

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION**

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Transportation Policy and Planning Administration

MEMORANDUM

To: Sharon Schellin
Office of Zoning

From: Ken Loden *K6 Jaden*
Associate Director

Date: May 16, 2007

Subject: DC Zoning Commission Case No. 07-08
Temporary Parking Lots on Specific Squares Proximate to Ballpark

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D.C. OFFICE OF ZONING

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I. Executive Summary

The District of Columbia Department of Transportation (DDOT) has reviewed the proposed amendments to the Zoning Regulations that would allow matter of right surface parking lots on Squares 660, 665, 700, 701, 707, 708, 708E, 708S, 744S, 767, 768, 769, and 882 until April 1, 2013 at the latest.

While DDOT does not typically support surface parking lots in the context of a revitalizing urban area, the conditions set forth in the proposal – namely limits on the number of spaces and length of time – make this an acceptable strategy for meeting the interim parking needs of the new Ballpark Stadium.

DDOT has been working closely with the DC Sports and Entertainment Commission, the Washington Nationals, and various city agencies to prepare for the opening of the new Ballpark in Near Southeast DC. The *temporary* surface lots serve as an important component to a larger operational plan that aims to efficiently manage parking and traffic demand while minimizing negative impacts to the mobility, access, and quality of life in surrounding neighborhoods. In the future, the number of parking spaces available for baseball parking on surface lots will be replaced by underground facilities associated with new development. As parking locations are decided, it will be critical to determine specific ingress and egress for vehicles using both surface and structured parking.

DDOT recommends approval of this proposal and will continue to work with stakeholder groups to address the following needs:

2000 14th Street, NW, 7th Floor, Washington, DC 20004
District of Columbia

CASE NO.

07-08 (FAX)

EXHIBIT NO.

6

ZONING COMMISSION
District of Columbia
CASE NO. 07-08
EXHIBIT NO. 6

- Develop traffic routing plans that show preferred vehicle routes from the regional traffic network to proposed parking locations and vehicle routes from the parking locations back to the regional network.
- Develop a Transportation Demand Management (TDM) Plan to encourage use of non-vehicular transportation systems.
- Integrate appropriate environmental protections to mitigate the impact of storm water runoff.

II. Traffic Routing Plans

DDOT supports the proposed strategy to locate the parking lots in various Squares around the surrounding street grid to limit the congestion on specific corridors and at specific intersections.

The DC Office of Planning *Supplemental Report* dated May 11, 2007 indicates "The Nationals management will be able to 'cross reference' ticket holders driving to the Ballpark from different parts of the region with the parking lot that is most easily and conveniently accessed by them, thereby lessening traffic impacts on DC neighborhoods." DDOT is comfortable with this approach and will continue to work with the DC SEC and the Washington Nationals to develop a routing plan that shows how patrons will be advised to travel to access the individual surface parking lots. This effort will advance the details of game day traffic management and establish preferred routes that limit impacts on existing neighborhoods.

III. Transportation Demand Management

DDOT fully supports the limitation placed on the total number of surface parking spaces provided for use by Ballpark patrons, and agrees that 3,775 surface spaces is an appropriate number. The creation of additional surface spaces is not advised to meet current needs. In the event that there is a perceived need for additional spaces as new development occurs, DDOT would conduct a careful review through the Board of Zoning Adjustment process and apply a strict standard for approval.

It is critical that the availability of parking does not undermine the fundamental goals of moving people efficiently via public transit and opting away from single occupancy vehicle travel. Also to this end, DDOT will continue to collaborate with the DC Sports and Entertainment Commission / Washington Nationals to develop and approve a Transportation Demand Management (TDM) Plan that provides meaningful incentives for the use of mass transit and other alternatives to the private automobile.

IV. Storm Water Management

New surface parking lots will be subject to environmental permitting by the DC Department of the Environment. DDOT recommends that appropriate storm water control

measures be incorporated into the parking lots as deemed appropriate by the District Department of the Environment