

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MAY 21, 2018, 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 April 23, 2018 Traffic and Parking Board meeting minutes.
3. Recognition of Jay Johnson
4. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]

**CONSENT CALENDAR**

*An item on the consent calendar will be heard only if a Boardmember, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.*

5. **ISSUE:** Consideration of a request to add 15 feet of parking on the west side of South Henry Street immediately south of King Street.
6. **ISSUE:** Consideration of a request to add 20-minute parking restrictions on the north side of the 4900 block of Brenman Park Drive from 7AM-8PM, Monday through Saturday.

**PUBLIC HEARING**

7. **ISSUE:** Consideration of a request to add signed turn restrictions, effective Monday through Friday from 4:30PM-6:30PM, at the intersections of the Duke Street Access Road with East Taylor Run Parkway, Moncure Drive, and Hilton Street as a pilot program, to be evaluated in Fall 2018.
8. **ISSUE:** Consideration of a request to add residential pay by phone parking restrictions on the 400 block of Prince Street.
9. **ISSUE:** Consideration of a request to amend existing residential parking permit restrictions on the 400 block of North Saint Asaph Street.
10. **ISSUE:** Consideration of a request to amend existing residential parking permit restrictions on the 500 block of South Royal Street.

11. **ISSUE:** Consideration of a request to add 15-minute parking restrictions on the south side of the 400 block of Fannon Street from 7AM–6PM, Monday through Friday.
12. **ISSUE:** Consideration of a request to add 2-hour parking restrictions on the south side of 4200 block of Ford Avenue from 9AM-5PM, Monday through Friday.
13. **ISSUE:** Consideration of a pilot program to allow for changes to the parking fees collected at City parking facilities.

**STAFF REPORTS AND UPDATES**

- City Code update for Traffic and Parking Board responsibilities and other related amendments

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY APRIL 23, 2018 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
ROOM 2000**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chairman, William Schuyler, Vice Chair, James Lewis, Kevin Beekman, Randy Cole, Ann Tucker, Casey Kane and Jason Osborn.

**BOARD MEMBERS ABSENT:** None.

**STAFF MEMBERS PRESENT:** Bob Garbacz, Division Chief of Traffic Engineer, Katye North, Parking Planner, Darren Buck, Complete Street Coordinator and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the March 26, 2018 Traffic and Parking Board meeting minutes: Ms. Tucker made a motion, seconded by Mr. Lewis to approve the minutes of the March 26, 2018 meeting. The motion carried unanimously.
3. Appointment of Board Members to the following taskforces:
  - Transportation Commission: Mr. Beekman nominated Mr. Kane, seconded by Mr. Cole to serve as the Traffic and Parking Board's representative on the Transportation Commission. No further nominations or volunteers were received. The Board voted unanimously to appoint Mr. Kane as the Board's representative to the Transportation Commission.
4. **PUBLIC COMMENTS:** No public speakers present.

**PUBLIC HEARING:**

5. **ISSUE:** Consideration of a request to add residential permit parking restrictions on the west side of the 2100 and 2200 blocks of Scroggins Road.

**DISCUSSION:** Ms. North presented the item to the Board and indicated that students from T.C. Williams High School were parking on Scroggins Road. She confirmed that these blocks met the requirements for residential permit parking restrictions. The Board expressed concern that posting the requested restrictions on Scroggins Road might push the problem onto other near-by streets and inquired about expanding the petition. Ms. North indicate that the code did not have provisions for preemptive posting of residential permit parking restrictions. The Board expressed concern that the high school had limited the number of students that could park on campus to only 40 and that next year no students would be allowed to park in the garage. Another concern raised by the Board

was the potential for speeding problems the parking restrictions might create by opening up the road.

**PUBLIC TESTIMONY:** Emily Dunton, and Sally Abbey spoke in favor of the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Cole to recommend to the City Manager approving the request to add two-hour, Monday through Friday, 8AM – 5PM residential permit parking restrictions on the of the 2100 and 2200 blocks of Scroggins Road; and asked staff to look for potential traffic calming on Scroggins Road. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to remove 15 feet of parking and install a bike corral in front of 1100 King Street

**DISCUSSION:** Mr. Buck presented the item to the Board. The Board was concerned that the sidewalk bike riding restrictions were not posted in the area. The Board was also concerned that the proposal to extend the parking lane on Henry Street was not posted and that parked cars might encroach into the crosswalk.

**PUBLIC TESTIMONY:** No one from the public spoke.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Cole to recommend to the Director removing 15 feet of parking to install a bike corral in front of 110 King Street.

7. **ISSUE:** Consideration of an amendment to the Parking Meter Zones Division of City Code (Article G, Division 1) to include the following streets to parking meter zone 3:
1. 200 block of Swamp Fox Road
  2. 2400 block of Mill Road
  3. 2400 block of Mandeville Road

**DISCUSSION:** Ms. North presented the item to the Board and explained that the City just accepted these streets as public streets. She notified the surrounding businesses of the proposal to install meters and there was no opposition.

**PUBLIC TESTIMONY:** No one from the public spoke.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Tucker to recommend to City Council amending the Parking Meter Zones Division of City Code (Article G, Division 1) to include the following streets to parking meter zone 3:

1. 200 block of Swamp Fox Road
2. 2400 block of Mill Road
3. 2400 block of Mandeville Road

The motion carried unanimously.

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**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 15 feet of parking on the west side of South Henry Street immediately south of King Street.

**APPLICANT:** City Staff

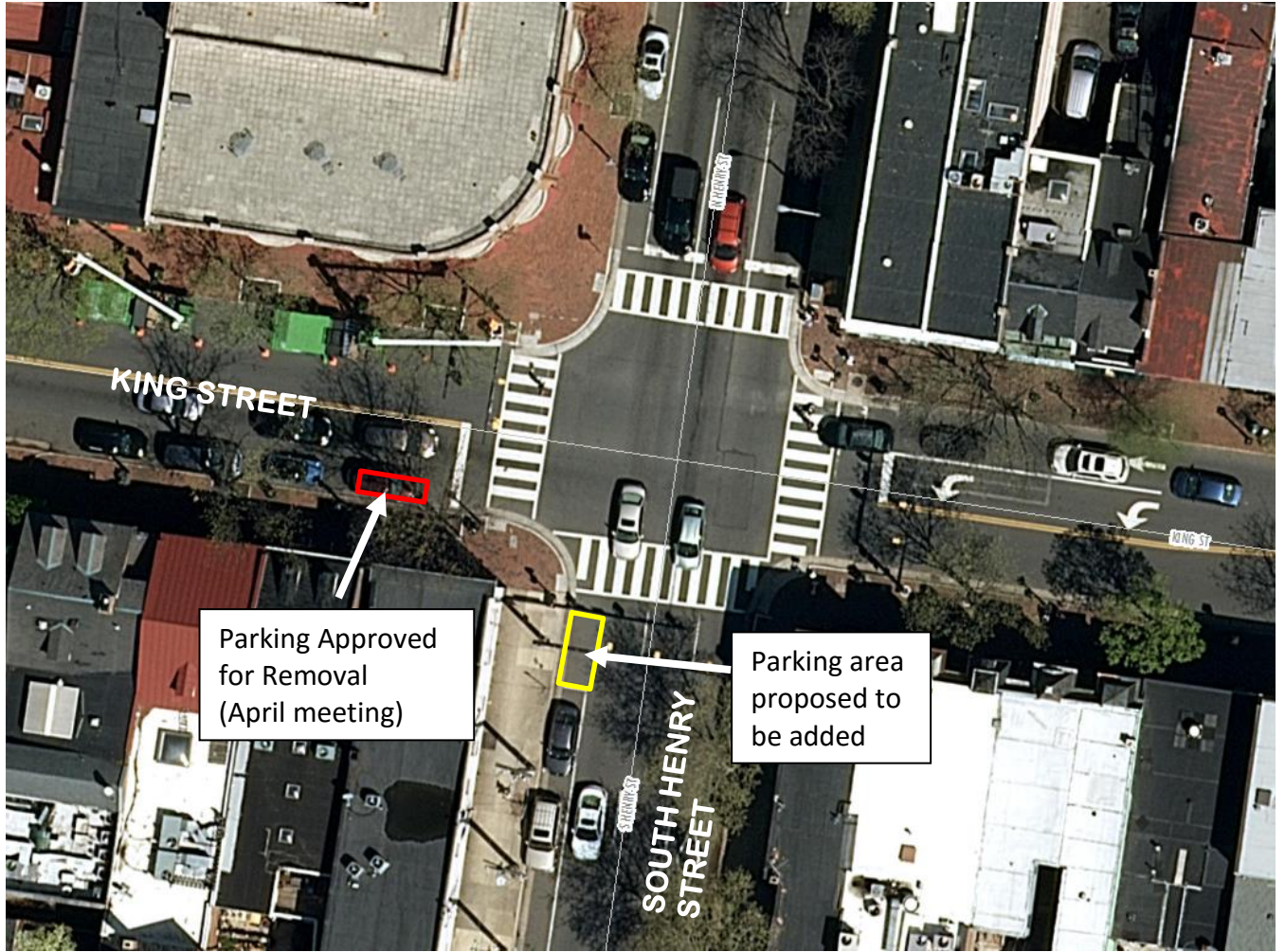
**LOCATION:** Southwest corner of King Street and South Henry Street

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to add 15 feet of parking on the west side of South Henry Street just south of King Street.

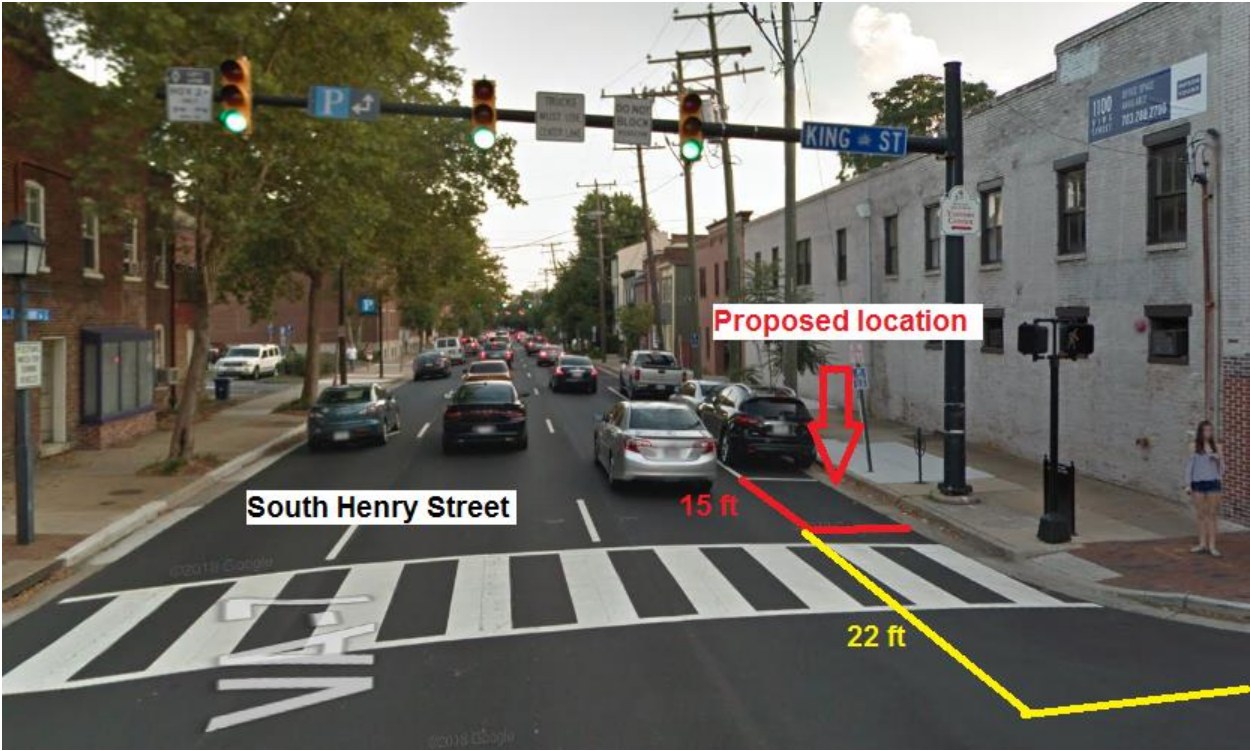
**DISCUSSION:** At the Traffic and Parking Board's April 2018 meeting, City staff submitted a request to remove one parking space at 1100 King Street for the installation of a bike parking corral. During the discussion for this item, staff recommended extending the parking area around the corner on South Henry Street to offset the space reduction. However, since this additional parking area was not part of the docket item that was posted online, staff has brought this specific issue back to the Board for their review and recommendation.

At the April meeting, the Board was generally supportive of extending this parking area but expressed some concern that it might be too close to the crosswalk. Staff has evaluated this area for parking and is comfortable it can accommodate parking without negative impacts to pedestrians. The 15-foot extension would not extend into the existing crosswalk. Even with this additional parking area, the space would comply with the City Code requirement of no parking within 20 feet of an intersection (see Attachment 2 for dimensions). Additionally, since South Henry Street is a one-way street in the southbound direction, there are not any sight line issues for vehicles turning right from King Street since all vehicles are approaching from the left. Staff recommends extending this parking area to offset the loss of the parking space on King Street.

**Attachment 1 – Location of extended parking area**



Attachment 2 – Dimensions of extended parking area



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**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 add 20-minute parking restrictions on the north side of the 4900 block of Brenman Park Drive from 7AM-8PM, Monday through Saturday.

**APPLICANT:** Sean Hwang, Cameron Station Valet

**LOCATION:** 4903 Brenman Park Drive

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to add 20-minute parking restrictions from 7AM-8PM, Monday through Saturday, on the two easternmost parking spaces on the north side of the 4900 block of Brenman Park Drive.

**DISCUSSION:** The applicant has submitted a request to add 20-minute parking restrictions to two of the on-street parking spaces on Brenman Park Drive to accommodate the short-term parking needs of the dry cleaner on this block. Currently there are no parking restrictions on this commercial block in Cameron Station other than recently approved loading zones for the Bright Start daycare that were approved earlier this year. Given the lack of restrictions, the parking spaces on these blocks are often occupied by residents who live near the commercial block and patrons of the nearby park.

Upon receiving this request, staff coordinated with the property manager who manages the leases of the businesses on this block to determine if there was a desire for comprehensive parking restrictions to accommodate the businesses on Brenman Park Drive. He spoke with the businesses and although there was a concern about parking, none of the businesses wanted to implement parking restrictions for the area.

The applicant would still like to pursue restrictions for two of the parking spaces near the dry cleaner. He has notified the adjacent business, Toka Salon and Day Space, about the request and has indicated they do not object to two parking spaces being limited to 20-minute parking. The tenant space on the other side of the dry cleaner is currently empty but previously operated as a market. If a similar business goes in to this space, the 20-minute parking restrictions on the two



spaces would serve the short-term parking needs for this business as well. Staff recommends limiting the 20-minute restrictions to the hours of 7AM to 8PM, Monday through Saturday, which generally aligns with the hours the dry cleaner is open.

**Attachment 1 –Proposed Location of Restrictions**



## **Attachment 2 – Request**

**From:** Sean Hwang

**Sent:** Tuesday, April 03, 2018 1:46 PM

**To:** Bob Garbacz <Bob.Garbacz@alexandriava.gov>

**Subject:** Re: 139733 - 20 Minute Parking Request

Hi Bob,

Thanks for the kind explanation below.

The requested parking space will be on the property address 4903 Brenman Park Dr, Alexandria, VA 22304.

We own a valet, laundry pick up store on Brenman park dr.

Currently we have few parking spots available for the public and customers, however as we discussed over the phone, next to the store, there are baseball play ground and throughout the year every time when there are baseball tournaments, the people came for baseball took all the parking spots on the street and therefore leaves very limited parking spaces for our customers.

In the past, our customers had no options other than parking next to the occupied parking spaces and they end up getting parking violation tickets, which negatively impacted the likelihood of the impacted customer and our business.

Therefore we are cordially asking if we can set up Two(2) 20minutes parking restriction signs at the front of our store. Currently we have no loading zone.

Our store opens Monday through Friday 7:00am to 7:00pm, and Saturday 8:00am to 6:00pm.

Please let me know if you need anything else.

kind regards,

Sean Hwang

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**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 add signed turn restrictions, effective Monday through Friday from 4:30 PM to 6:30 PM, at the intersections of the Duke Street Access Road with East Taylor Run Parkway, Moncure Drive, and Hilton Street as a pilot program, to be evaluated in Fall 2018.

**APPLICANT:** City Staff; Central Alexandria Traffic Study Task Force

**LOCATION:** Duke Street Access Road at East Taylor Run Parkway, Moncure Drive, and Hilton Street

**STAFF RECOMMENDATION:** That the Board make a recommendation to the Director of T&ES that the turn restrictions, effective Monday through Friday from 4:30 PM to 6:30 PM, at the intersections of the Duke Street Access Road with East Taylor Run Parkway, Moncure Drive, and Hilton Street, be implemented as a 6-month pilot.

**DISCUSSION:** As regional traffic volume has grown, increased congestion on the highway system and arterial roadways has resulted in several neighborhoods in central Alexandria experiencing increased traffic diversion onto their residential streets. This trend has likely been exacerbated by the increased utilization of smartphone-based navigation apps. The Central Alexandria Traffic Study was initiated in 2016 to study travel patterns within and traffic diversion through the neighborhoods of Clover-College Park, Seminary Hill, Seminary Ridge, and Taylor Run. A Task Force was created with two representatives of each neighborhood to provide community input to the Study process. While the ultimate solution to regional congestion will need to be a multifaceted approach, extending beyond just transportation specific projects and policies, undertaken by multiple National Capital Region jurisdictions and agencies both individually and collectively, the goal of the Central Alexandria Traffic Study was to identify potential short-term solutions for the most acute issues in the Study area.

Traffic data was collected in Spring 2017. Traffic counts were conducted at 29 intersections, and vehicle volumes, speeds, and Bluetooth origin-destination data was collected at 23 checkpoints within the study area. The data collection locations are shown in **Attachment 1**.

Six Task Force meetings have been held to date. The results of the data collection were presented to the Task Force during the Fall and Winter of 2017. To help Staff prioritize mitigation recommendations, Task Force members were asked to rank the three main Study objectives of: increasing safety; reducing congestion; and reducing cut-through volume. All four neighborhoods ranked reducing cut-through volume as the top priority.

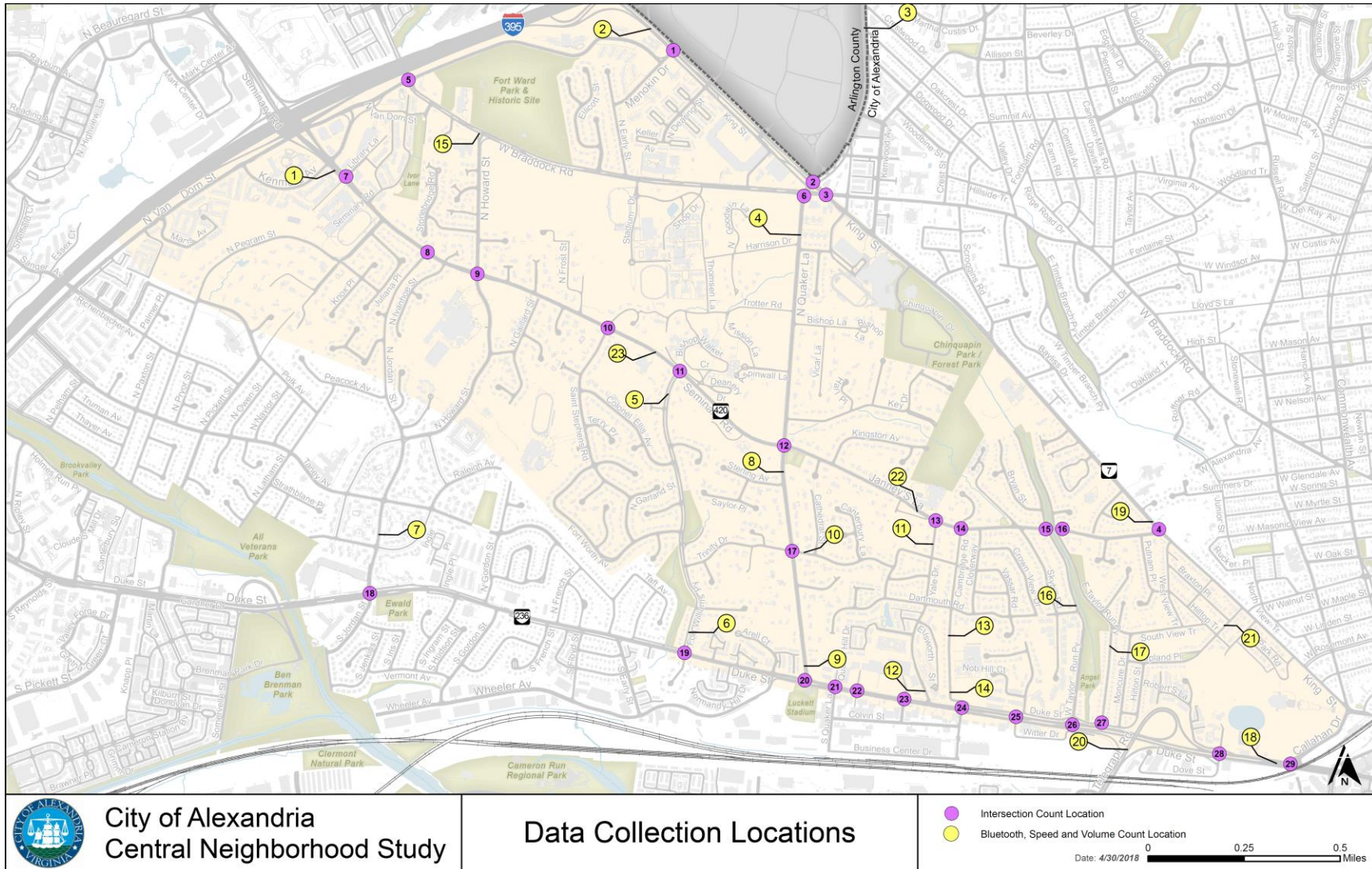
Much of the traffic in this part of the City is coming from or going to Telegraph Road, depending on the time of day. The intersection of Duke Street and West Taylor Run Parkway experiences significant congestion during peak times, particularly in the PM peak. Vehicle queues develop on both eastbound Duke Street and southbound West Taylor Run Parkway, which leads to cut through traffic on smaller residential streets that feed into the Duke Street Access Road. Due to the physical configuration and the phasing of the traffic signal at the Duke Street and West Taylor Run Parkways intersection, the westbound Access Road approach to the signal does not have a very high capacity. Severe congestion and significant queues can develop on the Access Road and upstream neighborhood streets with even a small volume of traffic diversion onto those streets.

Residents of the affected streets have not been supportive of prior suggestions to permanently restrict access from their streets to the Duke Street Access Road and the signalized intersection at West Taylor Run Parkway. These time-based restrictions, to be implemented as a pilot, were presented to Central Alexandria Traffic Study Task Force members and shared with residents of the Study area neighborhood associations as recommended short-term measures and have received their support. The proposed signage for the turn restrictions is shown in **Attachment 2**.

These turn restrictions, if implemented, would impact approximately 110 vehicles in the PM peak hour. The current and anticipated post-implementation travel patterns are shown in **Attachment 3**. While these restrictions would likely lead to an increase in vehicle volume on West Taylor Run Parkway, a computer simulation and analysis of the intersection showed that the intersection of West Taylor Run Parkway and Duke Street would be expected to operate better overall because the total number of southbound vehicles arriving at the signal will be reduced by the elimination of vehicles entering the intersection from the Access Road. Additional operational improvements that are difficult to model can be expected by eliminating the issue of vehicles turning from the Access Road when the signal is red and “blocking the box”.

If the turn restrictions are implemented, traffic counts would be repeated in Fall 2018 at multiple locations that were part of the Central Alexandria Traffic Study to evaluate the impacts of the turn restrictions. These counts will enable us to evaluate how turning movements have changed at nearby intersections and to see how volumes have changed on nearby street segments. Due to the anticipated increase in volume on West Taylor Run Parkway, “before” queue length observations will also be made prior to the end of the school year, which will allow us to determine if the turn restrictions have increased the southbound queue length approaching the Duke Street intersection. The proposed data collection locations to be included in the evaluation plan are shown in **Attachment 4**.

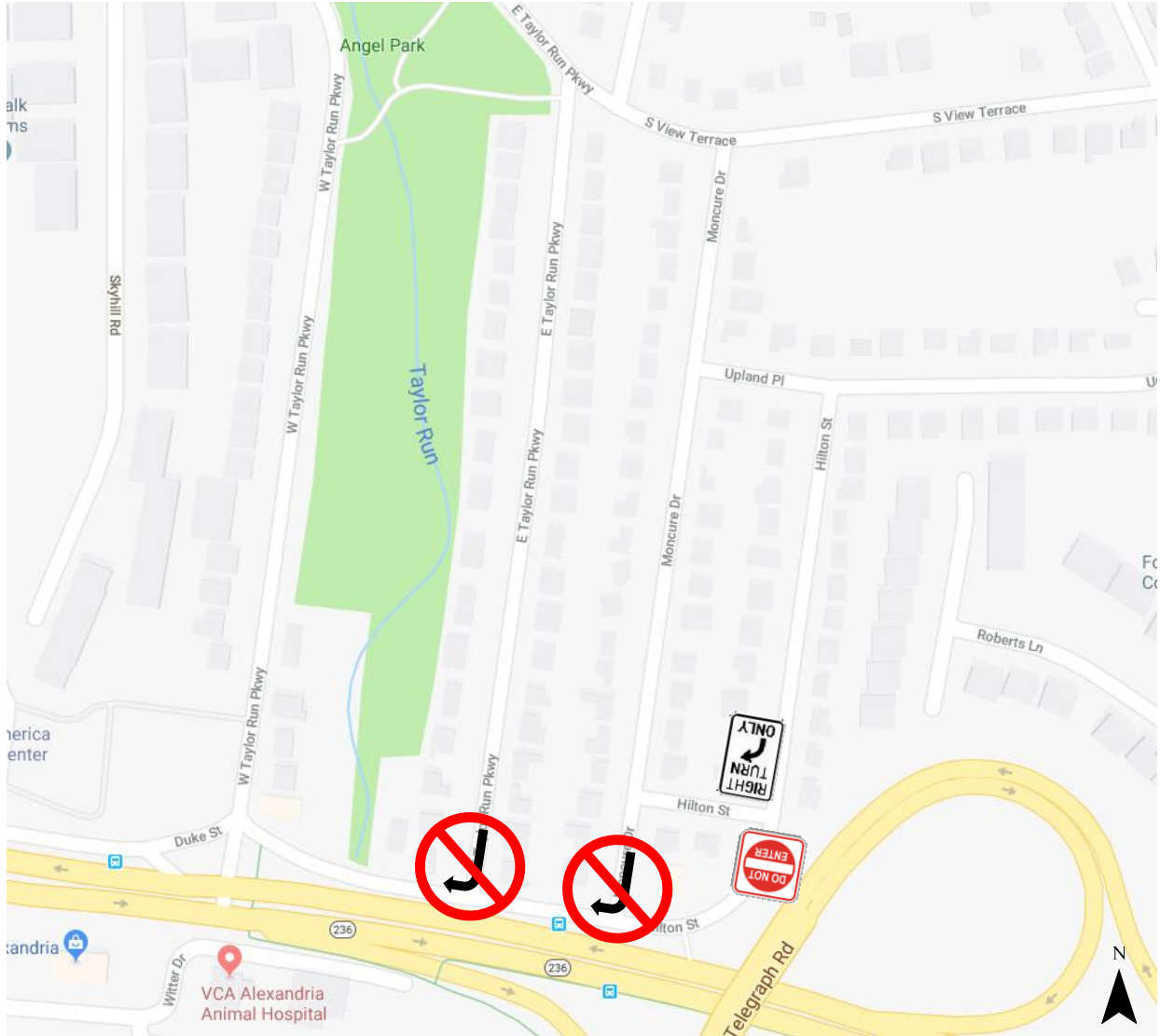
# Attachment 1



## Attachment 2

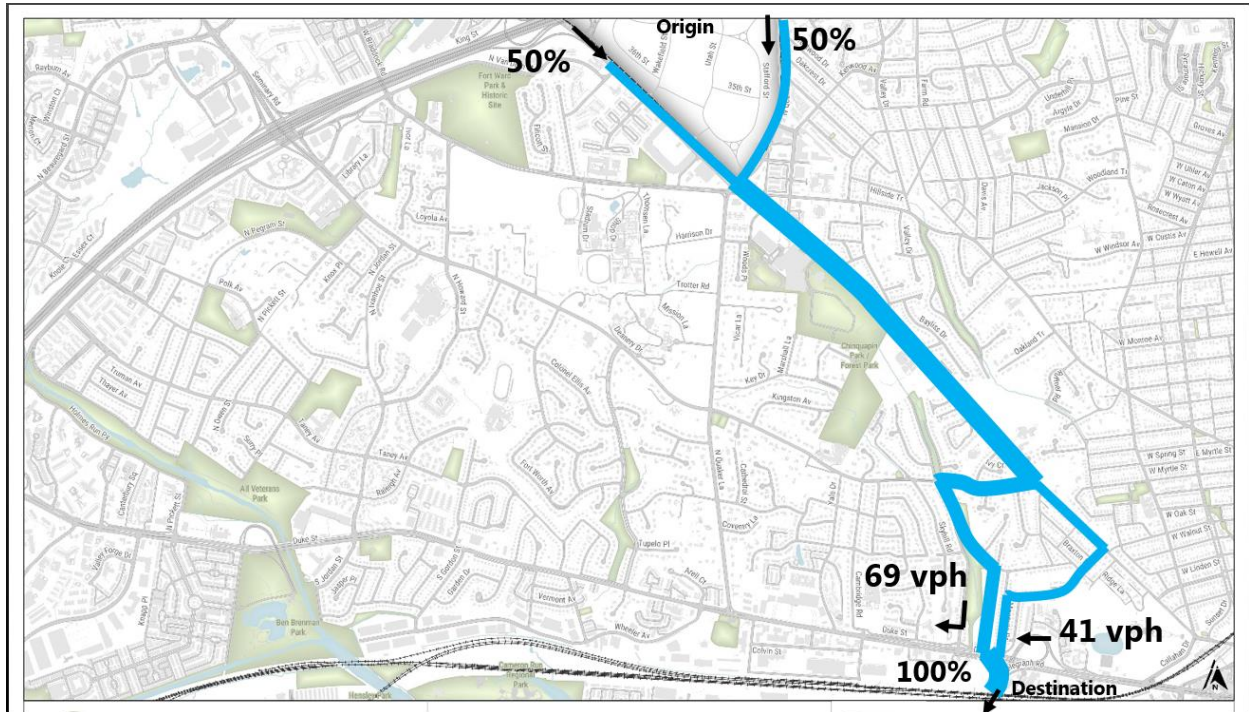
### Proposed Southbound Right Turn Restrictions onto Duke St Access Rd:

Vehicles travelling southbound on E. Taylor Run Pkwy, Moncure Dr, and Hilton St would be restricted from turning onto the Duke Street Access Road during weekday afternoon peak hours (Mon-Fri 4:30 PM to 6:30 PM). Corresponding signage would be installed at entry points to the Taylor Run neighborhood, stating either “No Thru Traffic Mon-Fri 4:30 PM to 6:30 PM” or “No Access to Duke St/Telegraph Rd Mon-Fri 4:30 PM to 6:30 PM”.

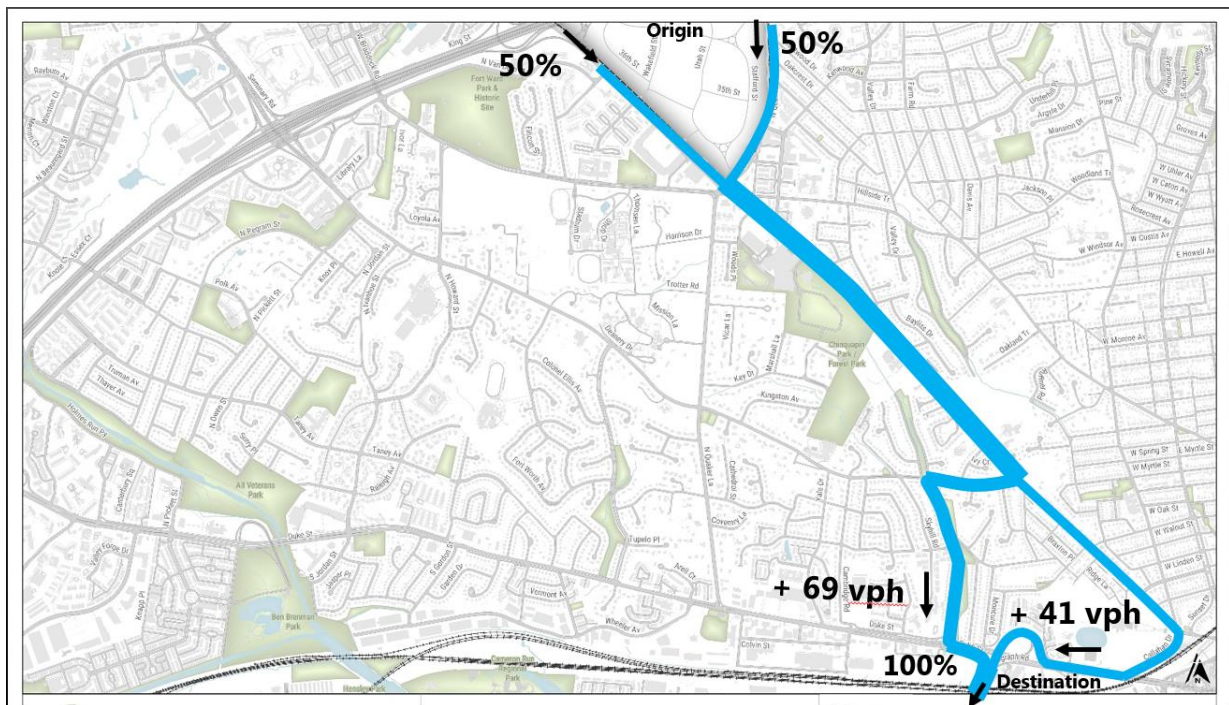


### Attachment 3

### “Before” – Current Travel Patterns



### “After” – Anticipated Post-Implementation Travel Patterns





## Attachment 4

### Central Alexandria Traffic Study – Turn Restriction Evaluation Plan

**Before and After Data will be collected and analyzed at the following locations:**

#### Vehicle Turning Movement Counts

- King Street at Janney's Lane
- Janney's Lane at East Taylor Run Parkway
- Janney's Lane at West Taylor Run Parkway
- East Taylor Run Parkway at Duke Street Access Road
- Duke Street at West Taylor Run Parkway

#### Speed and Volume Counts (Tube Counts)

- Upland Place
- East Taylor Run Parkway
- West Taylor Run Parkway
- Cambridge Road
- Yale Drive

#### Vehicle Queue Length

- West Taylor Run Parkway southbound approach to the Duke Street Access Road traffic signal

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**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 add residential pay by phone parking restrictions on the 400 block of Prince Street.

**APPLICANT:** Residents of the 400 block of Prince Street

**LOCATION:** 400 block of Prince Street

**STAFF RECOMMENDATION:** That the Board make a recommendation to the Director of T&ES to add residential pay by phone parking restrictions on the 400 block of Prince Street.

**BACKGROUND:** 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 Board approved the first block, 100 Prince Street, in May 2017. Since, ten additional blocks have been approved for the restrictions. The full list of residential pay by phone blocks is below:

- 100, 200, and 500 blocks of Prince Street
- 100 block of Duke Street
- 200 and 600 blocks of Wolfe Street
- 200 and 300 blocks of S. Lee Street
- 200 block of S. Pitt Street
- 100 and 200 blocks of Cameron Street

**DISCUSSION:** The residents of 400 block of Prince Street have submitted a petition requesting residential pay by phone signage for their blocks. Staff has reviewed these request per the requirements outlined in the City Code and finds it is eligible for the signage. The table below summarizes the block’s compliance with the requirements.

<b>Requirement</b>	<b>Complies?</b>
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.	The block is adjacent to existing metered blocks on the 100 blocks of South Pitt Street and South Royal Street. In addition, the block is also adjacent to two approved residential pay by phone blocks – 500 block of Prince Street and 200 block of South Pitt Street. (see Attachment #1)
The block must be located within the Special Parking District Area.	All of these blocks are within the Special Parking District Area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Monday through Saturday; 11AM Sunday through 2AM Monday, except for District 1 vehicles
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.	A petition was submitted that was signed by 15 out 26 households or 58% (see Attachment 2).
The parking occupancy must be 75% or more.	Surveys were conducted On May 8, 2018 at 9:30AM and the parking occupancy to be 100%

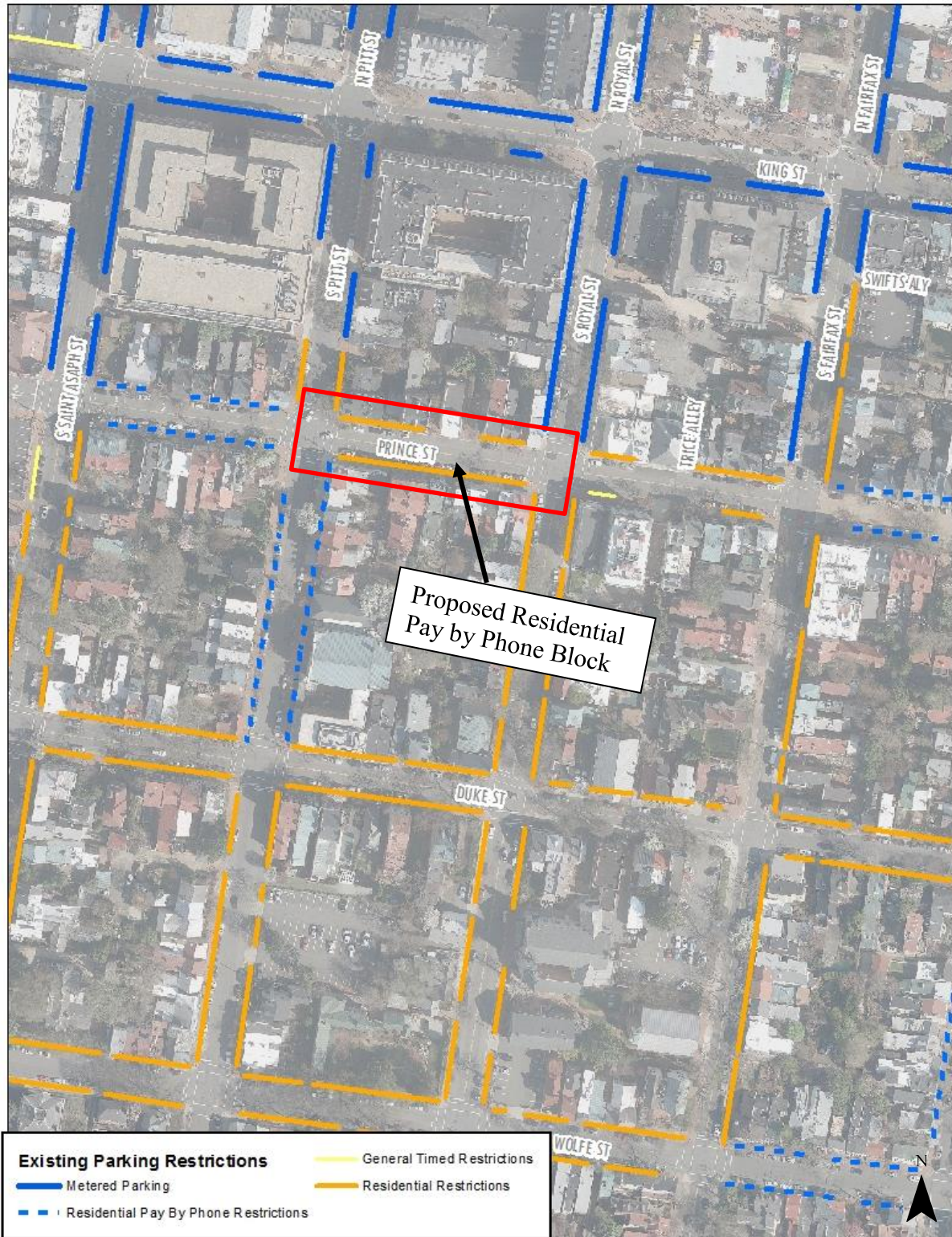
Similar to the other blocks that have been approved for residential pay by phone signage, this block is close to King Street and many of the restaurants, shops, and other attractions in Old Town, including the Courthouse. Over the years parking studies have documented a high parking demand on these blocks. The data collected in 2014 for the Old Town Area Parking Study (OTAPS) showed this block was parked at 90% or greater occupancy during the Friday and Saturday evening survey time periods. The surveys staff conducted this spring had similar results as summarized below. During these surveys, staff also noted a high percentage of vehicles without a District 1, as noted in the table below.

<b>Survey Date</b>	<b>Survey Time</b>	<b>Occupancy</b>	<b>Non-District 1 Vehicles</b>
Thursday, March 1	4:00PM	100%	27%
Sunday, March 11	5:15PM	100%	30%
Friday, April 13	1:30PM	100%	57%
Saturday, April 14	4:30PM	100%	52%
Tuesday, May 8	9:30AM	100%	25%*

\*The adjacent residential blocks were restricted during this time period for road work, which may explain more resident vehicles observed on this date than previous surveys.

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



## Attachment 2 – Petition

We the undersigned residents hereby request that the City add residential pay by phone signage on the 400 Block of Prince 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	
* MATIONAS, STEVEN		404 Prince St	2/24/18	
Hall, Daniel		406 Prince St,	"	
Sekula, Scott		410 Prince St	"	
< NEWMAN, ALEX		414 PRINCE ST.	"	unit 3
George Wilson		415 Prince St.	"	
Linda McEntyre		408 Prince St.	3/23/18	
Deirdre Dwyer		405 Prince St	3/23/18	
Frank Connors		412 Prince St	3/25/18	
Kathy O'Hara		403 Prince	3/25/18	
* Shaun Fisher		400 Prince	5/25/18	
* Anne Sullivan		414 Prince	4/6/18.	unit 1
Maria Vergara		419 Prince	4/10/18	#4
Lisa Cecchi		407 Prince	4/11	
Julia Watterson		414 Prince St #4	4/12/18	

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:** MAY 21, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 9

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**ISSUE:** Consideration of a request to amend existing residential parking permit restrictions on the 400 block of North Saint Asaph Street.

**APPLICANT:** Residents of the 400 block of North Saint Asaph Street

**LOCATION:** Both sides of the 400 block of North Saint Asaph Street

**STAFF RECOMMENDATION:** That the Board make a recommendation to the Director of T&ES to amend the residential parking restrictions on both sides of the 400 block of North Saint Asaph Street to 2-hour, 8AM to 11PM, Monday-Saturday, 11AM-11PM Sunday, except for District 2 vehicles.

**DISCUSSION:** Staff has received a petition from more than 50% of the residents of both sides of the 400 block of North Saint Asaph Street requesting a change to their existing residential parking signage. This block is currently posted with 3-hour residential parking restrictions from 8AM-5PM Monday through Friday, except for vehicles with a District 2 permit. As shown in Attachment 1, it is the first block on North Saint Asaph Street north of King Street with 3-hour restrictions as opposed to 2-hour restrictions. It is also the first block without restrictions on the weekends. As detailed in the cover letter in Attachment 3, the residents are experiencing more non-resident parking both during the three-hour restricted period and in the evenings and on weekends.

Although there is no survey requirement in the City Code to change existing residential parking restrictions, staff did conduct two surveys during the week and during the morning hours of the restrictions to support the need for changed restrictions. On both occasions the number of non-district 2 vehicles was more than 50%. Staff is supportive of the request to change the restrictions from 3 hours to 2 hours since this will be consistent with blocks to the south and north. The change to 2 hours may discourage daytime employees from nearby office buildings (many of which have garage parking) from using the block for daily parking and moving their cars during the day. Additionally, this will be easier for Parking Enforcement to enforce since it is consistent with other blocks in the area and is a shorter time period to recheck vehicles.

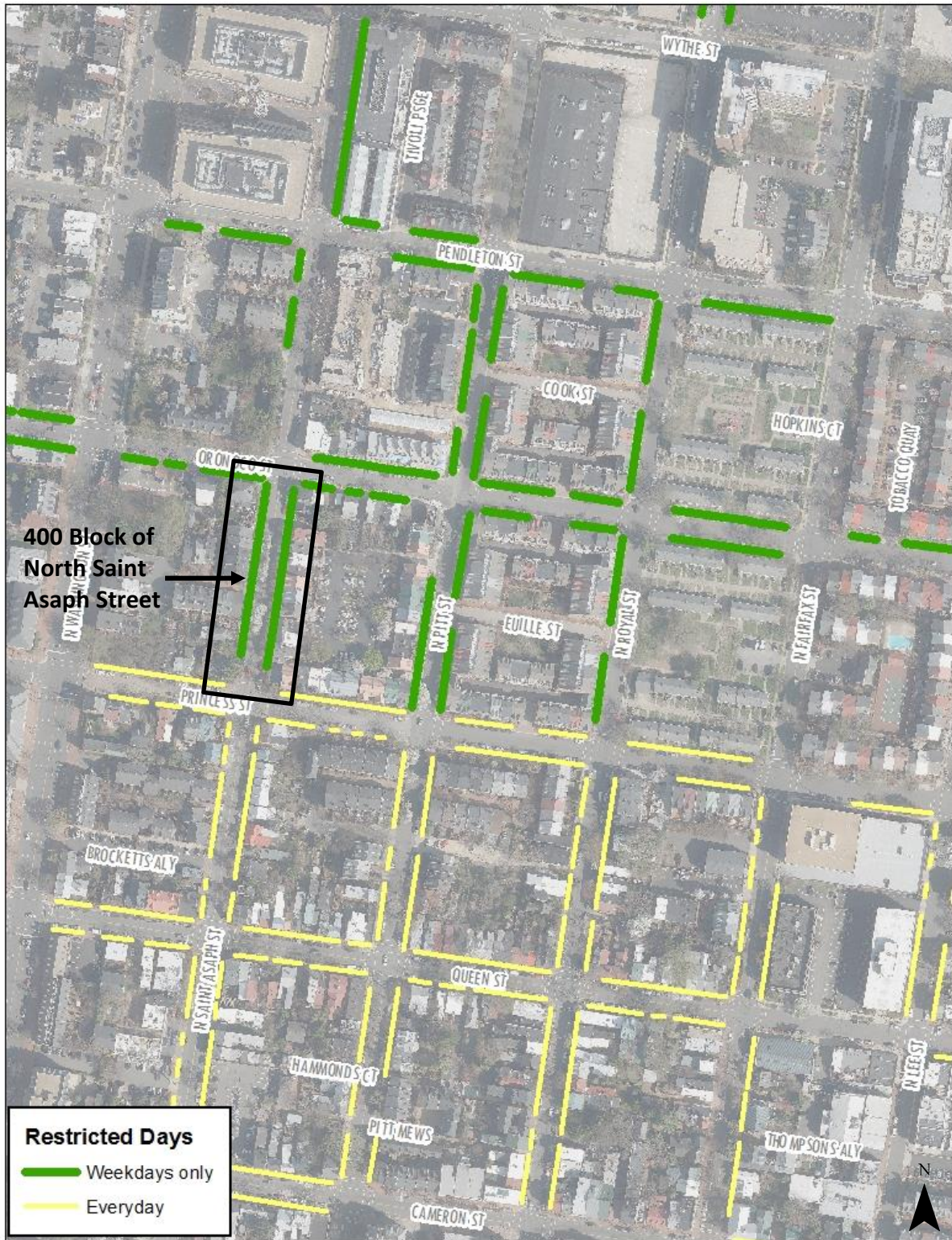


Staff is also supportive of the request to extend the hours and add restrictions on weekends but recommends 11PM rather than 2AM as requested in the petition by the residents. The 11PM end time for restrictions should be adequate to address most of the parking demand in the evenings. There is limited Parking Enforcement staff on duty during the midnight shift, so minimizing the number of blocks with 2AM restrictions is helpful to managing their workload.

Attachment 1 – Block and Surrounding Restrictions (length of time)



Attachment 2 – Block and Surrounding Restrictions (days of restrictions)



### Attachment 3 – Petition and cover letter

Ms. Katye North, AICP  
Principal Planner – Transportation Planning  
Transportation and Environmental Services  
Alexandria, VA 22314

Dear Ms. North:

Thank you for your assistance in guiding us in the process to request a change in the parking restrictions for the 400 block of North Saint Asaph Street (NSAS). We appreciate your help and quick response to our inquiries.

The residents and neighbors of the Lee Mews Homeowners Association (west block face), and the Bulfinch Square HOA (east block face), have compiled the following petitions and request that the Transportation and Planning Board review our request to change the current 3 hour parking 8am to 5pm Monday to Friday to **2 hour parking 8am to 2am Daily, Sunday 11am to Monday 2am except for District 2 Permit Holders.**

As long-time homeowners on NSAS, we have experienced increasing difficulty parking during the day and evening near our residences, and it is the same for guests or service personnel. This was not always the case, but has become increasingly difficult due to the changing neighborhood with numerous new home and business developments in the surrounding area. Not too long ago, the 500 block of NSAS housed the empty City Health Services Center and a City-owned parking lot; the 600 block of NSAS was a large furniture store, an empty bottling plant, and a parking lot. Much has changed in our surrounding neighborhood and this has had an impact on parking availability for local resident homeowners.

We ask that the Board grant our parking change request for the following reasons:

- A need for consistency in parking restrictions with the surrounding area (i.e., the 100 to 300 blocks of N Saint Asaph Street and the 500 and 600 blocks of Princess Street are already designated as 2 hour parking). Also, as the first 3 hour parking block north of King Street, our block is frequently used by non-residents who are looking for free parking while visiting or working at local businesses.
- We frequently see non-residents park here and then walk to their employment at the Olde Towne School for Dogs, Trader Joe's, offices on the 400 block of N. Washington Street, nearby restaurants, etc. The current 3-hour parking limit allows non-residents and local business employees to park early, move their car at lunch time and after 2:00 pm can leave the vehicle for the remainder of the afternoon, evening and night without penalty. This means that current residents who come home during the day or evening, frequently cannot find parking on the 400 block of NSAS due to non-resident parkers.

- The new Brightleaf and Cooper town houses recently completed and occupied at the 500 block of N Saint Asaph St. and 500 block of Oronoco Street, have greatly increased the need for street parking in the neighborhood. Although these homes have garages, visitors, service personnel and additional personal vehicles routinely seek parking on our block.
- On weekends, non-residents can park all-day, evening and night with no concern of getting a ticket or being penalized. No restrictions on weekends makes it especially challenging to find resident parking during events such as City parades, firework displays, City Festivals, e.g., the September Arts Festival, Lee-Fendall events, etc. (Note: Lee-Fendall House previously directed guests to park in the empty City-owned lot where the Cooper town houses now stand; now event attendees park on nearby residential streets including NSAS.) It is also typical to have vendor vans and trailers parked all weekend on our block during the City Arts Festival. In fact, we are reluctant to move our cars during such events because we know we will not be able to find a parking spot on our street or nearby during any of these events.
- We also anticipate that with the pending development applications for a restaurant and senior living facility on the 300 and 400 blocks of N. Washington Street, we will see even more visitors and non-District 2 residents using our block for free street parking. It is our understanding that the restaurant applicant cited using the lot in the rear of the insurance association property, if street parking was not sufficient. However, it appears that this property will be converted to the senior living facility building, including the space previously allocated to parking. We are very concerned about spillover parking on our block due to the development of these nearby sites. The change to the hours will help discourage people from parking on our block, and help ensure the ability of resident taxpayers to park near our homes.

Thank you for your consideration. We look forward to a positive response to our request.

Attachments:

Residential District Parking Petitions

Sponsor Name: Lee Mews Council of Co-Owners  
 Sponsor Address: 406-434 1/2 N. Saint Asaph Street  
 Sponsor Contact: William Schmale

400 Block of North St. Asaph Street Petition

We the undersigned residents of the west side of the 400 block of North St. Asaph Street (within District 2) hereby request that the City modify the existing residential permit parking district signage from 3-hour parking, 8am to 5pm, Monday through Friday, except District 2 permit holders (existing restrictions) to 2-hour parking, 8am to 2am DAILY, Sunday 11am to 2am Monday (\$40 fine). We understand that if signs are modified, the new restrictions will be in effect once the signage is installed. We also understand that residents will continue to be required to pay an annual fee for resident parking stickers for each vehicle and guest passes are required to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Laura Beattie		422 N. Saint Asaph St Alexandria VA 22314	4/8/2018
Alanna White		418 1/2 N. Saint Asaph	4/8/2018
Richard Drow		420 N. Saint Asaph	4/8/2018
ROBERT DUCHENEAU		412 N. SAINT ASAPH	4/8/2018
FRANK DUCHENEAU		434 1/2 N. ST. ASAPH ST	4/9/2018
COLIN REYNOLDS		420 1/2 N. ST ASAPH ST	4/12/18
LOUIS BARBIERI		406 N. ST. ASAPH ST.	4/12/18
ROK AEDIC		430 N SAINT ASAPH ST	12 APR 18
TINA LAUDREAUX		402 N. ST. ASAPH	14 APRIL 2018
Caridice McCarthy		418 N. ST ASAPH ST	4/17/18
Joe O Toole		406 1/2 N St Asaph St	4/17/18
Stephan Fix		434 N St. Asaph	4/17/18

Sponsor Name: Lee Mews Council of Co-Owners  
 Sponsor Address: 406-434 1/2 N. Saint Asaph Street  
 Sponsor Contact: William Schmale

**400** Block of North St. Asaph Street Petition

We the undersigned residents of the **west side** of the **400** block of **North St. Asaph Street** (within District 2) hereby request that the City modify the existing residential permit parking district signage from **3-hour parking, 8am to 5pm, Monday through Friday, except District 2 permit holders** (existing restrictions) to **2-hour parking, 8am to 2am DAILY, Sunday 11am to 2am Monday (\$40 fine)**. We understand that if signs are modified, the new restrictions will be in effect once the signage is installed. We also understand that residents will continue to be required to pay an annual fee for resident parking stickers for each vehicle and guest passes are required to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
DEANNA L WILSON	<i>Deanna Wilson</i>	424 N ST ASAPH ST ALEX, VA 22314	4/7/18
GAIL H. HOFFMAN	<i>Gail Hoffman</i>	426 N St Asaph St 22210	4/07/18
LISA RESNICK	<i>Lisa Resnick</i>	408 N. Saint Asaph	4/11/18
Nancy Richards	<i>Nancy Richards</i>	414 N. St. Asaph St	4/11/18
William Schmale	<i>William Schmale</i>	428 N St Asaph St	4/11/18
FAYE M PADGETT	<i>Faye M Padgett</i>	416 N. St Asaph St	4/11/18

Sponsor Name: Bulfinch Homeowners Association  
 Sponsor Address: 401-421 N. Saint Asaph Street  
 Sponsor Contact: Joel Newman

400 Block of North St. Asaph Street Petition

We the undersigned residents of the east side of the 400 block of North St. Asaph Street (within District 2) hereby request that the City modify the existing residential permit parking district signage from 3-hour parking, 8am to 5pm, Monday through Friday, except District 2 permit holders (existing restrictions) to 2-hour parking, 8am to 2am DAILY, Sunday 11am to 2am Monday (\$40 fine). We understand that if signs are modified, the new restrictions will be in effect once the signage is installed. We also understand that residents will continue to be required to pay an annual fee for resident parking stickers for each vehicle and guest passes are required to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Betsy R. Rosenbaum	<i>Betsy R. Rosenbaum</i>	421 N. St. Asaph Alex, VA 22314	April 15 2018
KENNETH L. GRAY	<i>Kenneth L. Gray</i>	409 N. ST. ASAPH ST. ALEXANDRIA VA 22314	4-15-18
Susan Anthony	<i>Susan Anthony</i>	413 N. SAINT ASAPH ST. ALEXANDRIA, VA 22314	4-16-18
Tom & Diane Farley	<i>Tom &amp; Diane Farley</i>	411 North St. Asaph St Alexandria VA	4-18-18
Douglas Redman	<i>Douglas Redman</i>	407 N. SAINT ASAPH Alex, Va, 22314	4-19-18
Walter Steiner	<i>Walter Steiner</i>	401 North St. Asaph Alex VA 22314	4/22/18
Jusie Grentel	<i>Jusie Grentel</i>	405 N. ST. ASAPH Alex, Va 22314	4-22/18
TED BOREK	<i>Ted Borek</i>	403 N. ST. ASAPH ALEXANDRIA VA 22314	4/22/18



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 10

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**ISSUE:** Consideration of a request to amend existing residential parking permit restrictions on the 500 block of South Royal Street.

**APPLICANT:** Residents of the 500 block of South Royal Street

**LOCATION:** West side of the 500 block of South Royal Street

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to amend the residential parking restrictions on the west side of the 500 block of South Royal Street to 2-hour, 8AM to 9PM, Monday-Saturday, and 11AM-11PM Sunday, except for District 1 vehicles.

**DISCUSSION:** Staff has received a petition from more than 50% of the residents of the west side of the 500 block of South Royal St requesting a change to their existing residential parking signage. In addition to the residential townhouses on the west side of the block, this block also includes the Safeway store on the east side of the street and the Departmental Progressive Club on the south end of the west side of the block (both of which have off-street parking lots). The block is currently posted with three-hour residential parking restrictions from 8AM-5PM Monday-Friday, except for vehicles with a District 2 permit on the west side and two-hour general restrictions from 8AM-5PM Monday through Saturday. As shown in Attachment 1 and 2, the time limit and days of restriction are less restrictive on the residential block-face. The residents have noted more non-resident vehicles on their side of the block during the three-hour restricted period and in the evenings and on weekends despite the off-street parking provided at the Safeway and Progressive Club.

Originally, some of the residents were interested in the residential pay by phone pilot program to encourage shoppers and Club patrons to use the available off-street parking for these uses. However, this block is outside of the pilot program area. As a result, the residents have requested the existing residential restrictions be made more restrictive to help with long term non-resident parking. The request includes (1) shortening the parking time for non-residents

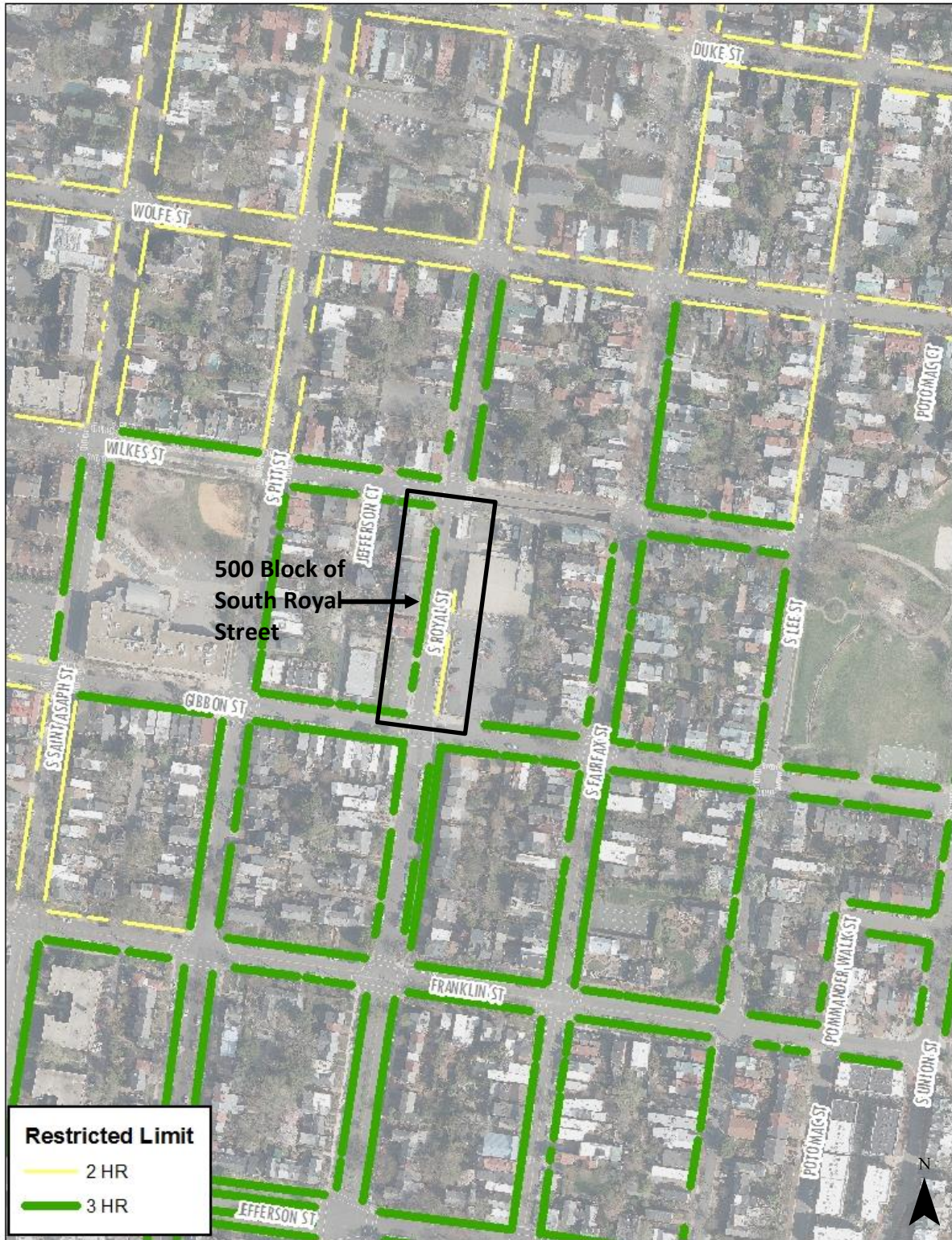
from 3-hours to 2-hours, (2) extending the end time from 5PM to 9PM (11PM on Sunday), and (3) adding restrictions on the weekend.

Although there is no survey requirement in the City Code to change existing residential parking restrictions, staff did observe parking on the block at different times to determine the need for changes to the restrictions. The parking conditions varied with some observations finding available parking on the block to periods where the block was completely full, with at least 25% of the vehicles non-resident vehicles. Some of the vehicles may be owned by patrons of the grocery store that prefer to park on-street rather than in the lot, even though the parking lot almost always has available spaces.

Staff is supportive of the request to change the restrictions from 3-hours to 2-hours since this will match the restrictions on the Safeway side of the block. There is currently a mix of restrictions in this part of District 1 as seen in Attachment 1, so there is precedent for two-hour restrictions. As discussed with other similar requests, this will be easier for Parking Enforcement to enforce since it makes the time limit consistent for both side of the street and is a shorter time period to recheck vehicles.

Staff is also supportive of the request to extend the hours during the week and add restrictions on the weekend. This may improve on-street spaces availability for the residents by eliminating unrestricted parking at these times and encourage non-residents to use the parking available in the off-street lots or along the commercial side of the street. The City Code currently allows residents to request end times of 5PM, 9PM, 11PM, or 2AM Monday through Saturday, but only 11PM and 2AM on Sunday. Ideally, the end time would be consistent for all days, but given the lack of a 9PM Sunday option, staff is comfortable with the requested hours. With the upcoming update to the residential parking permit section of the City Code, staff will be looking at standardizing the times for restrictions to address this issue.

Attachment 1 – Block and Surrounding Restrictions (length of time)





### Attachment 3 – Petition and request

> -----Original Message-----

> From: Karen Ann Stanecki <[karens929@gmail.com](mailto:karens929@gmail.com)>

> Sent: Wednesday, April 04, 2018 1:41 PM

> To: Katye North <[katye.north@alexandriava.gov](mailto:katye.north@alexandriava.gov)>

> Subject: Parking restrictions

>

> Dear Katye,

>

> I am writing to you as a representative of the residents on the 500 block of S Royal St. We were interested in participating in the Pay by Phone Pilot Program but realize that we do not meet the minimum criteria listed on the web. Have those been expanded beyond what is now mentioned on the web site?

>

> If we are not eligible to apply for Pay by Phone, are there other options open to us to restrict parking by Safeway patrons on our side of the street (west side). Shoppers frequently park on our side the 500 block of S Royal street even though there is a parking lot next to the Safeway and it is rarely 50% full. We would request limiting the parking to 2 hours on our side and to open the Safeway side of the block to resident parking. On the east side of the block it now just says restricted to 2 hour parking and no mention of the exception for District 1 residents.

>

> Any advice you might have would be greatly appreciated.

>

>

> Karen Stanecki

> 511 S Royal St

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 1: West side of 500 Block of South Royal St.

We propose the following days and times be included in the posted restrictions: 2 hours 8am-9pm Monday-Saturday; Sunday 11am-11pm (refer to Section 5-8-73 for sign options). We understand that the restrictions will apply non-residents of the district and residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
KAREN STANECKI	K. Stanecki	511 S. Royal St	4/18/2018
Arnold Miller	W. S. Miller	517 1/2 S. Royal St	4/18/2018
BOB & SUK CARLIN	Rehob	509 S. Royal St	4/19/18
DINA SHAHER	D. Shaher	513 S. Royal	4/20/18
Kathryn Donovan	Kathryn Donovan	515 S. Royal	4/25/18
Marie Buckley	M. Buckley	517 3/7 S. Royal	4/26/18
see signature on 2nd page			

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



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 11

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**ISSUE:** Consideration of a request to add 15-minute parking restrictions on the south side of the 400 block of Fannon Street from 7AM – 6PM, Monday through Friday.

**APPLICANT:** Madison Daycare

**LOCATION:** 405 Fannon Street

**STAFF RECOMMENDATION:** That the Board:

1. Makes a recommendation to the Director of T&ES to add 15-minute parking restrictions from 7AM-6PM, Monday through Friday for six parking spaces on the south side of the 400 block of Fannon Street;
2. Makes a recommendation to the Director of T&ES to increase the number of restricted parking spaces to a maximum of 16 parking spaces total, if determined by staff to be needed within six months of opening the daycare; and
3. Approves the administrative process for updating loading zone signage at daycares in the City with 15-minute parking restrictions.

**DISCUSSION:** The applicant is in the process of opening a new daycare for 200 children in the existing building at 405 Fannon Street. The daycare use is an allowed use at this location under the current zoning. Prior to approving the daycare, the applicant must provide a drop-off and pick-up plan. The existing property does not have any off-street parking to accommodate pick up and drop-offs. However, there are currently 16 parking spaces on Fannon Street immediately adjacent to the building that could be used for this purpose. These spaces are perpendicularly aligned, which gives the impression they are private parking spaces. However, the spaces are within the public right-of-way, requiring Board action to post new restrictions.



Staff is supportive of the applicant's request to use these spaces for pick-up and drop-off since they are in front of the proposed daycare and provide convenient access for people picking up and dropping off children. However, instead of restricting all 16 parking spaces along the block as requested by the applicant, staff recommends posting restrictions on the 6 parking spaces closest to the main entrance and evaluating the use of these spaces prior to extending the parking restrictions to additional spaces. This is consistent with the number of on-street parking spaces that have been approved for other daycares of a similar size.

The building is across the street from an auto repair shop that currently uses some of these spaces to park vehicles. This business does have other parking options on their site and may be less inclined to park in the on-street spaces once the daycare is open. However, if parking conflicts arise between the two uses, staff recommends as part of this action, that the Board give staff authority add up to an additional ten 15-minute restricted parking spaces, if determined to be needed within six months of opening the daycare. Staff will work with the daycare to determine the use of and need for more restricted parking spaces.

In addition to the signage for this specific daycare, staff has been made aware of enforcement issues at other daycare facilities based on the technical definition of loading in the City Code<sup>1</sup>. Several of the recent daycares have been approved with *loading zone* signage rather than *15-minute parking* restrictions. In some cases, parking enforcement has ticketed people picking up or dropping off children who are parked in these parking spaces. Given the nature of daycares and the need for people to escort children inside and often discuss issues with staff, loading zone signage may not be appropriate at these locations. Staff recommends that as part of this action, the Board approve the following administrative procedure for changing signage at other daycares.

1. Staff will contact the daycare, explain the issue with the existing loading zone signage, and recommend the signage be changed to 15-minute parking restrictions.
2. If the daycare is supportive of the request, the loading zone restrictions will be changed to 15-minute parking restrictions during the hours and days previously identified on the loading zone signage.
3. If the daycare is not supportive of the request, the loading zone restrictions will remain as is.
4. If the daycare requests any changes to the location of the restricted parking spaces, an increase to the number of parking spaces or hours/days of restriction, or a change to some other aspect of the restriction that was previously reviewed by the Board, the request will be brought back before the Board as a public hearing item.

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<sup>1</sup> Sec. 10-4-18 - Use of loading zones.

No person shall stop or park a vehicle in a loading zone except for the immediate and continuous unloading and delivery or pickup and loading of materials from or to a truck or of passengers from or to a passenger vehicle during hours when such zones are restricted to parking for loading purposes.

**Attachment 1 –Proposed Location of Restrictions**





## Attachment 2 – Request

**From:** Mike Detomo <mdetomo@coleanddenny.com>  
**Sent:** Wednesday, April 25, 2018 3:35 PM  
**To:** Katy North; Cuong Nguyen  
**Cc:** Wren Kidder; Madison Day School  
**Subject:** 405 Fannon Street- New Daycare- Proposed Drop-Off Signs  
**Attachments:** 180425\_405 Fannon Street SKs.pdf

Katy and Cuong

Per my telephone conversation with each of you, my client would like to open a daycare facility at 405 Fannon Street. Ann Horowitz from Planning and Zoning, preliminary looked at the concept plan and was ok with everything. She asked that we contact you to apply for Daycare Drop-Off Zone signs in-front of the building. We are hoping the Parking and Traffic Board will approve the new signs at their May 28th meeting. Review and let me know if you have any comments or questions; we would be happy to meet and discuss the project with you.  
Mike

Michael Detomo, RA  
Principal

**Cole&DennyArchitects**  
333 N. Fairfax St.  
Alexandria, VA 22314

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 12

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**ISSUE:** Consideration of a request to add 2-hour parking restrictions on the south side of 4200 block of Ford Avenue from 9AM to 5PM, Monday through Friday.

**APPLICANT:** Travonna Byrd

**LOCATION:** 4200 block of Ford Avenue

**STAFF RECOMMENDATION:** That the Board make a recommendation to the Director of T&ES to add 2-hour parking restrictions from 9AM-5PM, Monday through Friday, on the south side of 4200 block of Ford Avenue.

**DISCUSSION:** The applicant has submitted a request to add 2-hour parking restrictions to the south side of the 4200 block of Ford Avenue during the week. Currently this block has unrestricted parking on the south side and no parking is allowed on the north side. The applicant states that commuters from nearby office buildings are monopolizing the parking along Ford Avenue, which leaves very few parking spaces for the residents and guests of the nearby Pointe at Park Center to park.

Staff performed a parking occupancy study and found that 70% of the parking spaces were occupied with non-Alexandria vehicles and 100% of the spaces were occupied during the work day. Staff is supportive of the request to add 2-hour parking restrictions. The proposed restrictions are consistent with the existing 2-hour parking restrictions in the area on Park Center Drive. The Park Center Drive restrictions have been in place for over 15 years and staff has not received any negative feedback.

**Attachment 1 - Request**

**From:** Travonna Byrd <[travonnabyrd2@gmail.com](mailto:travonnabyrd2@gmail.com)>  
**Sent:** Monday, April 09, 2018 7:47 PM  
**To:** Bob Garbacz <[Bob.Garbacz@alexandriava.gov](mailto:Bob.Garbacz@alexandriava.gov)>  
**Subject:** Street Parking Signage (Wyndham Circle/Ford Ave)

Good evening Bob,

Thank you again for taking the time to speak with me today and discuss viable options for the parking situation on Wyndham Circle/Ford Avenue in Alexandria, VA.

Per our conversation, this email serves as a reminder to request 2-hour parking signage during May's city meeting (you mentioned it might be too late to address in April).

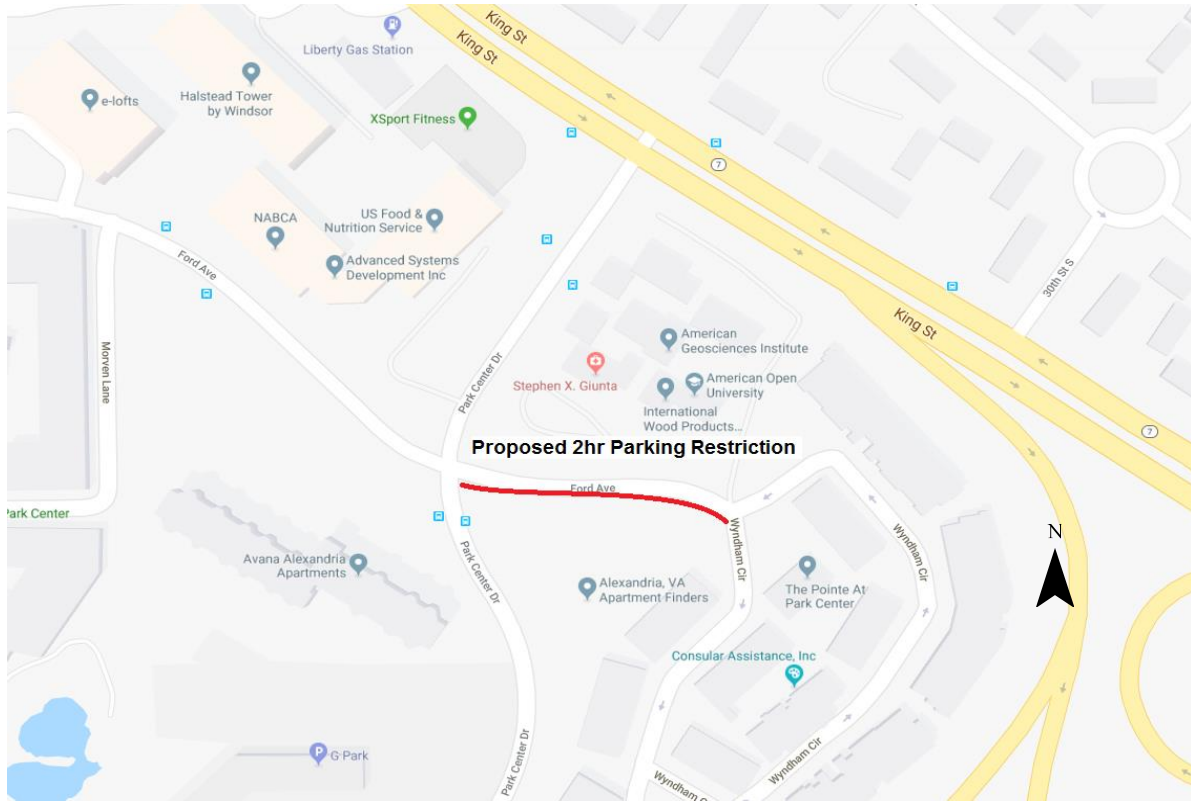
For your reference, attached it a picture of the street parking for the next street over at Park Center Dr. Please let me know if you need any additional information from me.

Thank you again for your help!

Thank You,

Travonna Byrd  
Sent from my iPhone

## Attachment 2 – Location of Proposed Restrictions



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 21, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 13

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**ISSUE:** Consideration of a pilot program to allow for changes to the parking fees collected at City parking facilities.

**APPLICANT:** City of Alexandria

**LOCATION:** City Garages (4 locations) and Surface Lots (4 locations)

**STAFF RECOMMENDATION:** That the Board recommend City Council approve the resolution authorizing the pilot program allowing changes to parking fees collected at City parking facilities.

**DISCUSSION:** One of the goals from the 2015 Old Town Area Parking Study (OTAPS) Work Group was to encourage better utilization of the garages in the area. Data that was collected for this study had found that many of the garages in Old Town were underutilized during the evening hours that were surveyed, which included a weekday, Friday, and Saturday surveys. One of the specific recommendations of the Work Group was to adjust the garage pricing to be lower than the cost to park on-street at the meter. Currently, the hourly meter rate is \$1.75 per hour, while the hourly garage rate is \$2.50 per hour. While this hourly rate is less than the hourly rate of many of the private garages in the area, it still creates a more expensive and therefore less attractive option to parking at the meters and parking on the residential blocks.

The City currently owns and operates four parking garages (Market Square, Courthouse, North Union Street, and Thompson's Alley) and 4 surface lots (Cameron/Saint Asaph, South Henry/Patrick (south of King Street), 900 block of King Street (next to Misha's Coffee) and the Union Station lot). Staff would like the ability to test a variety of pricing changes at these parking facilities to determine if any of the changes have a positive impact on occupancy which would ideally also relieve some of the parking pressure on street and in the neighborhood. None of these changes would include an increase above the existing hourly rate. Some of the pricing changes that could be considered include:



- Changing the hourly rate to \$1 per hour, which would be less than the meter rate.
- Providing free or significantly reduced parking on Sundays when on-street parking is free and unrestricted on metered blocks.
- Providing a reduced rate for Alexandria residents in the evenings and weekends.
- Different rates for different garages based on high and low utilization (e.g. lower rates at the Courthouse garage in the evenings and weekends to encourage usage)

The proposed resolution (Attachment 1) for the pilot program would authorize the Director of T&ES, in coordination with the Department of General Services (the department that manages the City's parking facilities), to implement temporary changes to the parking rates/structure for up to 6 months. The pilot program is recommended for three years and at the end of the program, the information gathered could be used to develop a permanent pricing policy for the city's parking facilities. Information that could be collected during the pilot program and specific testing periods include:

- Comparison of utilization from previous years
- Comparison of utilization across parking facilities
- Impacts to revenue from reduced or no fees
- On-street utilization at the meters and nearby residential blocks.
- User feedback

As part of this pilot program staff will ensure information about the pricing changes is provided to the public to help inform their parking choices. Staff will work with city partners including Visit Alexandria and the Chamber to share information about temporary changes to pricing.

**Attachment 1 – Draft resolution**

RESOLUTION NO. \_\_\_\_\_

WHEREAS, pursuant to Section 2.07 of the City Charter, City Council has the authority to establish fees to be charged for services provided by the City; and

WHEREAS, the goals of the Old Town Area Parking Study (OTAPS) and Work Group included encouraging long term visitors to use the garages and off-street surface lots when parking; and

WHEREAS, recommendations from the OTAPS Work Group included adjusting the rates at city parking facilities to be less than the cost of parking at a meter and reducing rates at city parking facilities in the evenings and weekends; and

WHEREAS, staff plans to test different parking pricing strategies consistent with that recommendation through a pilot program to determine the impact and effect on parking occupancies on and off street; and

WHEREAS, staff will collect data to evaluate the different pricing strategies in order to inform recommendations for permanent changes to the rates at city parking facilities; and

WHEREAS, the City Council wishes to authorize the City Manager to proceed with all steps necessary to implement the pilot program at applicable City parking facilities;

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

1. That the pilot program shall be approved until July 1, 2021.
2. That the Director of T&ES, in coordination with the Department of General Services, is authorized to implement changes to the parking rate structures at applicable City parking facilities up to 6 months.
3. That the following city parking facilities are eligible for changes under this pilot program:
  - Market Square garage
  - Courthouse garage
  - North Union Street garage
  - Thompson’s Alley garage
  - Cameron/Saint Asaph surface lot
  - South Henry surface lot
  - 900 block of King Street surface lot
  - Union Station surface lot

4. That the hourly rate shall not be increased above the existing hourly rate of \$2.50 under this pilot program.
5. That the City Clerk be, and hereby is, authorized and directed to affix the seal of the City to such documents as may be necessary or convenient implement this Resolution; and
6. That this Resolution shall be effective immediately.

Adopted: \_\_\_\_\_

\_\_\_\_\_  
**ALLISON SILBERBERG    MAYOR**

ATTEST:

\_\_\_\_\_  
Gloria A Sitton, CMC  
City Clerk