

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANUARY 26, 2026 7:00 P.M.
VIRTUAL MEETING**

The January 26, 2026 meeting of the Traffic and Parking Board is being held electronically. All the members of the Board and staff are participating from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_v1d40Qa_TjWaq_10TK6Jvw

Or an H.323/SIP room system:

H.323: 144.195.19.161 (US West) or 206.247.11.121 (US East)

Meeting ID: 996 2063 6627

Passcode: 915805

SIP: 99620636627@zoomcrc.com

Passcode: 915805

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

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

For reasonable disability accommodation, contact trafficandparkingboard@alexandriava.gov, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANUARY 26, 2026 7:00 P.M.
VIRTUAL MEETING**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the December 8, 2025, Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. New Taxicab Company, City Cab, Update
 - B. Farmers Market Parking Update
 - C. On Street Disability Parking Spaces Update
 - D. July-December 2025 Daylighting Request Summary

CONSENT ITEMS

5. Parking Removal and Additions – Old Town Circulator Parking Modifications at Bus Stops
6. Residential Parking Permit District Boundary Adjustment – 220 South Peyton Street
7. Parking Restrictions – Eisenhower Avenue between Metro Road and Clermont Avenue

PUBLIC HEARING ITEMS

8. Overnight Parking District – Beverley Hills

INFORMATION ITEMS

9. **STAFF UPDATES**
10. **COMMISSIONER UPDATES**

Next Meeting: Monday, February 23, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, DECEMBER 8, 2025, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair Ann Tucker, Vice Chair Casey Kane, Annie Ebbers, Lavonda Bonnard, Ashley Mihalik, Kursten Phelps, and Dane Lauritzen.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katye North, Division Chief; Sheila McGraw, Principal Planner; Alex Carroll, Principal Planner; Daniel Markham, Civil Engineer IV; Andre Williams, Civil Engineer III; Max Devilliers, Urban Planner III; and Jessica Brown, Civil Engineer I. Climate Action Office – Ryan Freed, Climate Action Officer; and Amy Posner, EV Planner.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the October 27, 2025, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps, to edit the minutes of the October 27, 2025, Traffic and Parking Board meeting to reflect that Ms. Ebbers was absent. Ms. Phelps made a motion, seconded by Ms. Ebbers, to approve the minutes of the October 27, 2025, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Parking Enforcement Pilot Contractor Program Update
 - Traffic and Parking Board Meeting Schedule 2026
4. **PUBLIC DISCUSSION PERIOD:** Rawley Vaughan testified in support of traffic calming measures along Braddock Road under and around the railroad tracks.

CONSENT ITEMS

Mr. Lauritzen moved, seconded by Ms. Phelps, to remove item #5 from the consent agenda with a friendly amendment from Mr. Kane to remove items #6, 8, and 9 as well. The amended motion passed unanimously.

5. **ISSUE:** Parking Removal – Crossing Improvements Near Schools Phase I

DISCUSSION: Mr. Hayes presented the item to the Board. Mr. Kane asked if the exclusive pedestrian phase will operate throughout the day, which Mr. Hayes confirmed it

would. Ms. Tucker asked if this would be the first diagonal crossing near a school, to which Mr. Hayes responded that the first was on Sanger Avenue near William Ramsay Elementary School. Alex stated that staff will develop standards for future diagonal crossings as well. Ms. Mihalik requested that the City consider adding more crossing guards citywide and would like to know the criteria for assigning crossing guards. Ms. Tucker asked if this project could be accomplished with two crosswalks instead of three, to which Mr. Hayes responded that the northern crossing is required and adding the diagonal crossing had no additional impact on parking but helped to meet existing pedestrian demand. Ms. Mihalik asked if it would be possible to reject just the northern crosswalk, to which Mr. Hayes responded that current designs would not allow for doing so.

PUBLIC TESTIMONY: Scarlett Scudder testified in opposition. Mr. Williams added that residents can apply for a permit to divert traffic with a detour to conduct housework but it would be costly.

Russell Anderson testified in support for the parking removal, the diagonal crosswalk, and the 'No Turn on Red' signage, but requested additional speed control/prevention measures.

Peggy Ashbrook testified in support.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES:

- Remove two on-street parking spaces at the northwest corner of Commonwealth Avenue and Mount Ida Avenue; and
- Install No Turn on Red (NTOR) restrictions for southbound Commonwealth Avenue turning right onto westbound Mount Ida Avenue.

The motion carried six to one, with Ms. Tucker opposed.

6. ISSUE: No Turn on Red – Russell Road/Monroe Avenue/High Street

DISCUSSION: None.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps, to recommend the Director of T&ES install No Turn on Red restrictions at all approaches of the intersection of Russell Road, Monroe Avenue, and High Street. The motion carried unanimously.

7. ISSUE: Loading Zone Addition – 126 North Patrick Street

DISCUSSION: None.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES add a 40-foot-long loading zone at 126 North Patrick Street, 7 a.m. to 9 p.m., daily. The motion carried unanimously.

PUBLIC HEARING ITEMS

8. **ISSUE:** Parking Removal - Capital Bikeshare Station Relocation 100 Block of South Royal Street

DISCUSSION: None.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES to remove three (3) on-street parking spaces from the east side of the 100 block of South Royal Street for a Capital Bikeshare station during the City Hall renovation project. The motion carried unanimously.

9. **ISSUE:** Motorcoach Loading Relocation and Parking Restriction Modifications – 300 and 400 Blocks of King Street

DISCUSSION: Ms. McGraw presented the item to the Board. Mr. Kane raised a concern about the double parking that generally occurs on Royal Street to start occurring on King Street instead as a result of the relocation of the farmers market, to which Ms. North responded that she will notify Parking Enforcement of this potential issue.

PUBLIC TESTIMONY: Wellington Watts testified in support, but requested more motorcoach loading space on Royal or Pitt Streets, clearer signage, and pay-in-person options for motorcoach drivers parking on the street. Ms. Mihalik asked how Mr. Watts directs motorcoach drivers, to which he responded that he directs them to the Staff-made map online. Ms. Tucker asked staff for their thoughts, to which Ms. McGraw responded that staff would like to see how the current proposal works for the first few months and will make adjustments as needed working with Mr. Watts. Ms. Tucker asked when peak motorcoach loading occurs, to which Mr. Watts responded that it occurs in the evenings, usually after dinner. Mr. Kane asked if staff is working on a payment solution to address Mr. Watts' concerns, to which Ms. McGraw responded that staff is looking into solutions.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES:

- Designate eight on-street parking spaces on the 400 block of King Street as Motorcoach loading only during the City Hall renovation project, and
- Add five metered parking spaces to the 300 block of King Street during the City Hall renovation project.

The motion carried unanimously.

10. **ISSUE:** Curb Cut Appeal – 1612 Princess Street

DISCUSSION: Mr. Williams presented the item to the Board. Mr. Kane noted that allowing the curb ramps to remain unchanged would be unsafe, particularly for persons with disabilities. Ms. Mihalik asked what staff observed with regards to driver speeds, to which Mr. Markham responded that no speeding was observed during the survey but staff could check speed data for a longer period. Mr. Kane asked staff to check with the Police Department about crashes in the immediate vicinity. Ms. Carroll suggested that the residents apply for the Neighborhood Transportation Improvements Program to address speeding concerns.

PUBLIC TESTIMONY: Paul Miller testified in support of permitting the curb cut.

Tamara Adams testified in opposition of permitting the curb cut.

Elliott Watts testified in opposition of permitting the curb cut and noted that the parking survey was conducted during the federal government shutdown and that City staff presence likely discouraged drivers from speeding.

Jackie Gaither testified in opposition of permitting the curb cut.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to approve the curb cut application. The motion carried unanimously.

11. ISSUE: Administrative Approval Process - Electric Vehicle Charging Only Parking Requirements for Curbside Electric Vehicle Charging

DISCUSSION: Ms. Posner presented the item to the Board. Mr. Stout asked what staff found in other jurisdictions, to which Ms. Posner responded that Norfolk is the only other jurisdiction in Virginia to have a similar permit; other jurisdictions include DC, Portland (OR), Boston, and Seattle. Ms. Posner mentioned that the City would issue 5-year permits for a 2-year period, pause the issuance of permits, collect feedback, and make improvements before issuing additional permits. Mr. Kane would like the City to consider including commercial properties in the future and would like the \$25 citation fee for misusing the EV space to be increased. Mr. Kane also suggested to work with the Police Department to develop best practices for issuing citations and asked how this program relates to the Alexandria Mobility Plan, to which Ms. Posner responded that applications/sites would be reviewed by Transportation Branch staff to ensure siting doesn't affect future projects. Mr. Kane added that Small Area Plans should also be considered when reviewing applications, and that the term "Amenity Zone" should be further defined in the document. Mr. Kane requested that staff clarify how the lack of accessible off-street parking will be investigated as part of the review of these applications in the future. Mr. Stout asked how the City will ensure that inactive EV chargers are responsibly removed, to which Ms. Posner responded that those cases will be covered by the agreement with the vendor. Ms. Phelps asked how staff plans to ensure that the chargers are spread equitably across the city, to which Ms. Posner responded that staff is trying to solve the issue in numerous ways including via multifamily construction.

PUBLIC TESTIMONY: Steve Banashek testified in support.

Don Burke testified in support.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Kane, to defer the vote until ten EV parking spaces have been designated by the Board. The motion carried unanimously.

INFORMATION ITEMS

12. STAFF UPDATES: Ms. Carroll provided the Board with an update regarding the Complete Streets Annual Program. Ms. McGraw provided the board with an update on Personal Delivery Devices in the city. Ms. Tucker requested a presentation from the Police Department on License Plate Readers and the parking enforcement contractors. Mr. Kane requested a presentation on T&ES' Maintenance of Traffic procedure and enforcement.

13. COMMISSIONER UPDATES: None.

ADJOURNMENT

Ms. Phelps moved to adjourn the meeting, seconded by Ms. Ebbers. The motion carried unanimously. The meeting adjourned at 10:04 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 26, 2026

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. New Taxicab Company, City Cab, Update

At the September Board meeting, the Board recommended the City Manager grant a Certificate of Public Convenience and Necessity to City Cab LLC to start a new cab company with 180 certificates. In December, the City Manager provided a Certificate of Public Convenience and Necessity to City Cab LLC with 80 certificates. City staff has been coordinating with City Cab to ensure they are complying with City Code requirements as they begin operations in the City. City Cab and other cab companies, will be able to apply for an amendment to the number of vehicles authorized by their certificate through the biennial review process. The next biennial review will take place in fall 2026 and certificate holders who want to apply for an amendment to the number of vehicles authorized will need to do so no later than August 1, 2026.

B. Farmers Market Parking Update

City Hall is undergoing a renovation project in 2026. The Market Square garage will be closed during the renovation. On Saturdays, for the farmers market, free parking is currently provided in the Market Square garage from 5 a.m. – 12:30 p.m. Once the Market Square garage closes, free parking for the farmers market will shift to the Courthouse garage on Saturdays from 5 a.m. – 12:30 pm. More about the City Hall renovation project can be found on the project website: [City Hall Renovation Project | City of Alexandria, VA](#).

C. On Street Disability Parking Spaces Update

The annual recertification of all disability parking spaces on residential streets was successfully conducted—as stipulated by City Code—between October 1 and December 31. As a result of the recertification process, seven disability parking spaces on residential streets were removed on December 18, with 60 spaces remaining and confirmed to be needed by residents meeting the requirements.

Staff intends to bring updates to the City Code regarding the establishment of disability parking spaces (Sec. 5-8-117) before the Traffic and Parking Board this calendar year in an effort to improve the recertification and application processes for both staff and applicants.

D. July-December 2025 Daylighting Requests Summary

Per the Board-approved administrative procedure for reviewing daylighting requests, Transportation staff met internally on December 22 to review the 7 requests received in the second half of 2025. This update is to inform the Board of the decisions made by staff on each request per the Board-approved eligibility criteria (i.e., visibility, grade/topography, type/lack of intersection control, and curb radius) and the progress on each approved request thus far. This information was relayed to each requestor on December 22 and staff did not receive negative feedback regarding the decisions made.

1. 2103 and 2106 North Earley Street
 - a. Approved, used in conjunction with the administrative approval procedure for removing parking at bus stops for ADA access to remove a total of 75 feet on the east side of the street and 90 feet on the west side
2. Duncan Avenue at Leslie Avenue
 - a. Approved, removed 20 feet of parking on the east side of the street on either side of the crosswalk
3. Commonwealth Avenue at Spring Street
 - a. Approved, removed 20 feet of parking on the west side of the street immediately north of Spring Street and 20 feet of parking on the east side of the street immediately south of Spring Street
4. Commonwealth Avenue at Myrtle Street
 - a. Approved, removed 20 feet of parking on the east side of the street immediately south of East Myrtle Street
5. Madison Street at North Alfred Street
 - a. Approval not needed—Code prohibits parking within 15 feet of fire hydrants. ‘No Parking’ sign installed
6. North Patrick Street at Madison Street
 - a. Approved two out of three locations; daylighting on west side of North Patrick Street unnecessary for one-way northbound at one-way eastbound due to lack of conflicts. Removed 20 feet of parking on east side of North Patrick Street immediately south of Madison Street and 20 feet of parking on north side of Madison Street immediately west of North Patrick Street
7. Commonwealth Avenue at Luray Avenue
 - a. Approval not needed—Code prohibits parking within 15 feet of fire hydrants. ‘No Parking’ sign installed

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 26, 2026

DOCKET ITEM: 5

ISSUE: Parking Removal and Additions – Old Town Circulator Parking Modifications at Bus Stops

REQUESTED BY: Staff

LOCATION: Madison Street, Montgomery Street, North Fairfax Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES:

- Remove up to 12 on-street parking spaces and add 8 on-street parking spaces on North Fairfax Street,
- Remove up to up to 3 on-street parking spaces and add 9 on-street parking spaces on Montgomery Street,
- Remove up to 11 on-street parking spaces and add 2 on-street parking spaces on Madison Street.

BACKGROUND: The Old Town Circulator (OTC) Stop Rebalancing project aims to improve bus performance, enhance passenger mobility, and support ADA accessibility upgrades for all users on North Fairfax Street, Madison Street, and Montgomery Street. The OTC corridor is one of the highest-ridership routes in the City (Attachment 1). DASH Lines 30 and 31 combine along this route to provide 15 minute or better headways between King Street and Braddock Road Metro Stations, serving residents, businesses, and tourists (Attachment 2). In Fiscal Year 2025, DASH experienced another record year of growth with 5.7 million riders. The continued ridership growth underscores the need for strategic improvements.

The current stop configuration is inefficient, with average stop spacing of 598 feet, which is well below the 1,320-foot average for urban areas. This inefficient stop spacing contributes to slower travel times and reduced reliability. The proposed approach also aligns with and leverages new development along the corridor. While some parking removal may be necessary to support ADA accessibility improvements at bus stops, parking will be restored at other locations along the corridor. Pursuing stop rebalancing in advance of the City's Madison Street Corridor Complete Streets project is critical to informing safety enhancements and ensuring coordinated, cost-effective investments that benefit both riders and the broader community. This project advances goals from the Alexandria Mobility Plan (2021), which establishes that all bus stops must be fully accessible per the Americans with Disabilities Act (ADA).

DISCUSSION: Rebalancing along the corridor will result in the removal of eight (8) bus stops, and the addition of five (5) bus stops (Attachment 3). The new bus stop configuration will provide improved stop spacing that includes better bus stop pairs, speeds up buses, and enhances the rider experience.

To advance City goals of improved accessibility, parking removal is necessary to achieve ADA compliance at all bus stops along the corridor. The project team acknowledges the importance of on-street parking in Old Town and worked closely with DASH to identify opportunities to add parking back along the corridor as well. The proposed list of corridor parking modifications is below:

- Remove two (2) on-street parking spaces along the 200 block of North Fairfax Street,
- Remove two (2) on-street parking spaces along the 300 block of North Fairfax Street,
- Add four (4) on-street parking spaces along the 300 block of North Fairfax Street,
- Remove two (2) on-street parking spaces along the 400 block of North Fairfax Street,
- Remove three (3) on-street parking spaces along the 500 block of North Fairfax Street,
- Add four (4) on-street parking spaces along the 600 block of North Fairfax Street,
- Remove three (3) on-street parking spaces along the 800 block of North Fairfax Street,
- Add two (2) on-street parking spaces along the 300 block of Montgomery Street,
- Remove three (3) on-street parking spaces along 700 block of Montgomery Street,
- Add seven (7) on-street parking spaces along the 800 block of Montgomery Street,
- Add two (2) on-street parking spaces along the 1300 block of Madison Street,
- Remove two (2) on-street parking spaces along the 1300 block of Madison Street,
- Remove three (3) on-street parking spaces along the 1200 block of Madison Street,
- Remove three (3) on-street parking spaces along the 700 block of Madison Street,
- Remove three (3) on-street parking spaces along the 300 block of Madison Street.

OUTREACH: T&ES staff posted public notice signs at the sites of the proposed parking removal locations in January 2026. As of the posting of this docket, staff received three public comments (see Attachment 5). Any other comments received prior to the meeting will be shared with the Board.

DASH posted flyers and sent digital alerts to notify customers about proposed bus stop relocations in December 2025. These flyers were posted for 15 days. DASH provided a letter of support for the proposed parking modifications (Attachment 6).

ATTACHMENT 1: LOCATION (AERIAL)

Project Area



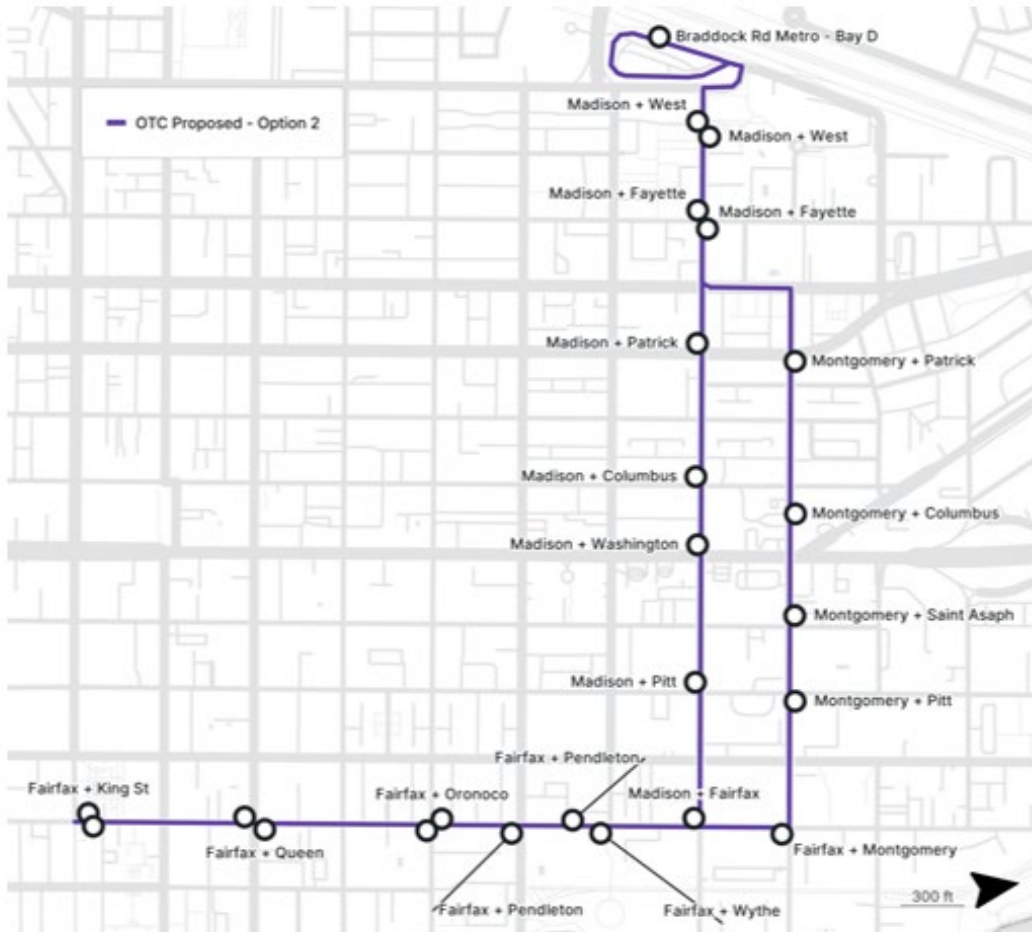
ATTACHEMNT 2: EXISTING OLD TOWN CIRCULATOR BUS STOPS

Current



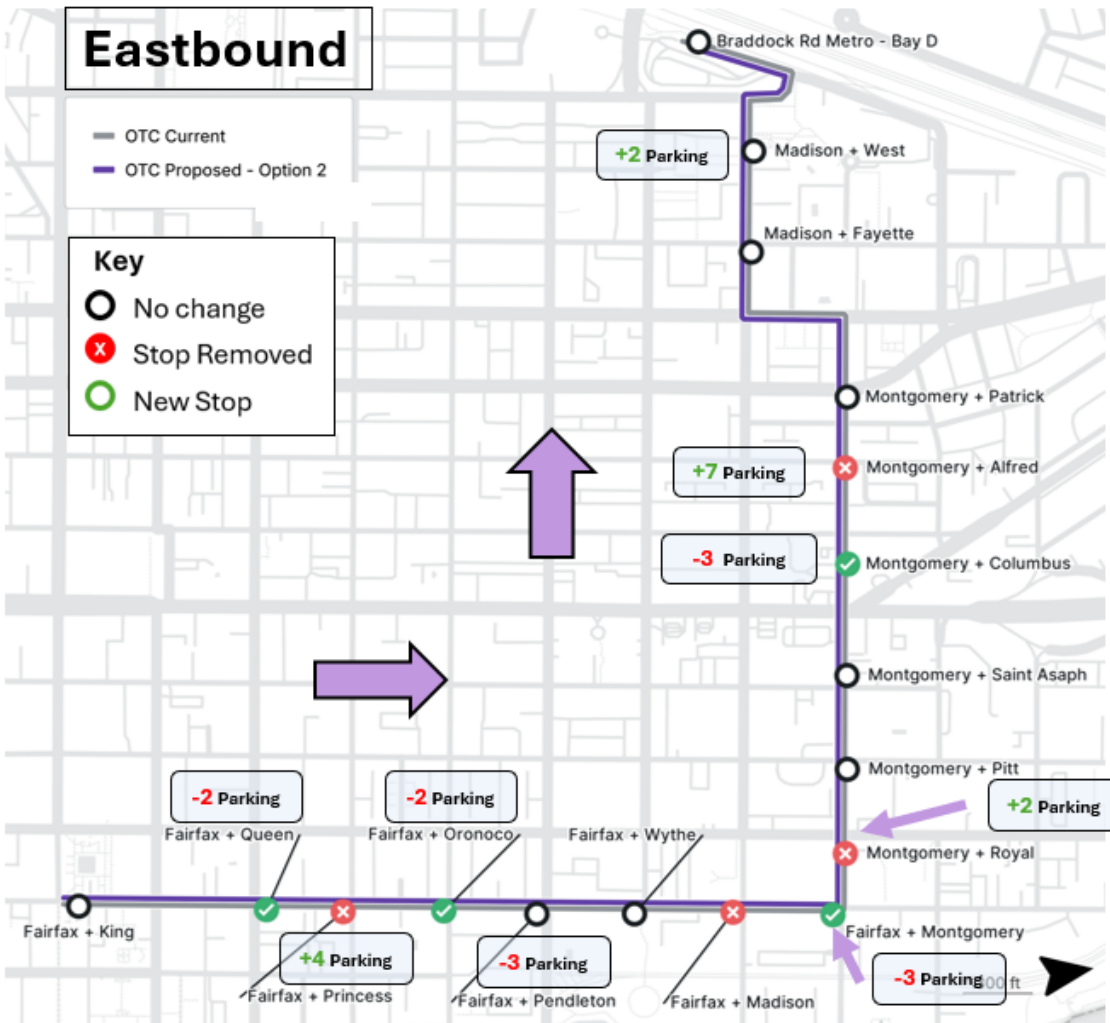
ATTACHMENT 3: PROPOSED OLD TOWN CIRCULATOR BUS STOPS

Proposed

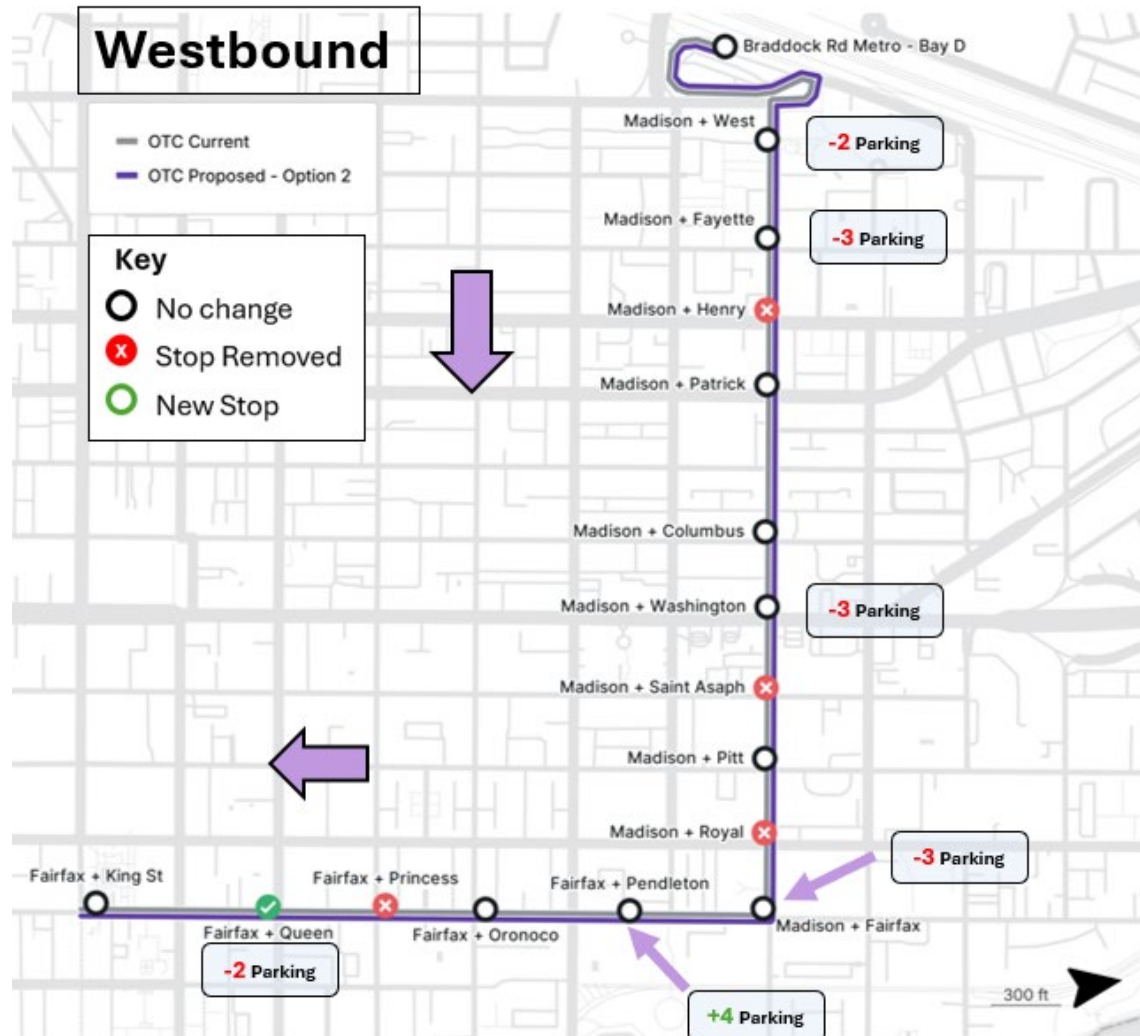


ATTACHMENT 4: PROPOSED OLD TOWN CIRCULATOR BUS STOP PARKING MODIFICATIONS

Proposed Eastbound Old Town Circulator Bus Stop Parking Modifications



Proposed Westbound Old Town Circulator Bus Stop Parking Modifications



ATTACHMENT 5: COMMUNITY ENGAGEMENT SUMMARY

Public Comments Received

Finding parking in Old Town is already hard enough. However, if parking is also being restored as the website claims, then I support this project.

1/16/2026 03:14 PM

[View full response](#)

[Add tags ▼](#)

This will make taking DASH much easier in Old Town. Please make these changes!

1/9/2026 12:15 PM

[View full response](#)

[Add tags ▼](#)

On the westbound route, the Madison and Saint Asaph stop is the closest to Harris Teeter, which is the major grocery store in our area. Please consider dropping one of the adjacent stops instead.

1/8/2026 07:24 PM

[View full response](#)

[Add tags ▼](#)

ATTACHMENT 6: SUPPORT LETTER

Alexandria Transit Company (DASH)



Date: January 14, 2026
To: Ann Tucker, Chairperson for the Traffic and Parking Board, City of Alexandria
From: Stevie Mathews, Director of Planning and Scheduling, DASH
Subject: Letter of Support – OTC Stop Re-Balancing Project

Dear Chair Tucker,

On behalf of the Alexandria Transit Company (DASH), I am pleased to express our support for the Old Town Circulator (OTC) Stop Re-Balancing Project.

This effort builds upon previous bus stop improvements implemented along King Street between King Street–Old Town Metrorail Station and City Hall/Market Square, which simplified stop spacing and improved consistency for DASH customers. The proposed OTC Stop Re-Balancing Project represents a logical and complementary next phase, extending these principles along the Old Town Circulator corridor between King Street–Old Town and Braddock Road Metrorail Stations.

DASH supports the project's goals to improve stop spacing, enhance ADA accessibility, and improve on-time performance by reducing closely spaced or under-utilized stops. These changes align with best practices in transit operations and directly support a more reliable, accessible, and customer-friendly transit experience. The proposed installation of ADA-compliant boarding pads, along with enhanced amenities such as seating, lighting, and micromobility accommodations, would further improve safety and comfort for riders.

The Old Town Circulator corridor plays an important role in DASH's overall service network, connecting residents, visitors, and employees to key destinations and regional transit. Improvements that enhance reliability, accessibility, and clarity along this corridor benefit both riders and operations and support broader City goals related to mobility, equity, and sustainability.

DASH appreciates the opportunity to support this project and looks forward to continued coordination as planning and implementation progress. Please do not hesitate to contact me if additional information would be helpful.

Sincerely,

Stevie Mathews
Director of Planning and Scheduling
Alexandria Transit Company (DASH)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 26, 2026

DOCKET ITEM: 6

ISSUE: Residential Parking Permit District Boundary – 220 South Peyton Street
DSUP Project

REQUESTED BY: Staff

LOCATION: 224 South Peyton Street

STAFF RECOMMENDATION: That the Board recommends the Director adjust the boundary for Residential Permit Parking (RPP) District 4 to remove the property at 224 S. Peyton Street.

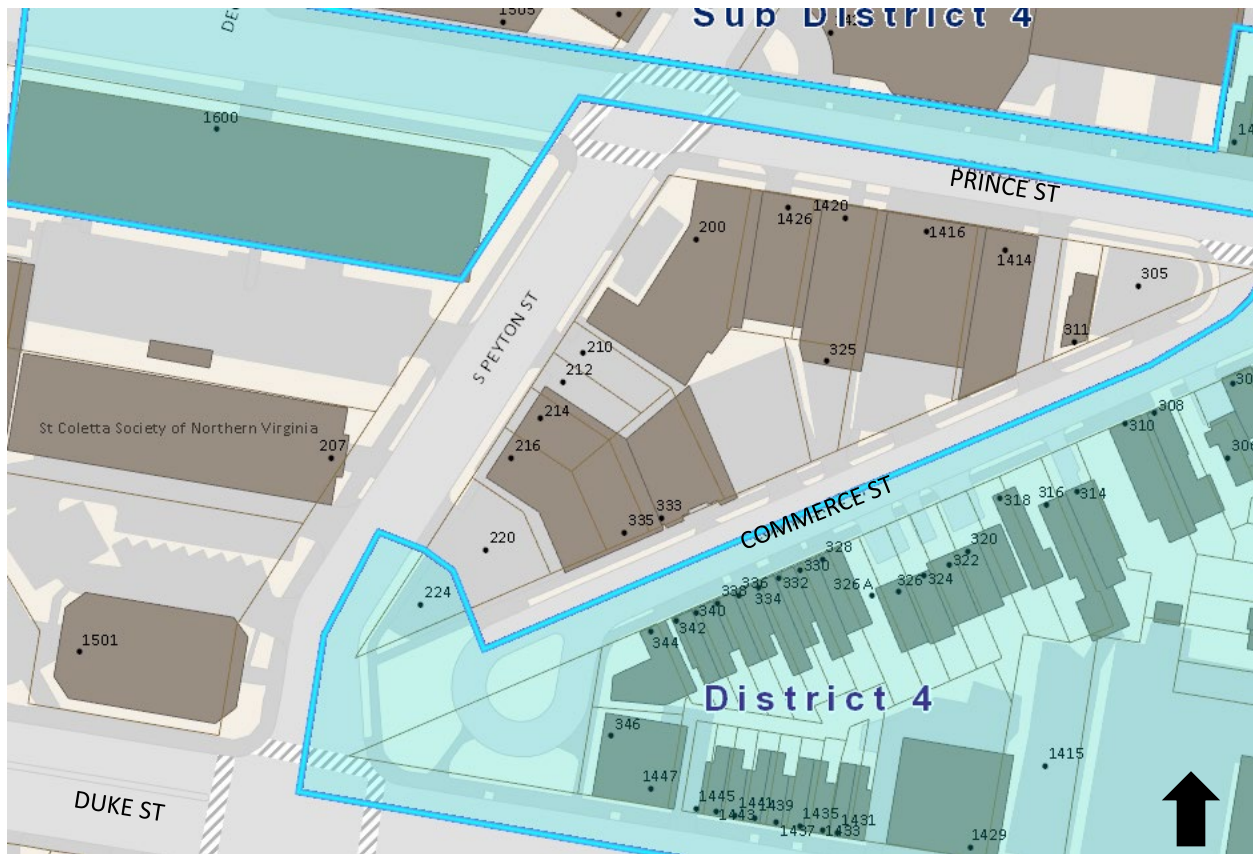
BACKGROUND: The property at 220 and 224 South Peyton Street is a surface parking lot with frontage on South Peyton Street and Commerce Street. The two parcels are proposed for redevelopment into an eight-unit residential building with ground floor office space. The proposed building will not have any off-street parking, which staff supports due to the transit-rich and walkable neighborhood. However, despite no residential uses being on the property, half of the property is within RPP District 4 (224 South Peyton) and half is outside the district (220 South Peyton Street) (Attachment 1). Once redeveloped, the parcels will be combined and if the boundary remains unchanged, this will lead to confusion about RPP eligibility for the future residents since the district boundary will bifurcate the building.

DISCUSSION: Section 5-8-74(b) allows the Director of T&ES to propose changes to the RPP Districts to “resolve administrative irregularities” or “remove non-residential properties.” During the development review process, staff discussed two options for this property – either adjust the boundary to include the entire property or adjust the boundary to exclude the entire property. Parking was a noted concern from many of the existing residents near the property and they requested residents of this building not be eligible for district parking. The parking in front of the building on South Peyton Street is potentially planned to be metered in the future, which would mean the only district parking spaces are in front of other residential buildings, leading to additional parking pressure in the neighborhood.

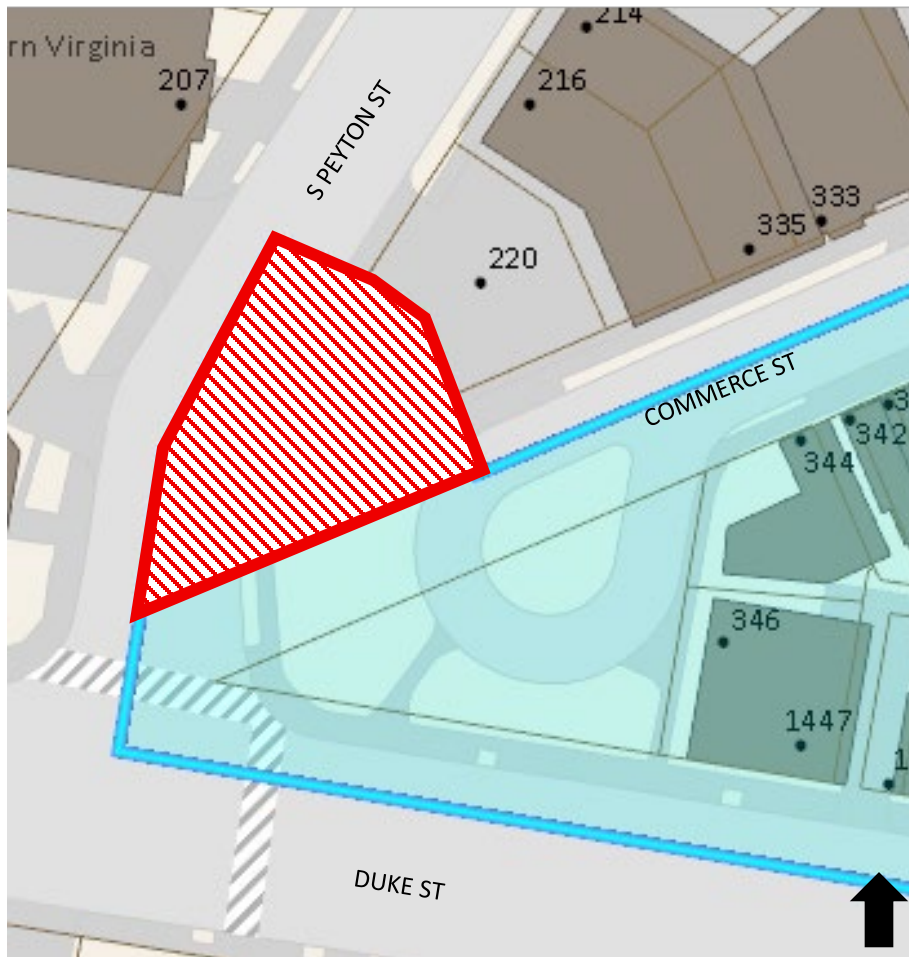
Staff recommends adjusting the boundary of District 4 to completely remove the new development from the parking district (Attachment 2). This will ensure district parking is available for existing residents and encourage the developer to market this building to car-free households as proposed.

OUTREACH: Outreach for this project was conducted during the development review process led by Planning and Zoning. The Planning Commission discussed this project at the January 6, 2026 meeting and the City Council discussed it at the January 24, 2026 meeting. This docket item is an administrative change to memorialize the changes to the parking district that were discussed during review of this project.

ATTACHMENT 1: PROPERTY LOCATION AND EXISTING RPP DISTRICT BOUNDARY



ATTACHMENT 2: PROPOSED BOUNDARY ADJUSTMENT



Red hatched area to be removed from District 4 boundary.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 26, 2026

DOCKET ITEM: 7

ISSUE: Parking Restrictions – Eisenhower Avenue between Metro Road and
Clermont Avenue

REQUESTED BY: Staff

LOCATION: South side of Eisenhower Avenue between Metro Road and Clermont
Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES add 2-hour parking restrictions from 8 a.m. to 5 p.m, Sunday to Saturday to the south side of Eisenhower Avenue.

BACKGROUND: Eisenhower Avenue is a principal arterial that runs east-west between Van Dorn Street and Holland Lane (Attachment 1). The western portion of the street, between Van Dorn Street and Clermont Avenue is a five-lane undivided roadway with a mix of commercial, industrial, and high-density residential. This area is expected to see more development of high-density residential over the next decade. In particular, the former Victory Center site is under development and will add several hundred more residents to the corridor in the next few years.

In July 2024, the Traffic and Parking Board reviewed a proposal for this segment of Eisenhower Avenue that included a number of improvements, including lane removals, a speed limit reduction, and no turn on red restrictions. The proposal was developed under VDOT's Project Pipeline Process and applied for Smart Scale funding, which the City was not successful in securing. However, the City has since applied for an NVTAG grant to move the project forward and will receive a final recommendation in the Spring.

At the July 2024 meeting, the Board recommended all proposed improvements, including the removal of travel lanes and the addition of parking. In their recommendation, the Board recommended the parking be metered, but no specific times for the restrictions were approved.

DISCUSSION: While the full implementation of the new cross section for Eisenhower Avenue will not occur until the City receives full grant funding, staff is proposing the addition of parking be advanced ahead of the full street reconfiguration. Staff has assessed the traffic and lane configuration and proposes moving forward with the removal of one eastbound travel lane and replacing it with parking.

The Board has already approved the removal of the travel lane and addition of parking. Staff recommends the Board now approve time restrictions to manage the parking and ensure it is not used for long term parking. Staff recommends two-hour parking restrictions from 8 a.m. to 5

p.m., which is standard for many timed parking restrictions across the City and would make enforcement more efficient. If parking turnover issues occur later in the evening staff could extend the restrictions to later hours.

As part of the July 2024 Board action, the Board recommended the parking be metered. While staff is supportive of ultimately metering these spaces, expanding meters to the western portion of the City is not recommended at this time due to coordination and funding needed to install meter infrastructure. Instead, staff recommend the spaces be added to partially advance the ultimate plan for the corridor and metered parking be considered in the future once demand for the parking can be better assessed.

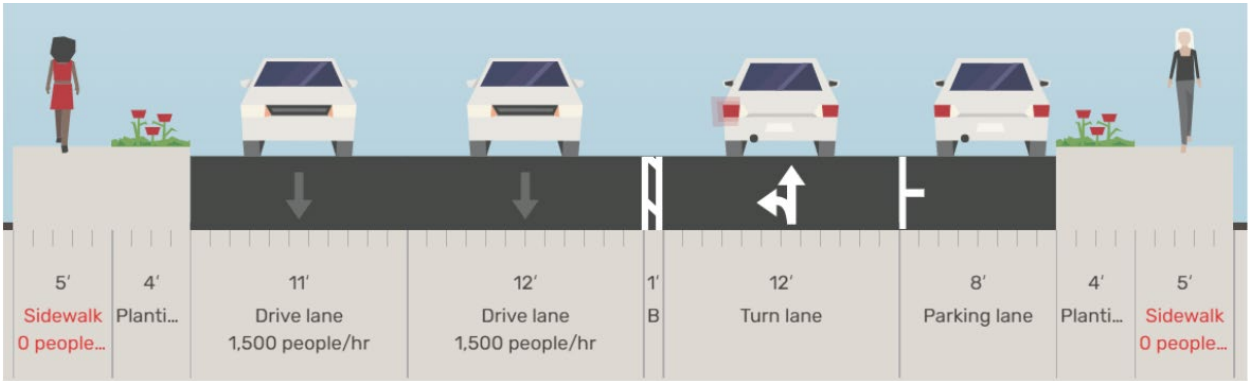
Staff will be adding the parking in Spring 2026 to begin making needed safety improvements to Eisenhower Avenue while funding can be secured for the full design and recommends adding the proposed restrictions at this time. In addition, there are a number of businesses and new residents in the area that would benefit from some on-street parking to supplement off-street parking in this area. By adding approximately 100 on-street parking spaces with time parking restrictions, staff can prevent parking issues stemming from long term parking and help encourage turnover of these spaces.

OUTREACH: Extensive outreach was conducted in 2024 when the plans for the corridor were presented to the Board. On January 8, 2026, staff presented to the Eisenhower Partnership to ensure they are aware the parking will be implemented in Spring 2026. During that meeting, there were no significant concerns discussed. Staff has also coordinated with Alexandria Police Department to ensure they are aware of potential additional parking and enforcement effort.

ATTACHMENT 1: LOCATION



ATTACHEMNT 2: PROPOSED LOCATION FOR PARKING RESTRICTIONS



City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 26, 2026

DOCKET ITEM: 8

ISSUE: Overnight Parking District – Beverley Hills

REQUESTED BY: Residents of Beverley Hills Neighborhood

LOCATION: Beverley Hills Neighborhood
400-600 blocks of Tennessee Avenue
3300-3600 blocks of Old Dominion Boulevard
300-500 blocks of Kentucky Avenue
3500-3600 blocks of Norris Place
3500 block of Halcyon Drive
500 block of North Overlook Drive

STAFF RECOMMENDATION: That the Board recommend the City Manager approve the creation of a Restricted Overnight Parking District (Attachment 1) in the Beverley Hills neighborhood.

BACKGROUND: For several years, residents of the Beverley Hills neighborhood expressed interest in being part of a Residential Permit Parking (RPP) district due to the reported increase in the number of vehicles—particularly larger commercial-looking vehicles—being parked on the streets of the neighborhood for long periods of time. Staff worked with the residents of Beverley Hills for the last four years to employ other solutions to address their concerns, including an increase in parking enforcement. However, resident concerns persist.

Staff worked with the residents to develop a proposed boundary for a new RPP district, however, residents relayed that long-term on-street parking occurred primarily overnight and the City typically reserves RPP restrictions lasting until 2 a.m. for blocks adjacent to commercial areas with nightlife, of which Beverley Hills has none. As a result, Beverley Hills residents opted to petition for creating a Restricted Overnight Parking District (ROPD) instead to mitigate the number of vehicles unregistered with the City from being able to park on ten of the neighborhood's blocks closest to West Glebe Road (Attachment 1).

In an ROPD, overnight parking is prohibited from midnight to 6 a.m. nightly on blocks with posted overnight parking restrictions, unless the vehicle is either registered with the City or displays a Guest or Visitor permit. Section 5-8-82 of the City Code details the necessary steps for

petitioning for and establishing a new ROPD, which includes that all property within the district must be zoned for residential use, no property should be included in an existing RPP district, and the proposed district must include a minimum of 200 on-street parking spaces.

DISCUSSION: Staff measured the parking lanes on each of the ten blocks to determine the number of legal on-street parking spaces per block—which excludes ‘No Parking’ zones, parking within 15 feet of fire hydrants, parking within 20 feet of the intersections of curb lines, and parking in front of driveways—and found that the proposed district would encompass 417 total on-street spaces on public right-of-way, which far exceeds the minimum requirement of 200 spaces.

Residents of Beverley Hills submitted the completed petition on November 18, 2025 (Attachment 2). To comply with the petitioning requirements for creating this district, residents were required to collect signatures of support from at least two-thirds—or 93—households included in the proposed district. Residents of ten blocks in Beverley Hills worked together to collect 95 signatures of support for the creation of a new ROPD covering ten blocks in the neighborhood home to 139 households (Attachment 3).

To be eligible for creating a new ROPD, at least one survey of parked vehicles would need to confirm that each block within the proposed district is at least 25% occupied by vehicles that are not registered with the City. The parking survey was conducted by the City’s contractor, National Data and Surveying Services, on Wednesday, January 14, from 12 a.m. to 2 a.m., per the requirements stipulated by City Code.

The lowest percentage of unregistered vehicles on a given block was 36%, with the average being 73%. Parking occupancy is not an eligibility requirement for creating a new ROPD, however, to provide additional context for the on-street parking conditions on these ten blocks, the survey found that the lowest occupancy on a given block was 26%, with the average occupancy being 59%.

Block	# of Vehicles	Parking Spaces	Parking Occupancy	# of Vehicles Registered w/City	% Unregistered Vehicles
600 b/o Tennessee	18	34	53%	3	83%
500 b/o Tennessee	23	29	79%	6	74%
400 b/o Tennessee	24	43	56%	4	83%
3600 b/o Old Dominion	18	19	95%	1	94%
3300-3500 b/o Old Dominion	60	87	69%	18	70%
500 b/o Kentucky	15	29	52%	6	60%
300 b/o Kentucky	16	56	29%	7	56%
3500-3600 b/o Norris	24	40	60%	6	75%
3500 b/o Halcyon	11	42	26%	7	36%
500 b/o N Overlook	29	38	76%	2	93%

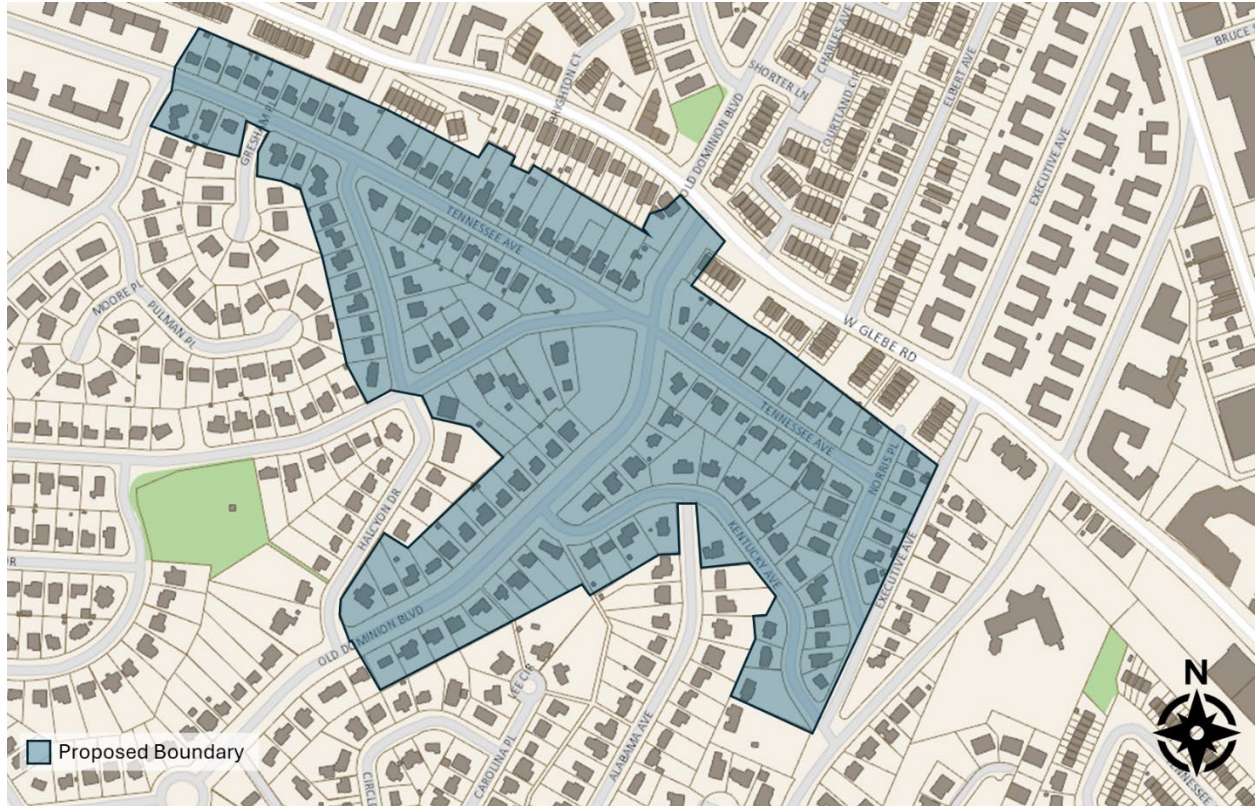
The City Code stipulates that the Board and the City Manager consider the following factors in making their decision about the creation of a new overnight parking district:

- 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 as geographic features of the area as may impact access to, or availability of, parking during the restricted hours,
- the likely effect of the establishment of the district on surrounding areas within the city, and
- such additional factors as the board or city manager reasonably determine are relevant to its consideration of the matter.

Given that each of the ten blocks meets the eligibility requirements for creating a new ROPD and the overall conditions of the on-street parking within the proposed district on a Tuesday night/Wednesday morning in January, staff recommends that the Board support the creation of this new district. While most of the homes in the proposed district do have off-street parking, the establishment of this district will ensure vehicles that are not registered in Alexandria are not using the public streets to store their vehicles. If approved for a new district, staff will add signage with overnight parking restrictions to all of the blocks within the new district.

OUTREACH: In addition to the door-to-door canvassing conducted by the neighborhood residents, City staff posted one public notice about the proposal on each of the ten blocks in the proposed district and also notified the North Ridge Civic Association about the proposal via email on January 20, 2026. As of the posting of this docket, staff had not heard back.

ATTACHMENT 1: LOCATION, PROPOSED DISTRICT BOUNDARY



ATTACHMENT 2: PETITION

Our neighborhood has been significantly impacted by the influx of out-of-state and non-Alexandria-resident vehicles parked on our streets, including a high number of observed commercial construction and Lyft/Uber vehicles. In a recently filed police incident, one such Lyft driver offered money to a six-year-old girl.

This situation has not only led to inconvenience but also posed a potential danger to our children and others in our community. The presence of numerous parked cars around corners makes it difficult for children, including those walking to St. Rita's, Grace Episcopal, Charles Barrett, and Beverley Hills Church Preschool, to see approaching traffic, increasing the risk of accidents. Additionally, fire engines and other vehicles, including garbage trucks, may not be able to navigate between the parked vehicles on the narrow streets.

Apart from safety concerns, many non-resident drivers frequently leave behind litter on our streets and in our yards, diminishing the cleanliness and aesthetic value of our community environment. As residents who care deeply about our neighborhood, it is disheartening to witness the degradation of what used to be a pristine and safe environment.

The higher volume of cars and impeded sight lines has been a suspected cause of several accidents and damaged cars at the intersection Old Dominion/N. Overlook/Tennessee, which tends to fill up first.

Residents have spoken to the authorities about these problems. There is little, however, that the police can do. With the exception of vehicles with commercial signage, anyone is free to park vehicles in any legal space on city streets. And the police do not have the resources, on a regular basis, to monitor late-night partying, littering, or vehicles sometimes parked in illegal spaces.

Implementing an overnight parking system would be a practical solution to these challenges. By restricting parking to residents, both in our neighborhood and nearby neighborhoods, we can ensure that our children and vehicles can safely navigate our streets, reduce litter, and maintain the quality of life we have come to cherish.

This petition seeks to convince the City of Alexandria of the urgent need for a parking system in our neighborhood. Such a system would not only protect our residents but also enhance the overall well-being of our community and neighboring communities.

ATTACHMENT 3: SUPPORT SIGNATURES

1 of 15 Pages of Support Signatures



Petition for Creating an Overnight Parking District

We the undersigned residents hereby request that the City create a restricted overnight parking district on the following blocks/streets: Tennessee E. of Halcyon to Norris Pl., Norris Pl., Kentucky Ave., Old Dominion from Tennessee to Halcyon, North Overlook from Tennessee to Halcyon, Old Dominion from W. Glebe to Tennessee, Tenn from Halcyon to Cameron Hill & ~~at~~ of Halcyon from Overlook to Tennessee

We understand that, if approved, only vehicles registered with the City of Alexandria will be able to park on the above blocks/streets between the hours of 12:00 midnight to 6:00 am. Visitors, contractors, and in-home service providers will not be allowed to park on the street during these times unless a valid visitor pass is displayed on the vehicle.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Goff Hoesch		402 Tennessee Ave.	gfhoesch@hotmail.com	10/23/25
Ellen Barabos		401 Tennessee Ave	ellen-mcgrath624@gmail.com	10/23/25
Andrew D. Davis		399 Tennessee Ave	Cameron Davis cdavis@comcast.net	10/23/25
Crystal Wallace		404 Tenn. Ave		10/23/25
Dina Baker		415 Tennessee Ave	dina.s.baker@gmail.com	10/23/25
Margaret Talwell		411 Tennessee Ave		10/23/25
Nicholas Mazur		409 Tennessee	nicholas.mazur@stantec.com	10/23/25
Michael Chid		413 Tennessee		10/23/25
Steve Glomb		408 Tennessee		10/23/25
Tessa Suppes		405 Tennessee		10/23/25