Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Meredith Soniat
Associate Director

DATE: November 26, 2025

SUBJECT: ZC Case No. 25-17 – Living Classrooms Design Review (Yards Park Parcel P3)

PROJECT SUMMARY

Living Classrooms Foundation (the "Applicant") has requested Design Review approval for a new three-story building totaling approximately 17,000 square feet of gross floor area (GFA) on Parcel P3 within The Yards Park in Southeast Washington, DC. The project includes:

- 13,500 square feet of institutional or educational use;
- 3,500 square feet of restaurant or café use;
- Two (2) long- and 10 short-term bicycle parking spaces;
- No on-site vehicle parking; and
- No on-site loading berth or delivery space.

The site is located on a portion of Square 771, Lot 816 at 1300 1st Street SE and is zoned SEFC-4. The project is within ½ mile of the Navy Yard-Ballpark Metrorail station and within ¼ mile of high-frequency bus service along M Street SE.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The project proposes no on-site vehicle parking, consistent with SEFC-4 zoning and DDOT's goals to reduce auto dependency in transit-rich areas;
- No loading berth is required or proposed, and loading will occur via nearby private roads (River Street SE and 5th Street SE) or interim access points;

- The project meets zoning requirements for bicycle parking;
- The site is well-served by multimodal infrastructure, including Metrorail, Metrobus, Capital Bikeshare, and the Anacostia Riverwalk Trail;
- The project's multimodal trip generation is below DDOT's threshold for requiring a Traffic Impact Analysis (TIA); and
- The Applicant proposes a robust Transportation Demand Management (TDM) Plan (Attachment 1) to support non-automobile travel.

RECOMMENDATION

DDOT has no objection to the approval of this Design Review application with the following condition included in the Zoning Order:

- Implement the TDM Plan as proposed in the Transportation Statement dated October 24, 2025, for the life of the project.

CONTINUED COORDINATION

Given the details of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- The Applicant will be required to obtain public space permits for any elements of the project proposed in public space. Specifically, if any interim or future loading access plans propose utilizing a curbside loading zone along a public street, the Applicant must:
    - Submit a detailed curbside management and signage plan to DDOT's Curbside Management Division (CMD); and
    - Coordinate with DDOT's CMD to draft a Loading Management Plan (LMP) as a condition of public space permit approval.
- Coordinate with PSD to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Coordinate with DDOT's TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 8 Arborist to confirm there are no impacts to Heritage or Special Trees on the property.

TRANSPORTATION ANALYSIS

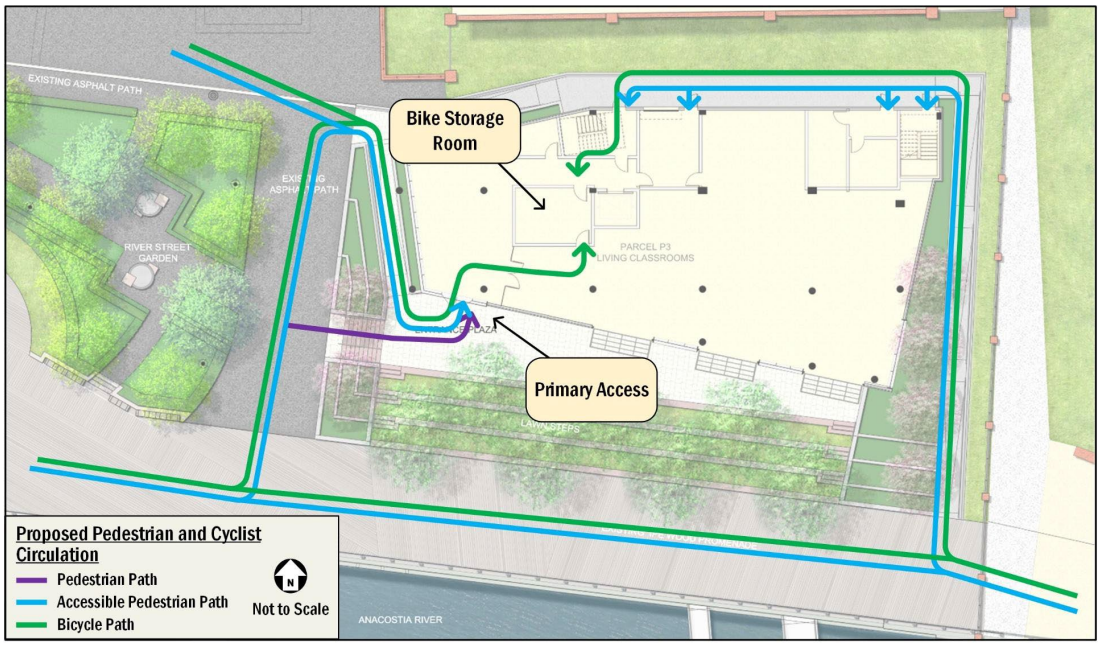
The following is DDOT's review of the submitted plans, application materials, and October 24, 2025 Transportation Statement (Exhibit 11) to assess the project's consistency with the District's vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

Site Access

Pedestrian and bicycle access to the main entrance along the south side of the building is on the Anacostia Riverwalk Trail with secondary entrances along the north side of the building. All pedestrian access is from stairs and ramps out of public space from the Anacostia Riverwalk and Yards Park as shown in Figure 1 with indirect access via the nearby 5th Street SE. Vehicular access to the site will be provided via the planned roadways of River and 5th Streets SE; however, until this portion of the Southeast Federal Center (SEFC) Master Plan is implemented, the closest vehicular access is via 4th and

Water Streets SE. No vehicle parking is proposed or required on-site, and as such, no new curb cuts to a public street are proposed or necessary.

Figure 1 | Site Plan



Source: Gorove Slade 10/24/25 Transportation Statement, Figure 14

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

No vehicle parking is proposed or required by Zoning, and DDOT supports the Applicant's plan as designed. As noted in the Applicant's Transportation Statement, over 1,100 publicly available off-street parking spaces exist within ½ mile of the site. Given this reservoir of nearby vehicle parking and the site's proximity to reliable, high-frequency transit and well-connected pedestrian and bicycle infrastructure, the lack of on-site parking is not expected to have significant impacts to the neighborhood.

Bicycle Parking

The project is required by zoning to provide two (2) long-term and nine (9) short-term bicycle parking spaces for 3,500 square feet of eating or drinking establishment use and 13,500 square feet of institutional or educational use. According to the proposed TDM Plan, the project includes two (2) long- and 10 short-term bicycle parking spaces, meeting these requirements. Both required and proposed short-term parking can be accommodated with five (5) inverted U-racks.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to Appendix F in the most recent version of DDOT's *Guidance for Comprehensive Transportation Review* for design best practices. The storage room must be designed so that a minimum of 50% of long-term

spaces (minimum one space) be located horizontally on the floor or bottom of a two-tier rack system. If possible, the room should be designed with electrical outlets for e-bikes and scooters and space for larger tandem or cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). DDOT expects the Applicant to coordinate with PSD to ensure the storage room meets both Zoning requirements and DDOT design guidelines as the project moves forward.

Loading

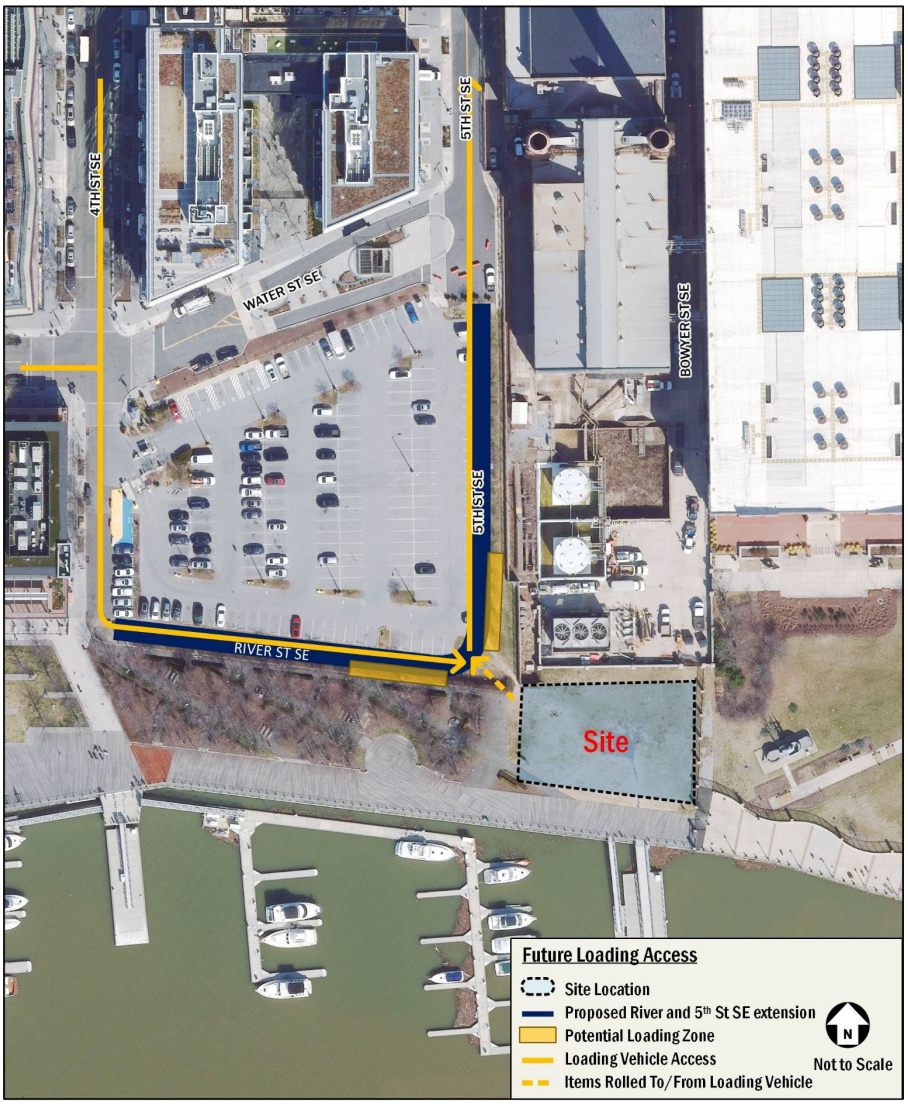
DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT typically requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1, all proposed uses fall below their respective minimum square footage requirements for loading facilities. Therefore, no on-site loading berths or delivery spaces are required or proposed. Nevertheless, loading operations are expected to occur close to the site along proposed private roadways that will be built as part of the Parcel Q redevelopment, as stated in the SEFC Master Plan. As the timeline for the redevelopment of Parcel Q and the adjacent roadways is unknown at this time, the Applicant has prepared both future loading access options shown in Figure 2 as well as potential interim loading access options shown in Figure 3 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.

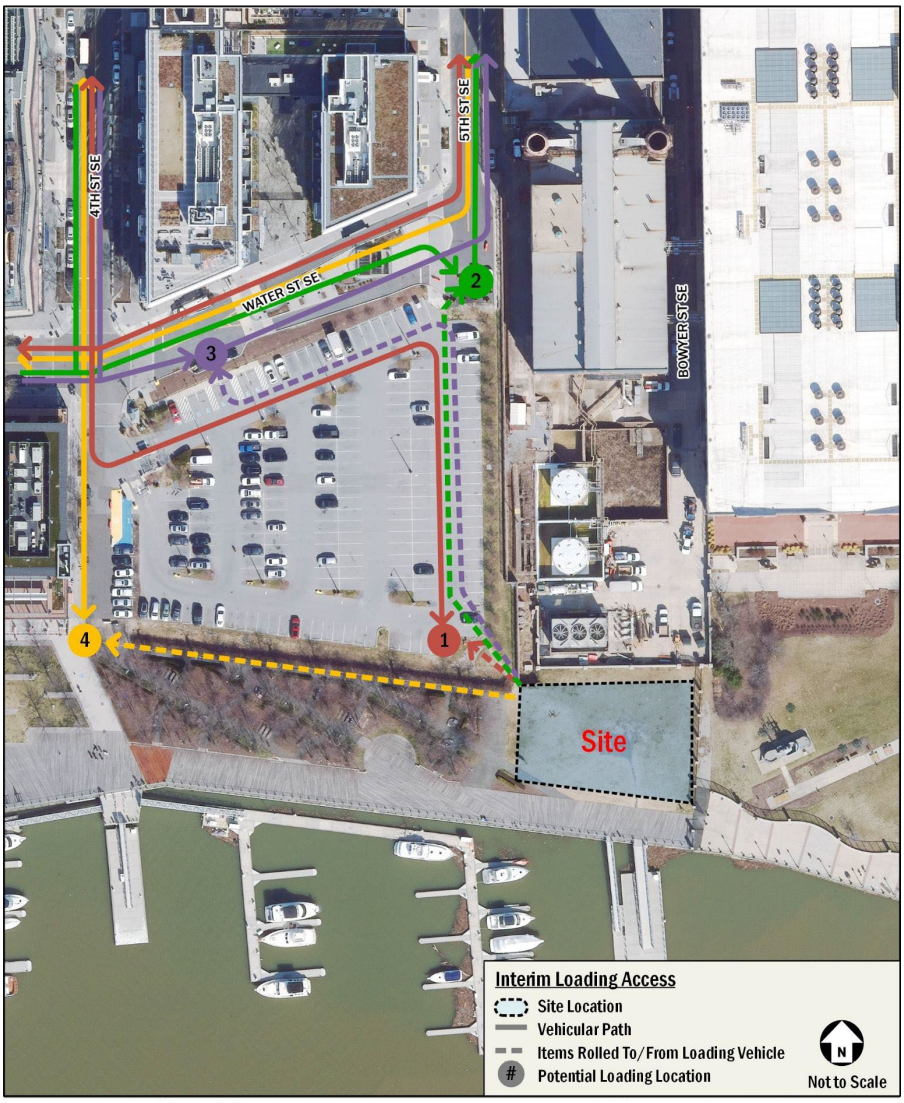
If any interim or future loading access plans propose utilizing a curbside loading zone along a public street, the Applicant must submit a detailed curbside management and signage plan to CMD and coordinate with PSD to draft a LMP as a condition of public space permit approval.

Figure 2 | Future Loading Access Options



Source: Gorove Slade 10/24/25 Transportation Statement, Figure 15

Figure 3 | Future Loading Access Options



Source: Gorove Slade 10/24/25 Transportation Statement, Figure 16

Heritage and Special Trees

According to the District's Tree Size Estimator map, the property does not appear to have any Heritage or Special Trees that would be impacted by the project, and DDOT expects the Applicant to coordinate with UFD and the Ward 8 Arborist to confirm this.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines; however, the proposed project does not directly border any public space given its location within a private parcel. As such, minimal – if any – public space work is anticipated.

Mode Split and Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a *mode* of transportation. A variety of elements impact the

mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

Mode split assumptions were informed by the Census, WMATA's Development-Related Ridership Survey, and mode splits used for nearby developments. As shown in Figure 4 below, the mode splits assumed were 50% automotive for restaurant and 15% for educational with the remainder of trips anticipated to be made by transit, walking, or bicycling.

Figure 4 | Summary of 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%

Source: Gorove Slade 10/24/25 Transportation Statement, Table 7

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition* (Land Use Code 932 High-Turnover Sit-Down Restaurant, Code 540 Junior/Community College). The assumed mode-split was used to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

As shown below in Figure 5, the projected vehicle trips did not meet DDOT's threshold in the most recent *CTR Guidelines* for vehicular capacity analysis (25 inbound or outbound vehicle trips during any one of study periods). As such, a traffic impact analysis (TIA) was not required.

Figure 5 | Multi-Modal Trip Generation Summary

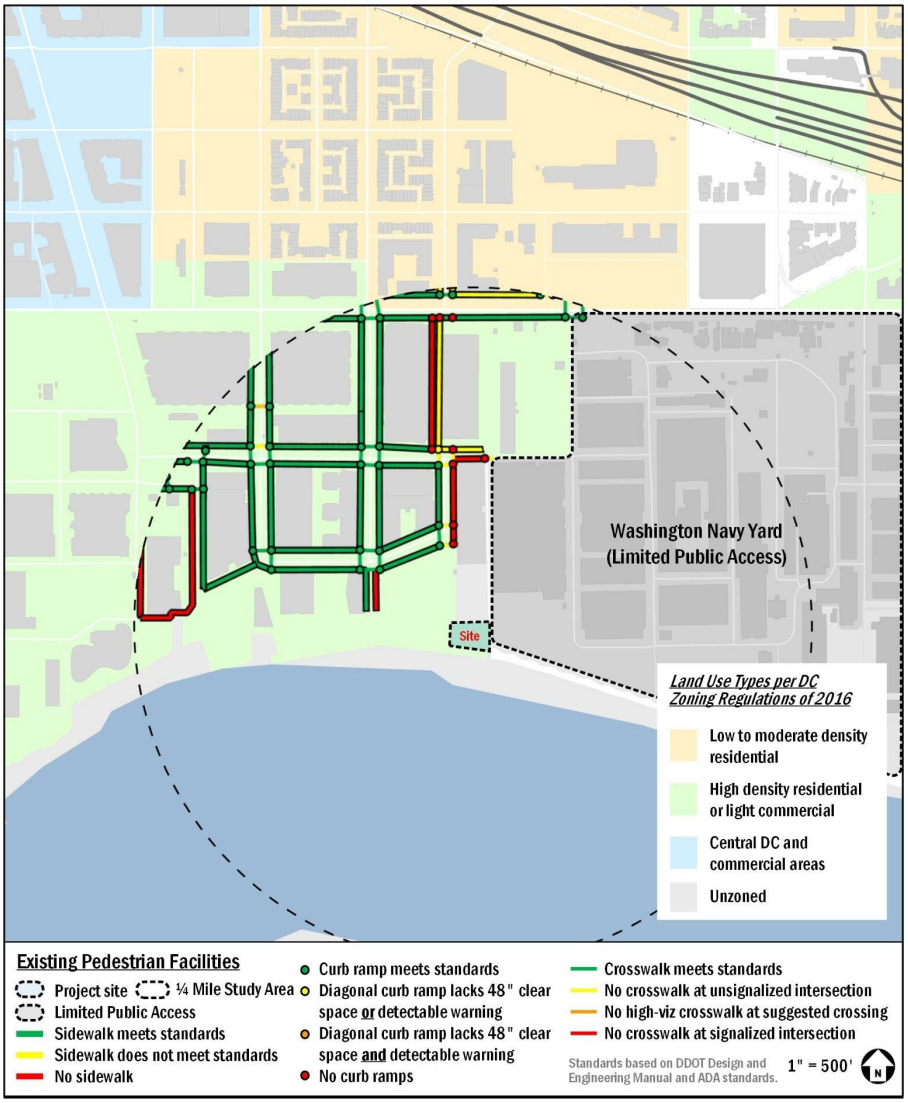
Mode	Modal Split	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Restaurant (3,500 SF)								
SOV Auto Trips	*15%*	2 veh/hr	3 veh/hr	5 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr	54 veh
TNC Auto Trips	*35%*	12 veh/hr	10 veh/hr	22 veh/hr	14 veh/hr	8 veh/hr	22 veh/hr	127 veh
Total Auto Trips	*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

Source: Gorove Slade 10/24/25 Transportation Statement, Table 8

Pedestrian Network

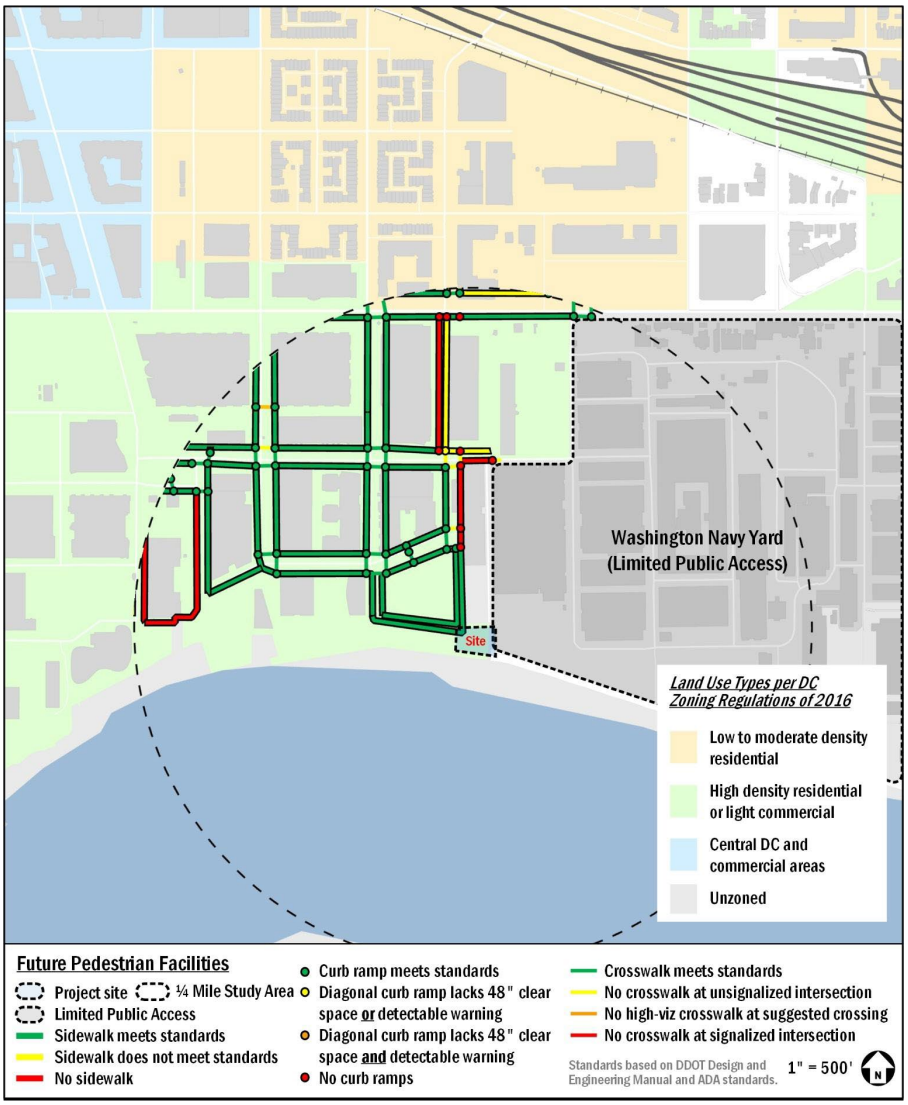
The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. The Transportation Statement's inventory of existing pedestrian infrastructure, as shown in Figure 6 below, demonstrates that most sidewalks in the vicinity of the site are constructed with appropriate widths and include accessible curb ramps. While there are several missing or substandard facilities in the broader area, DDOT expects the future Parcel Q redevelopment to construct pedestrian facilities along the planned private roadways as shown in Figure 7, which when coupled with the Anacostia Riverwalk Trail along the site's southern frontage as shown in Figure 8, will provide for an adequate pedestrian network along major walking routes from the site to schools, attractions, and the Metrorail station.

Figure 6 | Existing Pedestrian Network



Source: Gorove Slade 10/24/25 Transportation Statement, Figure 5

Figure 7 | Future Pedestrian Network



Source: Gorove Slade 10/24/25 Transportation Statement, Figure 7

Bicycle Network

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this development.

As shown in Figure 8, 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, I, and 1st Streets SE.

Figure 8 | Existing Bicycle Facilities

Source: Gorove Slade 10/24/25 Transportation Statement, Figure 8

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located approximately ½ mile, roughly an 11-minute walk, from the Navy Yard-Ballpark Metrorail station which is served by the Green Line. Trains serve the Metrorail station every six (6) to eight (8) minutes during all service hours.

Additionally, the site is well-served by five (5) Metrobus routes, three (3) Omniride routes, and three (3) MTA routes with reliable, high-frequency bus service that connects the site to neighboring areas within DC as well as Maryland and Virginia.

Curbside Management

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) on the property and surrounding neighborhood context.

The site currently has metered parking along both South Capitol Street and L Street frontages. As shown below in Figure 9, most curbside parking is restricted near the site. However, the SEFC Master Plan calls for the private roadways River and 5th Streets SE to be constructed as part of the nearby Parcel Q redevelopment. Future curbside designations for these streets will be determined once Parcel Q is redeveloped. As noted in the *Loading* section, if any interim or future loading access plans propose utilizing a curbside loading zone along a public street, the Applicant must submit a detailed curbside management and signage plan and an LMP as a condition of public space permit approval.

Figure 9 | Existing Curbside Designations

Source: Gorove Slade 10/24/25 Transportation Statement, Figure 13

Transportation Demand Management

As part of all land development cases, DDOT requires an Applicant to develop a comprehensive TDM plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the October 24, 2025, Transportation Statement, which is included with this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership lifestyles and encourage alternatives to auto travel.

ATTACHMENTS

1) Proposed TDM Plan, Gorove Slade, October 24, 2025

MS:pj