

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 22, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

The June 22, 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_0T0lw0t6TFq7hm48EVBBeg#/registration

Or an H.323/SIP room system:

H.323: 144.195.19.161 (US West) or 206.247.11.121 (US East) Meeting ID: 929 4708 5046

Password: 915805

SIP: 92947085046@zoomcrc.com

Password: 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.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 22, 2026 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the May 18, 2026, 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. Eisenhower Avenue Update
 - B. Signal Timing at Duke and Holland Update
 - C. GO Alex Strategic Plan

CONSENT ITEMS

5. Stop Sign Addition - North View Terrace and Rucker Place
6. Stop Sign Addition – North Terrill Street and Richenbacher Avenue

PUBLIC HEARING ITEMS

7. Old Town Parking Changes – Loading Zone, Taxi Stand, and Sherriff Only Removal and Parking Additions

INFORMATION ITEMS

8. **STAFF UPDATES**
 - Board Chair Kane Final Meeting
9. **COMMISSIONER UPDATES**

Next Meeting: Monday, July 27, 2026

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 18, 2026, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair Casey Kane, Vice Chair Annie Ebbers, Kursten Phelps, Dane Lauritzen, Mark Stout, Rosemarie Spano, and Ashley Mihalik (virtual)

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katye North, Division Chief; Sheila McGraw, Principal Planner; Sara Brandt-Vorel, Principal Planner; and Max Devilliers, Urban Planner III.

1. Announcement of deferrals and withdrawals: (00:14:50) None.
2. Approval of the April 27, 2026, Traffic and Parking Board meeting minutes:

BOARD ACTION: (00:15:57) Mr. Stout and Mr. Kane provided requested amendments to the minutes. Ms. Ebbers made a motion, seconded by Mr. Stout, to approve the amended minutes of the April 27, 2026, Traffic and Parking Board meeting. The motion carried unanimously.

3. **PUBLIC DISCUSSION PERIOD: (00:21:28)** Jessica Lefevre stated that the Commission on Aging is requesting that a Board member attend a Commission meeting to talk about which measures the Board is looking into regarding pedestrian safety. Mr. Kane stated that City staff will reach out to Ms. Lefevre instead.
4. **WRITTEN STAFF UPDATES: (00:28:22)** The Board received written staff updates on:
 - Braddock Road WMATA Project Update
 - Left Turn at Jamieson Avenue and Mill Road Update

CONSENT ITEMS

5. **ISSUE: (00:30:21)** Parking Addition – 400 Block of Hume Avenue

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Phelps, to recommend that the Director of T&ES add three parking spaces with 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the south side of the 400 block of Hume Avenue immediately west of Richmond Highway. The motion carried unanimously.

6. **ISSUE: (00:32:43)** Restrict U-turn and No Turn on Red at multiple intersections

PUBLIC TESTIMONY: None.

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

1. NO U TURNS restrictions at Duke Street and Holland Lane; and
2. NO TURNS ON RED restrictions at Eisenhower Avenue and John Carlyle Street, and Cameron Street and North Columbus Street

The motion carried unanimously.

PUBLIC HEARING ITEMS

7. **ISSUE: (00:39:48)** Food Truck Vending Locations Removal and Addition – Eisenhower Avenue and Landover Park

DISCUSSION: Mr. Devilliers presented the item to the Board.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Stout, to recommend that the Director of T&ES remove the 80-foot-long designated on-street vending location in front of 2231 Eisenhower Avenue and add a 30-foot-long vending location in front of 3301 Landover Street with 6-hour parking restrictions, 10 a.m. to 9 p.m., March 1 through October 31. The motion carried unanimously.

8. **ISSUE: (01:02:05)** Pick-up and Drop-off Zone Relocation – North Lee Street

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

PUBLIC TESTIMONY: Charlotte Hall testified in support.

Rich Hopf testified in opposition.

Heather Wiersema testified in opposition.

BOARD ACTION: Mr. Stout made a motion, seconded by Ms. Ebbers, to recommend that the Director of T&ES relocate the existing Pick-up and Drop-off Zone from southbound side of the 100 block of North Lee Street to the northbound side of the block. Ms. Spano made a friendly amendment, seconded by Ms. Ebbers, to include that the Board suggest City staff stripe the loading zone. The amendment carried unanimously. The amended motion carried unanimously.

9. **ISSUE: (01:38:20)** Residential Parking Permit Changes – House Manager Addition

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

PUBLIC TESTIMONY: Dino Drudi testified in opposition.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Lauritzen, to defer the item. Ms. Phelps made a friendly amendment, seconded by Ms. Spano, that staff provide the Board with more information and a higher annual permit fee when the item is brought back before the Board. The amendment carried unanimously. The amended motion carried unanimously.

INFORMATION ITEMS

10. STAFF UPDATES: (02:11:27) Ms. Brandt-Vorel provided the Board with an update regarding the Beaugard Trail Feasibility Study.

(03:04:05) Ms. McGraw provided the Board with an update regarding the City Manager's recent approval of a taxicab fuel surcharge of \$1.00 with no end date—although the surcharge must expire after one year. The surcharge began in mid-May and will be advertised in writing in every taxicab.

11. COMMISSIONER UPDATES: (03:05:04) Mr. Kane provided the Board with updates from the Transportation Commission.

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting, seconded by Ms. Phelps. The motion carried unanimously. The meeting adjourned at 10:08 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 22, 2026

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Eisenhower Avenue Update

As an interim step to the Eisenhower Avenue Corridor Improvements, TES implemented parking on Eisenhower Avenue between the Van Dorn Metro Station and Clermont Avenue. The full study recommended the removal of a travel lane in each direction to slow vehicle speeds. This interim step removes the lane closest to the curb in the eastbound direction and replaces it with parking. Crews striped over existing dashed markings separating the two lanes to provide parking spaces. The transition from two travel lanes to one lane begins at the signalized intersection adjacent to the Van Dorn Metro station. The lane configuration at the signal has a dedicated left turn lane into 5601 Eisenhower, a single through lane, and a dedicated right turn lane for buses into the Metro bus loop. Signage has been added to indicate the new lane configuration as well as 2-hour parking along the corridor.

B. Signal Timing at Duke Street and Holland Lane Update

At the May meeting, a question was raised about signal timing for pedestrians at Duke Street and Holland Lane. Staff will review the signal timing as nearby projects are complete. The Duke Street corridor will include a new adaptive traffic signal system that would collect real-time data of all the intersection users to work towards more efficient travel, including people crossing. Additionally, the Holland Lane improvements will improve the corridor for people walking and biking. Once these projects are complete, we will observe travel conditions and evaluate if changes to the pedestrian signals are appropriate.

C. GO Alex Strategic Plan Update

City Council approved the GO Alex Strategic Plan at their May 26, 2026 meeting and it is available at alexandriava.gov/GOAlex. The plan aligns future grant funding, program delivery, and engagement with evolving travel behavior and mobility needs over the next five years. GO Alex will implement targeted strategies such as training and education, incentives, events and engagement, and access and pilot programs to encourage more efficient and sustainable travel. These efforts strengthen GO Alex's ability to connect residents, employees, and visitors with a range of transportation options while supporting the City's broader mobility goals.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 22, 2026

DOCKET ITEM: 5

ISSUE: Stop Sign Addition – North View Terrace and Rucker Place

REQUESTED BY: Resident

LOCATION: Intersection of North View Terrace and Rucker Place

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES install a stop sign for the northbound approach at the intersection of North View Terrace and Rucker Place.

BACKGROUND: North View Terrace is a local street primarily for residential uses and connects to Rucker Place. This is a T-intersection, however the left-turning movement leads to a small private alleyway so the predominant movement from North View Terrace is a right turn. The predominant right turn nature as well as downhill slope of North View Terrace allows drivers to proceed through the intersection without yielding or stopping. In April, staff received several 311 requests to add a stop sign after a near miss occurred when a pedestrian attempted to cross Rucker Place at this intersection (Attachment 2).

DISCUSSION: The intersection of North View Terrace and Rucker Place is a T-intersection. Updating this intersection to be consistent with other T-intersection improves safety and reduces operational confusion as drivers expect similar conditions at intersections of this nature. Additionally, the intersection is adjacent to Beach Park. There are existing curb ramps near the intersection on both sides of Rucker Place which allow people crossing to get to the park. The addition of a stop sign can offer relief to people walking as drivers are required to stop, avoiding vehicles rolling through the intersection putting people crossing at risk. Staff also plans to stripe a crosswalk between the existing curb ramps on Rucker Place to better identify that people will be crossing.

OUTREACH: This issue was brought to the attention of staff via an Alex311 request (Attachment 2). Upon review of the issue and associated site conditions, staff recommend installing a stop sign at this location for the safety of people driving and walking. Staff have notified the requester and the Rosemont Citizens Association. No objection has been received for this stop sign addition as of the posting of this docket.

ATTACHMENT 1: NORTH VIEW TERRACE AND RUCKER PLACE (AERIAL AND STREETVIEW)



ATTACHMENT 2: REQUEST – NORTH VIEW TERRACE

<div data-bbox="203 262 462 283">Case Details</div> <p>Case Number: 26 00016032 Case Owner: Traffic Engineering TES</p> <p>Status: Closed Priority: Standard</p> <p>Sub-Status:</p> <p>Subject: TES-Traffic Sign</p> <p>Description: I am requesting the installation of a stop sign at the intersection of N View and Rucker Pl. This intersection raises safety concerns due to limited sight distance, vehicle speeds, frequent pedestrian use, very close proximity to Beach park and a recent near-miss observed by multiple neighbors between a pedestrian and a vehicle on 4/23/2025. The car nearly hit the pedestrian and his dog and kept on going, and did not slow down. Vehicles traveling on N. View toward Beach Park do not yield at this intersection, and have difficulty seeing cross traffic coming from Rucker Pl which creates challenges for both drivers and pedestrians navigating the intersection. Thank you for your consideration.</p> <p>Location Details: Requesting stop sign at the intersection of N. View Terrace and Rucker Pl face</p> <div data-bbox="203 777 462 798">Contact Details</div> <p>Name: Trade Thomas Account Name: Customer</p>	<div data-bbox="613 262 873 283">Case Details</div> <p>Case Number: 26-00015825 Case Owner: Traffic Engineering TES</p> <p>Status: Closed Priority: Standard</p> <p>Sub-Status:</p> <p>Subject: TES-Traffic Sign</p> <p>Description: Requesting Stop Sign to be installed at North View Ter & Rucker Pl near Beach Park. It will be in front of 608 North View Ter. It is dangerous walking there. Cars are coming through neighborhood without stopping and almost hitting pedestrians.</p> <p>Location Details: Near Beach Park behind Naomi Brooks ES</p> <div data-bbox="613 724 873 745">Contact Details</div> <p>Name: Simone Putnam Account Name: Customer</p>	<div data-bbox="1024 262 1284 283">Case Details</div> <p>Case Number: 26-00015872 Case Owner: Traffic Engineering TES</p> <p>Status: Closed Priority: Standard</p> <p>Sub-Status:</p> <p>Subject: TES-Traffic Sign</p> <p>Description: "The resident called to request the installation of a stop sign. She expressed concern that the alley is being used as a through street and reported that there was a recent near-collision, and a man was almost hit by a car today because the drivers are not slowing down, emphasizing the need for improved traffic control for safety."</p> <p>Location Details: across from Beach Park</p> <div data-bbox="1024 745 1284 766">Contact Details</div> <p>Name: Leigh Talbot Account Name: Customer</p>
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City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 22, 2026

DOCKET ITEM: 6

ISSUE: Stop Sign Addition – North Terrill Street and Richenbacher Avenue

REQUESTED BY: Resident

LOCATION: Intersection of North Terrill Street and Richenbacher Avenue

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES install a stop sign for the southbound approach at the intersection of North Terrill Street and Richenbacher Avenue.

BACKGROUND: Terrill Street is a no outlet local street which intersects with Richenbacher Avenue and an adjacent service road. There is a stop sign in the median separating the service road and Richenbacher. Parallel streets along Richenbacher Avenue have a double stop sign condition with a stop sign in the median separating the service road and Richenbacher Avenue in addition to a stop sign just before the service. Staff received a request to make conditions along streets intersecting Richenbacher consistent.

DISCUSSION: At North Terrill Street and Richenbacher Avenue, the addition of a stop sign replicates the stop condition of parallel streets along Richenbacher where drivers must stop at the service road and Richenbacher Avenue before making their turning maneuver. Adding a stop sign at this location will provide consistency along the corridor leading to improved safety and less confusion for all road users.

OUTREACH: This issue was brought to the attention of staff via an Alex311 request (Attachment 2). Upon review of the issue and associated site conditions, staff recommend installing a stop sign at the location for the safety of people driving and walking. Staff have notified the requester and the Brookville-Seminary Valley Civic Association. No objection has been received for this stop sign addition as of the posting of this docket.

ATTACHMENT 1 – NORTH TERRILL STREET AND RICHENBACHER AVENUE (AERIAL)



ATTACHMENT 2: REQUEST – NORTH TERRILL STREET

<p>Case Details</p> <p>Case Number: 26-0001937</p> <p>Case Owner: Traffic Engineering TES</p> <p>Status: Closed</p> <p>Priority: Standard</p> <p>Sub-Status:</p> <p>Subject: TES-Traffic Sign</p> <p>Description: I believe there should be a stop sign at this intersection and there is not one. Look at two other similar intersections nearby for context.</p> <p>Location Details:</p>	<p>Case Details</p> <p>Case Number: 26-00014291</p> <p>Case Owner: Traffic Engineering TES</p> <p>Status: Closed</p> <p>Priority: Standard</p> <p>Sub-Status:</p> <p>Subject: TES-Traffic Sign</p> <p>Description: I had put in a request that was denied earlier this year but I am adding images from a identical intersection, showing a stop sign on one side and a One Way/No Thru Street on the other. Because there is a frontage road, most cars do not stop until they hit the main stop sign, meaning they cross an intersection for pedestrians and other vehicles on the frontage road. Please, please reconsider adding a sign. We've lived at 5415 for many years and often see near-accidents. Visibility is challenging with so many cars parked on the sides.</p> <p>Location Details:</p>
<p>Contact Details</p> <p>Name: Sara Schwartz</p> <p>Account Name: Customer</p>	<p>Contact Details</p> <p>Name: Sara Schwartz</p> <p>Account Name: Customer</p>

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 22, 2026

DOCKET ITEM: 7

ISSUE: Old Town Parking Changes – Loading Zone, Taxi Stand, and Sherriff Only Removal and Parking Additions

REQUESTED BY: Staff

LOCATION: Various locations in Old Town, East of Washington Street, South of Queen Street, North of Duke Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES make the following changes to on-street parking restrictions:

1. Remove the loading zones or 20 minute parking areas in the following locations and replace with parking spaces with the prevailing restriction on the block:
 - a. 200 block of South Union Street, near Prince Street
 - b. 100 block of South Union Street, near Prince Street
 - c. 200 block of North Lee Street, near Queen Street
 - d. East side of the 200 block of North Fairfax Street, near Cameron Street
 - e. West side of the 100 block of South Fairfax Street, near King Street
 - f. East side of the 100 block of South Royal Street, mid-block, north of alley
 - g. East side of the 100 block of North St. Asaph Street, mid-block, north of alley
 - h. West side of the 100 block of South St. Asaph Street, mid-block, south of alley
 - i. North side of the 300 block of Cameron Street, near North Royal Street
 - j. North side of the 500 block of King Street, mid-block
 - k. South side of the 600 block of Prince Street, near Washington Street
2. Add parking to the following locations with the prevailing restriction for the block:
 - a. Three spaces on the north side of the 600 block of King Street from St. Asaph Street to the No Parking for Bus Stop (the spaces currently marked 7-11pm only)
 - b. Two spaces on the north side of the 600 block of Prince near South St. Asaph Street
 - c. Two spaces on the north side of the 500 block of Cameron Street near North St. Asaph Street (once the curb cut is closed)
3. Remove the taxi stand and valet parking zones on the south side of the 400 block of King Street and replace with metered parking and a Pick-up and Drop-off zone

4. Remove the “Sherriff Only” spaces on the west side of the 100 block of South Pitt Street and replace with metered parking

BACKGROUND: Much of the parking east of Washington Street serves the commercial areas along King Street and has 2 hour metered parking restrictions Monday-Saturday from 8 a.m. to 9 p.m. Some of these blocks have traditional loading zones that have been in place for many years. Others have newer pick-up and drop-off zones that have been administratively approved through the process implemented after the pandemic and approved by the Board in 2023. The PUDO zones are reviewed each year, while the traditional loading zones are typically only changed if the businesses request changes.

In early 2026, the 180-space Market Square Garage and most of the on-street parking spaces abutting Market Square were removed for the City Hall Renovation project. Although there are several other off-street parking facilities in the area and these spaces will be returned once the City Hall Renovation project is complete, the loss of parking has created an impact on the businesses. In May 2026, several businesses in Old Town shared concerns with the City Manager and T&ES staff regarding parking availability and requested staff evaluate the number of loading areas that have been implemented. Staff evaluated curbside conditions east of Washington Street and informally met with business owners to understand how loading zones were being used. The outreach found broad support for maintaining existing loading zones, while the evaluation identified several underutilized curb spaces that could be repurposed or modified to better serve current needs.

DISCUSSION: Through this process, staff sought to balance the needs of individual businesses with the City's goal of ensuring the highest and best use of limited public curb space. While dedicated delivery spaces may benefit specific businesses, curb space is a shared public asset that must accommodate a variety of users and activities throughout the day. As a result, staff focused on opportunities to maximize overall curb utilization and turnover while continuing to support business operations, deliveries, and customer access. Staff identified 16 curbside locations where existing regulations may no longer reflect current demand and could be updated to better serve today's parking, loading, and access needs (Attachment 1). Changes to these locations returns approximately 30 spaces to Old Town that can support the businesses.

1. Removal of Loading Zones, PUDO zones, or Short-Term parking areas – The following locations were identified as no longer needed for loading activities and are recommended for removal to be replaced with the prevailing parking restriction on the block.

- a. 200 block of South Union Street, near Prince Street (1 space) – This loading zones is in the middle of several parking spaces in front of a retail shop on the block and has been a loading zone for over two decades. The nature of the retail use at this location does not warrant a dedicated loading zone and would be better repurposed to general metered parking.
- b. 100 block of South Union Street, near Prince Street (3 spaces) – This morning loading zone is near an office building and has been in place for over a decade. While loading

activity on South Union Street can be busy, there is a 24-hour PUDO zone on the other end of this block at King Street that can better serve the all-day loading activity that may occur at the businesses on this block.

- c. 200 block of North Lee Street, near Queen Street (1 space) - This 20-minute parking area has been in place for over two decades and most likely served the needs of a previous business. The need for 20-minute parking is no longer needed in this specific location.
- d. East side of the 200 block of North Fairfax Street, near Cameron Street (2 spaces) – This loading zone is near a commercial building on a residential block and has also been in place for over two decades. The businesses in this building do not have frequent loading and deliveries that necessitate the need for dedicated, all-day loading.
- e. West side of the 100 block of South Fairfax Street, near King Street (2 spaces) – This is a PUDO zone that was installed to serve deliveries at the nearby restaurant, KISSO. Although this zone is often used by the restaurant, there are three other PUDO zones near this location that can allow for this activity, including one on the restaurant’s King Street frontage.
- f. East side of the 100 block of South Royal Street, mid-block, north of alley (1 space) – This loading zone has been in place for over two decades and does not appear needed by the adjacent business, Sur La Table.
- g. East side of the 100 block of North St. Asaph Street, mid-block, north of alley (1 space) – This loading zones has also been in place for over two decades and does not appear to be needed for the adjacent business.
- h. West side of the 100 block of South St. Asaph Street, mid-block, south of alley (1 space) – This loading zone is immediately in front of the restaurant, but is too small to be used by most delivery vehicles for the restaurant, meaning trucks often double-park even when the space is open. The space has been in place for over a decade and has remained through changes of ownership to the restaurant.
- i. North side of the 300 block of Cameron Street, near North Royal Street (1 space) – This loading zone has been in place for over two decades. More recently a PUDO zone was added to the 400 block of Cameron Street directly across the street from this zone. Staff recommends keeping the zone on the 400 block and returning this space to metered parking to better serve the retail shops on this block.
- j. North side of the 500 block of King Street, mid-block (1 space) – This mid-block loading zone has been in place for over two decades and may have provided loading access for the bank that had previously been near this location. However, it’s location in the middle of the block, near a restaurant, it is often overlooked and used for general parking.
- k. South side of the 600 block of Prince Street, near Washington Street (3 spaces) – This loading zone was added more recently (less than 10 years), but has confusing language

that allowed for metered parking in addition to loading. It was likely implemented for loading activity for a use on Washington Street to accommodate the rush-hour restrictions, but given the conflicting restrictions, it means the spaces are not often available for loading.

2. Add parking - The following no parking areas were identified as suitable for adding parking and are recommended to use the prevailing parking restriction on the block.

- a. Three spaces on the north side of the 600 block of King Street from St. Asaph Street to the No Parking for Bus Stop – There is currently no parking on the north side of this block (except between 7-11pm), likely to accommodate right turn traffic at King Street. However, as there are no turn on red restrictions at this location and relatively low traffic volumes turning right, the dedicated lane is not needed. Staff will coordinate with DASH to ensure the required No Parking Area for the bus stop on this block is retained.
- b. Two spaces on the north side of the 600 block of Prince near S. St. Asaph Street – This area was previously marked as no parking to accommodate a mailbox at this location. Since the mailbox has been moved, the area can be used for parking. the existing scooter corral will be moved closer to the intersection.
- c. Two spaces on the north side of the 500 block of Cameron Street near N. St. Asaph Street – This public parking lot has two curb cuts, but could be sufficiently accessed by one on N. St. Asaph Street. Staff recommend closing the curb cut on Cameron Street and adding parking. the existing scooter corral would be moved closer to the intersection.

3. Remove the taxi stand and valet parking zone on the south side of the 400 block of King Street and replace with metered parking and a Pick-up and Drop-off zone – This block face includes both a taxi stand and a valet zone in front of the hotel. These uses could be consolidated into one smaller PUDO Zone, with the remaining area changed to metered parking.

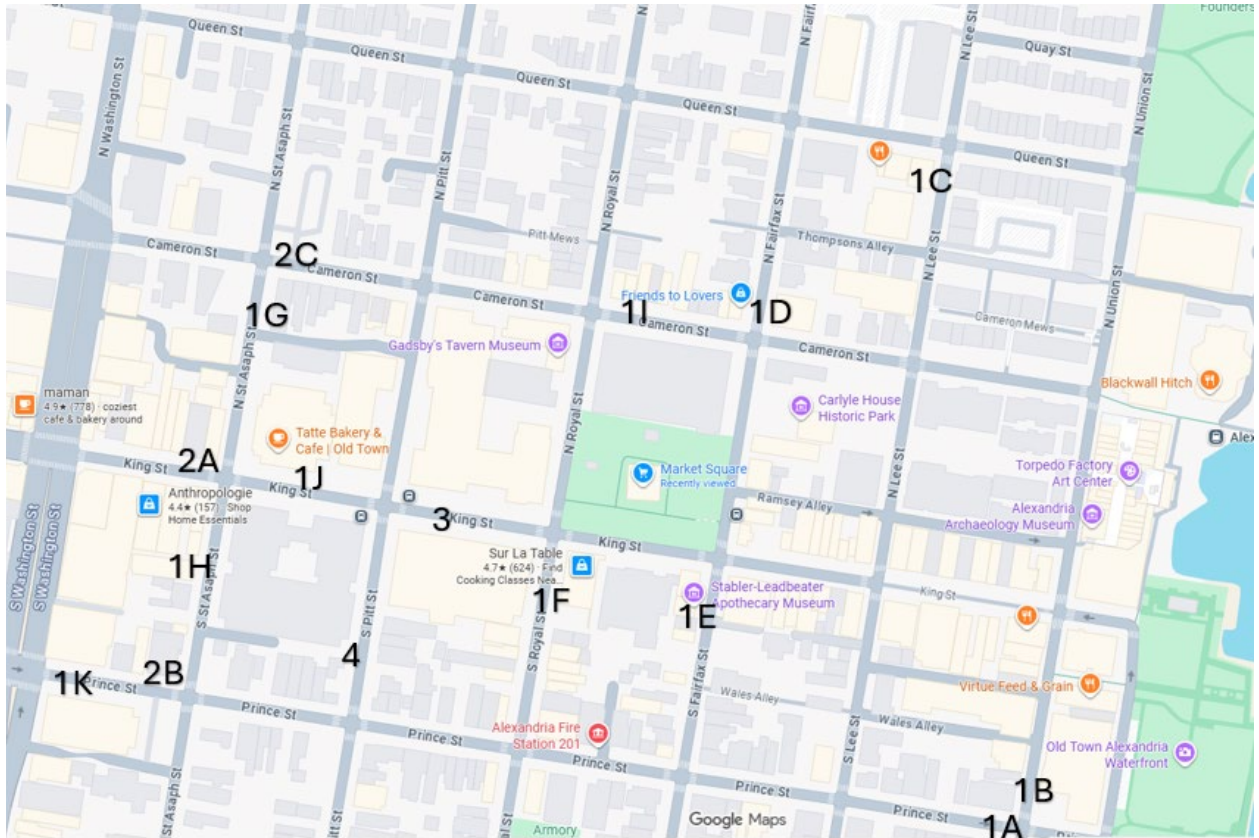
4. Remove the “Sherriff Only” spaces on the west side of the 100 block of S. Pitt Street – The spaces south of the Courthouse Garage entrance are designated for Sherriff Only. However, Sherriff vehicles are able to park (and often do) in general parking areas. Staff recommends removing the restrictions and returning to general parking.

Public curb space is meant to evolve and adapt to the needs of the changing land uses and development patterns of the buildings that front the street. It is important to evaluate the effectiveness of how our curbs are being managed on a frequent basis to address the needs of the businesses, residents, and visitors that come and go, particularly in a mixed-use and ever-evolving neighborhood such as Old Town. As e-commerce continues to grow and expand, staff have tried to accommodate the number of very short-term deliveries, pickups, drop-offs conducted citywide, however, given the loss of parking as a result of the renovation of City Hall, staff is now recommending to convert underutilized and/or misused curb space into new parking spaces to accommodate Old Town businesses and visitors.

Given the proximity to various businesses, residences, tourist destinations, and public transit, staff recommend these spaces be time-restricted and metered to encourage high turnover and discourage Old Town employees from parking in said spaces. The proposed restrictions and payment requirements mimic the existing conditions on similarly commercial blocks in the neighborhood.

OUTREACH: Staff notified the businesses that had met with the City Manager and staff about the proposal and asked them to share with other businesses. As of the posting of this docket report, staff had not received any direct feedback about the proposal.

ATTACHMENT 1: OLD TOWN PARKING CHANGES LOCATIONS

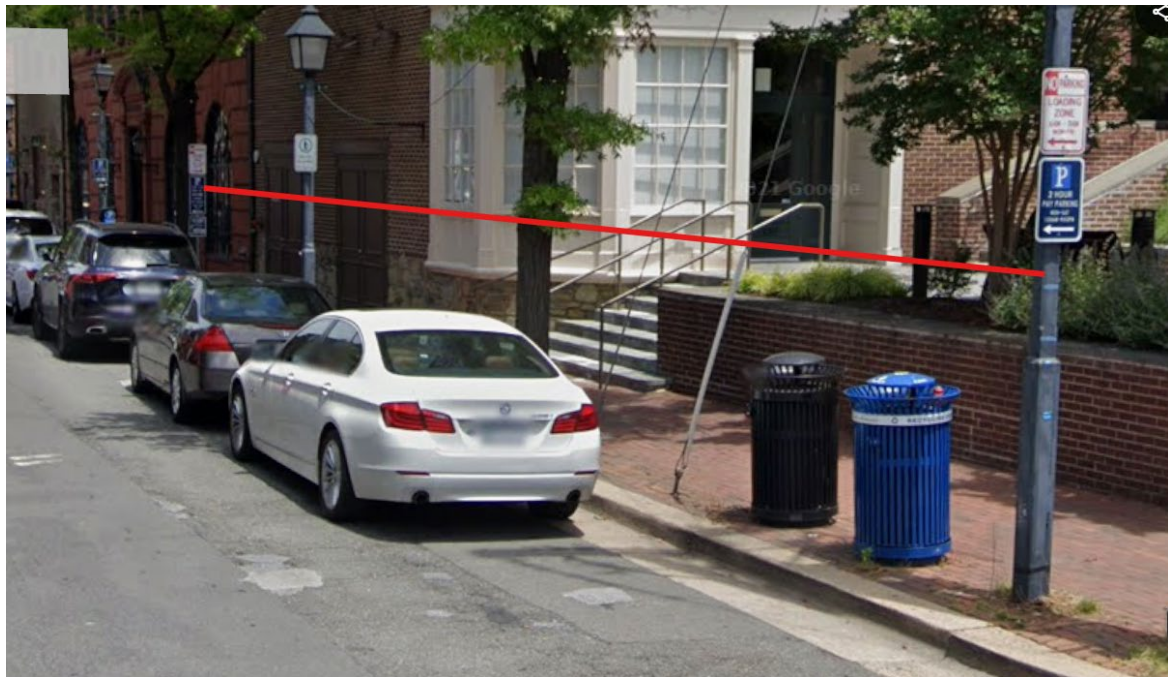
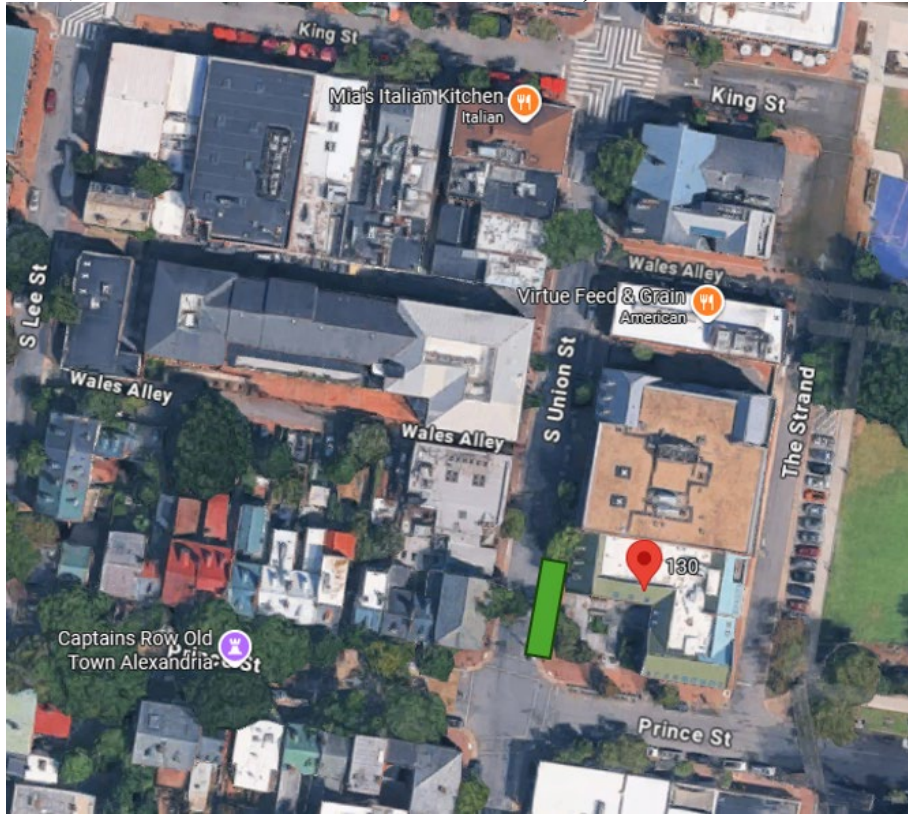


ATTACHMENT 2 – SITE SPECIFIC LOCATIONS

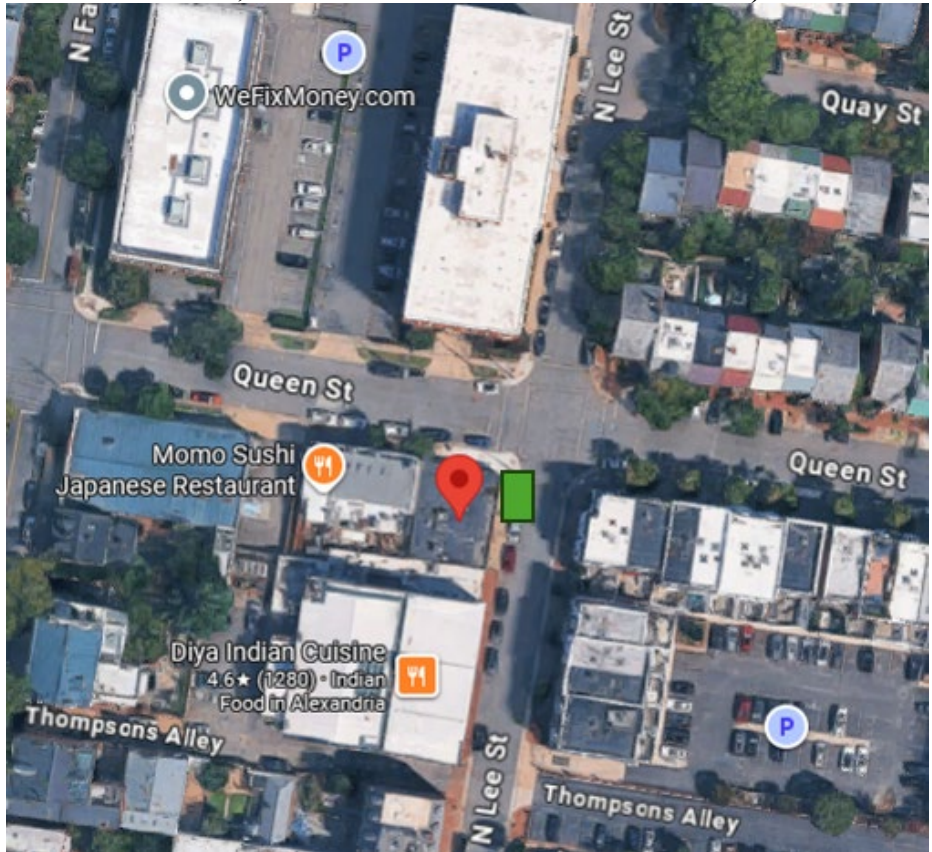
LOCATION 1A - CONVERT THE LOADING ZONE IN FRONT OF 203 SOUTH UNION STREET INTO ONE METERED PARKING SPACE (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



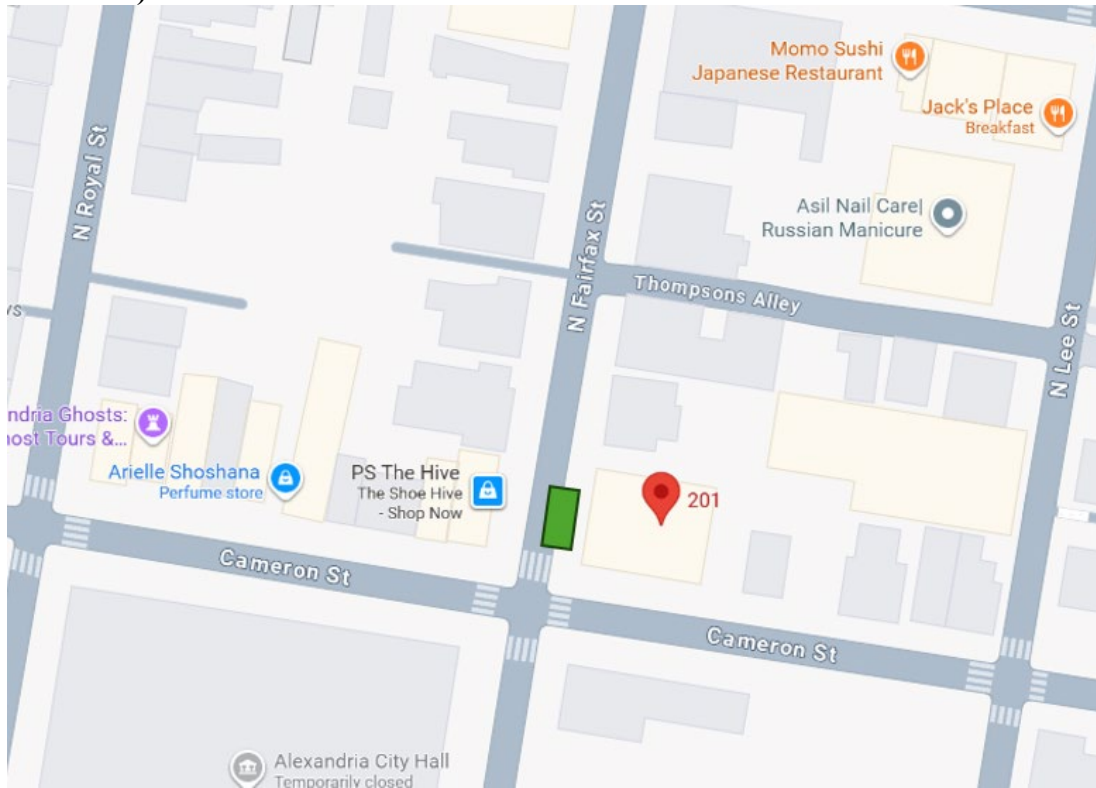
LOCATION 1B - CONVERT THE LOADING ZONE ON THE 100 BLOCK OF SOUTH UNION STREET INTO THREE METERED PARKING SPACES (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



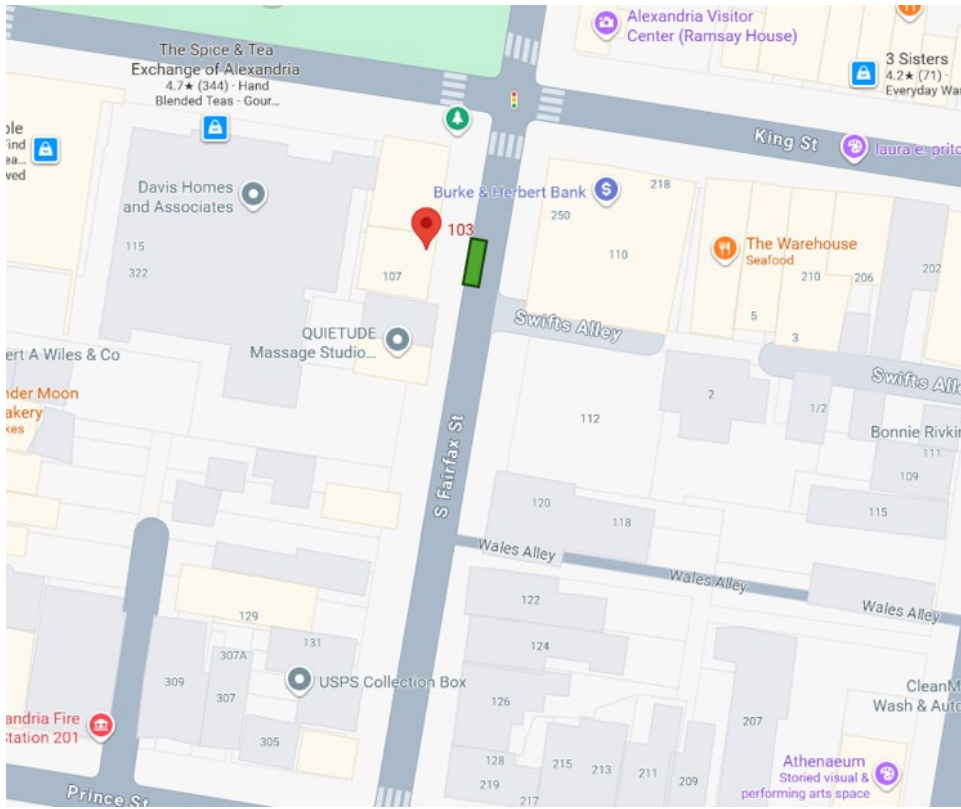
LOCATION 1C - CONVERT THE 20-MINUTE PARKING ZONE IN FRONT OF 222 NORTH LEE STREET INTO ONE TIME RESTRICTED PARKING SPACE (3-HOUR, 8 A.M. TO 11 P.M., MONDAY THROUGH SATURDAY)



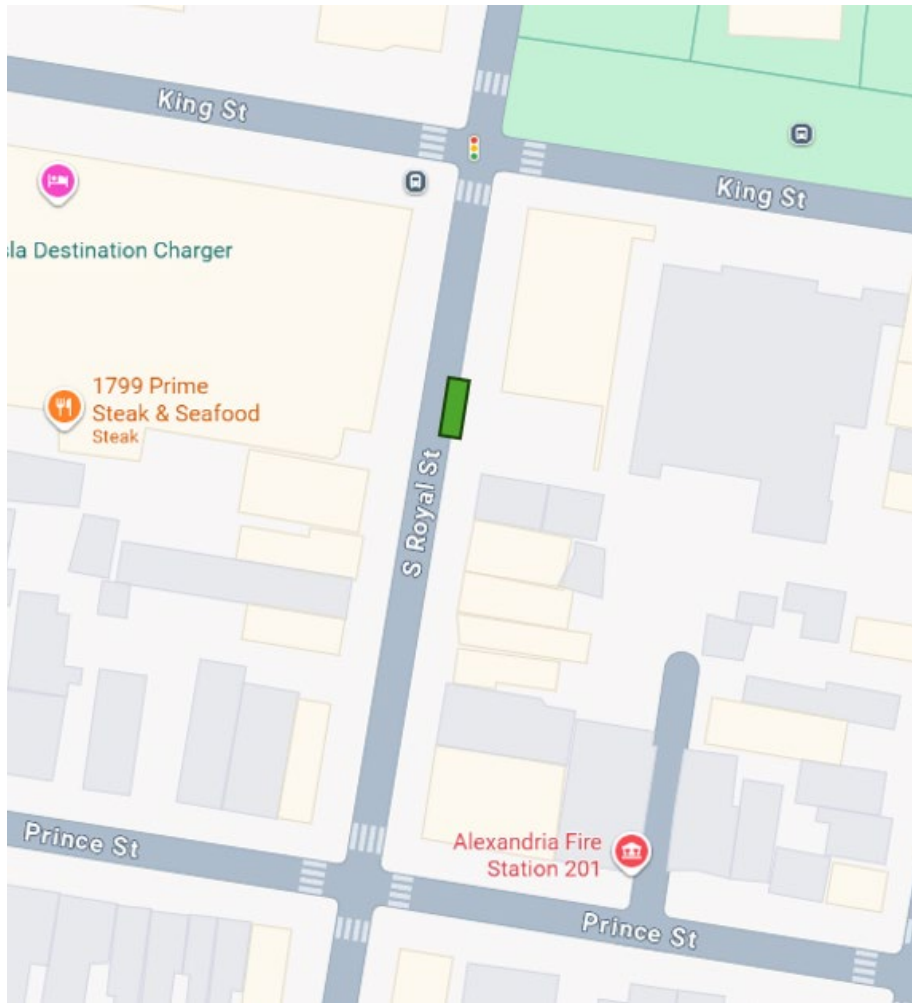
LOCATION 1D - CONVERT THE LOADING ZONE IN FRONT OF 201 NORTH FAIRFAX STREET INTO TWO RESIDENTIAL-PAY-BY-PHONE PARKING SPACE (2-HOUR, 8 A.M. TO 2 A.M. MONDAY THROUGH SATURDAY; 11 A.M. TO 2 A.M. SUNDAY)



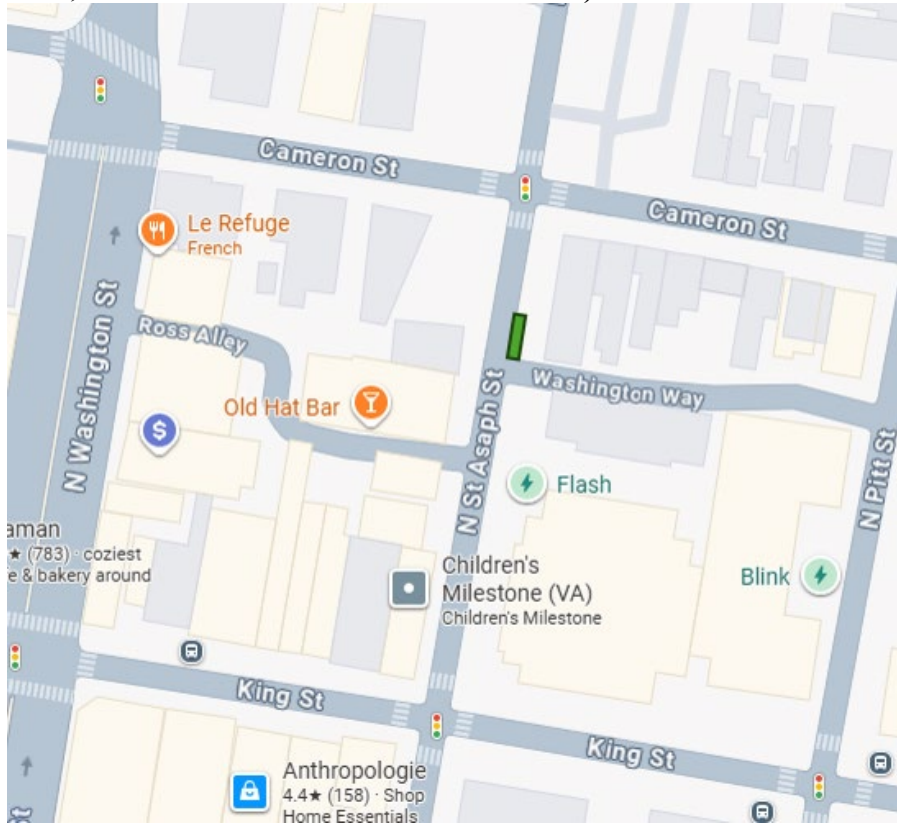
LOCATION 1E - CONVERT THE PUDO ZONE IN FRONT OF 103 SOUTH FAIRFAX STREET INTO TWO METERED PARKING SPACES (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



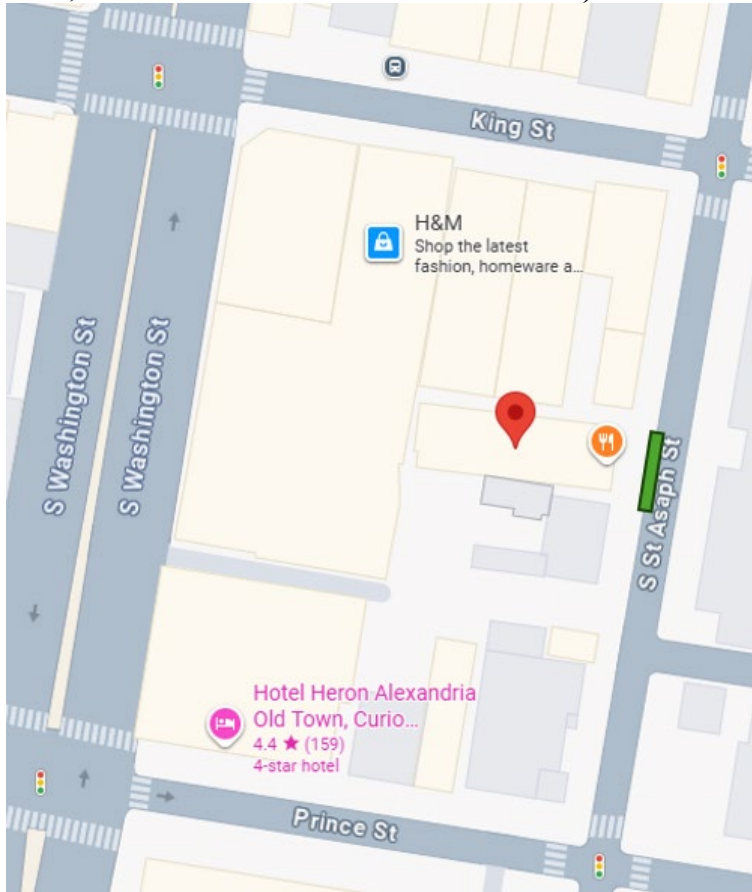
LOCATION 1F - CONVERT THE LOADING ZONE IN FRONT OF 100 SOUTH ROYAL STREET INTO ONE METERED PARKING SPACE (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



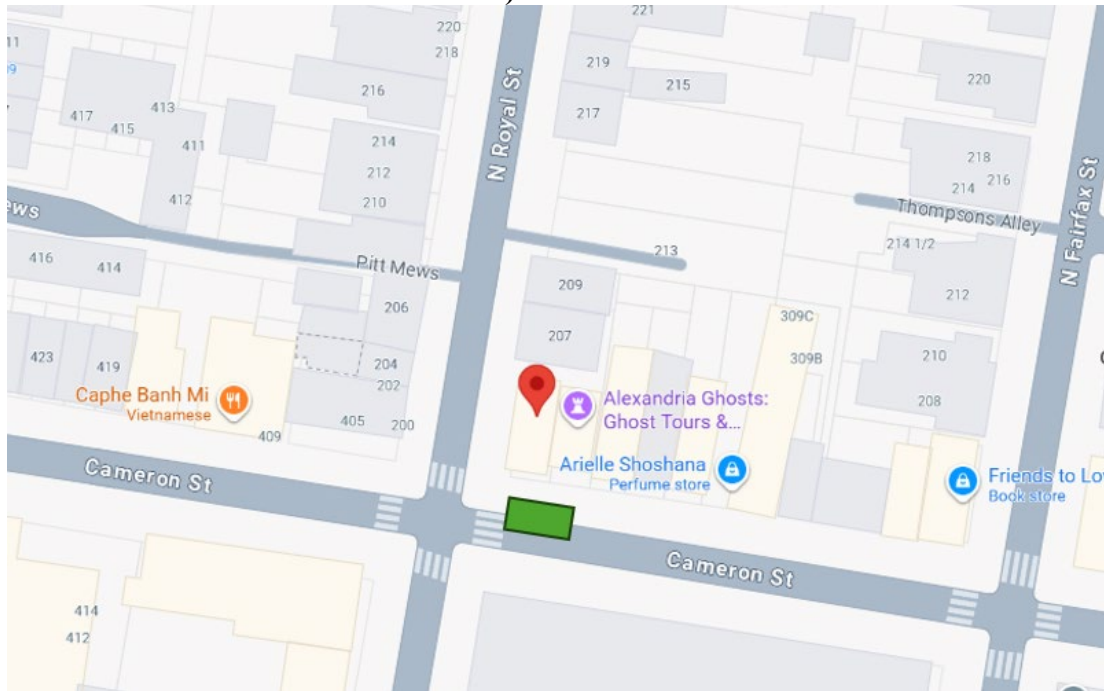
LOCATION 1G - CONVERT THE LOADING ZONE IN FRONT OF 119 NORTH ST. ASAPH STREET INTO ONE METERED PARKING SPACE (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



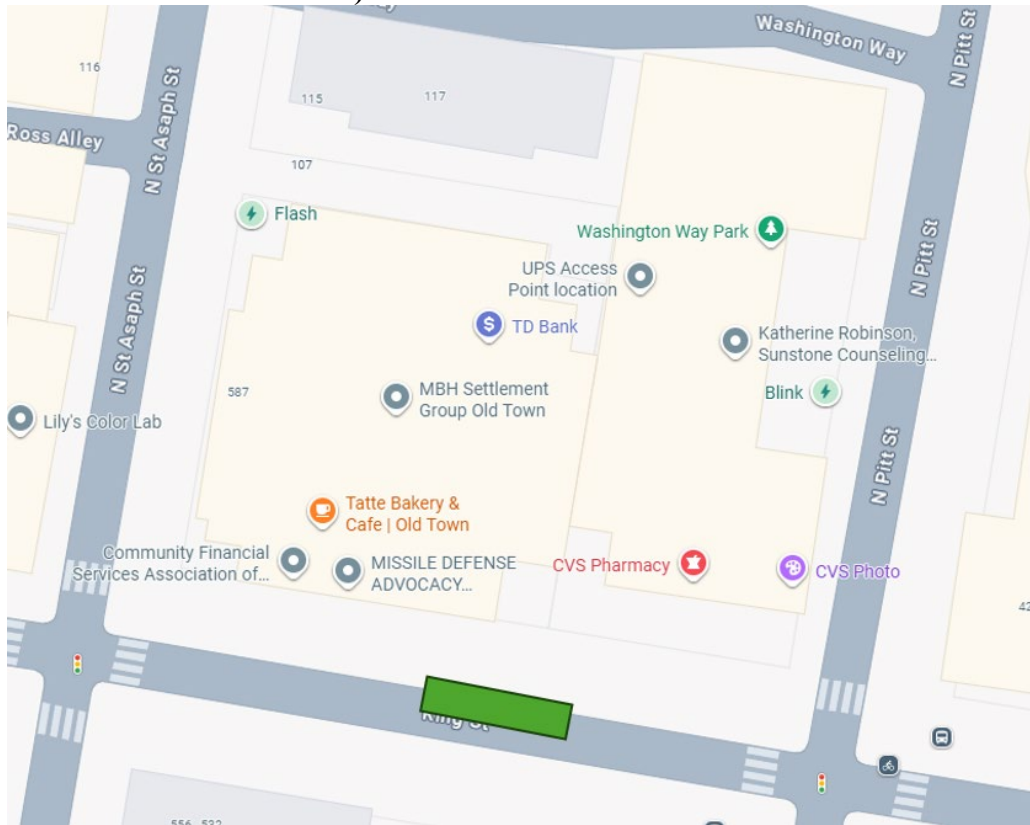
LOCATION 1H - CONVERT THE LOADING ZONE IN FRONT OF 109 SOUTH SAINT ASAPH STREET INTO ONE METERED PARKING SPACE (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



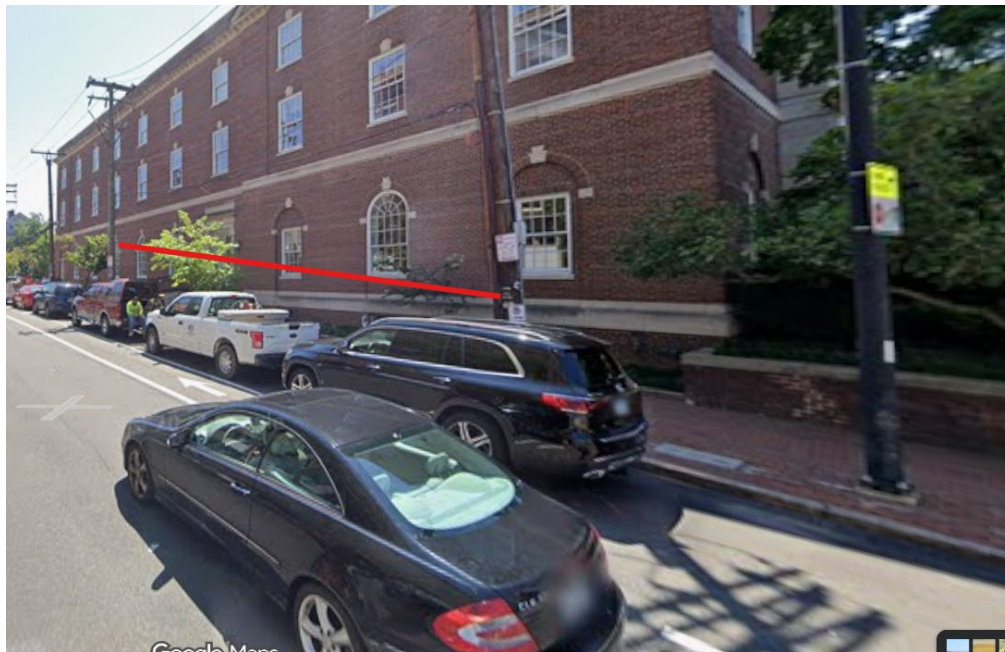
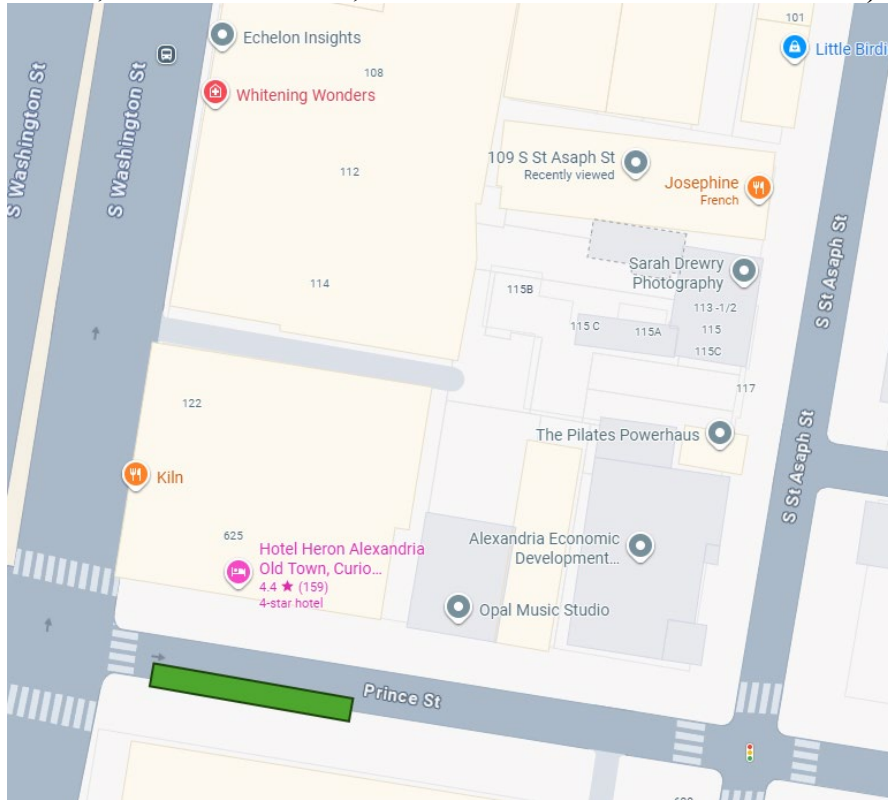
LOCATION 11 - CONVERT THE LOADING ZONE IN FRONT OF 325 CAMERON STREET INTO ONE METERED PARKING SPACE (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



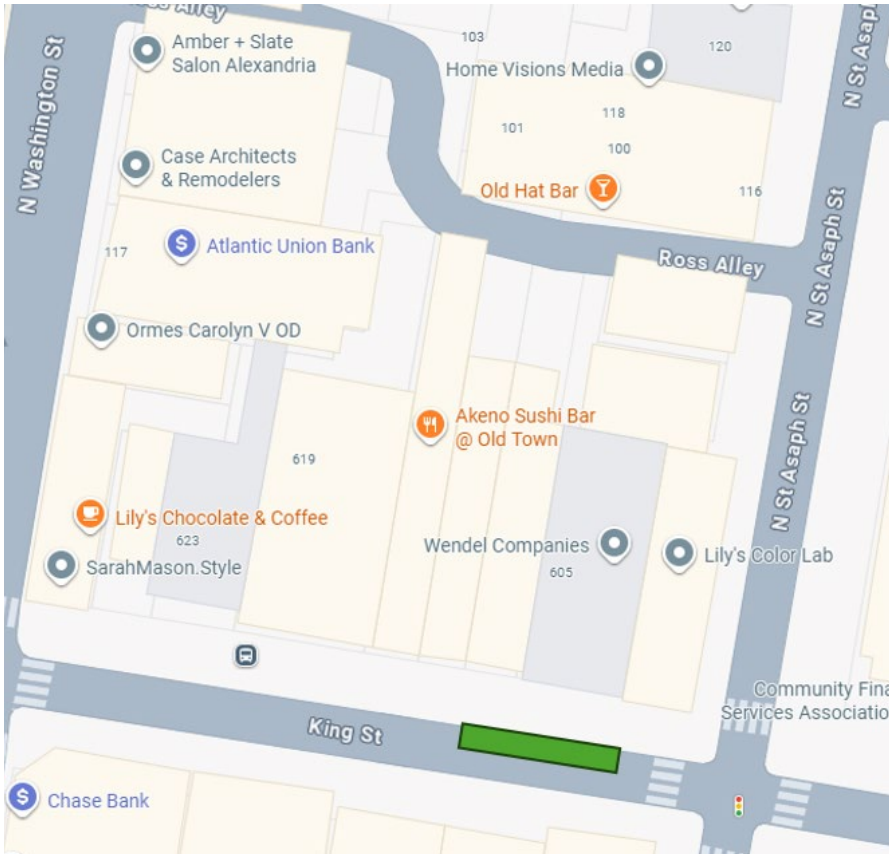
LOCATION 1J - CONVERT THE LOADING ZONE IN FRONT OF 525 KING STREET INTO ONE METERED PARKING SPACE (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



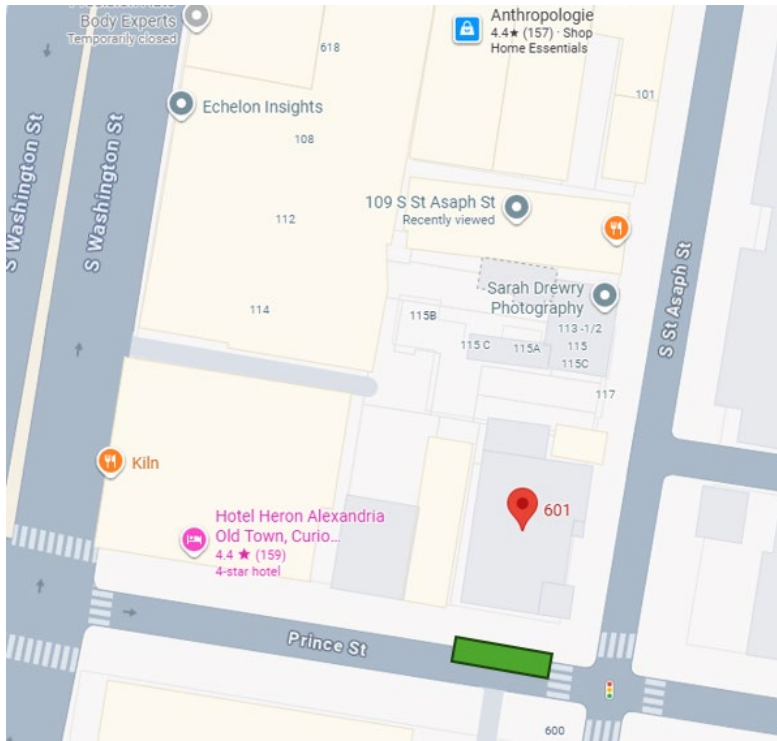
LOCATION 1K - CONVERT THE LOADING ZONE ON THE SOUTH SIDE OF THE 600 BLOCK OF PRINCE STREET INTO THREE METERED PARKING SPACES (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



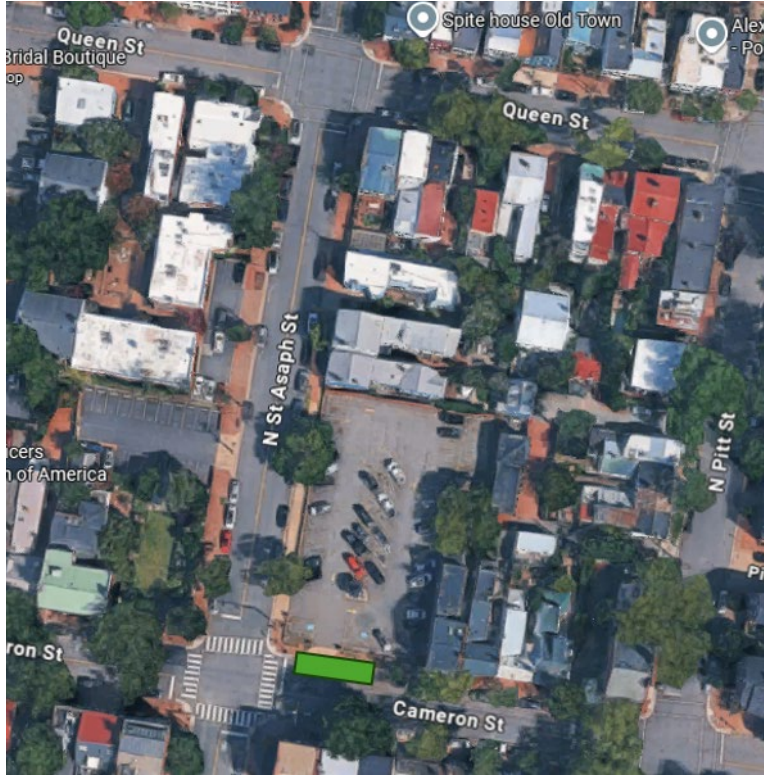
LOCATION 2A – CONVERT THE UNRESTRICTED EVENING-ONLY PARKING IN FRONT OF 603-607 KING STREET INTO THREE METERED PARKING SPACES (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)



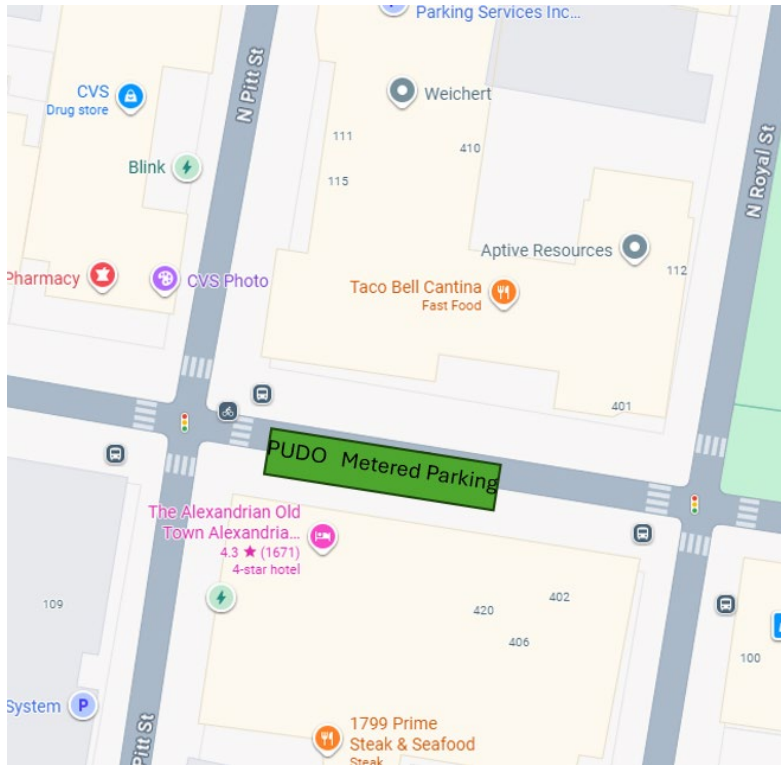
LOCATION 2B - CONVERT THE 'NO PARKING' ZONE IN FRONT OF 601 PRINCE STREET INTO TWO METERED PARKING SPACES (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY) AND MOVE THE SCOOTER CORRAL CLOSER TO THE INTERSECTION



LOCATION 2C - CLOSE THE CAMERON STREET CURB CUT FOR THE CITY-OWNED CAMERON/SAINT ASAPH LOT TO ADD TWO RESIDENTIAL PAY-BY-PHONE PARKING SPACES (2-HOUR, 8 A.M. TO 2 A.M. MONDAY THROUGH SATURDAY; 11 A.M. TO 2 A.M. SUNDAY)



LOCATION 3 - CONVERT THE TAXI STAND AND VALET ZONE ON THE SOUTH SIDE OF THE 400 BLOCK OF KING STREET INTO METERED PARKING SPACES (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY) AND A PICK UP AND DROP OFF ZONE.



LOCATION 4 - CONVERT THE 'SHERIFF-ONLY' SPACES ON THE WEST SIDE OF THE 100 BLOCK OF SOUTH PITT STREET INTO TWO METERED PARKING SPACES (2-HOUR, 8 A.M. TO 9 P.M., MONDAY THROUGH SATURDAY)

