

EXHIBIT E
Neighborhood Safety Response of Alan Harwood

The Ballpark area generally does not exhibit the same pedestrian-friendly character as other parts of Washington, DC. Near the Ballpark Site, sidewalks typically are narrow (approximately five feet in width), in poor physical condition, frequently lack curb ramps and marked crosswalks, or are immediately adjacent to travel lanes. The lack of sidewalks on some blocks and the presence of utility poles in the right-of-way also reduce the amount of available space for pedestrians. In addition, pedestrians cannot cross South Capitol Street at most intersections near the Ballpark site due to the median barrier that runs along the center of the roadway and the grade separation of the local and through traffic. As a result, pedestrian activity in the Ballpark area has been limited.

Until construction of the Ballpark commenced, human activity and visitation in the area during daytime hours was generated predominantly by commuter traffic on South Capitol Street, and truck and bus traffic associated with the former industrial uses that were located within the Ballpark Site. At night, the night clubs and sexually oriented businesses located in the area generated vehicle movement and parking, pedestrian movement into and out of the clubs, and frequently people loitering on the streets outside of the night clubs.

Redevelopment of the former industrial area for a state-of-the-art Ballpark would aid in the revitalization of the Anacostia waterfront and provide positive impacts to visitors and the community through physical improvements, an increased number of pedestrians, and an enhanced security presence. Furthermore, new pedestrian-friendly, mixed-use development in the Ballpark area, and along the waterfront, would benefit the Near Southeast and Southwest neighborhoods in broader ways by improving waterfront access, increasing economic opportunities, and protecting the natural environment.

The Ballpark project would result in improvements to the pedestrian environment by constructing sidewalks where there are current gaps in the system, upgrading sidewalks that are in fair or poor condition with streetlights and furnishings, and widening sidewalks that are too narrow to accommodate game-day patrons. In addition to sidewalk improvements, new pedestrian-friendly uses, such as retail and entertainment venues, would improve the physical environment and further encourage pedestrian activity. The physical improvements associated with the ballpark would transform the aesthetics of the area and increase perceptions of security.

Once the Ballpark is in operation, there would be an increase in overall pedestrian activity in the area. Peak visitor activity would be expected in association with game-day events, although attendance levels are variable and can be influenced by many factors, including the day and time of the game, weather conditions, team performance, and the identity of the opposing team. Nevertheless, just prior to and immediately following games, there would be a large amount of pedestrian and vehicular activity in and around the Ballpark, as people move between their cars and the Ballpark's entrances, and between the Metrorail station entrances and the Ballpark.

The future pedestrian circulation patterns associated with the Ballpark can be determined based on the pedestrian volumes generated by maximum attendance (sold out games), the accepted

mode split assumptions from the Transportation Management Plan, and the locations of the Metrorail station portals and major parking areas. Based on this analysis of walking routes, potential pedestrian crowds would likely be somewhat confined to the area south of M Street towards the river and east of South Capitol Street. Appropriate signage would be installed to guide pedestrian movement in the Ballpark area, and to encourage people to move along major thoroughfares and away from quiet residential streets. Traffic and pedestrian movement would be managed by police officers to ensure circulation and safety.

The additional pedestrians would provide “eyes on the street” that would enhance personal safety. The increased number of pedestrians associated with the Ballpark would improve the real and perceived security of the area. Increased activity in this area would also be expected on non-game days as a result of the retail and entertainment establishments within and around the Ballpark. Increased numbers of pedestrians near the ballpark and surrounding retail uses would also benefit the security of the nearby residential neighborhoods. Benefits to the surrounding areas would primarily result from the presence of transportation control officers.

The presence of security and traffic control officers associated with the Ballpark and other entertainment uses would increase the safety of the area for visitors, residents, and commuters. Specific to existing residential neighborhoods, police patrols on residential streets during ballgames would prevent parking violations, minimize intrusions, and increase safety.

The DC Sports and Entertainment Commission and Metropolitan Police Department intend to develop a security plan that mobilizes the personnel needed for public safety and security needs at a Major League Baseball event. The plan will be coordinated with other ongoing redevelopment projects in the area, including the Ballpark District, Florida Rock, and the DOT headquarters. However, the security efforts at RFK Stadium serve to illustrate the situation. For each major event at RFK Stadium, the Special Operations Division of the DC Metropolitan Police Department assigns 83 safety officers for an eight-hour shift. In addition to police officers, 45 private security personnel are hired by stadium management to protect ticket vendors, cashiers, and parking lots. Given that the new Ballpark would have 28% less capacity than RFK, it can be assumed that approximately 60 DC police officers and 33 private security personnel would be needed for each major event. Outside of the Ballpark, traffic control personnel from the Metropolitan Police Department would be stationed at key intersections and neighborhood entrances for each event.

In summary, physical improvements to the area, an overall increase in pedestrian circulation, and the presence of security and transportation control officers would improve real and perceived security in the area.