

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANURAY 25, 2020, 7:00 P.M.
VIRTUAL**

Due to the COVID-19 Pandemic emergency, the December 21 meeting of the Traffic and Parking Board is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289), to undertake essential business. All the members of the Board and staff are participating from remote locations through a Zoom meeting. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_B19gzEYWQG2Uq_xKEjFsUQ

Meeting ID: 946 6642 1128

Passcode: 078199

Call in – **301.715.8592**

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

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

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

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANUARY 25, 2021, 7 P.M.
VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the December 21, 2020 Traffic and Parking Board meeting minutes.
3. **WRITTEN STAFF UPDATES**
 - a. Dockless Mobility Pilot extension
 - b. West End Capital Bikeshare update
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
5. **PUBLIC HEARING FOLLOW UP**

PUBLIC HEARING

6. **ISSUE:** Consideration of a staff recommendations to update Residential Permit Parking District Boundaries for six districts in Old Town
7. **ISSUE:** Consideration of an ordinance to limit parking of vehicles over 12,000 pounds or longer than 30 feet to 2-hours in commercial business areas unless actively loading or unloading and code updates to consolidate and clarify parking violation penalties.
8. **ISSUE:** Consideration to add overnight parking restrictions from 11 P.M. to 7 A.M. on the 2200 block of Ivor Lane (Alex)
9. **STAFF UPDATES:**
 - a. Taxi Industry Code discussion
 - b. Parking removal at crosswalks discussion
 - c. Commissioner updates

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, DECEMBER 21, 2020, 7 P.M.
VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Hillary Orr, Deputy Director, Bob Garbacz, Division Chief of Traffic Engineering, Ryan Knight, Civil Engineering IV, Cuong Nguyen, Civil Engineering II, Vicky Caudullo, Urban Planner II, and Christine Mayeur, Principal Planner.

1. Announcement of deferrals and withdrawals: None
2. Approval of the November 16, 2020 Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Lewis made a motion, seconded by Ms. Bonnard to approve the minutes of the November 16, 2020 Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:**
 - a. None

4. **PUBLIC DISCUSSION PERIOD**

Mr. Blatt and Ms. Tomai raised concerns about cut-through traffic on Cedar Street. Mr. Lawhorne thanked the Board and staff for adding green time to the Russell Road approach to King Street.

BOARD ACTION:
Mr. Lewis made a motion, seconded by Ms. Tucker, asking staff to bring a request for No Left Turn restrictions on Cedar Street at Russell Road to the Board for review at the February Traffic and Parking Board meeting. The motion carried unanimously.

5. **PUBLIC HEARING FOLLOW-UP:** None

CONSENT ITEMS

6. **ISSUE:** Consideration of a request to remove up to three, 2-hour, 8 a.m. to 9 p.m., Monday – Saturday, parking spaces on the west side of the 900 block of North Pitt Street.

DISCUSSION: The Board expressed concern that because the topic had been deferred

and the City was asked to take additional action, the topic should have come back to the Board as a regular item and not as a Consent item. This would allow Board members who had concerns the opportunity to ask questions about how the issues leading to deferral were addressed.

PUBLIC TESTIMONY: No one from the public spoke about these items.

BOARD ACTION: Mr. Lewis made a motion, seconded by Ms. Ebbers to approve the Consent item. The motion carried unanimously.

PUBLIC HEARING

7. **ISSUE:** Consideration of a request to make congestion mitigation changes to the intersection of King Street, Callahan Drive, and Russell Road

DISCUSSION: Ms. Mayeur presented this item to the Board. The Board inquired if additional safety improvements could be incorporated into this project, such as, Leading Pedestrian Intervals and addressing the eastbound King Street right turn onto Callahan Drive. The Board thanked staff for incorporating both pedestrian and traffic flow improvements into this project.

PUBLIC TESTIMONY: Mr. Hartt, Mr. Krall, Mr. DesJardins and Mr. Lawhorne spoke in favor of the project, stressing the importance of pedestrian and bicycle safety.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend:

1. To the Director of T&ES to eliminate right turns from southbound Russell Road onto westbound King Street.
2. To the City Council to change the operation of the access road and entrance to the George Washington Memorial Masonic Temple (Masonic Temple) from King Street from two-way to one-way southbound. The motion carried unanimously.

8. STAFF UPDATES:

Mr. Kane provided a Transportation Commission update.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 25, 2021

DOCKET ITEM: #3

ISSUE: Written Staff Updates

Dockless Mobility Pilot Extension

Staff met with the Ad Hoc Scooter Task Force on September 21, 2020 to discuss the status of the scooter pilot program. After discussion and considering public comment, the Task Force voted to recommend that City Council extend the program.

Staff recommended an extension of the program to City Council because of the inability to meet with the Task Force until September 2020 or conduct other community outreach events as planned in 2020 due to COVID-19. Scooter usage and associated data was also impacted by COVID-19, and an assessment of the program changes made in the Phase II pilot, such as deployment in equity areas, could not be reliably evaluated. The extension will allow time for staff to engage with both the community and the Task Force in 2021, collect more reliable data and analyze usage trends, and apply that input to draft recommendations for a future program.

City Council approved an extension of the Phase II Dockless Mobility Pilot Program on November 24, 2020, to extend the program from December 31, 2020 to December 31, 2021. Council requested that a recommendation for a path forward be brought to Council by early fall 2021. The extension will allow staff to continue managing dockless mobility companies, to evaluate the changes made from Phase I, engage with the community and the Task Force, and to determine whether the City should have a permanent program and if so, identify the most appropriate permitting or procurement process. All Task Force members have agreed to serve on the Task Force through 2021.

The current Phase II Pilot Program requirements in the current MOUs between the City and the companies will continue and apply in 2021. The Task Force will continue in 2021 to discuss a path forward for the program and make a recommendation for Council consideration in Fall 2021.

West End Capital Bikeshare Expansion Update

At October's Traffic & Parking Board meeting, the Board approved the removal of parking to install Capital Bikeshare stations in the West End as part of an expansion using bikeshare stations obtained from Arlington. These stations are in good working condition and enable the City to deploy bikeshare to the West End ahead of the City's planned schedule using phased VDOT funding for station purchases. These stations will ultimately be replaced with brand new ones over the next few years but purchasing these used stations allows the City to get stations installed and operational now while future phases of the VDOT funding process is completed.

At the November Traffic and Parking Board meeting, Staff provided an oral update regarding station installations and timing. Staff continues to coordinate with Arlington County and the bikeshare operator to schedule the station installations, secure work permits, and schedule concrete pad installations for the stations to be installed on private property. Installations are expected to begin in January or February due to concrete pad installation schedule, obtaining work permits, and the bikeshare operator's schedule.

The seven station locations to be installed as part of this expansion are included below:

1. South Whiting Street at Lane Drive
2. Taney Avenue at North Jordan Street (Foxchase residential community)
3. Southern Towers
4. Bradlee Shopping Center
5. North Hampton Drive at Ford Avenue
6. Virginia Theological Seminary
7. Library Lane at Seminary Road

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 25, 2021

DOCKET ITEM: #5

ISSUE: Public Hearing Follow up

Cedar Street

At the December 2020 Traffic and Parking meeting several residents requested the Board to consider restricting left turns from westbound Cedar Street onto southbound Russell Road. The Board asked staff to docket this item for the February 2021 Traffic in Parking Board meeting. In preparation for this meeting staff is collecting data on Cedar Street and the surrounding parallel streets. This data will be analyzed to determine the probable impacts the proposed restriction will have on neighborhood traffic.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 25, 2021

DOCKET ITEM: #6

ISSUE: Consideration of an update to the Residential Permit Parking District Boundaries for six districts in Old Town

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

LOCATION: Old Town

STAFF RECOMMENDATION: That the Board approve the recommended Residential Permit Parking Boundary Updates.

BACKGROUND: Permit parking districts are outlined in the City Code in Title 5 (Transportation and Environmental Services), Chapter 8 (Parking and Traffic Regulations), and Article F (Permit Parking Districts). Staff worked with a subcommittee of the Traffic and Parking Board (T&PB) and the community on the residential permit parking (RPP) Refresh Project in 2018 and 2019 to develop proposed code amendments that were considered by the T&PB in October 2019 and approved by Council in December 2019.

Among these changes, language was added to Section 5-8-74(b) allowing the Director of T&ES to recommend permit parking district map changes to the Traffic and Parking Board to:

1. Adjust boundaries of existing permit parking districts to clarify boundary lines (e.g., adjust a district boundary that goes through the middle of a parcel instead of following property lines).
2. Resolve administrative irregularities (e.g., adjust a district boundary that does not clearly include or exclude one side of a block).
3. Remove non-residential properties with no residential uses from existing permit parking boundary line (e.g., removing the power plant site from District 9).

In September 2020, staff presented an approach to the Board for an initial clarification of boundary lines to make the administration of the RPP program, particularly permit and signage eligibility, more straightforward. The Board approved the following approach presented by staff:

- Remove non-residential properties along borders of districts or for larger sites or sites anticipated for redevelopment internal to districts.
- Align district boundaries to follow either:
 - Parcel boundaries, if properties along roads are included in the district or

- Road centerlines, if the RPP district is to cover only one side of the street.
- Clarify with boundaries which residential properties currently qualify for RPP permits rather than add or remove properties from a district.
- Retain all existing RPP restrictions.

Non-residential properties are being removed from the RPP boundaries so that new developments are not automatically eligible for permits if sites redevelop without petitioning to expand the district per the process outlined in City Code.

Any residential property partially within an RPP district would be fully included in the new boundaries by aligning district boundaries on parcel boundaries or street centerlines. This change will help to address confusion in the Finance Department when issuing permits to residents who live at properties that were previously partially included within district lines.

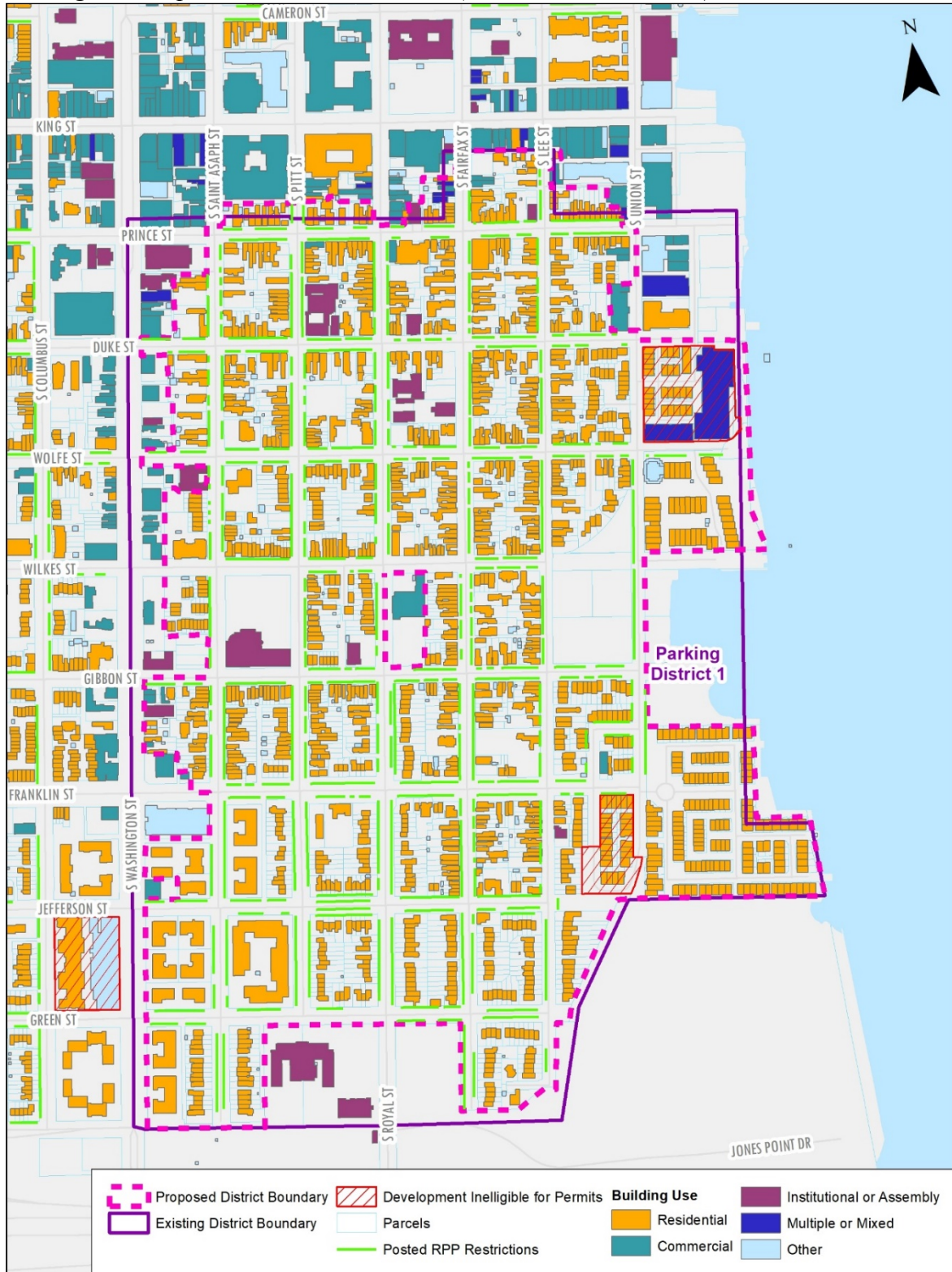
DISCUSSION: Based on the process approved by the Board in September, staff developed updates to the six Residential Permit Parking districts in Old Town, which includes Districts 1, 2, 3, 4, 5, and 9. The existing and proposed RPP boundaries for each of these districts are provided in Attachments 1.

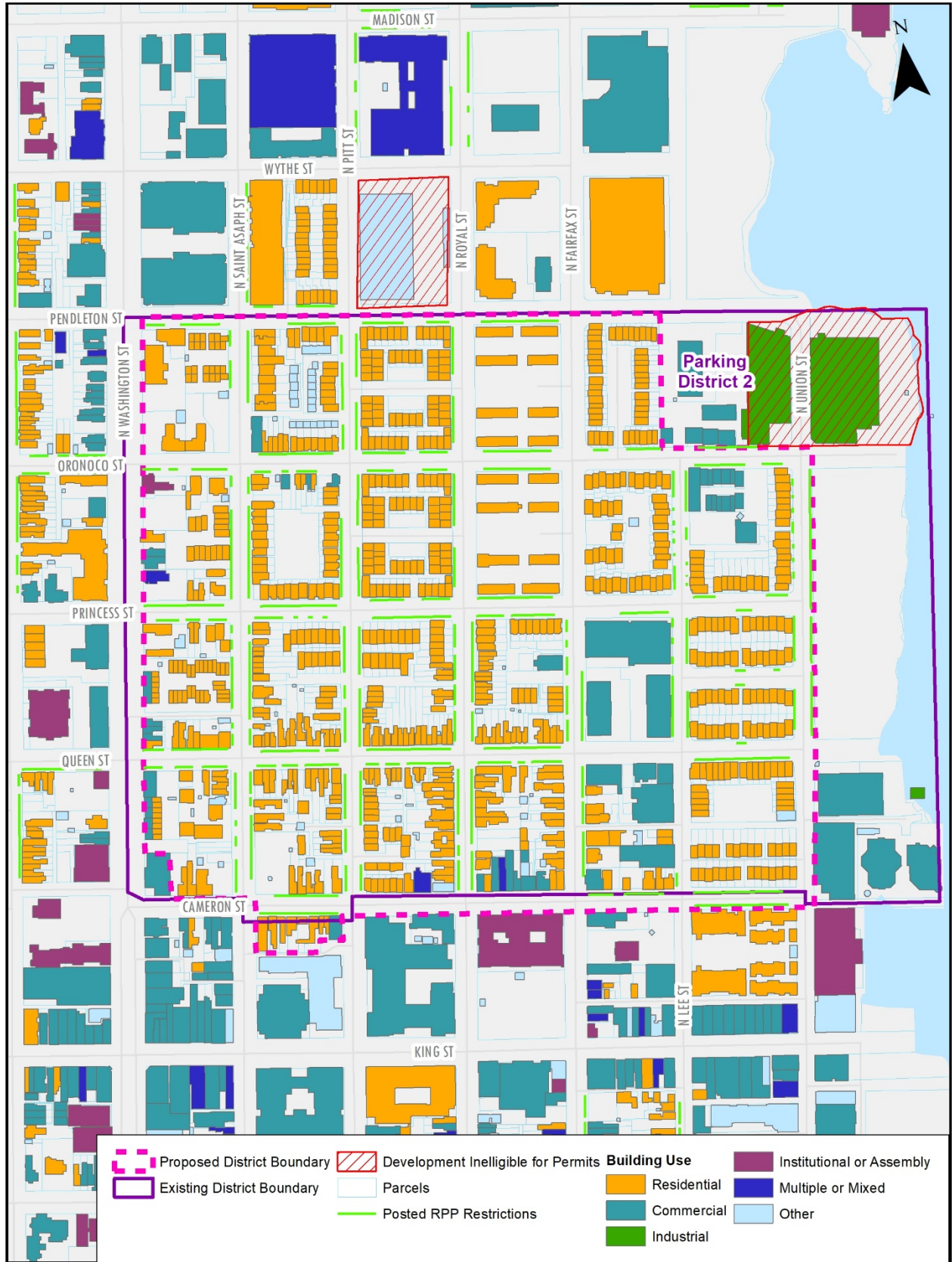
Staff plans to bring the other six RPP districts to the Board for approval in February or March 2021 after engaging with the community in these areas.

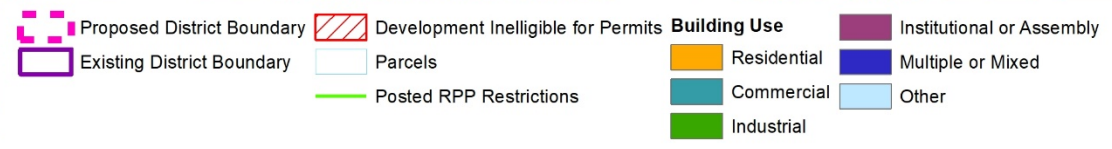
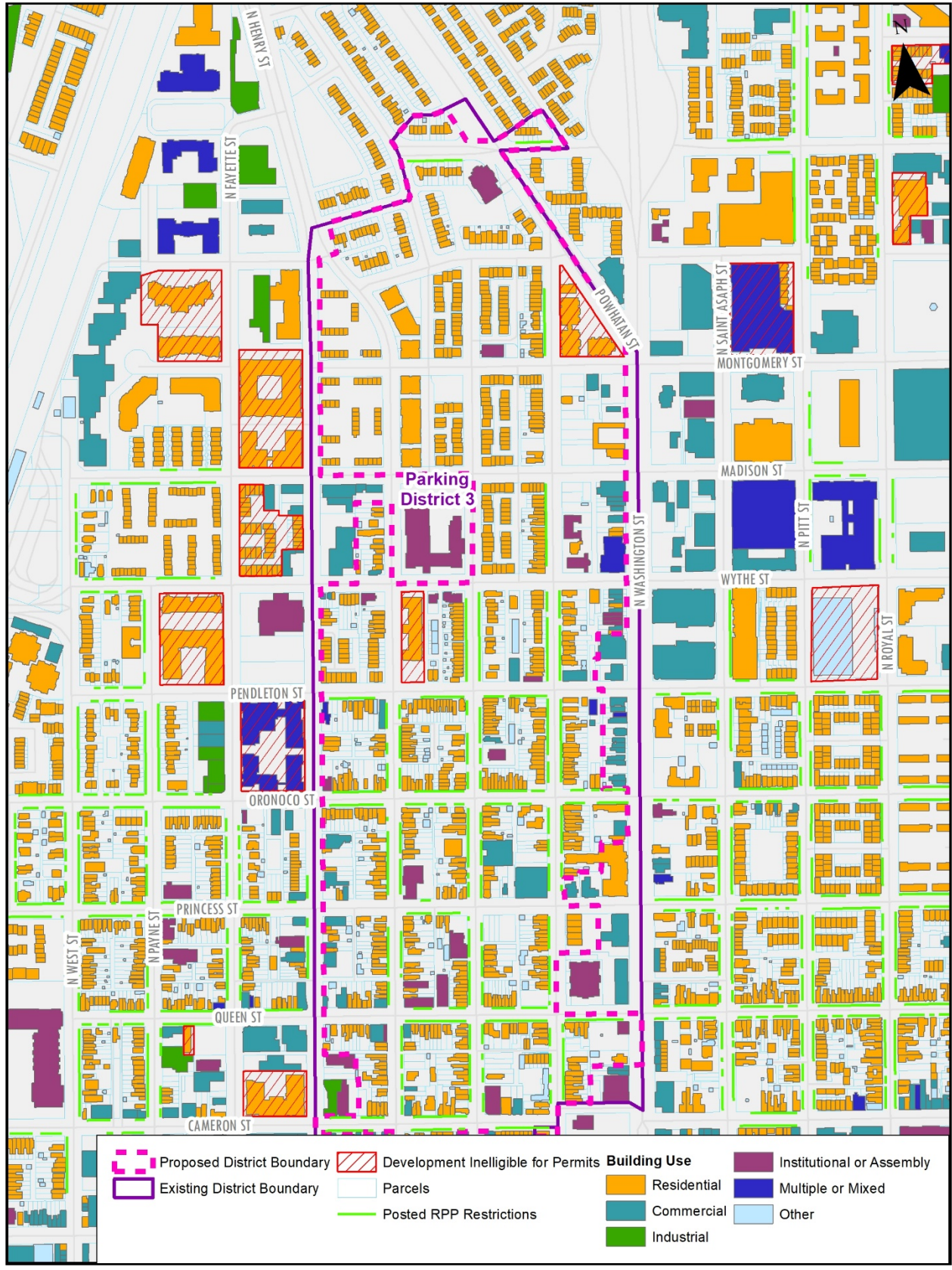
OUTREACH: Staff contacted West Old Town Citizens Association and Braddock Metro Citizens Association to inform them of the proposed changes and did not receive any feedback. Staff received feedback and worked with members of Old Town Citizens Association, North Old Town Independent Citizens Association, and Upper King Street Citizens Association to answer questions and address concerns about specific locations that residents believed should or should not be included in the boundaries. The proposed maps reflect changes from these conversations and have the general support of these groups.

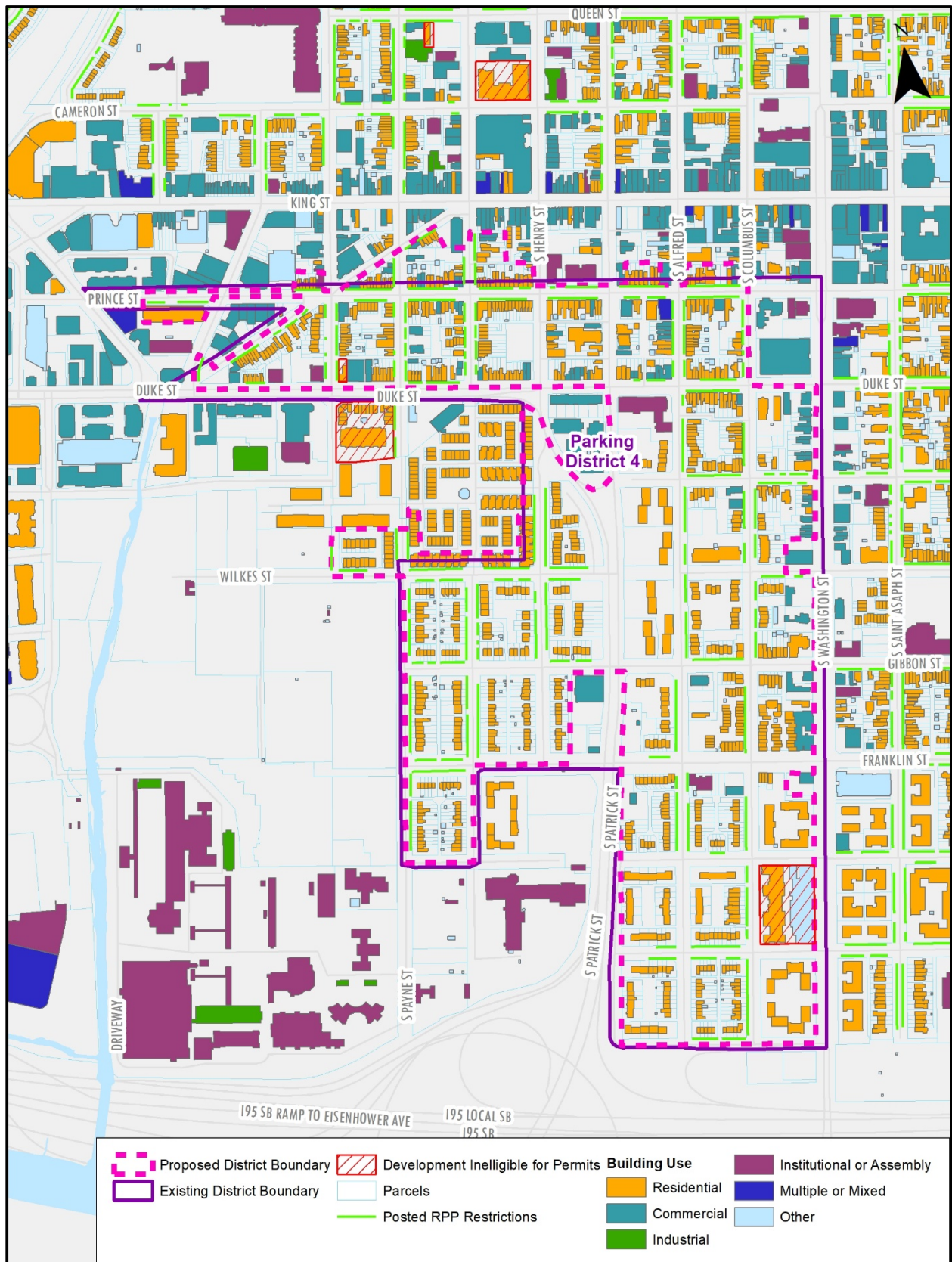
ATTACHMENT 1

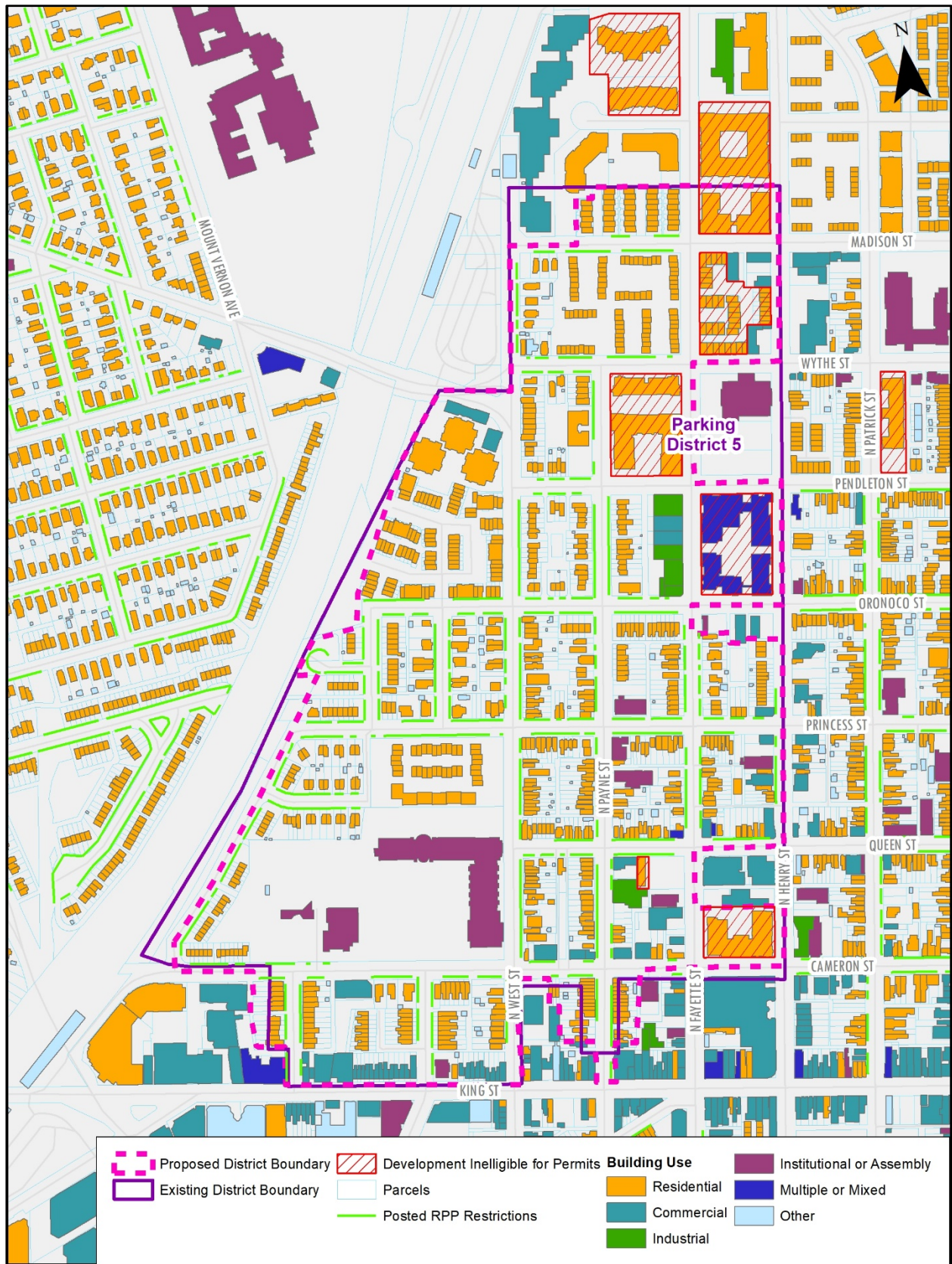
Existing and Proposed District Boundaries (Districts 1, 2, 3, 4, 5, 9)

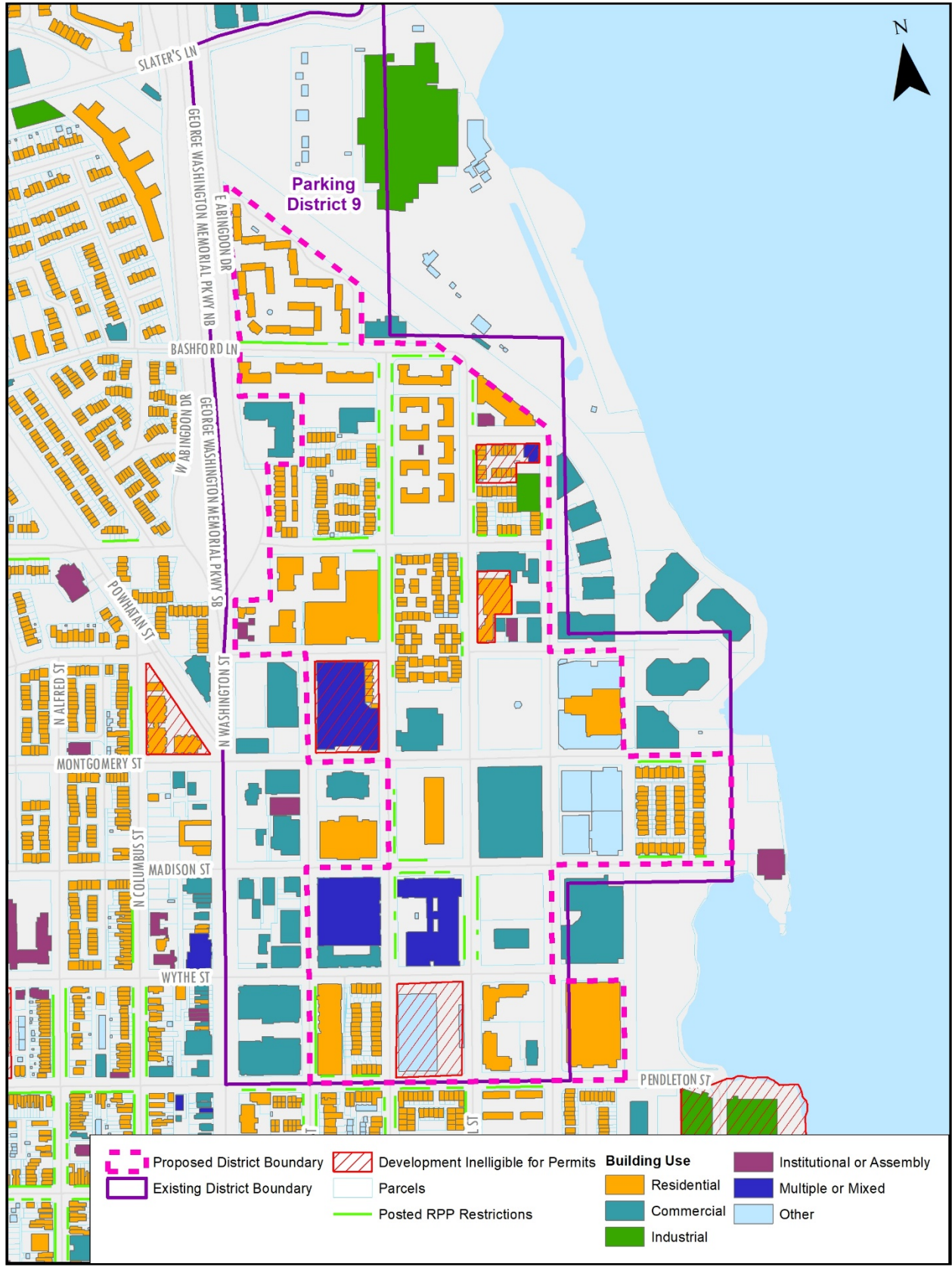












City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 25, 2021

DOCKET ITEM: #7

ISSUE: Consideration of an ordinance to: 1) limit parking of vehicles over 12,000 pounds or longer than 30 feet to 2-hours in commercial business areas unless actively loading or unloading; and, 2) update the City Code to consolidate and clarify parking violation penalties.

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

LOCATION: City-wide

STAFF RECOMMENDATION: That the Board recommend approval of the proposed ordinances to City Council.

BACKGROUND: Over recent years, City staff and the Traffic and Parking Board have heard frequent complaints and concerns from the community regarding large commercial vehicles parking near commercial sites. Some of the primary concerns about heavy vehicles like tractor trailers or dump trucks parking in commercial areas include blocking sight distance at driveways and intersections, limiting visibility of businesses, environmental concerns like vehicle fluid and residue on City streets, and large vehicles occupying significant curb space. The City has an existing ordinance that prohibits commercial vehicle parking in residential areas ([City Code Section 10-4-6](#)), so commercial areas are generally the main area of concern.

After several parking restriction changes to limit parking of large commercial vehicles on various blocks on a case-by-case basis, the Traffic and Parking Board indicated they would like staff to consider a broader policy to address this issue. T&ES staff worked with the City Attorney's Office to explore possible solutions to address the concern of commercial vehicle parking in Alexandria, review what other Virginia cities have done and determine what is legally allowed by the state. A matrix showing a summary of commercial vehicle parking restrictions in peer jurisdictions in Virginia is provided in Attachment 1.

DISCUSSION: The curbside is a public asset with competing demands. The City is making an increased effort to efficiently manage the curbside through steps like prioritizing curbside uses in the upcoming Alexandria Mobility Plan, adjusting metered parking prices in some areas to better meet demand, and planning for new technologies to help manage curbside data. While staff recognizes heavy vehicles are appropriate in commercial areas for the movement of goods, staff does not believe longer term storage of heavy vehicles is the most appropriate use of the curb in

the many areas. Just as the City expects residents to park recreational vehicles or boats on private property or storage areas rather than the public right-of-way, heavy vehicles should be stored outside of the right-of-way.

The option of permitting commercial vehicles to park in certain areas was considered, but staff were unable to identify appropriate locations in the City that would not likely result in continued complaints from the surrounding businesses or residents. Ultimately, it was determined that Alexandria's issues could be improved by taking advantage of a Virginia law that gives jurisdictions the authority to restrict vehicles over 12,000 pounds or longer than 30 feet from parking in commercial areas for more than 2-hours unless loading or unloading.

To improve utilization of the curb and address several other issues caused by large vehicles in commercial areas detailed above, staff are proposing a new ordinance to limit heavy vehicle parking in commercial areas. Additionally, in reviewing the parking violations sections of code, staff identified an opportunity to clarify and consolidate the parking penalty language which is also proposed to help address this matter.

Proposed New Ordinance (Attachment 2)

The new ordinance would limit parking of vehicles over 12,000 pounds or longer than 30 feet to 2-hours in commercial business areas unless actively loading or unloading. The Virginia code gives jurisdictions this regulatory authority. The proposed new ordinance includes a definition of Commercial Business Areas to include all streets in commercial and mixed-use zones and streets adjacent to commercial land uses in industrial zones. The specific commercial and mixed-use zones that would apply are listed in the proposed ordinance. Attachment 4 is a zoning map showing the areas that this would include.

Parking Violations Penalty Consolidation and Clarification (Attachment 3)

Currently, parking regulations are covered in Title 10 Chapter 4 of the Alexandria City Code but the penalties associated with those regulations are given with the Tax code in Title 3 Chapter 2 Article S. Staff propose to move the penalties from Title 3 to Title 10 so that the regulations and penalties are in the same section for easier reference between the two. Staff also propose updating the language to set a general fine for all parking penalties unless otherwise noted rather than listing the fine for each item as is done in the current code language.

Implementation

If approved by City Council, T&ES staff would work with Parking Enforcement staff in the Alexandria Police Department to create awareness of the new ordinance before beginning to issue penalties. For other measures, such as when enforcement of Residential Permit Park resumed after a temporary suspension due to the pandemic, Parking Enforcement has placed notices on vehicles in advance of enforcement to make vehicle owners aware of potential future penalties in advance, giving them time to find alternate parking options. A similar strategy could be used to target heavy vehicles in commercial areas where heavy vehicle parking issues are most prevalent, like on parts of Wheeler Avenue and South Pickett Street. T&ES staff would also explore providing temporary signage with information about the new ordinance in these areas.

OUTREACH: A questionnaire was available from December 3 to December 18, 2020 to gather community feedback on a proposed ordinance to regulate heavy vehicle parking in commercial areas. Staff contacted thirteen businesses in areas where heavy vehicle parking is most prevalent in the City to let them know about the questionnaire and provide a webpage with additional information about proposed Heavy Vehicle restrictions and related meetings. Flyers were posted on S. Pickett Street and Wheeler Avenue with information about how to take the questionnaire.

Of the 43 respondents to the questionnaire, 86% live in Alexandria, 23% work in Alexandria, 28% own a business in Alexandria, and 23% drive a commercial vehicle in Alexandria. Respondents were able to identify in multiple categories.

Most respondents (78%) indicated they believed limiting heavy vehicle parking in commercial areas would have a positive impact on the City, and 69% of respondents indicated they supported limiting heavy vehicle parking to 2-hours on commercial streets or in front of commercial uses in Alexandria unless actively loading or unloading.

In the open-ended responses, the most frequent concerns noted were safety issues associated with large vehicles such as encroaching into the vehicle lanes and bike lanes and limiting visibility, aesthetic issues, and vehicle idling causing noise and air pollution. Issues with enforcing existing regulations like the 72-hour rule and registered vehicles were also mentioned.

Some respondents indicated they live in Alexandria and do not have other good options for where to store their heavy vehicles. The impacts of the pandemic were also noted as a reason not to pursue further restrictions at this time. There was no indication that activity involving heavy vehicles slowed during the pandemic. Additional details on the questionnaire responses are included in Attachment 5.

ATTACHMENT 1*Commercial and Heavy Vehicle Restrictions in Peer Jurisdictions Matrix*

City/ County	Commercial Vehicles Restricted on Residential Streets	Commercial Vehicles Restricted on Commercial Streets	Additional Provisions
Alexandria	Yes	Parking of vehicles for auto sales and repair prohibited	
Arlington	Yes	No	
Fairfax City	Yes	No	Heavy vehicles prohibited in community parking districts
Fairfax County	Yes	Parking of vehicles for auto sales and repair or fleet vehicles prohibited	Heavy vehicles prohibited in community parking districts
Norfolk	Yes	Yes – No commercial vehicle parking on-street from 10:00 p.m.—6:00 a.m.	
Richmond	Yes	Yes – No commercial vehicle parking in mixed commercial/residential zones	
Virginia Beach	Yes	No	

ATTACHMENT 2

Proposed New Parking Ordinance

Sec. 10-4-46 – Parking heavy vehicles in commercial business areas.

- (a) Vehicles with gross weights in excess of 12,000 pounds or lengths of 30 feet or more may not park for more than two hours on streets adjacent to commercial business areas unless such vehicles are actively engaged in loading or unloading operations or waiting to be loaded or unloaded or are engaged in or preparing to engage in utility or similar service work.
- (b) Notwithstanding any other definition in this code, for purposes of this section the following words and phrases shall have the meanings respectively ascribed to them as follows:
 - (1) *Commercial business areas.*

- a. Commercial business areas shall include:

- i. Any mixed-use or any type of commercial zones which shall include, but not be limited to, the following zones as defined in Article IV and Article V of the Zoning Ordinance,

- (a) CRMU-L;

- (b) CRMU-M;

- (c) CRMU-H;

- (d) CRMU-X;

- (e) W-1;

- (f) CDD;

- (g) CL;

- (h) CC;

- (i) CSL;

- (j) CG;

- (k) CD;

- (l) CD-X;

- (m) OC;

- (n) OCM;

(o) OCM(100);

(p) OCH;

(q) NR

ii. Property located in an industrial zone that has a commercial land use.

b. Commercial land uses shall include, but not be limited to, retail, restaurant, day care center, or office uses.

ATTACHMENT 3

Proposed Edits to Parking Penalties

Sec. 10-4-12 - Parking on private property.

No person shall park a motor vehicle, trailer or semitrailer, or any part thereof, upon the private property of any other person without the express or implied consent of the owner of the property. ~~Any person violating this section shall be guilty of a traffic infraction and shall be punished by a fine of not more than \$100.~~

Sec. 10-4-13 - Stopping for purpose of repairs, etc.

~~(a) Except as necessitated by an emergency, no person shall perform any repair or maintenance work, including the removal or addition of any fluids, upon a motor vehicle that is stopped or parked on any street, whether public or private, or within any public park, wildlife sanctuary or city-owned parking lot.~~

~~(b) A person violating any provision of this section shall be guilty of a traffic infraction and shall be punished by a fine of not more than \$100.~~

Sec. 10-4-35 - Parking in two-hour parking zones in the central business district.

No person shall park a vehicle during the hours of 8:00 a.m. through 5:00 p.m., Monday through Friday, within any block for more than two consecutive hours in blocks which have two-hour parking limits designated by official signs posted on that block or a portion thereof within the central business district described in section 8-300 of the Zoning Ordinance 7-6-74 of this code.

10-4-46 – Penalties for violations of this chapter.

The penalty for violation of provisions regarding parking, standing, or stopping of vehicle in this chapter that are not contested and tendered to the director of finance within 30 days from the date the citation was issued shall be \$40 unless otherwise provided by this section, the City Code, state law, or other provisions of law.

The penalties for the below violations that are not contested and tendered to the director of finance within 30 days from the date the citation was issued shall be as follows:

(1) The amount set by order of the Supreme Court of Virginia, pursuant to section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-41, "Parking prohibited at certain locations;"

(2) The amount set by order of the Supreme Court of Virginia, pursuant to section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-42, "Parking prohibited near fire hydrant, etc.;"

(3) \$200 for violations of section 10-4-44, "Parking prohibited in HOV lane."

Sec. 3-2-351 - Payment of uncontested citations.

(a)

~~(1) For any parking citation issued pursuant to the provisions of section 5-8-72, 5-8-114, or 9-12-162 through 9-12-164, 10-4-1 through 10-4-19, 10-4-22 through 10-4-25, 10-4-28, 10-4-30, 10-4-33 through 10-4-43 of this code, and for any citation issued pursuant to section 3-2-336, the amount of the penalty established by section 3-2-354 for the violation for which the citation was~~

issued, when the citation is uncontested, may be paid to the director of finance in lieu of a trial on the charge.

(2) For any parking citation issued pursuant to the provisions of Title 10, Chapter 4, the amount of the penalty established by section 10-4-46 for the violation for which the citation was issued, when the citation is uncontested, may be paid to the director of finance in lieu of a trial on the charge.

(b) The registered owner of any motor vehicle receiving such a citation shall execute on an appropriate form a waiver of his right to contest the citation and enter his plea of guilty to the charge for which the citation was issued before payment tendered by him for the same may be accepted by the director of finance.

Sec. 3-2-354 - Penalties for uncontested citations.

Any other provisions of this code to the contrary notwithstanding, the penalty for any of the following violations of this code shall, when the citation which was issued for the violation is uncontested, be as follows:

- (a) If a payment is tendered to the director of finance within 30 calendar days from the date the citation was issued:
 - (1) Penalties for violations of Title 10, Chapter 4 shall be as stated in section 10-4-46.
 - ~~(1) \$40 for a violation of section 10-4-1, "Stopping contrary to directions of police officers;"~~
 - ~~(2) \$40 for a violation of section 10-4-2, "Permitting vehicle to remain parked contrary to the directions of an official sign;"~~
 - ~~(3) \$40 for a violation of section 10-4-3, "Right to parking space;"~~
 - ~~(4) \$40 for a violation of section 10-4-4, "Stopping so as to obstruct traffic or on crossing;"~~
 - ~~(5) \$40 for a violation of section 10-4-5, "Double parking;"~~
 - ~~(6) \$40 for a violation of section 10-4-6, "Parking trucks or commercial vehicles in residential districts;"~~
 - ~~(7) \$40 for a violation of section 10-4-7, "Parking of vehicles by businesses on streets;"~~
 - ~~(8) \$25 for a violation of section 10-4-8, "Parking for more than 72 continuous hours;"~~
 - ~~(9) \$40 for a violation of section 10-4-9, "Parking trailers or recreational vehicles in residential districts;"~~
 - ~~(10) \$40 for a violation of section 10-4-10, "Parking on sidewalk;"~~
 - ~~(11) \$40 for a violation of section 10-4-11, "Parking in alleys or courts;"~~
 - ~~(12) \$40 for a violation of section 10-4-12, "Parking of vehicles on private property;"~~
 - ~~(13) \$40 for a violation of section 10-4-13, "Stopping for purpose of sale, repairs, etc.;"~~
 - ~~(14) \$40 for a violation of section 10-4-14, "Use of bus stops;"~~
 - ~~(15) \$40 for a violation of section 10-4-15, "Stopping for loading or unloading passengers or cargo generally;"~~

- (16) — ~~\$40 for a violation for section 10-4-16, "Permit for parking truck beside railroad car on public right of way;"~~
- (17) — ~~\$40 for a violation of section 10-4-17, "Angle parking for loading and unloading;"~~
- (18) — ~~\$40 for a violation of section 10-4-18, "Use of loading zones;"~~
- (2) (19) — The amount set by order of the Supreme Court of Virginia, pursuant to Section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of subsection (a) of section 10-3-1242, "Parking in spaces reserved for persons with a disability;"
- (20) — ~~\$40 for a violation of section 10-4-22, "How meter and space to be used; how pay station and space to be used;"~~
- (21) — ~~\$40 for a violation of section 10-4-23, "Overtime parking;"~~
- (22) — ~~\$40 for a violation of section 10-4-24, "Depositing coin or payment in meter or station for purpose of extending time;"~~
- (23) — ~~\$40 for a violation of section 10-4-25, "Permitting vehicle to remain parked at meter after expiration of time limit; permitting vehicle to remain parked in block with pay station after expiration of time limit;"~~
- (24) — ~~\$40 for a violation of section 10-4-28, "Parking across lines designated parking space;"~~
- (25) — ~~\$40 for a violation of section 10-4-30, "Interfering with enforcement of chapter;"~~
- (26) — ~~\$40 for a violation of section 10-4-33, "Use of metered parking lots by vehicles other than private passenger automobiles;"~~
- (27) — ~~\$40 for a violation of section 10-4-34, "Parking illegally in permit parking districts;"~~
- (28) — ~~\$40 for a violation of section 5-8-114, "Designation of parking spaces; parking across lines;"~~
- (29) — ~~\$40 for a violation of section 10-4-40, "Location of parked vehicles;"~~
- (30) — Reserved.
- (30A) — ~~\$40 for a violation of section 10-4-37.1, "Enforcement of the Northern Virginia Local Motor Vehicle License Compact;"~~
- (31) — ~~\$40 for a violation of section 10-4-38, "Parking without display of current state inspection sticker or current state license plate;"~~
- (32) — ~~\$40 for a violation of section 10-4-39, "Temporary parking prohibited;"~~
- (3) (33) \$40 for a violation of section 9-12-162, "Use of locations other than designated parking spaces by sight-seeing buses;"
- (4) (34) \$40 for a violation of section 9-12-163, "Use of parking spaces designated for use by sight-seeing buses by other vehicles;"
- (5) (35) \$40 for a violation of section 9-12-164, "Use of designated spaces by sight-seeing buses;"

~~(36) The amount set by order of the Supreme Court of Virginia, pursuant to Section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-41, "Parking prohibited at certain locations;"~~

~~(37) The amount set by order of the Supreme Court of Virginia, pursuant to Section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-42, "Parking prohibited near fire hydrant, etc.;"~~

~~(38) \$40 for a violation of section 10-4-35, "Parking in two-hour parking zones in the central business district;"~~

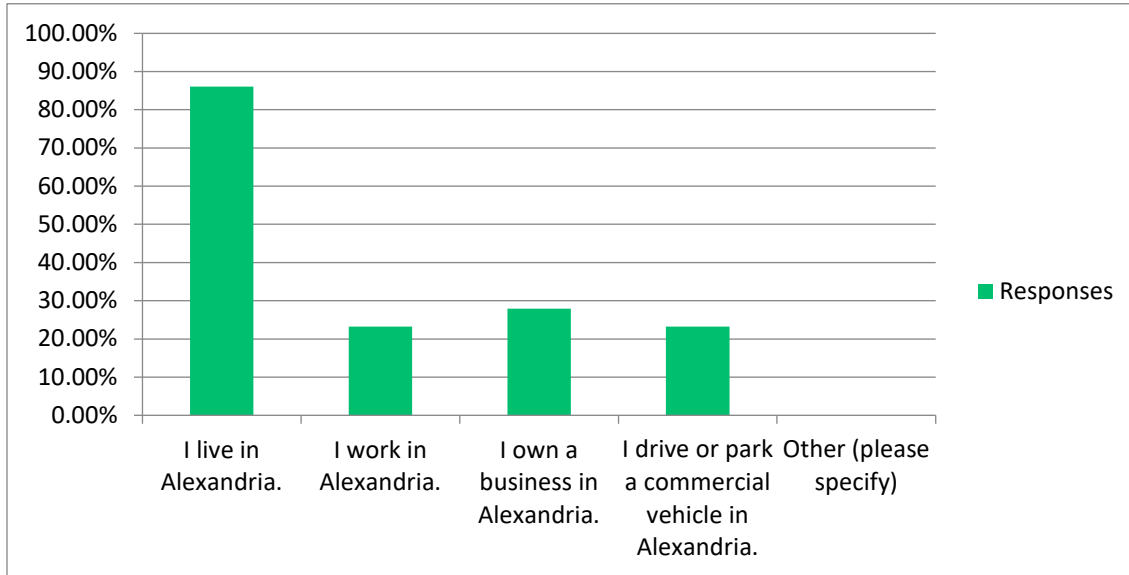
~~(39) \$40 for a violation of section 10-4-36, "Removal of chalk marks placed for enforcement purposes;"~~

- (b) If payment is not tendered to the director of finance with 30 calendar days of the date the citation is issued, a penalty of \$25 in addition to the penalty imposed by subsection (a) for the violation for which the citation was issued; provided, that, in the event the 30th calendar day from the date the citation is issued is a Saturday, Sunday or legal holiday, such additional penalty shall not be imposed if payment is tendered in the amount required by subsection (a) on the next succeeding business day; provided further, that if payment is remitted to the director of finance in a sealed envelope bearing a postmark on or before midnight of the 30th calendar day from the date the citation is issued, no such additional penalty shall be imposed; and provided further, that the director of finance may waive such additional penalty, even though payment has not been tendered or mailed within 30 calendar days of the date the citation was issued, whenever the owner of the vehicle identified in the citation establishes any of the following to the satisfaction of the director:
- (i) that the owner did not find the citation at the time of its issuance on the owner's vehicle and only learned of the citation after the day on which it was issued, and has tendered the required payment with 30 days of first learning of the citation;
 - (ii) that, within 30 days after the issuance of the citation or, if later, after first learning of the citation, the owner has made a written request to the director for information concerning the citation, and has tendered the required payment within 30 days of the director's response; or
 - (iii) that the owner was medically incapable of making the required payment within 30 calendar days of the date the citation was issued.
- (c) In addition to the fees and charges imposed pursuant to subsections (a) and (b) hereof, upon collection the director of finance shall impose on each person chargeable with a delinquent parking citation fees to cover the administrative costs and reasonable attorney's or collection agency fees actually contracted for. The attorney's or collection agency's fees shall not exceed 20 percent of charges collected. The administrative costs shall not exceed \$30 for any amount collected subsequent to 30 days or more after notice of a delinquent parking citation is provided by the director of finance but prior to taking judgment and shall not exceed \$35 for any amount collected subsequent to judgment.

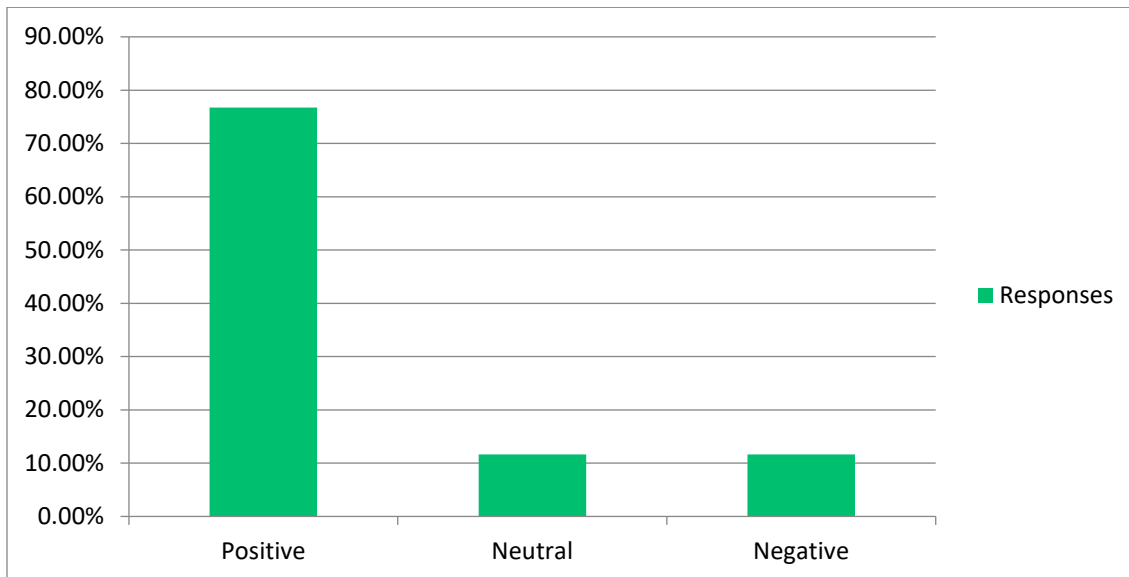
ATTACHMENT 5

Questionnaire Responses

Question 1: Select all categories that apply to you.

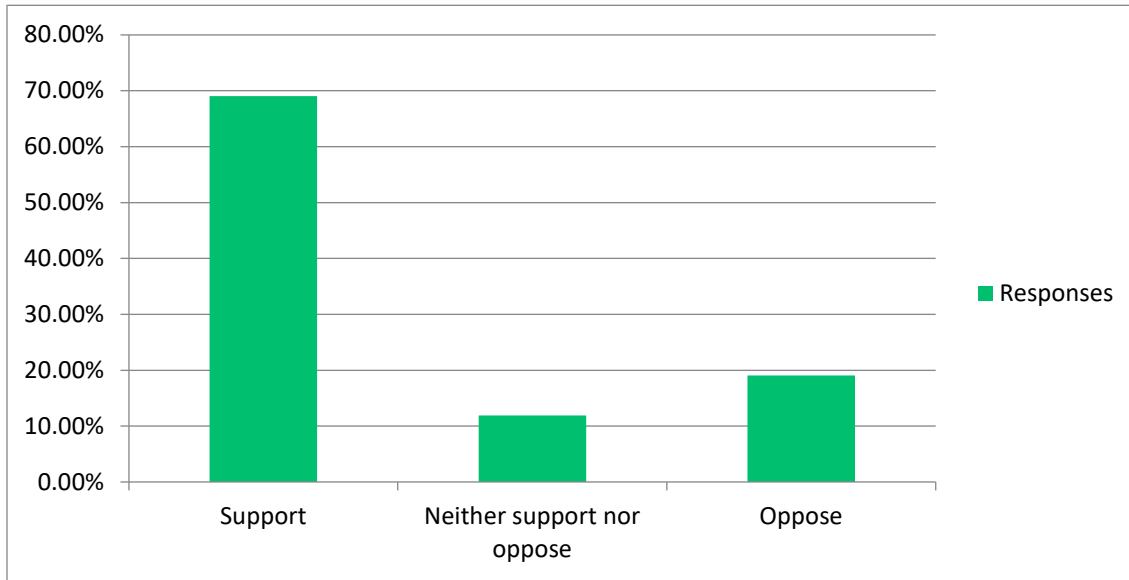


Question 2: Do you believe limiting heavy vehicle parking in commercial areas in Alexandria would have a positive or negative impact?



Question 3: Do you support or oppose limiting heavy vehicles (greater than 12,000 pounds or 30 feet in length) from parking on commercial streets or in front of commercial uses in Alexandria

for longer than two hours unless actively loading or unloading?



Question 4: Please provide any additional input you wish to share on how limiting heavy vehicle parking to two hours in commercial areas in Alexandria might impact you.

- It may be useful to know why these and smaller commercial vehicles need to park where they are; perhaps the city needs to coordinate with surrounding jurisdictions to provide adequate space for their needs. Otherwise, perhaps they should be subject to the same policy provided in Section 10-4-8 regarding limitations on parking for more than 72 continuous hours. This is of particular concern on Wheeler Avenue in the West End.
- "I live in a townhome located at the corner of Wheeler Ave, and S. Early Street. There are multiple commercial trucks and food trucks parked on Wheeler Ave that have not moved in months. Here are some thoughts: >SAFETY (1) - the location of the oversized vehicles - especially on the curve of Wheeler Ave - does not allow for any room to adjust or maneuver when the larger sized trucks are encountered coming from the warehouse area further down Wheeler.. they are typically traveling a bit fast, and as they come upon that curve, they are slightly over the middle line. There is also not much room due to the multiple driveways around that area - it's a busy section with a car lot, storage facility, etc. >DEBRIS - quite a bit of debris from trash, leaves, etc have collected under and around the trucks that have sat in the same location for almost a year, with no opportunity to sweep or even pick trash up from these locations. >AESTHETICS - this area of Wheeler Ave is in a very nice section of businesses, with residential, as well as a daycare location, all of which are well maintained. The 'west end' of Old Town is attempting to build on a positive new look, and these trucks are not contributing to this image. These large vehicles are an eyesore themselves as well as creating an eyesore with the trash buildup. Several of these vehicles do not even look operable and create an abandoned appearance. >SAFETY (2) - Several of the children in our neighborhood play in the

common area of Wheeler/S Early Streets, and these trucks can be tempting to climb on and play around since they look abandoned and do not ever move. It may be that one of the trucks has someone living in it, which was the case on S Early Street earlier this year. A large white truck has a pile of items in the front driver seat, so it is not intended to be used as a vehicle. That should not be allowed this close to a residential area. Thank you

- Where I work, the heavy vehicles blocks the point of view when turning onto street. More than anything, it creates a dangerous situation. Thanks for looking into this.
- There is unemployment in the USA, so I do not mind to see trucks during this Plandemic (PLANDEMIA)
- Wheeler avenue is disgusting due to the amount of heavy vehicles that are parked for days.
- Please cleanup this mess on Wheeler
- Wheeler Avenue is a mix of residential and commercial use. We residents suffer from allowing vehicles to park forever on our streets
- Wheeler Avenue is a dumping ground for used vehicles of all descriptions. Lots of boats. Food trucks. Dump trucks. All parked on Wheeler indefinitely. Clean up this mess.
- A section on Wheeler Ave in the block between the police station and S Early St, is occupied 24/7 by numerous buses, dump trucks, food trucks and a white truck which appears abandoned. They have been parking in this section for about a year (I have photos if needed) and several of these appear not to move at all. It is unsightly, in a location that causes problems with other trucks and traffic, kids play nearby which causes concern, and there is a trash/debris build-up around them that is a problem. This is a section of the city that is a well-kept commercial +residential mix. When I first moved here 2018, this strip was used by the businesses in that block for parking. A year ago, the trucks set up camp and have not left. It is an eye sore within a stones' throw of our police station, a landmark building, a day care and directly below a nice residential area. The issue is the parking sign which has no limitations, and once that was found, everyone with a truck needing a place to park, moved in. I beg you to please change the parking restrictions ...there is one white truck with the front seats filled to capacity which means it is not even used as a vehicle. If a storage unit or perhaps a living space, I don't imagine that is acceptable on our streets. Please help us to make the west end of Alexandria an attractive, clean and safe place to live.
- "Regarding the Heavy Vehicles from 3660 Wheeler Ave to Early Street Village: Its NOT Safe: The location of the Heavy Trucks and Buses, especially near 3660 Wheeler Ave, does not allow for any room to adjust or maneuver. I have seen many safe riding Bicyclists nearly plowed over in day light by the Heavy Vehicles crowding the marked bike lane. When other Heavy vehicles, and semi trucks, are encountered coming from the warehouse area further down Wheeler there is no bike lane at all in front of 3660 Wheeler Ave. They are often speeding which compounds the problem. The Heavy Vehicles are usually over the middle double yellow line. There is little room due to the multiple

driveways around that area and regular cars are parked for their jobs. It is a very busy section. Its collecting DEBRIS and Filth: Quite a bit of debris from trash and leaves have collected under and around the trucks that have sat in the same location for almost a year. It has provided NO to sweep or even pick trash up from these locations. Poor AESTHETICS : This area of Wheeler Ave is in a very nice section of businesses, with residential, as well as a daycare location, all of which are well maintained. The new police station looks Fantastic as well. The 'west end' of Old Town is attempting to build on a positive new look, and these trucks are not contributing to this image. These large vehicles are an eyesore themselves as well as creating an eyesore with the trash buildup. Several of these vehicles do not even look operable and create an abandoned appearance. I have seen children playing on these trucks in the mid daytime also. Example: One White Camper in front of 3680 Wheeler Ave (Action Courier Services Inc) which belongs to an employee of Action Courier Services had someone living in it this past spring. This White Camper with small white trailer in front of it has been parked in the exact same spot for a year, AS WELL AS the Hibachi Truck, the ArepaCrew Truck, and 2 Full Length Black transportation buses, the gray City Crawler Bus, and the two unmarked Dump Trucks. Its is totally unacceptable for the city of Alexandria to allow this."

- Public streets should not be used to store heavy vehicles. It's dangerous
- This past year there are a number of large vehicles (e.g., trucks) that have been parked long term on Wheeler street from the Police Station to the corner of South Early Street. The businesses on Wheeler are always well maintained. And then across from them are the large filthy vehicles that have created an eyesore along with trash building up around them. The vehicles are not maintained and with the debris surrounding them just takes down the look of the area and a positive look for this part of Alexandria. The full time parking of these large vehicles is also a safety issue, esp. for the oversized trucks that need to travel on Wheeler and maneuver around the curves after the police station. I appreciate the opportunity to express my opinion and concern for this situation.
- I live in the neighborhood that backs up to Wheeler Avenue, right by Port City. I walk my dog on Wheeler avenue at night and all those vehicles are pretty unnerving. Sometimes I get scared of getting pulled into one .
- Remove all commercial vehicles from the streets as well as boats and food trucks. Wheeler Avenue is a junkyard of vehicles parked for many months without movement!
- I would also include smaller vehicles such as food trucks, bus conversions, and miscellaneous utility trailers as is the recent and very extended case along the office park area of Wheeler Ave. Why this situation has been permitted/unenforced by the City is unknown.
- I live at **REDACTED** backing up to Wheeler Avenue and several warehouses. I respect the need to service these factories and businesses but would appreciate cutting down of

the amount of time heavy vehicles run engines late at night while idling causing more noise disturbances than are absolutely necessary to service the businesses at night.

- Don't allow any commercial vehicles to park longer than 24 hours on any city streets
- I live behind an area that large trucks frequent. It's not the parking, though I'd like it not to be for days, it's that they are parked and leave their motors on for hours. Which is air and noise pollution.
- Me and my family live Alexandria we have trucking business we live 5 more minutes away from s.picket street
- I believe parking of commercial vehicles on Wheeler Avenue and Early Street South should be restricted.
- I'm not agree limiting heavy vehicles parking to two hours in commercial areas in Alexandria.
- It's not the limiting it's the enforcement of the law. I have had a truck parked in front of my business in a 2 hour spot for a month now.
- Living in Alexandria city, especially just off of Duke street (Usher). I think limiting commercial vehicles could be a positive thing. A lot of trucks, especially commercial trucks park in this area. This can make it seem unsafe due to the almost abandoned look this gives. However, would limiting these areas then force truckers to park on residential streets. We had an issue with a Comcast truck that would park/ storage for long periods of time on Usher Ave. These streets are not big enough for this. Especially, take into account people cutting from traffic on duke, port city traffic, and the established/new business life coming to this area. While I realize this probably is not helpful, just banning these trucks and not adding locations to park for them could create further issues. Especially in the residential areas surrounding the commercial space. I much prefer they park over in commercial areas rather than residential streets. I do think limiting time would be beneficial, and this remedy would remove the long haulers from both sides of the street. Some of these trucks/vehicles have been parked in these areas for weeks/months.
- I live in alexandria, pay property tax for city of alexandria, i am not parking during day time, the only problem i am facing is at night time, i just dont have chose provided to me or any one who is in the same field, we would like the city of alexandria to consider our problems, thank u
- I living Alexandria i don't have any where to park
- I live in Alexandria I don't have any where else to park I pay my property tax
- There are about 20 of these heavy trucks (dump trucks, etc.) on Wheeler Avenue that are permanently stored in the public parking spots along the street. They sit for months without moving, and the trucks are not even registered in the City, so the City does not even get any tax revenue from them, while the owners get de facto free storage for their abandoned vehicles. The owners occasionally are found doing maintenance on these vehicles, which is also violates existing laws and is potentially dangerous to the public.

- Wheeler Avenue (where my business is located) seems to be a free long term storage area for commercial vehicles, many of which are in poor repair. Please enforce existing parking rules, and please enact the limits proposed in this survey. Heavy vehicles on Wheeler Avenue are blocking bike lanes, encourage speeding as drivers seem to view the street as untamed wilderness, and detract from the curb appeal of businesses in the area. While many businesses are industrial in nature, nearly all have their own parking lots that we can use when we do need to store our vehicles.
- I feel that You should not allow over night parking & Vehicles that have expired tags on them, Tow them away!!!
- Please include restrictions for the weekend days as well.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 25, 2021

DOCKET ITEM: #8

ISSUE: Consideration of a request to add overnight parking restrictions from 11 P.M. to 7 A.M. on the 2200 block of Ivor Lane

REQUESTED BY: Anders Gyllenhoff, 2207 Ivor Lane

LOCATION: 2200 Block of Ivor Lane

STAFF RECOMMENDATION: That the Board make a recommendation to the Director of T&ES to deny the request to ban overnight parking on Ivor Lane.

BACKGROUND: Ivor Lane is a short, dead-end residential street, providing access to five residences (Attachment 1). Each residence has access to a driveway and off-street parking. The street connects to West Braddock Road to the north and has no outlet to the south. There is a connection to the private streets within the Encore Apartments to the west. Parking is currently allowed only along the east side of the street, with room for approximately 8 parking spaces (Attachment 2).

Residents are concerned about spillover parking from a nearby apartment complex to their street. They cite an inability to find on-street parking along their street, difficulty in leaving their driveways, as well as the presence of commercial vehicles and work vans on the street.

The original request from the residents was to create permit parking that would allow permit holders to park overnight, like the District 12A Residential Permit Parking area. However, the petition submitted does not meet the requirements in City Code section 5-8-74 for the expansion of an existing permit parking district or the City Code section 5-8-82 for the creation of a new permit parking district.

When informed of the requirements for a permit parking, the applicant instead opted to request a general overnight parking restriction from 11 P.M. to 7 A.M.

DISCUSSION: The primary concern from the applicants is spillover parking from an adjacent apartment complex, making use of on-street parking on Ivor Lane. The applicant originally requested a permit parking restriction, enabling residents to park on the street but limiting non-residents from parking overnight.

After discussing the requirements for creating or expanding an overnight parking district, the applicant decided to request a general time restriction. In residential areas, the City will not recommend a general overnight parking restriction absent a clear public safety rationale.

Staff informed the applicant that they would recommend against approval of a general time restriction. Staff also informed the applicant that a general time restriction would apply to the residents of Ivor Lane and would not address the stated issue of parking availability.

In support of a general restriction, the applicant notes the neighboring street Braddock Court has an existing overnight parking restriction from 11 P.M. to 7 A.M. Braddock Court's parking restrictions seem to date back to the street's creation circa 1986.

Since that time, the City's approach to managing overnight parking has changed. Today, staff would be unlikely to approve a blanket overnight parking restriction on a public street. To address overnight parking issues, the City Council created the option to create daytime and overnight parking districts (Ordinance 4389) in 2005, leading to the City's current districts 12 and 12A.

The City Code has several provisions for the creation of and expansion of overnight residential permit parking districts. The 2200 block of Ivor Lane doesn't meet the requirements to expand an existing district, set in [Code section 5-8-74.](#), because it is not adjacent to the existing District 12A overnight parking district.

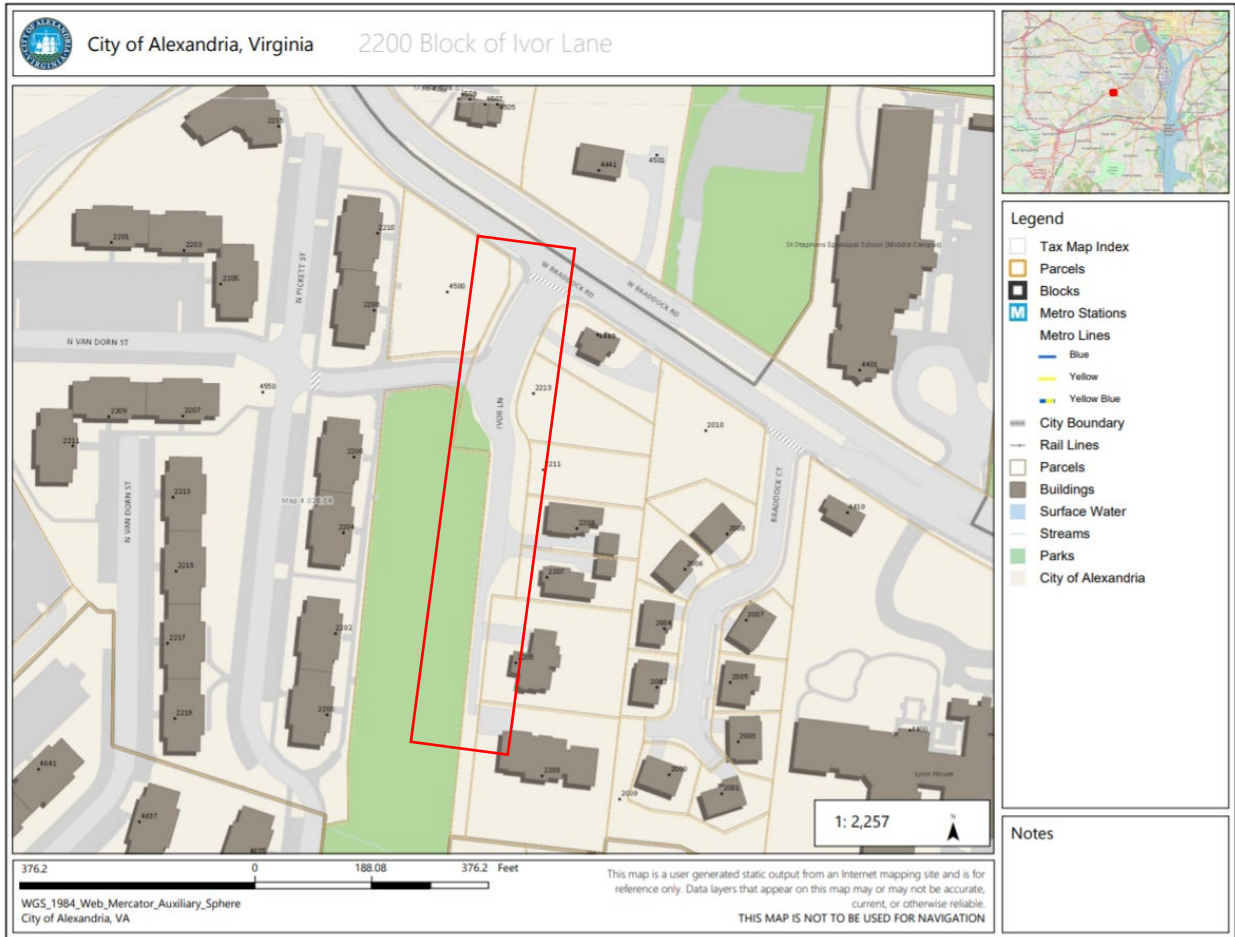
The City Code also sets requirements for creating new overnight parking districts in [Code section 5-8-82](#), including a minimum district size of 200 spaces. The applicant declined that option.

As a general matter, staff opposes parking restrictions in residential areas absent a defensible rationale, such as, public safety or some other public benefit. The City's streets are public and so should be truly open to the public. The City is emphasizing that Staff consider the equity implications of decisions, and Staff believes a general overnight restriction would be inequitable. The City would not recommend the parking restrictions on Braddock Court for approval if the item were brought forward today. Spillover parking from nearby apartments alone is not a sufficient reason to deny the use of City streets to the public. For those reasons, staff recommend denial of the request.

OUTREACH: The applicant informed their adjacent neighbors of the request and received signatures of support from each of the four properties along Ivor Lane.

ATTACHMENT 1

2200 Block of Ivor Lane



ATTACHMENT 2

Street View



Ivor Lane, looking South. No Parking is permitted on the southbound side of the dead-end street (right side). The applicant is requesting to restrict overnight parking on the right side of the street.



Photo from December 2, 2020, showing cars parked along the east side of Ivor Lane.

ATTACHMENT 3
Request



ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.oleynik@alexandriava.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

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

Location: Ivor Lane, Alexandria 22304. No Overnight parking w/o Permit
(Map or figure may be provided as an attachment)

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

Limited street parking on Ivor La. Encore Apartment residence are parking on Ivor because their complex requires permits and no work vehicals. We recieve their overflow onto our street and are left w/ no onstreet parking and lots of work vehicals. Requesting No Parking 12:00midnight to 6a

Approximate number of spaces affected (assume 20 feet per space): 8

Project Champion (Point of Contact) Information:

Name: Anders Gyllenhoff

Address: 2207 Ivor Lane, Alexandria VA 22304

Email: agyllenhoff@comcast.net

Phone Number: 703-582-5255

Best Way to Contact: Email Phone
Best Time of Day to Contact: Morning Afternoon



On-Street Parking Modification Request Form
 City of Alexandria, Department of Transportation & Environmental
 Services Mobility Services Division | 421 King Street, Suite 235 |
 Alexandria, VA 22314

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

"No Parking 11pm-7am" on the 2200 Block of Ivor Lane

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/ Association	Property Affiliation (owner, occupant, manager, etc.)	Email
John and Elizabeth Burley	Support	October 19, 2020 <i>[Signature]</i>	2209 Ivor Lane, Alexandria, VA 22304	Owners	Johnburley@gmail.com
ANDERS GRYLLENHOF	SUPPORT	NOV 11, 2020 <i>[Signature]</i>	2207 Ivor Lane, Alexandria, VA 22304	OWNER	AGRYLLENHOF@COMCAST.NET
Shirley Zanin	support	NOVEMBER 1, 20 <i>[Signature]</i>	2207 Ivor Lane, Alexandria, VA 22304	OWNER	linda.zanin@montgomerycollege.edu



On-Street Parking Modification Request Form

City of Alexandria, Department of Transportation & Environmental Services
Mobility Services Division | 421 King Street, Suite 235 | Alexandria, VA
22314

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

"No Parking 11pm-7am" on the 2200 Block of Ivor Lane

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Martha Shuman	SUPPORT!	10-24-20	2205 Ivor Ln Alexandria 22304	owner	mkeshimkin@gmail.com
Wifflin Walker	SUPPORT	10-31-20	2203 Ivor Ln Alexandria, VA	owner	cathie.dennis@gmail.com