

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2012**

**DOCKET ITEM: 4**

**ISSUE:** Consideration of placing a Certificate of Public Convenience and Necessity on Probationary Status

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**Issue:** Hearing in consideration of a recommendation to place a certificate of public convenience and necessity to operate a taxicab company in the City of Alexandria on probationary status for failure to comply with Section 9-12-33 of the City Code.

**Staff Recommendation:** Staff recommends the Board recommend to the City Manager that certificate of public convenience and necessity number 140, issued to GoGreen Cab, Inc. be placed on probationary status, subject to the certificate review period, for a period of up to six months for failure to manage and operate the company and fleet in such a manner as to serve the public adequately required by City Code Section 9-12-33(b)(1).

**Discussion:**

On January 1, 2009 GoGreen Cab was approved to commence operations. In almost four years the company has placed nine taxicabs in service, three of which are being terminated, leaving a net of six operational cabs. City staff is recommending that GoGreen Cab be placed on probationary status pursuant to City Code Section 9-12-33. The recommendation is for failure to comply with City Code 9-12-33(b)(1) which states:

(b) Certificates of public convenience and necessity may be placed on probationary status for a period of 30 to 120 days, or revoked by the city manager for any of the following causes:

(1) failure to manage and operate the company and fleet in such a manner as to serve the public adequately;

The City alleges the following:

1. The owner of the company has repeatedly demonstrated a lack of organization, comprehension and ability to operate within the rules and regulations of the City and the Hack Office. There have been multiple incidents involving GoGreen drivers and management engaging shouting matches in the Hack Office over issues that are not subject to City involvement. Management of GoGreen seems to believe that staff in the Hack Office, Transportation & Environmental Services and the City Attorney's Office has a role in running his business and assisting in managing the business relationship between the company and the drivers, despite repeated instructions to the contrary.
2. GoGreen Cab has continually sent unprepared driver candidates for testing by the Hack Office. Since May of 2012, in seven separate testing sessions, the Hack Office tested 104

applicants for GoGreen, of which 50 passed, 52 failed and 2 scheduled drivers failed to show.

3. Despite having 50 drivers pass the test, as of 09-10-12, GoGreen Cab has only placed a total of 9 cabs in service. Of those, 3 drivers are currently in the dispute resolution process with the company after receiving notices of termination; accordingly only 6 vehicles are serving the City. This small number of vehicles in service comes after the company was given two years to fill 40 authorizations through the transfer process and got no transfers, and has had 20 new authorizations to fill since February 3, 2011 and has only managed to put the aforementioned 9 in service.
4. GoGreen sent vehicles to the Hack Office for inspection on what were essentially false pretenses. When several vehicles were presented to the Hack Office for inspection, they were equipped with radio equipment and were passed for operation by the staff. Staff later learned that the radios had not been formally issued to the drivers, but had only been temporarily installed in the cars and were removed by the company management while there was a dispute between the company and the driver regarding the terms under which the equipment could be installed in the car. While the City takes no sides on the dispute between the company and the driver over the radios, the vehicles should not have been sent for inspection and represented as fully equipped until that was resolved.

Based on these findings, staff recommends the certificate of public convenience and necessity issued to GoGreen Cab be placed on probationary status with the following terms and conditions:

1. Probationary status shall last for a period not to exceed six calendar months subject to the certificate review period.
2. All authorizations must be staffed with properly outfitted vehicles.
3. All drivers shall have written contracts with GoGreen Cab.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2012**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to post “NO PARKING 12 MIDNIGHT TO 5 A.M.” signs in front of 801 and 821 South Pickett Street warehouses on the west side of the street.

**APPLICANT:** Ms. Karee Miller, representing V-Pickett, LLC

**LOCATION:** 801 and 821 South Pickett Street

**STAFF RECOMMENDATION:** Staff recommends posting NO PARKING 12 MIDNIGHT TO 5 A.M. restrictions in front of 801 and 821 South Pickett Street

**DISCUSSION:**

Independent commercial operators are using the west side of South Pickett Street to garage their vehicles during all hours of the day. The workers and clients of the businesses of 801 and 821 South Pickett Street have been unable to use the on-street parking due to this issue. Also, Ms. Karee Miller states the visual appearance has become obscured and made unattractive to visitors and clients. The current parking restriction in place is “No Parking 12 Midnight to 7 A.M. Monday, Wednesday, and Friday,” but Ms. Karee Miller states the commercial operators are using the parking spaces in front of 801 and 821 South Pickett Street each day of the week. It has been observed by staff that the commercial operators target the spaces in front of 801 and 821 more so than parking spaces located further south on South Pickett Street which contain the same restriction. The parking concern has been brought to the attention of the Alexandria Police Department, however, the commercial operators park unabated.

The current parking restriction on the east side of South Pickett Street is “No parking 12 Midnight to 5 A.M. every day.” It has been observed that this restriction has prevented commercial operators from storing any of their vehicles here overnight. Ms. Karee Miller requests that the same restriction be implemented in front of 801 and 821 South Pickett on the west side as well, as this will force the commercial operators to discontinue parking here.

Karee Miller, Owner Representative  
821 S. Pickett Street, Alexandria, Virginia  
Mailing address:  
P.O. Box 163  
Broad Run, VA 20137

Peter R. Horowitz, Owner Member  
Owner: V-Pickett, LLC  
801 S. Pickett Street, Alexandria, Virginia  
Mailing address:  
1430 Spring Hill Rd  
Suite 100  
McLean, VA 22102

Attention: Transportation and Environmental Services Division  
2900 Business Center Dr.  
Alexandria, VA 22314

September 12, 2012

Re: 801-821 S. Pickett Street Signage Change Request of the Traffic Safety Board

Dear Sir,

801 S. Pickett Street and 821 S. Pickett Street on-street parking has been overtaken by independent commercial dump trucks day and night, seven days a week. The location has become a commercial dump truck parking lot. Signage reads "No overnight parking Monday, Wednesday and Friday..." As owners, we are requesting the signage immediately in front of the warehouse complex be changed to "No overnight parking," thus forcing the commercial haulers to vacate. The change will allow the businesses to regain use of the parking spaces.

The east side of S. Pickett Street is restricted to "No overnight parking," which allows the owners/operators/employees of the commercial buildings to take advantage of street parking during business hours. The west side, where our warehouse complex is located has limited access only three select nights of the week, when enforced. The office buildings south of our complex seem not to suffer commercial hauler parking however 821 and 801 have become the targeted, 24/7 dump truck parking lot. Truck parking along the frontage negates any possibility for our workforce and clients to use on-street parking. Additionally, the line of dump trucks obscures the building's visual appearance, and is unattractive to visitors and clients.

The continuous commercial parking concern has been brought to the attention of the Alexandria police, however, the trucks park unabated. Please consider our request to change on-street parking restrictions servicing our warehouse complex to "No overnight parking." Photographs are attached.

Regards,



Karee Miller,  
Owner Representative



Peter R. Horowitz  
Owner Member



Figure 1: Dump trucks parking along South Pickett near entrance to 801 and 821 S. Pickett



Figure 2: Current restriction on the west side of S. Pickett.



Figure 3: Requested restriction (Current restriction on east side of S. Pickett)

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2012**

**DOCKET ITEM:** 6

**ISSUE:** Consideration of a request to allow parking 24 hours a day on North Hampton between Kell Lane and Ford Avenue.

**APPLICANT:** The Palazzo at Park Center

**LOCATION:** North Hampton Drive

**STAFF RECOMMENDATION:** Staff recommends allowing parking between the hours of 5:00 P.M. to 7:00 A.M., Monday through Friday and all day on weekends and holidays.

**DISCUSSION:**

The Palazzo at Park Center condominium complex submitted this request in February 2012. The residents of the Palazzo believe their onsite parking is inadequate because the Palazzo does not meet city zoning requirements for parking. The area surrounding the Palazzo is unique because there is very little on-street parking to accommodate overflow parking from the various condominiums along North Hampton Drive.

This issue came before the Traffic and Parking Board on February 27, 2012. The Board approved changing the parking restrictions to NO PARKING 7 A.M. TO 7 P.M. MONDAY THROUGH FRIDAY and allowing parking all day on weekends and holidays; and requested staff to study North Hampton Drive and report back to the Board in October 2012 with a complete streets solution.

North Hampton Drive is a four-lane street with two lanes in each direction that runs between King Street on the north and Beauregard Street on the south. 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 along with some other improvements. 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.

The traffic volumes and anticipated traffic volumes can easily accommodate converting the right lane into a parking lane 24 hours a day, seven days a week. North Hampton Drive is not a through street so future traffic demand is not expected to increase. The impacts of transit operations on traffic, if parking were allowed, was considered and found to be negligible. There are very few transit boarding's in the impacted area. The heaviest transit use is in the section of roadway where parking is unrestricted.

North Hampton connects to bicycle facilities on West Braddock Road but there are no connecting bicycle facilities on the opposite end at King Street. Converting the rightmost travel

lane into a parking lane could provide space for bicycle lanes. Staff is recommending against the addition of bicycle lanes because the bicycle lane would be adjacent to parked cars. The potential for car doors to open in front of cyclists is a concern. However, bicycle sharrows could be considered.

Staff is recommending that Parking be allowed between the hours of 5:00 P.M. and 7:00 AM, Monday through Friday and all day on weekends and holidays. Staff is recommending against allow parking 24 hours a day, seven days per week, as requested, because of the potential for commercial vehicle parking. Staff believes that allowing unrestricted parking will invite commercial operators and others to park their vehicles along this street. The upper end of North Hampton is already experiencing this problem and there is no reason to believe the problem will not expand into this new section as well.

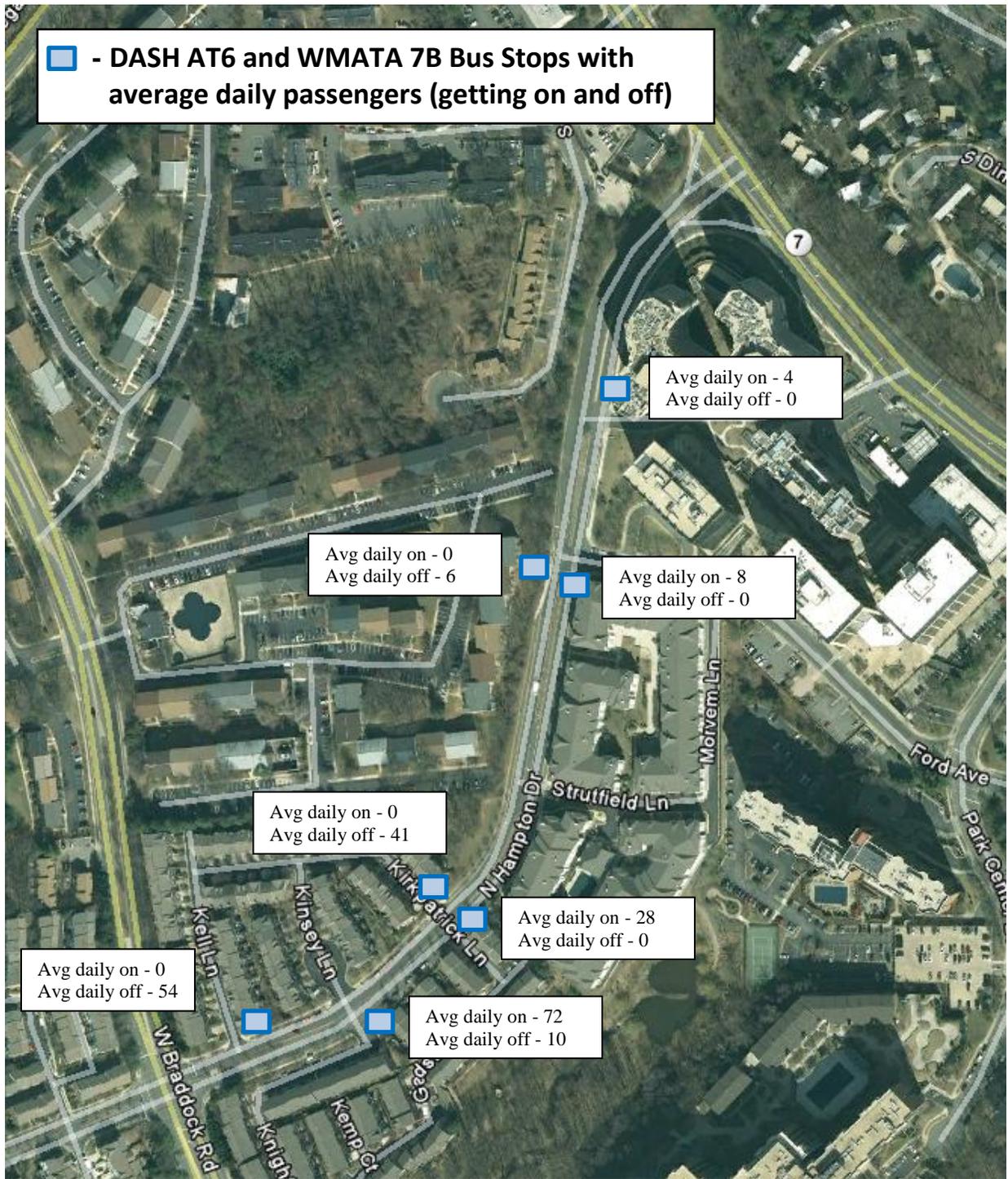
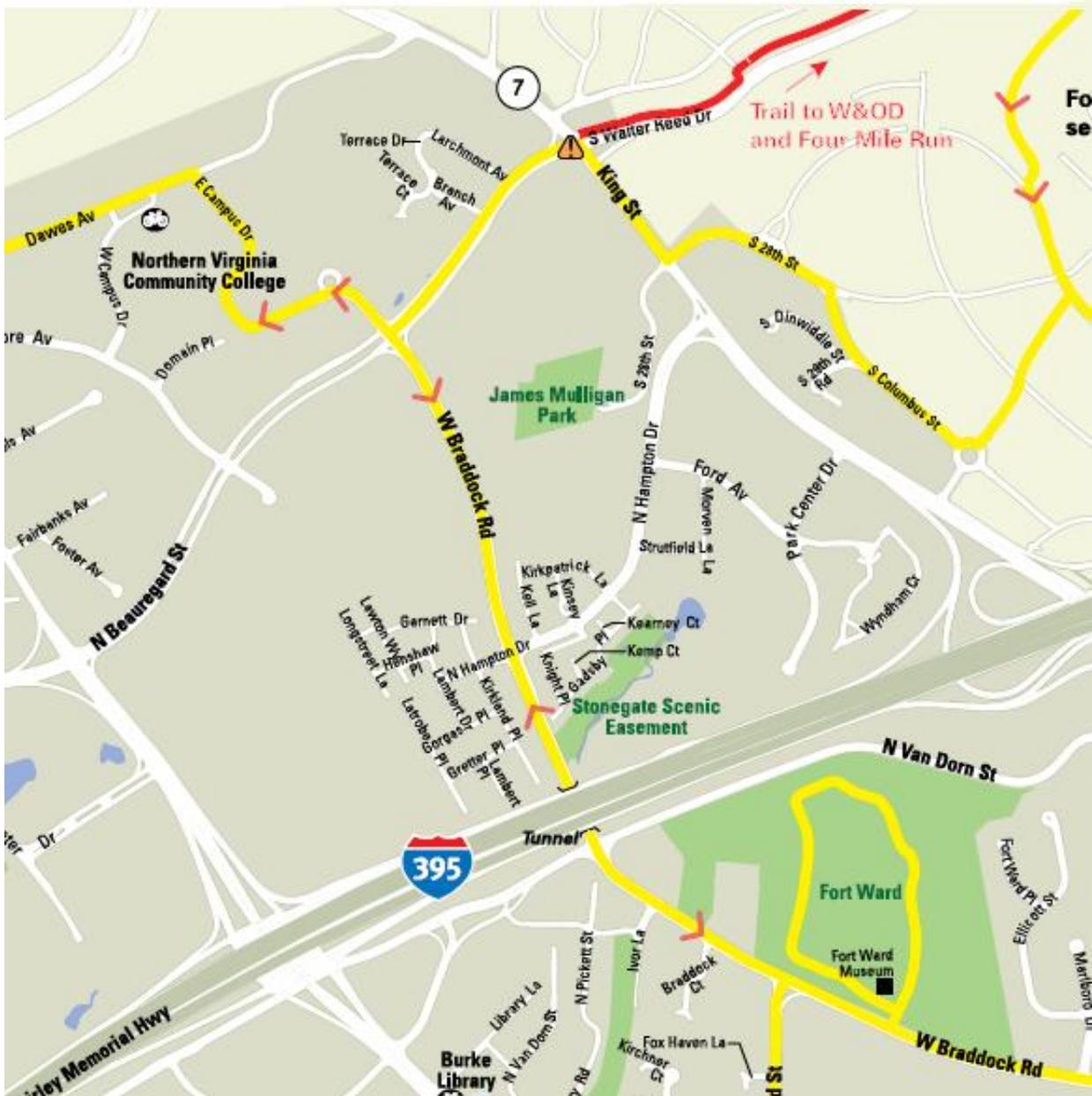


Figure 4: Bus stops on North Hampton Dr.

# City of Alexandria Bicycle Map



	On-road Bikeway		Steep Uphill		Metro		Farmers Market		Bicycle Shop
	Off-road Bikeway		One-way		Other Rail		Heritage Trail location		Library
	Fair-weather Crossing		Use Extra Caution				Bike Parking		Hospital

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.

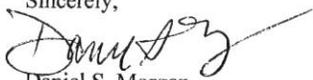
North Hampton Drive is approximately 0.4 miles in length and is located in the Northwest corner of the city, connecting Braddock Road to King Street (Enclosure 1). The street has two lanes of traffic in both directions between Ford Avenue and King Street. Currently the 500 feet of road in front of our 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

**Bob Garbacz**

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**Subject:** FW: Opposition to expanding 24 hour parking on N Hampton

**From:** Biblin, Dina L. [<mailto:DBiblin@FDJC.gov>]  
**Sent:** Monday, September 24, 2012 12:16 PM  
**To:** Bob Garbacz  
**Cc:** DLB-Home; Bill Newman (Hamptons)  
**Subject:** Opposition to expanding 24 hour parking on N Hampton

Bob,

Thanks for your suggestion to get involved with Transp and Parking Boards.

On the question of expanding 24 hour parking on N. Hampton, Stonegate Foundation would strongly OPPOSE it, and based on earlier conversations with former President of the Hamptons, they, too, would oppose.

It seems to me the night and weekend parking has worked out terrifically for all concerned, including Stonegate Hamptons and Stonegate Foundation. There is plenty of parking for those with guests and it is well utilized by Palazzo residents, from what I observe.

If you were to allow 24 hour parking all the way down, you have two significant problems, and we are strongly opposed to it:

1. You will have impeded traffic with busses, etc. on weekdays, especially now that there are two bus lines regularly going down N. Hampton during rush hour; and
2. **More important** – you will have the same **CAR DUMPING** all the way down N. Hampton that we have from Kirkpatrick to Kell Lanes now. By forcing people to leave the spots after the weekend and in the morning, you still have violators, but they eventually do leave. If you need evidence, you have my weekly parking reports as proof. I'll continue to submit them for your records. Out of 17 spots, 2 have been lost (one on each side of N Hampton) because excessively large SUVs dump there, and six or more spots are regularly squatted by the same violators, most of which are not from this neighborhood. That leaves only 8-9 spots for the Stonegates and other visitors who use them on a daily basis, including Palazzo residents.

I would strongly recommend you do NOT allow 24 hour parking all the way down to Ford Avenue.

When, exactly is this meeting so that we can attend, if possible? Feel free to call me at work if you have any other questions. (703) 562-2372

Cc: Stonegate Hamptons

*Dina*

Dina L. Biblin

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2012**

**DOCKET ITEM:** 7

**ISSUE:** Consideration of an appeal to install a 24 foot curb cut at 3700 Fort Worth Avenue.

**APPLICANT:** Mr. Richard G. Frank

**LOCATION:** Fort Williams Parkway

**STAFF RECOMMENDATION:** Staff recommends that the appeal be denied and the curb cut be approved.

**DISCUSSION:**

Mr. Richard G. Frank is requesting a new curb-cut to be on the east side of his home on Fort Williams Parkway. He currently has an existing curb cut with access to Fort Worth Avenue, but plans to move their garage under their home with access to Fort Williams Parkway in which the new curb-cut will provide access. The Department of Transportation and Environmental Services approved the proposed curb cut on Fort Williams Parkway.

Marguerite and Paul Bateman are requesting an appeal to the City's approval for the following reasons:

1. The proposed curb cut will reduce the already limited on street parking;
2. The approval of the curb cut should be contingent on the approval of the permits for the garage construction;
3. The proposed curb cut will be the second curb cut for said property as there are no plans to remove the existing curb cut from the Fort Worth block face;
4. The location of proposed curb cut threatens the health, welfare and safety of the public because of the close proximity to the Fort Worth Drive intersection;
5. The proposed curb cut will impact underground utilities and services; and,
6. The proposed curb cut will necessitate the removal of an existing city owned mature tree.

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.



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
AUG - 7 2012

TRANSPORTATION & ENV. SERVICES
CONSTRUCTION & INSPECTION

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: jjgf4img@verizon.net

Property Address: 3700 Fort Worth Avenue, Alexandria, VA 22304

Curb Cut Street Name: Fort Williams Parkway

Request for a New Curb Cut? Yes [X] No [ ] What is the Requested Width? 24' linear at curb

Request for a Second Curb Cut? Yes [ ] No [X] What is the Requested Width?

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

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

Property Owner Name: Richard G Frank and Jeanne G Jacob

Street Name and No.: 3700 Fort Worth Avenue

City: Alexandria State: VA Zip Code: 22304

Home Phone: 703-461-3622 Work Phone: 703-824-1345 Cell Phone: 703-362-5739

Mailing Address (if different from above): N/A

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:

[Handwritten signature]

Date:

August 1, 2012

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

Curb Cut Street Name: Fort Williams Parkway

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: Marguerite Bateman Address: 490 Ft. Williams Pky, Alex, VA

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

Property Owner Signature: Marguerite Bateman Date: 3/13/2012

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

See Attached

Objection: Yes  No

Property Owner Name: \_\_\_\_\_ Address: \_\_\_\_\_

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

Property Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

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

Curb Cut Street Name: Fort Williams Parkway

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: James K Huie Address: 3704 Fort Worth Avenue

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

Property Owner Signature:  Date: 08-06-2012

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

Objection: Yes  No

Property Owner Name: Paul Bateman Address: 490 Fort Williams Parkway

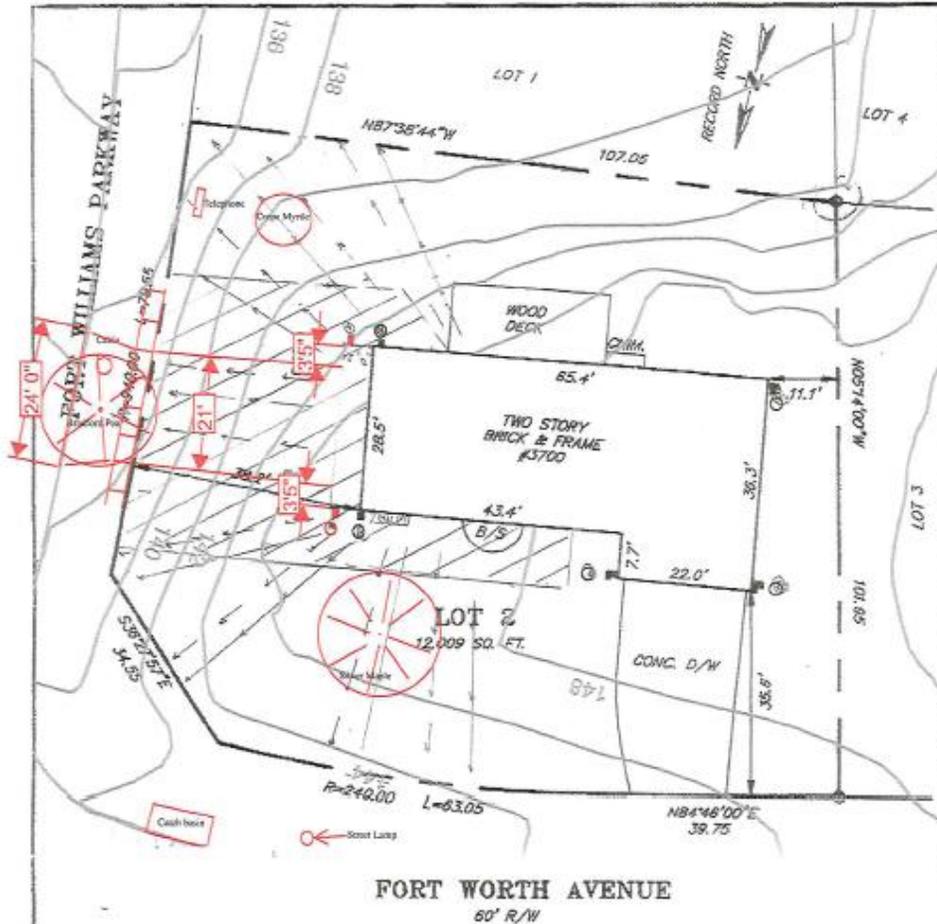
Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

SEE ATTACHED

Property Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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





FORT WORTH AVENUE  
60' R/W

Disturbed Area = 2107 Sq. Ft. --

- ⊕ New Discharge
- ⊙ Old Discharge

HOUSE LOCATION SURVEY  
LOT 2 BLOCK 4 SECTION 7  
SEMINARY RIDGE  
DEED BOOK 742 PAGE 866

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20' DATE JANUARY 7, 1998

LEGEND

- CHIM. = CHIMNEY
- B/W = BAY OR BOX WINDOW
- O.H. = OVERHANG
- C/S = CONCRETE STOOP
- = IRON PIPE FOUND

THIS SURVEY WAS ESTABLISHED BY TRANSIT AND TAPE AND UNLESS OTHERWISE SHOWN THERE ARE NO ENCROACHMENTS. NO TITLE REPORT WAS FURNISHED AND NO CORNER MONUMENTATION HAS BEEN SET UNLESS REQUESTED.

THIS IS NOT A BOUNDARY SURVEY. LOCATION OF DRIVEWAY AND FENCES ARE APPROXIMATE. THIS SURVEY DOES NOT DETERMINE THE OWNERSHIP OF FENCES. THIS PLAT IS NOT TO BE USED FOR CONSTRUCTION OF FENCES.

FLOOD NOTE:  
THIS DWELLING IS NOT LOCATED IN A F.E.H.A. SPECIAL FLOOD HAZARD AREA.

SAM WHITSON, L.S./LAND SURVEYING  
10333-A DEMOCRACY LANE  
FAIRFAX, VIRGINIA 22030  
(703)-591-4864 FAX: (703)-591-6307

OWNER: JACOB

BUYER:

W.O. #98-24

CLIENT # B9708079

Marguerite and Paul Bateman

Objection to Application for New Curb Cut Proposed for 3700 Ft. Worth Avenue

Notice Provided: March 11, 2012

Date of Objection: March 13, 2012

Reasons for Objecting:

- Proposed curb cut will substantially reduce the already limited street parking available in the 400 block of Fort Williams Parkway
- Proposal for curb cut is in anticipation of permits being granted for a subterranean garage; any consideration for curb cut should be held in abeyance and be contingent upon approval of such plans. It is our understanding that permits for construction of garage have not yet been sought by applicants.
- Applicants' application as provided to us on March 11, 2012 indicates that existing curb cut servicing existing garage (accessed from Fort Worth Avenue) will remain, which would have the home with two driveways, which is inconsistent with the character and style of the existing neighborhood. Any future plans to remove the existing driveway are too indefinite and remote to serve as a basis for the current application (and would involve a significant departure from the style of the surrounding homes, thus requiring further petition to and approval by both the City of Alexandria, as well as the homeowner's association).
- The proposed curb cut would place an active driveway very close to the intersection of Fort Worth Avenue and Fort Williams Parkway, and applicants' ingress and egress from a driveway that, by design, would appear to offer applicants limited visibility would unreasonably interfere with vehicular traffic at what is a highly used intersection, posing a threat to the health, welfare and safety of the public.
- Proposed curb cut, and proposed driveway, will impact underground utilities and services including cable, telephone and possibly natural gas. Application is silent on how such impact will be mitigated.
- Approval of proposed curb cut will necessitate the removal of an existing city-owned mature Bradford Pear tree that forms part of the canopy of these trees that line Ft. Williams Parkway.

*Marguerite Bateman*

*March 13, 2012*

Richard G. Frank  
3700 Fort Worth Avenue  
Alexandria, VA 22304

March 23, 2012

To: Ms. Joan Wagner  
Department of Transportation and Environmental Services  
PO Box 178 – City Hall  
Alexandria, VA 22313

Dear Ms. Wagner:

With the attached form, we are requesting a new curb cut to be on the east side of our house on Fort Williams Parkway. Currently, our curb cut is on Fort Worth Avenue. Our plan is to move our garage to be placed under our home with access from Fort Williams Parkway.

As our home is on a corner lot (Fort Worth Avenue and Fort Williams Parkway), we are required to obtain the signatures of both of our neighbors. Our neighbors (Poysee and James Huie) on Fort Worth Avenue to our west do not object to this new curb cut and the removal of the old. Our neighbors on Fort Williams Parkway (Marguerite and Paul Bateman) to the south of our house do object and have sent a letter to you on March 13, 2012 documenting their reasons. This letter is to address their concerns and provide a rebuttal to each point. Please refer to their letter/memo, which is attached.

1. There is ample parking in the 400 block of Fort Williams Parkway on both the east and west sides of the street. Three autos can be parked directly in front of the 404 Fort Williams property, as well as 2 in their driveway and 2 in their garage. In addition, 4 more vehicles can be parked on Fort Williams on the same side as our home. Multiple vehicles can be parked on the east side of Fort Williams in front of the homes at the corner of Dearborn Place and Fort Williams and north along Fort Williams Parkway. Adding a curb cut on Fort Williams Parkway would eliminate one of the parking spaces on the west side of the street.
2. The reason that we are requesting a curb cut now is that it is required in our request for an exception to the waiver of Sec. 5-6-224 - Method of Storm and Subsoil Water Disposal because of our proposed building plan of a five foot extension also included a new driveway. This was following the instructions of T&ES staff.
3. The curb cut in place now on Fort Worth will be removed once the curb cut and drive way are in place on Fort Williams Parkway. There is no plan to retain the current curb cut and drive way. It is necessary to keep what we have until the new garage, driveway, and curb cut are completed. The project is being phased in a normal building pattern. There is no intent to stray from the style of the



Location of requested curb cut



House with side loading and two curb cut layout on Ft. Williams Parkway



House on Ft. Williams Parkway with the garage under the structure

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2012**

**DOCKET ITEM:** 8

**ISSUE:** Consideration of a request to remove parking on the south side of Oasis Drive.

**APPLICANT:** Mr. Patrick Connelly, representing VA Management, LLC

**LOCATION:** Oasis Drive

**STAFF RECOMMENDATION:** Staff recommends removing parking on the north side of Oasis Drive between Bragg Street and the I Hop Driveway.

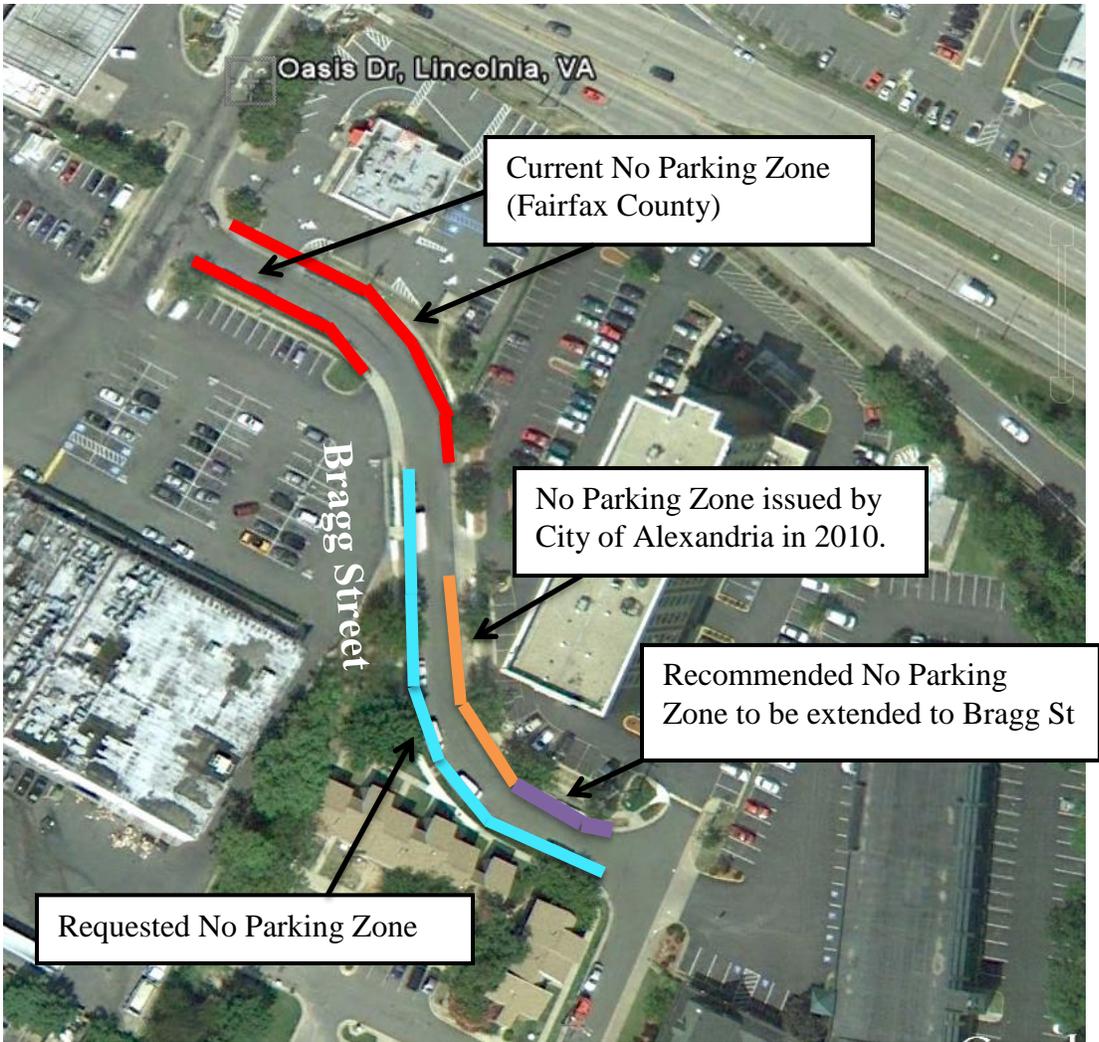
**DISCUSSION:**

The border of the City of Alexandria and Fairfax County lies on Oasis Drive. In June of 2012, a request to remove parking on Oasis Drive was denied by the Traffic and Parking Board. The City of Alexandria did not have the appropriate jurisdiction for issuing parking restrictions on the entire street, and it was also concluded that removing these spaces on the street would take away from available parking for residents in the area and it was not in the best interest of the community. Since this decision Fairfax County has placed No Parking signs along Oasis Drive, so that cars cannot park on either the north or the south side of the street up to the border where the City of Alexandria starts. They have enforced this restriction and cars no longer park there.

Mr. Connelly is requesting to place No Parking signs on the south side of Bragg Street, thus extending the No Parking Zone throughout the entire street on the south side. He states with cars parked on both sides of the street, access to his business on Bragg Street is limited, and there is a danger to cars entering and exiting Oasis Drive. By removing parking on one side of the street, vehicles will have more visibility and less congestion while traveling on Oasis Drive.

Mr. Connelly is addressing the issue of residential parking in the area as well. He has provided pictures showing extra spaces, on four separate occasions, in the residential parking lot behind the houses along this road. Also, there are pictures showing the cars that currently park along Bragg Street are either taxi cab drivers or commercial work vans that are using these spaces to store their vehicles.

Staff is recommending that only the three spaces on the north side of Oasis Drive be removed and that the parking on the south side be retained. Staffs proposal will facilitate adequate ingress and egress to S. Bragg Street while minimizing parking removal.



Overhead view of Bragg Street showing where a No Parking Zone is requested



Requested no parking area on south side of Oasis Drive



Figure showing horizontal curve in roadway



Figure shows taxi cabs, commercial vehicles, and a couple residential cars



Figure shows cabs using spaces on south side of Oasis Drive



These figures show the residential parking spaces for those who live near the requested No Parking Zone area. This is the lot to the south of Oasis Drive. Pictures were taken at four separate times.

# VA MANAGEMENT, LLC

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City Of Alexandria  
Bob Garbacz

October 1, 2012

Dear Mr. Garbacz:

This letter is to inform you that we would like to be placed on the docket for the next parking enforcement meeting with the City of Alexandria. As you know much time was spent in figuring out the appropriate jurisdiction to maintain the roads at Oasis Drive and Bragg Street in Alexandria, Virginia.

Now that we have some of those issues resolved, and Fairfax County has done their part in placing "no parking" signs on their portion of the road and patrolling to make sure that the signs are adhered to, I am requesting that The City Of Alexandria place "no parking" signs on the same side of the street that Fairfax County has theirs placed.

At the last meeting that was attended, it was discussed that there was not enough parking for the townhouses that are there. I am attaching pictures taken on 4 separate occasions, where there are no cars or very few cars parked in the off street lot in the complex itself (Exhibit 1). Cars are parking on both sides of Oasis Drive limiting access to Bragg Street, which is where our business is located. There are days when it is dangerous for a single vehicle to get on to Bragg Street, let alone (God Forbid) an emergency vehicle or fire truck. As it stands right now, it is unsafe to the office buildings, hotels, and housing that are located on Bragg Street. Our tenants should not have to face possible accidents or "near misses" every time they try to go to work.

We are asking for there to be NO Parking on the south side of the street attached to this letter. We are also asking for street signs to be posted reflecting this policy change. I have also attached pictures (Exhibit 2) showing how difficult it is for two vehicles to pass the way it is now and also the commercial vehicles that are parked in the area that we are requesting "no parking".

I know that in the whole scheme of things this might be a very small issue to you, but there are a lot of businesses that pay their city, state and federal taxes that are not getting proper care in case of an emergency, let alone an appropriate, safe everyday business use.

Thanking you in advance for your consideration and prompt response to this letter.

Sincerely,



Patrick Connelly  
General Manager  
VA MANAGEMENT, LLC

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2012**

**DOCKET ITEM:** 9

**ISSUE:** Consideration of a request to install 15 mph Speed Limit signs in front of George Washington Middle School on Mount Vernon Avenue.

**APPLICANT:** Ms. Wendy Brown

**LOCATION:** 1005 Mt. Vernon Avenue

**STAFF RECOMMENDATION:** That the Traffic and Parking Board recommend to the City Manager changing the speed limit on Mount Vernon Avenue from 25 mph to 15 mph during school arrival and dismissal.

**DISCUSSION:**

The speed limit on Mt. Vernon Avenue in front of George Washington Middle School is 25 miles per hour. Ms. Wendy Brown states that during arrival, 8:00 A.M. to 8:30 A.M., and during dismissal, 3:15 P.M. to 3:40 P.M., there have been several near misses due to vehicles traveling at excessive speed on Mt. Vernon Avenue. She requests the speed limit on the blocks in front of George Washington Middle school be reduced to 15 miles per hour to provide a safer environment for children arriving and leaving school.

Several complaints and concerns have been received by residents of the community about this issue, and the Alexandria Police Department has conducted crossing guard training for ACPS selected staff member to assist students crossing Mt. Vernon Avenue.

The 15 mph speed limit is consistent with speed limits posted in front of other schools in the City.



Requested area of 15 mph zone



E Spring St

1005 Mt Vernon Ave, Alexandria

© 2012 Google

Google

**From:** Wendy Brown <[wendy.brown@acps.k12.va.us](mailto:wendy.brown@acps.k12.va.us)>  
**Date:** October 3, 2012 1:01:54 PM EDT  
**To:** <[bob.garbacz@alexandriava.gov](mailto:bob.garbacz@alexandriava.gov)>  
**Subject:** George Washington Middle School

Bob,

I would like to request 15mph speed limit signs on Mt. Vernon Avenue in front of George Washington Middle School. Currently, during arrival (8:00am-8:30am) and dismissal (3:15-3:40) there have been several near misses due to vehicles traveling at excessive high speeds. We have received several complaints/concerns from parents who live in the community. On September 26, APD conducted crossing guard training for ACPS selected staff members to assist students walking across Mt. Vernon Avenue.

I would also like to request for the traffic light on Mt. Vernon Avenue and Braddock Road to stay green a little longer during dismissal. Currently, traffic is stopped on Mt. Vernon Avenue as the buses are exiting the school, the light at Braddock Road is not timed in sequence with GW dismissal times causing traffic congestion.

Any assistance with this matter is greatly appreciated:)

Wendy Brown, Interim Assistant Director, Facilities Occupational Health, Safety & Risk Management  
Alexandria City Public Schools | Educational Facilities  
4701 Seminary Road, Alexandria, VA 22304  
Office (703) 461-4168 | Fax (703) 370-7704 |

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
OCTOBER 22, 2012**

**DOCKET ITEM:** 10

**ISSUE:** Consideration of a request to install stop signs on Mt. Ida Avenue at the intersection of Mt. Ida Avenue and Sycamore Street.

**APPLICANT:** Mr. Mike Welther

**LOCATION:** Mt. Ida Avenue and Sycamore Street

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

**DISCUSSION:**

All-way stop control has been requested at the intersection of Mt. Ida Avenue and Sycamore Street. Currently, the applicant states that cars turning onto Mt. Ida Avenue from Russell Road travel with excessive speeds Southbound on Mt. Ida. There is a hill on Mt. Ida where Mosby Street and Mt. Ida intersect, and cars speeding over this hill present a danger to pedestrians crossing Mt. Ida and to other vehicles stopped on Mt. Ida at the intersection of Mt. Ida and Sycamore. Visibility is very limited and combined with any excessive speed presents a danger at this intersection. There is no sidewalk on the east side of Mt. Ida, so pedestrians will usually cross the street at Sycamore. The applicant states that there are many young children in this area and because there is no sidewalk on the east side of Mt. Ida, they must cross the street in order to walk down to the library, the elementary school, and the playgrounds.

The current speed limit on Mt. Ida is 25 miles per hour. Turning onto Mt. Ida from Russell Road there is a pedestrian warning sign for drivers to see but currently there is no speed limit sign until the bottom of the hill after the intersection with Sycamore Street. A speed study for Mt. Ida and a volume count for Mt. Ida Avenue and Sycamore Street were conducted by the T & ES staff. The results can be seen on the following pages. The requirements for an all-way stop at this intersection were not met, and there have been no reported accidents near this intersection in the past five years.

## **Volumes Counts Study**

NB Sycamore approach	
Maximum vehicles per hour:	10 @ 6:00 P.M.
SB Sycamore approach	
Maximum vehicles per hour:	37 @ 6:00 P.M.
EB Mt Ida approach	
Maximum vehicles per hour:	71 @ 5:00 P.M.
Vehicles per hour @ 6:00 P.M.:	68
WB Mt Ida approach	
Maximum vehicles per hour:	105 @ 6:00 P.M.

The maximum total vehicles approaching the intersection of Mt. Ida and Sycamore during a one hour interval beginning at 6:00 P.M. was found to be 220. In order to meet the requirements for an all-way stop, the total approach volumes for any hour during a 24 hour period must exceed 300 vehicles. The results from the volume counts performed do not meet the requirements for an all-way stop sign at this intersection.

## **Speed Study on Mt. Ida Avenue**

Existing Speed limit on Mt Ida Avenue: 25 mph

Percentile Speeds concluded from study

10% - 18 mph  
50% - 23.3 mph  
85% - 27.2 mph

**City of Alexandria, VA**

Northbound Sycamore approach

Site: EB Sycamore

Northbound Sycamore approach

Interval Begin	Tue 10/2/2012	Wed 10/3/2012	Thu 10/4/2012	Fri 10/5/2012	Sat 10/6/2012	Sun 10/7/2012	Mon 10/8/2012	Mon - Fri Average	Week Average
12:00 AM	-	0	0	-	-	-	-	0.0	0.0
1:00 AM	-	0	0	-	-	-	-	0.0	0.0
2:00 AM	-	0	0	-	-	-	-	0.0	0.0
3:00 AM	-	0	0	-	-	-	-	0.0	0.0
4:00 AM	-	0	0	-	-	-	-	0.0	0.0
5:00 AM	-	2	1	-	-	-	-	1.5	1.5
6:00 AM	-	4	1	-	-	-	-	2.5	2.5
7:00 AM	-	8	9	-	-	-	-	8.5	8.5
8:00 AM	-	7	15	-	-	-	-	11.0	11.0
9:00 AM	-	5	10	-	-	-	-	7.5	7.5
10:00 AM	-	6	3	-	-	-	-	4.5	4.5
11:00 AM	-	12	5	-	-	-	-	8.5	8.5
12:00 PM	-	3	-	-	-	-	-	3.0	3.0
1:00 PM	3	2	-	-	-	-	-	2.5	2.5
2:00 PM	7	4	-	-	-	-	-	5.5	5.5
3:00 PM	8	6	-	-	-	-	-	7.0	7.0
4:00 PM	5	8	-	-	-	-	-	6.5	6.5
5:00 PM	11	7	-	-	-	-	-	9.0	9.0
6:00 PM	4	19	-	-	-	-	-	11.5	11.5
7:00 PM	3	5	-	-	-	-	-	4.0	4.0
8:00 PM	4	4	-	-	-	-	-	4.0	4.0
9:00 PM	1	7	-	-	-	-	-	4.0	4.0
10:00 PM	5	0	-	-	-	-	-	2.5	2.5
11:00 PM	1	1	-	-	-	-	-	1.0	1.0
<b>Totals</b>	<b>52</b>	<b>110</b>	<b>44</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>104.5</b>	<b>104.5</b>
<b>Peak Hours</b>									
12:00 AM - 12:00 PM	-	11:00 AM	8:00 AM	-	-	-	-	8:00 AM	8:00 AM
Volume	-	12	15	-	-	-	-	11.0	11.0
12:00 PM - 12:00 AM	5:00 PM	6:00 PM	-	-	-	-	-	6:00 PM	6:00 PM
Volume	11	19	-	-	-	-	-	11.5	11.5

**City of Alexandria, VA**

Southbound Sycamore approach

Site: Sycamore Street

Southbound Sycamore approach

Interval Begin	Tue 10/2/2012	Wed 10/3/2012	Thu 10/4/2012	Fri 10/5/2012	Sat 10/6/2012	Sun 10/7/2012	Mon 10/8/2012	Mon - Fri Average	Week Average
12:00 AM	-	2	4	-	-	-	-	3.0	3.0
1:00 AM	-	0	2	-	-	-	-	1.0	1.0
2:00 AM	-	0	0	-	-	-	-	0.0	0.0
3:00 AM	-	0	0	-	-	-	-	0.0	0.0
4:00 AM	-	1	5	-	-	-	-	3.0	3.0
5:00 AM	-	7	5	-	-	-	-	6.0	6.0
6:00 AM	-	13	14	-	-	-	-	13.5	13.5
7:00 AM	-	51	56	-	-	-	-	53.5	53.5
8:00 AM	-	52	47	-	-	-	-	49.5	49.5
9:00 AM	-	26	37	-	-	-	-	31.5	31.5
10:00 AM	-	27	20	-	-	-	-	23.5	23.5
11:00 AM	-	29	14	-	-	-	-	21.5	21.5
12:00 PM	-	44	-	-	-	-	-	44.0	44.0
1:00 PM	22	26	-	-	-	-	-	24.0	24.0
2:00 PM	30	30	-	-	-	-	-	30.0	30.0
3:00 PM	45	43	-	-	-	-	-	44.0	44.0
4:00 PM	46	53	-	-	-	-	-	49.5	49.5
5:00 PM	52	54	-	-	-	-	-	53.0	53.0
6:00 PM	46	74	-	-	-	-	-	60.0	60.0
7:00 PM	53	55	-	-	-	-	-	54.0	54.0
8:00 PM	23	31	-	-	-	-	-	27.0	27.0
9:00 PM	29	24	-	-	-	-	-	26.5	26.5
10:00 PM	11	8	-	-	-	-	-	9.5	9.5
11:00 PM	5	9	-	-	-	-	-	7.0	7.0
<b>Totals</b>	<b>362</b>	<b>659</b>	<b>204</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>634.5</b>	<b>634.5</b>
<b>Peak Hours</b>									
12:00 AM - 12:00 PM	-	8:00 AM	7:00 AM	-	-	-	-	7:00 AM	7:00 AM
Volume	-	52	56	-	-	-	-	53.5	53.5
12:00 PM - 12:00 AM	7:00 PM	6:00 PM	-	-	-	-	-	6:00 PM	6:00 PM
Volume	53	74	-	-	-	-	-	60.0	60.0

City of Alexandria, VA

Site: Mt Ida Avenue

Eastbound Sycamore Approach

Eastbound Sycamore Approach

Interval	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Mon - Fri	Week
Begin	10/2/2012	10/3/2012	10/4/2012	10/5/2012	10/6/2012	10/7/2012	10/8/2012	Average	Average
12:00 AM	-	8	10	-	-	-	-	9.0	9.0
1:00 AM	-	1	5	-	-	-	-	3.0	3.0
2:00 AM	-	1	4	-	-	-	-	2.5	2.5
3:00 AM	-	0	0	-	-	-	-	0.0	0.0
4:00 AM	-	6	6	-	-	-	-	6.0	6.0
5:00 AM	-	14	14	-	-	-	-	14.0	14.0
6:00 AM	-	40	33	-	-	-	-	36.5	36.5
7:00 AM	-	137	142	-	-	-	-	139.5	139.5
8:00 AM	-	144	147	-	-	-	-	145.5	145.5
9:00 AM	-	95	102	-	-	-	-	98.5	98.5
10:00 AM	-	67	72	-	-	-	-	69.5	69.5
11:00 AM	-	101	58	-	-	-	-	79.5	79.5
12:00 PM	-	97	-	-	-	-	-	97.0	97.0
1:00 PM	71	84	-	-	-	-	-	77.5	77.5
2:00 PM	120	131	-	-	-	-	-	125.5	125.5
3:00 PM	109	127	-	-	-	-	-	118.0	118.0
4:00 PM	147	151	-	-	-	-	-	149.0	149.0
5:00 PM	150	184	-	-	-	-	-	167.0	167.0
6:00 PM	162	211	-	-	-	-	-	186.5	186.5
7:00 PM	132	129	-	-	-	-	-	130.5	130.5
8:00 PM	65	93	-	-	-	-	-	79.0	79.0
9:00 PM	68	63	-	-	-	-	-	65.5	65.5
10:00 PM	31	22	-	-	-	-	-	26.5	26.5
11:00 PM	12	18	-	-	-	-	-	15.0	15.0
Totals	1067	1924	593	-	-	-	-	1840.5	1840.5
Peak Hours									
12:00 AM -	-	8:00 AM	8:00 AM	-	-	-	-	8:00 AM	8:00 AM
12:00 PM	-	144	147	-	-	-	-	145.5	145.5
Volume	-	144	147	-	-	-	-	145.5	145.5
12:00 PM -	6:00 PM	6:00 PM	-	-	-	-	-	6:00 PM	6:00 PM
12:00 AM	162	211	-	-	-	-	-	186.5	186.5
Volume	162	211	-	-	-	-	-	186.5	186.5

City of Alexandria, VA

Site: NB Mt Ida  
Date: 10/2/2012  
Tuesday

Westbound Sycamore Approach  
and Speed Study

Westbound Sycamore Approach  
and Speed Study

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
1:00 PM	74	4	14	24	28	4	0	0	0	0	0	0	0	0
2:00 PM	100	4	17	41	36	2	0	0	0	0	0	0	0	0
3:00 PM	104	10	22	43	27	2	0	0	0	0	0	0	0	0
4:00 PM	115	5	20	55	31	4	0	0	0	0	0	0	0	0
5:00 PM	142	4	37	61	35	5	0	0	0	0	0	0	0	0
6:00 PM	136	6	29	54	43	4	0	0	0	0	0	0	0	0
7:00 PM	110	3	21	53	31	2	0	0	0	0	0	0	0	0
8:00 PM	46	0	8	21	15	1	1	0	0	0	0	0	0	0
9:00 PM	46	2	10	22	10	1	1	0	0	0	0	0	0	0
10:00 PM	20	0	3	8	8	0	0	1	0	0	0	0	0	0
11:00 PM	8	2	1	2	3	0	0	0	0	0	0	0	0	0
10/3/2012														
12:00 AM	5	0	0	4	1	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	3	1	0	1	1	0	0	0	0	0	0	0	0	0
5:00 AM	15	1	4	5	4	1	0	0	0	0	0	0	0	0
6:00 AM	32	2	9	13	7	0	1	0	0	0	0	0	0	0
7:00 AM	121	6	24	60	27	3	0	1	0	0	0	0	0	0
8:00 AM	129	10	31	45	39	4	0	0	0	0	0	0	0	0
9:00 AM	83	3	26	37	16	1	0	0	0	0	0	0	0	0
10:00 AM	54	3	15	17	17	2	0	0	0	0	0	0	0	0
11:00 AM	80	6	10	34	27	3	0	0	0	0	0	0	0	0
12:00 PM	86	7	19	29	27	4	0	0	0	0	0	0	0	0
Total	1511	79	320	630	434	43	3	2	0	0	0	0	0	0
%		5.2	21.2	41.7	28.7	2.8	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds (mph) 15 % 50 % 85 %  
18.0 23.3 27.2

10 mph Pace Speed Number in Pace 1169 (77.4 %) Average Minimum Maximum 22.7 mph 5.0 mph 44.7 mph

Speeds Exceeded Count 5 mph 100.0 % 1511 15 mph 94.8 % 1432 25 mph 31.9 % 482 35 mph 0.3 % 5 45 mph 0.0 % 0

