

Testimony on Consolidated PUD for DC United Soccer Stadium
DC Zoning Commission Case 16-02
December 14, 2016 (November 28, 2016 Hearing Continuation)
Fredrica D. Kramer, Near SE/SW Community Benefits Coordinating Council

Good evening. I am Fredrica Kramer, Vice Chair of the Near SE/SW Community Benefits Coordinating Council (CBCC), an organization created explicitly to maintain social diversity and quality of life and to negotiate, with ANC 6D, community benefits in connection with local redevelopment.

We are signatories with ANC 6D and DC United on a Community Benefits Agreement (CBA) and will sit on an Enforcement Committee to ensure the successful implementation of those benefits. You have a copy of that agreement, which specified benefits around jobs, youth soccer training, and stadium use during the playing season and otherwise.

We have stated separately our continued support for the stadium's general concept plan and the community benefits anticipated through the CBA.

We also have serious concerns, like ANC 6D and others, around transportation and access, and around health risks from current construction activities, which could continue with construction of the stadium. We restrict our comments today to those two areas.

On the first, we are grateful for DC United's explicit commitments, such as: Metro cards and pre-assigned parking spaces for season ticketholders to minimize the effects of automobile use; strategies to facilitate bicycling to games; and no overlapping DC United and Nationals games. But transportation and access remains poorly thought out.

According to the Gorove/Slade September 16, 2016 report, roadway and transportation systems will be over capacity "when there are simultaneous events at all venues." We know that other events will inevitably occur in the redeveloped Navy Yard and Southwest on days that one or both soccer and Nationals stadiums are in use—and same-day scheduling is allowed. There is potential for increased automobile use if Metro does not stay open on occasions when games last beyond normal closing hours (as in the recent Nationals playoff series). And the ANC 6D resolution notes that movement of emergency vehicles and personnel may be severely challenged in "...this tiny [geographically] isolated peninsula...", which will get worse with the over 6,000 new households anticipated in Buzzard Point redevelopment.

The Commission should require a commitment to no *same-day* scheduling, engage alternative transportation options when late night Metro service is unavailable, and consider other approaches to ensure that stadium traffic does not completely choke the neighborhood.

Perhaps our greatest concern is that existing access routes can negatively impact current residents on 2nd, 1st, Half and 4th Streets. Potomac Ave. and 1st and 2nd Streets are expected to be the principal vehicular in-routes. Since traffic from the two metro stations will be pedestrian, we see no justification for supporting any new vehicular traffic through the residential streets north of the stadium. We are on record expressing our concern about redevelopment plans for 2nd and Half Streets as a "Transportation Spine" in the *Buzzard Point Vision Framework*, and wish to be reassured that vehicular traffic to the

stadium will not be redirected through these north/south residential streets. ANC 6D is strongly opposed to *any threat* to housing to accommodate the stadium; so are we.

Minimizing traffic through the residential streets is supported by the Gorove/Slade September 16 report, which recommends “pedestrian and traffic barriers...to deter patrons from walking through the adjacent residential neighborhood” (p. 3). True barriers to allow access to residents but prevent vehicular through-traffic, at a minimum on game days, would be very helpful, and should be implemented in conjunction with the stadium opening. Also, according to the report, unrestricted blocks in Buzzard Point will need to be upgraded and metered prior to the stadium opening. Metering all parking surrounding the stadium (and including some lengths of M Street in Figure 12 of the Gorove/Slade November 15 report) would remove street parking for current residents with RPPs and for future residents of Buzzard Point.

We question why the main automobile traffic from the north cannot be entirely routed along South Capitol Street and Potomac Avenue. Visitors from the southeast across the Douglas Bridge might also be differently routed: e.g., if vehicles could turn south at the junction at Potomac Avenue and South Capitol Street rather than continue on Potomac they could use S Street and the additional S Street entry gate rather than Potomac Avenue; or use R, Half and S Street when the Oval is completed. There is no discussion of Circulator Bus service, which might also deflect north-south pedestrian or other traffic through the residential neighborhood.

With regard to health issues, both our direct experience and comments from other community members indicate that there is unchecked dust from contractors currently working principally on the Pepco site, resulting from either inadequate protocol or inadequate enforcement to ensure daily control and cleanup (e.g., reliable tarp coverage and wetting down or oiling the streets). Page 6.06 of the August 19 PUD submission specifies dust control measures. We would like to be assured that the DC United protocol either exceed current practices or will be enforced more vigorously than is currently the case. Discussions with DC United indicate that they are aware of the problem and are working with ANC 6D Commissioner Hamilton to address this and other health and environmental concerns.

In addition, a health study conducted by the DC Department of Health will establish baseline conditions of the community directly affected by the Buzzard Point development. We understand that the health study is not the responsibility of DC United, but we hope that the Zoning Commission would ensure that proper baseline and follow up studies are undertaken (which will require microdata below the zipcode level), and costs shared appropriately in order to effectively monitor health impacts over time for the community immediately adjoining the stadium and likely to be most directed affected. ANC 6D recommends additional details to accomplish independent monitoring and remediation.

On a related matter, we would like further discussion in layman’s terms to describe noise control on match days, including a comparison with Nationals Stadium noise, noise control for other uses (e.g., concerts) that DC United anticipates, and the potential to direct noise away from surrounding residences.

Thank you for the opportunity to focus on these issues, which are of critical concern to the Southwest community.

ADDENDUM

The community benefits that DC United is pledged to contribute and that we continue to support include the following:

Continuation of Soccer Club at Amidon-Bowen, and at Jefferson if current DC Scores is discontinued;

Childhood literacy and healthy lifestyles program with Amidon-Bowen and Unity Health Clinic, once programming is finalized with the DC United Foundation;

DC Kicks for Kids free game tickets for Jefferson (no numbers or frequency specified);

Bi-annual sports clinic scholarships for 8-18 year olds by invitation (no numbers are specified);

Up to 25 scholarships for one week summer soccer camp for low income 5-17 year olds (no numbers or residency are specified);

12 summer youth jobs (maximum) through DOES for ANC 6D 16-25 year olds, and 12 seasonal jobs to learn sports and entertainment;

With CBCC, SW BID, and others, outreach to ANC 6D residents for employment and training opportunities;

One monthly full-page ad in *Southwester* (\$625 per issue, up to maximum \$10,000);

3 days stadium use for "registered" nonprofits when stadium is not in use, with operating costs paid by the non-profit users;

Best effort to coordinate game schedules with Washington Nationals [this does not address the G/S finding that the area will not be able to handle multiple events concurrently];

Free meeting room space, subject to availability, for ANC 6D nonprofits;

Discuss opportunities for food vendor space for Buzzard Point residents;

Best effort for CBCC or other NPO to operate fundraising concession at 8 stadium events (financial terms to be negotiated);

Contingent facilitation of health care facility in stadium area;

Limited fireworks after 11 pm weekdays and 12M Saturdays, or neighborhood notice if any later event;

Good faith effort to mitigate dust and contaminants during and after construction.