

GOVERNMENT OF
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

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PUBLIC HEARING

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IN THE MATTER OF:

TEXT AMENDMENTS-TEMPORARY
BALLPARK ACCESSORY SURFACE
PARKING LOTS

Case No.
07-08A

Monday,
March 24, 2008

Hearing Room 220 South
441 4th Street, N.W.
Washington, D.C.

The Public Hearing of Case No. 07-08A by the District of Columbia Zoning Commission convened at 6:37 p.m. in the Office of Zoning Hearing Room at 441 4th Street, N.W., Washington, D.C., 20001, Anthony J. Hood, Chairperson, presiding.

ZONING COMMISSION MEMBERS PRESENT:

ANTHONY J. HOOD, Chairman
GREGORY N. JEFFRIES, Vice Chairman
CURTIS L. ETHERLY, Jr., Commissioner
MICHAEL G. TURNBULL, FAIA, Commissioner
(OAC)

PETER G. MAY, Commissioner (NPS)

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN, Secretary

The transcript constitutes the
minutes from the Public Hearing held on March

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24, 2008.

TABLE OF CONTENTS

| | |
|---|----|
| <u>Opening Remarks</u> , Chairman Hood | 4 |
| <u>Preliminary Matters</u> , Ms. Schellin | 6 |
| <u>Applicant's Case</u> | 8 |
| <u>Adjourn</u> , Chairman Hood | 76 |

1 P-R-O-C-E-E-D-I-N-G-S

2 6:37 p.m.

3 CHAIRPERSON HOOD: Good evening,
4 ladies and gentlemen. This is a public
5 hearing of the Zoning Commission of the
6 District of Columbia for Monday, March 24,
7 2008. My name is Anthony J. Hood. Joining me
8 this evening are Vice Chairman Jeffries,
9 Commissioners Etherly, Turnbull, and May. We
10 are also joined by Ms. Sharon Schellin.

11 The proceeding is being recorded
12 by a court reporter and is also webcast live.
13 Accordingly, we must ask you to refrain from
14 any disruptive noises or actions in the
15 hearing room.

16 The subject of this evening's
17 hearing is Zoning Commission Case No. 07-
18 08A and is a continuation of the February 21st
19 hearing. This is a request for the Office of
20 Planning who we are joined tonight by Mr.
21 Lawson for the text amendments to the Zoning

1 Regulations to permit temporary surface
2 parking lots on additional squares or portions
3 of squares in the southwest neighborhood.

4 Notice of today's hearing was
5 published in the D.C. Register on December 21,
6 2007, and copies of the announcement are
7 available to my left on the wall near the
8 door. The hearing will be conducted in
9 accordance with the provisions of 11 DCMR 3021
10 as follows.

11 Tonight we'll just have
12 preliminary matters. This was for the
13 question and answer period for the
14 commissioners to ask the District Department
15 of Transportation and the representatives from
16 the Nationals baseball team only. That's all
17 we'll be dealing with tonight. The decision
18 of the Commission in this case must be based
19 exclusively on the public record.

20 To avoid any appearance to the
21 contrary the Commission requested persons
22 present not engage the members of the

1 Commission in conversation during any recess
2 or at any time. The staff will be available
3 throughout the hearing to discuss procedural
4 questions.

5 Please turn off all beepers and
6 cell phones at this time so not to disrupt
7 these proceedings. At this time the
8 Commission will consider any preliminary
9 matters. Does the staff have any preliminary
10 matters?

11 MS. SCHELLIN: No, sir.

12 CHAIRMAN HOOD: I'm going to ask
13 the representative from DDOT, Ms. Ricks and
14 Mr. McCarthy if you will come forward. I
15 guess you all can take the table at the same
16 time.

17 Do we need to swear anybody in? I
18 think we'll believe what they tell us. All
19 right. I want to first thank you all for
20 joining us tonight. Do you have a
21 presentation, Ms. Ricks?

22 MS. RICKS: We do if possible to

1 quickly run through some of the overviews --

2 CHAIRMAN HOOD: Let's do that.

3 Let me ask Mr. McCarthy one quick question.

4 Good evening.

5 MR. McCARTHY: Good evening.

6 CHAIRMAN HOOD: It's good seeing
7 you. Let me just ask you, one of the things
8 that we heard at the hearing was that the
9 Nationals presented to the community they
10 didn't need any additional parking. That's
11 one of the things. Hopefully I'm phrasing it
12 correctly.

13 Do my colleagues remember hearing
14 that testimony that the Nationals didn't need
15 any additional parking so the request -- what
16 we heard was why are they down here asking for
17 it. Could you help us with that? Turn you
18 mic on.

19 MR. McCARTHY: I would be happy
20 to, Mr. Chairman. That's not quite accurate,
21 no. At this point we have sort of sold all
22 the parking we are going to for this year so,

1 indeed, we have our inventory complete for
2 this year but in subsequent years we would
3 like to grow the inventory and eventually
4 perhaps even shrink the number of cars parked
5 at RFK and see how that goes this year.

6 No, there still will be increased
7 demand. In addition, some of the lots that
8 we've rented this year that are surface lots
9 will subsequently be under development and
10 will be during the period of construction not
11 available for use by the team so we would need
12 a way to supplant those lots.

13 CHAIRMAN HOOD: Thank you. Any
14 other questions of Mr. McCarthy? We may have
15 questions for you as we go into it.

16 Ms. Ricks, if you wanted to start,
17 that would be great.

18 MS. RICKS: Great. So I just
19 wanted to take some time to go over what we
20 call the transportation operations and parking
21 plan, or TOPP, for the baseball area. The
22 full plan, if you are interested in all the

1 details of it, is available on a webpage.
2 Just go to ddot.dc.gov. The baseball TOPP is
3 right there on the homepage and you can go
4 into all of the details that you desire. In
5 general --

6 CHAIRMAN HOOD: Let me cut you
7 off. Legally from what we are supposed to do
8 I don't think we can actually do that. He may
9 read something I don't get and we all have to
10 have the same information at the same time.
11 Is there anyway we can get a copy of that? It
12 has to be in the record so we really can't --
13 I just wanted to make sure we correct the
14 request.

15 VICE-CHAIRMAN JEFFRIES: Ms.
16 Ricks, I got the impression that you were just
17 basically saying if we wanted additional
18 information.

19 MS. RICKS: Correct.

20 VICE-CHAIRMAN JEFFRIES: You
21 weren't looking to put that really in the
22 record.

1 MS. RICKS: No.

2

3 VICE-CHAIRMAN JEFFRIES: Okay.

4 MS. RICKS: Additional
5 information. The presentation actually will
6 go over the majority of the plan. In general
7 the goal of the plan is to organize and manage
8 traffic to ensure pedestrian and traffic
9 safety in the ballpark area; to make sure that
10 the transportation system operates efficiently
11 so that both fans and residents can have a
12 good experience with the addition of the
13 ballpark tourist and minimize the impacts to
14 the residents and commuters by providing
15 additional roadway and transit access
16 capacity; to segregate the ballpark traffic
17 and parking from the local access; and overall
18 to maximize the usage of public transportation
19 including walking and bicycling.

20 The TOPP is a shared document and
21 it is a shared plan by a number of different
22 stakeholders in the area. DDOT has based our

1 traffic operations and planning around this
2 document. The Metropolitan Police Department
3 is also using the same document for their
4 Enforcement and Operations Division.

5 WMATA has organized their transit
6 delivery services for the ballpark operations.
7 Of course the Nationals and the Deputy Mayor
8 for Planning and Economic Development as well
9 as the Department of Public Works in their
10 enforcement capacity. This is a common
11 document that represents the sort of plan and
12 strategy of the District government and the
13 Nationals.

14 Overall basic data that we'll go
15 over is the game start times, the modal splits
16 that we expect and will plan for, the
17 vehicular traffic directions, and potential
18 congestion locations. I'll warn you now the
19 presentation sometimes get a little bit
20 redundant just because there is overlapping
21 interest in these areas.

22 The majority of games occur on

1 weekday evenings so there is significant
2 conflict with our commuter rush hour
3 operations so that we have planned around that
4 circumstance. There is also about the third
5 of the games that occur on weekends and
6 holidays which obviously give us greater
7 flexibility.

8 We are expecting an aggressive
9 modal split at Nationals park with over half
10 the patrons coming via transit and a
11 significant number walking and biking. This
12 is more than we saw at RFK Stadium but we have
13 reason to believe that this is achievable
14 given the presence of multiple transit lines
15 in the area within walking distance of the
16 stadium, as well as the much more urban and
17 mixed-use setting of the stadium.

18 COMMISSIONER MAY: Can you hold
19 that slide for a second?

20 MS. RICKS: Sure.

21 COMMISSIONER MAY: Sorry. I just
22 want to read all the numbers before it goes

1 away.

2 CHAIRMAN HOOD: Do you all want to
3 ask questions as we go along or do you want to
4 let her finish the presentation? I know you
5 obviously have a question.

6 COMMISSIONER MAY: No, I just want
7 to understand how much larger our reliance
8 will be on transit compared with other parks.

9 MS. RICKS: I should say also that
10 these numbers are not exceptional at all. We
11 have seen numbers as high and higher than 55
12 percent of transit ridership at RFK Stadium
13 where you have only the Orange and Blue lines
14 servicing that stadium.

15 That was primarily in the opening
16 season and the opening games. There when the
17 common message was out to really take transit
18 and walk to that stadium, we did see that the
19 fans did respond and did take transit.

20 It was only when it became evident
21 that actually one could park and drive easily
22 and conveniently there that the traffic

1 armageddon was not happening that we did see
2 a gradual weakening of that modal split down
3 to the 47 percent average.

4 VICE-CHAIRMAN JEFFRIES: Ms.

5 Ricks, I'm from Chicago. Two are us are from
6 Chicago and we are looking at Wrigley Field
7 and looking at 37 percent transit and we are
8 somewhat amazed. We thought that number would
9 be a little higher. Who compiled this
10 information? Maybe you compiled it but where
11 did you actually retrieve the information?
12 Maybe that's a better question.

13 MR. SCHIESEL: I'm Robert Schiesel
14 with Groveslade Associates. We are
15 transportation consultant to the D.C. Sports
16 and Entertainment Commission. Through our
17 work on the project we compiled this data from
18 several sources. Some of it is from phone
19 calls. A lot of our data on Chicago came from
20 just calling up the operators of Comiskey and
21 Wrigley Field getting their ideas on how they
22 operate their stadiums.

1 The most accurate data is actually
2 the ones from SBC Park in San Francisco, dated
3 post-evaluation studies. Any line on this
4 list, RFK Stadium and the SBC Park ones, are
5 the ones that are really the ones we focused
6 on. The other major data sources we looked at
7 was things like the MCI Center and combining
8 what we see at other comparable ballparks with
9 other Metropolitan area stadia.

10 VICE-CHAIRMAN JEFFRIES: I mean,
11 Wrigley Field obviously is in a very dense
12 residential very tight neighborhood. I am
13 somewhat surprised that number would not be
14 considerably higher, not just slightly.

15 CHAIRMAN HOOD: It would be good
16 if we could stop using Chicago. I'm just
17 kidding.

18 MS. RICKS: Is it okay to go
19 ahead?

20 CHAIRMAN HOOD: Yes.

21 MS. RICKS: In general these are
22 the vehicular traffic approaches that we

1 anticipate. You can see the percent change
2 which is the final number on the bottom of all
3 of these. There is an increase as would be
4 expected of traffic volumes on these corridors
5 and they are coming from sort of all
6 directions, north, south, east, and west.
7 There is a good distribution of traffic across
8 the network.

9 COMMISSIONER MAY: We couldn't
10 read any of those percentages.

11 MS. RICKS: The percentages range
12 from 15 percent to about 50 percent increases.
13 The sort of potential congestion locations
14 that we are planning around are basically M
15 Street coming off the 11th Street Bridge, the
16 South Capitol Street ramps coming off of 395,
17 the intersection of M Street and South Capitol
18 and Maine Avenue, again the access point off
19 of the highway.

20 Again, these are points that we
21 anticipate and have made some mitigation
22 planning around to facilitate the movement of

1 traffic through these locations.

2 The mitigations include signal
3 timings, the presence of MPD and traffic
4 control officers at the certain locations, the
5 removal of certain parking restrictions, for
6 instance, on M and Maine Avenue, and the
7 restriction of left-hand turns along the main
8 corridors to facilitate the progression of
9 traffic through these areas.

10 If you can't read that you
11 certainly can't read this. These are a number
12 of the pre-game mitigations that we are
13 implementing.

14 Again, they do involve mostly
15 traffic signal timings, looking at the
16 different ramps to allow the progression of
17 down the corridors, understanding the turning
18 movements that vehicles will need to make
19 coming off of the highways where they need to
20 make a series of turns to get onto the minor
21 arterials to progress to the ballpark so timing
22 the signals to facilitate those turns, and

1 moving the traffic to their ultimate
2 designations.

3 VICE-CHAIRMAN JEFFRIES: Ms.

4 Ricks, we are going to get a copy of this
5 presentation but not today?

6 MS. RICKS: I can leave you a copy
7 today.

8 VICE-CHAIRMAN JEFFRIES: For all
9 of the commissioners?

10 MS. RICKS: Yeah, if you are
11 willing to accept the black and white copy for
12 the others.

13 And the post-game mitigations are
14 much the same but have been reversed allowing
15 the signal timings to facilitate the flow of
16 traffic away from the ballpark and get them as
17 quickly and efficiently as we can through the
18 roadway network and onto the regional traffic
19 system of the interstate so that they can
20 travel to their ultimate destinations that
21 way.

22 COMMISSIONER ETHERLY: Ms. Ricks,

1 if I could interrupt for just a quick moment
2 back on the reference to restrictions for left
3 turns along certain congestion corridors.
4 Would that be inclusive of South Capitol
5 Street and, in particular, I believe South
6 Capitol and Potomac?

7 MS. RICKS: Yes. There are
8 restrictions and we'll get to that but South
9 Capitol Street and M Street do have the left-
10 turn restrictions along them.

11 COMMISSIONER ETHERLY: Okay.
12 Thank you.

13 MS. RICKS: We'll go into an
14 overview of a number of these different
15 strategies and tools that we have. Road
16 closures. These are for day of events. Half
17 Street, S.E. will be closed and that will be
18 the main pedestrian route. That is the
19 connection from the Navy Yard Metro Station to
20 the ballpark. N Street will be closed with
21 access for the permit parking along it.

22 First Street, S.E. will be

1 partially closed, again to facilitate
2 pedestrian access and the post-game egress.
3 Van Street is a one-way southbound both pre
4 and post-game which will again allow some more
5 room for the pedestrian access down Van
6 Street.

7 VICE-CHAIRMAN JEFFRIES: Ms.

8 Ricks, I'm sorry to continue to -- in terms of
9 the residents that live two or three blocks,
10 obviously, I mean, there has been a lot of
11 promotional and educational. You pretty well
12 covered everyone. They sort of understand all
13 the changes that are going to be taking place.

14 MS. RICKS: We've had a series of
15 public meetings to share this TOPP with the
16 local residents so they are aware.

17 VICE-CHAIRMAN JEFFRIES: Okay.

18 MS. RICKS: Many of the residents
19 helped to craft the TOPP and have voiced some
20 of the concerns that they had. This has been
21 going on for a year and a half, I think,
22 development.

1 VICE-CHAIRMAN JEFFRIES: Not just
2 the act. I mean, the people who are very
3 active but just the general person who is
4 going to look up one day and go, "Wow, there's
5 a game and it's Tuesday night and I can't make
6 that turn," and figuring out how to maneuver
7 through the neighborhood to get out.

8 MS. RICKS: We have made an effort
9 to -- you have probably seen the series of
10 articles in the Washington Post and there will
11 be more coming this week and really have made
12 an effort to try and get the word out through
13 public information through the ANCs and other
14 local neighborhood outlets.

15 MR. TURNBULL: Ms. Ricks, I wonder
16 if I might continue along that same line of
17 questioning that Commissioner Jeffries
18 started. I was a little bit concerned when I
19 saw your little slide up there earlier that
20 showed all the people who were putting
21 together the plan but it didn't really
22 reference the ANC and the areas or any of the

1 ANCs or neighborhood groups.

2 I guess I'm a little reassured
3 that you said you have met with them. I just
4 want to be reassured that you have taken their
5 input and their -- we had some very vocal
6 concerns at the hearing last time that they
7 felt they were left out.

8 MS. RICKS: We've had some very
9 vocal participation from the public in both
10 crafting this and responding to it. The
11 initial slide was more a list of those who
12 will use it as part of their operations now
13 and during game events but certainly was not
14 an exclusive list of those that participated
15 in developing it.

16 MR. TURNBULL: Thank you.

17 MS. RICKS: I'll go into more
18 detail on this slide as we progress but these
19 are generally showing the major pedestrian
20 routes that we can expect. The main
21 generators for the pedestrians will be
22 obviously the Metro Station.

1 We anticipate that people will
2 generally focus on the turquoise routes down
3 Half Street and accessing on N to travel from
4 the Navy Yard Metro Station. We will also see
5 some pedestrian traffic coming from the
6 Capitol South Metro Station and so likely
7 traveling along New Jersey Avenue and then
8 making their way through the local streets to
9 the ballpark.

10 We will also see significant
11 pedestrian traffic coming from the shuttle
12 buses which are the green lines that the
13 Nationals are providing shuttling people
14 between the RFK lots. Here the drop-offs are
15 occurring on M Street and 3rd Street so we can
16 anticipate significant pedestrian traffic
17 coming from those shuttles to the ballpark.

18 The permanent changes that we are
19 making include three permanent left-turn
20 restrictions from South Capitol Street at I
21 Street that has actually gone into effect.

22 There is no longer a permitted

1 left turn movement at South Capitol Street and
2 Potomac Avenue. At South Capitol Street at P
3 Street left turns are restricted game days and
4 ordinary days and that is to facilitate
5 general movement along the corridor.

6 COMMISSIONER ETHERLY: Ms. Ricks,
7 that would -- is that presumably both
8 northbound and southbound traffic?

9 MS. RICKS: Correct.

10 COMMISSIONER ETHERLY: Thank you.

11 MS. RICKS: And then on game days
12 there will be additional left-turn
13 restrictions on M Street, S.W. except for Half
14 Street, S.W. where turns will be permitted, M
15 Street, S.E. and South Capitol Street at all
16 intersections and that is a lot of the
17 progression of traffic.

18 We are placing signage in the area
19 known as Buzzard Point to instruct that no
20 ballpark traffic is anticipated in that area
21 on the local streets. There are a couple of
22 collector streets in the area that do have the

1 functional classification that allows for more
2 general traffic on them but the local streets
3 will be signed for no ballpark traffic.

4 CHAIRMAN HOOD: How is that going
5 to be enforced?

6 MS. RICKS: Traffic control
7 officers and MPD officers in the area as well
8 as a heavy contingent of DPW parking
9 enforcement officers on game days facilitating
10 that.

11 CHAIRMAN HOOD: Okay.

12 MS. RICKS: This shows the
13 locations of the traffic control officers in
14 red and the MPD intersection officers at the
15 blue locations that we have helping to direct
16 traffic and sort of keep them on the appointed
17 routes.

18 CHAIRMAN HOOD: Will they be doing
19 that -- I know they are going to be doing it
20 at the beginning of the game. What about --

21 MS. RICKS: And after.

22 CHAIRMAN HOOD: And after?

1 MS. RICKS: Pre and post. We have
2 implemented a series of curbside regulations
3 in the larger ballpark area to really protect
4 the residential parking supply at the curb
5 sides. This diagram shows the general parking
6 regime that we have put in place.

7 On game days the green streets are
8 no parking at all. Parking will be restricted
9 on those streets during the game days. On
10 non-game days they would operate as commercial
11 -- as retail available parking which is what
12 the red streets are, general metered parking
13 for the workers, visitors, and others in the
14 ballpark area.

15 Metered parking would be
16 available. The red streets on game days do
17 have what we call a performance-based parking
18 strategy for them that has been recently
19 approved as a pilot by DC Council.

20 The performance-based parking
21 allows us to price parking in such a way to
22 encourage its availability for local

1 destinations such as Five Guys Burgers and
2 Fries and the CVS and some of the other retail
3 occupants of the area that rely on curbside
4 parking availability but deter ballpark
5 patrons from occupying those curbside spaces
6 for three or four hours. That is done through
7 a progressive pricing strategy that we are
8 piloting in the area.

9 The purple streets are enhanced
10 residential permit parking. Only Ward 6
11 permit holders would be allowed to park on
12 these streets. That is different than our
13 typical residential parking permit program
14 which allows a two-hour grace period for non-
15 RPP permit holders so there is no grace period
16 on the purple streets.

17 We are distributing visitor
18 parking passes to the residents so if they do
19 have bona fide visitors coming to visit them
20 that they do have a place to be accommodated.
21 There is a handful of gold streets and these
22 are metered streets on which RPP permit

1 holders would be allowed to park without
2 paying the metered fees. Again, this is a
3 pilot. It's not generally applied in the
4 city.

5 Those parking areas are in areas
6 around, for instance, parks where we could
7 anticipate some other visitors coming that are
8 across the streets from residences so it's a
9 blend of residences and destinations.

10 VICE-CHAIRMAN JEFFRIES: These
11 streets are paved in gold?

12 MS. RICKS: We would wish that
13 they were. No, they are just color coded on
14 the map.

15 CHAIRMAN HOOD: Let me ask you a
16 question about the RPP Ward 6 sticker. If I
17 live in Ward 6 and I'm going to the game I
18 have a sticker. I mean, I know you can't
19 control everything but if I live in that area
20 -- I don't live in that area and I want to go
21 to a game, I will still be able to park on
22 those streets because I have a RPP sticker

1 that is permissible.

2 MS. RICKS: If you can find
3 parking you can but parking is difficult to
4 find today so --

5 CHAIRMAN HOOD: All right.

6 MS. RICKS: It is true. It is
7 true.

8 CHAIRMAN HOOD: I know it is hard
9 to enforce everything. Okay.

10 VICE-CHAIRMAN JEFFRIES: I think
11 you've tried to cover it all.

12 COMMISSIONER MAY: That was the
13 way it was handled at RFK. Right?

14 MS. RICKS: Yes. We modeled the
15 RFK which actually was very successful and I
16 think our residents -- you know, it warrants
17 mentioning that there will be aggressive
18 towing as was applied in RFK for those that
19 choose to take their chances at not adhering
20 to the curbside regulations. We found that
21 shape behavior is very efficiently after the
22 first couple of games.

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1 COMMISSIONER MAY: I have a couple
2 of comments or questions about that. One of
3 the things they tried at RFK years and years
4 ago was to have special permit parking only in
5 the zone that was very close to the stadium
6 and the armory back when some football team
7 was playing there.

8 I think that was sort of a mixed
9 success because it was very restrictive for
10 the neighbors. Going with the ward system or
11 the parking zone system is a bit more
12 flexible. It does open up the door for other
13 Ward 6 residents to come and park there but,
14 frankly, I don't think it's going to be a very
15 attractive place for them to come and drive
16 and park and it's going to be hard to get in
17 the streets and all that sort of stuff to
18 begin with.

19 The other thing is that one of the
20 things that happened in the vicinity of RFK,
21 and I don't know if this is true most recently
22 with the Nationals but a long time ago when I

1 lived there and that football team was playing
2 there there was occasionally aggressive
3 enforcement of other parking infractions and
4 so the people who lived in the neighborhood
5 who got a little bit crowded out by the other
6 people coming to park, if they had parked a
7 little bit too close to the curb they got
8 nailed by the DPW parking enforcement people
9 or the police.

10 It seemed to be that they were out
11 there in force and they were nailing everybody
12 including the residents or there was no
13 enforcement at all and anybody and everybody
14 parked. Hopefully they have worked out some
15 of those bugs since then so maybe you can
16 comment on that.

17 MS. RICKS: I don't know that I
18 can comment on that as parking enforcement is
19 actually DPW who does that, but I can say that
20 DPW is an active partner with us in developing
21 this curbside strategy and so they feel
22 confident that this is a workable solution

1 that can balance the protection of the
2 residents with the needs of the day-to-day
3 retail demands.

4 What we have really striven to do
5 here is acknowledge that the baseball games
6 occur 83 times a year but that what we are
7 evolving here is a very dynamic mixed-use
8 district that needs to function well the other
9 280 days when there are not ballpark events so
10 this strategy seems to really support both
11 scenarios. It warrants mentioning that we
12 will be monitoring it closely and making
13 adjustments over the course of the season and
14 then on into the off season.

15 COMMISSIONER MAY: We talk about
16 83 days a year but presumably there will be
17 other special events. Maybe not the Pope
18 every time but other things. Do you have a
19 sense how many days a year the stadium will be
20 used for those other purposes?

21 MR. McCARTHY: No. I think,
22 Commissioner, something on the magnitude of

1 the Pope is probably few and far between. So
2 far the only other events that are booked
3 could be contained in the two B and C garages.
4 They are small parties and the like.

5 COMMISSIONER MAY: Thanks.

6 MS. RICKS: Some other curbside
7 activities that go on, we do anticipate some
8 limos and TV trucks and they have been
9 accommodated on the northbound side of South
10 Capitol Street to allow for the media coverage
11 of the games. There is ambulance staging that
12 has been arranged on First Street and Potomac
13 Avenue so that there are locations for
14 ambulances should they be needed.

15 We have addressed the disabled
16 access to the park which is located in the
17 blue areas on First Street and South Capitol
18 Street where they will be allowed to go there
19 and drop off and then will need to be parked
20 in some of the accessible parking locations
21 elsewhere but can be dropped off right at the
22 stadium.

1 Charter bus parking. Charter
2 buses will actually drop off on Potomac and
3 First Street but then they will circle around
4 and be able to park during the game in the
5 Buzzard Point area on 1st and 2nd Streets.

6 We mentioned the shuttle bus. The
7 shuttle bus will come from RFK Stadium on the
8 Southeast-Southwest Freeway exiting on 8th
9 Street, coming down 8th Street traveling west
10 on M Street, turning north on 3rd Street and
11 returning via Virginia Avenue and the drop-
12 offs will be primarily on M Street pre-game.
13 Buses can wait on M and 3rd Street post-game
14 where they will have a queue of buses ready
15 for the big crowds that come sort of all at
16 once.

17 VICE-CHAIRMAN JEFFRIES: A
18 question on Poplar Point. I mean, obviously
19 there are plans for redevelopment so this is
20 temporary in terms of where the charter buses
21 will be parked?

22 MS. RICKS: Buzzard Point, you

1 mean.

2 VICE-CHAIRMAN JEFFRIES: I'm
3 sorry, Buzzard Point.

4 MS. RICKS: Yeah, that's for this
5 first season because it is a little bit of a
6 no-man's land down there right now. We also
7 really don't want to necessarily encourage
8 curbside parking both for traffic reasons as
9 well as personal safety reasons so locating
10 the charter buses on the streets assist in
11 both giving them a place to go as well as kind
12 of deterring other users from that curbside
13 space.

14 VICE-CHAIRMAN JEFFRIES: Okay.
15 But after a year what is the thought?

16 MS. RICKS: We will need to
17 reassess. There are other locations that we
18 have looked at for charter buses.

19 VICE-CHAIRMAN JEFFRIES: Because
20 they take a lot of space.

21 MS. RICKS: Yeah. We'll have to
22 reassess when those parcels change uses but

1 there are other locations that we have looked
2 at.

3 General passenger drop-off and
4 pickup the same as the disabled access
5 locations. Taxicab stand pre-game, we
6 anticipate that the taxicabs will be
7 dispatching their folks, discharging their
8 folks sort of wherever they can to drop folks
9 off to the game. After the game we have set
10 aside space on Half Street between M and L for
11 taxi queuing for people looking for taxis
12 after the game.

13 We are strongly encouraging
14 bicycle access to the stadium. The season is
15 right, the time is right, and it's a great way
16 to get to the game. The Nationals are
17 providing a bicycle valet in the parking
18 garages at the stadium and there is a number
19 of assigned bicycle routes to and from the
20 ballpark.

21 There are a number of racks that
22 have been installed all around the perimeter

1 of the stadium so bicycling we really do
2 anticipate will be not only a viable but a
3 very attractive and efficient way to get to
4 the game.

5 COMMISSIONER MAY: Can I make a
6 suggestion along those lines? The roadways in
7 that area, that whole area is littered with
8 what comes off the trucks coming in and out of
9 construction sites and it makes it very, very
10 difficult to ride your bicycle through there.
11 That's my commuting route and I now avoid it.
12 I stay out of southwest because it's just too
13 dangerous trying to ride over gravel so it's
14 in everyone's best interest if the streets
15 were cleaned and there was good policing on
16 the truck wash-off and stuff like that at the
17 various construction sites.

18 MS. RICKS: Do you mean the
19 construction sites or do you mean from the
20 cement batching facilities?

21 COMMISSIONER MAY: The
22 construction sites.

1 MS. RICKS: The construction
2 sites?

3 COMMISSIONER MAY: The
4 construction sites north of M Street is where
5 I ride through.

6 MS. RICKS: Okay. We can make a
7 note of that and include that in the permit
8 conditions of the public space permitting.

9 COMMISSIONER MAY: I mean, all the
10 trucks are supposed to come out clean but they
11 don't and it doesn't get policed.

12 MS. RICKS: Yes.

13 CHAIRMAN HOOD: Ms. Ricks, let me
14 make sure I'm on point. I believe what we
15 heard in testimony was the issue of the
16 additional parking lots. I know we're going
17 to get there. I think I remember correctly,
18 and I'm looking through the file, at least the
19 ANC did, I believe, support the first set of
20 approvals.

21 The second set of approvals of
22 parking they did not support for the very

1 reason that I opened up with Mr. McCarthy
2 about a representative was not needed. I just
3 sat here and looked at the ANC letter. I'm
4 going to go back to this. It talks about the
5 ANC not included in the process.

6 This is from the Chair Roger
7 Moffatt who simply says, and I'll quote from
8 his letter, "The decision was also based on
9 the erroneous belief that most arrivals would
10 be against the rush hour flow."

11 I know that doesn't give you a
12 whole lot but then it says, "Not only was the
13 decision a bad one but it was made behind
14 closed doors. No community input was sought.
15 ANC-6D believes that bringing these questions
16 at the last minute is a plan to gain approval
17 without due diligence." It was your testimony
18 that you all have flushed all this out and
19 you've had plenty of community threats or
20 whatever you call it.

21 MS. RICKS: I think his letter is
22 referring to the specific text amendment as

1 opposed to the general traffic operations and
2 parking plan.

3 CHAIRMAN HOOD: That's what I want
4 to get to because I think that is what we will
5 basically have in this additional piece -- am
6 I correct, colleagues? -- about the additional
7 request.

8 VICE-CHAIRMAN JEFFRIES: I thought
9 there was testimony that there was a concern
10 that the Nationals didn't need as many parking
11 spaces but they were just sort of trying to
12 stockpile a little bit for future demands and
13 so forth. I thought that was being presented
14 as one of the issues that came up.

15 CHAIRMAN HOOD: I'm just trying to
16 figure it out. I want to make sure. That was
17 the reason we had Mr. McCarthy and Ms. Ricks
18 come down because there were some questions
19 that we wanted to vet at the time and we were
20 not able to. I'll hold off. Let's go ahead
21 and finish your presentation. This is very
22 helpful.

1 MS. RICKS: Okay.

2 CHAIRMAN HOOD: It would be even
3 more helpful if we had it in front of us.

4 VICE-CHAIRMAN JEFFRIES: I do
5 think there needs to be some outright clarity
6 about participation and so forth. There might
7 be some overlapping here. It sounds like that
8 might be the situation but we need clarity and
9 we will probably have the ANC chair come back
10 up and so forth.

11 MS. RICKS: There's a system of
12 variable message signs across the region. We
13 will employ these as well to help people find
14 their way to the Nationals Park. We also have
15 the highway advisory radio which is tune your
16 radio to such and such a station and it will
17 give you the latest news on traffic
18 conditions. That is a strategy that is
19 already in place.

20 I talked about the signal timing
21 strategy which is basically allowing the
22 progression of traffic both inbound and

1 outbound. The blue routes show the ingress
2 routes that we have anticipated, the orange
3 anticipates the egress from the stadium and so
4 we made appropriate modifications for both the
5 inbound and the outbound.

6 That's redundant, the parking
7 enforcement. These were the parking lot
8 locations and perhaps, Mr. Chair, this gets to
9 your point. This is predicated on the
10 assumption of the existing parking lots.

11 It's not to preclude the
12 possibility of additional ones but these were
13 the ones that were known at the time that the
14 plan was done so we did document the ingress
15 and egress strategies for the lots north of M
16 Street as well as the lots south of M Street
17 which take a slightly different route to get
18 to those lots and the egress routes. That is
19 the end of our presentation.

20 MR. TURNBULL: Ms. Ricks, I wonder
21 if I could just go back to your discussion on
22 the taxi queuing.

1 MS. RICKS: Sure.

2 MR. TURNBULL: You said it was
3 going to be on Half Street north of the
4 ballpark?

5 MS. RICKS: Yes.

6 MR. TURNBULL: Is that just for
7 the next year or two or --

8 MS. RICKS: All of the curbside
9 strategies are going to need to be regularly
10 revisited to see how they are working. It's
11 Half Street north of M so it is --

12 MR. TURNBULL: North of M and not
13 N.

14 MS. RICKS: North of M as in
15 Marvin.

16 MR. TURNBULL: Okay, because I was
17 beginning to think that we had -- there was a
18 project by Monument Realty which is --

19 MS. RICKS: No.

20 MR. TURNBULL: I don't know they
21 would appreciate all the taxicabs up there.
22 Okay.

1 MS. RICKS: No, it's North of M
2 Street.

3 MR. TURNBULL: Okay, M Street. I
4 guess the other thing I want to just go
5 through is would the South Capitol Street be
6 no left turn?

7 MS. RICKS: Yes.

8 MR. TURNBULL: Where would traffic
9 be going then? I'm on South Capitol and I'm
10 either -- if I'm going -- if I'm leaving the
11 ballpark am I -- I'm worried about filtration
12 into the neighborhood with all of these no
13 left turns. Are you trying to -- is it set up
14 to try to avoid going into the neighborhoods?

15 MS. RICKS: Correct. The
16 intention of the no left turns is to keep the
17 traffic out of the local residential streets
18 to keep them on the major arterials and carry
19 them to the regional system.

20 MR. TURNBULL: Okay. Let me ask
21 you your opinion of future parking lots north
22 of Potomac.

1 MS. RICKS: Southwest.

2 MR. TURNBULL: Southwest. How
3 does that impact the neighborhood?

4 MS. RICKS: How does it impact the
5 neighborhood? There are ways to access those
6 lots without needing to travel on residential
7 streets to get to them. It would be both P
8 Street and Potomac. P Street is a collector
9 street so it is designed by function to carry
10 more than just local residential traffic on
11 it.

12 Potomac Avenue is a minor arterial
13 I think. Potomac Avenue is also designed to
14 carry more than just the local traffic so
15 these do serve more area destinations and so
16 they could be accessed that way.

17 MR. TURNBULL: I'm just concerned
18 that adding into your exiting and entering
19 plan just creates more problems.

20 MS. RICKS: It would require some
21 modifications to the plan.

22 MR. TURNBULL: Okay. Thank you.

1 CHAIRMAN HOOD: Mr. Etherly.

2 COMMISSIONER ETHERLY: Thank you
3 very much, Mr. Chair. Just a couple of
4 questions but one out of curiosity. Did you
5 have an opportunity to -- this may be answered
6 either by Ms. Ricks or Mr. McCarthy -- was
7 there an opportunity to apply any of these
8 strategies in the recent kind of, shall we
9 say, trial run game with GW which by many
10 public accounts seemed to proceed rather
11 nicely. Was there an opportunity to apply
12 these?

13 MS. RICKS: Yes, we did seize that
14 as an opportunity for a dry run in employing
15 these strategies so they were put into place
16 for that game, although it, of course, didn't
17 have nearly the volumes that we anticipated.

18 COMMISSIONER ETHERLY: As an
19 opportunity again just for a test run to at
20 least get a sense of how it would stand up in
21 practice. I think one of the other
22 outstanding questions from our earlier

1 proceeding dealt with the issue, if I recall,
2 and please any of my colleagues correct me,
3 did we have discussion about questions
4 concerning any of the street scape or
5 landscape issues? Mostly street scape in
6 terms of those additional lots and concerns
7 about the quality of the curb conditions for
8 those additional spaces?

9 CHAIRMAN HOOD: I think I remember
10 one letter.

11 COMMISSIONER ETHERLY: Sidewalks.

12 CHAIRMAN HOOD: It was talking
13 about the amount of money we were spending or
14 that DDOT would be spending. I recall that in
15 one of those submissions.

16 COMMISSIONER ETHERLY: Okay.
17 That, perhaps, is a very open-ended kind of
18 inquiry, Ms. Ricks, that you might not be in
19 a position to comment on but is that ringing
20 a bell? Is that something that is coming to
21 mind in terms of any concerns that might have
22 been expressed by DDOT or others regarding the

1 condition?

2 MS. RICKS: Are you talking about
3 the potential additional lots that are the
4 subject of this text amendment?

5 COMMISSIONER ETHERLY: Yes.

6 MS. RICKS: DDOT has not -- we
7 have completed the majority of the
8 improvements that we planned for the ballpark
9 area so if there were additional lots added we
10 would look to the private sector operators to
11 help assist in establishing a sidewalk network
12 or repairing them as needed in those areas, at
13 least for this season. Next season we could
14 certainly -- we are constantly employing a
15 maintenance and improvement program throughout
16 the whole area.

17 COMMISSIONER ETHERLY: Okay. My
18 final question is perhaps coming back to some
19 of the rubber meets the road stuff here and
20 that is where my colleague, Mr. Turnbull, was
21 going with respect to discussion regarding
22 lots. He specifically referenced those lots,

1 proposed lots, that were north of Potomac
2 Avenue but even, just for the sake of our
3 conversation, those proposed lots that are
4 south of Potomac Avenue.

5 Again, I think one of the chief
6 questions is -- I recognize this is a little
7 bit of crystal ball gazing maybe for our
8 friend from the traffic study, Mr. Schiesel --
9 Schiesel?

10 MR. SCHIESEL: Schiesel.

11 COMMISSIONER ETHERLY: I just want
12 to be sure I got that correct. Thank you.
13 My apologies for butchering that on the first
14 two attempts. The issue of how individuals
15 would conceivably get to these proposed lots.
16 Again, it's your thinking that there are other
17 streets which would be able to handle this
18 traffic but not take it through any of the
19 residential inventory. Is that correct?

20 MS. RICKS: Through the local
21 streets.

22 COMMISSIONER ETHERLY: Through

1 local streets.

2 MS. RICKS: I'll let Rob answer.

3 MR. SCHIESEL: The current slides
4 we've been showing so far are based on -- we
5 show the kind of purple lots. They are based
6 on what we know. My first instinct would be
7 to say obviously we need to change a few
8 things if some of the purple lots started
9 chilling up as the ones that we're talking
10 about.

11 The signal-timing strategies, the
12 placement of officers are all kind of meant to
13 preclude people from kind of getting to those
14 residential areas. We kind of take that into
15 account when we are looking at what turns to
16 restrict. Sometimes it can serve a dual
17 purpose making it more difficult to get down
18 a resident street while we are processing
19 through traffic better.

20 We would probably first look at
21 Potomac and South Capitol as our focus point
22 on how to get people there. Coming from the

1 north you have a right-hand only lane because
2 the bridge is only two lanes southbound and
3 South Capitol Street is three lanes
4 southbound.

5 That third lane drops away at
6 Potomac Avenue. Coming from the north you
7 would actually be able to get to these lots.
8 I think the first thing we would try to do is
9 see if we are assigning people to these lots
10 if they are coming from that direction.

11 Then we would have to look to see
12 what would happen if we tried to get people to
13 turn there or if there is a way to route them
14 around the block so they are coming southbound
15 and see what happens and then kind of
16 reiterate from there what are the changes we
17 would have to do to the signal timings and the
18 turn restrictions, which ones we would have to
19 take away or change.

20 COMMISSIONER ETHERLY: To just be
21 sure I'm clear, for northbound traffic on
22 South Capitol Street you would anticipate a

1 somewhat easier travel pattern to get to any
2 of the lots because there is a right turn that
3 you would be able to make on Potomac Avenue.

4 MR. SCHIESEL: That would be
5 southbound.

6 COMMISSIONER ETHERLY: Southbound.
7 Okay. Southbound you would easily be able to
8 make a right exit onto Potomac Avenue off of
9 South Capitol Street. Understood. Going
10 northbound that would be --

11 MR. SCHIESEL: It is currently
12 difficult to enter southwest going northbound.

13 COMMISSIONER ETHERLY: Okay.

14 MR. SCHIESEL: And it's something
15 that the current operations plan does not
16 encourage.

17 COMMISSIONER ETHERLY: Okay.

18 MR. SCHIESEL: We would have to
19 re-envision some of the strategies we have
20 shown here.

21 COMMISSIONER ETHERLY: Okay.

22 Let's talk about M Street and traffic that is

1 perhaps coming either from the eastbound
2 direction heading west or westbound heading
3 east accessing those lots. If I'm an intrepid
4 motorist does the current plan account for
5 those adventurers who want to do the Indiana
6 Jones trek through southwest in an effort to
7 find parking or in an effort to get to
8 potentially one of these newer lots.

9 Or, again, does that fall into
10 what Ms. Ricks was alluding to that there may
11 be a need to look again at the plan and assess
12 where some of those MPD resources are being
13 deployed to to prevent those kind of
14 movements?

15 MR. SCHIESEL: I think that if the
16 lots were here, we have worked with the
17 Nationals to try to make sure that the
18 information that they send directly to the
19 people who bypass us for lots contains
20 routing. We would route people coming from
21 the north or from the east or west on M Street
22 certain ways.

1 If you are coming from the east,
2 you would turn down 1st Street, S.E. to reach
3 Potomac so you go straight across. If you are
4 coming from the west, you would probably want
5 to turn on South Capitol and approach from the
6 north. We would have to get that word across.
7 Yes, there are times when congestion is around
8 and people would likely try to find other
9 routes.

10 Since there are no current lots
11 down there, we have strategies and we plan to
12 observe but I think we would have to revisit
13 what strategies what strategies we have and
14 think if there is anything we can do to
15 enhance that if there were additional lots in
16 southwest.

17 COMMISSIONER ETHERLY: Okay. I
18 have it. With respect -- final question and
19 then just a closing comment. With respect to
20 the issue of closures, Ms. Ricks, as you
21 indicated in the course of your presentation,
22 those street closures would be, again,

1 something akin to what we currently see in and
2 around the Verizon Center, correct? Where you
3 have stanchions or what have you set up
4 temporarily to prevent traffic from going down
5 certain routes.

6 Or it also brings to mind some of
7 the closures that you see around the Rock
8 Creek Tennis Center perhaps during Legg Mason
9 or something like that. Again, temporary
10 setups. Okay.

11 My final comment is just to the
12 extent that we've gotten into some of the
13 excellent efforts on the part of the
14 Nationals, clearly there is going to be a lot
15 of heat. Hopefully maybe some nice calm air
16 that the Nationals will encounter over these
17 next few months as we head into this inaugural
18 season at the new park.

19 I believe it is worth saying that
20 some accommodations are in order for many of
21 the efforts that are underway on the part of
22 the Nationals. I am not perhaps as avid a

1 bike rider as Mr. May but hearing of bike
2 valet parking is an amazing endeavor.

3 Clearly it's just the tip of the
4 iceberg but the Nationals are to be commended
5 for many of the things that you are trying to
6 employ in terms of strategies. Thank you, Mr.
7 Chair.

8 VICE-CHAIRMAN JEFFRIES: I thought
9 that came from Chicago, the bike valet park.

10 CHAIRMAN HOOD: We are going to
11 ban all Chicago exhibits.

12 COMMISSIONER ETHERLY: All I can
13 say, Mr. Chair, is we'll be happy to handle
14 all those rivalries on the field during the
15 season.

16 CHAIRMAN HOOD: Oh, you're waiting
17 for that. Okay. We know where we all stand
18 anyway.

19 Okay. Any other questions of
20 either Mr. McCarthy or Ms. Ricks?

21 MR. MCCARTHY: Mr. Chairman, would
22 you mind if I make a couple of remarks?

1 CHAIRMAN HOOD: Sure. Let's see
2 if we've got some more questions for you
3 first.

4 COMMISSIONER MAY: I just want to
5 get a little more clarity on the big question
6 I had from a previous hearing which was DDOT's
7 opinion of those south of Potomac Street. I
8 know it was asked but I'm not sure I really
9 understood exactly what your thinking is.

10 The issue was I think we had
11 gotten the feedback from somewhere in the
12 hearing that, in fact, you all had been
13 opposed to parking lots south of Potomac and
14 southwest. Then there was also that concern
15 about what is the state of the sidewalks
16 there. If you could just talk to both of
17 those again, I would appreciate it.

18 MS. RICKS: I don't think that
19 DDOT is opposed to the parking lots in that
20 area.

21 COMMISSIONER MAY: I think
22 somebody else I thought had said that but I

1 know it wasn't you.

2 MS. RICKS: Yeah. No, I don't
3 think that DDOT is opposed to these lots. I
4 think the most we can say is that these lots
5 have not yet been factored into the TOPP so we
6 would need to take a look at it and analyze.

7 South of Potomac in particular
8 seems to be less of an intrusion on a
9 potential neighborhood network than those lots
10 that might be located north of Potomac.
11 Although the square that have been identified
12 I think that we could find some successful
13 strategies for all of the square that have
14 been identified.

15 COMMISSIONER MAY: Again, to the
16 question of the sidewalks which I understand
17 are not in great condition in that vicinity.
18 Is it your belief that if -- I guess I'm
19 looking for some sort of assurance that if a
20 parking lot opens up that there is going to be
21 a safe pedestrian path and that people are not
22 going to be walking down the streets to get

1 there.

2 MS. RICKS: It's DDOT's policy to
3 really try and restore our sidewalk network
4 throughout the city, not just in this ballpark
5 area but everywhere to ensure that pedestrian
6 access is a viable mode of travel.

7 For this year, as you know, we
8 have invested heavily in the ballpark area and
9 so we think we have completed the majority of
10 the work that we had scheduled here but we do
11 have an ongoing annual maintenance program
12 that we do miles of sidewalk every year
13 throughout the city.

14 Depending on the timing of these
15 lots it is conceivable that DDOT would come
16 and restore the sidewalk network there. If we
17 were unable to, then we would work with the
18 private sector to have them make sure that
19 there are safe pedestrian passageways to and
20 from those destinations.

21 COMMISSIONER MAY: I know that
22 sometimes it can take a long time to get

1 sidewalks redone but I am assuming that in
2 this circumstances if you're going to
3 accommodate the opening of new parking lots
4 that you would also make sure there was a safe
5 route. I'm just looking for that assurance
6 that there is going to be a safe route
7 somehow.

8 Not that you're necessarily
9 committing to do every sidewalk on the way.
10 It's just there's going to be a way to walk
11 without having to walk through the street if
12 you are going to have a parking lot open up.

13 MS. RICKS: Right. And I would
14 say that for any use that came into these
15 areas that would generate any amount of
16 pedestrian traffic, a parking lot or any other
17 kind of use that might come into this
18 constantly evolving area we would emphasize to
19 the developer of that that they do need to
20 assist us in restoring the pedestrian network
21 in this area. I think that is irregardless of
22 the use.

1 MR. TURNBULL: It sounds like from
2 what I have heard tonight that these parking
3 lots are not needed for this year I think is
4 what Mr. McCarthy said.

5 MR. MCCARTHY: That is correct.

6 MR. TURNBULL: So we are really
7 looking at the future, next year. That being
8 the case, this text amendment needs to be
9 written such that it has to have the developer
10 working with you? I'm trying to think of how
11 we get sidewalks covered in areas that you may
12 or may not be able to cover next year.

13 MS. RICKS: We simply haven't done
14 the work plan yet to really say before these
15 sidewalks are really identified and there is
16 a need for it. I'm sure you can appreciate
17 that we have an extensive list of sidewalk
18 needs across the city.

19 MR. TURNBULL: I'm sure you have.
20 Calls every day.

21 MS. RICKS: Yeah. We respond to
22 those as they come online and we develop our

1 queue, our work project really on a month-by-
2 month basis.

3 MR. TURNBULL: Right. Okay.
4 Thank you.

5 CHAIRMAN HOOD: Okay. Mr.
6 McCarthy wanted to say a few things. Let me
7 just ask this. We are going to try and wind
8 it up. I don't think my colleagues have
9 anymore questions. Let me ask that before we
10 deliberate we get -- you said you can give us
11 black and white but with all those
12 restrictions on this street and that street,
13 I really think color is going to be best for
14 us. If we can get that before we deliberate,
15 that would be great, very helpful.

16 MS. RICKS: I could send a PDF
17 tomorrow morning.

18 CHAIRMAN HOOD: We can't do PDF.
19 We've got to have hard copies.

20 MS. RICKS: All right. We'll
21 deliver hard copies tomorrow.

22 CHAIRMAN HOOD: DDOT's got plenty

1 of money. Send us five color copies and one
2 for the record. Okay.

3 The other thing, Mr. McCarthy, let
4 me just ask you a straight-out question. If
5 this text amendment was turned down, what do
6 you foresee about the traffic issue to be some
7 of the drawbacks?

8 MR. MCCARTHY: Again, as I said
9 earlier, some of the current surface lots we
10 have go under development and become
11 unavailable during the period of construction.
12 Our parking inventory, which is already right
13 now lower than we would like, would obviously
14 be depleted by that amount.

15 CHAIRMAN HOOD: You would probably
16 have people really breaking some of those
17 rules that Ms. Ricks talked to so that may be
18 more adverse to the community. I'm just
19 talking. I'm trying to look at this thing
20 from both sides because we've heard a lot of
21 testimony.

22 Then I know the decision we have

1 if we don't give you that flexibility, it may
2 cause some additional problems. It's like a
3 trickle affect. One thing will lead to
4 another. I'm not saying that will happen but
5 I just wanted to hear from you what you might
6 have thought.

7 MR. McCARTHY: Yes, sir.

8 COMMISSIONER MAY: Last question.
9 I mean, do some of these lots -- I mean, if
10 some of these lots get developed into
11 buildings, they are going to be building
12 parking garages which I assume may be
13 available.

14 MR. McCARTHY: Hopefully so but
15 during the course of the two years or so when
16 they are under construction, they will be --

17 COMMISSIONER MAY: But there are
18 some that are under construction right now
19 that may become available. Is that right?

20 MR. McCARTHY: Correct. Most of
21 them are actually residential buildings that
22 by in large are not available to us because

1 the residents park there at night.

2 COMMISSIONER MAY: Right.

3 MR. McCARTHY: One or two may be
4 but it's still very, very tight for us.

5 COMMISSIONER MAY: All right.
6 Thanks. Mr. Chairman, can I say just a couple
7 of other things?

8 CHAIRMAN HOOD: Sure. Let me just
9 do this. Commissioner Etherly had a very good
10 point.

11 COMMISSIONER ETHERLY: Just the
12 Chairman's dialogue kind of just raised a
13 question. I just want to be sure I'm clear in
14 terms of your comment. Is there a concern
15 potentially because of the ongoing development
16 that we all see occurring along the corridor
17 around the stadium and beyond that you could
18 conceivably lose some of your current lots
19 during the season or is your inventory as you
20 counted now solid for this season?

21 MR. McCARTHY: For this season
22 it's solid.

1 COMMISSIONER ETHERLY: Okay. But
2 most certainly there will be some that you
3 will probably lose in the interim, in the off
4 season.

5 MR. McCARTHY: Correct.

6 COMMISSIONER ETHERLY: Understood.
7 Thank you.

8 CHAIRMAN HOOD: Mr. McCarthy, you
9 have the floor.

10 MR. McCARTHY: Thank you very
11 much. First I would just like to say for
12 almost seven years I had the pleasure of
13 serving on the Historic Preservation Review
14 Board and, in fact, sat up on that dias. I
15 can tell you the view from down here is very,
16 very different. I suddenly have a whole new
17 perspective on that.

18 I have seven copies of some maps
19 that might be useful for the commissioners to
20 look at. May I bring them forward? Is that
21 legal? Okay. I would just like to stress
22 although the topic at hand tonight is parking,

1 first and foremost the team considers this a
2 transit oriented ballpark.

3 We told our fans time and time
4 again in lots of different fora this ballpark
5 is not going to work if most of you don't take
6 mass transit. I don't want to leave the
7 impression that we are here because we are
8 great lovers of parking and driving. Nothing
9 could be farther from the truth.

10 You have seen, I think, on the
11 radio and in the newspapers an aggressive
12 campaign by the team to promote a Metro
13 ridership. The federal government was kind
14 enough to expand the station there. We have
15 worked with Metro on lots of enhancements. We
16 very much hope to go even if we can above the
17 52 percent. We are not in love with
18 automobiles.

19 On premium games at RFK even with
20 the Metro ridership where it is, we have used
21 upwards of 9,000 spaces. Right now our
22 inventory is fewer than 5,000. Already we are

1 trying to account for a lot of people not
2 driving and taking the Metro.

3 What we can do from our end in
4 addition to what the city is doing in terms of
5 regulations and various traffic controls is
6 educate people how to get to the ballpark. If
7 you go to your car and you plug in 1500 South
8 Capitol Street, S.E. on your GPS thing, it's
9 going to tell you to come down South Capitol
10 Street, for example.

11 That's wrong. If you put it in
12 for one of these lots the people at GPS world
13 aren't going to know that the road may be
14 closed or it's one way or something so we have
15 educated all our fans lot by lot. When a fan
16 bought a space in one of these lots, he or she
17 got a map showing the approved directions to
18 that lot from every possible way, from
19 Maryland, from Virginia, and from downtown.

20 To the question of pedestrian
21 safety, also the proper way to walk to the
22 ballpark because, as you pointed out, there's

1 lot of construction there and, indeed, some of
2 the lots are not passable. What we can do
3 from our end is educate the fan about the
4 right way and the wrong way to get to the lot.

5 Now, in no way ever is the right
6 way through residential streets. If you look
7 at some of the attachments here, you will see
8 all the routings that we've suggested to
9 people are, indeed, on the major arteries.

10 I think we are trying to get over
11 the tendency people are going to have, "Well,
12 the ballpark is on South Capitol Street so I
13 should come down Maine Avenue and South
14 Capitol Street." Whereas, actually the best
15 way to get to the ballpark may be the 6th
16 Street exit, it may be the C Street exit for
17 some of the garages.

18 We are telling people in
19 Alexandria and Springfield, for example, it
20 may be counter-intuitive. The best way for
21 you to get here is to come up 295 and go north
22 over the Frederick Douglass Bridge.

1 There is going to be a lot of re-
2 education for people to get to their spaces.
3 It's not as though from our end we are
4 encouraging fans to come to these places willy
5 nilly. In fact, they are being educated about
6 how to come.

7 While this does not apply to any
8 of the potential lots that we have in
9 southwest or that we might have in southwest,
10 the same philosophy would be applied. We
11 would, of course, work with the community and
12 DDOT to ensure that whatever we could do and
13 they could do would prevent people from coming
14 down the roads that they shouldn't.

15 Soon I think DDOT is going to put
16 up right on this side of the 14th Street
17 Bridge a giant sign that actually tells people
18 which exits to take for which garages by color
19 codes so there will be yet another reason for
20 somebody not to get off on Maine Avenue and
21 try to weave their way through the ballpark
22 because these lots, as you can see, with one

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1 exception of the lot under the highway are
2 actually all on southeast.

3 It really doesn't behoove any
4 driver to get off on M Street and try to go
5 all the way through that main congestion area.
6 Hopefully people will learn and that is what
7 we are doing right now to educate people.

8 I would also like to point out
9 that the zoning order from last year
10 established a cap of 3,850 spaces, surface
11 spaces, that could be utilized in this way.
12 We are actually only at about 1,100 or 1,200
13 depending on how the final striping comes out
14 this week. We are actually nowhere near that
15 cap. We do see this inventory, if indeed we
16 can get it, as a nice supplement to our
17 parking plan.

18 There is one lot this year, the
19 current WMATA bus lot that is actually owned
20 by PEPCO. If and when WMATA does vacate that
21 lot, we may approach PEPCO to use it for
22 purposes that I can't speculate on right now.

1 The least and the right to use that lot does
2 not convey to the next person that has the
3 lease so that is why the zoning relief for
4 that parcel is potentially valid for this
5 year.

6 The other reason that it's
7 important from the team perspective to have
8 this permission up front is when we are going
9 to a lot owner and trying to incentivize them,
10 it is awfully helpful to say the zoning will
11 permit it.

12 Sometimes people are very loathe
13 to sit down and even talk with us if they know
14 there is a potential that the zoning wouldn't
15 happen. We are asking a lot of these lot
16 owners to invest considerable sums of money to
17 get the lots prepared in terms of stormwater
18 management and clean up and paving.

19 They are just not likely to even
20 go down that path if they know that the zoning
21 relief to provide for the lot wouldn't be
22 there. That is yet another reason we hope you

1 are going to approve this. Thank you very
2 much.

3 CHAIRMAN HOOD: Okay. Thank you,
4 Mr. McCarthy. Thank you for reminding us. I
5 think most of my colleagues who are here, we
6 need to do a cap. I just remembered that when
7 you mentioned that the first order did, you're
8 right, have a cap on it.

9 Okay. I think that is going to
10 complete it. Is everybody comfortable and
11 ready to move into deliberations at the
12 appropriate time? Any other questions? No
13 unreadiness? Okay. I want to thank you, Ms.
14 Ricks, Mr. Schiesel. I didn't butcher your
15 name, I believe.

16 VICE-CHAIRMAN JEFFRIES: You were
17 close.

18 CHAIRMAN HOOD: I was in the
19 ballpark. Okay. Mr. McCarthy, I also want to
20 thank you all for coming down and giving us
21 some additional insight and testimony this
22 evening. I think that's all we have. I know

1 Vice-Chair Jeffries mentioned about bringing
2 the chairman of ANC back up. Did you have any
3 questions?

4 VICE-CHAIRMAN JEFFRIES: No. I
5 just wanted to -- I mean, I think we've got
6 everything covered. I just was concerned that
7 we were up here butchering sort of what the
8 concerns were but I think we were all squared
9 away by the end.

10 CHAIRMAN HOOD: All right. If
11 that's it, Ms. Schellin, do we have a schedule
12 we need to keep?

13 MS. SCHELLIN: I think the only
14 thing that we are waiting for would be the
15 DDOT six color copies of their presentation
16 this evening and we can put this on our April
17 14 agenda for consideration for proposed
18 action.

19 CHAIRMAN HOOD: Sounds good.
20 Again, I want to thank everybody for coming
21 down and providing additional testimony we
22 needed.

1 All right. With that, this
2 hearing is now adjourned.

3 (Whereupon, at 7:43 p.m. off the
4 record.)

5 MS. SCHELLIN: Do you mean to
6 leave the record open to allow the ANC to
7 respond to the presentation this evening or
8 not?

9 CHAIRMAN HOOD: No. I actually
10 didn't. I think we have sufficient enough
11 information from the ANC.

12 MS. SCHELLIN: Okay.

13 CHAIRMAN HOOD: The purpose of
14 this meeting -- the purpose of the meeting
15 tonight was for us to basically comment. They
16 weren't here to respond at the hearing so the
17 purpose of the meeting was to have DDOT and a
18 representative from Nationals come in and
19 clarify some things we were being told and try
20 to get some clarification because you all have
21 been meeting, Mr. Moffatt and the community,
22 for months.

1 I think you have had some
2 meetings. I'm not sure. Anyway, we are where
3 we are. We are going to take the record and
4 do the best we can with what we have.

5 (Whereupon, at 7:44 p.m. the
6 hearing was adjourned.)
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