

# Government of the District of Columbia

## Department of Transportation



### **d. Planning and Sustainability Division**

#### **MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment

**FROM:** Anna Chamberlin, AICP *MS for*  
Associate Director

**DATE:** November 6, 2024

**SUBJECT:** BZA Case No. 21101 – 245 Peabody Street, NW  
DDOT Supplemental Report

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#### **Overview:**

This memorandum serves as a supplement to the District Department of Transportation's (DDOT) September 20, 2024, report to the Board of Zoning Adjustment (BZA) regarding the request for a Special Exception to construct a child development center serving 82 children and 20 staff members in the R-1B Zone at 245 Peabody Street, NW (Square 3388, Lot 811).

At the October 2, 2024, Hearing, the BZA requested Mendoramas, LLC, (the "Applicant") clarify the site's alley access and provide supplemental information relating to the potential impact a new Child Development Center (CDC) would have in proximity to the nearby public charter school. Since DDOT's original report ([Exhibit 27](#)) was submitted to the case record, the Applicant has expanded upon their original Transportation Statement ([Exhibit 28](#)) and has worked with DDOT to enhance their Transportation Demand Management (TDM) plan to address BZA and community concerns discussed at the Hearing. The Applicant has submitted the following new documents to the case record:

- Conditions list ([Exhibit 57A](#))
- Required Signed Addendums for Students and Employees ([Exhibit 57A1](#), [Exhibit 57A2](#))
- Photos of the Alley ([Exhibit 57B](#))
- EagleCare Program Information ([Exhibit 57C](#))
- Morning Conditions in front of Peabody Site ([Exhibit 57D](#))
- Supplemental Transportation Memo ([Exhibit 57E](#))

## **Supplemental Analysis**

At the BZA Hearing, testimony was shared that a license was granted for another CDC at nearby Capital City Public Charter School just a few weeks prior to the hearing, in September 2024. Therefore, the BZA requested that the Applicant evaluate the cumulative transportation impacts of this nearby CDC and the proposed CDC as a requirement of the Special Exception. The Applicant prepared a Supplemental Transportation Memo ([Exhibit 57E](#)) summarizing their additional analysis. The Applicant originally surveyed on-street parking during the peak hours of drop-off and pick-up activities near the proposed CDC on Peabody Street at times concurrent with those of the Capital City Public Charter School. Students in the Capital City Public Charter School’s CDC, which has been operating for 12 years, are included in the school’s overall student enrollment. To account for overlapping pick-up and drop-off activities between the Capital City Public Charter School CDC and the proposed CDC, the Applicant additionally observed on-street parking availability from 7:00 a.m. to 8:00 a.m. peak hour on Tuesday, October 22, 2024. The original and supplemental analysis demonstrated sufficient on-street parking spaces available to account for the current and projected pick-up and drop-off demand during all observation periods.

At the hearing, the BZA also asked the Applicant to explore increasing the number of off-street vehicle parking spaces on site to accommodate projected staff parking demand of 14 vehicles. The Applicant is proposing to build five (5) parking spaces on-site as required by Zoning. The Applicant stated in their Supplemental Transportation Memo that reducing the size of the building or outdoor play area to accommodate more vehicle parking on site would be infeasible. The Applicant projected that staff parking demand could be accommodated through available on-street parking on nearby streets, away from the CDC’s pick-up and drop-off area. Rather than exceeding parking requirements in Zoning to accommodate projected demand, DDOT encourages applicants to reduce parking demand through TDM practices. The Applicant worked with DDOT to enhance their TDM plan to reduce projected staff parking demand. The Applicant proposes adding the following components to their original TDM Plan:

- Charge staff “market rate” for parking or comply with DC Parking Cashout Law when the number of staff reaches 20;
- Encourage carpooling for those who drive, assigning all parking spaces at the rear, and prioritizing parking space assignments to those who carpool;
- Provide Capital Bikeshare corporate membership to all interested staff;
- Comply with Commuter Benefits Act of 2014, creating a pre-tax commuter benefit program for staff;
- Comply with Transportation Benefits Equity Amendment Act if over 20 staff members (including part-time staff)

## **DDOT Recommendation**

DDOT continues to support this Special Exception request and looks forward to working with the Applicant on the site’s public space permitting. DDOT requests that the revised TDM Plan as described in the Applicant’s October 30, 2024, Supplemental Transportation Memo ([Exhibit 57E](#)) be a condition of approval.