

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 28, 2019, 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 September 23, 2019 Traffic and Parking Board meeting minutes.
3. Written Staff Updates
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

PUBLIC HEARING

5. **ISSUE:** Consideration of a request to (1) remove “No Parking Monday-Friday 8AM-5PM” signs on the north side of the unit block of W. Glebe Road, and (2) approve future removal of on-street parking on the east side of the 2500 block of Helen Street to accommodate sidewalk installation.
6. **ISSUE:** Consideration of a request to temporarily remove approximately six (6) on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard (Location of the Potomac Yard Metrorail Station construction worker parking and staging lot).
7. **ISSUE:** Consideration of a request to add a loading zone to the 1700 block of Duke Street
8. **ISSUE:** Consideration of a request to add valet parking on Reinekers Lane.
9. **ISSUE:** Consideration of a request to amend the City Code related to permit parking districts.

STAFF UPDATES:

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 23, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

MINUTES

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Randy Cole, Ann Tucker, Jason Osborne and Casey Kane

BOARD MEMBERS ABSENT: Kevin Beekman

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Division Chief of Mobility Services, Daphne Knott, Division Chief, Department of Project Implementation, Sergeant William Mayfield, Police Department, Ryan Knight, Civil Engineering IV, Megan Oleynik, Urban Planner III, and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None
2. Approval of the July 22, 2019 Traffic and Parking Board meeting minutes: Mr. Lewis made a motion, seconded by Mr. Kane to approve the minutes of the July 22, 2019 Traffic and Parking Board meeting. The motion carried unanimously.
3. Staff Written Updates: Written Staff Updates:
 - Dockless Mobility (Scooter) Pilot Program Evaluation
 - Metro Platform Improvement Project Update
4. City Manager Budget Priorities
 - What are the highest priority services and initiatives within your policy area that you feel should be addressed in the FY 2021 budget?
 - What additional resources might be needed to address your high priorities?
5. **PUBLIC DISCUSSION PERIOD**

Mr. Matyas expressed concern about the loss of parking in the Old Town area resulting from redevelopment. He also suggested creating a system that would allow residents to park in the retail areas.

CONSENT CALENDAR

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Lewis to move item 6 from the consent calendar to public hearing. The motion carried unanimously.

Mr. Lewis made a motion, seconded by Mr. Cole to approve item numbers 7, 8 and 9 in the consent calendar. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to modify residential permit parking restrictions on the west side of the 600 block of South Union Street from a 3-hour limit 8AM-5PM, Monday-Friday to a 2-hour limit 8AM-11PM Monday-Saturday and 11AM-11PM on Sunday.

8. **ISSUE:** Consideration of a request to replace the existing Yield sign with a Stop sign at the North Pickett Street and Richenbacher Avenue intersection.
9. **ISSUE:** Consideration of a request to change the parking restrictions at 2525 Mount Vernon Avenue from “No Parking, except Sunday 8AM-2PM” to 2-hour parking restrictions, 9AM-5PM, Monday-Saturday.

PUBLIC HEARING

6. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 400 block of Wolfe Street.

DISCUSSION: Ms. Oleynik presented the item to the Board.

PUBLIC TESTIMONY: The following speakers provided testimony: Mr. Cavender spoke in opposition to the request. Ms. MacLean spoke in favor of the request.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Osborne to approve the request to implement the residential pay by phone program on the 400 block of Wolfe Street and directed staff to work with the churches in the area to accommodate their needs. The motion carried unanimously.

10. **ISSUE:** Consideration of a request to:
 1. Temporarily remove approximately nine (9) on-street parking spaces at the intersection of Potomac Greens Drive and Carpenter Road
 2. Temporarily convert the traffic circle on Potomac Greens Drive into a 3-way stop intersection.

DISCUSSION: Ms. Knott presented the item to the Board. The Board expressed concern about removing a tree in the middle of the roundabout.

PUBLIC TESTIMONY: Mr. Tromba spoke wanting to make sure that no parking removal would occur on the residential side of the street and expressed concern about losing the tree in the traffic circle.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to approve the request to:

1. Temporarily remove approximately nine (9) on-street parking spaces on the north side of Potomac Green Drive at the intersection of Potomac Greens Drive and Carpenter Road
 2. Temporarily convert the traffic circle on Potomac Greens Drive into a 3-way stop intersection.
- The motion carried unanimously.

11. **ISSUE:** Consideration of a request to remove 12 on-street parking spaces in the unit block of South Jordan Street between Venable Avenue and Duke Street.

DISCUSSION: Ms. Oleynik presented the item to the Board.

PUBLIC TESTIMONY: The following speakers provided testimony: Mr. Waner and Ms. Deshong-Rojas spoke in favor of the request.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Lewis to approve the request to remove 12 on-street parking spaces in the unit block of South Jordan Street between Venable Avenue and Duke Street. The motion carried unanimously.

- 12. ISSUE:** Consideration of a request to add 2-hour parking restrictions from 8AM to 9PM on the 700-900 blocks of South Pickett Street.

DISCUSSION: Ms. Oleynik presented the item to the Board. The Board was concerned that the request may not solve the truck parking issue and suggested that staff needed to develop a comprehensive commercial vehicle parking policy. Sergeant Mayfield with Parking Enforcement explained that enforcement would be increased to help address the problem. There was also concern that enforcement alone might not solve the problem.

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

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Osborne to approve the request to add 2-hour parking restrictions from 8AM to 9PM Monday on the 700-900 blocks of South Pickett Street. The motion carried unanimously.

- 13. ISSUE:** Consideration of a request to amend the City Code related to residential permit parking districts.

DISCUSSION: Ms. Oleynik and Ms. North presented the item to the Board. One of the more controversial changes was eliminating the 3-hour parking option to allow standardization and easier enforcement. This change could negatively impact The Little Theater's operation as well as the ability to have contractors, such as plumbers, provide services to homes within the district.

PUBLIC TESTIMONY: The following speakers provided testimony: Mr. Morrison spoke in favor of the request. Mr. Matyas, Ms. Yuchun, Ms Amidon, Ms. Whitlatih, Ms. Callanhan, Mr. Ely, and Mr. Milone opposed the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Osborne to differ the request allowing staff time to research answers to questions. The motion carried unanimously.

STAFF UPDATES:

- Seminary Road Project.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 28, 2019
DOCKET ITEM: #3
ISSUE: Written Staff Updates

ISSUE: Staff update to the Traffic and Parking Board on various ongoing projects.

RECOMMENDATION: That the Board receive the following staff updates:

A. Dockless Mobility (Scooter) Pilot Program

In August, the City Manager extended the pilot through the end of the year in order to evaluate the data collected through September and compile a comprehensive report and recommendation for City Council in November.

Staff presented [Draft recommendations](#) for a Phase II Pilot program for 2020 and [additional changes to the program](#) that were based on community input, leading practices, coordination with neighboring jurisdictions and data to City Council on October 2nd.

Key changes being proposed for the program include:

- Stricter requirements for operators to provide more data and performance measures
- Higher permit fees
- Implementing a 15mph speed limit in the City
- Changes to City Code to increase the ability to enforce user behavior
- Requirements for rebalancing and deploying devices more equitably across the City
- Installation of additional parking corrals

During the month, staff got input on the draft recommendations from the community via an online feedback and held a public hearing at the [Transportation Commission](#). The final recommendations along with an Evaluation Report from the first Pilot will be considered by City Council in November.

B. Parklet Pilot Program

Parklets convert on-street parking spaces into attractive public space, extending the sidewalk to allow for things like seating, landscaping, bike parking, art and other various uses. While the City has participated in PARK(ing) Day (an annual event in September where parking spaces are temporarily turned into open space for the day) for several years, many cities worldwide allow businesses to install parklets for longer periods of time, typically requiring permit renewal on a 6-month or yearly basis. This permit is given under condition that the parklet is not a permanent

structure and can be removed within 24-hours if necessary. Parklets are typically privately maintained and funded. However, they remain open for public use at all times.

The City is considering a Pilot Parklet Program that would create a process allowing parklets in the City right of way. Primary goals for a parklet program in the City include improving business vitality, enhancing the pedestrian environment, increasing the City's greenspace, and creating unique destinations for visitors. Staff is proposing a pilot program to evaluate if parklets meet the prementioned goals.

T&ES staff is currently working with Planning and Zoning, the Board of Architectural Review, and the City Attorney's office to set the parameters for this potential pilot. Additionally, staff has met with members from Visit Alexandria, the Chamber of Commerce, and Alexandria Economic Development Partnership. In upcoming weeks, staff will hold focus groups including small businesses, architects, and business association leaders for input on the program, interest level for participation, and dependent upon what conditions.

Staff anticipates presenting updates to the Traffic and Parking Board later this fall. Staff would present a proposed pilot to the Board in January for their endorsement, prior to presenting to City Council in February for approval. If the pilot is approved, the goal would be to launch the parklets in Spring 2020.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 28, 2019

DOCKET ITEM: #5

ISSUE: Consideration of a request to: (1) remove “No Parking Monday-Friday 8AM-5PM” restrictions on the north side of the unit block of West Glebe Road, and (2) approve future removal of on-street parking on the east side of the 2500 block of Helen Street to accommodate sidewalk installation.

REQUESTED BY: Melanie and Bill Cline

LOCATION: The 00 and 100 blocks of West Glebe Road and 2500 block of Helen Street, between West Glebe Road and Leadbeater Street.

STAFF RECOMMENDATION: That the Board:

1. Recommend to the Director of T&ES to remove “No Parking Monday-Friday 8AM-5PM” restrictions on the north side of the unit block of W. Glebe Road.
2. Approve the future removal of approximately 7 on-street parking spaces on the east side of Helen Street to accommodate installation of a sidewalk.

BACKGROUND: Helen Street is located just south of West Glebe Road in the Arlandria neighborhood of Alexandria (Attachments 1 and 2). The Love of Christ Church is located on the west side of the 2500 block of Helen Street and residential properties are located along the east side. There is a Volkswagen dealership across from Helen Street on West Glebe Road. The Commonwealth Crossing Homeowners Association expressed concerns about long term parking on Helen Street and about dealership vehicles parking on their street.

The 2500 block of Helen Street has a sidewalk on the west side but no sidewalk on the east side. Installation of a sidewalk on the east side was recommended in the Mount Vernon Ave/Four Mile Run pedestrian study and is anticipated as a future project to be incorporated in the Complete Streets schedule, tentatively in 2020. Due to the narrow width of this block (approximately 28 feet), parking would need to be eliminated on one side to provide space for the addition of sidewalk on the east side.

West Glebe Road between Commonwealth Avenue and Mt. Vernon Avenue has largely unrestricted on-street parking, but there are approximately 8-10 spaces on the north side of the unit block of West Glebe Road that have “No Parking Monday-Friday 8AM-5PM” restrictions posted. These restrictions were put in place approximately 20 years ago when Glebe House Apartments requested them in order to improve sight distance from their driveway.

DISCUSSION: Residents of the Commonwealth Crossing Homeowners Association (HOA) submitted a parking request form requesting 4-hour parking restrictions on Helen Street, Monday through Friday (Attachment 3). The request included support from the Commonwealth Crossing Homeowners Association, the Love of Christ Church, and the resident at the corner of Helen Street and Leadbetter Street.

After review of the parking conditions on the 2500 block of Helen Street and the surrounding blocks, staff is not recommending moving forward with posting parking time limit restrictions. Staff believes putting time restrictions on this block could push parking issues to nearby unrestricted residential blocks. Staff is recommending other steps to address the parking concerns brought up by the residents of the Commonwealth Crossing Homeowners Association.

First, Transportation and Environmental Services (T&ES) staff has coordinated with Planning and Zoning staff to have the Zoning Inspector enforce the Special User Permit conditions for Alexandria Volkswagen that restricts them from keeping vehicles in the public right of way. T&ES staff has also alerted Parking Enforcement of potential 72-hour rule violations on the 2500 block of Helen Street.

Second, Staff recommends removing the “No Parking Monday-Friday 8AM-5PM” signs on the north side of the unit block of West Glebe Road in order to improve parking utilization on weekdays. Increased parking on this block will also narrow the road and encourage safe driving speeds. Due to the concerns from Glebe House Apartments regarding sight distance from their driveway that resulted in these parking restrictions, staff recommends that the parking area be restriped and signed to provide at least 10 feet of clear space on either side of the driveway. The resulting area will still provide about four spaces on either side of the driveway and will improve safety for exiting vehicles.

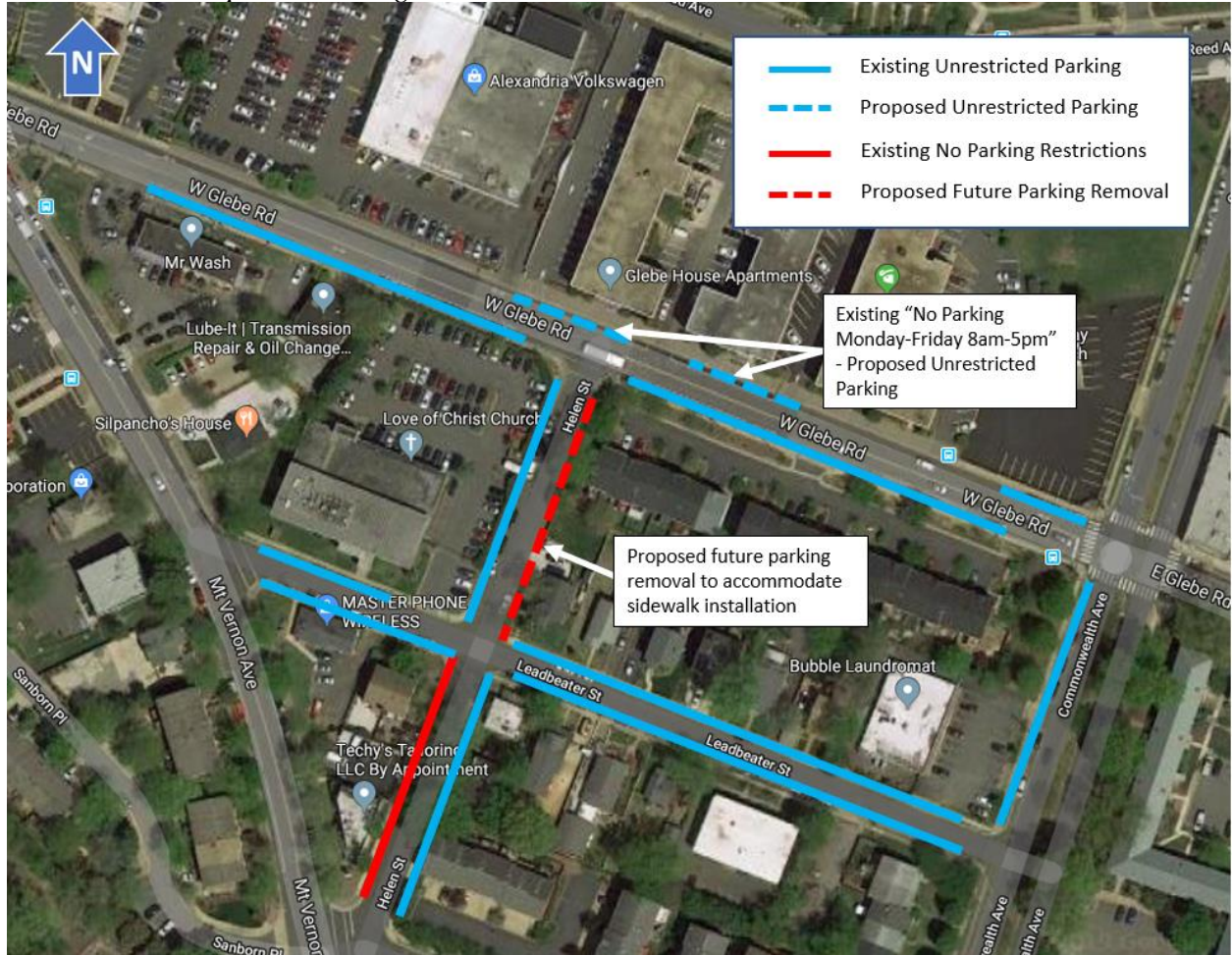
Staff also proposes that the Board recommend future removal of on-street parking spaces on the east side of the 2500 block of Helen Street at such a time that a sidewalk can be installed at that location. Staff spoke with the applicant about installing a sidewalk on that block, and the applicant indicated support for this improvement and the necessary on-street parking removal.

If the residents’ issues continue for six months after the enforcement at the Volkswagen dealership and the posted restrictions change on West Glebe Road have been implemented, staff will work with the community to reassess potential parking time limits on the 2500 block of Helen Street and nearby blocks.

OUTREACH: Mr. and Mrs. Cline coordinated with the Commonwealth Crossing Homeowners Association, the Love of Christ Church, and nearby neighbors on Leadbeater Street. Staff contacted Glebe House Apartments about the proposed changes via email October 10, 2019 and had not received a reply at the time this memo was written.

Attachment 1

Location and Proposed Parking Restrictions



Attachment 2
Street view



Helen Street looking north



W. Glebe Road looking west

Attachment 3
Parking Modification Request



ON-STREET PARKING MODIFICATION REQUEST FORM

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

Type of On-Street Parking Modification Requested:

- | | |
|--|--|
| <input type="checkbox"/> Loading Zone Removal | <input type="checkbox"/> Loading Zone Addition |
| <input type="checkbox"/> Parking Removal | <input type="checkbox"/> No Parking Sign Removal |
| <input checked="" type="checkbox"/> Parking Restriction Change (Non-RPP) | |
- Proposed restrictions Limit time to 4 hours / M-F

Location: Helen St, between West Glebe Rd and Leadbetter St

(Map or figure may be provided as an attachment)

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

Street parking has no signage, is utilized as unrestricted by homeless man in white van for months

at a time and frequently occupied by vehicles owned or maintained by nearby automobile

dealership/repair shop. Goal is to minimize longterm parking, allow parking for residents and guests.

Approximate number of spaces affected (assume 20 feet per space): 15

Project Champion (Point of Contact) Information:

Name: Melanie and Bill Cline

Address: 24 W Glebe Rd, Alexandria, 22305

Email: cline2016@comcast.net

Phone Number: 703.519.7739

Best Way to Contact:	<input checked="" type="checkbox"/> Email	<input checked="" type="checkbox"/> Phone
Best Time of Day to Contact:	<input type="checkbox"/> Morning	<input checked="" type="checkbox"/> Afternoon



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on **Page 1** of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Melanie Cline	support request	7/16/19 <i>Melanie Cline</i>	24 W Glebe Rd	owner, HOA Board member	cline2016@comcast.net
Joe Bloomer	support request	7/26/19 <i>Joe Bloomer</i>	8 W Glebe Rd	owner, HOA Board member	}
Cory Whitrock	support request	7/19/19 <i>Cory Whitrock</i>	34 W Glebe Rd	owner	
Bishop Poindexter	support request	<i>Poindexter</i> See word doc	101 Leadbetter St.	Church Leader	firstladypoindexter@yahoo.com
E. Martinez	support request	Submitted by email to M. Olynik	15 Leadbetter St.	owner	

July 3, 2019

Megan Oleynik, PE
Transportation Planning / Mobility Services / Urban Planner
Department of Transportation and Environmental Services
301 King St., Suite 3600
Alexandria, VA 22314

Re: Parking on Helen Street, between W Glebe and Leadbetter Streets

Dear Megan,

Thank you for the meeting last month to discuss parking challenges in our neighborhood; the issue has been brought to our HOA Board (Commonwealth Crossing HOA, representing 17 owners, #2 through #34 W Glebe Rd). Based on the conversation, the HOA Board is formally requesting that the City consider means to regulate street parking, e.g., limit to 2 or 4 hours, for a portion of Helen Street that is adjacent to our neighborhood.

The block of Helen Street we are concerned with runs between W Glebe Rd. and Leadbetter St. and has approximately 8 parking spaces located on the west side and 4 or 5 on the east side (of Helen); these spaces have no signage to indicate any restrictions. Traffic at nearby intersection of W Glebe and Helen has increased as the traffic on W Glebe Rd has increased, and with parking on both sides of Helen, there is both limited driving space/line of sight for cars turning onto Helen or onto W Glebe. Parking in the area is already limited on weekdays when no parking is permitted on the north side of W Glebe Rd and much of the other nearby street parking is limited to 2 hours or as in this area no signage.

The HOA Board has taken actions to date that have not led to a satisfactory parking solution. These include 1) several conversations with the local auto dealership that consistently occupies much of this Helen St. as well as some on W Glebe Rd and 2) working with the Alexandria Police over several years regarding a homeless man who has been able to live for months at a time in a parked vehicle on this block of Helen St because of the unrestricted parking.

It is the HOA Board's hope that this request results in a review of street parking near our neighborhood and that this review will support adding some restriction to Helen St. parking. We believe that this action would support our neighbors as well.

Best Regards.

/s/ Melanie Cline
Board Member, Commonwealth Crossing HOA
24 W Glebe Rd, Alexandria, 22305

mclineva@gmail.com / 202.255.4758

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 28, 2019

DOCKET ITEM: #6

ISSUE: Consideration of a request to temporarily remove approximately six (6) on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard (Location of the Potomac Yard Metrorail Station construction worker parking and staging lot).

REQUESTED BY: The Department of Project Implementation (DPI)

LOCATION: 2601 Mainline Boulevard

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to temporarily remove approximately six (6) on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard for the duration of the construction of the Potomac Yard Metrorail Station (completion -March of 2022).

BACKGROUND: The site at 2601 Mainline Boulevard was chosen as an offsite worker parking lot and staging area for the construction of the Potomac Yard Metro Station. Usage of this lot specifically supports compliance with Mitigation Commitments made to address traffic impacts to the Potomac Greens neighborhood.

This parking and staging area will be fenced for site security purposes. This lot has the capacity to park up to 200 vehicles. Three to five shuttles would be used daily to move workers to and from the parking lot to the construction site. Shuttles in the morning will transit between the 6:30am and 7:30am, while shuttles in the evening will transit between 3:00pm and 5:00pm. There would be other infrequent trips during the workday.

Construction vehicles will stage at the site during standard city construction work hours. Potential equipment staging at the site may include cranes, earthmoving equipment, and trucks.

This area will be used for worker parking and construction staging only; no construction work will occur at this site.

The removal of the six (6) on-street parking spaces along Potomac Avenue will enable the construction vehicles to pull out of the through lane while entering the staging portion of the lot.

DISCUSSION: At the Potomac Yard Metrorail Implementation Group (PYMIG) community outreach event held on September 25, 2019, concern was raised regarding the number of active

construction projects in Potomac Yard with respect to available parking. Staff's recommendation to remove the six (6) on-street parking spaces at the 2601 Mainline Boulevard site in exchange for providing 200 off-street parking spaces will lessen the impacts on the surrounding communities. In addition, traffic and noise impacts in the Potomac Greens community will be reduced substantially since workers will be shuttled into the construction site.

OUTREACH: Staff presented this request to the Potomac Yard Metrorail Implementation Group (PYMIG) and will continue to partner with them to promote the safety of the public and to monitor potential traffic concerns. The PYMIG member who represents the Potomac Yard Civic Association (PYCA) was present at the September 25th presentation and communicated to staff that PYCA supports this proposal.

ATTACHMENT 2: Parking Modification Request Form



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
- Parking Removal
- Parking Restriction Change (Non-RPP)
- Proposed restrictions 24 hours/day & 7 days/week
- Loading Zone Addition
- No Parking Sign Removal

Location: Potomac Ave entrance of 2601 Mainline Blvd (see attached map)

(Map or figure may be provided as an attachment)

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

Need to provide space for tractor trailer access for the WMATA Potomac Yard Metrorail Station Project

Need for Project duration (now till 03/2022)

Approximate number of spaces affected (assume 20 feet per space): 6

Project Champion (Point of Contact) Information:

Name: Jeff Wood

Address: 421 E.. Route 59, Nanuet, NY 10954

Email: jwood@halmarinternational.com

Phone Number: 914-879-4871

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



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on **Page 1** of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Outreach to: Potomac Yard Metro Implementation Group (PYMIG)					
Outreach to: Potomac Yard Civic Association (PYCA)					



ON-STREET PARKING MODIFICATION REQUEST PROCESS

Process:

1. Complete and submit application with signatures to Mobility Services Division.
2. City staff review signatures and the conditions in the affected area and will approve or deny the application. City staff notify Project Champion of approval or denial and reason for decision.
3. If staff approve the application, the request will be docketed for a Public Hearing before the Traffic and Parking Board. Notification of hearing on the proposed changes will be posted in the affected area. The Project Champion is expected to attend the Traffic and Parking Board Public Hearing and provide testimony.
4. With the Traffic and Parking Board's approval, city staff will communicate to nearby communities of pending parking changes.
5. Once nearby communities have had adequate notice, the parking modifications will be implemented by city staff.

ATTACHEMENT 3: PYCA Letter of Support



October 21, 2019

Traffic and Parking Board
City of Alexandria, Virginia

RE: Docket Item #6, Consideration of a Request to temporarily remove approximately six on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard (Location of the Potomac Yard Metrorail Station construction working parking lot and staging lot).

Dear Chairman Schulyer:

Please allow this letter to serve as an indication of our support to remove six spaces to accommodate the entrance to the Potomac Yard Metrorail Station construction worker parking lot. Expressly, we support this entrance being located off of Potomac Avenue and not Main Line Boulevard, which was considered as an option. We believe that the location, as proposed, maximizes safety for our residents, and minimizes disruption.

While we are not overjoyed at the parcel being used as a parking and staging area, we are wholly support of the Potomac Yard Metrorail station development. We recognize this as a necessity to support the creation of the station and therefore, we support this effort.

We would also like to recognize the efforts of Ms. Daphne Kott, Transportation and Environmental Services Design Division Chief, for her effort to ensure that the safety and quality of life of the residents of the Potomac Yard community was considered in this process. Ms. Kott partnered with WMATA and PYC to ensure a reasonable alternative and we are deeply appreciative of her expertise and proactive communication. We also appreciate the willingness of PYC and WMATA to accept this more appropriate alternative for our community.

Should you have any questions or concerns, please do not hesitate to contact us at info@potomacyard.org. Thank you for volunteering your time to the City and for improving our community.

Sincerely,

Susan Richards

PYCA Vice-President and PYMIG Representative

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 28, 2019

DOCKET ITEM: #7

ISSUE: Consideration of a request to add two loading zones on the 1700 block of Duke Street

REQUESTED BY: Zak Driouche, Quattro Formaggi

LOCATION: 1700 block of Duke Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to install “Loading Zone” restrictions on the north side of the 1700 block of Duke Street.

BACKGROUND: Quattro Formaggi is a restaurant located in the King Street Station development on the north side of the 1700 block of Duke Street. There are two lay-bys on the north side of this block of Duke Street, each approximately 80 feet in length (Attachment 1). The eastern lay-by is currently posted for valet parking for Bistro Sancerre from 5PM to 12AM Monday through Friday and from 10AM to 12AM Saturday and Sunday (Attachment 2). The valet was not in operation in the summer of 2019, but the owners indicated they intend to reinstate valet operations later in the fall of 2019. The western lay-by is posted no parking. Between the two lay-bys is a semi-circular driveway, located in front of the Embassy Suites, which is designated for emergency vehicles only.

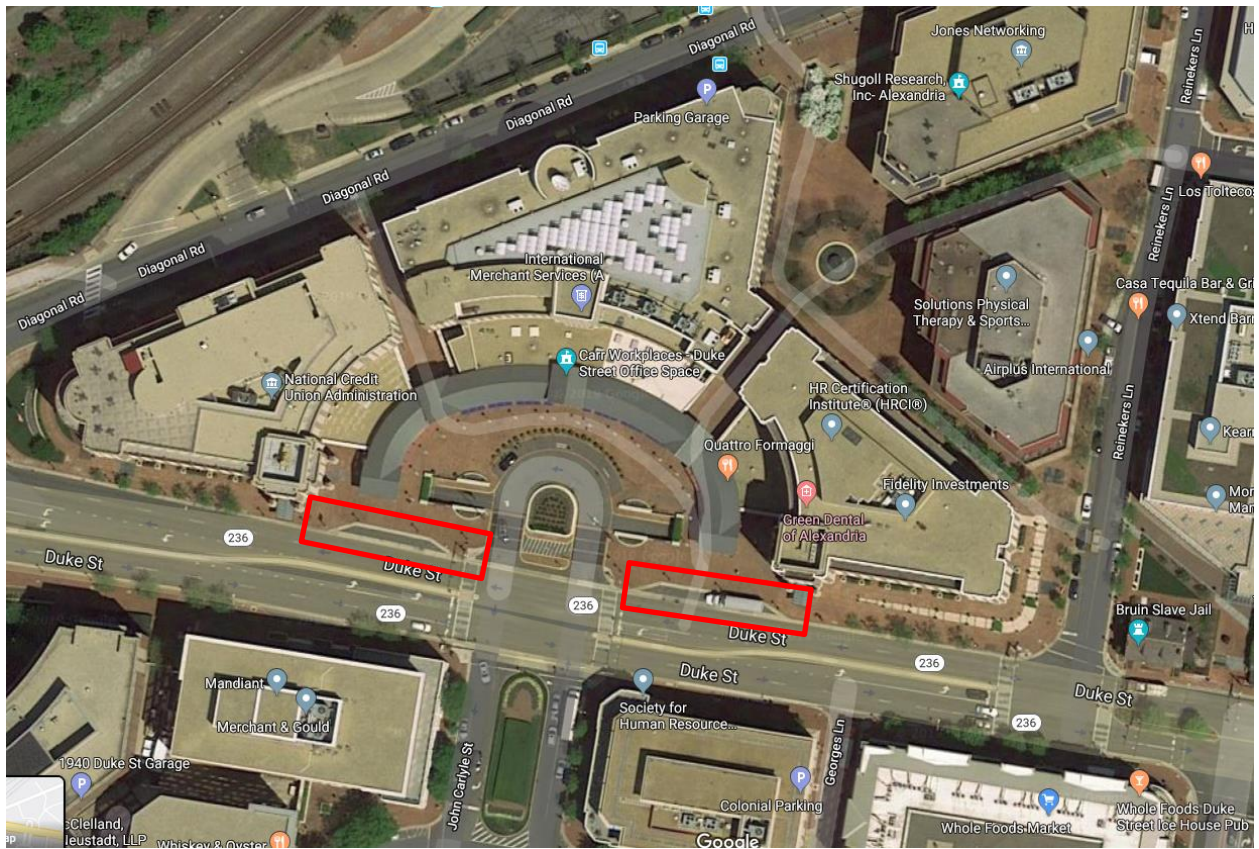
DISCUSSION: Quattro Formaggi has requested loading space be designated along the north side of the 1700 block of Duke Street (Attachment 3). This would provide short-term parking options for customers who pick-up food and delivery vehicles that deliver food to customers in the community. There is also need for space outside of the travel lane for vehicles delivering supplies to the restaurant as well as to pick up and drop off customer orders. The proposed loading zones would provide convenient access to the restaurant spaces while reducing street parking congestion. There is a fire hydrant located on the eastern side of the western lay-by, but the Fire Department has indicated that they have adequate access to the hydrant and to the King Street Station development via the emergency vehicle access driveway in front of the building.

Staff is supportive of this request since it provides a designated location for loading activities to occur outside of the travel lane and makes more productive use of the curbside. These spaces could be used by other businesses in the area that may benefit from short-term loading space. Staff recommends posting loading zone restrictions outside of the hours of valet operations in the eastern lay-by and loading zone restrictions at all times along the western lay-by, beginning 20-feet west of the existing fire hydrant.

OUTREACH: The applicant has indicated that they have talked with the adjacent businesses, and signatures of support are provided in Attachment 3. Staff notified the owner of Bistro Sancerre via phone call on October 10, 2019, and he indicated support for the request. Staff notified the Carlyle Council and the Chamber of Commerce via email on October 10, 2019 and had not received a reply at the time this memo was written.

ATTACHMENT 1

Location (Aerial)



ATTACHMENT 2

Location (Street View), Duke Street Looking West



Eastern Lay-by



Western Lay-by

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

Location: 1725 B DUKE STREET ALEX VA 22314
(Map or figure may be provided as an attachment)

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

~~LOADING ZONE SUPPLIER~~
LOADING ZONE SUPPLIERS
PICK UP DROP OFF (FOR DELIVERY)

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

Project Champion (Point of Contact) Information:

Name: ZAK BRIOUCHE

Address: 1725 B DUKE ST ALEX VA 22314

Email: ZAK@4MAGGI.COM

Phone Number: 703-477-4277

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

NOTE (NEXT DOOR RESTAURANT)
BISTRO SINCERE
NO LONGER USING VALET)



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on **Page 1** of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Margaret Staple	Oppose	<i>Margaret Staple</i>			571-232-9153
Seth Yates		<i>Seth Yates</i>			yatescomp@riseup.net
B. Lam		<i>B. Lam</i>			703-431-5600
M. Armetia	Support	<i>M. Armetia</i>	1725 Duke St	Tenant	703-647-3178 or 571-232-9153
A. Ellis	"	<i>A. Ellis</i>	"	"	
EVS	Support	<i>EVS</i>	1680 Duke St	"	703-706-5783
J. V. Bryant	Support	<i>J. V. Bryant</i>	1660 Duke St	VDA	703-371-5000
Tristan Harris	Support	<i>Tristan Harris</i>	1755 Duke St	Manager	703-842-7620

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 28, 2019

DOCKET ITEM: #8

ISSUE: Consideration of a request to add valet parking on Reinekers Lane.

REQUESTED BY: Charlotte A. Hall, Alexandria Restaurant Partners, on behalf of Joe Theismann's Restaurant

LOCATION: 100 block of Reinekers Lane

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to install valet parking restrictions on 3 spaces on Reinekers Lane from 5PM to midnight everyday if a Special Use Permit for valet parking is approved at this location.

BACKGROUND: The 100 block of Reinekers Lane is located between Diagonal Road and Prince Street near the King Street Metrorail Station (Attachment 1). Currently, there are three 3-hour, metered parking spaces along the western side of the road, between a crosswalk and a curb cut. Parking is not permitted on the eastern side of the road (Attachment 2). Joe Theismann's Restaurant (Theismann's) is located on the corner of Diagonal Road and Reinekers Lane.

DISCUSSION: Ms. Hall requested three parking spaces be designated for valet parking along the 100 block of Reinekers Lane after 5pm all days of the week (Attachment 3). Valet parking at this location would allow patrons convenient access to Theismann's and other nearby destinations while reducing street parking congestion. Alexandria Restaurant Partners plans to employ two valet attendants. Valeted vehicles will be parked in the King Street Station underground parking facility that has an entrance directly off Reinekers Lane and approximately 1200 parking spaces. The proposed valet location would allow patrons to conveniently pull off Diagonal Road in order to drop off and pick up their vehicles. Alexandria Restaurant Partners has indicated they would offer the valet service to any customers who want access nearby businesses and restaurants, not just Theismann's.

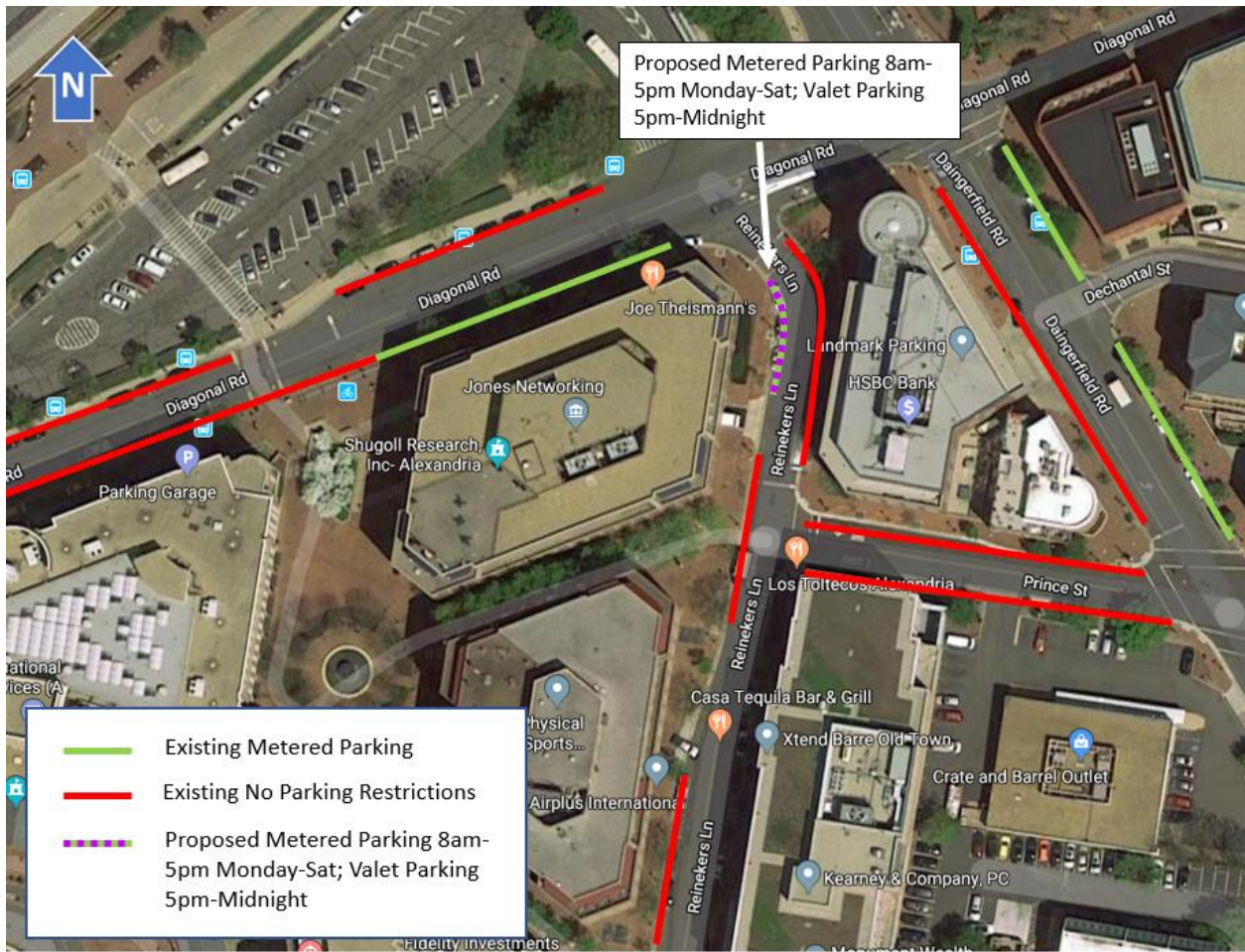
Staff is supportive of this request since it provides a designated location for patron pick-up and drop-off to occur outside of the travel lane and away from transit operations on Diagonal Road. Valet service would be a productive use of the curbside space, as it encourages longer term parking of more vehicles in a garage rather than on-street. Additionally, metered parking would remain available to the public at all other times.

If approved, the applicant will be required to apply for an administrative Special Use Permit (SUP) for valet parking and their final valet plan will be reviewed by staff.

OUTREACH: Staff notified the Chamber of Commerce about the proposed parking changes by email on October 10, 2019 and had not heard any response at the time this memo was written.

ATTACHMENT 1

Location (Aerial)



ATTACHMENT 2

Location (Street View), Reinekers Lane looking north



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~~ Offer Valet Parking

Location: Reinekers Lane, abutting the corner of Diagonal Road
(Map or figure may be provided as an attachment)

Reason for the Request *(What are you trying to solve/address?):*
We are attempting to offer Valet Parking for surrounding businesses

Approximate number of spaces affected (assume 20 feet per space): 3

Project Champion (Point of Contact) Information:

Name: Charlotte A. Hall/Alexandria Restaurant Partners

Address: Theismanns Restaurant, 1800 Diagonal Road, Alexandria, VA 22314

Email: charlotte.anne.hall@gmail.com


Phone Number: 703-675-7829

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



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Yolanda Richardson	Support	 10/21/19	3033 Wilson Blvd Suite 205 Arlington, VA 22201	Managing Agent on behalf of Owner	ynrichardson@carrpro.com
				- CARR PROPERTIES	
				- One Parking	
				- K5500A	

Traffic and Parking Board

DATE: October 28, 2019

DOCKET ITEM: #9

ISSUE: Consideration of a request to amend the City Code related to residential permit parking districts.

REQUESTED BY: City of Alexandria, Department of Transportation and Environmental Services staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board makes a recommendation to the City Council to approve the proposed amendments to the City Code related to residential permit parking (RPP) districts.

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). The current code regarding RPP districts has not been comprehensively considered for updates in several decades. Since its creation in the late 1970s, there have been nearly 30 updates to this section of the City Code to address changes, but this process has been the first to look at the entire section as a whole. Staff has worked with a subcommittee of the Traffic and Parking Board (T&PB) and the community on the RPP Refresh Project over the past year to identify opportunities to update and improve code surrounding permit parking districts. The objectives of the RPP Refresh Project were to update the residential permit parking program:

1. to better address current residential parking issues,
2. to improve the City's ability to proactively manage parking, and
3. to be easy to understand, enforce, and administer.

From May 2018 to October 2018, the City worked with a consultant to review residential permit parking programs in other cities to understand if there were practices that worked well for them and gather ideas about what might be successful for the program in Alexandria. The final version of that report was made available via a [link on the City's Parking Studies Webpage](#). Between October 2018 and May 2019, staff met with a subcommittee of the Traffic and Parking Board at six meetings that were open to the public to discuss residential permit parking issues and ideas for addressing those issues. A questionnaire that was issued from mid-December 2018 to mid-January 2019 that received over 800 responses helped staff narrow down the related residential permit parking issues that were most important to the community. A summary of that questionnaire is available in Attachment 1. The questionnaire informed a priority list of topics to address which were:

1. Posted Parking Restrictions

2. Permit Fees/Limits
3. Process
4. Visitor Permits
5. District Boundaries
6. Permit Types

Based on the feedback from the questionnaire, staff narrowed the focus of this phase of the project to the top three priority issues – posted parking restrictions, permit fees/limits, and process. A proactive process to allow staff to create residential permit parking districts in areas with demonstrated or anticipated parking problem was another issue included in this project, as it was added to the Parking Work Plan by City Council. Staff plan to explore the other issues more with a later phase of the project. At the subcommittee meetings, staff provided background information on the topic areas and discussed parking enforcement challenges with the current program. A summary of challenges and opportunities for each of these topics is provided in Attachment 2.

After discussing each of the topic areas, a second online questionnaire was issued to the public in April 2019 to gather feedback on possible updates to the residential permit parking program related to the priority issues. The updates proposed in the questionnaire were generally ideas generated from reviewing RPP programs in other cities or suggestions that has been posited by the T&PB subcommittee or public at project meetings. A summary of the questionnaire results is provided in Attachment 3. Staff met with the subcommittee and the public in April to discuss these results and potential recommendations in response to the staff evaluation and community feedback. At the subcommittee meeting in May, the subcommittee reviewed the recommendations to update the residential permit parking program, considered public feedback, and provided direction to staff for moving forward with the City Code amendment to incorporate the recommendations.

Staff presented recommendations to the Traffic and Parking Board at their meeting on September 23, 2019 and heard comments from eight residents. Comments included concerns about the consistency in the code with the use of language such as resident, residential property, and occupant and regarding. There were also concerns that limiting all RPP blocks to 2-hour limits would not be enough time for non-residential parkers to be able to complete activities like going for a meal or attending theater events at the Little Theater of Alexandria. One resident expressed that the requirements for ballot responses for creating new RPP districts recommended by the staff were too low, while another expressed that they were unrealistically high. Several residents discussed the importance of enforcement and the desire to see more enforcement of current restrictions. A few residents also mentioned wanting a more thorough community process with a committee or group of residents weighing in, similar to the process for the Old Town Area Parking Study. The Traffic and Parking Board submitted written questions to staff following the September hearing, and a memo including those questions and staff responses is provided in Attachment 4.

In response to questions and comments heard from the community, staff added a definition of occupant to the proposed code amendment and adjusted language to make sure that residential property was being used consistently throughout the code section.

DISCUSSION: The recommendations developed with the Traffic and Parking Board subcommittee were incorporated into proposed code amendments for several different sections

of the City Code. A summary of the recommendations and which sections of Code they are addressed in is provided in Attachment 5. Attachment 6 provides the proposed amendment text with changes shown in strike-through and underline (an annotated version of the amendment with annotations describing the proposed amendments in each section has been provided online). Below is a summary of the recommended changes that have been incorporated into the code amendment.

Posted Parking Restrictions

- 1) Staff recommends limiting RPP end time options on most blocks to either 5PM or 11PM, while allowing a 2AM end time on blocks where it is deemed appropriate by the Director of Transportation and Environmental Services. For example, a 2AM end time may be appropriate where land uses within half a mile of the block generate traffic late at night, such as a restaurant. Generally, the 5PM end time is appropriate in areas that experience commuter parking, and 11PM is appropriate for areas with visitors to local shops and dining. For implementation, staff recommends transitioning all blocks with 9PM end time to 11PM end time, unless the residents of the block express they would prefer a different end time. *Addressed in City Code Section 5-8-72(b)(1).*

- 2) Staff recommends making the 2-hour parking restriction the only option for residential parking restrictions, which would remove the existing 3-hour RPP restriction option. This is intended to make restrictions more consistent. Parking Enforcement has also expressed that due to their staff and shift times, 2-hour restrictions are easier to enforce, and that overall, more consistent restrictions are easier to enforce. During the Residential Pay by Phone evaluation process in early 2019, staff heard direction from City Council and the Commission on Aging that they would like staff to make RPP parking more consistent from block to block. For implementation, staff recommend transitioning all 3-hour time limit RPP blocks to 2-hour time limit in Fiscal Year 2021, once the cost to implement the change can be incorporated into the budget (staff estimates changing all applicable signage will be approximately \$30,000). *Addressed in City Code Section 5-8-72(b)(1).*

Permit Limits/Fees

- 1) Staff recommends maintaining the existing permit fee structure. Review of other cities showed that Alexandria permit fees are in line with peers, and community outreach showed little support for fee increases. *No relevant City Code amendments.*

- 2) Staff do not recommend a maximum number of permits per resident at this time but will continue to monitor number of households with more than 3 permits. In 2017, less than 2% of households had more than three RPP permits, so limiting permits would have only a small impact on the program. *No relevant City Code amendments.*

Process

- 1) Staff recommends allowing a new proactive process for creating new RPP districts near transit or in areas with parking issues documented through a City led parking study through the following process:
 - a. Staff send ballots to all addresses within the affected area regarding proposed changes. In order to move forward with the process, staff would require more than 50% of the ballots be returned by a date specified in the mailing and more than 60% of respondents indicate they support the recommendation.

- b. If ballot requirements are met, proposed changes go to public hearing for a recommendation from Traffic and Parking Board and are then considered by City Council for approval.

This process would allow RPP districts to be created for smaller areas or when parking problems are anticipated rather than in reaction to existing parking problems. Staff recommends allowing this process for up to two districts a year. *Addressed in City Code Section 5-8-73(b).*

- 2) Staff recommends removing the occupancy survey requirement for RPP signage to be posted on blocks already within an RPP district but maintaining petition requirement to initiate the request. Each block was determined to be appropriate for residential permit parking restrictions when the district was established, so requiring another occupancy survey to add posted signage is redundant. *Addressed in City Code Section 5-8-75.*

Administrative Recommendations

In addition to the policy related recommendations above, staff are recommending several amendments to the Code to make the residential permit parking program easier to understand and administer, make restrictions more consistent, and streamline processes where appropriate. Those proposed changes are summarized below.

Posted Restrictions

1. Staff recommends requiring the same RPP restrictions on both sides of a block, where RPP restrictions exist on both sides. For implementation, staff recommends implementing the more intensive restrictions to the both sides of a block unless residents of the block express they would prefer to use restrictions from the existing restrictions from the other block face. *Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-73(a).*
2. Staff recommends allowing the Director of T&ES to designate a one street buffer for abutting RPP districts to allow residents from either district to park on boundary. *Addressed in City Code Section 5-8-73(f).*
3. Staff recommends clarifying in code that vehicles are required to move off the block after reaching maximum time limit. *Addressed in City Code Section 5-8-72(b)(2).*

Process

4. Staff recommends that modification of RPP restrictions require petitions by block rather than by block face. *Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-73(a).*
5. Staff recommends amending language clarifying who is eligible to sign petitions including:
 - a. Referencing occupants of the residential properties rather than residents
 - b. Allowing homeowners' or condo associations to submit letter from board or other governing body for communal association property
 - c. Allowing building owner or property manager to sign for multifamily buildings in lieu of getting signatures from residents of more than 50% of units.

Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-73(a), 5-8-75(b), 5-8-75(c).

6. Staff recommends clarifying in the code language that signatures must be provided from occupants of more than 50% of the residential properties to be eligible. *Addressed in various sections of Article F where petitions are mentioned. To see language used, see City Code Section 5-8-75(a).*
7. Staff recommends allowing the Director of T&ES to approve Traffic and Parking Board Recommendations for RPP modifications and posted signage rather than City Manager. *Addressed in City Code Section 5-8-75(d) and Section 5-8-76(a).*
8. Staff recommends allowing the Traffic and Parking Board to approve the expansion of an RPP district rather than City Council. *Addressed in City Code Section 5-8-74.*
9. Staff recommends allowing the Director of T&ES to recommend changes to permit parking district map to Traffic and Parking Board to:
 - a. 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);
 - b. Resolve administrative irregularities (e.g. adjust a district boundary that does not clearly include or exclude one side of a block) or
 - c. Remove non-residential properties with no residential uses from existing permit parking boundary line (e.g. removing the power plant site from District 9).*Addressed in City Code Section 5-8-74(b).*

OUTREACH: Staff met with a subcommittee of the Traffic and Parking Board at six open public meetings from October 2018 through May 2019. These meetings were advertised on the City calendar, and notices to residents through Enews, civic associations, and past meeting attendance was provided. The Finance Department also included information about the RPP Refresh program in their annual mailing to registered vehicle owners in February. All meeting materials are provided online on the project website at alexandriava.gov/ParkingStudies.

In addition to the subcommittee meetings, staff conducted two online questionnaires to gather feedback on the project which received over 800 and 500 responses, respectively. In December, the Finance Department notified residents with residential parking permits who had provided their email to the City of the RPP Refresh program and the opportunity to provide feedback in the first questionnaire. ENews and emails to various civic associations were also sent to notify residents of these two online opportunities for comment.

In the Spring, staff offered to attend civic association meetings to provide updates on the status of the project and draft recommendations. In April, staff attended Old Town Civic Association and in August, staff attended the Potomac Yard Civic Association meetings. Additionally, staff was at the Market Square Farmer's Market in May to discuss preliminary project recommendations with interested people and engaged with approximately 30 people. Old Town Civic Association has expressed that they oppose the staff recommendation to remove the 3-hour time limit option and limit resident options for choosing RPP restrictions. The Potomac Yard Civic Association has indicated general support for the proactive process to create new districts.

A draft of the proposed amendment has been posted on the project website in advance of the Traffic and Parking Board meeting. An eNews and direct email to residents who attended the subcommittee meeting was sent regarding the hearing on these changes at the Traffic and Parking Board.

ATTACHMENT 1

RPP Topics December 2018 Questionnaire Summary

Dates the Questionnaire was open for comment: December 14, 2018 to January 11, 2019*

* the questionnaire originally closed on Jan 4th but was reopened on Jan 7th to allow for additional comment.

Number of Complete Responses: 844

Order of priority for topics to address with RPP Refresh Program:

(based on results from the table below)

- 1. Posted Parking Restrictions**
- 2. Permit Fees/Limits**
- 3. Process**
4. Visitor Permits
5. District Boundaries
6. Permit Types

Topic	First Choice	Second Choice	Third Choice	Total	Weighted Total*
Permit Fees/Limits	247	146	142	535	1,175
Posted Parking Restrictions	243	212	145	600	1,298
Process for adding/changing restrictions and creating or expanding districts	131	124	119	374	760
District Boundaries and Minimum District Sizes	93	124	117	334	644
Visitor Permits	87	123	175	385	682
Permit Types	43	115	146	304	505

*first, second, and third choices were weighted to give higher weight to order of priority

Support for using technology:

- Yes – 72%
- No – 19%
- No Opinion – 9%

Percent of respondents who live in an existing Residential Permit Parking (RPP)

District: 74%

Of the respondents who live in an existing district (74%), the percent that reside on a block with posted RPP signage: 95%

Questionnaire Questions:

Select the top three issues you think should be reviewed under the RPP Refresh project in order of priority. Please refer to the Summary of Issues Chart for more details about each topic.

- First Choice
- Second Choice
- Third Choice

Do you support updating the City Code to allow the RPP program to have the option to implement new technology, such as a virtual permit system (permits are associated with a vehicle's license plate instead of displaying a physical permit) and additional enforcement through license plate readers (LPRs)?

- Yes
- No
- No opinion

Are there other residential parking issues that could be addressed with the City Code update for this program?

Do you currently live in a parking district?

- If yes, does your block have parking restrictions posted?

ATTACHMENT 2

RPP Issues Challenges and Opportunities

RPP Refresh Topic: Posted Restrictions

Current Conditions:

- City Code allows for 32 variations of posted restrictions:
 - 2-hour or 3-hour limit for non-district parkers
 - End times: 5PM, 9PM, 11PM, 2AM
 - Days of the week: Mon-Fri, Mon-Sat, Mon-Sun
- Residents can request any of these restrictions when submitting a petition

Challenge/Problem:

- Restrictions are inconsistent across blocks and throughout a district
- Variety of restrictions makes it difficult to enforce
- Variety of restrictions is difficult for visitors to understand
- 3-hour restrictions are more difficult to enforce
- In some cases, 2-hour limits are too long to encourage off-street parking

Summary of potential restrictions

	Number of Hours	Starting Time	Ending Time	Days	Sunday Restrictions	Hours
1	2	8AM	5PM	Mon-Fri		
2	2	8AM	9PM	Mon-Fri		
3	2	8AM	11PM	Mon-Fri		
4	2	8AM	2AM	Mon-Fri		
5	2	8AM	5PM	Mon-Sat		
6	2	8AM	9PM	Mon-Sat		
7	2	8AM	11PM	Mon-Sat		
8	2	8AM	2AM	Mon-Sat		
9	2	8AM	5PM	Mon-Sat	Sunday	11AM-11PM
10	2	8AM	9PM	Mon-Sat	Sunday	11AM-11PM
11	2	8AM	11PM	Mon-Sat	Sunday	11AM-11PM
12	2	8AM	2AM	Mon-Sat	Sunday	11AM-11PM
13	2	8AM	5PM	Mon-Sat	Sunday	11AM-2AM
14	2	8AM	9PM	Mon-Sat	Sunday	11AM-2AM
15	2	8AM	11PM	Mon-Sat	Sunday	11AM-2AM
16	2	8AM	2AM	Mon-Sat	Sunday	11AM-2AM
17	3	8AM	5PM	Mon-Fri		
18	3	8AM	9PM	Mon-Fri		
19	3	8AM	11PM	Mon-Fri		
20	3	8AM	2AM	Mon-Fri		
21	3	8AM	5PM	Mon-Sat		
22	3	8AM	9PM	Mon-Sat		
23	3	8AM	11PM	Mon-Sat		
24	3	8AM	2AM	Mon-Sat		
25	3	8AM	5PM	Mon-Sat	Sunday	11AM-11PM
26	3	8AM	9PM	Mon-Sat	Sunday	11AM-11PM
27	3	8AM	11PM	Mon-Sat	Sunday	11AM-11PM
28	3	8AM	2AM	Mon-Sat	Sunday	11AM-11PM
29	3	8AM	5PM	Mon-Sat	Sunday	11AM-2AM
30	3	8AM	9PM	Mon-Sat	Sunday	11AM-2AM
31	3	8AM	11PM	Mon-Sat	Sunday	11AM-2AM
32	3	8AM	2AM	Mon-Sat	Sunday	11AM-2AM

RPP Refresh Topic: Process

Current Conditions:

Four types of actions with slightly different processes (see table).

Action	Petition Requirement per City Code	Survey Requirement**	T&PB Review	Council Review
Changing existing RPP restrictions	More than 50% of residents abutting a block face*	None	Yes	No
Adding RPP restrictions in an existing district	<i>At least 50%</i> of residents abutting a block face	Yes	Yes	No
Expanding an existing RPP district	<i>At least 50%</i> of residents abutting a block face	Yes	Yes	Yes
Creating a new RPP district	More than 50% of residents abutting a block face	Yes	Yes	Yes

*Special Parking District requires more than 50% of the *block*.

**More than 75% of the spaces are occupied, and of those vehicles more than 25% are non-residents of the district.

Challenge/Problem:

- Blocks within an established district must wait until a parking problem occurs (i.e. meet the survey requirements) before being eligible for restrictions
- Requests are processed by block face instead of block* which can lead to different restrictions on each side of the street
- The process to expand or create a new district can take several months

RPP Refresh Topic: Permit Fees/Limits

Current Conditions:

- City Code (Section 5-8-74) establishes the annual fees for residential permits as:
 - \$40 for the first vehicle
 - \$50 for the second vehicle
 - \$150 for each additional vehicle
- Permit fees are applied per person.
- There is no limit to the number of permits a person can obtain.

Challenge/Problem:

- Residential permits are less expensive than off-street parking options, creating an incentive to park on the street.
- There is no limit to the number of permits a resident can purchase, which may result in unused vehicles being stored on the street rather than in an off-street location.
- In some districts, the number of permits exceeds the number of RPP spaces.

History of Permit Fees



Fees/Limits in Other Jurisdictions

Jurisdiction	1st Car	2nd Car	3rd Car	4+ Cars	Limits/Cap
Alexandria, VA	\$30	\$40	\$150	\$150	No limit
Annapolis, MD ¹	\$55-75	\$55-100	\$55-100	N/A	3
Arlington, VA	\$20	\$20	\$50	\$250	3 (in most zones)
Boston, MA	Free and Unlimited				
Charleston, SC	\$10 for home owner/ \$7.50 for renter	\$10 for home owner/\$7.50 for renter	N/A	N/A	2
Montgomery County, MD	\$20	\$20	\$20	\$20	No limit
New Orleans, LA	\$30 (\$40 Application fee)	\$30	\$30	\$30	No limit
Pittsburgh, PA	\$20	\$20	\$20	\$20	No limit
Richmond, VA	\$25	\$25	\$25	\$25	No limit
San Francisco, CA	\$136	\$136	\$136	\$136	4
Savannah, GA	Free for home owner/\$175 for renter	Free for home owner/\$175 for renter	Free for home owner/\$175 for renter	N/A	3
Takoma Park, MD ²	\$12.50/20	\$12.50/20	\$12.50/20	\$12.50/20	No limit
Washington, DC	\$35	\$35	\$35	\$35	No limit
Williamsburg, VA	\$5	\$5	\$5	\$5	No limit

¹ Annapolis sets different permit fees for each district.

² Takoma Park allows for two-year permits to be purchased

ATTACHMENT 3

RPP Refresh Issues April 2019 Questionnaire

SURVEY DETAILS AND RESPONDENTS

Dates the Questionnaire was open for comment: April 1, 2019 to April 16, 2019

Number of Responses: 553

Number of Respondents who indicated they currently live in an RPP District: 210

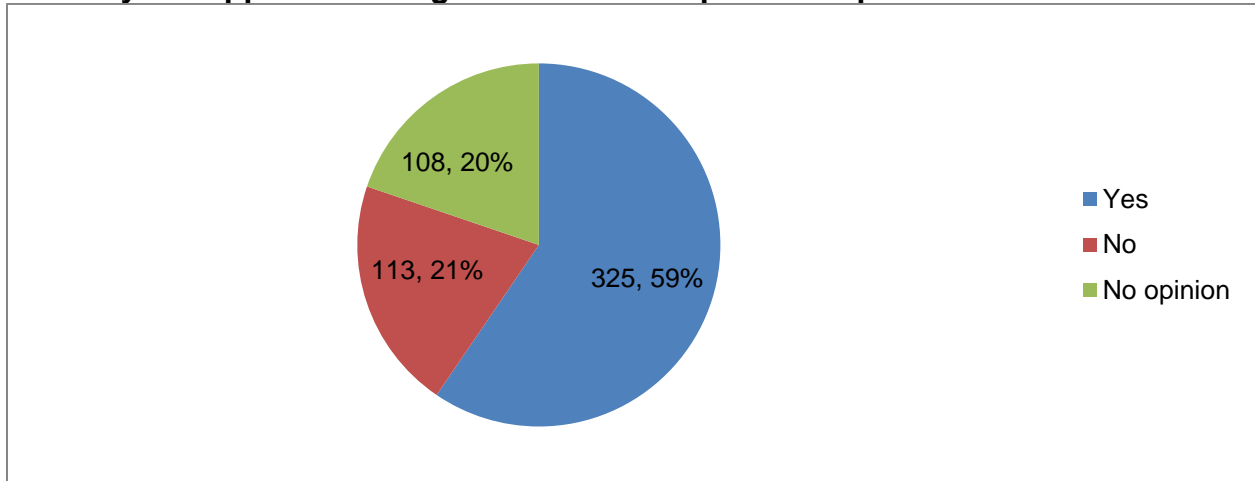
Of those only 8% indicated they do not have restrictions posted on their block

Number of Respondents who indicated don't currently live in an RPP District: 304

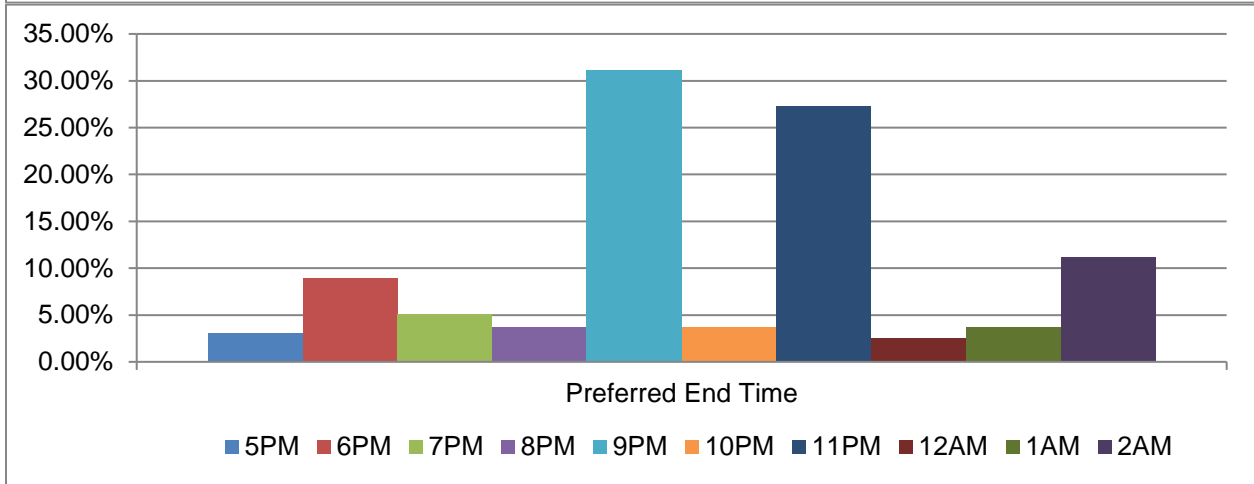
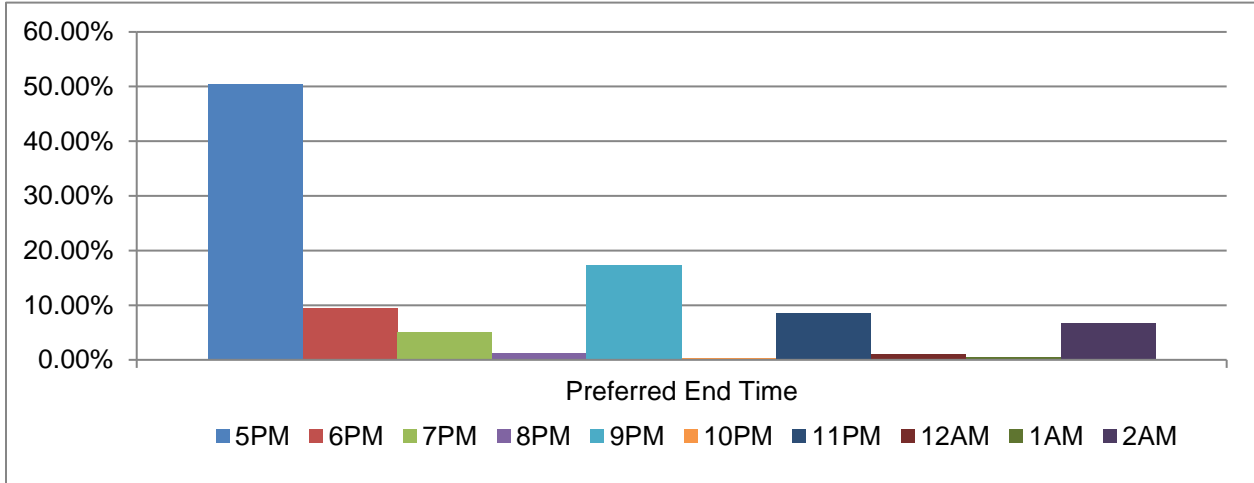
Of those 48% indicated they would be interested in adding parking restrictions to their block if they were eligible

POSTED RESTRICTIONS

Q1: Do you support reducing the number of options for posted restrictions?



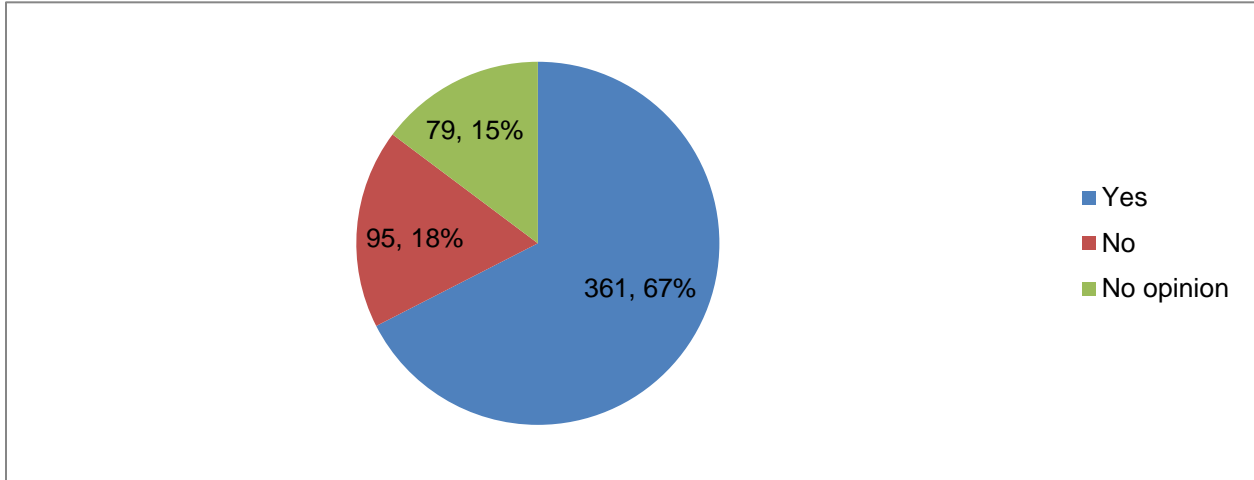
Q2: If the end time options were reduced to two choices, what two times should those be:



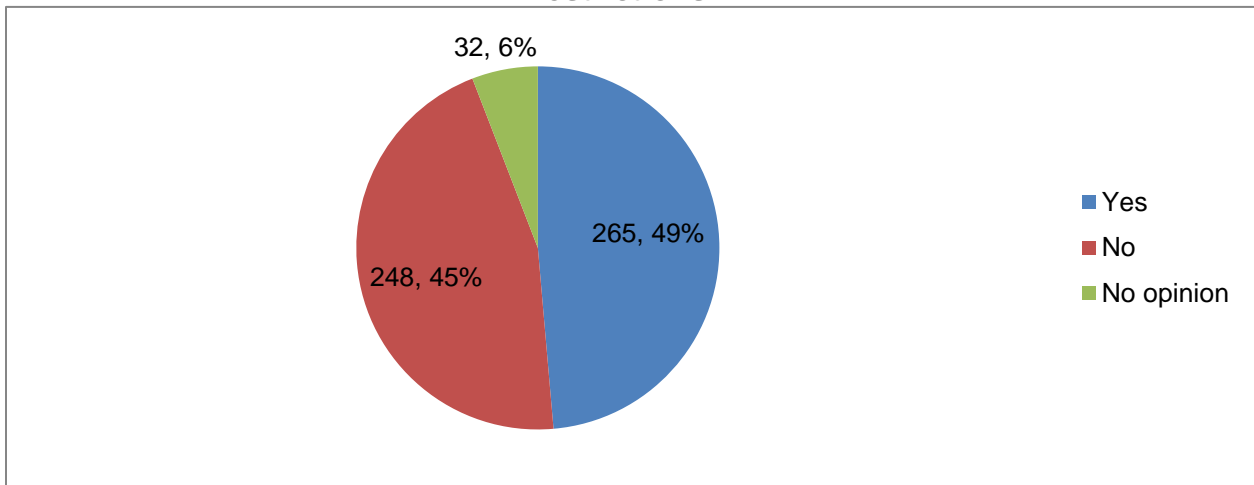
TOP PREFERRED END TIMES BY DISTRICT		
District	Preferred End Time 1	Preferred End Time 2
1	5PM	9PM
2	5PM	11PM
3	5PM	9PM
4	9PM	11PM
5	5PM	11PM
6	5PM	9PM
7	5PM	9PM
8	*	*
9	*	*
10	*	*
11	*	*
12	6PM	2AM
12A	5PM	9PM
8A	5PM	9PM

**Limited data*

Q3: Do you think the options for restrictions should be different for different RPP districts?



Q4: Would you support 2-hour parking as the only option for residential parking restrictions?

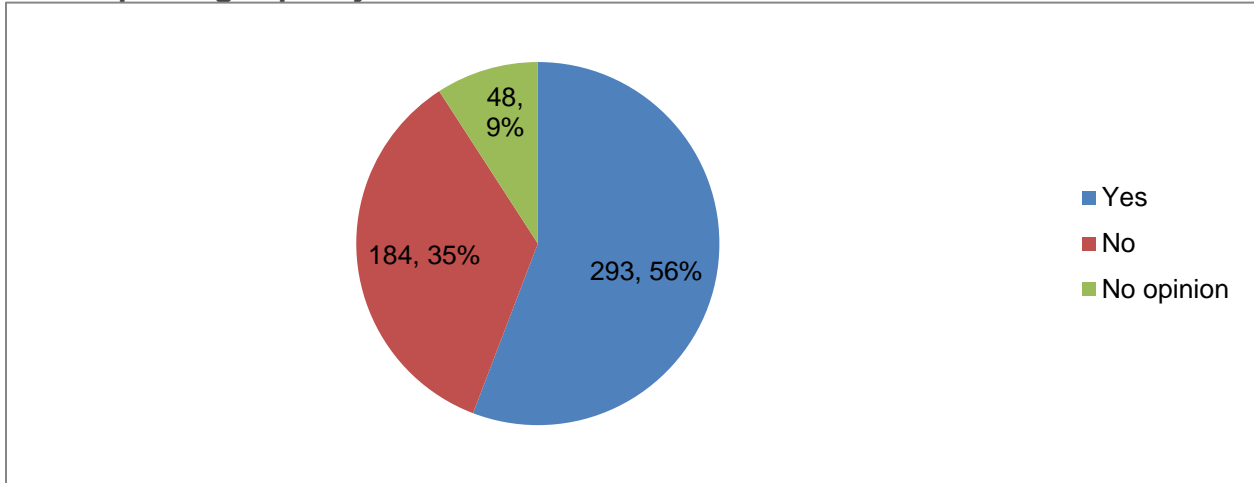


PERMIT LIMITS/FEEES

Q5: Would you support increasing annual permit fees for...

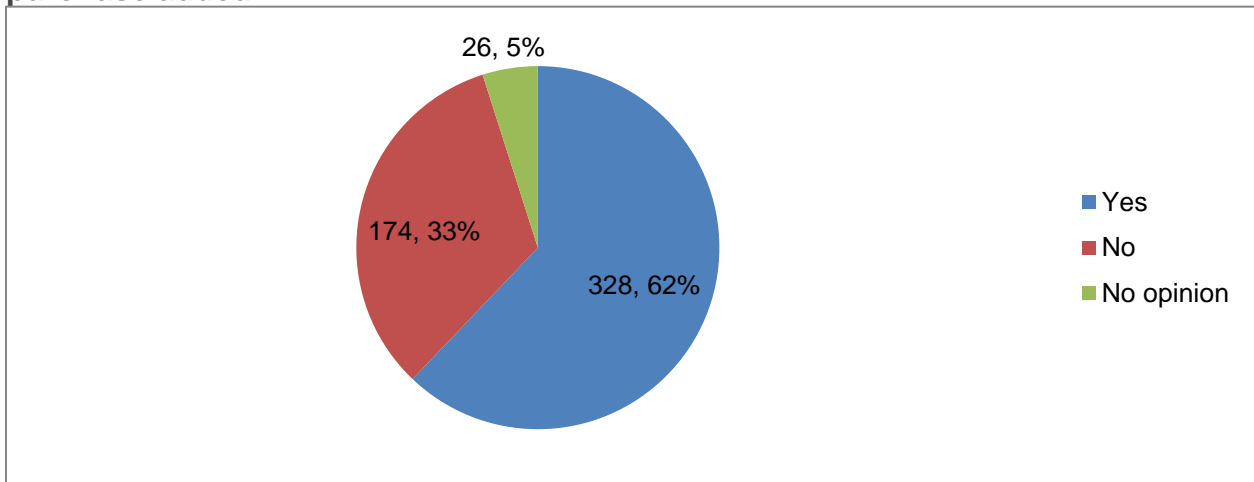
	Yes	No	No Opinion
The first vehicle	16%	80%	4%
The second vehicle	31%	64%	5%
Additional vehicles	41%	50%	9%

Q6: Do you support exploring different permit fees for different districts based on overall parking capacity and demand?



District 1 and 2 respondents had lower support for demand-based fees.

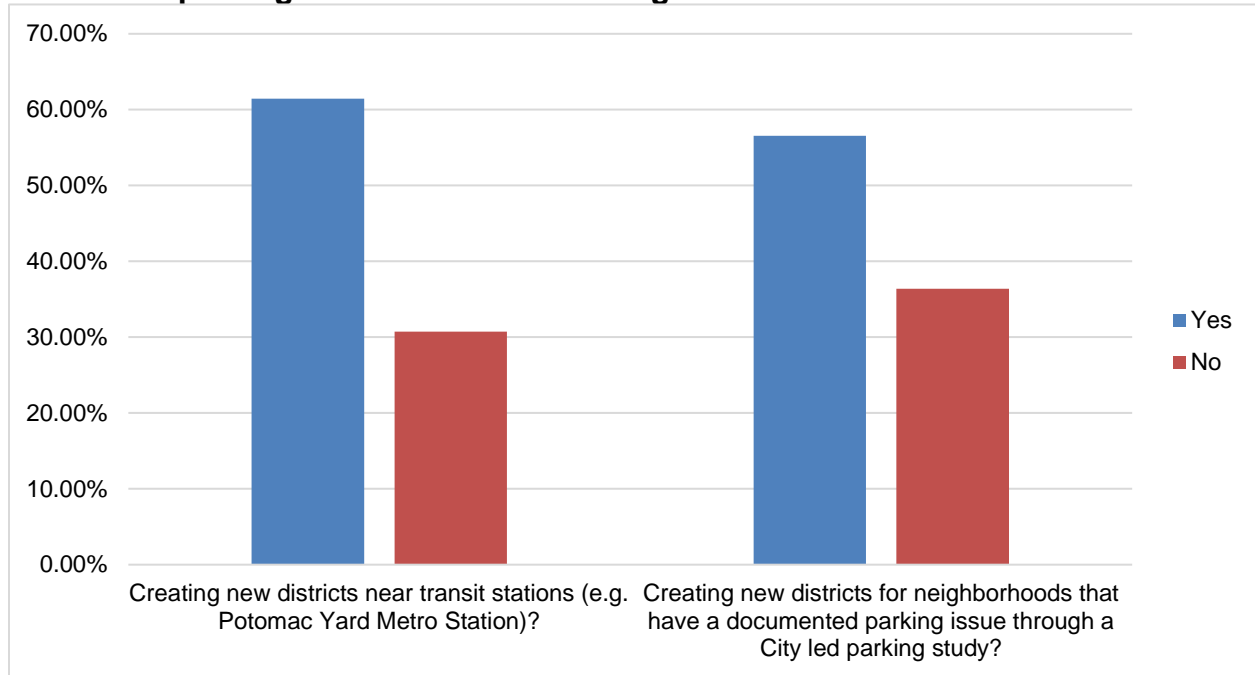
Q7: Would you like to see a limit on the number of permits a resident can purchase added?



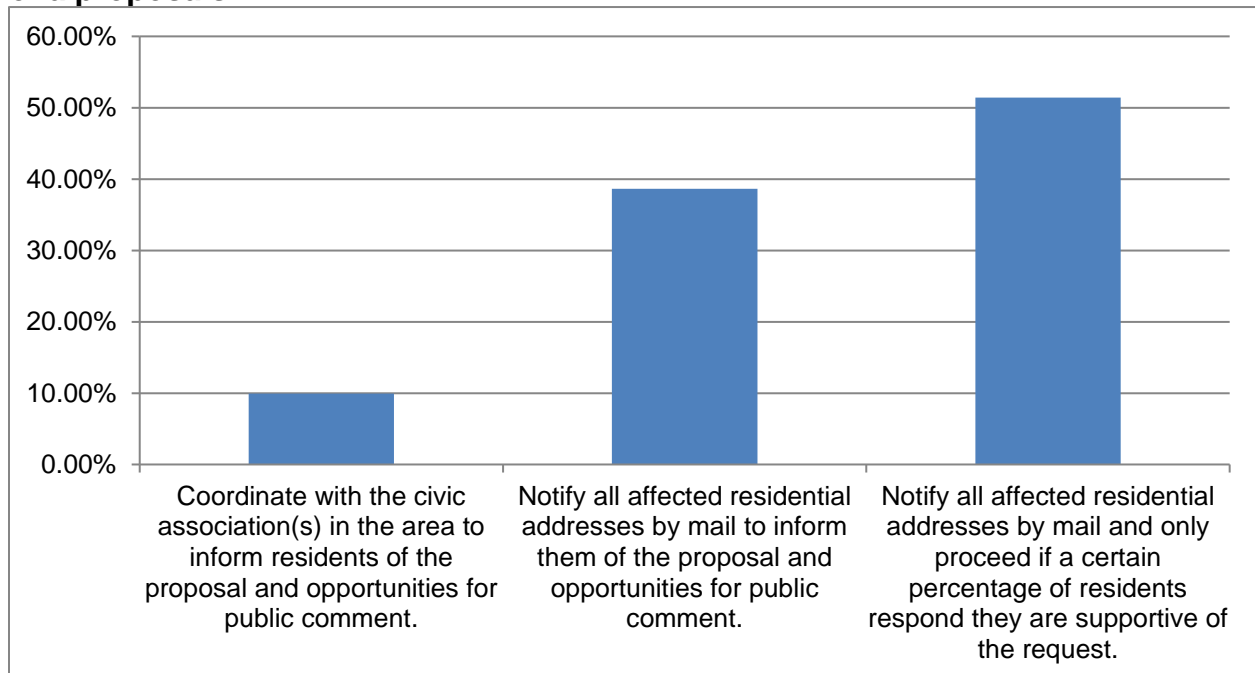
Q8: If a limit were implemented, what should be the maximum number of permits a resident can obtain? Average Response: 3.5

PROCESS

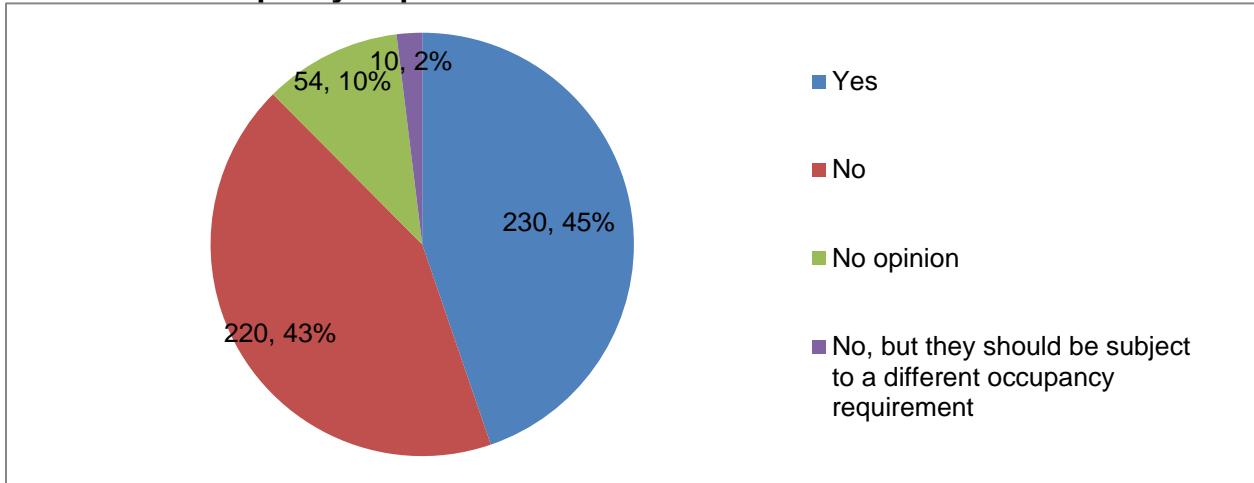
Q9: Do you support allowing staff to initiate the process for creating or amending residential parking districts in the following situations:



Q10: If a staff-initiated process were developed, how should staff notify the public of a proposals?



Q11: Do you support allowing residents in existing districts to request restrictions for their block without having to demonstrate a parking issue through the current occupancy requirements?



60% of respondents in an RPP District without restrictions currently posted support removing occupancy requirements.

ATTACHMENT 4

Board Questions and Staff Responses after September 23, 2019 Meeting

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 11, 2019

TO: THE MEMBERS OF THE TRAFFIC AND PARKING BOARD

FROM: KATYE NORTH, DIVISION CHIEF OF MOBILITY SERVICES, T&ES
MEGAN OLEJNIK, URBAN PLANNER, T&ES

SUBJECT: RESIDENTIAL PERMIT PARKING RECOMMENDATIONS

This memorandum is in response to questions that were provided to staff in writing by members of the Traffic and Parking Board after the September 23, 2019 Board meeting on the staff recommendations to the Residential Permit Parking (RPP) Program coming out of the RPP Refresh Project.

- 1. Is there evidence that standardization of RPP restrictions will assist in enforcement? Can the City explain the enforcement value of reducing the parking limit to 2 hours compared to the loss of flexibility? Will the City be able to enforce more with their current resources?**

In 2019, there have been more than four times as many citations given on RPP blocks with 2-hour time limits as those with 3-hour time limits, despite there being more RPP blocks with 3-hour time limits.

Parking Enforcement believes that having consistent 2-hour time restrictions would result in more efficient enforcement based on the assessment of Parking Enforcement staff who have worked and supervised the Unit for over 50 years of combined experience. The position of Parking Enforcement Officer (PEO) encompasses a myriad of duties and responsibilities in conjunction with the issuance of citations. When the Alexandria City Public Schools (ACPS) is in session, the PEO's staff five to six school crossing posts in the morning and afternoon due to the understaffing of the School Crossing Guard (SCG) position. PEO's respond to Calls For Service (CFS) and conduct follow ups on Call.Click.Connect (CCC) requests and 72-hour Rule monitoring requests. They respond when requested to conduct traffic control, transport the traffic van, and relocate and/or impound vehicles.

The timing and roles associated with each shift make enforcing the 3-hour restrictions difficult. The Parking Enforcement dayshift is from 6:00 am to 2:30 pm. Once time

restrictions go into effect at 8:00 am, PEOs begin patrolling assigned areas, typically after completing ancillary duties at school crossing posts. The evening shift is from 1:30 pm to 10:00 pm. Evening shift PEOs staff school posts immediately after their roll call briefing until 3:05 pm. PEO's then proceed to their enforcement areas. One officer is assigned to clearing and monitoring the High Occupancy Vehicle (HOV) lanes on Abingdon Drive and Washington Street. For officers enforcing 3-hour restrictions, depending on the number of vehicles and how many 3-hour blocks are in an enforcement area, they may or may not complete the enforcement phase of the first rotation in one shift.

Consistency in time restrictions could also benefit residents and visitors who are sometimes confused when parking in areas where 2- and 3-hour limit blocks are in proximity. Parking Enforcement has received complaints from people who have been issued citations on 2-hour blocks after previously parking on a near-by 3-hour block and assuming consistent restrictions.

The Alexandria Police Department and the Parking Enforcement Unit's mission is to provide competent, courteous, professional, and community-oriented police services. They are committed to a strong and productive partnership with the community to continue to reduce crime and improve the quality of life in all of Alexandria's neighborhoods. They are dedicated to protecting life and property while assuring fair and equal treatment. The Parking Enforcement Unit attempts to strike a balance between the needs of the community and the efficient operation of the Unit. The Traffic and Parking Board and the Parking Enforcement Unit have heard concerns from the community regarding the lack of enforcement. During a City Council FY2020 budget work session, Council expressed concern related to a decline in parking ticket revenue in FY2019. As a result, the City Manager asked the Office of Performance and Accountability (OPA) to conduct an analysis of Parking Enforcement. With the analysis report, the City Manager transmitted a memorandum to City Council that included a summary and action plan.

As a result of the analysis report, the City Manager's mandated an "accelerated PEO hiring process." This included commitment to address improve the PEO pay structure to recruit and retain PEO's. Four new PEO's have been hired since the beginning of August 2019 and interviews have been completed for several other positions since.

2. How will the City seek to measure and show that the reduction of flexibility in RPP options for residents was worth it?

Staff can report back to the Traffic and Parking Board a year after the recommended RPP changes have been implemented on the average number of citations being given on RPP blocks compared to before implementation to identify trends.

3. Is there a technological challenge to properly inputting the parking map data into a computerized system?

Currently, the Parking Enforcement Officers manually enter into their enforcement devices if they are monitoring 2- or 3-hour restrictions. Although this just involves a few

programming keystrokes, it does add time to the process to transition between what restrictions they are enforcing.

- 4. Can non-residential blocks within a district have RPP signage added or removed along the property? For example, the northside of the 600 block of Franklin Street only has one business and the rest is the parking lot of Suburban Dry Cleaners. Is there a mechanism to allow for the parking on this block to be added into a parking district, since there are no residents to initiate the process or survey?**

Blocks with no residential uses abutting them are not able to have RPP restrictions posted since there are no occupants of residential properties to initiate the petition process. The City Code only allows RPP parking signage to be added, modified, or removed through a resident initiated process under the existing and proposed code language. However, corner properties that abut a block are eligible to sign petitions for a block face, although they may not have an address on that block. A residential property abuts the 600 block of Franklin Street on the north corner with S. St. Asaph Street. That property would be eligible to request RPP signage through the petition process, although staff would likely recommend RPP restrictions on only part of that block closer to the residential properties on S. St. Asaph since most of that block serves commercial uses.

The proposed code language allowing the Director of T&ES to recommend removing a non-residential property from a district is intended to allow the City to remove large areas that could be redeveloped into residential properties before they redevelop, to reduce the conflict that often occurs during the Development Special Use Permit process regarding whether or not residents of a new building are eligible for RPP permits upon occupancy of the building.

- 5. Are there examples of cities other than Portland, OR that have used a ballot by mail or similar process as an option for starting the process of establishing a new district?**

In research performed by the City and in our consultant study, it seemed that most cities use a petition process similar to Alexandria's to establish new Residential Permit Parking districts. Portland was the only example staff found that uses a ballot process, and staff felt that option was an appropriate way to collect resident feedback without an unmanageable burden on staff time.

- 6. What are the impacts of court cases regarding chalking and LPRs for enforcement purposes on Alexandria? Do we have other enforcement mechanisms in the works?**

The majority of Parking Enforcement Officers use handheld citation devices to enter license plates to monitor vehicles, and LPRs are also available on a couple of fleet vehicles. There was a court case in Fairfax County that deemed passive collection and storage of personal data obtained by LPRs in violation of the Virginia Data Act. The Data Act does not preclude law enforcement agencies from maintaining, using and disseminating personal information collected by an automated license plate reader (LPR), provided such data specifically pertains to investigations and intelligence gathering relating to criminal activity. The City Attorney's office has indicated that

parking enforcement would fall under this exception, as the City only uses the data for a specific law enforcement purpose and do not retain the information.

7. Does the code distinguish different rights for residents, owner, tenant based on their ownership status?

No, occupants of a residential property have the same right to petition for RPP restrictions whether they are an owner or tenant of the property.

8. What are the expected impacts of the new code on employees that work at restaurants for 8-hour shifts?

Most restaurants and retail establishments have Special Use Permit (SUP) conditions that require that their employees park off-street and require that employers provide information about alternative transportation options like transit, carpooling, or bike routes. These conditions are standard for SUPs for any new restaurant or retail establishment. In 2018, the City created the Old Town Business Employee Discount Parking Program, which allows employees of participating businesses a \$1 rate for parking in City garages after 4pm Monday through Friday and all day on Saturday, Sunday, and holidays to help provide a less expensive off-street parking option.

9. How will repair/services companies manage parking their vehicles when their work goes beyond 2-hour limits.

Under the existing Code Section 5-8-74 (a)(4) and proposed Code Section 5-8-77 (a)(4), persons doing business with residential or non-residential property owners within an RPP district are eligible for permits for the estimated time required to complete the work for which the permit was sought, up to 30 days.

10. What parking options are available for patrons of the Little Theater so they don't need to scramble to move their cars?

The Little Theater could advertise nearby garages to their visitors and staff such as the Colonial Parking Garage located about a block and half away at the corner of Duke Street and Washington Street or the Courthouse Garage located about four blocks away on the corner of King Street and S. Pitt Street. The City will reach out to the Little Theater to provide information about the process to apply for valet parking for their organization. Additionally, many of the restrictions around the Little Theater are 2-hour parking restrictions currently, and many of the blocks that currently have 3-hour RPP restrictions near the Little Theater are only in effect Monday through Friday 8am to 5pm. This code update would not impact the hours and days the restrictions are in effect, so those blocks would have unrestricted parking during evening or weekend performances.

11. How do you define "occupants" of residential properties to be eligible to sign petitions? Does this include everyone living in the house, including minors?

To clarify based on resident and Board concerns heard by staff, a definition for "occupant" is proposed to be added in Section 5-8-7. The proposed definition is "An adult person living in a residence or using premises, as a tenant or owner, for residential purposes."

12. How many RPP blocks have 2-hour vs. 3-hour restrictions? Would it make sense to have zones of 2-hour restrictions and then zones of 3-hour restrictions farther out from the King Street corridor? How would that impact the enforcement?

There are 210 blocks with 2-hour RPP restrictions and 327 blocks with 3-hour RPP restrictions in Alexandria. Code language could be written to allow zones with 2- or 3-hour restrictions based on what district the block is in or how far the block is from a particular area or land use. Requiring consistent restrictions by area may make it somewhat easier for Parking Enforcement to enforce. However, it would not be expected to lead to the same increases in efficiency as having only 2-hour restrictions, as the other concerns from Parking Enforcement about 3-hour time limits being difficult to enforce would still apply and there would still be transitions and inconsistencies.

13. How were the latest OTAPS parking recommendations incorporated into the RPP Refresh? If not, were they specifically left out?

The following table provides a summary of the OTAPS recommendations related to residential parking and their status.

<i>OTAPS Recommendation</i>	<i>Status</i>
Pay by Phone Payment in Residential Areas	Pilot program approved in November 2017 and program was made permanent in March 2019
Resident Only Parking	The Work Group discussed this parking restriction option but ultimately recommended it not be implemented.
Restrictions on New Development	A policy to address this issue was approved by the City Council in June 2017
Limit Residential Parking Permits	This was reviewed during RPP Refresh, but not recommended given the lower percentage of households with more than 3 vehicles and the limited impact this would have on parking.
Residential Parking Permit Fees	This was reviewed during RPP Refresh, but not recommended given that the current fees are fairly consistent with other cities. Additionally, in order to have an impact on parking a significant increase would be needed to incentivize other parking options, which was not something that was supported.
Time limits for residential permit parking districts	Staff considered time restrictions during RPP Refresh. While the idea of creating a 1 hour zone was not discussed in great detail, the concept of eliminating the 3 hour option was discussed as a way to simplifying the number of restrictions which had been raised as a concern from City Council and the Commission on Aging during the residential pay by phone program evaluation as well as Parking Enforcement. Since adding a 1-hour restriction would increase the variety of restrictions, it was not pursued as a recommendation with RPP Refresh.

Adjust district boundaries	This was included in the initial list of topics to consider as part of RPP Refresh (December questionnaire) but was not identified by the community as one of the top three issues to study further. However, it has been identified as a topic to review in a later phase.
Staff initiated process for amending/changing residential permit parking districts	This has been proposed through RPP Refresh.

14. What would be the result of a sustained enforcement "blitz" to enforce the current restrictions?

Alexandria Police Department believes it is the responsibility of the Parking Enforcement Unit to fairly and equitably enforce the City ordinances, as a result of citizen complaints or by personal observation during our patrol in the assigned areas. With the current understaffing, Parking Enforcement is dedicating all the resources they can to enforcing residential permit parking restrictions without causing negative impacts to other important aspects of their duties. For example, if all Parking Enforcement Officers were directed to focus on residential permit parking blocks, there wouldn't be enough personnel to perform crossing guard duty or to enforce other important parking regulations like vehicles parking in emergency access lanes, HOV lanes, or bike lanes. A concentrated enforcement of RPP blocks would interfere with the existing Parking Enforcement resources and duties and may be adverse to the goal of the Alexandria Police Department to provide fair and equitable treatment to all residents, employees, and visitors.

15. Can the City's staff explain that the community process remains core to the overall process when changes are proposed, but that the changes are intended to enable the ability to move forward and receive the residents' views are enhanced?

The processes for creating a new district and adding, removing, or modifying RPP restrictions via resident petition would not be removed with the proposed code amendments. There are also still options for each block to decide what restriction times and days are most appropriate for their location. Staff are recommending a new option for initiating the process of creating new RPP districts because it has been difficult for residents to garner the needed support and signatures required by existing code to successfully petition for a district. This proposed ballot-initiated process would still include public hearings at the Traffic and Parking Board and City Council, so there would be continued opportunity for resident input in the process.

16. The City outlined some costs for the transition to the new system, but could the City also outline the longer-term benefits, including cost savings, that will accrue to the City through this simplification and standardization?

Although the cost savings are difficult to quantify, there are expected cost savings and returns from Parking Enforcement being more efficient and effective. Increased

enforcement and more consistent, clear restrictions would be expected to lead to more compliance with restrictions overall, resulting in fewer complaints from residents regarding non-compliant vehicles and from parkers who receive tickets for staff to address. Consistent 2-hour RPP time limits in conjunction with increased enforcement could encourage longer term parkers to use garages or surface lots instead of on-street parking. This would encourage higher turnover of on-street parking, opening up more spaces for residents to park near their homes and increasing access to retail businesses or quick dining and food pick up for visitors.

ATTACHMENT 5

Summary of Proposed Recommendations and Related Code Sections

Posted Restrictions

1. Limit RPP end time options on most blocks to either 5PM or 11PM. Allow 2AM end time option in the Special Parking District or where land uses within half a mile of the block generate trips after 11PM.
 - 5PM end time is appropriate in areas that experience commuter parking, 11PM is appropriate for areas with visitors to local shops and dining, and 2AM is appropriate in specific circumstances where there are nearby land uses that are expected to generate parking later at night.
 - *Addressed in Section 5-8-72(b)(1).*
2. Make 2-hour parking the only option for residential parking restrictions.
 - This removes the existing 3-hour RPP option. This is intended to make restrictions more consistent citywide to reduce confusion for visitors and facilitate enforcement.
 - *Addressed in Section 5-8-72(b)(1).*

Permit Limits/Fees

1. Maintain existing permit fee structure.
 - *No relevant code amendments.*
2. Do not recommend a maximum number of permits per resident at this time but continue to monitor number of households with more than 3 permits.
 - *No relevant code amendments.*

Process

1. Allow new proactive process for creating new RPP districts near transit or in areas with parking issues documented through a City led parking study.
 - Staff send ballots to all addresses within the affected area regarding proposed changes. Require more than 50% of the ballots must be returned by a date specified in the mailing and more than 60% of respondents indicate they support the recommendation.
 - If ballot requirements are met, proposed changes go to public hearing for a recommendation from Traffic and Parking Board and are then considered by City Council for approval.
 - *Addressed in Section 5-8-73(b).*
2. Remove occupancy survey requirement for RPP signage to be posted on blocks already within an RPP district. Maintain petition requirement to initiate the request.
 - *Addressed in Section 5-8-75.*

Administrative Recommendations

Posted Restrictions

1. Require the same RPP restrictions on both sides of a block.

- *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-73(a).*
2. Allow Director of T&ES to designate a one street buffer for abutting RPP districts to allow residents from either district to park on boundary.
 - *Addressed in Section 5-8-73(f).*
 3. Clarify in code that vehicles are required to move off the block after reaching maximum time limit.
 - *Addressed in Section 5-8-72(b)(2).*

Process

4. Modification of RPP restrictions to require petition by block rather than by block face.
 - *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-73(a).*
5. Clarify who is eligible to sign petitions for restriction modifications:
 - reference occupants of the residential properties rather than residents
 - allow homeowners' or condo associations to submit letter from board for communal association property
 - allow building owner or property manager to sign for multifamily buildings in lieu of getting signatures from residents of more than 50% of units.
 - *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-73(a), 5-8-75(b), 5-8-75(c)*
6. Clarify in code that signatures must be provided from occupants of **more than** 50% of the residential properties to be petitions for RPP modifications to be eligible.
 - *Addressed in various sections of Article F where petitions are mentioned. To see language used, see Section 5-8-75(a).*
7. Allow Director of T&ES to approve Traffic and Parking Board Recommendations for RPP modifications and posted signage rather than City Manager.
 - *Addressed in Section 5-8-75(d) and Section 5-8-76(a).*
8. Allow Traffic and Parking Board to approve the expansion of an RPP district rather than City Council.
 - *Addressed in Section 5-8-74.*
9. Allow Director of T&ES to recommend changes to permit parking district map to Traffic and Parking Board to:
 - Adjust boundaries of existing permit parking districts to clarify boundary lines' effect on parcel;
 - Resolve administrative irregularities; or
 - Remove non-residential properties with no residential uses from existing permit parking boundary line.
 - *Addressed in Section 5-8-74(b).*

ATTACHMENT 6

Proposed Code Amendment

ARTICLE F - Permit Parking Districts

Sec. 5-8-71 - Definitions.

For the purposes of this article, the following words and phrases shall have the meanings respectively ascribed to them by this section:

- (1) *Block*. That portion of a city street between two intersecting streets or, in the case of a deadend street, between the street's end and an intersecting street.
- (2) *Block face*. The portion of a block running from its centerline to its curb line.
- (3) *City manager*. The city manager of Alexandria or his or her designee.
- (4) *Guest*. A person who is entertained at a ~~residence~~ residential property for a period of less than 24 hours.
- ~~(4.45)~~ *Legal holiday*. A holiday recognized by the federal government.
- ~~(6)~~ *Occupant*. An adult person living in a residence or using premises, as a tenant or owner, for residential purposes.
- ~~(57)~~ *Permit*. A permit issued under this article. ~~and a license plate, decal or permit described in section 40-4-19 of this code.~~
- ~~(68)~~ *Permit holder*. An individual who displays a permit on his or her motor vehicle.
- ~~(79)~~ *Permit parking district*. Any area so designated pursuant to ~~section 5-8-73 or section 5-8-76~~ of this article.
- ~~(810)~~ *Permit parking district map*. A map, prepared and maintained by the department of transportation and environmental services, showing the city's permit parking districts ~~and the block faces within such districts along which permit parking district signs have been placed.~~
- ~~(911)~~ *Permit parking district sign*. A sign, posted along a block or block face in a permit parking district, which imposes parking restrictions on individuals who lack a permit.
- ~~(4012)~~ *Residential district*. An area in which 75 percent of the buildings contained therein are used for residential purposes and containing no fewer than 400 on-street parking spaces, designating 20 linear feet per parking space; provided, however, that an area containing fewer than 400 on-street parking spaces may be deemed to be a residential district if the city council finds that to require the area to contain 400 on-street parking spaces would be impractical or impose an undue hardship or if district is created by the process outlined in Section 5-8-73(b).
- (13) *Residential property*. Property used for residential purposes.
- ~~(4214)~~ *Visitor*. A person who is entertained at a ~~residence~~ residential property for a period of more than 24 hours.

~~*Special parking district area*. The area bounded on the north by the north side of Princess Street, on the west by the east side of Washington Street, on the south by the south side of Wolfe Street and on the east by the Potomac River.~~

~~Sec. 5-8-71A - Permit parking district map; establishment and modification of districts; permit parking district signs.~~

- ~~(a)~~ *Permit parking district map*. The boundaries of the city's permit parking districts ~~and the block faces within each such district which are posted with permit parking district signs are and shall continue to~~

be shown on a map, designated "Residential Permit Parking District Map," which is maintained by and kept on file in the department of transportation and environmental services. The map dated April 18, 1989, including as it may be amended over time pursuant to actions authorized by this article, is hereby incorporated into and made a part of this article as if the information contained therein were fully set forth herein.

- (b) ~~Establishment of new, and expansion of existing, permit parking districts.~~ After April 25, 1989, new residential permit parking districts shall be established pursuant to section 5-8-73 or section 5-8-76, and existing districts shall be expanded pursuant to section 5-8-75.
- (c) ~~Posting of new, and modification of existing, permit parking district signs.~~ Blocks faces in a permit parking district which lack any permit parking district signs may be posted and signs pursuant to section 5-8-77(b). Signs posted on block faces in a permit parking district may be modified pursuant to section 5-8-72(b) and may be removed pursuant to section 5-8-77(a).

Sec. 5-8-72 - Parking in permit parking districts.

- (a) *Prohibited parking.* It shall be unlawful for any person to park a motor vehicle within any block which is posted with one or more residential permit parking district signs contrary to any of the conditions set forth on the sign, unless the vehicle displays a permit.

- (b) ~~Parking restrictions in districts; modifications of restrictions.~~

- (1) Permit parking district signs shall restrict parking by motor vehicles lacking a permit to no more than two ~~or three~~ consecutive hours on a block during specific periods:

8:00 a.m. to 5:00 p.m. or 11:00 p.m. (or 2:00 a.m. of the following day if the director of transportation and environmental services deems appropriate) on either Monday through Friday or Saturday, excluding legal holidays, and/or

11:00 a.m. to 11:00 p.m. (or 2:00 a.m. of the following day if the director of transportation and environmental services deems appropriate) on Sunday.

- (2) Motor vehicles lacking a permit cannot park on the same block after two consecutive hours during the specified periods.

~~8:00 a.m. to 5:00 p.m., 8:00 a.m. to 9:00 p.m., 8:00 a.m. to 11:00 p.m. or 8:00 a.m. to 2:00 a.m. of the following day, on either Monday through Friday or Monday through Saturday, excluding legal holidays, and/or 11:00 a.m. to 11:00 p.m., or 11:00 a.m. to 2:00 a.m. of the following day, on Sunday. Signs in all permit parking districts shall prohibit the parking of vehicles which lack a permit for more than three consecutive hours between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding legal holidays, unless city council, or the city manager pursuant to subsection (b)(2), determines that the signs to be posted in a district or portion thereof shall contain another combination of the restrictions set out in the previous sentence.~~

- (2) (i) ~~Following receipt of a petition signed by more than 50 percent of the residents abutting a block face in any permit parking district, except the special parking district area, which requests that the hours and days of restricted parking on their block face be changed and which specifies the combination of hours and days, described in subsection (1), that the residents are seeking, the traffic and parking board of the city shall, after a public hearing, make a recommendation on the petition to the city manager. Following receipt of the board's recommendation, the manager shall decide the petition and thereafter cause her decision to be implemented; provided, that, in the event the manager decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, in whole or in part, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to city council which shall make the final decision on the petition.~~

- (ii) ~~Following receipt of a petition signed by the owner or non-owner occupants of more than 50 percent of the properties abutting a block in the special parking district area which requests that the hours and days of restricted parking on the block be changed and which specifies the combination of hours and days that are requested, the traffic and parking board of the city shall, after a public hearing, make a~~

~~recommendation on the petition to the city manager; provided, however, that any petition filed under this subsection may only seek a change to one of the following combinations of hours and days: 8:00 a.m. to 5:00 p.m. Monday through Friday, two-hour limit; or 8:00 a.m. to 5:00 p.m. Monday through Friday, three-hour limit. Following receipt of the board's recommendation, the manager shall decide the petition and thereafter cause her decision to be implemented; provided, that, in the event the manager decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, in whole or in part, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to city council which shall make the final decision on the petition. In the event a petition filed under this subsection is filed, no further petition relating to the same block may be filed for a period of 24 months after the filing of the first petition.~~

- ~~(c) *Chalk marks.* It shall be unlawful to erase, remove or cover up any chalk mark placed for identification purposes upon any vehicle by any parking enforcement officer enforcing the provisions of this article unless the vehicle is removed from the block in which it was parked at the time the chalk mark was placed.~~

Sec. 5-8-73 - Designation of permit parking districts; notice of designation.

- (a) (i) Upon submission of a petition for the designation of a residential district as a permit parking district, if the petition has been signed by an occupant of more than 50 percent of the residential properties residents abutting each block face in the residential district designated in the petition, ~~which, for purposes of calculating the 50-percent requirement, shall include the residents abutting each block face directly adjacent to the proposed permit parking district,~~ the city manager shall cause to be conducted an occupancy engineering survey to determine whether the residential district is qualified ~~as hereinafter described~~ to be designated a permit parking district. The survey of the district shall be taken on a day other than Saturday or Sunday. If, at the time of the survey, more than 75 percent of the on-street parking spaces in the district are occupied by vehicles, no further survey shall be made. If less than 75 percent of the on-street parking spaces in the district are occupied by vehicles, additional surveys may be made at other times during that day.

(ii) If 75 percent or more of the on-street parking spaces in the district are found to be occupied by vehicles by any survey, a study shall be made to determine if the number of vehicles parked in the district at the time of the survey and owned by nonresidents of the district exceeds 25 percent of the total number of vehicles parked in the district at that time, in which case the district shall be deemed to qualify as a permit parking district and the city manager shall certify this fact to the traffic and parking board ~~of the city.~~

- (b) The city manager may recommend up to two new locations in a calendar year be designated as a permit parking district of a residential district that i) is located within one mile of an existing or proposed transit station or ii) has parking issues identified through a parking study conducted by the city. Upon the city manager's recommendation, the director of transportation and environmental services shall mail a ballot to all residential properties within the proposed permit parking district. If more than 50 percent of ballots are returned and more than 60 percent of ballots returned indicate support for creating a permit parking district, the district shall be deemed to qualify as a permit parking district and the city manager shall certify this fact to the traffic and parking board.

- ~~(c) Following receipt of a certification by the city manager that a residential district is deemed to qualify as a permit parking district, the traffic and parking board shall, review the matter at after a public hearing, and make a recommendations to the city council concerning the designation of the qualifying residential district as a permit parking district. In making its recommendations to the city council the The traffic and parking board shall consider the availability of an alternate means of transportation to and from the residential district and the existence or approval of a traffic generator that may encourage non-residents to park in the district in making its recommendation to the city council. ~~air pollution caused by automobile traffic within the district and the environmental impact of automobile use in the district.~~~~

- ~~(d) Following receipt of the recommendations of the traffic and parking board concerning the designation of a qualifying residential district as a permit parking district, the city council may designate the district as a permit parking district. If such a designation is made, city council shall determine whether permit parking district signs are immediately to be posted throughout or in a portion of the district, or whether~~

signs are only to be posted following action on petitions filed by residents of blocks ~~faces~~ within the district in accordance with section 5-8-76~~7~~(a). If city council determines that signs should immediately be posted, it shall identify the blocks ~~faces~~ within the district along which signs are to be posted, and shall specify which of the parking restrictions described in section 5-8-72(b) are to be imposed by such signs. Following the designation by city council of a permit parking district, the director of transportation and environmental services shall assign a number to the newly designated district, and update ~~cause~~ the permit parking district map ~~to be modified to include the new district.~~

- (~~ed~~) Upon the designation of the permit parking district by the city council, the city manager shall cause permit parking district signs to be posted on each block face, or portion thereof, which city council specifies for immediate posting. ~~Such signs shall provide the following information in a format chosen by the director of transportation and environmental services:~~

Three (or Two) Hour Parking

8 a.m. to 5 p.m. (or to 9 p.m., 11 p.m. or 2:00 a.m. of the following day) Monday through Friday
(or through Saturday)

11 a.m. to 11 p.m. (or to 2:00 a.m. of the following day) Sunday (if applicable)

Except Holders of District _____ Permits
(or comparable language)

In addition to this language, there

There shall be affixed to each sign following the word "District" the number assigned to the permit parking district in which the sign is located.

- (f) The director of transportation and environmental services may designate blocks which abut two residential permit parking districts with parking restrictions as areas where holders of either abutting district permits are exempt from the parking restrictions.
- (~~e~~) ~~No citation for a violation of section 5-8-72 of this article shall be issued in any permit parking district until the signs required by subsection (d) of this section shall have been posted in the district. No citation for a violation of section 5-8-72 shall be valid if the owner of the vehicle receiving the citation within 15 days of the date of adoption of the resolution designating the permit parking district in which the motor vehicle was parked when cited, obtains a permit authorizing the parking of the vehicle in the district. No citation for a violation of section 5-8-72 shall be valid if, less than 31 days before the date of the citation, the owner of the cited vehicle first become a resident of the permit parking district in which the vehicle was parked when cited and, within 30 days of becoming a resident of the district, the owner obtained a permit authorizing the parking of the cited vehicle within the district.~~

Sec. 5-8-74 - Changes in permit parking district boundaries.

- (a) Occupants of residential properties abutting a block which is adjacent to a permit parking district, who wish to have their block included in the district, shall submit to the city manager a petition signed by occupants of more than 50 percent of the residential properties abutting the block, so long as at least 75 percent of the parcels abutting the block, or the designated portion, are used for residential purposes and the block meets the requirements for a permit parking district in section 5-8-73. The city manager shall submit the petition to the traffic and parking board for its review and recommendation. Following review by the board, the director of transportation and environmental services may grant the petition and expand the boundaries of the district to include the block identified in the petition, or a designated portion thereof.
- (b) The director may recommend changes to update the permit parking district map if not removing any residential properties to
- (1) adjust boundaries of existing permit parking district boundaries to clarify boundary lines' effect on a parcel;

(2) resolve administrative irregularities; or

(3) remove non-residential properties with no residential uses from existing permit parking district boundaries.

The director shall forward the recommendation to the traffic and parking board for its review and recommendation. Following review by the board, the director of transportation and environmental services may adjust the boundary of the district as identified in the board's recommendation and update the permit parking district map.

Sec. 5-8-75 – Posting of new or amended permit parking district signs within an existing district.

- (a) Occupants of residential properties abutting a block within a permit parking district who wish to have permit parking district signs posted or amend parking district signs that are currently posted on their block, or a portion thereof, shall submit to the city manager a petition signed by occupants of more than 50 percent of the residential properties abutting the block, or the portion thereof identified in the petition. The petition shall specify the combination of hours and days, described in section 5-8-72(b)(1), during which the residents seek to have permit parking restrictions in effect on their block.
- (b) In the event that a portion of the block is abutted by a property owned by a homeowners' association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.
- (c) For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building.
- (d) The city manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the director of transportation and environmental services shall grant the petition if he or she finds that at least 75 percent of the parcels of real estate on the block, or the portion thereof identified in the petition, are used for residential purposes; provided, that, in the event the director decides not to adopt the recommendation of the board or he or she decides to deny the petition, in whole or in part, he or she shall notify the board pursuant to section 5-8-5.

Sec. 5-8-76 - Removal of existing permit parking district signs within an existing district.

- (a) Occupants of residential properties abutting a block within a permit parking district who wish to have permit parking district signs removed from their block, or a portion thereof, shall submit to the city manager a petition signed by occupants of more than 50 percent of the residential properties abutting the block or the portion thereof identified in the petition. The city manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the director of transportation and environmental services shall grant the petition unless he or she finds that removal of the signs would have a significant adverse effect upon residents abutting nearby blocks within the district; provided, that, in the event the director decides not to adopt the recommendation of the board or he or she decides to deny the petition, he or she shall notify the board pursuant to section 5-8-5.
- (b) For the purposes of this section, the owner of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building.
- (c) In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.

Sec. 5-8-77 4 - Parking permits; issuance.

- (a) ~~Except as provided in subsection (6), the~~ The city manager shall, upon payment of the fee provided for by this article, issue permits: ~~to natural, but not corporate, persons who reside in a dwelling located within the boundaries of a permit parking district authorizing the parking of motor vehicles in such district for more than the consecutive hour limitation in effect in the district, as follows:~~

(1) to persons who reside in a permit parking district or to persons who both reside in a residential property dwelling located on a block adjacent to an existing permit parking district where parking on said block is controlled by time limits set by official signs or metered parking and lack adequate alternative nearby parking facilities available to them, as determined by the city manager or the manager's designee. The following shall apply:

(i) one permit for each vehicle belonging to such persons for which the persons have paid all personal property taxes imposed thereon by the city ~~and which displays a valid license windshield tag issued pursuant to the provisions of section 3-2-321 et seq. of this code.~~ Such permits shall be valid from July 1 or, if later, the date of issuance through November 15 of the following year. Applicants for permits issued pursuant to this subsection shall provide proof of residence and, for each vehicle for which a permit is sought, a motor vehicle registration card issued by the division of motor vehicles and proof of payment of all personal property taxes and license taxes imposed thereon by the city.

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

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

~~(iii) For permits issued to a person or renewed pursuant to paragraph (ia) of this subsection, there shall be imposed a fee of \$40 for the first vehicle, \$50 for the second vehicle, and \$150 for each additional vehicle.~~

~~(iv) Any person who has been issued a permit for a vehicle pursuant to paragraph (ia) of this subsection may obtain a replacement permit for use on another vehicle registered in such person's name, upon application on forms furnished by the city manager and presentation of the registration card for the vehicle for which the replacement permit is sought and pieces of the previously issued permit as proof that it was removed from the vehicle for which the fee was previously paid, accompanied by a fee of \$1.~~

~~(v) For permits issued to a person or renewed pursuant to paragraph (b) of this subsection, there shall be imposed a fee of \$50 per permit.~~

(2) to persons who are visitors at a residential property residence within a permit parking district on the application of the resident, one permit for any vehicle used by such person during the visit, which permit shall be valid for a maximum of 30 days but shall not be renewed; provided, that permits may be issued to no more than two visitors to the same residential property residence at the same time. A \$5 fee shall be charged for any permit issued pursuant to this subsection for a period of more than seven days.

- (3) to persons who are guests at a residential property residence in a permit parking district on the application of the resident, one permit for any vehicle used by such person while a guest at the residential property residence, which permit shall be valid for a date certain or portion thereof., provided that the number of permits issued under this subsection shall not at any time exceed 50 percent of the number of parking spaces in which they are valid; provided further, that no permit shall be issued under this subsection except upon a showing by the resident making application therefor that during the hours for which the permit is to be issued this residence will be used and occupied in a manner which is both lawful and not inconsistent with the residential character of the permit parking district in which it is located, and unless it shall be found that the issuance of the permit or permits will not unduly impair traffic safety during the time of their validity; provided further, that, notwithstanding any provision of this subsection to the contrary, up to 10 Self-validating guest permits or online, date-specific guest permits shall be issued in any calendar month for the guests of any residential property residence located in a permit parking district upon the application of a person residing in the residential property residence. Any permit issued pursuant to this subsection may be limited to certain streets or portions thereof in the permit parking district for which the permit is issued.
- (4) to persons doing business with an occupant of the residential property resident or a nonresident property owner of a property located within a permit parking district on the application of the occupant of the residential property resident or nonresident property owner, one permit for the vehicle used while doing business in the permit parking district; provided, that such permits may be issued to no more than three persons doing business at the same residential property residence at the same time. No permit shall be issued pursuant to this subsection for a period longer than the time estimated by the occupant of the residential property resident or nonresident property owner to be required for completing the business transaction for which the permit is sought, and in no event shall any permit be valid for more than 30 days.
- (b) ~~(5)~~ Whenever a holder of a permit issued under this section is no longer qualified to possess the permit, the permit shall be invalid and shall be returned to the director of finance.
- (c) ~~(6)~~ Permits shall not be issued to persons who reside in a residential development which is subject to a special use permit, to the extent the residents, visitors, guests or business-invitees within such development are excluded by the special use permit from eligibility for one or more of the permits described above in subsections (1), (2), (3) or (4). **Sec. 5-8-75 – Changes in permit parking district boundaries.**

~~Residents abutting a block face within a city block which is adjacent to a permit parking district, who wish to have their block face included in the district, shall submit to the city manager a petition signed by at least 50 percent of the block face residents. The manager shall submit the petition to the traffic and parking board for its review and recommendation. Following review by the board, city council may grant the petition and expand the boundaries of the district to include the block face identified in the petition, or a designated portion thereof, so long as at least 75 percent of the parcels of real estate abutting the block face, or the designated portion, are used or residential purposes and the block face meets the requirements for a permit parking district in section 5-8-73. (Code 1963, Sec. 22-121.17; Ord. No. 3215, 5/26/87, Sec. 6; Ord. No. 3372, 4/25/89, Sec. 5)~~

Sec. 5-8-76 – Establishment of trial permit parking district.

~~Notwithstanding any other provision of this article, the city council may establish a permit parking district or districts on a trial basis, for a period not to exceed 90 days, during which period no other petitions for establishment of such district shall be acted on by the city council. Any permit parking district established on a trial basis pursuant to this section shall, at the expiration of the trial period established by the city council for that district, continue to be a permit parking district as established by this article unless and until it shall be otherwise declared by the city council. The provisions of subsections (c) and (d) of section 5-8-73 shall apply to the establishment of a permit parking district under this section. (Ord. No. 3372, 4/25/89, Sec. 6)~~

~~Sec. 5-8-77 - Removal of existing, the posting of new, permit parking district signs.~~

~~(a) Residents abutting a block face within a permit parking district who wish to have permit parking district signs removed from their block face, or a portion thereof, shall submit to the city manager a petition signed by at least 50 percent of the residents of the block face or the portion thereof identified in the petition. The manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the manager shall grant the petition unless she finds that removal of the signs would have a significant adverse effect upon residents abutting nearby block faces within the district; provided, that, in the event the manager decides not to adopt the recommendation of the board or she decides to deny the petition, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to council which shall make the final decision on the petition.~~

~~(b) Residents abutting a block face within a permit parking district who wish to have permit parking district signs posted on their block face, or a portion thereof, shall submit to the city manager a petition signed by at least 50 percent of the residents of the block face, or the portion thereof identified in the petition. The petition shall specify the combination of hours and days, described in section 5-8-72(b)(1), during which the residents seek to have permit parking restrictions in effect on their block face. The manager shall forward the petition to the traffic and parking board for its review and recommendation. Following receipt of the board's recommendation, the manager shall grant the petition if she finds that at least 75 percent of the parcels of real estate on the block face, or the portion thereof identified in the petition, are used for residential purposes and that the block face, or the identified portion thereof, meets the requirements for a permit parking district in section 5-8-73; provided, that, in the event the manager decides not to adopt the recommendation of the board or she decides to deny the petition, in whole or in part, she shall forward the petition, along with the board's recommendation and the reasons for her decision, to city council which shall make the final decision on the petition. (Code 1963, Ch. 22; Ord. No. 2414, 11/27/79, Sec. 2; Ord. No. 3215, 5/26/87, Sec. 7; Ord. No. 3372, 4/25/89, Sec. 7) **Sec. 5-8-79 - Enforcement and administration of article.**~~

(a) The police department of the city shall be responsible for the enforcement of this article.

(b) The director of finance shall be responsible for the administration of this article. This responsibility shall include the following duties:

(1) Upon determining that a permit issued pursuant to section 5-8-774 has been obtained through a misrepresentation made in violation of section 5-8-80(a), the director of finance shall notify the permit holder that the permit is invalid and must be returned to the director.

(2) Upon determining that a permit issued pursuant to section 5-8-774 is being misused, which includes, but is not limited to, display (for example, by being displayed on a vehicle other than the vehicle for which the permit was issued,) or that the person holding the permit no longer meets the requirements for obtaining the permit, the director of finance shall notify the permit holder that the permit is invalid and must be returned to the director. **Sec. 5-8-80 - Permit violations and penalty.**

(a) In addition to any other prohibition or restriction imposed by this article, the following acts are prohibited:

(1) It shall be unlawful for any person to make a false representation of any material fact when applying for or seeking to renew a permit under this article.

(2) It shall be unlawful for any person to display on a motor vehicle a permit issued pursuant to this article when the requirements for obtaining the permit are no longer satisfied or when the vehicle is not the vehicle for which the permit was issued.

(b) The penalty for a violation of subsection (a)(1) or (a)(2) shall be a fine of \$250.

(c) Any permit held by a person who has violated subsection (a)(1) or (A)(2) shall, at the time of the violation, become and thereafter remain invalid. **Sec. 5-8-81 - Reserved. - Federal courthouse parking zone.**

- ~~(a) The director of transportation and environmental services is authorized to establish a permit parking zone for jurors and witnesses attending the United States Courthouse located in the city.~~
- ~~(b) Such zone shall consist of not more than 50 parking spaces on Elizabeth Lane and Mill Road, the location of which shall be determined by the director.~~
- ~~(c) Parking permits for witnesses and jurors attending the United States Courthouse shall be issued by the Clerk of the United States District Court for the Eastern District of Virginia, and the Office of the United States Attorney, and the form thereof shall be approved by the director.~~
- ~~(d) Any limitations on the hours during which vehicles may park on streets within the parking zone established pursuant to subsection (a) shall not apply to vehicles parked in the zone and displaying in their windshield a permit issued under subsection (c). The director shall post signs regulating parking in such spaces, which provide that the limitations as to hours of parking shall not apply to vehicles displaying a permit.~~
- ~~(e) This section shall expire on January 22, 2003.~~ **Sec. 5-8-82 - Restricted overnight parking districts.**
- (a) *Prohibited parking.* It shall be unlawful for any person to park a motor vehicle within any block face which is posted with one or more restricted overnight parking district signs contrary to any of the conditions set forth on the sign, unless the vehicle is registered with the city City of Alexandria pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor permit pursuant to this section.
- (b) *Parking restrictions.* Restricted overnight parking district signs shall prohibit parking by motor vehicles which are not registered with the city City of Alexandria pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor permit pursuant to this section, during the posted overnight hours between 12 midnight and 6:00 a.m. the following morning. As used in this section, parking means the stopping or standing of a motor vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading of the vehicle.
- (c) *Establishment of district.* A restricted overnight parking district may be established in accordance with the following criteria and procedures:
- (1) All property within the district must be zoned for residential use.
 - (2) No district shall include property which is included within a residential permit parking district established pursuant to this article F.
 - (3) The district must include a minimum of 200 on street parking spaces.
 - (4) A petition requesting the establishment of a restricted overnight parking district, describing the area proposed to be designated, and signed by an occupant of not less than 66 and two-thirds percent of the occupants of residential properties abutting each block face in the proposed district, shall be filed with the city manager. For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building. In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.
 - (5) Upon receipt of a petition which meets the minimum criteria, the city manager shall conduct one or more surveys of the on street parking spaces within the proposed district during the restricted parking hours, on an evening other than a Friday, Saturday or Sunday evening. If the surveys reasonably demonstrate to the satisfaction of the city manager that at least 25 percent of the vehicles parked within the proposed district are not registered with the city City of Alexandria pursuant to section 3-2-229 of this code, the city manager shall refer the petition to the traffic and parking board. If the surveys do not so demonstrate, the petition shall be deemed denied.
 - (6) The traffic and parking board shall conduct a public hearing and make a recommendation to the city manager council concerning the establishment of the district.

- (7) Upon receipt of the recommendation of the traffic and parking board, the city ~~manager council~~ shall determine whether or not to establish the restricted overnight parking district. ~~Prior to making its decision, the city council may elect to hold a public hearing on the proposed designation.~~
- (8) The board and ~~city manager council~~ shall consider the following factors: the availability of off street parking in the district, the degree of congestion or utilization of on street parking typical in the district during the restricted hours, such geographic features of the area as may impact access to, or availability of, parking during the restricted hours, the likely effect of establishment of the district on surrounding areas within the city, and such additional factors as the board or ~~city manager council~~ reasonably determine are relevant to its consideration of the matter.
- (9) If the city ~~manager council~~ approves the establishment of the district, the director of transportation and environmental services shall forthwith post the signs described in subsection (b) within the district and record the district on the permit parking district map.
- (d) The city manager shall provide for the convenient issuance of guest and visitor permits, as provided in section 5-8-774, for use within a restricted overnight parking district.
- (e) All relevant provisions of this code, including without limitation the provisions of this article F, which are not in conflict with the provisions of this section, shall apply to the establishment, procedures, penalties and enforcement of a restricted overnight parking district established pursuant to this section.

Sec. 5-8-83 - Restricted daytime parking district.

- (a) *Prohibited parking.* It shall be unlawful for any person to park a motor vehicle within any block face which is posted with one or more restricted daytime parking district signs contrary to any of the conditions set forth on the sign, unless the vehicle is registered with the City of Alexandria pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor permit pursuant to this section.
- (b) *Parking restrictions.* Restricted daytime parking district signs shall prohibit parking by motor vehicles which are not registered with the City of Alexandria pursuant to section 3-2-229 of this code, or the vehicle has been issued a guest or visitor pass pursuant to this section, during the posted daytime hours between 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding holidays. As used in this section, parking means the stopping or standing of a motor vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading of the vehicle.
- (c) *Establishment of district.* The restricted daytime parking district may be established for any block face or adjoining group of block faces within the boundaries set forth in the daytime parking district map approved by the city council upon passage of the ordinance creating and authorizing this code section. City council may amend the daytime parking district map by resolution. Residents within the district may request that restricted daytime parking district signs be posted on block faces within the district pursuant to the following criteria and procedures:
 - (1) A petition requesting the establishment of a placement of restricted daytime parking district signs, describing the area proposed to be designated, and signed by an occupant of not less than 50 percent of the residential properties abutting each block face in the proposed area, shall be filed with the city manager. For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building. In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.
 - (2) Upon receipt of a petition which meets the minimum criteria, the director of transportation and environmental services shall forthwith post the signs described in subsection (b) within the proposed area and record the area on the daytime permit parking district map.
 - (d) Guest/visitor passes. The city manager shall provide for the issuance of one guest/visitor pass for each residential property residence with any approved area within the restricted daytime parking district at no cost. Such passes shall be transferable to subsequent occupants of the residential

~~property residence~~ without action by the city. If any issued guest/visitor pass is lost or stolen, the requesting ~~occupant resident~~ may obtain a replacement from the city at a cost of \$100.

- (e) All relevant provisions of this code, including without limitation the provisions of this article F, which are not in conflict with the provisions of this section, shall apply to the establishment, procedures, penalties and enforcement of a restricted daytime parking district established pursuant to this section.

Sec. 5-8-84 - Pay by phone parking fee within a residential permit parking district.

- (a) *Purpose.* On residential blocks adjacent to metered areas, which are often occupied by vehicles belonging to non-residents of the district, a pay by phone parking fee may be implemented that requires non-residents of the district to pay to park on the block during the posted times.
- (b) *Parking restrictions.* Residential blocks with a pay by phone parking fee shall prohibit parking in designated areas by motor vehicles which do not display a valid parking permit for that district or have not submitted appropriate payment through either the pay by phone application referenced on the posted signage, a city parking meter, or other authorized payment method.
 - (1) The hourly parking fee shall be consistent with the cost of a meter as established in Section 5-8-93.
 - (2) The hours during which a parking fee is applicable shall be consistent with the existing posted hours of restriction. Changes to the posted hours shall be reviewed by the traffic and parking board pursuant to section 5-8-72(b).
- (c) *Establishment.* A pay by phone parking fee may be added to certain designated residential permit parking district blocks in accordance with the following criteria and procedures:
 - (1) 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. For the purposes of this subsection (1), an area that consists of multiple adjacent blocks may be considered simultaneously, so long as one block meets this locational requirement, and provided that all other requirements of this section are met for each individual block.
 - (2) The block must be located within the area bounded on the north by the north side of Princess Street, on the west by the east side of Washington Street, on the south by the south side of Wolfe Street and on the east by the Potomac River. ~~Special Parking District Area.~~
 - (3) The area subject to parking fee must already be posted with residential parking restrictions.
 - (4) The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by an occupant of more than 50 percent of the residential properties abutting the block and submitted to the city manager. For the purposes of this section, the owner or managing agent of a residential property that is an apartment building may sign a petition in lieu of the occupants of the apartment building. In the event that a portion of the block is abutted by a property owned by a homeowner's association or condominium association, a letter of endorsement by the association's board of directors or other governing body is valid as a signature for the property.
 - (5) Upon receipt of a petition for a block meeting the criteria established above, the director of transportation and environmental services ~~city manager~~ shall direct staff to conduct a survey of the parking conditions on the block. The survey shall be taken during the hours of the existing residential parking restrictions. If staff observes that 75 percent or more of the available parking spaces on the block are occupied, the director ~~city manager~~ shall forward the request to the traffic and parking board for its review and recommendation at a public hearing.
 - (6) If less than 75 percent of the available spaces are occupied, additional surveys may be made at other times of the day. If the surveys do not so demonstrate, the petition shall be deemed denied and no further action will be taken.
 - (7) Following the board's recommendation, the director of transportation and environmental services ~~manager~~ shall decide the petition and cause his or her decision to be implemented; provided that in the event the director ~~manager~~ decides not to adopt the recommendation of the board or, whether or not in accord with the recommendation of the board, decides to deny the petition, he or she shall notify

~~the board pursuant to section 5-8-5. forward the petition, along with the board's recommendation and the reasons for his decision to city council which shall make the final decision on the petition.~~

(8) Parking restrictions may be removed from a block face in accordance with section 5-8-~~76~~ 77(a).

Secs. 5-8-85 through 5-8-90 - reserved.

ATTACHEMNT 2: *Little Theatre of Alexandria letter*

October 11th, 2019

Dear members of the Alexandria Parking & Traffic Board,

When I spoke to you at the September meeting, the Little Theatre of Alexandria (LTA) Board had only seen the the proposed changes to parking a few days prior when one of our Board members happened to check your website. While I understand there was community outreach for many months, LTA was not included so we had to jump in at the 11th hour. Now that we have had some time to discuss what this will mean for our theatre, I wanted to write you and explain in more depth the impact some of these proposed changes will have on us.

We are a community theatre, which means we are volunteer run; we serve our neighbors and our friends. All of us work in day jobs that have nothing to do with the theatre – we are lawyers, doctors, stay at home parents, lobbyists, teachers, government workers, librarians, and a thousand other professions that contribute to our community. Our colleagues finish work each day and go home, but we head to LTA. Because we have jobs, our time at the LTA begins late and ends later. It is not unusual for me to arrive at 6 PM and stay till 10 PM, or even to 11 or midnight during tech week. For those building and painting sets, it's not unheard of for them to be there till 1 or 2 AM right before a show goes up.

By removing all 2-hour zones around the theater and assessing later end times, our volunteers and patrons will suffer.

If I am cast in a show, I will have to leave rehearsal, and drive around at 8 PM, and then again at 10 PM to move my car. I am already volunteering my time, paying for parking, and now I will have to wander the streets of Old Town late at night moving my car, possibly multiple times if the zones near LTA are reassessed to 2 AM.

That is to say nothing of the close to 4,000 patrons we welcome for every show. We do 7 shows a year. What should we tell our audiences when they come to see a show that runs more than 2 hours? Should we ask our elderly patrons in walkers and wheelchairs to head out to their cars and move them at intermission? Perhaps the family who comes to see A Christmas Carol every year should send one parent into the cold while the other stays with the children. What about our cast and crew? During the Christmas season, you may see Scrooge, Marley and The Ghost of Christmas Past breaking the illusion by wandering around Old Town looking for parking; let's hope they find it before intermission ends.

I ask these questions because it does not appear that our unique situation was factored into these proposed plans at all. And while it is frustrating, given how long we have been in Old Town, I do understand. Alexandria is a bustling town with many different businesses and interests, and you're trying to balance them all. But all that being said - removing 3 hour zones and reassessing the end times near the theater to 11 PM or 2 AM are simply not workable. We cannot function. And the money that our patrons spend on

dinner or drinks and parking will go to other theaters in Arlington or elsewhere that don't require them to move their cars halfway through a show.

We are a huge part of the community – not just in the shows we perform but the outreach we do. We walk in the Scottish parade every year and host First Night. We hold open houses so that members of the community can come in and get to know us. We are woven into the tapestry of Old Town and have been since we were founded 85 years ago.

Please, in an effort to be consistent, do not drive our patrons and our volunteers away. **We must have 3-hour zones near the theater and we need a 5 PM end time on the zones we do have.** Whatever paperwork we need to file or requests we need to make to secure these exceptions, we stand ready to do.

I invited all of you to come see a show at our theater when I spoke before you, and I'd like to reiterate that invitation. I truly believe that we elevate our city through the arts, and create a community that welcomes everyone, so allow me to welcome you to our auditorium. Come see our next show [The Haunting of Hill House](#), not only so you can understand the talent and dedication that goes up on our stage 6 nights a week, but also so you can walk in the shoes of our patrons, as you fight traffic to get to us, then have to hunt for parking. As you sit in our seats at intermission, imagine the frustration if you knew you had to move your car. Maybe you should try to move your car while you're there, just to see how it would work. And when you stand with our audience to give the cast an ovation, remember that you are surrounded by volunteers who ask nothing more than the ability to sit through a show uninterrupted and escape for a few hours.

Ashley Amidon
Governor, Seasonal Planning
Little Theatre of Alexandria Board