

D.C. Zoning Commission Public Hearing
Case No. 07-08B (Text Amendments to DCMR Title 11, Chapter 21, Off-Street Parking
Requirements, to extend the permission for temporary surface parking spaces on
specified lots and squares from April 1, 2013 to April 1, 2018.)
October 4, 2012

TESTIMONY of Ron McBee, ANC 6D03 Commissioner

Commissioners and staff, good evening, I am Ron McBee, Advisory Neighborhood Commissioner for ANC 6D03. My single-member district borders South Capitol Street and the single member district of 6D07 in which the Nationals Park is located. I am also the Co-chair of the Nationals Community Committee that meets monthly (every month) with the Nationals to discuss community concerns such as parking as well as the Traffic Operations and Parking Plan (TOPP) managed by the District's Department of Transportation with the Department of Public Works, MPD, and MPD's Special Operations Division.

ANC6D on September 10th at a regular schedule business meeting with a quorum being present (4 commissioners) voted unanimously (7-0-0) to support "Off-Street Parking Requirements," to extend the permission for temporary surface parking spaces on specified lots and squares from April 1, 2013 to April 1, 2018.

I support this because even with our best efforts and the Nationals to support public transportation, some people will continue to drive and park their vehicle. The Nationals have set up a program, online, to assist these individuals to come to their designated lots with graphic and specific language to facilitate egress those using the Nationals parking lots. It greatly reduces cars continuing to drive in the community and look for spaces and, I feel, at a reasonable price.

The spaces reserved by the Nationals are only for game time parking and many of these spaces have already disappeared under development in our ANC6D area. It is hoped that many of the parking areas under buildings will continue to make parking available to the patrons coming to the Nationals Park.

The Nationals specifically directs their fans away from our residential streets and to use South Capitol and Potomac Avenue to access their lots.

Also by allowing the Nationals to do advance ticket sales of parking spaces, it allows for better planning and reduces fans seeking parking.

We and the Nationals have worked with WMATA, in addition to Metro, to promote the 74 Bus that runs from the Convention Center to Nationals Park via 7th Street. The bus is so designated and the Nationals Park stop is located one block from entrance to the stadium and is used heavily by many of the workers at the park.

The Nationals have the only valet bicycle parking facility at a MLB stadium and have approximately 250 rack spaces around Nationals Park.

The Nationals continue to promote public transit and is in fact one of the most transit friendly parks in

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Major League Baseball with approximately 50% arriving by public conveyance. The Nationals routinely have information on their scoreboard regarding such. Recently the Nationals paid 100K to WMATA to rename the Navy Yard Metro Station with the addition of "Ballpark" to assist riders with getting to the park via Metro.

Additionally it is the best interest of the Nationals to have fans that arrive and are able to leave with relative little stress and strain. This goes as well for our residents who like to come home and find parking at their home and have time with their loved ones. Presently I see many Nationals fans walking from the park, either on 1st Street SE or Fourth Street SW, heading to a nearby Metro Station to avoid the rush at the Navy Yard Metro Station that WMATA nor the District modified the under sized platform to facilitate queuing and loading on the trains when the Nationals Park was built.

I feel the Nationals are a good community partner and we work together to alleviate the issues with 41K fans coming to a community that has approximately 16K residents.

I appreciate your consideration for this request.

Ron McBee