

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY SEPTEMBER 25, 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 July 24, 2017 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**  
  
**PUBLIC HEARING:**
4. **ISSUE:** Consideration of a request to remove the No Parking restrictions on the Northside of the 500 block of Bashford Lane between the two driveways of the Foreign Car Service repair shop.
5. **ISSUE:** Consideration of a request to add 3 hour parking restrictions from 9AM-5PM Monday-Friday to the south side of the 200 block of Commerce Street
6. **ISSUE:** Consideration of a request to:
  1. Approve the installation of two (2) Capital Bikeshare stations
  2. Remove two parking spaces at the proposed station location on the 700 block of Green Street
7. **ISSUE:** Consideration of a request to change the color scheme of VIP taxicabs
8. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the following blocks:
  - 100 block of Duke Street
  - 200 block of S. Lee Street
  - 300 block of S. Lee Street
9. **ISSUE:** Consideration of a request to remove parking on the 2900 block of N. Hampton Drive at the following locations:
  1. Hampton Drive and Kirkpatrick Lane – 2 spaces, northbound curb
  2. Hampton Drive and Hunton Place – 3 spaces, northbound curb
10. **ISSUE:** Consideration of a request to add a two space loading zone at 710 Wythe Street between the hours of 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM weekdays.
11. **ISSUE:** Consideration of a proposed road closure on Montgomery Street between North Saint Asaph Street and North Pitt Street to remain in place until approximately October of 2018.

**STAFF REPORTS AND UPDATES:**

King Street Complete Streets Evaluation

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY JULY 24, 2017 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
ROOM 2000**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chairman, Jay Johnson, Vice Chair, William Schuyler, James Lewis, Randy Cole, Kevin Beekman.

**BOARD MEMBERS ABSENT:** Ann Tucker and Casey Kane.

**STAFF MEMBERS PRESENT:** Bob Garbacz, Division Chief, Ravi Raut, Traffic System Manager, David Soares, Civil Engineer IV, Christopher Ziemann, Division Chief, Ray Hayhurst, Complete Street Coordinator, Kyle Lukas, Transportation Planning II, Travis McRae, Assistant City Attorney III and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: Item number 7 was deferred.
2. Approval of the June 26, 2017 Traffic and Parking Board meeting minutes: Mr. Cole made a motion, seconded by Mr. Beekman to approve the minutes of the June 26, 2017 meeting. The motion carried unanimously.
3. **PUBLIC COMMENTS:** No one from the public spoke.

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to add “No Parking” restriction 5AM-11AM and 7PM-9PM SUN-SAT on 600 block of Wythe Street.

**DISCUSSION:** Mr. Garbacz presented the item to the Board.

**PUBLIC TESTIMONY:** Mr. Siebers spoke in favor of the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Cole, to approve adding “No Parking” restrictions 5AM-11AM and 7PM-9PM SUN-SAT on the 600 block of Wythe Street; and, at some point in time, if the restrictions are no longer needed to bring the matter back to the Board to remove the restrictions. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to:
  1. Approve the installation of ten (10) Capital Bikeshare stations;
  2. Remove two parking spaces at the proposed station location on the 700 block of Green Street; and,

3. Add one parking space on the 800 block of Green Street and one parking space on the 900 block of South Columbus Street with 2 hour, Residential Parking District 4 restrictions.

**DISCUSSION:** Mr. Hayhurst and Mr. Lukas presented the item to the Board.

**PUBLIC TESTIMONY:** Ms. Dugan, Mr. Shea, Mr. Harless, Ms. Crandall, Mr. Cohn, opposed two locations of the request. Mr. Chapman, Mr. DesJardins, Mr. Levine spoke in favor of the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Schuyler to advance eight stations and exclude the station at Green Street/Washington Street and the station at Brenman Park Drive/Somerville Street and that the City continue to work with those communities to try and find a better location within those neighborhoods and come back to the Board as soon as possible once better locations are identified. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to approve one ADA only authorization to GoGreen Cab

**DISCUSSION:** Mr. Garbacz presented the item to the Board.

**PUBLIC TESTIMONY:** Mujahid Ahmad opposed the request.

**BOARD ACTION:** Mr. Beekman made a motion, seconded by Mr. Lewis, to grant the GoGreen taxicab company one, net new, ADA only authorization. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to convert a grandfathered certificate of public convenience and necessity (Certificate) into a permanent certificate.

**DISCUSSION:** Item was deferred.

#### **STAFF REPORTS AND UPDATES:**

8. Discussion of nominations for subcommittee to evaluate changes to the Residential Parking ordinance.
9. Ramsey Homes



## MEMORANDUM

**DATE:** JULY 24, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 4

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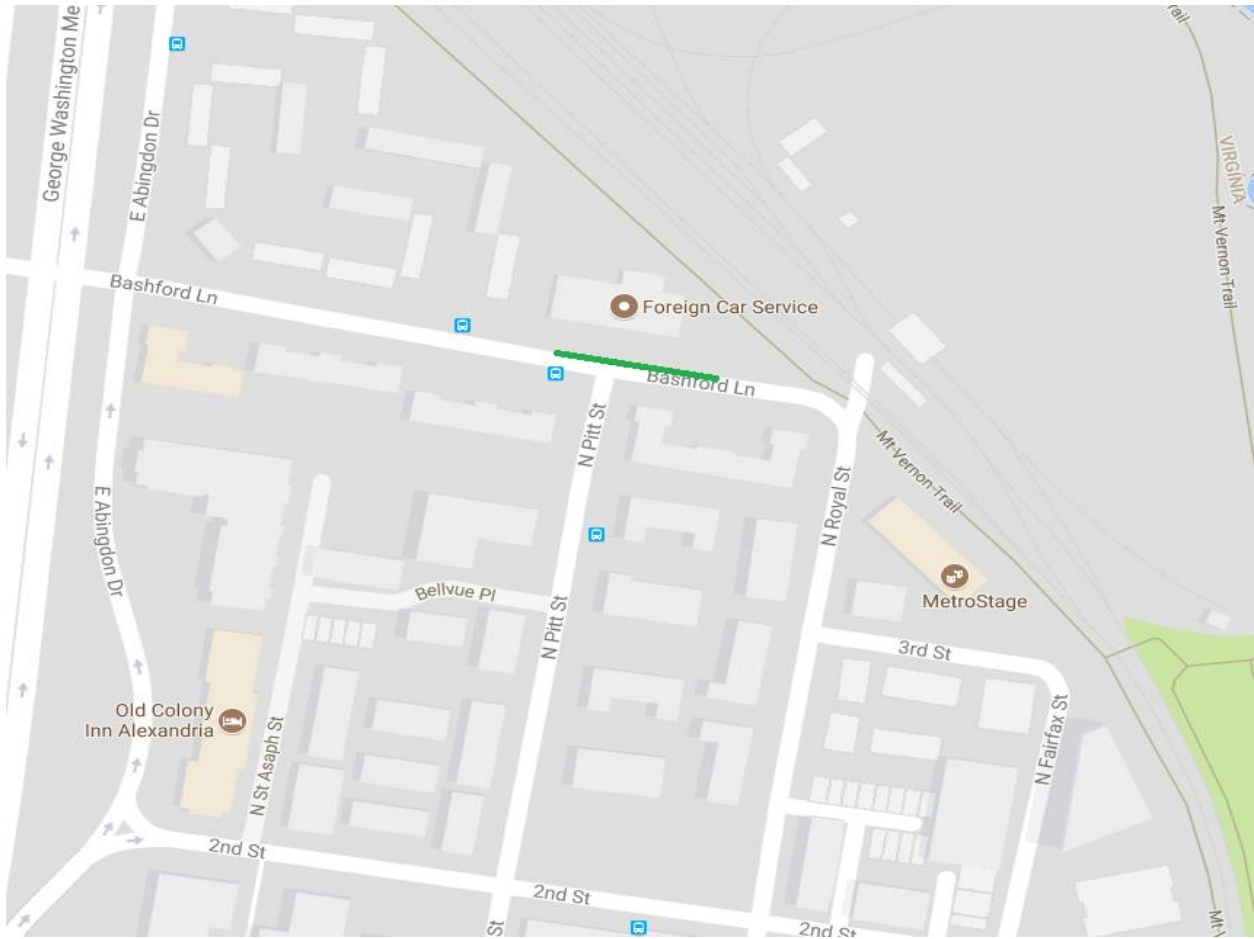
**ISSUE:** Consideration of a request to remove the No Parking restrictions on the Northside of the 500 block of Bashford Lane between the two driveways of the Foreign Car Service repair shop.

**APPLICANT:** Cliff Whitham

**LOCATION:** 500 Block of Bashford Lane.

**STAFF RECOMMENDATION:** The Board recommend to the Director of T&ES removing the No Parking restrictions on the Northside of the 500 block of Bashford Lane between the two driveways of the Foreign Car Service repair shop.

**DISCUSSION:** The applicant, Mr. Whitman, indicated that parking on the 500 block of Bashford Lane is in very high demand. The No Parking restrictions have been in place for many years and the reason for the restriction is unclear, but, most likely, related to ingress and egress of large trucks to and from the electric plant. The electric plant is no longer in operation and staff does not believe removing the restrictions will have any negative impacts to traffic flow or safety. Bashford Lane is 40 feet wide which is wide enough to provide parking on both sides and two 12 foot wide travel lanes. By comparison, Royal Street next to City Hall is the same width. Removing the restriction will create four new parking spaces on Bashford Lane.



**From:** CMW  
**Sent:** Thursday, August 10, 2017 12:54 AM  
**To:** Cuong Nguyen  
**Subject:** Bashford Ln. Parking

Mr. Nguyen, thanks for your call on Tues.

As discussed, I formally request that the City consider lifting the current No Parking restrictions on the north side of the 500 block of Bashford Ln. at the intersection w/N. Pitt. The area in question is directly in front of Foreign Car Service's building.

I note parking is permitted along the north side of Bashford just up from this particular spot. Parking is also permitted on the south side of Bashford in the vicinity.

Lifting the No Parking restriction would free up several parking spaces, which would certainly benefit our neighborhood. Currently, parking is very tight along Bashford, especially in late evening.

Several neighbors also plan to email you in support of this request.

Please let me know if I can provide any other information that might be helpful to you in pursuing this matter.

Thank you.

Cliff Whitham

**From:** Nacho Libre  
**Sent:** Tuesday, August 15, 2017 12:59 AM  
**To:** Cuong Nguyen  
**Subject:** Bashford Lane Parking Restriction Reassessment

Hello Mr Nguyen,

I am an owner/resident of 603 Bashford Lane. Parking has becoming increasingly more difficult on our street due to fuller capacity and a few owners having multiple cars from a unit. Parking is difficult at times and even the parking spaces behind can be full. I heard from Cliff that he contacted you and that you would be willing to reassess the parking restrictions near the Bolche car repair shop. Even adding one or two spaces would greatly help our community.

Thanks for looking into this,

--

Happy Trails  
Art Solano

**From:** L Pfund  
**Sent:** Monday, August 14, 2017 10:30 PM  
**To:** Cuong Nguyen  
**Subject:** Additional parking on Bashford Lane

Dear Mr. Nguyen,

Good morning!

My condo association (Harbor Terrace) forwarded your email. As I understand it, you've surveyed Bashford Lane in front of Foreign Car Service for the possibility of opening more curbside parking. Ever since Riverton Condominiums opened, its been extremely difficult to find street parking in the evening; those residents tend to park on the street instead of using their back parking lot which remains empty at night while Harbor Terrace's parking is completely full. We would appreciate your consideration to provide us with more street side parking options.

Many thanks for your time.

Regards,  
Laurel Pfund  
513 Bashford Lane

**From:** Greg Culbertson  
**Sent:** Tuesday, August 15, 2017 2:28 PM  
**To:** Cuong Nguyen  
**Subject:** BASHFORD LANE: More Street Parking Spaces & "Speed Humps" Needed

Hello Mr. Nguyen,

**ADDITIONAL STREET PARKING SPACES NEEDED ON BASHFORD LANE:** My neighbor Clifford Whitham here at Harbor Terrace Condominium on Bashford Lane provided me your contact info, with my understanding you are the Traffic Engineer for the City of Alexandria.

I concur with Cliff as I am confident many other neighbors both at Harbor Terrace Condominium and Riverton Place Condominium, that Bashford Lane is wide enough along the stretch next to the Auto Service Center at the intersection of Bashford Lane and N. Pitt Street, that should be re-signed/rezoned to permit parking on Bashford that parallels the Auto Service Center. Currently it says "No Parking".

Reason being, for some residents that arrive home last at night, there often is not sufficient parking, -- whereas sometimes we have to park a block or more away. This underutilized stretch could perhaps accommodate up to 4 more well-need parking spaces.

**SPEED HUMPS:** Also, anyone that monitors the traffic on Bashford Lane, can easily see that many drivers will exceed the speed limit in an attempt often to beat the light that intersects as Bashford Lane and Abingdon Lane. What happens, is when traffic headed north on North Royal Street, makes the forced left hand turn at the bend onto Bashford Lane, is to gain momentum up the semi-steep hill on Bashford between N. Royal and N. Pitt Streets, is the cars gas it, then try to hurry to make the green light.

This is a real safety issue, especially with all of the car parking on both sides of Bashford Lane in front both Harbor Terrace and Riverton Place Condominium, is that residents are put at risk when coming and going to and from their cars. It is also a safety issue for children, senior citizens, and animals, or if a pet were to get off the leash. Commuters by car also, especially in the morning on their way to work coming in the opposite direction off of the GW Parkway or Slater's Lane, will gas it when headed east on Bashford Lane.

A sensible solution to impede the speeding cars, would be the installation of 3 graduated speed humps (not "bumps"), along Bashford Lane, -- 1 between N. Royal and N. Pitt Streets, then 2 more between N. Pitt Street and Abingdon Lane.

A few other members of our community are being included on this email, including the President of the Harbor Terrace Condominium Association and Cardinal Management that manages Harbor Terrace. Thank you for your consideration in this matter and bringing it to the attention of the appropriate City official.s

Kind Regards, Greg

**From:** Michael Cabbage  
**Sent:** Wednesday, August 16, 2017 2:42 PM  
**To:** Cuong Nguyen  
**Subject:** Additional Street Parking on Bashford Lane

Dear Mr. Nguyen,

I am neighbors Clifford Whitham in Harbor Terrance and he has provided me your contact info to weigh in to provide support for the consideration of the additional street parking spaces on Bashford Lane, directly in front of the Foreign Car Service building. I agree with Cliff that these additional spaces are needed and would be a welcome addition for residents of the Harbor Terrace and Riverton condo communities.

Please feel free to reach out to me if you have any additional questions.

Thank you!  
Michael Cabbage

From: Jane Thell  
Sent: Monday, August 14, 2017 6:25 PM  
To: Cuong Nguyen  
Subject: Parking on Bashford Lane

Dear Mr. Nguyen,

I am a resident of Harbor Terrace on Bashford Lane. I am writing to inquire about whether the restricted parking in front of Foreign Car Service can be made available for Zone 9 residents. I often arrive home late in the evening when parking is scarce and often have to park a distance from our community.

I would appreciate your efforts looking into this matter.

Thank you,

Jane Thell



**From:** Lynn A. Bowers  
**Sent:** Monday, August 14, 2017 2:43 PM  
**To:** Cuong Nguyen  
**Subject:** Parking Restrictions on 400-500 Block of Bashford Lane

Mr. Nguyen,

I am writing as President of the Harbor Terrace of Old Town Condominium Unit Owners Association.

Harbor Terrace is located at the intersection of East Abingdon Dr. and Bashford Lane, with a number of units on Bashford (addresses 509-529 Bashford). I understand that your office is considering removing the No Parking restrictions on Bashford, between N. Pitt and N. Royal.

I support removing the no parking restrictions since it would ease parking for our residents. Harbor Terrace has limited parking so having a few additional spaces available on Bashford would be helpful for both residents and their guests. It would also help the neighboring communities, such as Riverton on the south side of Bashford.

Thank you for your consideration.

Lynn Bowers

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** SEPTEMBER 25, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM 5

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**ISSUE:** Consideration of a request to add 3 hour parking restrictions from 9AM-5PM Monday-Friday to the south side of the 200 block of Commerce Street

**APPLICANT:** Danielle Romanetti, owner of FibreSpace

**LOCATION:** 200 block of Commerce Street

**STAFF RECOMMENDATION:** That the Board recommend to the Director of T&ES installing 3 hour parking restrictions from 8AM-5PM, Monday-Friday, to the south side of the 200 block of Commerce Street

**DISCUSSION:**

The applicant has submitted a request (Attachment 1) for parking restrictions to be added to the 200 block of Commerce Street. This block is currently unrestricted and as a result is typically full throughout the work day. Staff conducted a survey on a weekday in August and found that 100% of the spaces were occupied. In addition, over 50% of the vehicles did not have a City of Alexandria decal, which suggests that the spaces are being used by employees or patrons of the nearby office and retail shops who are avoiding the metered or RPP areas.

Total Spaces Available	Total Spaces Occupied	Number of Vehicles without a City of Alexandria Decal
9	9 (100%)	5 (56%)

The parking restrictions on the surrounding blocks include 3 hour metered parking, 3 hour Residential Permit Parking (District 4), and 2 hour general parking, and the hours of restricting range from 8-5, 8-9, and 9-5 (Attachment 2). Staff supports the request for 3 hour parking, but

recommends starting the restriction at 8AM to be more consistent with the majority of the surrounding start times. The applicant was amenable to this earlier start time.

### **Attachment 1 – Request**

Katye North  
TES  
City of Alexandria

To Whom It May Concern:

I am writing to request 3 hour parking restrictions on the 200 block of Commerce Street (between Payne Street and West Street) from 9 am to 5 pm Monday through Friday. The block presently has no parking restrictions, which has resulted in it being used for day long parking by a nearby office building. For the benefit of both the residents of Commerce Street and my retail business, I request some parking restriction to encourage turnover and prevent parking by employees of the local office buildings for 8-9 hours a day.







Thank you,



Danielle Romanetti  
Owner  
fibre space  
1319 Prince Street  
Alexandria, VA 22314

## Attachment 2 – Map of Surrounding Parking Restrictions



-  Metered Parking, 8AM-9PM, M-Sa, 3 hours
-  Residential Parking (District 4), 8AM-5PM, M-Sa, 3 hours
-  General Parking, 9AM-5PM, M-Sa, 2 hours
-  General Parking, 9AM-5PM, M-Sa, 1 hours
-  No Restrictions
-  PROPOSED General Parking, 8AM-5PM, M-Sa, 3 hours

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** SEPTEMBER 25, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM #6

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**ISSUE:** Consideration of a request to:

1. Approve the installation of two (2) Capital Bikeshare stations
2. Remove two parking spaces at the proposed station location on the 700 block of Green Street

**APPLICANT:** T&ES Staff

**LOCATION:**

1. Ben Brenman Park & Somerville Street
2. Green Street & Washington Street

**STAFF RECOMMENDATION:** That the Board recommends to the Director of T&ES:

1. Installation of two (2) Capital Bikeshare stations;
2. Removal of two parking spaces on the 700 block of Green Street.

**BACKGROUND:** Capital Bikeshare is a joint program currently comprised of the District of Columbia, Arlington County, the City of Alexandria, and Montgomery County. Fairfax County joined the regional program in October 2016 and Prince George's County anticipates launching in spring 2018. The program was launched by Arlington County and the District of Columbia in September 2010 with 110 stations, and has grown to over 400 stations in five jurisdictions.

A map of the existing Capital Bikeshare station network in Alexandria is shown on Attachment 1.

Capital Bikeshare has been very popular with residents and visitors to Alexandria, with nearly 200,000 trips departing from Alexandria stations since the program began, and 31,000 members system wide. Revenues and user fees have covered an average of 63 percent of operating costs, exceeding the initial goal of 30 percent. Average ridership has increased from over 1,200 total

trips per month in 2012 to over 4,600 in 2016 as shown on the 2016 Alexandria Capital Bikeshare Dashboard (Attachment 2).

In April 2016, City Council adopted the revised Pedestrian and Bicycle Chapters of the Transportation Master Plan which included an expansion plan for Capital Bikeshare. This plan included future station locations sited by demand analyses for employment and population density, location of attractions (i.e., tourist destinations, parks, malls/shopping, schools and libraries), transit density by ridership existing bicycling infrastructure, topography, percentage of minority populations and percentage of zero-car households. The analysis and associated map in the Master Plan (Attachment 3) provides general guidance to staff to determine approximate station location for continued expansion. In addition, starting with this station expansion, the City began a new process to seek further public input on the placement of stations. This new process, detailed in the outreach section below, involved a citywide survey, notification to civic associations and adjacent businesses by proposed station locations, and a public hearing with notification before the Traffic and Parking Board.

Grant funding has been secured for the installation of approximately 10 stations in FY 2018. Staff identified 16 suitable bikeshare station locations throughout the city for consideration by the public. These 16 station locations are shown on Attachment 4 and include:

1. Braddock Road Metro Station - South
2. Braddock Road & Commonwealth Avenue
3. Barrett Library
4. Brenman Park Drive & Somerville Street
5. Armistead Boothe Park
6. Canal Center Plaza & Mount Vernon Trail
7. Duke Street & Holmes Run Trail
8. Eisenhower Avenue & Holmes Run Trail
9. Glebe Road & Main Line Boulevard
10. Glebe Road & Old Dominion Boulevard
11. Holmes Run Parkway & N Pickett Street
12. Potomac Avenue & Reed Avenue
13. Prince Street & St Asaph Street
14. Reed Avenue & Edison Road
15. Valley Drive & Martha Custis Drive
16. Woodrow Wilson Bridge Deck

The proposed stations were identified to eliminate gaps in system coverage, alleviate the use of popular stations, provide connections to future Prince George's County system at National Harbor, and expand the system to more neighborhoods in the City.

From a technical standpoint, locations are evaluated using criteria including connectivity to transit to expand between Metrorail stations, mixed-use activity centers, potential bicycle activity, proximity to other Capital Bikeshare stations, as well as technical considerations such as

the need for direct sunlight, sidewalk and utility clearance, and City right-of-way. A summary of technical considerations is shown on Attachment 5.

Staff summarized and evaluated all feedback received on the 16 proposed station locations to determine the 10 most suitable locations for installation in FY 2018. A copy of the survey and summary of the survey results are shown on Attachment 6 and Attachment 7. Staff recommended the installation of the following ten locations:

1. Braddock Road Metro Station - South
2. Ben Brenman Park & Somerville Street
3. Duke Street & Holmes Run Trail
4. Eisenhower Avenue & Holmes Trail Run
5. Glebe Road & Main Line Boulevard
6. Potomac Avenue & Reed Avenue
7. Green Street & Washington Street (formerly Woodrow Wilson Bridge Deck)
8. Holmes Run Parkway & N Pickett Street
9. Barrett Library
10. Reed Avenue & Edison Street

At the Traffic and Parking Board public hearing on July 24, 2017, the Board approved the installation of eight (8) of the ten recommendations by staff at the following locations:

1. Braddock Road Metro Station - South
2. Duke Street & Holmes Run Trail
3. Eisenhower Avenue & Holmes Trail Run
4. Glebe Road & Main Line Boulevard
5. Potomac Avenue & Reed Avenue
6. Holmes Run Parkway & N Pickett Street
7. Barrett Library
8. Reed Avenue & Edison Street

The Board did not approve the installation of the stations recommended at Green Street & Washington Street and the station at Brenman Park Drive & Somerville Street. The Board requested City staff continue to work with those communities to try and find a better location within those neighborhoods and come back to the Board as soon as possible once better locations are identified.

City staff reviewed and considered alternate station locations for Green Street & Washington Street and Brenman Park Drive & Somerville Street based on feedback provided at the Traffic & Parking Board public hearing and received in the online survey. For the Green Street & Washington Street location, staff conducted additional site analysis to determine if there were any suitable locations north and south of the Woodrow Wilson Bridge Deck. A majority of potential locations suggested by the community were located outside the public right-of-way, located within the historic viewshed of Washington Street, lacked visibility, or would require the loss of three or more on-street parking spaces. Staff determined the original recommendation for a station on the southside of Green Street at Washington Street station was a preferable location,



in addition to a station across the street, on the northside of Green Street. This station would be located on the sidewalk and would not have any impacts to on-street parking. However, a recently planted tree would need to be relocated to accommodate a bikeshare station between the tree wells. For the Brenman Park Drive & Somerville Street location, staff conducted additional site analysis to determine if there was a suitable location in the parking lot where the West End Farmers' Market was held. This location was suggested by a resident at the July Traffic & Parking Board public hearing. Staff's analysis determined this alternate location in the parking lot lacked visibility and was not a year or weekly round destination. Staff determined the original recommendation for the Brenman Park Drive & Somerville Street was a preferable location.

### **OUTREACH:**

The bikeshare expansion process for the two proposed station locations involved outreach to civic associations, adjacent businesses, and residential buildings. City staff updated a Capital Bikeshare Expansion website which included an overview of expansion plans, resources, public outreach and meeting details, and links to a flyer with technical and general station siting considerations, a map of expansion plans, and details on individual station locations. The website also included a survey allowing residents to rate and provide comments for each of the two proposed station locations, with two suitable locations identified for the Washington Street and Green Street location and one suitable location for the Brenman Park Drive and Somerville Street. The survey was opened to the public on September 6, 2017 and closed on September 17, 2017. The flyer and survey are shown on Attachment 8. In addition, an on-site meeting was held at the Green Street & Washington Street location on Tuesday, 9/12, and Brenman Park Drive & Somerville Street on Wednesday, 9/13. Seven people attended the meeting at Green Street & Washington Street and four people attended the meeting at Brenman Park Drive & Washington Street.

A sign was posted at the proposed bikeshare station locations to notify public in advance of the public hearing, in addition to notifications to civic associations and business associations, as well as eNews and social media announcements. A summary of the outreach efforts is shown on Attachment 9.

**DISCUSSION:** Staff summarized and evaluated all feedback received on the two proposed station locations to determine the most suitable locations for installation in FY 2018. A summary of the survey results and comments are shown on Attachment 10.

Staff is recommending the installation of the following two locations:

1. Brenman Park Drive & Somerville Street
2. Green Street & Washington Street

The Brenman Park Drive & Somerville Street location is recommended by staff for the following reasons:

- Located within walking distance of future bikeshare station and network in the West End;
- Located within a visible location near a destination;
- Does not require removal or relocation of parking spaces;



- Located within public right-of-way a federal grant requirement; and
- Increases connectivity in the bikeshare network, and shortens future bikeshare trips in the West End.

The Green Street & Washington Street location on the southside of the block is recommended by staff for the following reasons:

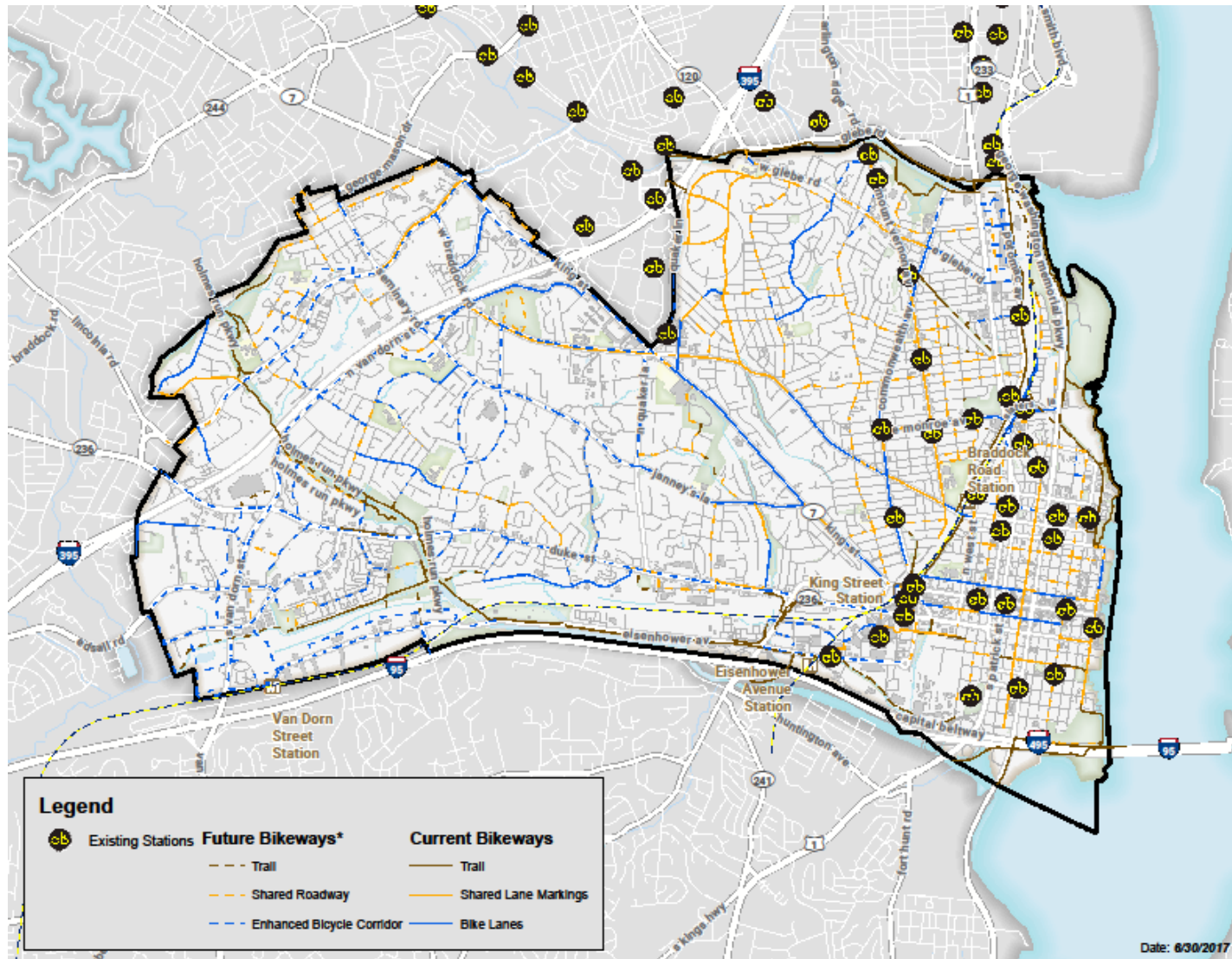
- Located within walking distance of existing bikeshare station and network;
- Minimizes impacts to historic views along Washington Street, in a location vetted by Board of Architectural Review staff;
- Provides protection to the station with a curb extension;
- Does not require relocation of trees or reduction in pervious surface;
- Located within public right-of-way a federal grant requirement; and
- Increases connectivity in the bikeshare network, and shortens future bikeshare trips between Old Town and National Harbor.

Installation of this station will require the removal of two parking spaces on the 700 block of Green Street as shown on Attachment 11. A recent parking occupancy survey of the 700 block of Green Street shows the unrestricted parking spaces are well-utilized by non-residents. The results of this survey are shown on Attachment 12. Staff suggests increasing awareness and visibility of the underutilized and adjacent parking garage at The Claybourne, which offers free retail parking.

On June 21, 2017, City staff provided an informational update on Capital Bikeshare to the Old and Historic District Board of Architectural Review at their regularly scheduled meeting. Two of the proposed stations, one at Barrett Library and one at the Green Street & Washington Street, are located in the Old and Historic District. As is standard procedure, City staff discusses station siting with the Office of Historic Preservation staff and provides update to both Boards before installation of a Capital Bikeshare station. No concerns were raised by the Old and Historic District Board of Architectural Review at their meeting.

Upon approval by the Traffic & Parking Board, staff will provide appropriate documentation on station locations to the Virginia Department of Transportation (VDOT) for their review before placing the order for the new stations and bicycles. The 10 stations typically take six months to deliver from the time the order is placed, and installation is expected to occur in Spring 2018. Staff will provide notification to the civic association and adjacent businesses to inform them of the impending installation of the station.

Attachment 1: Map of Existing Capital Bikeshare Network in Alexandria



Attachment 2: Capital Bikeshare Dashboard 2016 & 2017

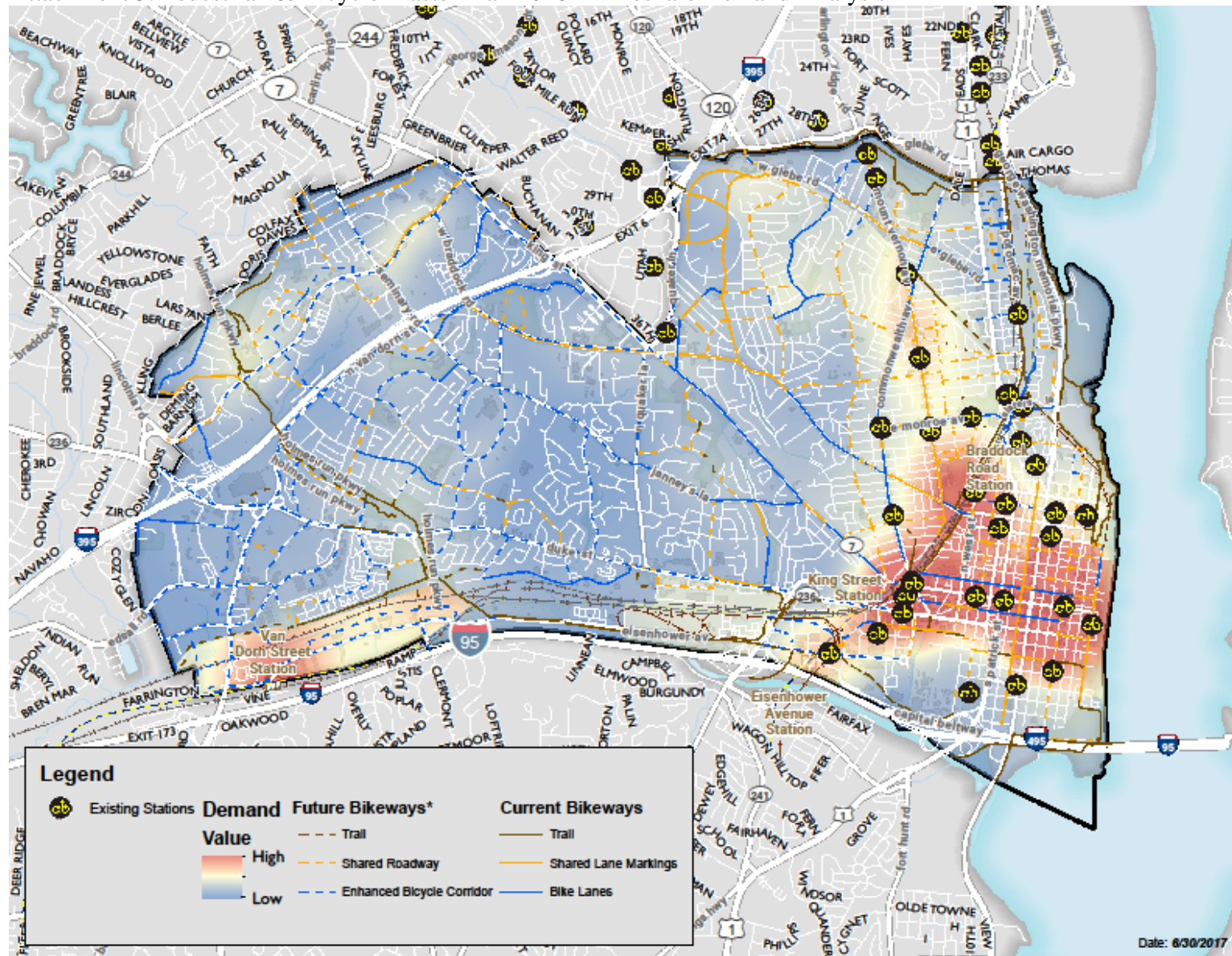
Capital Bikeshare Dashboard 2016																	
Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	AVERAGE	AVERAGE	AVERAGE	AVERAGE	AVERAGE
Number of Stations	16	16	19	19	20	24	30	30	30	30	31	31	2016	2015	2014	2013	2012
Membership																	
Active Members	766	778	787	793	809	838	891	935	952	962	979	981	873	747	535	404	280
New Members - Annual, Monthly & Daily Key	8	14	58	49	66	87	87	79	80	64	18	14	52	59	67	44	50
Renewals Rate	34%	82%	122%	70%	79%	97%	83%	81%	89%	84%	88%	64%	81%	83%	67%	55%	55%
Trips																	
Average trips per day	46	62	129	139	143	216	225	246	251	247	186	121	168	127	85	66	49
Total trips per month	1,421	1,804	3,996	4,161	4,423	6,484	6,983	7,623	7,515	7,669	5,385	3,736	5,117	3,882	2,579	1,918	1,203
Total Trip length (in miles)	2,185	2,792	8,430	9,010	10,017	14,925	18,004	15,395	16,345	14,664	9,213	4,787	10,481	8,114	6,440	2,024	1,504
Average trip length (in miles)	1.54	1.55	2.11	2.17	2.28	2.32	2.39	2.03	2.18	1.92	1.65	1.29	1.97	1.97	2.40	0.90	1.25
Total Trip duration (in mins)	30,640	29,001	103,097	100,691	112,008	177,236	179,352	159,829	168,868	144,403	102,811	49,931	114,822	77,295	58,879	44,495	30,052
Average Trip Duration (in mins)	35.64	16.08	25.80	24.27	25.46	27.50	25.83	21.07	22.55	18.90	18.47	13.42	22.92	22.92	21.84	19.46	24.98
Carbon Offset	1,486	1,899	5,732	6,127	6,812	10,149	12,242	10,468	11,114	9,971	6,265	3,255	7,127	5,517	4,200	1,334	1,008
Reported crashes Systemwide	2	1	4	2	1	6	1	0	2	4	1	0	2	3	4	1	2

Docks	Trips Departure By Station	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2016	2016	2015	2014	2013
		TOTALS	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	TOTALS	MONTHLY	MONTHLY	MONTHLY	MONTHLY
19	Bullenger Ave & Dulaney St	108	129	264	248	227	360	386	380	419	353	270	171	3,315	276	277	229	-
29	Braddock Rd Metro	310	346	721	718	757	957	940	954	953	1055	862	623	9,196	766	652	418	297
15	Commerce St & Fayette St	84	103	174	209	173	244	268	260	244	218	177	120	2,274	190	188	132	113
15	Commonwealth & E Monroe Ave	-	-	-	-	-	72	137	42	-	151	121	74	597	100	-	-	-
19	Commonwealth Ave & Oak St	-	-	-	-	-	69	106	115	129	119	75	46	659	94	-	-	-
15	Duke St & John Carlyle St	48	56	112	98	90	138	194	190	226	219	191	115	1,677	140	101	73	-
15	Eisenhower Ave & Mill Race Ln	23	30	62	68	35	109	158	134	151	142	115	70	1,097	91	84	62	-
19	Franklin & S Washington St	-	-	-	-	-	-	70	217	247	239	142	126	1,041	174	-	-	-
17	Henry St & Pendleton St	35	29	115	132	122	180	176	213	153	164	105	73	1,497	125	124	92	111
15	King St & Patrick St	87	106	225	198	233	330	341	364	372	314	184	156	2,910	243	254	242	238
15	King St Metro North / Cameron St	-	36	164	137	195	259	351	423	312	326	266	203	2,672	243	-	-	-
23	King St Metro South	190	238	341	301	312	437	358	484	513	521	431	284	4,410	368	516	518	515
15	Lee Center	-	-	-	-	-	-	19	94	86	113	96	62	470	78	-	-	-
15	Madison & Fairfax St	-	-	-	-	-	-	-	-	-	-	92	79	171	86	-	-	-
15	Madison & N Henry St	-	24	82	104	156	189	178	150	162	197	134	104	1,480	135	-	-	-
15	Market Square / King St & Royal St	135	167	389	443	447	612	645	659	631	599	366	236	5,329	444	391	302	309
15	Monroe Ave & Leslie Ave	44	71	134	143	149	228	194	212	216	225	136	100	1,852	154	167	116	-
15	Mount Vernon Ave & Bruce St	-	-	-	-	-	-	18	55	31	49	28	16	197	33	-	-	-
15	Mount Vernon Ave & E Del Ray Ave	91	112	225	222	213	302	249	247	262	279	175	117	2,494	208	198	150	-
11	Mount Vernon Ave & E Nelson Ave	69	79	152	154	179	174	188	274	272	246	191	168	2,146	179	145	151	-
15	Mount Vernon Ave & Four Mile Run Park	-	-	-	-	-	-	33	122	93	93	62	35	438	73	-	-	-
15	Mount Vernon Ave & Kennedy St	56	60	108	114	167	255	200	192	182	214	113	56	1,717	143	117	95	-
19	Potomac & Swann Ave	-	-	-	-	-	-	29	262	290	319	200	92	1,192	199	-	-	-
19	Potomac Ave & Main Line Blvd	-	-	-	-	-	88	165	83	83	91	79	33	622	89	-	-	-
11	Potomac Greens Dr & Slaters Ln	40	51	157	173	189	256	229	248	270	260	198	119	2,190	183	174	131	-
15	Fowhatan St & Bashford Ln	-	-	-	-	-	-	17	145	142	132	98	74	608	101	-	-	-
19	Prince St & Union St	45	58	200	252	250	391	461	344	311	317	184	68	2,881	240	252	235	200
23	Radford & Osage St	-	-	-	-	-	19	48	49	45	47	20	16	244	35	-	-	-
15	Royal & Wilkes St	-	-	-	7	71	151	185	131	134	83	75	44	881	98	-	-	-
15	Saint Asaph & Madison St	-	65	228	262	267	383	393	349	397	376	211	120	3,051	277	-	-	-
15	Saint Asaph St & Pendleton St	56	44	143	178	191	281	247	231	189	208	188	136	2,092	174	243	219	222
498	Total	1,421	1,804	3,996	4,161	4,423	6,484	6,983	7,623	7,515	7,669	5,585	3,736	61,400	4,612	3,882	3,168	2,004

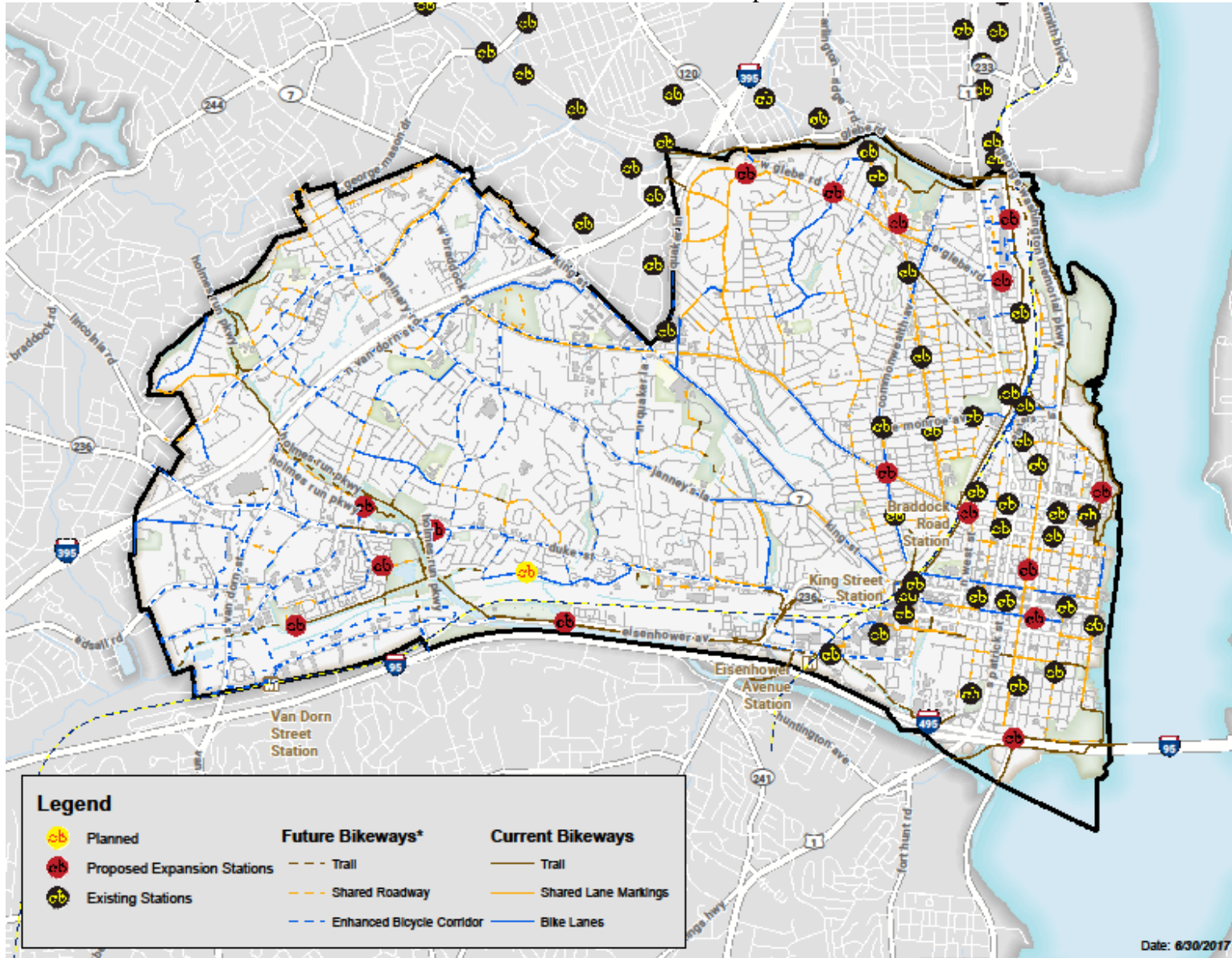
Capital Bikeshare Dashboard 2017																			
Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	AVERAGE	AVERAGE	AVERAGE	AVERAGE	AVERAGE	AVERAGE	
Number of Stations	31	31	31	31									2017	2016	2015	2014	2013	2012	
<b>Membership</b>																			
Active Members	998	1,021	1,027	1,063	1,074	1,090	1,097	1,317	-	-	-	-	1086	873	747	535	404	280	
New Members - Annual, Monthly & Daily Key	29	34	28	78	51	70	52	-	-	-	-	-	49	52	59	67	44	50	
Renewal Rate	84%	132%	193%	103%	102%	75%	91%	-	-	-	-	-	111%	81%	83%	67%	55%	55%	
<b>Trips</b>																			
Average trips per day	124	185	159	262	254	316	301	294	-	-	-	-	237	168	127	85	66	49	
Total trips per month	3,843	5,178	4,931	7,850	7,884	9,488	9,342	9,117	-	-	-	-	7,204	5,117	3,882	2,579	1,918	1,203	
Total Trip length (in miles)	5,408	10,120	8,937	19,201	17,750	20,442	22,259	18,907	-	-	-	-	15,378	10,481	8,114	6,440	2,024	1,504	
Average trip length (in miles)	1.41	1.95	1.82	2.46	2.26	2.16	2.40	2.07	-	-	-	-	2.07	1.97	2.07	2.40	0.90	1.25	
Total Trip duration (in mins)	76,741	115,756	118,788	208,827	209,995	217,277	257,310	152,147	-	-	-	-	169,605	114,822	77,295	58,879	44,495	30,052	
Average Trip Duration (in mins)	20.01	22.46	24.20	26.75	26.70	23.01	27.71	16.80	-	-	-	-	23.45	22.92	23.45	21.84	19.46	24.98	
Carbon Offset	3,677	6,882	6,077	13,056	12,070	13,901	15,136	15,352	-	-	-	-	10,769	7,127	5,517	4,200	1,334	1,008	
Reported crashes Systemwide	4	1	4	1	3	6	5	-	-	-	-	-	3	2	3	4	1	2	
<b>Trips by Station</b>																			
Docks	Trips Departure By Station	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2017	2016	2015	2014	2013	
		TOTALS	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	MONTHLY	AVERAGE	AVERAGE	AVERAGE	AVERAGE	AVERAGE	
19	Ballenger Ave & Dulaney St	191	230	238	293	278	353	360	348	-	-	-	-	2,291	286	276	277	229	-
29	Braddock Rd Metro	696	737	644	838	991	1,172	1,053	1,182	-	-	-	-	7,313	914	766	652	418	297
15	Commerce St & Fayette St	113	151	159	238	253	262	311	277	-	-	-	-	1,764	221	190	188	132	113
15	Commonwealth & E Monroe Ave	85	94	97	120	89	150	120	150	-	-	-	-	905	113	100	-	-	-
19	Commonwealth Ave & Oak St	34	62	73	104	97	110	92	99	-	-	-	-	671	84	94	-	-	-
15	Duke St & John Carlyle St	132	180	155	245	259	283	266	255	-	-	-	-	1,775	222	140	101	73	-
15	Eisenhower Ave & Mill Race Ln	76	82	106	173	191	229	236	198	-	-	-	-	1,291	161	91	84	62	-
19	Franklin & S Washington St	92	152	142	229	247	282	281	276	-	-	-	-	1,701	213	174	-	-	-
17	Henry St & Pendleton St	52	100	84	182	191	232	230	184	-	-	-	-	1,255	157	125	124	92	111
15	King St & Patrick St	137	198	185	330	310	378	360	374	-	-	-	-	2,272	284	243	254	242	238
15	King St Metro North / Cameron St	173	221	261	353	340	428	500	441	-	-	-	-	2,717	340	243	-	-	-
23	King St Metro South	273	344	321	414	444	488	458	479	-	-	-	-	3,221	403	368	516	518	515
15	Lee Center	48	65	51	102	105	108	99	115	-	-	-	-	693	87	78	-	-	-
15	Madison & Fairfax St	116	174	176	325	303	401	394	402	-	-	-	-	2,291	286	86	-	-	-
15	Madison & N Henry St	114	134	132	167	158	208	194	202	-	-	-	-	1,309	164	135	-	-	-
15	Market Square / King St & Royal St	250	379	386	610	602	712	722	731	-	-	-	-	4,392	549	444	391	302	309
15	Monroe Ave & Leslie Ave	102	161	108	163	197	234	226	227	-	-	-	-	1,418	177	154	167	116	-
15	Mount Vernon Ave & Bruce St	17	30	31	46	53	44	49	61	-	-	-	-	331	41	33	-	-	-
15	Mount Vernon Ave & E Del Ray Ave	100	118	113	203	165	211	186	215	-	-	-	-	1,311	164	208	198	150	-
11	Mount Vernon Ave & E Nelson Ave	126	151	144	151	191	211	195	174	-	-	-	-	1,343	168	179	145	151	-
15	Mount Vernon Ave & Four Mile Run Park	55	87	91	199	187	197	229	171	-	-	-	-	1,216	152	73	-	-	-
15	Mount Vernon Ave & Kennedy St	79	153	139	207	203	234	239	224	-	-	-	-	1,478	185	143	117	95	-
19	Potomac & Swann Ave	105	216	226	435	385	453	436	403	-	-	-	-	2,659	332	199	-	-	-
19	Potomac Ave & Main Line Blvd	33	52	56	98	107	140	95	86	-	-	-	-	667	83	89	-	-	-
11	Potomac Greens Dr & Slaters Ln	137	150	179	270	245	315	340	310	-	-	-	-	1,946	243	183	174	131	-
15	Powhatan St & Bashford Ln	79	116	79	193	125	144	172	153	-	-	-	-	1,061	133	101	-	-	-
19	Prince St & Union St	99	207	171	419	372	515	516	516	-	-	-	-	2,815	352	240	252	235	200
23	Radford & Osage St	21	18	28	66	63	85	89	81	-	-	-	-	451	56	35	-	-	-
15	Royal & Wilkes St	35	119	73	131	137	163	200	162	-	-	-	-	1,020	128	98	-	-	-
15	Saint Asaph & Madison St	131	148	140	327	386	487	420	351	-	-	-	-	2,390	299	277	-	-	-
15	Saint Asaph St & Pendleton St	142	149	143	219	210	259	274	270	-	-	-	-	1,666	208	174	243	219	222
<b>513</b>	<b>Total</b>	<b>3,843</b>	<b>5,178</b>	<b>4,931</b>	<b>7,850</b>	<b>7,884</b>	<b>9,488</b>	<b>9,342</b>	<b>9,117</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>57,633</b>	<b>7,204</b>	<b>5,736</b>	<b>3,882</b>	<b>3,168</b>	<b>2,004</b>



Attachment 3: Pedestrian & Bicycle Master Plan 2016 – Bikeshare Demand Analysis



Attachment 4: Proposed 16 Bikeshare Station Locations for FY 2018 Expansion



## Attachment 5: General & Technical Bikeshare Station Siting Considerations

General considerations when choosing a location for a Capital Bikeshare station include:

- Community requests and public comment
- Visibility and accessibility
- Population and employment density
- Proximity to existing and potential bicycle activity, infrastructure, and bikeshare stations
- Proximity to retail, mixed-use activity centers, underserved communities, and residences
- Connectivity with Metrorail, Metrobus, Dash bus service, VRE, and other transit options

Technical considerations when choosing a location for Capital Bikeshare include:

- Access to sunlight for solar panels which power the stations
- Level topography and hard surface to site stations
- Right-of-way ownership (city-owned, easement, private property, etc.)
- Utility Clearance
- Sidewalk/Pedestrian Clearance (sidewalk width, pedestrian volumes, fire hydrants, bus stops, etc.)
- Operational Feasibility (rebalancing crews can easily access the station)
- Station footprint and layout (Stations consist of map panel, kiosk, docks, and bikes)

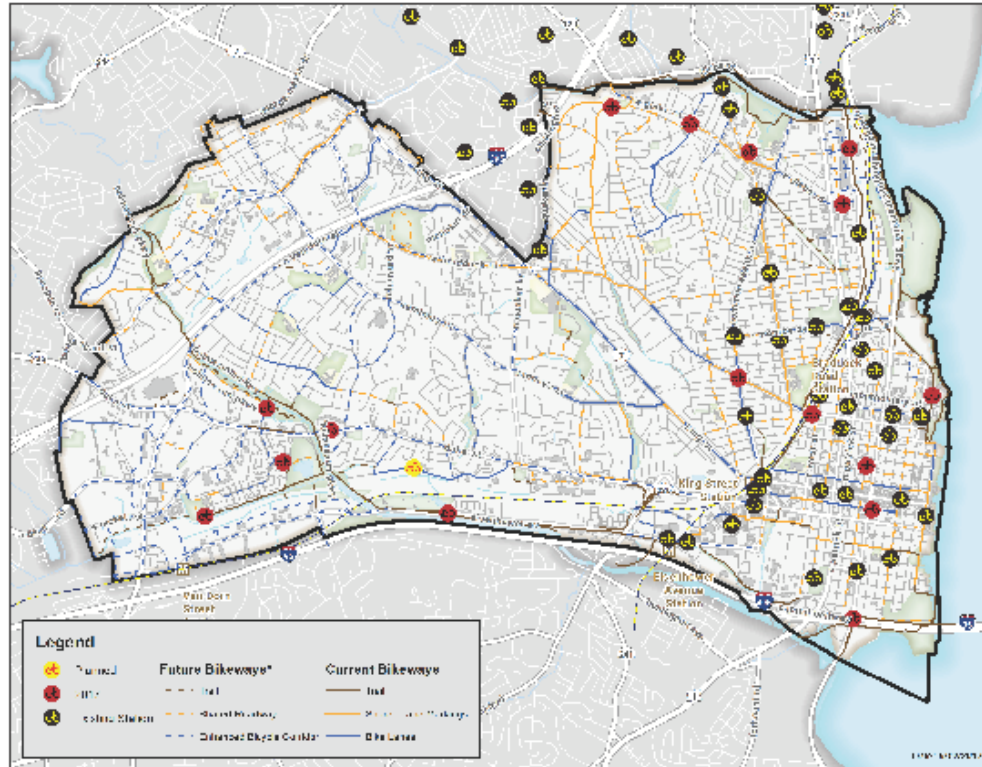
For more general information on station siting, please review the [\*NACTO Station Siting Guide\*](#).



Attachment 6: Citywide Capital Bikeshare Expansion Map for FY 2018

  
**Alexandria Capital Bikeshare Expansion**  
**Spring 2017**  


**Citywide Capital Bikeshare Expansion Map**



\*Future Bikeways displayed as approved in the Bicycle & Pedestrian Master Plan

**Your Input Needed!**

Growing from eighth stations in 2012 to 31 in 2016, the Capital Bikeshare system is growing in Alexandria! We need your input on future bikeshare station locations for the next round of expansion. This flyer highlights station siting considerations, proposed locations, and provides an opportunity to submit feedback to the City of Alexandria.

[www.alexandriava.gov/bikesharing](http://www.alexandriava.gov/bikesharing) | [CapitalBikeshare@alexandriava.gov](mailto:CapitalBikeshare@alexandriava.gov)



## Intro

Please use this survey to provide feedback on the proposed Capital Bikeshare stations. Your feedback will help us select 10 Capital Bikeshare stations for the next round of expansion from the 16 proposed stations. For more information, please visit: [alexandriava.gov/goalex/info/default.aspx?id=95476](http://alexandriava.gov/goalex/info/default.aspx?id=95476)

### Contact Information

First Name:

Last Name:

Email Address:

Phone No.:

Approximate Address or Nearest Cross Street (Optional):

## Station Ratings

### Station #1 - Braddock Rd Metro Station - South

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

### Station #2 - Braddock Rd & Commonwealth Ave

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

### Station #3 - Barrett Library

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

### Station #4 - Ben Brenman Park & Somerville St

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)

- Comments on this Station

**Station #5 - Armistead Boothe Park**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #6 - Canal Center Plaza & Mount Vernon Trail**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #7 - Duke St & Holmes Run Trail**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #8 - Eisenhower Ave & Holmes Trail Run**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #9 - Glebe Rd & Main Line Blvd**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #10 - Glebe Rd & Old Dominion**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #11 - Holmes Run Pkwy & N Pickett St**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #12 - Potomac Ave & Reed Ave**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #13 - Prince St & St Asaph St**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #14 - Reed Ave & Edison St**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station
- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #15 - Valley Dr & Martha Custis Dr**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

**Station #16 - Woodrow Wilson Bridge Deck**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

Alternate Station Locations

**Alternate Location #1**

Approximate Address

Tell us about the site you've selected above

**Alternate Location #2**

Approximate Address

Tell us about the site you've selected above

**Alternate Location #3**

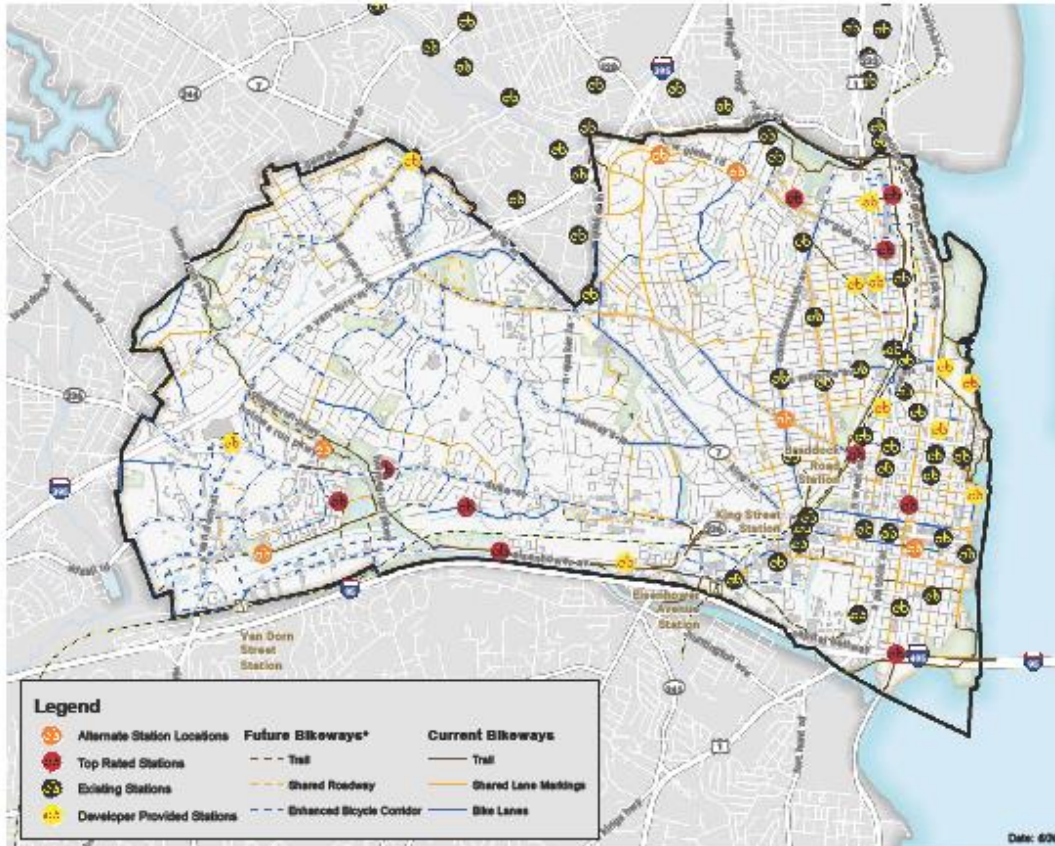
Approximate Address

Tell us about the site you've selected above

**Please provide any additional comments for City staff to consider.**



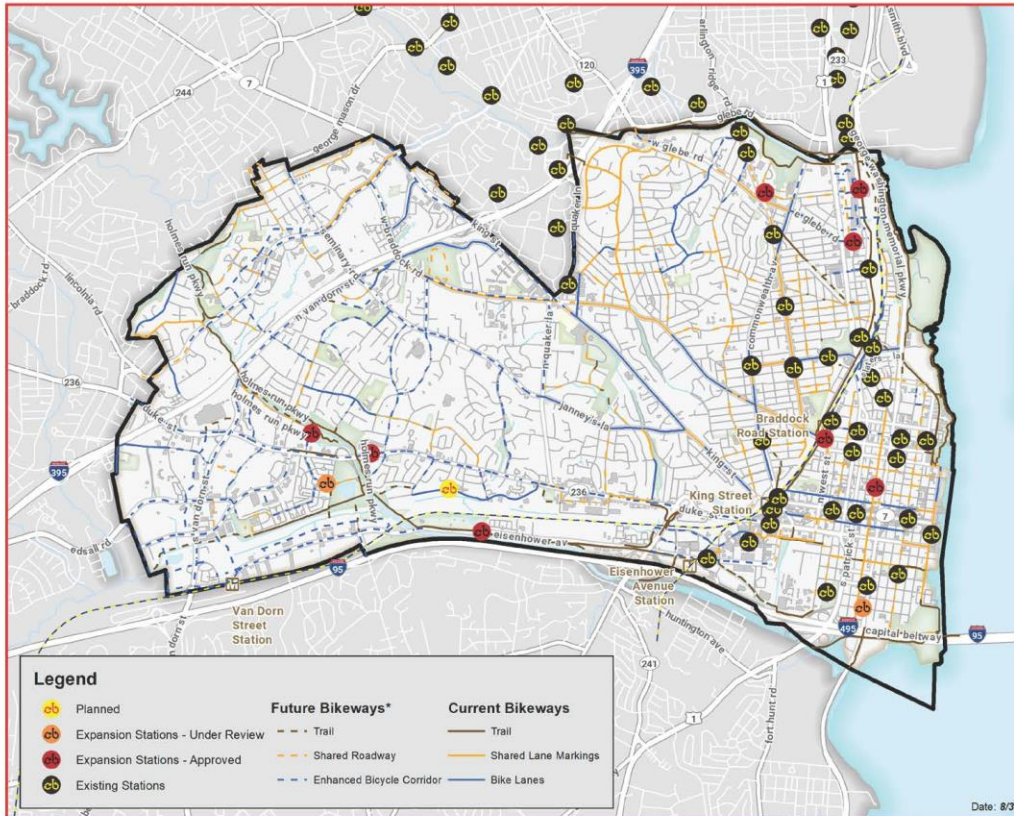
## Executive Summary



Growing from eight stations in 2012 to 31 in 2016, the Capital Bikeshare system is growing in Alexandria! With grant funding to add an additional 10 bikeshare stations in FY 2018, City staff conducted outreach on 16 possible bikeshare station locations. An online survey allowed Alexandria residents to rate each proposed station location based on suitability. These results directly informed the top 10 prioritized stations that City staff have put forward for the next round of expansion. This document presents the survey rating and provides a full list of comments on each station.



Attachment 8: Flyer and Survey for Two Proposed Station Locations



Growing from eighth stations in 2012 to 31 in 2016, the Capital Bikeshare system is growing in Alexandria! With grant funding to add an additional 10 bikeshare stations in FY 2018, City staff conducted outreach on 16 possible bikeshare station locations. An online survey allowed Alexandria residents to rate each proposed station location based on suitability. These results directly informed the top 10 prioritized stations that City staff have put forward for the next round of expansion.

Eight of the 10 stations were approved by the Traffic & Parking Board on July 24, 2017. Additional outreach is being conducted on the two stations that did not receive approval. Please see the next page for more details on how to provide feedback.

[www.alexandriava.gov/bikesharing](http://www.alexandriava.gov/bikesharing) | [CapitalBikeshare@alexandriava.gov](mailto:CapitalBikeshare@alexandriava.gov)



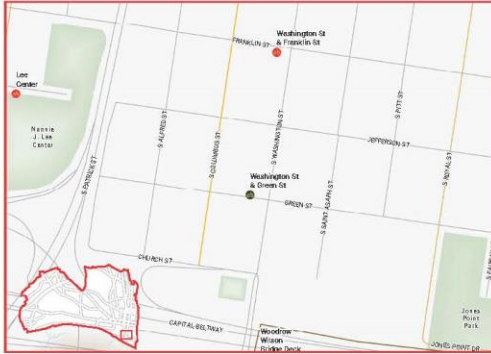
# Alexandria Capital Bikeshare Expansion

## Expansion Outreach - Summer 2017



### S Washington St & Green St

#### Green Street South<sup>1</sup>



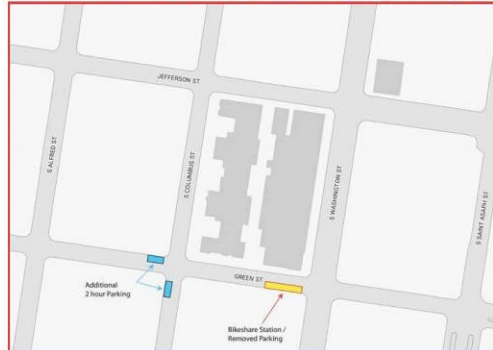
<sup>1</sup>Parking relocation required. See below for more details.

#### Green Street North<sup>2</sup>



<sup>2</sup>Tree relocation required

#### Green Street South: Proposed Parking Changes<sup>3</sup>



<sup>3</sup>Proposed parking changes pending Traffic & Parking Board approval.

The City of Alexandria is seeking further input on the proposed bikeshare station at S Washington St & Green St. An on-site meeting will be held to discuss this location. Please see below for meeting details:

**S Washington St & Green St**  
**9/12/2017 at 6:00 PM**

If you are unable to attend, please submit feedback via the online survey on the bikeshare expansion website.

[www.alexandriava.gov/95476](http://www.alexandriava.gov/95476)

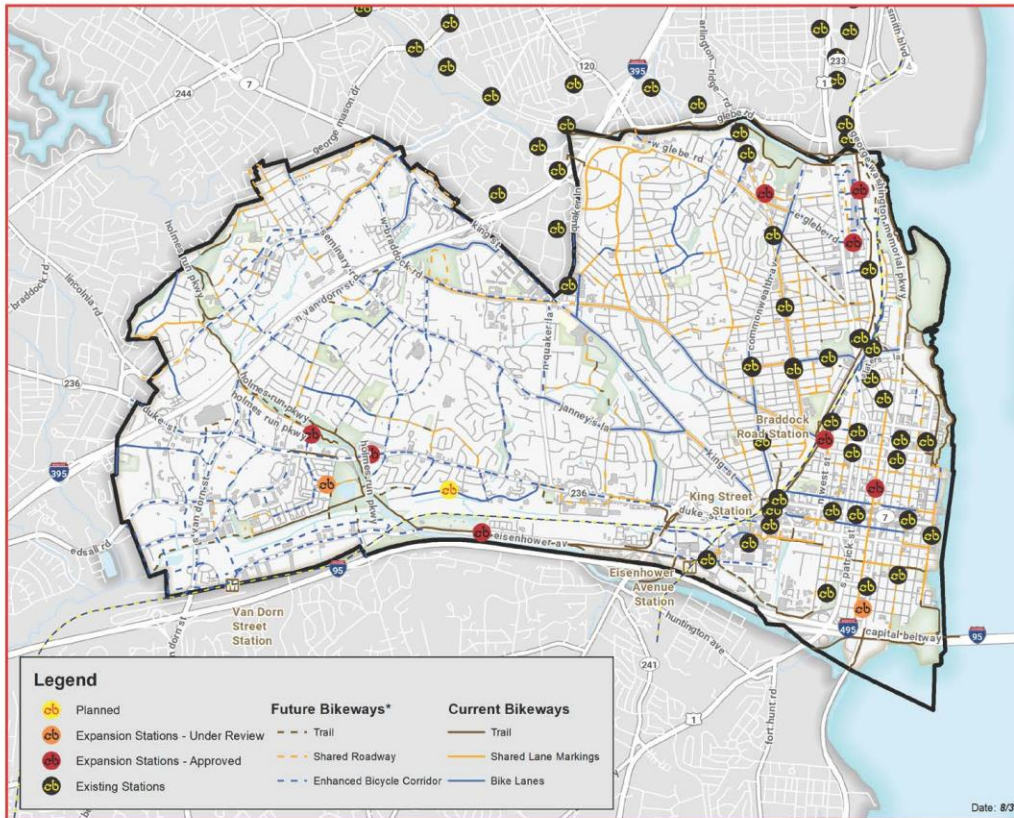
[www.alexandriava.gov/bikesharing](http://www.alexandriava.gov/bikesharing) | [CapitalBikeshare@alexandriava.gov](mailto:CapitalBikeshare@alexandriava.gov)





# Alexandria Capital Bikeshare Expansion

## Expansion Outreach - Summer 2017



Growing from eighth stations in 2012 to 31 in 2016, the Capital Bikeshare system is growing in Alexandria! With grant funding to add an additional 10 bikeshare stations in FY 2018, City staff conducted outreach on 16 possible bikeshare station locations. An online survey allowed Alexandria residents to rate each proposed station location based on suitability. These results directly informed the top 10 prioritized stations that City staff have put forward for the next round of expansion.

Eight of the 10 stations were approved by the Traffic & Parking Board on July 24, 2017. Additional outreach is being conducted on the two stations that did not receive approval. Please see the next page for more details on how to provide feedback.

[www.alexandriava.gov/bikesharing](http://www.alexandriava.gov/bikesharing) | [CapitalBikeshare@alexandriava.gov](mailto:CapitalBikeshare@alexandriava.gov)

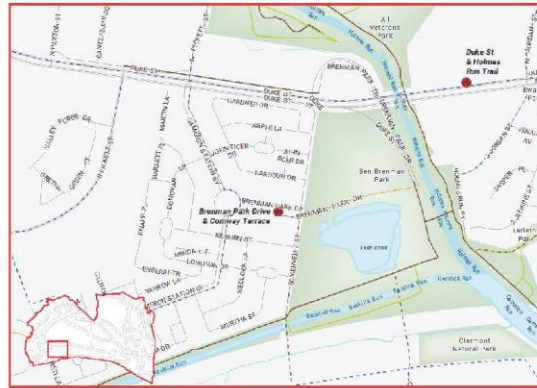




# Alexandria Capital Bikeshare Expansion Expansion Outreach - Summer 2017



## Brenman Park Dr & Somerville St



The City of Alexandria is seeking further input on the proposed bikeshare station at Brenman Park Dr & Somerville St. An on-site meeting will be held to discuss this location. Please see below for meeting details:

## Brenman Park Dr & Somerville St 9/13/2017 at 6:00 PM

If you are unable to attend, please submit feedback via the online survey on the bikeshare expansion website.

[www.alexandriava.gov/95476](http://www.alexandriava.gov/95476)

[www.alexandriava.gov/bikesharing](http://www.alexandriava.gov/bikesharing) | [CapitalBikeshare@alexandriava.gov](mailto:CapitalBikeshare@alexandriava.gov)

## Intro

Please use this survey to provide feedback on the proposed Capital Bikeshare stations. Your feedback will help us select two Capital Bikeshare stations for the next round of expansion of 10 stations. For more information, please visit: [alexandriava.gov/goalex/info/default.aspx?id=95476](http://alexandriava.gov/goalex/info/default.aspx?id=95476)

Contact Information

First Name:

Last Name:

Email Address:

Phone No.:

Approximate Address or Nearest Cross Street (Optional):

## Station Ratings

### **Station #1A – Green Street & Washington Street (southside)**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

### **Station #1B – Green Street & Washington Street (northside)**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

### **Station #2 – Brenman Park Drive & Somerville St**

- Link to Station Location
- Please Indicate Your Support for this Station
  - Do not Support (1) – Support (5)
- Comments on this Station

## Attachment 9: Summary of Community Engagement

### Summary of Community Engagement – May-July 2017

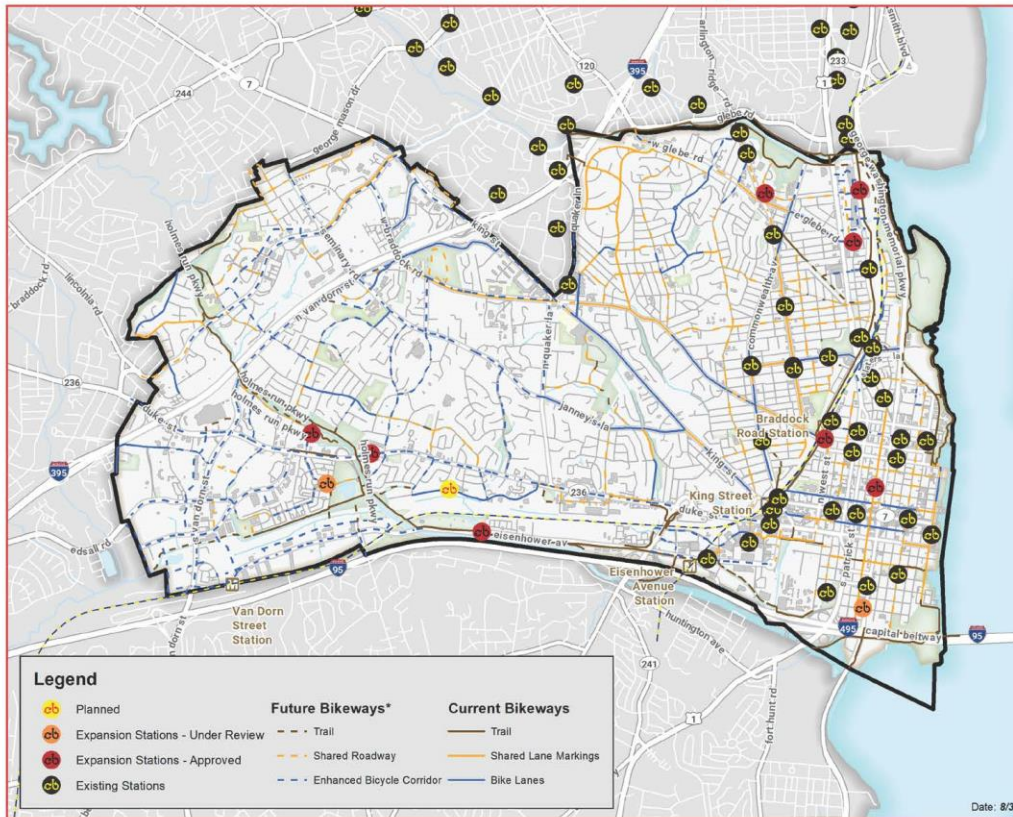
- Bikeshare expansion survey and news sent out via eNews
- Bikeshare expansion survey and news sent directly to civic and community association presidents to forward to communities
- Social media announcements
- Outreach and presentation to Case Chirilagua
- Outreach and presentation to Board of Architectural Review
- Outreach to Bicycle and Pedestrian Advisory Committee
- Signs posted at proposed bikeshare station locations notifying public in advance of Traffic and Parking Board Hearing

### Summary of Community Engagement – September 2017

- Bikeshare expansion survey and news sent out via eNews
- Bikeshare expansion survey and news sent directly to civic and community association presidents to forward to communities
- Social media announcements
- On-site meeting at Green Street & Washington Street
- On-site meeting at Brenman Park Drive & Somerville Street
- Signs posted at proposed bikeshare station locations notifying public in advance of Traffic and Parking Board Hearing



## Executive Summary



Growing from eighth stations in 2012 to 31 in 2016, the Capital Bikeshare system is growing in Alexandria! With grant funding to add an additional 10 bikeshare stations in FY 2018, City staff conducted outreach on 16 possible bikeshare station locations. An online survey allowed Alexandria residents to rate each proposed station location based on suitability. These results directly informed the top 10 prioritized stations that City staff have put forward for the next round of expansion.

Eight of the 10 stations were approved by the Traffic & Parking Board on July 24, 2017. Additional outreach was conducted on the two stations that did not receive approval. Please see the next page for more details on the feedback received.

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# Alexandria Capital Bikeshare Expansion

## Survey Results - Spring 2017



### Green Street South

**Rank #1 - Rating: 3.05**

#### Survey Comments:

Comment ID	Comment
1.1	A good location: 1. Centrally located near a main road 2. In a lower income neighborhood 3. Expands network south 4. Near apartment house 5. No impact to traffic 6. Minimal impact to parking All these make a good location.
1.2	A very modest amount of parking is given up to expand the city's transportation network. This location will be very important to have when Bikeshare is added to National Harbor. Flexposts used at other on street CABI stations require regular maintenance and replacement. They do seem to get knocked over easily.
1.3	Better for users and pedestrians than 1B.
1.4	Bike Share is a waste of time, money, and materials.
1.5	Close to multi-family housing, retail, and trails.
1.6	Concerns about the reduction in parking spaces. The input from the impacted community is more important.
1.7	Do not need another station so close to district taco and takes up parking spaces
1.8	Do not take parking for bike share.
1.9	Good spot for going to National Harbor.
1.10	Good that this doesn't block sidewalk
1.11	Good to have Bikeshare this far south.
1.12	great location for getting on Mt. Vernon trail and crossing bridge
1.13	Hate to lose parking. Also seems strange to have this so close to District Taco station. Put one at Bridge-way/Hunting Point instead!
1.14	Highly favor this location. Location is convenient for visitors wishing to cycle along southbound Mt Vernon Trail, Jones Point, and through Old Town area. Also provides bikeshare access to businesses along 800 block of S Washington Street West. Additionally, supports bikeshare commuters in Hunting Towers, Bearing South, and households in immediate area. Plenty of parking in the area on a regular basis to warrant mitigating ~2-2.5 parking spots.
1.15	I am indifferent due to my lack of use of this area.
1.16	I am STRONGLY opposed. This a gross waste of taxpayers' money --the site is only a few blocks from the current Bikeshare location at District Taco! We the taxpayers are paying for these grossly underutilized, unsightly facilities which crowd the sidewalks and waste our money. I expect my taxes to be better spent especially after the outrageous tax increase Council approved in June . Claire Heffernan
1.17	I don't support this on my street at all. There is no parking already
1.18	I support this intersection, but parking is already very tight down there. If the station is still at District Taco, I recommend that this station not need to exist.
1.19	I would not put it on the south side (I would put it on the north side)

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# Alexandria Capital Bikeshare Expansion Survey Results - Spring 2017



Comment ID	Comment
1.20	In my quadrant of Old Town, the closest public transportation for us is Washington /Green buses; the Safeway bus is our next best option; & the King Street trolley (which has some serious route design & execution problems) is our 3rd best option. None of these provides a doable, let alone convenient public access option for daily, year-round commuting. Particularly when I need to haul things to & from work & when I need to work elongated hours.
1.21	It takes away parking when you do not have to.
1.22	limited parking in the neighborhood, we can't afford to lose additional spots
1.23	No need for another station. This too crowded and crowds parking. Neighborhood already has a station and it isn't used much.
1.24	No ridership!!!
1.25	PLEASE - our neighborhood is now overrun by cars that park here and use the restaurants and stores on washington street. our parking availability has been dramatically reduced over the past 10-15 years.
1.26	PLEASE CAN YOU HAVE ONE CLOSE TO MARK CENTER?? WE ALWAYS GET NEGLECTED WHEN IT COMES TO ENHANCING OUR NEIGHBORHOOD. It makes no sense why there is not a bikeshare near Mark center or the surrounding condo. I live at Saxony Square Condos on N. Beaugard and WE NEED more commute options! our streets are over crowded with cars and so having a bikeshare would help with that problem!
1.27	Please lets not take away parking for the purposes of Bikeshare. In fact lets go back and look at where we have already taken away parking and see if there are not more creative spots for the Stations. Most people that use BS use the app so the Station does not have to be the most visible spot. For example there is some gassy space at Simpson park that would be an better spot than the loss of valuable parking on Monroe St. next to Aldi. This is just one example. thanks.
1.28	Reducing available parking in the neighborhood is not a good idea.
1.29	Seems reasonable to support appt building and South Old Town.
1.30	Shortage of parking in this area already. Workers from shops, construction workers and shoppers use our street for their parking.. It's a real nightmare as they don't obey the 2 hour only parking signs..
1.31	Taking parking opportunities away from the residents in this area is disruptive. If the Station is placed here, need to sort out dedicated parking for residents of this area.
1.32	Taking up street parking is unconscionable, NO bicycle racks should take up public street parking.
1.33	the bikes should be available close to the Mt. Vernon trail
1.34	There is a bike share station two block away at the corner of Washington and Franklin. Plus it takes away two parking spaces in an area that is in need if all its parking.
1.35	This is a highly trafficked area during rush hour. As a homeowner in this neighborhood, I have spent countless hours trying to get T&ES to address the speeds, lack of stopping at stop signed and red light runners on Washington Street. Adding a bike share in this area when we have one two blocks down at Frankling St. by District Taco seems excessive, unnecessary and dangerous.
1.36	This was discussed at length at a hearing last month w/our neighborhood overwhelmingly opposed. We are very surprised & disappointed to see this location as an option again and feel like we were not heard at all. This location was not on the original survey but the WW Deck was and the stations were deemed to ugly for that location so a bait & switch ensued. we were told that this location would no longer be considered due to the feelings of our neighborhood. we were told the WW Deck would be considered. Our neighborhood is STRONGLY opposed to this location.

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## Alexandria Capital Bikeshare Expansion Survey Results - Spring 2017



Comment ID	Comment
1.37	Too many of these things already. Unsightly, city routinely trades off other valuable considerations to get more of these.
1.38	Total waste of money and further exacerbating a worsening parking problem
1.39	We have enough bike stations. Who actually uses these bicycles? Tourists? The sidewalk in front of my house is a tripping hazard. Use the money to fix it instead of bikes for tourists. Exactly how much are taxes subsidizing this system. It seems to me I read it's costly.

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# Alexandria Capital Bikeshare Expansion Survey Results - Spring 2017



## Green Street - North

**Rank #2 - Rating: 2.85**

### Survey Comments:

Comment ID	Comment
2.1	1A is better for users and pedestrians.
2.2	A better location and takes no parking away.
2.3	Also a good location, but 1A is better
2.4	Bike Share is a waste of time, money, and materials.
2.5	Close to multi-family housing, retail, and trails.
2.6	Do not need another station so close to district taco and takes up pedestrian space making it unsafe and difficult to walk
2.7	Do not take away parking for bike share.
2.8	don't you think one close by is enough???
2.9	Good to have bikeshare further south.
2.10	I am indifferent due to my lack of use of this area.
2.11	I am STRONGLY opposed - see comments above opposing Bikeshare on the South side of Washington and Green. Claire Heffernan
2.12	I don't support this on my street at all. There is no parking already
2.13	I support this intersection, but parking is already very tight down there. If the station is still at District Taco, I recommend that this station not need to exist.
2.14	I think this is the best of the three proposed locations (albeit two in immediate proximity of each other).
2.15	If it is on the sidewalk, okay.
2.16	In my quadrant of Old Town, the closest public transportation for us is Washington /Green buses; the Safeway bus is our next best option; & the King Street trolley (which has some serious route design & execution problems) is our 3rd best option. None of these provides a doable, let alone convenient public access option for daily, year-round commuting. Particularly when I need to haul things to & from work & when I need to work elongated hours.
2.17	Is this an either or or a both???. Either way, we have enough bike share stations already. I do not favor spending more of my tax dollars on this. Fix the sidewalks!
2.18	KINDA SKETCHY WITH VEHICLES ZINGING AROUND THE CORNER FROM S WASH ONTO GREEN.
2.19	No need for another station. This crowds sidewalk. Neighborhood already has a station and it isn't used much.
2.20	No ridership; waste of taxpayers' dollars
2.21	Not blocking anyone or anything.
2.22	PLEASE CAN YOU HAVE ONE CLOSE TO MARK CENTER?? WE ALWAYS GET NEGLECTED WHEN IT COMES TO ENHANCING OUR NEIGHBORHOOD. It makes no sense why there is not a bikeshare near Mark center or the surrounding condo. I live at Saxony Square Condos on N. Beauregard and WE NEED more commute options! our streets are over crowded with cars and so having a bikeshare would help with that problem!
2.23	prefer 1A over 1B

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## Alexandria Capital Bikeshare Expansion Survey Results - Spring 2017



Comment ID	Comment
2.24	Prefer this option as it looks like we will not lose any parking spots.
2.25	Preferable to south side of Green. But seems strange to have this so close to District Taco station. Put one at Bridgeway/Hunting Point instead!
2.26	same as above
2.27	Same comments as above. The businesses on this block will be impacted by the loss of parking, which will only force these cars to park on the surrounding blocks, impacting homeowners who actually LIVE in the neighborhood. There is a Capitol Bikeshare at Franklin Street by the District Taco and by the Safeway on S. Royal Street.
2.28	Same reason as listed above-OUR NEIGHBORHOOD STRONGLY OPPOSES THIS LOCATION. Perhaps teh City can address the very serious and increasingly numerous traffic/speed/parking issues in our neighborhood instead of making them worse w/this bike station. How is this not an eyesore in our neighborhood, but is considered so on the WW Deck ? Much more appropriate on the DEck as it is where the bikes are going to ride (bridge/Mt. Vernon Trail). Worse this will be very dangerous in an already dangerous area/intersections (Green St/& S. Columbus St./Green St. & S. Washington). It is very crowded & unmanageable now in this area and will negatively affect a quaint, little neighborhood w/elderly & many, many children. We had hoped feelings of neighbors would matter to the City but since we voiced our concerns and they obviously were ignored.
2.29	same reasons given in response to question 1A - we are already inundated with cars, foot traffic and have many fewer parking spots than every. PLEASE listen to us as a neighborhood and DO NOT put these bike stands here!
2.30	Seems reasonable. Supports appt and condos in the area and S Old Town.
2.31	Should not be on the sidewalk.
2.32	Street trees should be prioritized over free parking
2.33	Support as alternative to Station 1A; though sidewalk would narrow and reduce foot traffic to businesses along 800 block of S Washington West.
2.34	The north side seems more connected with the businesses (shops/restaurants). It would be more useful and safer I believe to locate it on this side of the intersection so that people do not have to worry about crossing the street to get to the bicycles. I would hope that this locations is approved!
2.35	There is a bike share station two block away at the corner of Washington and Franklin. Plus it narrows down the sidewalk that is heavily traveled by pedestrians on a very busy street. It also looks like it takes out a tree... that's not very green.
2.36	This location would be easier to access if coming from the South Old Town/Yates Garden along Green Street because it wouldn't require crossing two streets to dock. Having Bikeshare on the sidewalk gives people using the station more of a buffer from traffic. This location would encourage more sidewalk riding.
2.37	Too many of these things already. Unsightly, city routinely trades off other valuable considerations to get more of these.
2.38	Total waste of taxpayer money worsening the parking problems
2.39	Unbelievable... another nightmare location with no parking available most of the time for residents with shop, construction workers and patrons of stores. There's a bike share 2 blocks from this area... for every bike you rent, the renter will have driven over and parked on our crowded streets. And, they don't obey the 2 hour only signs.

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# Alexandria Capital Bikeshare Expansion

## Survey Results - Spring 2017



### 3. Brenman Park Dr & Somerville St

Rank: 1 - Rating: 3.34

#### Survey Comments:

Comment ID	Comment
3.1	Bike Share is a waste of time, money, and materials.
3.2	Bike share should be located at Park be the restrooms
3.3	don't take green space. use parking spaces.
3.4	Excellent accessible location.
3.5	Generally a good location.
3.6	Good location in a public park area away from homes.
3.7	Good to have it next to park AND retail!
3.8	Great location to get to Eisenhower trail and Eisenhower metro station. Cannot believe there isn't one here already. It's such an obvious choice.
3.9	I do appreciate that the city is providing more capital bike shares in the West End of Alexandria. I would prefer this to be closer to the Van Dorn Metro Station.
3.10	I don't even know where this is and have no reason to go there!
3.11	I love that this doesn't take parking spots.
3.12	I oppose this station for the same reasons outlined above. Claire Heffernan
3.13	I think this station would be better placed adjacent to the parking area at Somerville and Deer Run Ct. This gets the bike traffic close to the Farmer's Market and the shared-use trail along Backlick run. Also, I think this would better connect this station to trails linking the Station at Port City Brewery and the expected network expansion linking this part of the West End to the Van Dorn Metro Station.
3.14	If you see, as always the West End doesnt have as many bike shares, and this would be a GREAT spot for residents and park visitors
3.15	In my quadrant of Old Town, the closest public transportation for us is Washington /Green buses; the Safeway bus is our next best option; & the King Street trolley (which has some serious route design & execution problems) is our 3rd best option. None of these provides a doable, let alone convenient public access option for daily, year-round commuting. Particularly when I need to haul things to & from work & when I need to work elongated hours.
3.16	It is an inconvenient station and detracts from the beauty of the park. It would serve folks better if it were on the south side of the park which is on the existing bike trail. This would place the bikes out of harm's way since this area is highly trafficked already. I suggest taking another look and talking to the people who live and work here.
3.17	Keep bike share in areas where parking is not affected
3.18	Looks like a great location for one of the few drops in the West End
3.19	No ridership demand to defray costs; nothing but inventory staging for District program that has many, many members!
3.20	Not sure where these people would be riding. Duke Street is clogged with traffic. But people in this neighborhood should comment.
3.21	PERFECT!

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## Alexandria Capital Bikeshare Expansion Survey Results - Spring 2017



Comment ID	Comment
3.22	Poor location for Cameron Station residents. For a bike share Station to be used it has to be centrally located for the residents. Bike share is not meant for park visitors who come in groups and carry sports equipment or outdoor picnic items. Please place this in a central location nearer the Cameron Station clubhouse. Please do not only listen to the very vocal anti-bike coalition in Cameron Station. They dissuaded the city from a road diet on Cameron Station Blvd in favor of parking, higher speeds and less safe roads. We need the city to help make Cameron Station more bikeable and walkable. Thanks.
3.23	Really bad location. If you are going to add a bikeshare station in Brenman Park put it on the bike trail (south end of the park) instead of trying to establish a new route for bicyclists
3.24	Should be located closer to river and multi-use path on other (South) side of park, near the established parking lot.
3.25	Takes up open space .. do not need another station
3.26	The area lacks bikeshare access, so this seems reasonable. Supports visits to adjacent park and cafe. The distance from other bikes share locations makes me wonder how much this will be used.
3.27	the residents here have plenty of bikes and use them for their commutes and until the City provides 8 ft. wide paths around the pond it is illegal. Sharing pedestrian and vehicle paths require 8 ft. I've seen someone with a bike hit a women's baby stroller throwing the baby out of the stroller and the biker kept going.....not in our neighborhood.....keep the bike rentals downtown not in a community.
3.28	The West End needs a station. I know I would use it!
3.29	There are no other bikeshare stations nearby, and traffic on Duke street is too heavy to ride comfortably.
3.30	This is a good location for a station. It connects to existing bike trails and is centrally located within Cameron Station - near clubhouse and commercial. I would use this station as an alternative to taking a bus up Duke Street to eat at London Curry Company or visit the West End Farmers Market.
3.31	This is somewhat close but still a hike to walk from my neighborhood. AGAIN: PLEASE CAN YOU HAVE ONE CLOSE TO MARK CENTER?? WE ALWAYS GET NEGLECTED WHEN IT COMES TO ENHANCING OUR NEIGHBORHOOD. It makes no sense why there is not a bikeshare near Mark center or the surrounding condo. I live at Saxony Square Condos on N. Beauregard and WE NEED more commute options! our streets are over crowded with cars and so having a bikeshare would help with that problem!
3.32	This is VERY MUCH needed to service Cameron Station.
3.33	This location is very close to many neighborhood activities, both during the week and on the weekend. This includes a farmers market, as well as local kids sports teams. It is also quite close to the bike path, which would link to the other newly approved bike stations nearby in the West End around Holmes Run and N. Picket / Duke St, and Eisenhower, as well as the planned one on Wheeler in the future. There is also large growth nearby with residential and mixed use developments. I believe that this location would be extremely useful and appreciated by the local community. I strongly support this station choice, and believe this station should have a high priority of approval. Please approve this station location!!
3.34	This seems like a nice situation - I do not live in this neighborhood but it will not take up parking spaces or impact the existing trail in the park.
3.35	This site should be at the end of Sommerville where the Sunday farmers market is held. More room and easy access to the bike trail and Linnerpark. There are fewer people and cars at that end of this street. Where you want to put this bike share is just too vehicles and people activity! I do NOT support this site!!!!
3.36	This station is in a well used park that is along the Holmes Run bike trail, it will provide a needed bike connection to the park and along the trail.

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## Alexandria Capital Bikeshare Expansion Survey Results - Spring 2017



Comment ID	Comment
3.37	This would be a great are to incorporate bikeshare. We have a lot of people that walk, exercise, and travel nearby in the area. This is also a heavily trafficked area on Sundays during the farmers market.
3.38	Too many of these things already. Unsightly, city routinely trades off other valuable considerations to get more of these.
3.39	We can't afford it
3.40	We have only a handful of bike riders in our community. This is a waste of City money.
3.41	While bikeshare is needed on this side of Alexandria, it should be implemented with multiple stations within range. The next closest is 3 miles away, which is not too far, but a little much on a bikeshare bike.
3.42	Will there be other locations in Cameron Station in the future?
3.43	would get frequent use
3.44	Yes; finally something for the west end!

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Attachment 11: Map of Recommended Parking Changes at Green St. & Washington St.



Attachment 12: Parking Occupancy Survey of 700 Block of Green Street – October 2016

<b>Block</b>	<b>Survey Time</b>	<b>Overall Occupancy</b>	<b>% of District 4 Vehicles</b>	<b>% of non-resident vehicles</b>
700 Green Street (South)	Oct 17, 12:30PM	80%	25%	50%
700 Green Street (North)	Oct 17, 12:30PM	80%	25%	50%
700 Green Street (South)	Oct 12, 10:45PM	100%	20%	70%
700 Green Street (North)	Oct 12, 10:45PM	90%	11%	33%

**Summary**

- Both sides of the street have unrestricted parking
- The biggest user of these spaces are non-residents
- The Clayborne is restricted from getting RPPs, so this side of the street would never be petitioned for RPP signage.

## MEMORANDUM

**DATE:** SEPTEMBER 25, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 7

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**ISSUE:** Consideration of a request to change the color scheme of VIP's fleet of taxicabs.

**APPLICANT:** Zari Karimian, Owner VIP Cab

**LOCATION:** N/A

**STAFF RECOMMENDATION:** The Board approves the proposed color scheme for White Top Cab's fleet of taxicabs.

**DISCUSSION:** Ms. Zari Karimian, owner, VIP Cab is requesting that the color scheme of VIP's fleet of taxicabs be changed. Section 9-12-28 of the City code requires that each taxicab company have an approved unique color scheme for their fleet of taxicabs. Section 5-8-3 of the City code gives the Traffic and Parking Board jurisdiction over taxicabs. Therefore, this issue must go before the Board for approval. The proposed color scheme incorporates a completely silver cab with black lettering. The cab company name, phone number and cab number are proposed to be attached to the front vehicle doors.

These changes are being proposed to make driver entry into the market easier. There are 51 driver vacancies in the City of Alexandria and this number continues to grow. The main reason for the high number of vacancies is increased competition for drivers from Transportation Network Companies (TNC). Signing up to be a TNC driver is very quick and inexpensive. There are no driver tests, vehicle inspections or taxi meters to install. Signing up to be a taxicab driver is more expensive and cumbersome. The proposed change is seen as a way to make driver entry into the taxicab business easier and less expensive.



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** SEPTEMBER 25, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 8

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**ISSUE:** Consideration of a request to implement the residential pay by phone program on the following blocks:

- 100 block of Duke Street
- 200 block of S. Lee Street
- 300 block of S. Lee Street

**APPLICANT:** Residents of the 100 block of Duke Street, 200 block of S. Lee Street, and 300 block of S. Lee Street

**LOCATION:** 100 block of Duke Street, 200 block of S. Lee Street, and 300 block of S. Lee Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES implement a residential pay by phone fee requirement for the 100 block of Duke Street, 200 block of S. Lee Street, and 300 block of S. Lee Street.

**DISCUSSION:**

In November 2016, the City Council approved a residential pay by phone pilot program (Section 5-8-84 of the City Code), which allows residents within the designated program area the option to petition for signage to be installed on their block that requires a parking fee for vehicles without a district sticker. The goal of this program is to discourage non-residents from parking on the blocks adjacent to metered areas because they are free. To respect the residential character of the street, a meter would not be installed on these blocks. Rather, signage referring to the City's pay by phone app would replace the existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

The residents of the 100 block of Duke Street, and 200 and 300 blocks of S. Lee Street have submitted a petition requesting residential pay by phone signage for their blocks. Staff has reviewed this request per the requirements outlined in the City Code and find it is eligible for the signage. The table below summarizes the blocks' compliance with the requirements.

<b>Requirement</b>	<b>Complies?</b>
<p>The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.</p>	<p>The 100 block of Duke Street and the 200 block of S. Lee Street are adjacent to the following metered blocks and residential pay by phone block:</p> <ul style="list-style-type: none"> <li>• 200 block of S. Union Street</li> <li>• Unit block of Duke Street</li> <li>• 100 block of Prince Street</li> </ul> <p>The 300 block of S. Lee Street will be adjacent to the 200 block of S. Lee Street, if approved by the Board at this meeting. See Attachment 1 for more details.</p>
<p>The block must be located within the Special Parking District Area.</p>	<p>These blocks are within the Special Parking District Area</p>
<p>The area subject to parking fee must already be posted with residential parking restrictions.</p>	<p>These blocks currently have the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles</p>
<p>The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by more than 50 percent of the residents of the block.</p>	<p>A petition for each block was submitted that was signed by more than 50% of the residents of the block (Attachment 2).</p> <p>100 Duke Street – 15 of the 18 households, or 83%,</p> <p>200 S. Lee Street – 13 of the 22 households, or 59% (3 additional emails of support from residents of the block not included in the petition),</p> <p>300 S. Lee Street – 14 of the 24 households, or 58%,</p>
<p>The parking occupancy must be 75% or more.</p>	<p>A parking survey was conducted on Tuesday, August 22, 2017 at 1:00 PM and found the parking occupancy to be:</p> <p>100 Duke Street – 89%</p> <p>200 S. Lee Street – 82%</p> <p>300 S. Lee Street – 82%</p>



Similar to the 100 block of Prince Street, which was approved for residential pay by phone signage earlier this year, these blocks are located close to the waterfront and many of the restaurants, shops, and other attractions in Old Town. Over the years parking studies have documented a high parking demand on these blocks. The data collected in 2014 for the Old Town Area Parking Study (OTAPS) showed all of these block at greater than 90% occupancy during the three evening survey time periods. The surveys staff conducted in Spring and Summer of this year had similar results. During these surveys, staff also noted a high percentage of vehicles without a District 1 sticker. The table below summarizes these recent survey results.

<b>Block</b>	<b>Survey Date</b>	<b>Survey Time</b>	<b>Occupancy</b>	<b>Non-District 1 Vehicles</b>
100 Duke	Tuesday, August 22	1:00 PM	89%	82%
	Thursday, September 7	7:45 PM	95%	61%
200 S. Lee	Saturday, May 13	4:45 PM	100%	47%
	Thursday, June 15	12:15 PM	100%	47%
	Tuesday, August 22	1:00 PM	82%	43%
	Thursday, September 7	7:45 PM	100%	18%
300 S. Lee	Tuesday, August 22	1:00 PM	82%	50%
	Thursday, September 7	7:45 PM	88%	27%

Since this is part of a pilot program, the evaluation component will be important to determine whether this is a useful parking management tool for the City. Staff has conducted a number of surveys on these blocks and one block in each direction to collect baseline data before restrictions are in place. After the signage is installed, staff will resurvey these blocks to determine whether the parking conditions on this block and the surrounding blocks have changed. Several surveys will be conducted over the course of the pilot program to get several data points. Consistent with the goal of the program, staff would consider this an effective tool if the results showed a minimum of 1-2 parking spaces were now available to residents on the pay by phone block or the block on average was less than 85% occupied.

Staff has been monitoring the parking on the 100 block of Prince Street since signage was installed in July. Initial results indicate that the new restriction is improving parking availability for residents of the block and fewer non-residents are parking here. Staff will continue to monitor this block and others to review the impacts of the program.

This pilot program is approved until March 1, 2019. If the Council does not extend or approve this program as a permanent option, the signs would be replaced with the existing parking restrictions that are currently in place. This information was included on the petition that the residents signed to ensure they were aware that these restrictions may be removed at a later date.

**Attachment 1 - Proposed blocks for residential pay by phone signage**



- ■ ■ ■ ■ ■ ■ ■ ■ ■ Proposed Residential Pay by Phone Block
- ■ ■ ■ ■ ■ ■ ■ ■ ■ Existing Residential Pay by Phone Block
- ▬ Residential Restriction Block
- ▬ Metered Block
- ▬ Unrestricted Parking



Attachment 2 – Petitions

100 block of Duke Street

We the undersigned residents hereby request that the City add residential pay by phone signage on the 100 Block of Duke Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
ELEN MITCHELL	<i>Elen Mitchell</i>	<sup>1</sup> 115 Duke St	7/30/17
Gretchen Moss	<i>Gretchen Moss</i>	<sup>2</sup> 114 Duke	7/21/17
Israel Negrón	<i>Israel Negrón</i>	114 Duke	7/21/17
BRIDGET SCANLAN	<i>Bridget Scanlan</i>	<sup>3</sup> 112 Duke St	7/21/17
NAHID DENGAN	<i>Nahid Dangan</i>	<sup>4</sup> 104 Duke	7-21-17
BRUCE OEHLE	<i>Bruce Oehler</i>	<sup>5</sup> 108 DUICE	7/23/17
Morie Kux	<i>Morie Kux</i>	<sup>6</sup> 125 Duke	7/23/17
Dennis Kux	<i>Dennis Kux</i>	125 Duke	7/23/17
Beth Kubie	<i>Beth Kubie</i>	<sup>7</sup> 300 S. Lee (Crown Duke)	7/23/17
Brian Kubie	<i>Brian Kubie</i>	" " " "	7/23/17
Carole Schmidt	<i>Carole Schmidt</i>	<sup>8</sup> 123 Duke St	7/25/17
William A. Schmidt	<i>William A. Schmidt</i>	123 Duke St	7/25/17
Lynn Rogerson	<i>Lynn Rogerson</i>	<sup>9</sup> 121 Duke St	7-25-17
Telford Myer-Hart	<i>Telford Myer-Hart</i>	<sup>10</sup> 117 Duke St.	7-25-17
Patricia Myer-Hart	<i>Patricia Myer-Hart</i>	117 Duke St.	7-30-17

Please note signatures from residents who are not the listed owner of the residence.

\* - Not listed owner, but resident

Staff Only: 18 Number of Households on the block  
11 Number of Households that signed petition  
61.2% Percentage of Households



We the undersigned residents hereby request that the City add residential pay by phone signage on the 100 Block of Duke Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
Brittany Hinkle	Brittany Hinkle	106 Duke St	
PETER A. DIXON	Peter Dixon	111 Duke St	
JOAN W. DIXON	Joan Dixon	111 Duke St	
Stephen Saperstone	Stephen Saperstone	100 1/2 Duke St	
Barbara Saperstone	Barbara Saperstone	100 1/2 Duke St	

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households





**200 block of S. Lee Street**

*Sabine and Robert Bisson*

*206 S Lee St*

*Alexandria, VA 22314*

*703-683-8469*

Mr. Patrick Reed

Office of Traffic and Parking

Room 3600

Alexandria City Hall

August 14, 2017

Dear Mr. Reed,

Enclosed please find the 200 block of S Lee St residents' petition for the City of Alexandria to add residential pay-by-phone signage to the 200 block. The petition is signed by 13 homeowners. In addition, 3 homeowners have emailed their approval. Many homeowners are out of town on vacation at this time and couldn't be reached.

There are 22 residences on the 200 block. One of them, 214 S Lee St, has not been occupied for the past four years. The 13 signatures on the petition represent more than 50% participation.

We understand that the petition will have to be reviewed and approved by the Traffic and Parking Board and request that it be placed on the docket for review.

Thank you,



We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of S Lee Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

- Page 1 -

Resident Name (Printed)	Resident Signature	Address	Date
Sabine & Bob Bisson	S & B Bisson	206 S Lee St	8/2/17
Sharon H Cooper	Sharon Cooper	210 S. Lee	8/3/17
RICHARD T. COOPER	R Cooper	210 S. LEE	8/3/17
David Piscola	[Signature]	212 S LEE	8/4/17
Tom Tiemeyer	Tom Tiemeyer	215 S LEE	8/4/17
Michael Wolf	[Signature]	217 S. Lee	8/4/17
JACKIE MAHER	[Signature]	226 S. LEE	8/5/17
Brian Walker	[Signature]	219 S Lee	8/5/17
Jane Coughran	Jane Coughran	225 S. Lee	8/7/17

1 Home



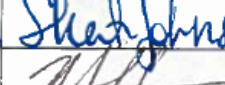

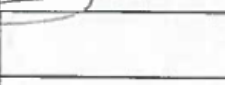
Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of S. Lee Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

- PAGE 2 -

Resident Name (Printed)	Resident Signature	Address	Date
AMY BAYER		209 S. LEE ST	8/3/17
Madhur Jwala		211 S. Lee St	8/3/17
Sheila Johnson		207 S. Lee St	8/3/17
NATHANIEL SPENLOR		203 S. Lee St	8/4/17
Igor Kotlarschuk		205 S. Lee St	8/4/17

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households

### 300 Block of S. Lee Street

We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of S. Lee Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
Elizabeth Gibney	<i>Elizabeth Gibney</i>	300 S. Lee Street	7/28/17
Brian Gibney	<i>Brian Gibney</i>	300 S. Lee Street	7/28/17
SUSAN HORNE	<i>Susan Horne</i>	311 So Lee St	7-28-17
Mary Hayden	<i>Mary Hayden</i>	318 S. Lee St	7-28-17
Ed Hayden	<i>Ed Hayden</i>	318 S. Lee St.	7-28-17
Robert Sunnerd	<i>Robert Sunnerd</i>	311 So. Lee St	7/28/17
Kelly Bucceri	<i>Kelly Bucceri</i>	309 S. Lee Street	7/30/17
<i>M. Stour</i>	<i>Glen Stour</i>	307 S. Lee St.	7-30
<i>Catherine Webster</i>	<i>Catherine Webster</i>	304 S. Lee St	7/30
Sarahlee Botler	<i>Sarahlee Botler</i>	320 S. Lee St.	7/30/17
LAURA LOGIE	<i>Laura Logie</i>	325 S. LEE ST	7/30/17
KTRK LOGIE	<i>KTRK Logie</i>	325 S LEE ST	7/30/17
Leevee Stack	<i>Leevee Stack</i>	317 S. Lee St	7/30/17
Margaret Platter	<i>Margaret Platter</i>	330 S. Lee	7/30/17

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households

We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of S. Lee Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
Ann Wadsworth	Ann Wadsworth	314 S Lee St.	9/30/17
Diane Grasso	Diane Grasso	316 S. Lee	<del>7/30/17</del>
J. W. Wilson	J. W. Wilson	310 S. Lee	7/30/17 ✓
May Palmer	May Palmer	315 S. Lee	7/30/17

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: \_\_\_\_\_ Number of Households on the block  
 \_\_\_\_\_ Number of Households that signed petition  
 \_\_\_\_\_ Percentage of Households

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** SEPTEMBER 25, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 9

---

**ISSUE:** Consideration of a request to remove parking on the 2900 block of N. Hampton Drive at the following locations:

- a. Hampton Drive and Kirkpatrick Lane – 2 spaces, northbound curb
- b. Hampton Drive and Hunton Place – 3 spaces, northbound curb

**APPLICANT:** Residents of Hunton and Kirkpatrick Streets

**STAFF RECOMMENDATION:** The Board recommend to the Director of T&ES removing parking on the 2900 block of N. Hampton Drive at the following locations:

- a. Hampton Drive and Kirkpatrick Lane – 2 spaces, northbound curb
- b. Hampton Drive and Hunton Place – 3 spaces, northbound curb

**BACKGROUND:** In the fall of 2015, City staff reviewed the roadway capacity of N. Hampton Drive between West Braddock Road and King Street. Based on the width of the roadway and low vehicular volumes, the City proposed reducing the width of the existing parking and travel lanes as a traffic calming measure. The project also implemented additional parking through the removal of existing “No Parking” signage to increase parking supply on the southern curb of the street. This complete streets project was implemented in tandem with the City’s standard street resurfacing schedule.

Despite the traffic calming measures, residents desiring to turn onto N. Hampton from Hunton Place and Kirkpatrick Lane have safety concerns about the provision of new parking’s impact on visibility. Residents report that the declining grade between West Braddock and King Street encourages northeast bound traffic to travel at speed exceeding the 25 mph speed limit. Larger vehicles, such as SUVs and pickups, impact one’s ability to see cyclists and vehicles traveling northeast to King Street when attempting to turn from the Hunton and Kirkpatrick cross-streets.



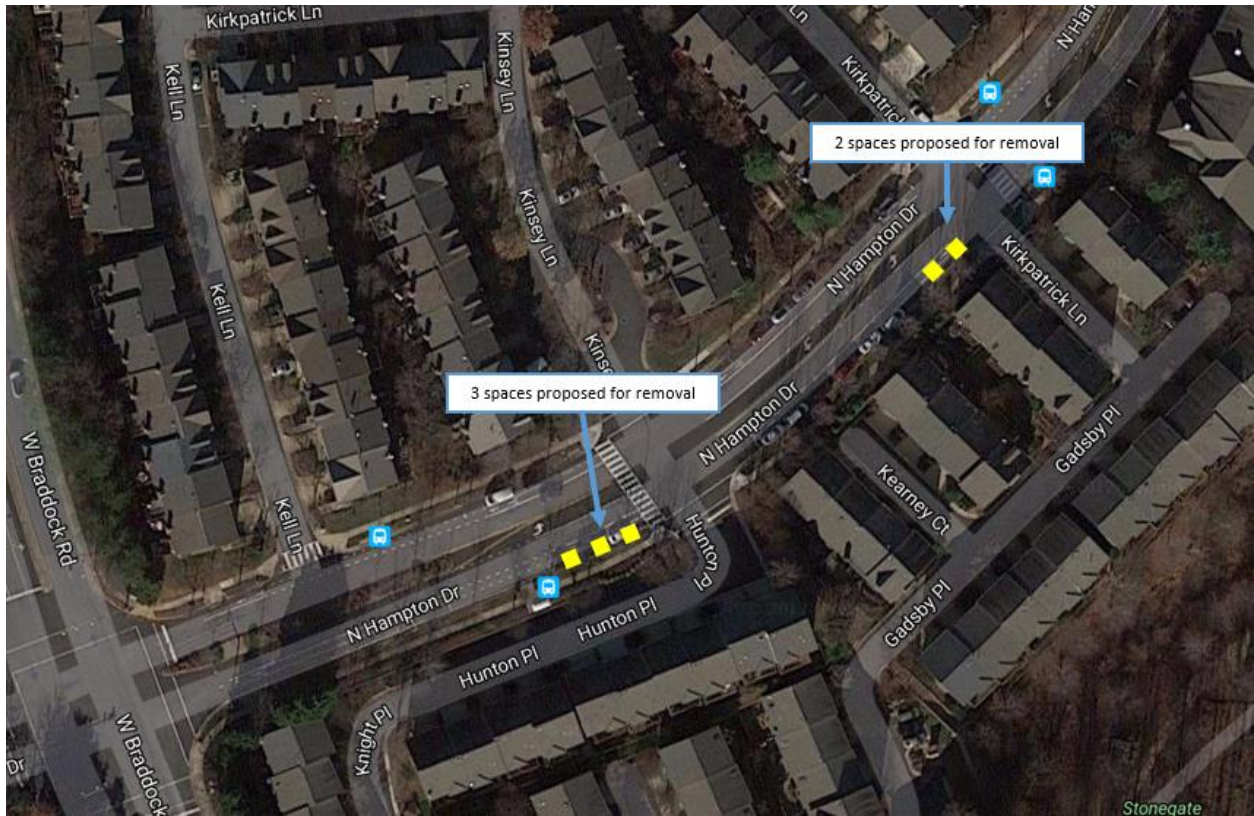
The complete streets project implemented thermoplastic parking bay delineations. One sign remains just prior to Kirkpatrick Lane that previously restricted parking at this location prior to the implementation of this project (highlighted in attachment 2). This has caused some confusion as the sign was initially slated for removal. An unknown resident has used spray paint to add lines to suggest a delineation of where they believe the parking will end near Kirkpatrick Lane. Staff suggests restriping the parking bay at this location for clarity and safety, resulting in the loss of two spaces.

At N. Hampton Drive and Hunton Place, approximately three parking spaces are provided between the bus stop and the intersection. These spaces also present visibility issues. Additionally, DASH bus operation will improve as the space loss will ensure buses can pull directly to the curb. Residents report that parked cars encroach into the parking bays, inhibiting buses from pulling against the curb for passenger boarding and alighting.

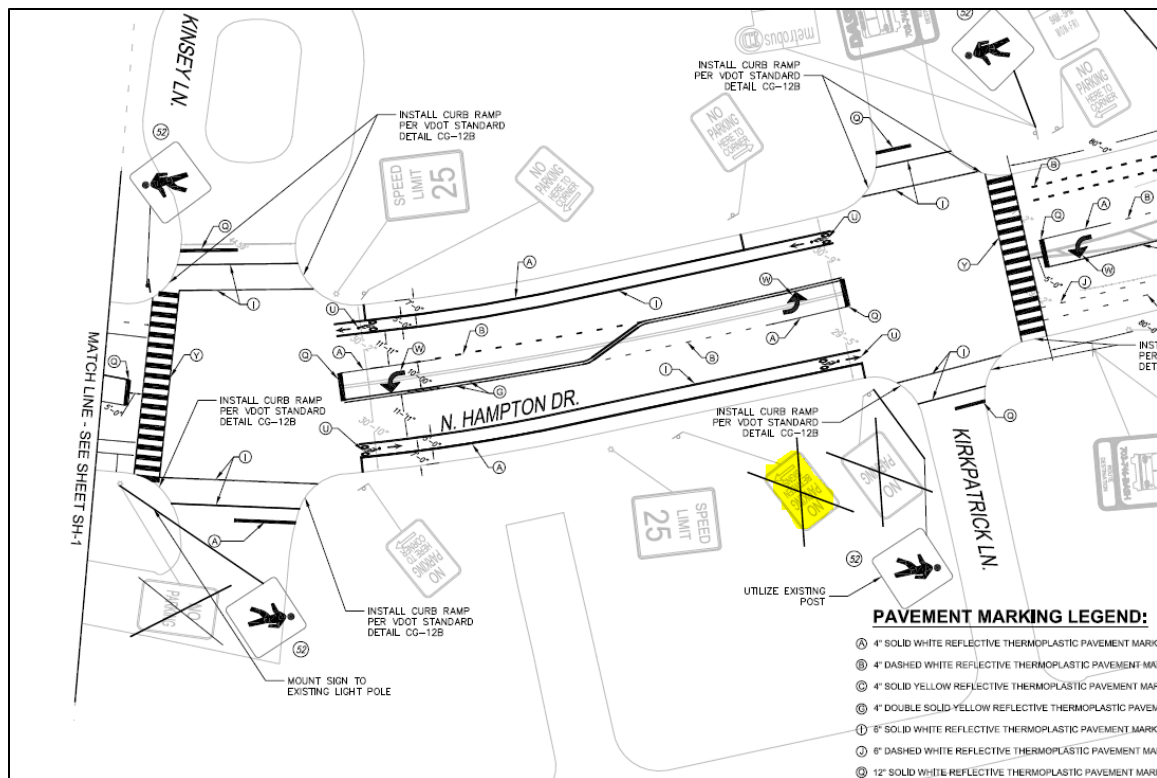
Residents previously worked with staff to monitor the situation. Since the installation of the bicycle lanes and additional parking in the fall of 2015, there has been one accident in the 3100 block of N. Hampton, which residents anecdotally suggest was related to visibility. The police record for this crash does not include specific information about causation

Staff visited the site to discuss the parking removal with residents between 3:30 and 4:30pm on Monday, August 14. During the site visit, the first parking bay on the southern curb on N. Hampton, which extends from Braddock to the area striped for bus operations, was completely empty. This demonstrates that there is excess capacity along the northbound curb.

# Attachment 1



# Attachment 2



## MEMORANDUM

**DATE:** SEPTEMBER 25, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM 10

---

**ISSUE:** Consideration of a request to add a two space loading zone at 710 Wythe Street between the hours of 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM weekdays.

**APPLICANT:** Charles Olaleye

**LOCATION:** 710 Wythe Street

**STAFF RECOMMENDATION:** The Board recommend to the Director of T&ES adding a two space loading zone at 710 Wythe Street between the hours of 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM weekdays.

**DISCUSSION:** Great Beginnings Early Learning Center is proposing to move into 618-622 North Washington Street. The facility requires a two space loading zone to facilitate the drop off and pick up of children attending the center. The loading zone cannot be placed in front of the facility on Washington Street because the curb lane is used as an HOV lane during 4:00 PM to 6:00 PM on weekdays. The closest, less impactful location for the loading zone is around the corner at 710 Wythe Street. This location is adjacent to the side of Rubini Jewelers located at 632 North Washington Street. The applicant has contacted the Rubini Jewelers and they have no objections to the loading zone. There are not any parking time restrictions for the spaces proposed to be converted to the loading zone.

**From:** childcare@greatbeginningsva.com [mailto:childcare@greatbeginningsva.com]  
**Sent:** Monday, July 24, 2017 1:21 PM  
**To:** Bob Garbacz  
**Cc:** Ann Horowitz; Alex Dambach  
**Subject:** Proposed Loading Zones for Great Beginnings.

Good Day Bob,  
Thank you for taking my call regarding our desire to have loading zones created for our day care center. As requested, here are the details of our proposed requests:

# of Loading Zones: 2  
# of Parking Spots per zone: 2  
Location of Zone 1: Right outside our facility (618-622 N. Washington St) for use from 7:00am to 9:00am  
Location of Zone 2: On the Corner of N. Washington & Wythe St for use from 4:00pm to 6:00pm

As advised, I will speak to the businesses on the corner for the proposed P.M. loading zone (Rubini Jewelers & Studio 122 Hair Design) as we draw closer to September to apprise them of our proposal and solicit their support.

Please let me what next steps we would need to take to get this approved and implemented.

Thank you,  
Charles

A. Charles Olaley  
Administrator  
Great Beginnings Early Learning Center  
618 N Washington St, Alexandria, VA 22314  
Cell:(240)299-6705  
Tel: (703)224-2599  
Fax:(703-229-6333  
[www.greatbeginningsva.com](http://www.greatbeginningsva.com)

**"Do Justice, Love Mercy, Walk Humbly with your God"- Micah 6:8**

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## MEMORANDUM

**DATE:** SEPTEMBER 25, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 11

---

**ISSUE:** Consideration of a proposed road closure on Montgomery Street between North Saint Asaph Street and North Pitt Street to remain in place until approximately October of 2018.

**APPLICANT:** Yon Lambert

**LOCATION:** 500 block of Montgomery Street

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES that Montgomery Street between North Saint Asaph Street and North Pitt Street be allowed to close until October 2018. The closure will allow the completion of necessary roadway reconstruction in conjunction with construction of DSP2015-00019 (ABC/Giant) to provide \$660,000 in savings to the City while accelerating delivery of the capital work by 10-12 months.

**BACKGROUND:** This project covers the reconstruction of Montgomery Street from North Saint Asaph Street to approximately 200 feet East of North Pitt Street. The proposed work will include the full depth reconstruction of Montgomery Street, restoration of collapsed sewer pipes, the reconstruction of brick sidewalks adjacent to Madison Place, installation of tree wells and street trees also adjacent to Madison Place, new curb and gutter along the north side of Montgomery Street, and lastly the installation of new pavement markings.

The initial scope of work proposed to design and reconstruct three City blocks along Madison and Montgomery Streets between North Fairfax and Saint Asaph Streets. In 2014, T&ES re-evaluated the project which resulted in reducing the scope to the area of Montgomery Street between Saint Asaph Street and North Pitt Street, due to the continued roadway settlement resulting in unstable roadways and sidewalks. The funding for the reduced scope was received in the FY2015 CIP.

**DISCUSSION:** The Department of Transportation and Environmental Services determined that it would be mutually beneficial to enter into an agreement with a developer's contractor, CG First Street LLC, for the reconstruction of Montgomery Street as part of the construction work already being undertaken at the ABC/Giant project site (DSP#2015-00019). This will allow completion of the project by October 2018 as opposed to the end of 2019 as originally projected in the City's capital program.

The estimated capital cost of the project was projected to be approximately \$1.1 million. The cost to the City by allowing CG First Street to complete construction is estimated at \$460,000

with a 25% contingency. This decision positioned the City to save approximately \$660,000 while accelerating the delivery of the project by 10 to 12 months.

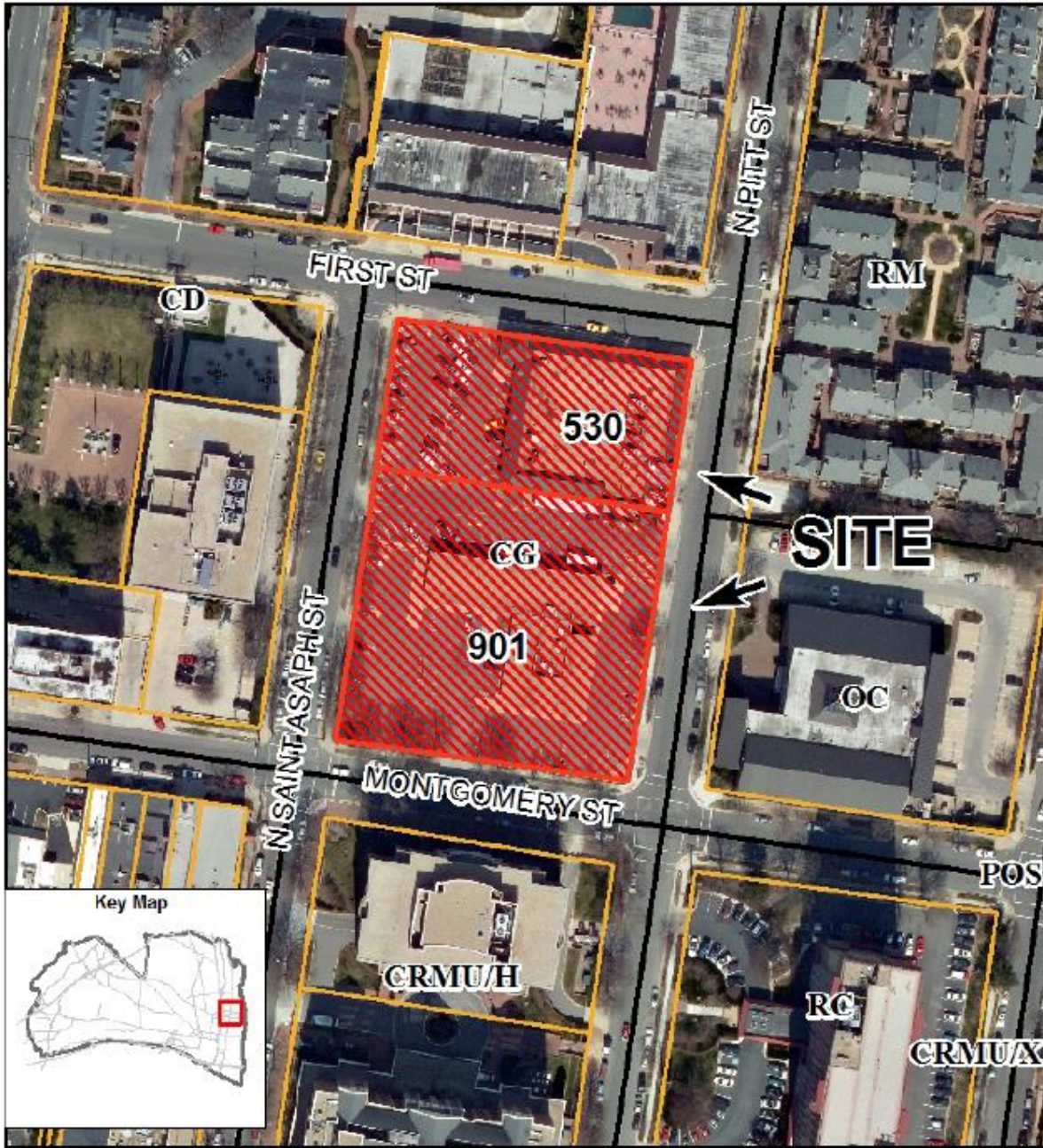
Reconstruction shall take place within the public right-of-way (from back of sidewalk to back of sidewalk) to include full-depth pavement sections through the entire project. A detour will be in place for access to Montgomery Street for westbound traffic via North Pitt Street to North First Street and finally to North Saint Asaph Street (see Attachment 1). Due to the construction activity at the proposed Montgomery Street and future ABC/Giant sites, the westbound lanes of Montgomery Street will be closed to traffic between North Saint Asaph Street and North Pitt until approximately October of 2018. A sidewalk closure will also be in place along this route on the north side of the street adjacent to ongoing construction at the ABC/Giant site. The sidewalk along the south side adjacent to Madison Place will remain open and accessible to the public. T&ES plans minor signal modifications at the intersection of Montgomery and Saint Asaph to ensure that the detour functions properly during periods of congestion. Accordingly, the Department of Transportation and Environmental Services respectfully request that Montgomery Street be allowed to close until October of 2018.



Attachment 1: ABC-Giant/Edens Site

Attachment 2: Area of Proposed Construction

Attachment 3: Detour Route

Attachment 1: ABC-Giant/Edens Site




 MPA #2015-0009, TA #2016-0001, REZ #2015-0005, CDD Concept Plan #2015-0008, DSUP #2015-0019, SUP #2015-0115, TMP SUP #2015-0116, SUP #2016-0001, ENC #2016-0001  
 530 First Street (parcel address: 500 First St) & 901 North Saint Asaph Street
 



# Attachment 2: Area of Proposed Construction

