

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 27, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

The April 27, 2026 meeting of the Traffic and Parking Board is being held in person at the Department of Transportation and Environmental Services (T&ES), 2900 Business Center Drive, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or 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://alexandriava.zoom.us/webinar/register/WN_eMCdPvozQVyD7evehJ63Zw

Or an H.323/SIP room system:

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

Meeting ID: 925 7206 7974

Passcode: 915805

SIP: 92572067974@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 12 p.m. the day of the meeting or make public comments in person or through the conference call on the day of the hearing.

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

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MONDAY, APRIL 27, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Election of Board Chair and Vice Chair
2. Election of Traffic and Parking Board representative for Transportation Commission
3. Announcement of deferrals and withdrawals.
4. Approval of the March 23, 2026, Traffic and Parking Board meeting minutes.
5. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
6. Parking Enforcement Presentation
7. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Complete Streets Updates
 - B. Duke and West Taylor Run Update
 - C. Braddock Road Corridor Appeal Update
 - D. Commonwealth Avenue Follow Up
 - E. North Fairfax Street Daylighting Follow Up
 - F. West Braddock Road Project Notification
 - G. Commonwealth Transportation Board Fiscal Year 2027-2032 Six Year Improvement Program

PUBLIC HEARING ITEMS

8. Expanding Restricted Overnight Parking District – Gresham Place
9. Parking Additions and No Turn on Red - 1100-1400 Blocks of Duke Street

INFORMATION ITEMS

10. **STAFF UPDATES**
11. **COMMISSIONER UPDATES**

Next Meeting: Monday, May 18, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 23, 2026, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katy North, Division Chief; Sheila McGraw, Principal Planner; Max Devilliers, Urban Planner III; and Silas Sullivan, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the February 23, 2026, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Mihalik made a motion, seconded by Ms. Ebbers, to approve the minutes of the February 23, 2026, Traffic and Parking Board meeting. The motion carried unanimously.

3. **PUBLIC DISCUSSION PERIOD:** None.
4. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Beauregard Trail Feasibility Study Project Notification
 - King Street at ACHS Project Update
 - Duke and West Taylor Run Update
 - February Docket Item Appeal Update
 - The City Council meeting on the Braddock Road bike lanes will be May 16.
 - EV Curbside Charging Update
 - Parking Fees Update

PUBLIC HEARING ITEMS

5. **ISSUE:** Residential Pay-by-Phone – 300 block of Commerce Street

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Lauritzen asked if parking in the circle at the western end of the block is prohibited, which Mr. Devilliers confirmed that it is. Mr. Lauritzen requested that staff consider updates to the City Code to make it easier to implement Residential Pay-by-Phone requirements, which Mr. Devilliers responded that staff will consider in the future.

PUBLIC TESTIMONY: Rick Plotkin asked how residents are exempted from Residential Pay-by-Phone restrictions, how they can obtain guest/visitor permits, and if parking enforcement will increase as a result of this implementation, to which Mr. Devilliers responded that residents must obtain Residential Parking Permits and can obtain guest/visitor permits online or at a City facility, and staff will notify the Parking Enforcement team of the new RPBP block.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to recommend the Director of T&ES implement a residential pay-by-phone requirement for the 300 block of Commerce Street. The motion carried unanimously.

6. **ISSUE:** Parking Removal – Capital Bikeshare Station Relocation

DISCUSSION: Ms. McGraw presented the item to the Board. Mr. Kane requested that some repaving/pothole filling along western end of Commonwealth Avenue occur prior to 2029 due to poor conditions, which Ms. McGraw responded that she would discuss this with the project manager. Ms. Tucker asked how busy this station is, to which Ms. McGraw responded that staff considers station size annually according to use relative O&M costs and makes adjustments accordingly. Mr. Lauritzen asked if the utility work will inhibit any streetscape plans in the future, which Ms. McGraw confirmed she saw no concerns with.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES remove two parking spaces for the Commonwealth and Reed Capital Bikeshare Station during the Commonwealth, Ashby, Glebe Flood Mitigation Project. The motion carried unanimously.

7. **ISSUE:** Parking Modifications on North Fairfax Street

DISCUSSION: Mr. Sullivan presented the item to the Board. Mr. Lauritzen asked if the intersection should be daylight, which Mr. Sullivan responded that staff would consider. Mr. Kane stated that a bus should always be used when studying future stop relocations and asked how many stops are ADA-compliant, to which Mr. Sullivan responded he would need to check. Ms. Mihalik asked if there were any safety concerns with the formerly proposed stop, to which Mr. Sullivan responded that there were not—the crosswalk would not have been obstructed when a bus was stopping there. Ms. Ebbers highlighted staff’s administrative daylighting procedure for future use.

PUBLIC TESTIMONY: Scott Corzine testified in support.

BOARD ACTION: Mr. Lauritzen made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES remove up to 4 on-street parking spaces on the 300 block of North Fairfax Street, retain up to 2 on-street parking spaces that were previously

approved to be removed on the 200 block of North Fairfax Street, and consider parking removal in front of 226 North Fairfax Street for daylighting. The motion carried unanimously.

INFORMATION ITEMS

8. **STAFF UPDATES:** Ms. McGraw provided the Board with an update regarding the new Director of T&ES, Leah Riley, as well as the upcoming departure of two Board members, Ann Tucker (March) and Casey Kane (June).
9. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:
 - What is involved with being a commissioner of the Transportation Commission
 - Requested that the written update on paving be shared with the Board at the April meeting (Holland Lane, Jordan Street, Pickett Street, West Braddock Road, Howard Street, Yoakum Parkway, and South Whiting Street).
 - Requested that snow plowing at intersections/in front of curb ramps be addressed in the future

Mr. Stout added that several City staff attended the Transportation Research Board conference in January including Ms. McGraw who presented on curbside management.

ADJOURNMENT

Ms. Mihalik moved to adjourn the meeting, seconded by Mr. Stout. The motion carried unanimously. The meeting adjourned at 8:15 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 27, 2026

DOCKET ITEM: 7

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Complete Streets Updates – Repaving, Upcoming Projects, Recent Project Evaluations Recent Projects

During the last construction season, the City implemented corridor improvements on Sanger Avenue and Mill Road through street resurfacing:

- Sanger Avenue. The City converted the off-peak parking to all-day parking between North Van Dorn Street and North Beauregard Street, effectively reducing the street from four lanes to two lanes. The City also installed new crosswalks and curb extensions to address historic pedestrian safety issues on the corridor. Post-project data indicates that:
 - Prevailing speeds on the corridor declined from 30-33 MPH to 27-29 MPH, or a difference of up to 20%
 - The percent of drivers exceeding the posted speed limit of 25 MPH also declined by as much as 37%, or roughly 4,300 drivers daily.
- Mill Road. The City reduced travel lanes and installed a protected two-way cycle track on Mill Road between the area west of Telegraph Road and Jamieson Avenue. Post project data indicates that:
 - Prevailing speeds on the corridor declined from 26-32 MPH to 26-27 MPH, or a difference of up to 17%.
 - The percent of drivers exceeding the posted speed limit of 25 MPH also declined by as much as 16%, or approximately 1,400 drivers daily.
 - Near Foundry Way, the percent of drivers exceeding the posted speed limit increased by approximately 5%, or roughly 200 drivers daily.

Current/Upcoming Projects

The City has several additional upcoming projects in various stages of planning and design, including, but not limited to:

- [Holland Lane Corridor Improvements](#). Construction is planned for Spring 2026.
- [King Street @ ACHS](#). Construction is planned for Summer 2026.
- [South Pickett Street Corridor Improvements](#). Design is nearly finalized, with construction planned for late 2026.
- [Jordan Street Safety Improvements](#). Design is in progress, with construction planned in 2026.

- [West Braddock Road and North Howard Street Corridor Improvements](#). Planning is underway, and community engagement is planned for Spring/Summer 2026.
- [West End High Crash Intersection Audits](#). Concept planning is underway. Community engagement is planned for early summer 2026.
- [Yoakum Parkway Corridor Improvements](#). Design is underway, with implementation planned for 2027.
- Whiting Street Improvements. Planning has been initiated. Community engagement is planned for Spring/Summer 2026.

B. Duke and West Taylor Run Update

In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City held an open forum public hearing on Tuesday, April 7. At the meeting, staff were present to answer questions and provide a brief presentation. Additional project information including plans and environmental reports are available on the project webpage: alexandriava.gov/go/2399

C. Braddock Road Corridor Appeal Update

The City Clerk received appeals for the Traffic and Parking Board’s decision on Travel Lane and Parking Modifications for the Braddock Road Corridor Improvements Project. The appeal is scheduled for a public hearing before City Council at its monthly public hearing meeting on Saturday, May 16.

D. Commonwealth Avenue Follow Up

At the March Board meeting, the Board had questions about the condition of Commonwealth Avenue and coordination with the flood mitigation project. Commonwealth Avenue will be fully restored following construction of the Commonwealth Avenue portion of the flood mitigation project, which is currently estimated for mid-2029. A full repaving of the corridor prior to that construction is not recommended, as the project will require substantial trenching and regrading within the roadway. Repaving in advance of this work would need to be redone after the construction is complete. Commonwealth Avenue traffic is expected to be maintained during construction. North of East Reed Avenue, bicyclists will continue to share the road with vehicles, consistent with existing conditions. Between Ashby Street and East Reed Avenue, bicyclists will temporarily share travel lanes with vehicles during construction activities. The project is expected to be built in stages from north to south, likely block by block, with each area restored to existing conditions as work is completed.

E. North Fairfax Street Daylighting Follow Up

At the March Board meeting, a Board member requested that staff look into the parking between the curb cut and the crosswalk on the northwest end of the 200 block of North Fairfax Street to determine if extra daylighting measures need to be taken in this location. Staff looked into this and determined no additional daylighting is needed at this time, but a no parking here to corner can be installed to reinforce the existing daylighting restrictions.

F. West Braddock Road Project Notification

Through the Metropolitan Washington Council of Government’s (MWCOG) Regional Roadway Safety Program, the City received a grant to fund consultant assistance to develop concept design

alternatives and high-level cost estimates for safety improvements along West Braddock Road. This study is examining opportunities to improve safety in response to increased pedestrian traffic with many students walking between the new Minnie Howard Campus and the main Alexandria City High School campus. Additional concepts are being developed for North Howard Street to integrate with potential improvements along W. Braddock Road. The consultant team kicked off their analysis in January and are completing existing conditions analysis and developing alternative concepts to provide a range of safety interventions. The project will start community engagement in June to share project alternatives and solicit community feedback. Please see the project website at www.alexandriava.gov/go/7748 for additional details. Staff will provide a presentation on the project and community input to the Traffic and Parking Board in the fall.

G. Commonwealth Transportation Board Fiscal Year 2027-2032 Six Year Improvement Program

The Commonwealth Transportation Board is conducting a public meeting to provide citizens with the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2027-2032 Six Year Improvement Program (FY2027-2032 SYIP), including highway, rail, and public transportation initiatives. The Northern Virginia District SYIP public meeting will be on Tuesday, May 19 at the Hotel AKA Alexandria located at 625 First Street, Alexandria, VA 22314. The meeting begins at 5 p.m. with an open house followed by the public hearing.

Comments on the draft SYIP and candidate projects will be accepted until June 1, 2026. Additional information can be found on the program website: [2026 Spring Meetings | Commonwealth Transportation Board](#)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 27, 2026
DOCKET ITEM: 8
ISSUE: Expanding Restricted Overnight Parking District – Gresham Place

REQUESTED BY: Residents of Gresham Place

LOCATION: Gresham Place

STAFF RECOMMENDATION: That the Board recommend the City Manager approve the expansion of Restricted Overnight Parking District (OPD) to include Gresham Place.

BACKGROUND: Staff worked with the residents of ten blocks in Beverley Hills to create a new Restricted Overnight Parking District for their area—approved by the Board in February—to address the issue of long-term on-street parking there occurring primarily overnight. However, the ten blocks did not include Gresham Place, a short cul-de-sac connected to the 600 block of Tennessee Avenue (Attachment 1).

In a 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 expanding a 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 a midnight survey of vehicles must find that at least 25% of the parked vehicles are not registered with the City.

DISCUSSION: Residents of Gresham Place submitted the completed petition on March 20, 2026 (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 seven—households included in the proposed expansion. Residents of Gresham Place worked together to collect ten signatures of support for the expansion of OPD2 (Attachment 2).

To be eligible for expanding a ROPD, at least one survey would need to confirm that at least 25% of the parked vehicles on the block are not registered with the City. The parking survey was conducted on Wednesday, April 8, at 12 a.m., per the requirements stipulated by City Code. Staff found that nine vehicles were parked on the street along both sides of Gresham Place. Of the nine

vehicles, three (i.e., 33%) were not registered with the City. As such, Gresham Place is eligible for inclusion in OPD2.

The City Code stipulates that the Board and the City Manager consider the following factors in making their decision about expanding an overnight parking district:

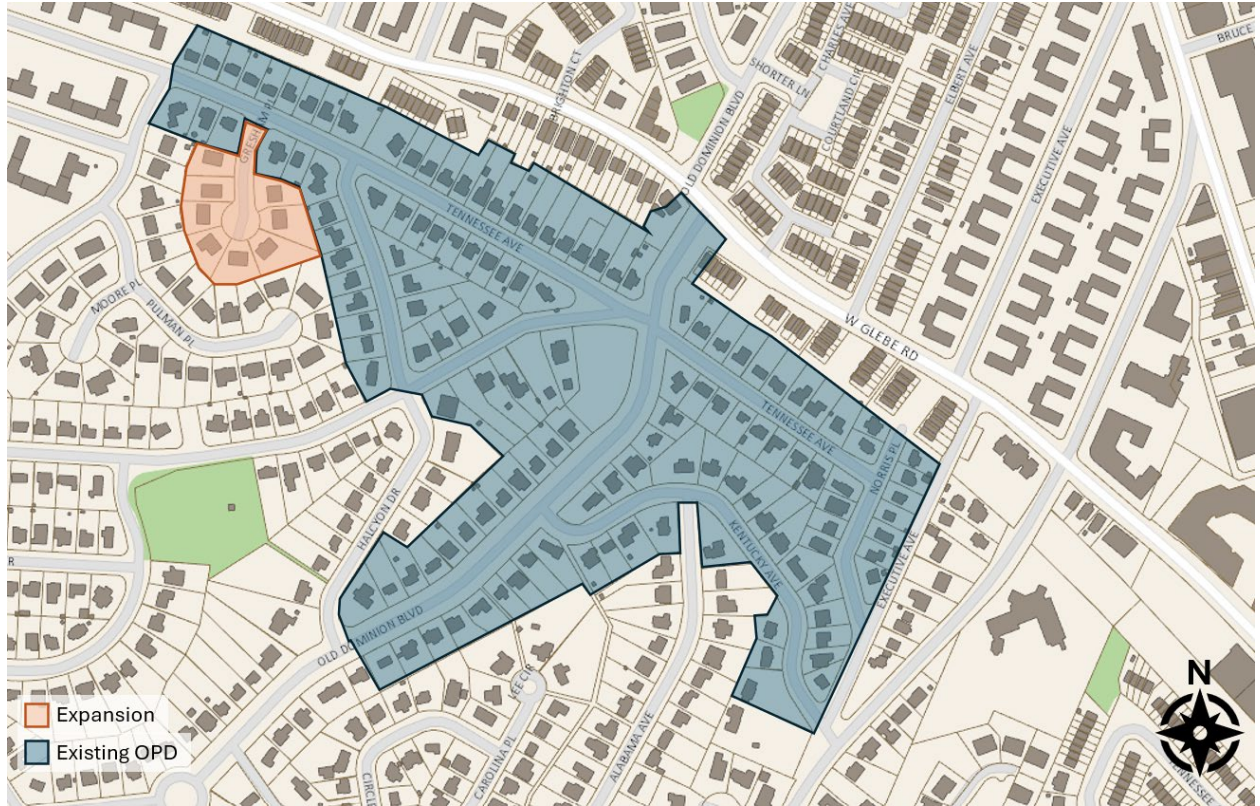
- the availability of off-street parking in the district,
- the degree of congestion or utilization of on-street parking typical in the district during the restricted hours, such as geographic features of the area as may impact access to, or availability of, parking during the restricted hours,
- the 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 Gresham Place meets the eligibility requirements for expanding OPD2, staff recommends that the Board support the requested expansion. Although every home on Gresham Place does have off-street parking, the inclusion of this easily accessible cul-de-sac will ensure that unregistered drivers do not take advantage of its proximity and available curb space for storing their vehicles there long term. If approved, staff will install signage with overnight parking restrictions to the block.

Staff will pause bringing additional OPD2 expansion requests before the Board until the fall to provide staff with time to analyze the effectiveness of the new district and its signage and conduct outreach.

OUTREACH: In addition to the door-to-door canvassing conducted by the neighborhood residents, City staff posted one public notice about the proposal on Gresham Place and also notified the North Ridge Civic Association about the proposal via email on April 10, 2026. As of the posting of this docket, staff had not heard back.

ATTACHMENT 1: LOCATION OF OPD2 EXPANSION



ATTACHMENT 2: PETITION

3/20/2026



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:

To be added to the existing
Beverly Hills OPD. Please include the 3900 block of
Gresham Place.

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
Derrick West	<i>[Signature]</i>	3903 Gresham Place	Derrick_West@yahoo.com	3/17/2026
Michael Becker		3903 Gresham Place		
Kilburn P. O'Connor	<i>[Signature]</i>	3907 Gresham Place		3/17/2026
Patrick O'Connor	<i>[Signature]</i>	3907 Gresham Place		3/17/2026
Ryan Flood	<i>[Signature]</i>	3911 Gresham Pl	floodm90@gmail.com	3/17/2026
Kanessa Trust	<i>[Signature]</i>	3900 Gresham Pl	Kanessa.Trust@gmail.com	3/17/2026
Jack Kodwin	<i>[Signature]</i>	3914 GRESHAM PL.		3/17/26
Britt Beckman	<i>[Signature]</i>	3904 GRESHAM PL	beckmanb@gmail.com	3/17/2026
Brooks Proctor	<i>[Signature]</i>	3908 Gresham Pl	brooks_proctor@brown.edu	3/17/2026
Lynn O'Grady	<i>[Signature]</i>	3912 Gresham Pl	logrady219@yahoo.com	3/19/26

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 27, 2026

DOCKET ITEM: 9

ISSUE: Parking Addition – 1100, 1300, 1400 Blocks of Duke Street

REQUESTED BY: City Staff

LOCATION: 1100, 1300, and 1400 Blocks of Duke Street

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

- Add up to 15 unrestricted on-street parking spaces in front of 1119-1125 Duke, 1321 Duke, 1401 Duke, and 1447 Duke, and
- Convert a 60-foot-long loading zone in front of 1429 Duke Street into up to three unrestricted on-street parking spaces, and
- Convert a 30-foot-long disability parking space in front of 1415 Duke Street into one unrestricted on-street parking space, and
- Implement a ‘No Turn on Red’ restriction for southbound traffic on South West Street approaching Duke Street.

BACKGROUND: The northernmost westbound lane on the 1100, 1300, and 1400 blocks of Duke Street is between 18 and 21 feet wide throughout, except west of 1447 Duke Street where the lane shrinks in width as it approaches South Peyton Street. On-street parking is permitted on the north side of the 1200 block as well as in front of 1301-1315 and 1431-1445 Duke Street. A 60-foot-long loading zone (8 a.m.-4 p.m. Mon-Fri) and a 30-foot-long disability parking space have both existed in front of 1429 and 1415 Duke Street, respectively, since before 2007. Elsewhere along this segment where the northernmost westbound lane is 21 feet wide, parking and loading are prohibited.

Several of these parking prohibitions are vestiges of the area’s past, such as the ‘No Parking’ zone in front of 1321 Duke Street where there was previously a wide curb cut for the office building’s garage entrance, which was closed in 2019, but the signage was never adjusted accordingly. The disability parking space in front of 1415 Duke Street is neither ADA-compliant nor is it necessary given the off-street disability parking spaces present in the parking lots for both 1401 and 1429 Duke Street. The loading zone in front of 1429 Duke Street is no longer needed—the daycare that will be operating from that address has been required by Planning & Zoning to conduct drop-off and pick-up in its parking lot.

The proposed lack of parking restrictions mimics the existing conditions on the north side of the 1300 block of Duke Street. Despite that block being located within Residential Permit Parking District 4, residents of the block have yet to request additional restrictions. City staff would like to start with unrestricted parking due to the mix of uses on these three blocks and to encourage drivers to use the new spaces as a way to accomplish staff's goal of narrowing the curbside lane as effectively as possible. As demand for the spaces increases in the future, residents and businesses alike will be able to petition for additional restrictions, whether permitholder-exempt or not.

Adding parking will not require the removal of any through-travel lanes but will simply narrow the extra-wide curbside lane (Attachment 1). The industry standard for a travel lane is 12 feet wide, while 11- and 10-foot-wide lanes are preferred in urban settings such as this one, i.e., 9 to 11 feet narrower than the existing conditions in several portions of the northernmost westbound lane on these three blocks. Extra wide travel lanes are proven to encourage speeding, negligent driver behavior, and unsafe turning speeds. The gaps in on-street parking here, i.e., the periodic presence of an additional travel lane, encourages unsafe merging in these segments amongst drivers jockeying to pass one another.

All of these driver behaviors are known to result in serious injuries and/or fatalities in these kinds of walkable, dense urban areas. For pedestrians, adding a physical buffer between them and vehicular traffic improves conditions. Furthermore, few homes and businesses on the north side of Duke Street have off-street parking due to the nature of their historic development pattern, so adding on-street parking would help to address parking demand in this particular area.

DISCUSSION: As a result of the increase in residents as well as the addition of new businesses in the area, demand for short-term customer parking and longer-term resident parking has increased. Concerns of long-term vehicle storage on public right-of-way here have dwindled over the past three decades due to land use changes in the vicinity, while the need to discourage vehicular speeding has increased given the swell in pedestrian traffic on these blocks of Duke Street.

Some goals of permitting 19 additional on-street parking spaces here include traffic calming to reduce speeding, support for nearby businesses, and mitigation of spillover parking on adjacent privately owned properties.

The City's Curb Space Prioritization Framework (Attachment 2) provides guidance on relative priorities when changing curb uses. The highest priority in all areas of the City is to implement the City's planning priorities, which include the Complete Streets Design Guidelines as well as the Vision Zero policy and Action Plan, both of which identify lane widths as a key strategy to reduce speeding.

Because the area includes both 'Residential' and 'Commercial' land uses, the Framework offers a different set of priorities for both areas. In both areas, 'Access for People' is the second priority. In-street bike parking and scooter parking corrals and parklets et cetera would not be advised due to the speed and noise of through traffic along this segment of Duke Street. Duke Street is not designated as a bike route and there are no plans to install bike lanes on this street,

so installing one on these blocks would provide little to no connectivity with the existing and future bike lane network.

‘Access for Goods’ is the third priority in ‘Commercial’ areas, but those needs are already met on site for several businesses and organizations in this segment. ‘Parking’ is the following priority for both ‘Residential’ and ‘Commercial’ areas, which will also help to address the City’s Vision Zero goal by discouraging speeding and unsafe turns in a pedestrian-heavy area.

Staff is requesting to add 19 unrestricted parking spaces on the north side of Duke Street on these three blocks to narrow the northernmost westbound lane to improve safety for pedestrians and drivers alike.

When parking is added close to an intersection, vehicles (especially SUVs, vans, or trucks) can block a driver’s line of sight. This may make it harder to see oncoming traffic from the left, pedestrians stepping into the crosswalk, and cyclists approaching along the curb. Without clear visibility, a driver attempting a right turn on red may misjudge gaps or fail to notice someone crossing. Prohibiting right turns eliminates the need for drivers to creep forward into the crosswalk, reducing hesitation and confusion at the intersection, and aligns vehicle movement with signal phasing, improving overall safety.

OUTREACH: City staff reached out to the Freedom House Museum at 1315 Duke Street and the Shiloh Baptist Church, whose Historic Sanctuary is located at 1401 Duke Street, on March 17. The Freedom House Museum feels indifferent about the proposal, while the Shiloh Baptist Church is opposed to adding parking to Duke Street due to drivers speeding unsafely in this segment, but requested that the City add a loading zone, 7 a.m.-6 p.m. Monday through Saturday, in front of the Historic Sanctuary at 1401 Duke Street. The church currently uses the ‘No Parking’ zone at 1401 Duke Street for loading and unloading parishioners for special events as well as for blood drives, which staff noted is not currently a permitted use of the curb there. Staff suggested to the church that they could pursue requesting the addition of a loading zone to the west side of South West Street and/or the church could apply for Temporary Reserved Parking as needed, given the church’s significant off-street parking assets in the immediate vicinity.

City staff notified the Old Town Civic Association as well as the businesses and organizations located along this segment of Duke Street by email on April 7, 2026, about this proposal. As of the posting of this docket, staff had not heard back from any. The businesses and organizations located along this segment include Mark Yoo Architects at 1101 Duke, Tailoring by Esmeralda at 1125 Duke, Reingold Marketing at 1321 Duke, Beasley Square Apartments at 238 South West Street, Alexandria Schoolhouse LLC at 1429 Duke, and Bluebird of Alexandria at 1447 Duke.

City staff also went to every residence on the 1100 and 1400 blocks of Duke Street starting at 7:30 p.m. on April 7, but 14 of the 23 households did not come to the door. Three of the households spoken to provided their support in writing, while two voiced their opposition, and four took information from staff on the proposal but did not provide an opinion. The two households opposed to the proposal are concerned about slowing traffic down and creating congestion on Duke Street, and visibility for drivers turning onto South Fayette Street from Duke Street, respectively. Staff will be posting one public notice—a total of six—at each section of the curb proposed for parking changes.

ATTACHMENT 1: LOCATIONS OF PROPOSED PARKING CHANGES

1119-1125 Duke Street – Convert ‘No Parking’ into Unrestricted Parking (75 feet)



1321 Duke Street – Convert ‘No Parking’ into Unrestricted Parking (100 feet)



1401 Duke Street – Convert ‘No Parking’ into Unrestricted Parking (75 feet)



1415 Duke Street – Convert Disability Parking Space into Unrestricted Parking (30 feet)



1429 Duke Street – Convert Time-Delimited Loading Zone into Unrestricted Parking (60 feet)



1447 Duke Street – Convert ‘No Parking’ into Unrestricted Parking (43 feet)



Map of Existing and Proposed On-Street Parking



ATTACHMENT 2: CURB SPACE PRIORITIZATION FRAMEWORK

Land Use Categories

	Description:	Examples:
Residential	Predominantly residential uses, including detached houses, rowhouses, and apartment buildings	<ul style="list-style-type: none"> Cameron Station Blvd between Duke St and S. Pickett St Taney Ave between N. Jordan St and Van Dorn St
Main Streets	Mixed-use neighborhoods with office, residential, and retail uses as well as neighborhood retail corridors	<ul style="list-style-type: none"> Mt Vernon Ave in Del Ray King St in Old Town
Office & Commercial	Areas with predominantly office, retail, and other 'Downtown' functions—often high-density and often including residential towers	<ul style="list-style-type: none"> Eisenhower Ave between Holland Ln and Telegraph Rd in Carlyle Duke St between Holland Ln and Dulany St
Warehouse and Industrial	Areas with mostly industrial and warehouse uses, including redeveloping areas adding retail uses and residential developments	<ul style="list-style-type: none"> Wheeler Ave west of S. Early St S. Pickett St west of Van Dorn St

Curb Use Categories

	Examples:
City Plan Priorities	Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans
Access for Goods	Loading zones, deliveries, food pick-up/drop-off
Access for People	Bus stops, pick-up/drop-off, bikeshare stations, scooter corrals
Parking	Metered parking, residential parking, bike parking
Activation	Parklets, in-street dining, public art

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

ATTACHMENT 3: OUTREACH SHEET

Address	Name	Outreach Status	Support?
1101 Duke	Mark Yoo Architects	Emailed on 4/7	
1103 Duke			
1105 Duke			
1107 Duke			
1109 Duke	Daniel Shaffer	Spoke in person on 4/7	Supports
1111 Duke		Spoke in person on 4/7	Opposed (gave card)
1113 Duke			
1115 Duke			
1117 Duke	Shawn Greenwood	Spoke in person on 4/7	Supports
1119 Duke			
1121 Duke			
1123 Duke		Spoke in person on 4/7	Opposed (gave card)
1123 Duke APT 1		Spoke in person on 4/7	Unsure (Gave card)
1125 Duke	Tailoring by Esmeralda	Emailed on 4/7	
226 S Fayette			(Gave card)
224 S Fayette		Spoke in person on 4/7	Not interested in the project
1315 Duke	Freedom House Museum	Response received on 3/18	Indifferent about adding parking but wants to keep disability space at 1315 Duke
1321 Duke	Reingold Marketing	Emailed on 4/7	
238 S West	Beasley Square Apts	Emailed on 4/7	
1401 Duke	Shiloh Baptist Church (Historic Sanctuary)	Response received on 3/25	Supportive of LZ 7am-6pm Mon-Sat but generally opposed
1429 Duke	Alexandria Schoolhouse LLC (daycare)	Emailed on 4/7	
1431 Duke			
1433 Duke			
1435 Duke		Spoke in person on 4/7	(Gave card)
1437 Duke			
1439 Duke	Chris O'Rourke	Spoke in person on 4/7	Supports
1441 Duke			
1443 Duke			
1445 Duke			
1447 Duke	Bluebird of Alexandria (daycare)	Emailed on 4/7	