

# \*\*\* Advisory Neighborhood Commission 6D

## SMD 6D-05

**ZC # 16-02, Application of DC Stadium, LLC -- Planned Unit Development @ Squares 603S, 605, 607, 661, & 665**

**Testimony by Roger Moffatt, Commissioner, ANC6D05, on behalf of Single Member District ANC6D05 (site of PUD) before the Zoning Commission, December 14, 2016**

Good evening to all of the distinguished Commissioners of the Zoning Commission of the District of Columbia, and good evening, fellow citizens of the District of Columbia. My name is Roger Moffatt, and I serve as Commissioner of Single Member District (SMD) 6D05, I am here tonight to speak on behalf of SMD 6D05, the location of this PUD.

As is stated in its report, ANC 6D has supported the notion of a DC United Soccer Stadium on Buzzard Point contingent upon a clearly defined and unambiguous transportation plan that enhances the existing residential neighborhoods. Clearly those contingencies have not been met. Thus, by a vote of 7-0-0, the Commission voted to oppose the approval of the DC United Consolidated PUD until numerous issues as stated its resolution (Exhibit 29) were sufficiently addressed by the Applicant and District Government Departments in coordination with the ANC and the Community.

The report also notes that the Applicant has made positive adjustments for ensuring permanent public green space to the "Plaza" providing pedestrian access to the stadium. That said there is an extensive list of items outlined in the ANC report that has gone unaddressed.

A major concern and one that I wish to call particular attention to this evening is the lack of a comprehensive traffic plan for all of Buzzard Point that ought to be supplied by DDOT before a project of this magnitude should be approved.

While this PUD is only for the delineated parcels, it plays the hugest effect on the traffic for Buzzard Point in its entirety. Indeed, it will affect all of near Southwest and near Southeast. Addressing this matter piecemeal as per DDOT actions to date is beyond ill-advised.

Some of the DDOT recommendations are based on a conglomeration of old studies, some completed before National Stadium was built, while others quote Gorove Slade studies that were made for and paid for by developers with findings selected which support those paying for the study. Consequently, access by what could be 12 to 15,000 new residents under the DC Office of Planning (OP) "vision" for Buzzard Point goes completely unaddressed by DDOT. And, please keep in mind, the number quoted does not include any traffic generated by retail and necessary services.

Another, casualty of this lack forethought is any plan certain that will address ensuring the current residential area of Southwest below M Street will not be used as the entrance to Buzzard Point. DDOT maps show use of Old SW (Half, First, & Second Streets) as well as Delaware & 4th as access for the stadium, while DC United & a spokesperson from Gorove Slade stated in meeting with ANC 6D that they are in favor of ensuring that vehicular traffic is via Potomac Avenue and eventually via the loop on South Capitol Street. In fact, their recently updated plans (page 2.4) recommend right turns only from the reconfigured First Street onto Potomac Avenue.

I view this to be a significantly positive move toward ensuring that access though Old SW is discouraged. I would hope that Zoning will enhance that positive step of the applicant by requiring DDOT show why traffic should not be required to make a right turn onto Potomac Avenue going north and going south on Half, First and Second Streets SW.

The tired argument by DDOT that it will be taken care of in TOPP is most distressing. While the ANC & the Nationals have worked long and hard to forge a workable plan, DC Government has been the major problem with no enforcement of parking regulations. Who suffers the most? It is the residents who live nearest the stadium, Old Southwest residents.

Now these same beleaguered residents are being asked to deal with a bigger parking problem on a regular basis. This is based on the understandable fact that the applicant wants to use the stadium for as many days possible during the year.

There is no proof of the applicant's agreements for guaranteeing near-in parking or for more long distance parking. The applicants plan includes parking as distant as Anacostia station and L'Enfant Plaza station, without any shuttle service to persuade customers to use those parking lots.

In addition, the minuscule number of valet bicycle parking, coupled with a great dependence on the public realm to provide most parking for a great number of bicycles is troubling to say the least. Combine all of this to realize major problems with parking exist for the proposed DC United stadium.

For these reasons, and all the reasons that are outlined in the ANC Report, I believe that this project needs to have a more comprehensive plan for traffic, including parking before it is allowed to proceed.

Again, I ask that Zoning requires DDOT to show why traffic should not be required to make a right turn onto Potomac Avenue going north and going south on Half, First and Second Streets SW.

Thank you for allowing me to speak at this hearing on behalf of SMD 6D05 and my constituents.