

February 26, 2018

To: District Department of Transportation  
Jon Squicciarini, ANC Commissioner 1B04  
Board of Zoning Adjustment (Case 19705)  
Historic Preservation Review Board

From: Lissette Valdes  
The Lumen  
1405 W Street, NW  
Unit #502  
Washington, DC 20009

Re: Opposition to location of parking garage access by Madison Investments, LLC

I am writing to include an additional voice of opposition to the proposed location of the Martha's Table Development (MTD) parking garage access (W St NW at the corner of W St & 14th St, NW).

What I understand:

The Martha's Table Development will occupy nearly the entire 14th Street facing side of the block, nearly the entire alley facing side of the block, border restaurant Provision 14, and occupy only a small footprint of the W St. facing side of the block. That small footprint along W Street is located between 14th & 15th St. - a purely residential, single traffic lane street flanked by parking on either side. It is also major thoroughfare for ambulances, fire trucks and law enforcement vehicles to cut quickly across 14th Street from their stations a few blocks away.

Madison's decision to position the access to the parking garage on the W Street side will significantly impact the neighboring residents in the following ways:

- Absolutely 100% of the Martha's Table Development traffic seeking access to the parking garage will be funneled onto W Street. This influx will significantly increase the traffic on the one-way, single lane street, as well as cause traffic slow downs and stops on the street from MTD residents waiting to gain entry and exit from the deck, as well as from cars turning onto W St from the alleys on the block. Drivers turning onto W St from 15th St. and pulling out of alleys along W St (in front of cars waiting to move through the light at 14th) will create a logjam, and many unhappy neighbors.
- The logjam above is reason enough to choose another location for the parking garage access, and I fear that the new traffic pattern on W St. will cause it to lose it's essential street parking to increase the traffic lanes from 1 lane to 2 or 3. It is important that existing residents not lose their already limited street parking. The Martha's Table development residents that don't have parking garage access will be vying for the existing street parking, so I believe preserving those parking lanes on W St will be even more essential once the building is completed.
- I understand that Madison has hopes to develop the alley spanning the rear of the building into a more pedestrian friendly and commercial area, and I applaud that endeavor and truly hope that it is successful as I will personally enjoy it. However, that alley is a cut-through for

neighbors to move through the area while searching for parking and it will remain a cut-through no matter how the alley is developed. Those alleys between V Street and W Street will continue to be used as short cuts from U St, 15th Street, and Florida, and for those seeking MTD garage access will cut onto the tight corner of W Street just before the garage access, creating even more of a logjam on W Street, just before the traffic light at 14th.

- Garage gates can be very noisy. As can be angry drivers laying on their horns when they move only a car length before the light at the 14th St intersection changes back to red. I fear loss of precious sleep. This may not be the most compelling argument to persons financially benefiting from the decision to position the garage on W St, but one that I'd like to mention as I can already hear the incessant 'honks' in my nightmares.

Alternative locations for the parking garage access:

- OPTION 1: I have made the argument that the alleys that span between V St and W St (between 14th & 15th Streets) will likely be used no matter what happens back there, and I predict that the MTD residents will discover and use those same alleys to get to their deck, so why not have the parking access in the alley? The new traffic created by the cars seeking garage access will be diffused across three entry/exit points, one of which is a multi-lane street and the other two moving in single, but opposite, directions - instead of the single lane one-way W Street. This seems the most logical placement for the garage access as it will only cause traffic congestion for drivers using the alley, and not a certain back-up on a proper street.
- OPTION 2: 14th Street has at least 4 lanes of traffic, plus two more lanes for street parking (or traffic depending on the time of day), and is the true 'front' of the building, since it houses the largest side of the building on the most traveled street (of it's street-facing sides). With it's multiple lanes, 14th St is already set up to accommodate more cars, drivers are more accustomed to increased traffic (because it's *Fourteenth Street*), and drivers can more easily move around cars stopped on the street. This location is, in my opinion, a close second to the option above. The W St side is such a poor choice, it is barely coming in at 4th.

I oppose more than the proposed location for the Martha's Table Development, but I have decided to pick my battle and choose the one that I feel is the most short-sighted and inconsiderate to W St. area neighbors. If you would like to hear my two other points of contention with the development: the exemption to the height restriction and the location of the building entrance - please say the word. I would be happy to share my arguments opposing those plans, as well.

Thank you for your time and consideration in this matter,

Lissette Valdes