

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY JUNE 24, 2013, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the May 20, 2013, Traffic and Parking Board meeting minutes.
3. **STAFF REPORTS AND UPDATES**

Update on the King St and Union Street left turn prohibition

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to place a “No Parking between Signs” restriction on either side of the alley located on the 1300 block of Cameron Street.
5. **ISSUE:** Consideration of an appeal to the denial of a request for a curb-cut at 1203 Orchard Street.
6. **ISSUE:** Consideration of a request to remove one parking space on either side the Braddock Road Lofts driveway located on the 700 block of North Fayette.
7. **ISSUE:** Consideration of a request to install a HAWK Signal for midblock crossing on Eisenhower Avenue at U.S. Patent and Trade Office (USPTO).
8. **ISSUE:** Consideration of a request to install stop signs at three T-intersections at Monticello Blvd.
  1. Monticello Boulevard at George Masson Place
  2. Monticello Boulevard at Westminster Place
  3. Monticello Boulevard at Pierpont Street
9. **ISSUE:** Consideration of a request to replace one parking space on Fern Street at Quaker Lane with eight bicycle parking spaces.
10. **ISSUE:** Consideration of a request to install a commercial loading zone from 7 A.M. – 12 P.M., Monday – Friday at 501 E. Monroe Avenue.

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY May 20, 2013, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chair, Jay Johnson, Vice Chair, Larry Ruggiero, Gregory Cota, William Schuyler, Kevin Posey, and James Lewis.

**BOARD MEMBERS ABSENT:** Mary White

**STAFF MEMBERS PRESENT:** Bob Garbacz, Division Chief, Traffic, Joel Marcuson, Deputy Director, T&ES, Sandra Marks, Division Chief, T&ES, Ravi Raut, Traffic Studies Engineer, Faye Dastgheib, Principal Parking Planner, Hillary Poole, Complete Street Coordinator, Carrie Sanders, Bicycle and Pedestrian Program Manager, Christopher Spera, City Attorney, Chris Dowling, Transportation Coordinator.

11. Announcement of deferrals and withdrawals: No items were deferred or withdrawn.
12. Approval of the minutes from the April 22, 2013, Traffic and Parking Board Meeting: Mr.Schuyler made a motion, seconded by Mr.Ruggiero, to approve the minutes from the April 22, 2013 Traffic and Parking Board meeting. The motion carried unanimously.
13. **STAFF REPORTS AND UPDATES:** Mr. Garbacz updated the Board on the Taxicab Task Force and the Taxicab Credit Card items. Mr. Posey made a motion seconded by Mr. Ruggiero that Mr. Schuyler be the Traffic and Parking Board's representative on the Taxicab Taskforce. The motion carried unanimously.

**PUBLIC HEARING:**

4. **ISSUE:** Consideration of a request to expand parking on the 3700 block of Wheeler Avenue.

**PUBLIC TESTIMONY:** There were no speakers from the public on this item.

**BOARD ACTION:** Mr. Cota made a motion, seconded by Mr. Schuyler to approve the request to install "NO PARKING 9 P.M. to 6 A.M." signs on the south side of the 3700 block of Wheeler Avenue and also to investigate changing the parking restrictions in this area of Wheeler to be consistent. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to remove parking between the driveway at 610 West Taylor Run Parkway and Janney's Lane.

**PUBLIC TESTIMONY:** Ms. Terrie Lora spoke in favor of the request.

**BOARD ACTION:** Mr. Posey made a motion, seconded by Mr. Ruggiero, to approve the request to remove parking between Janneys Lane and the driveway at 610 West Taylor Run Parkway. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to install meters on the following non-metered commercial blocks:

- 100 block of N. Patrick St. between King St. & Cameron St. (west side)
- 100 block of S. Patrick St. between King St. & Prince St. (west side)
- 100 block of N. Fayette St. between King St. & Cameron St. (both sides)
- King St. between S. Payne & S. Payton St. (south side)
- 1100 block of Cameron St. (south side)
- 100 block of N. Peyton St. (west side)
- 200 block of S. Peyton St.(east side)
- 100 block of N. Harvard St.(east side)
- 200 block of N. Lee St. between Cameron St. & Queen St. (west side)
- 200 block of Queen St. between N. Lee St. & N. Fairfax St.(south side)
- Unit block of Prince St. between Union St. & Waterfront (both sides)
- 200 block of S. Union St. between Prince St. & Duke St.(west side)
- Unit block of Duke Street between Union Street & the Strand (both sides)

**PUBLIC TESTIMONY:** Mr. Jim Melton spoke in favor of installing meters on the 100 block of North Harvard Street. Ms. Danielle Romaneth spoke in favor of installing meters on the 100 block of North Fayette Street. Mr. Steve Skeldon, Mr. Kyle Iturralde, Ms. Michelle Rae Keasler, Dr. Pablo Clemente Colon, Mr. John Mercer, Mr. Tony Kupersmith, Ms. Teresa Pasiak-MacLeod, and Ms. Margaret Whelan spoke against the request.

**BOARD ACTION:** Mr. Ruggiero made a motion, seconded by Mr. Lewis, to deny the request to install meters on the commercial blocks listed above. The motion carried with Mr. Ruggiero, Mr. Lewis, Mr. Johnson and Mr. Schuyler voting in favor of the motion and Mr. Cota and Mr. Posey voting against the motion.

7. **ISSUE:** Consideration of a request to remove parking spaces along Commonwealth Avenue and ban the left turn from southbound Mount Vernon Avenue onto northbound Commonwealth Avenue to accommodate bicycle lanes and a bicycle box.

**PUBLIC TESTIMONY:** Ms. Carolyn Grimes spoke against the request. Mr. Jerry King spoke in favor of the request.

**BOARD ACTION:** Mr. Posey made a motion, seconded by Mr. Schuyler, to approve the request to remove the parking space along Commonwealth Avenue and ban the left turn from southbound Mount Vernon Avenue onto northbound Commonwealth Avenue to accommodate bicycle lanes and a bicycle box. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to amend City Municipal Code Section 10-7-4-(d) so that the designation of sidewalks on which bicycling is prohibited shall be determined by the Director of Transportation & Environmental Services after consultation with the Chief of Police and a public hearing before and recommendation from the Traffic & Parking Board.

**PUBLIC TESTIMONY:** Mr. Jerry King, Mr. Randy Cole, and Mr. Bruce Dwyer spoke in favor of the request.

**BOARD ACTION:** Mr. Posey made a motion, seconded by Mr. Ruggiero, to approve the amendment to City Municipal Code Section 10-7-4 to reflect the following language:

*Unless designated by signage prohibiting such conduct, persons aged 14 and under or any accompanying adult may ride a bicycle upon any sidewalks located within the City.*

The motion carried unanimously.

Mr. Cota made a second motion, seconded by Mr. Schuyler, to strike section 10-7-4-(e) “*Notwithstanding the forgoing, bicycles shall not be permitted on all sidewalks within the King Street Outdoor Dining Overlay Zone as set forth in City of Alexandria Zoning Ordinance 6-800, et seq., and other outdoor dining overlay zone as may be created within the city.*” The motion carried unanimously.

**NEXT TRAFFIC & PARKING BOARD PUBLIC HEARING JULY 22, 2013**

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JUNE 24, 2013**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of a request to place a “No Parking between Signs” restriction on either side of the alley located on the 1300 block of Cameron Street.

**APPLICANT:** Lisa Belasco

**LOCATION:** 1300 block Cameron Street

**STAFF RECOMMENDATION:**

Staff recommends installing one “No Parking Here to Corner” sign on the east side of the alley entrance, 10 feet from the beginning of the curb-cut.

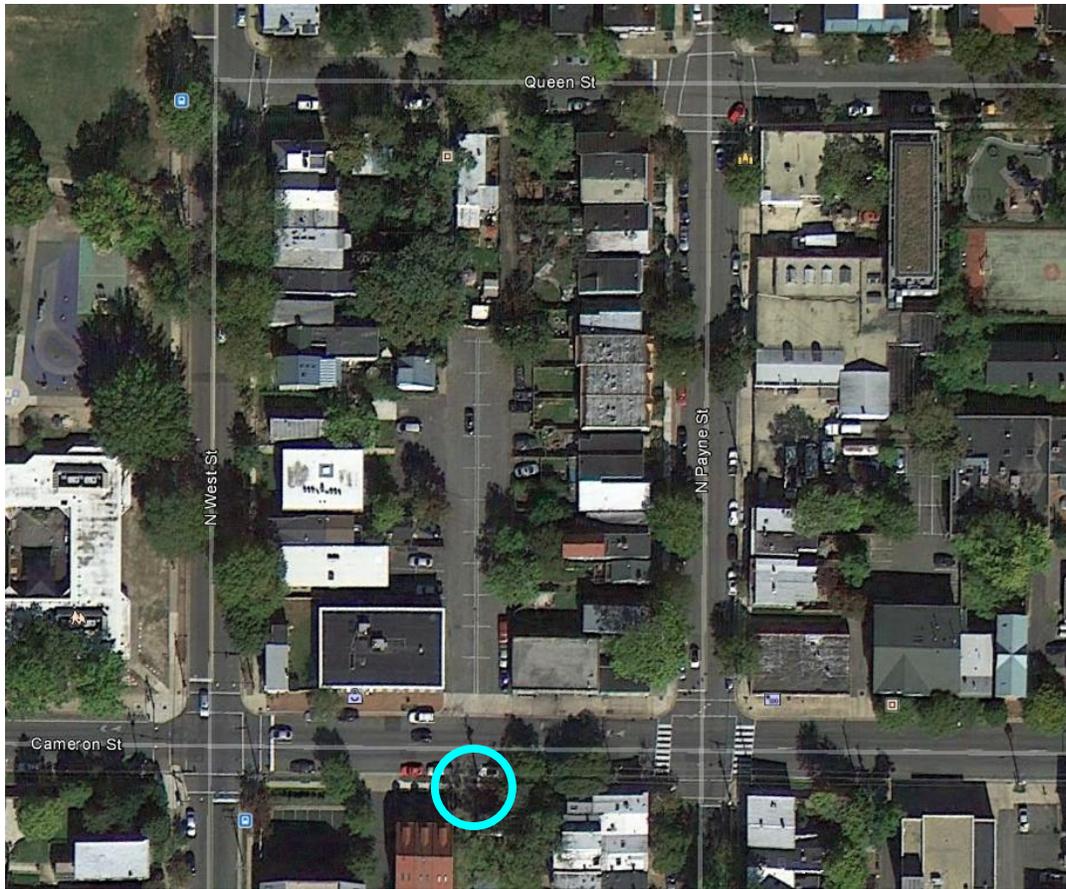
**DISCUSSION:**

The alley in discussion travels parallel to the 100 block of North Payne Street and exits onto the 1300 block of Cameron Street. The alley provides off street parking to residents living on the 100 block of North Payne Street. Visibility while exiting the alley at Cameron Street is restricted if vehicles park too close to the alley entrance. Ms. Belasco, as well as City Staff, has observed vehicles occasionally parked over the curb-cut of the alley entrance. There is one-way traffic in the westbound direction on this block of Cameron Street.

The 1300 block of Cameron Street has a 2-Hour, 8AM–5PM, Monday through Friday, District 5 Residential Permit Parking restriction. On the north side of Cameron there is an auto body garage and a local business, ThinkFun Games. Both of which provide private off street parking. On the south side of Cameron there are three townhomes with no access to off street parking, and the Fleet Reserve Association, which provides private off street parking. Staff observed parking conditions during early morning, lunch, and evening hours during a weekday and a Saturday. No more than nine of the total sixteen spaces were occupied during the lunch hours of both the weekday and weekend. During the evening and early morning hours the occupancy was approximately 80 to 90 percent of the available parking spaces for both the weekday and Saturday.

Ms. Belasco is requesting that the City install “No Parking Between Signs” signs on either side of the alley entrance to prevent vehicles from parking too close to the entrance and thus limiting visibility for persons attempting to exit the alley.

Staff recommends installing one “No Parking Here to Corner” sign on the east side of the alley entrance, 10 feet from the curb-cut to provide visibility for a safe entrance onto Cameron Street. The demand for residential off street parking is high for this area, and by installing a “No Parking” sign on the west side of the alley entrance, one full parking space would have been eliminated. Because the traffic is one-way on Cameron Street, traveling westbound, staff concluded that by providing more visibility for exiting vehicles looking to the east it would make for a safe egress onto Cameron Street.



Figures show location of the alley on the 1300 block of Cameron Street and the recommended “No Parking Here to Corner” sign.

**Bob Garbacz**

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**From:** Lisa Belasco <lisabelasco@hotmail.com>  
**Sent:** Thursday, May 02, 2013 9:55 PM  
**To:** Bob Garbacz  
**Cc:** Eleonore Cox; Jennifer Moore; JoAnn Maldonado; Elaine Scott  
**Subject:** Request for parking restriction on Cameron Street

Mr. Garbacz,

I am writing to request that cars be restricted from parking immediately adjacent to the alley behind the 100 block of North Payne Street, which exits onto Cameron Street.

It is difficult to see oncoming traffic and safely exit the alley because cars are frequently parked on either side of the alley, right up to the edge of the alley. This is especially dangerous because the traffic on Cameron Street is not controlled by a stop sign or stop light, so the cars can be going pretty fast. Can you please place signs to restrict parking on either side of the alley?

Thank you very much.

Lisa Belasco

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JUNE 24, 2013**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of an appeal to the denial of a request for a curb-cut at 1203 Orchard Street.

**APPLICANT:** Martha Dare Marks and Robert W. Shaw, Jr.

**LOCATION:** 1203 Orchard Street

**STAFF RECOMMENDATION:**

Staff recommends upholding the denial to install a driveway curb-cut at 1203 Orchard Street.

**DISCUSSION:**

The Department of Transportation and Environmental Services denied this request for a driveway curb-cut because the sight distance is insufficient for a driveway at this location. The proposed curb cut would be located along a curve in the roadway not allowing proper sight distance for safe egress.

Section 5-2-14, *Sidewalk crossovers and curb cuts generally*, of the City Code allows the applicant 15 days to appeal the City Manager's decision to the Traffic and Parking Board. In deciding the appeal the Board may affirm, modify, or overturn the Manager's decision only if the Board concludes that the Manager clearly erred in applying the following factors:

1. That the location and operation of the curb cut will not interfere unreasonable with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and means of ingress and egress to and from adjacent properties.
2. That the health, welfare and safety of the public will not be impaired unreasonably by the curb cut.
3. That the curb cut is of adequate width under existing conditions and circumstances.
4. That the plans submitted comply with the standard specifications of the City for public work of like character, and that the design of the curb cut has been approved by the director of Transportation and Environmental Services as being in accord with City specifications; provided, however, that the City Manager may grant variances from these specifications when strict application of the specifications will prohibit or unreasonably restrict the use of property.
5. That the cost of construction, as estimated by the director of Transportation and Environmental Services, have been paid for by the applicant if the work on the curb cut is to be done by the City or a contractor employed by the City; however, if the applicant for a permit under this section elects to do the work himself or through his own contractor, he or his contractor shall comply with article E of

chapter 2 of this title.

This request was denied because the health, welfare and safety of the public (2) would be unreasonably impaired.



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

P.O. Box 178 - City Hall  
Alexandria, Virginia 22313

703-746-4035 (office)

alexandriava.gov

703-838-6438 (fax)

May 10, 2013

Martha Dare Marks  
Robert W. Shaw, Jr.  
1203 Orchard Street  
Alexandria, VA 22302

Re: Proposed Curb Cut  
1203 Orchard Street

Dear Ms. Marks & Mr. Shaw:

Your request for an appeal to the denial of your request for a curb cut at 1203 Orchard Street was received in our office on May 8, 2013. It is noted that although your letter was dated April 22, you had stated to me that the envelope was not postmarked until April 24. We are using the postmark date on the envelope for the beginning of your 15 days to request an appeal.

The next available meeting of the Traffic and Parking Board is June 24. Your appeal is scheduled for that meeting. The location is City Hall, 301 King Street, 2<sup>nd</sup> floor, Council Chambers. The meeting begins at 7:30 p.m. You may attend that meeting to present your position to the Board.

If you have any questions, please call me at 703-746-4035.

Very truly yours,

A handwritten signature in cursive script that reads "Joan Wagner".

Joan Wagner, Management Analyst II  
Construction Management & Inspection Division  
Transportation & Environmental Services

Cc: Bob Garbacz, Division Chief, Transportation

**Joan Wagner**

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**From:** shawmarks@comcast.net  
**Sent:** Wednesday, May 08, 2013 12:07 PM  
**To:** Joan Wagner  
**Cc:** Lucky Stokes  
**Subject:** Follow Up - 1203 Orchard Street

Dear Ms. Wagner,

I spoke with Lucky Stokes earlier today about my husband's and my request to install two curb cuts on our property at 1203 Orchard Street. He was able to provide me with some additional information regarding the staff's decision, and suggested that we take our request to the Traffic and Parking Board. Although my husband is still out of the country and I have not had the opportunity to discuss this matter with him, I would like to appeal the decision made by the staff. Since I am not familiar with this process, please let me know what is required from us so that we will be prepared for the meeting. I look forward to hearing from you regarding the date, time and location.

Thank you for your help.

Sincerely,  
Martha Marks

1203 Orchard Street  
Alexandria, Virginia 22302  
h) 703-549-6907  
o) 703-845-7080  
c) 703-627-0677

**Joan Wagner**

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**From:** shawmarks@comcast.net  
**Sent:** Monday, May 06, 2013 4:41 PM  
**To:** Joan Wagner  
**Cc:** lucky.stokes@alexandriava.org  
**Subject:** 1203 Orchard Street - Curb Cuts

Dear Ms. Wagner,

Thank you for talking with me this past Friday about my property, 1203 Orchard Street, and our desire to put in a drive which would provide better, safer access to our home. As I mentioned, my husband, Rob Shaw, made the initial request for the curb cuts, but he is currently in Afghanistan so he is unable to respond to the letter we received on April 27, 2013 from Lucky Stokes. We would like the opportunity to work with your department to find a solution to the problems we have experience related to egress to our home. We also desire more off street parking which is supported by the neighbors in our community.

I am not sure when the inspector visited our property, but we have removed all of the arborvitae which were along the curb. We would like to protect the existing magnolia which has been in the yard throughout my husband's life. As you and I discussed, we are willing to consider an adjustment to the plan which was submitted.

My husband's family has owned our home since 1959 and we hope to live there into our old age. To do that we, and in particular I, need to be able to enter the house from a flat area. Although the city records indicate that our lot is level, it most definitely is not. Presently, one must descend twenty steps from the garage or six steps from the street to enter the house. The entrance off the street is across from our neighbor's driveway. The street is narrow and it is difficult for our neighbors to exit their driveway when a car is parked in that area.

We would like to find a solution that will be safe for all concerned, pleasant to the eye, remove our vehicles from the street and as affordable as possible. I have been away from my office most of the day, but I will do not best to contact Mr. Stokes tomorrow.

Sincerely,  
Martha Marks

1203 Orchard Street  
Alexandria, Virginia 22302  
h) 703-549-6907  
o) 703-845-7080  
c) 703-627-0677



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**  
P.O. Box 178 - City Hall  
Alexandria, Virginia 22313

703-746-4035 (office)

alexandriava.gov

703-838-6438 (fax)

April 22, 2013

Martha Dare Marks  
Robert W. Shaw, Jr.  
1203 Orchard Street  
Alexandria, VA 22302

Dear Ms. Marks and Mr. Shaw:

Your application for two curb cuts on your property at 1203 Orchard Street has been reviewed by staff.

Staff finds that this request will impair the health, welfare and safety of the public because of its location at the intersection of two streets and the resulting lack of sight distance. Therefore, your request is denied, per City code section 5-2-14 (c)(2), copy enclosed for your reference.

You may appeal this decision to the Traffic and Parking Board. If you wish to appeal, you must submit your request in writing within 15 days of the date of this letter. The request is to be mailed to: City of Alexandria, T&ES, Attention: Joan Wagner, P.O. Box 178, Alexandria, VA 22313. You may also send an email request to [joan.wagner@alexandriava.gov](mailto:joan.wagner@alexandriava.gov). You will be notified of the date, time and place of the next available Traffic and Parking Board meeting.

If you have any questions, please call the Permit Office at 703.746.4035.

Sincerely,

Lucky Stokes, P.E., Division Chief  
Construction Management & Inspection  
Transportation & Environmental Services



APPLICATION FOR NEW CURB CUT OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

CITY OF ALEXANDRIA, VIRGINIA
TRANSPORTATION & ENVIRONMENTAL SERVICES
301 KING STREET, ROOM 4130
ALEXANDRIA, VA 22314
703-746-4035 (office); 703-838-6438 (fax)
alexandriava.gov

RECEIVED APR - 4 2013

Handwritten initials 'CW'

As per City Ordinance No. 3176, approved by City Council on January 24, 1987, I, the undersigned, have notified the owners of the adjacent properties, by way of this form, within five (5) calendar days after submission of an application for a curb cut.

Applicant Email Address: mmarks@naiopva.org

Property Address: 1203 Orchard Street

Curb Cut Street Name: 1st curb cut: West Alexandria Avenue 2nd curb cut: Orchard Street

Request for a New Curb Cut? Yes [checked] No [ ] What is the Requested Width? 16' WIDE AT APPROX, 12' DRIVE

Request for a Second Curb Cut? Yes [checked] No [ ] What is the Requested Width? 16' WIDE " " "

Will the Existing Curb Cut be Removed? Yes [ ] No [checked]

Will the Existing Curb Cut be Widened? Yes [ ] No [checked] What is the Requested Width?

Property Owner Name: Martha Dare Marks and Robert W. Shaw, Jr.

Street Name and No.: 1203 Orchard Street

City: Alexandria State: Virginia Zip Code: 22302

Home Phone: 703-549-6907 Work Phone: 703-845-7080 Cell Phone: 703-627-0677

Mailing Address (if different from above):

THE SIGNATURE(S) OF THE PROPERTY OWNER(S) ON EACH SIDE OF YOUR PROPERTY IS REQUIRED. IF THE REQUEST IS FOR A CORNER LOT, YOU WILL NEED TO OBTAIN THE SIGNATURE OF THE PROPERTY OWNER(S) AROUND THE CORNER. IF THE PROPERTY OWNER(S) DO NOT RESIDE AT THIS LOCATION, IT IS REQUIRED THAT THE FORM BE MAILED VIA CERTIFIED MAIL TO THE OWNER(S), RETURN RECEIPT REQUESTED. AFTER THE ADJACENT PROPERTY OWNER(S) HAVE SIGNED THIS FORM, AND INDICATED WHETHER OR NOT THEY OBJECT TO THE PROPOSED CURB CUT, PLEASE SUBMIT THIS COMPLETED FORM, AND A COPY OF YOUR SURVEY PLAT, INDICATING WHERE THE CURB CUT IS TO BE INSTALLED. THE FORM AND SURVEY PLAT MAY BE MAILED TO: CITY OF ALEXANDRIA, TRANSPORTATION & ENVIRONMENTAL SERVICES, CONSTRUCTION & INSPECTION DIVISION, P.O. BOX 178, ALEXANDRIA, VA 22313. YOU MAY ALSO BRING THE FORM AND SURVEY PLAT TO OUR OFFICE AT 301 KING STREET, ROOM 4130, ALEXANDRIA, VA 22314.

Property Owner Signature: Martha Marks Date: Apr. 1 2013
ROBERT SHAW

APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

Curb Cut Street Name: West Alexandria Avenue and Orchard Street

Adjacent property owners have five (5) calendar days from receipt of this notification to express an objection to the proposed curb cut, either on this form or in writing, to the Director of Transportation & Environmental Services.

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes  No

Property Owner Name: Anna D. Carson Address: 1399 Orchard St.

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: Anna Carson Date: March 26, 2013

If objecting, give reason: \_\_\_\_\_

Objection: Yes  No

Property Owner Name: Anthony Smith Address: 20700 Alexandria Ave

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: [Signature] Date: 3/26/13

If objecting, give reason: \_\_\_\_\_

APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

Curb Cut Street Name: 1703 Occoquan Street

FOR OFFICE USE ONLY

PLANNING & ZONING REVIEW

Property Is ; Is Not  Within the Old & Historic District  
Property Is ; Is Not  Within the Parker Gray District  
Property Is ; Is Not  Within the Town of Potomac Historic District  
Property Is ; Is Not  Within the Rosemont Historic District

Recommendation: Approve  Deny

Reason for Denial: See memo

Signature: Charles G. Sr. Jones Date: April 5, 2013

TRANSPORTATION & ENVIRONMENTAL SERVICES REVIEW

Application Mailed to Applicant: \_\_\_\_\_

Application Received from Applicant: 4/4/13

Application Sent to Planning & Zoning: 4/4/13 To C&I Inspector: 4/4/13

Application Received from Planning & Zoning: 4/10/13 From C&I Inspector: 4/11/13

Application to TES/C&I Division Chief: 4/11/13

Decision of TES/C&I Division Chief: Approve  Deny

Reason for Denial: Staff finds that this request will  
impair the health, welfare, and safety of the public  
because of its location at the intersection of  
two streets and the resulting lack of  
sight distance.

Signature: L. Stokes Date: 4/18/13



THE SPREAD SHEET FOLLOWS  
 SHEET 8 OF 8



**City of Alexandria, Virginia**  
**MEMORANDUM**

DATE: APRIL 5, 2013

TO: JOAN WAGNER, SUPERVISORY ADMINISTRATIVE OFFICER  
DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL  
SERVICES

THRU: PETER LEIBERG, ZONING MANAGER *PL*  
DEPARTMENT OF PLANNING AND ZONING

FROM: MARLO FORD, URBAN PLANNER, ZONING COMPLIANCE  
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: NEW DRIVEWAY FOR 1203 ORCHARD STREET

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The Department of Planning and Zoning has reviewed the request for two new driveway aprons at 1203 Orchard Street.

The applicant currently has a driveway apron that leads to an existing detached garage at the north-west side of the property. The applicant is now requesting two new curb cuts to create a semi-circular driveway on the south-west side of the property. Each driveway apron is to measure 16.00 feet in width.

The Department of Planning and Zoning **recommends denial** of the proposed new curbcuts. The reason is that the new proposed curbcut is located near a traffic channelization island at two intersecting streets. Staff is concerned that the new driveway is also in the vision clearance area which may cause difficulties for vehicles leaving the new driveway.

RECEIVED  
APR 10 2013  
TRANSPORTATION & ENV. SERVICES  
CONSTRUCTION & INSPECTION



Figure shows existing driveway with staircase access down to 1203 Orchard St.



Figure shows view approaching the intersection of Orchard and W. Alexandria from the Orchard St Cul-de-Sac



Figure shows view from the requested driveway location up Orchard St



Figure shows view from requested driveway down W. Alexandria

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JUNE 24, 2013**

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to remove one parking space on either side the Braddock Road Lofts driveway located on the 700 block of North Fayette.

**APPLICANT:** Michelle Saylor, President of Braddock Road Lofts HOA

**LOCATION:** 700 block North Fayette Street

**STAFF RECOMMENDATION:**

Staff recommends installing “No Parking Between Signs” signs one parking space from either side of the driveway in order to provide improved visibility while exiting onto Fayette Street.

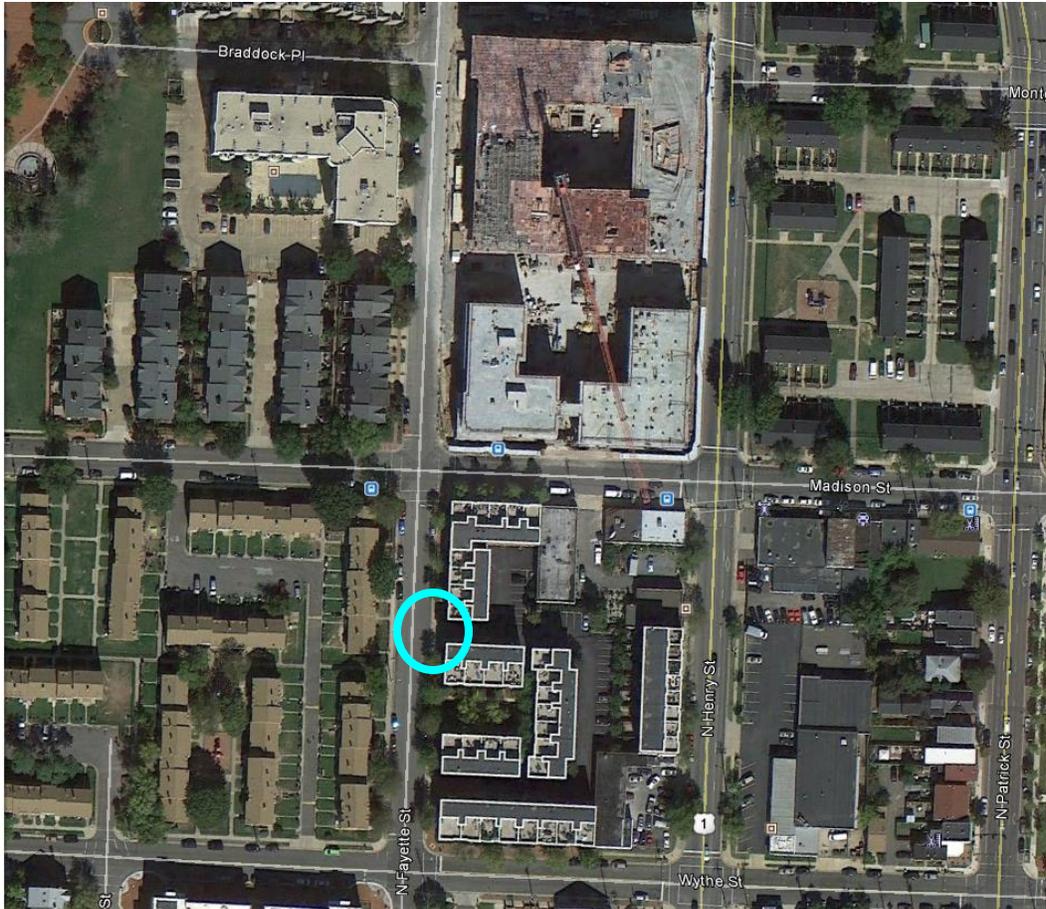
**DISCUSSION:**

The driveway in discussion is located on the 700 block of Fayette Street between Madison Street and Wythe Street. The Braddock Road Lofts have one-way internal circulation loop where cars enter the loop at one driveway entrance of Fayette and exit using another. Currently there are no parking restrictions at the driveway exit, and the Ms. Saylor states that when vehicles park too close to the entrance, visibility is limited to residents exiting onto Fayette Street. Ms. Saylor also states that currently there are construction vehicles that are parking too close to the driveway, which severely limit visibility.

The east side of Fayette Street on this block has a 2-Hour, 9AM – 5PM, Monday through Saturday, and a No Parking 9AM-11AM, Monday, parking restriction. The Braddock Road Lofts occupy this entire block face. The west side, which townhomes occupy, has a No Parking 9AM – 11AM, Tuesday, parking restriction. Staff observed parking conditions during early morning, lunch, and evening hours during a weekday and a Saturday. Approximately 60 percent of the total spaces were occupied during the lunch hours on the east side of 700 Fayette for both the weekday and Saturday. Approximately 50 percent of the total spaces were occupied during the early morning and evening hours on the east side of Fayette. The west side of Fayette was at or near full occupancy for all hours of the day for both the weekday and Saturday.

Ms. Saylor, on behalf of the Braddock Road Lofts Home Owners Association, requests that “No Parking” signs are installed to restrict one space on either side of the driveway to improve visibility for residents exiting onto Fayette Street.

Staff recommends installing “No Parking Between Signs” signs one parking space from either side of the driveway in order to provide improved visibility while minimizing the effect on the on-street parking.



Figures show the location of the driveway on the 700 block of Fayette Street.

RE: Request to Remove Parking Spaces on Fayette St.

TO: Rich Bajer, Director

Transportation & Environmental Services

City of Alexandria

FROM: Braddock Lofts Home Owners Association, Board of Directors

Dear Mr. Bajer:

The Braddock Lofts HOA would formally like to request the removal of two parking spaces, one on each side of the exit from the one-way internal circulation loop in our development. This exit is located on Fayette Street between Wythe and Madison. Currently parking is allowed very close to the intersection of the exit roadway and Fayette St. which restricts the view of cars coming out of our development onto Fayette. It is, in fact, a very dangerous situation. At the current time there are often construction worker's vehicles parked in these spaces in the morning, trucks or vans of some size, which makes it even worse. Two photos are attached below.

We request that your Department move the parking signs further back, away from the exit to allow for a better view both ways on Fayette from the Braddock Lofts loop road exit. If we can be of further help in making this happen please let us know. We will look forward to a swift resolution of the situation.

Michelle Saylor, President

braddockloftshoa@gmail.com



**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JUNE 24, 2013**

**DOCKET ITEM:** 7

**ISSUE:** Consideration of a request to install a HAWK Signal for midblock crossing on Eisenhower Avenue at U.S. Patent and Trade Office (USPTO).

**APPLICANT:** City of Alexandria, Transportation and Environmental Services

**LOCATION:** Eisenhower Avenue between John Carlyle St and Elizabeth Ln

**STAFF RECOMMENDATION:**

That the Traffic and Parking Board recommend to the City Council installing a HAWK Signal for the midblock crossing on Eisenhower Avenue from USPTO on the north side of the street to the shopping center on the south side of the street.

**DISCUSSION:**

The HAWK (**H**igh intensity **A**ctivated cross**W**alk) is a Federal Highway Administration approved signal-beacon designed to help pedestrians safely cross busy streets. The unit is dark until it is activated by a pedestrian. When pedestrians want to cross the street, they press a button that activates the warning flashing yellow on the major street. After a set amount of time, the indication changes to a solid yellow light to inform drivers to prepare to stop. The device then displays a dual solid red light for drivers on the major street and a walking person symbol (symbolizing WALK) for the pedestrians. The beacon then displays an alternating flashing red light, and pedestrians are shown a flashing upraised hand (symbolizing DONT WALK) with a countdown display advising them of the time. Examples of a phase sequence can be seen below in Figure 1.

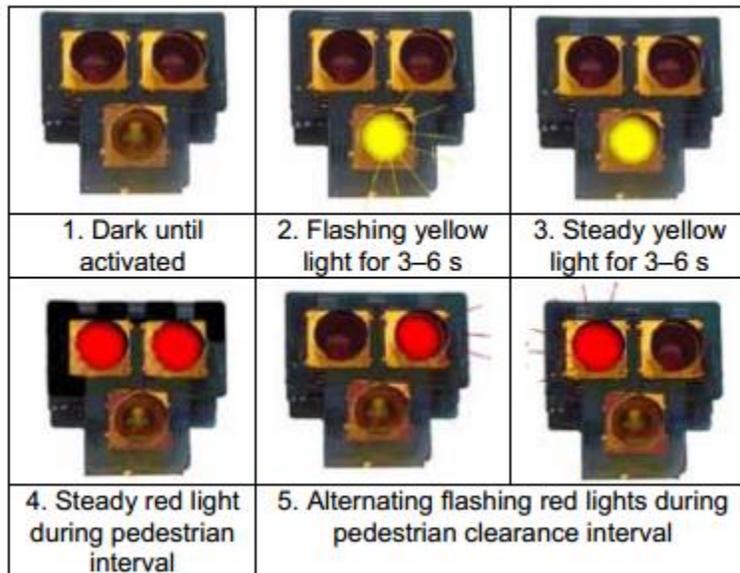
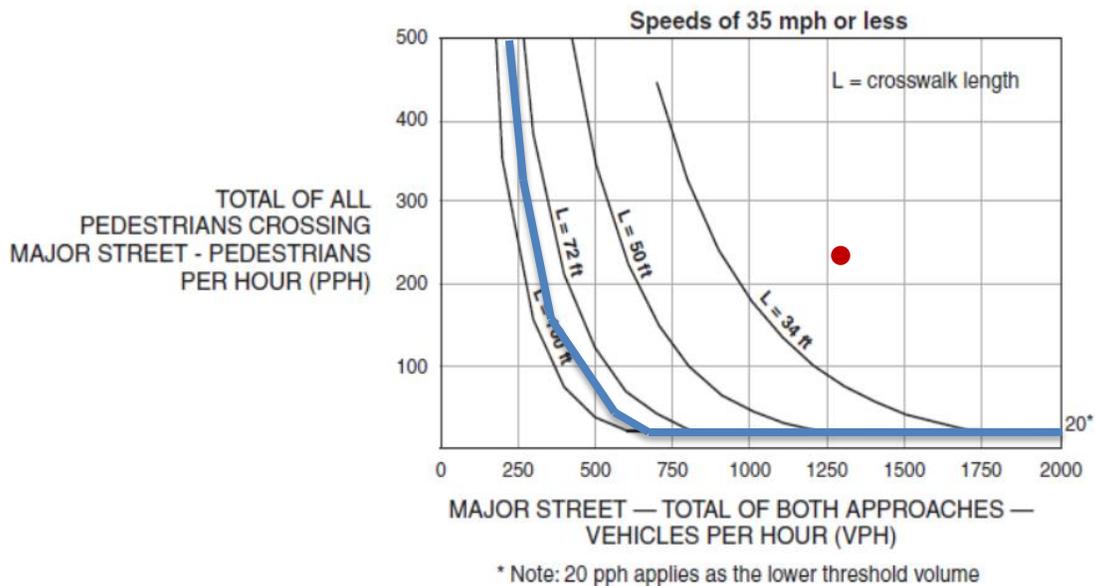


Figure 1: Examples of a Phase Sequence for a HAWK

Staff recommends the installation of HAWK signal at this crossing due to the width of the roadway, number of pedestrians crossing, distance between signals, vehicle volumes and citizen requests for safer crossings at this location.

<b>Eisenhower Avenue Crossing at USPTO</b>	
Roadway Width	80 feet
Distance between Signals	1,000 feet
Number of Pedestrians	236 per hour
Number of Vehicles	1300 per hour

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**



The figure above shows the MUTCD guidelines for the installation of a HAWK signal. The blue line represents the guideline for a crosswalk with an 80 foot width. The red data point on the graph represents the number of pedestrians crossing during a lunch hour, 236 per hour, versus the number of vehicles approaching from both directions on Eisenhower during a lunch hour, 1300 per hour. Should the data point be located above the line for an 80 foot crosswalk, the MUTCD recommends a HAWK signal. The pedestrians versus vehicles data point at this location on Eisenhower lies well above the recommended guideline.

In addition to the technical justification for installing a HAWK signal at this crosswalk, the City has received a number of complaints from residents, including those with special needs, regarding need for improved safety at this crossing. Since 2003 there have been two pedestrian crashes and one bicycle crash along this portion of Eisenhower Avenue. The first HAWK signal installed in the city was installed at Van Dorn Street and Maris Avenue, and this location would be the second.

Based on the criteria identified in the Complete Streets High Priority Location Program which includes crashes, distance to major transit stops and other pedestrian generators and potential pedestrian and bicycle activity, this crossing ranks as a priority location for pedestrian safety improvements. A HAWK signal would provide the protected pedestrian crossing needed at this location.



Figure 2: Pedestrians crossing Eisenhower Ave at USPTO prior to crosswalk installation

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JUNE 24, 2013**

**DOCKET ITEM:** 8

**ISSUE:** Consideration of a request to install stop signs at three T-intersections at Monticello Blvd.

**APPLICANT:** City of Alexandria, Transportation and Environmental Services

**LOCATION:** Monticello Boulevard at George Masson Place  
Monticello Boulevard at Westminster Place  
Monticello Boulevard at Pierpont Street

**STAFF RECOMMENDATION:**

Staff recommends installing stop signs at three T-Intersections where Safe Routes to School crosswalks will be installed

**DISCUSSION:**

As part of the Safe Routes to School Program, staff will be installing crosswalks along Monticello Boulevard at George Mason Place, Westminster Place and Pierpont Street to provide a safer route from the neighborhood to the school. Currently there are no stop signs at George Mason Place and Westminster Place and there is a Yield sign at Pierpont Street. Vehicles exiting these streets already have to slow to a stop or come to a near stop to view oncoming vehicles at Monticello Boulevard. Monticello Boulevard is a 48' wide roadway with parking, bike lanes and a travel lane in each direction. Because crosswalks are being installed at these intersections to provide safer crossings for pedestrians, particularly children walking to school, staff believes that formalizing stop control for vehicles in conjunction with the new crosswalks is necessary to assure pedestrian safety. The North Ridge Civic Association and the Principal and PTA of George Mason Elementary were notified of these changes and they did not have any comments.



**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JUNE 24, 2013**

**DOCKET ITEM:** 9

**ISSUE:** Consideration of a request to replace one parking space on Fern Street at Quaker Lane with eight bicycle parking spaces.

**APPLICANT:** Spokes Etc. Bicycle Shop

**LOCATION:** Fern Street east of Quaker Lane at Spokes Bicycle Shop

**STAFF RECOMMENDATION:**

Staff recommends removing one parking space on Fern Street east of Quaker Lane to install a bicycle parking corral and slow turning vehicles

**DISCUSSION:**

Spokes Bicycle Shop is located at the intersection of Fern Street and Quaker Lane and requested bicycle parking be installed by their shop. Additionally, the City has received requests for traffic calming to slow right turning vehicles from Quaker Lane onto Fern Street. Removing the parking space at the south east corner of this intersection and install a bicycle corral will accommodate both requests.

City staff proposes to remove one 20 foot parking space in order to install eight bicycle parking spaces. Flexible bollards, striping and parking stops will be installed along Quaker Lane to prevent vehicles from turning into the bicycles. Figure 1 below shows a concept design of the bicycle parking corral.

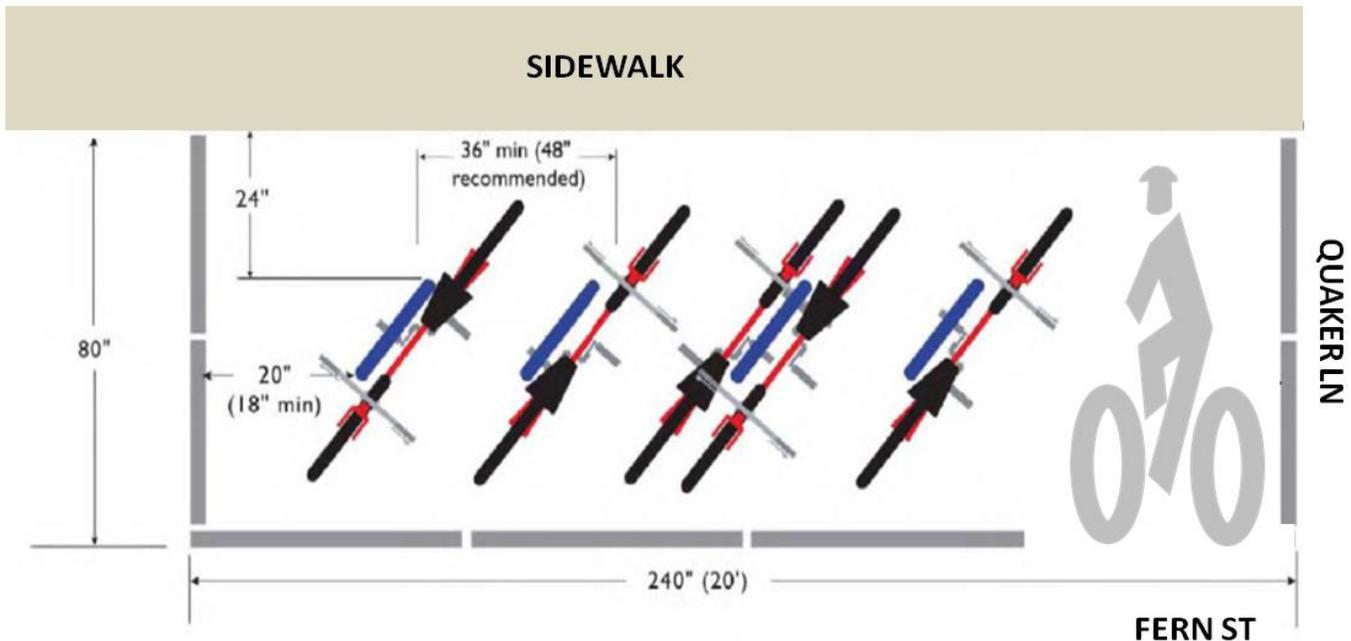


Figure 1: Bicycle Park Corral Concept Design



Figure 2: Proposed Bicycle Corral Location



Figure 3: Example of on-street bicycle parking corral

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
JUNE 24, 2013**

**DOCKET ITEM: 10**

**ISSUE:** Consideration of a request to install a commercial loading zone from 7 A.M. – 12 P.M., Monday – Friday at 501 E. Monroe Avenue.

**APPLICANT:** Mark Warmuth, Owner of M.E. Swing Coffee Roasters

**LOCATION:** 501 E. Monroe Avenue

**STAFF RECOMMENDATION:**

Staff recommends installing a loading zone from 7 A.M. – 12 P.M., Monday – Friday at 501 E. Monroe Avenue.

**DISCUSSION:**

In June of 2012, City Council approved Special Use Permit #2012-0030 for M.E. Swing Coffee Roasters at 501 East Monroe Avenue. As a part of a three-way land swap agreement between the City of Alexandria, Dominion Virginia Power, and Gold Curst Bakery, and the pending development of the Dominion Virginia Power substation, M.E. Swing Coffee Roasters has been granted an alley to be developed with access to East Monroe Avenue for the purpose of loading and unloading. This alley, which will be 12 feet wide, will allow smaller trucks and vehicles to load and unload; however, the width of E. Monroe Avenue, which is 28 feet, will not allow larger tractor trailer trucks to enter and exit the 12 foot alley. The frequency of larger trucks is expected to be minimal at about one or two per week, and they will arrive between the hours of 7 A.M. – 12 P.M., on a weekday.

M.E. Swings is requesting the loading zone to be from the east edge of the future alley curb-cut, 5 parking spaces towards Main Line Blvd. The larger trucks are expected to approach 501 E. Monroe from Mount Vernon Avenue and pull past the alley into the loading zone in front of the future sub-station. The trucks will then be offloaded via a forklift from the alley.

Staff recommends approving the loading zone at the requested location during the requested times.

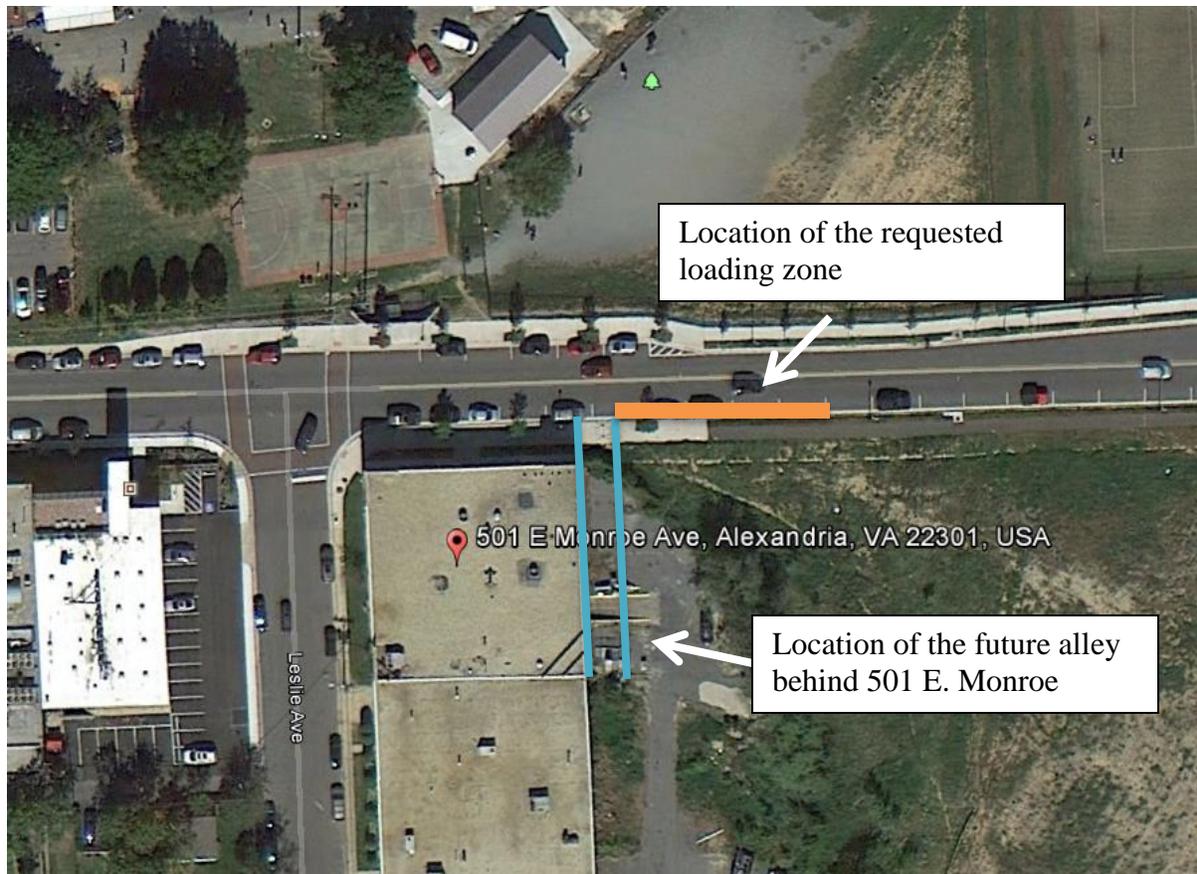


Figure shows the future alley behind 501 E. Monroe and the requested loading zone adjacent

**From:** Mark Warmuth [mark@swingcoffee.com]  
**Sent:** Thursday, May 23, 2013 8:41 AM  
**To:** Bob Garbacz  
**Subject:** Request for Loading Zone - M.E. Swing Coffee Co., 501 East Monroe Ave

Bob –

Following up from our conversation last week. Per our SUP#2012-0030, as approved by City Council June 16, 2012, M.E. Swing Coffee Roasters, located at 501 East Monroe Avenue is requesting a commercial loading zone from the hours 7 AM – 12PM, Monday – Friday. Size of the loading zone to be approximately 5 parking spaces.

With the pending development of the Dominion Virginia Power substation adjacent to our building, and as part of a three-way land swap agreement between City of Alexandria, Dominion Virginia Power, and Gold Crust Bakery, Swing's has been granted an alley (to be developed) with access to East Monroe Ave for the purpose of loading and unloading. While the future alley will be acceptable for loading and unloading of smaller trucks and vehicles, the width of East Monroe will not allow for larger trucks to maneuver into the alley. Thus, creating a requirement for a loading zone. While the expected frequency of larger trucks is expected to be minimal, the loading zone is necessary to accommodate larger tractor trailer trucks.

Swing's is requesting the loading zone to be located between the east edge of the new alley curb cut and the requested 5 spaces towards Main Line Blvd. It is anticipated that trucks will approach 501 East Monroe from Mount Vernon Ave and pull slightly past the alley, parking in the loading zone in front of the future sub-station. Back of trucks will then be offloaded via forklift from the alley.

Please let me know if you would like to coordinate a site survey to review our request. Additionally, feel free to contact me to discuss and to let me know if any further information is necessary to move this request forward. Thank you.

Mark Warmuth  
 Owner – M.E. Swing Coffee Roasters  
 703.370.5050