

TRAFFIC AND PARKING BOARD PUBLIC HEARING

FEBRUARY 27, 2012

DOCKET ITEM: 4

ISSUE: Consideration of a request to replace the YIELD signs on Ramsey Street at East Luray Avenue with ALL-WAY STOP signs.

APPLICANT: Wendy Moniz

LOCATION: The intersection of East Luray Avenue and Ramsey Street.

STAFF RECOMMENDATION: Staff recommends replacing the YIELD signs with STOP signs at the following intersections:

1. Ramsey Street and East Luray Avenue;
2. Ramsey Street and East Glendale Avenue;
3. Wayne Street and East Glendale Avenue.

DISCUSSION: At the January 23, 2012 Traffic and Parking Board meeting the Board heard a request to install ALL-WAY STOP signs at the intersection of East Luray Avenue and Ramsey Street. The Board passed a motion to remove the YIELD signs from Ramsey Street and place two-way STOP signs on East Luray Avenue. Staff was then to study the intersection for six months to see if ALL-WAY STOP signs are required. When the meeting adjourned several Board members spoke with the residents. Concern was expressed that more information was needed to properly evaluate the request. The Board then requested that staff docket this issue for the February Traffic and Parking Board meeting and provide further analysis.

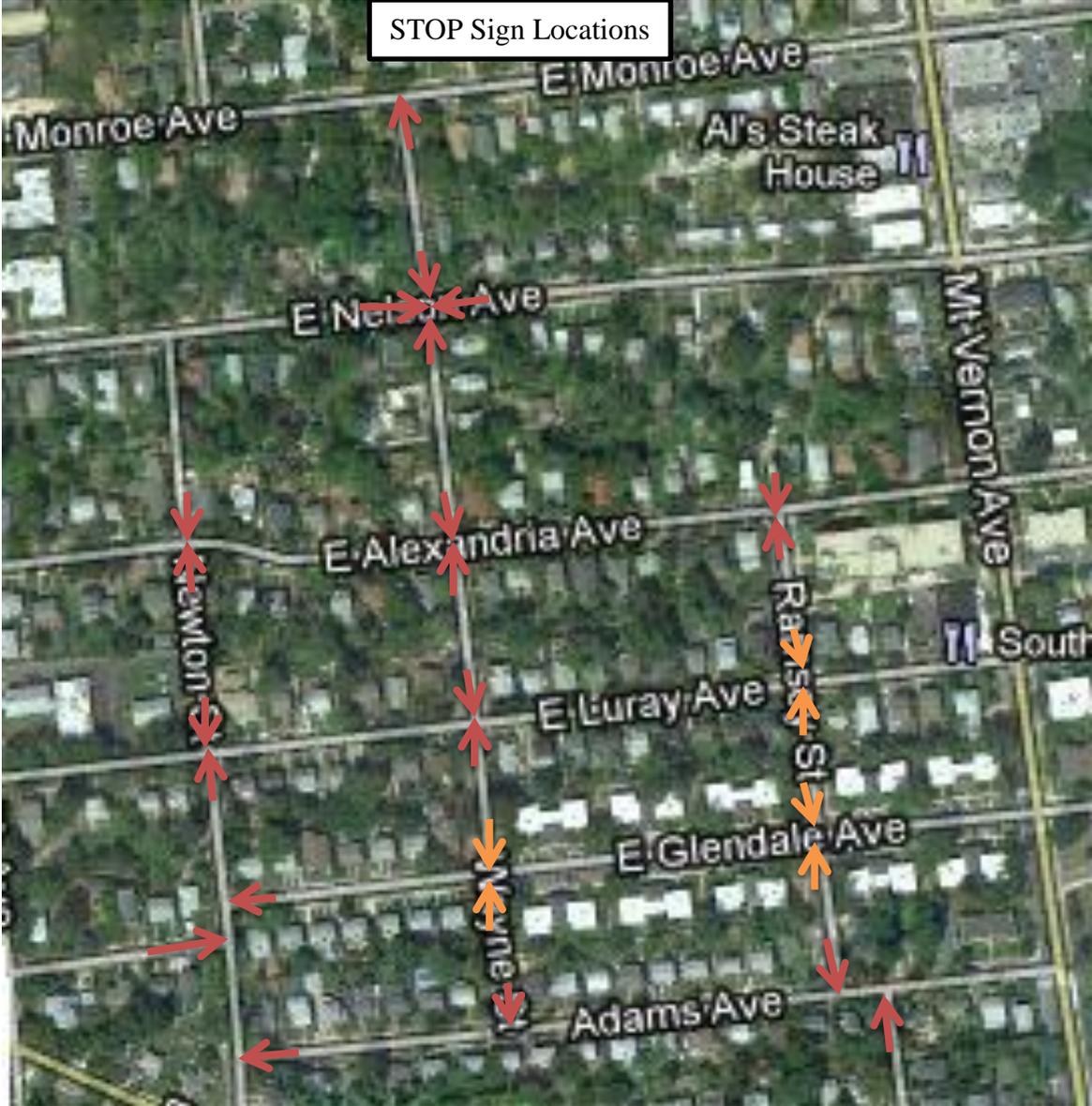
By way of background, Ms. Wendy Moniz of 216 East Luray Avenue submitted this request in November 2011. This intersection has YIELD signs controlling traffic on Ramsey Street and no controls for traffic on East Luray Avenue. The residents are concerned about the safety on East Luray Avenue because of the traffic speed. Staff performed a study for the January 23 meeting and found that ALL-WAY STOP signs were not warranted.

Since the January 23 Traffic and Parking Board meeting staff reviewed the police database for accidents on East Luray Avenue between Commonwealth Avenue and Mount Vernon Avenue, and also for Ramsey Street between Alexandria Avenue and Adams Avenue. Three additional accident records were located. These accidents were not originally identified because the reporting officer incorrectly entered the street name. All three of these accidents were the result of motorists failing to yield right of way at the YIELD sign. Replacing the YIELD signs with STOP signs may have prevented these accidents.

Staff performed a speed study and found that the average speed on East Luray Avenue is 19 miles-per-hour (mph) and the 85th percentile speed is 22 miles per hour. The ten mile pace speed

was 13 mph to 22 mph. The speed study shows that there is no speeding problem on East Luray Avenue.

Based on an evaluation of STOP signs in the immediate area staff is recommending that the YIELD signs be replaced with STOP signs at the other YIELD controlled intersections. This will standardize the intersection controls in this area to address driver expectation issues. Conditions do not warrant ALL-WAY STOP signs at the intersection of East Luray Avenue and Ramsey Street. Traffic travels below the speed limit and the intersection has a good safety record.



STOP →

YIELD →

November 7, 2011

Traffic and Parking Board
c/o Richard Aslanian
Alexandria City Government

Dear Members of the Traffic and Parking Board,

We, the residents of East Luray Avenue, respectfully submit this letter of request for a much needed "Stop" sign at the four-way intersection of East Luray and Ramsey Street.

After years of witnessing numerous crashes, the damage caused to cars, lawns and drivers, and cars blowing through the "Yield" sign posted at the intersection; we think it's past time that the City of Alexandria took action and placed a stop sign at this dangerous intersection. We've experienced at least four crashes in the past two years and those are only the ones that have been reported.

We love our neighborhood and our street. On any evening you can find it filled with children playing on their front yards, and parents/homeowners standing on the sidewalks chatting and relaxing. Several of the recent crashes involved cars that jumped the curb and landed on the lawns. The most recent crash happening on Halloween night when children lined our streets. How many accidents must happen before it is recognized that the intersection without a "Stop" sign is a dangerous one?

We've had a traffic speed sensor on our street – but honestly do not feel it's an effective gauge of either the speed of cars coming through the intersection (because drivers tend to slow down when presented with speed sensors) or a gauge of how many people drive past the yield sign without even slowing down.

We have been in need of this stop sign for quite a while and after many missives and emails to Councilman Rob Krupicka among others, we hope that this official letter of request will help us avoid any additional accidents, damage of lawns or vehicles, police officer man hours and investigation time, and, God forbid, fatal injury. Please don't let us witness another unnecessary crash.

We appreciate any and all help you can offer.

Sincerely,

Residents of East Luray Avenue

Julie Martin Eile and Evan Eile - 305 East Luray Ave.

Marlene and Aleksandar Vasilic - 304 East Luray Ave

(cont'd)

Sarah and Phil Savarie – 303 East Luray Ave.

Sarah Savarie

Rebecca and Thomas Van Zoeren – 300 East Luray Ave.

Thomas Van Zoeren

Rebecca Van Zoeren

Margaret and Brian Konkel – 301 East Luray Ave.

Margaret Konkel

Wendy ^{Paul} Moniz - 216 East Luray Ave

Paul & Wendy Moniz

Joseph Sozio – 217 East Luray Ave

Joseph Sozio

Helene Cooper – 215. East Luray Ave

Helene Cooper

February 25, 2012

Traffic and Parking Board (TPB)
City of Alexandria, VA
Alexandria City Hall

Re: TPB Hearing of 2/27/12
Installing a Four-Way Stop Sign @ E. Luray Avenue and Ramsay Street

Dear Members and Staff of the Traffic and Parking Board:

When the Traffic and Parking Board (TPB) initially reviewed this issue on January 23, 2012, there was discrepancy about the number of previous car accidents on the corner of E. Luray Avenue and Ramsay Street. During the hearing, there was discussion that City of Alexandria records indicated only one Accident had recently occurred on the corner. This number seemed low - my neighbors and I could recall several serious accidents that necessitated a Police and Ambulance response.

I have since spoken with the City of Alexandria Police Department, who have record of the following incidents related to the Corner in question:

- **March 3, 2011** **Alexandria PD Case # 11-108-592**
- **March 11, 2011** **Alexandria PD Case # 11-109-754**

- **August 5, 2010** **Alexandria PD Case # 10-1330737 (Hazard due to tree down)**

- **May 14, 2009** **Alexandria PD Case # 09-120314**

- **May 30, 2008** **Alexandria PD Case # 08-125163**

These numbers do not reflect other accidents that did not prompt a City of Alexandria official emergency response, or the ongoing problem of "near misses" on this corner.

In advance of the 2/27/12 hearing, wanted to make sure the TPB had consistent and accurate information when considering the need of a Four-Way Stop on the corner of E. Luray Avenue and Ramsay Street.

Sincerely,

Tom VanZoeren
300 E. Luray Avenue
703-548-7982

cc: Mayor William Euille
Vice Mayor Kerry Donley
City of Alexandria City Council

Accident Record Summary

	2009	2010	2011	Total	Percent of Total
Severity					
Fatal Accidents	0	0	0	0	0.0%
Injury Accidents	0	0	0	0	0.0%
Property Damage Only Accidents	0	0	1	1	100.0%
TOTAL	0	0	1	1	100.0%
Type					
Right Angle	0	0	1	1	100.0%
Left Turn	0	0	0	0	0.0%
Right Turn	0	0	0	0	0.0%
Rear End	0	0	0	0	0.0%
Side Swipe	0	0	0	0	0.0%
Head On	0	0	0	0	0.0%
Parked	0	0	0	0	0.0%
Fixed Object	0	0	0	0	0.0%
Pedestrian	0	0	0	0	0.0%
Ran Off Road	0	0	0	0	0.0%
Other	0	0	0	0	0.0%
TOTAL	0	0	1	1	100.0%
Conditions					
Day	0	0	1	1	100.0%
Night	0	0	0	0	0.0%
TOTAL	0	0	1	1	100.0%

Hourly Vehicle and Pedestrian Volume Summary

Time	Major Street												Minor Street					
	E Luray Avenue						Ramsey Street						Southbound					
	Eastbound			Westbound			Northbound			Southbound			Total			Total		
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
7 AM - 8 AM	0	15	0	0	6	0	0	2	0	0	2	0	0	0	0	0	7	0
8 AM - 9 AM	0	15	0	0	5	0	0	3	0	0	3	0	0	0	0	0	3	0
9 AM - 10 AM	0	8	0	0	5	0	0	2	0	0	2	0	0	0	0	0	3	0
10 AM - 11 AM	0	4	0	0	4	0	0	2	0	0	2	0	0	0	0	0	1	0
11 AM - 12 PM	0	5	0	0	10	0	0	4	0	0	4	0	0	0	0	0	6	0
12 PM - 1 PM	0	3	0	0	19	0	0	2	0	0	2	0	0	0	0	0	3	0
1 PM - 2 PM	0	4	0	0	7	0	0	1	0	0	1	0	0	0	0	0	4	0
2 PM - 3 PM	0	10	0	0	11	0	0	3	0	0	3	0	0	0	0	0	4	0
3 PM - 4 PM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	4	0
4 PM - 5 PM	0	11	0	0	12	0	0	2	0	0	2	0	0	0	0	0	7	0
5 PM - 6 PM	0	9	0	0	9	0	0	6	0	0	6	0	0	0	0	0	8	0
6 PM - 7 PM	0	10	0	0	14	0	0	2	0	0	2	0	0	0	0	0	4	0
Total	0	106	0	0	114	0	0	29	0	0	29	0	0	54	0	0	54	0

Condition A - Interim Measure

Criteria		Met
An interim measure where traffic control signals are justified	Traffic signal warranted: <input type="checkbox"/>	NO

The warrant is satisfied if above condition is met.

WARRANT SATISFIED: NO

Condition B - Crash Problem

Criteria	2009	2010	2011		Met
Five (5) or more reported crashes, of types susceptible to correction by a multiway stop, have occurred within a twelve-month Period	0	0	1		NO

The warrant is satisfied if above condition is met.

WARRANT SATISFIED: NO

Condition C - 100% Minimum Volume

Criteria		Met
Average delay to minor street vehicular traffic at least 30 sec/veh during highest volume hour	7:00 - 8:00	NO
	25.00	

Time	Major Street Two-way Vehicular Volume	Minor Street Vehicular, Pedestrian and Bicycle Two-way Volume	Minimum Vehicular Volume	Minimum Combined Volumes
			Total of Both Major Road Approaches	Total of Both Minor Road Approaches
			300	200
7 AM - 8 AM	21	9		
8 AM - 9 AM	20	6		
9 AM - 10 AM	13	5		
10 AM - 11 AM	8	3		
11 AM - 12 PM	15	10		
12 PM - 1 PM	22	5		
1 PM - 2 PM	11	5		
2 PM - 3 PM	21	7		
3 PM - 4 PM	24	4		
4 PM - 5 PM	23	9		
5 PM - 6 PM	18	14		
6 PM - 7 PM	24	6		
Number of Hours Warrant is Met			0	0
			0	
Warrant Condition Met			NO	

The Warrant is satisfied if delay condition is satisfied, and volume conditions are met for eight (8) hours.

WARRANT SATISFIED: NO

Condition A - Interim Measure

Criteria		Met
An interim measure where traffic control signals are justified	Traffic signal warranted: <input type="checkbox"/>	NO

The warrant is satisfied if above condition is met.

WARRANT SATISFIED: NO

Condition B - Crash Problem

Criteria	2009	2010	2011		Met
Five (5) or more reported crashes, of types susceptible to correction by a multiway stop, have occurred within a twelve-month Period	0	0	1		NO

The warrant is satisfied if above condition is met.

WARRANT SATISFIED: NO

Condition C - 70% Minimum Volume (NOT APPLICABLE)

Criteria		Met
Average delay to minor street vehicular traffic at least 30 sec/veh during highest volume hour	5 PM - 6 PM 25.00	NO

Time	Major Street Two-way Vehicular Volume	Minor Street Vehicular, Pedestrian and Bicycle Two-way Volume	Minimum Vehicular Volume	Minimum Combined Volumes
			Total of Both Major Road Approaches	Total of Both Minor Road Approaches
			210	140
7 AM - 8 AM	21	9		
8 AM - 9 AM	20	6		
9 AM - 10 AM	13	5		
10 AM - 11 AM	8	3		
11 AM - 12 PM	15	10		
12 PM - 1 PM	22	5		
1 PM - 2 PM	11	5		
2 PM - 3 PM	21	7		
3 PM - 4 PM	24	4		
4 PM - 5 PM	23	9		
5 PM - 6 PM	18	14		
6 PM - 7 PM	24	6		
Number of Hours Warrant is Met			0	0
			0	
Warrant Condition Met			NO	

The Warrant is satisfied if delay condition is satisfied, and volume conditions are met for eight (8) hours.

WARRANT SATISFIED: NO

Condition D - Combination Warrants

Criteria					Met
Crash Problem Four (4) or more reported crashes, of types susceptible to correction by a multiway stop, have occurred within a twelve-month Period	2009	2010	2011	2010	NO
	0	0	1	0	
Delay Average delay to minor street vehicular traffic at least 30 sec/veh during highest volume hour	50.00				YES

Minimum Volume

Time	Major Street Two-way Vehicular Volume	Minor Street Vehicular, Pedestrian and Bicycle Two-way Volume	Minimum Vehicular Volume	Minimum Combined Volumes
			Total of Both Major Road Approaches	Total of Both Minor Road Approaches
			240	160
7 AM - 8 AM	21	9		
8 AM - 9 AM	20	6		
9 AM - 10 AM	13	5		
10 AM - 11 AM	8	3		
11 AM - 12 PM	15	10		
12 PM - 1 PM	22	5		
1 PM - 2 PM	11	5		
2 PM - 3 PM	21	7		
3 PM - 4 PM	24	4		
4 PM - 5 PM	23	9		
5 PM - 6 PM	18	14		
6 PM - 7 PM	24	6		
Number of Hours Warrant is Met			0	0
			0	
Warrant Condition Met			NO	

The Warrant is satisfied if all the above warrant conditions are met

WARRANT SATISFIED: NO

Optional Conditions

Criteria			Met
One of the warrants to the right is met	Need to control left-turn conflicts	<input type="checkbox"/>	NO
	Need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes	<input type="checkbox"/>	NO
	Location where a road user after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is required to stop	<input type="checkbox"/>	NO
	An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics	<input type="checkbox"/>	NO

The Warrant is satisfied if one (1) of the above warrant conditions is met

WARRANT SATISFIED: NO

Narrative

Case Number: 109120314

5/14/09

POWERS, FRANCIS Original Report

DRIVER #1 MRS KELLOGG WAS PROCEEDING NORTHBOUND ON RAMSAY AVE ENTERING THE INTERSECTION AT EAST LURAY AVE. MRS BOOTH WAS PROCEEDING EASTBOUND ON EAST LURAY INTO THE INTERSECTION. MRS KELLOGG DISREGARDED THE YIELD SIGN ON RAMSAY AVE, CONSEQUENTLY FAILING TO YIELD TO MRS BOOTH, CAUSING A COLLISION. THERE WERE NO REPORTED INJURIES. MRS. KELLOGG ADMITTED FAULT AT THE ACCIDENT SCENE. SHE WAS CITED FOR FAILING TO YIELD THE RIGHT OF WAY.

Narrative

Case Number: 111108592

3/3/11

POWERS, FRANCIS Original Report

MR. KENNARD WHILE OPERATING VEHICLE#1 FAILED TO YIELD THE RIGHT OF WAY OF VEHICLE #2 CONSEQUENTLY CAUSING AN INJURY RELATED COLLISION.

MR. KENNARD WAS TRAVELLING NORTHBOUND IN THE 1 BLOCK OF RAMSEY STREET, ENTERING THE INTERSECTION OF EAST LURAY AVE. MR. KENNARD HAD A VISIBLE YIELD SIGN FACING HIM PRIOR TO THE INTERSECTION. MR LOOPOI WAS OPERATING VEHICLE #2 EASTBOUND ON LURAY WHEN HE WAS STRUCK BY MR. KENNARD.

VEHICLE #1 RESTED ON THE NORTHEAST SIDEWALK AFTER IN A SECOND EVENT,STRUCK PARKED AND UNOCCUPIED VEHICLE P-1. VEHICLE #2 RESTED IN THE FRONT YARD OF 300 EAST LURAY STREET CAUSING ABOUT AN ESTIMATED \$300.00 DAMAGE TO A BUSH IN THE FRONT YARD. THE OWNER OF THE BUSH MRS. VAN ZOEREN WAS PROVIDED WITH MY NAME AND CASE NUMBER. I ALSO LEFT MY BUSINESS CARD ON VEHICLE #P-1 WITH INSTRUCTIONS TO CALL ME.

MR. KENNARD WAS TRANSPORTED TO ALEXANDRIA HOSPITAL WITH NON LIFE THREATENING COMPLAINTS OF AN INJURY. HE WAS ALSO CITED FOR FAILING TO YIELD THE RIGHT OF WAY.

MR. LOOPOI COMPLAINED OF AN INJURY TO HIS LEGS, HOWEVER REFUSED ON SCENE MEDICAL TREATMENT.

BOTH AUTOS WERE TOWED BY HENRY'S TOWING AT THE OWNERS REQUEST. CASE CLOSED BY ARREST.

Narrative

Case Number: 111109754

3/11/11

POWERS, FRANCIS Original Report

VEHICLE #1 BEING OPERATED BY MR. WELTHER, FAILED TO YIELD THE RIGHT OF WAY TO VEHICLE #2 CONSEQUENTLY CAUSING A MINOR PERSONAL INJURY ACCIDENT.

MR. WELTHER WAS PROCEEDING NORTHBOUND IN THE 1200 BLOCK OF RAMSEY STREET PASSING A POSTED YIELD SIGN. AS HE ENTERED THE INTERSECTION WITH EAST LURAY AVENUE, VEHICLE #2 BEING OPERATED BY MISS. COOPER WAS EAST BOUND ON EAST LURAY INTO THE INTERSECTION. CONSEQUENTLY BOTH VEHICLES COLLIDING. INVESTIGATION REVEALED THAT MR. WELTHER FAILED TO YIELD THE RIGHT OF WAY TO MISS. COOPER.

BOTH DRIVERS COMPLAINED OF MINOR HEAD INJURIES, AND WERE TREATED AT THE SCENE BY RESPONDING PARAMEDICS. BOTH REFUSED TRANSPORTATION TO THE HOSPITAL.

MR. WELTHER WAS CITED IN THIS CRASH, AND THERE WERE NO INDEPENDENT WITNESSES.

CASE CLOSED BY ARREST.

Narrative

Case Number: 108125163

5/30/11

HARDY, LORENZO Original Report

On 05-30-08 at 1728 hours veh 2 traveling straight in the westbound lane of the 200 block of E. Luray Ave. was struck by veh 1, who failed to yield the right of way traveling straight in the northbound lane of the 1300 block of Ramsey st.

Veh 1 driver stated he did see the yield sign as he traveled northbound straight in the 1300 block of Ramsey st. and slowed down, but then advanced into the intersection and was blinded by the sunlight therefore he did not see veh 2. Veh 1 sustained major front end damage and had to be towed from the scene at the owners request, the damage is estimated at \$3000.00.

Veh 2 driver stated she was traveling westbound straight in the 200 block of E. Luray Ave. with her two children when veh 1 struck her vehicle between the driver side front and rear doors. Veh 2 sustained damage to the upper and lower part of the driver side front and rear doors, the damage is estimated at \$2500.00. There were no reported injuries and medical assistance was declined by all parties.

Veh 1 driver cited.

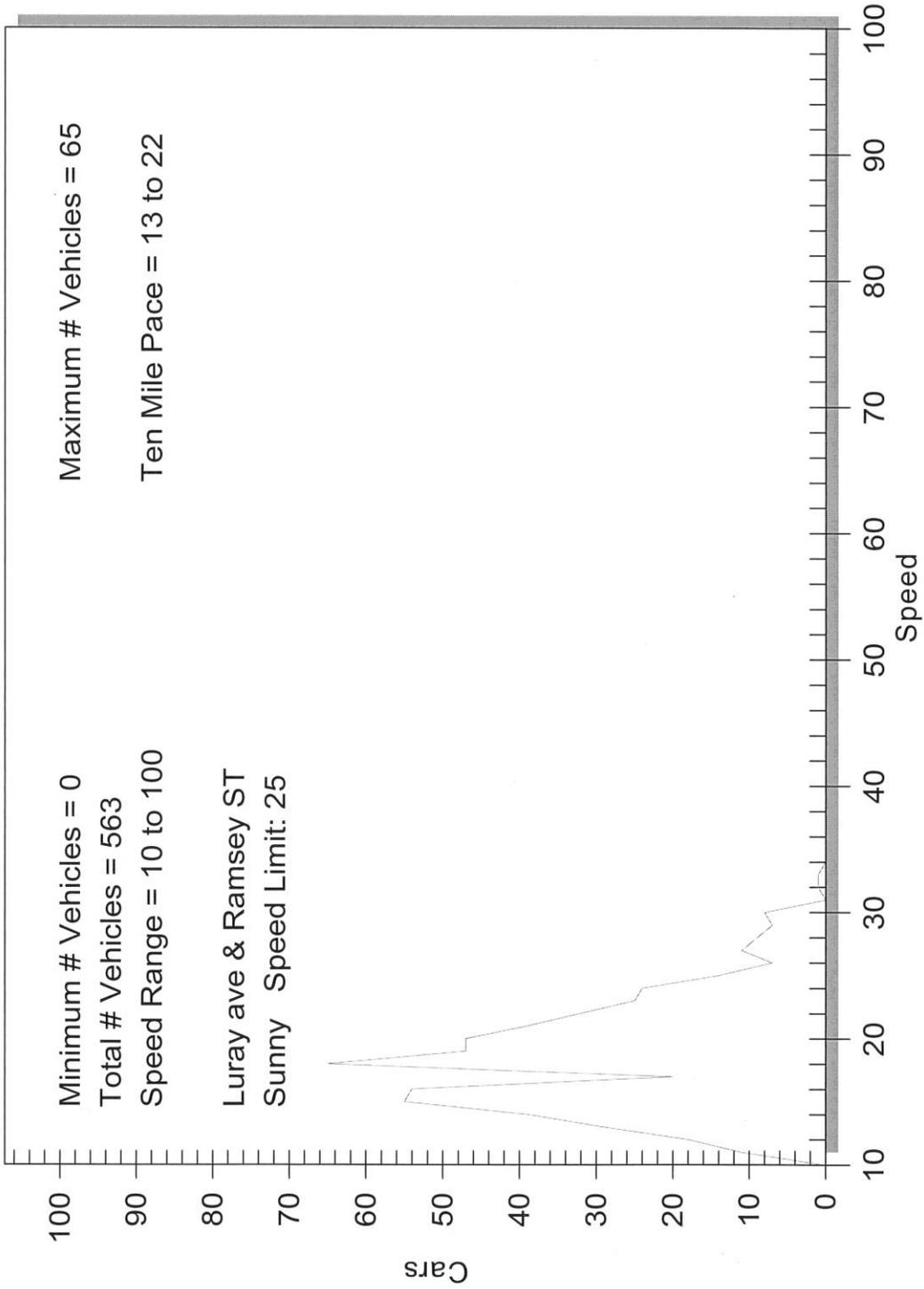
Cars vs. Speed

FILENAME: <12041913 LURAY AVE & RAMSEY ST (BOTH).DAT>

Minimum # Vehicles = 0
Total # Vehicles = 563
Speed Range = 10 to 100

Luray ave & Ramsey ST
Sunny Speed Limit: 25

Maximum # Vehicles = 65
Ten Mile Pace = 13 to 22



TRAFFIC AND PARKING BOARD PUBLIC HEARING

FEBRUARY 27, 2012

DOCKET ITEM: 5

ISSUE: Consideration of a request to change the parking restrictions on North Hampton Drive between Ford Avenue and Kirkpatrick Lane from NO PARKING 7:00 A.M. to 7:00 P.M. to NO PARKING 9:00 A.M. to 5:00 P.M. MONDAY THRU FRIDAY.

APPLICANT: Lee Castillo

LOCATION: North Hampton Drive between Ford Lane and Kirkpatrick Lane.

STAFF RECOMMENDATION: Staff recommends changing the NO PARKING 7 A.M. TO 7 P.M. restrictions to NO PARKING 7 A.M. TO 7 P.M. MONDAY THRU FRIDAY and allowing parking all day on the weekends on both sides of North Hampton Drive between Ford Lane and Kirkpatrick Lane.

DISCUSSION: Mr. Lee Castillo who resides in the Palazzo condominium complex submitted this request. The residents of the Palazzo believe that they do not have enough parking to serve their needs. This area is unique because there is very little on-street parking to accommodate overflow parking from the various condominiums along North Hampton Drive.

North Hampton Drive is a four-lane street with two lanes in each direction. The street was constructed with four-lanes to accommodate future traffic in anticipation of converting the King Street and Beauregard Street intersection into a separated grade interchange. The current parking restrictions on North Hampton Drive between West Braddock Road and Kirkpatrick Lane prohibit parking between the hours of 7:00 a.m. and 7:00 p.m. These restrictions were approved by the Board at the July 26, 2004, Traffic and Parking Board meeting.

By way of history, this issue came before the Board at the January 22, 2007 Traffic and Parking Board meeting at the request of the residents on the then new Northampton Place residential building. This issue was very complex because of parking commitments contained in the Northampton Place Special Use Permit (SUP). The Board deferred the issue for two months to allow staff a closer examination of the SUP requirements. North Hampton was approved with a shared parking concept between the residential development and the office development so there was more than ample parking for the residents. Below is the condition for Northampton.

The condition for the parking agreement is #41 of DSUP 2001-0014 and states:

The applicant shall secure an agreement with the owners of the adjacent Park Center Office building to provide access to 182 parking spaces during off-peak hours. This agreement shall run in perpetuity as a covenant on the office building site to insure that parking will always be available to residents and visitors of the Northampton Place apartments. Parking spaces within the parking garage shall not be assigned to tenants except for the tandem parking spaces. The applicant shall provide a parking management plan for approval by the Director of P&Z prior to the issuance of any CO for the residential towers. That plan shall demonstrate to the satisfaction of the Director that parking will be allocated and managed to maximize use of all parking facilities by residents. (P&Z) (DSUP 2001-0014)

The Northampton Place Condominium project was approved with all parking requirements being accommodated on site and off street. The building was designed to accommodate parking for all residents with over 300 parking spaces for 275 units. There was also a valet parking program for visitor parking located in the commercial parking near Copeland's Restaurant.

In 2007 staff contacted the Hamptons at Stonegate Owners Association and the Stonegate Mews Homeowners Association. The Hamptons at Stonegate Owners Association was strongly against allowing parking on this section of North Hampton Drive. The request was denied by the Board at the March 26, 2007 Traffic and Parking Board meeting. At the time there was concern that commercial vehicles and broken down vehicles would be stored on the street and the fact that Northampton Place had adequate parking to serve the residents.

The Site Plan for the Palazzo at Park Center shows that more parking than required by the City Zoning Ordinance was provided. Therefore, onsite parking is sufficient for residents and some visitors. Staff recommends retaining the existing parking restrictions on the weekdays and allowing all day parking on the weekends. Allowing parking between the above hours should address the concern about fleet operators parking their vehicles on the street while providing relief for Palazzo visitors.

Mr. Rich Baier
Director of Transportation and Environmental Services
City of Alexandria
301 King St.
Alexandria, VA 22314

February 2, 2012

Mr. Baier,

The Homeowners Association for the Palazzo at Park Center Condominium Community, located in the western portion of Alexandria, is requesting your support to submit a proposal to the City of Alexandria to adjust the parking restrictions on the portion of North Hampton Drive (approximately 500 feet) that parallels our community.

The requested changes are to allow parking from 5 p.m. – 9 a.m. weekdays and unrestricted parking on weekends and holidays along North Hampton Drive from Ford Avenue to Kirkpatrick Lane (denoted by letter 'B' in Enclosure 1). This is intended to address two significant issues currently experienced by our community residents and shared by our neighboring communities; increased parking shortages and speeding concerns on North Hampton. Per the City's approved Zoning Requirements for multi-dwellings, Palazzo suffers from a shortage of total parking spaces and does not meet city zoning requirements. Our proposal addresses that concern.

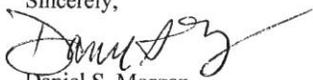
North Hampton Drive is approximately 0.4 miles in length and is located in the Northwest corner of the city, connecting Braddock Road to King Street (Enclosure 1). The street has two lanes of traffic in both directions between Ford Avenue and King Street. Currently the 500 feet of road in front of our property (north and south bound) has space for 20-25 total unmarked parking spaces along North Hampton Drive between Ford Avenue and Kirkpatrick Lane. Changing the current parking restrictions will significantly reduce the parking deficit at the Palazzo as well as increase the safety of pedestrian traffic along the stretch of road during high volume times.

Properties Located on North Hampton Drive

Community	Number of Units	2011 Tax Basis
Palazzo at Park Center Condominiums	392	\$ 89,446,000
North Hampton Tower Condominiums	275	\$ 71,594,442
Stonegate East Townhouses	85	\$ 45,370,201
Stonegate West Townhouses	76	\$ 39,198,920

The Homeowners Association of the Palazzo at Park Center, with the concurrence and support of our neighboring Homeowners Association at the North Hampton Tower, request the opportunity to present our request to the City Council to modify the parking limitations on the north and southbound 500 feet of North Hampton Drive between Ford Avenue and Kirkpatrick Lane in front of the Palazzo at Park Center Condominium community. We look forward to hearing from you.

Sincerely,



Daniel S. Morgan
President
Palazzo at Park Center
Unit Owners Association



Elaine Lammert
President
Northampton Place Condominiums
Unit Owners Association

February 23, 2012

Robert Garbacz
Division Chief
Department of Transportation and Environmental Services
Traffic & Parking Board
301 King St., Room 4100
Alexandria, Va. 22314

RE: February 27 Public Hearing on Proposed Change to Parking on North Hampton Drive

Dear Mr. Garbacz:

I own two units at the Palazzo condominium complex. I am opposed to the proposed changes to allow parking all day on the weekends on both sides of North Hampton Drive between Ford Lane and Kirkpatrick Lane. I am also opposed to the Unit Owner Association Boards' proposal to change weekday parking from 7 p.m. to 7 a.m. to 5 p.m. to 9 a.m.

First, North Hampton Drive is four lane collector road feeding traffic onto King Street and also Braddock Road. North Hampton is heavily travelled as vehicles use it to connect to King Street and Braddock Road, especially during rush hour and on weekends. In addition, there are four bus stops and two fire hydrants along the proposed parking area. Furthermore, North Hampton Drive is used heavily by emergency vehicles at all hours of the day and night. There is also a median strip which causes the thru lane's width to narrow to 10 feet.

Second, I bought my units knowing that there was no all day parking on the weekend on both sides of North Hampton. Both of my properties face North Hampton. Allowing parking on both sides of the street all day on the weekend would impose a negative externality on my properties, given that they look onto North Hampton.

Third, the unit owners did not receive notification from the Unit Owners Association Board (Board) that they were going to vote on a proposal regarding a change in street parking. The minutes of the September 28, 2011 Board meeting shows that the parking committee made a recommendation to the Board and the Board voted to approve the recommendation. The first time I heard about this proposal was from a Palazzo e-mail on Friday, February 17.

While the parking committee did hold meetings soliciting comments from residents at the Palazzo, the parking committee did not formally survey the unit owners soliciting their input.

Fourth, the residents seeking the parking change claim "that they do not have enough parking to serve their needs." However, I would like to point out that there is a public parking garage with 24 hour, 7 day access directly across the street from the Palazzo on Ford Lane. The existence of a public parking garage shows that overflow parking can be accommodated.

Fifth, in 2007, some residents at the Palazzo sought to change the parking restrictions on North Hampton. The Traffic and Parking Board rejected the proposed change at that time. The facts have not changed and the Traffic and Parking Board should again turn down the request.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith Leggett". The signature is written in a cursive style with some loops and flourishes.

Keith Leggett

Cc: Richard Baier, Director, Department of Transportation and Environmental Services

Attachments

Bob Garbacz

Subject: FW: North Hampton Drive Parking

From: Mark Stephens [mailto:stephens.mark_a@yahoo.com]
Sent: Monday, February 27, 2012 9:33 AM
To: Rich Baier
Cc: mark.stephens@nbc.com
Subject: North Hampton Drive Parking

*Mark Stephens
4560 Stratfield Ln. #1102
Alexandria, VA 22311
(703) 593-0293*

Re: Parking Restrictions On North Hampton Drive

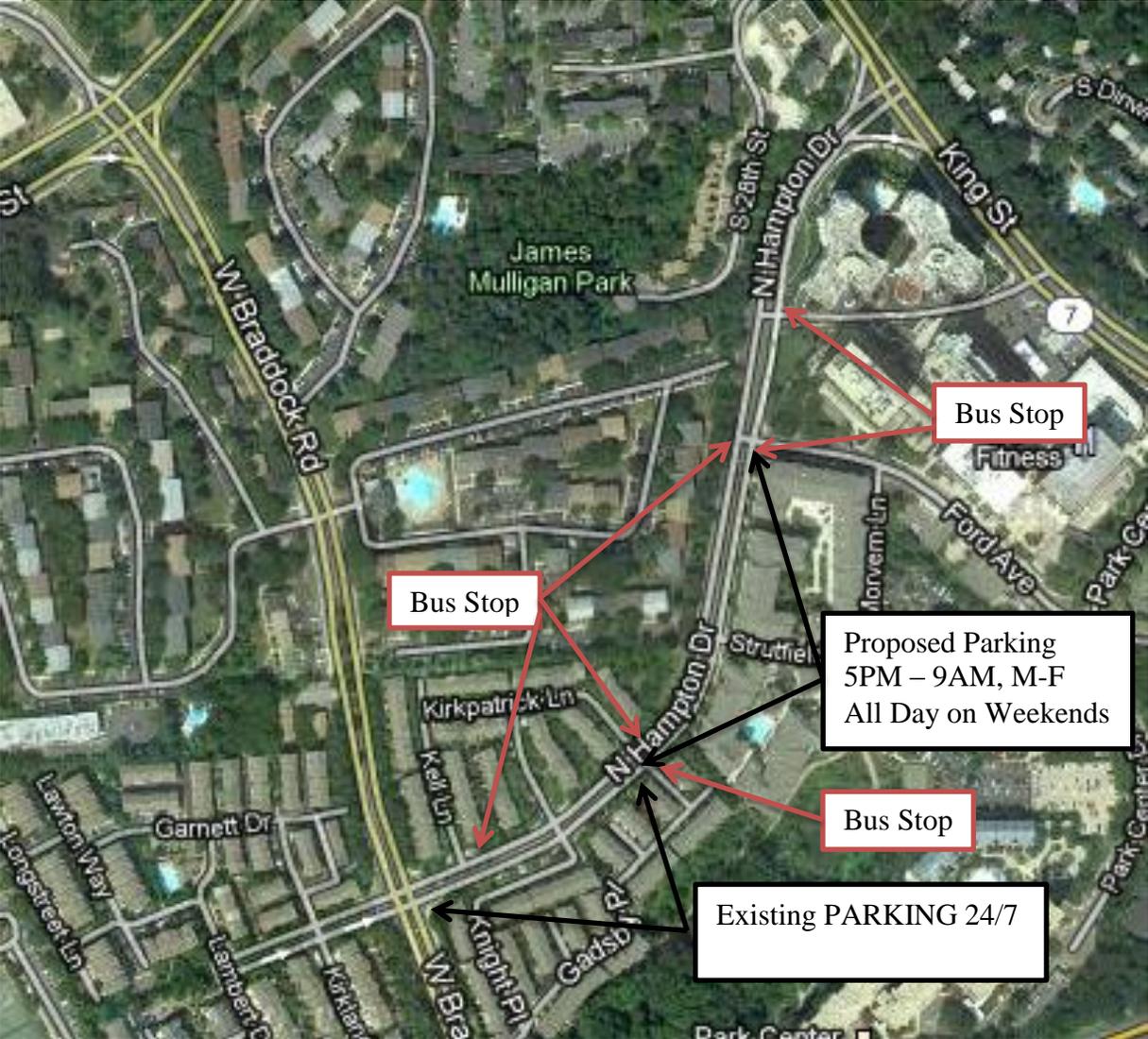
Dear Mr. Baier,

I am unable to make the meeting tonight regarding parking restrictions on North Hampton Drive, and I am writing to express my support for changes to the hours the restrictions are in effect.

I live at the Palazzo At Park Center, and parking at our complex is already tight. I believe the hours, for street parking, especially on weekends or during holidays, are too prohibitive. They make it hard for family or guests to come over before 7pm. I am in favor of changes that allow for parking all weekend, and on holidays, and feel that would help improve the quality of life of people in our community.

Thank you for your consideration.

*Mark Stephens
Palazzo At Park Center Resident*



Bus Stop

Bus Stop

Proposed Parking
5PM - 9AM, M-F
All Day on Weekends

Bus Stop

Existing PARKING 24/7