

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 25, 2022 7:00 P.M.
IN-PERSON AND VIRTUAL**

The July 25, 2022 meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_5SWoWP_2SHC0JA1SuJhLDw

Or an H.323/SIP room system:

H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)

Meeting ID: 921 9656 6124

Passcode: 264055

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Passcode: 264055

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to Alex Block at Alex.Block@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 25, 2022 7 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the June 27, 2022 Traffic and Parking Board meeting minutes.
3. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - Metro Shutdown Mitigation
 - Automated Speed Enforcement
 - Complete Streets Five Year Plan
 - Duke Street Traffic Mitigation Pilot – Phase II
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT ITEMS

5. **ISSUE:** Consideration of a request for a new Traffic Flow and Safety Procedure Plan at Charles Barrett Elementary School
6. **ISSUE:** Installation of Residential Permit Parking District 13 Signage in Potomac Yard

PUBLIC HEARING ITEMS

7. **ISSUE:** Consideration of removal of five (5) parking spaces along North Pitt Street and Pendleton Street to accommodate DASH Line 34 realignment.
8. **ISSUE:** Installation of Residential Permit Parking District 14 Signage in Potomac Greens
9. **ISSUE:** Consideration of Parking Removal on Polk Avenue for a Sidewalk
10. **ISSUE:** Consideration of a request to remove five (5) loading zones to allow eight (8) parklets to seek permits for commercial parklets at those locations
11. **ISSUE:** Consideration of a request to remove an ‘Active Loading and Curbside Pickup Zone’ from the 800 block of S. Washington Street

INFORMATION ITEMS

12. STAFF UPDATES

- Parking Pricing Proposals

13. COMMISSIONER UPDATES

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 27, 2022, 7 P.M.
VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair James Lewis, Vice Chair Ann Tucker, Lavonda Bonnard, Annie Ebbers, Casey Kane, Ashley Mihalik, and Jason Osborne

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Alex Block, Principal Planner, Cuong Nguyen, Civil Engineer, and Max Devilliers, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the May 23, 2022, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane offered three corrections to the May 23 meeting minutes:

- Clarify that Sean Palmer’s public comment concerned pedestrian wait times during traffic signal cycles,
- Clarify that Mr. Kane’s update to the Board was based on his participation on the Transportation Commission, and
- Provide the full name of the Eisenhower West Landmark Van Dorn Implementation Advisory Group

Ms. Tucker moved approval of the minutes with the corrections from Mr. Kane. Mr. Osborne seconded the motion, and the minutes were adopted unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on Eisenhower pedestrian crossing improvements as well as the implementation status of bike parking on the 500 block of Mt. Vernon Avenue.
4. **PUBLIC DISCUSSION PERIOD:**

Carloyn Griglione testified in favor of installing artistic crosswalk designs near the intersection of Library Lane and Seminary Road. Mr. Kane asked staff if this is something the City is considering. Ms. Orr noted that the City is not opposed to art, but has concerns with maintenance and equitable distribution of resources. Mr. Osborne asked if there are other plans for the area; Ms. Orr noted this is a high-crash area, and the City was recently awarded a Safe Routes to School Grant that includes this area, and will be asking the Council for additional funding.

Lisa Porter spoke about a pedestrian struck with serious injuries on June 15, 2022 at the intersection of Janney’s Lane and East and West Taylor Run, noting a history of incidents

at this location. Ms. Ebbers asked Staff about the City's response; Ms. Orr noted the city implemented a project at this location five years ago. At that time, the intersection did not meet the warrants for further interventions, but the City is now reviewing the newer data to update the analysis. She noted it's a challenging design issue, but stop signs are a possible solution.

Justin Sparrow spoke about parking concerns from the future Minnie Howard school project and emphasized the neighborhood's desire for zoned parking restrictions. Mr. Block noted he has been in contact with the neighbors and is working with them on options for how to pursue a residential parking district.

CONSENT ITEMS

Without objection, the Board asked for a presentation on the single item on the consent agenda.

PUBLIC HEARING ITEMS

5. **ISSUE:** Consideration of intersection improvements at Potomac Avenue and Glebe Road

DISCUSSION: Ms. Orr presented the item to the Board, including an overview of the entire project, but noting that the Board's purview is the change of lane designation. Ms. Ebbers asked about future plans for expanding transit priority to the west; Ms. Orr noted that nothing is imminent, but will be part of the eventual redevelopment of the Potomac Yard shopping center. Mr. Kane commented that the pavers in the design must be non-slip. He also asked if the traffic signal cycle will include an all-red cycle to allow for bike and pedestrian movements without vehicle turning conflicts. Ms. Orr noted this was not fully determined yet, but that it will include 'no turn on Red' restrictions. Mr. Kane also asked about the legal status of bikes using the pedestrian signals; Ms. Orr wasn't sure and said Staff would research and report back to the Board.

PUBLIC TESTIMONY: Stephen Milone spoke on this item, asked about the legal status of bicyclists using pedestrian signals for traffic movements. He also asked the City to re-evaluate the existing shared use path along the east side of Potomac Ave and look at the design in neighboring Arlington County.

BOARD ACTION: Mr. Kane moved to approve the change of lane designation; Ms. Ebbers seconded, and the motion was approved unanimously.

6. **ISSUE:** Consideration of a request to install all-way stop control at the intersection of Vassar Place and Dartmouth Road.

DISCUSSION: Mr. Nguyen presented the item to the Board, noting that the City is recommending against the request because the intersection does not meet the warrants for all-way stop control. Mr. Kane noted that many intersections do not meet the warrants,

and asked about alternative designs, such as traffic circles. Ms. Orr responded noting that traffic volumes at this location are very low and there is no crash history. Regarding traffic circles, she noted the City has received pushback for that kind of design in other neighborhoods, and the installation expense is substantially greater than stop signs. Given the level of resources involved, the City has a mandate to equitably use those resources.

Following public testimony, Ms. Mihalik asked if there's any cost difference with warning signs vs. a stop sign; Ms. Orr said there was no significant difference in cost. Mr. Osborne asked if cost is the concern here; Ms. Orr said it was not a concern for a stop sign, the reason Staff recommend against a sign is because it does not meet the MUTCD guidelines. The big concern is that most traffic is local, and without meeting the warrants for traffic volume, many drivers will roll through the sign, and low compliance is not in anyone's interest. The MUTCD provides flexibility for engineering judgement, but based on Staff's experience it is not warranted here.

PUBLIC TESTIMONY: Hillary Wanke testified in support of the stop sign, noting that there is no opposition of this at all, except from City staff. She also provided a map indicating this intersection is the only one in the area without all-way stop control. Mr. Kane asked Ms. Wanke if she and her neighbors considered traffic circles or other designs; Ms. Wanke said they had not and assumed a stop sign was the simplest and cheapest option. Roy Byrd of the Clover College Park Civic Association testified in support, asking that the City's actions be proactive and prevent crashes, rather than wait for a child to be hit. Lisa Porter testified via Zoom in support, noting that the staff report did not mention the topography of the area and the impact on driver speed. Doug Craig testified in support, noting that stop signs also need to be enforced.

BOARD ACTION: Mr. Osborne moved to recommend the Director of T&ES install all-way stop control at the intersection of Dartmouth Road and Vassar Place. Ms. Bonnard seconded the motion; it carried unanimously. Ms. Tucker asked if the Board would receive an update on this; Ms. Orr said yes, if the Director decides to reject the Board's recommendation, the Board will be notified in writing.

7. **ISSUE:** Consideration of Curbside Loading locations.

DISCUSSION: Mr. Devilliers presented the item, documenting Staff recommendations for permanent loading and curbside pickup zones based on business feedback from the temporary program implemented during the pandemic. Ms. Tucker asked where Café Del Ray conducts loading and Mr. Devilliers responded that their loading currently occurs and will mostly continue to occur on Mount Vernon Avenue due to the size of most freight vehicles. Mr. Osborne asked how these zones will be enforced and Mr. Devilliers responded that the Parking Enforcement Officers would do their best as they patrol, however, the City would be relying on interested parties such as business owners to call violations into the police non-emergency line. Ms. Tucker asked about what happens when one or more of these zones is no longer needed because businesses close and Mr. Block responded that these zones can be removed as easily as they are installed through an administrative process and the restrictions that preceded the zone would simply be reinstated. Mr. Kane asked about the exact location for each of these zones and Mr. Block

responded that there are slides depicting the exact location for each of these zones but he had accidentally sent the PowerPoint to the Board later in the afternoon than usual. Mr. Kane asked if there would be strategy in place to ensure that the vehicles using these zones don't obstruct crosswalks and Mr. Devilliers responded that the number of signs needed for each zone to ensure drivers are aware of exactly where the zone starts and ends have been recorded and shared with the signs installation team. Mr. Lewis asked what the definition of "Active" is in this case and Mr. Block responded that the Police Department defines it as 10 to 20 minutes at most of loading activity. Mr. Lewis asked about the yellow color on the signs and its effect on Alexandria's eligibility for professional filming. Mr. Block responded that film crews often remove parking-related signs as necessary for filming and these would fall under that. Mr. Lewis requested that we look into this kind of signage for off-street spaces. Mr. Lewis also raised that there are many homemade versions of these temporary pickup signs that need to be removed, particularly on the 900 block of North Saint Asaph Street. The Board also raised the concern that DSUPs for these businesses and the buildings they occupy must be considered prior to installing new signage that may contradict said DSUP.

PUBLIC TESTIMONY: No public witnesses spoke on this item.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve the locations for loading and curbside pickup zones.

INFORMATION ITEMS

8. STAFF UPDATES:

Ms. Orr presented an update on the Mount Vernon Avenue North plans. The plans include options and a summary of public feedback for improvements at four separate intersections along Mount Vernon Avenue. The purpose of this presentation is to get initial feedback from the Board; Staff will bring a preferred concept back to the Board for additional feedback.

Ms. Ebbers expressed delight with the 'peanutabout' concept for the Mount Vernon/Glebe intersection. She asked about the lack of bike facilities on the corridor. Ms. Orr noted that the intent is to focus on safety at these four intersections rather than take on a larger corridor plan, but do not want to preclude future corridor improvements.

Mr. Kane supported the amount of traffic calming designs, improving comfort for all users even without dedicated bike facilities. He expressed a preference for Option 1 at Mount Vernon and Russell, as it avoids more conflicts. Mr. Kane asked if the 'peanutabout' option would remove all traffic signals; Ms. Orr noted this was yet to be determined, but likely so. Mr. Kane still liked the concept, but noted that tension between traffic flow and pedestrian safety, but that the design allows for better pedestrian visibility – and represents a huge improvement over the status quo.

9. COMMISSIONER UPDATES:

Mr. Kane provided the Board with the following updates from the Transportation Commission:

The Duke Street in Motion project is proceeding and will meet in the next week; the project team is using the 2000 plans as the starting point.

VDOT updated the Commission on the I-495 Express Lanes study, looking at the beltway from the Springfield 'Mixing Bowl' interchange to the Wilson Bridge. Mr. Kane noted the City has two key concerns – first that any expansion be limited to the existing footprint (VDOT assured any expansion options would be contained within the existing soundwalls), and that any plans must preserve the option for mass transit across the Wilson Bridge. Ms. Orr noted that the City sent a letter to VDOT, posted on the City's website.

Mr. Kane also noted the Commission's public hearing on the City's long range plan, and that the Commission received a presentation on the draft Complete Streets Five Year Plan.

Ms. Tucker and Mr. Kane also asked for additional staff effort to secure WiFi access for Board members; Mr. Block agreed to do so, and noted he personally has difficulty in logging on to the public network at times.

ADJOURNMENT

Mr. Kane moved to adjourn the meeting; Ms. Ebbers seconded. The motion was adopted unanimously. The meeting adjourned at 9:22 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 3

ISSUE: Written Staff Updates & Public Hearing Follow-up

- A. Metro Shutdown Mitigation
- B. Automated Speed Enforcement
- C. Complete Streets Five Year Plan
- D. Duke Street Traffic Mitigation Pilot – Phase II

A. Metro Shutdown Mitigation:

From September 10 until October 28, the Washington Metropolitan Area Transit Authority (WMATA) will close all stations south of Reagan National Airport, including all four stations in Alexandria. This work is to integrate the new Potomac Yard Metrorail station into the rail system, which will open at the end of this period. With no rail service, WMATA will run bus bridges with headways as frequent as every ten minutes.

WMATA has request the following traffic changes are made. The Director of Transportation and Environmental Services (T&ES) will make these changes, as they fall within the 90 day limit for temporary changes. These changes are the following:

- Removal of four parking spaces on the northeast corner of West St and King St. These spaces are on West St and immediately facing King St
- Placing of traffic barriers on King St immediately west of West St, where there is currently a parklet. The City will work with this parklet host to relocate activity for the duration of this closure

Additionally, the City will have Alexandria Police Department (APD) traffic officers directing traffic as appropriate. This may be needed at intersections that are more difficult for buses. For instance, WMATA currently plans to route buses north onto Cameron St, pick up and drop off at the north entrance of King St – Old Town Metrorail Station, then turn left onto either King St or Cameron St. As those turns are unsignalized, APD traffic control may be necessary.

B. Automated Speed Enforcement

In 2020, the Code of Virginia was amended to allow the use of automated speed enforcement, also known as speed cameras, in school zones and work zones. In May 2022, Alexandria City Council approved funding for five speed cameras in school zones as part of the Fiscal Year 2023 Budget, with placement of those cameras to be prioritized by the Department of Transportation and Environmental Services. This would be the first time the City has employed the use of speed cameras.

Staff have immediately mobilized to develop and implement this new program. A staff working group, which includes representatives from ACPS, APD, T&ES, and others, has formed to address the various aspects of such a program, including location selection, public communications, procurement, and other critical tasks. This group is working towards the goal of launching the program by early 2023.

A program webpage is expected to be published in the coming weeks. Staff also anticipate presenting a recommended ordinance and any school zone speed limit adjustments associated with this program to the Traffic & Parking Board in the fall.

C. Complete Streets Five Year Plan

At the June Board Meeting, Mr. Kane provided an update about the briefing the Transportation Commission received regarding the Complete Streets Five Year Plan. The link to the recorded presentation is available at the following link beginning at 1:06:

https://alexandria.granicus.com/ViewPublisher.php?view_id=29&coa_view_id=29&coa_clip_id=5520

D. Duke Street Traffic Mitigation Pilot – Phases II

In Fall 2021, staff presented to the Board about the Duke Street Traffic Mitigation Pilot. The first phase ran January – April 2022. This phase included signal timing changes that added green time for Duke Street and Quaker Lane from 4-6 PM to encourage drivers to stay on the arterials rather than cutting through neighborhood streets to access Telegraph Road. While staff is still waiting on data for April, the initial findings showed that 66% of traffic is staying on Quaker Lane (up from 39%). Because we have received positive feedback from the community, staff will be working with them in August and September to discuss and design the Phase II pilot, which would include removing vehicle access from West Taylor Run Parkway to Telegraph Road. Should this pilot advance, this would come before the Board in September.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 5

ISSUE: Consideration of a request for a new Traffic Flow and Safety Procedure Plan at Charles Barrett Elementary School

REQUESTED BY: Alexandria City Public Schools (ACPS)

LOCATION: 1115 Martha Custis Dr.

STAFF RECOMMENDATION: That the Board approve the Charles Barrett Elementary School Traffic Flow and Safety Procedure Plan and installation of signs for the following locations:

- **From Kiss and Ride/School Entrance:** “No Left Turn/No Straight Ahead, Right Turn Only 7:30 AM - 8:00 AM and 2 PM - 3 PM On School Days”
- **Martha Custis EB at Valley Dr:** “No Left Turn 7:30 AM - 8:00 AM and 2 PM - 3 PM On School Days”
- **Valley Drive at Martha Custis:** “No Left Turn/No Straight Ahead, Right Turn Only 7:30 AM - 8:00 AM and 2 PM - 3 PM On School Days”

BACKGROUND: ACPS identified that the existing traffic flow and safety plan for Charles Barrett Elementary School could be modified to improve safety for students and pedestrians during the school’s arrival and dismissal times. Additionally, back up from the Kiss and Ride was impacting traffic flow on both travel lanes for Martha Custis.

Last school year, school staff implemented a temporary solution (Attachment 1) with restricted left turn and straight movement from the Kiss and Ride entrance to Martha Custis and from Valley Drive. Currently, the plan is being managed by a crossing guard and Charles Barrett staff. ACPS is requesting that the traffic flow and safety plan be permanent. ACPS also requests that signs be installed by the City to be able to better enforce vehicular and pedestrian traffic during arrival and dismissal. ACPS will work with T&ES for sign locations and language/design.

DISCUSSION: Observations of the temporary traffic patterns showed that the proposed traffic flow and safety procedure for the passenger vehicle movement during school drop-off and pick up hours increased the safety of students and pedestrians as they arrived and departed the school. Additionally, the controlled flow of traffic reduced conflicts in the turning movements for

vehicles during the school peak hours, among other benefits. City staff reviewed the proposed plan and agree that making the changes permanent will improve safety at the school.

OUTREACH: This plan has received input from Charles Barrett administration and staff, ACPS Safety and Security, ACPS Pupil Transportation and Fleet Management, and the Office of Capital Programs, Planning and Design. Additionally, letters were sent to neighbors to inform them of this traffic change prior to last school year; no concerns have been raised by neighbors to date.

Charles Barrett Elementary School – NEW Traffic Flow **SAFETY** Procedure



Attachment 1:
Map of Traffic Flow and Safety Procedure

- == CROSSWALK
 - ➡ REQUIRED TRAFFIC FLOW
 - ➡ KISS-n-RIDE DROP-OFF
 - ▲ TRAFFIC CONES
 - ➡ NO LEFT TURNS or VEHICLES CROSSING TRAFFIC (NO STRAIGHT) From This Lane (RIGHT TURNS ONLY)
- Keys to Success**

 1. Arrive early, be patient and follow directions during ARRIVAL (7:30-8:00 AM) and Dismissal (2:15-2:45 PM)
 2. Follow the required traffic flow pattern. Follow NO LEFT Turn rules.
 3. Only use designated Kiss-n-Ride drop-off area.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 6

ISSUE: Installation of Residential Permit Parking District 13 Signage in Potomac Yard

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: Potomac Yard (Residential Permit Parking District 13)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install signs on the following block of the Potomac Yard neighborhood with 2-hour parking restrictions from 8:00 AM to 5:00 PM, Monday through Saturday, Residential Permit Parking (RPP) District 13 permit holders exempt:

- 2500 Block of Main Line Blvd
- 2400 Block of Main Line Blvd
- 2400 Block of Conoy St
- 700 Block of Annie Rose Ave
- 2200 Block of Potomac Ave
- 700 Block of E Custis Ave
- 600 Block of E Custis Ave
- 700 Block of Diamond Ave
- 2000 Block of Main Line Blvd
- 2100 Block of Main Line Blvd
- 2000 Block of Potomac Ave
- 700 Block of E Howell Ave
- 1800 Block of Potomac Ave
- 1900 Block of Potomac Ave
- 600 Block of Bluemont Ave

BACKGROUND: Residents of Potomac Yard have been interested in being part of a RPP District due to the pending completion of the Potomac Yard Metro station. Staff worked with the Potomac Yard Homeowners Association (HOA) to develop a boundary for a new RPP district, shown in Attachment 1. The intent of this RPP District is to mitigate the impact of commuter parking in the neighborhood that may arise due to its proximity to the future Potomac Yard Metro Station, which is anticipated to open in fall 2022.

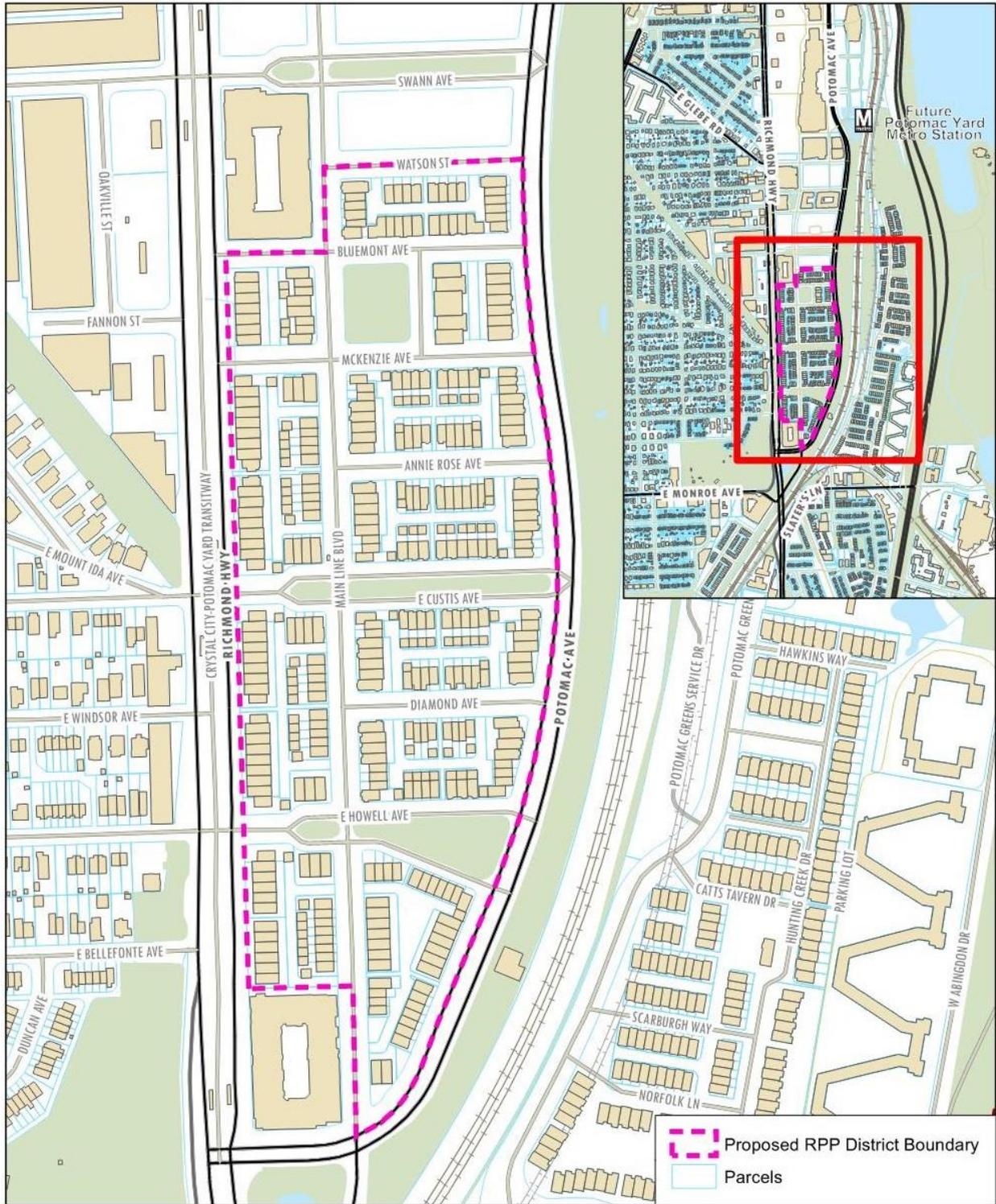
In 2021, the Board approved the creation of RPP District 13 for the Potomac Yard neighborhood, followed by the City Council's approval.

City staff notified the Potomac Yard HOA that every block would be required to complete and submit a petition (Attachment 2) prior to June 24, 2022, in support of installing parking restrictions signage to be guaranteed that this signage would be installed and enforced in time for opening day of the Potomac Yard Metrorail Station. Petitions submitted after June 24, 2022, will still be brought before the Board in a timely manner, but City staff cannot guarantee that signage will be installed in time for opening day of the station. As a result, Potomac Yard residents collected the necessary signatures for installing signage on the aforementioned blocks and submitted documentation to the City in June 2022.

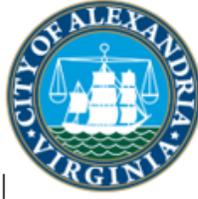
DISCUSSION: City staff verified that the submitted petitions met the 50% signature requirement in Code for installing parking restrictions on each of the blocks. All submitted petitions received and verified requested parking restrictions of 8:00 AM to 5:00 PM, Monday through Saturday. Staff are not aware of any interest in parking restrictions lasting until later in the evening than 5:00 PM.

OUTREACH: In addition to mailing ballots to all residential properties in the proposed district prior to the creation of the District, staff worked closely with members of the Potomac Yard HOA to provide updates to the community on the petitions and signatures of support required to install parking restrictions signage.

Attachment 1:
District Boundary



Attachment 2:
Blank Petition



**Process for Adding Residential Permit Parking Signage in
RPP District 13 – Potomac Yard**

In 2021, residents of Potomac Yard voted via a ballot process to create a Residential Permit Parking (RPP) District. With the creation of District 13, the residents of a block located within the District can petition for signs restricting parking to be posted on their particular block.

The standard parking restrictions for District 13 will be 2-hour parking, 8AM-5PM, Monday-Saturday, except for holders of District 13 Permits.

Residents can:

- A. **Petition for the standard parking restrictions.** After receiving a valid petition from a block within District 13, City staff will post signs as soon as the RPP District is ready to administer permits. No further action from residents will be required.
- B. **Petition for non-standard parking restrictions**, with different days or times for parking to be restricted. After receiving a valid petition from a block within District 13, the issue must be reviewed by the Traffic and Parking Board at a public hearing;
- C. **Take no action.** The existing parking regulations (or lack thereof) will remain unchanged.

After receiving a valid petition, City staff will confirm that the signature requirements have been met. If residents are requesting non-standard restrictions, staff will schedule the request for review by the Traffic and Parking Board at a public hearing. The Board will consider the request and make a recommendation to the Director of the Transportation and Environmental Services Department for approval or denial.

Information about the Traffic and Parking Board, including the Board's meeting schedule and agenda can be found at: alexandriava.gov/TrafficParkingBoard.

For more information on Permit Parking Districts, please refer to the Frequently Asked Questions (FAQs) at alexandriava.gov/Parking.

Frequently Asked Questions

Can owners of a rental property sign the petition?

Only persons residing at the property can sign the petition. If an owner of a property included in a petition does not live at the property, he or she is not eligible to sign the petition. Renters of the property are eligible to sign the petition.

Can multiple occupants sign the petition to meet the 50% requirement?

Yes, but only one signature per residential property will be counted towards the 50% requirement.

What is considered a block?

A block is the portion of a city street between two intersecting streets or, in the case of a dead-end street, such as a cul-de-sac, between the street's end and an intersecting street. Each block includes both sides of a street.

How are corner properties counted?

Corner properties should be included on any petition affecting the property's frontage. A corner property may not be addressed with the subject street, but would still be included in the overall petition since signage would be adjacent to the property.

When does the Traffic and Parking Board meet?

The Board typically meets once a month on the 4th Monday of the month. For more details about the Board's schedule and meeting agendas, please visit www.alexandriava.gov/trafficparkingboard.



Petition for Adding, Modifying, or Removing Residential Permit Parking Signage in District 13 (Potomac Yard)

Block Contact: _____

Address: _____

Telephone: _____ **Email:** _____

1. Proposed Change (Select one)

- Adopt standard signage restrictions
- Request non-standard signage restrictions

The standard signage restrictions are for 2-hour parking, from 8AM-5PM, Monday-Saturday

Requests for the standard signage restrictions can be implemented administratively by Staff. Any petitions for non-standard restrictions must have a public hearing before the Traffic and Parking Board.

Block (e.g., the 100 block of Main Street):

2. Proposed Restrictions (*Only if this block is requesting non-standard restrictions in Question 1.*)

Select an option on each line:

- Two Hours
- Three Hours
- 8AM-5PM
- 8AM-11PM
- 8AM-2AM (next day)*
- Monday-Friday
- Monday-Saturday
- No Sunday Restrictions
- Sunday 11AM-11PM
- Sunday 11AM-2AM (next day)*

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Mobility Services Division – Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314
Email: max.devilliers@alexandriava.gov
Phone: (703) 746-4245

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 7

ISSUE: Consideration of removal of five (5) parking spaces along North Pitt Street and Pendleton Street to accommodate DASH Line 34 realignment.

REQUESTED BY: DASH & City Staff

LOCATION: North Pitt Street and Pendleton Street

STAFF RECOMMENDATION: That the Board approve the removal of five (5) parking spaces along North Pitt Street and Pendleton Street to allow DASH Line 34 to be shifted from North Fairfax Street to North Pitt Street to provide better bus service in Old Town North.

BACKGROUND: The Alexandria Transit Company (DASH) Board of Directors – which is responsible for the oversight of all bus service changes – approved the FY 2023 ATC Transit Development Plan (TDP) with two significant route changes for Line 34 in Old Town North in June. As shown in Attachments 1 & 2 below, the proposed changes include a realignment of the Line 34 route from Braddock Road Metro to the new Potomac Yard Metrorail Station, as well as a shifting of the Line 34 route in Old Town North from North Fairfax Street to North Pitt Street for five (5) blocks between Pendleton Street and 2nd Street.

The purpose of the route changes to Line 34 is to provide more useful bus service for the Old Town North community, including the segment of North Pitt Street just south of Madison Street which lacks bus service, despite significant residential and commercial density. The new routing would provide a direct connection from this community to Potomac Yard, including the new Metrorail station and the planned Virginia Tech Innovation Campus. This proposed change is consistent with the goals and recommendations of the Alexandria Transit Vision Plan that was approved by the DASH Board of Directors in 2019 as well as the Alexandria Mobility Plan, which was adopted by Alexandria City Council in 2021.

The Line 34 realignment to North Pitt Street will require the removal of five (5) parking spaces to allow for safe bus turning movements and ADA accessibility at stops.

DISCUSSION: The original proposal for Line 34 that was presented to the community during the public outreach process for the FY 2023 ATC Transit Development Plan would have shifted the route from North Fairfax Street to North Pitt Street for nearly ten (10) blocks between King

Street and 2nd Street. The original proposal generated a significant number of negative comments from residents along North Pitt Street due to perceived negative impacts on traffic, parking, noise and neighborhood character that would be created by buses operating along the corridor. Based on this feedback, DASH staff modified the proposed Line 34 routing to only operate on North Pitt Street for five (5) additional blocks, between Pendleton Street and 2nd Street. Staff determined that this compromise would reduce or eliminate the impact for more than 80 percent of the residents along North Pitt Street that had voiced their concerns. This modified Line 34 alignment, which is reflected in the approved FY 2023 ATC Transit Development Plan, is shown in Attachments 1 & 2.

These spaces must be removed in order to ensure that buses will be able to operate safely along the new routing and to pull to the curb at the new bus stop locations. The diagrams included as Attachment 3 depict the new bus stops and parking removals that would be required.

Throughout the planning process for this route change, DASH staff have recognized the importance of minimizing any impact on parking spaces in Old Town North. The final Line 34 routing alignment and the locations of the new bus stops were selected to reduce the number of parking spaces that must be removed. By taking this approach, staff were able to revise the final bus stop locations so as to reduce the parking impact from a net loss of ten spaces to a net loss of five total spaces across seven blocks.

More recent public outreach was also conducted in recent weeks to let the North Pitt Street community know that the Traffic and Parking Board would be considering the proposed parking modifications. This outreach included additional flyers posted in the locations where parking spaces would be removed and additional outreach to the NOTICE civic association.

COMMUNITY OUTREACH: As part of the FY 2023 Transit Development Plan process, DASH staff have conducted extensive public outreach in support of the TDP and the Line 34 changes. This outreach included community meetings, public hearings, on-street flyers along the planned route segment, onboard bus posters, online engagement, and meetings with NOTICE, the civic association that represents Old Town North. DASH staff also provided a presentation to the City's Traffic & Parking Board on April 25th to provide information about the proposed changes to Line 34 and the potential impact on parking.

A full summary of the public outreach that was conducted is included as Attachment 4.

More recent public outreach was also conducted in recent weeks to let the North Pitt Street community know that the Traffic and Parking Board would be considering the proposed parking modifications. This outreach included additional flyers posted in the locations where parking spaces would be removed and additional outreach to the NOTICE civic association

ATTACHMENTS:

Attachment 1: Line 34 Proposed Changes

Attachment 2: New Line 34 Route Map with Bus Stop & Parking Removal Locations

Attachment 3: Parking Impact Diagrams

Attachment 4: Outreach Summary for FY 2023 TDP & Line 34 Proposal

Attachment 1:
Existing and Planned Line 34 Routes



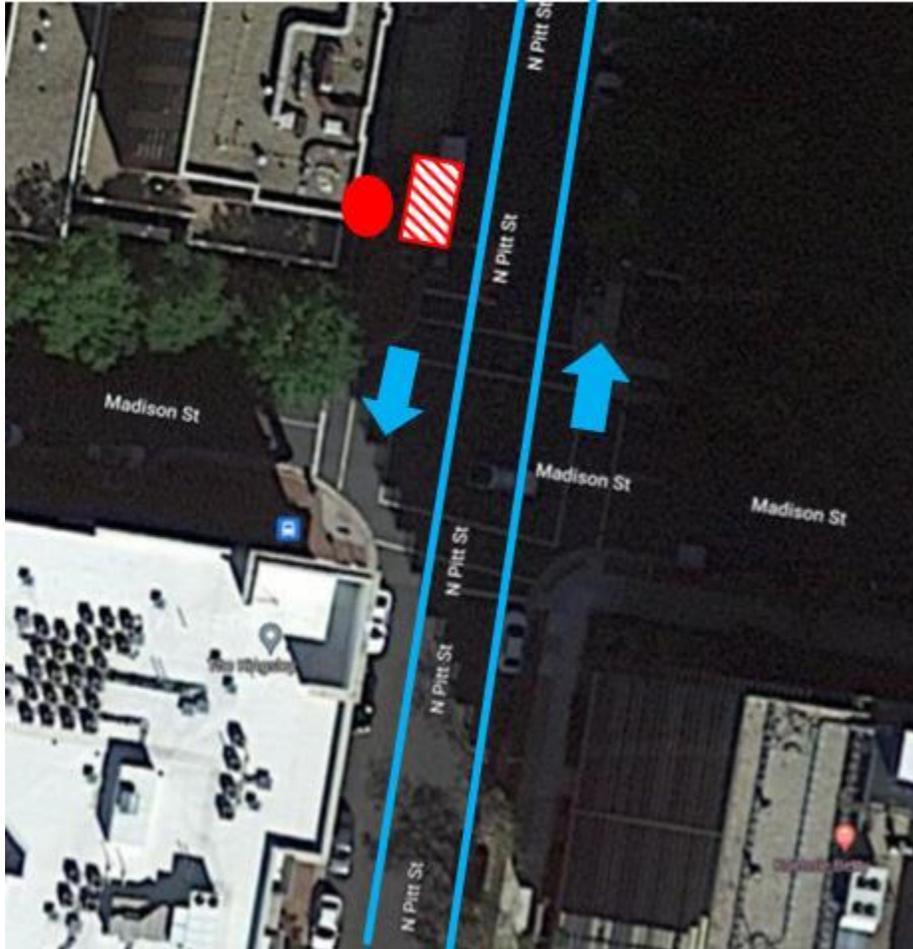
Attachment 2:

New Line 34 Route Map with Bus Stop & Parking Removal Locations



Attachment 3:
Parking Impact Diagrams

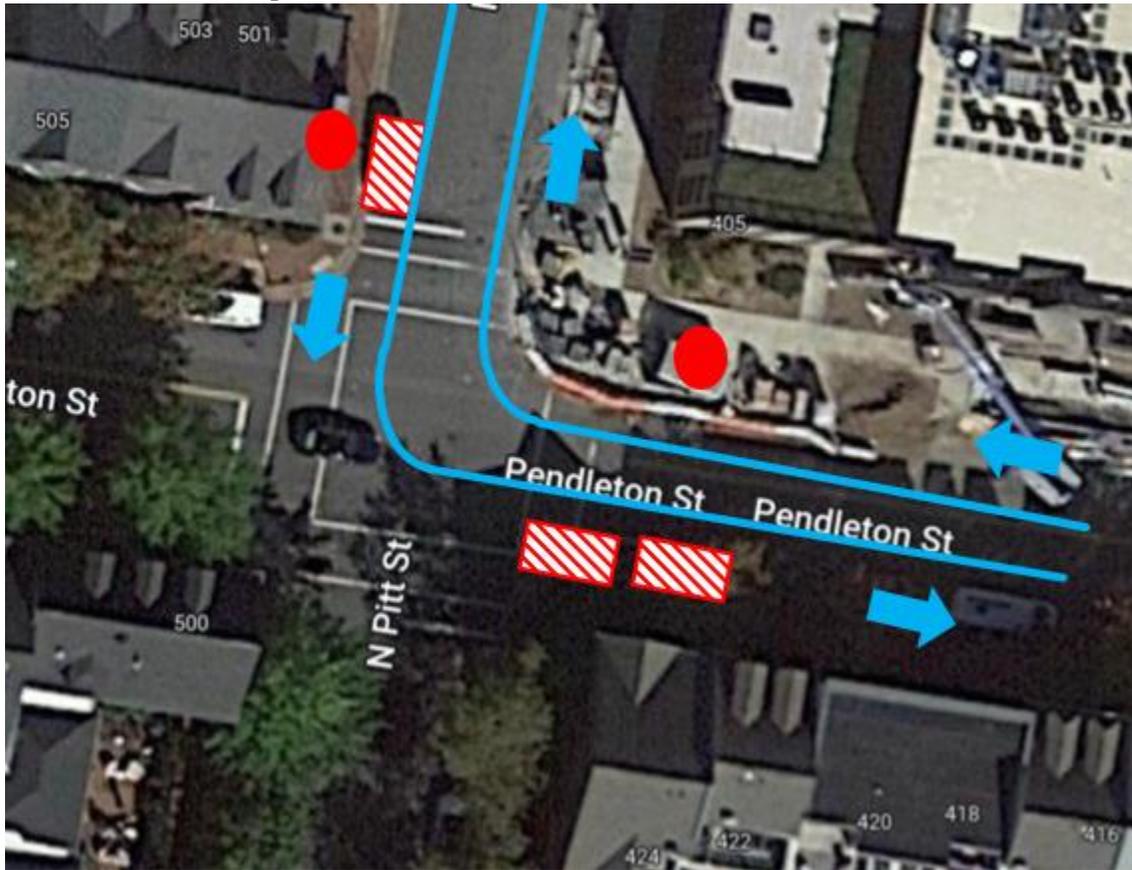
Pitt & Madison: 1 space removed



Streetview:



Pitt & Pendleton: 3 spaces removed



Streetview:

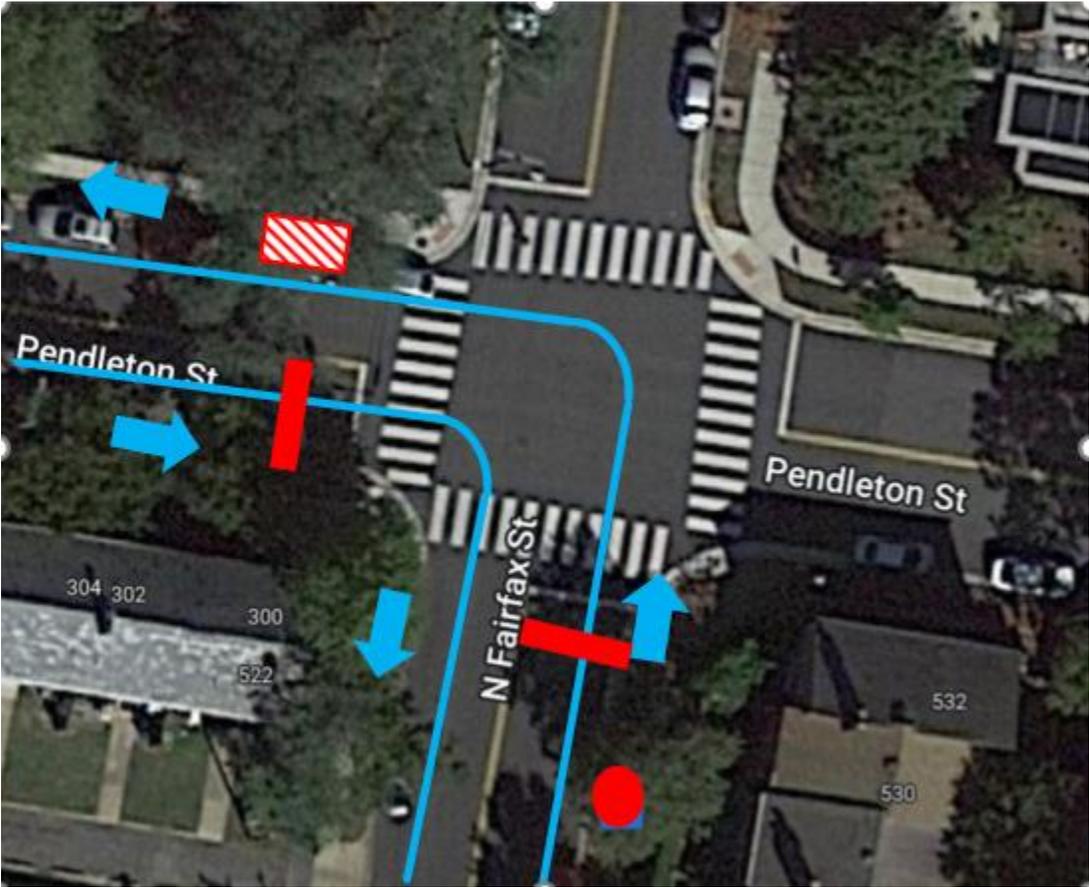
SB Pitt @ Pendleton (1 Space)



EB Pendleton @ Pitt (2 Spaces)



Fairfax & Pendleton: 1 Space Removed



Streetview:



Attachment 4:

Outreach Summary for FY 2023 TDP & Line 34 Proposal

PUBLIC OUTREACH SUMMARY

A summary of the DASH public outreach efforts for the FY23 TDP and Line 34 is included below. Additional information about TDP outreach can be found at

<https://www.dashbus.com/tdp>:

- **TDP Community Meetings.** DASH conducted two virtual community meetings on March 22 and March 31 to provide information on the proposed changes and receive any questions or feedback. The recordings of these meetings were also posted on the DASH Facebook page for later viewing. A total of 397 individuals attended these meetings or viewed the meeting recording afterwards.
- **TDP Public Hearings.** DASH conducted a special TDP Public Hearing during its April 13th Board of Directors meeting, and will also be taking public comments related to the TDP at the May 4th Board meeting. A total of six (6) public comments – all relating to Line 34 – were provided at the public hearing on April 13th. The public hearing video was viewed 91 times on Facebook.
- **NOTICE Meeting.** DASH staff attending the NOTICE (North Old Town Independent Civic Association) meeting on Monday, April 11 to provide information about the proposed Line 34 changes and to receive feedback. Additional emails were sent to NOTICE in March and April with FAQ information about the proposal and upcoming public hearings.
- **Line 34 FAQ's.** Staff prepared a 5-page FAQ document based on questions about the Line 34 proposal on North Pitt Street that were received from the community. The document was posted on the DASH website and provided to everyone who submitted public comments.
- **Transportation Commission Meeting.** DASH staff presented the draft TDP changes to the Transportation Commission meeting on Wednesday, April 20th.
- **Traffic & Parking Board Meeting.** DASH staff presented the draft TDP changes to the Transportation Commission meeting on Monday, April 25th to advise them of potential future parking/traffic implications.
- **Alexandria Commission on Aging (Transportation Committee).** DASH staff presented the draft TDP changes to the COA Transportation Committee at their meeting on Monday, March 21.
- **Pop-Up Events at Transit Centers.** DASH staff conducted nine “pop-up” events at transit centers around the city like Braddock Road Metro, King Street Metro and Southern Towers.
- **Community Group Outreach.** DASH staff reached out via email to more than 50 community groups across the City to let them know about the FY23 Transit Development Plan, and to request that they help to distribute information to their members about the proposed changes and how to get involved or provide input.

- **On-Street/Bus Stop Flyers.** Special flyers were posted at more than 40 bus stop and on-street locations in Potomac Yard and Old Town that would be impacted by the proposed service changes, including N. Pitt Street. Flyers were posted the week of March 14th alerting riders and residents to the proposal and providing info on how feedback could be submitted.
- **On-Board Posters.** Posters were installed on all DASH buses in English, Spanish and Amharic to alert riders of the proposed service changes and the opportunities to provide feedback.
- **DASH Website Updates.** The DASH website includes extensive information on the FY 2023 TDP document and service change proposals at www.dashbus.com/tdp. Over 600 visits to the TDP website were made during the public outreach period.
- **E-Blast Announcements.** DASH has sent six (6) emails to the DASH e-mail update list about the proposed FY 2023 TDP changes. This list currently includes over 8,500 subscribers.
- **Social Media.** DASH staff created nearly 40 unique social media posts related to the FY 2023 TDP process and proposed changes on Facebook, Twitter, Instagram and LinkedIn.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 8

ISSUE: Installation of Residential Permit Parking District 14 Signage in Potomac Greens

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: Potomac Greens (Residential Permit Parking District 14)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install signs with 2-hour parking restrictions from 8:00 AM to 5:00 PM, Monday through Saturday, Residential Permit Parking (RPP) District 14 permitholders exempt, on the following blocks (each block within the District):

- 1800 Block of Carpenter Road
- 1800 Block of Potomac Greens Drive
- 700 Block of Lyles Lane
- 700 Block of Rose Square
- 700 Block of Miller Lane
- 1700 Block of Carpenter Road
- 1700 Block of Potomac Greens Drive
- 700 Block of Day Lane
- 700 Block of Bracey Lane
- 700 Block of Carpenter Road

Staff also recommends that the Board approve City staff's ability to administratively extend the parking restriction hours to 11 PM—with notice to the HOA—if there is a demonstrated need to do so in the six months following the opening of the Potomac Yard Metrorail Station.

BACKGROUND: Residents of Potomac Greens have been interested in being part of a RPP District due to the pending completion of the Potomac Yard Metro station. Staff worked with the Potomac Greens Homeowners Association (HOA) to develop a boundary for a new RPP district, shown in Attachment 1. The intent of this RPP District is to mitigate the impact of commuter parking in the neighborhood that may arise due to its proximity to the future Potomac Yard Metro Station, which is anticipated to open in fall 2022.

In February 2022, ballots (Attachment 2) including a vote for the creation of the District as well as a vote for the installation of parking restriction signage were mailed to each residence in Potomac Greens. Ballot responses were received by the end of March 2022 in overwhelming support of creating the District, and City staff found that almost every block supported the installation of parking restriction signage. A subsequent petition process verified that each of the blocks in Potomac Greens exceeded the 50% threshold to request parking restrictions.

In May 2022, the Board approved the creation of RPP District 14 for the Potomac Greens neighborhood, followed by the City Council's approval in June 2022.

DISCUSSION: City staff verified that the submitted petitions and ballots met the requirements in Code for installing parking restrictions signage on every block in Potomac Greens. The initial ballot request included the Potomac Greens' HOA preference for parking restrictions from 8 AM to 11 PM. Ballots were collected with the understanding of restrictions extending until 11 PM.

Based on the comparison with other RPP restrictions in the City near Metro stations (see Figure 1), Staff recommend an initial approval of parking restrictions until 5 PM District-wide, with the permission for City staff to evaluate the occupancy of on-street parking spaces throughout the District on a by-resident-request basis and adapt a block's posted parking restrictions accordingly if, after 5 PM, more than 75% of the on-street spaces on a given block are occupied by vehicles registered to addresses outside of the District.

After collecting ballots, Staff developed concerns about the necessity of an 11 PM end time for parking restrictions in this area, noting the additional strain on the Parking Enforcement team, that most of the RPP restrictions in the City near a Metro Station end at 5 PM, and that this is a new parking District created with a new process and without the data collection about the scope of potential non-resident parking.

Because the ballot-initiated process for creating a district precedes (by design) the existence of a parking problem, Staff are recommending a shorter span of restrictions during the initial installation.

Figure 1: List of Residential Permit Parking restrictions within a 1/4-mile radius around Metro Stations

- **King Street-Old Town Metrorail Station** (*NOTE: all are within 2 blocks of the King Street Commercial Area*)
 - 3-hr, 8AM-5PM, Mon-Fri
 - Commonwealth Ave (1-min walk)
 - Sunset Dr (2-min walk)
 - Mt Vernon Ave (3-min walk)
 - Russel Rd (5-min walk)
 - W Cedar St (5-min walk)
 - W Rosemont Ave (6-min walk)
 - W Linden St (8-min walk)
 - 2-hr, 8AM-11PM, Mon-Fri

- Buchanan St (2-min walk)
 - N Peyton St (6-min walk) (adjacent to King Street)
 - 2-hr, 8AM-11PM, Mon-Sat & 11AM-11PM Sunday
 - Cameron St (2-min walk) (adjacent to a hotel)
 - 2-hr, 8AM-2AM, Mon-Sat & 11AM-2AM Sunday
 - Harvard St (4-min walk) (adjacent to King Street and a hotel)
- **Braddock Road Metrorail Station**
 - 3-hr, 8AM-5PM, Mon-Fri
 - N West St (1-min walk)
 - Wythe St (2-min walk)
 - Madison St (2-min walk)
 - N Payne St (4-min walk)
 - E Oak St (5-min walk)
 - Mt Vernon Ave (5-min walk)
 - E Braddock Rd (5-min walk)
 - Ramsey St (6-min walk)
 - E Walnut St (6-min walk)
 - 2-hr, 8AM-11PM, Mon-Fri
 - Pendleton St (4-min walk)

OUTREACH: In addition to mailing ballots to all residential properties in the proposed district area, staff worked closely with members of the Potomac Greens HOA to provide updates to the community on the petitions and signatures of support required to install parking restrictions signage. Staff also attended HOA meetings on February 24 and June 23, 2022. Many residents of Potomac Greens are strongly requesting parking restrictions that last until 11:00 PM, and until 2:00 AM on blocks closer to the Metrorail station, given their close proximity to the station entrance.

Attachment 1:
District Boundary



FIGURE 1: Proposed Potomac Greens Residential Permit Parking District Boundary

Attachment 2:
Sample Ballot Letter



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

Mobility Services Division | 421 King Street, Suite 235 | Alexandria, Virginia 22314

RESIDENT
709 BRACEY LA
ALEXANDRIA, VA 22314

Dear Resident,

The Residential Permit Parking Program aims to make parking more accessible for residents in areas with significant commuter or visitor parking. The program limits on-street parking in defined residential districts to two or three hours unless a vehicle has a residential parking permit.

The City is proposing a new Residential Permit Parking (RPP) District for the Potomac Greens neighborhood through a resident ballot process. The proposed district boundary is shown in Figure 1 on the second page of this letter. Please indicate if your household supports or opposes the creation of this new RPP District using the ballot information on the third page of this letter by **March 28, 2022**. Additional information regarding Residential Permit Parking is available below.

Residents of Potomac Greens have expressed interest in being part of a RPP District in the past but have not been able to meet the criteria for a district defined in City Code. An RPP District could help mitigate commuter parking issues that may arise from the proximity to the future Potomac Yard Metro Station. In December 2019, Alexandria City Council approved amendments to the City Code that allow city staff to initiate the process for new RPP districts through a resident ballot process. Per updated Code Section 5-8-73(b), the City must receive responses from occupants of more than 50% of the residences in the proposed new district and at least 60% of the responses must be in support of the new district. If those criteria are met, the new district will be considered by Traffic and Parking Board and City Council for approval.

If an RPP District is approved, the residents of a block can petition the City to add parking restrictions to their block. Residents will be able to choose either the standard parking restrictions for the District or customized ones. If an RPP District is approved, residents will be required to purchase RPP permits from the City by the time signs are posted to be able to park on the street beyond the posted time limits. At this time, the cost to purchase a permit is \$40 for the first vehicle, \$50 for the second, and \$150 for additional vehicles.

More information about the Residential Permit Parking program is available at alexandriava.gov/Parking. If you have any questions or concerns about this implementation, please contact Max Devilliers, Urban Planner with the Department of Transportation and Environmental Services, at max.devilliers@alexandriava.gov or 703-746-4245.

Thank you,
Transportation and Environmental Services
City of Alexandria

**POTOMAC GREENS RESIDENTIAL PERMIT PARKING DISTRICT
RESIDENT BALLOT**

Please provide the information below and indicate if your household supports or opposes the creation of a new Residential Permit Parking District for Potomac Greens. Please return ballot by **March 28, 2022**.

To return your ballot online rather than returning this paper ballot, please complete the form available at:

Website: <https://www.research.net/r/PG-RPP> (or scan QR Code)

Survey Password: PGResident2022

Address PIN (unique to your address): 3031



Please return only one response per household *either* by paper ballot or online.

709 BRACEY LA
ALEXANDRIA, VA 22314

NAME _____

EMAIL _____

PHONE _____

1. Please check one:

- I support the creation of a new Residential Permit Parking District** for Potomac Greens encompassing the area shown in Figure 1.

I understand that if a district is created to include our blocks and signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle to be parked on the street and that we will also need to obtain guest passes to allow guests to park on the street beyond restriction time limits.

- I oppose the creation of a new Residential Permit Parking District** for Potomac Greens encompassing the area shown in Figure 1.

2. If you support Question 1, please check one of the following parking restriction options:

- I support the creation of standard parking restrictions (2-Hour Parking 8AM-11PM, Mon-Sat, Permit Holders Exempt) for the entire Potomac Greens Residential Permit Parking District.**
- I support allowing individual blocks of the Potomac Greens Residential Permit Parking District to petition the City for customized parking regulations**, knowing that each of these petitions will have to go to public hearing with the Traffic and Parking Board.

SIGNATURE _____ DATE _____

By signing this letter, you are confirming that you are a resident of the address provided above.

Return completed ballot by March 28, 2022 to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division – Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email: max.devilliers@alexandriava.gov
Phone: (703) 746-4245



FIGURE 1: Proposed Potomac Greens Residential Permit Parking District Boundary

Frequently Asked Questions

Can owners of rental properties sign the petition?

Only persons residing at the property can sign the petition. If an owner of property included in a petition does not live at the property, he is not eligible to sign the petition. Renters of the property are eligible to sign the petition.

Can multiple occupants sign the petition to meet the signature requirement?

Only one signature per residential property will be counted towards the signature requirement.

Who is eligible to obtain parking permits?

Only persons who maintain their residence within the boundaries of a permit parking district are eligible to obtain parking permits.

Is there a charge for a residential permit parking permit?

Yes. The fee for the residential parking permit is \$40 for the first vehicle, \$50 for the second vehicle, and \$150 for each additional vehicle. Guest permits are available for up to 7 days at no cost and visitor permits are available for up to 30 days for \$5.

Will there be RPP restrictions posted on all streets within the proposed RPP boundary?

No. There can be blocks within an RPP district where residents are eligible for permits, but RPP restrictions are not posted on the block. Staff will work with residents to determine if any blocks will be posted with RPP restrictions as part of the creation of the district, or if the restrictions will be added on a block by block basis using the petition process outlined in City Code.

When does the Traffic and Parking Board meet?

The Board typically meets once a month on the 4th Monday of the month. For more details about the Board's schedule and meeting agendas, please visit www.alexandriava.gov/trafficparkingboard.

For more information about the Residential Permit Parking Program visit alexandriava.gov/Parking.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 9

ISSUE: Consideration of Parking Removal on Polk Avenue for a Sidewalk

REQUESTED BY: City Staff

LOCATION: Polk Avenue between North Pelham Street and Palmer Place

STAFF RECOMMENDATION: That the Board recommend removing nine on-street parking spaces on the north side of Polk Avenue between North Pelham Street and Palmer Place to support the addition of a sidewalk.

BACKGROUND: In 2017, the City, in partnership with Alexandria City Public Schools, performed Safe Routes to School walk audits for all of the City's 13 elementary and K-8 schools. The purpose of these walk audits was to identify safety challenges that affect students walking and biking to and from school, and develop infrastructure recommendations to address these challenges.

A recommendation from the [Polk Elementary Safe Routes to School Walk Audit Report](#) is to fill the existing sidewalk gap on Polk Avenue between North Pelham Street and Palmer Place.

The City's adopted [Complete Streets Policy](#) is to provide streets that allow for safe and convenient travel for everyone, especially near schools. The [Alexandria Mobility Plan](#) also calls for a continuous, connected sidewalk network.

DISCUSSION: Polk Avenue is a two-lane, local street that provides access to Polk Elementary School, Hammond Middle School, the Brookville-Seminary Valley neighborhood, the Seminary Hill neighborhood, Parkside at Alexandria Condominiums, and a local park.

Currently, there is a sidewalk gap on the north side of Polk Avenue between North Pelham Street and Palmer Place (Attachment 1). Many students from both Polk Elementary and Hammond Middle School walk along this section of Polk Avenue to get to or from school. Students and

other neighborhood residents walking on the north side of the street are forced to either walk in the street, or cross the street to access the sidewalk on the south side.

On the west end of the street, a pedestrian pathway connects Polk Avenue to the Parkside at Alexandria condominium community. Residents accessing Polk Avenue from Parkside are led directly into the street, with no sidewalk available to continue east. This part of the street is on a curve, so residents are either forced to walk in the street or cross where sightlines are limited.

Installing a sidewalk where it is currently missing would allow people walking to continue along their route without being unnecessarily exposed to moving traffic. Staff shared a draft concept plan with the community, which included the addition of a sidewalk on the north side of Polk Avenue. After gathering community feedback, staff revised the draft concept plan to respond to concern from some residents about the impact to trees and the adjacent natural area (Attachment 2). In the revised plan, the sidewalk would be installed further into the street, away from the park. As a result, over 80 percent of the sidewalk would be installed on the existing street footprint, further minimizing the amount of new impervious area. Additionally, this change reduces the number of trees impacted from 5 to 4, with the largest 18” tree being preserved.

As part of this plan, nine parking spaces are proposed to be removed (Attachment 3). This area is part of the District 12 and 12A Residential Parking Permit program. On Polk Avenue between North Pelham Street and North Pegram Street, there are three single-family residential properties that front Polk Avenue, each of which has a private driveway. Meanwhile, there are approximately 50 on-street parking spaces in this same area. On North Pelham Street, there are 21 townhomes and six detached single-family homes. In total, there are over 60 on-street parking spaces available for 27 homes, six of which have private driveways. Based on staff’s observations of the area, even with the reduction of nine spaces, there is sufficient parking available to meet the demand.

Staff received numerous comments directly from residents, with overall support for the addition of a sidewalk. Residents who supported the sidewalk noted that it is unsafe to have to walk in the street or cross, especially near the corner of Polk Avenue and North Pelham Street, where drivers maneuvering around the corner may not see people walking. Several residents noted that they feel vulnerable walking with their children or their dog around the neighborhood due to the lack of sidewalk.

Residents who opposed the sidewalk largely cited concerns about impacts to the park. The sidewalk would not be installed on land designated as open space, but on City public right-of-way. However, staff did revise the plans to alleviate concerns as much as possible. The revised plans reduce the footprint of the project, reduce impervious surface, and reduce impacts to trees. In the revised plan, over 80% of the sidewalk would be built on the existing street footprint instead of 60%, and four trees ranging from 3” to 12” in diameter would be removed, instead of five trees ranging from 3” to 18” in diameter.

Some residents expressed concern regarding the proposed removal of parking. Unfortunately, the project could not avoid impacting parking without introducing more significant impacts to the natural area and increasing project costs. Based on the amount of parking available in the area,

staff believe that the reduction of nine parking spaces is a justifiable tradeoff to provide the sidewalk and minimize impacts to the natural area. Of those who identified parking as their primary concern, most support the idea of installing a sidewalk in general.

Staff also received a suggestion to install crosswalks instead of a sidewalk. Staff disagree that crosswalks are an appropriate substitute for a sidewalk, as residents would still be forced to be exposed to traffic unnecessarily, but did consider adding crosswalks as a supplemental treatment. Crosswalks are not recommended where the sidewalk ends at Polk Avenue and North Pelham Street due to the curvature of the roadway and insufficient sightlines to ensure a reasonably safe crossing. Crosswalks could be installed at the intersection of Polk Avenue and Palmer Place where the sidewalk ends, but up to six additional parking spaces would have to be removed on Polk Avenue. Given the concern expressed by some residents about the proposed reduction in on-street parking, staff are not recommending crosswalks at this time in order to minimize the project's impacts to parking overall.

OUTREACH: The City held a community comment period from early April to late May 2022, which was extended through July 2022 based on resident feedback. Project flyers were mailed directly to residents in the project area on Polk Avenue, North Pelham Street, and Palmer Place (Attachment 4). Project information was also shared with the Brookville-Seminary Valley Civic Association, Seminary Hill Association, and Parkside at Alexandria Condominiums. Additionally, staff performed outreach to the principals and parent-teacher associations (PTAs) at Polk Elementary School and Hammond Middle School. Two community meetings were held for this project, including one with the Polk Elementary PTA and one with the Brookville-Seminary Valley Civic Association. Staff also met on-site with concerned residents to discuss the project.

Staff received support for this project from the Polk Elementary PTA, Polk Elementary School, Hammond Middle School, Parkside at Alexandria Condominiums, and the Department of Recreation, Parks, and Cultural Activities. The Brookville-Seminary Valley Civic Association and the Seminary Hill Association have expressed no stance on the project. A compendium of community comments is provided in Attachment 5.

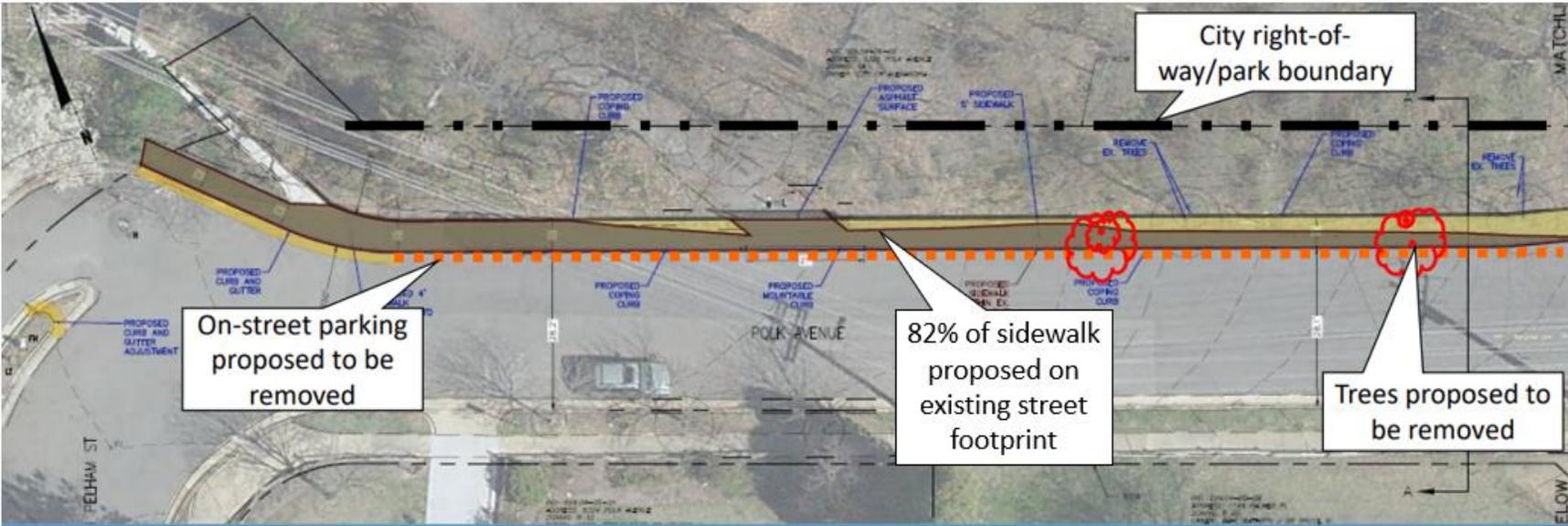
ATTACHMENTS:

- Attachment 1: Project Location
- Attachment 2: Project Revised Draft Conceptual Plan
- Attachment 3: Parking Map
- Attachment 4: Project Flyer
- Attachment 5: Stakeholder Comments

Attachment 1:
Project Location



Attachment 2:
Project Conceptual Plan (Revised)



Attachment 3:
Parking Map



Legend: — On-street parking (Polk Ave and N Pelham St) — Proposed Parking Removal

Attachment 4:
Project Flyer



The City of Alexandria would like your input on filling a sidewalk gap on Polk Avenue near Pelham Street.

This sidewalk would:

- Give people in the neighborhood a safe, dedicated place to walk
- Improve access to the park for neighbors and visitors
- Improve safety and access for schoolchildren walking to Polk Elementary and Hammond Middle School
- Support the City's adopted Alexandria Mobility Plan policy of creating a complete sidewalk network



Here are some things to know:

- The sidewalk would be approximately 250' long, and 5' wide
- This sidewalk was recommended through a Safe Routes to School Walk Audit for Polk Elementary
- The project is within City street right-of-way
- 5 trees and 9 on-street parking spaces would require removal

Please visit the project website to learn more and provide feedback by May 22.



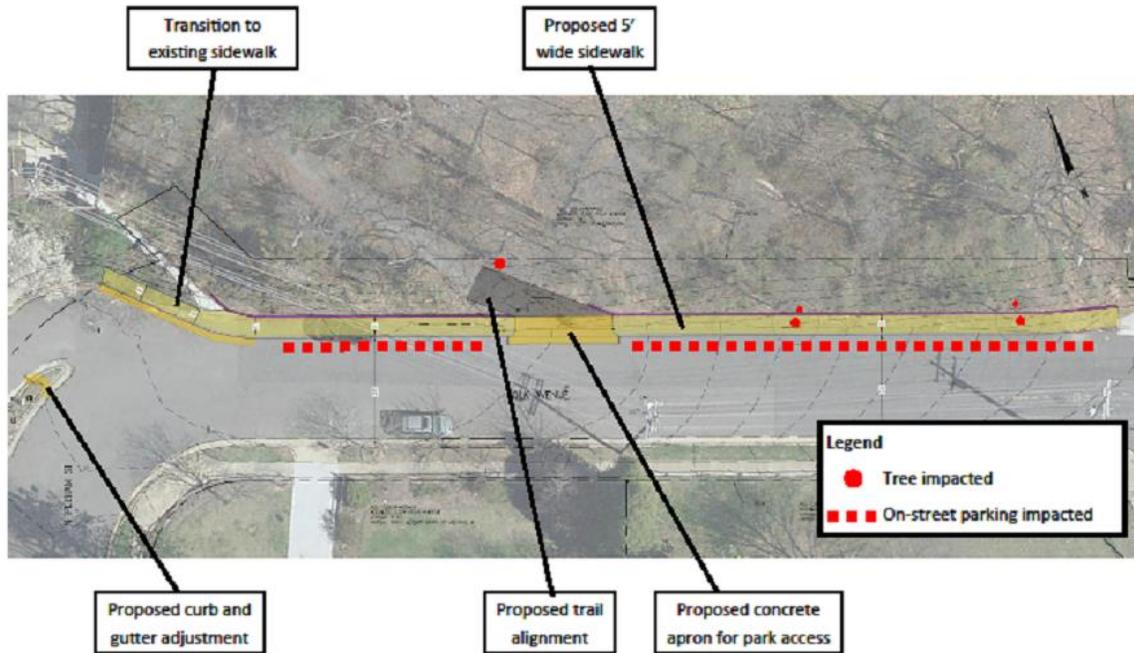
www.alexandriava.gov/transportation-planning/project/polk-avenue-sidewalk-safe-routes-to-school-project

Alex Carroll (she/her)
Complete Streets Program Manager
Department of Transportation &
Environmental Services
Alexandria.Carroll@AlexandriaVA.gov

<https://www.alexandriava.gov/CompleteStreets>

POLK AVENUE SIDEWALK PROJECT

Concept Plan



Attachment 5:
Stakeholder Feedback

Letters/Comments on Behalf of Organizations:

From: Jack Browand <Jack.Browand@alexandriava.gov>
Sent: Thursday, July 14, 2022 2:15 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Judy Lo <Judy.Lo@alexandriava.gov>
Subject: Polk Avenue Sidewalk Proposal

Alex,

The Department of Recreation, Parks & Cultural Activities (RPCA) supports the City's initiative to ensure safe routes to schools and City parks, and in providing safe pedestrian routes for all pedestrians. RPCA appreciated the collaboration and coordination Transportation & Environmental Services implemented to ensure RPCA goals with preserving open space and in minimizing the direct impact on the City's tree canopy were considered in the final design. Although four trees will be removed from the City ROW, RPCA will identify locations within the park where four or more trees may be replanted.

Thanks
Jack

Jack Browand, Deputy Director, Park Services, CPM CPRP
Recreation, Parks & Cultural Activities
1108 Jefferson Street
Alexandria VA 22314
703.746.5504 (office)
202.497.7452 (cell)

From: Polk PTA <talktopolkpta@gmail.com>

Sent: Wednesday, May 18, 2022 7:13 PM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Cc: Carla Carter <ccarter@acps.k12.va.us>

Subject: Letter on Behalf of the Polk PTA re: Sidewalk Continuation on Polk Ave.

Dear Alex Carroll and City of Alexandria T&ES,

On behalf of the James K. Polk Elementary School Parent Teacher Association (PTA), I would like to voice our membership's support for the sidewalk continuation project proposed on Polk Avenue as identified in the 2018 Safe Routes to School study.

One of our highest priorities as a PTA is to advocate for the safety of students and we see the proposed sidewalk as a way to ensure that our students, and the students attending Francis C. Hammond Middle School, remain safely out of the street as they walk to school.

We encourage the City of Alexandria to move forward with the proposed sidewalk continuation project. We are committed to supporting all students' right to a safe route to school.

Thank you,

Chaaron Pearson

President

James K. Polk Elementary School PTA

Email: TalktoPolkPTA@gmail.com

Facebook: www.facebook.com/JamesKPolkPTA

Twitter: [@PolkPTA](https://twitter.com/PolkPTA)



James K Polk Elementary School

5000 Polk Avenue • Alexandria, Virginia 22304

Telephone: (703) 461-4180 • Facsimile: (703) 751-8614 • www.acps.k12.va.us

Carla Carter, Principal ~ India Tillman, Assistant Principal ~ Katherine Loiselle, Assistant Principal

Friday, May 20, 2022

Greetings Ms. Carroll,

I am writing to express my strong support for the City's Polk Avenue Sidewalk Project. This project would increase safety for students walking to and from Polk Elementary School by ensuring that children do not have to walk in the street or cross the street when the sidewalk ends.

I participated in the Safe Routes to School Walk Audit the City led for Polk Elementary School, and I observed how the missing sidewalk on Polk Avenue between Pelham Street and Palmer Place forces children and families to make unsafe choices. School arrival and dismissal times are especially hazardous for children and families walking here, since traffic is heavier during these times. Many Polk students and families walk in this area and would greatly benefit from the proposed sidewalk.

Every year, Polk students take a class on safe walking and biking practices, but education alone is not enough. The proper infrastructure must also be in place to ensure that students arrive safely.

Thank you for taking the time to include me in this process and for moving this important safety project forward.

Sincerely,

Carla P. Carter
Principal

Our vision is to build a proud and inclusive JKP community where we encourage all students to become respectful, responsible, and resilient lifelong learners.

Polk Vision Statement



From: Pierrette P. Finney <pierrette.finney@acps.k12.va.us>
Sent: Thursday, April 28, 2022 4:56 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Kristin M. Donley <kristin.donley@acps.k12.va.us>; Jane E. Davis <jane.davis@acps.k12.va.us>
Subject: Re: Polk Avenue Sidewalk Project

Hi Ms. Carroll,

I've had an opportunity to review the flyer. Thank you for including me in the conversation. I fully support the Polk Avenue project as Hammond has roughly 220 students who are walkers. While all 220 don't walk from that direction, a significant number do as they head to and front school.

Finally, I would love to meet to discuss other safety issues listed below. Please let me know your best availability.

Dr. Pierrette Finney
Principal
Francis C. Hammond Middle School
Secondary Principal Lead

Alexandria City Public Schools
703-461-4100

<https://www.acps.k12.va.us/fch>

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July 11, 2022

To Whom It May Concern,

Parkside at Alexandria Condo Association and its Board of Directors give their full support for the Sidewalk Project on Polk Avenue. We feel this important and necessary sidewalk project is a matter of safety for our resident's children and parents that use this road to get to and from school. Please let us know if you have any questions.

We look forward to hearing from you.

Regards,

Lorenzo Walker, CMCA®, AMS®, PCAM®
General Manager
Parkside at Alexandria

1425-B North Van Dorn Street, Alexandria, Virginia 22304 | parksideatalexandria.com
E generalmanager@parksideatalexandria.com O 703-931-1224 F 703-824-0322

parksideatalexandria.com

Letters/Comments from Individual Stakeholders:

From: Margaux Denham <margauxdenham91@gmail.com>
Sent: Wednesday, April 06, 2022 1:15 PM
To: Lorenzo Walker <walker@parksideatalexandria.com>
Subject: Re: Polk Avenue Sidewalk Project

Hi Lorenzo,

I visited the website and could not see where I could provide feedback. Thus, I am sending my feedback to you!

I think it would be great to have a sidewalk there! it is dangerous without a sidewalk (we walk there everyday to walk our dog and sometimes bring our baby). If you want to use the sidewalk to access the south gate, it is very hard to see cars with the curvy road. There are also tons of kids walking, so it would be safer with a sidewalk.

thank you for sharing!

From: Bryan Bateman <bryman8692@msn.com>
Sent: Thursday, April 07, 2022 8:23 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Polk Avenue Sidewalk Safe Routes to School Project

[You don't often get email from bryman8692@msn.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Good morning Alex,

I am all for this project. Especially since James Polk Elementary School is in such close proximity. My wife and I often walk down Polk Ave at around the same time children are released from school. We live in the Parkside townhome community that has gated access to Polk Ave.

Since parking is permitted on the side of the street with no sidewalk, we've seen children have to walk around parked cars and therefore into the middle of the street. My wife and I have had to do that as well. It can get dicey when cars are also coming down the street at the same time. This project will greatly improve the safety of all pedestrians in this neighborhood.

Thank you,
Bryan Bateman
201-835-5165

From: Andrea Schwartz Freeburg <alschwartzfree@gmail.com>
Sent: Friday, April 08, 2022 4:51 PM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Polk Avenue Sidewalk Safe Routes to School Project

[You don't often get email from alschwartzfree@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Ms. Carroll,

I am a resident at 1038 N Pelham St, and I strongly support the Polk Avenue Sidewalk Safe Routes To School Project. During my time working from home these past two years, I have seen many children walking up N Pelham St in front of our townhome, and then be forced to J-walk across the street right at the corner to connect to the sidewalk that exists on Polk Ave. This street has busses and parents driving their children to school at the same time. I believe it is imperative to give the children a safe and direct way to walk to school without making the choice of walking on a road without a sidewalk or crossing a busy neighborhood street to reach the existing sidewalk. I am a mother of a 2 year old and look forward to sending her to Polk Elementary one day. I hope that she will be able to do this walk safely too. I believe this is critical and demonstrates the city's commitment to children, safety, education, and the environment by providing a safe "green" way for children to get to school. I am excited about this project.

Best Regards,
Andrea Deitz

Sent from my iPhone, please excuse brevity (and typos)

From: Steven Deitz <stevendeitz@gmail.com>
Sent: Friday, April 08, 2022 6:03 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Polk Avenue Sidewalk Safe Routes to School Project

Dear Ms. Carroll,

I received the flyer for the Polk Avenue sidewalk project today. As a resident near this area, I wholeheartedly support this project! It will have a great safety benefit for a relatively small project. Filling the sidewalk would help pedestrians, especially children walking to school, stay safe from traffic. Right now, because of the sidewalk gap, children walking to Polk Elementary from the far side of N. Pelham St are forced to cross the street at the very low visibility corner of Polk and Pelham streets.

I am happy to provide further comment if helpful. Can you please include me on any significant updates to this project? I hope it happens!!!

Sincerely,

Steven Deitz
1038 N Pelham St.

From: Kathy Wahl <kathy.wahl@gmail.com>
Sent: Saturday, April 09, 2022 11:39 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Polk Avenue Sidewalk Safe Routes to School Project

[You don't often get email from kathy.wahl@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Alex

We are familiar with this route as we are the owners of the property pictured across from the proposed sidewalk. We agree that this added sidewalk would provide safer walking on this road. However we also have serious concerns about the project and road safety in general.

1) First, the terrain of the hillside is not level and this project will involve removing a portion of the hill. I see no retaining wall, and no indication if remediation to maintain drainage without initiating an erosion problem is properly planned. I note that a nearby recent sidewalk widening project on a hillside at Hammond on N Pickett (2years ago?) has resulted in serious erosion issues. These have included dislodging of large rocks onto the sidewalk. To date, the city's attempts to fix this have not been successful and the affected area grows with each storm and is repeatedly 'repaired' ineffectively. Sod will not grow on rocks. This does not inspire confidence for the proposed project across from our property.

2) I have reported several times on the daily safety hazard of the speeding school busses coming by along Polk Ave along where the sidewalk is proposed. Calling the bus supervisor accomplished nothing. The most dangerous times are around 3-3:30 pm when the schools are getting out. I'm not sure why this stretch of quiet road and very narrow corner/crowded street on Pelham is a bus route except that there are no speed bumps. The speeding busses are making for a very unsafe environment during school hours and particularly during the times children and families are walking to/from school. Addressing that issue would go a long way towards ensuring safety for our kids and citizens. I invite you to come here on a weekday afternoon and watch the traffic hazard caused by the busses.

Sincerely
Kathy and Bruce Wahl
1148 Palmer Place

Sent from my iPhone

From: Corey Patterson <cwpatters11@gmail.com>
Sent: Friday, April 15, 2022 11:44 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Polk Avenue Sidewalk Safe Routes to School Project

Hello,

I'm writing to express my support for the sidewalk addition. In addition to being beneficial for school-age children, the sidewalk would make it easier for runners and walkers to safely get around the neighborhood.

With so many cars parked on the road and driving by, it's dangerous for pedestrians to have to move into the road in that area on Polk Avenue.

--

Thank you,

Corey Patterson
(770) 367-0578
<https://www.linkedin.com/in/coreypatterson1/>

From: Kate <kate.evans85@gmail.com>
Sent: Saturday, April 16, 2022 11:17 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Polk Avenue Sidewalk Safe Routes to School Project

[You don't often get email from kate.evans85@gmail.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Hello Alexandria Carroll,

I'm a long time resident of Parkside at Alexandria and I'm hoping to provide feedback on the Polk Avenue sidewalk project. I have a dog that I walk daily around the Polk neighborhood. I have to come through the Parkside gate, and I am forced to walk into the street right at Polk and Pelham, where cars tend to speed around the corner. My neighbors with babies, young children, and their pets are forced to do the same every day. Having a sidewalk here would be much safer for us, and it is something we have wanted for years.

I could not find another way to submit feedback other than emailing you.
Please let me know if there is another way that I should be submitting this feedback.

Thank you for your efforts in this!

Sincerely,
Kate Evans

From: Erin Berry Philp <erinjberry@gmail.com>
Sent: Friday, April 29, 2022 4:40 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Comment: Safe Routes to School Walk Audit for Polk Elementary School

Good afternoon -

I wanted to submit my comment in support of the new sidewalk to Polk Elementary School. My family and I live on North Pelham Street and it is a chaotic mess every school morning, since many cars zoom up our street to avoid stop signs on other streets. It is VERY dangerous for students attempting to walk to school.

I not only support a new sidewalk, but I would also support stop signs where North Pelham and Polk meet. I would also support some kind of speeding deterrent, such as a speed table, since cars and school buses frequently reach speeds of around 45-50 miles an hour on our street. My husband and small daughter were almost hit by a speeding school bus one day as he was putting her in her car seat. Speed tables on North Pelham and Polk would greatly deter parents who are carelessly speeding to get their children to school. Pegram has speed tables, and so should these surrounding streets. I have my own child to get to school, and I do not appreciate other people endangering our lives as we try to make it safely to school.

Thank you for the opportunity to voice my support of the initiative.

Sincerely,

Erin Berry Philp
1002 N. Pelham St.
Alexandria, VA 22304

From: Aaron Thomas <athmsvt@gmail.com>
Sent: Friday, May 06, 2022 7:38 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: RE: POLK AVENUE SIDEWALK SAFE ROUTES TO SCHOOL PROJECT

Hi Alex,

My community sent out a notice about the Polk Avenue Sidewalk project and I wanted to express my opposition to the project due to its ineffectiveness and the fact it diverts funds from walkways that have been in disrepair and closed for years. The closed walkways have a real impact on mobility in the community.

Note: The link in the flyer does not work and appears to be incorrect.

The proposed sidewalk does not accomplish the proposed goals, has unnecessary build and maintenance costs, and distracts from shutdown paths that have been in disrepair for years.

- The street already has a dedicated sidewalk to the school. As there are no houses or living units in that stretch, it is not apparent how the project would benefit any resident.
- It would require the destruction of additional trees and greenspace
- Other than the implementation of a small extension of the sidewalk to the exit of Parkside of Alexandria and a crosswalk to the other sidewalk on the other side of the street, there is no value in the project.

- Given the lack of housing on that side of the street where the sidewalk is proposed and the fact it would allocate funds that could serve to repair closed pathways, the project runs counterproductive to the city mobility plan.

Respectfully,
Aaron Thomas
1657B N Van Dorn St

From: burnskathy1036@gmail.com <burnskathy1036@gmail.com>
Sent: Sunday, June 5, 2022 7:51 PM
To: james.calvin.lewis@gmail.com
Cc: Katie North <katie.north@alexandriava.gov>
Subject: [EXTERNAL]Submission for the Alexandria Parking and Traffic Board
Importance: High

June 5, 2022

TO: Alexandria Traffic and Parking Board:
James Lewis, chair, james.calvin.lewis@gmail.com
Ann Tucker, vice chair
Jason Osborne
Ann Ebbers
Casey Kane
Lavonda Bonnard

CC: Katie.North@alexandriava.gov
Liaison to the Parking and Traffic Board

FROM: Kathleen M. Burns, 1036 N. Pelham St.
Alexandria, VA 22304

Chair, on behalf of the BSVCA Open Space Committee
Burnskathy1036@gmail.com
Desk Phone: 703-824-1799
Cell Phone: 703-624-2097

Dear Mr. Lewis and members of the Alexandria Parking and Traffic Board,

We are writing to you about a matter of great concern to our neighborhood in the Brookville-Seminary Valley section in the West End.

Our concern is about a tentative scheduling by your board for June 27, 2022, for a public hearing on the very consequential removal of 9 parking spots on Polk Avenue. But any public details are lacking.

Having served on the Parking Board myself, I am aware of certain basic rules, not only for the Parking and Traffic Board, but for most City boards and commissions. At the top of the list is a mandatory public hearing, and those requesting it, with the requisite "due diligence" in notifying all interested parties who may be impacted by such action.

This has not happened.

Similarly, it is generally required that public signs be posted in the neighborhoods involved in upcoming hearings, at least a month in advance.

This has not happened, so people have no way of knowing this very consequential could occur, without the mandatory input from neighbors.

The only way we tentatively knew a hearing was slated for June 27 was when I called the office of Bob Garbacz to ask the names of current members, he mentioned it to me.

The Brookville-Seminary Valley Civic Association (BSVCA) represents about 600 households. We have 10 members on our new board and the majority are people elected were not previous incumbents. They have energy, enthusiasm and an interest in the community, but it takes time and practice to learn the ropes for being part of a civic association's board.

As part of this transition, they are working to improve the internal communications within our large membership. We received our last all-member BSVCA Newsletter in conjunction with our Quarterly Meeting, held on April 30 via Zoom. While a some of the members read this newsletter online, many of our long-time community residents do not have computers or iPhones so they opted to get printed copies which were delivered in person by Block Captains.

Thus, none of the current BSVCA membership have received any written information on this proposed June 27, 2022, hearing before the Parking and Traffic Board and the complex underlying issues involved.

Similarly, the board is transitioning to a new online service, Mail Chimp, but we have not received any notifications thus far about the hearing for the before the Parking and Traffic Board, of the underlying issues.

Also, the BSVCA website is in transition with a new system. When I checked listings for BSVCA Events (on June 4), the site noted only four upcoming proposed events, for the remainder of 2022, but none had a date or any details.

This included: the Christmas Decorating Contest, the Thanksgiving Run/Walk, the Holmes Run Park Clean-up and the National Night Out.

There is no mention on the BSVCA website of the June 27 Parking Board hearing, which is tied to a proposal by TES for a concrete sidewalk within the borders of the 5325 Polk Avenue Open Space Park. This is not a “new” issue but one which emerged in November 2021, and no information was provided to any of the local residents until April 8, 2022, with a random flyer issued by TES official Alex Carroll, with minimal information.

There does not appear to be the transparency and factual information that one would expect from a local government agency, which is doing little to inform the citizens about a proposed expenditure of taxpayer Money.

The only reason we became aware of the June 27 date was when I called Bob Garbacz, who was the long-time liaison to the Parking and Traffic Board and is currently the TES Division Chief of Traffic Engineering. I had called Bob because the Internet site only listed the names but no contact information, for members of your board. I was most grateful to him for supplying your name, Mr. Lewis, as the chair, as well as those of your colleagues. And I appreciate your ability to forward this note and subsequent correspondence to your colleagues.

As a long-time member of the BSVCA, I respectfully request that the proposed June 27 meeting be postponed until there is adequate time for the members to be notified on why this hearing was slated in the first place, before the requisite public hearing process had occurred. And that it cannot occur until the necessary mechanisms are operational and in full working order, such as the online newsletter; the provision for printed copies of it for those who request it; inclusion in the BSVCA website on the history of this issue; a listing in the Calendar of Events sections for our local papers: Alexandria TIMES, Alexandria Gazette, the West End Patch and the Washington Post METRO and/or Thursday Local Living section; and, significantly, in the City’s own E-News email service (which goes only to those who sign up for it so its distribution is limited and not automatically citywide.)

It would also give the Parking and Traffic Board members the opportunity to actually visit the contested site in person and assess what should be done. They would have time to review the essential background information tied to the proposed elimination of nine parking spots.

There has been a great deal of confusion generated by TES on solving a problem that doesn’t exist, and ignoring a practical solution that does. And they have repeatedly ignored various attempts by residents to obtain factual information

Instead of the invasive TES concrete sidewalk proposal, which could seriously destabilize the foundation of the 5325 Polk Open Space, we are fully in support of the alternative option.

That would be a striped crosswalk ---for children and adults---who wish to cross safely from the Parkside of Alexandria condominiums, which have 379 units, over to the 5324 side of Polk Avenue. The 1st option is that the crosswalk could be from the Parkside path in the Park,

already in place, and link with the grassy median strip across the street, which the city already owns. With the 2nd option, a permeable surface could link the Parkside path to the Open Space Park drive way.

Either of these options do not damage the internal structure of the Park. They do not require massive tree removals. And instead of eliminating nine parking spots., it would more likely be only two. The space in front of 5324 Polk already has a “no parking sign from here to corner,” so there is no loss of parking there.

In using taxpayer monies, we want our officials to find efficient, effective and safe options for pedestrians and a crosswalk does that.

The difference is that a crosswalk is estimated to cost \$5,000. But the concrete sidewalk is estimated to cost \$100,000 for 250 feet. That does not include Additional monies that will be needed for drainage of water, lighting, maintenance and liability [The side walk would be City property and staff would have to shovel it every time it snowed, plus the additional liability if someone would fall on an unshoveled walk way.

Several city officials have already visited the site including City Manager Jim Parajon, #2 TES official Chris Ziemann, and several Council members and their aides.

Bob Garbacz estimated the cost would be about \$5,000, including materials and labor.

That is quite a contrast with the TES estimated of \$100,000

By way of background, I am a long-time member of the BSVCA and have been actively involved throughout the years. I also spent 8 years on the Board, including a term as president.

I do not casually submit this request to your Board to defer inclusion of our area on your June 27 hearing. I respect the work the Parking Board has done in the past and continues to do in the present. We were very grateful when we worked closely with the Board to get District 12 Parking for necessary regulations in our area. And the board and staff were equally helpful in working to set up a “private street” for the 1000 block of North Pelham because of the inability of residents to park in front of their own homes. We were already required by the City to pay for our own snow plowing each winter.

To put those two situations in context, with that of the TES efforts to remove 9 local parking spots, we need to stress that our small area is hemmed in by two multi-family complexes and the competitive parking situation that already exists. At the top of Pelham Street are the Parkside of Alexandria condominiums, with 379 units. The complex has extensive onsite parking available to their

residents. But, at one point, the management was planning to levy a \$162 fee for a parking permit to show the driver of a car was indeed a Parkside resident. Instead, some who opposed the fee passed out a flyer, encouraging residents to come and park on Polk Avenue (or the adjoining streets of Pelham, Palmer Place, Pender Court) with the idea that 'they'll never know.'

Yes, we knew immediately.

And at the bottom of our street is the Willow Run complex with 399 units, and not enough parking on their site for their residents.

Losing NINE legal parking spots would cause huge upheaval in our neighborhood. We hope members of the Parking Board will come and look at the site for a better understanding of what this issue involves. And

It is much more than the parking problem. And I am happy to provide a guided tour of the Open Space Park

and note the potential damage that could be caused by a poorly researched TES plan, when other safer and convenient options for crossing the street are available.

I am happy to submit my comments for your public record.

And later this week, I will follow this letter to the board, requesting deferral, at this time, of the June 27 hearing, with a separate statement to provide a more detailed chronology of the conflict between a TES-imposed concrete sidewalk versus the 5325 Polk Avenue Park. This is a tangible asset for the City that was purchased in 2012 with \$1.5 million in mitigation funds from the DOD for taking six acres from the Winkler Preserve, in order to facilitate construction of the BRAC Building at #395 and Seminary Road. The City then added an additional \$400,000 in Open Space Funds for a total of \$1.9 million.

The delay in submitting the chronology today is because I need to scan various documents to be used as

Attachments for that letter.

Sincerely,

Kathleen M. Burns, chair

BSVCA Open Space Committee

Burnskathy1036@gmail.com

Desk Phone: 703-824-1799

Cell Phone: 703-624-2097

From: Gill Abernathy <aberngi@msn.com>

Sent: Wednesday, June 22, 2022 11:34 PM

To: Emily Baker <Emily.Baker@alexandriava.gov>

Subject: FW: Polk Ave. Sidewalk Project- Oppose

This sidewalk project is a bad idea. I walk this route about 5 times a week regularly crossing the street in both daylight and after dark for many years, so I have much experience on this topic.

- a) Would have to chop down multiple mature trees, don't we need more trees, not less
- b) Would destabilize the steep hill, per Rod Simmons, Natural Resources Manager, why create a problem that does not currently exist?
- c) Irony- would have to pull up a sign saying "Native Plant Conservation Zone, Watershed Protection Zone" to pave over it
- d) Don't we want more ground to absorb water coming down that steep hill, instead of more concrete?
- e) There already IS a sidewalk, just on the other side of the street

This street is a lightly traveled, narrow side street- it is not dangerous to cross.

The Polk Ave Park is wonderfully unspoiled and has been a huge gift during the stress of covid- please don't pave over and destabilize it.

Thank you,

Gill Abernathy

1013 N. Terrill St.

From: Ashley Dalton <ashley.lynn.dalton@gmail.com>

Sent: Tuesday, July 12, 2022 3:09 PM

To: Jim Parajon <jim.parajon@alexandriava.gov>; Justin Wilson <justin.wilson@alexandriava.gov>

Subject: [EXTERNAL]Polk Ave Sidewalk project

Mayor Wilson and City Manager Parajon,

First, I want to thank you both for your continued engagement with our neighborhood, the Brookville Seminary Valley Civic Association (BSVCA), and its residents. You've each met with individuals, groups, or our neighborhood recently, and we appreciate the opportunity to directly engage with our City officials. Having direct access to City leadership is one of the many great things about our city.

Second, it has come to my attention that one of our members, who has been actively advocating against the Polk Avenue Sidewalk near 5325 Polk/Polk Park, has been meeting with various elected and appointed City officials. I want to make clear that at this stage, neither the BSVCA Board nor its membership have taken an official position on this project. Thus, any opposition to this project is not on behalf of the BSVCA board or its members, but on an individual basis.

I emailed our former City Manager, City Council, etc., about the project late last year on behalf of the BSVCA Board, requesting that our neighborhood be involved and engaged in the project as it unfolded. We have had ongoing and direct access to City staff, including Alex Carroll and Chris Ziemann, as plans emerged. In my personal view, they have been very forthcoming in their time, transparency, and willingness to work with our neighborhood, and have even made some changes incorporating our feedback. I realize that there are two (or more!) sides to any issue, and we have neighbors on either side, or even neutral, which is why so far we have not chosen to take any action for or in opposition to this project. Any claims otherwise are inaccurate. I just wanted to make sure that you are both aware, and to give credit to City staff for being so approachable and transparent on this project and other

recent ongoing concerns in our neighborhood. While there are always areas for improvement in community engagement, at least on this particular project, I do not find that to be a concern. In fact, as you may be aware, we are having a neighborhood meeting with City staff tomorrow, about this project.

We have many other community and pedestrian safety issues of greater concern to our neighborhood besides this sidewalk. I want to be sure that we maintain a good working relationship with City staff and representatives, as a board and neighborhood, to tackle those issues together.

Thank you again, and don't hesitate to call or reach out if you wish to discuss anything further. I look forward to hopefully seeing you at our National Night Out event at Polk Elementary if you are making the rounds.

Ashley Dalton
BSVCA President
301.437.0195

From: Dale Carson <dale2wheel@gmail.com>
Sent: Wednesday, July 13, 2022 5:43 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Re: [EXTERNAL]Polk Avenue Sidewalk Safe Routes to School Project

Thank you for clarifying on the drainage and the trees. It is better now, with I am estimating only about 200 square feet of non-permeable surface being added and keeping the largest tree. Still, losing the four trees is unfortunate.

Since you brought up the Hammond schoolchildren, many of them don't even use the existing sidewalks on Polk, as they just meander down the middle of the street playing games cutting over and back chasing each other.

They could cross at the crosswalk at Pegram, but they don't. They turn the corner then start wandering across the street to eventually turn left to go down N Pelham. Some of them don't even use the sidewalk on the much busier N Pegram until a vehicle comes along. Very few if any middle schoolchildren are going to use the new sidewalk on the north side of Polk. They will continue to play and/or cut diagonally over the shortest route, just as they do today. Using them to justify this is wishful thinking at best, as these are the same middle schoolchildren that I see riding scooters in circles on the street, ignoring stop signs and riding against traffic flow.

I frequently walk my neighborhood and I have never had an issue crossing Polk at the intersection with Palmer Place. I would think painting a crosswalk there and near the Polk and N. Pelham St. corner would be a good first step before spending \$100k on a new sidewalk that eliminates parking and trees.

In the end this will not impact me much outside of the wasted tax dollars. I will likely have to get used to vehicles being parked in front of my neighbor's house. Hopefully they will not block the visibility when leaving our driveways.

Dale.

On 7/13/2022 2:52 PM, Alexandria Carroll wrote:

Good Afternoon Dale,

Thank you for your message - I appreciate you taking the time to share your feedback.

Based on staff's observations, many residents, including schoolchildren, walk on the north side of Polk Ave and either have to cross the street to continue on the sidewalk, or walk in the street. Both Polk Elementary School and Hammond Middle School have echoed the need for a sidewalk here, and staff have heard comments from several residents who want a sidewalk so they don't have to be exposed to traffic unnecessarily.

Please note, over 80 percent of the sidewalk would be built on the existing street footprint. As a result, there are no significant impacts expected for drainage or runoff. The City did also revise the draft concept to reduce the impact to trees from 5 trees (including an 18" diameter tree) to 4 trees (ranging from 3"-12" in diameter). You can see the revised plan here:

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.alexandriava.gov%2Ftransportation-planning%2Fproject%2Fpolk-avenue-sidewalk-safe-routes-to-school-project&data=05%7C01%7CAlexandria.Carroll%40alexandriava.gov%7C91b8b4e8d0934f6c171008da6518a54d%7Cfeaa9b3143754aeeadccc76ad32a890b%7C0%7C0%7C637933453771389986%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C&sdata=qlpmpuw5YYoA5IlgGTuuKyc%2FRYGHMrD6Q8YylsGfZDbI%3D&reserveid=0>

Thank you again for reaching out to share your comments, and have a great day.

Alex Carroll

(she/her)

Complete Streets Program Manager

Department of Transportation & Environmental Services

City of Alexandria | 301 King Street Room 3600 | Alexandria, VA 22314

alexandria.carroll@alexandriava.gov

-----Original Message-----

From: Dale Carson <dale2wheel@gmail.com>

Sent: Tuesday, July 12, 2022 4:12 PM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Subject: [EXTERNAL]Polk Avenue Sidewalk Safe Routes to School Project

I would think the number of Polk elementary school kids that would take advantage of this new sidewalk to no longer have to cross Polk away from the crossing guard is very small. Usually parents or guardians walk the elementary kids up to the crossing guard as well. If the city has researched or even made a good faith estimate of the numbers of elementary kids what would benefit from this new sidewalk, that would be a good place to start before spending our taxpayer dollars on it.

I just don't think the costs in tax dollars, lost trees, additional run-off into Holmes Run and lost parking spaces is worth the benefit in this case.

Thank you for considering my comments,

Dale Carson

5205 Polk Ave

dale2wheel@gmail.com

From: Kenneth Peyton <ken956@comcast.net>

Sent: Wednesday, July 13, 2022 8:32 PM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Subject: RE: Polk Avenue Sidewalk Safe Routes to School Project

Hi Alex,

First let me say I agree with the sidewalk. Second, I think the whole tree issue is a red herring brought up by a few vocal neighbors who want to oppose the project.

Can I add background about parking? I live on Richenbacher. There was growing concern about street parking about 20 years ago. The neighborhood petitioned the city to make a neighborhood zone and the people at the apartments and in Brookville objected because they need street parking. The demand for parking is still growing judging by how cars line the streets more than they used to.

A few years ago a lady knocked on my door and asked if she could park in my driveway. Another winter about ten years ago one of the residents asked to park on my driveway pad that I had shoveled. I widened my driveway about ten years ago partly because people were parking so close to the edges that it was difficult to back out safely. When my neighbor on the Paxton side goes away for a weekend, he always parks an extra car in front of his house, so the spot will be available when he returns.

I don't like the loss of nine parking spaces anywhere in the neighborhood and hope we aren't losing them due to a vocal minority. Can the city somehow go ahead and cut down some trees and keep parking spaces? I'm seconding what the gentleman from Palmer said in this evening's meeting about how cars fill up the streets along Palmer.

Ken Peyton, Alexandria, VA

On 07/13/2022 2:46 PM Alexandria Carroll <alexandria.carroll@alexandriava.gov> wrote:

Good Afternoon Kenneth,

Thank you for your message. I appreciate you reaching out to share your feedback.

In order to preserve parking, the sidewalk would have to be built almost entirely outside the existing footprint of the street, closer to the park area. This would result in greater loss of trees, which we have also heard is a community concern. As in any project, staff considers the various needs and concerns and tries to present a balanced proposal that meets the goals of the project and minimizes impacts.

There are about 19 on-street parking spaces on this block, with one home that has a private driveway. Our observations have shown that even with the removal of nine spaces, there will be sufficient parking to meet demand.

Thank you again for taking the time to share your comments, and have a nice day.

Alex Carroll
(she/her)
Complete Streets Program Manager
Department of Transportation & Environmental Services
City of Alexandria | 301 King Street Room 3600 | Alexandria, VA 22314
alexandria.carroll@alexandriava.gov

From: Kenneth Peyton <ken956@comcast.net>
Sent: Friday, July 08, 2022 7:25 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: re: Polk Avenue Sidewalk Safe Routes to School Project

If you build the sidewalk can you widen the space so we keep street parking which is becoming scarce in this area?

From: Alexandria Carroll
Sent: Thursday, July 14, 2022 4:44 PM
To: Jeremy Hogg <jeremyhogg@gmail.com>
Cc: Melanie Hogg <melanie.m.hogg@gmail.com>; Justin Wilson <justin.wilson@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: RE: [EXTERNAL]Polk Sidewalk Project - Feedback from Family Directly Across the Street

Hi Jeremy,

Thanks for your message, and thank you for joining the meeting last night. I appreciate you taking the time to share your input and contribute to a productive, thoughtful discussion.

I do understand your concern about parking, but I'm afraid installing the sidewalk closer to the park to preserve parking is not a viable option. Building further into the park area would have an even greater impact on trees and the natural space, and this would not be acceptable to the City's Department of Recreation, Parks, and Cultural Activities, who is a partner in this project. Doing so would also require regrading the existing paths and installing a retaining wall instead of a simple curb, which would significantly impact project costs and exceed the project budget.

One item that I mentioned in the presentation yesterday but did not really make its way into the group discussion was the request for crosswalks at Polk Avenue and Palmer Place. I mentioned that we could consider crosswalks as a supplemental treatment. However, it would require up to six additional on-street parking spaces on Polk Avenue to be removed to ensure sufficient sightlines for people crossing. Given the concern you and a few others have expressed about the proposed reduction in parking, crosswalk treatments are something we could omit from our recommendation to minimize overall impacts to parking. Again, we are trying to provide a plan that balances all the various needs and concerns as much as is feasible.

In terms of drainage features, we can continue to work through the details of this as the design is finalized.

As a reminder, there will be an additional opportunity to weigh in on this project at the [Traffic & Parking Board Public Hearing](#) on July 25. If you wish to speak during the public hearing, please email Alex.Block@alexandriava.gov in advance of the meeting.

Thank you again for your continued engagement, and have a nice evening.

Alex Carroll
(she/her)
Complete Streets Program Manager
Department of Transportation & Environmental Services
City of Alexandria | 301 King Street Room 3600 | Alexandria, VA 22314
alexandria.carroll@alexandriava.gov

From: Jeremy Hogg <jeremyhogg@gmail.com>
Sent: Thursday, July 14, 2022 8:32 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Melanie Hogg <melanie.m.hogg@gmail.com>; Justin Wilson <justin.wilson@alexandriava.gov>
Subject: Re: [EXTERNAL]Polk Sidewalk Project - Feedback from Family Directly Across the Street

Hi Alex,

Thanks for attending yesterday evening. I know this a contentious topic and I commend your ability to stay composed among the vocal members of our community.

Mayor Wilson - thank you also for making the time to come out to review this project earlier this week.

I wanted to reiterate two things that were brought up yesterday evening:

1. The City should be able to preserve parking as part of this plan. Please note that community members come and park along that side of the road adjacent to the park to use the space. Users of the street parking that live here should *NOT* be negatively affected by this project and there should be parking retained for users of the park. There are many places in the City with much tighter parking situations with parking on both sides of the road (i.e. Del Ray) and it's critical the City figures out a way to maintain as much parking as possible along the park. Cutting 2 to 3' into the slope will not significantly change the cost of the project, but does eliminate parking in the current plan.
2. The City also should look at how drainage coming off of the sloped park area will be dealt with. While the run off will not significantly increase from this project, the plan does create a small retaining wall (even if only 1-2' high) that will trap water behind it if not properly dealt with. This could be addressed through a number of methods, but a recommendation could be a small swale behind the wall with stone and filter fabric and various drainage points that allow the water to make its way out to the curb. If not addressed, you will have debris and silt that will end up on the sidewalk in major storms. This same debris and silt ends up in the road now because there is no solution for this.

Thank you again - I look forward to seeing a plan that addresses the loss in parking and drainage concerns.

Regards,
Jeremy

On Tue, Jul 5, 2022 at 1:14 PM Alexandria Carroll <Alexandria.Carroll@alexandriava.gov> wrote:
Good Afternoon Jeremy and Melanie,

Thank you so much for taking the time to share your feedback. It is greatly appreciated. I apologize for the delayed reply – I was out for several days and am catching up on emails. Thank you for your patience.

I am glad to hear you are supportive of increasing pedestrian safety and access in the neighborhood, and I understand that parking loss is almost always a concern.

Per the City's [Complete Streets Design Guidelines](#), new sidewalks are typically 6' at a minimum. 5' is permitted if the sidewalk is a residential retrofit. In this case, the proposed sidewalk is already 5'. That said, staff can consider whether a narrower sidewalk is appropriate and whether it would make any meaningful difference in the impact to parking spaces and/or trees.

I have noted your interest in installing the sidewalk further back, closer to the park, to preserve parking. I should note that there has been concern raised by some about the proximity of the sidewalk to the park and the proposed removal of trees. As in any project, staff will consider the various needs and concerns and try to present a balanced proposal that meets the goals of the project and minimizes impacts.

Thank you again for reaching out, and have a nice day.

Alex Carroll
(she/her)
Complete Streets Program Manager
Department of Transportation & Environmental Services
City of Alexandria | 301 King Street Room 3600 | Alexandria, VA 22314
alexandria.carroll@alexandriava.gov

From: Jeremy Hogg <jeremyhogg@gmail.com>
Sent: Wednesday, June 22, 2022 9:55 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Melanie Hogg <melanie.m.hogg@gmail.com>
Subject: [EXTERNAL]Polk Sidewalk Project - Feedback from Family Directly Across the Street

Hi Alexandria,

My name is Jeremy Hogg and my wife and I are the residents that made the original request to the City to review a sidewalk across the street from our home. We have been at 5324 Polk Ave for 5 1/2 years and residents of the west end for 15 years. We also lived at Parkside for about 5 of those years.

Over the years we have witnessed close calls at the corner of our home. Residents from Parkside and others cross at that corner and oftentimes motorists are travelling too fast resulting in a dangerous combination. The gate that provides access from Parkside to Polk Ave is used daily and has been great to encourage walking to school and access to the Park for those residents for years. The sidewalk will get people off the road and is a common sense project that improves accessibility and

safety in the neighborhood. It was great to have our City manager out last month to review this situation (my wife attended) and I know we also have have a session coming up with City officials and the BSVCA board in the next few weeks (I'm on Board there as well).

As one of the principal stakeholders in the project, and the family that will be most affected, we are supportive of this project because it provides safe access on that side of the street. **With that said, we would request that the City please review the plan to remove 9 spaces and come up with alternate options. How do you balance the need for safety without elimination of 9 spaces?**

Options to consider:

1. Does the sidewalk need to be 5' wide? The sidewalk in front of our home is less than 4' and the sidewalk at the townhomes is about 3' 6".
2. Can the City look at cutting into the slope of the hill slightly more to prevent removal of all these spaces? This would cause a small retaining wall, but may mitigate the elmination of all the spaces.
3. The road widens just past the park entrance, so could parking be maintained in that area heading east of the Polk park entrance?

Parking is at a premium in our neighborhood. We also have many people that park their cars illegally on the street (we call 411 regularly (weekly) to deal with this). I would ask that we consider the above options in the final planning to ensure we maximize the parking while ensuring safe access.

If you have any questions I'd be happy to chat. As a trained civil engineer, I'm confident we can find a solution that balances parking and improves safety in the neighborhood. If possible, would you mind providing this email to others involved in the planning process at the City?

Thank you,

--

Jeremy Hogg
Alexandria, VA 22304
C: 571-344-4262

T&ES' proposed, city-funded sidewalk at 5325 Polk to connect to Parkside condominiums' private, haphazardly-built, DIY-designed, locked-and-gated path ending at Pelham to an existing public sidewalk a block away can best be described as (1) tone-deaf to the community's parking concerns, and (2) environmentally inept.

Two words describe the proposed sidewalk project: PATHetic and PATHological (puns intended).

PATHetic: Another, less expensive, less invasive way to improve pedestrian safety would be to build a minimal amount of sidewalk beginning at the Parkside path, remove only two parking spaces, and mark a crosswalk mid-block from the entrance to the 5325 park to the sidewalk on the opposite side of Polk. Instead of considering this option, the crosswalk concept was rejected because it would be located mid-block rather than at an intersection. Why? Go figure.... It's certainly not, as explained by staff, that mid-block crosswalks are not condoned by the city. Many examples exist to disprove that explication. Really...?

PATHological: This process has avoided transparency and circumvented existing protocols for creating new neighborhood sidewalks. The “gap” was first identified in a VDOT “Safe Routes to School” assessment. A couple of years later, a VDOT assessment of likely users identified approximately six school-age children on Pelham, who potentially would need to cross the street if attending Polk Elementary. VDOT funded a walk audit for Polk School... “but did not play any role in development of infrastructure recommendations” and the city “has no obligation to VDOT to implement this sidewalk project,” says T&ES.

When asked for data analytics about school children’s likely use of the sidewalk, T&ES had none. When 2016 VDOT data were cited by a questioner, the answer was that more than just Polk students would use the sidewalk - also adults and students going to other nearby schools. No data on that have been collected, either.

While the city’s Neighborhood Sidewalk Program sets forth extensive requirements and constraints for seeking a new neighborhood sidewalk project, the 5325 proposal avoids meeting them. Why? “It’s part of Safe Routes to School,” says T&ES. Isn’t that a VDOT program? Which trumps? Why? Whichever set of criteria is more convenient? Are six Polk students (as of 2016) enough? They will have to cross the street somewhere, admittedly. Polk School IS on the other side.

Says T&ES: “The City owns and maintains its own roadways,” yet there is no plan or commitments for maintaining the safety of the new sidewalk - expressly snow and ice removal and lighting. There are no neighbors whose property abuts the sidewalk.

Further, T&ES says that existing street right of way will be used for the new sidewalk, 82% of which will not add impervious surface. Question: will any of that other 18% - even tiny percentage - be built on 5325 Polk park property? If so, the City’s purchase agreement requires it to remit funding for the park to its donor, as stipulated at the time of the purchase grant. The city attorney’s opinion may be warranted prior to proceeding.

Carol L. James
1000 N. Vail Street
Alexandria, VA
July 17, 2022

From: burnskathy1036@gmail.com <burnskathy1036@gmail.com>
Sent: Sunday, July 17, 2022 12:27 PM
To: Justin Wilson <justin.wilson@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>
Cc: Christopher Ziemann <christopher.ziemann@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]no time given for today's TES deadline for Comments. Please consider extending it. 5325 Polk
Importance: High

IF THERE IS NO EXTENSION FOR TODAY’S DEADLINE FOR THE TES Comment Period, CONSIDER THIS MY SUBMISSION.

July 17, 2022

Dear Alex and Chris,

I had no idea that TES had rushed to setting a Comment Period on 5325 Polk for July 17, 2022 until a neighbor mentioned it at 6 p.m. yesterday. It seems that moments after the July 13 “listening session,” Ms. Carroll contacted the Traffic and Parking Board to get things rolling.

There was no follow up notice to those who had tuned in to the ZOOM “listening session” on July 13. Similarly, there was another apparent violation of standard procedures for governmental public meetings, since no one was required to sign in (except for the Zoom call) and so there is no formal record on attendance for the Public Record, which would normally include a person’s name, address and email.

Having served on the Parking Board myself, I know it is highly unusual to allow for only two business days for a comment period on something of such great significance for the neighborhood.

Put this announcement on the comment period on E-News. Most people do not visit the TES website with regularity.

And my colleague who saw the notice said **no deadline time was given.**

That was a terrible oversight for a public announcement and should be corrected immediately on the TES website.. Put it on Facebook and other social media, presuming you really do want to address an interested audience attracting residents with diverse opinions and viewpoints, and not only the TES Party Line talking points. Also note that the meeting was recorded and let the public know when they can access that data orally, as well as via a written transcript from that tape, as part of mandatory Public Outreach.

Also notify BSVCA President Ashley Dalton (Ashley.lynn.dalton@gmail.com) to put the correction on the BSVCA website for her organization, and notification that the meeting was recorded, and how one can access that orally and when a transcript will be available. Notification of the correction and the tape and written transcript should also be immediately provided to the Federation of Civic Associations and to the West End Coalition of Civic Associations. You can do that through Ms. Carter Flemming, who is co-chair of both groups (carterflemming@gmail.com)

As the Washington Post so aptly notes on its masthead: “*Democracy dies in darkness.*” TES officials plus the City’s elected officials and the City Manager can shine some light on the

missing TES information as part of the usually essential Public Outreach process.

I respectfully also suggest that the **comment period be extended for at least two weeks**, which had been the usual time frame for most government agencies (not just locally, but regionally, statewide and federally when seeking comments. Even the House of Representatives gives 10 business days for people to amend or submit their remarks, following public hearings.)

I am sure there are many interested parties in this 5325 Park vs TES sidewalk controversy, including myself, who were not aware of the brief Comment Period and thus would be cut out of the process.

Below I note, I have not had the proverbial “spare minute to dash off any Comments for TES since 6 pm last night. I am very good at Time Management, but there are limits to having only 24 hours a day!

In my personal time frame since the end of TES on Wednesday, July 13 ‘listening session:”

After the July 13 hearing ended at 8:30 pm, I took some brief notes, had dinner at 9:30 pm, and then typed up my notes til midnight (unaware of the rapidly approaching Comment deadline.

On Thursday, I spent the major part of my time at a funeral in upper Maryland and returned home late in the day, to tackle my upcoming Friday tasks. That included teaching my first in-person class for GMU where I had not actually been on campus since the beginning of the Pandemic in early March 2020.

For the remainder of Friday afternoon and evening, I worked on academic notes for the class I will teach on Monday, July 18 at GMU and sent email updates to my students.

For the weekend, I went with my daughter to pick up the wedding dress she’ll wear on Aug. 20 and then to another location to get my dress. Ran errands and updated notes for my Monday, July 18 GMU classes I am teaching.

So I haven’t been sitting idly by, with little time to zip out my TES Comments for the “mystery” deadline.

Still part of this weekend, on Saturday evening about 6 pm

I dropped off some things for a sick friend who surprised me with the unexpected new of the rapidly looming TES deadline----and a sense of horror engulfed me ---about being shut-out of the TES Comment Period, because of poor Public Outreach processes by the agency.

And the weekend isn’t over yet----I ordered ticket for a 2 pm play at ARENA stage a year ago for TODAY.

Finding out that in less than 24 hours, the TES deadline would plunk down on all of us was one of the most upsetting

of moments of living in Alexandria for a long time. At this late date, I obviously can't change the tickets and I would lose the money. That's a poor choice.

And looking ahead to a very demanding week of July 18-23, I find little "open time" to dash off the TES comments by whenever the deadline is today.

On July 18, I have the day at GMU for classes. On July 19 and July 20, my husband has two "significant surgeries" with outcome unknown at present or how long the hospitalization will be.

I NEED AND EXTENSION OF THIS COMMENT PERIOD, and so do many others on the West End who just found out about the deadline and can't drop everything to meet the deadline, whenever it is, because of poor Public Outreach policies by TES and the City.

And, if I can't get it, please submit this document for the TES Public Record, since this is the only time they would have acknowledged comments from KMS and surrounding Palmer Place, Pender Court, Pegram and Richenbacher who oppose the TES plan as it is currently written and does not reflect any requested changes from neighborhood input.

And I/we don't need just a few hours, but we need at least a week. TES and the City officials need a full and fair opportunity to voice concerns from residents impacted by this \$100,000 sidewalk.

Ms. Carrol and Chris Ziemann have continue to ignore the historical, scientific, ethical and legal aspects of this parcel of ground, This is not the mandatory "due diligence" but bullying against residents and taxpayers.

Since the year 2000, many area residents were part of a coalition of 4 large West End civic associations that battled developers and some City staff for 13 years to ward off attempts to turn the pristine park into multi-family units ranging from 17 to 42 units, and permanently damage not only the Park for surrounding houses, with expected water seepage problems underground to our foundations.

We urge TES and the City's elected officials to **take a serious look at the LEGAL Aspects of 5325 Polk Park**, related to the creation, protection and preservation of this Park, instead of the repeated mantra "right of way" as the sole justification for this sidewalk, as part TES's unlimited powers in creating policies that are not subject to impartial review and input.

Start your immediate search with the City's own extensive research, documentation and vote on this property. It is not merely a pile of dirt and a few hapless trees.

On Dec. 4, 2012, the City’s Planning Commission voted unanimously [Docket Item 12, Planning Hearing Commission, City Charter Section 9-06. Case #2012—0003, 5325 Polk.]

According to an Alexandria attorney and expert on land use management and city regulations, he notes from the above document that the citation on PDF page 20, is

“a letter from Duke Realty to City Manager, “approved” by the City Attorney and voted on by the Planning Commission when it authorized the purchase. So it is binding. The letter also says that the City is required to show it used the money (\$1.9 million) for the express purpose (open space) by providing a copy of the executed purchase agreement or deed of conveyance ‘which contains the appropriate language restricting the use of the property for open space in perpetuity.’”

Adds the legal expert, “the issue boils down to whether [TES] plans are inconsistent with open space requirements. If it is inconsistent, [the City] cannot do it without returning the property.

In other words, the deed citation that the property must be for the ‘exclusive use’ as Open Space. “

We neighbors to 5325 Polk continue to wonder why City elected officials such as the Mayor and Council members, who have visited this fragile environmental site, continue to ignore a strong request for a striped crosswalk FROM THE PATH/DRIVEWAY UP TO THE TOP OF THE HILL? We are their constituents. This is NOT at the Parkside entrance but half way down, on a flatter part of the street, and a significant distance from the curve at Pelham/Polk. City Manager Parajon didn’t give any assessment to the Crosswalk in the middle of the block, where the street is much flatter, and the access could use the basic driveway/path to the top.

The City can’t arbitrarily rule out crosswalks in the middle of the block since it already has so many, just based on a random survey.

It is time for TES and the City to **“PUT UP OR SHUT UP”** and allow to do a professional survey of the Pros and Cons of the site in the middle of the block. There is no extra cost since this is part of his job. This striped crosswalk with appropriate signage could easily connect to the city-owned Median strip to cross Polk Avenue. Lately, we have seen a profusion of new and updated crosswalks in our part of town. marked by the Walking Pedestrian Signs, in bright colors.

And before we taxpayers **“SHOW YOU THE MONEY”** for the \$100,000+plus sidewalk (Carroll said it would not include any money for the drainage grids on a street where the curbs would be torn up,

and Parks and Rec Director said there would be ‘no extra money’ to maintain the City-owned sidewalk and do the snow shoveling etc. No surprise there since the Park has had minimal maintenance if its 10 years>0

City Manager Parajon, when he visited in May, noted the “speeding school buses” and promised ‘to do something about that.’ But nothing happened.

Make up for lost time. Cut speed there in the lead up to 5325 Polk and uphill to Pelham at to 15 mph as part of the School Zone as you’ve done on Pegram and Polk.

Parajon also promised “Curved Road Ahead” signs, and nothing happened. Do it now, as you did on Pegram near Polk, as well as other places in Alexandria.

the City spent a lot of money on the large Speed Monitoring devices on Pegram. Why not put that speed measuring either on going uphill on Pelham or Polk?

Whatever they cost, it would be a lot less than the \$100,000 sidewalk that does ZERO as a promised “safety enhancement” but with no documentation.

The “Routes to Schools” features lots of crosswalks in it plans, based on VDOT materials from 2014 and 2016

When the TES July 13 meeting ended meeting at 8:30 pm, I do not recall Ms. Carroll flashing up on the screen that “Comment Period will end at midnight on July 17” only 4 days later, or only two business days later. She merely gave her email address, and did not include that of Chris Ziemann, her supervisor, whom I assume would have to approve any such comments. Nor did she give the email for Yon Lambert, who would also have to approve not only any statements put forth by Ms. Carroll on 5325 Polk, but is also given some magical power to override any decision made in the future by what we thought was an independent Traffic and Parking Board.

Let me add that at the July 13 there was the perception of a ‘stacked deck’ in the audience. As residents, we want our governmental forums to exude transparency, fact-based information and a sense of accountability by those representing the City and its agencies.

At the July 13 ‘listening session,’ there were only 25 people in attendance, and 8 of them were City employees, and this was part of their job to attend. These were not neutral observers, but active voting participants in what TES should and would do.

Let me also return to the extraordinarily abrupt and limited TES Comment Period of 2 business days plus 2 weekend days.

There is no perceived urgency in rushing this decision through, except on the part of TES. I could understand if a gaping Sink Hole suddenly

opened up on Polk and demanded an immediate repair, or if any hurricane crushingly roared through, and TES needed to help. But that is not the case.

Unfortunately, it leads residents to wonder if TES is again hurrying to turn the proposed sidewalk into a “done deal,” and not lose outside funding.

We saw the TES Role Model foreshadowing earlier, with the very debacle on Seminary Road. The ‘prompt’ for such TES action was a State offer of significant money for a sidewalk near the Episcopal Seminary. The City pushed it through to the 4-3 vote, and on the very next day, it went to the top of the list for TES work projects. And then, ironically, the major funding from needed repairs for Holmes Run Park disappeared, and was shifted to Seminary Road [and this was verified by City employees.]

And so did the money from a Virginia State Grant. And the sidewalk has never been built and people walk in the streets, in this tiny stripped off area.[See Alexandria Times article, “Transparency Needed in grant funding,” by Frank Putzu, January 7, 2021]

It was also disheartening to hear from those familiar with the usual Parking and Transportation Board processes that TES and the City have scrubbed the usual Public Hearing format. In the past, there was a notification period of 2 weeks to 4 weeks, with diverse and extensive Outreach efforts. Those standing rules seemed to be non-existent for July 13. One glaring oversight was that

the were no posted signs at in front of 5325 Polk----the site of the TES controversy----both at the Parkside path entrance and along the driveway/path to the top, where users and interested parties would see them. That’s important since the main users by volume of any sidewalk would be from the 378 Parkside condo units, and this includes a preponderance of adults, and a small number of children.

It does include a significant number of parents with baby carriages, who struggle to come down that steeply sloped path to Polk.

And I understand there is no effort by TES to currently to post signs in front of the two areas of heavy traffic from Parkside (via their own residential path from the gated community) or the to correct that mistake ahead of the proposed July 25 hearing.

Why is that? Is the goal to make sure as few people as possible are aware of this controversy? Are you minimizing the usual requirements for Public Outreach? Is it simply an oversight by someone in TES who made a mistake and forgot to include it? Or is it deliberate.

There is a shifting dynamic on why TES has so vigorously pursued this sidewalk for years, only acknowledging one point of view, and adamant refusing any other aspects. Ms. Carroll made that abundantly clear in her remarks July 13 when she rebuffed engineer and resident of 5324 Polk, Jeremy Hogg, who revealed to the audience he had already had several private discussions

with her on the dire impact of removing 9 street parking sites. She dismissively noted she had spent “15 minutes” inspecting the site, and found the loss of 9 parking spots for tax-paying residents would be a ‘minor inconvenience.’ Is she crazy?

The timing of Ms. Carroll’s remarks on July 13 were even more sobering, since the next day TES posted signs for repaving Richenbacher, from Van Dorn up to Pickett, warning residents on either side of the street, in townhouses, apartments and single family homes, NOT to park on that street. This will cause chaos as the residents seek desperately needed parking on adjacent streets, where signs are also posted (but we didn’t get any explanatory letters as did those living on Richenbacher.” The upended Richenbacher residents will search out parking in our already very limited spaces. This includes the 92 KMS townhouse units on Van Dorn, Vale, Terrill, Pelham and Richenbacher itself. KMS units have NO driveways.

Kathleen Burns,
1036 N. Pelham St.
ALX, VA 22304

Desk Phone: (703) 824-1799

Cell Phone: (703) 624-2097

From: burnskathy1036@gmail.com <burnskathy1036@gmail.com>

Sent: Sunday, July 17, 2022 10:05 PM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Christopher Ziemann <christopher.ziemann@alexandriava.gov>

Cc: Justin Wilson <justin.wilson@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>

Subject: [EXTERNAL]submissions for TES Comment period

Importance: High

Dear Ms. Carroll,

I would like this item below to be part of the TES submission for Public Comments / Public Record regarding the dispute between 5325 Polk Open Space Park versus TES sidewalk.

It is a Letter to the Editor, written by Kathy Burns, and titled “Your Views: Time to Shift Priorities.”

I have also included a Letter to the Editor by Carol James, titled “Don’t Pave Our Park,” which was published in the Alexandria TIMES on April 21, 2022. As members of the BSVCA Open Space Committee, we fully support the comments by Ms. James in her article. Other Committee members include: Shirley Downs, Dick Burris, Michael Moss, BJ Sullivan, Kathy Burns and Patrick Layman

Earlier today, I sent a longer statement to you and Chris Zeimann, which I would also like to be included in the TES Comments/Public Record.

I had written to you this morning since no deadline was listed for submissions on July 17. But I never heard anything back from you and I saw Ziemann was out of town.

So I am presuming the deadline is midnight on July 17. One wonders at the “Rush Job,” since there is no perceived urgency in dealing with this issue before there is a more

complete factual report, including the Pros and Cons for the sidewalk, versus the documented risks for the park from any construction along the foundational border.

A blanket justification by the TES magical power of “right-of-way” is not the same as a “due diligence” investigation by the City, that is neutral and transparent.

As also noted earlier today, I find it very odd that the Public would be given only 2 weekdays and 2 weekend days to provide comments on such an important and controversial issue regarding the TES stance. Essential to the upcoming Traffic and Parking Board hearing are Public Notice signs posted at 5325 Polk, at the Parkside Path entrance to Polk Street, and at the Driveway/Path to the top of the Park in the middle of that long stretch of the Open Space Park. I don’t know if those two areas were part of your earlier site visit. It was highly unusual such signs were not in place for the July 13 meeting, since the major users of any TES street crossing options would be adult and youth living in the 379 residents of Parkside currently. They are your target audience and they were overlooked.

The posted signs should have been mandatory as they have for majority of Public Hearings on land use management in the past. Please correct that oversight for the July 25 session.

Sincerely,
Kathy Burns, chair, BSVCA Open Space Committee.

LINK: <https://alextimes.com/2022/07/your-views-time-to-shift-priorities/>

Letter to the Editor

Your Views: Time to Shift Priorities

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To the editor:

On July 1, the City of Alexandria leapt into FY2023. Earlier in May, City Council had approved the annual budget of \$849,213,971. And now the city staff of more than 900 employees – and their agencies – will oversee how the budget details are implemented and how that money is spent.

If a project pushed by the city’s Transportation and Environmental Services costs nine and a half times the neighborhood’s recommended alternative, wouldn’t the latter be the better choice? Especially if the T&ES choice has the potential for damage, upheaval and destruction of a \$1.9 million asset the city agreed to ‘protect and to preserve,’ would unnecessarily remove nine parking places, and doesn’t have a fact-supported safety reason behind it.

While \$100,000 for the city’s proposed project may seem like a tiny pittance out of an \$850 million pile of money, it is a significant amount if you are one of the city’s residents who just paid your taxes and you are being asked involuntarily to fund this unnecessary effort, spearheaded by T&ES.

The “target” for this T&ES effort is the 5325 Polk Open Space Park, where plans for a concrete sidewalk within its border could seriously damage the foundational structure of a site that has a slope reaching to almost 50%, with “expandable” clay soil and underground water sources.

T&ES is ignoring input from neighbors living close to this proposed project, which could severely impact their safety and that of their homes; remove nine available on-street parking spaces; create severe

damage to the foundations of their homes and streets; and upend a city park, funded with federal and Alexandria dollars. If you lived on the impacted streets, would you be willing to support this T&ES expenditure?

Described as an “Urban Oasis,” the park site triggered battles between developers, the city planners and residents, beginning in 2000. Four West End civic associations fought against dangerous encroachments for 13 years, when the property owner finally agreed to sell the 2.3-acre site. The DOD provided \$1.5 million in mitigation funds to compensate for the six acres DOD took to build the BRAC Building and Alexandria added \$400,000 in Open Space Funds. On Dec. 5, 2012, the city authorized the sale and promised to ‘protect and preserve’ this environmentally fragile site.

And, for almost 10 years, the transaction was considered “settled law.” But, suddenly, in November 2021, T&ES decided to ignore the facts from several previous public hearings by the Planning Commission, which had dismissed requests by developers for multi-family units, ranging from 17 to 42 units. And instead, T&ES has since pushed for an unwanted and unneeded impervious concrete sidewalk within the pristine borders of 5325 Polk Open Space Park,

T&ES avoids the consensus-preferred option by affected neighbors for a striped crosswalk, with appropriate signage, that would cost \$5,000 to \$95,000 less than the environmentally threatening sidewalk within an area designated as a watershed protection zone.

Why is there such a disconnect?

Regardless of where you live in Alexandria, all residents expect that our elected and appointed city officials will provide the requisite “due diligence” when weighing – on our behalf – which projects should move ahead and which shouldn’t. Measurement priorities should include the effectiveness, efficiency, safety and cost.

Drive by 5325 Polk and see for yourself.

-Kathy Burns, Alexandria

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[Note: Link to above-referenced letter to the editor, titled “Don’t Pave Our Park” is available here: <https://alextimes.com/2022/04/your-views-dont-pave-our-park/>]

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 10

ISSUE: Consideration of a request to remove five (5) loading zones to allow eight (8) parklets to seek permits for commercial parklets at those locations

REQUESTED BY: Eight businesses with a temporary parklet in a loading zone

LOCATION: 214 King Street; 713-719 King Street, 103 North Alfred Street; 1404 King Street; 608-610 Montgomery Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove five (5) loading zones for eight (8) parklets to allow these parklets to operate permanently under the permit program beginning October 1, 2022, located at:

- 214 King Street
- 713-719 King Street
- 103 North Alfred Street
- 1404 King Street, and
- 608-610 Montgomery Street;

And that if the parklets are removed, the curb use reverts to the prevailing parking restrictions on that block.

BACKGROUND: The City Council approved a permanent parklet program at their October 16, 2021, meeting which allows for both public and commercial parklets. Parklets are authorized as permitted encroachments into public space. Per the City Code Section 5-2-29(j), parklets must comply with the City's Parklet Requirements, approved by the Traffic and Parking Board in November 2021. This document stipulates that parklets cannot "replace a loading zone, handicap parking, or otherwise designated curb space unless the space and restrictions are reviewed by the Traffic and Parking Board pursuant to Section 5-8-3(f) and recommended to be changed."

DISCUSSION: The following businesses have been operating a commercial parklet for the past two years and have indicated to City staff that they intend on participating in the permanent program beginning October 1, 2022:

- 214 King Street (The Warehouse)
- 713-719 King Street (Murphy's Grand Irish Pub, the Lighthouse, Pita House)
- 103 North Alfred Street (The People's Drug)
- 1404 King Street (Hard Times Café)
- 608-610 Montgomery Street (Haute Dogs, TJ Stone's Grill House)

Each of these eight parklets currently occupy a loading zone, and each has been operating for a substantial period of time during the temporary parklet program. Most of these loading zones have been in place for over a decade and have never been re-evaluated to determine if they are still necessary. When the parklets were approved under the temporary program, the businesses confirmed they did not need these specific loading zones in front of their businesses. Now that the parklets have been in place for over two years, these loading zones are no longer needed.

City staff will remove the loading zone signage only once the parklet is officially permitted for the permanent program set to begin on October 1, 2022.

OUTREACH: Each of these parklets has been in operation for 2 years. City staff have met with each of these businesses to discuss the permanent parklet requirements, including the need to remove loading zones for their parklets, and has been working with the Old Town Business Association to ensure all businesses are aware of this process. The Old Town Civic Association was notified of this proposal on July 18, 2022. City staff posted notices at each of the eight locations to notify the public about the proposed changes to the curbside restrictions.

Attachment 1:
Map Of Loading Zones Proposed for Removal



City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 25, 2022

DOCKET ITEM: 11

ISSUE: Consideration of a request to remove an ‘Active Loading and Curbside Pickup Zone’ from the 800 block of S. Washington Street

REQUESTED BY: T&ES Staff

LOCATION: 800 S. Washington

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES

BACKGROUND: In order to support businesses during the COVID-19 pandemic, the City created a temporary program for curbside loading and pick-up/drop-off zones. At previous meetings, Staff recommended a transition plan to permanently adopt curbside loading zones at locations where they are useful and desired. At the June 2022 Board meeting, the Board approved installing permanent “Active Loading and Curbside Pickup” zones at the following locations:

- 1 Duke Street
- 218 North Lee Street
- 101 South Fairfax Street
- 405 Cameron Street
- 801 South Washington Street
- 1725-B Duke Street
- 1102 King Street
- 1205 Pendleton Street
- 1000 North Fayette Street
- 682 North Saint Asaph Street
- 205 East Howell Avenue
- 2419 Mount Vernon Avenue
- 2607 Mount Vernon Avenue
- 3804 Mount Vernon Avenue
- 1623 Kenwood Avenue
- 2312 Mount Vernon Avenue.

Due to a technical error during the Public Hearing, two public speakers who wished to testify on the item, Yvonne Callahan and Steve Milone, were unable to do so. Staff notified the Chair of the error following the meeting.

Since the meeting, the businesses on the 800 block of South Washington Street also reached out to the City to change their request, as they no longer want the curbside pickup zone on that block.

DISCUSSION: On the 800 Block of S. Washington, because the signs approved at the June meeting have yet to be installed, the Staff recommendation will maintain the current restrictions: 2 hour parking, Monday-Friday, from 8 AM to 4 PM; and No Parking (HOV), Monday-Friday, 4 PM to 6 PM.

Staff followed up with Ms. Callahan and Mr. Milone, who were unable to testify, to hear their specific concerns and offered several comments about loading and these zones in particular:

Table 1: Summary of general comments and Staff responses:

Issue:	Comment:	Response:
Contradictions with DSUPs or DSPs:	Providing options for curbside pickup might contradict zoning conditions on buildings/businesses regarding where they take deliveries.	Staff confirmed with the Dept. of Planning & Zoning (P&Z) there are no conflicts; all proposed changes are located in public space, and development conditions still apply to each project.
Enforcement, keeping zones available for loading uses:	Many of the existing temporary zones are often observed to be occupied by parked vehicles.	Installing permanent and official signs is a critical element of both clearly setting expectations for drivers and providing a clear basis for enforcement.
New zones will be under-used	These zones are not necessary and do not have any data to support their establishment, and will be under-used or mis-used.	Each of the zones was part of a specific request by businesses and tested during the 2+ year temporary program. Staff commit to monitor and evaluate these zones and propose changes if under-used.

OUTREACH: Owner of Faccia Luna, Joe Corey, reached out to City staff on July 13 to explain he was not supportive of a permanent zone on the 800 block of South Washington. City staff then confirmed with the owner of Southside 815, John Kurtz, that there was a misunderstanding and Mr. Kurtz withdrew his request for a permanent zone on the 800 block of South Washington. The withdrawal was communicated to both Mr. Corey as well as Ms. Callahan and Mr. Milone.

Staff also met with Yvonne Callahan and Steve Milone to go over their comments about the program generally and each location in particular.