the back yard. Trash will be collected once or twice a week. An illustration of the trash area is shown in **Figure 14**. There will be a gate in the fence that provides access to the alley. Trash will be rolled out to the alley for collection. No additional maneuvering will be necessary beyond typical alley maneuvers. Truck turning movements for the alley dumpster is shown in **Figure 15**.

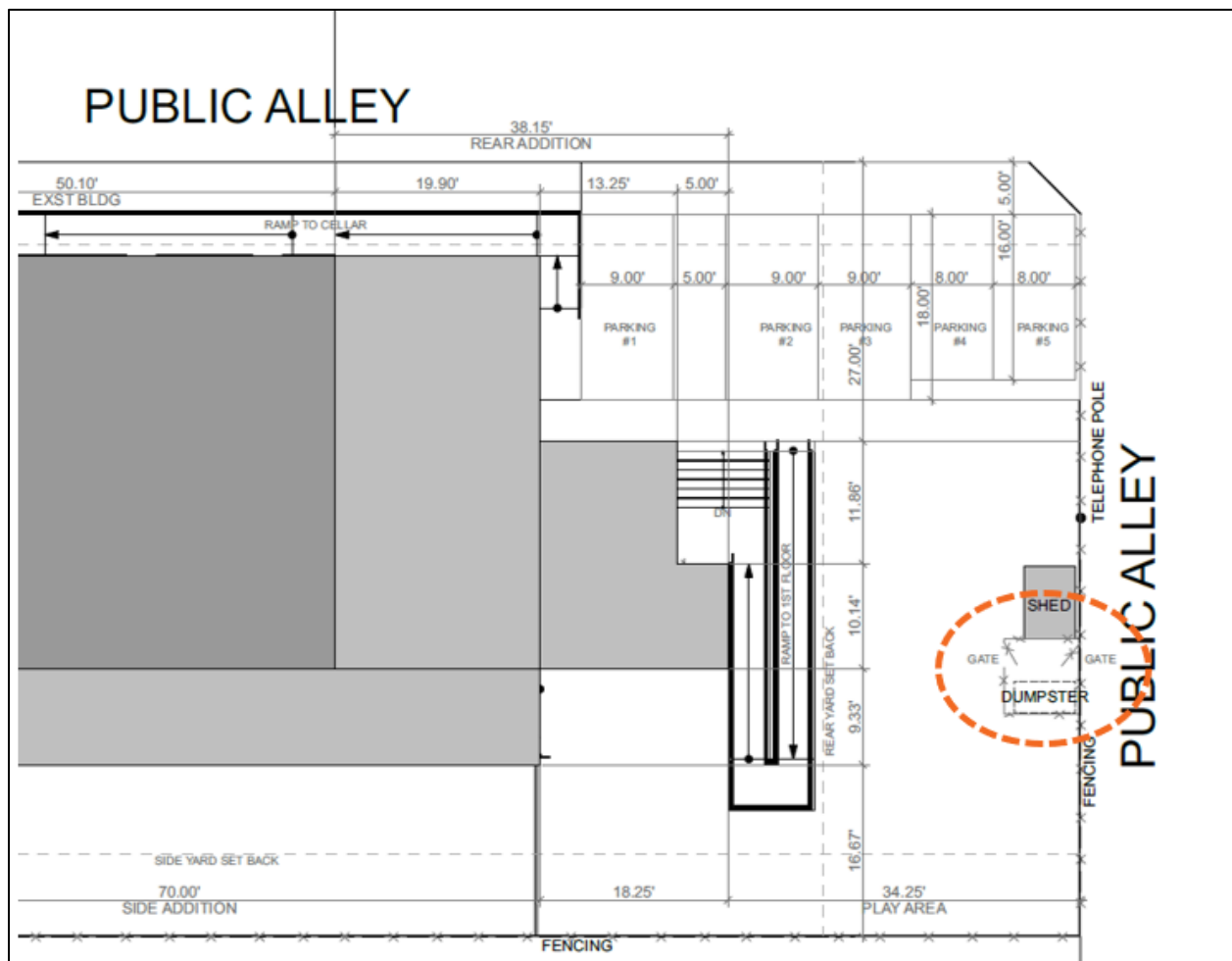


Figure 14: Trash Location

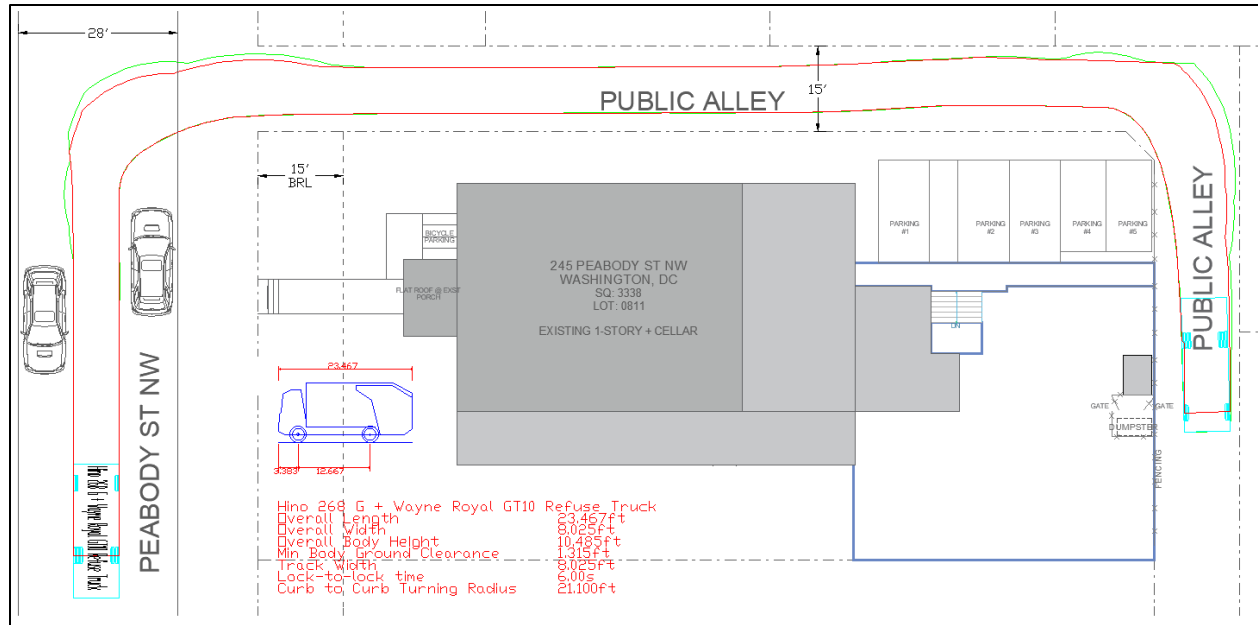


Figure 15: Trash Vehicle Maneuvering Diagram

Transportation Demand Management

The following section provides a list of Transportation Demand Management (TDM) measures to reduce vehicular and parking demand and encourage the use of green travel choices (i.e., transit, walk, and bike). The list was approved by DDOT as part of the CTR scoping process.

- Appoint Transportation Coordinator
- Meet with goDCgo to develop goals and plans
- Conduct commuter survey of staff
- Conduct commute survey of parents
- Check in with goDCgo's School Services Team halfway through the year to track progress
- Send out reminders for Commuter Benefits Open Enrollment
- Promote commuter benefits and other sustainable transportation programs to new and existing hires
- Provide transportation information to new and existing families
- Provide transportation information (electronic format) for staff
- Provide information on nearby transportation options on the daycare's website (work with goDCgo to create a Get Around Guide customized for the daycare)
- Include transportation information in newsletter
- Promote Sustainable Transportation Holidays
 - Park(ing) Day (September)
 - Car Free Day (September)
 - Walk to School Day (October)
 - National Walk to Work Day (April)

- Bus to Work/Transportation Equity Day (February)
- National Bike Month (May)
- Bike to Work Day (May)
- Host a tabling event with goDCgo to sign staff up for commuter benefits
- Promote Capital Bikeshare as a form of commuting to and from the daycare
- Provide Capital Bikeshare corporate membership to all interested staff
- Host bike safety course for staff
- Promote WABA bicycling classes to staff
- Provide preferential parking for carpools for staff
- Comply with Commuter Benefits Act of 2014
- Comply with Transportation Benefits Equity Amendment Act if over 20 staff members (including part-time staff)

Response to Community Concerns

Responses to previous community comments from the July 16, 2024, community meeting are presented below:

1. **Alley - Neighbors are still concerned about the possibility of vehicles parking, standing, or idling in the alley.** The concern is that parents - who are either running late or who aren't concerned with others' alley needs - will block alley access, and more specifically, block access to neighbors' garages and parking spaces. There's a basis for this concern, as these issues are a common occurrence in the alley one block away that serves the 6000 block North Dakota Ave, the 6000 block of 2nd St., NW, and the 100 block of Peabody St., NW (this is the alley closest to the North side of Capital City Public Charter School).
 - *There is adequate capacity on Peabody Street to accommodate parental needs, as outlined in the **Pick-Up and Drop-Off Plan** section.*
 - *Additionally, Estrellitas will include the following sections in the school Handbook:*

DROP OFF AND PICK UP:

Make sure you respect the non-parking zone and abstain from blocking the alley. If you are going to take extra time at drop off, make sure you use legal parking around the neighborhood. During pick up, we will have children ready by 5:00 pm to facilitate the process. There will be different doors to pick up that will be explained once you sign a contract with our school and to facilitate the process. We want to be good neighbors and respect all traffic signs.

TERMINATION OF ENROLLMENT:

The Program reserves the right to terminate your child's enrollment in Estrellitas if parents fail to abide by the written policies and guidelines of Estrellitas in the Parent Handbook and any policy-related written material. INCLUDING NOT FOLLOWING OUR PARKING GUIDELINES AND USE OF ALLEY AT OUR PEABODY SITE.

2. **Peabody Street - Neighbors are concerned about cars stacking up on the 200 block of Peabody St., NW.** The concern is that these cars will prevent the consistent flow of two-way traffic on a local road. This street already has a steady flow of drivers heading Eastbound to drop and pick up students at Capital City PCS.
 - *Peabody Street vehicle trips during drop-off and pick-up were projected using person trips obtained from sign-in/sign-out sheets (May 2024) at the existing school at Colorado Avenue. As shown in **Figure 16** below, the daycare will only generate six vehicle trips between 8:15-8:30AM and 12 vehicle trips between 8:30-8:45AM during CCPCS drop-off. The majority of pick-up traffic for the daycare occurs after CCPCS dismissal (5:15PM versus 3:30PM).*

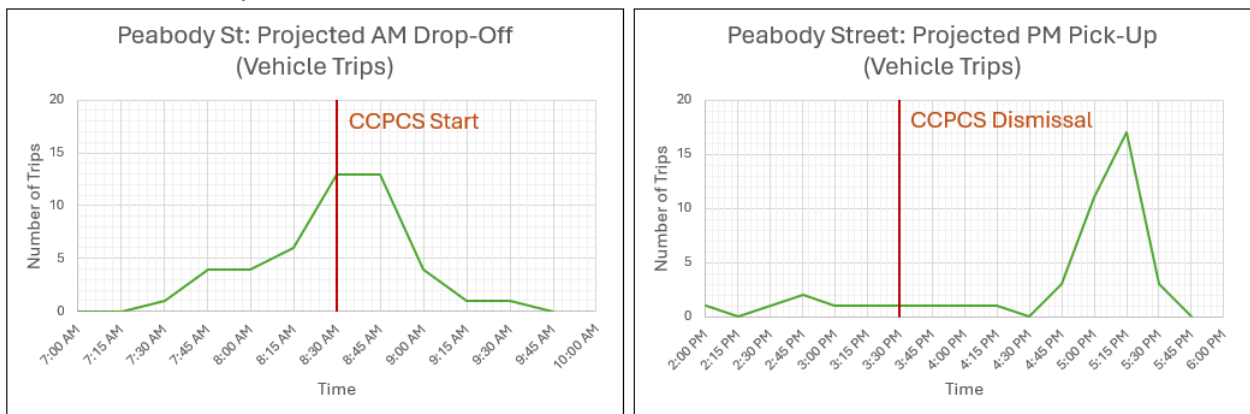


Figure 16: Projected During Drop-off/Pick-up Operations on Peabody Street

3. **Parking** - The neighbors aren't confident in the assertion that there will be plenty of on-street parking on Peabody for both Estrellitas staff and neighbors who live on Peabody Street, NW since pick-up data was collected on a Wednesday and CCPCS has early dismissal on Wednesdays. Additional parking data on a Tuesday or Thursday should be collected.
 - *Additional parking observations were collected on Tuesday, September 10, 2024. As the data summary in the **Pick-Up and Drop-Off Plan** section of this report shows, there is adequate on-street parking on Peabody Street to accommodate staff overflow parking and parent demand during pick-up/drop-off operations and during CCPCS dismissal.*

Conclusions

The Project would result in 104 person trips during the AM peak hour and 106 person trips during the PM peak hour, above the District's threshold of 100 person trips. Therefore, this Transportation Statement was scoped to include the additional sections providing the analysis on the pedestrian, bike, and transit networks as well as the qualitative assessment of safety. The Project will generate 40 trips during the AM peak hour, 41 trips during the PM peak hour. The maximum number of vehicle trips in the peak direction is 22 outbound trips during the PM peak hour. This is below the District's threshold of 25 vehicle trips in the peak direction for a full CTR. Key takeaways of this report are stated below:

- On-site parking meets zoning requirements. It is projected that staff may use nine on-street parking spaces.

- There will be staggered arrival and dismissal depending on parental needs, unlike a K-12 school with a specific start and dismissal time.
- Pick-up/drop-off operations will occur on Peabody Street and not in the public alley.
- DDOT has recommended installing pick-up/drop-off signage on Peabody Street directly adjacent to the daycare for three parking spaces.
- Between 3rd Street and 2nd Place, there are adequate on-street parking spaces for pick up/drop off and additional staff parking:
 - Morning Drop Off (demand of 12 vs supply of 20)
 - Public School dismissal (demand of 9 vs supply of 16)
 - Daycare dismissal (demand of 20 vs supply of 25)
- Transportation Demand Management (TDM) measures are proposed to reduce vehicular and parking demand and encourage the use of green travel choices.
- Trash pick-up will occur in the public alley. Trash will be enclosed in a gated fence and rolled out to the alley.