

**Councilmember Kwame R. Brown, Chair  
Committee on Economic Development**

**Public Oversight Roundtable**

**On**

**“Parking and Traffic Plan for the Nationals’ Stadium”**

*Friday, January 11, 2008 at 10:00am*  
Council Chamber, John A. Wilson Building  
1350 Pennsylvania Avenue, N.W.  
Washington, D.C. 20004

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- I. CALL TO ORDER
- II. OPENING STATEMENT
- III. PUBLIC WITNESSES:

**Panel 1**

1. **Andy Litsky, ANC 6D**  
Advisory Neighborhood Commission
2. **David Garrison, ANC 6B01**  
Advisory Neighborhood Commission
3. **Rhonda Hamilton, Resident (ANC)**
4. **Ron McBee, ANC 6D03**  
Advisory Neighborhood Commission

**Panel 2**

5. **Gene Solon, Resident**
6. **Greg McCarthy, Senior Director - Ballpark District**  
Washington Nationals

**IV. AGENCY WITNESSES:**

1. **Gregg O'Dell, Executive Director**  
Sports and Entertainment Commission
2. **Judi Greenberg, Special Assistant**  
Office of the Deputy Mayor for Planning and Economic Development

**Testimony of Andy Litsky  
Vice Chairman, ANC-6D  
On Nationals Stadium Traffic and Parking Plan  
Public Oversight Roundtable before the  
Committee on Economic Development  
Council of the District of Columbia  
January 11, 2008**

Good morning Mr. Chairman and Councilmembers. My name is Andy Litsky and I live at 423 N Street, SW. This morning I am testifying on behalf of ANC-6D as its Vice Chairman, representing the 14,000 residents of SW and Near SE. The new National's Stadium is located directly in the middle of our ANC.

The lack of a clearly articulated traffic and parking plan continues to be of great concern to my community. Further, this jumble may well impact the economic development of the fastest growing neighborhood in the greater Washington metropolitan area.

This morning, my community had hoped to have had an opportunity to express our concerns before a Roundtable jointly hosted by the Committee Economic Development and the Committee on Public Works, so that we would have on the record a full accounting of what's left to be accomplished as we approach Opening Day. While it's nice to hear from the Sports Commission, except for how the RFK stadium lots and access roads under their control are to be factored into this discussion, once that stadium opens and they turn over the keys, their job at South Capitol Street is basically complete. They were charged with building the stadium and that they did. So as they ready their "Mission Accomplished" banner, let me be very clear – there's still plenty left to do that

is not on their plate. And that's what this Council and this Administration needs to address between now and Opening Day.

The Sports Commission may have built the stadium but they are not responsible for other operational aspects critical to its success such as traffic management, residential parking planning, enforcement, infrastructure upgrades in the surrounding area, public safety, construction of the Navy Yard station or our on-going relationship with Metro.

So, who is ultimately responsible for integrating this decision making? That's still unclear. What we've had over the last three years are a series of separate cabinet level agencies reporting to separate deputy mayors, coming together to address these challenge, sometimes quite reluctantly. To make matters worse, unlike DCPS which is done in Committee of the Whole, the oversight of these agencies is handled by separate Council committees. What we have is an unfortunate continuation of administrative and oversight processes that may function well independently but without a strong and visible hand to ensure that they are all functioning *interdependently*. And that remains a constant challenge going forward.

From standpoint of traffic and parking, here's what we believe we have left to accomplish:

**We still need a fully operational traffic plan for Opening Day.** What we have seen thus far from DDOT and Grove-Slade does not approach the level of sophistication that

will be necessary for this thing to work. There are only so many times that we can hear “it’s a work in progress.”

With great specificity, we need to know how patrons are getting to and from the Nationals stadium. We need to know which parking lots they are going to use and how they are going to get to and from those parking lots. We need to know what the pick-up and drop-off points will be for the shuttle busses taking people to and from the free lots at RFK. We also need to know that the DCSEC has signed off on the use of those lots, which as of December 19, they had not.

Among my chief concerns are development of a concrete plan that will prevent thousands of stadium bound drivers from invading our residential neighborhood on their way to see the Nationals – especially since the EIS, TOP and TOPP *specifically* stated that would not happen and a Zoning Commission Order issued on July 18 ostensibly prevents it – a fact little known by baseball fans driving in from Oakton, Columbia or Waldorf since they don’t read the DC Register.

Who’s going to be responsible for the public information campaign? Who’s going to coordinate enforcement with DDOT, MPD and Public Works?

Currently, the plan, as near as I can make out it is, “Don’t drive, Take Metro!” The corollary, of course, is “Build it and they will come.” And many will -- by car.

**We need a realistic residential parking plan on Opening Day.** With 82 days to go we have nothing. The first and only time we will have met with DDOT regarding Opening Game Day RPP will be Monday morning -- for an hour and a half. And although they may have helped to shape Councilmember Wells’ demand parking plan – and that will not be available on Opening Day, perhaps not at all this season. Yet, DDOT hasn’t developed a Plan B. DDOT has told us that they expect to use the same plan that was used for RFK. That -- even though we have a significantly more complex and truncated street grid, have three significant bridges leading directly into our neighborhood, hugely

different commercial development, our high rise residential blocks are completely the opposite of low rise Hill East, the block-by-block densities that favored visitor pass parking for the past two years have no equivalent in densely populated SW, and we don't have 10,000 surface spaces directly adjacent to South Capitol Street as they did with RFK.

**We need a clear understanding that whatever traffic management and interim RPP is developed by DDOT, that we will have both the budget for and administrative buy-in of the other agencies to carry out the plan.** Alas, today we're not hearing from DDOT, DMV or MPD to ensure that will be the case.

Unless something is done very soon, as the Sports Commissions' own traffic consultant publicly stated, what we will have on Opening Day will be "controlled chaos."

Unremedied, it will affect economic development.

Yes, there is much left undone regarding stadium traffic and parking plans. On Opening Day, the only balls up in the air should be on the field. Unfortunately that's not what I anticipate. Unless something is done quickly, as the Sports Commissions' own traffic consultant stated -- we will have "controlled chaos."

And here's how we see this potentially effecting Economic Development:

- **Most immediately, it will affect quality of life for 18,000 DC residents** living within the immediate environs of the Nationals Stadium who will be unable to easily move into or out of our neighborhoods on game days.

- **It will affect property values for thousands of existing homes** in SW/Near SE and close in Capitol Hill, for who's going to want to buy in area where you can neither get on or off of your block one quarter of every year?
- **It will stifle development of squares previously thought to be ready for construction** due to development of new temporary surface parking lots.
- **It will impact the desirability of new communities under construction in Near Southeast, along M Street, SW and at the soon to be redeveloped SW Waterfront.** For it's in these areas where we anticipate that we'll double the number of present residents within the next eight to ten years, with each of those new residents will be contributing both real estate and income taxes to the city treasury.
- **It will hurt existing businesses and dampen development of new businesses and attractions within the stadium area, on Capitol Hill and at the SW Waterfront.**
- **Left unaddressed, we may well see a fall off in tickets sales because it'll be such a challenge to get down to the area. And that could result in a revenue drop that would affect the District's ability to pay off the stadium bonds.**

If this is going to work – for the residents living close to the stadium, for the city, for the fans and for the Nationals – we need to be on the same team. This should be less about the preservation of jurisdictional integrity and tossing the hot potato of the moment from one agency or committee to the next than it should be about making this stadium work. Whether you supported the stadium initially or not – now, we *have* no choice. We are all in this together and it's got to work. Period. End of story.

You have our commitment that we will work cooperatively with the city and the Nationals because this is in everyone's interest. But I must tell you, that will 82 days to go – the Southwest community at long last needs to be fully engaged by our own city government. We've been waiting for three years.

Let's sit down, roll up our sleeves, put all of our cards on the table, and recommit ourselves to the task at hand.

Thank you for your time.

**Statement by  
David F. Garrison  
ANC Commissioner  
ANC 6B01**

**Before the DC Council Committee on Economic Development  
On the Parking and Traffic Plan for the Nationals' Stadium**

January 11, 2008

Mr. Chairman and members of the Committee, I am David Garrison, Commissioner for ANC 6B01. I appear before you today on behalf of ANC 6B. Our Commission covers the southern section of the Capitol Hill neighborhood from East Capitol Street to the Southeast Freeway, between the US Capitol complex and the Anacostia River. My Single Member District is at the most western end of 6B and thus abuts the new neighborhood now being built below the Southeast Freeway on down to and including the new stadium.

I am pleased to provide testimony on the parking and traffic plan for the Nationals' stadium. In doing so, I want to acknowledge the important, creative work that Councilmember Tommy Wells and his staff have undertaken this fall, with assistance from staff at DDOT, to bring forth a comprehensive set of recommendations concerning the management of parking issues more broadly, including on Capitol Hill. My colleagues and I on ANC 6B agree that the need to address the parking issues posed by the new baseball stadium permits us all to consider a new, overall policy on the full range of difficult parking challenges facing Capitol Hill. We should take full advantage of this opportunity. I look forward to testifying on the Wells bill when that hearing is scheduled.

This morning, however, I will focus my remarks on the immediate impact that the opening of the stadium will have on the nearby Capitol Hill residential area located just north of the Southeast Freeway. Starting eleven weeks from tomorrow, we will discover a considerable number of baseball fans driving around these residential blocks looking for free on-street parking on game days and nights in order to avoid paying hefty parking fees closer to the stadium. To orient your thinking about this prospect, consider that the residential streets just north and east of Garfield Park are but a short, 10-15 minute walk from the stadium. We already know from our experience with the similar pressures on neighborhood parking that flowed from the Nationals use of RFK Stadium that we are in for some tough times.

The residential streets in the quadrant of Capitol Hill near the new stadium are already largely filled with cars at most times of the day or night throughout the week and much of the weekend. If the curbside spaces aren't being used by residents, they are taken by people using such facilities as Results The Gym or the tennis or bocce courts or children's play equipment in Garfield Park. A few blocks further north and east below the Pennsylvania Avenue SE commercial areas and west of the 8<sup>th</sup> Street Barracks Row commercial complex, customers of the many restaurants and bars grab whatever spaces

and from the games at the new stadium. We certainly want these merchants to have a fair shot at expanding their trade as a result of the coming of baseball to our neighborhood. Indeed, in the early going at least, the eating and drinking establishments on Capitol Hill will be the only such facilities within a reasonable walk of the stadium. We support the strong emphasis which DDOT has placed in its marketing on persuading fans to eschew their cars and come, instead, by Metro. I hope that the city, Sports Commission, and team officials involved in conveying the "take Metro" message will also advance the notion that the game day experience can be augmented by accessing the facilities along the Capitol Hill commercial corridors, all of which are within a relatively short walk from the stadium, close to a Metro stop and none of which need involve driving and parking a car.

Thank you for this opportunity to offer the views of ANC 6B on this important matter.

January 11, 2008

Good Morning Mr. Chairman and Council Members:

My name is Rhonda Hamilton and I represent 2,000 constituents living in Single Member District (SMD) 6D06. My SMD is directly across the street from the new stadium. As I looked at the map of proposed and approved new sites for stadium parking, a lot of them are in or near my Single Member District. I have yet to see a comprehensive parking plan for how the patrons that attend stadium events and games will access these lots without driving through residential streets. In fact, the lack of a transportation plan for parking is making many residents nervous. I'm also afraid that many of the streets in my Single Member District will become major through streets for fans to get to stadium parking lots at the inconvenience of residents. I think that the temporary closing of the South Capitol Street Bridge was a prime example of how the poor rerouting of traffic can negatively impact our neighborhood. During that time, we had hundreds of cars and trucks that flooded our area and threatened the safety of pedestrians including children walking to and from school. I had hoped that a lot of consideration would be given to residents in Southwest in the planning for stadium parking because we have endured the life disruptions in the building of the stadium and the redesigning of the South Capitol Street Bridge including the noise and dust pollution. How can we come this close to the opening day of the stadium and not yet have parking plan for it?

I look at the stadium everyday when I walk out of my apartment and sometimes wonder if any of our residents will be offered opportunities to work there. We don't even have a certain number of jobs set aside for DC residents at a stadium that we've seen built from the ground up. With opening day of the stadium fast approaching, I expected to see many new signs that reroute stadium traffic safely through residential streets to get to parking lots and other signs that detour traffic from certain streets, but I have not seen any new signs. I'm also wondering if the temporary lots are going to become permanent places for people to park their cars. I think that the lots will negatively impact the value of the houses in my Single Member District and some of the lots will hold up development in our area because who wants to live in a house with a parking lot as a view? I and many residents and other ANC Commissioners are willing to sit down at a meeting to assist

with parking plans for the stadium because our quality of life depends on it. Let's work together to make sure that this is a smooth transition for our community so that we can all join in the excitement of the new ball field, not just those who stand to profit directly from it.

Thank-you for your time,

Rhonda Hamilton  
Advisory Neighborhood Commissioner 6D06

## GENE SOLON TESTIMONY AT THE PUBLIC OVERSIGHT ROUNDTABLE ON A PARKING AND TRAFFIC PLAN FOR THE NATIONALS' STADIUM, JAN. 11, 2008

Chairperson Brown, Councilmember Wells and others, the Washington Nationals' stadium is beautifully designed, and I hope it's LEED-certified soon. But our SW/SE community has had disappointing experiences in its attempts to mitigate the negative impacts of the new stadium's presence in its midst, and I thank you for arranging to convene this important, hopefully *productive* Roundtable. Here's my suggested carrot-and-stick, interrelated "to do" list for all stadium events. It's in three sections, and contains fourteen items, as follows:

### A. In Government-Business-Community Partnership, Maximize Use of Mass Transit

1. Arrange for WMATA to provide adequate mass transit capacity for all stadium events.
2. Publicize event-day train and bus schedules in mass media, and in all Nationals' and other stadium businesses' electronic and printed material.
3. Immediately begin and sustain a media campaign, *and a personal-appearance campaign*, to convince people in surrounding jurisdictions to use mass transit.
4. Establish mini-RFK-type satellite parking and shuttle-bus service in *all* D.C. wards, and provide *incentives* for parking outside of the SW/SE neighborhood.
5. Convince the Nats and other stadium businesses to directly or indirectly defray or rebate some of the costs for using outside-D.C. WMATA parking sites *and* some of the costs for mass transit trips from those sites to the stadium.

### B. In Partnership, Control SW/SE Automobile and Bus Traffic and Parking.

6. Develop a detailed event-day *traffic* pattern plan for cars and buses that come to the stadium. To avoid S. Cap. St. and Me. Ave. bottlenecks, build a freeway ramp at N.J. Ave.
7. Develop a detailed event-day *parking* system plan for automobiles and buses that come to SW/SE, a plan that provides event attendees at least as much *post-development* off-street parking space as is provided initially. Make best use of new parking meters.
8. Utilize license plates and other markers to identify commuters to stadium events -- *including stickers and other markers distributed by the Nats and other businesses.*
9. Accommodate guests – but prevent abuse of "guest" status, and ensure thorough ticketing of all rules violators and full enforcement of all penalties against rules violators.
10. Maintain a stream of updated information to the SW/SE community and event attendees – via meetings, literature, TV, radio, websites and email (incl. Alert DC email).
11. Enlist Serve DC/Neighborhood Corps volunteers (with their reflective vests) to work with adequate MPD, DDOT, DPW and DCHSEMA staff for traffic pattern control, penalty enforcement, security, and personal aid.

### C. In Partnership, Maximize Event-Day Civility and Post-Event Neighborhood Cleanup

12. Cooperate in creating and enforcing agreements between relevant ANCs and team and other business owners on alcohol use and littering.
13. Develop and apply optimum post-event cleanup and damage-repair routines.
14. *Maximize hiring of SW/SE residents for paid work on almost all of the above items.*

I believe that each of the above fourteen items must be fully addressed by all those sincerely interested in forging a mutually respectful and mutually beneficial relationship between stadium principals and the SW/SE community. Thanks for your attention.

**Councilmember Kwame R. Brown, Chair  
Committee on Economic Development**

**Public Oversight Roundtable  
On  
“Parking and Traffic Plan for the Nationals’ Stadium”**

**Friday, January 11, 2008**

My name is Ron McBee and I am the ANC Commissioner for 6D03, which includes an area on South Capitol Street directly adjacent to the new Stadium. I am speaking on behalf of my constituents and in support of 6D Commissioner Andy Litsky who is testifying for ANC 6D.

I am not here to assign blame or point a point at anyone or agency. While this might be helpful and insightful, the reality is this Stadium opens in approximately 80 days and neither the community nor its leaders have a plan A or plan B for handling the traffic, parking, pedestrian egress, nor trash generated by events at the Stadium. I want to thank our Ward 6 Councilmember Tommy Wells for getting all the agencies and people back together at a single table before the end of last year. We need to move forward in an organized and open fashion with all the gatekeepers and agencies working together. If I were the project manager for this project, I would be discussing weekly meetings and not monthly meetings to get this task accomplished with our Near SE/SW Community. I also would be seeking the support of the Mayor and City Council to be able to effect management across city agencies. As far as I have seen this critical element is not in place.

Most agencies feel they can handle the Stadium issues and concerns as they have had these past several years to facilitate the operation of the Nationals at RFK. Our community is very different than the community around RFK Stadium with our high density and residential high rises. We also have several projects in development that will greatly add to the density with local traffic and pedestrian egress in the Near SE/SW community. We are a residential community that wants to remain a “livable and walkable” area that is safe for everyone including our children and seniors. Our Stadium is not surrounded by parking or a green ban as RFK but situated directly in a residential community that is very much active and need of protection.

So far we do not have a pedestrian plan that addresses our concerns or at least mine. I would like an overriding design that requires each intersection in our community to be controlled by a stop sign or traffic light with no right turn on red during Stadium events. We need clearly marked crosswalks with signs to warn drivers. This requires manpower and can not happen over night. We appreciate the support of the Nationals to not use our SW streets of G, I, First, and 4<sup>th</sup> Street to direct patrons to the Stadium.

— over —

I am concerned with the new opening of streets at K, L, N, O, and P streets along South Capitol Street that increases the access to our residential communities especially in SW. These streets need to be configured in a one way traffic fashion to limit our communities from becoming the through ways to parking areas for the Stadium. Personally I would support a residential sticker that would limit such egress as used in Pittsburgh.

I am concerned about parking not only for our residents and businesses but for our churches and some of our local institutions as Friday Jazz Night in SW and Monday Blues Night. We do not want to lose these cultural elements. Additionally we need to address the needs of SE University as well as that of the Corcoran School of Art and Design that will be moving into our community. Thus we need to see how we can increase the current parking to keep these institutions. So far the focus has been on Stadium parking and we are faced this Monday evening at our ANC6D business meeting with new proposed temporary parking lots for the Stadium. I would hope we can keep these in SW South of Potomac Avenue.

We are still waiting on the trash containers that are to put on every corner to assist with the debris and trash that will be generated.

Public transportation needs to be at the heart for anyone attending an event at the new Stadium. Here is a brochure used by the Washington Redskins encouraging use of Metro. I understand this is being developed for the Nationals but as yet to see it. We are hopeful the Nationals will adopt the use of Smartcards in some promotional manner with the City and Metro to encourage the easy egress of our public transportation system. If you want to enjoy a game at the new Stadium and not spend hours in traffic – Metro is the answer even if you are coming from the far reaches of Maryland or Virginia. The Nationals have discussed holding additional meetings with our community to effect a partnership and I salute them for doing this. We look forward to their Job Fair that will be held on February 9 and 23<sup>rd</sup> (Saturday) at our King Greenleaf Recreational Center for all job vacancies.

Lastly we need a feedback process that is timely to be able to address problems and issues with traffic and pedestrian safety that are identified from an event at the Stadium. The Nationals have promised such a process and we hope the participating City agencies will also be at the table with the community and Nationals.

Testimony of

Gregory M. McCarthy

Senior Director, Washington Nationals Baseball Club



*“Parking and Traffic Plan for the Nationals’ Stadium”*

Committee on Economic Development  
The Honorable Kwame Brown, Chair

Council of the District of Columbia  
Council Chambers  
Friday, January 11, 2008 – 10:00 am

Chairman Brown, Councilmember Wells, and other members of the Committee, it is a pleasure to testify before you today on parking and transportation issues related to the opening of the new Washington Nationals ballpark in Southeast. Opening day is less than three months away, and with great anticipation we can see the beautiful new ballpark continuing to blossom in front of our eyes. Ensuring that fans will have convenient and reliable means of accessing the area with minimal impact on the surrounding neighborhoods and businesses remains a major challenge. For the past 18 months, the team has worked closely with government agencies, the Council, transportation experts, and the community to develop plans and contingencies in a myriad of areas.

Although several areas remain works-in-progress, we are happy with the progress to date and will continue to seek workable solutions to a few outstanding issues. In concert with the government and the community, we are transitioning several of the most critical transportation plans from development to implementation. First, it would be helpful to summarize the most important touchstones the team has adopted regarding transportation and parking related planning.

***Transit-oriented ballpark.*** Most fundamentally, we are committed to making this a transit-oriented ballpark and doing everything possible to maximize use of mass transit by our fans. We are working very closely with WMATA on service enhancements around gametimes and in the coming weeks we will begin an aggressive public education campaign urging fans to ride Metrorail to games. We will implement print and electronic advertising as well as direct communications with ticket purchasers in this effort. Our goal is to have at least one-half of the fans arrive at the ballpark by Metrorail. One hundred thousand copies of a brochure explaining how to use mass transit to the ballpark are currently in production and will be distributed throughout the metropolitan region.

***Reserved parking.*** For season ticket holders who still prefer to drive to the ballpark, we are instituting a reserved parking program whereby drivers will be assigned to a specific parking facility for the entire season. We have been working diligently to identify garages and surface lots that can be available for this purpose and are confident that we will be able to satisfy the needs of our most frequent fans – season ticket holders.

Our basic philosophy is that by assigning drivers to specific locations we can minimize the flow of cars through the area. Drivers will know precisely where they should go and how to get there. Working with MPD and DDOT, we have developed routes to parking areas that avoid residential areas and will help ensure a more balanced use of various approaches, thus minimizing congestion. For this to be successful, there will have to be minimal incentives for fans to drive to the ballpark area looking for possible spaces.

***Satellite parking.*** For fans that cannot purchase full-season parking and prefer not to take mass transit, we are working with DC Sports and Entertainment Commission on providing satellite parking at RFK. By providing fans with complimentary parking and shuttle to the ballpark, we hope to keep cars out of neighborhoods seeking individual spaces on an *ad hoc* basis. Road signage and printed materials will direct fans to approach RFK via major thoroughfares, again, reducing instances of cars circulating through neighborhoods. The team will provide complimentary shuttle bus to the ballpark area and cover costs associated with parking at RFK, including security, maintenance, clean up, and staging.

We will also be encouraging fans to use some of the more than 19,000 spaces at outlying Metro stations where cars can park easily after 5:00 p.m. for four dollars and then ride Metrorail to the ballpark. This will be especially convenient for fans coming from Montgomery and Prince Georges Counties who can use Greenbelt station on the Green Line. The Branch Avenue and Anacostia stations will be convenient for them also, as well as fans from Virginia coming over the Woodrow Wilson Bridge.

***Alternative modes of getting to the ballpark.*** Providing fans with a several alternatives to driving is important and will help the city earn LEED status for the ballpark. To that end, we are working with Councilmember Wells, the Office of Planning, and other stakeholders to promote car sharing, bicycle riding, and walking as additional options for getting to games.

***Fan education.*** As has been mentioned earlier, educating fans about getting to the ballpark will be essential. We will emphasize important mantra:

- Take mass transit, which is both economical and convenient.
- Please don't drive to the ballpark area looking for spaces, unless you have one reserved.

- If you do have a reserved space, please use the directions you were provided to ensure the smoothest and quickest ingress.
- Satellite parking at RFK is a convenient and economic alternative if you prefer not to ride mass transit. Please use suggested routes to RFK to ensure the best experience.

Pedestrian- and driver-friendly signage will be important for guiding fans to the ballpark with maximum and so that they can use the best routes, thus avoiding residential neighborhoods.

As Opening Day approaches, it will be even more essential to have frequent and easy communications with elected officials, key city agencies, and the community. The team will soon provide to the DDOT and the community draft Transportation Management Plans for new surface parking lots. To complete these efforts, it's important for the team, the city, and the community to focus on the most workable outcomes on several key issues:

- The route for shuttle buses bringing fans from RFK to the ballpark.
- Additional ways to discourage ad hoc parking in SE and SW around gametimes.
- Ways to reinforce to would-be parkers that it is useless to circulate through the area for the “chance” of parking.
- Ways to separate properly permitted drivers from residents, commuters, and others.

The team is grateful for the support and encouragement of the Council in tackling these and other issues and for the patience and very helpful input by ANC 6D and other community members. We remain eager to work with everyone to ensure that ballpark is “homerun” for the city and Near SE/SW, in particular.

Thank you very much.

*Statement of  
Gregory A. O'Dell, CEO  
DC Sports and Entertainment Commission  
Public Oversight Roundtable on  
"Parking and Traffic Plan for the Nationals' Stadium"*

Good morning Mr. Chairman (Councilmembers and staff), my name is Gregory O'Dell and I am Chief Executive Officer of the District of Columbia Sports and Entertainment Commission. With me today is Mr. Lee Smith, our Chief of Staff. Thank you for this opportunity to appear before you to discuss the parking and traffic plan for the new Nationals' Stadium. Today, we are here to discuss our role in the management of the Traffic Operations and Parking Plan and provide an update on the parking for the stadium and the activities that we are performing.

As part of the development of the new stadium, the Commission hired a traffic consultant and coordinated meetings with the TOPP Task Force inclusive of DDOT, the Deputy Mayor's Office for Planning and Economic Development, the Nationals, and other governmental agencies as appropriate to develop the TOPP. Additionally, as part of the TOPP Task Force, we distributed the TOPP to the community this summer and recently resumed monthly community leader meetings to discuss status and issues related to the TOPP.

*Statement of  
Gregory A. O'Dell, CEO  
DC Sports and Entertainment Commission  
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As we are now in the implementation phase of the TOPP process, DDOT will serve as the lead agency to manage traffic and parking operations for the new stadium. The Commission will continue to actively participate in the TOPP Task Force through our participation in the parking for the stadium and overall coordination with completion of the stadium.

Regarding the status of the parking for the new stadium, we have been actively working with the team and other task force members as appropriate. As context for this update, I would categorize the parking for the new ballpark in 3 groups: on-site parking, parking in the area surrounding the new stadium and remote parking at RFK Stadium. I will briefly discuss each.

First, there is on-site parking. The Construction Administration Agreement requires the District and the Commission to provide 1,225 parking spaces on the actual ballpark project site. We are providing 1,325 on-site spaces – approximately 1,195 on the north portion of the site in above grade garages and approximately 130 spaces in the south on a surface parking lot. It is important to note

*Statement of  
Gregory A. O'Dell, CEO  
DC Sports and Entertainment Commission  
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that these are the only spaces that the District and the Commission are required to provide.

The second category is the parking in the area surrounding the new stadium. As contemplated in the team's agreement with the District, the Nationals are responsible for securing parking around the ballpark. Specifically, the Nationals have been negotiating deals with private property owners to secure garages and surface lots for game day parking. I understand that the team has been working with the Deputy Mayor's Office for Planning and Economic Development and other District agencies as appropriate to complete the necessary permitting associated with the lots identified for parking. Further, I understand that the Team is in the process of finalizing the parking inventory around the stadium for Opening Day.

Finally, there is remote parking at RFK Stadium. The TOPP report identified RFK as a potential location for remote parking. DCSEC has been working with the Nationals to enter into an agreement with the Team that would be reasonable for all parties. From the Commission's perspective, some of our key focus items are

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Gregory A. O'Dell, CEO  
DC Sports and Entertainment Commission  
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minimizing the impact of parking at RFK on the surrounding community and maintaining the flexibility to accommodate parking for other events at RFK inclusive of DC United games. We have held several meetings with the Nationals to identify specific parking lots and access routes that we believe will best minimize the impact to the community. Also, it should be noted that the Nationals have indicated that the remote parking will be free to fans, so there will be no incentive for fans to attempt to park in the neighborhoods surrounding RFK. As it relates to maintaining flexibility for other events, we continue to work through these issues with the Nationals. We are confident that we will finalize terms with the team to provide remote parking at RFK as appropriate.

That concludes my testimony. Again, thank you for the opportunity to testify. I am happy to answer any questions that you may have.

TESTIMONY OF JUDITH C. GREENBERG  
SPECIAL ASSISTANT  
OFFICE OF THE DEPUTY MAYOR FOR PLANNING AND  
ECONOMIC DEVELOPMENT

BEFORE

THE COUNCIL OF THE DISTRICT OF COLUMBIA  
COMMITTEE ON ECONOMIC DEVELOPMENT

ON THE SUBJECT OF  
“Parking and Traffic Plan for the Nationals’ Stadium”

January 11, 2008 -- 10:00 a.m.

COUNCIL CHAMBER  
JOHN A. WILSON BUILDING  
1350 PENNSYLVANIA AVENUE, N.W.  
WASHINGTON, D.C.

Good morning Chairman Brown, Councilmember Wells and other Members of the Council. I am Judi Greenberg, Special Assistant and project manager on baseball in the Office of the Deputy Mayor for Planning and Economic Development, and I am pleased to appear before you today to present testimony on “Parking and Traffic Plans for the Nationals’ Stadium”.

The Administration is committed to ensuring the success of the new ballpark and remains involved in all aspects of the ballpark project including transportation and parking plans. We have monitored the transportation planning process through participation in a multi-agency group that meets, along with the Nationals, on a regular basis. Although the “Transportation Operations and Parking Plan” was completed in the summer of 2007, the group continues to convene as these plans have begun to be implemented. These meetings include the Department of Transportation, Metropolitan Police Department, the Nationals, our office and other agencies as appropriate. Our role is to ensure that all parties are working together productively and to proactively solve problems as they arise.

We participate in community outreach about these transportation plans and support efforts to keep those in the ballpark area informed and ensure that they are given the opportunity to have input on these plans.

We have become closely involved in the team’s efforts to secure parking around the ballpark and play an active coordinating and trouble shooting role with the Department of Transportation, the Department of the Environment and the Department of Consumer and Regulatory Affairs on the permitting

and approvals for these lots. We have also advanced amended zoning to allow for temporary surface parking lots in areas near the ballpark.

We meet weekly with the Nationals at a senior level to review a variety of issues related to the ballpark's development and operations and work to resolve issues of concern. In the area of parking and traffic plans, our focus is detailed and exhaustive. In addition to parking, priorities have included completion of roadway and sidewalk improvements, ensuring adequate lighting, pedestrian safety, posting proper signage, on-time completion of the Navy Yard Metro Station Improvements, charter bus parking and shuttle bus operations.

This concludes my testimony on "Parking and Traffic Plans for the Nationals' Stadium" and I would be happy to answer any questions that you may have.