

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 23, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

The October 23, 2023, 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_1ObvPXiuS3q1CtWCXNCTDQ

Or an H.323/SIP room system:

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

Meeting ID: 937 3065 4785

Passcode: 915805

SIP: 937 3065 4785@zoomcrc.com

Passcode: 915805

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 Sheila McGraw at sheila.mcgraw@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 Sheila McGraw at sheila.mcgraw@alexandriava.gov or 703.746.4401, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 23, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the September 18, 2023, Traffic and Parking Board meeting minutes.
3. Introduction to new T&ES Director, Adriana Castañeda
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
5. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - Interim Pick-up and Drop-off Measures at the Basilica School of Saint Mary
 - Parking Enforcement Contractor
 - Potomac Yard Metro Station Capital Bikeshare Station and Bike Racks

CONSENT ITEMS

6. Disability Parking – 1199 North Fairfax Street
7. Curbside Pick-up and Loading Zones – 700 block of East Glebe Road

PUBLIC HEARING ITEMS

8. Changes to Traffic - East Abingdon Drive Bicycle Lanes
9. Left-Turn Lane Removal and Installation of No Turn on Red Signs - Duke Street at Dulany Street
10. Parking Meter Removal and Residential Permit Parking Restrictions – 900 Block of North Fairfax Street
11. City Code Amendment – Residential Parking Permit (RPP) Restrictions for In-home Childcare Providers
12. Parking Meter Additions – Potomac Yard
13. Residential Permit Parking (RPP) – Boundary Adjustment to remove the property at 301 N. Fairfax Street

INFORMATION ITEMS

14. STAFF UPDATES

- Carshare Policy
- FY25 Budget Priorities
- Traffic and Parking Board Sub-committee on Taxicab Regulations

15. BOARD MEMBER UPDATES

Next Meeting: Monday, November 27, 2023

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 18, 2023, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katye North, Division Chief; Sheila McGraw, Principal Planner; and Max Devilliers, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the July 24, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers, to approve the minutes of the July 24, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Automated Speed Enforcement in School Zones
Mr. Kane expressed concerns with the fact that, despite the 25 mph speed limit on West Braddock Road and the 15 mph speed limit near schools on West Braddock Road, drivers are still speeding and should be cited using automated speed enforcement as soon as possible.
 - Public Input Opportunities for Corridor Projects
Mr. Kane noted that the timeline for these opportunities is too far out and that the City should implement short-term solutions in the meantime, specifically on Eisenhower Avenue, such as reducing the speed limit.
 - Curb Extensions Near Schools
Mr. Kane noted that the timeline for these curb extensions is too far out and that the City should implement short-term solutions in the meantime. Ms. Tucker asked if it is likely that the City will be awarded this particular grant funding and why these curb extensions near schools are so low priority and not lumped in with general Complete Streets and Vision Zero projects.
 - Capital Bikeshare Ridership Update
Mr. Kane noted that some 2023 data on the City’s Capital Bikeshare webpage and dashboard is either missing and/or outdated and should be updated accordingly.
 - Lower King Street Update
Ms. Mihalik asked why there are still barricades instead of bollards on the Unit block of King Street, to which Mr. Devilliers replied that the City is working on installing bollards

on that block later this year. Ms. Tucker asked if it is the City or the businesses paying for the new lights on the 100 block of King, to which Ms. North responded that the City has paid for the lighting.

- Zoning for Housing/Housing for All Update
- Traffic and Parking Board Annual Report

4. **PUBLIC DISCUSSION PERIOD:**

Doug Domenech and Meg Smith, residents of the Venue Condominiums and Townhomes, requested that the Board reconsider their decision to exempt District 9 permitholders from the restrictions and metered parking on the 900 block of North Fairfax Street.

Lauren Kramer, Sarah Bobbin, Christine Schlacter, Heather Bobotek, Christine Brown, and Yvonne Callahan raised concerns with the increased traffic volumes, pickup and drop-off operations, and illegal vehicular parking/standing associated with The Basilica School of Saint Mary at 400 Green Street. Some requested that Saint Mary's pay for additional police officers to act as traffic guards to direct drivers and prevent driveways and crosswalks from being blocked, while Ms. Callahan suggested that the school pay to bus some number of students to and from school. Rose Lieu spoke in support of the school's attempts to ameliorate the pickup and drop-off operations as well as work with the neighborhood to address issues raised. Rob Loia, principal of Saint Mary's, addressed the concerns raised by the various neighbors and stated that the school now enrolls 742 students—an increase of 27 from last school year—and has found that that has resulted in an increase of approximately 20 additional vehicles picking up and dropping off students on a daily basis. Principal Loia stated that the school has continued to remind the students' parents about the pick-up and drop-off procedures.

BOARD ACTION: Chair Lewis asked City staff what other actions the Board could take regarding the decision made for the 900 block of North Fairfax Street given that City staff's recommendation to keep the meter restrictions was approved by the Board at their July meeting. Ms. McGraw responded that the Board could vote to bring the item back in October for reconsideration. As such, Mr. Kane made a motion, seconded by Ms. Bonnard, that the Board consider the resident's request to remove metered parking requirements on the 900 block of North Fairfax Street at their October Meeting. The motion carried unanimously.

Chair Lewis asked Ms. Kramer what The Basilica School of Saint Mary's responses to the neighbors' concerns were previously regarding pickup and dropoff traffic, to which Ms. Kramer stated that the neighbors received few to no responses, and that the responses they did receive were inadequate. Mr. Kane asked if the officers directing traffic were on- or off-duty officers, to which Ms. McGraw responded that they are off-duty. Mr. Kane asked for an update on construction, to which Ms. McGraw responded that construction is expected to be completed at the end of November. Ms. Tucker asked Ms. Lieu when her child finished their last year as a student at The Basilica School of Saint Mary, to which Ms. Lieu responded June 2023. Ms. Mihalik asked if the officers are directing vehicular traffic or acting as crossing guards for pedestrians, to which Ms. Callahan responded they are acting as traffic guards. Mr. Osborne asked Principal Loia what other

changes the school could make to improve the situation, such as staggering the start time for different ages, to which Principal Loia responded stating that the school has a committee looking into other possible solutions to mitigate negative impacts on the neighborhood. Chair Lewis asked City staff what requirements there were for this development, to which Ms. McGraw responded that the school's Parking Management Plan goes into effect once construction is complete in November. Ms. Tucker asked Principal Loia if the school is willing to hire another police officer to direct traffic, to which Principal Loia responded that it would be considered. Chair Lewis requested that City staff continue to keep the Board updated until school construction is complete.

CONSENT ITEMS

16. **ISSUE:** Residential Permit Parking Restrictions Modification – 400 block of South Royal Street

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Kane, to recommend the Director of T&ES modify the existing residential permit parking restrictions on the 400 block of South Royal Street to 2-hour parking 8AM-11PM, Monday-Saturday, and 11AM-11PM on Sundays. The motion carried unanimously.

PUBLIC HEARING ITEMS

17. **ISSUE:** Curbside Pick-up and Loading Zones – 3000 block of Dogue Street

DISCUSSION: Mr. Devilliers presented the item to the Board. Chair Lewis asked City staff what Kaiser Permanente and the American Physical Therapy Association stated regarding the proposal, to which Mr. Devilliers responded that the National Industries for the Blind (NIB) owns the building and that this added zone would benefit Kaiser patients looking to be picked up and/or dropped off. Mr. Osborne noted that adding the signs might not prevent taxi and ride-hailing drivers from dropping employees off on East Glebe Road, to which Mr. Devilliers responded that hopefully Mr. Froemke can notify NIB colleagues of the new zone and to use that zone when getting to and leaving from the office.

PUBLIC TESTIMONY: Charles Froemke testified in support of NIB's petition for this new pickup/dropoff zone citing concerns of taxi and ride-hailing drivers dropping visually impaired NIB employees off on East Glebe Road where parking and standing are prohibited due to the lack of parking/loading lanes.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker, to recommend the Director of T&ES install 'Active Loading and Curbside Pickup Only' signage for the one parking space closest to East Glebe Road on the east side of Dogue Street. The motion carried unanimously.

18. ISSUE: Residential Pay by Phone – 300 block of South Fairfax Street

DISCUSSION: Mr. Devilliers presented the item to the Board. Chair Lewis asked City staff which start time options are provided in the City Code for Sunday parking restrictions, to which Ms. North responded 11 a.m. is the only start time option provided. Chair Lewis asked the public speaker if she would be amenable to parking remaining unmetered on Sundays, to which Ms. Radigan responded that she is not opposed but does not feel comfortable speaking for the whole block. Chair Lewis asked City staff to reach out to the Old Presbyterian Meeting House to ask if they require a multispace meter for churchgoers who prefer to physically pay for parking rather than via ParkMobile.

PUBLIC TESTIMONY: Ellen Radigan testified in support of the petition made by the residents of the 300 block of South Fairfax Street and stated that she would personally be amenable to a later start time for the metered parking requirement on Sundays if City Code allowed it.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Osborne, to recommend the Director of T&ES implement a residential pay by phone requirement (\$1.75 per hour) for the 300 block of South Fairfax Street. The motion carried unanimously.

INFORMATION ITEMS

19. STAFF UPDATES: Ms. McGraw provided the Board with an update regarding the 2024 Legislative Package and asked for feedback from the Board about items they would like the City to make of the General Assembly. The Board noted the need for more automated enforcement, including speeding in areas other than schools and work zones and more locations for red light cameras. City staff will check with Transportation Engineering on the number of red light cameras the City is allotted and how many are currently in operation.

Ms. McGraw also reminded the Board that the Taxi Commission Subcommittee will be holding their first meeting next month and she will be emailing the members of that subcommittee with more information.

Ms. McGraw notified the Board that proposed exemptions from residential permit parking restrictions for childcare workers would be considered at the next meeting.

20. BOARD MEMBER UPDATES: Chair Lewis updated the Board on the arrival of the new T&ES Director, Adriana Castañeda, on September 11, as well as a meeting on the I-495 HOT Lanes affecting Alexandria at the Lee Center on Tuesday, September 19. Chair Lewis also noted that there will soon be an opportunity to weigh in on options for Commonwealth Avenue where it passes under the elevated railroad near Cameron Street.

Mr. Kane provided the Board with the following updates:

- Tim Lovain and Leslie Catherwood filled empty seats on the Transportation Commission

- The Transportation Commission will be meeting again on September 20, 2023, for the first time since June so there are no other Commission updates at this time
- The Eisenhower West/Landmark Van Dorn Advisory Group is meeting on September 19 at 7:00 PM at the Patrick Henry Recreation Center

ADJOURNMENT

Mr. Osborne moved to adjourn the meeting, seconded by Ms. Mihalik. The motion carried unanimously. The meeting adjourned at 8:26 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023

DOCKET ITEM: 5

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Interim Pick-up and Drop-off Measures at the Basilica School of Saint Mary

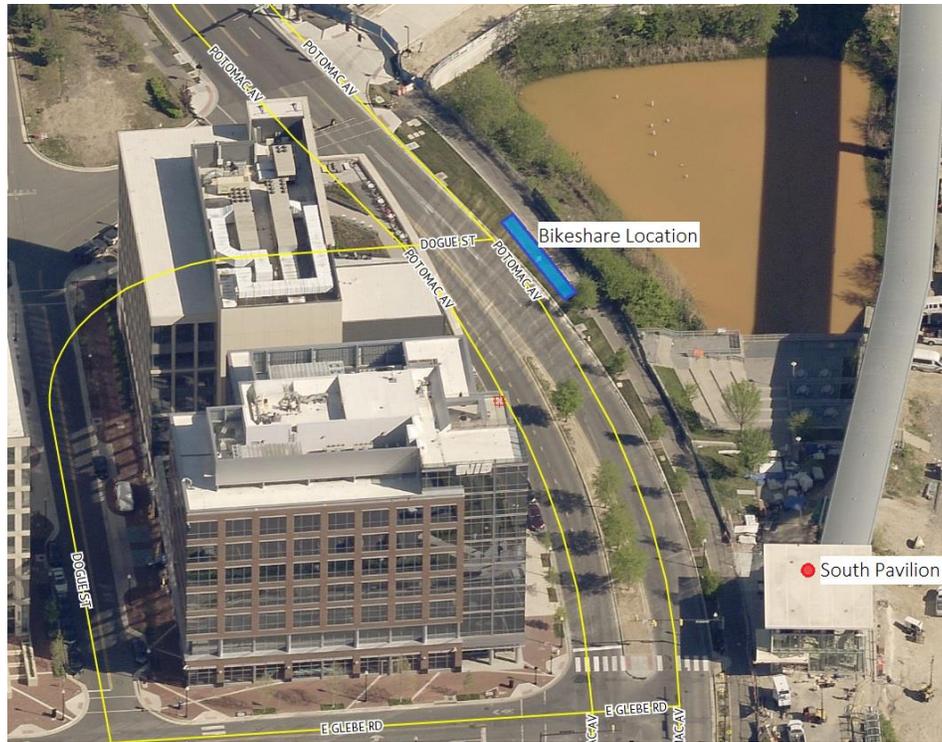
At the September Traffic and Parking Board meeting, residents raised concerns of blocked driveways, streets, and intersections and difficulty being able to cross the street safely during pick-up and drop-off times at the Basilica School of Saint Mary. On October 4, City staff met with staff from the school to discuss the public comments from the meeting. After the September Traffic and Parking Board meeting, the school created a safety and security committee to address these concerns. This resulted in five minutes being added to the drop-off and pick-up times at the school to alleviate congestion. The school has reported more free-flowing traffic since the drop-off and pick-up times have been extended. This is an interim measure that has been taken until construction at the school is completed which is anticipated in early to mid-November. Once construction is complete, the pick-up and drop-off plan that was approved with the site plan will be implemented. City staff and staff from the school will hold a follow-up meeting after the plan has been implemented to discuss how the permanent pick-up and drop-off plan is working.

B. Parking Enforcement Contractor

The City has a contract in place to provide additional parking enforcement and school crossing guard services. The school crossing guards contractors were in place to staff all thirteen school crossing guard posts on the first day of the school year. This alleviates Alexandria Police Department Parking Enforcement Officers who had previously assisted with these school crossing guard responsibilities to focus on parking enforcement. Additionally, the APD Parking Enforcement Officers will be supplemented by two to four parking enforcement contractors that will begin working later this year. The contractor is completing the hiring and training process for the parking enforcement contractors and APD is working with the contractor to determine an official start date. The contractors will support parking enforcement throughout the City.

C. Potomac Yard Metro Station Capital Bikeshare Station and Bike Racks

In October 2023, a new 15 dock Capital Bikeshare station was installed just north of the Potomac Yard Metro South Pavilion, along the Potomac Yard trail. This gives Metro riders a new, convenient transportation option to access the Potomac Yard Metro station.



Potomac Yard South Pavilion Capital Bikeshare station location

Additionally, the City worked with WMATA to have 10 bike racks installed, split between the North and South Pavilions. This is in addition to the 49 spaces in the bike room at the North Pavilion. Staff is evaluating the feasibility of installing more racks on the south side of the station closer to Potomac Greens Drive.



North Pavilion bike racks



South Pavilion bike racks

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023
DOCKET ITEM: 6
ISSUE: Disability Parking – 1199 North Fairfax Street

REQUESTED BY: Elliott Place, Phoenix Physical Therapy, 1199 N Fairfax St Ste 125

LOCATION: 1199 North Fairfax Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES designate one disability parking space at 1199 North Fairfax Street and provide City staff with administrative discretion to add a second disability parking space as deemed necessary.

BACKGROUND: City staff propose to locate this disability parking space near the entrance to 1199 North Fairfax Street at the end of the block adjacent to the curb ramp on the east side of the block. 1199 North Fairfax Street is one of several office buildings in the immediate vicinity, however, homes, retail, and other uses make up the overall area. There are no other on-street disability parking spaces in the vicinity. This space, along with the entire east side of the block, is currently unmetered yet restricted to 2-hour parking 8 a.m. to 5 p.m. Monday through Friday. The boundary of Residential Permit Parking District (RPPD) 9 runs down the center of North Fairfax Street therefore the east side of the block is not within any RPPD and District 9 permit holders are not exempt from most of the parking restrictions on the west side of the block, except for the three spaces closest to Second Street. The location of the proposed disability parking space is depicted in Attachment 1.

While there is an administrative process for designating disability parking spaces on residential blocks, there is not a similar administrative process for commercial or mixed-use blocks. Therefore, these requests must be reviewed by the Board as general on-street parking modification requests.

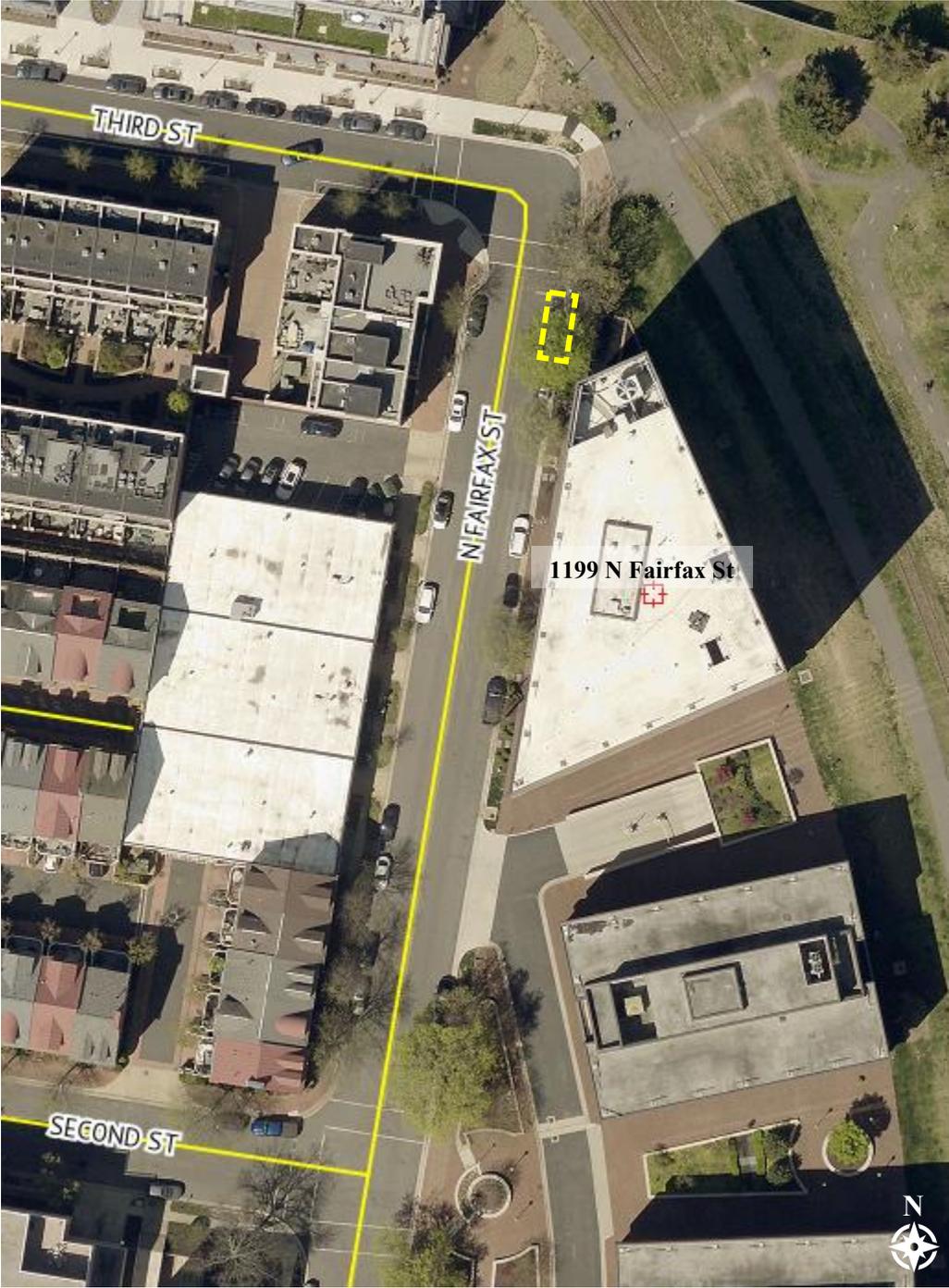
DISCUSSION: Phoenix Physical Therapy has submitted a request for two disability parking spaces at 1199 North Fairfax Street (Attachment 2). They noted that the majority of clients coming to their location have ambulatory challenges and require being in close proximity to the building's front entrance. Phoenix has two employee non-ADA-compliant parking spaces in the building's garage as part of their lease, but the garage is not publicly accessible to clients. There are no other disability parking spaces on or near the 1100 block of North Fairfax Street for use by Phoenix customers.

City staff recommend one 20-foot-long disability parking space near the main entrance to 1199 North Fairfax Street adjacent to the curb ramp at the Third Street end of the block, and, if Phoenix notes that they require another space due to patients stating that the space is often occupied, expanding to two contiguous 20-foot-long disability parking spaces.

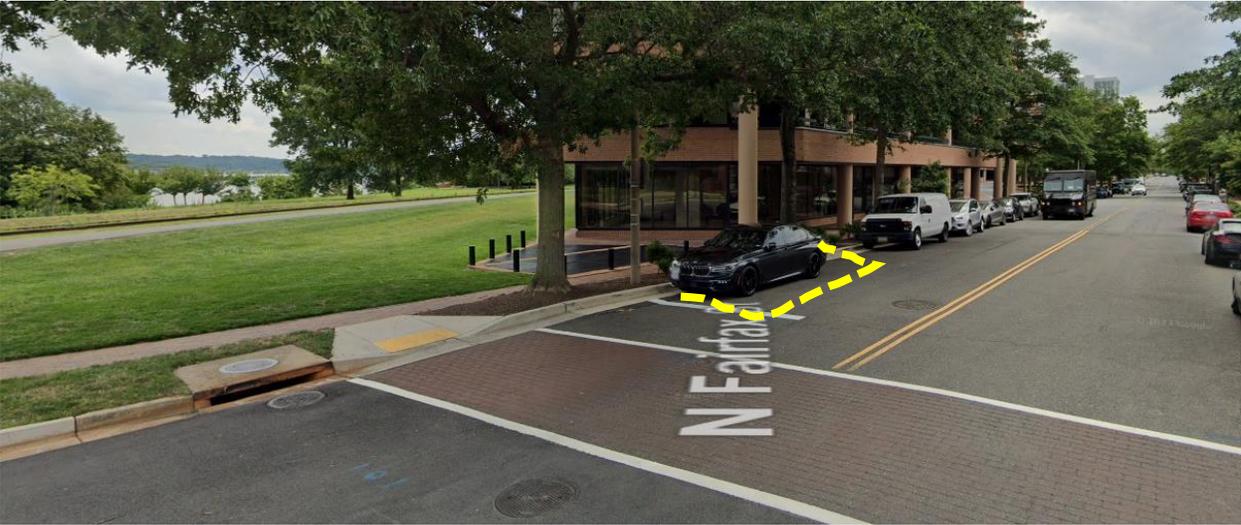
OUTREACH: Several patients of Phoenix Physical Therapy signed the petition in support of adding a disability parking space to the 1100 block of North Fairfax Street. The property owner as well as the property manager, Akridge, provided support of this proposed change via email on October 13, 2023. The Old Town North Community Partnership was notified about this petition on October 3, 2023. The president of OTNCP, Margaret Townsend, responded on October 3 stating she would share this petition with the other members of OTNCP but did not anticipate any opposition to the request. The North Old Town Independent Citizens' Association was notified about this petition on October 11, 2023. As of the posting of this docket, City staff had not received any feedback.

ATTACHMENT 1: LOCATION OF PROPOSED DISABILITY PARKING SPACE

Aerial



Google Street View



ATTACHMENT 2: ON-STREET PARKING MODIFICATION REQUEST FORM



ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (*What are you trying to solve/address?*):

Please provide 2 handicap parking spaces
for this commercially zoned block.

Type of On-Street Parking Modification Requested:

- | | |
|---|--|
| <input type="checkbox"/> Loading Zone Removal | <input type="checkbox"/> Loading Zone Addition |
| <input type="checkbox"/> Parking Removal | <input type="checkbox"/> No Parking Sign Removal |
| <input type="checkbox"/> Parking Restriction Change (Non-RPP) | |
- Proposed restrictions _____

Location: 1199 N. Fairfax St Alex VA 22314
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 2

Project Champion (Point of Contact) Information:

Name: Elliott Place

Address: 1199 N. Fairfax St suite 125 Alexandria VA 22314

Email: eplace@phx-pt.com

Phone Number: 571-312-2294

Best Way to Contact:

Best Time of Day to Contact:

- Email
 Morning

- Phone
 Afternoon

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Mobility Services
421 King Street, Suite 235
Alexandria, VA 22314



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

Addition of Two reserved parking Spaces
on N. Fairfax St for Phoenix Physical Therapy Patients.

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners' / condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Alex Witt	Support	<i>Alex Witt</i>	Phoenix Phys	patient	witt015@ymail.com
Alex Lane	Support	<i>Alex Lane</i>	"	"	alexlane38@yahoo.com
Jeff Pinnick	"	<i>Jeff Pinnick</i>	"	patient	
Sarah Gabriel	Support	<i>Sarah Gabriel</i>	"	patient	sarah.gabriel.3715@gmail.com
Luis Galo	"	<i>Luis Galo</i>	Phoenix Phys	"	511-446-9440 Luis.Galo@Siemens.com
Jeffrey Scott	Support	<i>Jeffrey Scott</i>	Phoenix Phys therapy	patient	jlscoot1394@gmail.com
Rocio Ramos	Support	<i>Rocio Ramos</i>	Phoenix Phys	patient	rramos@gmail.com
Jenna Meyers	Support	<i>Jenna Meyers</i> 9/18	Phoenix Physical	patient	jenna.meyers920@gmail.com
Laura Owell	Support	<i>Laura Owell</i> JUN 9/18/23	"	patient	
Kerry Wash	Support	<i>Kerry Wash</i> 9/20/23		patient	kwash@armel.com
Lmbvo	Support	<i>Lmbvo</i> 9/20/23		patient	Lmbvo@armel.com



We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

Addition of 2 reserved parking spaces
on N. Fairfax St. for Phoenix Physical
Therapy Patients

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners'/condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Elizabeth Allen	Support	[Signature] 9/20/03	Phoenix Physical Therapy	Patient	e.allen03@gmail.com
Sylvia	Support	[Signature]		patient	sylviasf@va.gov
Lindsay Robson	Support	[Signature]	400 Phoenix	patient	robinson.lindsay@gmail.com
Sharon Chaudhry	Support	[Signature]	Phoenix	patient	Schaudhry01@gmail.com
Mou Lloyd	Support	[Signature]	Phoenix	Patient	mmlloyd1024@gmail.com
John C. Carbone	Support	[Signature]	Phoenix	Patient	John.C.carbone@comcast.net
Jom Mduk	Support	[Signature]	Phoenix	Patient	Jommduk77@gmail.com
Denise Inbistmas	Support	[Signature] 9/18/03	Phoenix	Patient	chediane@comcast.net
Pat Holman	Support	[Signature] 9/18/03	Phoenix	Patient	p.holman@gmail.com
Atila Kess	Support	[Signature]	Phoenix	Patient	atilkess@gmail.com
Lois Dwyer	Support	[Signature]	Phoenix	Patient	quackdmsj@hotmail.com

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023

DOCKET ITEM: 7

ISSUE: Curbside Pick-up and Loading Zones – 700 block of East Glebe Road

REQUESTED BY: Luke Knapp, Senior Manager of Corporate Real Estate, Institute for Defense Analyses

LOCATION: 700 block of East Glebe Road

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ signage for the one parking space in front of 730 East Glebe Road.

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. Due to positive feedback, staff developed signage for permanent curbside pickup and loading zones (Attachment 1). The Senior Manager of Corporate Real Estate for the Institute for Defense Analyses (IDA), located at 730 East Glebe Road, submitted a request (Attachment 2) for a new zone to accommodate the large number of employee drop-offs and pick-ups taking place during office hours.

This block and the immediate vicinity are made up primarily of commercial and office space. When 730 East Glebe Road was developed, the short layby in front of the main entrance was built into the curblines which makes it ideally positioned as a pickup/drop-off zone. The requested zone is on the westbound side of East Glebe Road closest to Main Line Boulevard, which is where GPS directs drivers to end and start rides when ‘Institute for Defense Analyses’ is inputted as the origin/destination. These parking spaces are currently non-metered and unrestricted as well as frequently used by IDA. The South Pavilion of the new Potomac Yard Metrorail Station is located one block away on the east side of Potomac Avenue. Meters are being considered for most of the parking spaces in this area now that the Metrorail Station has opened. See Attachment 3 for more details about the location.

DISCUSSION: The proposed signage for these zones aims to clearly identify areas that can be used by food delivery vehicles, taxis, ride hail drivers, valet, and carry-out pickup, as well as general freight loading and unloading. Strategically reallocating valuable curbside space to accommodate the significant increase in pickup and drop-off activity can help to reduce double-parking, prevent the obstruction of bus stops and fire hydrants, and mitigate the prevalence of

blocked crosswalks. When reviewing requests for these zones, staff considers the commercial nature of the block and the availability of other loading areas that could serve nearby businesses. Given the number of employees and visitors that may be being dropped off or picked up at this location or having food delivered, it would be beneficial to the traffic flow on East Glebe Road to designate this space as a loading/pickup zone to reduce double parking or illegal loading along the curb. This space in conjunction with the recently approved pickup/drop-off space on Dogue Street next to the National Industries for the Blind will function efficiently to support both organizations given their size and the number of employees and visitors being picked up and dropped off.

Providing a variety of ways to access commercial areas also supports the Curb Space Prioritization Framework (see below) and helps to designate areas along the curb that address the needs of the adjacent land uses. Per the Framework, Access for People and Access for Goods are the highest priority for Office & Commercial areas. A dedicated space for people and goods to be picked up and dropped off is consistent with the priorities for using the curb.

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

Staff recommends installing the loading zone for these spaces as it is consistent with the Curb Space Prioritization Framework, will help eliminate double parking on East Glebe Road, which is a bus route, and provides a safe location for pick-up and drops for people and goods.

OUTREACH: Staff notified the Potomac Yard Civic Association of the request on October 3, 2023. As of the posting of this docket, City Staff had not received any feedback.

ATTACHMENT 1: STANDARD ACTIVE LOADING AND CURBSIDE PICKUP ONLY SIGN



ATTACHMENT 2: ON-STREET PARKING MODIFICATION REQUEST FORM

ON-STREET PARKING MODIFICATION REQUEST FORM



Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (What are you trying to solve/address?):

The pull off in front of 730 East Glebe Rd is slated for parking and future metered parking. Due to the central location in front of the Institute for Defense Analyses, we request these be designated Pickup/Dropoff only

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
- Loading Zone Addition
- Parking Removal
- No Parking Sign Removal
- Parking Restriction Change (Non-RPP)
- Proposed restrictions _____

Location: 730 East Glebe (photo attached)
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 2

Project Champion (Point of Contact) Information:

Name: Luke Knapp

Address: 730 East Glebe Rd, Alexandria VA 22305

Email: lknapp@ida.org

Phone Number: 571-565-0083

Best Way to Contact:

- Email
- Phone
- Morning
- Afternoon

Best Time of Day to Contact:

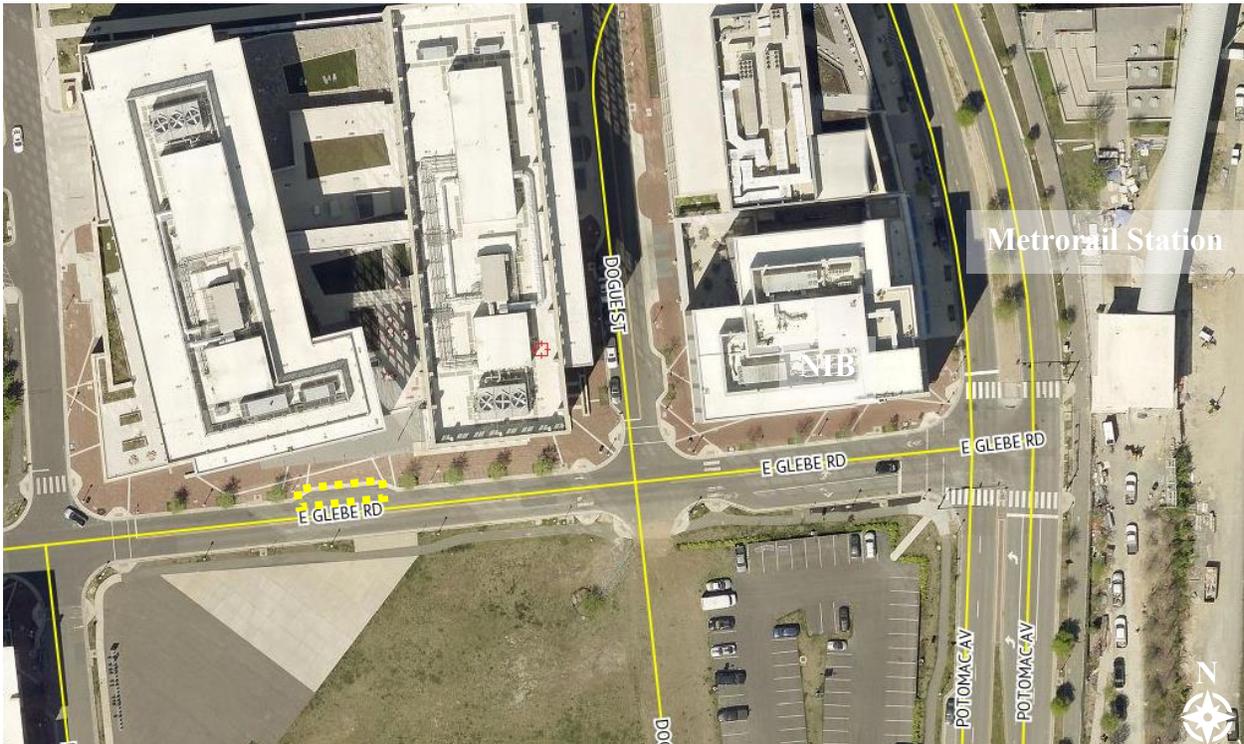
ATTACHMENT 3: LOCATIONS

Street View



Westbound East Glebe Road

Aerial



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023

DOCKET ITEM: 8

ISSUE: Changes to Traffic - East Abingdon Drive Bicycle Lanes

REQUESTED BY: T&ES Staff

LOCATION: East Abingdon Drive between south of Bashford Lane and north of Slaters Lane

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

- (1) Remove one HOV lane on East Abingdon Drive between Bashford Lane and north of Slaters Lane; and
- (2) Convert the right lane of East Abingdon Drive south of Bashford Lane from through-right to right-turn-only.

BACKGROUND: East Abingdon Drive is a two-lane, one-way street, running northbound parallel to the George Washington Parkway providing opportunities to turn left and right onto Bashford Lane and Slaters Lane. It also provides access to parking for condominium apartments adjacent to it, including parking lots and perpendicular parking directly adjacent to the street. The right lane operates as a lane for High Occupancy Vehicles (HOV) in the morning. North of Slaters Lane, the two lanes merge into one before intersecting with the Parkway. West Abingdon Drive is the southbound equivalent.

The East Abingdon Drive Bicycle Lane Project is intended to improve safety and comfort for people walking and biking along East Abingdon Drive. The project would fill a critical gap along the Mount Vernon Trail of about 600 feet (Attachment 1) in which people walking and biking currently share a four-foot wide sidewalk or walk and bike in traffic, sometimes in the opposing direction of traffic (Attachment 2). The Alexandria Mobility Plan has identified this gap as a future trail connection (Attachment 3). Without redevelopment plans for the Pepco Substation property, the steep grade prevents sidewalk widening to the east, which is why adding this connection in the street is the only feasible option.

The project also examined alternative uses for the right lane south of the Trail to increase safety and comfort for residents and solicited public feedback on this aspect as well.

DISCUSSION: Because of the gap in this section of the trail, northbound *and* southbound cyclists usually use the right travel lane, increasing the risk of conflict with northbound

motorists. Alternatively, cyclists use the four-foot sidewalk, increasing the risk of conflict with pedestrians. In addition, traffic is relatively light for most of the day, (except the morning peak hours) which leads to speeding in this area. This project proposed to convert the right northbound travel lane on East Abingdon Drive north of Bashford Lane to northbound and southbound bicycle lanes (Attachment 4). These bicycle lanes would separate cyclists and pedestrians from traffic. Reducing the number of lanes would also encourage drivers to slow down. Because there would only be one lane south of Slaters Lane, for the sake of consistency, there would remain one traffic lane north of Slaters Lane as opposed to having two lanes for a short section that merge back into one lane before the merge onto the George Washington Parkway. This provides for a separate space for the bus stop north of Slaters Lane.

In addition to elimination of the travel lane for the bike lanes, the City also considered and received feedback from the public on two options for the right lane of East Abingdon Drive between Bashford Lane and the Trail, and south of Bashford Lane (Attachment 5).

Option 1: Between the Trail and Bashford Lane, the two existing traffic lanes would remain and merge to the left lane south of the Trail.

Option 2: The right lane between the Trail and Bashford Lane would be converted to an access lane to increase safety and comfort for users of the perpendicular resident parking. This would also act as a de facto fire lane and would be available to bicyclists. In order to prevent through-traffic using this lane, the right lane of East Abingdon Drive would be converted to a right-turn-only lane. Option 2 increases comfort and safety further by providing a traffic-free access lane to ingress and egress the perpendicular parking.

Traffic analysis indicates that there could be a minimal impact during the AM rush hour, with drivers experiencing additional queuing on East Abingdon Drive approaching Slaters Lane that might add 10-20 seconds to their trip for both options. No significant impact is expected during the PM rush hour or during off-peak travel times.

Staff recommends the cycle track and lane treatment north of Slaters Lane, and Option 2 for the right lane between the Trail and Bashford Lane, and for converting the right lane of East Abingdon Drive south of Bashford Lane to a right-turn lane.

OUTREACH: The City conducted a public outreach campaign to gather feedback on idea of a cycletrack and on the two options for the right lane of East Abingdon Drive. This included an online survey, a website and social media. The City received 265 comments, and the results showed that almost 90% of respondents supported the cycletrack, and a majority of respondents (over 75%) supported Option 2 (the service lane option). The [Community Feedback Summary can be found here](#).

Respondents who supported the project cited the following reasons:

- It would provide a good level of safety for people biking.
- It would be less disruptive to traffic.
- The stretch in question is one of the more dangerous parts of my commute.
- This project would provide climate change benefits.

- In rush hour, I fear I will be hit by a car.
- Biking opposite to traffic is unsafe.

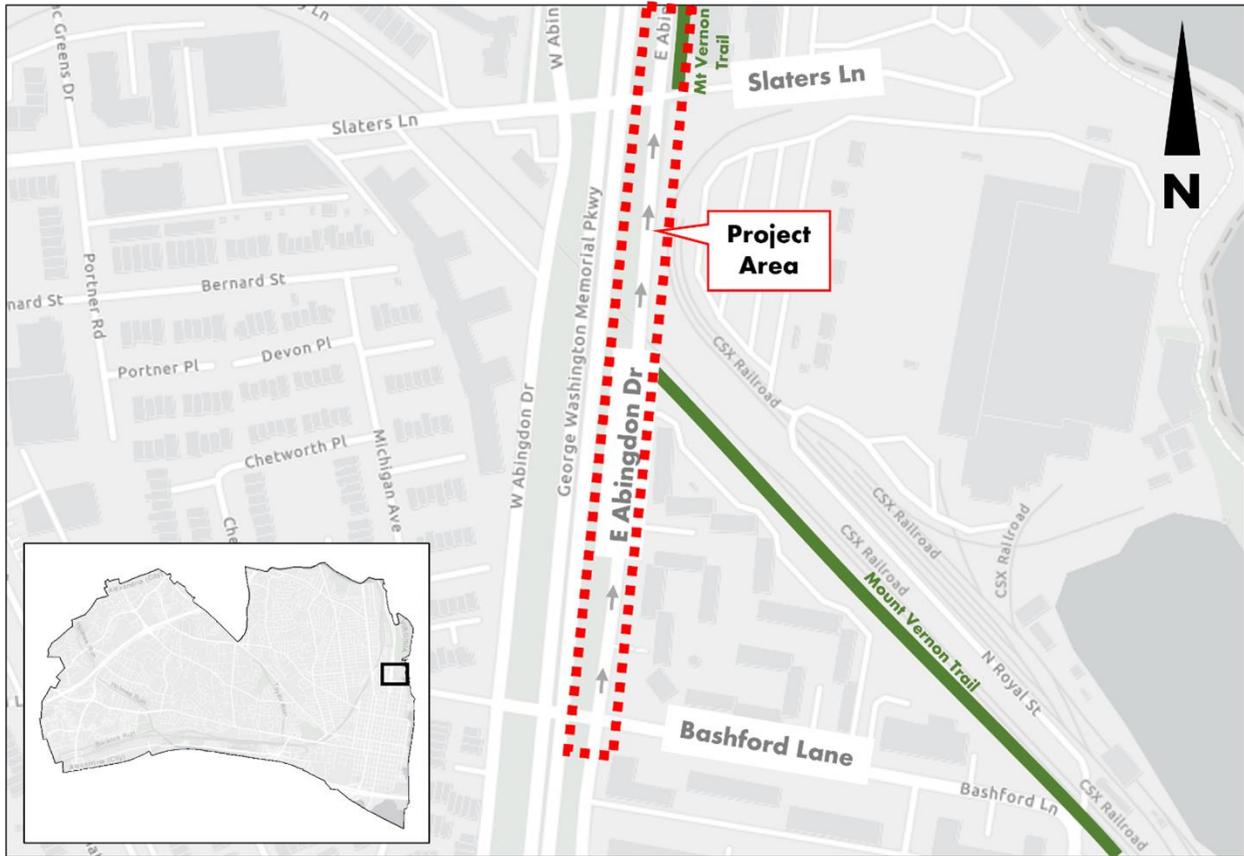
Respondents who opposed the project cited the following reasons:

- It would not provide the highest level of safety for people cycling.
- It would encourage more people to bike, which would increase traffic congestion.
- Taxpayer dollars should be spent on more pressing matters.
- Concerns about impacts on the #34 DASH bus.

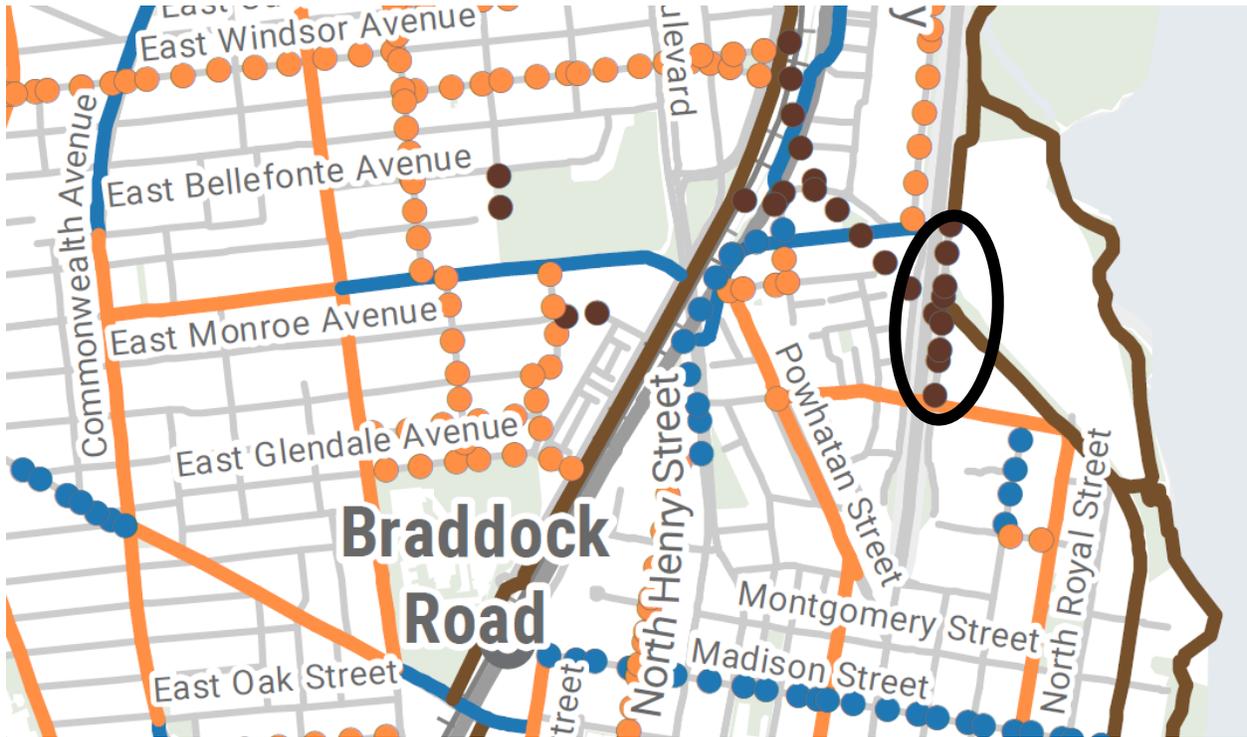
ATTACHMENT 1: STREETVIEW OF 4-FOOT SIDEWALK



**ATTACHMENT 2: PROJECT STUDY AREA AND GAP IN TRAIL CONNECTION
(TRAIL SHOWN IN GREEN).**



ATTACHMENT 3: ALEXANDRIA MOBILITY PLAN



Existing Facility*	Planned Bike Network **
Dedicated Bike Lane	Enhanced Bicycle Facility
Shared Lane Markings	Shared Lane Markings
Trail/Sidepath	Trail/Sidepath
Future Streets (from small area plans)	

* City of Alexandria 2021
 ** 2016 Pedestrian and Bicycle Plan

ATTACHMENT 4: PROPOSED BICYCLE LANES BETWEEN TRAIL AND NORTH OF SLATERS LANE





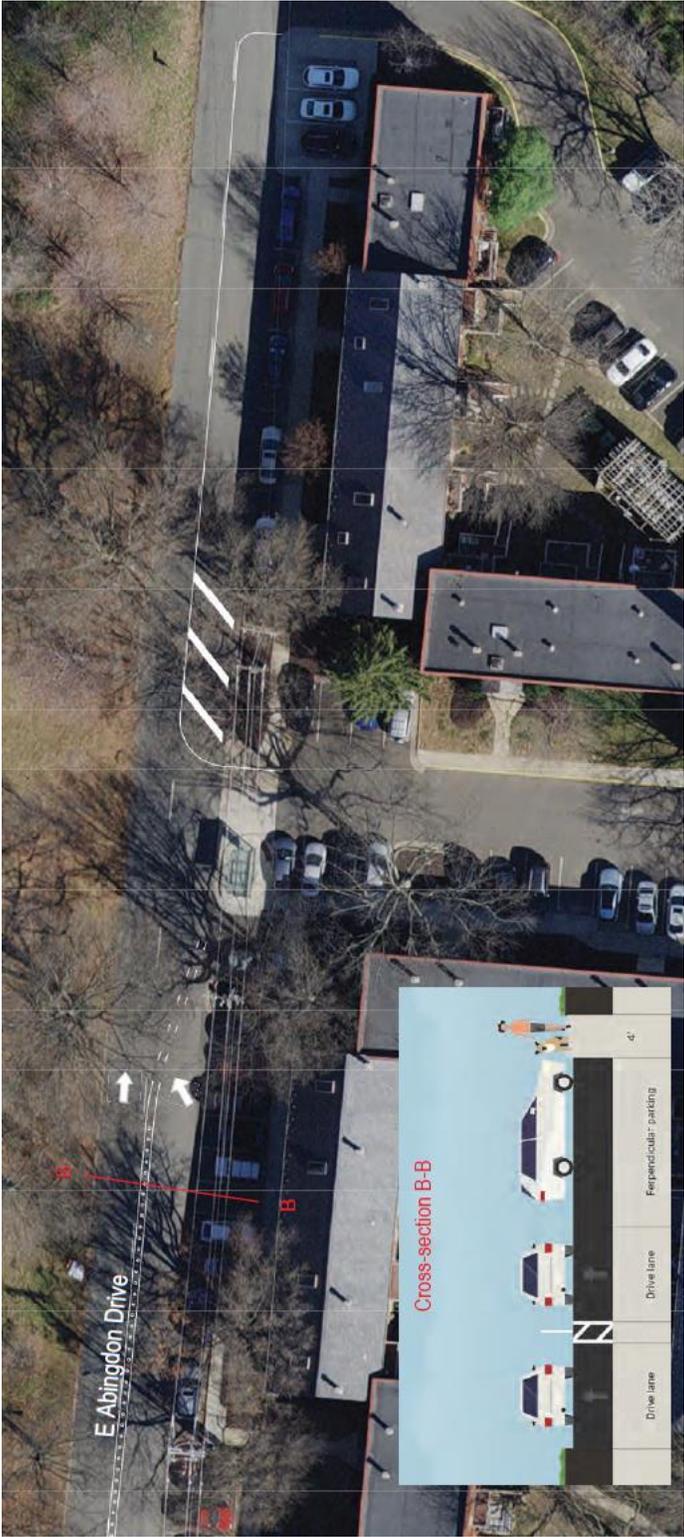


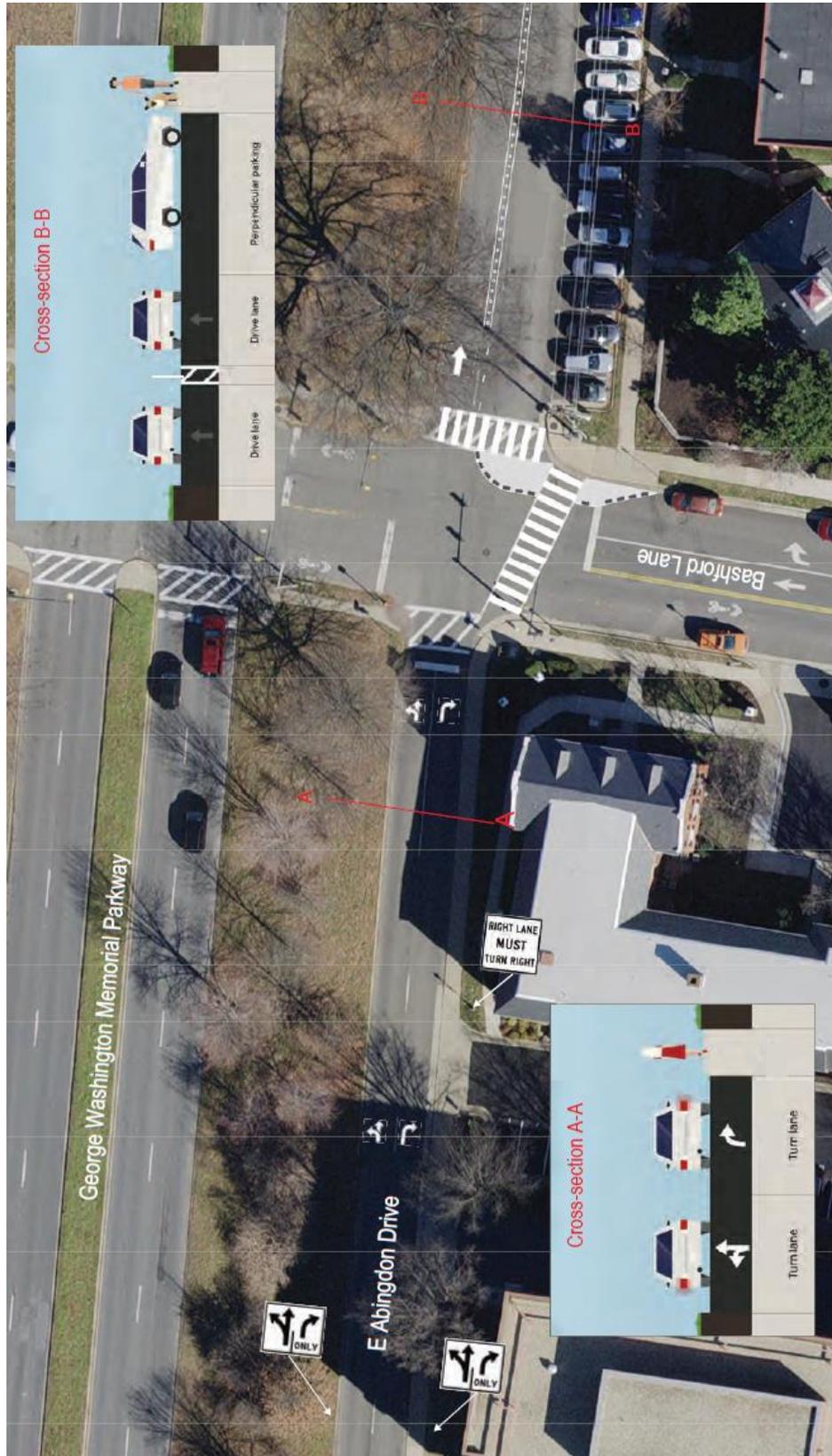
ATTACHMENT 5: OPTIONS BETWEEN THE TRAIL AND BASHFORD LANE

Option 1 – Abingdon Drive with Merge Lane



Option 2 – Abingdon with Access Lane, Right Turn Lane south of Bashford





City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023

DOCKET ITEM: 9

ISSUE: Left-Turn Lane Removal and Installation of No Turn on Red Signs - Duke Street at Dulany Street

REQUESTED BY: T&ES Staff

LOCATION: Duke Street & Dulany Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove one of two westbound left turn lanes on Duke Street at Dulany Street.

BACKGROUND: Duke Street is a principal arterial roadway that provides east-west access between Old Town and the West End. The intersection of Duke Street and Dulany Street/Diagonal Road is a signalized intersection that provides access between the Carlyle neighborhood and the King Street Metro area (Attachment 1). The intersection is well-used by people walking, biking, taking transit, and driving.

In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes. The City's adopted Complete Streets Policy requires that improvements be implemented to enhance mobility, safety, and access for all roadway users in coordination with regular maintenance whenever possible. Duke Street is being repaved this fiscal year between Dulany Street and South Patrick Street.

DISCUSSION: Currently, there are two left-turn lanes that serve drivers traveling westbound on Duke Street and turning left onto Dulany Street into the Carlyle neighborhood. Staff has received past comments from residents and observed that the two left-turn lanes appear to be significantly underutilized.

Dual left turn lanes are relatively uncommon in Alexandria and are typically reserved for intersections with extremely high left-turn volumes, as they can create other challenges for the intersection, such as:

- Limited visibility of pedestrians in the crosswalk.
- Greater number of conflict points, which carries an increased risk of crashes.

- Limited ability to allow for concurrent left-turn movements for both directions, which can impact intersection operations.
- Contribution to an overall auto-dominated street environment that can be intimidating for people walking and biking.
- Reduced space for other intersection design features.

Staff performed traffic analysis to assess how well the left-turn lanes are used and determine whether two left-turn lanes are warranted. According to the Highway Capacity Manual and AASHTO Geometric Design of Highways and Streets, dual left-turn lanes are considered where left turn movements exceed 200 per hour. Staff found that the volume of left turns is regularly less than 50 vehicles per hour during the peak period. Based on this analysis, dual left-turn lanes are not warranted, and one left-turn lane is sufficient to accommodate left-turning vehicles from westbound Duke Street to southbound Dulany Street. There would be no adverse traffic impacts associated with removing one of the westbound left-turn lanes. Removing one of the two left-turn lanes would also allow the City to install a pedestrian refuge area for the existing crosswalk (Attachment 2), a treatment that is shown to reduce pedestrian crashes at intersection by up to 46%.

OUTREACH: Staff notified the Carlyle Council of this proposal on September 27. As of the date of the docket posting, no comments have been received on the proposed changes beyond clarifying questions about the scope and reason for the proposed change.

ATTACHMENT 1: PROJECT LOCATION & CONCEPTUAL PLAN

Duke Street, looking westbound to Dulany Street



ATTACHMENT 2: CONCEPTUAL PLAN



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023

DOCKET ITEM: 10

ISSUE: Parking Meter Removal and Residential Permit Parking Restrictions – 900 Block of North Fairfax Street

REQUESTED BY: Residents of The Venue Condominiums

LOCATION: 900 block of North Fairfax Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES maintain the meter parking restrictions on the 900 block of North Fairfax Street.

BACKGROUND: The Venue is a new development in Old Town North made up of 122 condominiums in a 13-story tower, 41 townhomes, and a performing arts space meant to be occupied by Metro Stage in the future. The townhomes at The Venue were each built with two-car garages and the 122 condos have access to a garage for residents made up of 160 for-sale parking spaces. The community was developed by Carr Companies and replaced the former Crowne Plaza Hotel. The Perfect Pita, which is located in a standalone retail building, is on the same block at the corner of North Fairfax Street and Canal Center Plaza. The neighborhood is mixed-use with occupied and under-construction mixed-use buildings, offices, multifamily buildings, and townhouses.

There are approximately 26 legal parking spaces on the 900 block of North Fairfax Street that are metered from 8 a.m. to 9 p.m., Monday through Saturday. In July, the Board approved exempting RPPD 9 permitholders from the parking restrictions on the south side of the 200 block of Canal Center Plaza and the north side of the 200 block of Montgomery Street. Given the area's mix of uses, RPPD 9 permitholders are not exempt from most parking restrictions on the surrounding blocks in the District. However, there are some blocks nearby where parking is fully unrestricted. See Attachment 1 for more information about land uses near the location.

DISCUSSION: At the July Traffic and Parking Board meeting, the Board recommended that the Director of T&ES add RPP District 9 parking restrictions on the south side of the 200 block of Canal Center Plaza and the north side of the 200 block of Montgomery Street, but **did not** recommend removing the meters and adding RPP restrictions to the 900 block of North Fairfax Street, per Staff's recommendation. However, during the public discussion period of the September 18 Board meeting two residents of The Venue requested the Board reconsider their recommendation for North Fairfax Street (see the original request from the July meeting in

Attachment 2). The Board requested staff bring the request back to the Board at their October Meeting.

Metered parking without exemptions for District 9 permitholders has been in place for many years on this block and was implemented to mitigate demand generated by the former hotel that preceded The Venue as well as the overall predominance of commercial uses in the immediate area. Although the block is now residential, keeping the metered restrictions in place aligns with the goals of the [2016 Old Town North Parking Study](#) and [2017 Small Area Plan for Old Town North](#) which were the result of an extensive public process. These plans recognize the need to compel turnover for this mixed-use neighborhood and recommend creating a meter zone for the area that builds off of this existing block (Attachment 3). The Parking Study also noted the existence of several off-street parking facilities that have additional capacity (Attachment 4).

[Sec. 5-8-92 of the City Code](#) stipulates that “any proposal to...remove existing meters on public streets...shall be submitted by the city manager or designee to the traffic and parking board for its review and recommendation.” Once installed, the City does not typically remove parking meters unless there is a specific reason they are no longer needed. Removing the three meters on the 900 block of North Fairfax Street will cost the City a total of \$4,500.

In summary, City staff recommend keeping the meter restrictions on the 900 block of North Fairfax Street and not installing RPP parking restrictions given:

- The existing and future mixed-use nature of the neighborhood will benefit from parking turnover
- The 2016 Old Town North Parking Study and 2017 Small Area Plan for Old Town North recommend creating a meter zone in the neighborhood that builds off of this existing meter block
- The growing number of mixed-use developments in the pipeline on surrounding blocks and the need to compel turnover in the future when short-term on-street parking is needed to support additional businesses
- The plans for the Metro Stage performing arts space on this block and the need for parking turnover to support this use
- Off-street parking spaces are available for residents at The Venue (2-car garages for townhouses and 160 for-sale spaces for the 122 condos)
- The availability of other off-street parking facilities in the neighborhood

OUTREACH: Staff notified the Old Town North Community Partnership (OTNCP) and North Old Town Independent Citizens’ Association (NOTICE) that this request would be reconsidered by the Board at their October meeting on September 19, 2023. As of the time the docket was posted, City staff had not heard any feedback from either group.

ATTACHMENT 1: EXISTING LAND USES IN OLD TOWN NORTH (THE VENUE OUTLINED IN RED)



- Retail or Hotel
- Office
- Mixed-Use
- Residential
- Institutional

ATTACHMENT 2 - RESIDENT PETITION

Venue Townhomes & Condominiums
925 N. Fairfax Street
Alexandria, VA 22314
June 15, 2023

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

To the members of the City of Alexandria Traffic and Parking Board,

The attached petitions from the Venue Condominium complex request Residential Permit Parking modifications for the residents of this District 9 community. The request is for the 900 block of North Fairfax Street and the adjoining blocks on First Street (Canal Center Plaza) 200 block to the north and the 200 block of Montgomery Street to the south. The request is similar to other residential zones that have been approved. Our request is for a waiver for residents of District 9 identified by a vehicle sticker for privately owned and registered motor vehicles.

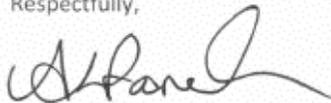
Prior to conversion of this property to purely residential with the exception of the small retail food market Perfect Pita this block held the Crowne Plaza Hotel and was likely a paid parking zone during that time. Now the block is 99+% residential, and the residents already contribute significant funds to the City of Alexandria via Real Estate and Personal Property taxes as well as other City mandated fees.

The attached petitions include 65 signatures from the condominium tower at 925 N. Fairfax St and 24 from the surrounding townhouses. This represents 65% of the total 160 properties, exceeding the 50% requirement for submission to the Board. For additional context, this represents 67% of the non-developer owned units, demonstrating the strong interest in this petition. All signatures have been validated as representing only one per household, and of a residing tenant in any rental units.

We appreciate the efforts of the City government to manage the limited parking availability in many parts of the City to include District 9. We are requesting the City appreciate the need of residents to have convenient parking access to our homes.

Thank you for your consideration of these petitions. If you need additional information, please contact me at mandy.parenteau@fsresidential.com or 703-520-0056.

Respectfully,



Mandy Parenteau, CMCA, AMS
General Manager



Petition for Adding, Modifying, or Removing Residential Permit Parking Signage in an Existing District

Block Contact: MANDY PARENTEAU

Address: 925 N. FAIRFAX

Telephone: 703-520-0058 Email: Mandy.parenteau@

District: 9 fsresidential.com

Proposed Change (Select one)

- Add new signage Modify existing signage Remove existing signage

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

900 BLOCK OF FAIRFAX, 200 BLOCK OF MONTGOMERY & CANAL CENTER PLZ

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

ADD DISTRICT 9 OWNERS EXEMPT

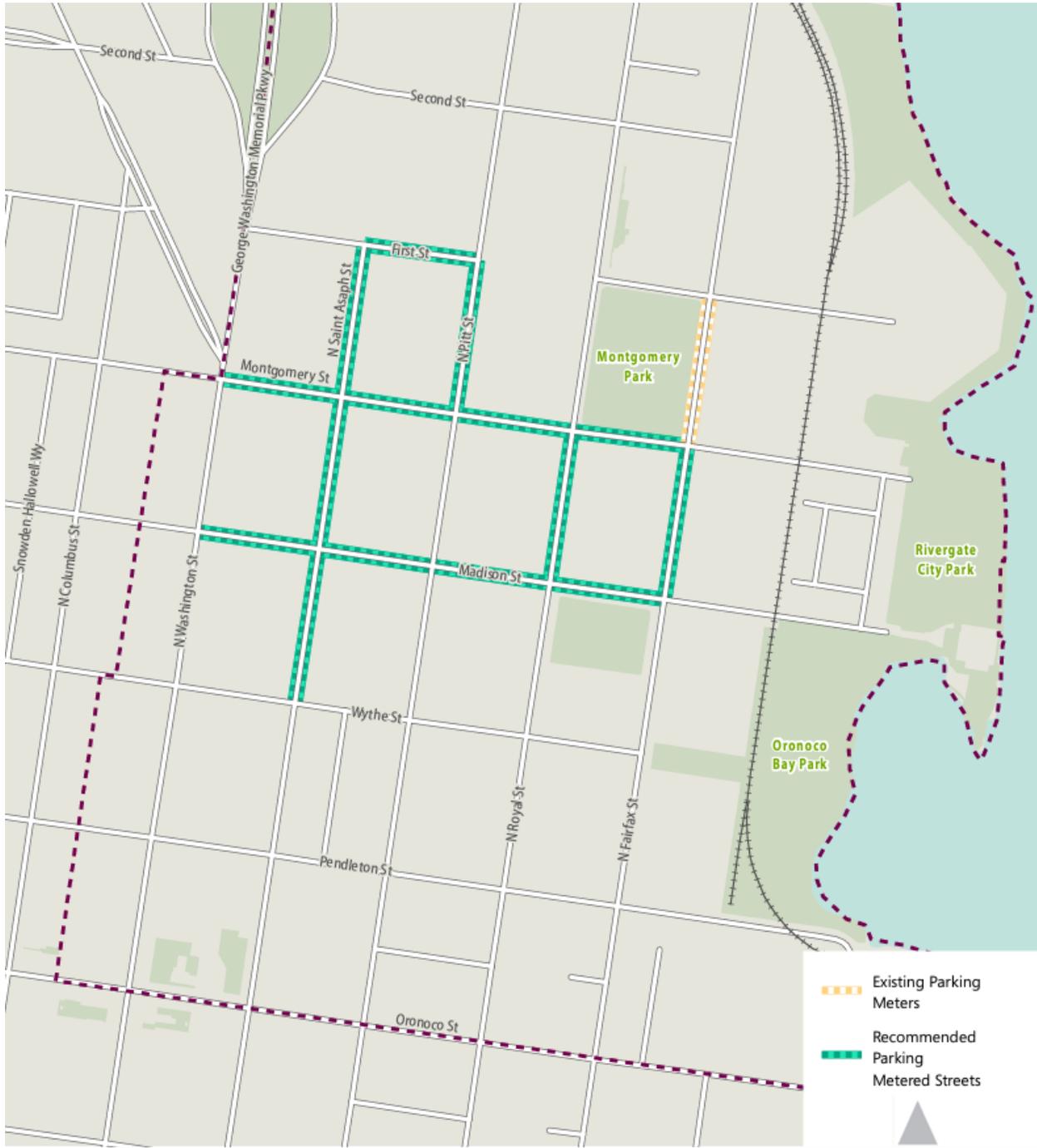
Proposed Restrictions (Select an option on each line):

- | | | |
|---|---|--|
| <input type="checkbox"/> Two Hours | <input type="checkbox"/> Three Hours | <input checked="" type="checkbox"/> DISTRICT 9 OWNERS EXEMPT |
| <input type="checkbox"/> 8AM-5PM | <input type="checkbox"/> 8AM-11PM | <input type="checkbox"/> 8AM-2AM (next day)* |
| <input type="checkbox"/> Monday-Friday | <input type="checkbox"/> Monday-Saturday | |
| <input type="checkbox"/> No Sunday Restrictions | <input type="checkbox"/> Sunday 11AM-11PM | <input type="checkbox"/> 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

ATTACHMENT 3: OLD TOWN NORTH PARKING STUDY - RECOMMENDED METERED BLOCKS



ATTACHMENT 4: OLD TOWN NORTH PARKING STUDY - NEARBY OFF-STREET PARKING LOCATIONS



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023

DOCKET ITEM: 11

ISSUE: City Code Amendment – Residential Parking Permit (RPP) Restrictions for In-home Childcare Providers

REQUESTED BY: City Staff

LOCATION: Residential Parking Permit (RPP) Districts Citywide

STAFF RECOMMENDATION: That the Board make a recommendation to the City Council to amend Section 5-8-77 of the City Code to allow childcare service providers to obtain permits.

BACKGROUND: The Residential Parking Permit (RPP) program started in 1979 as a response to increased demand for parking, particularly in Old Town and residential areas of the City near Metrorail stations. RPP districts have expanded over the years and currently there are 14 Districts (Attachment 1). This program prohibits on-street parking for more than two to three hours during varying time periods unless a vehicle has a parking permit for the district.

Section 5-8-77 outlines who is eligible for parking permits. In 2008, the City Council approved an amendment that allowed residents to obtain a permit for a health care provider performing healthcare services at a home within a parking district. As part of that action, the Council also asked staff to consider similar options for childcare providers as well. However, a formal amendment was not brought back to the Council following that meeting. At the September 12, 2023 City Council meeting, the Council discussed this issue and asked staff to propose an amendment to address parking for childcare providers (Attachment 2).

DISCUSSION: In response to the Council’s request, staff is proposing an amendment to Section 5-8-77 to create a process for issuing permits to residents for their in-home childcare providers (Attachment 3). The proposed change follows the process for home health care workers by allowing residents who employ an in-home childcare worker to apply for one residential parking permit per year. This proposal will allow in-home childcare workers along with health care workers to park proximate to their clients and not have to move their cars every couple of hours, allowing for continuous care of clients.

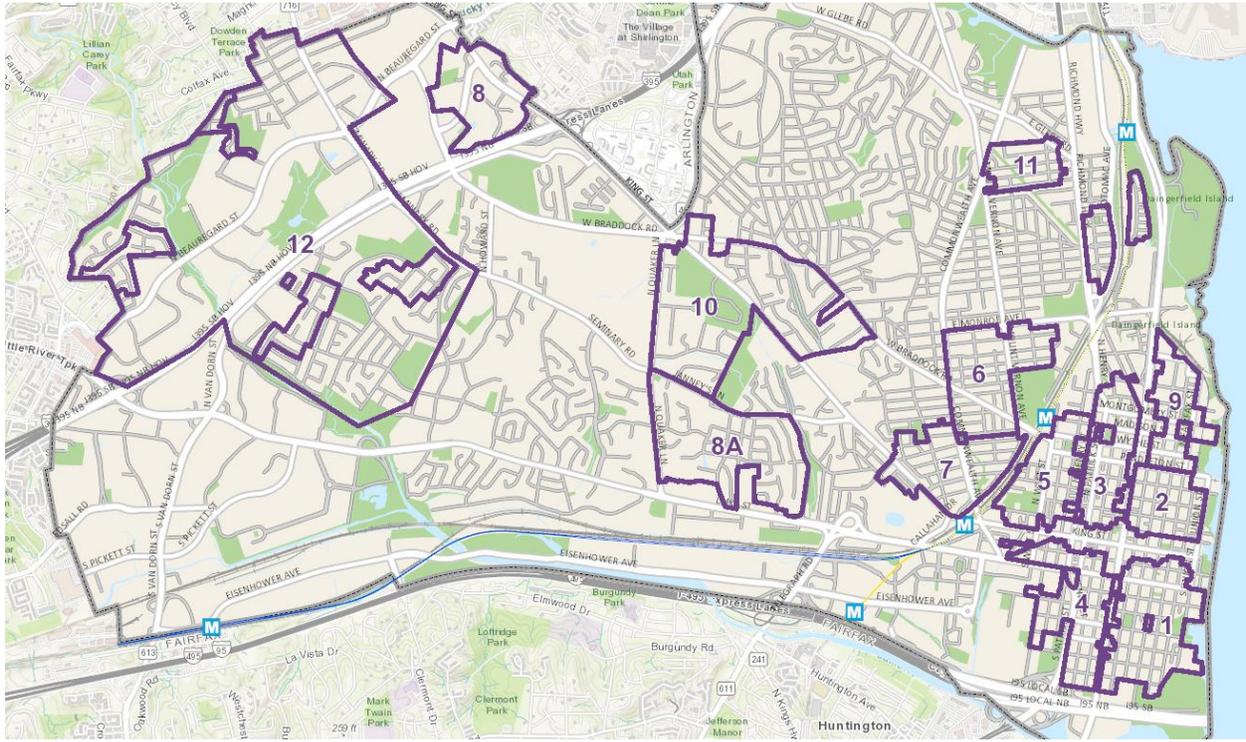
Permits for both in-home health care and childcare workers providing such services at residences within a permit parking district would be subject to the following criteria:

- The resident of the home where the in-home childcare or health care is being provided must apply for the permit.
- Only one permit for in-home health or childcare workers may be issued per year, per residence.
- The permit is valid for up to one year and will expire on October 5, annually.
- A \$150 fee will be charged for the permit, regardless of how many permits have been issued to this address. The fee is equal to the fee charged for a residential parking permit for each additional vehicle beyond a second vehicle.
- The applicant for in-home childcare or health care workers must provide a notarized certification that the resident is receiving in-home care at the residence.
- The applicant must provide a copy of the vehicle registration for the initial user of the permit.

Currently, only eight parking permits have been issued for health care workers, suggesting this provision is not being abused and is not adding an excessive number of vehicles to the parking districts. Staff believes expanding this section to allow permits for childcare providers will not have a substantial impact on parking available. Rather this will provide for similar parking allowances for similar care providers and accommodate families who employ childcare providers at home.

OUTREACH: Staff notified the Federation of Civic Associations and other civic associations that fall partially or completely within a RPP District about the proposed amendment on September 28, 2023. As of the posting of this docket, staff had not received any feedback from any of the associations.

ATTACHMENT 1: RPP DISTRICT MAP



ATTACHMENT 2: MEMORANDUM FROM MAYOR JUSTIN WILSON

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 11, 2023
TO: THE HONORABLE MEMBERS OF THE CITY COUNCIL
FROM: MAYOR JUSTIN WILSON
SUBJECT: RESIDENTIAL PARKING PERMITS: IN-HOME CHILDCARE

Since 1979, the City has designated zones of high parking demand to participate in the Residential Permit Parking program. With 12 distinct districts in place today, vehicles owned by those residing in the district are generally able to be permitted to be exempt from some on-street parking regulations.

In June of 2005, the City Council considered a recommendation¹ from then-City Manager Jim Hartmann to permit the issuance of Residential Parking Permits to home healthcare and childcare workers who were providing services at a residence located in the Residential Permit Parking zone. City Council ultimately approved the ordinance, but chose to remove childcare workers from the approved ordinance and impose a one-year sunset on the program expansion.

In November of 2008, the City Council voted to remove the sunset provision and make the home healthcare program permanent². The City Council directed that staff “review the plan for the inclusion of some creative alternatives for allowing parking for daycare workers during the day³.” The home healthcare program remains in place today and is codified in the City Code in Section 5-8-77. No such provision for in-home childcare workers has come before the City Council since Council’s 2008 action.

Today, there are 8 parking permits issued citywide under the home healthcare provision that was originally created in 2005.

By not exempting childcare workers who are hired to work in homes in our Residential Parking districts, the current policy perpetuates an inequity between two similar in-home

¹ <https://dockets.alexandriava.gov/FY05/062105rm/di31.pdf>

² <https://dockets.alexandriava.gov/FY09/111908RM/di21.pdf>

³ <https://dockets.alexandriava.gov/FY09/120908RM/di3a.pdf>

care services, encourages disingenuous practices, and creates potential interruptions in the supervision of young children.⁹

To remedy the hardship created by this disparate treatment, I would request that our staff return to the City Council (after review by the Traffic and Parking Board) with a

recommendation for expansion of the current home healthcare worker program to include childcare providers working in homes in the Residential Parking districts.

Cc: James Parajon, City Manager;
Adriana Castañeda, Director of Transportation &
Environmental Services;
James Lewis, Chair, Alexandria Traffic and Parking Board

ATTACHMENT 3: PROPOSED CITY CODE AMENDMENT

Sec. 5-8-77 Parking permits; issuance.

- (a) The city manager shall, upon payment of the fee provided for by this article, issue permits::
- (1) to persons who reside in a permit parking district or to persons who both reside in a residential property located on a block adjacent to an existing permit parking district where parking on said block is controlled by time limits set by official signs or metered parking and lack adequate alternative nearby parking facilities available to them, as determined by the city manager or the manager's designee. The following shall apply:
 - (i) one permit for each vehicle belonging to such persons for which the persons have paid all personal property taxes imposed thereon by the city. Applicants for permits issued pursuant to this subsection shall provide proof of residence and, for each vehicle for which a permit is sought, a motor vehicle registration card issued by the division of motor vehicles and proof of payment of all personal property taxes and license taxes imposed thereon by the city.

For permits issued to a person or renewed pursuant to paragraph (i) of this subsection, there shall be imposed a fee of \$40 for the first vehicle, \$50 for the second vehicle, and \$150 for each additional vehicle. A replacement permit for use on another vehicle registered in such person's name may be obtained upon application on forms furnished by the city manager and presentation of the registration card for the vehicle for which the replacement permit is sought and pieces of the previously issued permit as proof that it was removed from the vehicle for which the fee was previously paid, accompanied by a fee of \$1; and

- (ii) one permit per residential property for a health care provider providing health care services **or childcare provider providing childcare services** at the residential property. Permits issued under this paragraph **(a)(1)(ii)** ~~(b)~~ are not vehicle specific and may be transferred to different vehicles, but the use of such permits other than by persons providing health care services **or childcare services** at the residential property or other than during such times as they are providing health care services **or childcare services** at the residential property (or are in the immediate process of coming or going from the residential property in connection with providing health care services **or childcare services** at the residential property) is prohibited. Such permits shall be valid for up to one year and will expire on October 5, annually. Applicants for permits issued pursuant to this paragraph **(a)(1)(ii)** ~~(b)~~ shall provide proof of residence, a notarized certification that a permanent occupant of the residential property is receiving health care services **or childcare services** at the residential property, **and vehicle registration for the initial user of the permit.** ~~and a written statement from a licensed medical professional that a permanent occupant of the residential property is receiving health care services at the residential property.~~ For permits issued to a person or renewed pursuant to paragraph (ii) of this subsection, there shall be imposed a fee of **\$150** ~~50~~ per permit.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023
DOCKET ITEM: 12
ISSUE: Parking Meter Additions – Potomac Yard

REQUESTED BY: City Staff

LOCATION: 2900 & 3000 block of Dogue Street
2800 block of Main Line Boulevard
600 block of Maskell Street
700 & 800 block of Seaton Street
2900 block of Potomac Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install parking meters and implement the approved parking meter restrictions on:

- the south side of the 2900 block and west side of the 3000 block of Dogue Street,
- the west side of the 2800 block of Main Line Boulevard,
- the north side of the 600 block of Maskell Street,
- the north side of the 700 & 800 block of Seaton Street, and
- the west side of the 2900 block of Potomac Avenue.

BACKGROUND: The City Council approved a parking meter zone (Attachment 1) for the blocks near the Potomac Yard Metro station in 2015 which contains a variety of uses including office, multi-family residential, and retail. All of these blocks are within a close walking distance to the Metro station, with the farthest point only 0.3 miles from the south entrance. As development occurred on these blocks, developers were required to provide a monetary contribution to pay for the meters. Meters were installed on some of the blocks in this area, but meters on the more recently developed blocks and undeveloped blocks have not been installed yet. However, with the opening of the Metro station, the need to regulate on-street parking has become necessary. The blocks south of this area were recently approved for Residential Permit Parking restrictions to address parking issues from the Metro.

Section 5-8-92 of the City Code requires any new meters proposed for public streets be reviewed by the Traffic and Parking Board. Although the Board did review a proposal for meters that was approved by Council in 2015, given the amount of time that has passed since that approval, staff has brought back the specific blocks within the meter zone that are ready for meters for the Board to review prior to installation.

DISCUSSION: Implementing metered parking on various blocks immediately west of the Potomac Yard Metrorail Station is necessary to manage on-street parking demand now that the Metro station is open. This will prevent Metrorail users from parking their vehicles on-street for long periods of time and will encourage parking turnover in this mixed-use area. Currently, some blocks have metered parking for 3 hours, Monday-Saturday, 8 a.m.-6 p.m. The meter rate is \$1.75 per hour, which is consistent with most meter areas in other parts of the City. These hours and rates were previously approved by City Council.

A description of each block is provided below and the locations are shown in Attachment 2. Except where noted, the parking is currently unrestricted and unmetered. The meter restrictions will be 3 hour, Monday-Saturday, 8 a.m.-6 p.m., which is consistent with the other meters in this area. Keeping the metered parking restrictions consistent will assist with enforcement.

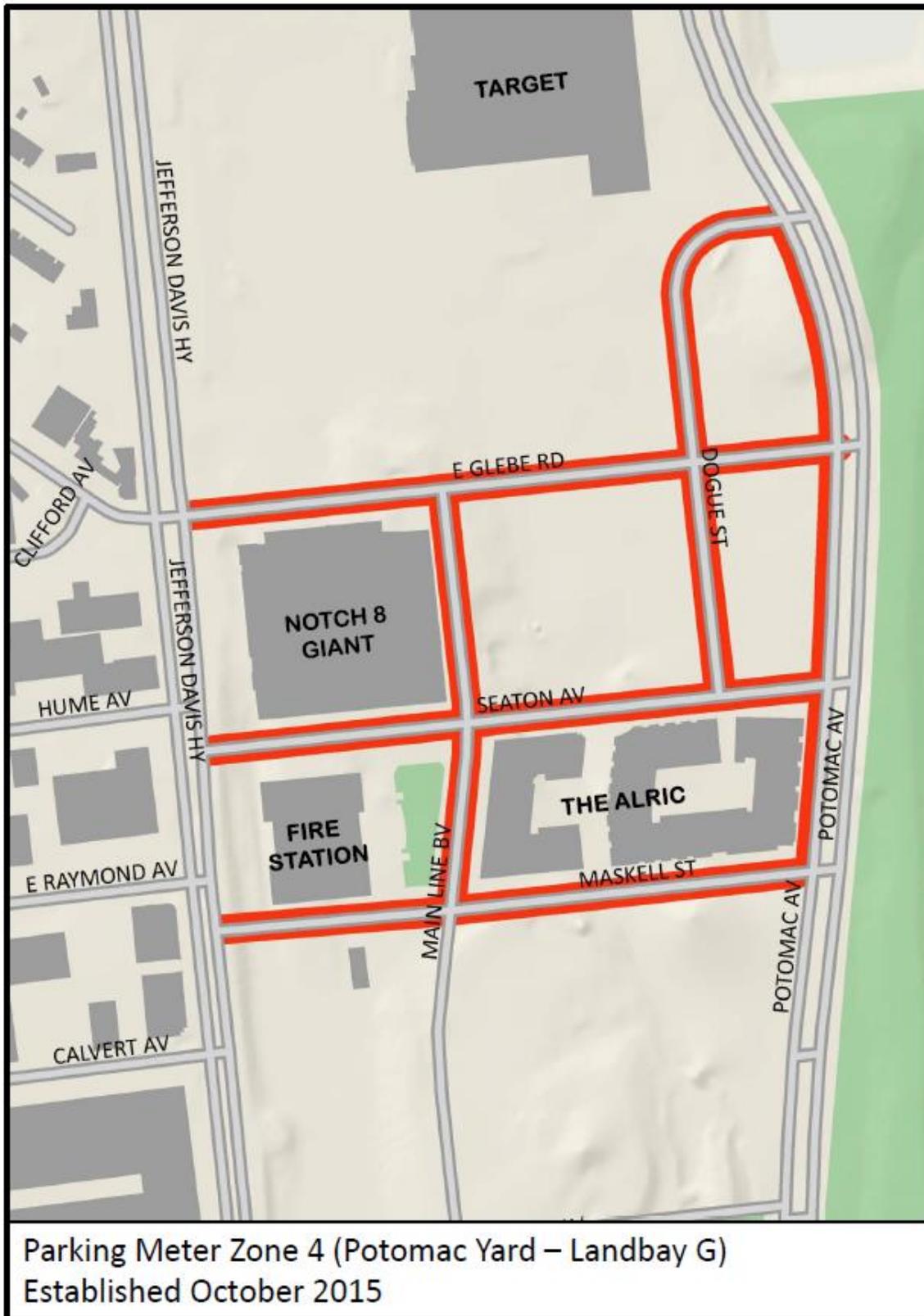
- South side of the 2900 block of Dogue Street - 5 spaces next to a commercial building (IDA).
- West side of the 3000 block of Dogue Street – 5 spaces next to a commercial building (APTA).
- West side of the 2800 block of Main Line Boulevard – 7 spaces next to fire station 209; meter parking restrictions currently in place on the east side of this block and the 2700 block of Main Line Boulevard.
- North side of the 600 block of Maskell Street – 4 spaces located next to fire station 209; Parking is unmetered, but restricted to two-hour parking Monday through Friday, 8 a.m.- 5 p.m.; meter parking restrictions currently in place on the 700 block of Maskell Street.
- North side of the 700 & 800 block of Seaton Street – 8 spaces located next to an undeveloped lot, currently used as a park (Planning and Zoning has indicated that this lot is not planned to be redeveloped within the next couple years). Meter parking restrictions currently in place on the south side of this block
- West side of the 2900 block of Potomac Avenue – 6 spaces next to an undeveloped lot, currently used as a park (Planning and Zoning has indicated that this lot is not planned to be redeveloped within the next couple years).

During this process, staff identified that there are some areas that would be best suited for ‘Active Loading and Curbside Pickup Only.’ Where approved, these areas would not be subject to meter restrictions. Staff will continue to work with the property owners who are interested in these zones and will bring their requests to the Board for review.

Staff recommends moving forward with meter installation on these blocks within the approved parking meter zone to help manage parking in Potomac Yard. Meters will be purchased using the developer funding and installed once they are delivered, which staff anticipates would be late 2023 or early 2024.

OUTREACH: Staff notified the Potomac Yard Civic Association of the request on September 28, 2023. As of the posting of this docket, staff had not received any feedback. Staff also reached out to the fire captains at Fire station 209 to inform them of these proposed changes on September 26. Staff notified the Institute for Defense Analyses (IDA) and National Industries for the Blind on September 28, 2023, of this proposal as well. IDA asked if loading zones would become metered as well and staff informed them they would not be metered.

ATTACHMENT 1: MAP OF PARKING METER ZONE APPROVED IN 2015



ATTACHMENT 2: MAP OF BLOCKS TO RECEIVE PARKING METERS



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 23, 2023

DOCKET ITEM: 13

ISSUE: Residential Permit Parking (RPP) – Boundary Adjustment to remove the property at 301 N. Fairfax Street

REQUESTED BY: T&ES staff

LOCATION: Northeast corner of N. Fairfax Street and Queen Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES modify the Residential Permit Parking (RPP) District 2 boundary to remove the property located at 301 N. Fairfax Street.

BACKGROUND: The City Code was updated in 2019 to allow the Director of T&ES to recommend certain changes to permit parking district map to Traffic and Parking Board, including the removal of non-residential properties with no residential uses from the existing permit parking boundary. When non-residential properties are removed, it avoids residents of new developments automatically being eligible for permits if sites redevelop. If a property is not included in the district, residents of new developments on redeveloped sites would not be eligible for permits upon project completion but could petition to expand the district to be included as is the typical process allowed in Code.

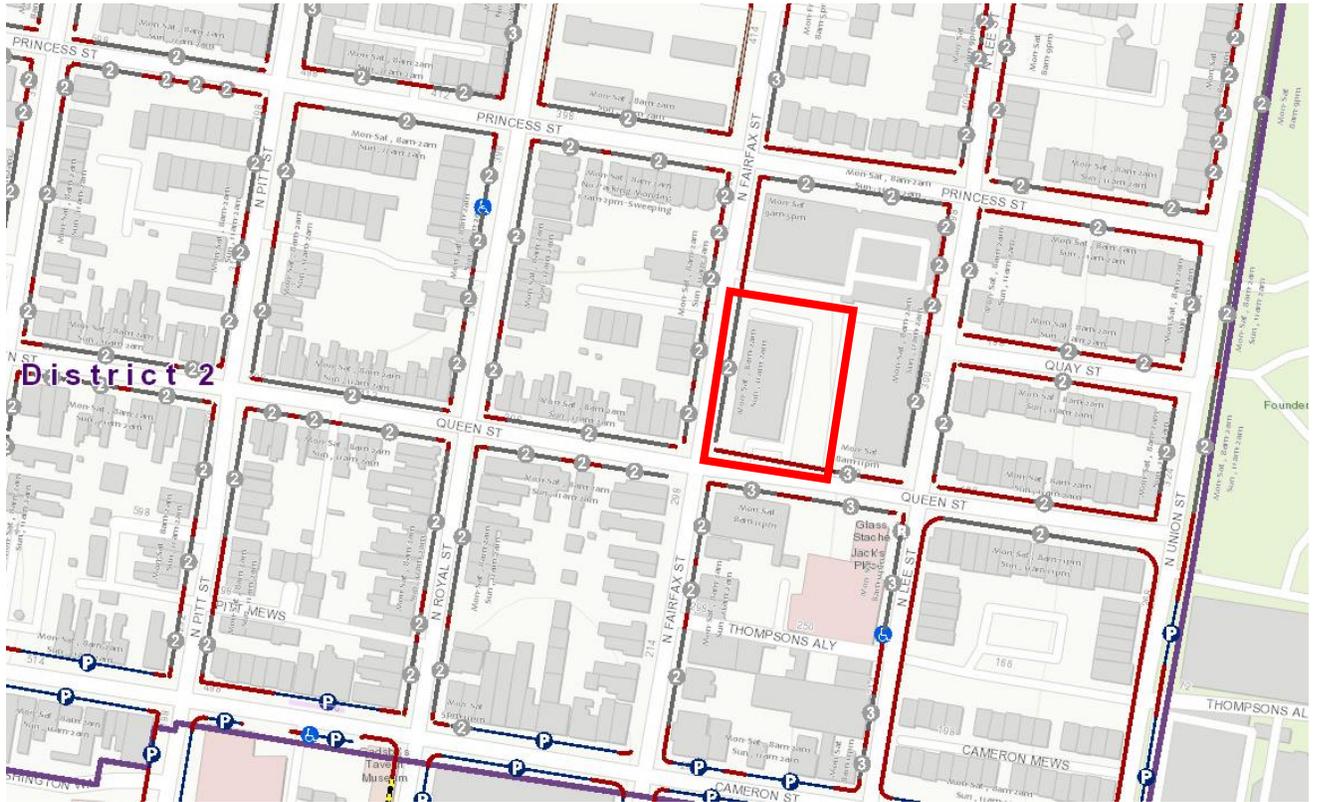
The property fronts on N. Fairfax Street and Queen Street and extends about half of the block in each direction. This site currently contains an office building and fitness center and does not have any residences. There is no parking allowed on the Queen Street frontage due to driveway locations, and there is 2-hour RPP parking all days of the week until 2 a.m. on the N. Fairfax Street frontage. See Attachment 1 for more details.

DISCUSSION: The site is proposed to be redeveloped into a residential building, anticipated to go to hearing for approval in December 2023. Staff are recommending an update to RPP District 2 in Old Town to remove the 301 N. Fairfax property. If not removed from the boundary, the future residents of the proposed redevelopment would be ineligible for RPP permits through conditions per the approved 2017 [Residential Permit Parking for New Development Policy](#) because a parking study found that the average on-street parking occupancy was greater than 85%. To avoid confusion about resident permit eligibility and for ease of permit administration, staff are proposing to use the process outlined in code to remove the property from RPP District 2 ahead of redevelopment approval.

Per the policy, the parking along the frontage cannot continue to have RPP restrictions if the adjacent residents are ineligible. Staff will work with the developer at final site plan to determine appropriate alternative parking restrictions for this location, which the developer will install as part of their sitework. The existing RPP restrictions will remain until construction begins.

OUTREACH: Staff notified the Old Town Civic Association about this proposal on October 13, 2023, and they indicated their support of this proposed change. The overall development project is going through the development review process which includes community outreach and public hearings before the Planning Commission and Board of Architectural Review.

ATTACHMENT 1: LOCATION OF 301 N. FAIRFAX PROPERTY PROPOSED TO BE REMOVED FROM RPP DISTRICT 2



-  RPP District Boundary
-  Proposed Area to be Removed from RPP District
-  Unrestricted Parking
-  1 Hr Restricted Parking
-  2 Hr Restricted Parking
-  3 Hr Restricted Parking
-  Loading Zone
-  No Parking

Staff Updates

- Carshare Policy
- FY 2025 Budget Priorities
- Traffic and Parking Board Sub-committee on Taxicab Regulations

RESOLUTION NO. 2540

RESOLUTION ESTABLISH A CITY-WIDE ON-STREET CARSHARE POLICY

WHEREAS, The City of Alexandria's Local Motion program provides support and options to reduce reliance on the private automobile and promotes transportation alternatives such as transit, bicycling, walking, carpooling programs; and

WHEREAS, Carsharing is a Transportation Demand Management tool that is being used to reduce reliance on single occupancy vehicle travel and is a component of Local Motion's overall effort to promote multimodal transportation options and enhance mobility throughout the City; and

WHEREAS, Presently all carshare spaces within the city are either proffered by land-owners and are located on private property, or are located on Washington Metropolitan Area Transit Authority's property; and

WHEREAS, the City wishes to make car sharing more accessible to residents through introduction of an On-Street Carshare Policy that would allow on-street parking spaces throughout the City to be designated as carshare spaces; and

WHEREAS, the City Council wishes to authorize the City Manager to proceed with steps necessary to implement the Citywide On-Street Carshare Policy set forth herein;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL
OF THE CITY OF ALEXANDRIA, VIRGINIA:**

1. That the City Council endorses introduction of a Citywide On-Street Carshare program that would allow reserving on-street parking spaces for private carsharing vehicles within the public Right of Way.
2. Interested vendors requesting consideration for on-street parking spaces for a carshare vehicle must submit their request to the City's Traffic and Parking Board for consideration. The Director of Transportation and Environmental Services will have the final approval authority.
3. Vendors will be selected through a competitive process and are required to sign a license agreement with the City subject to approval by the City Attorney's Office.
4. No more than two designated on-street parking space per block may be reserved for private carshare vendors.
5. On-street spaces may be leased to carshare vendors for a minimum of two years.
6. The per space rate will be set annually based on meter revenue. Leasing fees per space are based on meter revenue by location. 2013 annual fees are as follows:

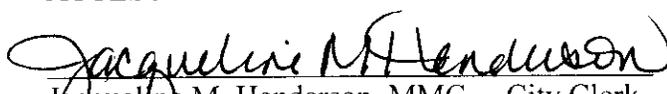
Old Town: \$2,300 per space

Carlyle: \$1,500 per space

Adopted: January 22, 2013


WILLIAM D. EUILLE MAYOR

ATTEST:


Jacqueline M. Henderson, MMC City Clerk



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

JAMES F. PARAJON
City Manager

703.746.4300
Fax: 703.838.6343

September 14, 2023

Dear City Board, Committee, and Commission Chairs,

I would like to thank you for bringing your passion, expertise and leadership to one of our City boards, committees and commissions. Your dedicated service helps represent the voices of our community throughout the budget process. Your experience and knowledge are an integral part of the policy development process in our city. As a part of an advisory body, your research and recommendations respond to changing conditions in the City as we continue to grow and strive to meet the expectations of the residents we serve.

The FY 2024 budget and CIP adopted in May provided funding for initiatives that build on Alexandria's accomplishments; addressing current and developing matters; making city services more accessible to those who need help the most; and promoting equity through programs aimed at maximizing Alexandria's affordability and accessibility. It also meets goals that maintain and strengthen current infrastructure and continue the City's investment in school facilities.

These targeted investments represent important and emerging issues identified by City Council, many of the boards, committees and commissions, department staff, and our residents. Examples of the FY 2024 budget's investments in these key areas include:

- **Public Safety:** Investing in our public safety areas to maintain a safe and secure community with the addition of staff for the Commonwealth Attorney, for Body Worn Cameras, increased fire department staffing and other funding to support our police and sheriff departments.
- **Affordable Housing:** Providing Diverse Housing Opportunities through funding for eviction prevention, affordable housing construction and a Housing Analyst position to assist residents with housing instability and landlord tenant activities.
- **Multi-lingual Community Engagement:** Allocating funding for community engagement opportunities with Community Cooks-out, City Council town halls, staffing for hybrid public meetings and multi-lingual accessibility. This funding builds upon the Council's efforts last year to revamp the City's community engagement strategy.
- **Our Youth and Families:** Supporting Youth and Families by expanding Parks and Recreation classes and camps; Expanding staffing for early childhood programs; including, a Senior Therapist for the Parent and Infant Education (PIE) program; and providing administrative support for the Health Department Teen Wellness Center.

- **Economic Development Growth:** Fostering Economic Development through continued diverse small business support and continued support for the catalyst Landmark Mall Redevelopment.
- **Staff Retention and Recruitment:** Ensuring the City is the “Employer of Choice” by committing funding for collective bargaining agreements with PBA and IAFF, continuing to focus on compensation adjustments, and support for targeted staffing studies.
- **Climate Action:** Responding to our climate crisis by fully funding the new Office of Climate Action, investing in upgrading facilities, and an additional Urban Forester position to support the augmentation of our tree canopy.

FY 2025 looks to be an ambitious fiscal year as we (1) continue to navigate the financial sustainability of the Capital Improvement Program, (2) address issues through investments in employment compensation, race and equity social initiatives, public safety programming and investing in education (3) maintain and stabilize affordable housing and (4) address the need to reduce required borrowing and associated debt service due to recent and planned investments in School and City projects.

Your valuable knowledge and expertise are essential as we prepare for the challenges ahead. I would appreciate input on the priorities of your board, committee, or commission to help inform my budget priorities and decision making. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are the highest priorities. As was the case in FY 2024, beyond the debt service pressure, I see ongoing budget focus on recovery, investing in our students and school facilities, housing, behavioral health support, ensuring a transparent and open government, and community engagement in FY 2025, as well as focusing on improving the City’s competitive position in attracting and retaining employees. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

Please provide feedback to me, coordinated through your staff liaison, by **Friday, November 3, 2023**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for thoughts on your board, committee, or commission’s priorities as the City begins the development of the FY 2025 budget.

Sincerely,



James F. Parajon
City Manager

cc: The Honorable Mayor and Members of City Council
Morgan Routh, Director, Office of Management & Budget
Department Heads
Staff Liaisons to Boards, Committees and Commissions

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 1, 2022

TO: JIM PARAJON, CITY MANAGER

FROM: JAMES LEWIS, CHAIR, TRAFFIC AND PARKING BOARD

SUBJECT: FY2024 BUDGET PRIORITIES

The Traffic and Parking Board sincerely appreciates your commitment to the City and values your trust in allowing us to provide input on the City's FY 2024 budget priorities. As the Traffic and Parking Board is not a budget-setting Board, we are not fully aware of all the City's budget priorities. However, from our perspective the highest priority services and areas needing additional resources that should be addressed in the FY2024 budget are as follows:

The Board commends the City for setting ambitious targets for safety, enforcement, and parking management, using data in decision-making, and ensuring the public is aware through robust outreach and engagement efforts. The Board recognizes the hard work and dedication of City staff, but notes that current law enforcement and Traffic and Environmental Services staffing levels are not adequate to achieve these critical objectives. Additionally, the work staff in Office of Performance Analytics and Office of Communications and Public Information do are important to fulfilling this priorities and should be adequately staffed. **The Board recommends that the City provide budget to ensure sufficient staffing levels to achieve these priorities:**

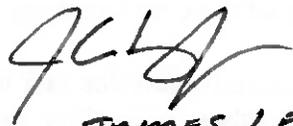
Highest Budget Priorities:

1. **Enforcement:** At almost every Board meeting citizens request additional police enforcement. Enforcement resources are needed for parking, speed control and other regulations. Good enforcement ensures compliance with parking and traffic safety regulations and earns trust from residents about the effectiveness of regulation. Enforcement is also an area where the City is not yet using the full advantages of technology. Additional investments in license plate reader (LPR) technology can dramatically improve the efficiency of the City's parking enforcement officers.
2. **Safety:** Keeping Alexandria's streets and sidewalks safe is an important objective for the Traffic and Parking Board, impacting three of the City's programs in particular:

Focusing the **Vision Zero** program on sound engineering solutions will make the City's streets and sidewalks safer. **Complete Streets** is a good program that is worth

investment. Money invested in the Complete Streets program will help address these concerns, and should also include money for a robust data collection program to better analyze potential projects and the impacts of those projects once complete. As the City's student population and overall population increases more money should be dedicated towards **Safe Routes to School**. More students will be walking to school and those students will face higher traffic volumes as the region's population and traffic increases.

3. Parking and Wayfinding Technologies: Alexandria faces challenging parking issues because of the high demand for multiuse parking. The City's on-street parking must accommodate residential, office and visitor parking. Balancing the needs of so many uses is challenging. Investing money in Parking and Wayfinding technologies maximizes the City's limited parking inventory and provides opportunities for more efficient enforcement.
4. Maintenance of pedestrian infrastructure: The City has made good progress on sidewalk repair, pedestrian signals and painted crosswalks, but ongoing maintenance is a never-ending task. Beyond maintenance, there are many missing segments of sidewalks that need to be addressed to ensure continuity improvements to intersection to ensure safe access and crossing. This is an important segment of the transportation system that is often overlooked and is essential to ensuring safety on our streets and sidewalks.
5. Disabled Pedestrians: The disabled community faces many challenges. More funding should be available to install accessible pedestrian signals and other improvements to help improve the mobility of disabled persons. These investments will offer a new independence to disabled persons that others take for granted. Money invested in such infrastructure will also help make streets safer for non-disabled pedestrians.
6. Improving Access to the City's Trail Network: Trails are often a safe alternative to roads for pedestrians and bicyclists to travel in City, which lessen impacts to traffic. The City should consider funding a comprehensive study of the trail system and investments that will help bring the trail system up to a state of good repair including maintaining trail pavement conditions and replacing damaged trail infrastructure
7. Alexandria Transit Vision Plan: This plan laid out a framework network to expand access to low-income and minority populations and improve DASH service overall. Fully funding the proposed network will not only improve access for most Alexandria residents but will also make DASH service more efficient and help address traffic issues in the City.


JAMES LEWIS
CHAIRMAN