

TECHNICAL MEMORANDUM

To: Preston Jutte, PE
Erkin Ozberk

DDOT - PSD

From: Kelsey Murray, EIT
Ashley Orr, P.E.
Daniel Solomon, AICP

Date: October 24, 2025

Subject: Living Classrooms Design Review – Transportation Statement (ZC Case No. 25-17)

Introduction

The purpose of this Transportation Statement is to support an application seeking Zoning Commission Design Review, use approval, and related zoning relief for a new building and related exterior improvements to house the three-story Living Classrooms' headquarters that will occupy a portion of Square 771, Lot 816 located at 1300 1st St SE, within The Yards Park in Southeast Washington, DC. The project site is bounded by the Yards Park to the west, the Navy Heating Plant and Lot Q surface parking lot to the north, Dahlgren Park to the east, and the Anacostia Riverwalk Trail to the South. The site is known as Parcel P3 in the Southeast Federal Center (SEFC) Master Plan. In line with its mission, Living Classrooms will offer community-serving educational, job training, and dining uses at this location. Specifically, the proposed building will total approximately 17,000 square feet of GFA, which includes 3,500 SF of restaurant/cafe use that is open to the public but is also used for culinary education, and 13,500 SF of institutional/educational use. Figure 1 identifies the site location within the region, Figure 2 identifies its location in relation to the Neighborhood Program Plan, and Figure 3 shows an aerial view of the site. The DDOT scoping form is included in the Technical Attachments.

Pursuant to the requirements of the SEFC-4 zoning district set forth in Subtitle K, Section 200.2(a)-(g) and 200.7, onsite parking is discouraged. As such, no onsite parking is proposed as part of this application. The lack of onsite parking is not expected to have significant impacts to the neighborhood due to the site's proximity to reliable, high-frequency transit, well-connected pedestrian and bicycle facilities, and for those who choose to drive, there are 13 publicly available parking garages within a half mile of the site housing over 1,126 spaces. This meets the unique SEFC-4 zoning goals of the site as established in the purposes of that zone.

Under Subtitle C §§ 901.1, the 13,500 SF of institutional/educational uses on-site falls below the minimum 30,000 SF to require a loading berth or service/delivery space, and the 3,500 SF of restaurant (eating/drinking) use falls below the minimum 5,000 SF to require a loading berth or service/delivery space. Therefore, no on-site loading berths or service/delivery spaces are required or proposed as part of this application. Even though no loading berth is required or proposed, loading operations are expected to occur close to the site along the proposed roadways that will be built as part of the Parcel Q redevelopment, as stated in the SEFC Master Plan: River Street SE, which will extend east from the existing end of 4th Street SE, and an extension of 5th Street SE, which will extend south from Water Street SE. The proposed roadways of River Street SE and 5th Street SE will meet at the northwest corner of the site but will not extend beyond. Until such time as this portion of the Master Plan is implemented, loading operations will involve rolling items to and from loading trucks from 4th Street SE or Water Street SE. Interim loading locations are identified in this report and are under review, with the desired method to be determined as the design and coordination with neighbors progresses.

The project will include two (2) long-term bicycle parking spaces and 10 short-term bicycle parking spaces, meeting or exceeding the two (2) short term and nine (9) long term spaces required by the District's Zoning Regulations of 2016 (ZR16) for the site's combined restaurant and institutional/educational uses.

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

This Transportation Statement concludes the following:

- The proposed project is included in the current SEFC Master Plan and supports the surrounding community through its restaurant/café and institutional/educational uses, as well as aligns with the Master Plan objectives to create a pedestrian oriented streetscape and discourage parking;
- The proposed project surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The proposed project's trip generation is below the threshold of 25 peak hour, peak direction vehicle trips at which DDOT requires detailed vehicular capacity analysis;
- The project proposes no on-site parking, which meets zoning requirements for vehicular parking within the SEFC zone. The lack of on-site parking is not expected to have a detrimental impact due to the site's proximity to transit, pedestrian, and bicycle facilities, as well as nearby publicly available parking garages with over 1,126 publicly available spaces;
- The project proposes no loading berth or service/delivery space, as none are required by zoning. The lack of on-site loading berths and service/delivery spaces is not expected to have a detrimental impact due to multiple potential loading locations along the existing roadway network and the planned roadway network set forth in the SEFC Master Plan;
- The proposed project will provide short- and long-term bicycle parking meeting or exceeding zoning requirements;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel;
- The proposed project creates an internal network of paths with green space and trees, transforming the empty lot into a vibrant, terraced garden space for community members to gather; and
- The proposed project will not have an adverse impact on the surrounding transportation network.

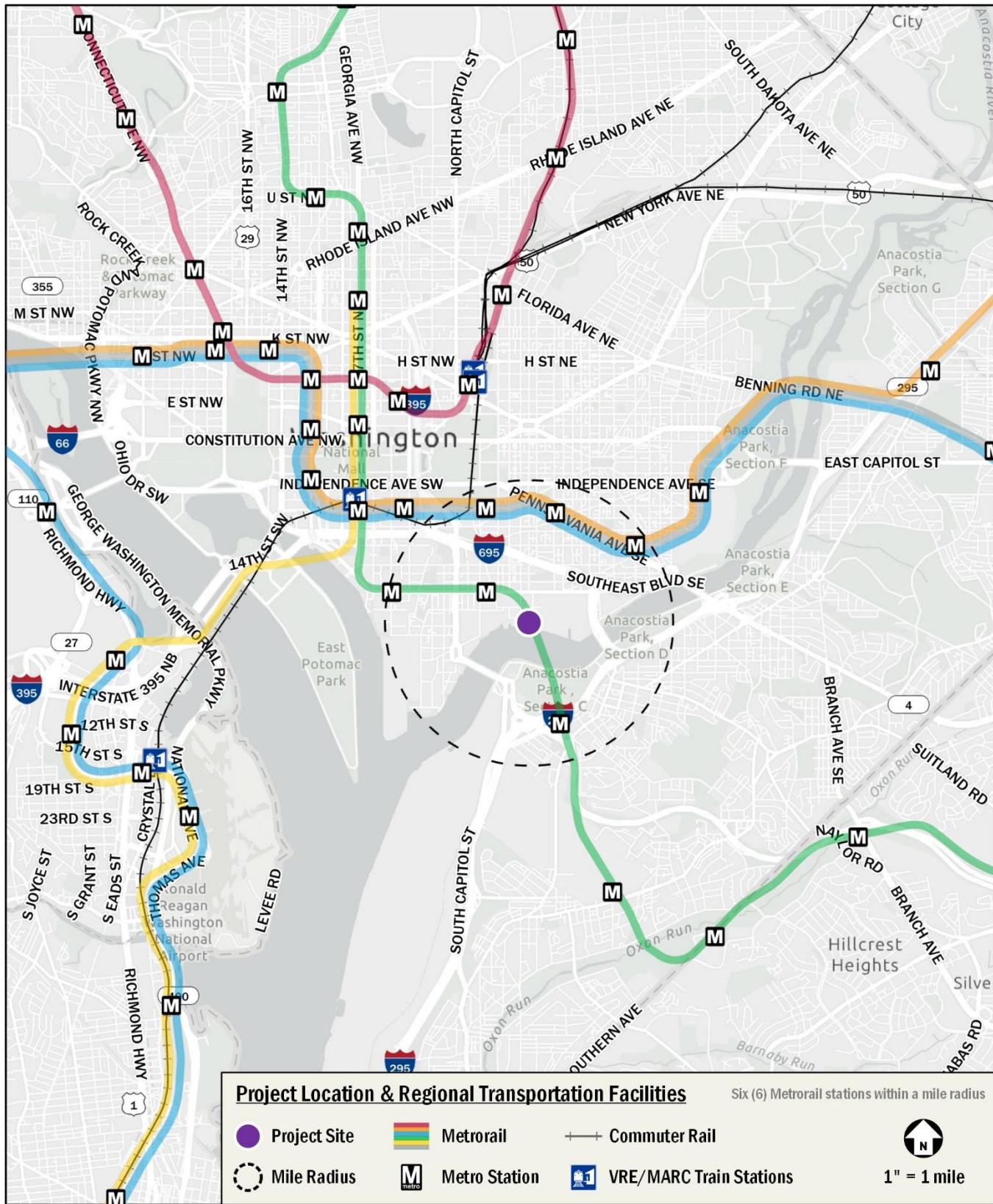


Figure 1: Project Location and Regional Transportation Facilities

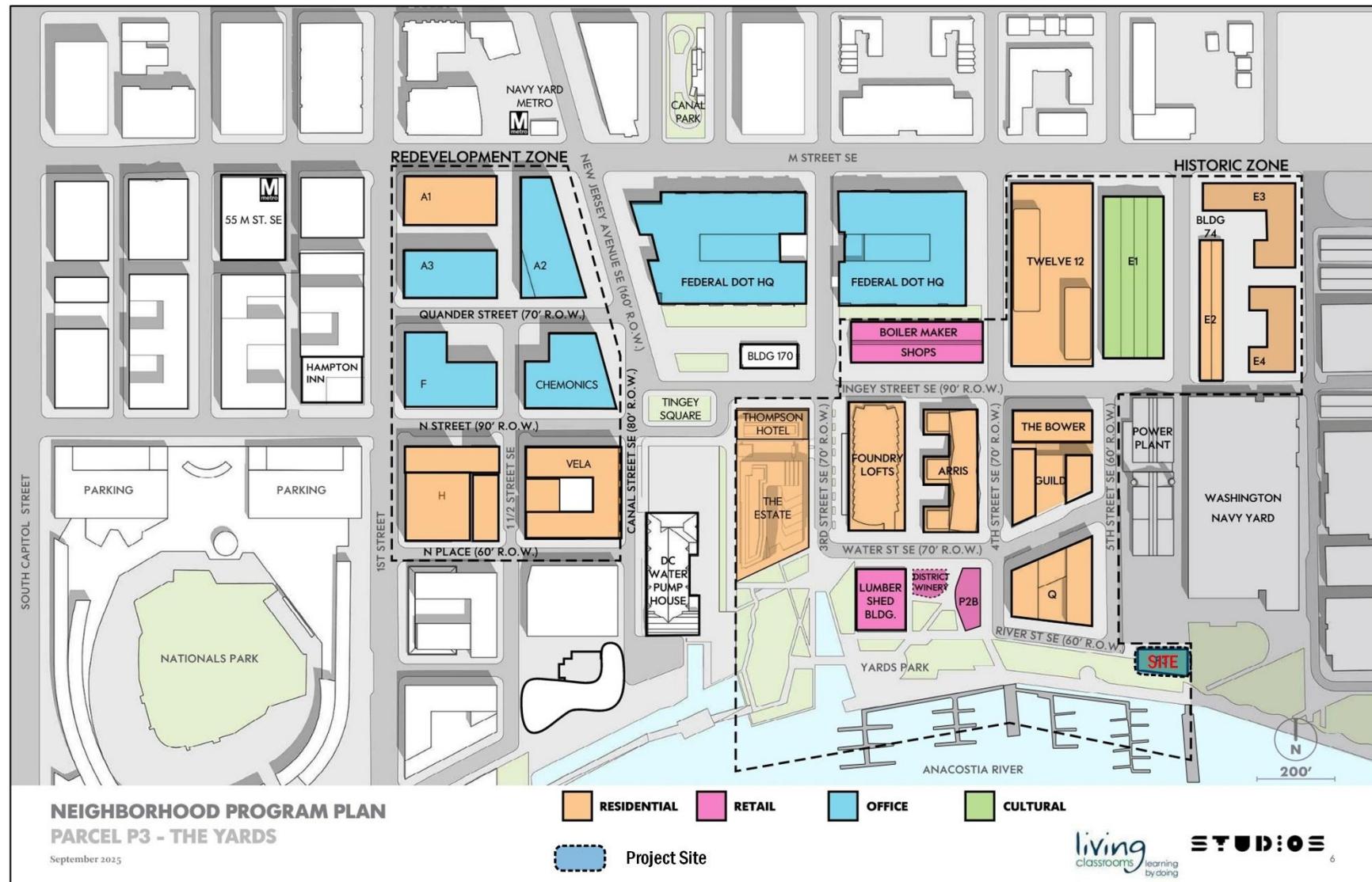


Figure 2: Project Location Within Neighborhood Program Plan



Figure 3: Site Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site. The Living Classrooms site is located in a transit-rich, increasingly bicycle- and pedestrian-friendly neighborhood, minimizing the need for personal vehicles. The site is well-served by 11 bus routes that connect the site to other parts of DC as well as Maryland and Virginia. The development is also within half a mile of the Navy Yard-Ballpark Metrorail station served by the Green Line. Additionally, the site is surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The site is served by the local streets of Water Street SE, 4th Street SE, and 5th Street SE, which connects to minor arterial M Street SE. M Street SE provides access to principal arterial South Capitol Street. The existing network of arterials and local streets provides connections to other principal arterials, minor arterials, collectors, and local roads. These roadways provide connectivity to I-295, I-395 and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland.

Pursuant to Subtitle K, §§ 200.10, the provision of vehicular parking spaces shall not be required, and no vehicular parking spaces are proposed as part of the redevelopment. The lack of parking on-site will not have significant impacts to the neighborhood due to the transit-rich area within which the site is located. Additionally, as shown in Figure 4, the project site is within a half mile of 13 publicly accessible parking garages that provide over 1,126 daily and/or monthly permit vehicular parking spaces.

Carsharing

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users access to various automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined “Home Area”. Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are no Zipcar locations within a quarter mile of the project site.

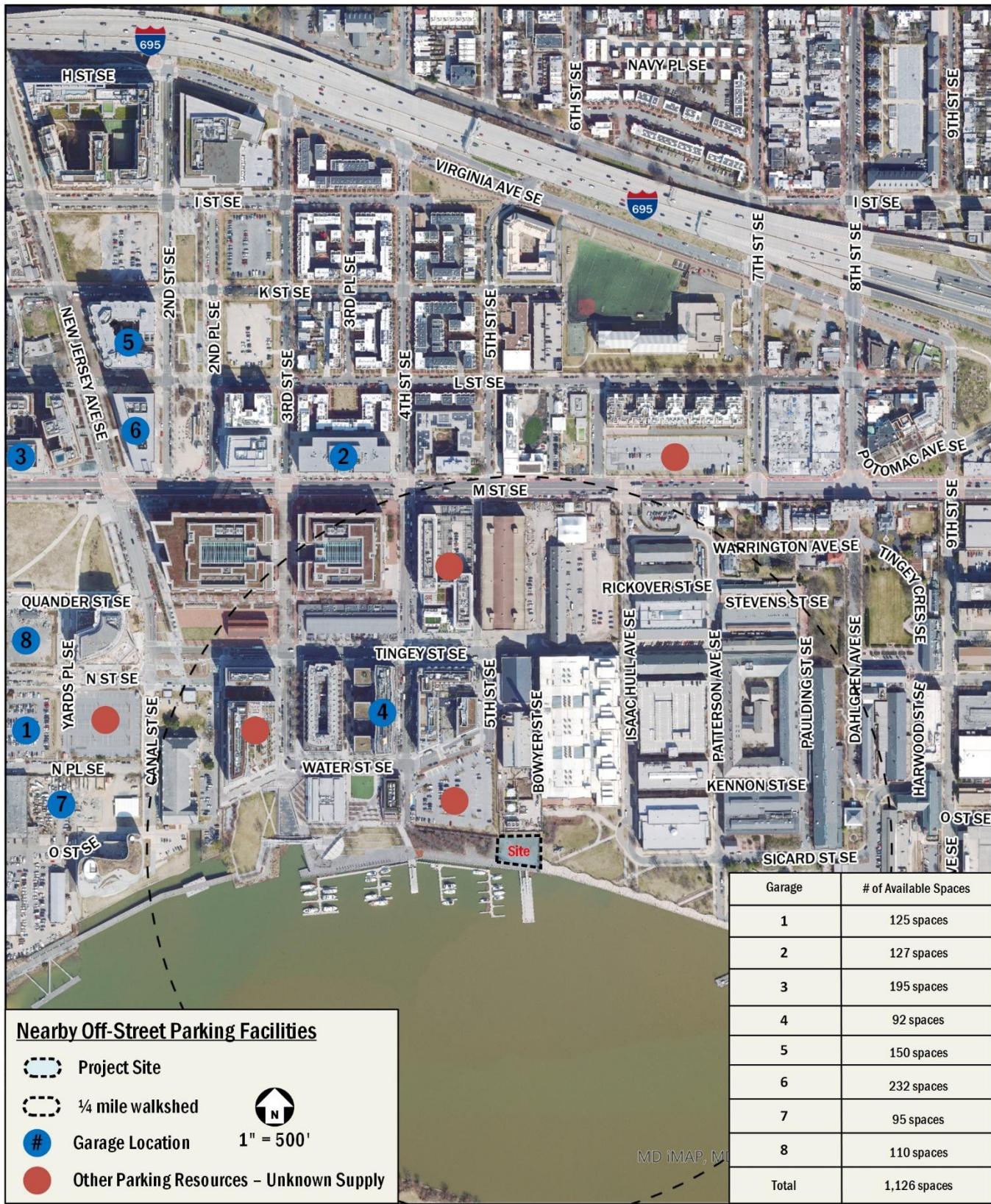


Figure 4: Off-Site, Off-Street Publicly Available Parking

Pedestrian Facilities

Overall, the site is served by well-connected pedestrian facilities within the study area that provide connectivity to major local destinations. A summary of existing pedestrian facilities within approximately a quarter-mile radius is shown in Figure 5, with a summary of sidewalk width requirements shown in Table 1. The approximate 10-, 20-, and 30-minute walking travel sheds to and from the project site are shown in Figure 6.

As shown in Figure 5, the streets within the pedestrian study area fall into the “low density to moderate density residential” and “high density residential to light commercial” categories of sidewalk width requirements. The “unzoned” category to the east of the site is the Washington Navy Yard, which limits public access and requires visitors to enter through a specific Visitors Center with a valid photo ID and was not analyzed in this report. The required minimum buffer width, minimum sidewalk unobstructed width, and total minimum sidewalk width for each category is shown in Table 1. Under existing conditions, much of the sidewalk adjacent to the property meets or exceeds the minimum sidewalk and buffer width, but there are some gaps in connectivity as shown.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desired but where they are present, a 48" clear space is required outside active vehicle traffic lanes and within marked crossings. As shown in Figure 5, under existing conditions, curb ramps are present where there is a crosswalk.

As shown in Figure 6, the Navy Yard neighborhood, Harris Teeter, and Van Ness Elementary School are located within a 10-minute walk from the site, while Nationals Park, Audi Field, Anacostia Park, the United States Botanic Gardens, and the United States Capitol are located within a 20- to 30-minute walk from the site.

Table 1: DDOT Sidewalk Width Requirements

Street Type	Curb Walk	Tree/Furnishing Zone	Sidewalk Unobstructed Clear Width	Total Minimum Sidewalk Width
Low to Moderate Density Residential	None	4 - 6 feet	6 feet	10 feet
High Density Residential or Light Commercial	1 foot	4 - 8 feet	8 feet	13 feet
Central DC and Commercial Areas	1 - 2 feet	4 - 10 feet	10 feet	16 feet

Source: DDOT *Design and Engineering Manual*

Pedestrian Infrastructure Improvements

The Southeast Federal Center Master Plan calls for proposed nearby private roadways which be constructed as part of the redevelopment of Parcel Q, including River Street SE, which will extend east from the existing end of 4th Street SE, and an extension of 5th Street SE, which will extend south from Water Street SE. The proposed roadways of River Street SE and 5th Street SE will meet at the northwest corner of the site but will not extend beyond. These new roadways will include pedestrian facilities that will provide future access to the property. Future pedestrian facilities are shown in Figure 7.

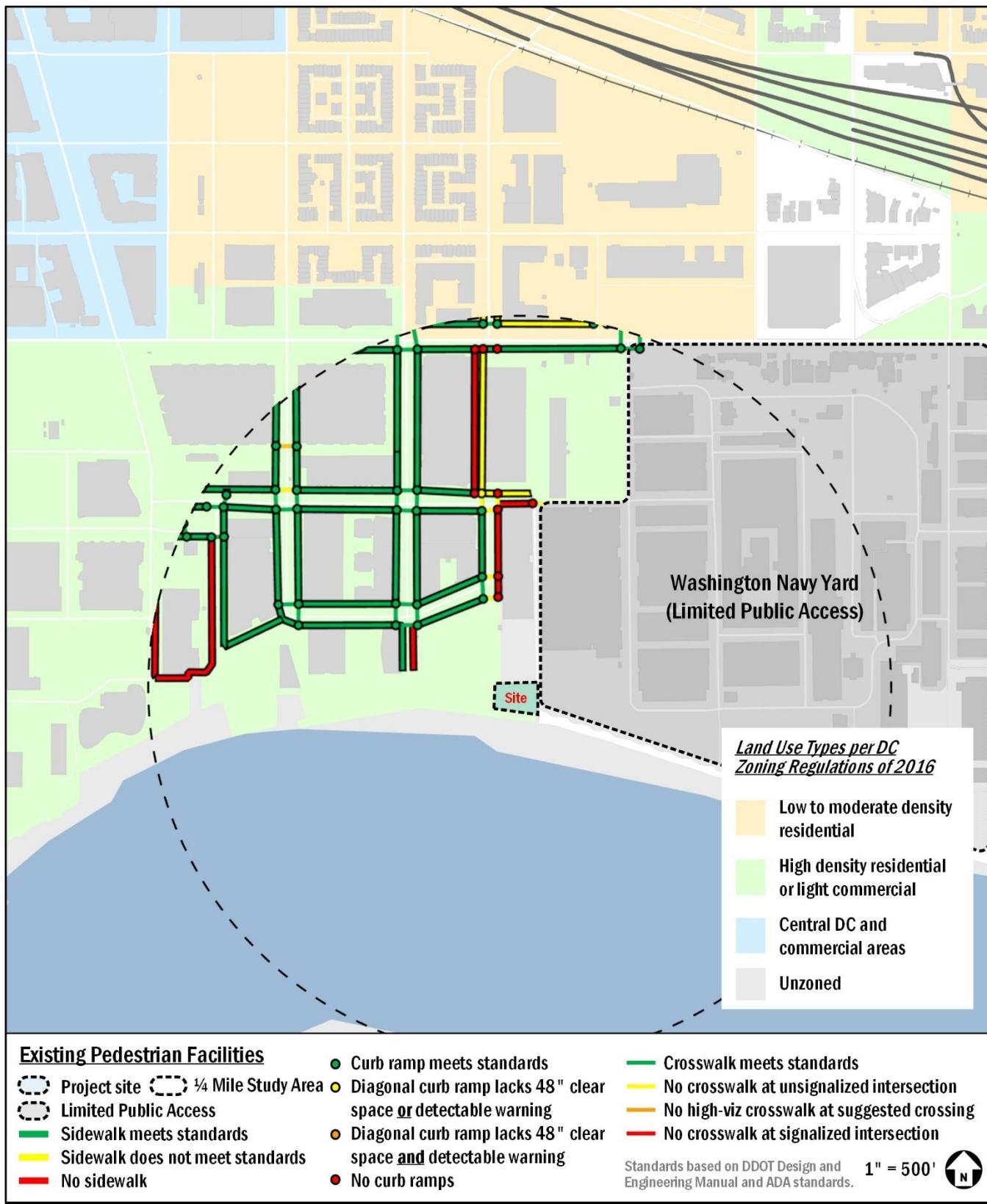


Figure 5: Existing Pedestrian Facilities

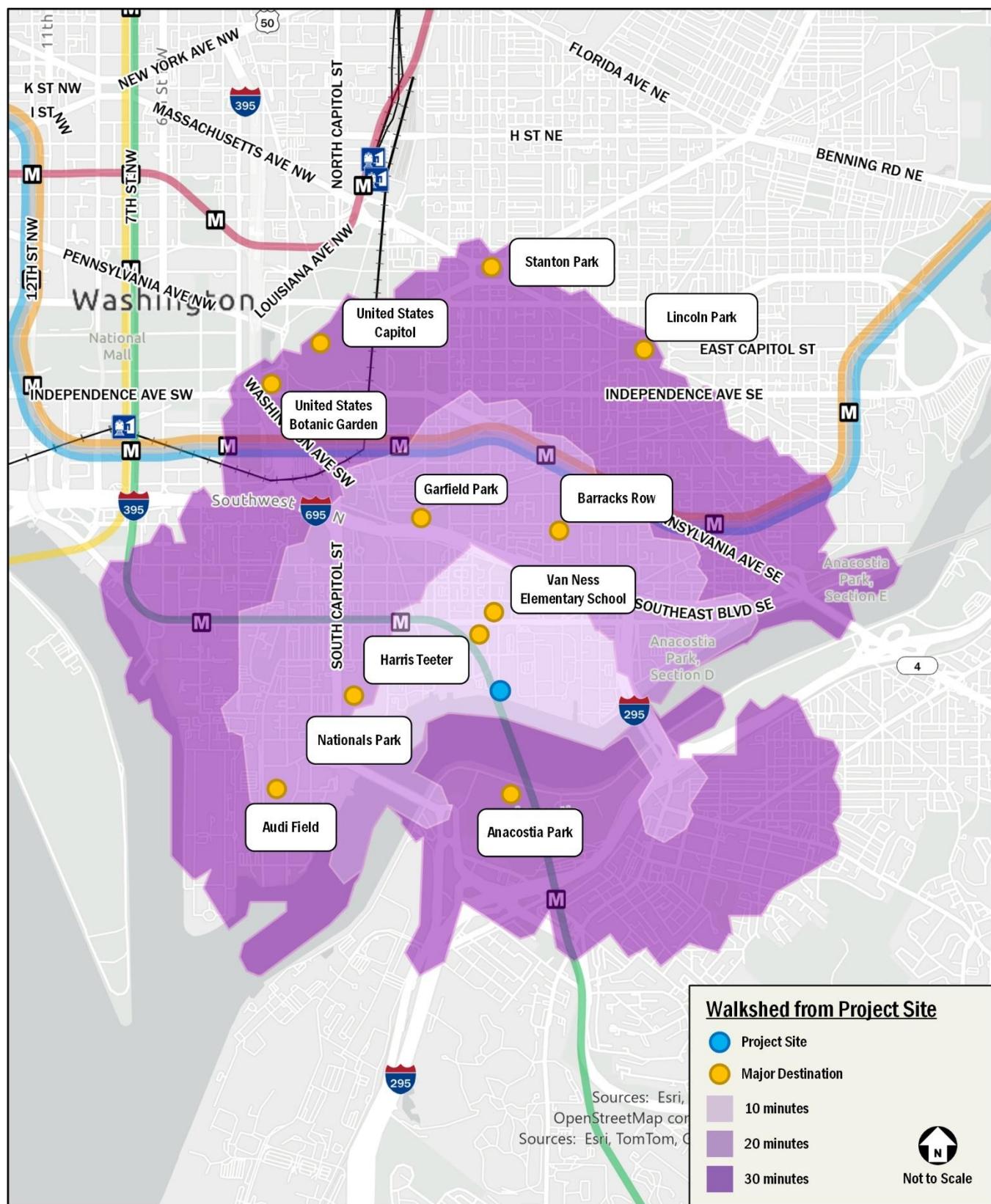


Figure 6: Walkshed from Project Site

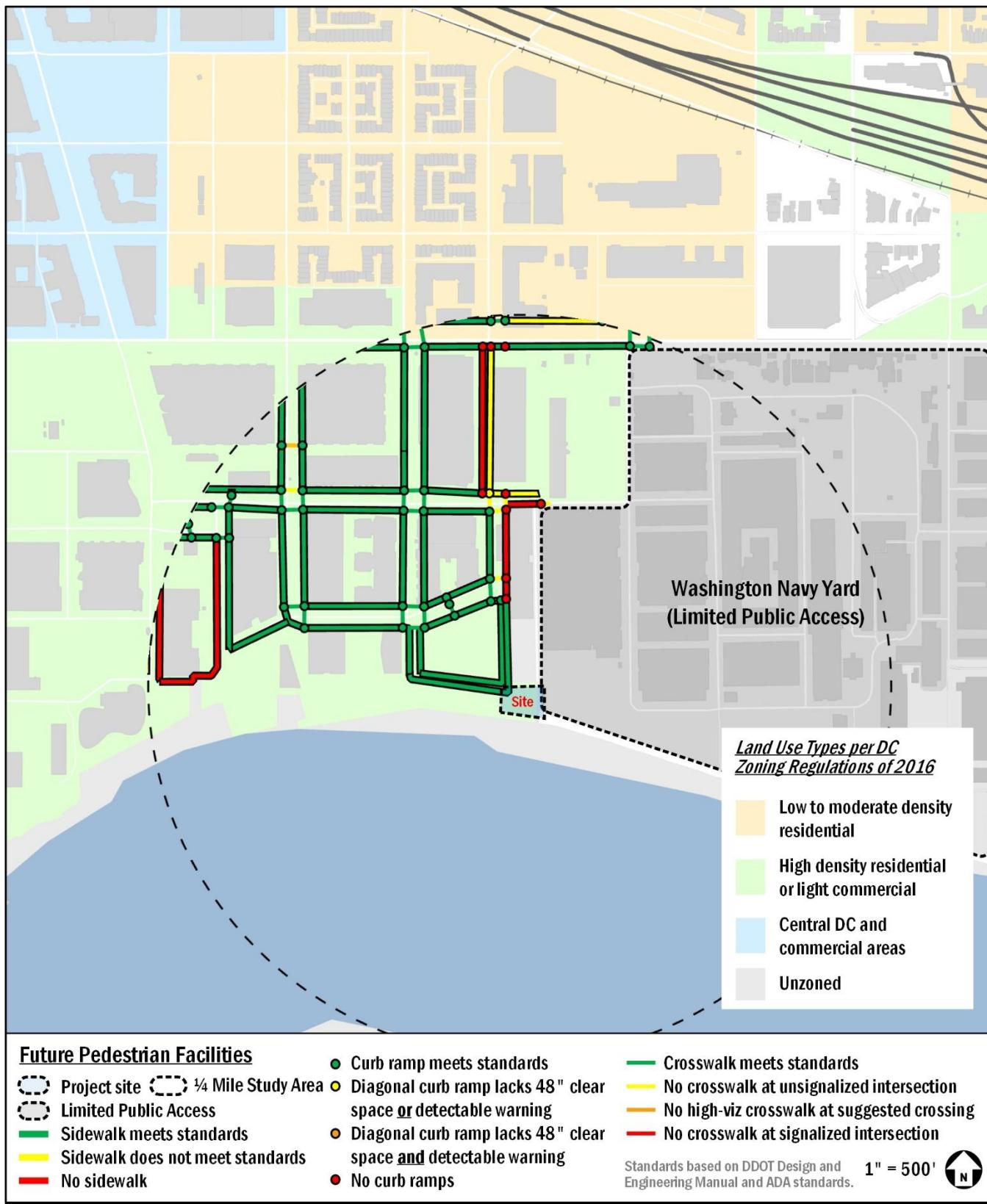


Figure 7: Future Pedestrian Facilities

Bicycle Facilities

Existing Bicycle Facilities

The project will have access to existing on- and off-street bicycle facilities. The site is located along the Anacostia Riverwalk Trail which can be used to access bicycle lanes on M Street SE, I Street SE, and 1st Street SE. Additionally, the Anacostia Riverwalk Trail provides connections along the Anacostia River and Northeast DC. Figure 8 shows the existing bicycle facilities near the site.

The approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the project site are shown in Figure 9. Destinations in Washington such as Georgetown, Oxon Run National Parkway, and Union Station are accessible within 30 minutes via bicycle.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents of the proposed project. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. One (1) existing Capital Bikeshare station is within a quarter mile of the site at 3rd Street SE & Tingey St SE and houses 24 docks. The most recent update of the DDOT's Capital Bikeshare Development Plan was released in 2020 and shows one (1) planned high-priority Capital Bikeshare station near the proposed project located in Navy Yard.

Shared Mobility

In addition to Capital Bikeshare, four (4) electric-assist scooter (e-scooter) and electric-assist bicycle (e-bike) companies provide Personal Mobility Device (PMD) service in the District: Lime, Lyft, Spin, and Veo. These PMDs are provided by private companies that give registered users access to a variety of e-scooter and e-bike options. These devices are used through each company-specific mobile phone application. Many PMDs do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare; instead, many PMDs are parked in public space, most commonly in the “furniture zone” (the portion of sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, parking meters, etc. are found).

Future Bicycle Facilities

moveDC Bicycle Priority Network

The 2021 update to moveDC includes future planned, not yet funded improvements along South Capitol Street SE. Based on South Capitol Street SE's classification as a principal arterial, improvements will be fully protected bicycle facilities. West of South Capitol Street, there are funded improvements to M Street SE which are currently under design and identified for construction by 2027. M Street is classified as a minor arterial and therefore the improvement will be a fully protected bicycle facility.

DDOT Bikeways Expansion (FY22-24)

DDOT has embarked on a plan to build over 20 miles of new protected bicycle lanes over three years. Three (3) street segments in the study area have been identified to receive protected bicycle lanes in fiscal year 2022 through 2024:

- M Street SE from South Capitol Street SE to 11th Street SE
- I Street SE from 7th Street SW to 3rd Street SE
- Potomac Avenue SE from 2nd Street SW to South Capitol Street SE

All these street segments have been built as of 2025. Figure 10 shows recent and future bicycle facility improvements near the site.



Figure 8: Existing Bicycle Facilities

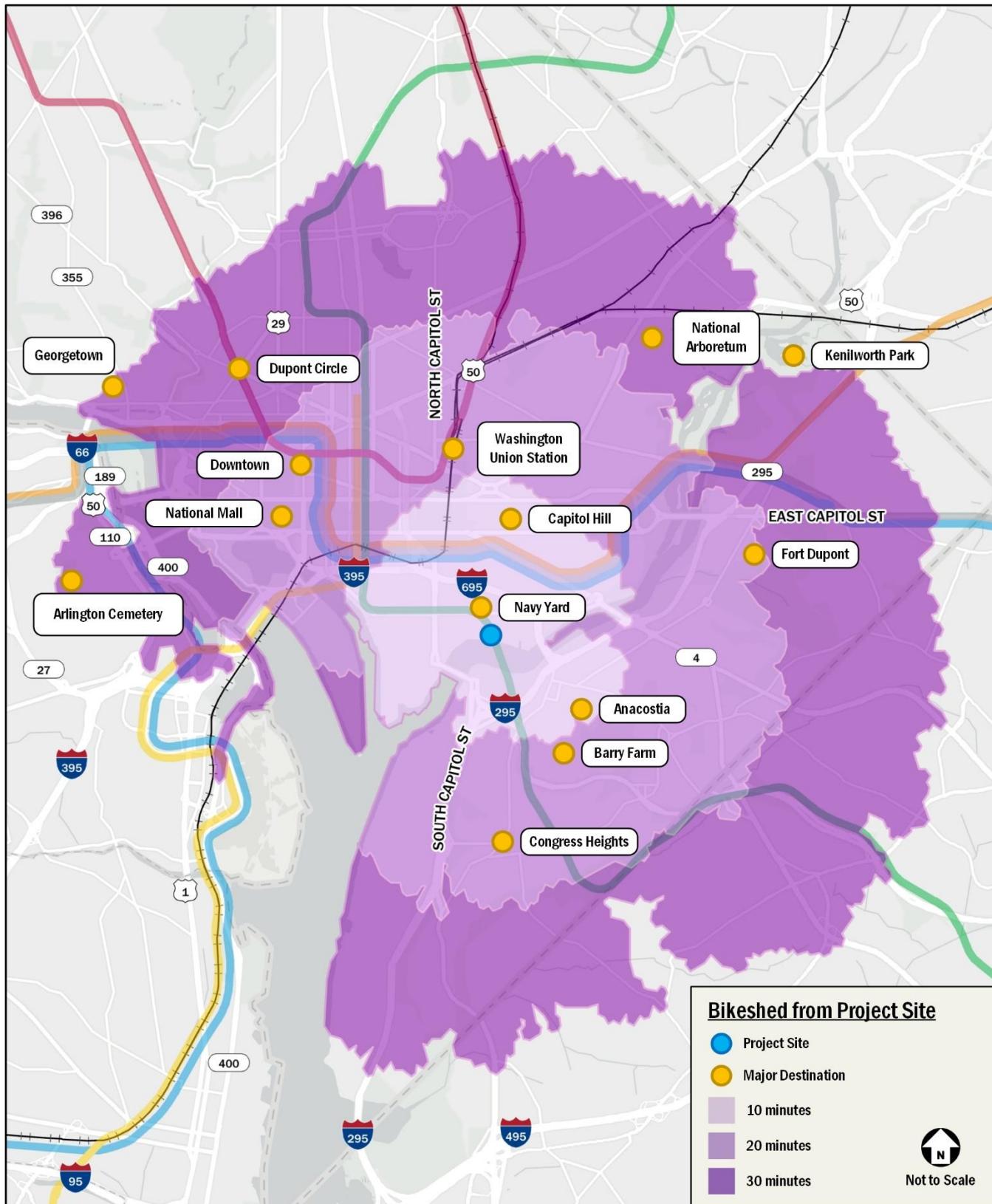


Figure 9: Bikeshed from Project Site



Figure 10: Future Bicycle Facilities

Transit Facilities

The site is well-served by five (5) Metrobus routes, three (3) Omniride routes, and three (3) MTA routes. The site has reliable, high-frequency bus service that connects the site to neighboring areas within DC as well as Maryland and Virginia. These bus routes provide connections to 20 Metrorail stations serving all six (6) Metrorail lines. Multiple bus stops served by these bus routes are within a quarter-mile walk of the site, the closest of which is located along M Street SE/SW, as shown in Figure 11. Table 2 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Table 3 shows WMATA's recommended amenities for each type of bus stop. Table 4 shows a detailed inventory of the amenities appearing at each existing bus stop within the transit study area.

The closest Metrorail station to the site is the Navy Yard-Ballpark Metrorail station, which is served by the Green Line and is located approximately 0.5 miles or an 11-minute walk northwest of the site. The Green Line travels south from Greenbelt, MD through Hyattsville, MD, and the District core before turning east at Waterfront Station (west of the site) through the Anacostia neighborhood to Branch Avenue in Camp Springs, MD. Table 5 and Table 6 provide details of Metrorail information, including service hours and timetables.

The approximate 10-, 20-, and 30-minute transit travel sheds to and from the project site on a typical weekday morning are shown in Figure 12. As shown in the figure, the transit facilities within the vicinity of the site connect the development to Downtown and much of Southeast Washington as well as parts of Maryland and Northern Virginia including the neighborhoods of Hillcrest Heights, Suitland, Rosslyn, and Pentagon City within 30 minutes of travel from the project site.

Table 2: Local Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop ¹			Headway (min)	Walking Distance to Nearest Bus Stop ²
		Weekday	Saturday	Sunday		
WMATA Routes						
C11	L'Enfant Plaza - National Harbor Line	4:00am-1:34am	4:00am-1:34am	4:00am-1:34am	20	0.3 mi (6 minutes)
C55	Union Station-L'Enfant Plaza Line	6:00am-11:11pm	6:30am-10:45pm	7:00am-10:37pm	30	0.3 mi (6 minutes)
C31	Minnesota Ave Line	4:00am-1:49am	4:00am-1:49am	4:00am-1:49am	12	0.5 mi (11 minutes)
C53	U St-Congress Hts Line	4:00am-2:33am	4:00am-2:33am	4:00am-2:33am	12	0.5 mi (13 minutes)
C41	Bladensburg Rd Line	4:00am-2:05am	4:00am-2:05am	4:00am-2:05am	12	0.5 mi (12 minutes)
Omniride Routes						
563	Woodbridge-Navy Yard Express	4:22am-9:45pm	---	---	25-60	0.3 mi (6 minutes)
612	Warrenton-Gainesville-Pentagon-L'Enfant	4:30am-9:38pm	---	---	20-60	0.3 mi (6 minutes)

Plaza-Navy Yard Express						
923	Spotsylvania-Navy Yard Express	4:05am-8:25pm	---	---	25-80	0.3 mi (6 minutes)
MTA Routes						
315	Columbia & Silver Spring-DC	4:45am-7:53pm	---	---	16-30	0.3 mi (6 minutes)
Charlotte Hall/Waldorf - DC						
735	Prince Frederick/Dunkirk to Suitland/DC	4:20am-7:29pm	---	---	15-47	0.3 mi (6 minutes)
850	Prince Frederick/Dunkirk to Suitland/DC	4:30am-6:45pm	---	---	30-32	0.3 mi (6 minutes)

¹ Service hours are based on the most recent effective schedules available on WMATA, MTA, and Omnidrive websites.

² Only bus stops within the transit review area shown in Figure 11 are included.

Table 3: WMATA Recommended Bus Stop Amenities

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Recommended for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Source: 2019 WMATA Bus Stop Amenity Reference Guide

Table 4: Bus Stop Inventory

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
M St SE & Half St SE	1003032	563, 612, 923, C11, C55	●	●		●				●	●
M St SE & New Jersey Ave SE (WB)	1003148	563, 612, 923, C11, C31, C55, 850, 735	●	●		●	●	●	●	●	●
M St SE & New Jersey Ave SE (EB)	1000505	563, 612, 923, C11, C55	●	●	●	●	●	●	●	●	●
M St SE & 4 th St SE (EB)	1000504	563, 612, 735, 850, 923, C11, C55, 315	●		●	●				●	●
M St SE & 4 th St SE (WB)	1000512	563, 612, 735, 850, 923, C11, C55, 315	●	●		●	●	●		●	●
M St SE & Isaac Hull Av SE	1003286	850, 735, 563, 612, 923, C11, C55	●			●	●	●			●
M St SE & 7 St SE	1000502	315, 563, 612, 923, C11, C55	●		●	●				●	
M St SE & 8 St SE	1000514	315, C11, C53	●	●		●	●	●	●		●
M St SE & 9 St SE	1000499	C11, C53, 923, 563, 612	●		●	●				●	
M St SE & 10 St SE	1003285	563, 612, 923, C11, C53	●			●	●	●	●	●	●
11 St SE & M St SE	1000521	C41, C51	●			●					
8 St SE & L St SE (NB)	1000527	C53, C55	●	●		●	●	●		●	●
8 St SE & L St SE (SB)	1003755	C53, C55	●			●	●	●		●	
11 St SE & O St SE (NB)	1003781	C11, C41, C51, C53	●	●		●					

Table 5: Metrorail Service Hours

Day	Time
Monday – Thursday	5 AM – midnight
Friday	5 AM – 2 AM
Saturday	6 AM – 2 AM
Sunday	6 AM – midnight

Table 6: Metrorail Service Intervals

Rail Line	Monday - Friday	Saturday & Sunday
Green	5 AM – 9:30 PM: 6 min 9:30 PM – close: 7.5 min	6 AM – 9:30 PM: 8 min 9:30 – close: 8 min



Figure 11: Existing Transit Service

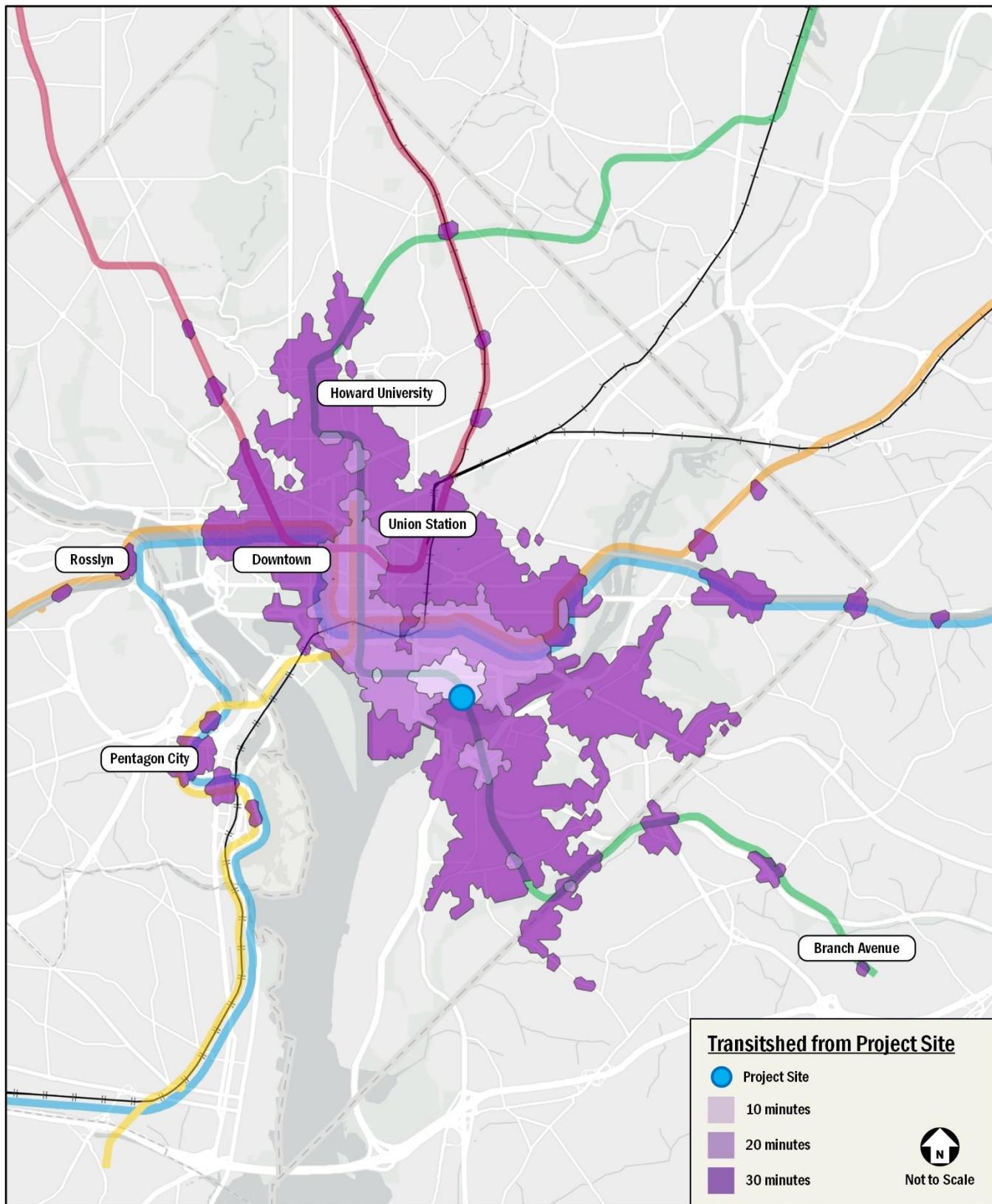


Figure 12: Transitshed from Project Site

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site, as shown in Figure 13. As mentioned previously, the Southeast Federal Center Master Plan calls for proposed nearby private roadways which will be constructed as part of the redevelopment of Parcel Q, including River Street SE, which will extend east from the existing end of 4th Street SE, and an extension of 5th Street SE, which will extend south from Water Street SE. The proposed roadways of River Street SE and 5th Street SE will meet at the northwest corner of the site but will not extend beyond. Until this portion of the SEFC Master Plan is implemented, the closest vehicular access to the property is via 4th Street SE and Water Street SE. 4th Street SE consists of unrestricted paid parking, a streatery, and sections where no parking is permitted. Water Street SE mainly consists of no parking within the vicinity of the site.

Future curbside designations on River Street SE and 5th Street SE will be determined once Parcel Q is redeveloped.



Figure 13: Existing Curbside Management

Strategic Planning Documents and Initiatives

Several District of Columbia-wide and local planning documents and projects located in the vicinity of the project site. These items are summarized below, along with their implications for or in relation to the proposed project.

Transportation and Infrastructure

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- Three (3) transit priority corridors, one (1) along M Street SW/SE from 7th Street SW to 11th Street SE, one (1) along 8th Street SE from the Florida Avenue NE to M Street SE, and one (1) along 11th Street SE from M Street SE to Alabama Avenue SE, across the Potomac River. These corridors cover existing Metrobus routes C11, C55, C31, C53, C41, the Omniride routes 563, 612, 923, and the MTA routes 315, 735, 850.
- Protected bicycle lanes along New Jersey Avenue between Tingey Square SE and D Street SE, along the south side of M Street SE between 1st Street SE and 11th Street SE with shared bicycle and bus platforms and along 1st Street SE between Potomac Avenue SE and I Street SE; and
- Future funded extension of the M Street SE protected bicycle lanes from 1st Street SE to 6th Street SW and planned on-street bicycle facilities without committed funding along South Capitol Street to provide a well-connected bicycle network.

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC

interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed development supports DC's overall Vision Zero goals by reducing conflict points between vehicles, bicycles, and pedestrians by not proposing new curb cuts along the site's frontage and de-emphasize the need for personal automobiles by providing no on-site vehicular parking spaces.

Anacostia Riverwalk Trail

The nineteen segments of the 28-mile-long Anacostia Riverwalk Trail run along the Anacostia River, stretching as far north as the Bladensburg Trail in Maryland, as far south as Bellevue, DC and as far west as the National Mall. Part of the Anacostia Waterfront Initiative, this trail will connect pedestrians and bicyclists to over sixteen communities in DC and Maryland once completed. The trail project aims to provide a continuous and seamless path of travel for non-motorized users along the length of the Anacostia River and to commercial areas in DC and Maryland.

While other segments are still to be constructed, the segments closest to the site, the Diamond Teague Park, Pumphouse, The Yards, and Navy Yard segments are all constructed and currently in use. The completed Anacostia Riverwalk Trail project will enhance the pedestrian and bicycle connectivity in proximity to the site with the development of increased shared use facilities that provide connections to the existing segments and other destinations along the trail such as Buzzard Point, the National Arboretum, and Capitol Hill.

WMATA Better Bus Network 2025

Better Bus is Metro's initiative to improve regional bus service and deliver more frequent, reliable, and user-friendly bus service to communities across Washington, DC, Maryland, and Virginia. On June 29, 2025, Metro launched its new bus network, which is the first major overhaul of the WMATA bus system in 50 years. WMATA bus routes within the vicinity of the site remain largely unchanged, with bus routes continuing to travel along the M Street SE corridor, South Capitol Street, 8th Street SE, and 11th Street SE.

Capital Bikeshare Development Plan

The District Department of Transportation (DDOT) embarked on the Capital Bikeshare Development Plan in 2015 to understand how the program was performing five years after launch and devise a strategy for future growth and funding. The most recent update of the DDOT's Capital Bikeshare Development Plan was released in 2020 and includes a strategic plan update, market analysis update, expansion priorities, financial plan update, and business plan. The Plan shows one (1) planned high-priority Capital Bikeshare station near the proposed project located in Navy Yard.

Land Use and Sustainability

Southeast Federal Center Master Plan

In June 2005 the U. S. General Services Administration (GSA) and Forest City Washington (FCW), now Brookfield Properties (BP), entered into a development agreement to redevelop the Southeast Federal Center (SEFC). In response to its selection as developer of the SEFC site, BP developed the original SEFC Master Plan (2005) inclusive of the following plans: site, land use, urban design framework, parking, landscape, circulation and phasing.

In 2007, GSA, the DC State Historic Preservation Office (DCSHPO), and the Advisory Council on Historic Preservation (ACHP) entered into an agreement regarding the transfer by sale and/or ground lease of 42 acres of SEFC to BP for mixed use development. As part of the process, the 2005 Master Plan was revised and identified as the SEFC Revised Master Plan. Since that time, the 2007 SEFC Revised Master Plan has served as the active Master Plan for the SEFC.

The proposed project is included in Phase 3 of the SEFC Master Plan and will support the surrounding community through its restaurant/caf   and institutional/educational uses. The Master Plan also calls for proposed nearby private roadways to be constructed as part of the redevelopment of Parcel Q, including River Street SE, which will extend east from the existing end of 4th Street SE, and an extension of 5th Street SE, which will extend south from Water Street SE. The proposed roadways of River Street SE and 5th Street SE will meet at the northwest corner of the site but will not extend beyond.

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policies which are supported by the proposed development:

- *“Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged.”
- *“Policy T-1.2.3: Discouraging Auto-Oriented Uses.* Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.”

The proposed project's location provides excellent access to public transportation options. In particular, the site is within an 11-minute walk of the Navy Yard-Ballpark Metrorail station and a six- minute walk from various Metrobus, Omnitride, and MTA routes which connect the site to other parts of DC as well as Virginia and Maryland. The proposed project is designed to de-emphasize the need for personal automobiles by providing no on-site vehicular parking spaces.

Sustainable DC 2.0 Plan

Sustainable DC is the District of Columbia's major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The 2019 iteration of the plan, the *Sustainable DC 2.0 Plan*, includes the following proposed action which is supported by the development:

- “TR3.1 Encourage carpooling and carsharing.”
- “TR3.2 Encourage private businesses to offer incentives to employees for transit, biking, and walking.”

The proposed development supports these actions by de-emphasizing the need for personal automobiles by providing no on-site vehicular parking spaces and proposing Transportation Demand Management (TDM) measures described later in this report that emphasize transportation alternatives and carpooling to and from the site.

Site Trip Generation

Trips generation calculations were based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 12th Edition. Trip generation for the site was calculated based on ITE Land Use 932 (*High-Turnover (Sit-Down) Restaurant*) and Land Use 540 (*Junior/Community College*), which were identified as the most representative land uses.

Mode split assumptions were on Census data at the tract and TAZ level of employees that work near the site, MWCOG's 2022 State of the Commute Survey Report, proximity to transit, the lack of onsite parking, and understanding of the uses and associated travel patterns. Table 7 presents a mode split summary and Table 8 presents a trip generation summary for the proposed development during a peak day with 240 students visiting the site.

Table 7: Mode Split Assumptions

Land Use	Mode				
	SOV	Rideshare/TNC	Transit	Bike	Walk
Restaurant Mode Split	15%	35%	20%	5%	25%
Educational Mode Split	10%	5%	55%	10%	20%

Table 8: Trip Generation Summary for Living Classrooms

Mode	Modal Split	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Restaurant (3,500 SF)								
SOV Auto Trips	15%	2 veh/hr	3 veh/hr	5 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr	54 veh
TNC Auto Trips	35%	12 veh/hr	10 veh/hr	22 veh/hr	14 veh/hr	8 veh/hr	22 veh/hr	127 veh
Total Auto Trips	50%	14 veh/hr	13 veh/hr	27 veh/hr	17 veh/hr	10 veh/hr	27 veh/hr	181 veh
Transit	20%	7 ppl/hr	6 ppl/hr	13 ppl/hr	8 ppl/hr	5 ppl/hr	13 ppl/hr	152 ppl
Bike	5%	2 ppl/hr	1 ppl/hr	3 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	38 ppl
Walk	25%	9 ppl/hr	7 ppl/hr	16 ppl/hr	11 ppl/hr	6 ppl/hr	17 ppl/hr	191 ppl
Educational (13,500 sf)								
SOV Auto Trips	10%	2 veh/hr	0 veh/hr	2 veh/hr	2 veh/hr	0 veh/hr	2 veh/hr	28 veh
TNC Auto Trips	5%	2 veh/hr	0 veh/hr	2 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	28 veh
Total Auto Trips	15%	4 veh/hr	0 veh/hr	4 veh/hr	3 veh/hr	1 veh/hr	4 veh/hr	56 veh
Transit	55%	19 ppl/hr	5 ppl/hr	24 ppl/hr	14 ppl/hr	10 ppl/hr	24 ppl/hr	254 ppl
Bike	10%	4 ppl/hr	0 ppl/hr	4 ppl/hr	3 ppl/hr	1 ppl/hr	4 ppl/hr	46 ppl
Walk	20%	7 ppl/hr	2 ppl/hr	9 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr	92 ppl
Total Site Trips (17,000 SF)								
SOV Auto Trips	15% - 10%	4 veh/hr	3 veh/hr	7 veh/hr	5 veh/hr	2 veh/hr	7 veh/hr	82 veh
TNC Auto Trips	35% - 5%	14 veh/hr	10 veh/hr	24 veh/hr	15 veh/hr	9 veh/hr	24 veh/hr	28 veh
Total Auto Trips	50% - 15%	18 veh/hr	13 veh/hr	31 veh/hr	20 veh/hr	11 veh/hr	31 veh/hr	110 veh
Transit	20% - 55%	26 veh/hr	11 veh/hr	37 veh/hr	22 veh/hr	15 veh/hr	37 veh/hr	406 ppl
Bike	5% - 10%	6 veh/hr	1 veh/hr	7 veh/hr	5 veh/hr	2 veh/hr	7 veh/hr	84 ppl
Walk	25% - 20%	16 veh/hr	9 veh/hr	25 veh/hr	16 veh/hr	10 veh/hr	26 veh/hr	283 ppl

The Living Classrooms development is expected to generate approximately 25 vehicular trips (16 inbound and 9 outbound) during the morning peak hour and 26 vehicular trips (16 inbound and 10 outbound) during the afternoon peak hour.

The level of trip generation is below the threshold of 25 peak hour trips in the peak direction at which DDOT requires detailed vehicular capacity analysis. As such, a vehicular capacity analysis is not included in this Transportation Statement.

Project Design

This section provides an overview of the on-site transportation features of the proposed development, including an overview of site access by pedestrians, bicycles, private vehicles, and loading vehicles.

Overview

The project site is bounded by the Yards Park to the west, the Navy Heating Plant and the Lot Q surface parking lot to the north, Dahlgren Park to the east, and the Anacostia Riverwalk Trail to the South. The project site is known as Parcel P3 in the SEFC Master Plan. In line with its mission, Living Classrooms will offer community-serving educational, job training, and dining uses at this location. Specifically, the proposed building will total approximately 17,000 square feet of GFA, which includes 3,500 SF of restaurant/cafe use that is open to the public but is also used for culinary education, and 13,500 SF of institutional/educational use.

The property is zoned SEFC-4. Per Subtitle K, §§ 200, “the Southeast Federal Center zones provide for the development of a vibrant, urban, mixed-use, waterfront neighborhood, offering a combination of uses that will attract residents, office workers, and visitors from across the District of Columbia and beyond.”

Additional objectives for the SEFC-4 zones are to:

- (a) Encourage open space;
- (b) Promote a lively, interactive waterfront environment;
- (c) Discourage parking;
- (d) Provide a development area for retail and cultural uses;
- (e) Provide an open space area, intended to be the site of open space recreation use as well as limited uses that are directly waterfront dependent; and
- (f) Allow for a continuous publicly-accessible pedestrian and bicycle trail along and adjacent to the waterfront as part of the Anacostia Waterfront Trail system.

Site Access, Circulation, and Parking

Pedestrian Access

Pedestrian access to the project is proposed at the main entrance along the south side of the building, facing the Anacostia Riverwalk, as well as several secondary entrances along the north side of the building. These entrances can be accessed via stairways and ramps from the Anacostia Riverwalk, Yards Park, and 5th Street SE, as shown in Figure 14.

Bicycle Access and Parking

The project will include two (2) long-term bicycle parking spaces in a bike room on the first floor of the building and 10 short-term bicycle parking spaces within the vicinity of the site. The location of these bike parking spaces will be determined as the site plan is further developed. This will meet or exceed the zoning requirements of two (2) long-term and nine (9) short-term bicycle parking spaces for the project, as shown in Table 9.

Bicycle access to the building is proposed via the main entrance of the building located along the south side of the building, which can be accessed via ramps from the Anacostia Riverwalk and 5th Street SE, as shown in Figure 5. The ten (10) short-term bicycle parking spaces will be located on the property or within public space within 120 feet of the primary entrance. A bicycle circulation plan including expected bicycle routes is shown in Figure 5.

Table 9: Bicycle Parking Requirements and Proposed Supply

Land Use	Size	Unit	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)	Proposed Long-Term	Proposed Short-Term
			Long-Term	Short-Term				
Eating/Drinking	3,500	SF	1/10,000 sq. ft	1/3,500 sq. ft	0 spaces	1 space	0 spaces	2 spaces
Option 1: Institutional	13,500	SF	1/7,500 sq. ft	1/2,500 sq. ft, 8 space min	2 spaces	8 spaces	2 spaces	8 spaces
Option 2: Educational	13,500	SF	1/7,500 sq. ft	1/2,000 sq. ft	2 spaces	7 spaces		
Total					2 spaces	9 spaces	2 spaces	10 spaces

As the non-restaurant/cafe space can be considered both institutional and educational, both land uses were considered to determine minimum bike parking requirements. The institutional use yields higher requirements and therefore will be adhered to in project design.

Vehicle Access and Parking

Vehicular access to the site will be provided via the planned roadways of River Street and 5th Street SE. Until this portion of the SEFC Master Plan is implemented, closest vehicular access is via 4th Street SE and Water Street SE. Employees and visitors accessing the project are anticipated to arrive via transit, walking, cycling, or other modes of transportation such as rideshare/TNCs.

Pursuant to Subtitle K, §§ 200.10, the provision of vehicular parking spaces shall not be required, and no vehicular parking spaces are proposed as part of the redevelopment.

The site falls within the SEFC-4 zone in Southeast DC. All SEFC zones have certain purposes, including to encourage high-density residential development with a pedestrian oriented streetscape through flexible zoning parameters. Additional objectives for the SEFC-4 zone include discouraging parking. By not providing parking within the proposed redevelopment, not only does the development meet parking requirements under Subtitle K, §§ 200.10, it also fulfills the purposes and goals set forth in §§ 200.2(a)-(g) and 200.7.

The lack of onsite parking is not expected to have significant impacts to the neighborhood due to the site's proximity to reliable, high-frequency transit, well-connected pedestrian and bicycle facilities, and for those who choose to drive, a significant reservoir of off-street publicly available parking options that can serve the development, as shown in Figure 4. Specifically, thirteen (13) publicly available parking garages within a half mile of the site houses over 1,126 spaces.

Loading

Under Subtitle C §§ 901.1, the 13,500 SF of institutional/educational uses on-site falls below the minimum 30,000 SF to require a loading berth or service/delivery space, and the 3,500 SF of restaurant (eating/drinking) use falls below the minimum 5,000 SF to require a loading berth or service/delivery space. Therefore, no on-site loading berths or service/delivery spaces are required or proposed as part of this application.

Even though no loading berth is required or proposed, loading operations are expected to occur close to the site along proposed roadways that will be built as part of the Parcel Q redevelopment, as stated in the SEFC Master Plan. The proposed nearby

private roadways which will be constructed as part of the redevelopment of Parcel Q, include River Street SE, which will extend east from the existing end of 4th Street SE, and an extension of 5th Street SE, which will extend south from Water Street SE. The proposed roadways of River Street SE and 5th Street SE will meet at the northwest corner of the site but will not extend beyond. A circulation plan showing the expected loading vehicle routes and the location of the proposed on-street loading area is shown in Figure 15.

Until such time as this portion of the Master Plan is implemented, loading operations will involve rolling items to and from loading trucks from 4th Street SE or Water Street SE. These options are under review and the desired method will be determined as the design and coordination with neighbors progresses. Potential loading locations are shown in Figure 16 and listed below:

1. Loading occurs as close as possible to the site, with items rolled to and from the southeast corner of the Parcel Q surface lot. Loading vehicles accessing the Parcel Q surface lot requires partnership with Brookfield.
2. Loading occurs at the corner of Water Street SE, which is currently blocked off by temporary water-filled barriers. Items are rolled through the Parcel Q surface lot.
3. Loading occurs within the layby on the south side of Water Street SE, with items rolled through the Parcel Q surface lot.
4. Loading occurs at the dead end of 4th Street SE, with items rolled along the paved path through Yards Park.

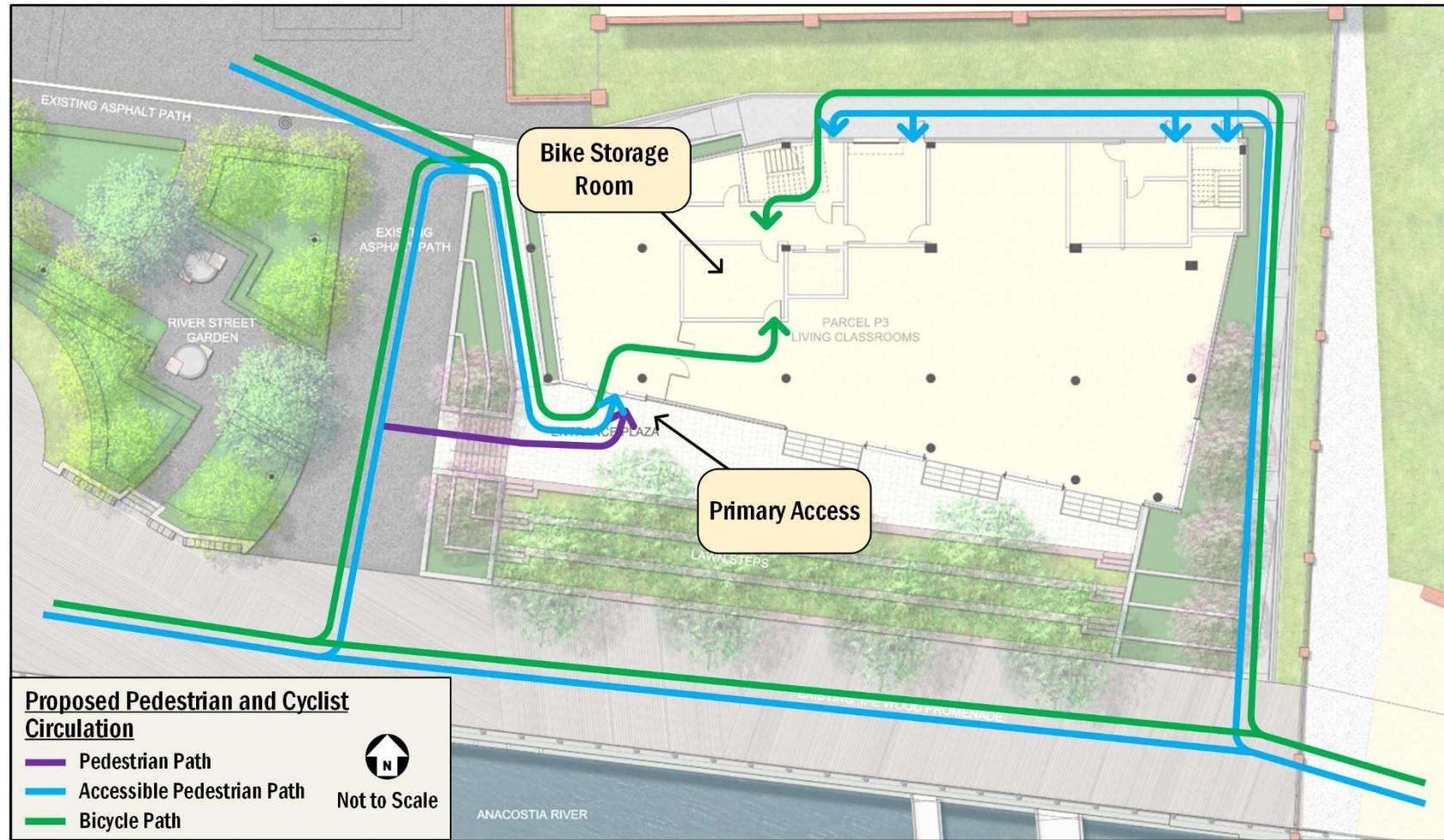


Figure 14: Pedestrian and Bicycle Access

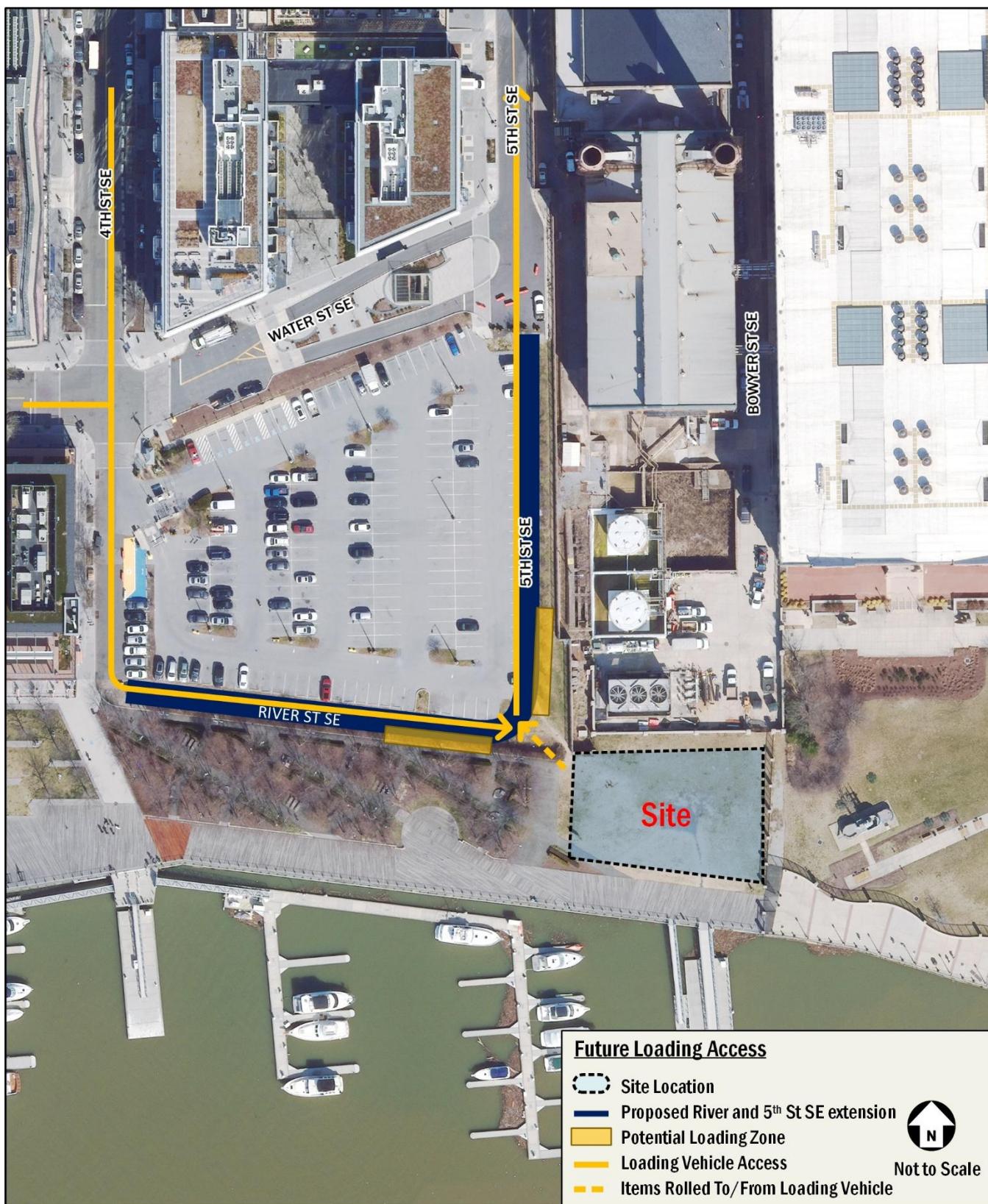


Figure 15: Future Loading Access Options

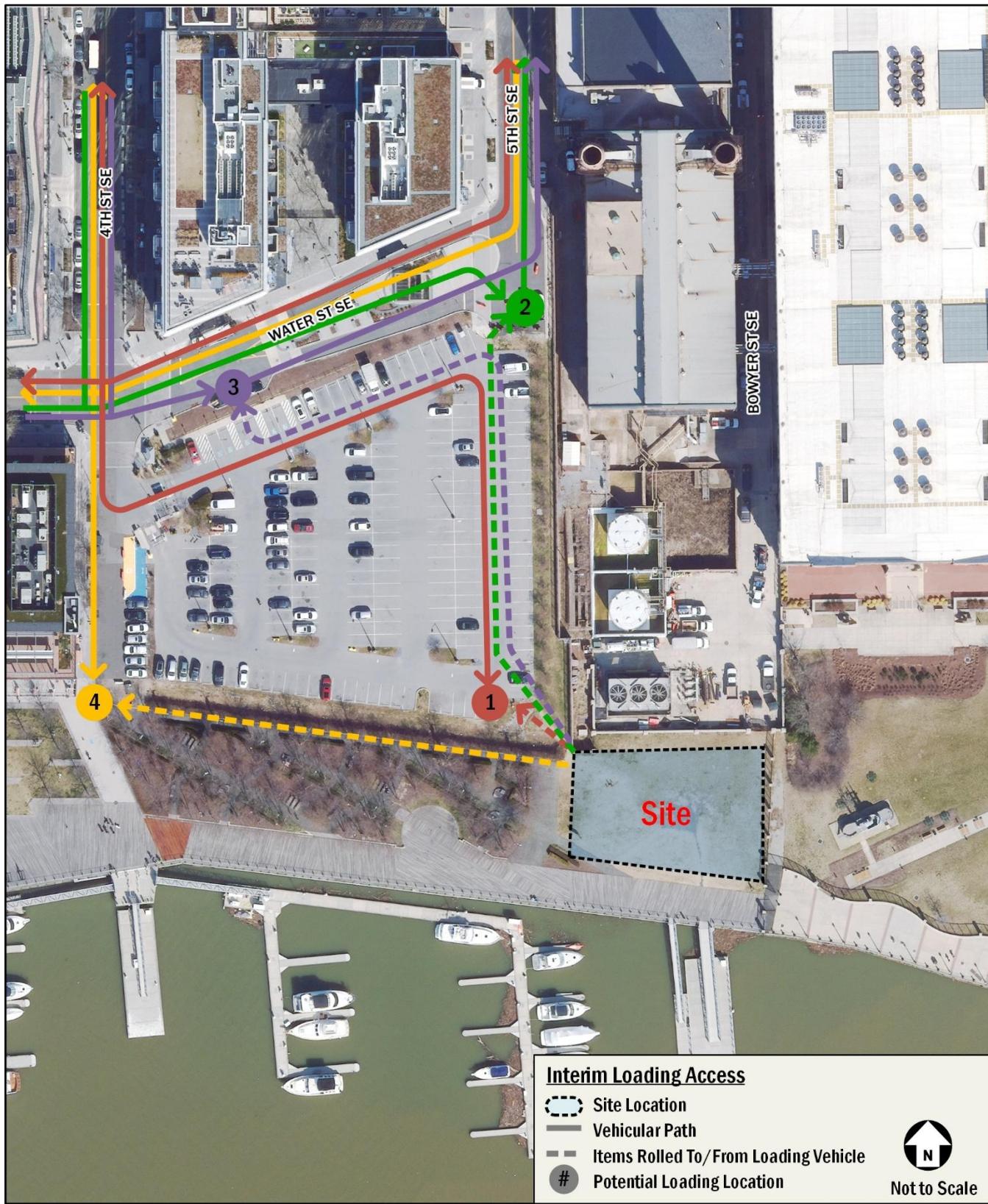


Figure 16: Interim Loading Access Options

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM elements typically focus on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the proposed project is based on DDOT expectations for TDM programs for developments of this type and size, as outlined in the *DDOT Comprehensive Transportation Review Guidance, January 2022*. As such, the applicant proposes the following TDM measures:

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees, students, and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for students and patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Provide links to CommuterConnections.com and goDCgo.com on property websites.
- Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide at least 10 short- and two long-term bicycle parking spaces.
- Following the issuance of a Certificate of Occupancy for the project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of a Certificate of Occupancy for the project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the

building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

This Transportation Statement concludes the following:

- The proposed project is included in the current SEFC Master Plan and supports the surrounding community through its restaurant/café and institutional/educational uses, as well as aligns with the Master Plan objectives to create a pedestrian oriented streetscape and discourage parking;
- The proposed project surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The proposed project's trip generation is below the threshold of 25 peak hour, peak direction vehicle trips at which DDOT requires detailed vehicular capacity analysis;
- The project proposes no on-site parking, which meets zoning requirements for vehicular parking within the SEFC zone. The lack of on-site parking is not expected to have a detrimental impact due to the site's proximity to transit, pedestrian, and bicycle facilities, as well as nearby publicly available parking garages with over 1,126 publicly available spaces;
- The project proposes no loading berth or service/delivery space, as none are required by zoning. The lack of on-site loading berths and service/delivery spaces is not expected to have a detrimental impact due to multiple potential loading locations along the existing roadway network and the planned roadway network set forth in the SEFC Master Plan;
- The proposed project will provide short- and long-term bicycle parking meeting or exceeding zoning requirements;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel;
- The proposed project creates an internal network of paths with green space and trees, transforming the empty lot into a vibrant, terraced garden space for community members to gather; and
- The proposed project will not have an adverse impact on the surrounding transportation network.