



November 28, 2016

Mr. Anthony Hood, Chairman  
DC Zoning Commission  
441 4<sup>th</sup> Street, NW, Suite 210  
Washington, DC 20001

RE: Support with amendments for PUD Case No. 16-02: DC United Soccer Stadium

Dear Chairman Hood and members of the Zoning Commission:

Please accept these comments on behalf of the Coalition for Smarter Growth (CSG). The Coalition for Smarter Growth is the leading organization working locally in the Washington, DC metropolitan region dedicated to making the case for smart growth. Our mission is to promote walkable, inclusive, and transit-oriented communities, and the land use and transportation policies and investments needed to make those communities flourish.

We wish to express our support for this proposed project. We have had concerns about the stadium's design to maximize access to Buzzard Point. We have had concerns about the stadium's design in support of tax revenue generation given the taxpayer subsidy of \$150 million to support the construction of the stadium. We support the current proposed stadium design but ask that the Zoning Commission consider how it can better integrate into the surrounding growing neighborhood. Below are our specific comments.

1<sup>st</sup> Street design, plaza & retail – We support the improved design to make 1<sup>st</sup> Street a more functional street that will attract walkers, bicyclists as well as motor vehicles. Building out the retail is essential to making this street work as a multimodal connection to the rest of Buzzard Point. We are concerned that the plaza areas are animated during non-event times to ensure that the area remains inviting to pedestrians every day. Scale, sense of enclosure and retail frontage are essential to supporting an everyday pedestrian environment.

Walk enhancements to Navy Yard Metro – We concur with DDOT that wayfinding and enhancements along the route to the Metro station are critical to encouraging fans to use Metro. We suggest further asking for support for lighting, and other safety features to ensure soccer fans will want to make the walk.

Bike access – We welcome the planned bicycle infrastructure to the area. We question if one Capital Bikeshare station is sufficient. The size of the station is not specified. We recommend that the applicant be required to provide more than one are an extra large capacity bikeshare station, along with operating funding for several years. We also recommend that the applicant be required to expand bikeshare and private bike parking should demand exceed supply.

Transit access – We ask the Zoning Commission require both capital and operating funding for Circulator or Metrobus service for multiple years that connect the stadium to the Navy Yard Metro station. We also

ask that the Commission consider requiring the applicant to contribute to runningway improvements that could improve service and reduce costs through a dedicated lane, signal priority, queue jumping.

Larger Transportation Management District – This new neighborhood is largely anchored or catalyzed by the soccer stadium. Transportation should be managed in a more coordinated way given the relationship between stadium events and the growing neighborhood. Event transportation plan is essential, but the stadium is part of a larger transportation demand dynamic that should contribute to broader coordination.

We ask that the Zoning Commission require that DC United participate as a full contributing member of a larger Transportation Management District made up of properties in the Buzzard Point peninsula to address the unique challenges and access needs posed by the soccer stadium and rapid growth on adjacent sites. The Capital Riverfront BID could even be an institutional home for such an entity if it is willing to manage it. Nonetheless, a coordinated effort between the soccer stadium impacts and access needs should be paired with the significant growth in office and residential uses on Buzzard Point.

Beyond this case, we suggest that the Commission and DDOT look to provide a stronger policy framework for coordinating the related impacts of a number of development activities that promise to have a major and unique impact on their surroundings. Like the Washington hospital cluster (made up of 4 hospitals and McMillan medical offices), we believe the Buzzard Point area catalyzed by the DC United Stadium is another case of a cluster of unique, area-wide impacts due to geographic isolation, lack of current transit service, major land use transportation impact in the form of the stadium, and planned rapid build out.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cheryl Cort', with a stylized flourish at the end.

Cheryl Cort  
Policy Director