



MEMORANDUM

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FROM: Nicole White, P.E., PTOE Symmetra Design
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DATE: October 30, 2024

RE: 245 Peabody Street, NW – Transportation Statement Supplemental

Introduction

The following memorandum provides transportation information requested by the Board of Zoning Adjustment (BZA) during the October 2, 2024 Special Exception Hearing for Estrellitas Montessori daycare. The topics include:

1. Determine the status of the Capital City Public Charter School (CCPCS) Child Development Center (CDC) and confirm that cumulative transportation impacts were adequately considered.
2. Consider the potential to provide additional parking for staff on-site.
3. Clarification on how the alley will be used and how the proposed bike racks impact use of the alley.

Prior transportation assessments were outlined in the *245 Peabody Street, NW - Transportation Statement*¹, submitted September 19, 2024.

Estrellitas Montessori is planned to be located at 245 Peabody Street NW and intends to serve 82 children with up to 20 adult staff members. The Estrellitas Montessori daycare is proposed to be located approximately 800 feet west of the Capital City Public Charter School (CCPCS). The CCPCS has an enrollment of 1,000 students, including a CDC for 84 students².

¹ Per District Department of Transportation (DDOT) Guidance for Comprehensive Transportation Review (CTR) Study (January 2022).

² The CDC is licensed for 24 preschoolers (36 months – 5 years) and 60 school age (5 years – 15 years) for a total of 84 students.

Pursuant to Subtitle U-203.1(h), more than one (1) child/elderly development center or adult day treatment facility in a square or within one thousand feet (1,000 ft.) of another child/elderly development center or adult day treatment facility may be approved only when the Board of Zoning Adjustment finds that the cumulative effect of these facilities will not have an adverse impact on the neighborhood due to traffic, noise, operations, or other similar factors. Accordingly, this transportation supplemental considers the impacts associated with the CCPCS CDC.

The scope of the supplemental transportation memorandum was coordinated with DDOT. In addition to the three transportation topics requested by the BZA, DDOT also requested the Applicant meet with goDCgo to review the proposed Transportation Demand Management Plan, including compliance with the DC Parking Cashout Law.

CDC Cumulative Transportation Impacts

The cumulative impacts of the CCPCS CDC must be considered for special exception approval of the Estrellitas Montessori Daycare. The 84 CDC students at CCPCS are accounted for in the school's total enrollment of 1,000 students, and the CDC program has been in operation for 12 years. Thus, the CDC was considered in the September 19, 2024 Transportation Statement.

The Transportation Statement included on-street parking surveys conducted on Tuesday, September 10, 2024³ during the following time periods:

- 8:15 – 9:15 AM (Estrellitas daycare and CCPCS arrival⁴)
- 3:15 – 4:15 PM (CCPCS dismissal⁵)
- 4:45 – 5:45 PM (Estrellitas daycare dismissal and CDC dismissal⁶)

The study periods represent the peak time periods for the CCPCS and the proposed Estrellitas Montessori daycare center. Per coordination with DDOT, an additional observation period was conducted from 7:00 AM to 8:00 AM to account for potential drop-off activity associated with the existing CCPCS CDC⁷.

Pickup/Drop-off

As recommended by DDOT, signage will be installed to designate three parking spaces for pickup/drop-off operations in front of the Estrellitas daycare site. Additional pickup/drop-off operations are expected

³ The 24 CDC students at CCPS are accounted for in the school's total enrollment of 1,000 students. Further, the CDC program has been in full session for 12 years and was therefore considered in the September 10, 2024 observations.

⁴ CCPCS arrival is 8:15 – 8:30 AM.

⁵ CCPCS dismissal is 3:30 PM.

⁶ CDC closes at 6PM. Peak dismissal would occur prior to 6PM.

⁷ CCPCS CDC pickup/drop-off activities occur on Peabody Street adjacent to the school.

to occur on Peabody Street between 2nd Street and 3rd Place as shown in **Figure 1**. Parking observations for each survey period are detailed in **Table 1**.



Figure 1: Estrellitas Primary Pickup/Drop-off Area

Table 1: 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
Tuesday, October 22nd, 2024	7:00 – 8:00AM	15

The expected demand for short-term parking associated with parent pick-up/drop-off activities for the project 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 peak hour operations is presented in **Figure 2**.

Table 2 shows a summary of projected on-street demand and available parking spaces during each peak hour. Parent parking demand varies, with a maximum queue of 11 vehicles at 5:25PM.

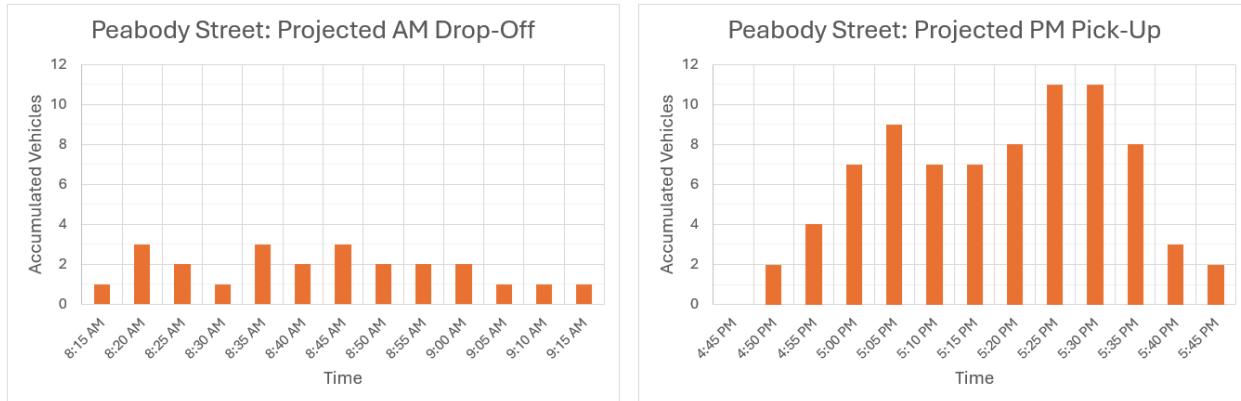


Figure 2: Projected Accumulation of Vehicles During Drop-off/Pick-up Operations

Table 2: Peak Hour On-Street Parking Supply and Demand

Peak Hour	On-Street Parking Spaces Needed for Pickup/Drop-off	Parking Spaces Available
7:00 – 8:00AM (CCPCPS CDC drop-off)	3 ⁸	15
8:15 – 9:15AM (CCPCPS and Daycare drop-off)	3	20
3:15 – 4:15PM (CCPCPS Dismissal) ⁹	1 ¹⁰	16
4:45 – 5:45PM (Daycare PM Peak)	11	25

As **Table 2** indicates, the number of vacant parking spaces on Peabody Street between 3rd Street and 2nd Place can fully accommodate daycare pick-up/drop-off operations. There is adequate space for pick-up/drop off considering the cumulative impacts of the CCPCPS CDC.

Consider Additional On-Site Parking

The Project plans to provide all five of the parking spaces required by zoning. Considering the number of staff (20) and the auto mode split (62.6%¹¹), the staff parking demand is projected to be 14 spaces. With five staff parking spaces provided on site, it is projected that staff may use up to nine on-street parking spaces.

⁸ Based on sign-in/sign-out sheets provided for the existing daycare at Colorado Avenue, 8:15-9:15AM is the peak drop-off period. The number of parking spaces needed for drop-off from 7-8AM will not exceed this peak demand.

⁹ CCPCPS CDC ends at 6PM, after the Estrellitas Daycare pickup peak and therefore not included in the study.

¹⁰ Calculated using sign-in/sign-out sheets provided for the existing daycare at Colorado Avenue and the calculated average dwelling rate (11.1 minutes) for pick-up vehicles.

¹¹ 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. An 80% student-20% staff weighted mode split is used for trip generation calculations, per DDOT approval. The final auto mode split is 62.6%.

The BZA has requested Estrellitas consider increasing the number of on-site parking spaces to accommodate parking demand that may exceed the zoning requirement. Per District Architecture Studio, providing additional parking spaces on-site would require either reducing the size of the building or taking away outdoor space for the play area.

There are sufficient on-street parking spaces available to accommodate staff demand. As illustrated in **Figure 3**, there are currently 60 plus parking spaces available, west of the Peabody Street pickup/drop-off area, to accommodate staff parking demand. This was observed during all study time periods.

Staff will therefore be restricted to park in the study area to facilitate parent pick-up/drop-off operations.



Figure 3: Available On-Street Parking for Staff (all survey periods)

Use of the Alley

Strict pick-up/drop-off policies will be implemented, including restrictions on blocking the alley and using the alley for any pick-up or drop-off. These policies are detailed in an addendum to the handbook which shall be signed separately from the handbook. The proposed addendum is included as Exhibit A1.

As coordinated with DDOT, access to bicycle parking spaces are planned to be installed on the west side of the front porch with access from the public alley. This would minimize conflicts with sidewalk and vehicle pickup/drop-off operations.

Transportation Demand Management

As part of the previous Transportation Statement, Estrellitas coordinated a list of Transportation Demand Management measures that were supported in DDOT's September 20, 2024 report. Transportation Demand Management (TDM) measures aim to reduce vehicular and parking demand and encourage the use of green travel choices (i.e., transit, walk, and bike).

Following the October 2, 2024 BZA Hearing, DDOT suggested Estrellitas meet with goDCgo and consider additional measures, such as the Cashout program. Estrellitas met with goDCgo on Monday, October 28, 2024 to review the current TDM Plan. During the meeting goDCgo mentioned a new Capital Bikeshare station would be installed near the site in the future. goDCgo suggested Estrellitas consider the Corporate Capital Bikeshare benefits which are currently in the TDM Plan.

The DC Parking Cashout Law requires DC employers with 20 or more covered employees that offer free, subsidized, or reimbursed parking to their employees in one of three ways:

1. Offer a Clean Air Transportation Fringe Benefit. Often referred to as the parking cashout¹² option, employers offer employees the option to receive a Clean Air Transportation Fringe Benefit equal to or greater than the market value of their parking space.
2. Develop and implement a Transportation Demand Management (TDM) plan. TDM plans are subject to approval by DDOT and must reduce single occupancy vehicle commuting by at least 10% from the previous year until 25% or less of employees' commuter trips are made by car.
3. Pay a Clean Air Compliance Fee. Pay DDOT a fee of \$100 per month, per employee offered parking benefits.

Following coordination with goDCgo and DDOT, Estrellitas proposes the following additional TDM measure:

- Charge staff "market rate" for parking or comply with DC Parking Cashout Law when the number of staff reaches 20.
- For those who drive, carpooling is encouraged and the parking spaces at the rear will be assigned and priority given to those who carpool.

The following comprehensive list includes the above measures and previous measures approved by DDOT as part of the CTR scoping process.

- a) Appoint Transportation Coordinator
- b) Meet with goDCgo to develop goals and plans
- c) Conduct commuter survey of staff
- d) Conduct commute survey of parents

¹² A parking cashout is a type of commuter benefit where an employer offers their employees the option to receive monetary compensation or alternative transportation benefits in exchange for giving up their parking benefit.

- e) Check in with goDCgo's School Services Team halfway through the year to track progress
- f) Send out reminders for Commuter Benefits Open Enrollment
- g) Promote commuter benefits and other sustainable transportation programs to new and existing hires
- h) Provide transportation information to new and existing families
- i) Provide transportation information (electronic format) for staff
- j) Provide information on nearby transportation options on the daycare's website (work with goDCgo to create a Get Around Guide customized for the daycare)
- k) Include transportation information in newsletter
- l) Promote Sustainable Transportation Holidays
 - a. Park(ing) Day (September)
 - b. Car Free Day (September)
 - c. Walk to School Day (October)
 - d. National Walk to Work Day (April)
 - e. Bus to Work/Transportation Equity Day (February)
 - f. National Bike Month (May)
 - g. Bike to Work Day (May)
- m) Host a tabling event with goDCgo to sign staff up for commuter benefits
- n) Promote Capital Bikeshare as a form of commuting to and from the daycare
- o) Provide Capital Bikeshare corporate membership to all interested staff
- p) Host bike safety course for staff
- q) Promote WABA bicycling classes to staff
- r) Provide preferential parking for carpools for staff
- s) Comply with Commuter Benefits Act of 2014
- t) Comply with Transportation Benefits Equity Amendment Act if over 20 staff members (including part-time staff)
- u) Charge staff "market rate" for parking or comply with DC Parking Cashout Law when the number of staff reaches 20.
- v) For those who drive, carpooling is encouraged and the parking spaces at the rear will be assigned and priority given to those who carpool.