

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 19, 2008**

DOCKET ITEM: 4

ISSUE: Consideration of a request to allow parking in front of 400 East Monroe Avenue from 9:00 a.m. to 12:00 p.m., Sunday only.

APPLICANT: Church of St. Andrew & St. Margaret

LOCATION: 400 East Monroe Avenue

STAFF RECOMMENDATION: Staff recommends that this matter be deferred.

DISCUSSION: The Church of St. Andrew & St. Margaret submitted this request to help several of the elderly parishioners' attend Sunday services. Presently parking is prohibited on Monroe Avenue in front of the church. However, parking is allowed just east of the church on Monroe. This request essentially lengthens the existing parking lane by three spaces. The street width is 40 feet which is wide enough to permit this request. The Church presently has off street parking with one designated handicapped parking space. However, the parking lot is located behind the church and the distance between the parking lot and the church front door is too great to be accessible by these elderly parishioners'.

The Del Ray Citizens Association Executive Board has requested that this item be deferred until the future East Monroe Avenue improvements are finalized. Their concern is that it may be difficult to eliminate the requested parking if future improvements require this. A time line for this project has not been established, however, staff is working toward a fiscal year 2010 Capital Improvement Plan submission. Staff is recommending that the Del Ray Civic Association meet with the Church to develop a workable solution that can be taken to the Board.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 19, 2008**

DOCKET ITEM: 5

ISSUE: Consideration of a request to remove the traffic signal at 4600 King Street at the Medical Office Building Entrance.

APPLICANT: The Transportation and Environmental Services

LOCATION: Intersection of at 4600 King Street at the Medical Office Building Entrance.

STAFF RECOMMENDATION: That the Board recommend to the City Council that the traffic signal at the intersection of King Street and the Jefferson Medical Office Building Entrance be removed.

DISCUSSION: As part of the intersection improvements at King Street and Beauregard Street, King Street will be widened between Chesterfield Road and North Hampton Drive. Street improvements include partial widening to add a raised median and left-turn lanes on eastbound and westbound King street, elimination of median openings, upgrades to traffic signals, and upgrades to street lights to meet current standards. The project is currently being designed and is planned to begin construction in Fall 2010.

As part of the intersection improvements, most of the traffic signal poles will be relocated and modified on this section of King Street. The traffic signal on King Street at the Jefferson Hospital entrance is over 35 years old. The signal at Medical Office Building is approximately 225 feet from North Beauregard Street. The Medical Office Building is no longer occupied and so this signal is no longer needed.

Transportation and Environmental Services staff studied the intersection. The staff found that the existing traffic volumes at the intersection do not meet the warrants as outlined in the 2003 Manual for Uniform Traffic Control Devices (MUTCD). The City is required to be in compliance with the MUTCD for removing a traffic control signals. The MUTCD clearly states the following steps:

- A. Determine appropriate traffic control to be used after removal of the signal.
There will be a stop sign added to the driveway after removal of traffic signal.
- B. Remove any sight-distance restriction as necessary.
No sight distance issues exist.

- C. Inform the public of the removal study, for example by installing an informational sign (or signs) with the legend TRAFFIC SIGNAL UNDER STUDY FOR REMOVAL at the signalized location in a position where it is visible to all road users.

The signs were installed on the mast arm.

- D. Flash or cover the signal heads for a minimum of 90 days, and install the appropriate stop control or other traffic control devices.

The signal has been under flashing operation for more than 90 days.

- E. Remove the signal if the engineering data collected during the removal study period confirms that the signal is no longer needed. Instead of total removal the traffic signal, the poles and cables may remain in place after removal of the signal heads for continued analysis.

The signal will be removed before construction on King Street.

There will be a one time cost to remove the signal, however, there will be annual cost savings for the signal operation and maintenance. The energy and maintenance for this signal is approximately \$2500 per year.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING
MAY 19, 2008**

DOCKET ITEM: 6

ISSUE: Consideration to allow: 1) Nonresident owners to obtain temporary Business parking permits: 2) To make the health care parking permit program permanent: 3) Clarify when temporary guest, visitor and business parking permits can be issued in residential developments with special use permits

APPLICANT: City of Alexandria

LOCATION: City-wide

STAFF RECOMMENDATION: Staff recommends approval of this request.

DISCUSSION:

1. Nonresident Owners to Obtain Temporary Business Parking Permits

City Code § 5-8-74 (4) allows residents in permit parking districts to obtain temporary permits for persons doing business at their properties. This proposal will extend the same authority to nonresident property owners.

The City's current residential permit parking policy is an issue for some nonresident property owners. Under the current city ordinance, nonresident owners are unable to obtain residential parking permits for their vehicles, for the vehicles of guests or visitors, or for the vehicles of persons performing work at their properties within the district. Accordingly, when hiring contractors to maintain or upgrade their properties (such as renovating a residential property before moving in), nonresident property owners must ask their tenants to obtain temporary business parking permits for the contractors. If a property is vacant, the nonresident property owner cannot obtain a temporary business parking permit for the contractor's vehicle, which may store the tools and equipment necessary to perform the maintenance or property upgrade.

This proposal will benefit the community by making it easier for nonresident owners to maintain their properties at a higher standard. The change applies to residential properties only, and still limits the number of temporary business parking permits to three per property.

2. Parking Permit Program for Health Care Providers

On June 21, 2005, City Council adopted Ordinance 3372, which authorized the issuance of one parking permit per residence for a health care provider who provides health care services at a property in a permit parking district. To receive a permit, the applicant must provide certification from a medical professional that a permanent resident is receiving health care services at the residence, and pay a fee of \$50. The permit is valid for up to one year, with an October 5 expiration date. City Council also considered, but did not extend, similar authority to daycare providers.

When proposing to issue temporary parking permits to health care providers, there was concern that the program may be abused. Accordingly, City Council requested that the program be implemented on a trial basis by including a sunset clause in the ordinance. The program has been well received and helps lower stress on those residents needing a health care provider. The one resident currently participating in the program has provided the necessary certification from a medical professional. Since it appears the program is being used in accordance with Council's intent, staff recommends removing the sunset clause and allowing the parking permit program for health care providers to become permanent.

3. Temporary Parking Permits for Residential Developments with Special Use Permits

To ensure that new residential developments comply with City standards and do not have an adverse impact on surrounding neighborhoods, developers must agree to conditions provided in development special use permits, which are ultimately approved by City Council. Parking requirements for the development are an essential condition of all special use permits. Although the special use permits generally prohibit residents of the developments from obtaining the City's residential parking permits, there are some differences on how visitor parking should be accommodated. The attachment provides a comparison of the permit parking restrictions for residential developments located in the City's permit parking districts.

As the attachment shows, some special use permits indicate that visitor parking will be provided on City streets. However, City Code § 5-8-74 (6) requires that "permits shall not be issued to persons who reside in a residential development which is subject to a special use permit, to the extent the residents, visitors, guests or business invitees within such development are excluded by the special use permit from eligibility for one or more of the permits described above in subsections (1), (2), (3) or (4)." The proposal seeks to clarify that while residents in developments with special use permits are not entitled to residential parking permits for their own vehicles, they can obtain temporary guest, visitor and business parking permits, as long as the special use permit for their development provides that visitor parking will be provided on City streets. Accordingly, residents of Braddock Lofts, Samuel Madden Homes (Chatham Square) and Prescott will be eligible for temporary guest, visitor and business parking permits. Residents of Cromley Lofts will also be eligible for temporary guest, visitor and business parking

permits since no parking spaces were provided by the development, and both residents and visitors must park on City streets. However, Cromley Lofts residents will have the additional stipulation that only one temporary parking permit can be issued per unit, as required for resident parking by the special use permit. Future special use permits should specifically indicate if visitor parking would be provided on City streets with temporary parking permits.