

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JUNE 26, 2017 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the May 22, 2017 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to add a loading zone at 1000 Bernard St Mon-Fri 7AM- 9 AM and 3:30PM – 6PM.
5. **ISSUE:** Consideration of a request to remove parking on Potomac Green Drive at Catts Tavern Drive to improve sight lines.
6. **ISSUE:** Consideration of a request to remove parking on Taney Avenue at the southwest and northeast corners of the intersection with Raleigh Avenue.
7. **ISSUE:** Consideration of a request to extend the 8:00 AM – 1:00 PM Sundays handicapped parking zone on West Mason Drive adjacent to Emmanuel Lutheran Church to include 9:00 AM – 12:30 PM Monday thru Friday.
8. **ISSUE:** Consideration of a petition to install Residential Parking Permit signage to the north side of the 1200 block of Cameron Street.
9. **ISSUE:** Consideration of a request to add a loading zone at 600 Montgomery Street to address issues with double parked delivery vehicles.

STAFF REPORTS AND UPDATES:

MEMORANDUM

DATE: JUNE 26, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 4

ISSUE: Consideration of a request to add a loading zone at 1000 Bernard St Mon-Fri 7AM- 9 AM and 3:30PM – 6PM.

APPLICANT: Omar Abdul-Baki

LOCATION: 1000 Bernard St.

STAFF RECOMMENDATION: The Board considers the request and makes a recommendation to the Director of T&ES to add a three space loading zone at 1000 Bernard Street, Mon-Fri 7AM – 9AM and 3:30PM – 6PM

DISCUSSION: Mr. Omar Abdul-Baki, the owner if the building at 1000 Bernard Street, is requesting a three space loading zone in front of his building, as shown in Attachment 1. The purpose of the loading zone is to accommodate a 145 child day-care facility in the building. The loading zone will facilitate dropping off and picking up of day-care children by their guardians. The proposed loading zone is not expected to have any adverse impacts on parking due to the limited hours of operation. Staff surveyed the surrounding parking and found that there is considerable construction in the immediate vicinity so parking occupancy measurements would be inaccurate. However, this area is will parked with high parking occupancies. As development density in the area increases, parking will be in higher demand so staff is only recommending that the loading zone be reserved as such for the hours when children are being dropped off or picked up.

Child drop-off and pick-up will be segmented into 15-minute time slots. Each family will be assigned a time slot to mitigate traffic flow on Bernard Street and surrounding streets. Experience indicates that 75 percent of the children will be driven to the center, while 25 percent will either walk or use public transit. Further, 15 percent of the enrollees will arrive together (siblings and/or carpool). Thus, there will be approximately 92 cars during the 2.5 hours drop-off window. The routing that will be suggested to parents is shown in attachment 2.

Attachment 1

From: Omar Abdul-Baki [mailto:oab@galenacap.com]
Sent: Thursday, April 27, 2017 12:47 PM
To: Bob Garbacz; Bob Garbacz
Subject: Loading Zone for 1000 Bernard Street

Hi, Bob -

I had misspelled your last name last time around, apologies for that. Sorry if you end up receiving this twice, hopefully you get it at least once!

Thanks for your time on the phone this morning. I spoke with my tenant after our conversation and, despite the street not being heavily parked in general, they asked I proceed with requesting a loading zone up front. I do think it will be useful to have, especially if things change on the street. There is a group of town homes being built across the street, and though they do have off-street parking, there could be additional cars parking on the street over time. Perhaps it's best to avoid a potential conflict before it has a chance to arise.

The planned use is daycare, and the planned times for loading and unloading are Monday to Friday from 7:00-9:30am and from 3:30-6:00pm. We expect approximately 8-10 cars every 15 minutes during this time, with cars spending 3-5 minutes max each. We'd like to ask for 3 spaces along the property frontage during these windows, but defer to your judgement on how many spaces are appropriate. The frontage of the property is approximately 120 feet, which should be ample room for both the defined loading zone and regular parking during these hours, should that be necessary. Again, in my nearly four years owning the building that space has been largely unused.

Please let me know if you need additional information, I'm available any time at the contact number below and via email. Thanks again for your help.

Omar

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Omar Abdul-Baki
Galena Capital Partners
703.898.9236
oab@[galenacap.com](mailto:oab@galenacap.com)

Attachment 2



Proposed Pickup / Drop-off Plan 1000 Bernard Street / Kiddie Academy



MEMORANDUM

DATE: JUNE 26, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 5

ISSUE: Consideration of a request to remove parking on Potomac Green Drive to improve sight distance from stop line on Catts Tavern Drive looking to the north.

APPLICANT: Colleen Evale

LOCATION: Intersection of Potomac Green Drive and Catts Tavern Drive.

STAFF RECOMMENDATION: The Board considers the request and makes a recommendation to the Director of T&ES to remove one parking space (approximately 20 feet) on the east side of Potomac Green Drive between Catts Tavern Drive and Fitzhugh Way.

DISCUSSION: The Traffic Engineering Division received a request from a resident to remove some parking on Potomac Green Drive to improve sight distance looking to the north from the stop line on Catts Tavern Drive, which is shown in Attachment 2. Staff visited the location, and agree that sight distances to the north are limited when stopped at the stop line. This is not an uncommon issue in urban settings; intersections throughout the City have inadequate sight distances. Southbound vehicle speeds and volumes on Potomac Green Drive are also generally low. However, with the presence of the crosswalk here and the awkward geometry of this intersection, removing one parking space and pulling the parallel parking farther north away from the crosswalk ramp will not only improve sight distance for vehicles on Catts Tavern Drive, but will also increase the visibility of pedestrians to southbound vehicles on Potomac Green Drive. Given that townhomes in this area have off-street parking, and the amount of on-street parking on the opposite side of Potomac Green Drive, as well as the potential benefits to vehicle sight distance on Catts Tavern Drive and the increased visibility of pedestrians crossing from the east side of the street to the west, Staff supports this request.

Attachment 1:

From: Colleen Evale [<mailto:cevale@comcast.net>]

Sent: Monday, May 01, 2017 9:08 PM

To: Bob Garbacz

Subject: Re: 119896 Parking on Potomac Greens Dr at Catts Tavern Dr

Hi Bob, thanks for your message and for letting me know the correct procedure. Please let me know if you need anything additional.

This message is a request for the Traffic and Parking Board. When turning left (south) from Catts Tavern Dr. onto Potomac Greens Dr., there is limited visibility due to a slight curve in the road and cars parked on the east side of Potomac Greens Dr. too close to the intersection. It is often impossible to see oncoming traffic, especially when SUVs are parked back to back near the intersection. I would like to request that a "No Parking From Here to Corner" sign be installed 3 car lengths back from the current white stripe that marks how far parking is allowed near the intersection (currently there is no sign, but parkers generally follow the white stripe) and that the white stripe is moved back as well. There is ample parking on the opposite side of the street so loss of parking spaces should not be an issue. I believe that this change would make the intersection much safer by allowing drivers to see oncoming traffic before making the left turn onto Potomac Greens Dr. Please contact me if you have any questions. Thank you for considering my request. Colleen Evale [REDACTED]

Attachment 2:



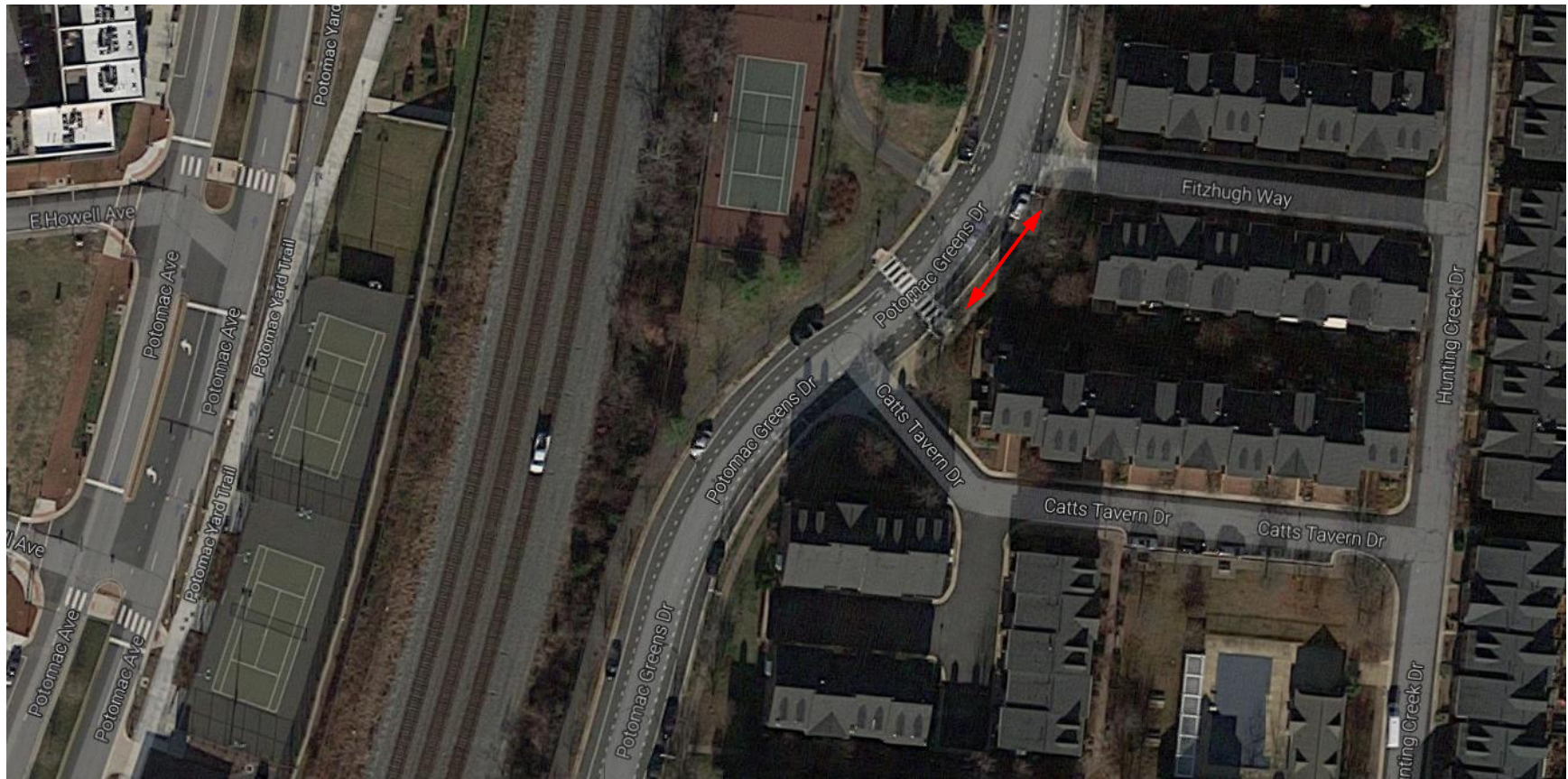
The SUV in this picture is parked approximately 15 feet from the southern end of the parking area. If one full space (20 feet) is removed, a car parked in the new first parking space would be about 5 feet farther north than where this SUV is now.

Attachment 3:



3 remaining parking spaces (approx. 60 feet)

Attachment 4:



Location of 4 existing parallel parking spaces (approx.. 80 feet) on the east side of Potomac Greens Dr between Catts Tavern Dr and Fitzhugh Way.

MEMORANDUM

DATE: JUNE 26, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 6

ISSUE: Consideration of a request to remove parking on Taney Avenue at the southwest and northeast corners of the intersection with Raleigh Avenue.

APPLICANT: Staff

LOCATION: Intersection of Taney Avenue and Raleigh Avenue

STAFF RECOMMENDATION: The Board considers the request and makes a recommendation to the Director of T&ES to remove one parking space each on Taney Avenue at the southwest and northeast corners of the intersection with Raleigh Avenue.

DISCUSSION: The intersection of Taney Avenue and Raleigh Avenue has seen an increase in right-angle collisions during the past year, as shown in Attachment 1. The five years prior to 2016, this intersection had no crashes. When staff visited this intersection, cars were parked too close to the corners to permit adequate sight distance. Based on this, staff concluded that the increase in parking demand created this sudden surge in right angle crashes. Right angle crashes are among the most serious types of crashes because most vehicles are not as well designed to absorb a side impact as well as they can absorb a frontal or rear impact. As a result, Staff is recommending removing parking spaces at the corner on both sides of the intersection to improve sight distances and enhance safety, as is shown in Attachments 2 and 3.

Attachment 1

Alexandria Police Accident Listing Report

Date Range: 5/25/2010 To 5/25/2017

Time Range: 0000 To 2400

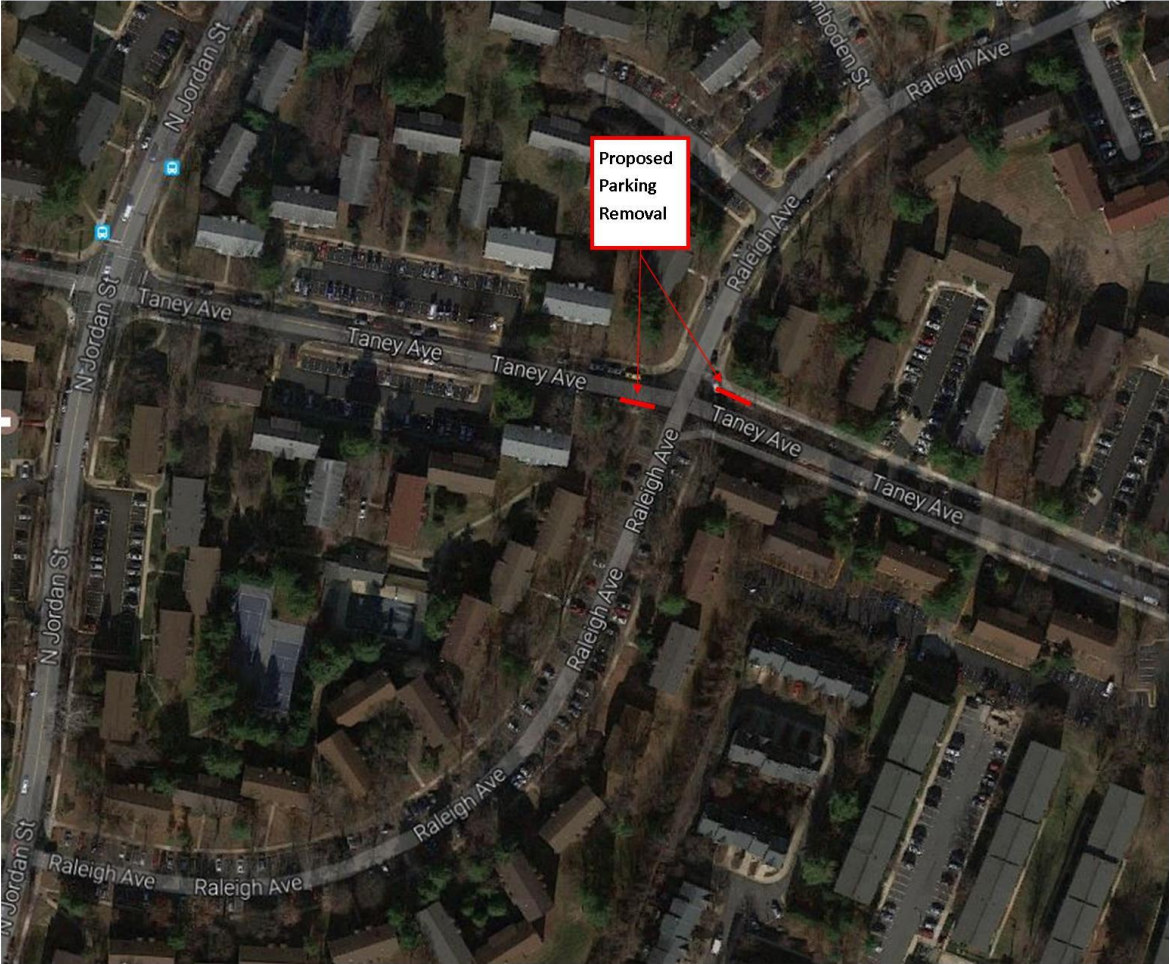
Geography: Intersection - TANEY AV AND RALEIGH AV

* Other parameters may be limiting the results

Total Accidents: 4

Case#	Accident Date	Accident Time	Location	Day	Event #1
115112465	01-Mar-15	2345	RALEIGH AV & TANEY AV	Sunday	OTHER
116114789	01-Mar-16	0740	RALEIGH AV & TANEY AV	Tuesday	ANGLE
116146642	29-Jun-16	1300	RALEIGH AV & TANEY AV	Wednesday	ANGLE
116151831	18-Jul-16	1040	RALEIGH AV & TANEY AV	Monday	ANGLE

Attachment 2



Attachment 3



MEMORANDUM

DATE: JUNE 26, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 7

ISSUE: Consideration of a request to extend the 8:00 AM – 1:00 PM Sundays handicapped parking zone on West Mason Drive adjacent to Emmanuel Lutheran Church to include 9:00 AM – 12:30 PM Monday thru Friday.

APPLICANT: Carrie Lewis

LOCATION: 200 block of West Mason Drive

STAFF RECOMMENDATION: The Board considers the request and makes a recommendation to the Director of T&ES to change the hours of the handicapped parking zone from 8:00 AM – 1:00 PM Sunday to 8:00 AM – 1:00 PM all-days.

DISCUSSION: Carrie Lewis is making this request on behalf of Emmanuel Preschool, which is included in Attachment 1. The preschool has a family starting in September that has a child in a wheelchair. The school would like for them to be able to park next to the ramp that leads to the church's front door. Emmanuel Episcopal Church does not have any off-street parking adjacent to the building so providing an on street handicapped parking space is the only viable option to provide accessibility of the preschool to disabled students. The location of the proposed space is shown in Attachment 2.

Attachment 1

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

From: Carrie Lewis [mailto:hokielax00@gmail.com]

Sent: Friday, June 02, 2017 9:28 AM

To: Bob Garbacz

Cc: Kelli Corts; director@epsonhigh.org

Subject: Emmanuel Preschool Handicapped Parking Request

Hi Mr. Garbacz,

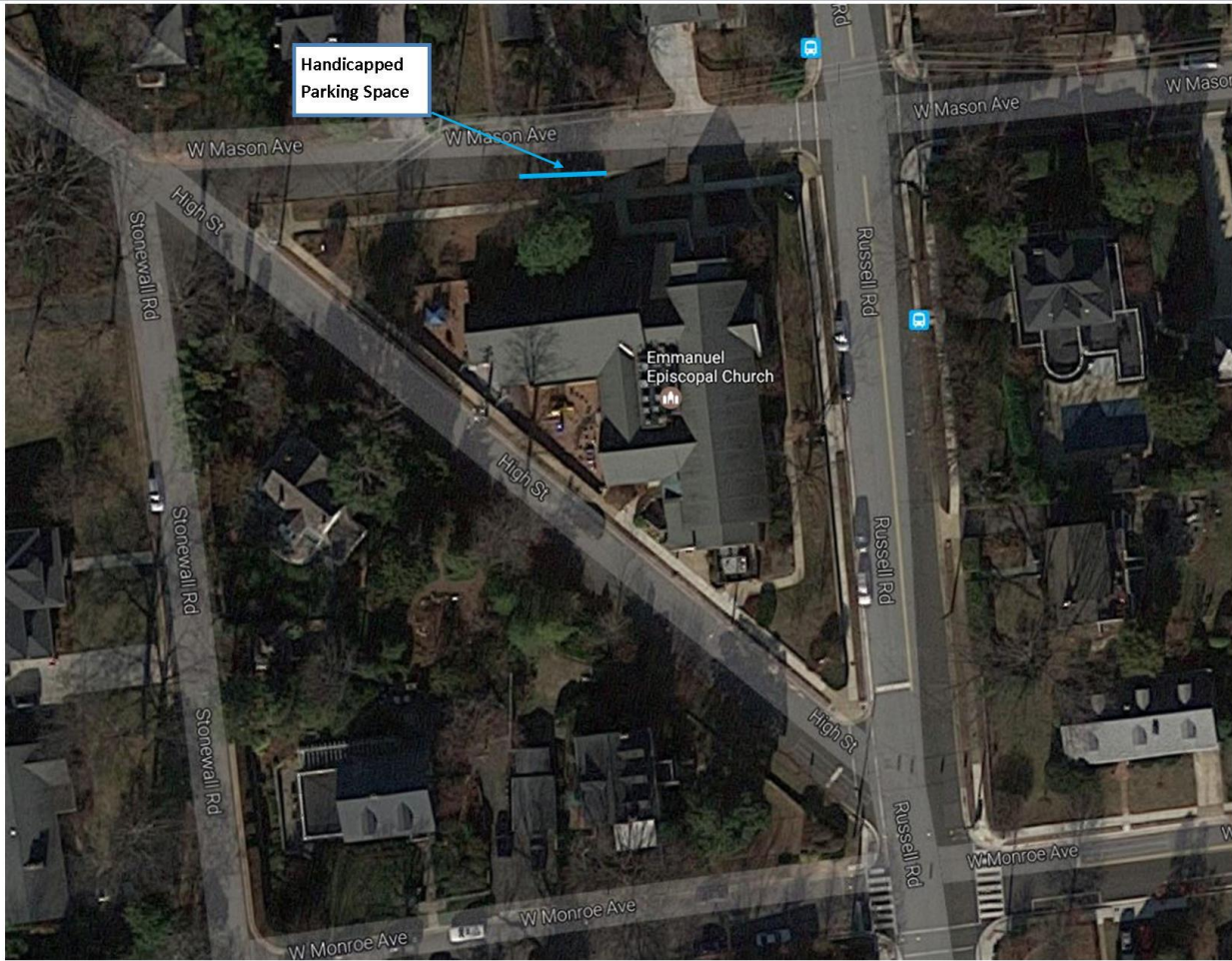
Thank you for following up with me yesterday to help with the W Mason Ave handicapped parking spot request.

To summarize our request, Emmanuel Episcopal Church in conjunction with Emmanuel Preschool would like to change the handicapped parking spot on West Mason Ave that borders Emmanuel Episcopal Church (between Russell Rd and High St) to be a full time handicapped parking spot instead of a "Sunday Only" handicapped parking spot. We have a family starting at our weekday preschool in September that has a child in a wheelchair and we'd like for them to be able to park next to the ramp that leads to the church's front door. As we talked about, our preschool runs M-F from 9-12:30pm and we have occasional weekday evening events.

During our phone conversation, you mentioned we'd need to present this request to the City of Alexandria Parking Board. Can you share with me how to proceed with this?

Thank you again!
Carrie Lewis

Attachment 2



MEMORANDUM

DATE: JUNE 26, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #8

ISSUE: Consideration of a petition to install Residential Parking Permit signage to the north side of the 1200 block of Cameron Street.

APPLICANTS: Resident of 1200 block of Cameron Street

LOCATIONS: A portion of the north side 1200 block of Cameron Street

STAFF RECOMMENDATION: That the Board recommend the City Manager approve the request to add “3 HR PARKING, MON-FRI, 8AM-5PM EXCEPT HOLDERS OF DIST. 5 PERMITS” signage to a portion of the north side of the 1200 block of Cameron Street.

DISCUSSION: City Code Sec. 5-8-77 discusses the addition of new residential parking permit signage within an existing district. Per Code, residents wishing to add signage within a district must submit a petition signed by at least 50% of the residents on a given block face, or portion thereof identified in the petition, proposed for new signage. City staff then surveys the block face in question to ensure that it meets the 75% occupancy threshold, and that the number of non-resident vehicles parked on the block faces exceeds the 25%.

With the recent restriping effort for Cameron Street, staff was able to add two parking spaces to a portion of the block. However, since it was previously designated as “No Parking”, the request to sign it for District 5 vehicles must meet the requirements in the City Code. Since the spaces are only adjacent to one house, the resident has submitted a petition to add signage to the new spaces (Attachment 1). Staff surveyed the portion of the block face where parking is permitted and found that the occupancy criteria was met. The table below summarizes the survey results. Attachment 2 depicts the existing and proposed restrictions for this block.

Block Face	Number of Spaces	% occupied	% non-resident
1200 block of Cameron Street (north side)	2	100%	50%


Staff supports the resident’s request and recommends residential permit parking signage be posted on this block face where parking is permitted.

Attachment 1 – Petition

XXX Street/Neighborhood Petition

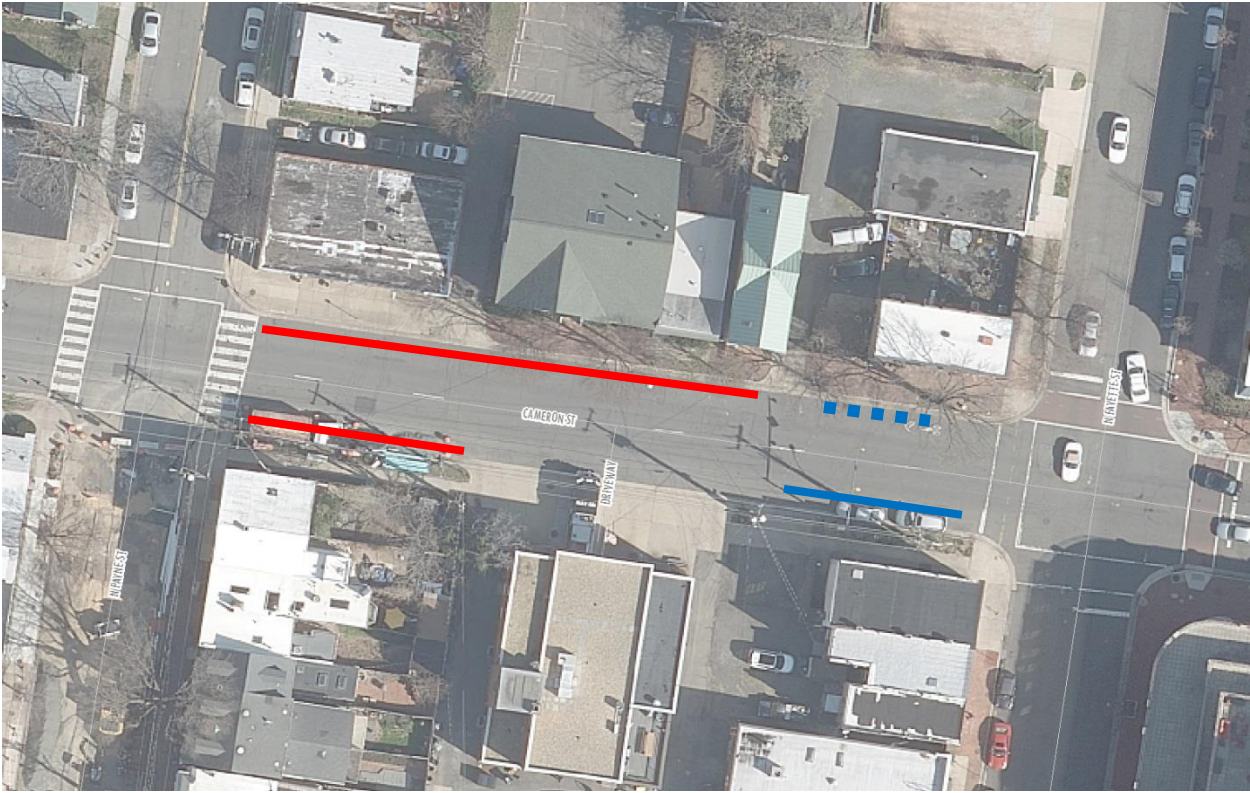
3 Hours
 8am-5pm MON-FRI, Except
 District 5
 Residents




We the undersigned residents hereby request that the City add signage to the following blocks within residential permit parking district number 5: 1200 Cameron St (e.g. north side of the 100 block of Main Street, south side of the 200 block of Main Street, and east side of the 500 block of Side Street). We propose the following days and times be included in the posted restrictions: MON-FRI, Except (refer to Section 5-8-73 for sign options). We understand that if 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 and that we will also need to obtain guest passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
David Robbins		1201 Cameron St	5/30/17



Attachment 2 - Proposed Changes



-  No Parking
-  3 Hour, 8AM-5PM, Mon-Fri, Except District 5
-  Proposed 3 Hour, 8AM-5PM, Mon-Fri, Except District 5

Attachment 3 – Picture of Parking Area



MEMORANDUM

DATE: JUNE 26, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 9

ISSUE: Consideration of a request to add a loading zone at 600 Montgomery Street to address issues with double parked delivery vehicles.

APPLICANT: North Old Town Independent Citizens' Association

LOCATION: 600 Montgomery Street

STAFF RECOMMENDATION: That The Board recommend the Director of T&ES approve the request to create a loading zone at 600 Montgomery Street, to be approximately 4 parking spaces and effective Mon – Fri, 7 AM – 11 AM.

DISCUSSION: As part of the Old Town North Small Area Plan process, T&ES has received a number of complaints and concerns about delivery vehicles double parking on the block of Montgomery Street between N. St. Asaph Street and N. Washington Street. Three restaurants are located on this block; Hank's Pasta Bar, T.J. Stone's, and Haute Dogs and Fries. This block is currently a one-way street with no parking on the north side, two travel lanes, and approximately seven parallel parking spaces on the south side. The parking is signed as 2 Hour parking, 9AM – 5PM, Mon – Fri. As part of the Small Area Plan, it is anticipated that this block of Montgomery will become a two-way street, which would amplify the impacts of double-parked delivery trucks.

Staff spoke with both the Neighborhood Association and the three restaurants on this block. All three restaurants indicated that the majority of their deliveries are scheduled for weekdays before noon. Because Hank's is located on the corner and is also able to utilize any open curb space on N St Asaph St for deliveries, Staff is recommending that the loading zone be located along the frontage of TJ Stone's and Haute Dogs.

After speaking with the Neighborhood Association and the restaurant managers, Staff feels that providing a loading zone during weekday morning hours will go a long way to alleviating the issue, while not eliminating the on-street spaces that provides parking for customers of the three restaurants.

Attachment 1:

Example of delivery vehicle blocking crosswalk.



Attachment 2:

Proposed loading zone (approx. 80 feet)



Attachment 3:

Proposed location of Loading Zone

