

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JANUARY 24, 2011**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of a request to approve the Conceptual Alternative 1 developed by the 2010 West Braddock Road/King Street/North Quaker traffic study.

**APPLICANT:** City Of Alexandria

**LOCATION:** Intersection of W. Braddock Road, King Street, and N. Quaker Lane

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**STAFF RECOMMENDATION:** That the Board recommends to City Council approval of Conceptual Alternative 1 developed by the 2010 West Braddock Road/King Street/North Quaker traffic study.

**BACKGROUND:** In response to numerous citizen requests the city conducted a traffic study identifying and evaluating multimodal transportation improvements along a portion of Route 7 in western Alexandria. The focus area of the study was the intersection of W. Braddock Road, King Street and N. Quaker Lane as well as nearby intersections and roadways. The study can be accessed at <http://alexandriava.gov/uploadedFiles/tes/info/BKQReportApril2010.pdf>.

The W. Braddock Road/ King Street (Route 7)/N. Quaker Lane intersection is a collection of three separate, but closely spaced, signalized intersections operated as one single intersection. A variety of potential conceptual designs were investigated to improve safety and mobility for all modes within the Braddock/King/Quaker intersection and nearby roadway corridors.

Three public meetings were held to garner community input for the development of transportation improvement concept designs. At the third meeting a consensus was reached to carry forward Conceptual Alternatives 1 and 2 for further analysis. Additionally, feedback from members of the community indicated little support for the improvement concepts that involved significant property impacts and high capital costs. The alternatives primarily involving left-turn lane improvements provided the most improvement with the least impacts to private property.

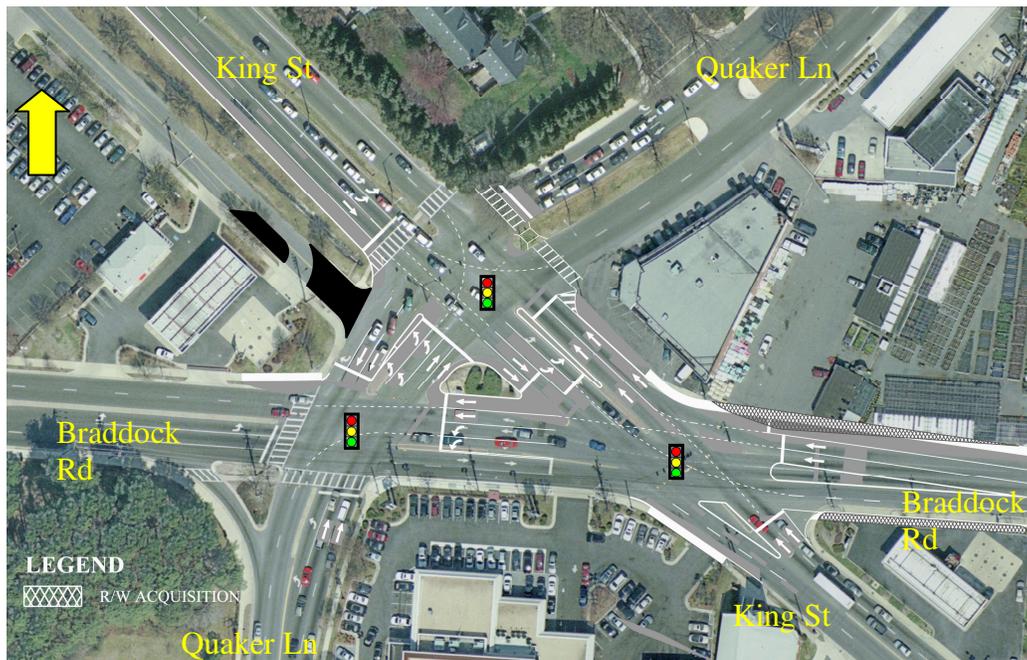
Long-term geometric roadway improvements were developed for the service road along King Street, west of N. Quaker Lane. These long-term improvements are intended to reduce cut-through traffic on the service road, while maintaining and simplifying access to the Bradlee Shopping Center and the existing commercial properties along King Street. These measures include the potential closure of part(s) of the existing service road and construction of a transit center located adjacent to the King Street/Taylor Street intersection. These improvements can be implemented with or without the proposed improvements at the intersection of W. Braddock Street, King Street and N. Quaker Lane. The potential improvements are illustrated in **Figure 1**.



Alternative 6: Grade-separation at W. Braddock / N. Quaker with depressed W. Braddock Road, passing under N. Quaker Lane.

Ultimately Alternative 1 was selected to move forward. In addition to the description above, these improvements would also include: 1) the realignment of W. Braddock Road at King Street to accommodate the addition of the left turn lanes; and, 2) closing the service road access onto N. Quaker Lane.

This alternative may require small amounts of Right-of-Way (ROW) along the north and south frontage of W. Braddock Road. The exact ROW requirements will not be known until a more detailed plan is developed. The layout for Alternative 1 is shown below:



Conceptual Alternative 1

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**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to relocate seven District 1 3-hour Residential Permit Parking spaces - Monday through Friday- 8:00 A.M. to 5:00 P.M on the west side of the unit block of Potomac Court to the east side of the unit block of Potomac Court.

**APPLICANT:** Ms. Helle Willumsen, 1 Potomac Court

**LOCATION:** Unit block Potomac Court

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**STAFF RECOMMENDATION:** Staff recommends approval of the request.

**DISCUSSION:** The Potomac Court cul-de-sac south of Wolfe Street has a 130' stem. Parking is allowed in the end of the cul-de-sac, and the stem is currently regulated with 3-hour Monday-Friday District 1 parking on the west side and no parking on the east side. The roadway is approximately 17' wide and has curb and gutter on the west side and curb and gutter and sidewalk on the east side.

The west side of the stem has three properties which front on Potomac Court. The properties have narrow walkways leading from the street to the residences. The rest of the area between the back of curb and the face of the houses are filled with landscaping, including bushes, trees, and flower beds. The entire east side of the stem runs along the front of a single property. The east side has a sidewalk between the roadway and the property line. The walkways and landscaping on the west side and the sidewalk on the east side are within the 40' right-of-way on the stem of the Potomac Court cul-de-sac.

Staff received a complaint from Ms. Helle Willumsen of 1 Potomac Court that vehicles were parking in such a way that the walkways to the residences were blocked, resulting in the need to walk through landscaping to approach the houses. Staff recommends relocating the parking to the east side of the street, resulting in no loss of parking for the residents and an available existing sidewalk to ease the entering and exiting of parked vehicles. Relocation of the parking will also keep the walkways to the residences on the west side clear and accessible.

The resident has been asked to notify affected neighbors and the Old Town Civic Association of this request.

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**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to install 4-hour parking restriction from 7:00 A.M. to 9:00 P.M. Monday through Friday on both sides of the 5000 and 5100 blocks of Fillmore Avenue

**APPLICANT:** Neal Fine, Domain Association

**LOCATION:** 5000 and 5100 Blocks of Fillmore Avenue

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**STAFF RECOMMENDATION:** To install 4-hour parking from 8:00 a.m. to 5:00 p.m. Monday through Friday on both sides of the 5000 and 5100 blocks of Fillmore Avenue.

**DISCUSSION:** Currently, parking is allowed on both sides of Fillmore Avenue in the 5000 and 5100 blocks, except in approximately 200' of curbspace on the north side of the street between the driveway to The Washington House and Domain Place. There are no posted parking restrictions in the legal parking areas.

Multiple site visits have shown the area to be fully parked. Several places of worship exist on the south side of the street, along with The Hermitage, a senior living community. Northern Virginia Community College (NOVA) is located on the north side of the street, in addition to The Washington House, also a senior living community, and an empty City-owned lot. The requestor, Domain Association, is a townhouse community located on the north side of the street between NOVA and The Washington House.

The parking in the 5000 and 5100 blocks of Fillmore Avenue should be regulated to accommodate the needs to the various fronting properties, including students of NOVA, visitors, and residents of surrounding communities. Four hour parking regulations between 8am and 5pm would be consistent with parking regulations throughout the City of Alexandria and would also allow proper parking management on the street while discouraging use of this unrestricted parking area for long-term parking, commuter parking, or vehicle storage.

The properties fronting the affected parking area have been notified by the City.